

Commission Directive (EU) 2015/996 of 19 May 2015 establishing common noise assessment methods according to Directive 2002/49/EC of the European Parliament and of the Council (Text with EEA relevance)

ANNEX

ASSESSMENT METHODS FOR THE NOISE INDICATORS(Referred to in Article 6 of Directive 2002/49/EC)

1. INTRODUCTION

The values of L_{den} and L_{night} shall be determined at the assessment positions by computation, according to the method set out in Chapter 2 and the data described in Chapter 3. Measurements may be performed according to Chapter 4.

2. COMMON NOISE ASSESSMENT METHODS

2.1. General provisions — Road traffic, railway and industrial noise

2.1.1. Indicators, frequency range and band definitions

Noise calculations shall be defined in the frequency range from 63 Hz to 8 kHz. Frequency band results shall be provided at the corresponding frequency interval.

Calculations are performed in octave bands for road traffic, railway traffic and industrial noise, except for the railway noise source sound power, that uses third octave bands. For road traffic, railway traffic and industrial noise, based on these octave band results, the A-weighted long term average sound pressure level for the day, evening and night period, as defined in Annex I and referred to in Art. 5 of Directive 2002/49/EC, is computed by summation over all frequencies:

$$L_{Aeq,T} = 10 \times \lg \sum_{i=1} 10^{(L_{eq,T,i} + A_i)/10} \quad (2.1.1)$$

where

A_i denotes the A-weighting correction according to IEC 61672-1

i = frequency band index

and T is the time period corresponding to day, evening or night.

Noise parameters:

L_p	Instantaneous sound pressure level	[dB] (re. $2 \cdot 10^{-5}$ Pa)
$L_{Aeq,LT}$	Global long-term sound level L_{Aeq} due to all sources and image sources at point R	[dB] (re. $2 \cdot 10^{-5}$ Pa)
L_W	'In situ' sound power level of a point source (moving or steady)	[dB] (re. 10^{-12} W)
$L_{W,i,dir}$	Directional 'in situ' sound power level for the i -th frequency band	[dB] (re. 10^{-12} W)
L_W	Average 'in situ' sound power level per metre of source line	[dB/m] (re. 10^{-12} W)

Other physical parameters:

p	r.m.s. of the instantaneous sound pressure	[Pa]
p_0	Reference sound pressure = $2 \cdot 10^{-5}$ Pa	[Pa]
W_0	Reference sound power = 10^{-12} W	[watt]

2.1.2. *Quality framework*

Accuracy of input values

All input values affecting the emission level of a source shall be determined with at least the accuracy corresponding to an uncertainty of ± 2 dB(A) in the emission level of the source (leaving all other parameters unchanged).

Use of default values

In the application of the method, the input data shall reflect the actual usage. In general there shall be no reliance on default input values or assumptions. Default input values and assumptions are accepted if the collection of real data is associated with disproportionately high costs.

Quality of the software used for the calculations

Software used to perform the calculations shall prove compliance with the methods herewith described by means of certification of results against test cases.

2.2. **Road traffic noise**

2.2.1. *Source description*

Classification of vehicles

The road traffic noise source shall be determined by combining the noise emission of each individual vehicle forming the traffic flow. These vehicles are grouped into five separate categories with regard to their characteristics of noise emission:

- Category 1 : Light motor vehicles
- Category 2 : Medium heavy vehicles
- Category 3 : Heavy vehicles
- Category 4 : Powered two-wheelers
- Category 5 : Open category

In the case of powered two-wheelers, two separate subclasses are defined for mopeds and more powerful motorcycles, since they operate in very different driving modes and their numbers usually vary widely.

The first four categories shall be used, and the fifth category is optional. It is foreseen for new vehicles that may be developed in the future and may be sufficiently different in their noise emission to require an additional category to be defined. This category could cover, for example, electric or hybrid vehicles or any vehicle developed in the future substantially different from those in categories 1 to 4.

The details of the different vehicle classes are given in Table [2.2.a].

TABLE [2.2.A]

Vehicle classes

Status: This is the original version (as it was originally adopted).

Category	Name	Description	Vehicle category in EC Whole Vehicle Type Approval ^a
1	Light motor vehicles	Passenger cars, delivery vans ≤ 3,5 tons, SUVs ^b , MPVs ^c including trailers and caravans	M1 and N1
2	Medium heavy vehicles	Medium heavy vehicles, delivery vans > 3,5 tons, buses, motorhomes, etc. with two axles and twin tyre mounting on rear axle	M2, M3 and N2, N3
3	Heavy vehicles	Heavy duty vehicles, touring cars, buses, with three or more axles	M2 and N2 with trailer, M3 and N3
4	Powered two-wheelers	4a	Two-, Three- and Four-wheel Mopeds
		4b	Motorcycles with and without sidecars, Tricycles and Quadricycles
5	Open category	To be defined according to future needs	N/A

a Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 263, 9.10.2007, p. 1).

b Sport Utility Vehicles.

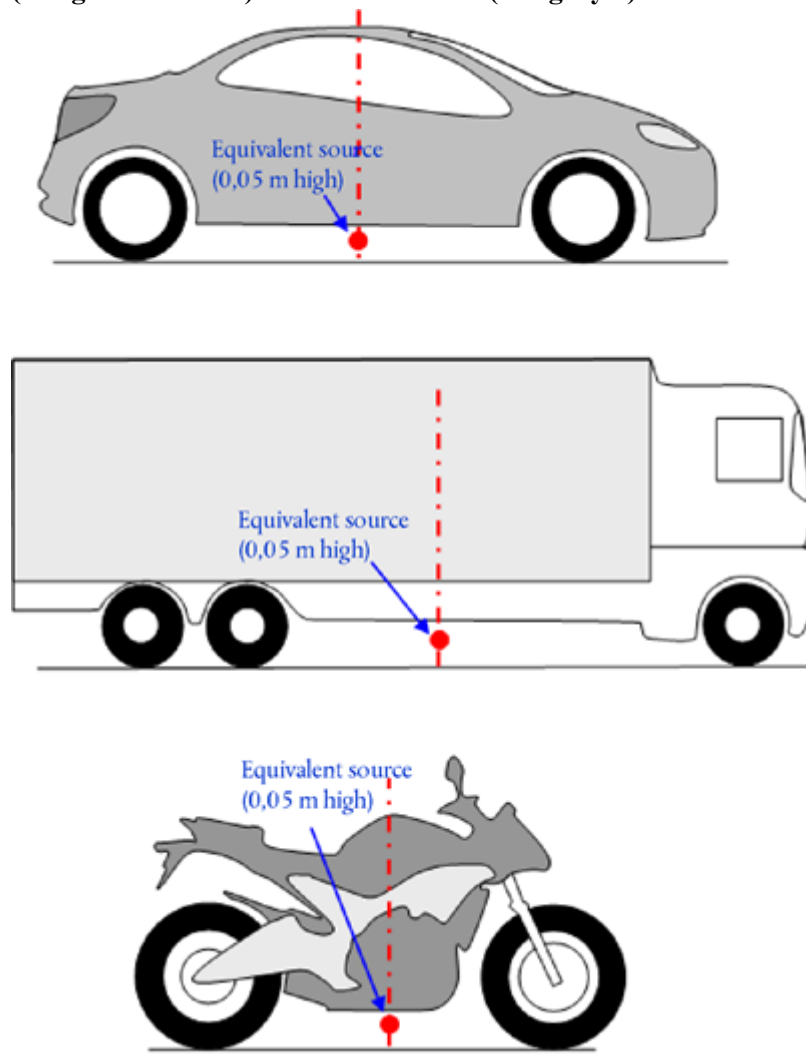
c Multi-Purpose Vehicles.

Number and position of equivalent sound sources

In this method, each vehicle (category 1, 2, 3, 4 and 5) is represented by one single point source radiating uniformly into the $2-\pi$ half space above the ground. The first reflection on the road surface is treated implicitly. As depicted in Figure [2.2.a], this point source is placed 0,05 m above the road surface.

Figure [2.2.a]

Location of equivalent point source on light vehicles (category 1), heavy vehicles (categories 2 and 3) and two-wheelers (category 4)



The traffic flow is represented by a source line. In the modelling of a road with multiple lanes, each lane should ideally be represented by a source line placed in the centre of each lane. However, it is also acceptable to model one source line in the middle of a two way road or one source line per carriageway in the outer lane of multi-lane roads.

Sound power emission

General considerations

The sound power of the source is defined in the 'semi-free field', thus the sound power includes the effect of the reflection of the ground immediately under the modelled source where there are no disturbing objects in its immediate surroundings except for the reflection on the road surface not immediately under the modelled source.

Traffic flow

The noise emission of a traffic flow is represented by a source line characterised by its directional sound power per metre per frequency. This corresponds to the sum of the sound emission of the individual vehicles in the traffic flow, taking into account the time spent by the vehicles in the road section considered. The implementation of the individual vehicle in the flow requires the application of a traffic flow model.

Status: This is the original version (as it was originally adopted).

If a steady traffic flow of Q_m vehicles of category m per hour is assumed, with an average speed v_m (in km/h), the directional sound power per metre in frequency band i of the source line $L_{W',eq,line,i,m}$ is defined by:

$L_{W',eq,line,i,m} = L_{W',i,m} + 10 \times \lg \left(\frac{Q_m}{1000 \times v_m} \right)$	(2.2.1)
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where $L_{W',i,m}$ is the directional sound power of a single vehicle. $L_{W',m}$ is expressed in dB (re. 10^{-12} W/m). These sound power levels are calculated for each octave band i from 125 Hz to 4 kHz.

Traffic flow data Q_m shall be expressed as yearly average per hour, per time period (day-evening-night), per vehicle class and per source line. For all categories, input traffic flow data derived from traffic counting or from traffic models shall be used.

The speed v_m is a representative speed per vehicle category: in most cases the lower of the maximum legal speed for the section of road and the maximum legal speed for the vehicle category. If local measurement data is unavailable the maximum legal speed for the vehicle category shall be used.

Individual vehicle

In the traffic flow, all vehicles of category m are assumed to drive at the same speed, i.e. v_m , the average speed of the flow of vehicles of the category.

A road vehicle is modelled by a set of mathematical equations representing the two main noise sources:

1. Rolling noise due to the tyre/road interaction;
2. Propulsion noise produced by the driveline (engine, exhaust, etc.) of the vehicle.

Aerodynamic noise is incorporated in the rolling noise source.

For light, medium and heavy motor vehicles (categories 1, 2 and 3), the total sound power corresponds to the energetic sum of the rolling and the propulsion noise. Thus, the total sound power level of the source lines $m = 1, 2$ or 3 is defined by:

$L_{W',i,m}(v_m) = 10 \times \lg \left(10^{L_{WR,i,m}(v_m)/10} + 10^{L_{WP,i,m}(v_m)/10} \right)$	(2.2.2)
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where $L_{WR,i,m}$ is the sound power level for rolling noise and $L_{WP,i,m}$ is the sound power level for propulsion noise. This is valid on all speed ranges. For speeds less than 20 km/h it shall have the same sound power level as defined by the formula for $v_m = 20$ km/h.

For two-wheelers (category 4), only propulsion noise is considered for the source:

$L_{W',i,m}(v_m = 4) = L_{WP,i,m}(v_m = 4)$	(2.2.3)
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This is valid on all speed ranges. For speeds less than 20 km/h it shall have the same sound power level as defined by the formula for $v_m = 20$ km/h.

2.2.2. Reference conditions

The source equations and coefficients are valid for the following reference conditions:

- a constant vehicle speed

- a flat road
- an air temperature $\tau_{ref} = 20$ °C
- a virtual reference road surface, consisting of an average of dense asphalt concrete 0/11 and stone mastic asphalt 0/11, between 2 and 7 years old and in a representative maintenance condition
- a dry road surface
- no studded tyres.

2.2.3. Rolling noise

General equation

The rolling noise sound power level in the frequency band i for a vehicle of class $m = 1, 2$ or 3 is defined as:

$$L_{WR,i,m} = A_{R,i,m} + B_{R,i,m} \times \lg\left(\frac{v_m}{v_{ref}}\right) + \Delta L_{WR,i,m} \quad (2.2.4)$$

The coefficients $A_{R,i,m}$ and $B_{R,i,m}$ are given in octave bands for each vehicle category and for a reference speed $v_{ref} = 70$ km/h. $\Delta L_{WR,i,m}$ corresponds to the sum of the correction coefficients to be applied to the rolling noise emission for specific road or vehicle conditions deviating from the reference conditions:

$$\Delta L_{WR,i,m} = \Delta L_{WR,road,i,m} + \Delta L_{studdedtyres,i,m} + \Delta L_{WR,acc,i,m} + \Delta L_{W,temp} \quad (2.2.5)$$

$\Delta L_{WR,road,i,m}$ accounts for the effect on rolling noise of a road surface with acoustic properties different from those of the virtual reference surface as defined in Chapter 2.2.2. It includes both the effect on propagation and on generation.

$\Delta L_{studdedtyres,i,m}$ is a correction coefficient accounting for the higher rolling noise of light vehicles equipped with studded tyres.

$\Delta L_{WR,acc,i,m}$ accounts for the effect on rolling noise of a crossing with traffic lights or a roundabout. It integrates the effect on noise of the speed variation.

$\Delta L_{W,temp}$ is a correction term for an average temperature τ different from the reference temperature $\tau_{ref} = 20$ °C.

Correction for studded tyres

In situations where a significant number of light vehicles in the traffic flow use studded tyres during several months every year, the induced effect on rolling noise shall be taken into account. For each vehicle of category $m = 1$ equipped with studded tyres, a speed-dependent increase in rolling noise emission is evaluated by:

$A_{stud,i}(v) =$	$a_i + b_i \times \lg(50/70)$ for $v < 50$ km/h	(2.2.6)
	$a_i + b_i \times \lg(v/70)$ for $50 \leq v \leq 90$ km/h	
	$a_i + b_i \times \lg(90/70)$ for $v > 90$ km/h	

Status: This is the original version (as it was originally adopted).

where coefficients a_i and b_i are given for each octave band.

The increase in rolling noise emission shall only be attributed according to the proportion of light vehicles with studded tyres and during a limited period T_s (in months) over the year. If $Q_{stud, ratio}$ is the average ratio of the total volume of light vehicles per hour equipped with studded tyres during the period T_s (in months), then the yearly average proportion of vehicles equipped with studded tyres p_s is expressed by:

$$p_s = Q_{stud, ratio} \times \frac{T_s}{12} \quad (2.2.7)$$

The resulting correction to be applied to the rolling sound power emission due to the use of studded tyres for vehicles of category $m = 1$ in frequency band i shall be:

$$\Delta L_{studdedtyres, i, m=1} = 10 \times \lg \left[(1 - p_s) + p_s 10^{\frac{\Delta_{stud, i, m=1}}{10}} \right] \quad (2.2.8)$$

For vehicles of all other categories no correction shall be applied:

$$\Delta L_{studdedtyres, i, m \neq 1} = 0 \quad (2.2.9)$$

Effect of air temperature on rolling noise correction

The air temperature affects rolling noise emission; the rolling sound power level decreases when the air temperature increases. This effect is introduced in the road surface correction. Road surface corrections are usually evaluated at an air temperature of $\tau_{ref} = 20$ °C. In the case of a different yearly average air temperature °C, the road surface noise shall be corrected by:

$$\Delta L_{W, temp, m}(\tau) = K_m \times (\tau_{ref} - \tau) \quad (2.2.10)$$

The correction term is positive (i.e. noise increases) for temperatures lower than 20 °C and negative (i.e. noise decreases) for higher temperatures. The coefficient K depends on the road surface and the tyre characteristics and in general exhibits some frequency dependence. A generic coefficient $K_{m=1} = 0,08$ dB/°C for light vehicles (category 1) and $K_{m=2} = K_{m=3} = 0,04$ dB/°C for heavy vehicles (categories 2 and 3) shall be applied for all road surfaces. The correction coefficient shall be applied equally on all octave bands from 63 to 8 000 Hz.

2.2.4. Propulsion noise

General equation

The propulsion noise emission includes all contributions from engine, exhaust, gears, air intake, etc. The propulsion noise sound power level in the frequency band i for a vehicle of class m is defined as:

$$L_{WP, i, m} = A_{P, i, m} + B_{P, i, m} \times \frac{(v_m - v_{ref})}{v_{ref}} + \Delta L_{WP, i, m} \quad (2.2.11)$$

The coefficients $A_{P, i, m}$ and $B_{P, i, m}$ are given in octave bands for each vehicle category and for a reference speed $v_{ref} = 70$ km/h.

$\Delta L_{WP,i,m}$ corresponds to the sum of the correction coefficients to be applied to the propulsion noise emission for specific driving conditions or regional conditions deviating from the reference conditions:

$\Delta L_{WP,i,m} = \Delta L_{WP,road,i,m} + \Delta L_{WP,grad,i,m} + \Delta L_{WP,acc,i,m}$	(2.2.12)
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$\Delta L_{WP,road,i,m}$ accounts for the effect of the road surface on the propulsion noise via absorption. The calculation shall be performed according to Chapter 2.2.6.

$\Delta L_{WP,acc,i,m}$ and $\Delta L_{WP,grad,i,m}$ account for the effect of road gradients and of vehicle acceleration and deceleration at intersections. They shall be calculated according to Chapters 2.2.4 and 2.2.5 respectively.

Effect of road gradients

The road gradient has two effects on the noise emission of the vehicle: first, it affects the vehicle speed and thus the rolling and propulsion noise emission of the vehicle; second, it affects both the engine load and the engine speed via the choice of gear and thus the propulsion noise emission of the vehicle. Only the effect on the propulsion noise is considered in this section, where a steady speed is assumed.

The effect of the road gradient on the propulsion noise is taken into account by a correction term $\Delta L_{WP,grad,m}$ which is a function of the slope s (in %), the vehicle speed v_m (in km/h) and the vehicle class m . In the case of a bi-directional traffic flow, it is necessary to split the flow into two components and correct half for uphill and half for downhill. The correction term is attributed to all octave bands equally:

For $m = 1$

$\Delta L_{WP,grad,i,m} = 1(v_m)$	$\frac{\text{Min}(12\%;-s)-6\%}{1\%}$	for $s < -6\%$	(2.2.13)
$=$	0	for $-6\% \leq s \leq 2\%$	
	$\frac{\text{Min}(12\%;s)-2\%}{1,5\%} \times \frac{v_m}{100}$	for $s > 2\%$	

For $m = 2$

$\Delta L_{WP,grad,i,m} = 2(v_m)$	$\frac{\text{Min}(12\%;-s)-4\%}{0,7\%} \times \frac{v_m-20}{100}$	for $s < -4\%$	(2.2.14)
$=$	0	for $-4\% \leq s \leq 0\%$	
	$\frac{\text{Min}(12\%;s)}{1\%} \times \frac{v_m}{100}$	for $s > 0\%$	

For $m = 3$

$\Delta L_{WP,grad,i,m} = 3(v_m)$	$\frac{\text{Min}(12\%;-s)-4\%}{0,5\%} \times \frac{v_m-10}{100}$	for $s < -4\%$	(2.2.15)
$=$	0	for $-4\% \leq s \leq 0\%$	

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$\frac{\text{Min}(12 \%, s)}{0,8 \text{ \%}} \times \frac{v_m}{100}$	<i>for s > 0 %</i>
For $m = 4$	
$\Delta L_{WP,grad,i,m} = 0$	(2.2.16)

The correction $\Delta L_{WP,grad,m}$ implicitly includes the effect of slope on speed.

2.2.5. Effect of the acceleration and deceleration of vehicles

Before and after crossings with traffic lights and roundabouts a correction shall be applied for the effect of acceleration and deceleration as described below.

The correction terms for rolling noise, $\Delta L_{WR,acc,m,k}$, and for propulsion noise, $\Delta L_{WP,acc,m,k}$, are linear functions of the distance x (in m) of the point source to the nearest intersection of the respective source line with another source line. They are attributed to all octave bands equally:

$\Delta L_{WR,acc,m,k} = C_{R,m,k} \times \text{Max} \left(1 - \frac{ x }{100}; 0 \right)$	(2.2.17)
$\Delta L_{WP,acc,m,k} = C_{P,m,k} \times \text{Max} \left(1 - \frac{ x }{100}; 0 \right)$	(2.2.18)

The coefficients $C_{R,m,k}$ and $C_{P,m,k}$ depend on the kind of junction k ($k = 1$ for a crossing with traffic lights; $k = 2$ for a roundabout) and are given for each vehicle category. The correction includes the effect of change in speed when approaching or moving away from a crossing or a roundabout.

Note that at a distance $|x| \geq 100$ m, $\Delta L_{WR,acc,m,k} = \Delta L_{WP,acc,m,k} = 0$.

2.2.6. Effect of the type of road surface General principles

For road surfaces with acoustic properties different from those of the reference surface, a spectral correction term for both rolling noise and propulsion noise shall be applied.

The road surface correction term for the rolling noise emission is given by:

$\Delta L_{WR,road,i,m} = \alpha_{i,m} + \beta_m \times \lg \left(\frac{v_m}{v_{ref}} \right)$	(2.2.19)
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where

$\alpha_{i,m}$ is the spectral correction in dB at reference speed v_{ref} for category m (1, 2 or 3) and spectral band i .

β_m is the speed effect on the rolling noise reduction for category m (1, 2 or 3) and is identical for all frequency bands.

The road surface correction term for the propulsion noise emission is given by:

$\Delta L_{WP,road,i,m} = \min \{ \alpha_{i,m}; 0 \}$	(2.2.20)
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Absorbing surfaces decrease the propulsion noise, while non-absorbing surfaces do not increase it.

Age effect on road surface noise properties

The noise characteristics of road surfaces vary with age and the level of maintenance, with a tendency to become louder over time. In this method the road surface parameters are derived to be representative for the acoustic performance of the road surface type averaged over its representative lifetime and assuming proper maintenance.

2.3. Railway noise*2.3.1. Source description**Classification of vehicles**Definition of vehicle and train*

For the purposes of this noise calculation method, a vehicle is defined as any single railway sub-unit of a train (typically a locomotive, a self-propelled coach, a hauled coach or a freight wagon) that can be moved independently and can be detached from the rest of the train. Some specific circumstances may occur for sub-units of a train that are a part of a non-detachable set, e.g. share one bogie between them. For the purpose of this calculation method, all these sub-units are grouped into a single vehicle.

For the purpose of this calculation method, a train consists of a series of coupled vehicles.

Table [2.3.a] defines a common language to describe the vehicle types included in the source database. It presents the relevant descriptors to be used to classify the vehicles in full. These descriptors correspond to properties of the vehicle, which affect the acoustic directional sound power per metre length of the equivalent source line modelled.

The number of vehicles for each type shall be determined on each of the track sections for each of the time periods to be used in the noise calculation. It shall be expressed as an average number of vehicles per hour, which is obtained by dividing the total number of vehicles travelling in a given time period by the duration in hours of this time period (e.g. 24 vehicles in 4 hours means 6 vehicles per hour). All vehicle types travelling on each track section shall be used.

TABLE [2.3.A]

Classification and descriptors for railway vehicles

Digit	1	2	3	4
Descriptor	Vehicle type	Number of axles per vehicle	Brake type	Wheel measure
Explanation of the descriptor	A letter that describes the type	The actual number of axles	A letter that describes the brake type	A letter that describes the noise reduction measure type
Possible descriptors	h high speed vehicle (> 200 km/h)	1	c cast-iron block	n no measure
	m self-propelled passenger coaches	2	k composite or sinter metal block	d dampers

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p hailed passenger coaches	3	n non-tread braked, like disc, drum, magnetic	s screens
c city tram or light metro self-propelled and non-self- propelled coach	4		o other
d diesel loco	etc.		
e electric loco			
a any generic freight vehicle			
o other (i.e. maintenance vehicles etc.)			

Classification of tracks and support structure

The existing tracks may differ because there are several elements contributing to and characterising their acoustic properties. The track types used in this method are listed in Table [2.3.b] below. Some of the elements have a large influence on acoustic properties, while others have only secondary effects. In general, the most relevant elements influencing the railway noise emission are: railhead roughness, rail pad stiffness, track base, rail joints and radius of curvature of the track. Alternatively, the overall track properties can be defined and, in this case, the railhead roughness and the track decay rate according to ISO 3095 are the two acoustically essential parameters, plus the radius of curvature of the track.

A track section is defined as a part of a single track, on a railway line or station or depot, on which the track's physical properties and basic components do not change.

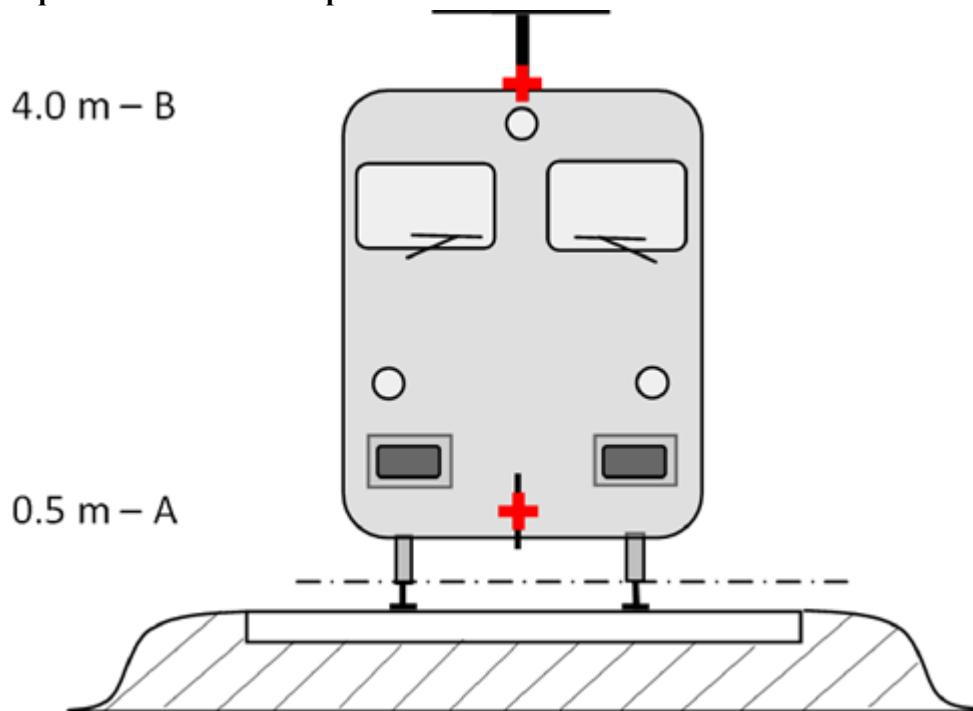
Table [2.3.b] defines a common language to describe the track types included in the source database.

TABLE [2.3.B]

Digit	1	2	3	4	5	6
Descriptor	Track base	Railhead Roughness	Rail pad type	Additional measures	Rail joints	Curvature
Explanation of the descriptor	Type of track base	Indicator for roughness	Represents an indication of the 'acoustic' stiffness	A letter describing acoustic device	Presence of joints and spacing	Indicate the radius of curvature in m

Codes allowed	B Ballast	E Well maintained and very smooth	S Soft (150-250 MN/m)	N None	N None	N Straight track
	S Slab track	M Normally maintained	M Medium (250 to 800 MN/m)	D Rail damper	S Single joint or switch	L Low (1 000-500 m)
	L Ballasted bridge	N Not well maintained	H Stiff (800-1 000 MN/m)	B Low barrier	D Two joints or switches per 100 m	M Medium (Less than 500 m and more than 300 m)
	N Non-ballasted bridge	B Not maintained and bad condition		A Absorber plate on slab track	M More than two joints or switches per 100 m	H High (Less than 300 m)
	T Embedded track			E Embedded rail		
	O Other			O Other		

*Number and position of the equivalent sound sources
Figure [2.3.a]*

Equivalent noise sources position

The different equivalent noise line sources are placed at different heights and at the centre of the track. All heights are referred to the plane tangent to the two upper surfaces of the two rails.

The equivalent sources include different physical sources (index p). These physical sources are divided into different categories depending on the generation mechanism, and are: (1) rolling noise (including not only rail and track base vibration and wheel vibration but also, where present, superstructure noise of the freight vehicles); (2) traction noise; (3) aerodynamic noise; (4) impact noise (from crossings, switches and junctions); (5) squeal noise and (6) noise due to additional effects such as bridges and viaducts.

- (1) The roughness of wheels and railheads, through three transmission paths to the radiating surfaces (rails, wheels and superstructure), constitutes the rolling noise. This is allocated to $h = 0,5$ m (radiating surfaces A) to represent the track contribution, including the effects of the surface of the tracks, especially slab tracks (in accordance with the propagation part), to represent the wheel contribution and to represent the contribution of the superstructure of the vehicle to noise (in freight trains).
- (2) The equivalent source heights for traction noise vary between 0,5 m (source A) and 4,0 m (source B), depending on the physical position of the component concerned. Sources such as gear transmissions and electric motors will often be at an axle height of 0,5 m (source A). Louvres and cooling outlets can be at various heights; engine exhausts for diesel-powered vehicles are often at a roof height of 4,0 m (source B). Other traction sources such as fans or diesel engine blocks may be at a height of 0,5 m (source A) or 4,0 m (source B). If the exact source height is in between the model heights, the sound energy is distributed proportionately over the nearest adjacent source heights.

For this reason, two source heights are foreseen by the method at 0,5 m (source A), 4,0 m (source B), and the equivalent sound power associated with each is distributed between the two depending on the specific configuration of the sources on the unit type.

- (3) Aerodynamic noise effects are associated with the source at 0,5 m (representing the shrouds and the screens, source A), and the source at 4,0 m (modelling all over roof apparatus and pantograph, source B). The choice of 4,0 m for pantograph effects is known to be a simple model, and has to be considered carefully if the objective is to choose an appropriate noise barrier height.
- (4) Impact noise is associated with the source at 0,5 m (source A).
- (5) Squeal noise is associated with the sources at 0,5 m (source A).
- (6) Bridge noise is associated with the source at 0,5 m (source A).

2.3.2. Sound power emission

General equations

Individual vehicle

The model for railway traffic noise, analogously to road traffic noise, describes the noise sound power emission of a specific combination of vehicle type and track type which fulfils a series of requirements described in the vehicle and track classification, in terms of a set of sound power per each vehicle ($L_{w,i}$).

Traffic flow

The noise emission of a traffic flow on each track shall be represented by a set of 2 source lines characterised by its directional sound power per metre per frequency band. This corresponds to the sum of the sound emissions due to the individual vehicles passing by in the traffic flow and, in the specific case of stationary vehicles, taking into account the time spent by the vehicles in the railway section under consideration.

The directional sound power per metre per frequency band, due to all the vehicles passing by each track section on the track type (j), is defined:

- for each frequency band (i),
- for each given source height (h) (for sources at 0,5 m $h = 1$, at 4,0 m $h = 2$),

and is the energy sum of all contributions from all vehicles running on the specific j-th track section. These contributions are:

- from all vehicle types (t)
- at their different speeds (s)
- under the particular running conditions (constant speed) (c)
- for each physical source type (rolling, impact, squeal, traction, aerodynamic and additional effects sources such as for example bridge noise) (p).

To calculate the directional sound power per metre (input to the propagation part) due to the average mix of traffic on the j-th track section, the following is used:

$$L_{W,eq,T,dir,i} = 10 \times \lg \left(\sum_{x=1}^X 10^{L_{w,eq,dir,x}/10} \right) \quad (2.3.1)$$

where

- T_{ref} = reference time period for which the average traffic is considered
- X = total number of existing combinations of i, t, s, c, p for each j-th track section
- t = index for vehicle types on the j-th track section
- s = index for train speed: there are as many indexes as the number of different average train speeds on the j-th track section

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c	= index for running conditions: 1 (for constant speed), 2 (idling)
p	= index for physical source types: 1 (for rolling and impact noise), 2 (curve squeal), 3 (traction noise), 4 (aerodynamic noise), 5 (additional effects)
$L_{W',eq,line,x}$	= x -th directional sound power per metre for a source line of one combination of t, s, c, p on each j -th track section

If a steady flow of Q vehicles per hour is assumed, with an average speed v , on average at each moment in time there will be an equivalent number of Q/v vehicles per unit length of the railway section. The noise emission of the vehicle flow in terms of directional sound power per metre $L_{W',eq,line}$ (expressed in dB/m (re. 10^{-12} W)) is integrated by:

$L_{W',eq,line,i}(\psi,\varphi) = L_{W,0,dir,i}(\psi,\varphi) + 10 \times \lg\left(\frac{Q}{1000v}\right)$ <p>(for $c = 1$)</p>	(2.3.2)
--	---------

where

- Q is the average number of vehicles per hour on the j -th track section for vehicle type t , average train speed s and running condition c
- v is their speed on the j -th track section for vehicle type t and average train speed s
- $L_{W,0,dir}$ is the directional sound power level of the specific noise (rolling, impact, squeal, braking, traction, aerodynamic, other effects) of a single vehicle in the directions ψ, φ defined with respect to the vehicle's direction of movement (see Figure [2.3.b]).

In the case of a stationary source, as during idling, it is assumed that the vehicle will remain for an overall time T_{idle} at a location within a track section with length L . Therefore, with T_{ref} as the reference time period for the noise assessment (e.g. 12 hours, 4 hours, 8 hours), the directional sound power per unit length on that track section is defined by:

$L_{W',eq,line,i}(\psi,\varphi) = L_{W,0,dir,i}(\psi,\varphi) + 10 \times \lg\left(\frac{T_{idle}}{T_{ref}L}\right)$ <p>(for $c = 2$)</p>	(2.3.4)
--	---------

In general, directional sound power is obtained from each specific source as:

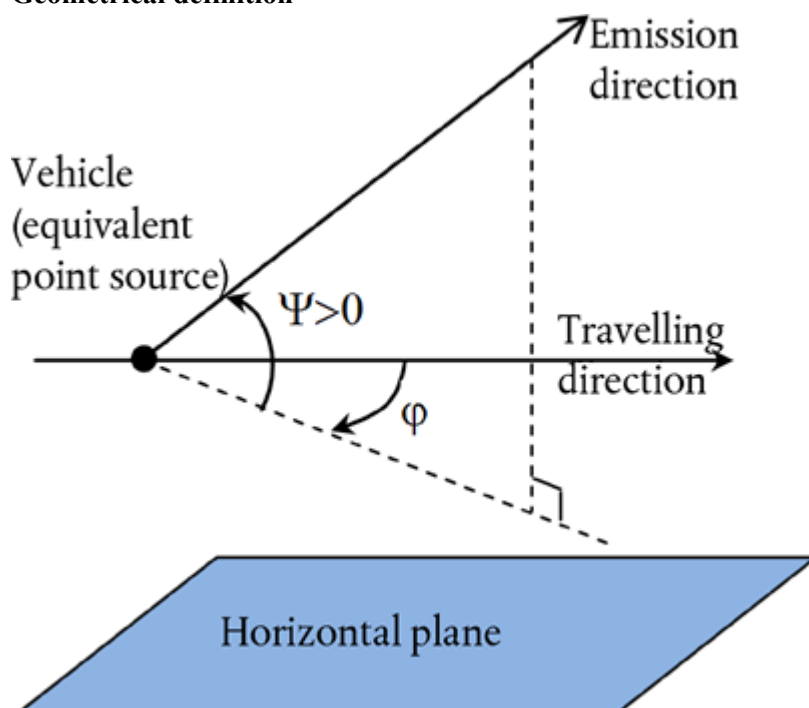
$L_{W,0,dir,i}(\psi,\varphi) = L_{W,0,i} + \Delta L_{W,dir,vert,i} + \Delta L_{W,dir,hor,i}$	(2.3.5)
--	---------

where

- $\Delta L_{W,dir,vert,i}$ is the vertical directivity correction (dimensionless) function of ψ (Figure [2.3.b])
- $\Delta L_{W,dir,hor,i}$ is the horizontal directivity correction (dimensionless) function of φ (Figure [2.3.b]).

And where $L_{W,0,dir,i}(\psi,\varphi)$ shall, after being derived in 1/3 octave bands, be expressed in octave bands by energetically adding each pertaining 1/3 octave band together into the corresponding octave band.

Figure [2.3.b]

Geometrical definition

For the purpose of the calculations, the source strength is then specifically expressed in terms of directional sound power per 1 m length of track $L_{W',tot,dir,i}$ to account for the directivity of the sources in their vertical and horizontal direction, by means of the additional corrections.

Several $L_{W,0,dir,i}(\psi, \varphi)$ are considered for each vehicle-track-speed-running condition combination:

- for a 1/3 octave frequency band (*i*)
- for each track section (*j*)
- source height (*h*) (for sources at 0,5 m $h = 1$, at 4,0 m $h = 2$)
- directivity (*d*) of the source

A set of $L_{W,0,dir,i}(\psi, \varphi)$ are considered for each vehicle-track-speed-running condition combination, each track section, the heights corresponding to $h = 1$ and $h = 2$ and the directivity.
Rolling noise

The vehicle contribution and the track contribution to rolling noise are separated into four essential elements: wheel roughness, rail roughness, vehicle transfer function to the wheels and to the superstructure (vessels) and track transfer function. Wheel and rail roughness represent the cause of the excitation of the vibration at the contact point between the rail and the wheel, and the transfer functions are two empirical or modelled functions that represent the entire complex phenomena of the mechanical vibration and sound generation on the surfaces of the wheel, the rail, the sleeper and the track substructure. This separation reflects the physical evidence that roughness present on a rail may excite the vibration of the rail, but it will also excite the vibration of the wheel and vice versa. Not including one of these four parameters would prevent the decoupling of the classification of tracks and trains.

Wheel and rail roughness

Rolling noise is mainly excited by rail and wheel roughness in the wavelength range from 5-500 mm.

Definition

The roughness level L_r is defined as 10 times the logarithm to the base 10 of the square of the mean square value r^2 of the roughness of the running surface of a rail or a wheel in the direction of motion (longitudinal level) measured in μm over a certain rail length or the entire wheel diameter, divided by the square of the reference value

$$r_0^2$$

$$:$$

$L_r = 10 \times \lg \left(\frac{r}{r_0} \right)^2$	(2.3.6)
dB	

where

r_0 = 1 μm

r = r.m.s. of the vertical displacement difference of the contact surface to the mean level

The roughness level L_r is typically obtained as a spectrum of wavelength λ and it shall be converted to a frequency spectrum $f = v/\lambda$, where f is the centre band frequency of a given 1/3 octave band in Hz, λ is the wavelength in m, and v is the train speed in km/h. The roughness spectrum as a function of frequency shifts along the frequency axis for different speeds. In general cases, after conversion to the frequency spectrum by means of the speed, it is necessary to obtain new 1/3 octave band spectra values averaging between two corresponding 1/3 octave bands in the wavelength domain. To estimate the total effective roughness frequency spectrum corresponding to the appropriate train speed, the two corresponding 1/3 octave bands defined in the wavelength domain shall be averaged energetically and proportionally.

The rail roughness level (track side roughness) for the i -th wave-number band is defined as $L_{r,TR,i}$

By analogy, **the wheel roughness level** (vehicle side roughness) for the i -th wave-number band is defined as $L_{r,VEH,i}$.

The total and effective roughness level for wave-number band i ($L_{R,tot,i}$) is defined as the energy sum of the roughness levels of the rail and that of the wheel plus the $A3(\lambda)$ contact filter to take into account the filtering effect of the contact patch between the rail and the wheel, and is in dB:

$L_{R,tot,i} = 10 \times \lg \left(10^{L_{r,TR,i}/10} + 10^{L_{r,VEH,i}/10} \right) + A_{3,i}$	(2.3.7)
---	---------

where expressed as a function of the i -th wave-number band corresponding to the wavelength λ .

The contact filter depends on the rail and wheel type and the load.

The total effective roughness for the j -th track section and each t -th vehicle type at its corresponding v speed shall be used in the method.

Vehicle, track and superstructure transfer function

Three speed-independent transfer functions, $L_{H,TR,i}$, $L_{H,VEH,i}$ and $L_{H,VEH,SUP,i}$, are defined: the first for each j -th track section and the second two for each t -th vehicle type. They relate the total effective roughness level with the sound power of the track, the wheels and the superstructure respectively.

The superstructure contribution is considered only for freight wagons, therefore only for vehicle type ‘a’.

For rolling noise, therefore, the contributions from the track and from the vehicle are fully described by these transfer functions and by the total effective roughness level. When a train is idling, rolling noise shall be excluded.

For sound power per vehicle the rolling noise is calculated at axle height, and has as an input the total effective roughness level $L_{R,TOT,i}$ as a function of the vehicle speed v , the track, vehicle and superstructure transfer functions $L_{H,TR,i}$, $L_{H,VEH,i}$ and $L_{H,VEH,SUP,i}$, and the total number of axles N_a :

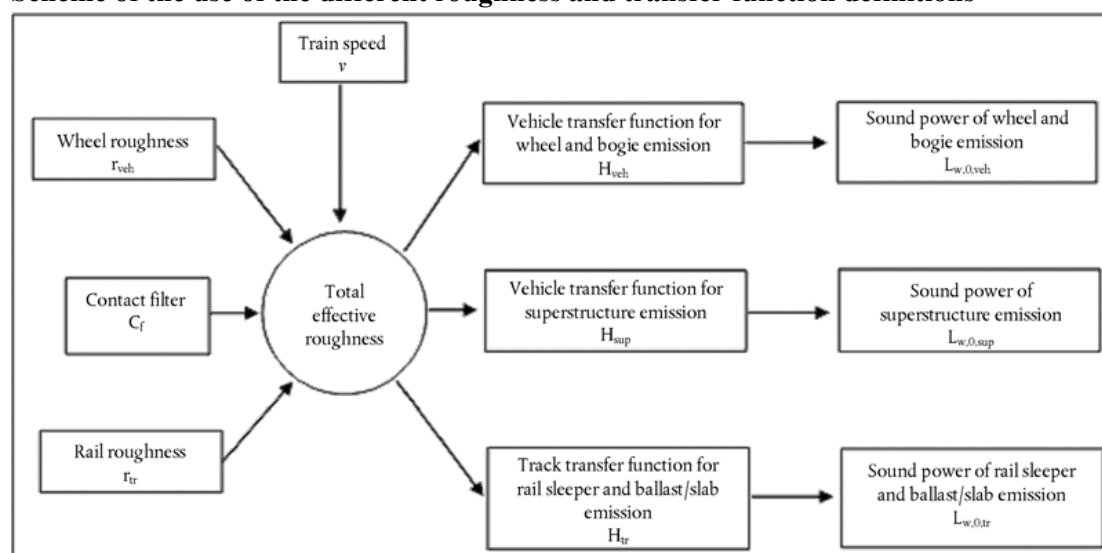
for $h = 1$:

$L_{W,0,TR,i} = L_{R,TOT,i} + L_{H,TR,i} + 10 \times \lg(N_a)$	dB	(2.3.8)
$L_{W,0,VEH,i} = L_{R,TOT,i} + L_{H,VEH,i} + 10 \times \lg(N_a)$	dB	(2.3.9)
$L_{W,0,VEHSUP,i} = L_{R,TOT,i} + L_{H,VEHSUP,i} + 10 \times \lg(N_a)$	dB	(2.3.10)

where N_a is the number of axles per vehicle for the t -th vehicle type.

Figure [2.3.c]

Scheme of the use of the different roughness and transfer function definitions



A minimum speed of 50 km/h (30 km/h only for trams and light metro) shall be used to determine the total effective roughness and therefore the sound power of the vehicles (this speed does not affect the vehicle flow calculation) to compensate for the potential error introduced by the simplification of rolling noise definition, braking noise definition and impact noise from crossings and switches definition.

Impact noise (crossings, switches and junctions)

Status: This is the original version (as it was originally adopted).

Impact noise can be caused by crossings, switches and rail joints or points. It can vary in magnitude and can dominate rolling noise. Impact noise shall be considered for jointed tracks. For impact noise due to switches, crossings and joints in track sections with a speed of less than 50 km/h (30 km/h only for trams and light metro), since the minimum speed of 50 km/h (30 km/h only for trams and light metro) is used to include more effects according to the description of the rolling noise chapter, modelling shall be avoided. Impact noise modelling shall also be avoided under running condition $c = 2$ (idling).

Impact noise is included in the rolling noise term by (energy) adding a supplementary fictitious impact roughness level to the total effective roughness level on each specific j -th track section where it is present. In this case a new $L_{R,TOT+IMPACT,i}$ shall be used in place of $L_{R,TOT,i}$ and it will then become:

$L_{R,TOT+IMPACT,i} = 10 \times \lg \left(10^{L_{R,TOT,i}/10} + 10^{L_{R,IMPACT,i}/10} \right)$	(2.3.11)
--	----------

$L_{R,IMPACT,i}$ is a 1/3 octave band spectrum (as a function of frequency). To obtain this frequency spectrum, a spectrum is given as a function of wavelength λ and shall be converted to the required spectrum as a function of frequency using the relation $\lambda = v/f$, where f is the 1/3 octave band centre frequency in Hz and v is the s -th vehicle speed of the t -th vehicle type in km/h.

Impact noise will depend on the severity and number of impacts per unit length or joint density, so in the case where multiple impacts are given, the impact roughness level to be used in the equation above shall be calculated as follows:

$L_{R,IMPACT,i} = L_{R,IMPACT-SINGLE,i} + 10 \times \lg \left(\frac{n_i}{0,01} \right)$	(2.3.12)
--	----------

where $L_{R,IMPACT-SINGLE,i}$ is the impact roughness level as given for a single impact and n_i is the joint density.

The default impact roughness level is given for a joint density $n_i = 0,01 \text{ m}^{-1}$, which is one joint per each 100 m of track. Situations with different numbers of joints shall be approximated by adjusting the joint density n_i . It should be noted that when modelling the track layout and segmentation, the rail joint density shall be taken into account, i.e. it may be necessary to take a separate source segment for a stretch of track with more joints. The $L_{W,0}$ of track, wheel/bogie and superstructure contribution are incremented by means of the $L_{R,IMPACT,i}$ for ± 50 m before and after the rail joint. In the case of a series of joints, the increase is extended to between -50 m before the first joint and $+50$ m after the last joint.

The applicability of these sound power spectra shall normally be verified on-site.

For jointed tracks, a default n_i of 0,01 shall be used.

Squeal

Curve squeal is a special source that is only relevant for curves and is therefore localised. As it can be significant, an appropriate description is required. Curve squeal is generally dependent on curvature, friction conditions, train speed and track-wheel geometry and dynamics. The emission level to be used is determined for curves with radius below or equal to 500 m and for sharper curves and branch-outs of points with radii below 300 m. The noise emission should be specific to each type of rolling stock, as certain wheel and bogie types may be significantly less prone to squeal than others.

The applicability of these sound power spectra shall normally be verified on-site, especially for trams.

Taking a simple approach, squeal noise shall be considered by adding 8 dB for $R < 300$ m and 5 dB for $300 \text{ m} < R < 500$ m to the rolling noise sound power spectra for all frequencies. Squeal contribution shall be applied on railway track sections where the radius is within the ranges mentioned above for at least a 50 m length of track.

Traction noise

Although traction noise is generally specific to each characteristic operating condition amongst constant speed, deceleration, acceleration and idling, the only two conditions modelled are constant speed (that is valid as well when the train is decelerating or when it is accelerating) and idling. The source strength modelled only corresponds to maximum load conditions and this results in the quantities $L_{W,0,const,i} = L_{W,0,idling,i}$. Also, the $L_{W,0,idling,i}$ corresponds to the contribution of all physical sources of a given vehicle attributable to a specific height, as described in 2.3.1.

The $L_{W,0,idling,i}$ is expressed as a static noise source in the idling position, for the duration of the idling condition, and to be used modelled as a fixed point source as described in the following chapter for industrial noise. It shall be considered only if trains are idling for more than 0,5 hours.

These quantities can either be obtained from measurements of all sources at each operating condition, or the partial sources can be characterised individually, determining their parameter dependency and relative strength. This may be done by means of measurements on a stationary vehicle, by varying shaft speeds of the traction equipment, following ISO 3095:2005. As far as relevant, several traction noise sources have to be characterised which might not be all directly depending on the train speed:

- noise from the power train, such as diesel engines (including inlet, exhaust and engine block), gear transmission, electrical generators, mainly dependent on engine round per minute speed (rpm), and electrical sources such as converters, which may be mostly load-dependent,
- noise from fans and cooling systems, depending on fan rpm; in some cases fans can be directly coupled to the driveline,
- intermittent sources such as compressors, valves and others with a characteristic duration of operation and corresponding duty cycle correction for the noise emission.

As each of these sources can behave differently at each operating condition, the traction noise shall be specified accordingly. The source strength is obtained from measurements under controlled conditions. In general, locomotives will tend to show more variation in loading as the number of vehicles hauled and thereby the power output can vary significantly, whereas fixed train formations such as electric motored units (EMUs), diesel motored units (DMUs) and high-speed trains have a better defined load.

There is no a priori attribution of the source sound power to the source heights, and this choice shall depend on the specific noise and vehicle assessed. It shall be modelled to be at source A ($h = 1$) and at source B ($h = 2$).

Aerodynamic noise

Aerodynamic noise is only relevant at high speeds above 200 km/h and therefore it should first be verified whether it is actually necessary for application purposes. If the rolling noise roughness and transfer functions are known, it can be extrapolated to higher speeds and a comparison can be made with existing high-speed data to check whether higher levels are produced by aerodynamic noise. If train speeds on a network are above 200 km/h but limited to 250 km/h, in some cases it may not be necessary to include aerodynamic noise, depending on the vehicle design.

Status: This is the original version (as it was originally adopted).

The aerodynamic noise contribution is given as a function of speed:

$L_{W,0,i} = L_{W,0,1,i}(v_0) + \alpha_{1,i} \times \lg\left(\frac{dB}{v_0}\right)$	For h = 1	(2.3.13)
$L_{W,0,i} = L_{W,0,2,i}(v_0) + \alpha_{2,i} \times \lg\left(\frac{dB}{v_0}\right)$	For h = 2	(2.3.14)

where

v_0 is a speed at which aerodynamic noise is dominant and is fixed at 300 km/h

$L_{W,0,1,i}$ is a reference sound power determined from two or more measurement points, for sources at known source heights, for example the first bogie

$L_{W,0,2,i}$ is a reference sound power determined from two or more measurement points, for sources at known source heights, for example the pantograph recess heights

$\alpha_{1,i}$ is a coefficient determined from two or more measurement points, for sources at known source heights, for example the first bogie

$\alpha_{2,i}$ is a coefficient determined from two or more measurement points, for sources at known source heights, for example the pantograph recess heights.

Source directivity

The horizontal directivity $\Delta L_{W,dir,hor,i}$ in dB is given in the horizontal plane and by default can be assumed to be a dipole for rolling, impact (rail joints etc.), squeal, braking, fans and aerodynamic effects, given for each i -th frequency band by:

$\Delta L_{W,dir,hor,i} = 10 \times \lg(0,01 + 0,99 \cdot \sin^2\varphi)$	(2.3.15)
---	----------

The vertical directivity $\Delta L_{W,dir,ver,i}$ in dB is given in the vertical plane for source A (h = 1), as a function of the centre band frequency $f_{c,i}$ of each i -th frequency band, and for $-\pi/2 < \psi < \pi/2$ by:

$\Delta L_{W,dir,ver,i} = \left(\left[\frac{40}{3} \times \left[\frac{2}{3} \times \sin(2 \times \psi) - \sin \psi \right] \times \lg \left[\frac{f_{c,i} + 600}{200} \right] \right] \right)$	(2.3.16)
--	----------

For source B (h = 2) for the aerodynamic effect:

$\Delta L_{W,dir,ver,i} = 10 \times \lg(\cos^2\psi)$	for $\psi < 0$	(2.3.17)
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$\Delta L_{W,dir,ver,i} = 0$ elsewhere

Directivity $\Delta L_{dir,ver,i}$ is not considered for source B (h = 2) for other effects, as omni-directionality is assumed for these sources in this position.

2.3.3. Additional effects

Correction for structural radiation (bridges and viaducts)

In the case where the track section is on a bridge, it is necessary to consider the additional noise generated by the vibration of the bridge as a result of the excitation caused by the presence of the train. Because it is not simple to model the bridge emission as an additional source, given the complex shapes of bridges, an increase in the rolling noise is used to account for the bridge noise. The increase shall be modelled exclusively by adding a fixed increase in the noise sound power per each third octave band. The sound power of only the rolling noise is modified when

considering the correction and the new $L_{W,0,rolling\text{-and-bridge},i}$ shall be used instead of $L_{W,0,rolling\text{-only},i}$:

$L_{W,0,rolling\text{-and-bridge},i} = L_{W,0,rolling\text{-only},i} + C_{bridge}$	dB	(2.3.18)
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where C_{bridge} is a constant that depends on the bridge type, and $L_{W,0,rolling\text{-only},i}$ is the rolling noise sound power on the given bridge that depends only on the vehicle and track properties.

Correction for other railway-related noise sources

Various sources like depots, loading/unloading areas, stations, bells, station loudspeakers, etc. can be present and are associated with the railway noise. These sources are to be treated as industrial noise sources (fixed noise sources) and shall be modelled, if relevant, according to the following chapter for industrial noise.

2.4. Industrial noise

2.4.1. Source description

Classification of source types (point, line, area)

The industrial sources are of very variable dimensions. They can be large industrial plants as well as small concentrated sources like small tools or operating machines used in factories. Therefore, it is necessary to use an appropriate modelling technique for the specific source under assessment. Depending on the dimensions and the way several single sources extend over an area, with each belonging to the same industrial site, these may be modelled as point sources, source lines or area sources. In practice, the calculations of the noise effect are always based on point sources, but several point sources can be used to represent a real complex source, which mainly extends over a line or an area.

Number and position of equivalent sound sources

The real sound sources are modelled by means of equivalent sound sources represented by one or more point sources so that the total sound power of the real source corresponds to the sum of the single sound powers attributed to the different point sources.

The general rules to be applied in defining the number of point sources to be used are:

- line or surface sources where the largest dimension is less than 1/2 of the distance between the source and the receiver can be modelled as single point sources,
- sources where the largest dimension is more than 1/2 of the distance between the source and the receiver should be modelled as a series of incoherent point sources in a line or as a series of incoherent point sources over an area, such that for each of these sources the condition of 1/2 is fulfilled. The distribution over an area can include vertical distribution of point sources,
- for sources where the largest dimensions in height are over 2 m or near the ground, special care should be administered to the height of the source. Doubling the number of sources, redistributing them only in the z-component, may not lead to a significantly better result for this source,
- in the case of any source, doubling the number of sources over the source area (in all dimensions) may not lead to a significantly better result.

The position of the equivalent sound sources cannot be fixed, given the large number of configurations that an industrial site can have. Best practices will normally apply.

Sound power emission

General

Status: This is the original version (as it was originally adopted).

The following information constitutes the complete set of input data for sound propagation calculations with the methods to be used for noise mapping:

- Emitted sound power level spectrum in octave bands
- Working hours (day, evening, night, on a yearly averaged basis)
- Location (coordinates x , y) and elevation (z) of the noise source
- Type of source (point, line, area)
- Dimensions and orientation
- Operating conditions of the source
- Directivity of the source.

The point, line and area source sound power are required to be defined as:

- For a point source, sound power L_W and directivity as a function of the three orthogonal coordinates (x , y , z);
- Two types of source lines can be defined:
 - source lines representing conveyor belts, pipe lines, etc., sound power per metre length $L_{W'}$ and directivity as a function of the two orthogonal coordinates to the axis of the source line,
 - source lines representing moving vehicles, each associated with sound power L_W and directivity as a function of the two orthogonal coordinates to the axis of the source line and sound power per metre $L_{W'}$ derived by means of the speed and number of vehicles travelling along this line during day, evening and night; The correction for the working hours, to be added to the source sound power to define the corrected sound power that is to be used for calculations over each time period, C_W in dB is calculated as follows:

$C_W = -10 \lg \left(\frac{l \times n}{1000 \times V \times T_0} \right)$	(2.4.1)
--	---------

Where:

- | | |
|---|---|
| V | Speed of the vehicle [km/h]; |
| n | Number of vehicles passages per period [-]; |
| l | Total length of the source [m]. |

- For an area source, sound power per square metre L_{W/m^2} , and no directivity (may be horizontal or vertical).

The working hours are an essential input for the calculation of noise levels. The working hours shall be given for the day, evening and night period and, if the propagation is using different meteorological classes defined during each of the day, night and evening periods, then a finer distribution of the working hours shall be given in sub-periods matching the distribution of meteorological classes. This information shall be based on a yearly average.

The correction for the working hours, to be added to the source sound power to define the corrected sound power that shall be used for calculations over each time period, C_W in dB is calculated as follows:

$C_W = 10 \times \lg \left(\frac{T}{T_{ref}} \right)$	(2.4.2)
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where

T is the active source time per period based on a yearly averaged situation, in hours;

T_{ref} is the reference period of time in hours (e.g. day is 12 hours, evening is 4 hours, night is 8 hours).

For the more dominant sources, the yearly average working hours correction shall be estimated at least within 0,5 dB tolerance in order to achieve an acceptable accuracy (this is equivalent to an uncertainty of less than 10 % in the definition of the active period of the source).

Source directivity

The source directivity is strongly related to the position of the equivalent sound source next to nearby surfaces. Because the propagation method considers the reflection of the nearby surface as well its sound absorption, it is necessary to consider carefully the location of the nearby surfaces. In general, these two cases will always be distinguished:

- a source sound power and directivity is determined and given relative to a certain real source when this is in free field (excluding the terrain effect). This is in agreement with the definitions concerning the propagation, if it is assumed that there is no nearby surface less than 0,01 m from the source and surfaces at 0,01 m or more are included in the calculation of the propagation,
- a source sound power and directivity is determined and given relative to a certain real source when this is placed in a specific location and therefore the source sound power and directivity is in fact an ‘equivalent’ one, since it includes the modelling of the effect of the nearby surfaces. This is defined in ‘semi-free field’ according to the definitions concerning the propagation. In this case, the nearby surfaces modelled shall be excluded from the calculation of propagation.

The directivity shall be expressed in the calculation as a factor $\Delta L_{W,dir,xyz}(x, y, z)$ to be added to the sound power to obtain the right directional sound power of a reference sound source seen by the sound propagation in the direction given. The factor can be given as a function of the direction vector defined by (x,y,z) with

$$\sqrt{x^2 + y^2 + z^2} = 1$$

. This directivity can also be expressed by means of other coordinate systems such as angular coordinate systems.

2.5. Calculation of noise propagation for road, railway, industrial sources.

2.5.1. Scope and applicability of the method

This document specifies a method for calculating the attenuation of noise during its outdoor propagation. Knowing the characteristics of the source, this method predicts the equivalent continuous sound pressure level at a receiver point corresponding to two particular types of atmospheric conditions:

- downward-refraction propagation conditions (positive vertical gradient of effective sound celerity) from the source to the receiver,
- homogeneous atmospheric conditions (null vertical gradient of effective sound celerity) over the entire area of propagation.

The method of calculation described in this document applies to industrial infrastructures and land transport infrastructures. It therefore applies in particular to road and railway infrastructures. Aircraft transport is included in the scope of the method only for the noise produced during ground operations and excludes take-off and landing.

Industrial infrastructures that emit impulsive or strong tonal noises as described in ISO 1996-2:2007 do not fall within the scope of this method.

The method of calculation does not provide results in upward-refraction propagation conditions (negative vertical gradient of effective sound speed) but these conditions are approximated by homogeneous conditions when computing L_{den} .

To calculate the attenuation due to atmospheric absorption in the case of transport infrastructure, the temperature and humidity conditions are calculated according to ISO 9613-1:1996.

The method provides results per octave band, from 63 Hz to 8 000 Hz. The calculations are made for each of the centre frequencies.

Partial covers and obstacles sloping, when modelled, more than 15° in relation to the vertical are out of the scope of this calculation method.

A single screen is calculated as a single diffraction calculation, two or more screens in a single path are treated as a subsequent set of single diffractions by applying the procedure described further.

2.5.2. Definitions used

All distances, heights, dimensions and altitudes used in this document are expressed in metres (m).

The notation MN stands for the distance in 3 dimensions (3D) between the points M and N , measured according to a straight line joining these points.

The notation \overline{MN} stands for the curved path length between the points M and N , in favourable conditions.

It is customary for real heights to be measured vertically in a direction perpendicular to the horizontal plane. Heights of points above the local ground are denoted h , absolute heights of points and absolute height of the ground are to be noted by the letter H .

To take into account the actual relief of the land along a propagation path, the notion of 'equivalent height' is introduced, to be noted by the letter z . This substitutes real heights in the ground effect equations.

The sound levels, noted by the capital letter L , are expressed in decibels (dB) per frequency band when index A is omitted. The sound levels in decibels dB(A) are given the index A .

The sum of the sound levels due to mutually incoherent sources is noted by the sign \oplus in accordance with the following definition:

$$L_1 \oplus L_2 = 10 \cdot \lg \left[10^{L_1/10} + 10^{L_2/10} \right] \quad (2.5.1)$$

2.5.3. Geometrical considerations

Source segmentation

Real sources are described by a set of point sources or, in the case of railway traffic or road traffic, by incoherent source lines. The propagation method assumes that line or area sources have previously been split up to be represented by a series of equivalent point sources. This may have occurred as pre-processing of the source data, or may occur within the pathfinder component of the calculation software. The means by which this has occurred is outside the scope of the current methodology.

Propagation paths

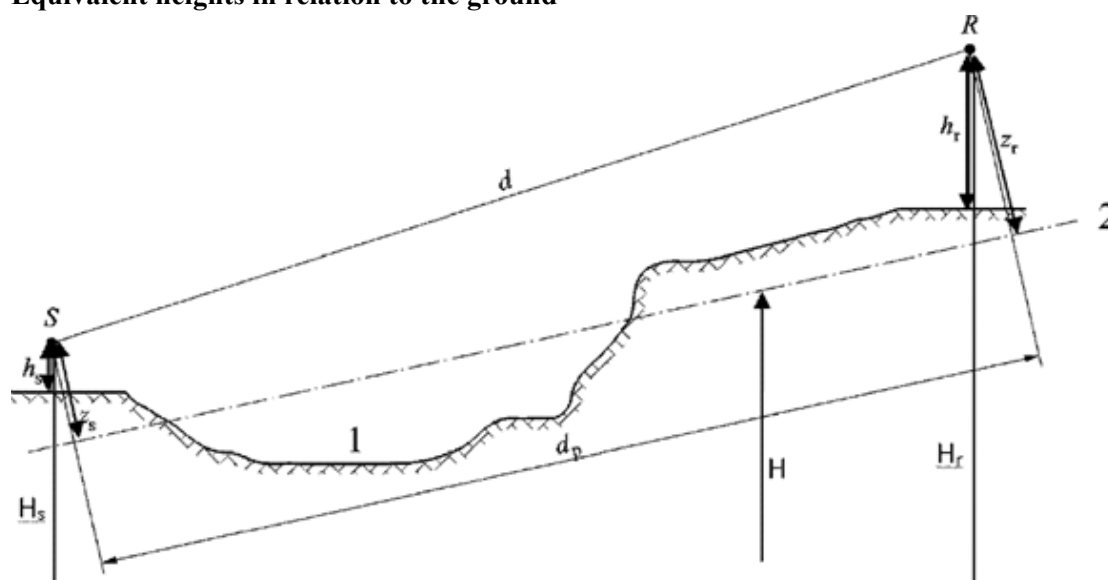
The method operates on a geometrical model consisting of a set of connected ground and obstacles surfaces. A vertical propagation path is deployed on one or more vertical planes with respect to the horizontal plane. For trajectories including reflections onto vertical surfaces not orthogonal to the incident plane, another vertical plane is subsequently considered including the reflected part of the propagation path. In these cases, where more vertical planes are used to describe the entire trajectory from the source to the receiver, the vertical planes are then flattened, like an unfolding Chinese screen.

Significant heights above the ground

The equivalent heights are obtained from the mean ground plane between the source and the receiver. This replaces the actual ground with a fictitious plane representing the mean profile of the land.

Figure 2.5.a

Equivalent heights in relation to the ground



- 1 : Actual relief
- 2 : Mean plane

The equivalent height of a point is its orthogonal height in relation to the mean ground plane. The equivalent source height z_s and the equivalent receiver height z_r can therefore be defined. The distance between the source and receiver in projection over the mean ground plane is noted by d_p .

If the equivalent height of a point becomes negative, i.e. if the point is located below the mean ground plane, a null height is retained, and the equivalent point is then identical with its possible image.

Calculation of the mean plane

In the plane of the path, the topography (including terrain, mounds, embankments and other man-made obstacles, buildings, ...) may be described by an ordered set of discrete points (x_k, H_k) ; $k \in \{1, \dots, n\}$. This set of points defines a polyline, or equivalently, a sequence of straight segments $H_k = a_k x + b_k$, $x \in [x_k, x_{k+1}]$; $k \in \{1, \dots, n\}$, where:

Status: This is the original version (as it was originally adopted).

	$a_k = (H_{k+1} - H_k)/(x_{k+1} - x_k)$	(2.5.2)
	$b_k = (H_k \cdot x_{k+1} - H_{k+1} \cdot x_k)/(x_{k+1} - x_k)$	

The mean plane is represented by the straight line $Z = ax + b$; $x \in [x_1, x_n]$, which is adjusted to the polyline by means of a least-square approximation. The equation of the mean line can be worked out analytically.

Using:

	$A = \frac{2}{3} \sum_{k=1}^{n-1} a_k (x_2^{k+1} - x_2^k) + \sum_{k=1}^{n-1} b_k (x_2^k)$	(2.5.3)
	$B = \sum_{k=1}^{n-1} a_k (x_2^{k+1} - x_2^k) + 2 \sum_{k=1}^{n-1} b_k (x_{k+1} - x_k)$	

The coefficients of the straight line are given by:

	$a = \frac{3(2A - B(x_n + x_1))}{(x_n - x_1)^2}$	(2.5.4)
	$b = \frac{2(x_2^2 - x_1^2)}{(x_n - x_1)^4} B - \frac{3(x_n + x_1)}{(x_n - x_1)^2} A$	

Where segments with $x_{k+1} = x_k$ shall be ignored when evaluating eq. 2.5.3.

Reflections by building façades and other vertical obstacles

Contributions from reflections are taken into account by the introduction of image sources as described further.

2.5.4. Sound propagation model

For a receiver R the calculations are made according to the following steps:

- (1) on each propagation path:
 - calculation of the attenuation in favourable conditions,
 - calculation of the attenuation in homogeneous conditions,
 - calculation of the long-term sound level for each path;
- (2) accumulation of the long-term sound levels for all paths affecting a specific receiver, therefore allowing the total sound level to be calculated at the receiver point.

It should be noted that only the attenuations due to the ground effect (A_{ground}) and diffraction (A_{dif}) are affected by meteorological conditions.

2.5.5. Calculation process

For a point source S of directional sound power $L_{w,0,dir}$ and for a given frequency band, the equivalent continuous sound pressure level at a receiver point R in given atmospheric conditions is obtained according to the equations following below.

Sound level in favourable conditions (L_F) for a path (S,R)

$L_F = L_{w,0,dir} - A_F$	(2.5.5)
---------------------------	---------

The term A_F represents the total attenuation along the propagation path in favourable conditions, and is broken down as follows:

$$L_F = A_{div} + A_{atm} + A_{boundary,F} \quad (2.5.6)$$

where

A_{div} is the attenuation due to geometrical divergence;

A_{atm} is the attenuation due to atmospheric absorption;

$A_{boundary,F}$ is the attenuation due to the boundary of the propagation medium in favourable conditions. It may contain the following terms:

$A_{ground,F}$ which is the attenuation due to the ground in favourable conditions;

$A_{dif,F}$ which is the attenuation due to diffraction in favourable conditions.

For a given path and frequency band, the following two scenarios are possible:

- either $A_{ground,F}$ is calculated with no diffraction ($A_{dif,F} = 0$ dB) and $A_{boundary,F} = A_{ground,F}$;
- or $A_{dif,F}$ is calculated. The ground effect is taken into account in the $A_{dif,F}$ equation itself ($A_{ground,F} = 0$ dB). This therefore gives $A_{boundary,F} = A_{dif,F}$.

Sound level in homogeneous conditions (L_H) for a path (S,R)

The procedure is strictly identical to the case of favourable conditions presented in the previous section.

$$L_H = L_{W,0,dir} - A_H \quad (2.5.7)$$

The term A_H represents the total attenuation along the propagation path in homogeneous conditions and is broken down as follows:

$$A_H = A_{div} + A_{atm} + A_{boundary,H} \quad (2.5.8)$$

where

A_{div} is the attenuation due to geometrical divergence;

A_{atm} is the attenuation due to atmospheric absorption;

$A_{boundary,H}$ is the attenuation due to the boundary of the propagation medium in homogeneous conditions. It may contain the following terms:

$A_{ground,H}$ which is the attenuation due to the ground in homogeneous conditions;

$A_{dif,H}$ which is the attenuation due to diffraction in homogeneous conditions.

For a given path and frequency band, the following two scenarios are possible:

- either $A_{ground,H}$ ($A_{dif,H} = 0$ dB) is calculated with no diffraction and $A_{boundary,H} = A_{ground,H}$;
- or $A_{dif,H}$ ($A_{ground,H} = 0$ dB) is calculated. The ground effect is taken into account in the $A_{dif,H}$ equation itself. This therefore gives $A_{boundary,H} = A_{dif,H}$

Statistical approach inside urban areas for a path (S,R)

Inside urban areas, a statistical approach to the calculation of the sound propagation behind the first line of buildings is also allowed, provided that such a method is duly documented, including relevant information on the quality of the method. This method may replace the calculation of

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the $A_{\text{boundary,H}}$ and $A_{\text{boundary,F}}$ by an approximation of the total attenuation for the direct path and all reflections. The calculation will be based on the average building density and the average height of all buildings in the area.

Long-term sound level for a path (S,R)

The ‘long-term’ sound level along a path starting from a given point source is obtained from the logarithmic sum of the weighted sound energy in homogeneous conditions and the sound energy in favourable conditions.

These sound levels are weighted by the mean occurrence p of favourable conditions in the direction of the path (S,R):

$L_{LT} = 10 \times \lg \left(p \times 10^{\frac{L_P}{10}} + (1 - p) \times 10^{\frac{L_R}{10}} \right)$	(2.5.9)
---	---------

NB: The occurrence values for p are expressed in percentages. So for example, if the occurrence value is 82 %, equation (2.5.9) would have $p = 0,82$.

Long-term sound level at point R for all paths

The total long-term sound level at the receiver for a frequency band is obtained by energy summing contributions from all N paths, all types included:

$L_{tot,LT} = 10 \times \lg \left(\sum_n 10^{\frac{L_{n,LT}}{10}} \right)$	(2.5.10)
---	----------

where

n is the index of the paths between S and R .

Taking reflections into account by means of image sources is described further. The percentage of occurrences of favourable conditions in the case of a path reflected on a vertical obstacle is taken to be identical to the occurrence of the direct path.

If S' is the image source of S , then the occurrence p' of the path (S',R) is taken to be equal to the occurrence p of the path (S,R).

Long-term sound level at point R in decibels A (dBA)

The total sound level in decibels A (dBA) is obtained by summing levels in each frequency band:

$L_{Aeq,LT} = 10 \times \lg \sum_i 10^{(L_{tot,LT,i} + AWC_{f,i})/10}$	(2.5.11)
--	----------

where i is the index of the frequency band. AWC is the A-weighting correction according to the international standard IEC 61672-1:2003.

This level $L_{Aeq,LT}$ constitutes the final result, i.e. the long-term A-weighted sound pressure level at the receiver point on a specific reference time interval (e.g. day or evening, or night or a shorter time during day, evening or night).

2.5.6. Calculation of noise propagation for road, railway, industrial sources.

Geometrical divergence

The attenuation due to geometrical divergence, A_{div} , corresponds to a reduction in the sound level due to the propagation distance. For a point sound source in free field, the attenuation in dB is given by:

$A_{div} = 20 \times \lg(d) + 11$	(2.5.12)
-----------------------------------	----------

where d is the direct 3D slant distance between the source and the receiver.

Atmospheric absorption

The attenuation due to atmospheric absorption A_{atm} during propagation over a distance d is given in dB by the equation:

$A_{atm} = \alpha_{atm} \cdot d/1\ 000$	(2.5.13)
---	----------

where

d is the direct 3D slant distance between the source and the receiver in m;

α_{atm} is the atmospheric attenuation coefficient in dB/km at the nominal centre frequency for each frequency band, in accordance with ISO 9613-1.

The values of the α_{atm} coefficient are given for a temperature of 15 °C, a relative humidity of 70 % and an atmospheric pressure of 101 325 Pa. They are calculated with the exact centre frequencies of the frequency band. These values comply with ISO 9613-1. Meteorological average over the long term shall be used if meteorological data is available.

Ground effect

The attenuation due to the ground effect is mainly the result of the interference between the reflected sound and the sound that is propagated directly from the source to the receiver. It is physically linked to the acoustic absorption of the ground above which the sound wave is propagated. However, it is also significantly dependent on atmospheric conditions during propagation, as ray bending modifies the height of the path above the ground and makes the ground effects and land located near the source more or less significant.

In case the propagation between the source and the receiver is affected by any obstacle in the propagation plane, the ground effect is calculated separately on the source and receiver side. In this case, z_s and z_r refer to the equivalent source and/or receiver position as indicated further where the calculation of the diffraction A_{dif} is presented.

Acoustic characterisation of ground

The acoustic absorption properties of the ground are mainly linked to its porosity. Compact ground is generally reflective and porous ground is absorbent.

For operational calculation requirements, the acoustic absorption of a ground is represented by a dimensionless coefficient G , between 0 and 1. G is independent of the frequency. Table 2.5.a gives the G values for the ground outdoors. In general, the average of the coefficient G over a path takes values between 0 and 1.

TABLE 2.5.A

G values for different types of ground

Description	Type	(kPa · s/m ²)	G value
Very soft (snow or moss-like)	A	12,5	1
Soft forest floor (short, dense heather-like or thick moss)	B	31,5	1

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Uncompacted, loose ground (turf, grass, loose soil)	C	80	1
Normal uncompacted ground (forest floors, pasture field)	D	200	1
Compacted field and gravel (compacted lawns, park area)	E	500	0,7
Compacted dense ground (gravel road, car park)	F	2 000	0,3
Hard surfaces (most normal asphalt, concrete)	G	20 000	0
Very hard and dense surfaces (dense asphalt, concrete, water)	H	200 000	0

G_{path} is defined as the fraction of absorbent ground present over the entire path covered.

When the source and receiver are close-by so that $d_p \leq 30(z_s + z_r)$, the distinction between the type of ground located near the source and the type of ground located near the receiver is negligible. To take this comment into account, the ground factor G_{path} is therefore ultimately corrected as follows:

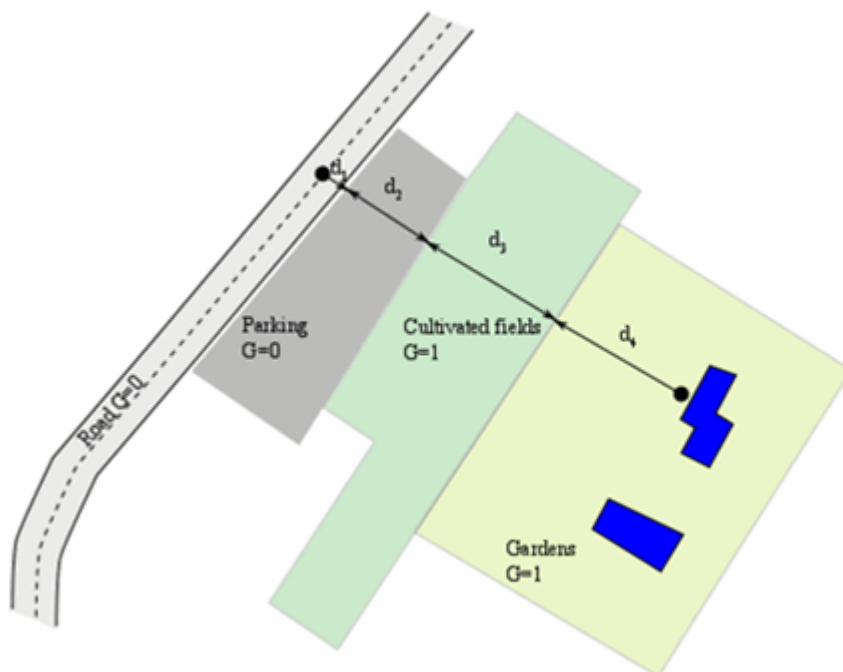
$G'_{path} =$	$G_{path} \frac{d_p}{30(z_s + z_r)} + G_s \left(1 - \frac{d_p}{30(z_s + z_r)}\right)$ if $d_p \leq 30(z_s + z_r)$	(2.5.14)
	G_{path} otherwise	

where G_s is the ground factor of the source area. $G_s = 0$ for road platforms⁽¹⁾, slab tracks. $G_s = 1$ for rail tracks on ballast. There is no general answer in the case of industrial sources and plants.

G may be linked to the flow resistivity.

Figure 2.5.b

Determination of the ground coefficient G_{path} over a propagation path



$$d_p = d_1 + d_2 + \dots$$

$$G_{path} = (0 \cdot d_1 + \dots)$$

The following two subsections on calculations in homogeneous and favourable conditions introduce the generic \bar{G}_w and \bar{G}_m notations for the absorption of the ground. Table 2.5.b gives the correspondence between these notations and the G_{path} and G'_{path} variables.

TABLE 2.5.B

Correspondence between \bar{G}_w and \bar{G}_m and (G_{path}, G'_{path})

	Homogeneous conditions			Favourable conditions		
	A_{ground}	$\Delta_{ground(S,O)}$	$\Delta_{ground(O,R)}$	A_{ground}	$\Delta_{ground(S,O)}$	$\Delta_{ground(O,R)}$
\bar{G}_w	G'_{path}			G_{path}		
\bar{G}_m	G'_{path}			G_{path}	G'_{path}	G_{path}

Calculations in homogeneous conditions

The attenuation due to the ground effect in homogeneous conditions is calculated according to the following equations:

if $G_{path} \neq 0$

$$A_{ground,H} = \max \left(-10 \times \lg \left[4 \frac{k^2}{d_1^2} \left(z_2^2 - \sqrt{\frac{2C_f}{k}} z_2 + \frac{C_f}{k} \right) \left(z_2^2 - \sqrt{\frac{2C_f}{k}} z_2 + \frac{C_f}{k} \right) \right], A_{ground,H,min} \right)$$

where

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$$k = \frac{2\pi f_m}{c}$$

f_m is the nominal centre frequency of the frequency band considered, in Hz, c is the speed of the sound in the air, taken as equal to 340 m/s, and C_f is defined by:

$C_f = d_p \frac{1+3\cos\theta_p e^{-\sqrt{w}d_p}}{1+\cos\theta_p}$	(2.5.16)
---	----------

where the values of w are given by the equation below:

$w = 0,0185 \frac{f_m^{2.5} \bar{G}_w}{f_m^{1.5} \bar{G}_w^{2.6} + 1,3 \cdot 10^3 f_m^{0.75} \bar{G}_w^{1.3} + 1,16 \cdot 10^6}$	(2.5.17)
--	----------

\bar{G}_w may be equal to either G_{path} or G'_{path} depending on whether the ground effect is calculated with or without diffraction, and according to the nature of the ground under the source (real source or diffracted). This is specified in the following subsections and summarised in Table 2.5.b.

$A_{ground,H,\min} = -3(1 - \bar{G}_m)$	(2.5.18)
---	----------

is the lower bound of $A_{ground,H}$.

For a path (S_i, R) in homogeneous conditions without diffraction:

$$\begin{aligned} \bar{G}_w &= G'_{path} \\ \bar{G}_m &= G'_{path} \end{aligned}$$

With diffraction, refer to the section on diffraction for the definitions of \bar{G}_w and \bar{G}_m .

if $G_{path} = 0$: $A_{ground,H} = -3$ dB

The term $-3(1 - \bar{G}_m)$ takes into account the fact that when the source and the receiver are far apart, the first reflection source side is no longer on the platform but on natural land.

Calculation in favourable conditions

The ground effect in favourable conditions is calculated with the equation of $A_{ground,H}$, provided that the following modifications are made:

If $G_{path} \neq 0$

- (a) In the equation of $A_{ground,H}$, the heights z_s and z_r are replaced by $z_s + \delta z_s + \delta z_T$ and $z_r + \delta z_r + \delta z_T$ respectively where

$\delta z_s = a_0 \left(\frac{z_s}{z_s + z_r} \right)^2 \frac{a_s^2}{2}$	(2.5.19)
---	----------

$$\delta z_r = a_0 \left(\frac{z_r}{z_s + z_r} \right)^2 \frac{d_p}{2}$$

$a_0 = 2 \times 10^{-4} \text{ m}^{-1}$ is the reverse of the radius of curvature

$$\delta z_T = 6 \times 10^{-3} \frac{d_p}{z_s + z_r}$$

(b) The lower bound of $A_{ground,F}$ depends on the geometry of the path:

$$A_{ground,F,min} = \begin{cases} -3(1 - \overline{G}_m) & \text{if } d_p \leq 30(z_s + z_r) \\ -3(1 - \overline{G}_m) \cdot \left(1 + 2 \left(1 - \frac{30(z_s + z_r)}{d_p} \right) \right) & \text{otherwise} \end{cases} \quad (2.5.20)$$

If $G_{path} = 0$

$$A_{ground,F} = A_{ground,F,min}$$

The height corrections δz_s and δz_r convey the effect of the sound ray bending. δz_T accounts for the effect of the turbulence.

\overline{G}_m may also be equal to either G_{path} or G'_{path} depending on whether the ground effect is calculated with or without diffraction, and according to the nature of the ground under the source (real source or diffracted). This is specified in the following subsections.

For a path (S_i, R) in favourable conditions without diffraction:

$$\overline{G}_w = G_{path} \text{ in equation (2.5.17);}$$

$$\overline{G}_m = G'_{path}.$$

With diffraction, refer to the next section for the definitions of \overline{G}_w and \overline{G}_m .

Diffraction

As a general rule, the diffraction shall be studied at the top of each obstacle located on the propagation path. If the path passes 'high enough' over the diffraction edge, $A_{dif} = 0$ can be set and a direct view calculated, in particular by evaluating A_{ground} .

In practice, for each frequency band centre frequency, the path difference δ is compared with the quantity $-\lambda/20$. If an obstacle does not produce diffraction, this for instance being determined according to Rayleigh's criterion, there is no need to calculate A_{dif} for the frequency band considered. In other words, $A_{dif} = 0$ in this case. Otherwise, A_{dif} is calculated as described in the remainder of this part. This rule applies in both homogeneous and favourable conditions, for both single and multiple diffraction.

When, for a given frequency band, a calculation is made according to the procedure described in this section, A_{ground} is set as equal to 0 dB when calculating the total attenuation. The ground effect is taken into account directly in the general diffraction calculation equation.

The equations proposed here are used to process the diffraction on thin screens, thick screens, buildings, earth berms (natural or artificial), and by the edges of embankments, cuttings and viaducts.

When several diffracting obstacles are encountered on a propagation path, they are treated as a multiple diffraction by applying the procedure described in the following section on calculation of the path difference.

The procedures presented here are used to calculate the attenuations in both homogeneous conditions and favourable conditions. Ray bending is taken into account in the calculation of the path difference and to calculate the ground effects before and after diffraction.

General principles

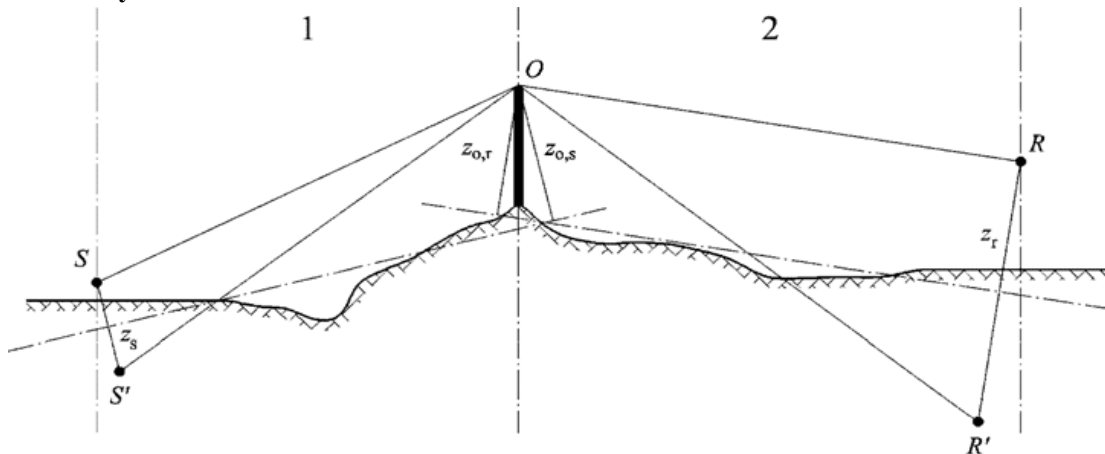
Figure 2.5.c illustrates the general method of calculation of the attenuation due to diffraction. This method is based on breaking down the propagation path into two parts: the ‘source side’ path, located between the source and the diffraction point, and the ‘receiver side’ path, located between the diffraction point and the receiver.

The following are calculated:

- a ground effect, source side, $\Delta_{ground(S,O)}$
- a ground effect, receiver side, $\Delta_{ground(O,R)}$
- and three diffractions:
 - between the source S and the receiver R : $\Delta_{dif(S,R)}$
 - between the image source S' and R : $\Delta_{dif(S',R)}$
 - between S and the image receiver R' : $\Delta_{dif(S,R')}$.

Figure 2.5.c

Geometry of a calculation of the attenuation due to diffraction



- 1 : Source side
2 : Receiver side

where

- S is the source;
- R is the receiver;
- S' is the image source in relation to the mean ground plane source side;
- R' is the image receiver in relation to the mean ground plane receiver side;
- O is the diffraction point;
- z_s is the equivalent height of the source S in relation to the mean plane source side;
- $z_{o,s}$ is the equivalent height of the diffraction point O in relation to the mean ground plane source side;

z_r is the equivalent height of the receiver R in relation to the mean plane receiver side;
 $z_{o,r}$ is the equivalent height of the diffraction point O in relation to the mean ground plane receiver side.

The irregularity of the ground between the source and the diffraction point, and between the diffraction point and the receiver, is taken into account by means of equivalent heights calculated in relation to the mean ground plane, source side first and receiver side second (two mean ground planes), according to the method described in the subsection on significant heights above the ground.

Pure diffraction

For pure diffraction, with no ground effects, the attenuation is given by:

$A_{dif} =$	$10C_h \times \lg \left(3 + \frac{40}{\lambda} C'' \delta \right)$	<i>if</i> $\frac{40}{\lambda} C'' \delta \geq -2$	(2.5.21)
	0	<i>otherwise</i>	

where

$C_h = 1$	(2.5.22)
-----------	----------

λ is the wavelength at the nominal centre frequency of the frequency band considered;

δ is the path difference between the diffracted path and the direct path (see next subsection on calculation of the path difference);

C'' is a coefficient used to take into account multiple diffractions:

$C'' = 1$ for a single diffraction.

For a multiple diffraction, if e is the total distance along the path, O_1 to O_2 + O_2 to O_3 + O_3 to O_4 from the ‘rubber band method’, (see Figures 2.5.d and 2.5.f) and if e exceeds 0,3 m (otherwise $C'' = 1$), this coefficient is defined by:

$C'' = \frac{1 + \left(\frac{5\lambda}{e} \right)^2}{\frac{1}{3} + \left(\frac{5\lambda}{e} \right)^2}$	(2.5.23)
---	----------

The values of Δ_{dif} shall be bound:

- if $\Delta_{dif} < 0$: $\Delta_{dif} = 0$ dB
- if $\Delta_{dif} > 25$: $\Delta_{dif} = 25$ dB for a diffraction on a horizontal edge and only on the term Δ_{dif} which figures in the calculation of A_{dif} . This upper bound shall not be applied in the Δ_{dif} terms that intervene in the calculation of Δ_{ground} , or for a diffraction on a vertical edge (lateral diffraction) in the case of industrial noise mapping.

Calculation of the path difference

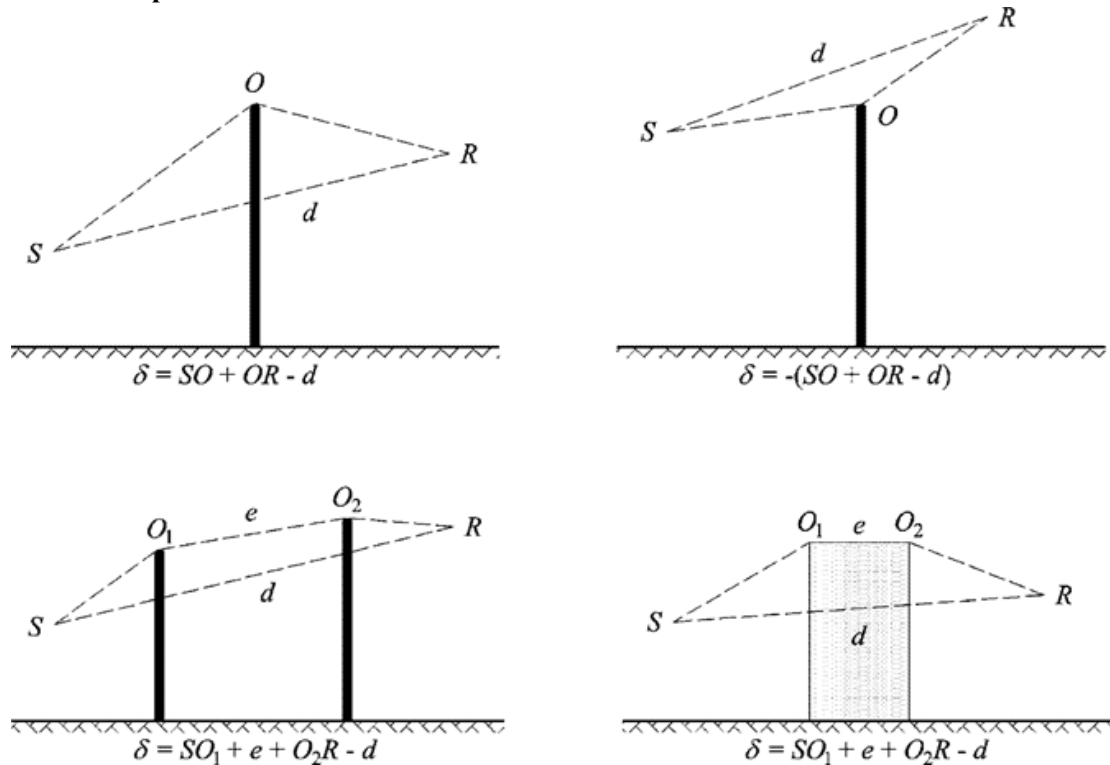
The path difference δ is calculated in a vertical plane containing the source and the receiver. This is an approximation in relation to the Fermat principle. The approximation remains applicable

here (source lines). The path difference δ is calculated as in the following Figures, based on the situations encountered.

Homogeneous conditions

Figure 2.5.d

Calculation of the path difference in homogeneous conditions. O , O_1 , and O_2 are the diffraction points

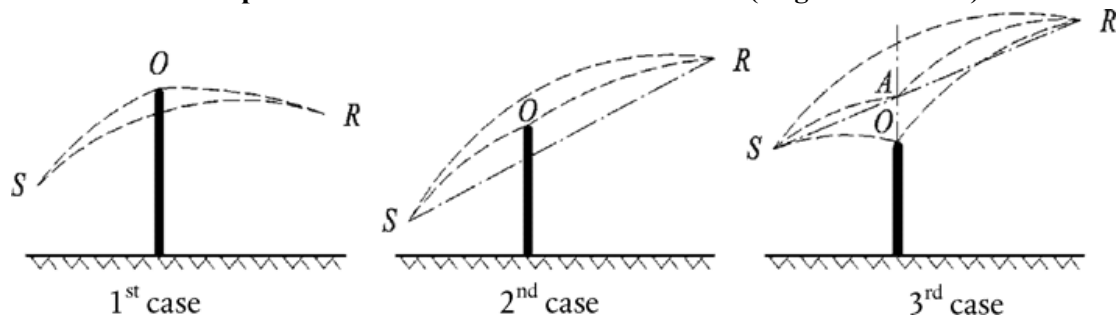


Note: For each configuration, the expression of δ is given.

Favourable conditions

Figure 2.5.e

Calculation of the path difference in favourable conditions (single diffraction)



In favourable conditions, it is considered that the three curved sound rays SO , OR , and SR have an identical radius of curvature Γ defined by:

$\Gamma = \max(1\ 000, 8d)$	(2.5.24)
-----------------------------	----------

The length of a sound ray curve MN is noted \hat{MN} in favourable conditions. This length is equal to:

$$\hat{MN} = 2\Gamma \arcsin\left(\frac{MN}{2\Gamma}\right) \quad (2.5.25)$$

In principle, three scenarios should be considered in the calculation of the path difference in favourable conditions δ_F (see Figure 2.5.e). In practice, two equations are sufficient:

— if the straight sound ray SR is masked by the obstacle (1st and 2nd case in Figure 2.5.e):

$$\delta_F = \hat{SO} + \hat{OR} - \hat{SR} \quad (2.5.26)$$

— if the straight sound ray SR is not masked by the obstacle (3rd case in Figure 2.5.e):

$$\delta_F = 2\hat{SA} + 2\hat{AR} - \hat{SO} - \hat{OR} - \hat{SR} \quad (2.5.27)$$

where A is the intersection of the straight sound ray SR and the extension of the diffracting obstacle.

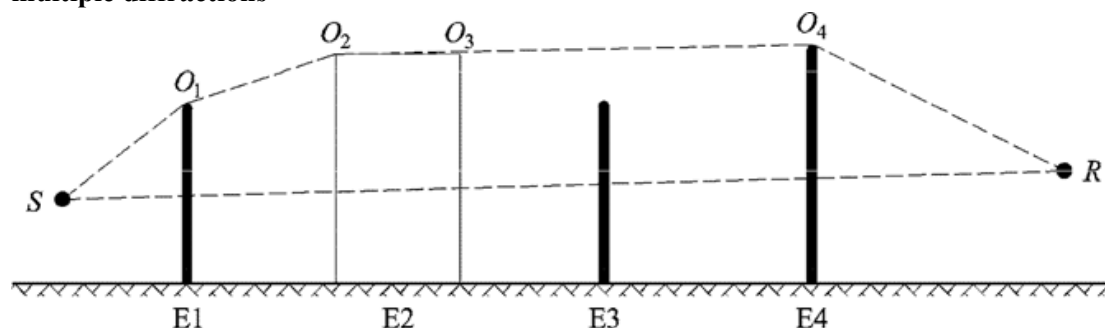
For the multiple diffractions in favourable conditions:

- determine the convex hull defined by the various potential diffraction edges;
- eliminate the diffraction edges which are not on the boundary of the convex hull;
- calculate δ_F based on the lengths of the curved sound ray, by breaking down the diffracted path into as many curved segments as necessary (see Figure 2.5.f)

$$\delta_F = \hat{SO}_1 + \sum_{i=1}^{i=n-1} O_i \hat{O}_{i+1} + \hat{O}_n R - \hat{SR} \quad (2.5.28)$$

Figure 2.5.f

Example of calculation of the path difference in favourable conditions, in the case of multiple diffractions



In the scenario presented in Figure 2.5.f, the path difference is:

$$\delta_F = \hat{SO}_1 + O_1 \hat{O}_2 + O_2 \hat{O}_3 + O_3 \hat{O}_4 + \hat{O}_4 R - \hat{SR} \quad (2.5.29)$$

Status: This is the original version (as it was originally adopted).

Calculation of the attenuation A_{dif}

The attenuation due to diffraction, taking the ground effects on the source side and receiver side into account, is calculated according to the following general equations:

$$A_{dif} = \Delta_{dif(S,R)} + \Delta_{ground(S,O)} + \Delta_{ground(O,R)} \quad (2.5.30)$$

where

- $\Delta_{dif(S,R)}$ is the attenuation due to the diffraction between the source S and the receiver R
- $\Delta_{ground(S,O)}$ is the attenuation due to the ground effect on the source side, weighted by the diffraction on the source side; where it is understood that $O = O_1$ in case of multiple diffractions as in Figure 2.5.f
- $\Delta_{ground(O,R)}$ is the attenuation due to the ground effect on the receiver side, weighted by the diffraction on the receiver side (see the following subsection on calculation of the term $\Delta_{ground(O,R)}$).

Calculation of the term $\Delta_{ground(S,O)}$

$$\Delta_{ground(S,O)} = -20 \times \lg \left(1 + \left(10^{\frac{-A_{ground(S,O)}}{20} - 1} \right) \cdot 10^{\frac{-(\Delta_{dif(S',R)} - \Delta_{dif(S,R)})}{20}} \right) \quad (2.5.31)$$

where

- $A_{ground(S,O)}$ is the attenuation due to the ground effect between the source S and the diffraction point O . This term is calculated as indicated in the previous subsection on calculations in homogeneous conditions and in the previous subsection on calculation in favourable conditions, with the following hypotheses:

$$z_r = z_{o,s},$$

- G_{path} is calculated between S and O ,
- In homogeneous conditions: $\bar{G}_w = G'_{path}$ in equation (2.5.17), $\bar{G}_m = G'_{path}$ in equation (2.5.18),
- In favourable conditions: $\bar{G}_w = G_{path}$ in equation (2.5.17), $\bar{G}_m = G'_{path}$ in equation (2.5.20),
- $\Delta_{dif(S',R)}$ is the attenuation due to the diffraction between the image source S' and R , calculated as in the previous subsection on pure diffraction,
- $\Delta_{dif(S,R)}$ is the attenuation due to the diffraction between S and R , calculated as in Subsection VI.4.4.b.

Calculation of the term $\Delta_{ground(O,R)}$

$$\Delta_{ground(O,R)} = -20 \times \lg \left(1 + \left(10^{\frac{-A_{ground(O,R)}}{20} - 1} \right) \cdot 10^{\frac{-(\Delta_{dif(S,R')} - \Delta_{dif(S,R)})}{20}} \right) \quad (2.5.32)$$

where

- $A_{ground(O,R)}$ is the attenuation due to the ground effect between the diffraction point O and the receiver R . This term is calculated as indicated in the previous subsection on

calculation in homogeneous conditions and in the previous subsection on calculation in favourable conditions, with the following hypotheses:

$$z_s = z_{o,r}$$

- G_{path} is calculated between O and R .

The G'_{path} correction does not need to be taken into account here as the source considered is the diffraction point. Therefore, G_{path} shall indeed be used in the calculation of ground effects, including for the lower bound term of the equation which becomes $-3(1 - G_{path})$.

- In homogeneous conditions, $\bar{G}_w = G_{path}$ in equation (2.5.17) and $\bar{G}_m = G_{path}$ in equation (2.5.18);
- In favourable conditions, $\bar{G}_w = G_{path}$ in equation (2.5.17) and $\bar{G}_m = G_{path}$ in equation (2.5.20);
- $\Delta_{dif(S,R')}$ is the attenuation due to the diffraction between S and the image receiver R' , calculated as in the previous section on pure diffraction;
- $\Delta_{dif(S,R)}$ is the attenuation due to the diffraction between S and R , calculated as in the previous subsection on pure diffraction.

Vertical edge scenarios

Equation (2.5.21) may be used to calculate the diffractions on vertical edges (lateral diffractions) in case of industrial noise. If this is the case, $A_{dif} = \Delta_{dif(S,R)}$ is taken and the term A_{ground} is kept. In addition, A_{atm} and A_{ground} shall be calculated from the total length of the propagation path. A_{div} is still calculated from the direct distance d . Equations (2.5.8) and (2.5.6) respectively become:

$A_H = A_{div} + A_{path}^{atm} + A_{path}^{ground,H} + \Delta_{dif,H(S,R)}$	(2.5.33)
$A_F = A_{div} + A_{path}^{atm} + A_{path}^{ground,F} + \Delta_{dif,H(S,R)}$	(2.5.34)

Δ_{dif} is indeed used in homogeneous conditions in equation (2.5.34).

Reflections on vertical obstacles

Attenuation through absorption

The reflections on vertical obstacles are dealt with by means of image sources. Reflections on building façades and noise barriers are thus treated in this way.

An obstacle is considered to be vertical if its slope in relation to the vertical is less than 15°.

When dealing with reflections on objects which slope in relation to the vertical is more or equal to 15° the object is not considered.

The obstacles where at least one dimension is less than 0,5 m shall be ignored in the reflection calculation, except for special configurations⁽²⁾.

Note that reflections on the ground are not dealt with here. They are taken into account in the calculations of attenuation due to the boundary (ground, diffraction).

If L_{WS} is the power level of the source S and α_r the absorption coefficient of the surface of the obstacle as defined by the EN 1793-1:2013, then the power level of the image source S' is equal to:

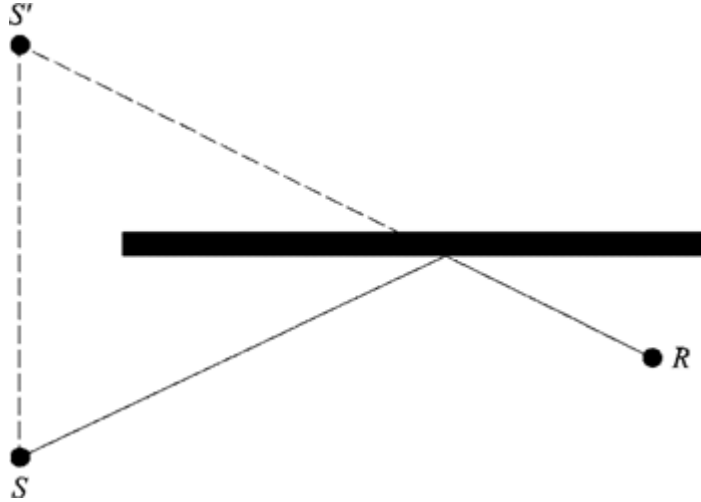
$L_{WS'} = L_{WS} + 10 \cdot \lg(1 - \alpha_r) = L_{WS} + A_{refl}$	(2.5.35)
---	----------

where $0 \leq \alpha_r < 1$

The propagation attenuations described above are then applied to this path (image source, receiver), as for a direct path.

Figure 2.5.g

Specular reflection on an obstacle dealt with by the image source method (*S*: source, *S'*: image source, *R*: receiver)



Attenuation through retrodiffraction

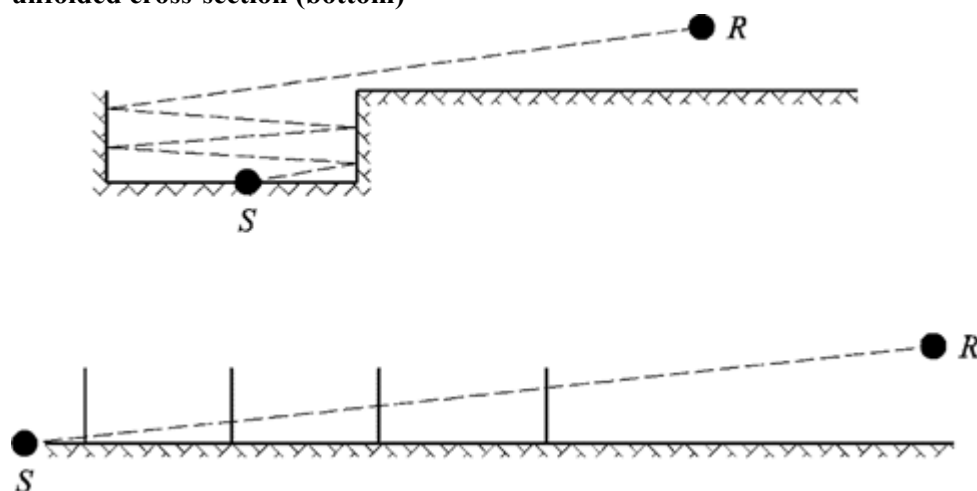
In the geometrical research of sound paths, during reflection on a vertical obstacle (barrier wall, building), the position of the impact of the ray in relation to the upper edge of this obstacle determines the more or less significant proportion of energy effectively reflected. This loss of acoustic energy when the ray undergoes a reflection is called attenuation through retrodiffraction.

In the case of potential multiple reflections between two vertical walls, at least the first reflection shall be considered.

In the case of a trench (see for example Figure 2.5.h), the attenuation through retrodiffraction shall be applied to each reflection on the retaining walls.

Figure 2.5.h

Sound ray reflected to the order of 4 in a track in a trench: actual cross-section (top), unfolded cross-section (bottom)



In this representation, the sound ray reaches the receiver ‘by successively passing through’ the retaining walls of the trench, which can therefore be compared to openings.

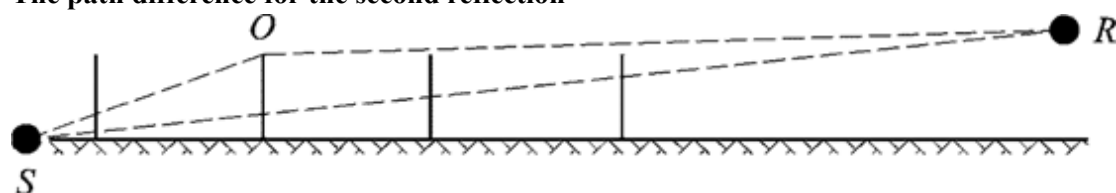
When calculating propagation through an opening, the sound field at the receiver is the sum of the direct field and the field diffracted by the edges of the opening. This diffracted field ensures the continuity of the transition between the clear area and the shadow area. When the ray approaches the edge of the opening, the direct field is attenuated. The calculation is identical to that of the attenuation by a barrier in the clear area.

The path difference δ' associated with each retrodiffraction is the opposite of the path difference between S and R relatively at each upper edge O , and this in a view according to a deployed cross-section (see Figure 2.5.i).

$\delta' = - (SO + OR - SR)$	(2.5.36)
------------------------------	----------

Figure 2.5.i

The path difference for the second reflection



The ‘minus’ sign of equation (2.5.36) means that the receiver is considered here in the clear area.

Attenuation through retrodiffraction $\Delta_{retrodif}$ is obtained by equation (2.5.37), which is similar to equation (2.5.21) with reworked notations.

$\Delta_{retrodif} =$	$10C_h \times \lg \left(3 + \frac{40}{\lambda} \delta' \right)$	if $\frac{40}{\lambda} \delta' \geq -2$	(2.5.37)
	0	otherwise	

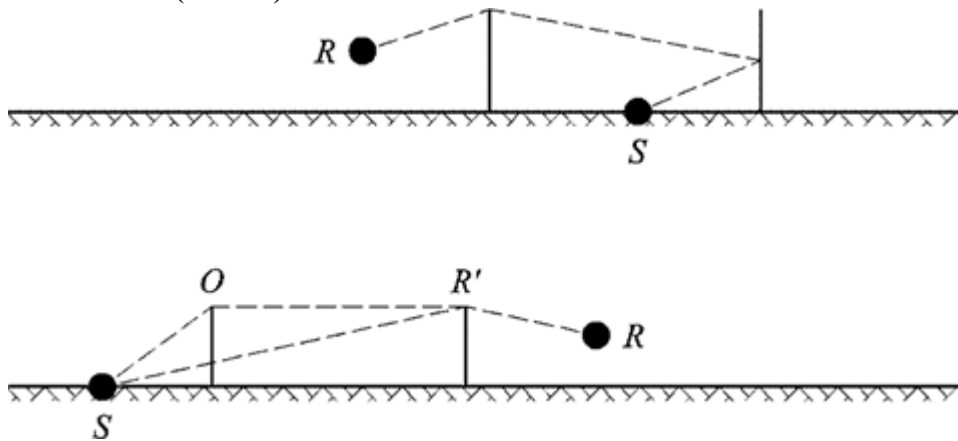
This attenuation is applied to the direct ray each time it ‘passes through’ (reflects on) a wall or building. The power level of the image source S' therefore becomes:

$$L_{W'} = L_W + 10 \times \lg(1 - \alpha_r) - A_{\text{retrodif}} \quad (2.5.38)$$

In complex propagation configurations, diffractions may exist between reflections, or between the receiver and the reflections. In this case, the retrodiffraction by the walls is estimated by considering the path between source and first diffraction point R' (therefore considered as the receiver in equation (2.5.36)). This principle is illustrated in Figure 2.5.j.

Figure 2.5.j

The path difference in the presence of a diffraction: actual cross-section (top), unfolded cross-section (bottom)



In case of multiple reflections the reflections due to every single reflections are added.

2.6. General provisions — Aircraft noise

2.6.1. Definitions and symbols

Some important *terms* are described here by the general meanings attributed to them in this document. The list is not exhaustive; only expressions and acronyms used frequently are included. Others are described where they first occur.

The mathematical *symbols* (listed after the terms) are the main ones used in equations in the main text. Other symbols used locally in both the text and the appendices are defined where they are used.

The reader is reminded periodically of the interchangeability of the words *sound* and *noise* in this document. Although the word *noise* has subjective connotations — it is usually defined by acousticians as ‘unwanted sound’ — in the field of aircraft noise control it is commonly taken to mean just sound — airborne energy transmitted by acoustic wave motion. The symbol → denotes cross references to other terms included in the list.

Terms

AIP	Aeronautical Information Publication
Aircraft configuration	The positions of slats, flaps and landing gear
Aircraft movement	An arrival, departure or other aircraft action that affects noise exposure around an aerodrome

Status: This is the original version (as it was originally adopted).

Aircraft noise and performance data	Data describing the acoustic and performance characteristics of different aeroplanes types that are required by the modelling process. They include → <i>NPD relationships</i> and information that allows engine thrust/power to be calculated as a function of → <i>flight configuration</i> . The data are usually supplied by the aircraft manufacturer although when that is not possible it is sometimes obtained from other sources. When no data are available, it is usual to represent the aircraft concerned by adapting data for a suitably similar aircraft — this is referred to as <i>substitution</i>
Altitude	Height above mean sea level
ANP database	The Aircraft Noise and Performance database included in Appendix I
A-weighted sound level, L_A	Basic sound/noise level scale used for measuring environmental noise including that from aircraft and on which most noise contour metrics are based
Backbone ground track	A representative or nominal ground track which defines the centre of a swathe of tracks
Baseline noise event level	The noise event level read from an NPD database
Brake release	→ <i>Start of roll</i>
Corrected net thrust	At a given power setting (e.g. <i>EPR</i> or N_1) net thrust falls with air density and thus with increasing aircraft altitude; corrected net thrust is the value at sea level
Cumulative sound/noise level	A decibel measure of the noise received over a specified period of time, at a point near an airport, from aeroplane traffic using normal operating conditions and flight paths. It is calculated by accumulating in some way the event sound/noise levels occurring at that point
Decibel sum or average	Sometimes referred to elsewhere as ‘energy’ or ‘logarithmic’ (as opposed to arithmetic) values. Used when it is appropriate to sum or average the underlying energy-like quantities; e.g. $decibel\ sum = 10 \times \lg \sum 10^{L_i/10}$
Energy fraction, F	Ratio of sound energy received from segment to energy received from infinite flight path
Engine power setting	Value of the → <i>noise related power parameter</i> used to determine noise emission from the NPD database
Equivalent (continuous) sound level, L_{eq}	A measure of long-term sound. The level of a hypothetical steady sound, which over a specified period of time, contains the same total energy as the actual variable sound
Event sound/noise level	A decibel measure of the finite quantity of sound (or noise) received from a passing aeroplane → <i>sound exposure level</i>
Flight configuration	= → <i>Aircraft configuration</i> + → <i>Flight parameters</i>
Flight parameters	Aircraft power setting, speed, bank angle and weight
Flight path	The path of an aeroplane through the air, defined in three dimensions, usually with reference to an origin at the start of take-off roll or at the landing threshold
Flight path segment	Part of an aircraft flight path represented for noise modelling purposes by a straight line of finite length
Flight procedure	The sequence of operational steps followed by the aircraft crew or flight management system: expressed as changes of flight configuration as a function of distance along the ground track

Status: This is the original version (as it was originally adopted).

Flight profile	Variation of aeroplane height along the ground track (sometimes includes changes of → <i>flight configuration</i> too) — described by a set of → <i>profile points</i>
Ground plane	(Or Nominal Ground Plane) Horizontal ground surface through the aerodrome reference point on which the contours are normally calculated
Ground speed	Aircraft speed relative to a fixed point on the ground
Ground track	Vertical projection of the flight path onto the ground plane
Height	Vertical distance between aircraft and → <i>ground plane</i>
Integrated sound level	Otherwise termed → <i>single event sound exposure level</i>
ISA	International Standard Atmosphere — defined by ICAO. Defines variation of air temperature, pressure, and density with height above mean sea level. Used to normalise the results of aircraft design calculations and analysis of test data
Lateral attenuation	Excess attenuation of sound with distance attributable, directly or indirectly, to the presence of the ground surface. Significant at low angles of elevation (of the aircraft above the ground plane)
Maximum noise/sound level	The maximum sound level reached during an event
Mean Sea Level, <i>MSL</i>	The standard earth surface elevation to which the → ISA is referred
Net thrust	The propulsive force exerted by an engine on the airframe
Noise	Noise is defined as unwanted sound. But metrics such as <i>A-weighted sound level</i> (L_A) and <i>effective perceived noise level</i> (EPNL) effectively convert sound levels into noise levels. Despite a consequent lack of rigour, the terms sound and noise are sometimes used interchangeably in this document, as elsewhere — especially in conjunction with the word <i>level</i>
Noise contour	A line of constant value of a cumulative aircraft noise level or index around an airport
Noise impact	The adverse effect(s) of noise on its recipients; importantly it is implied that noise metrics are indicators of noise impact
Noise index	A measure of long term, or cumulative sound which correlates with (i.e. is considered to be a predictor of) its effects on people. May take some account of factors in addition to the magnitude of sound (especially time of day). An example is day-evening-night level L_{DEN}
Noise level	A decibel measure of sound on a scale which indicates its loudness or noisiness. For environmental noise from aircraft, two scales are generally used: A-weighted sound level and Perceived Noise Level. These scales apply different weights to sound of different frequencies — to mimic human perception
Noise metric	An expression used to describe any measure of quantity of noise at a receiver position whether it be a single event or an accumulation of noise over extended time. There are two commonly used measures of single event noise: the <i>maximum level</i> reached during the event, or its <i>sound exposure level</i> , a measure of its total sound energy determined by time integration
Noise-power-distance (NPD) relationships/data	Noise event levels tabulated as a function of distance below an aeroplane in steady level flight at a reference speed in a reference atmosphere, for each of a number of → <i>engine power settings</i> . The data account for the effects of sound attenuation due to spherical wave spreading (inverse-square law) and atmospheric absorption. The distance is defined

Noise-related power parameter	perpendicular to the aeroplane flight path and the aircraft wing-axis (i.e. vertically below the aircraft in non-banked flight) Parameter that describes or indicates the propulsive effort generated by an aircraft engine to which acoustic power emission can logically be related; usually taken to be → <i>corrected net thrust</i> . Loosely termed ‘power’ or ‘power setting’ throughout the text
Noise significance	The contribution from a flight path segment is ‘noise significant’ if it affects the event noise level to an appreciable extent. Disregarding segments that are not noise-significant yields massive savings in computer processing
Observer	→ <i>Receiver</i>
Procedural steps	Prescription for flying a profile — steps include changes of speed and/or altitude
Profile point	Height of flight path segment end point — in vertical plane above the ground track
Receiver	A recipient of noise that arrives from a source; principally at a point on or near the ground surface
Reference atmosphere	A tabulation of sound absorption rates used to standardise NPD data (see Appendix D)
Reference day	A set of atmospheric conditions on which ANP data are standardised
Reference duration	A nominal time interval used to standardise single event sound exposure level measurements; equal to 1 second in the case of → <i>SEL</i>
Reference speed <i>SEL</i>	Aeroplane groundspeed to which <i>NPD</i> → <i>SEL</i> data are normalised → <i>Sound Exposure Level</i>
Single event sound exposure level	The sound level an event would have if all its sound energy were compressed uniformly into a standard time interval known as the → <i>reference duration</i>
Soft ground	A ground surface that is acoustically ‘soft’, typically grassy, that surrounds most aerodromes. Acoustically hard, i.e. highly reflective, ground surfaces includes concrete and water. The noise contour methodology described herein applies to soft ground conditions
Sound	Energy transmitted through air by (longitudinal) wave motion which is sensed by the ear
Sound attenuation	The decrease in sound intensity with distance along a propagation path. For aircraft noise its causes include spherical wave spreading, atmospheric absorption and → <i>lateral attenuation</i>
Sound exposure Sound Exposure Level, L_{AE}	A measure of total sound energy immission over a period of time (Acronym SEL) A metric standardised in ISO 1996-1 or ISO 3891 = A-weighted single event sound exposure level referenced to 1 second
Sound intensity	The strength of sound immission at a point — related to acoustical energy (and indicated by measured sound levels)
Sound level	A measure of sound energy expressed in decibel units. Received sound is measured with or without ‘frequency weighting’; levels measured with a weighting are often termed → <i>noise levels</i>
Stage/trip length	Distance to first destination of departing aircraft; taken to be an indicator of aircraft weight
Start of Roll, <i>SOR</i>	The point on the runway from which a departing aircraft commences its take-off. Also termed ‘brake release’
True airspeed	Actual speed of aircraft relative to air (= groundspeed in still air)
Weighted equivalent sound level, $L_{eq,W}$	An modified version of L_{eq} in which different weights are assigned to noise occurring during different period of the day (usually day, evening and night)
<i>Symbols</i>	

Status: This is the original version (as it was originally adopted).

d	Shortest distance from an observation point to a flight path segment
d_p	Perpendicular distance from an observation point to the flight path (slant distance or slant range)
d_j	Scaled distance
F_n	Actual net thrust per engine
F_n/δ	Corrected net thrust per engine
h	Aircraft altitude (above MSL)
L	Event noise level (scale undefined)
$L(t)$	Sound level at time t (scale undefined)
$L_A, L_A(t)$	A-weighted sound pressure level (at time t) — measured on the <i>slow</i> sound level meter scale
L_{AE}	(SEL) Sound Exposure Level
L_{Amax}	Maximum value of $L_A(t)$ during an event
L_E	Single event sound exposure level
$L_{E\infty}$	Single event sound exposure level determined from NPD database
L_{EPN}	Effective Perceived Noise Level
L_{eq}	Equivalent (continuous) sound level
L_{max}	Maximum value of $L(t)$ during an event
$L_{max,seg}$	Maximum level generated by a segment
ℓ	Perpendicular distance from an observation point to the ground track
\lg	Logarithm to base 10
N	Number of segments or sub-segments
NAT	Number of events with L_{max} exceeding a specified threshold
P	Power parameter in NPD variable $L(P,d)$
P_{seg}	Power parameter relevant to a particular segment
q	Distance from start of segment to closest point of approach
R	Radius of turn
S	Standard deviation
s	Distance along ground track
s_{RWY}	Runway length
t	Time
t_e	Effective duration of single sound event
t_0	Reference time for integrated sound level
V	Groundspeed
V_{seg}	Equivalent segment groundspeed
V_{ref}	Reference groundspeed for which NPD data are defined
x,y,z	Local coordinates
x',y',z'	Aircraft coordinates
$X_{ARP}, Y_{ARP}, Z_{ARP}$	Position of aerodrome reference point in geographical coordinates
z	Height of aircraft above ground plane/aerodrome reference point
α	Parameter used for calculation of the finite segment correction D_F
β	Elevation angle of aircraft relative to ground plane
ε	Aircraft bank angle
γ	Climb/descent angle
φ	Depression angle (lateral directivity parameter)
λ	Total segment length
ψ	Angle between direction of aircraft movement and direction to observer
ξ	Aircraft heading, measured clockwise from magnetic north
$\Lambda(\beta, \ell)$	Air-to-ground lateral attenuation
$\Lambda(\beta)$	Long range air-to-ground lateral attenuation
$\Gamma(\ell)$	Lateral attenuation distance factor

Δ	Change in value of a quantity, or a correction (as indicated in the text)
Δ_F	Finite segment correction
Δ_I	Engine installation correction
Δ_i	Weighting for <i>i</i> th time of day period, dB
Δ_{rev}	Reverse thrust
Δ_{SOR}	Start of roll correction
Δ_V	Duration (speed) correction
<i>Subscripts</i>	
1, 2	Subscripts denoting start and end values of an interval or segment
<i>E</i>	Exposure
<i>i</i>	Aircraft type/category summation index
<i>j</i>	Ground track/subtrack summation index
<i>k</i>	Segment summation index
<i>max</i>	Maximum
<i>ref</i>	Reference value
<i>seg</i>	Segment specific value
<i>SOR</i>	Related to start of roll
<i>TO</i>	Takeoff

2.6.2. *Quality framework*

Accuracy of input values

All input values affecting the emission level of a source, including the position of the source, shall be determined with at least the accuracy corresponding to an uncertainty of $\pm 2\text{dB(A)}$ in the emission level of the source (leaving all other parameters unchanged).

Use of default values

In the application of the method, the input data shall reflect the actual usage. In general there shall be no reliance on default input values or assumptions. Specifically, flight paths derived from radar data to derive the flight paths shall be used whenever they exist and is of sufficient quality. Default input values and assumptions are accepted, for example, to be used for modelled routes instead of radar derived flight paths, if the collection of real data is associated with disproportionately high costs.

Quality of the software used for the calculations

Software used to perform the calculations shall prove compliance with the methods herewith described by means of certification of results against test cases.

2.7. **Aircraft noise**

2.7.1. *Aim and scope of document*

Contour maps are used to indicate the extent and magnitude of aircraft noise impact around airports, that impact being indicated by values of a specified noise metric or index. A contour is a line along which the index value is constant. The index value aggregates in some way all the individual aircraft noise events that occur during some specified period of time, normally measured in days or months.

The noise at points on the ground from aircraft flying into and out of a nearby aerodrome depends on many factors. Principal among these are the types of aeroplane and their powerplant; the power, flap and airspeed management procedures used on the aeroplanes themselves; the distances from the points concerned to the various flight paths; and local topography and weather. Airport operations generally include different types of aeroplanes, various flight procedures and a range of operational weights.

Contours are generated by calculating surfaces of local noise index values mathematically. This document explains in detail how to calculate, at one observer point, the individual aircraft noise event levels, each for a specific aircraft flight or type of flight, that are subsequently averaged in some way, or *accumulated*, to yield index values at that point. The required surface of index values is generated merely by repeating the calculations as necessary for different aircraft movements — taking care to maximise efficiency by excluding events that are not ‘noise-significant’ (i.e. which do not contribute significantly to the total).

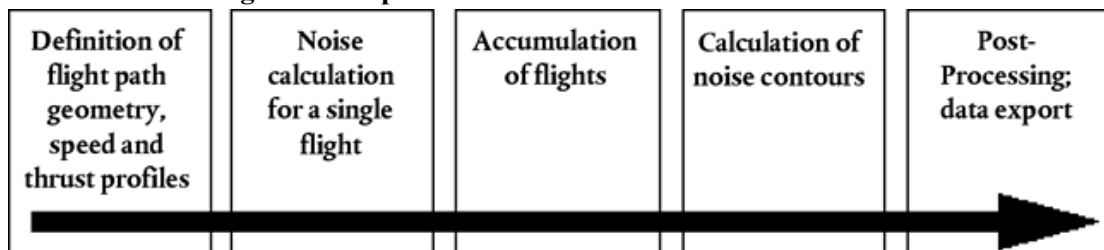
Where noise generating activities associated with airport operations do not contribute materially to the overall population exposure to aircraft noise and associated noise contours, they may be excluded. These activities include: helicopters, taxiing, engine testing and use of auxiliary power-units. This does not necessarily mean that their impact is insignificant and where these circumstances occur assessment of the sources can be undertaken as set out in paragraphs 2.7.21 and 2.7.22.

2.7.2. Outline of the document

The noise contour generation process is illustrated in **Figure 2.7.a**. Contours are produced for various purposes and these tend to control the requirements for sources and pre-processing of input data. Contours that depict historical noise impact might be generated from actual records of aircraft operations — of movements, weights, radar-measured flight paths, etc. Contours used for future planning purposes of necessity rely more on forecasts — of traffic and flight tracks and the performance and noise characteristics of future aircraft.

Figure 2.7.a

The noise contour generation process



Whatever the source of flight data, each different aircraft movement, arrival or departure, is defined in terms of its flight path geometry and the noise emission from the aircraft as it follows that path (movements that are essentially the same in noise and flight path terms are included by simple multiplication). The noise emission depends on the characteristics of the aircraft — mainly on the power generated by its engines. The recommended methodology involves dividing the flight path into segments. **Sections 2.7.3 to 2.7.6** outline the elements of the methodology and explain the principle of segmentation on which it is based; that the observed event noise level is an aggregation of contributions from all ‘noise-significant’ segments of the flight path, each of which can be calculated independently of the others. **Sections 2.7.3 to 2.7.6** also outline the input data requirements for producing a set of noise contours. Detailed specifications for the operational data needed are set out in **Appendix A**.

How the flight path segments are calculated from pre-processed input data is described in **Sections 2.7.7 to 2.7.13**. This involves applications of aircraft flight performance analysis, equations for which are detailed in **Appendix B**. Flight paths are subject to significant variability — aircraft following any route are dispersed across a swathe due to the effects of differences in atmospheric conditions, aircraft weights and operating procedures, air traffic control constraints, etc. This is taken into account by describing each flight path statistically —

as a central or ‘backbone’ path which is accompanied by a set of dispersed paths. This too is explained in **Sections 2.7.7 to 2.7.13** with reference to additional information in **Appendix C**.

Sections 2.7.14 to 2.7.19 set out the steps to be followed in calculating the noise level of one single event — the noise generated at a point on the ground by one aircraft movement. **Appendix D** deals with the re-calculation of NPD-data for non-reference conditions. **Appendix E** explains the acoustic dipole source used in the model to define sound radiation from flight path segments of finite length.

Applications of the modelling relationships described in Chapters 3 and 4 require, apart from the relevant flight paths, appropriate noise and performance data for the aircraft in question.

Determining the event level for a single aircraft movement at a single observer point is the core calculation. It has to be repeated for all aircraft movements at each of a prescribed array of points covering the expected extent of the required noise contours. At each point the event levels are aggregated or averaged in some way to arrive at a ‘cumulative level’ or noise index value. This part of the process is described in **Sections 2.7.20 and 2.7.23 to 2.7.25**.

Sections 2.7.26 to 2.7.28 summarise the options and requirement for fitting noise contours to arrays of noise index values. They provide guidance on contour generation and post-processing.

2.7.3. *The concept of segmentation*

For any specific aircraft, the database contains baseline Noise-Power-Distance (NPD) relationships. These define, for steady straight flight at a *reference speed* in specified *reference atmospheric conditions* and in a specified flight configuration, the received sound event levels, both maximum and time integrated, directly beneath the aircraft⁽³⁾ as a function of distance. For noise modelling purposes, the all-important propulsive power is represented by a *noise-related power parameter*; the parameter generally used is *corrected net thrust*. Baseline event levels determined from the database are adjusted to account for, firstly, differences between actual (i.e. modelled) and reference atmospheric conditions and (in the case of sound exposure levels) aircraft speed and, secondly, for receiver points that are not directly beneath the aircraft, differences between downwards and laterally radiated noise. This latter difference is due to *lateral directivity* (engine installation effects) and *lateral attenuation*. But the event levels so adjusted still apply only to the total noise from the aircraft in steady level flight.

Segmentation is the process by which the recommended noise contour model adapts the infinite path NPD and lateral data to calculate the noise reaching a receiver from a non-uniform flight path, i.e. one along which the aircraft flight configuration varies. For the purposes of calculating the event sound level of an aircraft movement, the flight path is represented by a set of contiguous straight-line segments, each of which can be regarded as a finite part of an infinite path for which an NPD and the lateral adjustments are known. The maximum level of the event is simply the greatest of the individual segment values. The time integrated level of the whole noise event is calculated by summing the noise received from a sufficient number of segments, i.e. those which make a significant contribution to the total event noise.

The method for estimating how much noise one finite segment contributes to the integrated event level is a purely empirical one. The *energy fraction F* — the segment noise expressed as a proportion of the total infinite path noise — is described by a relatively simple expression which allows for the longitudinal directivity of aircraft noise and the receiver's ‘view’ of the segment. One reason why a simple empirical method is generally adequate is that, as a rule, most of the noise comes from the nearest, usually, adjacent segment — for which the *closest point of approach* (CPA) to the receiver lies within the segment (not at one of its ends). This means that estimates of the noise from non-adjacent segments can be increasingly approximate as they get further away from the receiver without compromising the accuracy significantly.

2.7.4. *Flight paths: Tracks and profiles*

In the modelling context, a *flight path* (or trajectory) is a full description of the motion of the aircraft in space and time⁽⁴⁾. Together with the propulsive thrust (or other noise related power parameter) this is the information required to calculate the noise generated. The *ground track* is the vertical projection of the flight path on level ground. This is combined with the vertical *flight profile* to construct the 3-D flight path. Segmentation modelling requires that the flight path of every different aircraft movement is described by a series of contiguous straight segments. The manner in which the segmentation is performed is dictated by a need to balance accuracy and efficiency — it is necessary to approximate the real curved flight path sufficiently closely while minimising the computational burden and data requirements. Each segment has to be defined by the geometrical coordinates of its end points and the associated speed and engine power parameters of the aircraft (on which sound emission depends). Flight paths and engine power may be determined in various ways, the main ones involving (a) synthesis from a series of procedural steps and (b) analysis of measured flight profile data.

Synthesis of the flight path (a) requires knowledge of (or assumptions for) ground tracks and their lateral dispersions, aircraft weight, speed, flap and thrust-management procedures, airport elevation, and wind and air temperature. Equations for calculating the flight profile from the required propulsion and aerodynamic parameters are given in **Appendix B**. Each equation contains coefficients (and/or constants) which are based on empirical data for each specific aircraft type. The aerodynamic-performance equations in **Appendix B** permit the consideration of any reasonable combination of aircraft operational weight and flight procedure, including operations at different takeoff gross weights.

Analysis of measured data (b), e.g. from flight data recorders, radar or other aircraft tracking equipment, involves ‘reverse engineering’, effectively a reversal of the synthesis process (a). Instead of estimating the aircraft and powerplant states at the ends of the flight segments by integrating the effects of the thrust and aerodynamic forces acting on the airframe, the forces are estimated by differentiating the changes of height and speed of the airframe. Procedures for processing the flight path information are described in Section 2.7.12.

In an ultimate noise modelling application, each individual flight could, theoretically, be represented independently; this would guarantee accurate accounting for the spatial dispersion of flight paths — which can be very significant. But to keep data preparation and computer time within reasonable bounds it is normal practice to represent flight path swathes by a small number of laterally displaced ‘subtracks’. (Vertical dispersion is usually represented satisfactorily by accounting for the effects of varying aircraft weights on the vertical profiles.)

2.7.5. *Aircraft noise and performance*

The ANP database provided in Appendix I covers most existing aircraft types. For aircraft types or variants for which data are not currently listed, they can best be represented by data for other, normally similar, aircraft that are listed.

The ANP database includes default ‘procedural steps’ to enable the construction of flight profiles for at least one common noise abatement departure procedure. More recent database entries cover two different noise abatement departure procedures.

2.7.6. *Airport and aircraft operations*

Case-specific data from which to calculate the noise contours for a particular airport scenario includes the following.

General airport data

- The aerodrome reference point (simply to locate the aerodrome in appropriate geographic coordinates). The reference point is set as the origin of the local Cartesian coordinate system used by the calculation procedure.
- The aerodrome reference altitude (= altitude of aerodrome reference point). This is the altitude of the nominal ground plane on which, in the absence of topography corrections, the noise contours are defined.
- Average meteorological parameters at or close to the aerodrome reference point (temperature, relative humidity, average windspeed and wind direction).

Runway data

For each runway:

- Runway designation
- Runway reference point (centre of runway expressed in local coordinates)
- Runway length, direction and mean gradient
- Location of start-of-roll and landing threshold⁽⁵⁾.

Ground track data

Aircraft ground tracks shall be described by a series of coordinates in the (horizontal) ground-plane. The source of ground track data depends on whether relevant radar data are available or not. If they are, a reliable backbone track and suitable associated (dispersed) sub-tracks shall be established by statistical analysis of the data. If not, backbone tracks are usually constructed from appropriate procedural information, e.g. using standard instrument departure procedures from Aeronautical Information Publications. This conventional description includes the following information:

- Designation of the runway the track originates from
- Description of the track origin (start of roll, landing threshold)
- Length of segments (for turns, radius and change of direction).

This information is the minimum necessary to define the core (backbone) track. But average noise levels calculated on the assumption that aircraft follow the nominal routes exactly can be liable to localised errors of several decibels. Thus lateral dispersion shall be represented, and the following additional information is necessary:

- Width of the swathe (or other dispersion statistic) at each segment end
- Number of subtracks
- Distribution of movements perpendicular to the backbone track.

Air traffic data

Air traffic data are

- the time period covered by the data and
- the number of movements (arrivals or departures) of each aircraft type on each flight track, subdivided by (1) time of day as appropriate for specified noise descriptors, (2) for departures, operating weights or stage lengths, and (3), if necessary, operating procedures.

Most noise descriptors require that events (i.e. aircraft movements) are defined as average daily values during specified periods of the day (e.g. day, evening and night) — see **Sections 2.7.23 to 2.7.25**.

Topographical data

The terrain around most airports is relatively flat. However this is not always the case and there may sometimes be a need to account for variations in terrain elevation relative to the airport

reference elevation. The effect of terrain elevation can be especially important in the vicinity of approach tracks, where the aircraft is operating at relatively low altitudes.

Terrain elevation data are usually provided as a set of (x,y,z) coordinates for a rectangular grid of certain mesh-size. But the parameters of the elevation grid are likely to be different from those of the grid used for the noise computation. If so linear interpolation may be used to estimate the appropriate z -coordinates in the latter.

Comprehensive analysis of the effects of markedly non-level ground on sound propagation is complex and beyond the scope of this method. Moderate unevenness can be accounted for by assuming 'pseudo-level' ground; i.e. simply raising or lowering the level ground plane to the local ground elevation (relative to the reference ground plane) at each receiver point (see Section 2.7.4).

Reference conditions

The international aircraft noise and performance (ANP) data are normalised to standard reference conditions that are widely used for airport noise studies (see **Appendix D**).

Reference conditions for NPD data

- (1) Atmospheric pressure : 101,325 kPa (1 013,25 mb)
- (2) Atmospheric absorption : Attenuation rates listed in **Table D-1** of **Appendix D**
- (3) Precipitation : None
- (4) Wind Speed : Less than 8 m/s (15 knots)
- (5) Groundspeed : 160 knots
- (6) Local terrain : Flat, soft ground free of large structures or other reflecting objects within several kilometres of aircraft ground tracks.

Standardised aircraft sound measurements are made 1,2 m above the ground surface. However no special account of this is necessary as, for modelling purposes, it may be assumed that event levels are relatively insensitive to receiver height⁽⁶⁾.

Comparisons of estimated and measured airport noise levels indicate that the NPD data can be assumed applicable when the near surface average conditions lie within the following envelope:

- Air temperature less than 30 °C
- Product of air temperature (°C), and relative humidity, (percent) greater than 500
- Wind speed less than 8 metres per second (15 knots).

This envelope is believed to encompass conditions encountered at most of the world's major airports. **Appendix D** provides a method for converting NPD data to average local conditions which fall outside it, but, in extreme cases, it is suggested that the relevant aeroplane manufacturers be consulted.

Reference conditions for aeroplane aerodynamic and engine data

- (1) Runway Elevation : Mean sea level
- (2) Air temperature : 15 °C
- (3) Takeoff gross weight : As defined as a function of stage length in the ANP database
- (4) Landing gross weight : 90 percent of maximum landing gross weight
- (5) Engines : All supplying thrust

Although ANP aerodynamic and engine data are based on these conditions, they can be used as tabulated for non-reference runway elevations and average air temperatures in ECAC states without significantly affecting the accuracy of the calculated contours of cumulative average sound level. (see **Appendix B**.)

The ANP database tabulates aerodynamic data for the takeoff and landing gross weights noted in items 3 and 4 above. Although, for cumulative noise calculations, the aerodynamic data themselves need not be adjusted for other gross weights, calculation of the takeoff and climbout flight profiles, using the procedures described in **Appendix B**, shall be based on the appropriate operational takeoff gross weights.

2.7.7. *Description of the flight path*

The noise model requires that each different aircraft movement is described by its three-dimensional flight path and the varying engine power and speed along it. As a rule, one modelled movement represents a subset of the total airport traffic, e.g. a number of (assumed) identical movements, with the same aircraft type, weight and operating procedure, on a single ground track. That track may itself be one of several dispersed ‘sub-tracks’ used to model what is really a swathe of tracks following one designated route. The ground track swathes, the vertical profiles and the aircraft operational parameters are all determined from the input scenario data — in conjunction with aircraft data from the ANP database.

The noise-power-distance data (in the ANP database) define noise from aircraft traversing idealised horizontal flight paths of infinite length at constant speed and power. To adapt this data to terminal area flight paths that are characterised by frequent changes of power and velocity, every path is broken into finite straight-line segments; the noise contributions from each of these are subsequently summed at the observer position.

2.7.8. *Relationships between flight path and flight configuration*

The three-dimensional flight path of an aircraft movement determines the geometrical aspects of sound radiation and propagation between aircraft and observer. At a particular aircraft weight and in particular atmospheric conditions, the flight path is governed entirely by the sequence of power, flap and altitude changes that are applied by the pilot (or automatic flight management system) in order to follow routes and maintain heights and speeds specified by ATC — in accordance with the aircraft operator's standard operating procedures. These instructions and actions divide the flight path into distinct phases which form natural segments. In the horizontal plane they involve straight legs, specified as a distance to the next turn, and turns, defined by radius and change of heading. In the vertical plane, segments are defined by the time and/or distance taken to achieve required changes of forward speed and/or height at specified power and flap settings. The corresponding vertical coordinates are often referred to as *profile points*.

For noise modelling, flight path information is generated either by *synthesis* from a set of procedural steps (i.e. those followed by the pilot) or by *analysis* of radar data — physical measurements of actual flight paths flown. Whatever method is used, both horizontal and vertical shapes of the flight path, are reduced to segmented forms. Its horizontal shape (i.e. its 2-dimensional projection on the ground) is the *ground track* defined by the inbound or outbound routing. Its vertical shape, given by the profile points, and the associated flight parameters speed, bank angle and power setting, together define the *flight profile* which depends on the *flight procedure* that is normally prescribed by the aircraft manufacturer and/or the operator. The flight path is constructed by merging the 2-D flight profile with the 2-D ground track to form a sequence of 3-D flight path segments.

It should be remembered that, for a given set of procedural steps, the profile depends on the ground track; e.g. at the same thrust and speed the aircraft climb rate is less in turns than in

straight flight. Although this guidance explains how to take this dependency into account, it has to be acknowledged that doing so would normally involve a very large computing overhead and users may prefer to assume that, for noise modelling purposes, the flight profile and ground track can be treated as independent entities; i.e. that the climb profile is unaffected by any turns. However, it is important to determine changes of bank angle that turns require as this has an important bearing on the directionality of sound emission.

The noise received from a flight path segment depends on the geometry of the segment in relation to the observer and the aircraft flight configuration. But these are interrelated — a change in one causes a change in the other and it is necessary to ensure that, at all points on the path, the configuration of the aircraft is consistent with its motion along the path.

In a flight path synthesis, i.e. when constructing a flight path from a set of ‘procedural steps’ that describe the pilot’s selections of engine power, flap angle, and acceleration/vertical speed, it is the motion that has to be calculated. In a flight path analysis, the reverse is the case: the engine power settings have to be estimated from the observed motion of the aeroplane — as determined from radar data, or sometimes, in special studies, from aircraft flight recorder data (although in the latter case engine power is usually part of the data). In either case, the coordinates and flight parameters at all segment end points have to be fed into the noise calculation.

Appendix B presents the equations that relate the forces acting on an aircraft and its motion and explains how they are solved to define the properties of the segments that make up the flight paths. The different kinds of segments (and the sections of **Appendix B** that cover them) are *take-off ground roll* (B5), *climb at constant speed* (B6), *power cutback* (B7), *accelerating climb and flap retraction* (B8), *accelerating climb after flap retraction* (B9), *descent and deceleration* (B10) and *final landing approach* (B11).

Inevitably, practical modelling involves varying degrees of simplification — the requirement for this depends on the nature of the application, the significance of the results and the resources available. A general simplifying assumption, even in the most elaborate applications, is that when accounting for flight track dispersion, the flight profiles and configurations on all the subtracks are the same as those on the backbone track. As at least 6 subtracks are to be used (see Section 2.7.11) this reduces computations massively for an extremely small penalty in fidelity.

2.7.9. Sources of flight path data

Radar data

Although aircraft flight data recorders can yield very high quality data, this is difficult to obtain for noise modelling purposes and radar data shall be regarded as the most readily accessible source of information on actual flight paths flown at airports⁽⁷⁾. As it is usually available from airport noise and flight path monitoring systems, it is now used increasingly for noise modelling purposes.

Secondary surveillance radar presents the flight path of an aircraft as a sequence of positional coordinates at intervals equal to the period of rotation of the radar scanner, typically about 4 seconds. The position of the aircraft over the ground is determined in polar coordinates — range and azimuth — from the reflected radar return (although the monitoring system normally transforms these to Cartesian coordinates); its height⁽⁸⁾ is measured by the aeroplane’s own altimeter and transmitted to the ATC computer by a radar-triggered transponder. But inherent positional errors due to radio interference and limited data resolution are significant (although of no consequence for the intended air traffic control purposes). Thus, if the flight path of a specific aircraft movement is required, it is necessary to smooth the data using an appropriate curve-fitting technique. However, for noise modelling purposes the usual requirement is for a statistical description of a swathe of flight paths; e.g. for all movements on a route or for

just those of a specific aircraft type. Here the measurement errors associated with the relevant statistics can be reduced to insignificance by the averaging processes.

Procedural steps

In many cases is not possible to model flight paths on the basis of radar data — because the necessary resources are not available or because the scenario is a future one for which there are no relevant radar data.

In the absence of radar data, or when its use is inappropriate, it is necessary to estimate the flight paths on the basis of operational guidance material, for example instructions given to flight crews via AIPs and aircraft operating manuals — referred to here as *procedural steps*. Advice on interpreting this material shall be sought from air traffic control authorities and the aircraft operators where necessary.

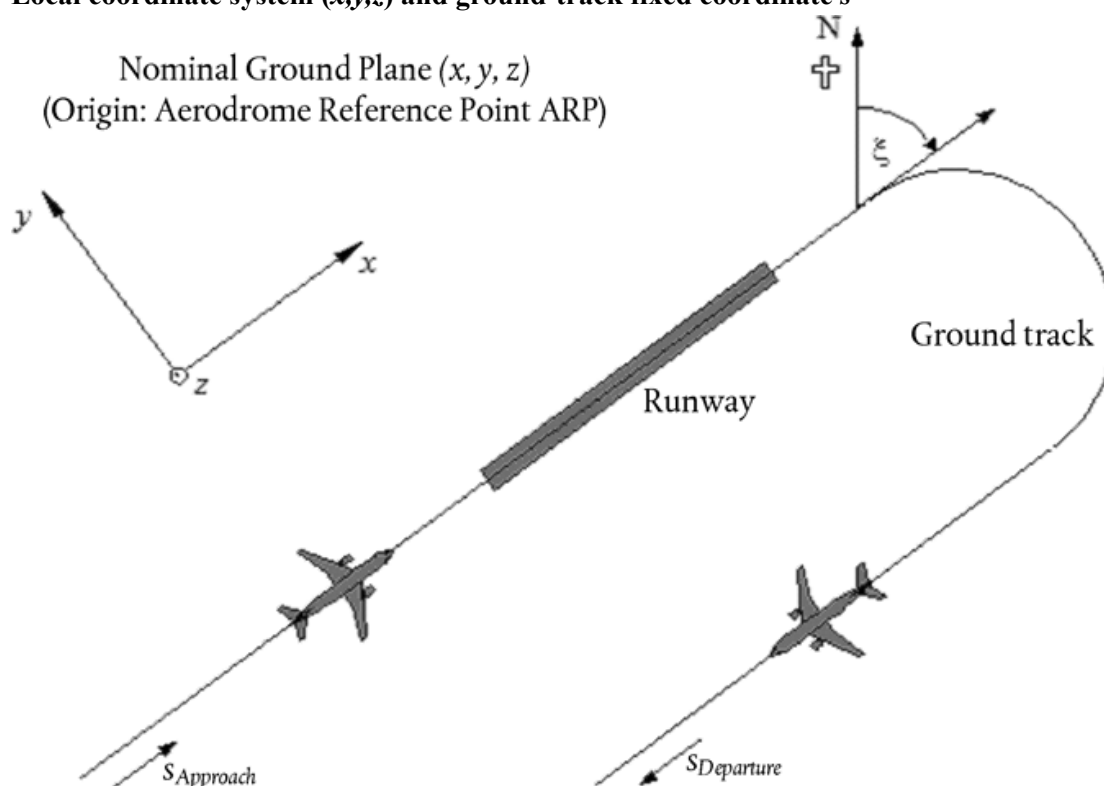
2.7.10. Coordinate systems

The local coordinate system

The local coordinate system (x,y,z) is a Cartesian one and has its origin $(0,0,0)$ at the aerodrome reference point $(X_{ARP}, Y_{ARP}, Z_{ARP})$, where Z_{ARP} is the airport reference altitude and $z = 0$ defines the nominal ground plane on which contours are usually calculated. The aircraft heading ξ in the xy -plane is measured clockwise from magnetic north (see **Figure 2.7.b**). All observer locations, the basic calculation grid and the noise contour points are expressed in local coordinates⁽⁹⁾.

Figure 2.7.b

Local coordinate system (x,y,z) and ground-track fixed coordinate s



The ground-track fixed coordinate system

This coordinate is specific for each ground track and represents distance s measured along the track in the flight direction. For departure tracks s is measured from the start of roll, for approach tracks from the landing threshold. Thus s becomes negative in areas

- behind the start of roll for departures and
- before crossing the runway landing threshold for approaches.

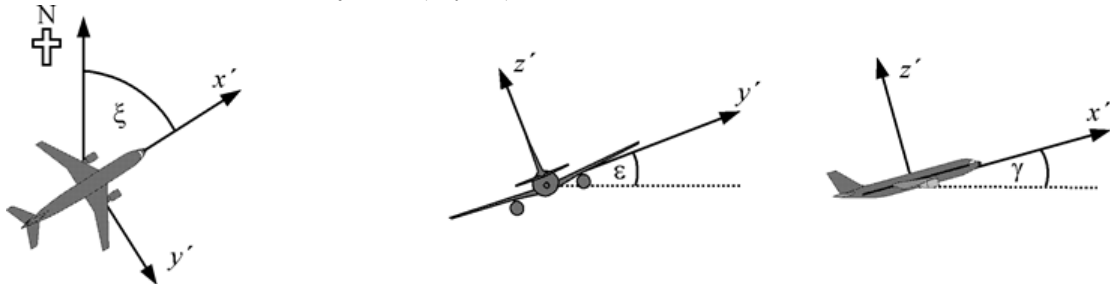
Flight operational parameters such as height, speed and power setting are expressed as functions of s .

The aircraft coordinate system

The aircraft-fixed Cartesian coordinate system (x', y', z') has its origin at the actual aircraft location. The axis-system is defined by the climb-angle γ , the flight direction ξ and the bank-angle ε (see **Figure 2.7.c**).

Figure 2.7.c

Aircraft fixed coordinate system (x', y', z')



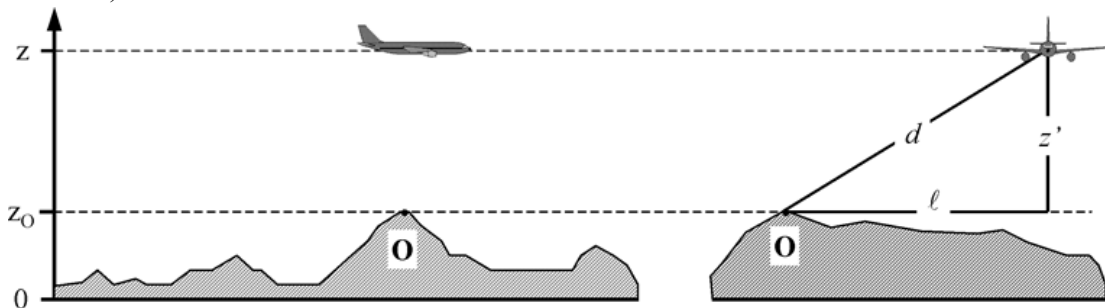
Accounting for topography

In cases where topography has to be taken into account (see Section 2.7.6), the aircraft height coordinate z has to be replaced by $z' = z - z_o$ (where z_o is the z -coordinate of the observer location O) when estimating the propagation distance d . The geometry between aircraft and observer is shown in **Figure 2.7.d**. For the definitions of d and ℓ see Sections 2.7.14 to 2.7.19⁽¹⁰⁾.

Figure 2.7.d

Ground elevation along (left) and lateral (right) to ground track

(The nominal ground plane $z = 0$ passes through the aerodrome reference point. O is the observer location.)



2.7.11. Ground Tracks

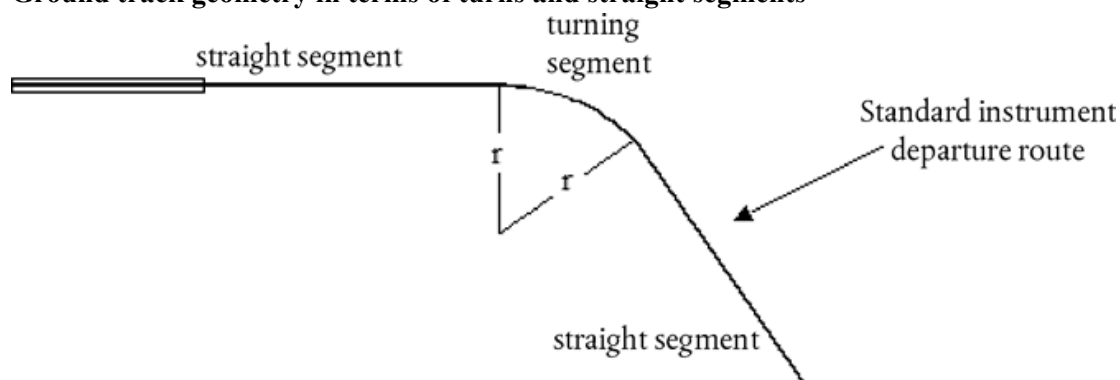
Backbone tracks

The backbone track defines the centre of the swathe of tracks followed by aircraft using a particular routing. For the purposes of aircraft noise modelling it is defined either (i) by prescriptive operational data such as the instructions given to pilots in AIPs, or (ii) by statistical analysis of radar data as explained in Section 2.7.9 — when this is available and appropriate to the needs of the modelling study. Constructing the track from operational instructions is normally quite straightforward as these prescribe a sequence of legs which are either straight —

defined by length and heading, or circular arcs defined by turn rate and change of heading; see **Figure 2.7.e** for an illustration.

Figure 2.7.e

Ground track geometry in terms of turns and straight segments



Fitting a backbone track to radar data is more complex, firstly because actual turns are made at a varying rate and secondly because its line is obscured by the scatter of the data. As explained, formalised procedures have not yet been developed and it is common practice to match segments, straight and curved, to the average positions calculated from cross-sections of radar tracks at intervals along the route. Computer algorithms to perform this task are likely to be developed in future but, for the present, it is for the modeller to decide how to use available data to best advantage. A major factor is that the aircraft speed and turn radius dictate the angle of bank and, as will be seen in Section 2.7.19, non-symmetries of sound radiation around the flight path govern noise on the ground, as well as the position of the flight path itself.

Theoretically, seamless transition from straight flight to fixed radius turn would require an instantaneous application of bank angle ϵ , which is physically impossible. In reality it takes a finite time for the bank angle to reach the value required to maintain a specified speed and turn radius r , during which the turn radius tightens from infinity to r . For modelling purposes the radius transition can be disregarded and the bank angle assumed to increase steadily from zero (or other initial value) to ϵ at the start of the turn and to be the next value of ϵ at the end of the turn⁽¹¹⁾.

Track dispersion

Where possible, definitions of lateral dispersion and representative sub-tracks shall be based on relevant past experience from the study airport; normally via an analysis of radar data samples. The first step is to group the data by route. Departure tracks are characterised by substantial lateral dispersion which, for accurate modelling, has to be taken into account. Arrival routes normally coalesce into a very narrow swathe about the final approach path and it is usually sufficient to represent all arrivals by a single track. But if the approach swathes are wide within the region of the noise contours they might need to be represented by sub-tracks in the same way as departure routes.

It is common practice to treat the data for a single route as a sample from a single population; i.e. to be represented by one backbone track and one set of dispersed subtracks. However, if inspection indicates that the data for different categories of aircraft or operations differ significantly (e.g. should large and small aircraft have substantially different turn radii), further subdivision of the data into different swathes may be desirable. For each swathe, the lateral track dispersions are determined as a function of distance from the origin; movements then being apportioned between a backbone track and a suitable number of dispersed sub-tracks on the basis of the distribution statistics.

Status: This is the original version (as it was originally adopted).

As it is normally unwise to disregard the effects of track dispersion, in the absence of measured swathe data a nominal lateral spread across and perpendicular to the backbone track shall be defined by a conventional distribution function. Calculated values of noise indices are not particularly sensitive to the precise shape of the lateral distribution: the Normal (Gaussian) Distribution provides an adequate description of many radar-measured swathes.

Typically a 7-point discrete approximation is used (i.e. representing the lateral dispersion by 6 subtracks equally spaced around the backbone track). The spacing of the subtracks depends on the standard deviation of the lateral dispersion function.

For normally distributed tracks with a standard deviation S , 98,8 % of the tracks are located within a corridor with boundaries located at $\pm 2,5 \cdot S$. **Table 2.7.a** gives the spacing of the six subtracks and the percentage of the total movements assigned to each. **Appendix C** gives values for other numbers of subtracks.

TABLE 2.7.A

Percentages of movements for a normal distribution function with standard deviation S for 7 subtracks (backbone track is subtrack 1)

Subtrack number	Location of subtrack	Percentage of movements on subtrack
7	$-2,14 \cdot S$	3 %
5	$-1,43 \cdot S$	11 %
3	$-0,71 \cdot S$	22 %
1	0	28 %
2	$0,71 \cdot S$	22 %
4	$1,43 \cdot S$	11 %
6	$2,14 \cdot S$	3 %

The standard deviation S is a function of the coordinate s along the backbone-track. It can be specified — together with the description of the backbone-track — in the flight track data sheet shown in **Appendix A3**. In the absence of any indicators of the standard deviation — e.g. from radar data describing comparable flight tracks — the following values are recommended:

For tracks involving turns of less than 45 degrees:

$S(s) = 0,055 \cdot s - 150$	for $2\,700 \text{ m} \leq s \leq 30\,000 \text{ m}$	(2.7.1)
$S(s) = 1\,500$	for $s > 30\,000 \text{ m}$	

For tracks involving turns of more than 45 degrees:

$S(s) = 0,128 \cdot s - 420$	for $3\,300 \text{ m} \leq s \leq 15\,000 \text{ m}$	(2.7.2)
$S(s) = 1\,500 \text{ m}$	for $s > 15\,000 \text{ m}$	

For practical reasons, $S(s)$ is assumed to be zero between the start of roll and $s = 2\,700 \text{ m}$ or $s = 3\,300 \text{ m}$ depending on the amount of turn. Routes involving more than one turn shall be treated as per equation (2.7.2). For arrivals, lateral dispersion can be neglected within 6 000 m of touchdown.

2.7.12. Flight profiles

The flight profile is a description of the aircraft motion in the vertical plane above the ground track, in terms of its position, speed, bank angle and engine power setting. One of the most important tasks facing the model user is that of defining aircraft flight profiles that adequately meet the requirements of the modelling application — efficiently, without consuming excessive time and resources. Naturally, to achieve high accuracy, the profiles have to reflect closely the aircraft operations they are intended to represent. This requires reliable information on the atmospheric conditions, aircraft types and variants, operating weights and the operating procedures — the variations of thrust and flap settings and the trade-offs between changes of height and speed — all appropriately averaged over the time period(s) of interest. Often such detailed information are not available but this is not necessarily an obstacle; even if they are, the modeller has to exercise judgement to balance the accuracy and detail of the input information with the needs for, and uses of, the contour outputs.

The synthesis of flight profiles from ‘procedural steps’ obtained from the ANP database or from aircraft operators is described in Section 2.7.13 and **Appendix B**. That process, usually the only recourse open to the modeller when no radar data are available, yields both the flight path geometry and the associated speed and thrust variations. It would normally be assumed that all (alike) aircraft in a swathe, whether assigned to the backbone or the dispersed subtracks, follow the backbone track profile.

Beyond the ANP database, which provides default information on procedural steps, the aircraft operators are the best source of reliable information, i.e. the procedures they use and the typical weights flown. For individual flights, the ‘gold standard’ source is the aircraft flight data recorder (FDR) from which all relevant information can be obtained. But even if such data are available, the pre-processing task is formidable. Thus, and in keeping with the necessary modelling economies, the normal practical solution is to make educated assumptions about mean weights and operating procedures.

Caution must be exercised before adopting *default* procedural steps provided in the ANP database (customarily assumed when actual procedures are not known). These are standardised procedures that are widely followed but which may or may not be used by operators in particular cases. A major factor is the definition of take-off (and sometimes climb) engine thrust that can depend to an extent on prevailing circumstances. In particular, it is common practice to reduce thrust levels during departure (from maximum available) in order to extend engine life. **Appendix B** gives guidance on representing typical practice; this will generally produce more realistic contours than a full thrust assumption. However, if, for example, runways are short and/or average air temperatures are high, full thrust is likely to be a more realistic assumption.

When modelling actual scenarios, improved accuracy can be achieved by using radar data to supplement or replace this nominal information. Flight profiles can be determined from radar data in a similar way to the lateral backbone tracks — but only after segregating the traffic by aircraft type and variant and sometimes by weight or stage length (but not by dispersion) — to yield for each sub-group a mean profile of height and speed against ground distance travelled. Again, when merging with the ground tracks subsequently, this single profile is normally assigned to the backbone and subtracks alike.

Knowing the aircraft weight, the variation of speed and propulsive thrust can be calculated via step-by-step solution of the equations of motion. Before doing so it is helpful to pre-process the data to minimise the effects of radar errors which can make acceleration estimates unreliable. The first step in each case is to redefine the profile by fitting straight line segments to represent the relevant stages of flight; with each segment being appropriately classified; i.e. as a ground

roll, constant speed climb or descent, thrust cutback, or acceleration/deceleration with or without flap change. The aircraft weight and atmospheric state are also required inputs.

Section 2.7.11 makes it clear that special provision has to be made to account for the lateral dispersion of flight tracks about the nominal or backbone routeings. Radar data samples are characterised by similar dispersions of flight paths in the vertical plane. However it is not usual practice to model vertical dispersion as an independent variable; it arises mainly due to differences in aircraft weights and operating procedures that are taken into account when pre-processing traffic input data.

2.7.13. Construction of flight path segments

Each flight path has to be defined by a set of segment coordinates (nodes) and flight parameters. The starting point is to determine the coordinates of the ground track segments. The flight profile is then calculated, remembering that for a given set of procedural steps, the profile depends on the ground track; e.g. at the same thrust and speed the aircraft climb rate is less in turns than in straight flight. Finally the 3-D flight path segments are constructed by merging the 2-D flight profile with the 2-D ground track⁽¹²⁾.

Ground track

A ground track, whether a backbone track or a dispersed sub-track, is defined by a series of (x,y) coordinates in the ground plane (e.g. from radar information) or by a sequence of vectoring commands describing straight segments and circular arcs (turns of defined radius r and change of heading $\Delta\xi$).

For segmentation modelling, an arc is represented by a sequence of straight segments fitted to sub-arcs. Although they do not appear explicitly in the ground-track segments, the banking of aircraft during turns influences their definition. **Appendix B4** explains how to calculate bank angles during a steady turn but of course these are not actually applied or removed instantaneously. How to handle the transitions between straight and turning flight, or between one turn and an immediately sequential one, is not prescribed. As a rule, the details, which are left to the user (see Section 2.7.11), are likely to have a negligible effect on the final contours; the requirement is mainly to avoid sharp discontinuities at the ends of the turn and this can be achieved simply, for example, by inserting short transition segments over which the bank angle changes linearly with distance. Only in the special case that a particular turn is likely to have a dominating effect on the final contours would it be necessary to model the dynamics of the transition more realistically, to relate bank angle to particular aircraft types and to adopt appropriate roll rates. Here it is sufficient to state that the end sub-arcs $\Delta\xi_{trans}$ in any turn are dictated by bank angle change requirements. The remainder of the arc with change of heading $\Delta\xi - 2 \cdot \Delta\xi_{trans}$ degrees is divided into n_{sub} sub-arcs according to the equation:

$$n_{sub} = \text{int}(1 + (\Delta\xi - 2 \cdot \Delta\xi_{trans})/30) \quad (2.7.3)$$

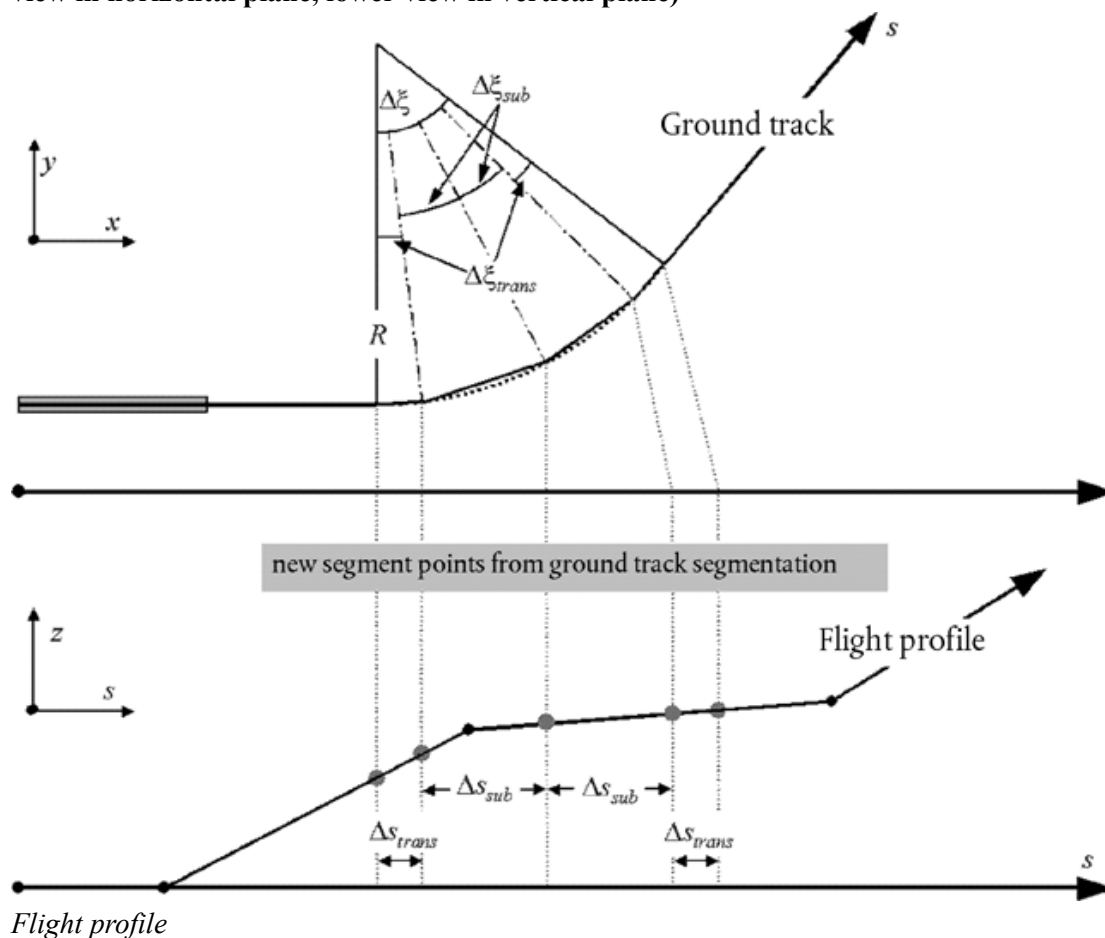
where $\text{int}(x)$ is a function that returns the integer part of x . Then the change of heading $\Delta\xi_{sub}$ of each sub-arc is computed as

$$\Delta\xi_{sub} = (\Delta\xi - 2 \cdot \Delta\xi_{trans})/n_{sub} \quad (2.7.4)$$

where n_{sub} needs to be large enough to ensure that $\Delta\xi_{sub} \leq 30$ degrees. The segmentation of an arc (excluding the terminating transition sub-segments) is illustrated in **Figure 2.7.f**⁽¹³⁾.

Figure 2.7.f

Construction of flight path segments dividing turn into segments of length D_s (upper view in horizontal plane, lower view in vertical plane)



The parameters describing each flight profile segment at the start (suffix 1) and end (suffix 2) of the segment are:

s_1, s_2	distance along the ground track,
z_1, z_2	aeroplane height,
V_1, V_2	groundspeed,
P_1, P_2	noise-related power parameter (matching that for which the NPD-curves are defined), and
$\varepsilon_1, \varepsilon_2$	bank angle.

To build a flight profile from a set of procedural steps (*flight path synthesis*), segments are constructed in sequence to achieve required conditions at the end points. The end-point parameters for each segment become the start-point parameters for the next segment. In any segment calculation the parameters are known at the start; required conditions at the end are specified by the procedural step. The steps themselves are defined either by the ANP defaults or by the user (e.g. from aircraft flight manuals). The end conditions are usually height and speed; the profile building task is to determine the track distance covered in reaching those conditions. The undefined parameters are determined via flight performance calculations described in **Appendix B**.

If the ground track is straight, the profile points and associated flight parameters can be determined independently of the ground track (bank angle is always zero). However ground

tracks are rarely straight; they usually incorporate turns and, to achieve best results, these have to be accounted for when determining the 2-dimensional flight profile, where necessary splitting profile segments at ground track nodes to inject changes of bank angle. As a rule the length of the next segment is unknown at the outset and it is calculated provisionally assuming no change of bank angle. If the provisional segment is then found to span one or more ground track nodes, the first being at s , i.e. $s_1 < s < s_2$, the segment is truncated at s , calculating the parameters there by interpolation (see below). These become the end-point parameters of the current segment and the start-point parameters of a new segment — which still has the same target end conditions. If there is no intervening ground track node the provisional segment is confirmed.

If the effects of turns on the flight profile are to be disregarded, the straight flight, single segment solution is adopted although the bank angle information is retained for subsequent use.

Whether or not turn effects are fully modelled, each 3-dimensional flight path is generated by merging its 2-dimensional flight profile with its 2-dimensional ground track. The result is a sequence of coordinate sets (x,y,z) , each being either a node of the segmented ground track, a node of the flight profile or both, the profile points being accompanied by the corresponding values of height z , ground speed V , bank angle ε and engine power P . For a track point (x,y) which lies between the end points of a flight profile segment, the flight parameters are interpolated as follows:

$z = z_1 + f \cdot (z_2 - z_1)$	(2.7.5)
$V = \sqrt{V_1^2 + f \times (V_2^2 - V_1^2)}$	(2.7.6)
$\varepsilon = \varepsilon_1 + f \cdot (\varepsilon_2 - \varepsilon_1)$	(2.7.7)
$P = \sqrt{P_1^2 + f \times (P_2^2 - P_1^2)}$	(2.7.8)

Where

$f = (s - s_1)/(s_2 - s_1)$	(2.7.9)
-----------------------------	---------

Note that whilst z and ε are assumed to vary linearly with distance, V and P are assumed to vary linearly with time (i.e. constant acceleration⁽¹⁴⁾).

When matching flight profile segments to radar data (*flight path analysis*) all end-point distances, heights, speeds and bank angles are determined directly from the data; only the power settings have to be calculated using the performance equations. As the ground track and flight profile coordinates can also be matched appropriately, this is usually quite straightforward.

Segmentation of the takeoff ground roll

When taking off, as an aircraft accelerates between the point of brake release (alternatively termed Start-of-Roll *SOR*) and the point of lift-off, speed changes dramatically over a distance of 1 500 to 2 500 m, from zero to between around 80 and 100 m/s.

The takeoff roll is thus divided into segments with variable lengths over each of which the aircraft speed changes by specific increment ΔV of no more than 10 m/s (about 20 kt). Although it actually varies during the takeoff roll, an assumption of constant acceleration is adequate for this purpose. In this case, for the takeoff phase, V_1 is initial speed, V_2 is the takeoff speed, n_{TO} is the number of takeoff segment and s_{TO} is the equivalent takeoff distance. For equivalent takeoff distance s_{TO} (see **Appendix B**), start speed V_1 and takeoff speed V_2 the number n_{TO} of segments for the ground roll is

$$n_{TO} = \text{int}(1 + (V_2 - V_1)/10) \quad (2.7.10)$$

and hence the change of velocity along a segment is

$$\Delta V = (V_2 - V_1)/n_{TO} \quad (2.7.11)$$

and the time Δt on each segment is (constant acceleration assumed)

$$\Delta t = \frac{2 \times s_{TO}}{(V_2 + V_1) \times n_{TO}} \quad (2.7.12)$$

The length $s_{TO,k}$ of segment k ($1 \leq k \leq n_{TO}$) of the takeoff roll is then:

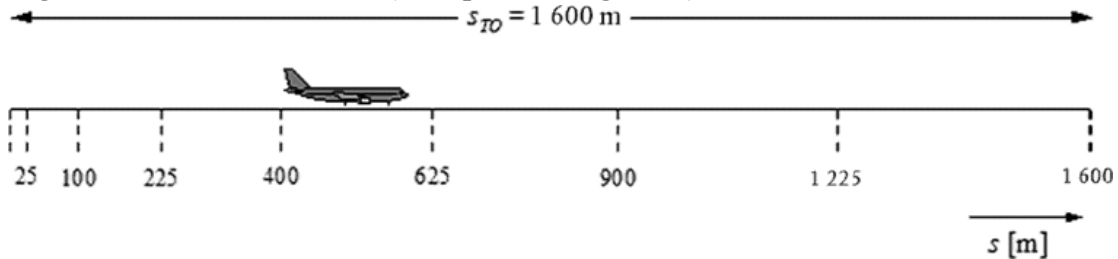
$$s_{TO,k} = (k - 0,5) \times \Delta V \times \Delta t = \frac{(2k-1) \times s_{TO}}{n_{TO}^2} \quad (2.7.13)$$

Example:

For a takeoff distance $s_{TO} = 1\,600$ m, $V_1 = 0$ m/s and $V_2 = 75$ m/s, this yields $n_{TO} = 8$ segments with lengths ranging from 25 to 375 meters (see **Figure 2.7.g**):

Figure 2.7.g

Segmentation of a takeoff roll (example for 8 segments)



Similarly to the speed changes, the aircraft thrust changes over each segment by a constant increment ΔP , calculated as

$$\Delta P = (P_{TO} - P_{init})/n_{TO} \quad (2.7.14)$$

where P_{TO} and P_{init} respectively designate the aircraft thrust at the point of lift-off and the aircraft thrust at the start of takeoff roll.

The use of this constant thrust increment (instead of using the quadratic form (equation (2.7.8)) aims at being consistent with the linear relationship between thrust and speed in the case of jet-engine aircraft (eq. B-1).

Segmentation of the initial climb segment

During the initial climb segment the geometry is changing rapidly particularly with respect to observer locations to the side of the flight track, where *beta angle* will change rapidly as the aircraft climbs through this initial segment. Comparisons with very small segment calculations show that a single climb segment results in a poor approximation of noise to the side of the flight track for integrated metrics. Calculation accuracy is improved by sub-segmenting the first lift-off segment. The length of each segment and number is strongly influenced by lateral

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attenuation. Noting the expression of total lateral attenuation for aircraft with fuselage-mounted engines, it can be shown that for a limiting change in lateral attenuation of 1,5 dB per sub-segment, that the initial climb segment shall be sub-segmented based on the following set of height values:

$$z = \{18,9, 41,5, 68,3, 102,1, 147,5, 214,9, 334,9, 609,6, 1\ 0289,6\} \text{ metres, or}$$

$$z = \{62, 136, 224, 335, 484, 705, 1\ 099, 2\ 000, 4\ 231\} \text{ feet}$$

The above heights are implemented by identifying which height in the set above is closest to the original segment endpoint. The actual sub-segment heights would then be calculated using:

$z'_i = z [z_i/z_N] \ (i = 1 \dots N)$	(2.7.15)
--	----------

where z is the original segment end height, z_i is the i th member of the set of height values and z_N is the closest upper bound to height z . This process results in the lateral attenuation change across each sub-segment remaining constant, producing more accurate contours, but without the expense of using very short segments.

Example:

If the original segment endpoint height is at $z = 304,8$ m, then from the set of height values, $214,9 < 304,8 < 334,9$ and the closest upper bound is to $z = 304,8$ m is $z_7 = 334,9$ m. The sub-segment endpoint heights are then computed by:

$$z'_i = 304,8 [z_i/334,9] \ (i = 1..N)$$

Thus z'_1 would be 17,2 m and z'_2 would be 37,8 m, etc.

The speed and engine power values on the inserted points are interpolated using respectively equations (2.7.11) and (2.7.13)

Segmentation of airborne segments

After the segmented flight path has been derived according to the procedure described in Section 2.7.13 and the sub-segmenting described is applied, further segmentation adjustments may be necessary. These include

- the removal of flight path points which are too close together and
- the insertion of additional points when speed changes along segments are too long.

When adjacent points are within 10 metres of each other, and when the associated speeds and thrusts are the same, one of the points shall be eliminated.

For airborne segments where there is a significant speed change along a segment, this shall be subdivided as for the ground roll, i.e.

$n_{seg} = \text{int} (1 + V_2 - V_1 / 10)$	(2.7.16)
---	----------

where V_1 and V_2 are the segment start and end speeds respectively. The corresponding sub-segment parameters are calculated in a similar manner as for the takeoff ground roll, using equations (2.7.11) to (2.7.13).

The landing ground roll

Although the landing ground roll is essentially a reversal of the takeoff ground roll, special account has to be taken of

- *reverse thrust* which is sometimes applied to decelerate the aircraft and

- aeroplanes leaving the runway after deceleration (aircraft that leave the runway no longer contribute to air noise as noise from taxiing is disregarded).

In contrast to the takeoff roll distance, which is derived from aircraft performance parameters, the stop distance s_{stop} (i.e. the distance from touchdown to the point where the aircraft leaves the runway) is not purely aircraft specific. Although a minimum stop distance can be estimated from aircraft mass and performance (and available reverse thrust), the actual stop distance depends also on the location of the taxiways, on the traffic situation, and on airport-specific regulations on the use of reverse thrust.

The use of reverse thrust is not a standard procedure — it is only applied if the needed deceleration cannot be achieved by the use of the wheel brakes. (Reverse thrust can be exceptionally disturbing as a rapid change of engine power from idle to reverse settings produces a sudden burst of noise.)

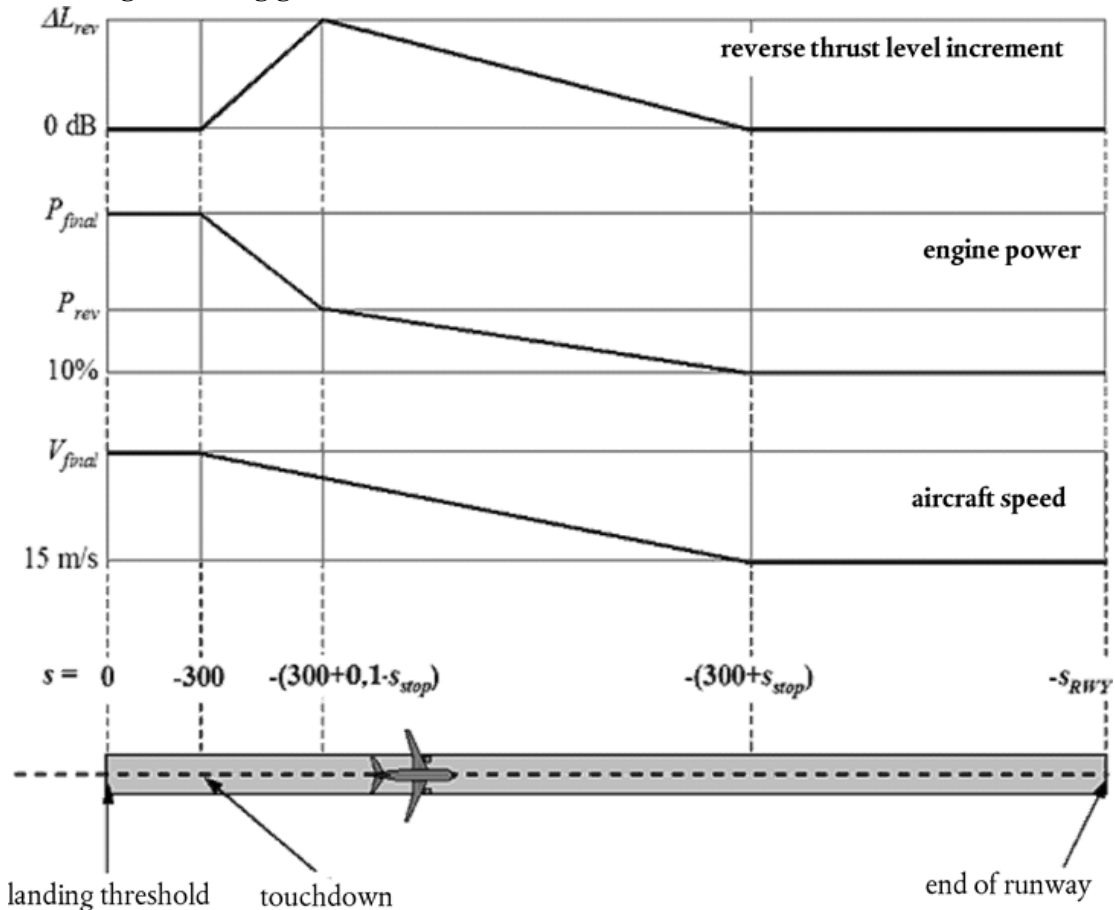
However, most runways are used for departures as well as for landings so that reverse thrust has a very small effect on the noise contours since the total sound energy in the vicinity of the runway is dominated by the noise produced from takeoff operations. Reverse thrust contributions to contours may only be significant when runway use is limited to landing operations.

Physically, reverse thrust noise is a very complex process but because of its relatively minor significance to air noise contours it can be modelled simplistically — the rapid change in engine power being taken into account by suitable segmentation.

It is clear that modelling the landing ground roll is less straightforward than for takeoff roll noise. The following simplified modelling assumptions are recommended for general use, when no detailed information is available (see **Figure 2.7.h**).

Figure 2.7.h

Modelling of landing ground roll



The aeroplane touches down 300 meters beyond the landing threshold (which has the coordinate $s = 0$ along the approach ground track). The aircraft is then decelerated over a stop-distance s_{stop} — aircraft specific values of which are given in the ANP database — from final approach speed V_{final} to 15 m/s. Because of the rapid changes in speed during this segment it shall be subsegmented in the same manner as for the takeoff ground roll (or airborne segments with rapid speed changes), using equations (2.7.10) to (2.7.13).

The engine power changes from final approach power at touchdown to a reverse thrust power setting P_{rev} over a distance $0,1 \cdot s_{stop}$, then decreases to 10 % of the maximum available power over the remaining 90 percent of the stop distance. Up to the end of the runway (at $s = -s_{RWY}$) aircraft speed remains constant.

NPD curves for reverse thrust are not at present included in the ANP database, and it is therefore necessary to rely on the conventional curves for modelling this effect. Typically the reverse thrust power P_{rev} is around 20 % of the full power setting and this is recommended when no operational information is available. However, at a given power setting, reverse thrust tends to generate significantly more noise than forward thrust and an increment ΔL shall be applied to the NPD-derived event level, increasing from zero to a value ΔL_{rev} (5 dB is recommended provisionally⁽¹⁵⁾) along $0,1 \cdot s_{stop}$ and then falling linearly to zero along the remainder of the stop distance.

2.7.14. Noise calculation for a single event

The core of the modelling process, described here in full, is the calculation of the event noise level from the flight path information described in **Sections 2.7.7 to 2.7.13**.

2.7.15. *Single event metrics*

The sound generated by an aircraft movement at the observer location is expressed as a ‘single event sound (or noise) level’, a quantity which is an indicator of its impact on people. The received sound is measured in noise terms using a basic decibel scale $L(t)$ which applies a frequency weighting (or filter) to mimic a characteristic of human hearing. The scale of most importance in aircraft noise contour modelling is A-weighted sound level, L_A .

The metric most commonly used to encapsulate entire events is ‘single event sound (or noise) exposure levels’, L_E , which account for all (or most of) the sound energy in the events. Making provisions for the time integration that this involves gives rise to the main complexities of segmentation (or simulation) modelling. Simpler to model is an alternative metric L_{max} which is the maximum instantaneous level occurring during the event; however it is L_E which is the basic building block of most modern aircraft noise indices and practical models can in future be expected to embody both L_{max} and L_E . Either metric can be measured on different scales of noise; in this document only A-weighted sound level is considered. Symbolically, the scale is usually indicated by extending the metric suffix, i.e. L_{AE} , L_{Amax} .

The single event sound (or noise) exposure level is expressed exactly as

$L_E = 10 \times \lg \left(\frac{1}{t_0} \int_{t_1}^{t_2} 10^{L(t)/10} dt \right)$	(2.7.17)
---	----------

where t_0 denotes a reference time. The integration interval $[t_1, t_2]$ is chosen to ensure that (nearly) all significant sound in the event is encompassed. Very often, the limits t_1 and t_2 are chosen to span the period for which the level $L(t)$ is within 10 dB of L_{max} . This period is known as the ‘10-dB down’ time. Sound (noise) exposure levels tabulated in the ANP database are 10-dB down values⁽¹⁶⁾.

For aircraft noise contour modelling, the main application of equation (2.7.17) is the standard metric *Sound Exposure Level* L_{AE} (acronym SEL):

$L_{AE} = 10 \times \lg \left(\frac{1}{t_0} \int_{t_1}^{t_2} 10^{L_A(t)/10} dt \right)$	(2.7.18)
with $t_0 = 1$ second	

The exposure level equations above can be used to determine event levels when the entire time history of $L(t)$ is known. Within the recommended noise modelling methodology such time histories are not defined; event exposure levels are calculated by summing segment values, partial event levels each of which defines the contribution from a single, finite segment of the flight path.

2.7.16. *Determination of event levels from NPD-data*

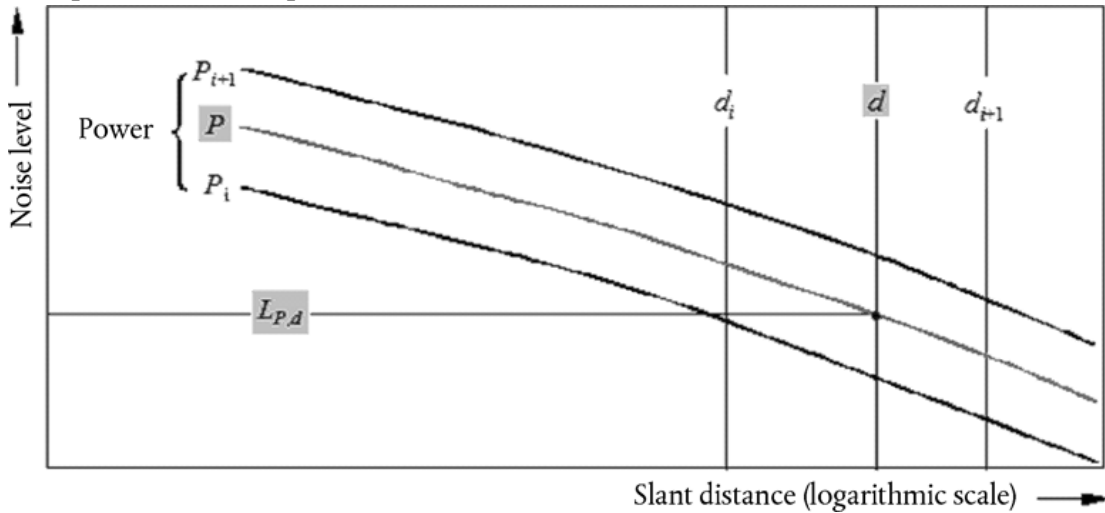
The principal source of aircraft noise data is the international Aircraft Noise and Performance (ANP) database. This tabulates L_{max} and L_E as functions of propagation distance d — for specific aircraft types, variants, flight configurations (approach, departure, flap settings), and power settings P . They relate to steady flight at specific reference speeds V_{ref} along a notionally infinite, straight flight path⁽¹⁷⁾.

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How values of the independent variables P and d are specified is described later. In a single look-up, with input values P and d , the output values required are the *baseline levels* $L_{max}(P,d)$ and/or $L_{E\infty}(P,d)$ (applicable to an infinite flight path). Unless values happen to be tabulated for P and/or d exactly, it will generally be necessary to estimate the required event noise level(s) by interpolation. A linear interpolation is used between tabulated power-settings, whereas a logarithmic interpolation is used between tabulated distances (see **Figure 2.7.i**).

Figure 2.7.i

Interpolation in noise-power-distance curves



If P_i and P_{i+1} are engine power values for which noise level versus distance data are tabulated, the noise level $L(P)$ at a given distance for intermediate power P , between P_i and P_{i+1} , is given by:

$$L(P) = L(P_i) + \frac{L(P_{i+1}) - L(P_i)}{P_{i+1} - P_i} \times (P - P_i) \quad (2.7.19)$$

If, at any power setting, d_i and d_{i+1} are distances for which noise data are tabulated, the noise level $L(d)$ for an intermediate distance d , between d_i and d_{i+1} is given by

$$L(d) = L(d_i) + \frac{L(d_{i+1}) - L(d_i)}{\lg d_{i+1} - \lg d_i} \times (\lg d - \lg d_i) \quad (2.7.20)$$

By using equations (2.7.19) and (2.7.20), a noise level $L(P,d)$ can be obtained for any power setting P and any distance d that is within the envelope of the NPD data base.

For distances d that lie outside the NPD envelope, equation (2.7.20) is used to extrapolate from the last two values, i.e. inwards from $L(d_1)$ and $L(d_2)$ or outwards from $L(d_{I-1})$ and $L(d_I)$ where I is the total number of NPD points on the curve. Thus

Inwards:	$L(d) = L(d_2) + \frac{L(d_1) - L(d_2)}{\lg d_2 - \lg d_1} \times (\lg d_2 - \lg d) \quad (2.7.21)$
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Outwards:	$L(d) = L(d_{I-1}) - \frac{L(d_{I-1}) - L(d_I)}{\lg d_I - \lg d_{I-1}} \times (\lg d - \lg d_{I-1}) \quad (2.7.22)$
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As, at short distances d , noise levels increase very rapidly with decreasing propagation distance, it is recommended that a lower limit of 30 m be imposed on d , i.e. $d = \max(d, 30 \text{ m})$.

Impedance adjustment of standard NPD data

The NPD data provided in the ANP database are normalised to specific atmospheric conditions (temperature of 25 °C and pressure of 101,325 kPa). Before applying the interpolation/extrapolation method previously described, an acoustic impedance adjustment shall be applied to these standard NPD data.

Acoustic impedance is related to the propagation of sound waves in an acoustic medium, and is defined as the product of the density of air and the speed of sound. For a given sound intensity (power per unit area) perceived at a specific distance from the source, the associated sound pressure (used to define SEL and L_{Amax} metrics) depends on the acoustic impedance of the air at the measurement location. It is a function of temperature, atmospheric pressure (and indirectly altitude). There is therefore a need to adjust the standard NPD data of the ANP database to account for the actual temperature and pressure conditions at the receiver point, which are generally different from the normalised conditions of the ANP data.

The impedance adjustment to be applied to the standard NPD levels is expressed as follows:

$\Delta_{\text{Impedance}} = 10 \times \lg \left(\frac{\rho \cdot c}{409,81} \right)$	(2.7.23)
--	----------

where:

- $\Delta_{\text{Impedance}}$ Impedance adjustment for the actual atmospheric conditions at the receiver point (dB)
- $\rho \cdot c$ Acoustic impedance (newton · seconds/m³) of the air at the receiver point (409,81 being the air impedance associated to the reference atmospheric conditions of the NPD data in the ANP database).

Impedance $\rho \cdot c$ is calculated as follows:

$\rho \cdot c = 416,86 \cdot \left[\frac{\delta}{\theta^{1/2}} \right]$	(2.7.24)
--	----------

- δ p/p_o , the ratio of the ambient air pressure at the observer altitude to the standard air pressure at mean sea level: $p_o = 101,325 \text{ kPa}$ (or 1013,25 mb)
- θ $(T + 273,15)/(T_o + 273,15)$ the ratio of the air temperature at the observer altitude to the standard air temperature at mean sea level: $T_o = 15,0 \text{ °C}$

The acoustic impedance adjustment is usually less than a few tenths of one dB. In particular, it should be noted that under the standard atmospheric conditions ($p_o = 101,325 \text{ kPa}$ and $T_o = 15,0 \text{ °C}$), the impedance adjustment is less than 0,1 dB (0,074 dB). However, when there is a significant variation in temperature and atmospheric pressure relative to the reference atmospheric conditions of the NPD data, the adjustment can be more substantial.

2.7.17. *General expressions*
Segment event level L_{seg}

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The segment values are determined by applying adjustments to the baseline (infinite path) values read from the NPD data. The maximum noise level from one flight path segment $L_{max,seg}$ can be expressed in general as

$$L_{max,seg} = L_{max}(P, d) + \Delta_I(\varphi) - \Lambda(\beta, \ell) \quad (2.7.25)$$

and the contribution from one flight path segment to L_E as

$$L_{E,seg} = L_{E\infty}(P, d) + \Delta_V + \Delta_I(\varphi) - \Lambda(\beta, \ell) + \Delta_F \quad (2.7.26)$$

The ‘correction terms’ in equations (2.7.25) and (2.7.26) — which are described in detail in Section 2.7.19 — account for the following effects:

Δ_V	<i>Duration correction:</i> the NPD data relate to a reference flight speed. This adjusts exposure levels to non-reference speeds. (It is not applied to $L_{max,seg}$.)
$\Delta_I(\varphi)$	<i>Installation effect:</i> describes a variation in <i>lateral directivity</i> due to shielding, refraction and reflection caused by the airframe, engines and surrounding flow fields.
$\Lambda(\beta, \ell)$	<i>Lateral attenuation:</i> significant for sound propagating at low angles to the ground, this accounts for the interaction between direct and reflected sound waves (ground effect) and for the effects of atmospheric non-uniformities (primarily caused by the ground) that refract sound waves as they travel towards the observer to the side of the flight path.
Δ_F	<i>Finite segment correction (noise fraction):</i> accounts for the finite length of the segment which obviously contributes less noise exposure than an infinite one. It is only applied to exposure metrics.

If the segment is part of the take-off or landing ground roll and the observer is located behind the segment under consideration, special steps are taken to represent the pronounced directionality of jet engine noise that is observed behind an aircraft about to takeoff. These special steps result in particular in the use of a particular form of the noise for the exposure level:

$$L_{max,seg} = L_{max}(P, d) + \Delta_I(\varphi) - \Lambda(\beta, \ell) + \Delta_{SOR} \quad (2.7.27)$$

$$L_{E,seg} = L_{E\infty}(P, d) + \Delta_V + \Delta_I(\varphi) - \Lambda(\beta, \ell) + \Delta'_F + \Delta_{SOR} \quad (2.7.28)$$

Δ'_F	Particular form of the <i>Segment correction</i>
Δ_{SOR}	<i>Directivity correction:</i> accounts for the pronounced directionality of jet engine noise behind the ground roll segment

The specific treatment of ground roll segments is described in Section 2.7.19.

Sections below describe the calculation of segment noise levels.

Event noise level L of an aircraft movement

Maximum level L_{max} is simply the greatest of the segment values $L_{max,seg}$ (see equations (2.7.25) and (2.7.27))

$L_{max} = \max(L_{max,seg})$	(2.7.29)
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where each segment value is determined from the aircraft NPD data for power P and distance d . These parameters and the modifier terms $\Delta_1(\varphi)$ and $\Lambda(\beta, \ell)$ are explained below.

Exposure level L_E is calculated as the decibel sum of the contributions $L_{E,seg}$ from each noise-significant segment of its flight path; i.e.

$L_E = 10 \times \lg(\sum 10^{L_{E,seg}/10})$	(2.7.30)
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The summation proceeds step by step through the flight path segments.

The remainder of this chapter is concerned with the determination of the segment noise levels $L_{max,seg}$ and $L_{E,seg}$.

2.7.18. Flight path segment parameters

The power P , and distance d , for which the baseline levels $L_{max,seg}(P,d)$ and $L_{E\infty}(P,d)$ are interpolated from the NPD tables, are determined from geometric and operational parameters that define the segment. How this is done is explained below with the aid of illustrations of the plane containing the segment and the observer.

Geometric parameters

Figures 2.7.j to 2.7.l show the source-receiver geometries when the observer **O** is (a) behind, (b) alongside and (c) ahead of the segment **S₁S₂** where the flight direction is from **S₁** to **S₂**. In these diagrams

- O** is the observer location
- S₁, S₂** are the start and end of the segment
- S_p** is the point of perpendicular closest approach to the observer on the segment or its extension
- d_1, d_2 are the distances between start, end of segment and observer
- d_s is the shortest distance between observer and segment
- d_p is the perpendicular distance between observer and extended segment (*minimum slant range*)
- λ is the length of flight path segment
- q is the distance from **S₁** to **S_p** (negative if the observer position is behind the segment)

Figure 2.7.j

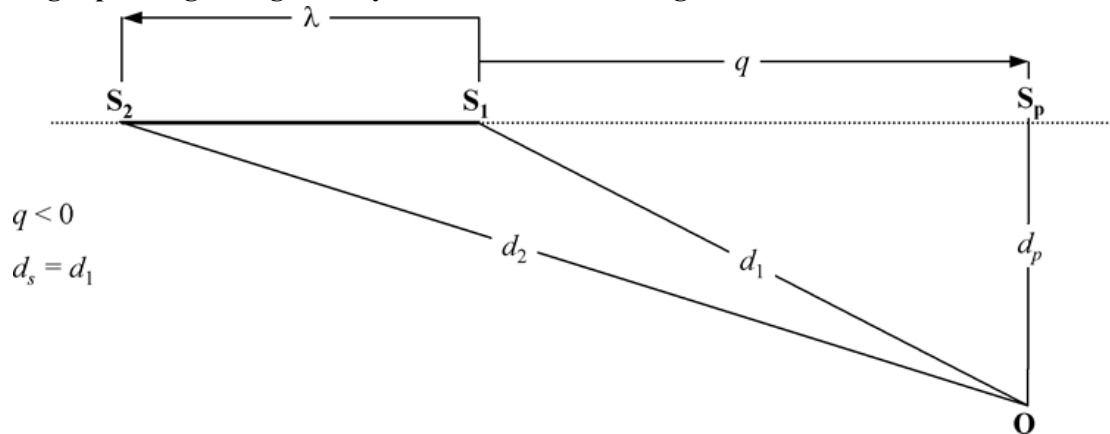
Flight path segment geometry for observer behind segment

Figure 2.7.k

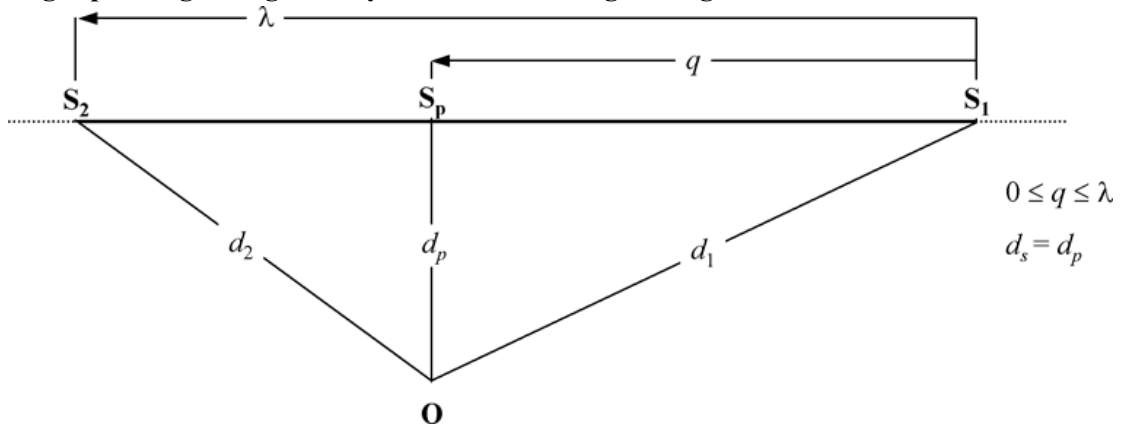
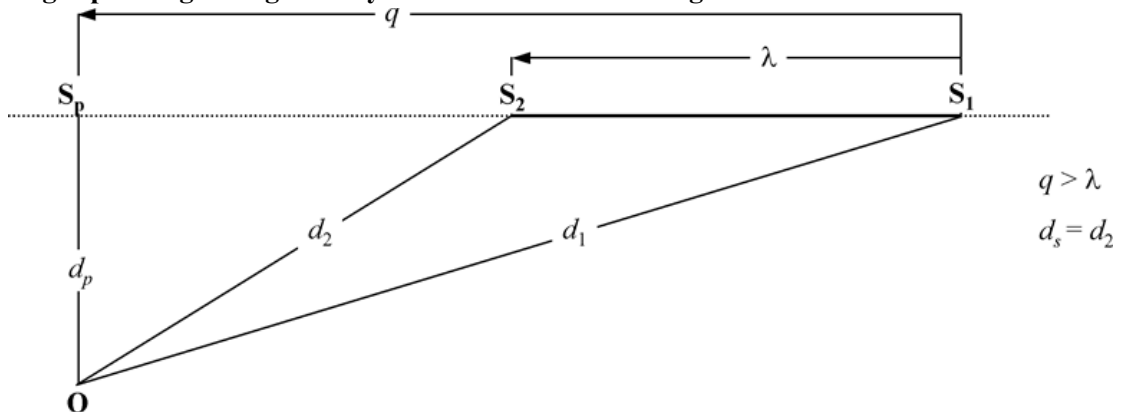
Flight path segment geometry for observer alongside segment

Figure 2.7.l

Flight path segment geometry for observer ahead of segment

The flight path segment is represented by a bold, solid line. The dotted line represents the *flight path extension* which stretches to infinity in both directions. For airborne segments, when the event metric is an exposure level L_E , the NPD distance parameter d is the distance d_p between S_p and the observer, called the *minimum slant range* (i.e. the perpendicular distance from the

observer to the segment or its extension, in other words to the (hypothetical) infinite flight path of which the segment is considered to be part).

However, for exposure level metrics where observer locations are behind the ground segments during the takeoff roll and locations ahead of ground segments during the landing roll, the NPD distance parameter d becomes the distance d_s , the shortest distance from the observer to the segment (i.e. the same as for maximum level metrics).

For maximum level metrics, the NPD distance parameter d is d_s , the shortest distance from the observer to the segment.

Segment power P

The tabulated NPD data describe the noise of an aircraft in steady straight flight on an infinite flight path, i.e. at constant engine power P . The recommended methodology breaks actual flight paths, along which speed and direction vary, into a number of finite segments, each of which is then taken to be part of a uniform, infinite flight path for which the NPD data are valid. But the methodology provides for changes of power along the length of a segment; it is taken to change linearly with distance from P_1 at its start to P_2 at its end. It is therefore necessary to define an equivalent steady segment value P . This is taken to be the value at the point on the segment that is closest to the observer. If the observer is alongside the segment (Figure 2.7.k) it is obtained by interpolation as given by equation (2.7.8) between the end values, i.e.

$P = \sqrt{P_2^1 + \frac{x}{\lambda} \times (P_2^2 - P_2^1)}$	(2.7.31)
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If the observer is behind or ahead of the segment, it is that at the nearest end point, P_1 or P_2 .

2.7.19. Segment Event level correction terms

The NPD data define noise event levels as a function of distance perpendicularly beneath an idealised straight level path of infinite length along which the aircraft flies with steady power at a fixed reference speed⁽¹⁸⁾. The event level interpolated from the NPD table for a specific power setting and slant distance is thus described as a *baseline level*. It applies to an infinite flight path and has to be corrected to account for the effects of (1) non-reference speed, (2) engine installation effects (lateral directivity), (3) lateral attenuation, (4) finite segment length and (5) longitudinal directivity behind start of roll on takeoff — see equations (2.7.25) and (2.7.26).

The duration correction DV (Exposure levels LE only)

This correction⁽¹⁹⁾ accounts for a change in exposure levels if the actual segment groundspeed is different to the aircraft reference speed V_{ref} to which the basic NPD-data relate. Like engine power, speed varies along the segment (groundspeed varies from V_1 to V_2) and it is necessary to define an equivalent segment speed V_{seg} remembering that the segment is inclined to the ground; i.e.

$V_{seg} = V/\cos\gamma$	(2.7.32)
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where here V is an equivalent segment groundspeed (for information, see equation B-22 which expresses V in terms of calibrated airspeed, V_c and

$\gamma = \tan^{-1} \left(\frac{x_2 - x_1}{x_2 - x_1} \right)$	(2.7.33)
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For airborne segments, V is taken to be the groundspeed at the closest point of approach **S** — interpolated between the segment end-point values assuming it varies linearly with time; i.e. if the observer is alongside the segment:

$v = \sqrt{V_2^2 + \frac{a}{\lambda} \times (V_2^2 - V_1^2)}$	(2.7.34)
---	----------

If the observer is behind or ahead of the segment, it is that at the nearest end point, V_1 or V_2 .

For runway segments (parts of the take-off or landing ground rolls for which $\gamma = 0$) V_{seg} is taken to be simply the average of the segment start and end speeds; i.e.

$V_{seg} = (V_1 + V_2)/2$	(2.7.35)
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In either case the additive duration correction is then

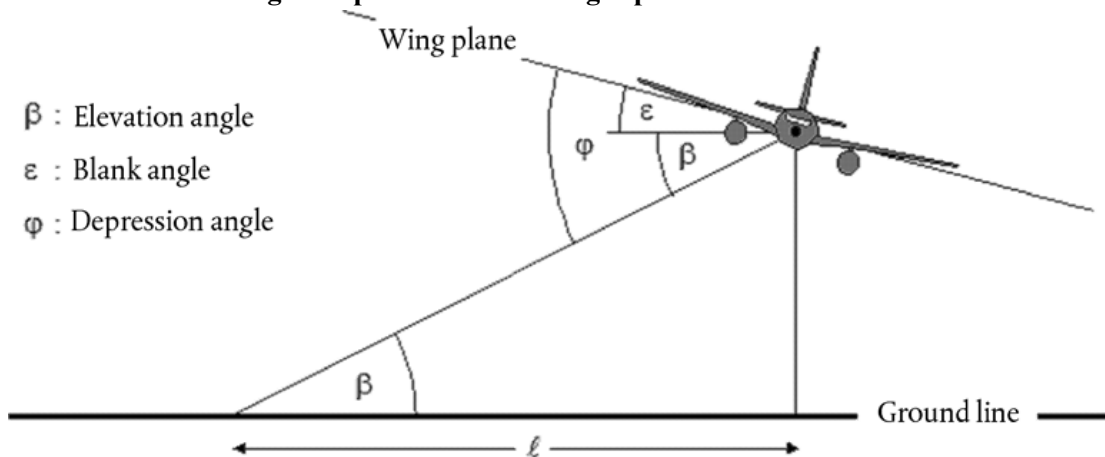
$\Delta_V = 10 \cdot \lg(V_{ref}/V_{seg})$	(2.7.36)
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Sound propagation geometry

Figure 2.7.1 shows the basic geometry in the plane normal to the aircraft flight path. The ground line is the intersection of the normal plane and the level ground plane. (If the flight path is level the ground line is an end view of the ground plane.) The aircraft is banked at angle ε measured counter-clockwise about its roll axis (i.e. starboard wing up). It is therefore positive for left turns and negative for right turns.

Figure 2.7.m

Aircraft-observer angles in plane normal to flight path



- The *elevation angle* β (between 0 and 90°) between the direct sound propagation path and the level ground line⁽²⁰⁾ determines, together with the flight path inclination and the lateral displacement ℓ of the observer from the ground track, the lateral attenuation.
- The *depression angle* φ between the wing plane and the propagation path, determines the engine installation effects. With respect to the convention for the bank angle $\varphi = \beta \pm \varepsilon$ with the sign positive for observers to starboard (right) and negative for observers to port (left).

Engine installation correction ΔI

An aircraft in flight is a complex sound source. Not only are the engine (and airframe) sources complex in origin, but the airframe configuration, particularly the location of the engines, influences the noise radiation patterns through the processes of reflection, refraction and scattering by the solid surfaces and aerodynamic flow fields. This results in a non-uniform directionality of sound radiated laterally about the roll axis of the aircraft, referred to here as *lateral directivity*.

There are significant differences in lateral directivity between aircraft with fuselage-mounted and underwing-mounted engines and these are allowed for in the following expression:

$$\Delta_I(\varphi) = 10 \times \lg \left[\frac{(a \times \cos^2 \varphi + \sin^2 \varphi)^b}{(c \times \sin^2 2\varphi + \cos^2 2\varphi)} \right] \text{ dB} \quad (2.7.37)$$

where $\Delta_I(\varphi)$ is the correction, in dB, at depression angle φ (see **Figure 2.7.m**) and

$a = 0,00384,$	$b = 0,0621,$	$c = 0,8786$	for wing-mounted engines and
$a = 0,1225,$	$b = 0,3290,$	$c = 1$	for fuselage-mounted engines.

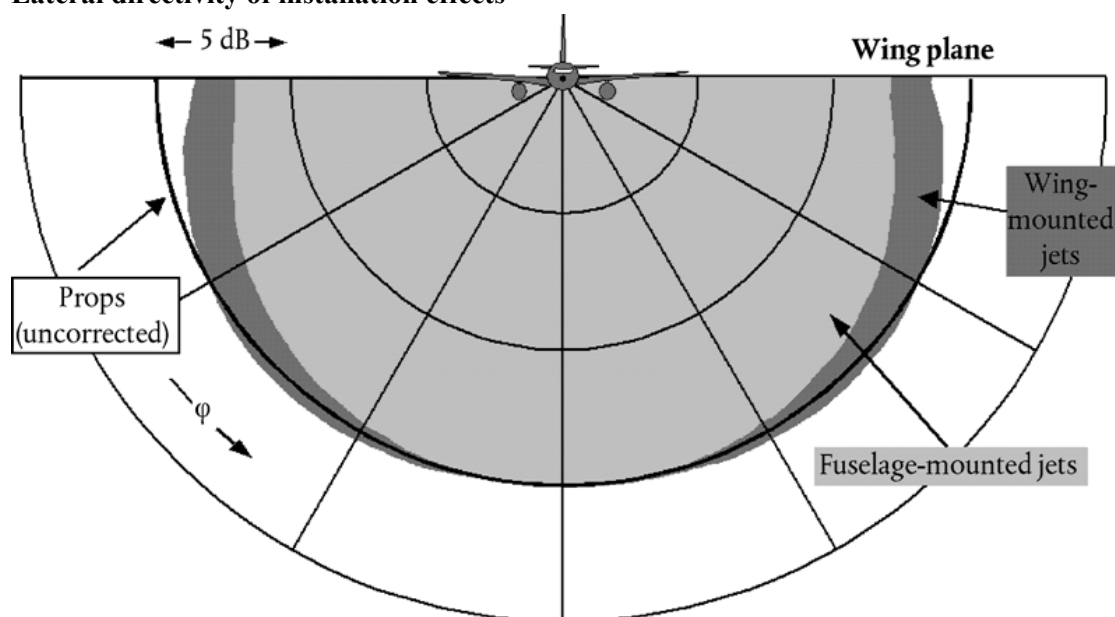
For propeller aircraft directivity variations are negligible and for these it may be assumed that

$$\Delta_I(\varphi) = 0 \quad (2.7.38)$$

Figure 2.7.n shows the variation of $\Delta_I(\varphi)$ about the aircraft roll axis for the three engine installations. These empirical relationships have been derived by the SAE from experimental measurements made mainly beneath the wing. Until above-wing data have been analysed it is recommended that, for negative φ , $\Delta_I(\varphi) = \Delta_I(0)$ for all installations.

Figure 2.7.n

Lateral directivity of installation effects



It is assumed that $\Delta_I(\varphi)$ is two-dimensional; i.e. it does not depend on any other parameter — and in particular that it does not vary with the longitudinal distance of the observer from the aircraft. This means that the *elevation angle* β for $\Delta_I(\varphi)$ is defined as $\beta = \tan^{-1}(z/\ell)$. This is for modelling convenience until there is a better understanding of the mechanisms; in reality, installation effects are bound to be substantially three-dimensional. Despite that, a two-dimensional model is justified by the fact that event levels tend to be dominated by noise radiated sideways from the nearest segment.

Lateral attenuation $\Lambda(\beta, \ell)$ (infinite flight path)

Tabulated NPD event levels relate to steady level flight and are generally based on measurements made 1,2 m over soft level ground beneath the aircraft; the distance parameter is effectively height above the surface. Any effect of the surface on event noise levels beneath the aircraft, that might cause the tabulated levels to differ from free-field values⁽²¹⁾, is assumed to be inherent in the data (i.e. in the shape of the level vs. distance relationships).

To the side of the flight path, the distance parameter is the minimum slant distance — the length of the normal from the receiver to the flight path. At any lateral position the noise level will generally be less than at the same distance immediately below the aircraft. Apart from *lateral directivity* or ‘installation effects’ described above is due to an excess *lateral attenuation* which causes the sound level to fall more rapidly with distance than indicated by the NPD curves. A previous, widely used method for modelling lateral propagation of aircraft noise was developed by the Society of Automotive Engineers (SAE) in AIR-1751 and the algorithms described below are based on improvements SAE now recommends AIR-5662. Lateral attenuation is a reflection effect, due to interference between directly radiated sound and that which reflects from the surface. It depends on the nature of the surface and can cause significant reductions in observed sound levels at low elevation angles. It is also very strongly affected by sound refraction, steady and unsteady, caused by wind and temperature gradients and turbulence which are themselves attributable to the presence of the surface⁽²²⁾. The mechanism of surface reflection is well understood and, for uniform atmospheric and surface conditions, it can be described theoretically with some precision. However, atmospheric and surface non-uniformities — which are not amenable to simple theoretical analysis — have a profound effect on the reflection effect, tending to ‘spread’ it to higher elevation angles; thus the theory is of limited applicability. SAE work to develop a better understanding of surface effects is continuing and this is expected to lead to better models. Until these are developed, the following methodology, described in AIR-5662, is recommended for calculating lateral attenuation. It is confined to the case of sound propagation over soft level ground which is appropriate for the great majority of civil airports. Adjustments to account for the effects of a hard ground surface (or, acoustically equivalent, water) are still under development.

The methodology is built on the substantial body of experimental data on sound propagation from aircraft with fuselage-mounted engines in straight (non-turning), steady, level flight reported originally in AIR-1751. Making the assumption that, for level flight, air-to-ground attenuation depends on (i) elevation angle β measured in the vertical plane and (ii) lateral displacement from the aircraft ground track ℓ , the data were analysed to obtain an empirical function for the *total* lateral adjustment $\Lambda_T(\beta, \ell)$ (= lateral event level minus the level at the same distance beneath the aircraft).

As the term $\Lambda_T(\beta, \ell)$ accounted for lateral directivity as well as lateral attenuation, the latter can be extracted by subtraction. Describing lateral directivity by equation (2.7.37), with the fuselage-mount coefficients and with φ replaced by β (appropriate to non-turning flight), the lateral attenuation becomes:

$$\Lambda(\beta, \ell) = \Lambda_T(\beta, \ell) - \Delta_I(\beta) \quad (2.7.39)$$

where β and ℓ are measured as depicted in **Figure 2.7.m** in a plane normal to the infinite flight path which, for level flight, is also vertical.

Although $\Lambda(\beta, \ell)$ could be calculated directly using equation (2.7.39) with $\Lambda_T(\beta, \ell)$ taken from AIR-1751, a more efficient relationship is recommended. This is the following empirical approximation adapted from AIR-5662:

$$\Lambda(\beta, \ell) = \Gamma(\ell) \cdot \Lambda(\beta) \quad (2.7.40)$$

where $\Gamma(\ell)$ is a distance factor given by

$$\Gamma(\ell) = 1,089 \cdot [1 - \exp(-0,00274\ell)] \quad \text{for } 0 \leq \ell \leq 914 \text{ m} \quad (2.7.41)$$

$$\Gamma(\ell) = 1 \quad \text{for } \ell > 914 \text{ m} \quad (2.7.42)$$

and $\Lambda(\beta)$ is long-range air-to-ground lateral attenuation given by

$$\Lambda(\beta) = 1,137 - 0,0229\beta + 9,72 \cdot \exp(-0,142\beta) \quad \text{for } 0^\circ \leq \beta \leq 50^\circ \quad (2.7.43)$$

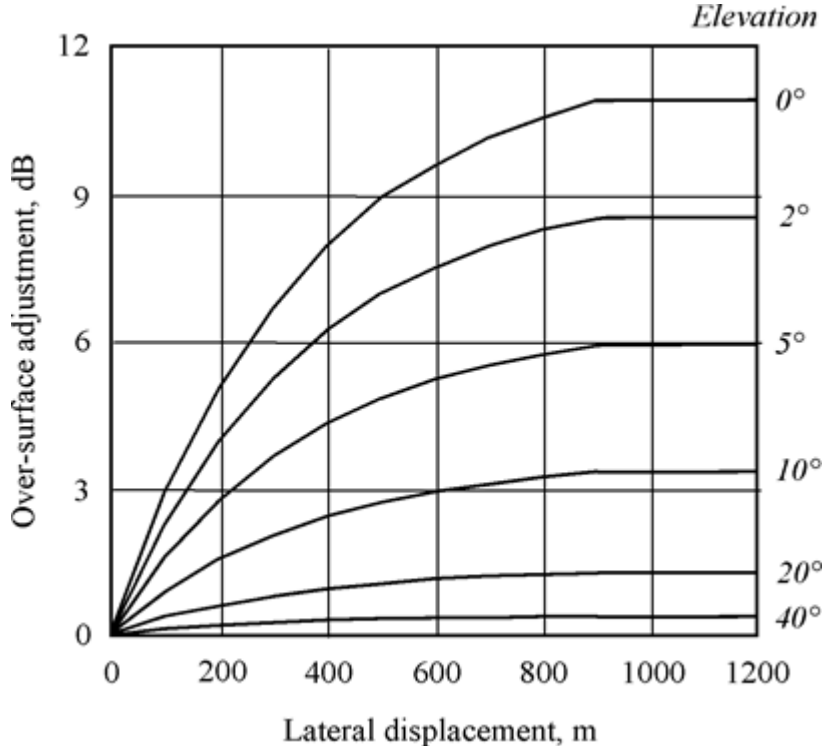
$$\Lambda(\beta) = 0 \quad \text{for } 50^\circ \leq \beta \leq 90^\circ \quad (2.7.44)$$

The expression for lateral attenuation $\Lambda(\beta, \ell)$, equation (2.7.40), which is assumed to hold good for all aircraft, propeller aircraft as well as fuselage-mount and wing-mount jets, is shown graphically in **Figure 2.7.o**.

Under certain circumstances (with terrain), it is possible for β to be less than zero. In such cases it is recommended that $\Lambda(\beta) = 10,57$.

Figure 2.7.o

Variation of lateral attenuation $\Lambda(\beta, \ell)$ with elevation angle and distance



Finite segment lateral attenuation

Equations (2.7.41) to (2.7.44) describe the lateral attenuation $\Lambda(\beta, \ell)$ of sound arriving at the observer from an aeroplane in steady flight along an infinite, level flight path. When applying them to finite path segments that are not level, the attenuation has to be calculated for an *equivalent* level path — as the closest point on a simple extension of the inclined segment (that passes through the ground surface at some point) generally does not yield an appropriate elevation angle β .

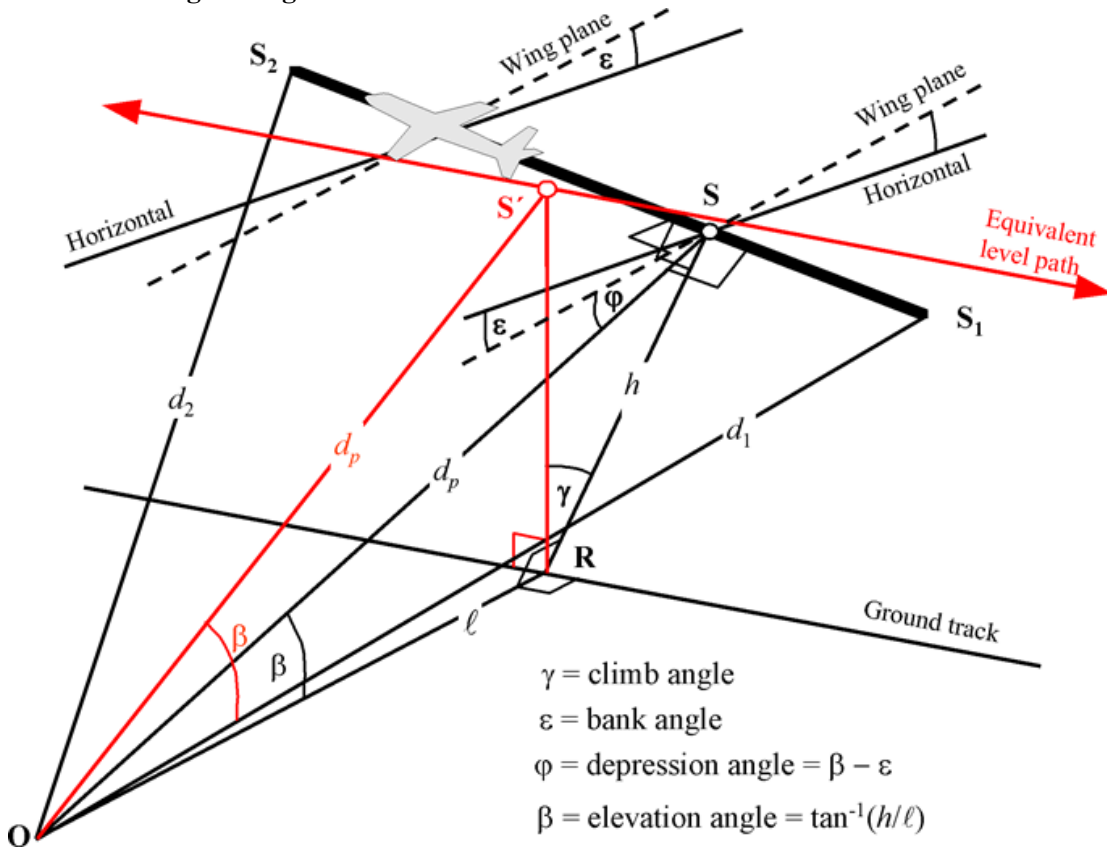
The determination of lateral attenuation for finite segments differs markedly for L_{max} and L_E metrics. Segment maximum levels L_{max} are determined from NPD data as a function of propagation distance d from the nearest point on the segment; no corrections are required to account for the dimensions of the segment. Likewise, lateral attenuation of L_{max} is assumed to depend only on the elevation angle of, and ground distance to, the same point. Thus only the coordinates of that point are required. But for L_E , the process is more complicated.

The baseline event level $L_E(P, d)$ that is determined from the NPD data, even though for finite segment parameters, applies nevertheless to an infinite flight path. The event exposure level from a segment, $L_{E, seg}$, is of course less than the baseline level — by the amount of the finite segment correction defined later in Section 2.7.19. That correction, a function of the geometry of triangles OS_1S_2 in **Figures 2.7.j to 2.7.l**, defines what proportion of the total infinite path noise energy received at O comes from the segment; the same correction applies, whether or not there is any lateral attenuation. But any lateral attenuation shall be calculated for the infinite flight path, i.e. as a function of its displacement and elevation, not those of the finite segment.

Adding the corrections Δ_V and Δ_I , and subtracting lateral attenuation $\Lambda(\beta, \ell)$ from the NPD *baseline level* gives the adjusted event noise level for equivalent steady *level* flight on an adjacent, infinite straight path. But the actual flight path segments being modelled, those that affect the noise contours, are rarely level; aircraft are usually climbing or descending.

Figure 2.7.p illustrates a departure segment S_1S_2 — the aircraft is climbing at an angle γ — but the considerations remain very similar for an arrival. The remainder of the ‘real’ flight path is not shown; suffice it to state that S_1S_2 represents just a part of the whole path (which in general will be curved). In this case, the observer O is alongside, and to the left of, the segment. The aircraft is banked (anti-clockwise about the flight path) at an angle ε to the lateral horizontal axis. The depression angle φ from the wing plane, of which the installation effect Δ_I is a function (equation (2.7.39)), lies in the plane normal to the flight path in which ε is defined. Thus $\varphi = \beta - \varepsilon$ where $\beta = \tan^{-1}(h/\ell)$ and ℓ is the perpendicular distance OR from the observer to the ground track; i.e. the lateral displacement of the observer⁽²³⁾. The aeroplane's closest point of approach to the observer, S , is defined by the perpendicular OS , of length (slant distance) d_p . The triangle OS_1S_2 accords with **Figure 2.7.k**, the geometry for calculating the segment correction Δ_F .
 Figure 2.7.p

Observer alongside segment



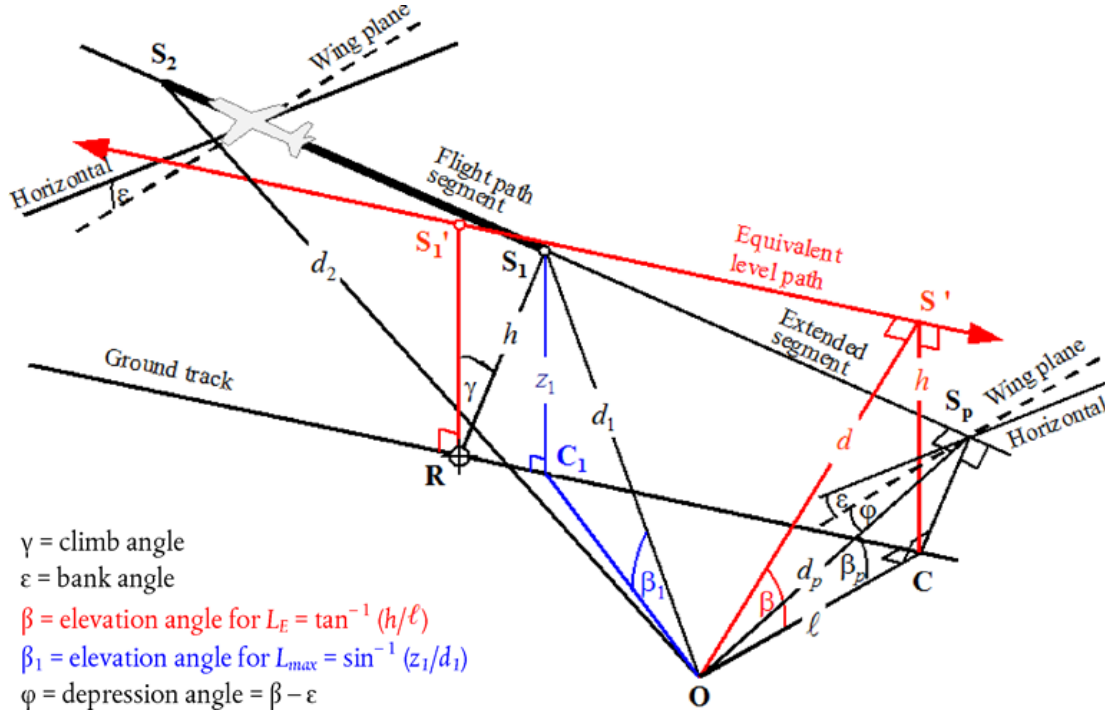
To calculate the lateral attenuation using equation (2.7.40) (where β is measured in a vertical plane), an *equivalent level flight path* is defined in the vertical plane through S_1S_2 and with the same perpendicular slant distance d_p from the observer. This is visualised by rotating the triangle ORS , and its attached flight path about OR (see **Figure 2.7.p**) through angle γ thus forming the triangle ORS' . The elevation angle of this equivalent level path (now in a vertical plane) is $\beta = \tan^{-1}(h/\ell)$ (ℓ remains unchanged). In this case, observer alongside, the lateral attenuation $\Lambda(\beta, \ell)$ is the same for L_E and L_{max} metrics.

Figure 2.7.q illustrates the situation when the observer point O lies *behind the finite segment*, not alongside. Here the segment is observed as a more distant part of an infinite path; a perpendicular can only be drawn to point S_p on its extension. The triangle OS_1S_2 accords with **Figure 2.7.j**

which defines the segment correction Δ_F . But in this case the parameters for lateral directivity and attenuation are less obvious.

Figure 2.7.q

Observer behind segment



Remembering that, as conceived for modelling purposes, lateral directivity (installation effect) is two-dimensional, the defining depression angle φ is still measured laterally from the aircraft wing plane. (The baseline event level is still that generated by the aircraft traversing the infinite flight path represented by the extended segment.) Thus the depression angle is determined at the closest point of approach, i.e. $\varphi = \beta_p - \varepsilon$ where β_p is angle S_pOC .

For maximum level metrics, the NPD distance parameter is taken as the shortest distance to the segment, i.e. $d = d_1$. For exposure level metrics, it is the shortest distance d_p from O to S_p on the extended flight path; i.e. the level interpolated from the NPD table is $L_{E\infty}(P_1, d_p)$.

The geometrical parameters for lateral attenuation also differ for maximum and exposure level calculations. For *maximum level* metrics the adjustment $L(\beta, \ell)$ is given by equation (2.7.40)

with $\beta = \beta_1 = \sin^{-1}(z_1/d_1)$ and $\ell = OC_1 = \sqrt{d_1^2 - z_1^2}$ where β_1 and d_1 are defined by the triangle OC_1S_1 in the vertical plane through O and S_1 .

When calculating the lateral attenuation for airborne segments only and *exposure level* metrics, ℓ remains the shortest lateral displacement from the segment extension (OC). But to define an appropriate value of β it is again necessary to visualise an (infinite) *equivalent level flight path* of which the segment can be considered part. This is drawn through S_1' , height h above the surface, where h is equal to the length of RS_1 the perpendicular from the ground track to the segment. This is equivalent to rotating the actual extended flight path through angle γ about point R (see Figure 2.7.q). Insofar as R is on the perpendicular to S_1 , the point on the segment that is closest to O , the construction of the equivalent level path is the same as when O is alongside the segment.

The closest point of approach of the equivalent level path to the observer **O** is at **S'**, slant distance d , so that the triangle **OCS'** so formed in the vertical plane then defines the elevation angle $\beta = \cos^{-1}(\ell/d)$. Although this transformation might seem rather convoluted, it should be noted that the basic source geometry (defined by d_1 , d_2 and φ) remains untouched, the sound travelling from the segment *towards* the observer is simply what it would be if the entire flight along the infinitely extended inclined segment (of which for modelling purposes the segment forms part) were at constant speed V and power P_1 . The lateral attenuation of sound from the segment *received* by the observer, on the other hand, is related not to β_p , the elevation angle of the extended path, but to β , that of the equivalent level path.

The case of an observer ahead of the segment is not described separately; it is evident that this is essentially the same as the case of the observer behind.

However, for exposure level metrics where observer locations are behind ground segments during the takeoff roll and locations ahead of ground segments during the landing roll, the value of β becomes the same as that for maximum level metrics, i.e. $\beta = \beta_1 = \sin^{-1}(z_1/d_1)$ and

$$\ell = OC_1 = \sqrt{d_1^2 - z_1^2}$$

The finite segment correction Δ_F (Exposure levels L_E only)

The adjusted baseline noise exposure level relates to an aircraft in continuous, straight, steady level flight (albeit with a bank angle ε that is inconsistent with straight flight). Applying the (negative) *finite segment correction* $\Delta_F = 10 \cdot \lg(F)$, where F is the *energy fraction*, further adjusts the level to what it would be if the aircraft traversed the finite segment only (or were completely silent for the remainder of the infinite flight path).

The energy fraction term accounts for the pronounced longitudinal directivity of aircraft noise and the angle subtended by the segment at the observer position. Although the processes that cause the directionality are very complex, studies have shown that the resulting contours are quite insensitive to the precise directional characteristics assumed. The expression for Δ_F below is based on a fourth-power 90-degree dipole model of sound radiation. It is assumed to be unaffected by lateral directivity and attenuation. How this correction is derived is described in detail in **Appendix E**.

The energy fraction F is a function of the 'view' triangle **OS₁S₂** defined in **Figures 2.7.j to 2.7.l** such that:

$\Delta_F = 10 \times \lg \left[\frac{1}{\pi} \left(\frac{\alpha_2}{1+\alpha_2^2} + \arctan \alpha_2 - \frac{\alpha_1}{1+\alpha_1^2} - \arctan \alpha_1 \right) \right]$	(2.7.45)
--	----------

with

$\alpha_1 = -\frac{q}{d_\lambda}$	$\alpha_2 = \frac{q-\lambda}{d_\lambda}$	$d_\lambda = d_0 \times 10^{\frac{1}{4}(L_{E\infty}(P_{A_2}) - L_{max}(P_{A_2}))} d_0 = \frac{2}{\pi} \times V_{ref} \times t_0$
;	;	;

where d_λ is known as the 'scaled distance' (see **Appendix E**). Note that $L_{max}(P, d_p)$ is the maximum level, from NPD data, for perpendicular distance d_p , NOT the segment L_{max} .

It is advised to apply a lower limit of -150 dB to Δ_F .

Status: This is the original version (as it was originally adopted).

In the particular case of observer locations behind every takeoff ground-roll segment and every landing ground-roll segment, a reduced form of the noise fraction expressed in equation (2.7.45) is used, which corresponds to the specific case of $q = 0$. This is computed using

$$\Delta_{P'} = 10 \log_{10} \left[(1 / \pi) [\alpha_2 / (1 + \alpha_2^2) + \tan^{-1} \alpha_2] 10^{\Delta_{SOR}/10} \right] \quad (2.7.46)$$

where $\alpha_2 = \lambda/d_\lambda$ and Δ_{SOR} is the start-of-roll directivity function defined by equations (2.7.51) and (2.7.52).

The rationale for using this particular form of noise fraction is further explained in the section below, as part of the start-of-roll directivity application method.

Specific Treatments of Ground-roll Segments, including the start-of-roll directivity function Δ_{SOR}

In the case of ground roll segments, both for takeoff and landing, specific treatments are applied, which are described below.

The start-of-roll directivity function Δ_{SOR}

The noise of jet aircraft — especially those equipped with lower by-pass ratio engines — exhibits a lobed radiation pattern in the rearward arc, which is characteristic of jet exhaust noise. This pattern is the more pronounced the higher the jet velocity and the lower the aircraft speed. This is of special significance for observer locations behind the start of roll, where both conditions are fulfilled. This effect is taken into account by a directivity function Δ_{SOR} .

The function Δ_{SOR} has been derived from several noise measurement campaigns using microphones adequately positioned behind and on the side of the SOR of departing jet aircraft.

Figure 2.7.r shows the relevant geometry. The azimuth angle ψ between the aircraft longitudinal axis and the vector to the observer is defined by

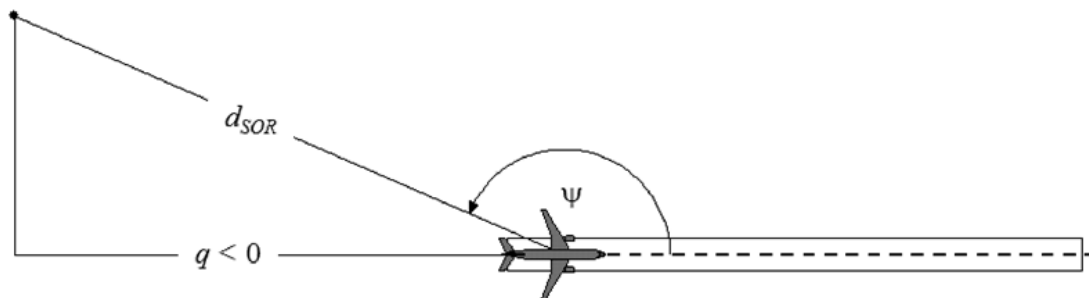
$$\psi = \arccos \left(\frac{q}{d_{SOR}} \right) \quad (2.7.47)$$

The relative distance q is negative (see **Figure 2.7.j**) so that ψ ranges from 0° in the direction of the aircraft forward heading to 180° in the reverse direction.

Figure 2.7.r

Aircraft-observer geometry at ground for estimation of directivity correction

Observer



The function Δ_{SOR} represents the variation of the overall noise emanating from the takeoff ground roll measured behind the start of roll, relatively to the overall noise from takeoff ground roll measured on the side of the SOR, at the same distance:

$$L_{TGR}(d_{SOR}, \psi) = L_{TGR}(d_{SOR}, 90^\circ) + \Delta_{SOR}(d_{SOR}, \psi) \quad (2.7.48)$$

where $L_{TGR}(d_{SOR}, 90^\circ)$ is the overall takeoff ground roll noise level generated by all takeoff ground roll segments at the point distance d_{SOR} to the side of the SOR. At distances d_{SOR} less than a normalising distance $d_{SOR,0}$, the SOR directivity function is given by

$$\Delta_0^{SOR} = 51,47 - 1,553 \times \psi + 0,015147 \times \psi^2 \quad \text{if } 90^\circ \leq \psi \leq 148,4^\circ \quad (2.7.49)$$

$$\Delta_0^{SOR} = 339,18 - 2,5802 \times \psi - 0,0045545 \times \psi^2 \quad \text{if } 148,4^\circ \leq \psi \leq 180^\circ \quad (2.7.50)$$

If the distance d_{SOR} exceeds the normalising distance $d_{SOR,0}$, the directivity correction is multiplied by a correction factor to account for the fact that the directivity becomes less pronounced for greater distances from the aircraft; i.e.

$$\Delta_{SOR} = \Delta_0^{SOR} \quad \text{if } d_{SOR} \leq d_{SOR,0} \quad (2.7.51)$$

$$\Delta_{SOR} = \Delta_0^{SOR} \times \frac{d_{SOR,0}}{d_{SOR}} \quad \text{if } d_{SOR} > d_{SOR,0} \quad (2.7.52)$$

The normalising distance $d_{SOR,0}$ equals 762 m (2 500 ft).

Treatment of receivers located behind each takeoff and landing ground-roll segment

The Δ_{SOR} function described above mostly captures the pronounced directivity effect of the initial portion of the takeoff roll at locations behind the SOR (because it is the closest to the receivers, with the highest jet velocity to aircraft speed ratio). However, the use of the hence established Δ_{SOR} is ‘generalised’ to positions behind each individual ground roll segment — both takeoff and landing —, so not only behind the Start-of-Roll point (in the case of takeoff).

The parameters d_S and ψ are calculated relative to the start of each individual ground roll segment.

The event level L_{seg} for a location behind a given takeoff or landing ground-roll segment is calculated to comply with the formalism of the Δ_{SOR} function: it is essentially calculated for the reference point located on the side of the start point of the segment, at the same distance d_S as the actual point, and is further adjusted with Δ_{SOR} to obtain the event level at the actual point.

This means that the different correction terms in the equations below shall use the geometric parameters corresponding to this reference point located on the side of the start point:

$$L_{max,seg} = L_{max}(P, d = d_S) + \Delta_I(\varphi) - A(\beta, l = d_S) + \Delta_{SOR} \quad (2.7.53)$$

$$L_{E,seg} = L_{E,\infty}(P, d = d_S) + \Delta_V + \Delta_I(\varphi) - A(\beta, l = d_S) + \Delta'_F + \Delta_{SOR} \quad (2.7.54)$$

where Δ'_F is the reduced form of the noise fraction expressed in equation (2.7.46) for the case of $q = 0$ (as the reference point is located on the side of the start point) and remembering that d_λ shall be calculated using d_S (and not d_p):

$$d_\lambda = d_0 \times 10^{[L_{E,\infty}(P, d_S) - L_{max}(P, d_\lambda)]/10} \quad (2.7.55)$$

2.7.20. Event noise level L of a general-aviation aircraft movement

The method described in Section 2.7.19 is applicable to propeller-engined general-aviation aircraft when they are treated as propeller aircraft with regard to engine installation effects.

The ANP database includes entries for several general aviation aircraft. Whilst these are often the most common general-aviation aircraft operating, there may be occasions when it is appropriate to use additional data.

Where the specific general aviation aircraft are either not known or not in the ANP database, it is recommended to use the more generic aircraft data, GASEPF and GASEPV respectively. These data sets represent a small single-engined general aviation aircraft with fixed-pitch and variable-pitch propellers respectively. Tables of entries are presented in Annex I (Tables I-11 I-17)

2.7.21. Method for the Calculation of Helicopter Noise

For the calculation of helicopter noise, the same calculation method used for fixed-wing aircraft (outlined in Section 2.7.14) may be used, provided helicopters are treated as propeller aircraft and engine-installation effects, associated with jet aircraft are not applied. Tables of entries for two different data sets are presented in Annex I (Tables I-18 I-27).

2.7.22. Noise associated with Engine Testing (Run-Up) Operations, taxiing and auxiliary power units

In such cases where it is considered that noise associated with engine testing and auxiliary power-units are to be modelled, these are modelled according to the chapter on industrial noise. Although it is normally not the case, noise from aircraft engine tests (sometimes referred to as 'engine run-ups') at airports can make a contribution to noise impacts. Usually carried out for engineering purposes to check engine performance, aircraft are safely positioned away from buildings, aircraft, vehicular and/or personnel movements to avoid any jet-blast related damage.

For additional safety and noise control reasons, airports, particularly those with maintenance facilities that can lead to frequent engine tests, can install so-called 'noise pens', 3-sided baffled enclosures specially designed to deflect and dissipate jet blast and noise. Investigating the noise impact of such facilities, which can be further attenuated and reduced by the use of additional earth bunds or substantial noise barrier fencing, is best accomplished by treating the noise pen as a source of industrial noise and using an appropriate noise and sound propagation model.

2.7.23. Calculation of cumulative levels

Sections 2.7.14 to 2.7.19 describe the calculation of the event sound noise level of a single aircraft movement at a single observer location. The total noise exposure at that location is calculated by accumulating the event levels of all noise-significant aircraft movements, i.e. all movements, inbound or outbound, that influence the cumulative level.

2.7.24. Weighted equivalent sound levels

Time-weighted equivalent sound levels, which account for all significant aircraft sound energy received, shall be expressed in a generic manner by the formula

$L_{eq,W} = 10 \times \lg \left[\frac{t_0}{T_0} \times \sum_{i=1}^N g_i \times 10^{L_{E,i}/10} \right] + C$	(2.7.56)
--	----------

The summation is performed over all N noise events during the time interval T_0 to which the noise index applies. $L_{E,i}$ is the single event noise exposure level of the i -th noise event. g_i is a time-of-day dependent weighting factor (usually defined for day, evening and night periods).

Effectively g_i is a multiplier for the number of flights occurring during the specific periods. The constant C can have different meanings (normalising constant, seasonal adjustment etc.).

Using the relationship

$$g_i = 10^{\Delta_i/10}$$

where Δ_i is the decibel weighting for the i -th period, equation (2.7.56) can be rewritten as

$$L_{eq,W} = 10 \times \lg \left[\frac{t_0}{T_0} \sum_{i=1}^N 10^{(L_{E,i} + \Delta_i)/10} \right] + C \quad (2.7.57)$$

i.e. the time-of-day weighting is expressed by an additive level offset.

2.7.25. The weighted number of operations

The cumulative noise level is estimated by summing the contributions from all different types or categories of aircraft using the different flight routes which comprise the airport scenario.

To describe this summation process the following subscripts are introduced:

- i index for aircraft type or category
- j index for flight track or subtrack (if subtracks are defined)
- k index for flight track segment

Many noise indices — especially equivalent sound levels — include time-of-day weighting factors g_i in their definition (equations (2.7.56) and (2.7.57)).

The summation process can be simplified by introducing a ‘weighted number of operations’

$$M_{ij} = (g_{day} \cdot N_{ij,day} + g_{evening} \cdot N_{ij,evening} + g_{night} \cdot N_{ij,night}) \quad (2.7.58)$$

The values N_{ij} represent the numbers of operations of aircraft type/category i on track (or subtrack) j during the day, evening and night period respectively⁽²⁴⁾.

From equation (2.7.57) the (generic) cumulative equivalent sound level L_{eq} at the observation point (x,y) is

$$L_{eq,W}(x,y) = 10 \times \lg \left[\frac{t_0}{T_0} \times \sum_i \sum_j \sum_k M_{ij} \times 10^{L_{E,ijk}(x,y)/10} \right] + C \quad (2.7.59)$$

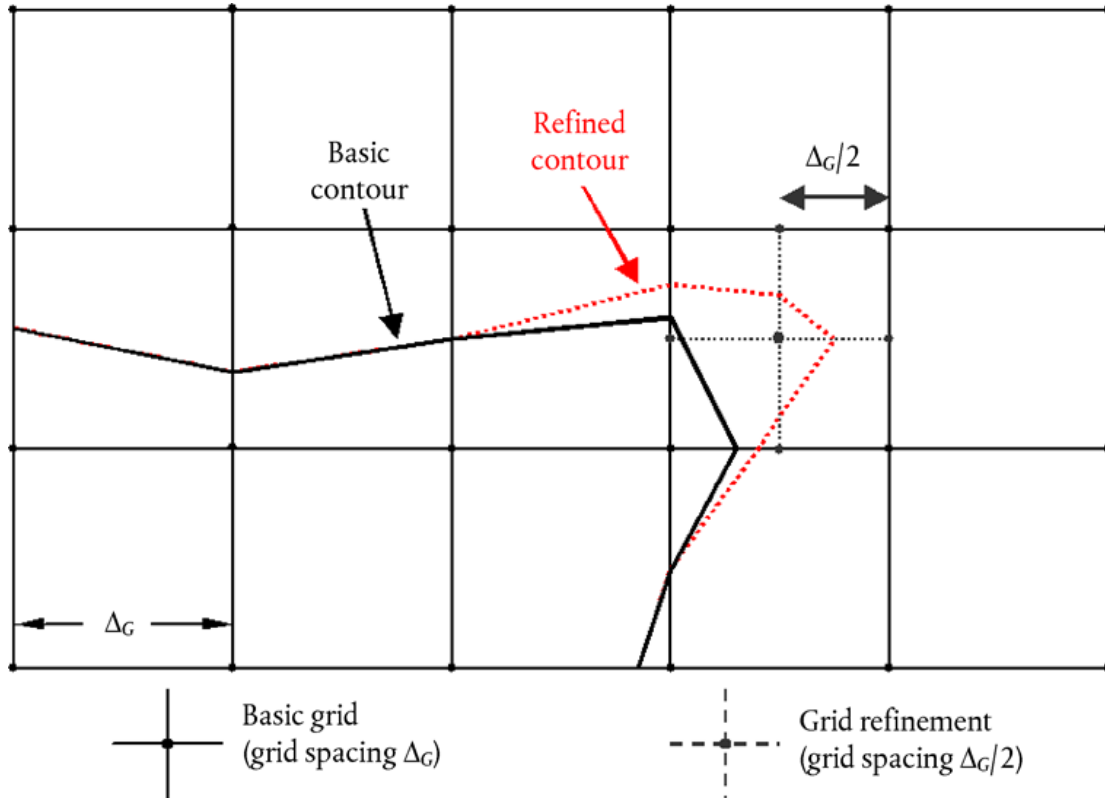
T_0 is the reference time period. It depends on — as well as the weighting factors g_i — the specific definition of the weighted index used (e.g. L_{DEN}). $L_{E,ijk}$ is the single event noise level contribution from segment k of track or subtrack j for an operation of aircraft of category i . The estimation of $L_{E,ijk}$ is described in detail in Sections 2.7.14 to 2.7.19.

2.7.26. Standard grid calculation and refinement

When noise contours are obtained by interpolation between index values at rectangularly spaced grid points, their accuracy depends on the choice of the grid spacing (or mesh size) Δ_G , especially within cells where large gradients in the spatial distribution of the index cause tight curvature of the contours (see **Figure 2.7.s**). Interpolation errors are reduced by narrowing the grid spacing, but as this increases the number of grid points, the computation time is increased. Optimising a regular grid mesh involves balancing modelling accuracy and run time.

Figure 2.7.s

Standard grid and grid refinement



A marked improvement in computing efficiency that delivers more accurate results is to use an irregular grid to refine the interpolation in critical cells. The technique, depicted in **Figure 2.7.s**, is to tighten the mesh locally, leaving the bulk of the grid unchanged. This is very straightforward and achieved by the following steps:

- (1) Define a refinement threshold difference ΔL_R for the noise index.
- (2) Calculate the basic grid for a spacing Δ_G .
- (3) Check the differences ΔL of the index values between adjacent grid nodes.
- (4) If there are any differences $\Delta L > \Delta L_R$, define a new grid with a spacing $\Delta_G/2$ and estimate the levels for the new nodes in the following way:

If	$\Delta L \leq \Delta L_R$	calculate the new value	by linear interpolation from the adjacent ones.
	$\Delta L > \Delta L_R$		completely anew from the basic input data.

- (5) Repeat steps 1-4 until all differences are less than the threshold difference.
- (6) Estimate the contours by linear interpolation.

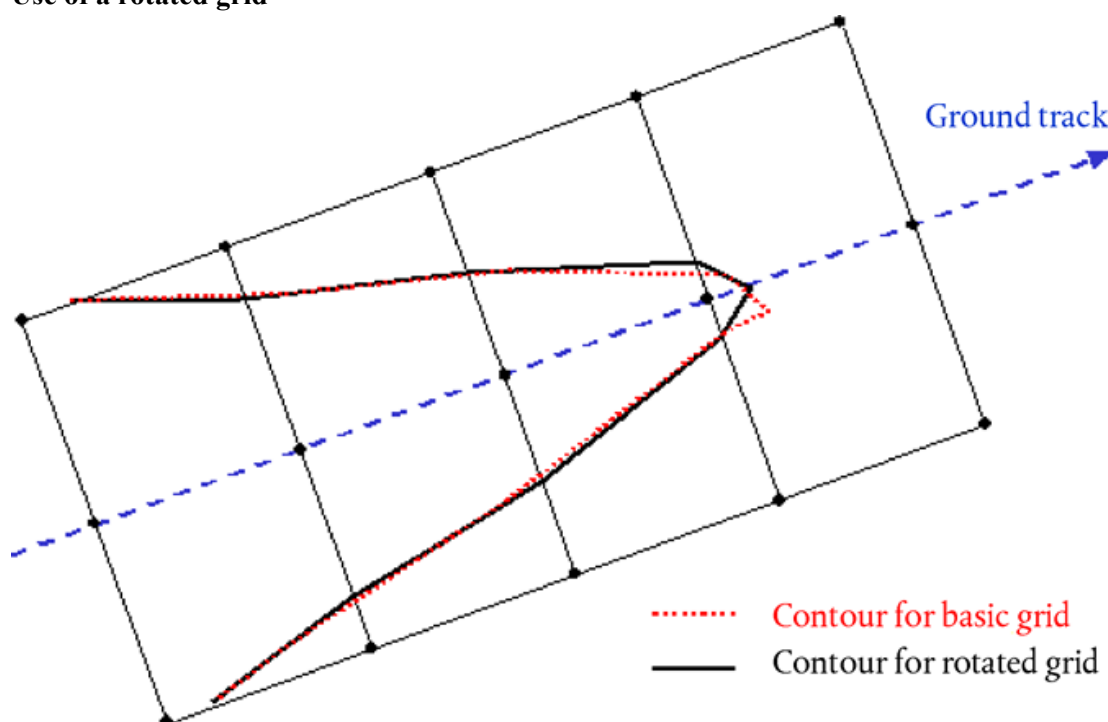
If the array of index values is to be aggregated with others (e.g. when calculating weighted indices by summing separate day, evening and night contours) care is required to ensure that the separate grids are identical.

2.7.27. Use of rotated grids

In many practical cases, the true shape of a noise contour tends to be symmetrical about a ground track. However if the direction of this track is not aligned with the calculation grid, this can cause result in an asymmetric contour shape.

Figure 2.7.t

Use of a rotated grid



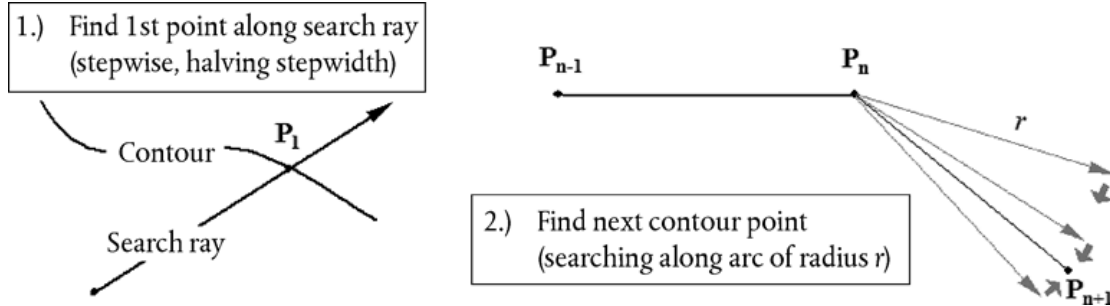
The straightforward way to avoid this effect is to tighten the grid. However this increases computation time. A more elegant solution is to rotate the computation grid so that its direction is parallel to the main ground tracks (i.e. usually parallel to the main runway). **Figure 2.7.t** shows the effect of such a grid rotation on the contour shape.

2.7.28. Tracing of contours

A very time-efficient algorithm that eliminates the need to calculate a complete grid array of index values at the expense of a little more computational complexity is to trace the path of the contour, point by point. This option requires two basic steps to be performed and repeated (see **Figure 2.7.u**):

Figure 2.7.u

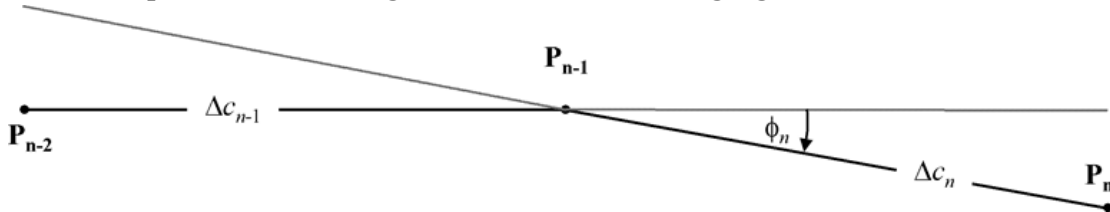
Concept of tracing algorithm



Step 1 is to find a first point P_1 on the contour. This is done by calculating the noise index levels L in equidistant steps along a ‘search ray’ that is expected to cross the required contour of level L_C . When the contour is crossed, the difference $\delta = L_C - L$ changes sign. If this happens, the step-width along the ray is halved and the search direction is reversed. This is done until δ is smaller than a pre-defined accuracy threshold.

Step 2, which is repeated until the contour is sufficiently well defined, is to find the next point on the contour L_C — which is at a specified straight line distance r from the current point. During consecutive angular steps, index levels and differences δ are calculated at the ends of vectors describing an arc with radius r . By similarly halving and reversing the increments, this time in the directions of the vector, the next contour point is determined within a predefined accuracy. *Figure 2.7.v*

Geometric parameters defining conditions for the tracing algorithm



Some constraints shall be imposed to guarantee that the contour is estimated with a sufficient degree of accuracy (see **Figure 2.7.v**):

- (1) The length of the chord Δc (the distance between two contour points) shall be within an interval $[\Delta c_{min}, \Delta c_{max}]$, e.g. [10 m, 200 m].
- (2) The length ratio between two adjacent chords of lengths Δc_n and Δc_{n+1} shall be limited, e.g. $0,5 < \Delta c_n / \Delta c_{n+1} < 2$.
- (3) With respect to a good fit of the chord length to the contour curvature the following condition shall be fulfilled:

$$\Phi_n \cdot \max(\Delta c_{n-1}, \Delta c_n) \leq \varepsilon (\varepsilon \approx 15 \text{ m})$$

where Φ_n is the difference in the chord headings.

Experience with this algorithm has shown that, on an average, between 2 and 3 index values have to be calculated to determine a contour point with an accuracy of better than 0,01 dB.

Especially when large contours have to be calculated this algorithm speeds up computation time dramatically. However it should be noted that its implementation requires experience, especially when a contour breaks down into separate islands.

2.8. Assigning noise levels and population to buildings

For the assessment of the noise exposure of the population only residential buildings shall be considered. No people shall be assigned to other buildings without residential use such as schools, hospitals, office buildings or factories. The assignment of the population to the residential buildings shall be based on the latest official data (depending on the Member State's relevant regulations).

Because aircraft calculation are performed on a 100 m × 100 m resolution grid, the specific case of aircraft noise, levels shall be interpolated based on the nearest grid noise levels.

Determination of the number of inhabitants of a building

The number of inhabitants of a residential building is an important intermediate parameter for the estimation of the exposure to noise. Unfortunately, data on this parameter is not always available. Below it is specified how this parameter can be derived from data more readily available.

Symbols used in the following are:

<i>BA</i>	= base area of the building
<i>DFS</i>	= dwelling floor space
<i>DUFS</i>	= dwelling unit floor space
<i>H</i>	= height of the building
<i>FSI</i>	= dwelling floor space per inhabitant
<i>Inh</i>	= number of inhabitants
<i>NF</i>	= number of floors
<i>V</i>	= volume of residential buildings

For the calculation of the number of inhabitants, either the following case 1 procedure or the case 2 procedure shall be used, depending on the availability of data.

CASE 1: the data on the number of inhabitants is available

- 1A : The number of inhabitants is known or has been estimated on the basis of dwelling units. In this case the number of inhabitants of a building is the sum of the number of inhabitants of all dwelling units in the building:

$$Inh_{building} = \sum_{i=1}^n Inh_{dwelling\ unit_i} \quad (2.8.1)$$

- 1B : The number of inhabitants is known only for entities larger than a building, e.g. sides of city blocks, city blocks, districts or even an entire municipality. In this case the number of inhabitants of a building is estimated based on the volume of the building:

$$Inh_{building} = \frac{V_{building}}{V_{total}} \times Inh_{total} \quad (2.8.2)$$

The index 'total' here refers to the respective entity considered. The volume of the building is the product of its base area and its height:

$$V_{building} = BA_{building} \times H_{building} \quad (2.8.3)$$

Status: This is the original version (as it was originally adopted).

If the height of the building is not known, it shall be estimated based on the number of floors $NF_{building}$, assuming an average height per floor of 3 m:

$H_{building} = NF_{building} \times 3 \text{ m}$	(2.8.4)
---	---------

If the number of floors is also not known, a default value for the number of floors representative of the district or the borough shall be used.

The total volume of residential buildings in the entity considered V_{total} is calculated as the sum of the volumes of all residential buildings in the entity:

$V_{total} = \sum_{i=1}^n V_{building_i}$	(2.8.5)
---	---------

CASE 2: no data on the number of inhabitants is available

In this case the number of inhabitants is estimated based on the average dwelling floor space per inhabitant FSI . If this parameter is not known, a national default value shall be used.

2A : The dwelling floor space is known on the basis of dwelling units. In this case the number of inhabitants of each dwelling unit is estimated as follows:

$Inh_{dwelling_{unit_i}} = \frac{DUF_{S_i}}{FSI}$	(2.8.6)
---	---------

The number of inhabitants of the building can now be estimated as in CASE 1A above.

2B : The dwelling floor space is known for the entire building, i.e. the sum of the dwelling floor spaces of all dwelling units in the building is known. In this case the number of inhabitants is estimated as follows:

$Inh_{building} = \frac{DFS_{building}}{FSI}$	(2.8.7)
---	---------

2C : The dwelling floor space is known only for entities larger than a building, e.g. sides of city blocks, city blocks, districts or even an entire municipality.

In this case the number of inhabitants of a building is estimated based on the volume of the building as described in CASE 1B above with the total number of inhabitants estimated as follows:

$Inh_{total} = \frac{DFS_{total}}{FSI}$	(2.8.8)
---	---------

2D : The dwelling floor space is unknown. In this case the number of inhabitants of a building is estimated as described in CASE 2B above with the dwelling floor space estimated as follows:

$$\frac{DFS_{building}}{NF_{building}} = BA_{building} \times 0,8 \times \quad (2.8.9)$$

The factor 0,8 is the conversion factor *gross floor area* → *dwelling floor space*. If a different factor is known to be representative of the area it shall be used instead and clearly documented.

If the number of floors of the building is not known, it shall be estimated based on the height of the building, $H_{building}$, typically resulting in a non-integer number of floors:

$$NF_{building} = \frac{H_{building}}{3 \text{ m}} \quad (2.8.10)$$

If neither the height of the building nor the number of floors is known, a default value for the number of floors representative of the district or the borough shall be used.

Assigning receiver points to the façades of buildings

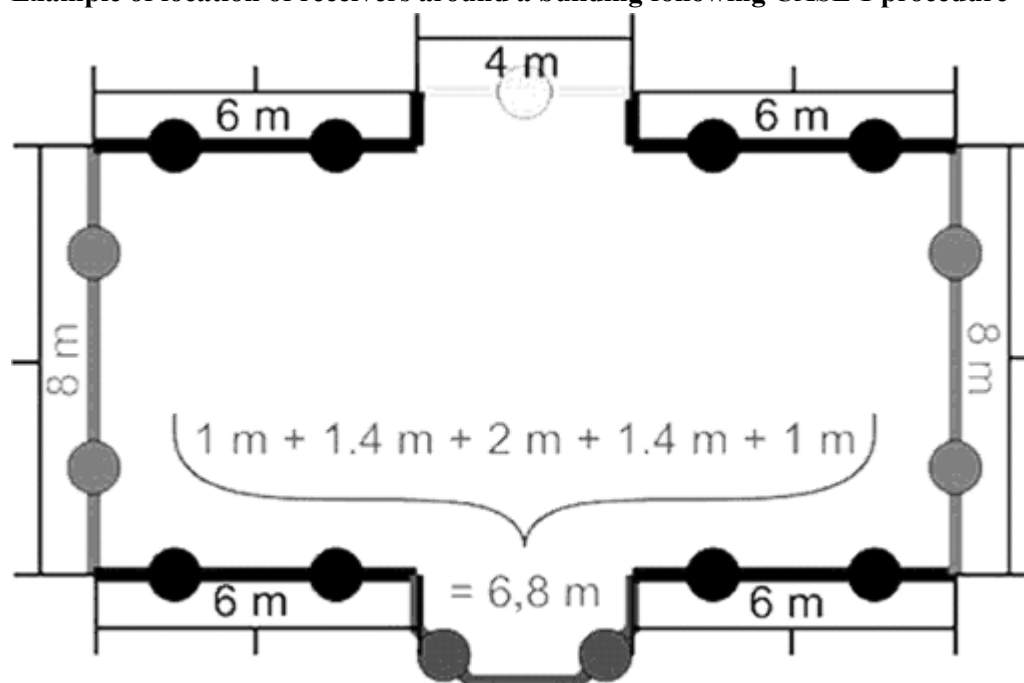
The assessment of population exposure to noise is based on receiver point levels at 4 m above the terrain level in front of building façades of residential buildings.

For the calculation of the number of inhabitants, either the following case 1 procedure or the case 2 procedure shall be used for land based noise sources. For aircraft noise calculated according to 2.6, all population of a building is associated to the nearest noise calculation point on the grid.

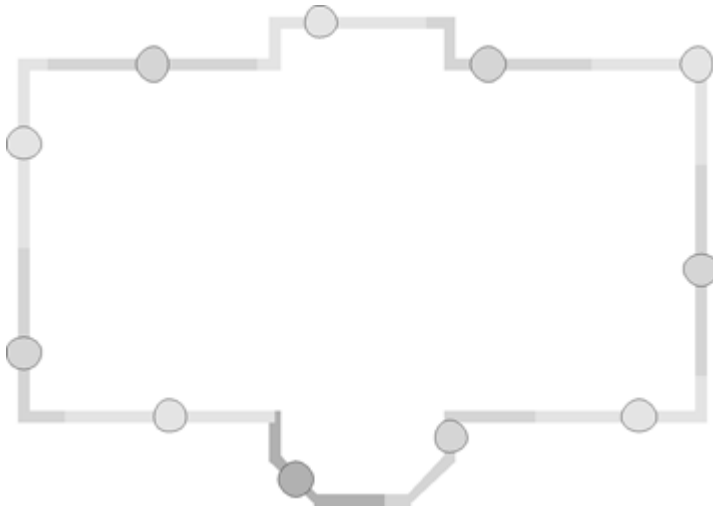
CASE 1

Figure a

Example of location of receivers around a building following CASE 1 procedure



- (a) Segments of a length of more than 5 m are split up into regular intervals of the longest possible length, but less than or equal to 5 m. Receiver points are placed in the middle of each regular interval.
- (b) Remaining segments above a length of 2,5 m are represented by one receiver point in the middle of each segment.
- (c) Remaining adjacent segments with a total length of more than 5 m are treated as polyline objects in a manner similar to that described in (a) and (b).
- (d) The number of inhabitants allocated to a receiver point, shall be weighted by the length of the represented façade so that the sum over all receiver points represents the total number of inhabitants.
- (e) Only for buildings with floor sizes that indicate a single dwelling per floor level, the most exposed façade noise level is directly used for the statistics and related to the number of inhabitants.

CASE 2*Figure b***Example of location of receivers around a building following CASE 2 procedure**

- (a) Façades are considered separately or are split up every 5 m from the start position onwards, with a receiver position placed at the half-way distance of the façade or the 5 m segment
- (b) The remaining section has its receiver point in its mid-point.
- (c) The number of inhabitants allocated to a receiver point, shall be weighted by the length of the represented façade so that the sum over all receiver points represents the total number of inhabitants.
- (d) Only for buildings with floor sizes that indicate a single dwelling per floor level, the most exposed façade noise level is directly used for the statistics and related to the number of inhabitants.

3. INPUT DATA

Input data to be used as appropriate in association with the methods described above are given in Appendix F to Appendix I.

In cases where input data provided in Appendix F to Appendix I are not applicable or cause deviations from the true value that do not meet the conditions presented under 2.1.2 and 2.6.2, other values can be used, provided that the values used and the methodology used to derive them are sufficiently documented, including demonstrating their suitability. This information shall be made publicly available.

4. MEASUREMENT METHODS

In cases when, for any reason, measurements are performed, these shall be in accordance with the principles governing long term average measurements stated in ISO 1996-1:2003 and ISO 1996-2:2007 or, for aircraft noise, ISO 20906:2009.

Appendix A

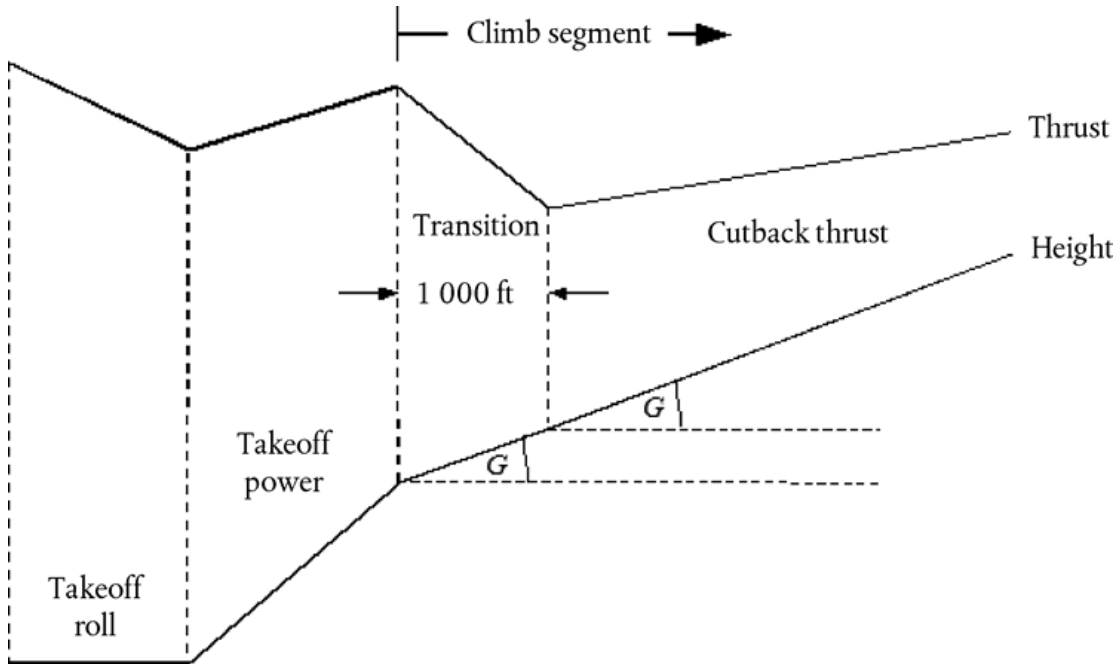
Data requirements

Section 2.7.6 of the main text describes in general terms the requirements for case-specific data describing an airport and its operations that are needed for noise contour calculations. The following datasheets are filled with example data for a hypothetical airport. Specific data formats will generally depend on the requirements and needs for the particular noise modelling system as well as the study scenario.

Note:

It is recommended that geographic information (reference points etc.) be specified in Cartesian coordinates. The choice of the particular coordinate system usually depends on the maps available.

A1 GENERAL AIRPORT DATA



A2 RUNWAY DESCRIPTION

$$g \left[N \cdot \overline{F_n / \delta} / \left(\overline{W / \delta} \right) - R / \cos \varepsilon \right]$$

For displaced thresholds, runway description may be repeated or displaced thresholds can be described in the ground track description section.

A3 GROUND TRACK DESCRIPTION

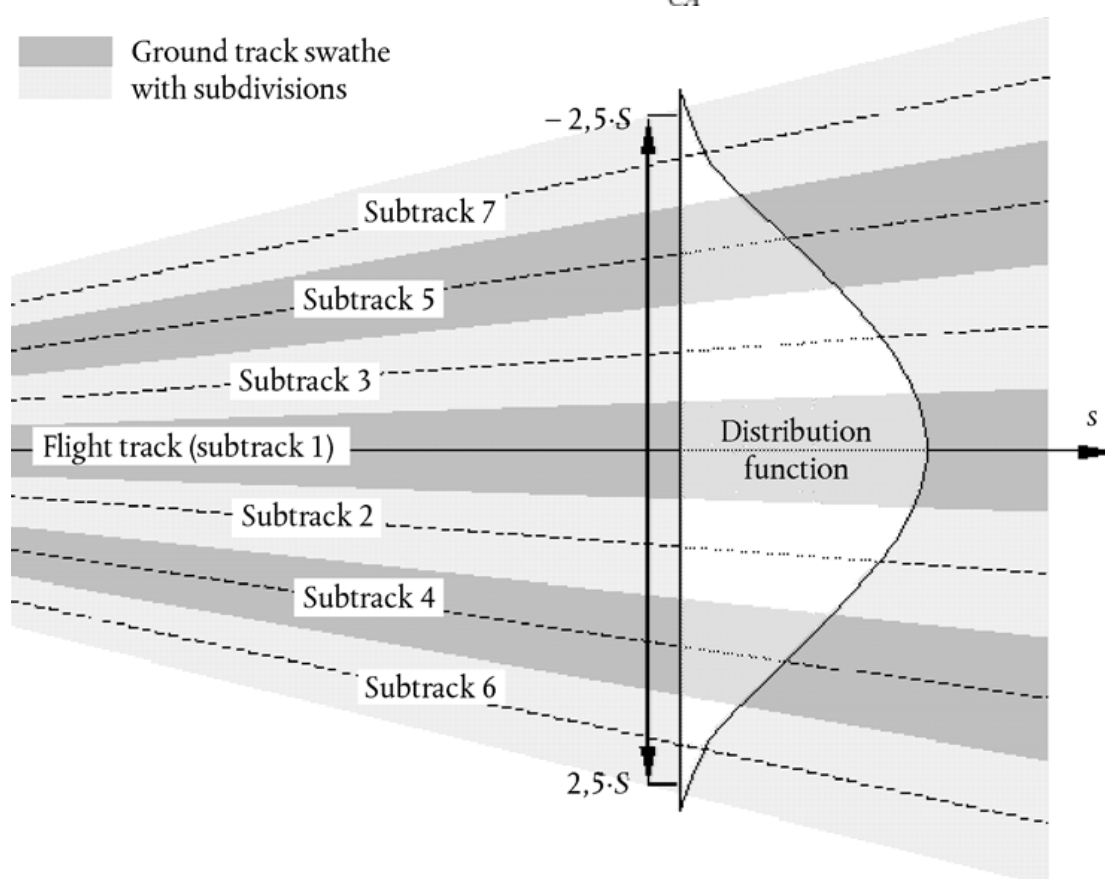
In the absence of radar data the following information is needed to describe particular ground tracks.

$$\approx \frac{ROC}{60 \cdot k \cdot \overline{V_T}}$$

$$\overline{F_n / \delta} = \frac{\overline{W / \delta}}{N} \cdot \left(R + \frac{\sin \gamma}{1,03} \right)$$

A4 AIR TRAFFIC DESCRIPTION

$$\left(\overline{F_n / \delta} \right)_w = \overline{F_n / \delta} + 1,03 \cdot \overline{W / \delta} \cdot \frac{\sin \gamma \cdot (w - 8)}{N \cdot V_{CA}}$$

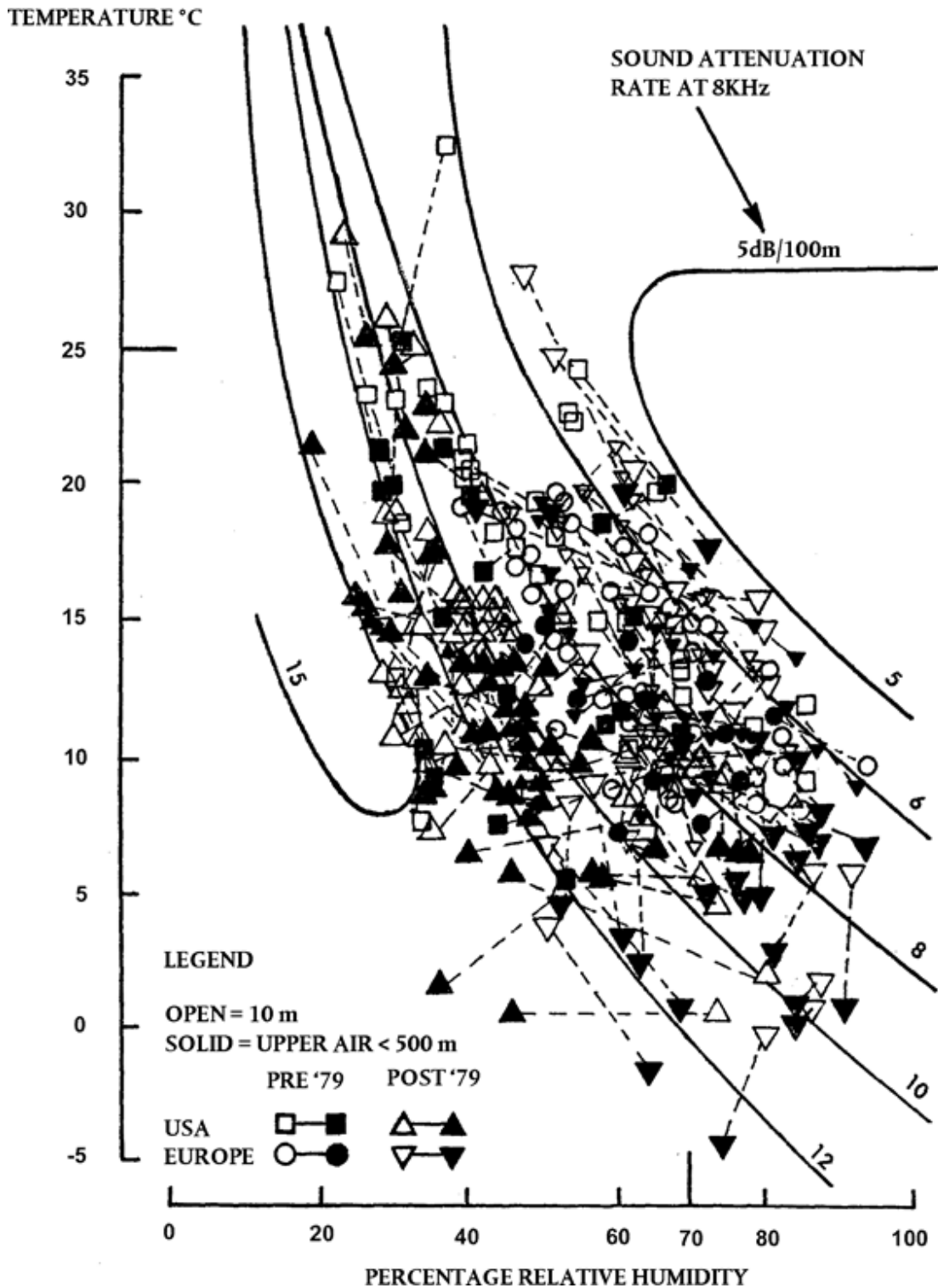


A5 FLIGHT PROCEDURE DATA SHEET

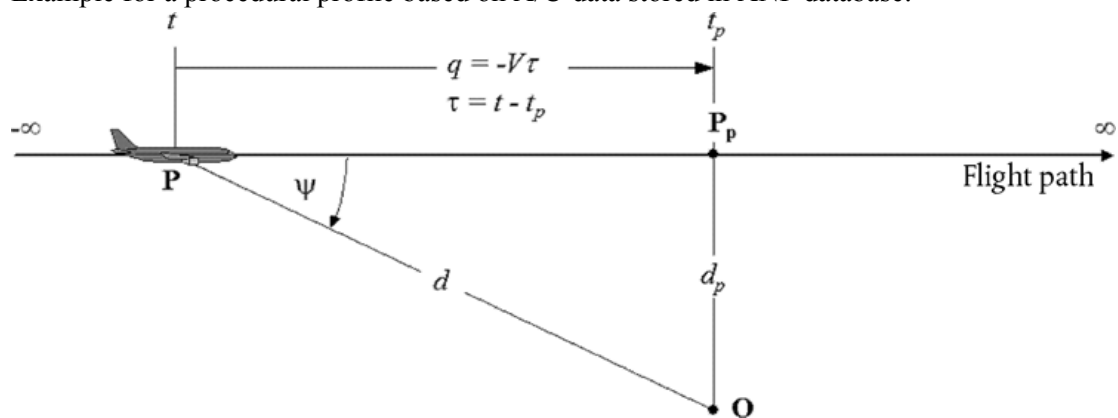
Example aircraft for a Chapter 3 Boeing 727-200 as derived from radar using the guidance set out in Section 2.7.9 of the main text.

Status: This is the original version (as it was originally adopted).

ACTUAL DAY CONDITIONS RECORDED
DURING CERTIFICATION TESTING



Example for a procedural profile based on A/C-data stored in ANP database:



Appendix B

Flight performance calculations

Terms and symbols

The terms and symbols used in this appendix are consistent with those conventionally used by aircraft performance engineers. Some basic terms are explained briefly below for the benefit of users not familiar with them. To minimise conflict with the main body of the method, symbols are mostly defined separately within this appendix. Quantities that are referenced in the main body of the method are assigned common symbols; a few that are used differently in this appendix are marked with an asterisk (*). There is some juxtaposition of US and SI units; again this is to preserve conventions that are familiar to users from different disciplines.

Terms

Break point		See Flat Rating
Calibrated airspeed		(Otherwise termed equivalent or indicated airspeed.) The speed of the aircraft relative to the air as indicated by a calibrated instrument on the aircraft. The true airspeed, which is normally greater, can be calculated from the calibrated airspeed knowing the air density.
Corrected thrust	net	Net thrust is the propulsive force exerted by an engine on the airframe. At a given power setting (EPR or N_1) this falls with air density as altitude increases; corrected net thrust is the thrust at sea level.
Flat rating		For specific maximum component temperatures, the engine thrust falls as the ambient air temperature rises — and <i>vice-versa</i> . This means that there is a critical air temperature above which the <i>rated thrust</i> cannot be achieved. For most modern engines this is called the 'flat rated temperature' because, at lower air temperatures the thrust is automatically limited to the rated thrust to maximise service life. The thrust falls anyway at temperatures above the flat rated temperature — which is often called the <i>break point</i> or <i>break temperature</i> .
Speed		Magnitude of aircraft velocity vector (relative to aerodrome coordinate system)
Rated thrust		The service life of an aircraft engine is very dependent upon the operating temperatures of its components. The greater the power or thrust generated, the higher the temperatures and the shorter the life. To balance performance and life requirements flat rated engines are assigned <i>thrust ratings</i> for take-off, climb and cruise which define normal maximum power settings.
Thrust parameter	setting	The pilot cannot select a particular engine thrust; rather s/he chooses an appropriate setting of this parameter which is displayed in the cockpit. It is usually either the engine pressure ratio (EPR) or low- pressure rotor (or fan) rotational speed (N_1).

Symbols

Quantities are dimensionless unless otherwise stated. Symbols and abbreviations not listed below are used only locally and defined in the text. Subscripts 1 and 2 denote conditions at the start and end of a segment respectively. Overbars denote segment mean values, i.e. average of start and end values.

a	Average acceleration, ft/s^2
a_{max}	Maximum acceleration available, ft/s^2
A, B, C, D	Flap coefficients

$E, F, G_{A,B}, H$	Engine thrust coefficients
F_n	Net thrust per engine, lbf
F_n/δ	Corrected net thrust per engine, lbf
G	Climb gradient
G'	Engine-out climb gradient
G_R	Mean runway gradient, positive uphill
g	Gravitational acceleration, ft/s ²
ISA	International Standard Atmosphere
N^*	No of engines supplying thrust
R	Drag-to-lift ratio C_D/C_L
ROC	Segment rate of climb (ft/min)
s	Ground distance covered along ground track, ft
s_{TO8}	Take-off distance into an 8 kt headwind, ft
s_{TOG}	Take-off distance corrected for w and G_R , ft
s_{TOw}	Take-off distance into headwind w , ft
T	Air temperature, °C
T_B	Breakpoint temperature, °C
V	Groundspeed, kt
V_C	Calibrated airspeed, kt
V_T	True airspeed, kt
W	Aeroplane weight, lb
w	Headwind speed, kt
Δs	Still air segment length projected onto ground track, ft
Δs_w	Segment length ground projection corrected for headwind, ft
δ	p/p_o , the ratio of the ambient air pressure at the aeroplane to the standard air pressure at mean sea level: $p_o = 101,325$ kPa (or 1 013,25 mb)
ϵ	Bank angle, radians
γ	Climb/descent angle, radians
θ	$(T + 273,15)/(T_0 + 273,15)$ the ratio of the air temperature at altitude to the standard air temperature at mean sea level: $T_0 = 15,0$ °C
σ^*	$\rho/\rho_0 =$ Ratio of air density at altitude to mean sea level value (also, $\sigma = \delta/\theta$)

B1 INTRODUCTION

Flight path synthesis

In the main, this appendix recommends procedures for calculating an aeroplane flight profile, based on specified aerodynamic and powerplant parameters, aircraft weight, atmospheric conditions, ground track and operating procedure (flight configuration, power setting, forward speed, vertical speed, etc.). The operating procedure is described by a set of *procedural steps* that prescribe how to fly the profile.

The flight profile, for takeoff or approach, is represented by a series of straight-line segments, the ends of which are termed *profile points*. It is calculated using aerodynamic and thrust equations containing numerous coefficients and constants which must be available for the specific combination of airframe and engine. This calculation process is described in the text as the process of flight path *synthesis*.

Apart from the aircraft performance parameters, which can be obtained from the ANP database, these equations require specification of (1) aeroplane gross weight, (2) the number of engines, (3) air temperature, (4) runway elevation, and (5) the procedural steps (expressed in terms of power settings, flap deflections, airspeed and, during acceleration, average rate-of-climb/descent) for each segment during takeoff and approach. Each segment is then classified as a

ground roll, take-off or landing, constant speed climb, power cutback, accelerating climb with or without flap retraction, descent with or without deceleration and/or flap deployment, or final landing approach. The flight profile is built up step by step, the starting parameters for each segment being equal to those at the end of the preceding segment.

The aerodynamic-performance parameters in the ANP database are intended to yield a reasonably accurate representation of an aeroplane's actual flight path for the specified reference conditions (see **Section 2.7.6 of the main text**). But the aerodynamic parameters and engine coefficients have been shown to be adequate for air temperatures up to 43 °C, aerodrome altitudes up to 4 000 ft and across the range of weights specified in the ANP database. The equations thus permit the calculation of flight paths for other conditions; i.e. non-reference aeroplane weight, wind speed, air temperature, and runway elevation (air pressure), normally with sufficient accuracy for computing contours of average sound levels around an airport.

Section B-4 explains how the effects of turning flight are taken into account for departures. This allows bank angle to be accounted for when calculating the effects of lateral directivity (installation effects). Also, during turning flight, climb gradients will generally be reduced depending in the radius of the turn and the speed of the aeroplane. (The effects of turns during the landing approach are more complex and are not covered at present. However these will rarely influence noise contours significantly.)

Sections B-5 to B-9 describe the recommended methodology for generating departure flight profiles, based on ANP database coefficients and procedural steps.

Sections B-10 and B-11 describe the methodology used to generate approach flight profiles, based on ANP database coefficients and flight procedures.

Section B-12 provides worked examples of the calculations.

Separate sets of equations are provided to determine the net thrust produced by jet engines and propellers respectively. Unless noted otherwise, the equations for aerodynamic performance of an aeroplane apply equally to jet and propeller-powered aeroplanes.

Mathematical symbols used are defined at the beginning of this appendix and/or where they are first introduced. In all equations the units of coefficients and constants must of course be consistent with the units of the corresponding parameters and variables. For consistency with the ANP database, the conventions of aircraft performance engineering are followed in this appendix; distances and heights in feet (ft), speed in knots (kt), mass in pounds (lb), force in pounds-force (high-temperature corrected net thrust), and so on — even though some dimensions (e.g. atmospheric ones) are expressed in SI units. Modellers using other unit systems should be very careful to apply appropriate conversion factors when adopting the equations to their needs.

Flight path analysis

In some modelling applications the flight path information is provided not as procedural steps but as coordinates in position and time, usually determined by analysis of radar data. This is discussed in **Section 2.7.7** of the main text. In this case the equations presented in this Appendix are used 'in reverse'; the engine thrust parameters are derived from the aircraft motion rather than vice-versa. In general, once the flight path data has been averaged and reduced to segment form, each segment being classified by climb or descent, acceleration or deceleration, and thrust and flap changes, this is relatively straightforward by comparison with synthesis which often involves iterative processes.

The propulsive force produced by each engine is one of five quantities that need to be defined at the ends of each flight path segment (the others being height, speed, power setting and bank angle). Net thrust represents the component of engine gross thrust that is available for propulsion. For aerodynamic and acoustical calculations, the net thrust is referred to standard air pressure at mean sea level. This is known as *corrected net thrust*, F_n/δ .

This will be either the net thrust available when operating at a specified *thrust rating*, or the net thrust that results when the *thrust-setting parameter* is set to a particular value. For a turbojet or turbofan engine operating at a specific thrust rating, corrected net thrust is given by the equation

$$F_n/\delta = E + F \cdot V_C + G_A \cdot h + G_B \cdot h^2 + H \cdot T \quad (\text{B-1})$$

where

- F_n is the net thrust per engine, lbf
- δ is the ratio of the ambient air pressure at the aeroplane to the standard air pressure at mean sea level, i.e., to 101,325 kPa (or 1 013,25 mb) [ref. 1]
- F_n/δ is the corrected net thrust per engine, lbf
- V_C is the calibrated airspeed, kt
- T is the ambient air temperature in which the aeroplane is operating, °C, and
- E, F, G_A, G_B, H are engine thrust constants or coefficients for temperatures below the engine flat rating temperature at the thrust rating in use (on the current segment of the takeoff/climbout or approach flight path), lb.s/ft, lb/ft, lb/ft², lb/°C. Obtainable from the ANP database.

Data are also provided in the ANP database to allow calculation of non-rated thrust as a function of a thrust setting parameter. This is defined by some manufacturers as engine pressure ratio *EPR*, and by others as low-pressure rotor speed, or fan speed, N_I . When that parameter is *EPR*, equation B-1 is replaced by

$$F_n/\delta = E + F \cdot V_C + G_A \cdot h + G_B \cdot h^2 + H \cdot T + K_1 \cdot EPR + K_2 \cdot EPR^2 \quad (\text{B-2})$$

where K_1 and K_2 are coefficients, from the ANP database that relate corrected net thrust and engine pressure ratio in the vicinity of the engine pressure ratio of interest for the specified aeroplane Mach number.

When engine rotational speed N_I is the parameter used by the cockpit crew to set thrust, the generalised thrust equation becomes

$$F_n / \delta = E + F \times V_C + G_A \times h + G_B \times h^2 + H \times T + K_3 \times \left(\frac{N_I}{\sqrt{\theta}}\right) + K_4 \times \left(\frac{N_I}{\sqrt{\theta}}\right)^2 \quad (\text{B-3})$$

where

- N_I is the rotational speed of the engine's low-pressure compressor (or fan) and turbine stages, %
- θ = (T + 273)/288,15, the ratio of the absolute total temperature at the engine inlet to the absolute standard air temperature at mean sea level [ref. 1].

Status: This is the original version (as it was originally adopted).

 $\frac{N_1}{\sqrt{\theta}}$

is the corrected low pressure rotor speed, %; and

 K_3, K_4

are constants derived from installed engine data encompassing the N_1 speeds of interest.

Note that for a particular aeroplane E, F, G_A, G_B and H in equations B-2 and B-3 might have different values from those in equation B-1.

Not every term in the equation will always be significant. For example, for flat-rated engines operating in air temperatures below the break point (typically 30 °C), the temperature term may not be required. For engines not flat rated, ambient temperature must be considered when designating rated thrust. Above the engine flat rating temperature, a different set of engine thrust coefficients (E, F, G_A, G_B and H)_{high} must be used to determine the thrust level available. Normal practice would then be to compute F_n/δ using both the low temperature and high temperature coefficients and to use the higher thrust level for temperatures *below* the flat rating temperature and use the lower calculated thrust level for temperature *above* the flat rating temperature.

Where only low temperature thrust coefficients are available, the following relationship may be used:

$\frac{(F_n/\delta)_{high}}{T/(1 - 0,006 \cdot T_B)} = F \cdot V_C + (E + H \cdot T_B) \cdot (1 - 0,006 \cdot T)$	(B-4)
---	-------

where

 $(F_n/\delta)_{high}$
 T_B

high-temperature corrected net thrust (lbf),
 breakpoint temperature (in the absence of a definitive value assume a default value of 30 °C).

The ANP database provides values for the constants and coefficients in equations B-1 to B-4.

For propeller driven aeroplanes, corrected net thrust per engine should be read from graphs or calculated using the equation

$F_n/\delta = (326 \cdot \eta \cdot P_p/V_T)/\delta$	(B-5)
--	-------

where

 η

is the propeller efficiency for a particular propeller installation and is a function of propeller rotational speed and aeroplane flight speed

 V_T

is the true airspeed, kt

 P_p

is net propulsive power for the given flight condition, e.g. max takeoff or max climb power, hp

Parameters in equation B-5 are provided in the ANP database for maximum takeoff thrust and maximum climb thrust settings.

True airspeed V_T is estimated from the calibrated airspeed V_C using the relationship

$V_T = V_C / \sqrt{\sigma}$	(B-6)
-----------------------------	-------

where σ is the ratio of the air density at the aeroplane to the mean sea-level value.

Guidance on operation with reduced takeoff thrust

Often, aircraft takeoff weights are below maximum allowable and/or the available runway field length exceeds the minimum required with the use of maximum takeoff thrust. In these cases, it is common practice to reduce engine thrust below maximum levels in order to prolong engine life and, sometimes, for noise abatement purposes. Engine thrust can only be reduced to levels that maintain a required margin of safety. The calculation procedure used by airline operators to determine the amount of thrust reduction is regulated accordingly: it is complex and takes into account numerous factors including takeoff weight, ambient air temperature, declared runway distances, runway elevation and runway obstacle clearance criteria. Therefore the amount of thrust reduction varies from flight to flight.

As they can have a profound effect upon departure noise contours, modellers should take reasonable account of reduced thrust operations and, to make best possible provision, to seek practical advice from operators.

If such advice is not available it is still advisable to make some allowance by alternative means. It is impractical to mirror the operators' calculations for noise modelling purposes; nor would they be appropriate alongside the conventional simplifications and approximations which are made for the purposes of calculating long term average noise levels. As a practicable alternative the following guidance is provided. It should be emphasised that considerable research is ongoing in this area and thus, this guidance is subject to change.

Analysis of FDR data has shown that the level of thrust reduction is strongly correlated with ratio of the actual takeoff weight to the Regulated Takeoff Weight (RTOW), down to a fixed lower limit⁽²⁵⁾; i.e.

$$F_n/\delta = (F_n/\delta)_{max} \cdot W/W_{RTOW} \quad (B-7)$$

where $(F_n/\delta)_{max}$ is the maximum rated thrust, W is the actual gross take-off weight and W_{RTOW} is the Regulated Takeoff Weight.

The RTOW is the maximum takeoff weight that can be safely used, whilst satisfying takeoff field length, engine-out and obstacle requirements. It is a function of the available runway length, airfield elevation, temperature, headwind, and flap angle. This information can be obtained from operators and should be more readily available than data on actual levels of reduced thrust. Alternatively, it may be computed using data contained in aircraft flight manuals.

Reduced Climb Thrust

When employing reduced take-off thrust, operators often, but not always, reduce climb thrust from below maximum levels⁽²⁶⁾. This prevents situations occurring where, at the end of the initial climb at take-off thrust, power has to be increased rather than cut back. However, it is more difficult to establish a rationale for a common basis here. Some operators use fixed detents below maximum climb thrust, sometimes referred to as Climb 1 and Climb 2, typically reducing climb thrust by 10 and 20 percent respectively relative to maximum. It is recommended that whenever reduced takeoff thrust is used, climb thrust levels also be reduced by 10 percent.

B3 VERTICAL PROFILES OF AIR TEMPERATURE, PRESSURE, DENSITY AND WINDSPEED

For the purposes of this document, the variations of temperature, pressure and density with height above mean sea level are taken to be those of the International Standard Atmosphere. The methodologies described below have been validated for aerodrome altitudes up to 4 000 ft above sea level and for air temperatures up to 43 °C (109 °F).

Although, in reality, mean wind velocity varies with both height and time, it is not usually practicable to take account of this for noise contour modelling purposes. Instead, the flight performance equations given below are based on the common assumption that the aeroplane is heading directly into a (default) headwind of 8 kt at all times — regardless of compass bearing (although no explicit account of mean wind velocity is taken in sound propagation calculations). Methods for adjusting the results for other headwind speeds are provided.

B4 THE EFFECTS OF TURNS

The remainder of this appendix explains how to calculate the required properties of the segments joining the profile points s, z that define the two-dimensional flight path in the vertical plane above the ground track. Segments are defined in sequence in the direction of motion. At the end of any one segment (or at the start of roll in the case of the first for a departure) where the operational parameters and the next procedural step are defined, the need is to calculate the climb angle and track distance to the point where the required height and/or speed are reached.

If the track is straight, this will be covered by a single profile segment, the geometry of which can then be determined directly (albeit sometimes with a degree of iteration). But if a turn starts or ends, or changes in radius or direction, before the required end-conditions are reached, a single segment would be insufficient because the aircraft lift and drag change with bank angle. To account for the effects of the turn on the climb, additional profile segments are required to implement the procedural step — as follows.

The construction of the ground track is described in Section 2.7.13 of the text. This is done independently of any aircraft flight profile (although with care not to define turns that could not be flown under normal operating constraints). But as the flight profile — height and speed as a function of track distance — is affected by turns so that the flight profile cannot be determined independently of the ground track.

To maintain speed in a turn the aerodynamic wing lift has to be increased, to balance centrifugal force as well as the aircraft weight. This in turn increases drag and, consequently the propulsive thrust required. The effects of the turn are expressed in the performance equations as functions of bank angle ϵ which, for an aircraft in level flight turning at constant speed on a circular path, is given by

		$\epsilon = \tan^{-1} \left\{ \frac{2.85 \times V^2}{r \times g} \right\}$	(B-8)
where	V	is the groundspeed, kt	
	r	is the turn radius, ft	
and	g	is the acceleration due to gravity, ft/s ²	

All turns are assumed to have a constant radius and second-order effects associated with non-level flight paths are disregarded; bank angles are based on the turn radius r of the ground track only.

To implement a procedural step a provisional profile segment is first calculated using the bank angle ϵ at the start point — as defined by equation B-8 for the track segment radius r . If the calculated length of the provisional segment is such that it does not cross the start or end of a turn, the provisional segment is confirmed and attention turns to the next step.

But if the provisional segment crosses one or more starts or ends of turns (where ϵ changes)⁽²⁷⁾, the flight parameters at the first such point are estimated by interpolation (see Section 2.7.13),

saved along with its coordinates as end-point values, and the segment truncated. The second part of the procedural step is then applied from that point — once more assuming provisionally that it can be completed in a single segment with the same end conditions but with the new start point and new bank angle. If this second segment then passes another change of turn radius/direction, a third segment will be required — and so on until the end-conditions are achieved.

Approximate method

It will be apparent that accounting fully for the effects of turns, as described above, involves considerable computational complexity because the climb profile of any aircraft has to be calculated separately for each ground track that it follows. But changes to the vertical profile caused by turns usually have a markedly smaller influence on the contours than the changes of bank angle, and some users may prefer to avoid the complexity — at the cost of some loss of precision — by disregarding the effects of turns on profiles while still accounting for the bank angle in the calculation of lateral sound emission (see Section 2.7.19). Under this approximation profile points for a particular aircraft operation are calculated once only, assuming a straight ground track (for which $\epsilon = 0$).

B5 TAKEOFF GROUND ROLL

Take-off thrust accelerates the aeroplane along the runway until lift-off. Calibrated airspeed is then assumed to be constant throughout the initial part of the climbout. Landing gear, if retractable, is assumed to be retracted shortly after lift-off.

For the purpose of this document, the actual takeoff ground-roll is approximated by an equivalent take-off distance (into a default headwind of 8 kt), s_{TO8} , defined as shown in **Figure B-1**, as the distance along the runway from brake release to the point where a straight line extension of the initial landing-gear-retracted climb flight path intersects the runway.

Figure B-1

Equivalent takeoff distance

Aerodrome designation	Hypothetical Airport	
Coordinate system	UTM, Zone 15, Datum WGS-84	
Aerodrome reference point, ARP	3 600 000 m E	6 300 000 m N
	Mid-point of runway 09L-27R	
Altitude of ARP	120 m /	
Average air temperature at ARP (*)	12,0 °C	
Average relative humidity at ARP (*)	60 %	
Average wind speed & direction (*)	5 kt	270 degrees
Source of topographical data	Unknown	
(*) Repeat for each time interval of interest (time of day, season, etc.)		

On a level runway, the equivalent takeoff ground-roll distance s_{TO8} in feet is determined from

$s_{TO8} = \frac{B_d \times \theta \times (W/\delta)^2}{N \times (F_{th}/\delta)}$	(B-9)
--	-------

where

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B_8 is a coefficient appropriate to a specific aeroplane/flap-deflection combination for the ISA reference conditions, including the 8-knot headwind, ft/lbf

W is the aeroplane gross weight at brake release, lbf

N is the number of engines supplying thrust.

Note:

Since equation B-9 accounts for variation of thrust with airspeed and runway elevation, for a given aeroplane the coefficient B_8 depends only on flap deflection.

For headwind other than the default 8 kt, the takeoff ground-roll distance is corrected by using:

$S_{TOw} = S_{TO8} \times \frac{(V_C - w)^2}{(V_C - 8)^2}$	(B-10)
--	--------

where

S_{TOw} is the ground-roll distance corrected for headwind w , ft

V_C (in this equation) is the calibrated speed at takeoff rotation, kt

w is the headwind, kt

The takeoff ground-roll distance is also corrected for runway gradient as follows:

$S_{TOG} = S_{TOw} \times \frac{a}{(a - g \times G_R)}$	(B-11)
---	--------

where

S_{TOG} is the ground-roll distance (ft) corrected for headwind and runway gradient,

a is the average acceleration along the runway, equal to $(V_C \times \sqrt{g})^2 / (2 \times S_{TOw})$, ft/s²

G_R is the runway gradient; positive when taking-off uphill

B6 CLIMB AT CONSTANT SPEED

This type of segment is defined by the aeroplane's calibrated airspeed, flap setting, and the height and bank angle at its end, together with the headwind speed (default 8 kt). As for any segment, the segment start parameters including corrected net thrust are put equal to those at the end of the preceding segment — there are no discontinuities (except of flap angle and bank angle which, in these calculations, are allowed to change in steps). The net thrusts at the segment end are first calculated using the appropriate equation from B-1 to B-5. The average geometric climb angle g (see **Figure B-1**) is then given by

Runway designation	09L (B-12)	
Start of runway	3 599 000 m E	6 302 000 m N
End of runway	3 603 000 m E	6 302 000 m N
Start of roll	3 599 000 m E	6 302 000 m N
Landing threshold	3 599 700 m E	6 302 000 m N
Altitude of start of runway	110 m	
Mean runway gradient	0,001	

where the over-bars denote mid-segment values (= average of start-point and end-point values — generally the mid-segment values) and

K is a speed-dependent constant equal to 1,01 when $V_C \leq 200$ kt or 0,95 otherwise. This constant accounts for the effects on climb gradient of climbing into an 8-knot headwind and the acceleration inherent in climbing at constant calibrated airspeed (true speed increases as air density diminishes with height).

R is the ratio of the aeroplane's drag coefficient to its lift coefficient appropriate to the given flap setting. The landing gear is assumed to be retracted.

ε Bank angle, radians

The climb angle is corrected for headwind w using:

$$\gamma_w = \gamma \times \frac{(V_C - \varepsilon)}{(V_C - w)} \quad (\text{B-13})$$

where γ_w is the average climb angle corrected for headwind.

The distance that the aeroplane traverses along the ground track, Δs , while climbing at angle γ_w , from an initial altitude h_1 to a final altitude h_2 is given by

$$\Delta s = \frac{(h_2 - h_1)}{\tan \gamma_w} \quad (\text{B-14})$$

As a rule, two distinct phases of a departure profile involve climb at constant airspeed. The first, sometime referred to as the *initial climb segment* is immediately after lift-off, where safety requirements dictate that the aeroplane is flown at a minimum airspeed of least the takeoff safety speed. This is a regulated speed and should be achieved by 35 ft above the runway during normal operation. However, it is common practice to maintain an initial climb speed slightly beyond the takeoff safety speed, usually by 10-20 kt, as this tends to improve the initial climb gradient achieved. The second is after flap retraction and initial acceleration, referred to as *continuing climb*.

During the initial climb, the airspeed is dependent on the takeoff flap setting and the aeroplane gross weight. The calibrated initial climb speed V_{CTO} is calculated using the first order approximation:

$$V_{CTO} = C \times \sqrt{W} \quad (\text{B-15})$$

where C is a coefficient appropriate to the flap setting (kt/ $\sqrt{\text{lbf}}$), read from the ANP database. For continuing climb after acceleration, the calibrated airspeed is a user input parameter.

B7 POWER CUTBACK (TRANSITION SEGMENT)

Power is reduced, or *cut back*, from take-off setting at some point after takeoff in order to extend engine life and often to reduce noise in certain areas. Thrust is normally cut back during either a constant speed climb segment (**Section B6**) or an acceleration segment (**Section B8**). As it is a relatively brief process, typically of only 3-5 seconds' duration, is it modelled by adding a 'transition segment' to the primary segment. This is usually taken to cover a horizontal ground distance of 1 000 ft (305 m).

Amount of thrust reduction

In normal operation the engine thrust is reduced to the maximum climb thrust setting. Unlike the take-off thrust, climb thrust can be sustained indefinitely, usually in practice until the aeroplane has reached its initial cruise altitude. The maximum climb thrust level is determined with equation B-1 using the manufacturer supplied maximum thrust coefficients. However, noise abatement requirements may call for additional thrust reduction, sometimes referred to as a deep cutback. For safety purposes the maximum thrust reduction is limited⁽²⁸⁾ to an amount determined by the performance of the aeroplane and the number of engines.

The minimum 'reduced-thrust' level is sometimes referred to as the engine-out 'reduced thrust':

$$(F_n / \delta)_{engine.out} = \frac{(W/\delta_2)}{(N-1)} \times \left[\frac{\sin(\arctan(0,01 \times G'))}{K} + \frac{R}{\cos \epsilon} \right] \quad (\text{B-16})$$

where

- δ_2 is the pressure ratio at altitude h_2
- G' is the engine-out percentage climb gradient:
- = 0 % for aeroplanes with automatic thrust restoration systems; otherwise,
 - = 1,2 % for 2-engine aeroplane
 - = 1,5 % for 3-engine aeroplane
 - = 1,7 % for 4-engine aeroplane

Constant speed climb segment with cutback

The climb segment gradient is calculated using equation B-12, with thrust calculated using either B-1 with maximum climb coefficients, or B-16 for reduced thrust. The climb segment is then broken into two sub-segments, both having the same climb angle. This is illustrated in **Figure B-2**.

Figure B-2

Constant speed climb segment with cutback (illustration — not to scale)

Track No		001			
Track designation		Dep 01 — 09L			
From runway		09L			
Type of track		Departure			
Displacement from start of roll		0 m			
Number of subtracks:		7			
Backbone track description					
Segment No	Straight [m]	Curve			Standard deviation for lateral dispersion at segment end [m]
		L/R	Heading change [°]	Radius [m]	
1	10 000				2 000
3		R	90,00	3 000	2 500
4	20 000				3 000

The first sub-segment is assigned a 1 000 ft (304 m) ground distance, and the corrected net thrust per engine at the end of 1 000 ft is set equal to the cutback value. (If the original horizontal distance is less than 2 000 ft, one half of the segment is used to cutback thrust.) The final thrust on the second sub-segment is also set equal to the cutback thrust. Thus, the second sub-segment is flown at constant thrust.

B8 ACCELERATING CLIMB AND FLAP RETRACTION

This usually follows the initial climb. As for all flight segments, the start-point altitude h_1 , true airspeed V_{T1} , and thrust $(F_n/\delta)_1$ are those from the end of the preceding segment. The end-point calibrated airspeed V_{C2} and the average climb rate ROC are user inputs (bank angle ϵ is a function of speed and radius of turn). As they are interdependent, the end altitude h_2 , end true airspeed V_{T2} , end thrust $(F_n/\delta)_2$ and segment track length Δs have to be calculated by iteration; the end altitude h_2 is guessed initially and then recalculated repeatedly using equations B-16 and B-17 until the difference between successive estimates is less than a specified tolerance, e.g. one foot. A practical initial estimate is $h_2 = h_1 + 250$ feet.

The segment track length (horizontal distance covered) is estimated as:

$S_{seg} = 0,95 \times k^2 \times (V_2^{T2} - V_2^{T1}) / 2 (\alpha_{max} - G \times g)$	(B-17)
--	--------

where

- 0,95 is a factor to account for effect of 8 kt headwind when climbing at 160 kt
- k is a constant to convert knots to ft/sec = 1,688 ft/s per kt
- V_{T2} = true airspeed at segment end, kt:
 $V_{T2} = V_{C2} / \sqrt{\sigma_2}$
- where σ_2 = air density ratio at end altitude h_2
- α_{max} = maximum acceleration in level flight (ft/s²)

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Track No		002			
Track designation		App 01 — 09L — Disp 300			
From runway		09L			
Type of track		Approach			
Displacement from landing threshold		300 m			
Number of subtracks:		1			
Backbone track description					
Segment No	Straight [m]	Curve			Standard deviation for lateral dispersion at segment end [m]
		L/R	Heading change [°]	Radius [m]	
1	30 000				0
Approach track information					
Glide angle for approach tracks					2,7°
Flight altitude at glide slope interception					4 000 ft

G

=

climb

gradient

Reference time period	366 d (01-01-2014 to 31-12-2014)	= 8 784 h
Time of day period I	From 7 to 19 h	= 12 h
Time of day period II	From 19 to 23 h	= 4 h
Time of day period III	From 23 to 7 h	= 8 h

where ROC = climb rate, ft/min

Using this estimate of Δs , the end altitude h_2' is then re-estimated using:

$h_2' = h_1 + s \cdot G/0,95$	(B-18)
-------------------------------	--------

As long as the error

$$|h_2' - h_2|$$

is outside the specified tolerance, the steps B-17 and B-18 are repeated using the current iteration segment-end values of altitude h_2 , true airspeed V_{T2} , corrected net thrust per engine $(F_n/\delta)_2$. When the error is within the tolerance, the iterative cycle is terminated and the acceleration segment is defined by the final segment-end values.

Note:

If during the iteration process $(a_{max} - G \cdot g) < 0,02$ g, the acceleration may be too small to achieve the desired V_{C2} in a reasonable distance. In this case, the climb gradient can be limited to $G = a_{max}/g - 0,02$, in effect reducing the desired climb rate in order to maintain acceptable acceleration. If $G < 0,01$ it should be concluded there is not enough thrust to achieve the

acceleration and climb rate specified; the calculation should be terminated and the procedure steps revised⁽²⁹⁾.

The acceleration segment length is corrected for headwind w by using:

$\Delta S_w = \Delta s \times \frac{(V_T - w)}{(V_T - s)}$	(B-19)
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Accelerating segment with cutback

Thrust cutback is inserted into an acceleration segments in the same way as for a constant speed segment; by turning its first part into a transition segment. The cutback thrust level is calculated as for the constant-speed cutback thrust procedure, using equation B-1 only. Note it is not generally possible to accelerate and climb whilst maintaining the minimum engine-out thrust setting. The thrust transition is assigned a 1 000 ft (305 m) ground distance, and the corrected net thrust per engine at the end of 1 000 ft is set equal to the cutback value. The speed at the end of the segment is determined by iteration for a segment length of 1 000 ft. (If the original horizontal distance is less than 2 000 ft, one half of the segment is used for thrust change.) The final thrust on the second sub-segment is also set equal to the cutback thrust. Thus, the second sub-segment is flown at constant thrust.

B9 ADDITIONAL CLIMB AND ACCELERATION SEGMENTS AFTER FLAP RETRACTION

If additional acceleration segments are included in the climbout flight path, equations B-12 to B-19 should be used again to calculate the ground-track distance, average climb angle, and height gain for each. As before, the final segment height must be estimated by iteration.

B10 DESCENT AND DECELERATION

Approach flight normally requires the aeroplane to descend and decelerate in preparation for the final approach segment where the aeroplane is configured with approach flap and gear down. The flight mechanics are unchanged from the departure case; the main difference is that the height and speed profile is generally known, and it is the engine thrust levels that must be estimated for each segment. The basic force balance equation is:

$F_n / \delta = W \times \frac{R \times \cos \gamma + \sin \gamma + \alpha / g}{N \times \delta}$	(B-20)
---	--------

Equation B-20 may be used in two distinct ways. First the aeroplane speeds at the start and end of a segment may be defined, along with a descent angle (or level segment distance) and initial and final segment altitudes. In this case the deceleration may be calculated using:

$\alpha = \frac{(V_2 / \cos \gamma)^2 - (V_1 / \cos \gamma)^2}{(2 \times \Delta s / \cos \gamma)}$	(B-21)
--	--------

where Δs is the ground distance covered and V_1 and V_2 and are the initial and final groundspeeds calculated using

$V = \frac{V_C \times \cos \gamma}{\sqrt{\delta}} - w$	(B-22)
--	--------

Equations B-20, B-21 and B-22 confirm that whilst decelerating over a specified distance at a constant rate of descent, a stronger headwind will result in more thrust being required to

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maintain the same deceleration, whilst a tailwind will require less thrust to maintain the same deceleration.

In practice most, if not all decelerations during approach flight are performed at idle thrust. Thus for the second application of equation B-20, thrust is defined at an idle setting and the equation is solved iteratively to determine (1) the deceleration and (2) the height at the end of the deceleration segment — in a similar manner to the departure acceleration segments. In this case, deceleration distance can be very different with head and tail winds and it is sometimes necessary to reduce the descent angle in order to obtain reasonable results.

For most aeroplanes, idle thrust is not zero and, for many, it is also a function of flight speed. Thus, equation B-20 is solved for the deceleration by inputting an idle thrust; the idle thrust is calculated using an equation of the form:

$(F_n/\delta)_{idle} = E_{idle} + F_{idle} \cdot V_C + G_{A,idle} \cdot h + G_{B,idle} \cdot h^2 + H_{idle} \cdot T$	(B-23)
--	--------

where (E_{idle} , F_{idle} , $G_{A,idle}$, $G_{B,idle}$ and H_{idle}) are idle thrust engine coefficients available in the ANP database.

B11 LANDING APPROACH

The landing approach calibrated airspeed, V_{CA} , is related to the landing gross weight by an equation of the same form as equation B-11, namely

$V_{CA} \approx D \times \sqrt{W}$	(B-24)
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where the coefficient D (kt/ $\sqrt{\text{lbf}}$) corresponds to the landing flap setting.

The corrected net thrust per engine during descent along the approach glideslope is calculated by solving equation B-12 for the landing weight W and a drag-to-lift ratio R appropriate for the flap setting with landing gear extended. The flap setting should be that typically used in actual operations. During landing approach, the glideslope descent angle γ may be assumed constant. For jet-powered and multi-engine propeller aeroplanes, γ is typically -3° . For single-engine, propeller-powered aeroplanes, γ is typically -5° .

The average corrected net thrust is calculated by inverting equation B-12 using $K = 1,03$ to account for the deceleration inherent in flying a descending flight path into an 8-knot reference headwind at the constant calibrated airspeed given by equation B-24, i.e.

AIR TRAFFIC DESCRIPTION DATA SHEET — MOVEMENTS PER TRACK (B-25)			
Ground track No		001	
Track designation		Dep 01 — 09L	
Aircraft designation	Movements during time period		
	I	II	III
A/C 1, Dep.1	20 000	4 000	1 000
A/C 2, Dep.4	10 000	5 000	500
A/C 4, Dep.3	2 000	300	0
Ground track No		002	
Track designation		Dep 01 — 09L — Disp 300	
Aircraft designation	Movements during time period		
	I	II	III
A/C 1, App.1	18 000	2 000	5 000
A/C 2, App.1	10 000	3 000	2 500
A/C 4, App.1	1 300	0	1 000

For headwinds other than 8 kt, average corrected net thrust becomes

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Aircraft designation		B727C3 (B-26)		
NPD-Identifier from ANP database		JT8E5		
No of engines		3		
Mode of operation		Departure		
Actual aircraft mass [t]		71,5		
Headwind [m/s]		5		
Temperature [°C]		20		
Airport elevation [m]		83		
Segment No	Dist. from RP ⁽¹⁾ [m]	Height [m]	Ground speed [m/s]	Engine Power ⁽²⁾
1	0	0	0	14 568
2	2 500	0	83	13 335
3	3 000	117	88	13 120
4	4 000	279	90	13 134
5	4 500	356	90	13 147
6	5 000	431	90	13 076
7	6 000	543	90	13 021
8	7 000	632	93	12 454
9	8 000	715	95	10 837
10	10 000	866	97	10 405
11	12 000	990	102	10 460
12	14 000	1 122	111	10 485
13	16 000	1 272	119	10 637
14	18 000	1 425	125	10 877
15	20 000	1 581	130	10 870
16	25 000	1 946	134	10 842
17	30 000	2 242	142	10 763
⁽¹⁾ The reference point RP is the start of roll for departures and the landing threshold for approaches. ⁽²⁾ Units corresponding to units in ANP database.				

The horizontal distance covered is calculated by:

$$\Delta S = \frac{(h_2 - h_1)}{\tan \gamma}$$

(B-27)

(positive since $h_1 > h_2$ and γ is negative).

Appendix C

Modelling of lateral ground track spreading

It is recommended that, in the absence of radar data, lateral ground track dispersion be modelled on the assumption that the spread of tracks perpendicular to the backbone track follows a Gaussian normal distribution. Experience has shown that this assumption is a reasonable one in most cases.

Assuming a Gaussian distribution with a standard deviation S , illustrated in **Figure C-1**, about 98,8 percent of all movements fall within boundaries of $\pm 2,5 \cdot S$ (i.e. within a swathe of width of $5 \cdot S$).

Figure C-1

Subdivision of a ground track into 7 subtracks

(The width of the swathe is 5 times the standard deviation of the ground track spreading)

$$\gamma = \arcsin \left(K \cdot \left[N \cdot \frac{\overline{F_n / \delta}}{W / \delta} - \frac{R}{\cos \varepsilon} \right] \right)$$

A Gaussian distribution can normally be modelled adequately using 7 discrete sub-tracks evenly spaced between the $\pm 2,5 \cdot S$ boundaries of the swathe as shown in **Figure C-1**.

However, the adequacy of the approximation depends on the relationship of the sub-track track separation to the heights of the aircraft above. There may be situations (very tight or very dispersed tracks) where a different number of subtracks is more appropriate. Too few subtracks cause 'fingers' to appear in the contour. **Tables C-1** and **C-2** show the parameters for a subdivision into between 5 and 13 subtracks. **Table C-1** shows the location of the particular subtracks, **Table C-2** the corresponding percentage of movements on each subtrack.

TABLE C-1

Location of 5, 7, 9, 11 or 13 subtracks(The overall width of the swathe (containing 98 % of all movements) is 5 times the standard deviation)

Subtrack number	Location of subtracks for subdivision into				
	5 subtracks	7 subtracks	9 subtracks	11 subtracks	13 subtracks
12/13					$\pm 2,31 \cdot S$
10/11				$\pm 2,27 \cdot S$	$\pm 1,92 \cdot S$
8/9			$\pm 2,22 \cdot S$	$\pm 1,82 \cdot S$	$\pm 1,54 \cdot S$
6/7		$\pm 2,14 \cdot S$	$\pm 1,67 \cdot S$	$\pm 1,36 \cdot S$	$\pm 1,15 \cdot S$
4/5	$\pm 2,00 \cdot S$	$\pm 1,43 \cdot S$	$\pm 1,11 \cdot S$	$\pm 0,91 \cdot S$	$\pm 0,77 \cdot S$
2/3	$\pm 1,00 \cdot S$	$\pm 0,71 \cdot S$	$\pm 0,56 \cdot S$	$\pm 0,45 \cdot S$	$\pm 0,38 \cdot S$
1	0	0	0	0	0

TABLE C-2

Percentage of movements on 5, 7, 9, 11 or 13 subtracks(The overall width of the swathe (containing 98 % of all movements) is 5 times the standard deviation)

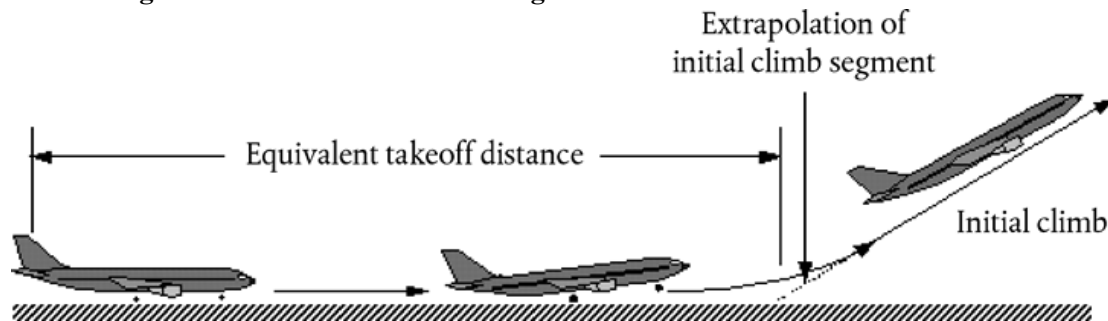
Subtrack number	Percentage of movements on subtrack for subdivision into				
	5 subtracks	7 subtracks	9 subtracks	11 subtracks	13 subtracks
12/13					1,1 %
10/11				1,4 %	2,5 %
8/9			2,0 %	3,5 %	4,7 %
6/7		3,1 %	5,7 %	7,1 %	8,0 %
4/5	6,3 %	10,6 %	12,1 %	12,1 %	11,5 %
2/3	24,4 %	22,2 %	19,1 %	16,6 %	14,4 %
1	38,6 %	28,2 %	22,2 %	18,6 %	15,6 %

Appendix D

Recalculation of NPD-data for non-reference conditions

The noise level contributions from each segment of the flight path are derived from the NPD-data stored in the international ANP database. However it must be noted that these data have been normalised using average atmospheric attenuation rates defined in SAE AIR-1845. Those rates are averages of values determined during aircraft noise certification testing in Europe and the USA. The wide variation of atmospheric conditions (temperature and relative humidity) in those tests is shown in **Figure D-1**.

Figure D-1

Meteorological conditions recorded during noise certification tests

The curves overlaid on **Figure D-1**, calculated using an industry standard atmospheric attenuation model ARP 866A, illustrate that across the test conditions a substantial variation of high frequency (8 kHz) sound absorption would be expected (although the variation of overall absorption would be rather less).

Because the attenuation rates, given in **Table D-1**, are arithmetic averages, the complete set cannot be associated with a single reference atmosphere (i.e. with specific values of temperature and relative humidity). They can only be thought of as properties of a purely notional atmosphere — referred to as the ‘AIR-1845 atmosphere’.

TABLE D-1

Average atmospheric attenuation rates used to normalise NPD data in the ANP database

Centre frequency of 1/3-octave band [Hz]	Attenuation rate [dB/100 m]	Centre frequency of 1/3-octave band [Hz]	Attenuation rate [dB/100 m]
50	0,033	800	0,459
63	0,033	1 000	0,590
80	0,033	1 250	0,754
100	0,066	1 600	0,983
125	0,066	2 000	1,311
160	0,098	2 500	1,705
200	0,131	3 150	2,295
250	0,131	4 000	3,115

315	0,197	5 000	3,607
400	0,230	6 300	5,246
500	0,295	8 000	7,213
630	0,361	10 000	9,836

The attenuation coefficients in **Table D-1** may be assumed valid over reasonable ranges of temperature and humidity. However, to check whether adjustments may be necessary, ARP-866A should be used to calculate average atmospheric absorption coefficients for the average airport temperature T and relative humidity RH . Where, from a comparison of these with those in **Table D-1**, it is judged that adjustment is required the following methodology should be used.

The ANP database provides the following NPD data for each power setting:

- maximum sound level versus slant distance, $L_{max}(d)$
- time integrated level versus distance for the reference airspeed, $L_E(d)$, and
- unweighted reference sound spectrum at a slant distance of 305 m (1 000 ft), $L_{n,ref}(d_{ref})$ where n = frequency band (ranging from 1 to 24 for 1/3-octave bands with centre frequencies from 50 Hz to 10 kHz),

all data being normalised to the AIR-1845 atmosphere.

Adjustment of the NPD curves to user-specified conditions T and RH is performed in three steps:

1. First the reference spectrum is corrected to remove the SAE AIR-1845 atmospheric attenuation $\alpha_{n,ref}$.

$$L_n(d_{ref}) = L_{n,ref}(d_{ref}) + \alpha_{n,ref} \cdot d_{ref} \quad (D-1)$$

where $L_n(d_{ref})$ is the unattenuated spectrum at $d_{ref}=305$ m and $\alpha_{n,ref}$ is the coefficient of atmospheric absorption for the frequency band n taken from **Table D-1** (but expressed in dB/m).

2. Next the corrected spectrum is adjusted to each of the 10 standard NPD distances d_i using attenuation rates for both (i) the SAE AIR-1845 atmosphere and (ii) the user-specified atmosphere (based on SAE ARP-866A).

- (i) For the SAE AIR-1845 atmosphere:

$$\frac{L_{n,ref}(d_i)}{\alpha_{n,ref} \cdot d_i} = \frac{L_n(d_{ref})}{\alpha_{n,ref} \cdot d_{ref}} - 20 \cdot \lg(d_i/d_{ref}) \quad (D-2)$$

- (ii) For the user atmosphere:

$$\frac{L_{n,866A}(T,RH,d_i)}{\alpha_{n,866A}(T,RH) \cdot d_i} = \frac{L_n(d_{ref})}{\alpha_{n,866A}(T,RH) \cdot d_{ref}} - 20 \cdot \lg(d_i/d_{ref}) \quad (D-3)$$

where $\alpha_{n,866A}$ is the coefficient of atmospheric absorption for the frequency band n (expressed in dB/m) calculated using SAE ARP-866A with temperature T , and relative humidity RH .

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3. At each NPD distance d_i the two spectra are A-weighted and decibel-summed to determine the resulting A-weighted levels $L_{A,866A}$ and $L_{A,ref}$ — which are then subtracted arithmetically:

$$\Delta L(T, RH, d_i) = L_{A,866A} - L_{A,ref} = 10 \times \lg \sum_{n=1}^{24} 10^{(L_{n,866A}(T, RH, d_i) - A_n)/10} - 10 \times \lg \sum_{n=1}^{24} 10^{(L_{n,ref}(d_i) - A_n)/10} \quad (D-4)$$

The increment ΔL is the difference between the NPDs in the user-specified atmosphere and the reference atmosphere. This is added to the ANP database NPD data value to derive the adjusted NPD data.

Applying ΔL to adjust both L_{max} and L_E NPDs effectively assumes that different atmospheric conditions affect the reference spectrum only and have no effect on the shape of the level-time-history. This may be considered valid for typical propagation ranges and typical atmospheric conditions.

Appendix E

The finite segment correction

This appendix outlines the derivation of the finite segment correction and the associated energy fraction algorithm described in Section 2.7.19.

E1 GEOMETRY

The energy fraction algorithm is based on the sound radiation of a ‘fourth-power’ 90-degree dipole sound source. This has directional characteristics which approximate those of jet aircraft sound, at least in the angular region that most influences sound event levels beneath and to the side of the aircraft flight path.

Figure E-1

Geometry between flight path and observer location O

Aircraft designation from ANP database		B727C3		
NPD-Identifier from ANP database		JT8E5		
No of engines		3		
Mode of operation		Departure		
Actual aircraft mass [t]		71,5		
Headwind [m/s]		5		
Temperature [°C]		15		
Airport elevation [m]		100		
Segment No	Mode	Target	Flaps	Engine Power
1	Takeoff		5	Takeoff
2	Initial Climb	Altitude 1 500 ft	5	Takeoff
3	Retract Flaps	210 kts IAS ROC 750 ft/min	0	Max. Climb
4	Accelerate	250 kts IAS ROC 1 500 ft/min	0	Max. Climb
5	Climb	10 000 ft	0	Max. Climb

Figure E-1 illustrates the geometry of sound propagation between the flight path and the observer location **O**. The aircraft at **P** is flying in still uniform air with a constant speed on a straight, level flight path. Its closest point of approach to the observer is **P_p**. The parameters are:

d	distance from the observer to the aircraft
d_p	perpendicular distance from the observer to the flight path (slant distance)
q	distance from P to P_p = $-V \cdot \tau$
V	speed of the aircraft

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t	time at which the aircraft is at point P
t_p	time at which the aircraft is located at the point of closest approach P_p
τ	flight time = time relative to time at P_p = $t - t_p$
ψ	angle between flight path and aircraft-observer vector

It should be noted that, since the flight time τ relative to the point of closest approach is negative when the aircraft is before the observer position (as shown in **Figure E-1**), the relative distance q to the point of closest approach becomes positive in that case. If the aircraft is ahead of the observer, q becomes negative.

E2 ESTIMATION OF THE ENERGY FRACTION

The basic concept of the energy fraction is to express the noise exposure E produced at the observer position from a flight path segment **P₁P₂** (with a start-point **P₁** and an end-point **P₂**) by multiplying the exposure E_∞ from the whole infinite path flyby by a simple factor — the *energy fraction factor* F :

$E = F \cdot E_\infty$	(E-1)
------------------------	-------

Since the exposure can be expressed in terms of the time-integral of the mean-square (weighted) sound pressure level, i.e.

$E = \text{const} \times \int p^2(\tau) d\tau$	(E-2)
--	-------

to calculate E , the mean-square pressure has to be expressed as a function of the known geometric and operational parameters. For a 90° dipole source,

$p^2 = p_2^2 \times \frac{d_2^2}{d^2} \times \sin^2 \psi = p_2^2 \times \frac{d_2^4}{d^4}$	(E-3)
--	-------

where p^2 and p_p^2 are the observed mean-square sound pressures produced by the aircraft as it passes points **P** and **P_p**.

This relatively simple relationship has been found to provide a good simulation of jet aircraft noise, even though the real mechanisms involved are extremely complex. The term d_p^2/d^2 in equation E-3 describes just the mechanism of spherical spreading appropriate to a point source, an infinite sound speed and a uniform, non-dissipative atmosphere. All other physical effects — source directivity, finite sound speed, atmospheric absorption, Doppler-shift etc. — are implicitly covered by the $\sin^2 \psi$ term. This factor causes the mean square pressure to decrease inversely as d^4 ; whence the expression ‘fourth power’ source.

Introducing the substitutions

$$d^2 = d_2^2 + q^2 = d_2^2 + (V \times \tau)^2$$

and

$$\left(\frac{d}{d_2}\right)^2 = 1 + \left(\frac{V \times \tau}{d_2}\right)^2$$

the mean-square pressure can be expressed as a function of time (again disregarding sound propagation time):

$p^2 = p_2^p \times \left(1 + \left(\frac{V_{\text{xt}}}{d_p} \right)^2 \right)^{-2}$	(E-4)
---	-------

Putting this into equation (E-2) and performing the substitution

$\alpha = \frac{V_{\text{xt}}}{d_p}$	(E-5)
--------------------------------------	-------

the sound exposure at the observer from the flypast between the time interval $[\tau_1, \tau_2]$ can be expressed as

$E = \text{const} \times p_2^p \times \frac{d_p}{V} \times \int_{\alpha_1}^{\alpha_2} \frac{1}{(1+\alpha^2)^2} d\alpha$	(E-6)
---	-------

The solution of this integral is:

$E = \text{const} \times p_2^p \times \frac{d_p}{V} \times \frac{1}{2} \left(\frac{\alpha_2}{1+\alpha_2^2} + \arctan \alpha_2 - \frac{\alpha_1}{1+\alpha_1^2} - \arctan \alpha_1 \right)$	(E-7)
--	-------

Integration over the interval $[-\infty, +\infty]$ (i.e. over the whole infinite flight path) yields the following expression for the total exposure E_∞ :

$E_\infty = \text{const} \times \frac{\pi}{2} \times p_2^p \times \frac{d_p}{V}$	(E-8)
--	-------

and hence the energy fraction according to equation E-1 is

$F = \frac{1}{\pi} \left(\frac{\alpha_2}{1+\alpha_2^2} + \arctan \alpha_2 - \frac{\alpha_1}{1+\alpha_1^2} - \arctan \alpha_1 \right)$	(E-9)
--	-------

E3 CONSISTENCY OF MAXIMUM AND TIME INTEGRATED METRICS — THE SCALED DISTANCE

A consequence of using the simple dipole model to define the energy fraction is that it implies a specific theoretical difference ΔL between the event noise levels L_{max} and L_E . If the contour model is to be internally consistent, this needs to equal the difference of the values determined from the NPD curves. A problem is that the NPD data are derived from actual aircraft noise measurements — which do not necessarily accord with the simple theory. The theory therefore needs an added element of flexibility. But in principal the variables α_1 and α_2 are determined by geometry and aircraft speed — thus leaving no further degrees of freedom. A solution is provided by the concept of a *scaled distance* d_λ as follows.

The exposure level $L_{E,\infty}$ as tabulated as a function of d_p in the ANP database for a reference speed V_{ref} can be expressed as

$L_{E,\infty}(V_{ref}) = 10 \times \lg \left[\frac{\int_{-\infty}^{\infty} p^2 \times dt}{p_2^p \times t_{ref}} \right]$	(E-10)
---	--------

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where p_0 is a standard reference pressure and t_{ref} is a reference time (= 1 s for SEL). For the actual speed V it becomes

$$L_{E,\infty}(V) = L_{E,\infty}(V_{ref}) + 10 \times \lg\left(\frac{V_{ref}}{V}\right) \quad (E-11)$$

Similarly the maximum event level L_{max} can be written

$$L_{max} = 10 \times \lg\left[\frac{p_2^2}{p_1^2}\right] \quad (E-12)$$

For the dipole source, using equations E-8, E-11 and E-12, noting that (from equations E-2 and E-8)

$$\int_{-\infty}^{\infty} p^2 \times dt = \frac{\pi}{2} \times p_2^2 \times \frac{d_p}{V}$$

, the difference ΔL can be written:

$$\Delta L = L_{E,\infty} - L_{max} = 10 \times \lg\left[\frac{V}{V_{ref}} \times \left(\frac{\pi}{2} p_2^2 \frac{d_p}{V}\right) \times \frac{1}{p_1^2 \times t_{ref}}\right] - 10 \times \lg\left[\frac{p_2^2}{p_1^2}\right] \quad (E-13)$$

This can only be equated to the value of ΔL determined from the NPD data if the slant distance d_p used to calculate the energy fraction is substituted by a *scaled distance* d_λ given by

$$d_\lambda = \frac{2}{\pi} \times V_{ref} \times t_{ref} \times 10^{(L_{E,\infty} - L_{max})/10} \quad (E-14a)$$

or

$$d_\lambda = d_0 \times 10^{(L_{E,\infty} - L_{max})/10} \quad (E-14b)$$

with

$$d_0 = \frac{2}{\pi} \times V_{ref} \times t_{ref}$$

Replacing d_p by d_λ in equation E-5 and using the definition $q = V\tau$ from **Figure E-1** the parameters α_1 and α_2 in equation E-9 can be written (putting $q = q_1$ at the start-point and $q - \lambda = q_2$ at the endpoint of a flight path segment of length λ) as

$$\alpha_1 = \frac{-q_1}{d_\lambda} \quad (E-15)$$

and

$$\alpha_2 = \frac{-q_1 + \lambda}{d_\lambda}$$

Having to replace the slant actual distance by scaled distance diminishes the simplicity of the fourth-power 90 degree dipole model. But as it is effectively calibrated *in situ* using data derived from measurements, the energy fraction algorithm can be regarded as semi-empirical rather than a pure theoretical.

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			4b	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			5									
Optimised brushed down concrete	70	80	1	-0,2	-0,7	0,6	1,0	1,1	-1,5	-2,0	-1,8	1,0
			2	-0,3	1,0	-1,7	-1,2	-1,6	-2,4	-1,7	-1,7	-6,6
			3	-0,3	1,0	-1,7	-1,2	-1,6	-2,4	-1,7	-1,7	-6,6
			4a	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			4b	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			5									
Fine broomed concrete	70	120	1	1,1	-0,5	2,7	2,1	1,6	2,7	1,3	-0,4	7,7
			2	0,0	3,3	2,4	1,9	2,0	1,2	0,1	0,0	3,7
			3	0,0	3,3	2,4	1,9	2,0	1,2	0,1	0,0	3,7
			4a	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			4b	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			5									
Worked surface	50	130	1	1,1	1,0	2,6	4,0	4,0	0,1	-1,0	-0,8	-0,2
			2	0,0	2,0	1,8	1,0	-0,7	-2,1	-1,9	-1,7	1,7
			3	0,0	2,0	1,8	1,0	-0,7	-2,1	-1,9	-1,7	1,7
			4a	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			4b	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			5									
Hard elements in herring-bone	30	60	1	8,3	8,7	7,8	5,0	3,0	-0,7	0,8	1,8	2,5
			2	8,3	8,7	7,8	5,0	3,0	-0,7	0,8	1,8	2,5
			3	8,3	8,7	7,8	5,0	3,0	-0,7	0,8	1,8	2,5
			4a	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			4b	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			5									
Hard elements not in herring-bone	30	60	1	12,3	11,9	9,7	7,1	7,1	2,8	4,7	4,5	2,9
			2	12,3	11,9	9,7	7,1	7,1	2,8	4,7	4,5	2,9
			3	12,3	11,9	9,7	7,1	7,1	2,8	4,7	4,5	2,9
			4a	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			4b	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			5									
Quiet hard elements	30	60	1	7,8	6,3	5,2	2,8	-1,9	-6,0	-3,0	-0,1	-1,7
			2	0,2	0,7	0,7	1,1	1,8	1,2	1,1	0,2	0,0

Status: This is the original version (as it was originally adopted).

Appendix G

Database for railway source

This appendix presents the database for most of the existing railway noise sources to be used to calculate railway noise following the method described in 2.3 Railway noise.

TABLE G-1

Coefficients $L_{r,TR,i}$ and $L_{r,VEH,i}$ for rail and wheel roughness

Wavelength	$L_{r,VEH,i}$				
	Min	Max	Cast iron tread brake	Composite brake	Disk brake
1 000 mm	- 15,0	25,0	2,2	- 4,0	- 5,9
800 mm	- 15,0	25,0	2,2	- 4,0	- 5,9
630 mm	- 15,0	25,0	2,2	- 4,0	- 5,9
500 mm	- 15,0	25,0	2,2	- 4,0	- 5,9
400 mm	- 15,0	25,0	2,2	- 4,0	- 5,9
315 mm	- 15,0	25,0	2,2	- 4,0	- 5,9
250 mm	- 15,0	25,0	2,2	- 4,0	2,3
200 mm	- 15,0	25,0	2,2	- 4,0	2,8
160 mm	- 15,0	25,0	2,4	- 4,0	2,6
120 mm	- 15,0	25,0	0,6	- 4,0	1,2
100 mm	- 15,0	25,0	2,6	- 4,0	2,1
80 mm	- 15,0	25,0	5,8	- 4,3	0,9
63 mm	- 15,0	25,0	8,8	- 4,6	- 0,3
50 mm	- 15,0	25,0	11,1	- 4,9	- 1,6
40 mm	- 15,0	25,0	11,0	- 5,2	- 2,9
31,5 mm	- 15,0	25,0	9,8	- 6,3	- 4,9
25 mm	- 15,0	25,0	7,5	- 6,8	- 7,0
20 mm	- 15,0	25,0	5,1	- 7,2	- 8,6
16 mm	- 15,0	25,0	3,0	- 7,3	- 9,3
12 mm	- 15,0	25,0	1,3	- 7,3	- 9,5
10 mm	- 15,0	25,0	0,2	- 7,1	- 10,1
8 mm	- 15,0	25,0	- 0,7	- 6,9	- 10,3
6,3 mm	- 15,0	25,0	- 1,2	- 6,7	- 10,3
5 mm	- 15,0	25,0	- 1,0	- 6,0	- 10,8
4 mm	- 15,0	25,0	0,3	- 3,7	- 10,9

3,2 mm	- 15,0	25,0	0,2	- 2,4	- 9,5
2,5 mm	- 15,0	25,0	1,3	- 2,6	- 9,5
2 mm	- 15,0	25,0	3,1	- 2,5	- 9,5
1,6 mm	- 15,0	25,0	3,1	- 2,5	- 9,5
1,2 mm	- 15,0	25,0	3,1	- 2,5	- 9,5
1 mm	- 15,0	25,0	3,1	- 2,5	- 9,5
0,8 mm	- 15,0	25,0	3,1	- 2,5	- 9,5
Wavelength	$L_{r,VEH,i}$				
	Min	Max	EN ISO 3095:2013(Well maintained and very smooth)	Average network(Normally maintained smooth)	
1 000 mm	- 15,0	22,0	17,1	11,0	
800 mm	- 15,0	22,0	17,1	11,0	
630 mm	- 15,0	22,0	17,1	11,0	
500 mm	- 15,0	22,0	17,1	11,0	
400 mm	- 15,0	22,0	17,1	11,0	
315 mm	- 15,0	22,0	15,0	10,0	
250 mm	- 15,0	22,0	13,0	9,0	
200 mm	- 15,0	22,0	11,0	8,0	
160 mm	- 15,0	22,0	9,0	7,0	
120 mm	- 15,0	22,0	7,0	6,0	
100 mm	- 15,0	22,0	4,9	5,0	
80 mm	- 15,0	22,0	2,9	4,0	
63 mm	- 15,0	22,0	0,9	3,0	
50 mm	- 15,0	22,0	- 1,1	2,0	
40 mm	- 15,0	22,0	- 3,2	1,0	
31,5 mm	- 15,0	22,0	- 5,0	0,0	
25 mm	- 15,0	22,0	- 5,6	- 1,0	
20 mm	- 15,0	22,0	- 6,2	- 2,0	
16 mm	- 15,0	22,0	- 6,8	- 3,0	
12 mm	- 15,0	22,0	- 7,4	- 4,0	
10 mm	- 15,0	22,0	- 8,0	- 5,0	
8 mm	- 15,0	22,0	- 8,6	- 6,0	
6,3 mm	- 15,0	22,0	- 9,2	- 7,0	

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5 mm	- 15,0	22,0	- 9,8	- 8,0
4 mm	- 15,0	22,0	- 10,4	- 9,0
3,2 mm	- 15,0	22,0	- 11,0	- 10,0
2,5 mm	- 15,0	22,0	- 11,6	- 11,0
2 mm	- 15,0	22,0	- 12,2	- 12,0
1,6 mm	- 15,0	22,0	- 12,8	- 13,0
1,2 mm	- 15,0	22,0	- 13,4	- 14,0
1 mm	- 15,0	22,0	- 14,0	- 15,0
0,8 mm	- 15,0	22,0	- 14,0	- 15,0

TABLE G-2

Coefficients $A_{3,i}$ for the contact filter

Wavelength	$A_{3,i}$						
	Min	Max	Axle load 50 kN — wheel diameter 360 mm	Axle load 50 kN — wheel diameter 680 mm	Axle load 25 kN — wheel diameter 920 mm	Axle load 50 kN — wheel diameter 920 mm	Axle load 100 kN — wheel diameter 920 mm
1 000 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
800 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
630 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
500 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
400 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
315 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
250 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
200 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
160 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
120 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
100 mm	- 30,0	0,0	0,0	0,0	0,0	0,0	0,0
80 mm	- 30,0	0,0	0,0	0,0	0,0	- 0,2	- 0,2
63 mm	- 30,0	0,0	0,0	- 0,2	- 0,2	- 0,5	- 0,6
50 mm	- 30,0	0,0	- 0,2	- 0,4	- 0,5	- 0,9	- 1,3
40 mm	- 30,0	0,0	- 0,5	- 0,7	- 0,9	- 1,6	- 2,2
31,5 mm	- 30,0	0,0	- 1,2	- 1,5	- 1,6	- 2,5	- 3,7
25 mm	- 30,0	0,0	- 2,0	- 2,8	- 2,5	- 3,8	- 5,8
20 mm	- 30,0	0,0	- 3,0	- 4,5	- 3,8	- 5,8	- 9,0

16 mm	- 30,0	0,0	- 4,3	- 7,0	- 5,8	- 8,5	- 11,5
12 mm	- 30,0	0,0	- 6,0	- 10,3	- 8,5	- 11,4	- 12,5
10 mm	- 30,0	0,0	- 8,4	- 12,0	- 12,0	- 12,0	- 12,0
8 mm	- 30,0	0,0	- 12,0	- 12,5	- 12,6	- 13,5	- 14,0
6,3 mm	- 30,0	0,0	- 11,5	- 13,5	- 13,5	- 14,5	- 15,0
5 mm	- 30,0	0,0	- 12,5	- 16,0	- 14,5	- 16,0	- 17,0
4 mm	- 30,0	0,0	- 13,9	- 16,0	- 16,0	- 16,5	- 18,4
3,2 mm	- 30,0	0,0	- 14,7	- 16,5	- 16,5	- 17,7	- 19,5
2,5 mm	- 30,0	0,0	- 15,6	- 17,0	- 17,7	- 18,6	- 20,5
2 mm	- 30,0	0,0	- 16,6	- 18,0	- 18,6	- 19,6	- 21,5
1,6 mm	- 30,0	0,0	- 17,6	- 19,0	- 19,6	- 20,6	- 22,4
1,2 mm	- 30,0	0,0	- 18,6	- 20,2	- 20,6	- 21,6	- 23,5
1 mm	- 30,0	0,0	- 19,6	- 21,2	- 21,6	- 22,6	- 24,5
0,8 mm	- 30,0	0,0	- 20,6	- 22,2	- 22,6	- 23,6	- 25,4

TABLE G-3

Coefficients $L_{H,TR,i}$, $L_{H,VEH,i}$ and $L_{H,VEH,SUP}$ for transfer functions (Values are expressed in Sound Power Level per axle)

Frequency $f_{H,TR,i}$	Coefficients								
	Min	Max	Monoblock sleeper on soft rail pad	Monoblock sleeper on medium stiffness rail pad	Monoblock on hard rail pad	Bi-block sleeper on soft rail pad	Bi-block sleeper on medium stiffness rail pad	Bi-block sleeper on hard rail pad	Wooden sleepers
50 Hz	0,0	140,0	53,3	50,9	50,1	50,9	50,0	49,8	44,0
63 Hz	0,0	140,0	59,3	57,8	57,2	56,6	56,1	55,9	51,0
80 Hz	0,0	140,0	67,2	66,5	66,3	64,3	64,1	64,0	59,9
100 Hz	0,0	140,0	75,9	76,8	77,2	72,3	72,5	72,5	70,8
125 Hz	0,0	140,0	79,2	80,9	81,6	75,4	75,8	75,9	75,1
160 Hz	0,0	140,0	81,8	83,3	84,0	78,5	79,1	79,4	76,9
200 Hz	0,0	140,0	84,2	85,8	86,5	81,8	83,6	84,4	77,2
250 Hz	0,0	140,0	88,6	90,0	90,7	86,6	88,7	89,7	80,9
316 Hz	0,0	140,0	91,0	91,6	92,1	89,1	89,6	90,2	85,3
400 Hz	0,0	140,0	94,5	93,9	94,3	91,9	89,7	90,2	92,5
500 Hz	0,0	140,0	97,0	95,6	95,8	94,5	90,6	90,8	97,0

Status: This is the original version (as it was originally adopted).

630 Hz	0,0	140,0	99,2	97,4	97,0	97,5	93,8	93,1	98,7
800 Hz	0,0	140,0	104,0	101,7	100,3	104,0	100,6	97,9	102,8
1 000 Hz	0,0	140,0	107,1	104,4	102,5	107,9	104,7	101,1	105,4
1 250 Hz	0,0	140,0	108,3	106,0	104,2	108,9	106,3	103,4	106,5
1 600 Hz	0,0	140,0	108,5	106,8	105,4	108,8	107,1	105,4	106,4
2 000 Hz	0,0	140,0	109,7	108,3	107,1	109,8	108,8	107,7	107,5
2 500 Hz	0,0	140,0	110,0	108,9	107,9	110,2	109,3	108,5	108,1
3 160 Hz	0,0	140,0	110,0	109,1	108,2	110,1	109,4	108,7	108,4
4 000 Hz	0,0	140,0	110,0	109,4	108,7	110,1	109,7	109,1	108,7
5 000 Hz	0,0	140,0	110,3	109,9	109,4	110,3	110,0	109,6	109,1
6 350 Hz	0,0	140,0	110,0	109,9	109,7	109,9	109,8	109,6	109,1
8 000 Hz	0,0	140,0	110,1	110,3	110,4	110,0	110,0	109,9	109,5
10 000 Hz	0,0	140,0	110,6	111,0	111,4	110,4	110,5	110,6	110,2
Frequency	L_{H,VEH,i}								
	Min	Max	Wheel with diameter 920 mm, no measure	Wheel with diameter 840 mm, no measure	Wheel with diameter 680 mm, no measure	Wheel with diameter 1 200 mm, no measure			
50 Hz	60,0	140,0	75,4	75,4	75,4	75,4			
63 Hz	60,0	140,0	77,3	77,3	77,3	77,3			
80 Hz	60,0	140,0	81,1	81,1	81,1	81,1			
100 Hz	60,0	140,0	84,1	84,1	84,1	84,1			
125 Hz	60,0	140,0	83,3	82,8	82,8	82,8			
160 Hz	60,0	140,0	84,3	83,3	83,3	83,3			
200 Hz	60,0	140,0	86,0	84,1	83,9	84,5			
250 Hz	60,0	140,0	90,1	86,9	86,3	90,4			
316 Hz	60,0	140,0	89,8	87,9	88,0	90,4			

Status: This is the original version (as it was originally adopted).

400 Hz	60,0	140,0	89,0	89,9	92,2	89,9
500 Hz	60,0	140,0	88,8	90,9	93,9	90,1
630 Hz	60,0	140,0	90,4	91,5	92,5	91,3
800 Hz	60,0	140,0	92,4	91,5	90,9	91,5
1 000 Hz	60,0	140,0	94,9	93,0	90,4	93,6
1 250 Hz	60,0	140,0	100,4	98,7	93,2	100,5
1 600 Hz	60,0	140,0	104,6	101,6	93,5	104,6
2 000 Hz	60,0	140,0	109,6	107,6	99,6	115,6
2 500 Hz	60,0	140,0	114,9	111,9	104,9	115,9
3 160 Hz	60,0	140,0	115,0	114,5	108,0	116,0
4 000 Hz	60,0	140,0	115,0	114,5	111,0	116,0
5 000 Hz	60,0	140,0	115,5	115,0	111,5	116,5
6 350 Hz	60,0	140,0	115,6	115,1	111,6	116,6
8 000 Hz	60,0	140,0	116,0	115,5	112,0	117,0
10 000 Hz	60,0	140,0	116,7	116,2	112,7	117,7

Frequency	L _{H,VEH,SUP,i}		
	Min	Max	EU standard
50 Hz	0,0	140,0	0,0
63 Hz	0,0	140,0	0,0
80 Hz	0,0	140,0	0,0
100 Hz	0,0	140,0	0,0
125 Hz	0,0	140,0	0,0
160 Hz	0,0	140,0	0,0
200 Hz	0,0	140,0	0,0
250 Hz	0,0	140,0	0,0
316 Hz	0,0	140,0	0,0
400 Hz	0,0	140,0	0,0
500 Hz	0,0	140,0	0,0
630 Hz	0,0	140,0	0,0
800 Hz	0,0	140,0	0,0
1 000 Hz	0,0	140,0	0,0
1 250 Hz	0,0	140,0	0,0
1 600 Hz	0,0	140,0	0,0
2 000 Hz	0,0	140,0	0,0
2 500 Hz	0,0	140,0	0,0

Status: This is the original version (as it was originally adopted).

3 160 Hz	0,0	140,0	0,0
4 000 Hz	0,0	140,0	0,0
5 000 Hz	0,0	140,0	0,0
6 350 Hz	0,0	140,0	0,0
8 000 Hz	0,0	140,0	0,0
10 000 Hz	0,0	140,0	0,0

TABLE G-4

Coefficients $L_{R,IMPACT,i}$ for impact noise

Wavelength	$L_{R,IMPACT,i}$		
	Min	Max	Single switch/joint/ crossing/100 m
1 000 mm	- 40	30	22,4
800 mm	- 40	30	22,4
630 mm	- 40	30	22,4
500 mm	- 40	30	23,8
400 mm	- 40	30	24,7
315 mm	- 40	30	24,7
250 mm	- 40	30	23,4
200 mm	- 40	30	21,7
160 mm	- 40	30	20,2
120 mm	- 40	30	20,4
100 mm	- 40	30	20,8
80 mm	- 40	30	20,9
63 mm	- 40	30	19,8
50 mm	- 40	30	18
40 mm	- 40	30	16
31,5 mm	- 40	30	13
25 mm	- 40	30	10
20 mm	- 40	30	6
16 mm	- 40	30	1
12 mm	- 40	30	- 4
10 mm	- 40	30	- 11
8 mm	- 40	30	- 16,5
6,3 mm	- 40	30	- 18,5

5 mm	- 40	30	- 21
4 mm	- 40	30	- 22,5
3,2 mm	- 40	30	- 24,7
2,5 mm	- 40	30	- 26,6
2 mm	- 40	30	- 28,6
1,6 mm	- 40	30	- 30,6
1,2 mm	- 40	30	- 32,6
1 mm	- 40	30	- 34
0,8 mm	- 40	30	- 34

TABLE G-5

Coefficients $L_{W,0,idling}$ for traction noise (Values are expressed in Sound Power Level per vehicle)

Frequency Hz	$L_{W,0,idling}$													
	Min		Max		Diesel locomotive (c. 800 kW)		Diesel locomotive (c. 200 kW)		Diesel multiple unit		Electric locomotive		Electric multiple unit	
	Source	Surface	Source	Surface	Source	Surface	Source	Surface	Source	Surface	Source	Surface	Source	Surface
50 Hz	0,0	0,0	140,0	140,0	98,9	103,2	99,4	103,7	82,6	86,9	87,9	92,2	80,5	84,8
63 Hz	0,0	0,0	140,0	140,0	94,8	100,0	107,3	112,5	82,5	87,7	90,8	96,0	81,4	86,6
80 Hz	0,0	0,0	140,0	140,0	92,6	95,5	103,1	106,0	89,3	92,2	91,6	94,5	80,5	83,4
100 Hz	0,0	0,0	140,0	140,0	94,6	94,0	102,1	101,5	90,3	89,7	94,6	94,0	82,2	81,6
125 Hz	0,0	0,0	140,0	140,0	92,8	93,3	99,3	99,8	93,5	94,0	94,8	95,3	80,0	80,5
160 Hz	0,0	0,0	140,0	140,0	92,8	93,6	99,3	100,1	99,5	100,3	96,8	97,6	79,7	80,5
200 Hz	0,0	0,0	140,0	140,0	93,0	92,9	99,5	99,4	98,7	98,6	104,0	103,9	79,6	79,5
250 Hz	0,0	0,0	140,0	140,0	94,8	92,7	101,3	99,2	95,5	93,4	100,8	98,7	96,4	94,3
316 Hz	0,0	0,0	140,0	140,0	94,6	92,4	101,1	98,9	90,3	88,1	99,6	97,4	80,5	78,3
400 Hz	0,0	0,0	140,0	140,0	95,7	92,8	102,2	99,3	91,4	88,5	101,7	98,8	81,3	78,4

Status: This is the original version (as it was originally adopted).

500 Hz	0,0	0,0	140,0	140,0	95,6	92,8	102,1	99,3	91,3	88,5	98,6	95,8	97,2	94,4
630 Hz	0,0	0,0	140,0	140,0	98,6	96,8	101,1	99,3	90,3	88,5	95,6	93,8	79,5	77,7
800 Hz	0,0	0,0	140,0	140,0	95,2	92,7	101,7	99,2	90,9	88,4	95,2	92,7	79,8	77,3
1 000 Hz	0,0	0,0	140,0	140,0	95,1	93,0	101,6	99,5	91,8	89,7	96,1	94,0	86,7	84,6
1 250 Hz	0,0	0,0	140,0	140,0	95,1	92,9	99,3	97,1	92,8	90,6	92,1	89,9	81,7	79,5
1 600 Hz	0,0	0,0	140,0	140,0	94,1	93,1	96,0	95,0	92,8	91,8	89,1	88,1	82,7	81,7
2 000 Hz	0,0	0,0	140,0	140,0	94,1	93,2	93,7	92,8	90,8	89,9	87,1	86,2	80,7	79,8
2 500 Hz	0,0	0,0	140,0	140,0	99,4	98,3	101,9	100,8	88,1	87,0	85,4	84,3	78,0	76,9
3 160 Hz	0,0	0,0	140,0	140,0	92,5	91,5	89,5	88,5	85,2	84,2	83,5	82,5	75,1	74,1
4 000 Hz	0,0	0,0	140,0	140,0	89,5	88,7	87,1	86,3	83,2	82,4	81,5	80,7	72,1	71,3
5 000 Hz	0,0	0,0	140,0	140,0	87,0	86,0	90,5	89,5	81,7	80,7	80,0	79,0	69,6	68,6
6 350 Hz	0,0	0,0	140,0	140,0	84,1	83,4	31,4	30,7	78,8	78,1	78,1	77,4	66,7	66,0
8 000 Hz	0,0	0,0	140,0	140,0	81,5	80,9	81,2	80,6	76,2	75,6	76,5	75,9	64,1	63,5
10 000 Hz	0,0	0,0	140,0	140,0	79,2	78,7	79,6	79,1	73,9	73,4	75,2	74,7	61,8	61,3

TABLE G-6

Coefficients $L_{W,0,1}$, $L_{W,0,2}$, α_1 , α_2 for aerodynamic noise (Values are expressed in Sound Power Level per vehicle (for a vehicle length of 20 m))

Frequency	Min		Max		Aerodynamic noise given at 300 km/h	
	α_1	α_2	α_1	α_2	α_1	α_2
	0	0	100	100	50	50
	L _{w,0,1}	L _{w,0,2}	L _{w,0,1}	L _{w,0,2}	L _{w,0,1}	L _{w,0,2}
50 Hz	0	0	140	140	112,6	36,7
63 Hz	0	0	140	140	113,2	38,5
80 Hz	0	0	140	140	115,7	39,0
100 Hz	0	0	140	140	117,4	37,5
125 Hz	0	0	140	140	115,3	36,8
160 Hz	0	0	140	140	115,0	37,1
200 Hz	0	0	140	140	114,9	36,4
250 Hz	0	0	140	140	116,4	36,2
316 Hz	0	0	140	140	115,9	35,9
400 Hz	0	0	140	140	116,3	36,3
500 Hz	0	0	140	140	116,2	36,3
630 Hz	0	0	140	140	115,2	36,3
800 Hz	0	0	140	140	115,8	36,2
1 000 Hz	0	0	140	140	115,7	36,5
1 250 Hz	0	0	140	140	115,7	36,4
1 600 Hz	0	0	140	140	114,7	105,2
2 000 Hz	0	0	140	140	114,7	110,3
2 500 Hz	0	0	140	140	115,0	110,4
3 160 Hz	0	0	140	140	114,5	105,6
4 000 Hz	0	0	140	140	113,1	37,2
5 000 Hz	0	0	140	140	112,1	37,5
6 350 Hz	0	0	140	140	110,6	37,9
8 000 Hz	0	0	140	140	109,6	38,4
10 000 Hz	0	0	140	140	108,8	39,2

TABLE G-7

Coefficients C_{bridge} for structural radiation

C_{bridge}			
min	max	Predominantly concrete or masonry bridges with any trackform	Predominantly steel bridges with ballasted track

Status: This is the original version (as it was originally adopted).

0	9	1	4
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Appendix H

Database for industrial source

This appendix presents a few examples for input values for some industrial noise sources that may be used to calculate industrial noise following the method described in 2.4 Industrial noise. As industrial noise sources are extremely specific for each industrial site, appropriate values are obtained from local, national or international databases or measurements as appropriate.

TABLE H-1

Coefficients L_W , $L_{W'}$ and $\Delta L_{W,dir,xyz}(x, y, z)$ for sound power

$\Delta L_{W,dir,xyz}(x, y, z)=0$

L_W is expressed as sound power per metre for line source, or per squared metre for area source.

Description of source	Type of source	Source directivity	L_W							
			63	125	250	500	1 000	2 000	4 000	8 000
Grit blasting outside with nozzle	PointSource	FreeField	108,77	110,37	112,77	107,77	104,37	98,07	97,07	86,97
Rotary kiln	LineSource	FreeField	79,27	84,17	86,67	89,27	93,07	93,47	92,07	87,77
Ship yard	AreaSource	HemiSpherical	65,77	69,07	74,57	62,17	63,97	66,77	70,97	68,07
Gas terminal	AreaSource	HemiSpherical	74,77	70,07	65,57	64,17	59,97	57,77	51,97	56,07

Status: This is the original version (as it was originally adopted).

Appendix I

Database for aircraft source — NPD data

This appendix presents the database for most of the existing aircraft noise sources to be used to calculate aircraft noise following the method described in 2.6 Aircraft noise.

TABLE I-1

Aerodynamic coefficients

ACFT_ID	OP_TYPE	FLAP_ID	B (ft/lb)	C (kt/ √lb)	D (kt/ √lb)	R
1900D	A	35-A			0,915858	0,130495
1900D	A	A_40D			0,416345	0,140491
1900D	A	ZERO-A				0,106643
1900D	D	17-D	0,060076	0,858496		0,072968
1900D	D	ZERO-D				0,094383
707320	A	D-25			0,307537	0,107756
707320	A	D-40			0,279116	0,134567
707320	A	D-50			0,275511	0,15472
707320	A	U-25				0,098219
707320	D	14	0,004514	0,312431		0,089316
707320	D	INT				0,072743
707320	D	ZERO				0,05617
707QN	A	D-25			0,307537	0,107756
707QN	A	D-40			0,279116	0,134567
707QN	A	D-50			0,275511	0,15472
707QN	A	U-25				0,098219
707QN	D	14	0,004514	0,312431		0,089316
707QN	D	INT				0,072743
707QN	D	ZERO				0,05617
717200	A	A_0U				0,06456
717200	A	A_13D				0,109249
717200	A	A_13U				0,095353
717200	A	A_18D				0,11009
717200	A	A_18U				0,095015
717200	A	A_40D			0,416345	0,140491
717200	D	T_00B				0,06

Status: This is the original version (as it was originally adopted).

717200	D	T_00C				0,06
717200	D	T_05H	0,011607	0,483254		0,075
717200	D	T_05M	0,011795	0,489068		0,075
717200	D	T_13A	0,010862	0,469923		0,078
720B	A	D-30			0,350247	0,109478
720B	A	D-50			0,339412	0,148843
720B	A	U-30				0,09805
720B	D	20	0,00573	0,356426		0,091933
720B	D	30	0,005238	0,340735		0,104243
720B	D	INT				0,074052
720B	D	ZERO				0,05617
727100	A	D-25			0,350485	0,128359
727100	A	D-30			0,343897	0,145903
727100	A	D-40			0,335992	0,186604
727100	A	U-15				0,090698
727100	A	U-25				0,113154
727100	D	2				0,0857
727100	D	5	0,008692	0,415048		0,088916
727100	D	15	0,008301	0,392649		0,095459
727100	D	25	0,007389	0,371567		0,115623
727100	D	ZERO				0,0636
727D15	A	D-25			0,383689	0,109535
727D15	A	D-30			0,368	0,1437
727D15	A	D-40			0,36	0,1844
727D15	A	U-15				0,089969
727D15	A	U-25				0,109535
727D15	D	2				0,0857
727D15	D	5	0,00924	0,409		0,0869
727D15	D	15	0,00826	0,388		0,0929
727D15	D	20	0,007712	0,376653		0,108897
727D15	D	25	0,00763	0,367		0,1112
727D15	D	ZERO				0,0594
727D17	A	D-25			0,383689	0,124821
727D17	A	D-30			0,368	0,1437

Status: This is the original version (as it was originally adopted).

727D17	A	D-40			0,36	0,1844
727D17	A	U-15				0,089969
727D17	A	U-25				0,109535
727D17	D	2				0,0857
727D17	D	5	0,00924	0,409		0,0869
727D17	D	15	0,00826	0,388		0,0929
727D17	D	20	0,007712	0,376653		0,108897
727D17	D	25	0,00763	0,367		0,1112
727D17	D	ZERO				0,0594
727EM1	A	D-25			0,350485	0,128359
727EM1	A	D-30			0,343897	0,145903
727EM1	A	D-40			0,335992	0,186604
727EM1	A	U-15				0,090698
727EM1	A	U-25				0,113154
727EM1	D	2				0,0857
727EM1	D	5	0,008692	0,415048		0,088916
727EM1	D	15	0,008301	0,392649		0,095459
727EM1	D	25	0,007389	0,371567		0,115623
727EM1	D	ZERO				0,0636
727EM2	A	D-25			0,383689	0,109535
727EM2	A	D-30			0,368	0,1437
727EM2	A	D-40			0,36	0,1844
727EM2	A	U-15				0,089969
727EM2	A	U-25				0,109535
727EM2	D	2				0,0857
727EM2	D	5	0,00924	0,409		0,0869
727EM2	D	15	0,00826	0,388		0,0929
727EM2	D	20	0,007712	0,376653		0,108897
727EM2	D	25	0,00763	0,367		0,1112
727EM2	D	ZERO				0,0594
727Q15	A	D-25			0,383689	0,109535
727Q15	A	D-30			0,368	0,1437
727Q15	A	D-40			0,36	0,1844
727Q15	A	U-15				0,089969

Status: This is the original version (as it was originally adopted).

727Q15	A	U-25				0,109535
727Q15	D	2				0,0857
727Q15	D	5	0,00924	0,409		0,0869
727Q15	D	15	0,00826	0,388		0,0929
727Q15	D	20	0,007712	0,376653		0,108897
727Q15	D	25	0,00763	0,367		0,1112
727Q15	D	ZERO				0,0594
727Q7	A	D-25			0,350485	0,128359
727Q7	A	D-30			0,343897	0,145903
727Q7	A	D-40			0,335992	0,186604
727Q7	A	U-15				0,090698
727Q7	A	U-25				0,113154
727Q7	D	2				0,0857
727Q7	D	5	0,008692	0,415048		0,088916
727Q7	D	15	0,008301	0,392649		0,095459
727Q7	D	25	0,007389	0,371567		0,115623
727Q7	D	ZERO				0,0636
727Q9	A	D-25			0,372885	0,124565
727Q9	A	D-30			0,367614	0,142606
727Q9	A	D-40			0,359182	0,184273
727Q9	A	U-15				0,090523
727Q9	A	U-25				0,109315
727Q9	D	2				0,0857
727Q9	D	5	0,00924	0,409		0,0869
727Q9	D	15	0,00826	0,388		0,0929
727Q9	D	20	0,007712	0,376653		0,108897
727Q9	D	25	0,00763	0,367		0,1112
727Q9	D	ZERO				0,0594
727QF	A	D-15				0,1182
727QF	A	D-25				0,1359
727QF	A	D-30			0,3658	0,1602
727QF	A	D-40			0,3568	0,2003
727QF	A	U-05				0,08709
727QF	A	U-15				0,09676

Status: This is the original version (as it was originally adopted).

727QF	A	U-25				0,1201
727QF	A	U-ZERO				0,06027
727QF	D	2				0,081
727QF	D	5	0,00849	0,4242		0,0921
727QF	D	15	0,007525	0,412		0,1005
727QF	D	25	0,0069	0,3885		0,1222
727QF	D	ZERO				0,06599
737	A	D-25			0,452885	0,113106
737	A	D-30			0,442783	0,124898
737	A	D-40			0,432682	0,155057
737	A	U-15				0,088617
737	A	U-25				0,097687
737	D	5	0,011593	0,475473		0,085235
737	D	10	0,010935	0,457438		0,093192
737	D	25	0,010293	0,436124		0,109993
737	D	INT				0,07477
737	D	ZERO				0,0643
737300	A	D-15			0,4639	0,1103
737300	A	D-30			0,434	0,1247
737300	A	D-40			0,4215	0,1471
737300	D	1	0,0126	0,4958		0,069
737300	D	5	0,0116	0,477215		0,0742
737300	D	15	0,0111	0,4572		0,0872
737300	D	ZERO				0,062
7373B2	A	D-15			0,4639	0,1103
7373B2	A	D-30			0,434	0,1247
7373B2	A	D-40			0,4215	0,1471
7373B2	D	1	0,0124	0,4958		0,0761
7373B2	D	5	0,011511	0,477758		0,0794
7373B2	D	15	0,011	0,4575		0,0872
7373B2	D	T_01				0,067
7373B2	D	T_05				0,074679
7373B2	D	ZERO				0,062
737400	A	D-15			0,4779	0,1079

Status: This is the original version (as it was originally adopted).

737400	A	D-30			0,4338	0,1251
737400	A	D-40			0,423	0,151
737400	D	1				0,0713
737400	D	5	0,0117	0,4834		0,0798
737400	D	15	0,0109	0,4596		0,0924
737400	D	ZERO				0,0628
737500	A	D-15			0,4538	0,1084
737500	A	D-30			0,4281	0,1253
737500	A	D-40			0,4166	0,151
737500	D	1				0,0712
737500	D	5	0,01138	0,474697		0,0803
737500	D	15	0,0109	0,4541		0,0925
737500	D	ZERO				0,061
737700	A	A_15			0,4122	0,1048
737700	A	A_30			0,3986	0,1194
737700	A	A_40			0,3907	0,1434
737700	D	T_00H				0,063
737700	D	T_01	0,0097	0,4329		0,062
737700	D	T_05A				0,07
737700	D	T_10	0,0089	0,4112		0,0858
737700	D	T_15	0,0087	0,406		0,0889
737700	D	T_25	0,0086	0,4021		0,0932
737700	D	T_5	0,0093	0,4251		0,0749
737700	D	T_ZERO				0,0552
737800	D	T_00				0,05625
737800	D	T_01				0,06253
737800	D	T_05	0,009633	0,435043		0,0737
737D17	A	D-25			0,451848	0,113169
737D17	A	D-30			0,443779	0,125252
737D17	A	D-40			0,434096	0,156502
737D17	A	U-15				0,106085
737D17	A	U-25				0,097127
737D17	D	5	0,011677	0,473007		0,087424
737D17	D	10	0,010956	0,456114		0,096364

Status: This is the original version (as it was originally adopted).

737D17	D	25	0,010406	0,436124		0,10878
737D17	D	INT				0,07586
737D17	D	ZERO				0,0643
737N17	A	D-25			0,451848	0,113169
737N17	A	D-30			0,443779	0,125252
737N17	A	D-40			0,434096	0,156502
737N17	A	U-15				0,106085
737N17	A	U-25				0,097127
737N17	D	5	0,011677	0,473007		0,087424
737N17	D	10	0,010956	0,456114		0,096364
737N17	D	25	0,010406	0,436124		0,10878
737N17	D	INT				0,07586
737N17	D	ZERO				0,0643
737N9	A	D-25			0,452885	0,113106
737N9	A	D-30			0,442783	0,124898
737N9	A	D-40			0,432682	0,155057
737N9	A	U-15				0,088617
737N9	A	U-25				0,097687
737N9	D	5	0,011593	0,475473		0,085235
737N9	D	10	0,010935	0,457438		0,093192
737N9	D	25	0,010293	0,436124		0,109993
737N9	D	INT				0,07477
737N9	D	ZERO				0,0643
737QN	A	D-25			0,452885	0,113106
737QN	A	D-30			0,442783	0,124898
737QN	A	D-40			0,432682	0,155057
737QN	A	U-15				0,088617
737QN	A	U-25				0,097687
737QN	D	5	0,011593	0,475473		0,085235
737QN	D	10	0,010935	0,457438		0,093192
737QN	D	25	0,010293	0,436124		0,109993
737QN	D	INT				0,07477
737QN	D	ZERO				0,0643
74710Q	A	D-20			0,217555	0,109467

Status: This is the original version (as it was originally adopted).

74710Q	A	D-25			0,210537	0,116953
74710Q	A	D-30			0,202116	0,142564
74710Q	A	U-20				0,091737
74710Q	D	5				0,07456
74710Q	D	10	0,002333	0,212212		0,092196
74710Q	D	20	0,002187	0,202456		0,099504
74710Q	D	ZERO				0,05693
747200	A	D-20			0,217555	0,109467
747200	A	D-25			0,210537	0,116953
747200	A	D-30			0,202116	0,142564
747200	A	U-20				0,091737
747200	D	5				0,074042
747200	D	10	0,00235	0,211659		0,091154
747200	D	20	0,002207	0,203133		0,098616
747200	D	ZERO				0,05693
74720A	A	D-25			0,2105	0,118
74720A	A	D-30			0,2017	0,1438
74720A	D	5				0,0722
74720A	D	10	0,00234	0,2115		0,08917
74720A	D	20	0,002186	0,2029		0,09728
74720A	D	ZERO				0,05524
74720B	A	D-25			0,2113	0,1207
74720B	A	D-30			0,2016	0,1444
74720B	D	5				0,07276
74720B	D	10	0,002351	0,213		0,0886
74720B	D	20	0,002196	0,2045		0,09867
74720B	D	ZERO				0,05693
747400	A	D-25			0,2143	0,1171
747400	A	D-30			0,2064	0,141
747400	D	5				0,069
747400	D	10	0,002104	0,21338		0,0823
747400	D	20	0,0021	0,2062		0,0916
747400	D	T_00H				0,053
747400	D	T_01				0,057691

Status: This is the original version (as it was originally adopted).

747400	D	T_05				0,071
747400	D	T_05C				0,057569
747400	D	T_10	0,002101	0,207131		0,110782
747400	D	T_10H				0,1
747400	D	ZERO		0,3111		0,0508
7478	A	F_20			0,192660	0,128462
7478	A	F_30			0,189605	0,143406
7478	D	F_0				0,052717
7478	D	F_1				0,064841
7478	D	F_10	0,002000	0,204760		0,083321
7478	D	F_5				0,073443
747SP	A	D-20			0,216415	0,110347
747SP	A	D-25			0,209991	0,116897
747SP	A	D-30			0,202497	0,143096
747SP	A	U-20				0,092569
747SP	D	5				0,076123
747SP	D	10	0,002357	0,210572		0,095316
747SP	D	20	0,002179	0,201901		0,103296
747SP	D	ZERO				0,05693
757300	D	T_00				0,05554
757300	D	T_01				0,05943
757300	D	T_05	0,006931	0,38754		0,07993
757PW	A	D-25			0,3234	0,1186
757PW	A	D-30			0,3179	0,1342
757PW	D	5	0,006243	0,360271		0,0722
757PW	D	15	0,00611	0,3454		0,0782
757PW	D	20	0,00573	0,33		0,0864
757PW	D	T_00				0,055346
757PW	D	T_01				0,0609
757PW	D	T_05		0,360271		0,0682
757PW	D	ZERO		0,4699		0,0548
757RR	A	D-25			0,3238	0,1178
757RR	A	D-30			0,3191	0,1337
757RR	D	5	0,006319	0,36165		0,07

Status: This is the original version (as it was originally adopted).

757RR	D	15	0,00614	0,3454		0,0758
757RR	D	20	0,0057	0,33		0,0847
757RR	D	INT				0,0621
757RR	D	T_00				0,0525
757RR	D	T_01				0,058316
757RR	D	T_05				0,0635
757RR	D	ZERO		0,4699		0,0541
767300	A	D-25			0,2627	0,121
767300	A	D-30			0,2555	0,1329
767300	D	5	0,00409	0,297		0,075
767300	D	15	0,00381	0,2853		0,0824
767300	D	20	0,00367	0,2788		0,0866
767300	D	INT				0,0641
767300	D	ZERO				0,0531
767400	A	L_25_D			0,2601	0,1156
767400	A	L_30_D			0,2536	0,1265
767400	D	T_00_U				0,0492
767400	D	T_05_U	0,0043	0,2972		0,0674
767400	D	T_05A				0,055
767400	D	T_05B				0,06
767400	D	T_15_U	0,0041	0,2876		0,0736
767400	D	T_20_U	0,003624	0,2775		0,0794
767CF6	A	D-25			0,29009	0,1075
767CF6	A	D-30			0,28096	0,1232
767CF6	D	1	0,00557	0,31625		0,0646
767CF6	D	5	0,0053	0,30576		0,0685
767CF6	D	15	0,00504	0,29249		0,074
767CF6	D	20	0,0049	0,28496		0,0779
767CF6	D	ZERO				0,0489
767JT9	A	D-25			0,29009	0,1085
767JT9	A	D-30			0,28096	0,1258
767JT9	D	1	0,00504	0,31625		0,0658
767JT9	D	5	0,00472	0,30576		0,0705
767JT9	D	15	0,00436	0,29249		0,0756

Status: This is the original version (as it was originally adopted).

767JT9	D	20	0,00417	0,28496		0,0802
767JT9	D	ZERO				0,052
777200	A	D20			0,2204	0,09765
777200	A	D25			0,2133	0,1158
777200	A	D30			0,203	0,133
777200	D	15	0,002867	0,2299		0,07432
777200	D	20	0,002751	0,2239		0,08186
777200	D	T_00		0,3218		0,05065
777200	D	T_00H				0,052
777200	D	T_00L				0,048
777200	D	T_01		0,2921		0,05555
777200	D	T_01H				0,06
777200	D	T_05	0,002475	0,239429		0,06898
777200	D	T_05A				0,063456
777200	D	T_05C				0,092
777200	D	T_05CH				0,085
777300	A	L_25_D			0,2156	0,116
777300	A	L_30_D			0,2071	0,1322
777300	D	T_00_U				0,0504
777300	D	T_05_U	0,0031	0,2586		0,0645
777300	D	T_15_U	0,0028	0,2454		0,0704
777300	D	T_20_U	0,0027	0,2363		0,0783
7773ER	A	F_20			0,225340	0,104970
7773ER	A	F_30			0,209490	0,134910
7773ER	D	FLAP_0				0,050171
7773ER	D	FLAP_1				0,054934
7773ER	D	FLAP_5	0,002710	0,240000		0,066100
7878R	A	F_00			0,393870	0,045060
7878R	A	F_01			0,329760	0,047700
7878R	A	F_05			0,288410	0,067150
7878R	A	FLAP20			0,260280	0,088050
7878R	A	FLAP30			0,246840	0,105000
7878R	D	FLAP_0				0,050055
7878R	D	FLAP_1				0,052026

Status: This is the original version (as it was originally adopted).

7878R	D	FLAP_5	0,002949	0,256410		0,071636
A300-622R	A	1				0,071539
A300-622R	A	2_D				0,094763
A300-622R	A	2_U				0,072592
A300-622R	A	3_D			0,274926	0,102372
A300-622R	A	FULL_D			0,253296	0,125036
A300-622R	A	ZERO				0,052053
A300-622R	D	0				0,053127
A300-622R	D	1500	0,004121	0,292		0,072348
A300B4-203	A	D-15			0,28237	0,10607
A300B4-203	A	D-25			0,27151	0,125568
A300B4-203	D	1	0,005307	0,324359		0,090223
A300B4-203	D	8	0,004239	0,291059		0,093067
A300B4-203	D	15	0,00402	0,278999		0,102935
A300B4-203	D	ZERO				0,063491
A310-304	A	1				0,068197
A310-304	A	2_D				0,096731
A310-304	A	2_U				0,072778
A310-304	A	3_D			0,274926	0,106084
A310-304	A	FULL_D			0,253296	0,129438
A310-304	A	ZERO				0,054935
A310-304	D	0				0,055191
A310-304	D	1500	0,004875	0,313705		0,072016
A319-131	A	1_A				0,06317
A319-131	A	2_D				0,098119
A319-131	A	2_U				0,071826
A319-131	A	3_D			0,379931	0,098121
A319-131	A	FULL_D			0,355927	0,124534
A319-131	A	ZERO_A				0,056446
A319-131	D	1				0,071598
A319-131	D	1+F	0,007077	0,376764		0,072635
A319-131	D	ZERO				0,05429
A320-211	A	1_A				0,061662
A320-211	A	2_D				0,096267

Status: This is the original version (as it was originally adopted).

A320-211	A	2_U				0,067463
A320-211	A	3_D			0,385223	0,101204
A320-211	A	FULL_D			0,37052	0,11586
A320-211	A	ZERO_A				0,057558
A320-211	D	1				0,066827
A320-211	D	1+F	0,007701	0,394884		0,071403
A320-211	D	ZERO				0,056281
A320-232	A	1_A				0,059086
A320-232	A	2_D				0,095899
A320-232	A	2_U				0,06679
A320-232	A	3_D			0,379853	0,100263
A320-232	A	FULL_D			0,369833	0,121141
A320-232	A	ZERO_A				0,054309
A320-232	D	1				0,065822
A320-232	D	1+F	0,007626	0,395674		0,069873
A320-232	D	ZERO				0,05332
A321-232	A	1_A				0,064258
A321-232	A	2_D				0,101798
A321-232	A	2_U				0,074849
A321-232	A	3_D			0,368096	0,112676
A321-232	A	FULL_D			0,357761	0,119073
A321-232	A	ZERO_A				0,057183
A321-232	D	1				0,071631
A321-232	D	1+F	0,007524	0,390238		0,075946
A321-232	D	ZERO				0,056647
A330-301	A	1_A				0,057783
A330-301	A	2_D				0,081654
A330-301	A	2_U				0,064098
A330-301	A	3_D			0,229065	0,092737
A330-301	A	FULL_D			0,222802	0,100779
A330-301	A	ZERO_A				0,047685
A330-301	D	1				0,059866
A330-301	D	1+F	0,002905	0,247076		0,061736
A330-301	D	ZERO				0,046057

Status: This is the original version (as it was originally adopted).

A330-343	A	1_A				0,055464
A330-343	A	2_D				0,083569
A330-343	A	2_U				0,063042
A330-343	A	3_D			0,229705	0,092555
A330-343	A	FULL_D			0,222498	0,10202
A330-343	A	ZERO_A				0,046224
A330-343	D	1				0,05926
A330-343	D	1+F	0,0029	0,245211		0,062365
A330-343	D	ZERO				0,044593
A340-211	A	1_A				0,063657
A340-211	A	2_D				0,092945
A340-211	A	2_U				0,071673
A340-211	A	3_D			0,224603	0,101734
A340-211	A	FULL_D			0,220432	0,108554
A340-211	A	ZERO_A				0,051221
A340-211	D	1				0,068547
A340-211	D	1+F	0,002605	0,223635		0,073134
A340-211	D	ZERO				0,048646
A340-642	A	1_A				0,054416
A340-642	A	2_D				0,087508
A340-642	A	2_U				0,067996
A340-642	A	3_D			0,213821	0,100473
A340-642	A	FULL_D			0,20733	0,105616
A340-642	A	ZERO_A				0,051608
A340-642	D	1				0,06118
A340-642	D	1+F	0,002423	0,225716		0,06743
A340-642	D	ZERO				0,051433
A380-841	A	A_1+F				0,055657
A380-841	A	A_2_D				0,081906
A380-841	A	A_2_U				0,064109
A380-841	A	A_3_D			0,154745	0,101662
A380-841	A	A_FULL			0,154745	0,107331
A380-841	A	ZERO_A				0,050279
A380-841	D	D_1				0,053173

Status: This is the original version (as it was originally adopted).

A380-841	D	D_1+F	0,00125	0,159626		0,068055
A380-841	D	ZERO				0,050472
A380-861	A	A_1+F				0,058557
A380-861	A	A_2_D				0,081967
A380-861	A	A_2_U				0,06558
A380-861	A	A_3_D			0,154745	0,101738
A380-861	A	A_FULL			0,154745	0,108118
A380-861	A	ZERO_A				0,048776
A380-861	D	D_1				0,053241
A380-861	D	D_1+F	0,00125	0,159567		0,070602
A380-861	D	ZERO				0,049623
BAC111	A	D-45			0,49076	0,139207
BAC111	A	U-INT				0,106398
BAC111	D	8	0,01569	0,54382		0,082179
BAC111	D	INT1				0,07359
BAC111	D	ZERO				0,065
BAE146	A	D-18			0,61667	0,119715
BAE146	A	D-24			0,61667	0,138371
BAE146	A	D-33			0,45555	0,153186
BAE146	A	U-18				0,0818
BAE146	A	U-24				0,095298
BAE146	D	18	0,009678	0,49296		0,13241
BAE146	D	24	0,008979	0,45846		0,1412
BAE146	D	30	0,008173	0,43179		0,15287
BAE146	D	ZERO				0,083096
BAE300	A	D-18			0,60557	0,116925
BAE300	A	D-24			0,60557	0,134808
BAE300	A	D-33			0,4511	0,149009
BAE300	A	U-18				0,08058
BAE300	A	U-24				0,093519
BAE300	D	18	0,009449	0,49847		0,1279
BAE300	D	24	0,008341	0,462		0,1352
BAE300	D	30	0,00775	0,43351		0,14711
BAE300	D	ZERO				0,081866

Status: This is the original version (as it was originally adopted).

BEC58P	A	D-15				0,14885
BEC58P	A	D-30			1,33492	0,16
BEC58P	D	TO	0,100258	1,28098		0,1377
BEC58P	D	ZERO				0,125381
CIT3	A	D-40			0,966375	0,147159
CIT3	A	D-INTR				0,130842
CIT3	D	10				0,092263
CIT3	D	20	0,04284	0,947523		0,114525
CIT3	D	ZERO				0,07
CL600	A	D-45			0,766248	0,169002
CL600	A	D-INTR				0,128747
CL600	D	10				0,079246
CL600	D	20	0,028225	0,780719		0,088492
CL600	D	ZERO				0,07
CL601	A	D-45			0,769487	0,163669
CL601	A	D-INTR				0,122639
CL601	D	10				0,075805
CL601	D	20	0,032183	0,780565		0,081609
CL601	D	ZERO				0,07
CNA172	A	10-D			1,3132	0,0994
CNA172	A	30-D			1,2526	0,1516
CNA172	A	ZERO-D				0,096
CNA172	D	10-C	0,0992	1,0304		0,1446
CNA172	D	CRUISE				0,096
CNA172	D	ZERO-C	0,1025	1,1112		0,0831
CNA182	A	F10APP				0,122
CNA182	A	F30APP			1,285	0,151
CNA182	D	F-20D	0,058	1,204		0,17
CNA182	D	ZERO				0,127
CNA182	D	ZERO-A				0,127
CNA182	D	ZERO-C				0,097
CNA182	D	ZERO-T				0,103
CNA206	A	10_D				0,105632
CNA206	A	40_D			1,23852	0,169084

Status: This is the original version (as it was originally adopted).

CNA206	D	20_T	0,055005	1,02562		0,136998
CNA206	D	ZERO_C				0,09563
CNA206	D	ZERO_T	0,055005	1,02562		0,106327
CNA208	A	F30APP			0,867722	0,099468
CNA208	A	ZERO-A				0,089802
CNA208	D	F-20D	0,033202	0,74833		0,105087
CNA208	D	ZERO	0,05003	0,887307		0,089802
CNA208	D	ZERO-C				0,087252
CNA208	D	ZERO-T				0,060282
CNA20T	A	10_D				0,109615
CNA20T	A	40_D			1,32574	0,211577
CNA20T	D	20_T	0,054669	1,045287		0,13795
CNA20T	D	ZERO_C				0,101535
CNA20T	D	ZERO_T	0,054669	0,959417		0,099791
CNA441	A	D-INTR				0,141579
CNA441	A	D-L			1,02329	0,162936
CNA441	D	TO	0,072722	1,10834		0,120222
CNA441	D	ZERO				0,096518
CNA500	A	D-35			0,991547	0,147335
CNA500	A	D-INTR				0,113809
CNA500	D	1				0,080282
CNA500	D	12	0,054342	0,956752		0,090564
CNA500	D	ZERO				0,07
CNA510	A	A_15			1,073624	0,088506
CNA510	A	A_35			1,002913	0,126185
CNA510	D	D_15	0,07051	1,179843		0,097415
CNA510	D	ZERO_C				0,088914
CNA510	D	ZERO_D	0,090811	1,347624		0,103158
CNA525C	A	A_15			1,012614	0,106795
CNA525C	A	A_35			0,946574	0,126615
CNA525C	D	D-15	0,053355	0,993147		0,096525
CNA525C	D	ZERO_C				0,085
CNA525C	D	ZERO_D	0,061279	1,065348		0,09129
CNA55B	A	A_15			1,01427	0,118086

Status: This is the original version (as it was originally adopted).

CNA55B	A	A_35			0,9553	0,200794
CNA55B	D	D_15	0,05628	1,080923		0,128052
CNA55B	D	ZERO_C				0,10833
CNA55B	D	ZERO_D	0,063189	1,159835		0,119835
CNA560E	D	15	0,054336	1,014289		0,122203
CNA560E	A	15 U			0,919106	0,099403
CNA560E	A	35 D			0,870372	0,130841
CNA560E	D	7	0,059522	1,061591		0,11951
CNA560E	D	ZERO				0,122635
CNA560U	D	15	0,038136	1,069934		0,13523
CNA560U	D	7	0,041179	1,10518		0,12699
CNA560U	A	7_APP				0,12699
CNA560U	A	D 15			0,86464	0,088125
CNA560U	A	D 35			0,811918	0,132402
CNA560U	D	ZERO				0,07
CNA560XL	D	15	0,030657	1,045811		0,13852
CNA560XL	D	7	0,035712	1,095308		0,13505
CNA560XL	A	D 15U			0,91189	0,08555
CNA560XL	A	D 35D			0,86179	0,126192
CNA560XL	D	ZERO				0,074551
CNA680	D	15	0,027468	0,725152		0,127804
CNA680	A	15 GU			0,717794	0,093247
CNA680	A	35 GD			0,662727	0,146827
CNA680	D	7	0,030105	0,764412		0,122083
CNA680	D	ZERO				0,105329
CNA750	A	15_GD			0,753068	0,174519
CNA750	A	15_GU			0,753068	0,146147
CNA750	A	35_GD			0,714646	0,250382
CNA750	A	5_GU			0,799175	0,118139
CNA750	D	5	0,038446	0,82511		0,122657
CNA750	D	15	0,034761	0,787004		0,12822
CNA750	D	ZERO				0,096475
CONCRD	A	D-L			0,349148	0,205927
CONCRD	A	U-L				0,183067

Status: This is the original version (as it was originally adopted).

CONCRD	D	CL1				0,13294
CONCRD	D	TO	0,008051	0,338363		0,13294
CONCRD	D	ZERO				0,13294
CRJ9-ER	A	20				0,0976
CRJ9-ER	A	D-45			0,5801	0,1551
CRJ9-ER	A	U-45				0,1504
CRJ9-ER	A	ZERO				0,0655
CRJ9-ER	D	0-204				0,0599
CRJ9-ER	D	0-250				0,0641
CRJ9-ER	D	D-8	0,0177	0,5902		0,0978
CRJ9-ER	D	U-8				0,0775
CRJ9-LR	A	20				0,0976
CRJ9-LR	A	D-45			0,5801	0,1551
CRJ9-LR	A	U-45				0,1504
CRJ9-LR	A	ZERO				0,0655
CRJ9-LR	D	0-204				0,0599
CRJ9-LR	D	0-250				0,0641
CRJ9-LR	D	D-8	0,0177	0,5902		0,0978
CRJ9-LR	D	U-8				0,0775
CVR580	A	D-28			0,51972	0,118937
CVR580	A	D-40			0,49138	0,124222
CVR580	D	10	0,028303	0,540116		0,130717
CVR580	D	INTR				0,102858
CVR580	D	ZERO				0,075
DC1010	A	D-35			0,251236	0,132645
DC1010	A	D-50			0,244243	0,164729
DC1010	A	U-35				0,127457
DC1010	A	U-50				0,161155
DC1010	D	5				0,079893
DC1010	D	10	0,00356	0,261942		0,101376
DC1010	D	INT				0,068522
DC1010	D	ZERO				0,057149
DC1030	A	D-35			0,2534	0,13
DC1030	A	U-20				0,104

Status: This is the original version (as it was originally adopted).

DC1030	D	20	0,003091	0,2434		0,104
DC1030	D	INT1				0,09454
DC1030	D	INT2				0,07307
DC1030	D	ZERO				0,06519
DC1040	A	D-35			0,254879	0,121114
DC1040	A	D-50			0,247241	0,151007
DC1040	A	U-35				0,114222
DC1040	A	U-50				0,145481
DC1040	D	5				0,082503
DC1040	D	15	0,004009	0,272697		0,111044
DC1040	D	INT				0,071264
DC1040	D	ZERO				0,060025
DC3	A	D-45			0,597793	0,155222
DC3	A	U-INT				0,133361
DC3	D	TO	0,019837	0,619256		0,123784
DC3	D	ZERO				0,1115
DC6	A	D-INTR				0,10199
DC6	A	D-L			0,294594	0,125979
DC6	D	TO	0,007829	0,430006		0,08204
DC6	D	ZERO				0,078
DC850	A	D-35			0,328558	0,129965
DC850	A	D-50			0,313281	0,149354
DC850	A	U-35				0,126751
DC850	A	U-50				0,145337
DC850	D	15	0,005206	0,323443		0,090417
DC850	D	25	0,004708	0,315832		0,103092
DC850	D	INT				0,074401
DC850	D	ZERO				0,058535
DC860	A	D-35			0,312879	0,117758
DC860	A	D-50			0,304526	0,130913
DC860	A	U-35				0,115049
DC860	A	U-50				0,12766
DC860	D	12	0,004899	0,320082		0,090214
DC860	D	23	0,004572	0,304797		0,095953

Status: This is the original version (as it was originally adopted).

DC860	D	INT				0,071703
DC860	D	ZERO				0,05319
DC870	A	D-35			0,312879	0,117758
DC870	A	D-50			0,304526	0,130913
DC870	A	U-35				0,115049
DC870	A	U-50				0,12766
DC870	D	12	0,004899	0,320082		0,090214
DC870	D	23	0,004572	0,304797		0,095953
DC870	D	INT				0,071703
DC870	D	ZERO				0,05319
DC8QN	A	D-35			0,312879	0,117758
DC8QN	A	D-50			0,304526	0,130913
DC8QN	A	U-35				0,115049
DC8QN	A	U-50				0,12766
DC8QN	D	12	0,004899	0,320082		0,090214
DC8QN	D	23	0,004572	0,304797		0,095953
DC8QN	D	INT				0,071703
DC8QN	D	ZERO				0,05319
DC910	A	D-35			0,480101	0,134177
DC910	A	D-50			0,445486	0,157948
DC910	A	U-15				0,087963
DC910	A	U-35				0,130625
DC910	A	U-50				0,153365
DC910	D	5	0,012996	0,49557		0,07757
DC910	D	15	0,010618	0,477234		0,087963
DC910	D	INT				0,076753
DC910	D	ZERO				0,075935
DC930	A	D-35			0,470211	0,135075
DC930	A	D-50			0,438965	0,165052
DC930	A	U-15				0,092489
DC930	A	U-35				0,131559
DC930	A	U-50				0,155925
DC930	D	5	0,012098	0,4899		0,084985
DC930	D	15	0,010507	0,471774		0,092489

Status: This is the original version (as it was originally adopted).

DC930	D	INT				0,076701
DC930	D	ZERO				0,068416
DC93LW	A	D-35			0,470211	0,135075
DC93LW	A	D-50			0,438965	0,165052
DC93LW	A	U-15				0,092489
DC93LW	A	U-35				0,131559
DC93LW	A	U-50				0,155925
DC93LW	D	5	0,012098	0,4899		0,084985
DC93LW	D	15	0,010507	0,471774		0,092489
DC93LW	D	INT				0,076701
DC93LW	D	ZERO				0,068416
DC950	A	D-35			0,468147	0,135234
DC950	A	D-50			0,442406	0,160018
DC950	A	U-15				0,092489
DC950	A	U-35				0,131677
DC950	A	U-50				0,155399
DC950	D	5	0,012098	0,4899		0,084985
DC950	D	15	0,010507	0,471774		0,092489
DC950	D	INTR				0,076701
DC950	D	ZERO				0,068416
DC95HW	A	D-35			0,468147	0,135234
DC95HW	A	D-50			0,442406	0,160018
DC95HW	A	U-15				0,092489
DC95HW	A	U-35				0,131677
DC95HW	A	U-50				0,155399
DC95HW	D	5	0,012098	0,4899		0,084985
DC95HW	D	15	0,010507	0,471774		0,092489
DC95HW	D	INTR				0,076701
DC95HW	D	ZERO				0,068416
DC9Q7	A	D-35			0,480101	0,134177
DC9Q7	A	D-50			0,445486	0,157948
DC9Q7	A	U-15				0,087963
DC9Q7	A	U-35				0,130625
DC9Q7	A	U-50				0,153365

Status: This is the original version (as it was originally adopted).

DC9Q7	D	5	0,012996	0,49557		0,07757
DC9Q7	D	15	0,010618	0,477234		0,087963
DC9Q7	D	INT				0,076753
DC9Q7	D	ZERO				0,075935
DC9Q9	A	D-35			0,470211	0,135075
DC9Q9	A	D-50			0,438965	0,165052
DC9Q9	A	U-15				0,092489
DC9Q9	A	U-35				0,131559
DC9Q9	A	U-50				0,155925
DC9Q9	D	5	0,012098	0,4899		0,084985
DC9Q9	D	15	0,010507	0,471774		0,092489
DC9Q9	D	INT				0,076701
DC9Q9	D	ZERO				0,068416
DHC6	A	D-INTR				0,125975
DHC6	A	D-L			0,577068	0,176949
DHC6	D	INTR				0,090222
DHC6	D	TO	0,031032	0,787095		0,105443
DHC6	D	ZERO				0,075
DHC6QP	A	D-INTR				0,125975
DHC6QP	A	D-L			0,577068	0,176949
DHC6QP	D	INTR				0,090222
DHC6QP	D	TO	0,031032	0,787095		0,105443
DHC6QP	D	ZERO				0,075
DHC7	A	D-25			0,51353	0,127688
DHC7	A	D-INTR				0,117133
DHC7	D	10				0,117133
DHC7	D	25	0,009556	0,466702		0,159266
DHC7	D	ZERO				0,075
DHC8	A	D-15			0,54969	0,092335
DHC8	A	D-35			0,50961	0,10086
DHC8	A	D-5			0,60123	0,087745
DHC8	A	U-15				0,080204
DHC8	A	U-5				0,073647
DHC8	D	5	0,017289	0,61342		0,07808

Status: This is the original version (as it was originally adopted).

DHC8	D	15	0,017361	0,56668		0,08519
DHC8	D	ZERO				0,072424
DHC830	A	D-10			0,62986	0,091024
DHC830	A	D-15			0,60123	0,094958
DHC830	A	D-35			0,55542	0,103483
DHC830	A	U-10				0,079221
DHC830	A	U-15				0,084139
DHC830	D	5	0,017836	0,61764		0,070652
DHC830	D	10	0,015165	0,570532		0,076309
DHC830	D	15	0,014403	0,549595		0,080292
DHC830	D	INT	0,019987	0,659514		0,067572
DHC830	D	ZERO				0,068308
DO228	A	F30APP			0,75885	0,11911
DO228	A	ZERO-A				0,10717
DO228	D	FLAPS1	0,02196	0,80401		0,09042
DO228	D	ZERO	0,02745	0,86388		0,10717
DO228	D	ZERO-C				0,14459
DO228	D	ZERO-T				0,09218
DO328	A	F32APP			0,638	0,0961
DO328	A	ZERO-A				0,0916
DO328	D	F12-D	0,016	0,666		0,0664
DO328	D	ZERO				0,0916
DO328	D	ZERO-C				0,1206
ECLIPSE500A	A	A_A_DN			1,273746	0,133462
ECLIPSE500A	A	A_T_DN				0,178304
ECLIPSE500D	D	TO_DN	0,100203	1,381422		0,105314
ECLIPSE500D	D	TO_UP		1,381422		0,086185
ECLIPSE500D	D	UP_DN		1,690947		0,103009
ECLIPSE500D	D	UP_UP		1,690947		0,073313
EMB120	A	D-25			0,837	0,0801
EMB120	A	D-45			0,782	0,1305
EMB120	D	15	0,0297	0,82		0,1014
EMB120	D	ZERO		0,929		0,0834
EMB145	A	D-22			0,6836	0,1291

Status: This is the original version (as it was originally adopted).

EMB145	A	D-45			0,6811	0,1809
EMB145	D	9		0,6503		0,0825
EMB145	D	9-GEAR	0,0218	0,6562		0,1048
EMB145	D	ZERO				0,0691
EMB14L	A	D-22			0,6836	0,1291
EMB14L	D	9		0,6503		0,083
EMB14L	D	9-GEAR	0,0212	0,6562		0,083
EMB14L	D	D-45		0,6811		0,1809
EMB14L	D	ZERO				0,0694
EMB170	D	1	0,015720	0,579870		0,076830
EMB170	A	FULL			0,498900	0,145550
EMB170	D	ZERO				0,066180
EMB175	D	1	0,015900	0,578990		0,077300
EMB175	A	FULL			0,498200	0,145800
EMB175	D	ZERO				0,066000
EMB190	D	1	0,012300	0,494610		0,082600
EMB190	A	FULL			0,434400	0,137100
EMB190	D	ZERO				0,066400
EMB195	D	1	0,012200	0,494520		0,083100
EMB195	A	FULL			0,433600	0,137400
EMB195	D	ZERO				0,067400
F10062	A	D-42			0,4731	0,1565
F10062	A	U-INT				0,1124
F10062	D	INT2				0,0904
F10062	D	TO	0,0122	0,5162		0,0683
F10062	D	ZERO				0,0683
F10065	A	D-42			0,4731	0,1565
F10065	A	U-INT				0,1129
F10065	D	INT2				0,0911
F10065	D	TO	0,0123	0,521		0,0693
F10065	D	ZERO				0,0693
F28MK2	A	D-42			0,5334	0,1677
F28MK2	A	U-INTR				0,1248
F28MK2	D	6	0,0171	0,6027		0,0793

Status: This is the original version (as it was originally adopted).

F28MK2	D	INT2				0,1033
F28MK2	D	ZERO				0,0819
F28MK4	A	D-42			0,5149	0,1619
F28MK4	A	U-INTR				0,1187
F28MK4	D	6	0,01515	0,5731		0,0749
F28MK4	D	INT2				0,0971
F28MK4	D	ZERO				0,0755
FAL20	A	D-25			0,804634	0,117238
FAL20	A	D-40			0,792624	0,136348
FAL20	D	10	0,035696	0,807797		0,098781
FAL20	D	INTR				0,084391
FAL20	D	ZERO				0,07
GII	A	L-0-U				0,0751
GII	A	L-10-U				0,0852
GII	D	L-20-D				0,1138
GII	D	L-39-D		0,5822		0,1742
GII	D	T-0-U				0,0814
GII	D	T-10-U				0,0884
GII	D	T-20-D	0,02	0,634		0,1159
GIIB	A	L-0-U				0,0722
GIIB	A	L-10-U				0,0735
GIIB	D	L-20-D				0,1091
GIIB	D	L-39-D		0,562984		0,1509
GIIB	D	T-0-U				0,0738
GIIB	D	T-10-U				0,0729
GIIB	D	T-20-D	0,0162	0,583		0,1063
GIV	A	L-0-U				0,06
GIV	A	L-39-D			0,5805	0,1403
GIV	D	L-20-D				0,1063
GIV	D	T-0-U				0,0586
GIV	D	T-10-U				0,0666
GIV	D	T-20-D	0,0146	0,5798		0,1035
GIV	D	T-20-U				0,0797
GV	A	L-20-D				0,0974

Status: This is the original version (as it was originally adopted).

GV	A	L-20-U				0,0749
GV	A	L-39-D			0,4908	0,1328
GV	D	L-0-U				0,0617
GV	D	T-0-U				0,058
GV	D	T-10-U				0,0606
GV	D	T-20-D	0,01178	0,516		0,0953
GV	D	T-20-U				0,0743
HS748A	A	D-30			0,45813	0,13849
HS748A	A	D-INTR				0,106745
HS748A	D	INTR				0,088176
HS748A	D	TO	0,012271	0,542574		0,101351
HS748A	D	ZERO				0,075
IA1125	A	D-40			0,967478	0,136393
IA1125	A	D-INTR				0,118618
IA1125	D	12	0,040745	0,963488		0,100843
IA1125	D	INTR				0,085422
IA1125	D	ZERO				0,07
L1011	A	D-33			0,286984	0,137671
L1011	A	D-42			0,256389	0,155717
L1011	D	10	0,004561	0,265314		0,093396
L1011	D	22	0,004759	0,251916		0,105083
L1011	D	INTR				0,07959
L1011	D	ZERO				0,06243
L10115	A	D-33			0,262728	0,140162
L10115	A	D-42			0,256123	0,155644
L10115	D	10	0,004499	0,265314		0,093396
L10115	D	22	0,004695	0,251916		0,105083
L10115	D	INTR				0,07959
L10115	D	ZERO				0,06243
L188	A	D-100			0,436792	0,174786
L188	A	D-78-%			0,456156	0,122326
L188	D	39-%	0,009995	0,420533		0,142992
L188	D	78-%	0,010265	0,404302		0,159974
L188	D	INTR				0,120987

Status: This is the original version (as it was originally adopted).

L188	D	ZERO				0,082
LEAR25	A	D-40			1,28239	0,176632
LEAR25	A	D-INTR				0,149986
LEAR25	D	10				0,09667
LEAR25	D	20	0,082866	1,27373		0,12334
LEAR25	D	ZERO				0,07
LEAR35	A	D-40			1,08756	0,150688
LEAR35	A	D-INTR				0,129456
LEAR35	D	10				0,089112
LEAR35	D	20	0,043803	1,05985		0,108224
LEAR35	D	ZERO				0,07
MD11GE	D	10	0,003812	0,2648		0,0843
MD11GE	D	15	0,003625	0,2578		0,0891
MD11GE	D	20	0,003509	0,2524		0,0947
MD11GE	D	25	0,003443	0,2481		0,1016
MD11GE	D	0/EXT				0,0692
MD11GE	D	0/RET				0,0551
MD11GE	D	ZERO				0,0551
MD11PW	D	10	0,003829	0,265		0,08425
MD11PW	D	15	0,003675	0,2576		0,08877
MD11PW	D	20	0,003545	0,2526		0,09472
MD11PW	D	25	0,003494	0,2487		0,1018
MD11PW	D	0/EXT				0,0691
MD11PW	D	0/RET				0,05512
MD11PW	D	ZERO				0,05512
MD81	D	11	0,009276	0,4247		0,07719
MD81	D	INT1				0,07643
MD81	D	INT2				0,06313
MD81	D	INT3				0,06156
MD81	D	INT4				0,06366
MD81	D	T_15	0,009369	0,420798		0,0857
MD81	D	T_INT				0,0701
MD81	D	T_ZERO				0,061
MD81	D	ZERO				0,06761

Status: This is the original version (as it was originally adopted).

MD82	D	11	0,009248	0,4236		0,07969
MD82	D	INT1				0,07625
MD82	D	INT2				0,06337
MD82	D	INT3				0,06196
MD82	D	INT4				0,0634
MD82	D	T_15	0,009267	0,420216		0,086
MD82	D	T_INT				0,065
MD82	D	T_ZERO				0,061
MD82	D	ZERO				0,06643
MD83	D	11	0,009301	0,4227		0,0798
MD83	D	INT1				0,07666
MD83	D	INT2				0,0664
MD83	D	INT3				0,06247
MD83	D	INT4				0,06236
MD83	D	T_15	0,009384	0,420307		0,086
MD83	D	T_INT				0,0664
MD83	D	T_ZERO				0,0611
MD83	D	ZERO				0,06573
MD9025	A	D-28			0,4118	0,1181
MD9025	A	D-40			0,4003	0,1412
MD9025	A	U-0			0,4744	0,0876
MD9025	D	EXT/06	0,010708	0,458611		0,070601
MD9025	D	EXT/11	0,009927	0,441118		0,073655
MD9025	D	EXT/18	0,009203	0,421346		0,083277
MD9025	D	EXT/24	0,008712	0,408301		0,090279
MD9025	D	RET/0				0,05186
MD9028	A	D-28			0,4118	0,1181
MD9028	A	D-40			0,4003	0,1412
MD9028	A	U-0			0,4744	0,0876
MD9028	D	EXT/06	0,010993	0,463088		0,070248
MD9028	D	EXT/11	0,010269	0,446501		0,072708
MD9028	D	EXT/18	0,009514	0,426673		0,082666
MD9028	D	EXT/24	0,008991	0,413409		0,090018
MD9028	D	RET/0				0,05025

Status: This is the original version (as it was originally adopted).

MU3001	A	D-30			1,07308	0,147487
MU3001	A	D-INTR				0,114684
MU3001	D	1	0,065703	1,1529		0,08188
MU3001	D	10	0,055318	1,0729		0,09285
MU3001	D	ZERO				0,07
PA30	A	27-A			1,316667	0,104586
PA30	A	ZERO-A				0,078131
PA30	D	15-D	0,100146	1,166667		0,154071
PA30	D	ZERO-D				0,067504
PA42	A	30-DN			1,09213	0,14679
PA42	A	ZERO-A				0,087856
PA42	D	ZER-DN	0,06796	1,011055		0,08088
PA42	D	ZERO				0,087856
PA42	D	ZERO-C				0,139096
PA42	D	ZERO-T				0,07651
SD330	A	D-15			0,746802	0,109263
SD330	A	D-35			0,702872	0,143475
SD330	D	10	0,031762	0,727556		0,138193
SD330	D	INTR				0,106596
SD330	D	ZERO				0,075
SF340	A	D-35			0,75674	0,147912
SF340	A	D-INTR				0,111456
SF340	D	5				0,105831
SF340	D	15	0,026303	0,746174		0,136662
SF340	D	ZERO				0,075

TABLE I-2

Aircrafts

ACFT ID	Description	Engine Type	Number of Engines	Weight Class	Ownership Category	MTOW (lb)	Max Landing Dist (ft)	Max Static Thrust (lb)	Noise Chapter	NPD	PD	Approach Parameters	Departure Class ID	Operational Class ID	Laterality Identifier
1900D	Beech 1900D/PT6A67	Turboprop	2	Large	Commercial	4950	1696	3367	1	PT6A67	67	213	109	Prop	

Status: This is the original version (as it was originally adopted).

707	Boeing Jet 707-120/ JT3C	4	Heavy Commercial	302 400	188 900	6 682	10 120	1	JT4A	CNT (lb)	208	107	Wing
70712	Boeing Jet 707-120B/ JT3D-3	4	Heavy Commercial	302 400	188 900	6 893	14 850	1	JT3D	CNT (lb)	208	107	Wing
70732	Boeing Jet 707-320B/ JT3D-7	4	Heavy Commercial	334 000	247 000	5 622	19 000	1	JT3D	CNT (lb)	208	107	Wing
707Q	Boeing Jet 707-320B/ JT3D-7QN	4	Heavy Commercial	334 000	247 000	5 622	19 000	2	JT3D	CNT (lb)	208	106	Wing
71720	Boeing Jet 717-200/ BR 715	2	Large Commercial	211 000	110 000	4 600	18 000	3	BR715	CNT (lb)	203	105	Fuselage
720	Boeing Jet 720/ JT3C	4	Large Commercial	223 500	155 600	4 871	10 120	1	JT4A	CNT (lb)	208	107	Wing
720B	Boeing Jet 720B/ JT3D-3	4	Large Commercial	234 000	175 000	5 717	18 000	1	JT3D	CNT (lb)	208	107	Wing
72710	Boeing Jet 727-100/ JT8D-7	3	Large Commercial	169 500	142 500	4 867	14 000	1	3JT8D	CNT (lb)	201	101	Fuselage
72720	Boeing Jet 727-200/ JT8D-7	3	Large Commercial	217 600	163 300	5 571	11 895	1	3JT8D	CNT (lb)	201	101	Fuselage
727D	Boeing Jet 727-200/ JT8D-15	3	Large Commercial	208 000	169 000	4 922	15 500	1	3JT8D	CNT (lb)	201	101	Fuselage
727D	Boeing Jet 727-200/ JT8D-17	3	Large Commercial	208 000	169 000	5 444	16 000	2	3JT8D	CNT (lb)	201	101	Fuselage
727EMED	Boeing Jet 727-100/ JT8D-7	3	Large Commercial	169 500	142 500	4 867	14 000	3	3JT8D	CNT (lb)	201	101	Fuselage
727EMED	Boeing Jet 727-200/ JT8D-15	3	Large Commercial	208 000	169 000	4 922	15 500	3	3JT8D	CNT (lb)	201	101	Fuselage
727Q	Boeing Jet 727-200/ JT8D-15QN	3	Large Commercial	208 000	169 000	4 922	15 500	2	3JT8D	CNT (lb)	201	101	Fuselage

727Q	Boeing 727-100/ JT8D-7QN	Jet	3	Large Commercial	142	4	14	2	3	JT8D-7QN (lb)	201	101	Fuselage
727Q	Boeing 727-200/ JT8D-9	Jet	3	Large Commercial	160	5	14	2	3	JT8D-9 (lb)	201	101	Fuselage
727Q	EJ230 727-100 22C 25C	Jet	3	Large Commercial	142	4	15	3	3	TAY660 (lb)	201	101	Fuselage
737	Boeing 737/ JT8D-9	Jet	2	Large Commercial	148	3	14	1	2	JT8D-9 (lb)	201	101	Wing
73730	Boeing 737-300/ CFM56-3B-1	Jet	2	Large Commercial	149	4	20	3	3	CFM56-3B (lb)	202	102	Wing
7373B	Boeing 737-300/ CFM56-3B-2	Jet	2	Large Commercial	149	4	22	3	3	CFM56-3B (lb)	202	102	Wing
73740	Boeing 737-400/ CFM56-3C-1	Jet	2	Large Commercial	150	5	23	3	3	CFM56-3C (lb)	202	102	Wing
73750	Boeing 737-500/ CFM56-3C-1	Jet	2	Large Commercial	152	4	20	3	3	CFM56-3C (lb)	202	102	Wing
73770	Boeing 737-700/ CFM56-7B24	Jet	2	Large Commercial	171	4	24	3	3	CF56-7B (lb)	203	104	Wing
73780	Boeing 737-800/ CFM56-7B26	Jet	2	Large Commercial	174	5	26	3	3	CF56-7B (lb)	203	104	Wing
737D	Boeing 737-200/ JT8D-17	Jet	2	Large Commercial	147	4	16	2	2	JT8D-17 (lb)	201	101	Wing
737N	Boeing 737-200/ JT8D-17 Nordam B737 LGW Hushkit	Jet	2	Large Commercial	147	4	16	3	3	JT8D-17 (lb)	202	104	Wing
737N	Boeing 737/ JT8D-9 Nordam B737	Jet	2	Large Commercial	148	3	14	3	3	JT8D-9 (lb)	202	104	Wing

Status: This is the original version (as it was originally adopted).

	LGW Hushkit													
737Q	Boeing 737/ JT8D-9QN	2	Large Commercial	109 000	198 000	3 900	14 500	2	JT8D-9	QNT (lb)	201	101	Wing	
74710	Boeing 747-100/ JT9DBD	4	Heavy Commercial	733 000	516 600	5 727	33 042	2	JT9D-11	ENT (lb)	209	107	Wing	
74710	Boeing 747-100/ JT9D-7QN	4	Heavy Commercial	733 000	564 000	6 200	45 500	3	JT9D-11	ENT (lb)	207	107	Wing	
74720	Boeing 747-200/ JT9D-7	4	Heavy Commercial	755 000	564 000	6 200	45 500	3	JT9D-11	ENT (lb)	207	107	Wing	
74720	Boeing 747-200/ JT9D-7A	4	Heavy Commercial	785 000	564 000	6 200	46 300	3	JT9D-11	QNT (lb)	207	107	Wing	
74720	Boeing 747-200/ JT9D-7Q	4	Heavy Commercial	800 000	630 000	6 200	53 000	3	JT9D-11	QNT (lb)	207	107	Wing	
74740	Boeing 747-400/ PW4056	4	Heavy Commercial	875 000	652 000	6 989	56 800	3	PW4056	ENT (lb)	207	107	Wing	
7478	Boeing 747-8F/ GENx-2B67	4	Heavy Commercial	987 000	757 000	7 900	68 000	4	GENx-2B67	ENT (lb)	205	107	Wing	
747SP	Boeing 747SP/ JT9D-7	4	Heavy Commercial	702 000	475 000	5 911	45 500	3	JT9D-11	ENT (lb)	207	107	Wing	
75730	Boeing 757-300/ RB211-535E4B	2	Large Commercial	255 000	124 000	5 651	43 100	3	RR535	ENT (lb)	203	103	Wing	
757PW	Boeing 757-200/ PW2037	2	Large Commercial	255 000	110 000	4 790	38 300	3	PW2037	ENT (lb)	203	103	Wing	
757RB	Boeing 757-200/ RB211-535E4	2	Large Commercial	255 000	110 000	4 640	40 100	3	RR535	ENT (lb)	203	103	Wing	
76730	Boeing 767-300/ PW4060	2	Heavy Commercial	407 000	120 000	4 710	60 000	3	2CF680	ENT (lb)	203	103	Wing	
76740	Boeing 767-400ER/ CF6-80C2B(F)	2	Heavy Commercial	450 000	140 000	6 000	58 685	3	CF680	ENT (lb)	205	102	Wing	

767C	Boeing 767-200/ CF6-80A	Jet	2	Heavy	Commercial	345 500	170 000	4 700	48 000	3	2CF680 (lb)	CNT	203	103	Wing
767JT	Boeing 767-200/ JT9D-7R4D	Jet	2	Heavy	Commercial	350 000	170 000	4 744	48 000	3	2CF680 (lb)	CNT	203	103	Wing
77720	Boeing 777-200/ GE90-76B	Jet	2	Heavy	Commercial	656 000	1470 000	4 450	90 000	3	GE90 (lb)	CNT	205	105	Wing
77730	Boeing 777-300/ Trent 892	Jet	2	Heavy	Commercial	660 000	1524 000	6 012	77 000	0	TRENT (lb)	CNT	203	105	Wing
7773E	Boeing 777-300ER/ GE90-115B- EIS	Jet	2	Heavy	Commercial	775 000	1554 000	5 805	115 000	3	GE90 (lb)	CNT	204	107	Wing
7878	Boeing 787-8/ T1000- C/01 Family Plan Cert	Jet	2	Heavy	Commercial	502 500	1880 000	5 090	70 000	4	T1000 (lb)	CNT	205	103	Wing
A300-622R	Airbus A300-622R/ PW4158	Jet	2	Heavy	Commercial	378 533	1808 647	4 735	58 000	3	PW4158 (lb)	CNT	202	103	Wing
A300B4-200	Airbus A300B4-200/ CF6-50C2	Jet	2	Heavy	Commercial	364 000	1295 000	5 367	52 500	3	2CF650 (lb)	CNT	203	103	Wing
A310-304	Airbus A310-304/ GE CF6-80C2A2	Jet	2	Heavy	Commercial	346 126	1273 373	4 682	53 500	3	A310 (lb)	CNT	204	103	Wing
A319-131	Airbus A319-131/ V2527- A5	Jet	2	Large	Commercial	661 449	1137 789	4 364	22 000	3	V2527 (lb)	CNT	205	103	Wing
A320-211	Airbus A320-211/ CFM56-5A1	Jet	2	Large	Commercial	691 756	1142 198	4 753	25 000	3	CFM56 (lb)	CNT	202	103	Wing
A320-232	Airbus A320-232/ V2527- A5	Jet	2	Large	Commercial	691 756	1145 505	4 917	26 500	3	V2527 (lb)	CNT	205	103	Wing

Status: This is the original version (as it was originally adopted).

A321	Airbus Jet A321-232/IAE V2530-A5	2	Large Commercial	166 211	166 449	5 587	30 000	3	V2530	CENT (lb)	202	103	Wing
A330-300	Airbus Jet A330-301/GE CF6-80 E1A2	2	Heavy Commercial	478 400	483 604	5 966	67 500	3	CF680	CENT (lb)	202	102	Wing
A330-343	Airbus Jet A330-343/RR Trent 772B	2	Heavy Commercial	542 677	412 264	5 512	71 100	3	TRENT	CENT (lb)	205	102	Wing
A340-600	Airbus Jet A340-211/CFM56-5C2	4	Heavy Commercial	573 200	399 036	5 900	31 200	3	CF56	CENT (lb)	206	107	Wing
A340-642	Airbus Jet A340-642/RR Trent 556	4	Heavy Commercial	804 687	564 383	6 919	56 000	4	TRENT	CENT (lb)	205	102	Wing
A380-841	Airbus Jet A380-841/RR Trent 970	4	Heavy Commercial	862 254 430	862 007	6 752	70 000	4	TRENT	CENT (lb)	205	105	Wing
A380-861	Airbus Jet A380-861/EA GP7270	4	Heavy Commercial	862 254 430	862 007	6 837	70 000	4	GP7270	CENT (lb)	206	105	Wing
BAC111	BAC Jet 111/SPEY MK511-14	2	Large Commercial	89 600	82 000	4 449	11 400	2	2JT8D	CENT (lb)	201	101	Fuselage
BAE146	BAe Jet 146-200/ALF502R-5	4	Large Commercial	93 000	81 000	3 770	6 970	3	AL502R	CENT (lb)	206	108	Wing
BAE300	BAe Jet 146-300/ALF502R-5	4	Large Commercial	97 500	84 500	3 960	6 970	3	AL502R	CENT (lb)	206	108	Wing
BEC58P	Raytheon Baron 58P/TS10-520-L	2	Small General Aviation	61 000	6 100	2 733	779	0	TS10	CENT (% of Max)	215	109	Prop

CIT3	Cessna Jet Citation III/TFE731-3-100S	2	Large	General Aviation	2000	17000	2770	3650	3	TF731	CNT (lb)	216	113	Fuselage
CL60	Canadair CL-600/ALF502L	2	Large	General Aviation	3600	33000	3300	7500	3	AL502	CNT (lb)	216	113	Fuselage
CL60	Canadair CL-601/CF34-3A	2	Large	General Aviation	4300	36000	3550	9220	3	CF34	CNT (lb)	216	113	Fuselage
CNA172	Cessna Piston 172R/Lycoming IO-360-L2A	1	Small	General Aviation	2450	2450	1695	436	0	IO360	CNT (% of Max Static Thrust)	215	109	Prop
CNA182	Cessna Piston 182H/Continental O-470-R	1	Small	General Aviation	2800	2800	1544	965	2	O470	CNT (lb)	215	113	Prop
CNA206	Cessna Piston 206H/Lycoming IO-540-AC	1	Small	General Aviation	3600	3600	1880	798	0	IO540	Other (RPM)	215	109	Prop
CNA208	Cessna Turboprop 208/PT6A-114	2	Small	General Aviation	8750	8500	1740	2300	3	PT6A	CNT (lb)	210	109	Prop
CNA206	Cessna Piston 206H/Lycoming TIO-540-AJ1A	1	Small	General Aviation	3600	3600	1880	825	0	TIO540	Other (RPM)	215	109	Prop
CNA440	Cessna Turboprop CONQUEST II/TPE331-8	2	Small	Commercial	9900	9400	1939	1535	0	TPE331	CNT (% of Max Static Thrust)	210	111	Prop
CNA500	Cessna Jet Citation II/JT15D-4	2	Large	General Aviation	4700	14000	3050	2500	3	JT15D	CNT (lb)	216	113	Fuselage

Status: This is the original version (as it was originally adopted).

CNA506	Small Jet	2	Small	Commercial	645	200	3 010	1 466	0	PW615F	CNT (lb)	203	113	Fuselage
CNA525	Small Jet	2	Small	Commercial	950	500	3 010	3 600	4	FJ44-4A	CNT (lb)	235	136	Fuselage
CNA555	Small Jet	2	Large	General Aviation	1 800	500	3 010	2 863	0	PW530A	CNT (lb)	203	113	Fuselage
CNA565	Small Jet	2	Small	Commercial	300	680	3 000	3 313	3	2PW535A	CNT (lb)	238	138	Fuselage
CNA568	Small Jet	2	Small	Commercial	300	680	2 700	3 029	3	2J15D-5D	CNT (lb)	237	113	Fuselage
CNA568XL	Small Jet	2	Small	Commercial	2 000	830	3 000	3 824	3	PW545A	CNT (lb)	238	137	Fuselage
CNA680	Small Jet	2	Small	Commercial	3 000	390	3 010	5 749	3	PW306C	CNT (lb)	236	136	Fuselage
CNA750	Small Jet	2	Large	General Aviation	2 700	800	3 500	6 407	3	AE3007C	CNT (lb)	202	105	Fuselage
CONCRD	Jet/Propeller	4	Heavy	Commercial	4 000	245 000	10 600	38 100	0	OLY593	CNT (lb)	206	106	Wing
CRJ9ER	Jet	2	Large	Commercial	8 500	73 500	5 779	13 525	3	CF34-8C5	CNT (lb)	216	113	Fuselage

	CL-600-2D24/ CF34-8C5													
CRJ9- LR	Bombardier CL-600-2D15/ CL-600-2D24/ CF34-8C5	2	Large Commercial	84 500	175 100	5 680	13 525	3	CF34-8C5	CNT (lb)	216	113	Fuselage	
CVR580	Boeing CV-580/ ALL 501- D15	2	Large Commercial	58 000	152 000	4 256	8 100	0	501D15	CNT (% of Max Static Thrust)	214	112	Prop	
DC10-10	McDonnell Douglas DC10-10/ CF6-6D	3	Heavy Commercial	455 000	163 000	5 820	40 000	3	CF66-6D	CNT (lb)	203	101	Wing	
DC10-30	McDonnell Douglas DC10-30/ CF6-50C2	3	Heavy Commercial	572 000	143 000	5 418	53 200	3	CF66-50C2	CNT (lb)	203	101	Wing	
DC10-40	McDonnell Douglas DC10-40/ JT9D-20	3	Heavy Commercial	551 000	143 000	6 020	49 400	3	CF66-40	CNT (lb)	203	101	Wing	
DC3	Douglas DC-3/ R1820-86	2	Large Commercial	28 000	124 500	2 222	3 120	0	2R2800	CNT (% of Max Static Thrust)	213	110	Prop	
DC6	Douglas DC-6/ R2800- CB17	4	Large Commercial	16 000	195 000	3 010	4 180	0	4R2800	CNT (% of Max Static Thrust)	213	110	Prop	
DC820	Douglas DC-8-20/ JT4A	4	Heavy Commercial	37 600	194 400	6 527	11 850	1	JT4A	CNT (lb)	208	107	Wing	
DC850	Douglas DC-8-50/ JT3D-3B	4	Heavy Commercial	32 000	140 000	5 400	18 000	1	JT3D-3B	CNT (lb)	208	107	Wing	
DC860	Douglas DC-8-60/ JT3D-7	4	Heavy Commercial	35 000	175 000	5 310	19 000	1	JT3D-7	CNT (lb)	208	107	Wing	

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DC87	Douglas DC-8-70/ CFM56-2C-5	Jet	4	Heavy	Commercial	355 000	258 000	6 500	22 000	3	CFM56-2C (lb)	206	106	Wing
DC8Q	Douglas DC-8-60/ JT8D-7QN	Jet	4	Heavy	Commercial	355 000	275 000	5 310	19 000	2	JT8D-7Q (lb)	208	106	Wing
DC91	McDonnell Douglas DC-9-10/ JT8D-7	Jet	2	Large	Commercial	90 700	81 700	5 030	14 000	1	2JT8D-7 (lb)	201	101	Fuselage
DC93	McDonnell Douglas DC-9-30/ JT8D-9	Jet	2	Large	Commercial	102 000	102 000	4 680	14 500	1	2JT8D-9 (lb)	201	101	Fuselage
DC93	McDonnell Douglas DC-9-30/ JT8D-9 w/ ABS Lightweight hushkit	Jet	2	Large	Commercial	102 000	102 000	4 680	14 500	3	2JT8D-9 (lb)	201	101	Fuselage
DC95	McDonnell Douglas DC-9-50/ JT8D-17	Jet	2	Large	Commercial	110 000	110 000	4 880	16 000	2	2JT8D-17 (lb)	201	101	Fuselage
DC95	McDonnell Douglas DC-9-50/ JT8D17 w/ ABS Heavyweight hushkit	Jet	2	Large	Commercial	110 000	110 000	4 880	16 000	3	2JT8D-17 (lb)	201	101	Fuselage
DC9Q	McDonnell Douglas DC-9-10/ JT8D-7QN	Jet	2	Large	Commercial	90 700	81 700	5 030	14 000	2	2JT8D-7Q (lb)	201	101	Fuselage
DC9Q	McDonnell Douglas DC-9-30/ JT8D-9QN	Jet	2	Large	Commercial	102 000	102 000	4 680	14 500	2	2JT8D-9Q (lb)	201	101	Fuselage
DHC6	De Havilland DASH 6/ PT6A-27	Turboprop	2	Small	Commercial	500 300	500 300	1 500	2 000	0	PT6A-27 (% of Max)	210	109	Prop

DHC60P	Turboprop	2	Small	Commercial	2	1 500	2 000	0	RAISON	Static Thrust)	210	109	Prop
Havilland DASH 6/ PT6A-27 Raisbeck Quiet PropMod (% of Max Static Thrust)													
DHC7	Turboprop	4	Large	Commercial	9	2 000	2 850	3	PT6A50	Static Thrust)	213	112	Prop
Havilland DASH 7/ PT6A-50 (% of Max Static Thrust)													
DHC8	Turboprop	2	Large	Commercial	3	3 500	4 750	3	PW120	Static Thrust)	213	112	Prop
Bombardier de Havilland DASH 8-100/ PW121 (% of Max Static Thrust)													
DHC8	Turboprop	2	Large	Commercial	2	3 000	4 918	3	PW120	Static Thrust)	213	112	Prop
Bombardier de Havilland DASH 8-300/ PW123 (% of Max Static Thrust)													
DO228	Turboprop	2	Large	Commercial	3	2 669	2 240	3	TPE311-5	Static Thrust)	216	110	Prop
Bombardier 228-202/ TPE 311-5 (lb)													
DO328	Turboprop	2	Large	Commercial	2	3 843	6 745	3	PW119C	Static Thrust)	214	109	Prop
Bombardier 328-100/ PW119C (lb)													
ECLIPSE	Jet	2	Small	General Aviation	1	1 000	1 031	3	PW610	Static Thrust)	201	103	Fuselage
Eclipse 500/ PW610F (lb)													
EMB120ER	Turboprop	2	Large	Commercial	2	2 433	4 000	3	EPW118	Static Thrust)	213	109	Prop
Embraer 120 ER/ Pratt & Whitney PW118 (lb)													
EMB145ER	Jet	2	Large	Commercial	1	4 420	7 500	3	AE300	Static Thrust)	216	113	Fuselage
Embraer 145 ER/ (lb)													

Status: This is the original version (as it was originally adopted).

	Allison AE3007													
EMB	Embraer 145 LR/ Allison AE3007A1	2	Large Commercial	48 500	42 550	4 232	7 500	3	AE3007 (lb)	216	113	Fuselage		
EMB	Embraer ERJ170-100	2	Large Commercial	82 012	72 312	4 029	13 800	3	CF340 (lb)	216	113	Wing		
EMB	Embraer ERJ175-200	2	Large Commercial	85 517	74 957	4 130	13 800	3	CF340 (lb)	216	113	Wing		
EMB	Embraer ERJ190-100	2	Large Commercial	97 199	87 003	4 081	18 500	3	CF340 (lb)	205	105	Wing		
EMB	Embraer ERJ195-200	2	Large Commercial	100 280	90 972	4 183	18 500	3	CF340 (lb)	205	105	Wing		
F100	Fokker 100/ TAY 620-15	2	Large Commercial	95 000	85 500	4 560	13 900	3	TAY620 (lb)	201	101	Fuselage		
F100	Fokker 100/ TAY 650-15	2	Large Commercial	98 000	88 000	4 704	15 100	3	TAY650 (lb)	201	101	Fuselage		
F28M	Fokker F-28-2000/ RB183MK555	2	Large Commercial	65 000	59 000	3 540	9 850	2	RB183 (lb)	216	104	Fuselage		
F28M	Fokker F-28-4000/ RB183MK555	2	Large Commercial	73 000	64 000	3 546	9 900	2	RB183 (lb)	216	104	Fuselage		
FAL20	Dassault FALCON 20/ CF700-2D-2	2	Large General Aviation	28 700	27 300	2 490	4 500	2	CF700 (lb)	203	113	Fuselage		
GII	Gulfstream GII/ SPEY 511-8	2	Large General Aviation	61 800	58 500	3 200	11 400	2	SPEY (lb)	216	104	Fuselage		
GIIB	Gulfstream GIIB/ GIII — SPEY 511-8	2	Large General Aviation	69 700	58 500	3 250	11 400	2	SPEY (lb)	216	104	Fuselage		
GIV	Gulfstream GIV- SP/	2	Large General Aviation	71 600	66 000	3 190	13 850	3	TAY620 (lb)	203	113	Fuselage		

	TAY 611-8													
GV	Gulfstream 2 GV/ BR 710	2	Large	General Aviation	20 500	75 300	2 760	14 750	3	BR710	CNT (lb)	205	105	Fuselage
HS748	Hawker Siddley HS-748/ DART MK532-2	2	Large	Commercial	43 500	3 000	5 360	2 150	2	RDA33T	CNT (% of Max Static Thrust)	212	110	Prop
IA1125	AI-1125 ASTRA/ TFE731-3A	2	Large	General Aviation	23 500	20 700	3 689	3 700	3	TF731	CNT (lb)	216	113	Fuselage
L1011	Lockheed Martin L-1011/ RB211-22B	3	Heavy	Commercial	430 000	361 000	568 693	42 000	3	RB211	CNT (lb)	203	101	Wing
L1011	Lockheed Martin L-1011-500/ RB211-224B	3	Heavy	Commercial	510 000	368 000	680 800	50 000	3	RB211	CNT (lb)	203	101	Wing
L188	Lockheed L-188C/ ALL 501- D13	3	Large	Commercial	46 000	100	4 960	8 000	0	T56A	CNT (% of Max Static Thrust)	214	112	Prop
LEAR25	Rolls-Royce 25/ CJ610-8	2	Large	General Aviation	15 000	13 500	2 620	2 950	2	CJ610	CNT (lb)	202	113	Fuselage
LEAR36	Rolls-Royce 36/ TFE731-2	2	Large	General Aviation	18 300	15 300	3 076	3 500	3	TF731	CNT (lb)	216	113	Fuselage
MD11	McDonnell Douglas MD-11/ CF6-80C2D1F	3	Heavy	Commercial	682 400	433 300	5 131	61 500	3	2CF680	CNT (lb)	203	103	Wing
MD11	McDonnell Douglas MD-11/ PW 4460	3	Heavy	Commercial	682 400	433 300	4 681	60 000	3	PW4460	CNT (lb)	203	103	Wing
MD8	McDonnell Douglas	2	Large	Commercial	40 000	28 000	4 860	19 300	3	2JT8D	CNT (lb)	204	104	Fuselage

Status: This is the original version (as it was originally adopted).

	MD-81/ JT8D-209													
MD82	McDonnell Douglas MD-82/JT8D-217A	2	Large	Commercial	49500	130000	4920	20900	3	JT8D	CNT (lb)	204	104	Fuselage
MD83	McDonnell Douglas MD-83/JT8D-219	2	Large	Commercial	60000	139500	5200	21700	3	JT8D	CNT (lb)	204	104	Fuselage
MD9025	McDonnell Douglas MD-90/V2525-D5	2	Large	Commercial	56000	142000	3000	25000	3	V2525	CNT (lb)	205	105	Fuselage
MD9028	McDonnell Douglas MD-90/V2528-D5	2	Large	Commercial	56000	142000	3000	28000	3	V2525	CNT (lb)	205	105	Fuselage
MU300	Mitsubishi MU300-10 Diamond II/JT15D-5	2	Large	General Aviation	11000	13200	2800	2500	3	JT15D	CNT (lb)	203	113	Fuselage
PA28	Piper Piston Warrior PA-28-161/O-320-D3G	1	Small	General Aviation	1325	2325	1325	400	0	O320	Other (RPM)	213	113	Prop
PA30	Piper Piston Twin Comanche PA-30/IO-320-B1A	2	Small	General Aviation	1600	3600	1654	777	0	IO320	CNT (lb)	213	113	Prop
PA31	Piper Piston Navajo Chieftain PA-31-350/TIO-5	2	Small	General Aviation	1700	7000	1850	1481	0	TIO5	Other (RPM)	213	109	Prop
PA42	Piper Turbo Prop PA-42/PT6A-41	2	Small	General Aviation	1200	10330	3300	1800	3	PT6A	CNT (lb)	213	109	Prop
SABR80	BAE Jet Sabreliner 80	2	Large	General Aviation	3720	27290	2490	3962	2	CF700	CNT (lb)	203	113	Fuselage

SD330	Short Turbo-prop	Large Commercial	2	2	3	2	3	PT6A-45AR	CNT	211	109	Prop
	SD3-30/ PT6A-45AR		900	600	650	670			(% of Max Static Thrust)			
SF340	Saab Turbo-prop	Large Commercial	2	3	4	3	CT75	CNT	211	110	Prop	
	SF340B/ CT7-9B		300	500	470	067			(% of Max Static Thrust)			

TABLE I-3

Default approach procedural steps

ACFT ID	Profile	Step number	Step type	Flap_ID	Start Altitude (ft)	Start CAS (kt)	Descent Angle (deg)	Touchdown Roll (ft)	Distance (ft)	Start Thrust (% Max thrust)
1900D	DEFAULT		Descend	ZERO-A	6 000,0	160,0	3,0			
1900D	DEFAULT		Descend	ZERO-A	3 000,0	160,0	3,0			
1900D	DEFAULT		Descend	ZERO-A	1 500,0	146,0	3,0			
1900D	DEFAULT		Descend	35-A	1 000,0	118,0	3,0			
1900D	DEFAULT		Land	35-A				57,2		
1900D	DEFAULT		Decelerate			84,0			515,2	40,0
1900D	DEFAULT		Decelerate			10,0			0,0	10,0
707320	DEFAULT		Descend	ZERO	6 000,0	250,0	3,0			
707320	DEFAULT		Descend	14	3 000,0	160,0	3,0			
707320	DEFAULT		Descend	D-25	1 500,0	145,0	3,0			
707320	DEFAULT		Descend	D-40	1 000,0	131,6	3,0			
707320	DEFAULT		Land	D-40				410,6		
707320	DEFAULT		Decelerate			124,9			3 695,4	40,0
707320	DEFAULT		Decelerate			30,0			0,0	10,0

Status: This is the original version (as it was originally adopted).

707QN	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
707QN	DEFAULT	Descend	14	3 000,0	160,0	3,0			
707QN	DEFAULT	Descend	D-25	1 500,0	145,0	3,0			
707QN	DEFAULT	Descend	D-40	1 000,0	131,6	3,0			
707QN	DEFAULT	Land	D-40				410,6		
707QN	DEFAULT	Decelerate				124,9		3 695,4	40,0
707QN	DEFAULT	Decelerate				30,0		0,0	10,0
717200	DEFAULT	Descend	A_0U	6 000,0	250,0	3,0			
717200	DEFAULT	Descend	A_18U	3 000,0	190,0	3,0			
717200	DEFAULT	Descend	A_18D	1 500,0	160,0	3,0			
717200	DEFAULT	Descend	A_40D	1 000,0	140,0	3,0			
717200	DEFAULT	Land	A_40D				318,6		
717200	DEFAULT	Decelerate				130,0		2 867,4	40,0
717200	DEFAULT	Decelerate				30,0		0,0	8,6
720B	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
720B	DEFAULT	Descend	20	3 000,0	160,0	3,0			
720B	DEFAULT	Descend	U-30	1 500,0	149,0	3,0			
720B	DEFAULT	Descend	D-30	1 000,0	139,0	3,0			
720B	DEFAULT	Land	D-30				419,1		
720B	DEFAULT	Decelerate				131,9		3 771,9	40,0
720B	DEFAULT	Decelerate				30,0		0,0	10,0
727100	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
727100	DEFAULT	Descend	5	3 000,0	160,0	3,0			

727100	DEFAULT	Descend	D-25	1 500,0	125,5	3,0			
727100	DEFAULT	Descend	D-30	1 000,0	123,2	3,0			
727100	DEFAULT	Land	D-30				342,6		
727100	DEFAULT	Decelerate			116,8			3 083,4	40,0
727100	DEFAULT	Decelerate			30,0			0,0	10,0
727D15	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
727D15	DEFAULT	Descend	5	3 000,0	160,0	3,0			
727D15	DEFAULT	Descend	D-25	1 500,0	149,6	3,0			
727D15	DEFAULT	Descend	D-30	1 000,0	147,6	3,0			
727D15	DEFAULT	Land	D-30				347,6		
727D15	DEFAULT	Decelerate			140,0			3 128,4	40,0
727D15	DEFAULT	Decelerate			30,0			0,0	10,0
727D17	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
727D17	DEFAULT	Descend	5	3 000,0	160,0	3,0			
727D17	DEFAULT	Descend	D-25	1 500,0	149,6	3,0			
727D17	DEFAULT	Descend	D-30	1 000,0	147,6	3,0			
727D17	DEFAULT	Land	D-30				394,6		
727D17	DEFAULT	Decelerate			140,0			3 551,4	40,0
727D17	DEFAULT	Decelerate			30,0			0,0	10,0
727EM1	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
727EM1	DEFAULT	Descend	5	3 000,0	160,0	3,0			
727EM1	DEFAULT	Descend	D-25	1 500,0	125,5	3,0			
727EM1	DEFAULT	Descend	D-30	1 000,0	123,2	3,0			

Status: This is the original version (as it was originally adopted).

727EM1	DEFAULT	Land	D-30				342,6		
727EM1	DEFAULT	Decelerate			116,8			3 083,4	40,0
727EM1	DEFAULT	Decelerate			30,0			0,0	10,0
727EM2	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
727EM2	DEFAULT	Descend	5	3 000,0	160,0	3,0			
727EM2	DEFAULT	Descend	D-25	1 500,0	149,6	3,0			
727EM2	DEFAULT	Descend	D-30	1 000,0	147,6	3,0			
727EM2	DEFAULT	Land	D-30				347,6		
727EM2	DEFAULT	Decelerate			140,0			3 128,4	40,0
727EM2	DEFAULT	Decelerate			30,0			0,0	10,0
727Q15	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
727Q15	DEFAULT	Descend	5	3 000,0	160,0	3,0			
727Q15	DEFAULT	Descend	D-25	1 500,0	149,6	3,0			
727Q15	DEFAULT	Descend	D-30	1 000,0	147,6	3,0			
727Q15	DEFAULT	Land	D-30				347,6		
727Q15	DEFAULT	Decelerate			140,0			3 128,4	40,0
727Q15	DEFAULT	Decelerate			30,0			0,0	10,0
727Q7	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
727Q7	DEFAULT	Descend	5	3 000,0	160,0	3,0			
727Q7	DEFAULT	Descend	D-25	1 500,0	125,5	3,0			
727Q7	DEFAULT	Descend	D-30	1 000,0	123,2	3,0			
727Q7	DEFAULT	Land	D-30				342,6		
727Q7	DEFAULT	Decelerate			116,8			3 083,4	40,0
727Q7	DEFAULT	Decelerate			30,0			0,0	10,0

727Q9	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
727Q9	DEFAULT	Descend	5	3 000,0	160,0	3,0			
727Q9	DEFAULT	Descend	D-25	1 500,0	145,4	3,0			
727Q9	DEFAULT	Descend	D-30	1 000,0	143,4	3,0			
727Q9	DEFAULT	Land	D-30				394,6		
727Q9	DEFAULT	Decelerate			136,0			3 551,4	40,0
727Q9	DEFAULT	Decelerate			30,0			0,0	10,0
727QF	DEFAULT	Descend	U-ZERO	6 000,0	250,0	3,0			
727QF	DEFAULT	Descend	U-05	3 000,0	160,0	3,0			
727QF	DEFAULT	Descend	D-15	1 500,0	150,0	3,0			
727QF	DEFAULT	Descend	D-30	1 000,0	131,0	3,0			
727QF	DEFAULT	Land	D-30				363,0		
727QF	DEFAULT	Decelerate			121,0			2 686,0	40,0
727QF	DEFAULT	Decelerate			60,0			0,0	10,0
737	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
737	DEFAULT	Descend	5	3 000,0	170,0	3,0			
737	DEFAULT	Descend	D-25	1 500,0	134,5	3,0			
737	DEFAULT	Descend	D-30	1 000,0	131,5	3,0			
737	DEFAULT	Land	D-30				255,6		
737	DEFAULT	Decelerate			124,8			2 300,4	40,0
737	DEFAULT	Decelerate			30,0			0,0	10,0
737300	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
737300	DEFAULT	Descend	5	3 000,0	170,0	3,0			

Status: This is the original version (as it was originally adopted).

737300	DEFAU	BT	Descend	D-15	1 500,0	148,6	3,0			
737300	DEFAU	BT	Descend	D-30	1 000,0	139,0	3,0			
737300	DEFAU	BT	Land	D-30				316,8		
737300	DEFAU	BT	Decelerate			131,9			2 851,2	40,0
737300	DEFAU	BT	Decelerate			30,0			0,0	10,0
7373B2	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
7373B2	DEFAU	BT	Descend	5	3 000,0	170,0	3,0			
7373B2	DEFAU	BT	Descend	D-15	1 500,0	148,6	3,0			
7373B2	DEFAU	BT	Descend	D-30	1 000,0	139,0	3,0			
7373B2	DEFAU	BT	Land	D-30				316,8		
7373B2	DEFAU	BT	Decelerate			131,9			2 851,2	40,0
7373B2	DEFAU	BT	Decelerate			30,0			0,0	10,0
737400	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
737400	DEFAU	BT	Descend	5	3 000,0	170,0	3,0			
737400	DEFAU	BT	Descend	D-15	1 500,0	159,7	3,0			
737400	DEFAU	BT	Descend	D-30	1 000,0	144,9	3,0			
737400	DEFAU	BT	Land	D-30				360,2		
737400	DEFAU	BT	Decelerate			137,5			3 241,8	40,0
737400	DEFAU	BT	Decelerate			30,0			0,0	10,0
737500	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
737500	DEFAU	BT	Descend	5	3 000,0	170,0	3,0			
737500	DEFAU	BT	Descend	D-15	1 500,0	143,4	3,0			
737500	DEFAU	BT	Descend	D-30	1 000,0	135,3	3,0			

737500	DEFAU	BT	Land	D-30				314,2		
737500	DEFAU	BT	Decelerate			128,4			2 827,8	40,0
737500	DEFAU	BT	Decelerate			30,0			0,0	10,0
737700	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
737700	DEFAU	BT	Descend	5	3 000,0	171,0	3,0			
737700	DEFAU	BT	Descend	A_15	1 500,0	140,0	3,0			
737700	DEFAU	BT	Descend	A_40	1 000,0	133,0	3,0			
737700	DEFAU	BT	Land	A_40				304,7		
737700	DEFAU	BT	Decelerate			116,0			2 741,9	40,0
737700	DEFAU	BT	Decelerate			30,0			0,0	10,0
737D17	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
737D17	DEFAU	BT	Descend	5	3 000,0	170,0	3,0			
737D17	DEFAU	BT	Descend	D-25	1 500,0	140,2	3,0			
737D17	DEFAU	BT	Descend	D-30	1 000,0	137,7	3,0			
737D17	DEFAU	BT	Land	D-30				286,6		
737D17	DEFAU	BT	Decelerate			130,7			2 579,4	40,0
737D17	DEFAU	BT	Decelerate			30,0			0,0	10,0
737N17	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
737N17	DEFAU	BT	Descend	5	3 000,0	170,0	3,0			
737N17	DEFAU	BT	Descend	D-25	1 500,0	140,2	3,0			
737N17	DEFAU	BT	Descend	D-30	1 000,0	137,7	3,0			
737N17	DEFAU	BT	Land	D-30				286,6		
737N17	DEFAU	BT	Decelerate			130,7			2 579,4	40,0
737N17	DEFAU	BT	Decelerate			30,0			0,0	10,0

Status: This is the original version (as it was originally adopted).

737N9	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
737N9	DEFAULT	Descend	5	3 000,0	170,0	3,0			
737N9	DEFAULT	Descend	D-25	1 500,0	134,5	3,0			
737N9	DEFAULT	Descend	D-30	1 000,0	131,5	3,0			
737N9	DEFAULT	Land	D-30				255,6		
737N9	DEFAULT	Decelerate			124,8			2 300,4	40,0
737N9	DEFAULT	Decelerate			30,0			0,0	10,0
737QN	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
737QN	DEFAULT	Descend	5	3 000,0	170,0	3,0			
737QN	DEFAULT	Descend	D-25	1 500,0	134,5	3,0			
737QN	DEFAULT	Descend	D-30	1 000,0	131,5	3,0			
737QN	DEFAULT	Land	D-30				255,6		
737QN	DEFAULT	Decelerate			124,8			2 300,4	40,0
737QN	DEFAULT	Decelerate			30,0			0,0	10,0
74710Q	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
74710Q	DEFAULT	Descend	10	3 000,0	160,0	3,0			
74710Q	DEFAULT	Descend	D-20	1 500,0	155,0	3,0			
74710Q	DEFAULT	Descend	D-30	1 000,0	144,0	3,0			
74710Q	DEFAULT	Land	D-30				462,6		
74710Q	DEFAULT	Decelerate			136,6			4 163,4	10,0
74710Q	DEFAULT	Decelerate			30,0			0,0	10,0
747200	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
747200	DEFAULT	Descend	10	3 000,0	160,0	3,0			

747200	DEFAULT	Descend	D-20	1 500,0	155,0	3,0			
747200	DEFAULT	Descend	D-30	1 000,0	144,0	3,0			
747200	DEFAULT	Land	D-30				462,6		
747200	DEFAULT	Decelerate			136,6			4 163,4	10,0
747200	DEFAULT	Decelerate			30,0			0,0	10,0
74720A	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
74720A	DEFAULT	Descend	10	3 000,0	163,7	3,0			
74720A	DEFAULT	Descend	D-25	1 500,0	150,0	3,0			
74720A	DEFAULT	Descend	D-30	1 000,0	143,7	3,0			
74720A	DEFAULT	Land	D-30				462,6		
74720A	DEFAULT	Decelerate			136,3			4 163,4	10,0
74720A	DEFAULT	Decelerate			30,0			0,0	10,0
74720B	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
74720B	DEFAULT	Descend	10	3 000,0	171,9	3,0			
74720B	DEFAULT	Descend	D-25	1 500,0	158,5	3,0			
74720B	DEFAULT	Descend	D-30	1 000,0	151,9	3,0			
74720B	DEFAULT	Land	D-30				462,6		
74720B	DEFAULT	Decelerate			144,1			4 163,4	10,0
74720B	DEFAULT	Decelerate			30,0			0,0	10,0
747400	DEFAULT	Descend	5	6 000,0	250,0	3,0			
747400	DEFAULT	Descend	10	3 000,0	175,4	3,0			
747400	DEFAULT	Descend	D-25	1 500,0	161,4	3,0			
747400	DEFAULT	Descend	D-30	1 000,0	155,4	3,0			

Status: This is the original version (as it was originally adopted).

747400	DEFAU	5T	Land	D-30				533,6		
747400	DEFAU	6T	Decelerate			147,5			4 802,4	10,0
747400	DEFAU	7T	Decelerate			30,0			0,0	10,0
7478	DEFAU	8T	Descend-Idle		6 000,0	278,8	3,0			
7478	DEFAU	9T	Level-Idle		3 000,0	279,5			30 000,0	
7478	DEFAU	BT	Level-Idle		3 000,0	218,3			10 000,0	
7478	DEFAU	4T	Level-Idle		3 000,0	186,1			3 050,0	
7478	DEFAU	5T	Level-Idle		3 000,0	174,6			4 500,0	
7478	DEFAU	6T	Level	F_10	3 000,0	162,3			2 069,0	
7478	DEFAU	7T	Descend	F_30	3 000,0	157,4	3,0			
7478	DEFAU	8T	Land	F_30				615,6		
7478	DEFAU	9T	Decelerate			150,4			5 540,4	10,0
7478	DEFAU	10	Decelerate			30,0			0,0	10,0
747SP	DEFAU	8T	Descend	ZERO	6 000,0	250,0	3,0			
747SP	DEFAU	9T	Descend	10	3 000,0	160,0	3,0			
747SP	DEFAU	BT	Descend	D-20	1 500,0	141,5	3,0			
747SP	DEFAU	4T	Descend	D-30	1 000,0	132,4	3,0			
747SP	DEFAU	5T	Land	D-30				436,6		
747SP	DEFAU	6T	Decelerate			125,6			3 929,4	10,0
747SP	DEFAU	7T	Decelerate			30,0			0,0	10,0
757PW	DEFAU	8T	Descend	ZERO	6 000,0	250,0	3,0			
757PW	DEFAU	9T	Descend	5	3 000,0	160,0	3,0			
757PW	DEFAU	BT	Descend	D-25	1 500,0	136,5	3,0			

757PW	DEFAULT	Descend	D-30	1 000,0	134,2	3,0			
757PW	DEFAULT	Land	D-30				335,7		
757PW	DEFAULT	Decelerate			127,3			3 021,3	40,0
757PW	DEFAULT	Decelerate			30,0			0,0	10,0
757RR	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
757RR	DEFAULT	Descend	5	3 000,0	160,0	3,0			
757RR	DEFAULT	Descend	D-25	1 500,0	136,7	3,0			
757RR	DEFAULT	Descend	D-30	1 000,0	134,7	3,0			
757RR	DEFAULT	Land	D-30				322,2		
757RR	DEFAULT	Decelerate			127,8			2 899,8	40,0
757RR	DEFAULT	Decelerate			30,0			0,0	10,0
767300	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
767300	DEFAULT	Descend	5	3 000,0	167,0	3,0			
767300	DEFAULT	Descend	D-25	1 500,0	141,0	3,0			
767300	DEFAULT	Descend	D-30	1 000,0	137,1	3,0			
767300	DEFAULT	Land	D-30				328,5		
767300	DEFAULT	Decelerate			130,1			2 956,5	10,0
767300	DEFAULT	Decelerate			30,0			0,0	10,0
767CF6	DEFAULT	Descend	1	6 000,0	250,0	3,0			
767CF6	DEFAULT	Descend	5	3 000,0	168,5	3,0			
767CF6	DEFAULT	Descend	D-25	1 500,0	143,0	3,0			
767CF6	DEFAULT	Descend	D-30	1 000,0	138,5	3,0			
767CF6	DEFAULT	Land	D-30				327,6		

Status: This is the original version (as it was originally adopted).

767CF6	DEFAULT	Decelerate		131,4			2 948,4	10,0
767CF6	DEFAULT	Decelerate		30,0			0,0	10,0
767JT9	DEFAULT	DescendZERO	6 000,0	250,0	3,0			
767JT9	DEFAULT	Descend5	3 000,0	168,5	3,0			
767JT9	DEFAULT	DescendD-25	1 500,0	143,0	3,0			
767JT9	DEFAULT	DescendD-30	1 000,0	138,5	3,0			
767JT9	DEFAULT	Land D-30				331,6		
767JT9	DEFAULT	Decelerate		131,4			2 984,4	10,0
767JT9	DEFAULT	Decelerate		30,0			0,0	10,0
7773ER	DEFAULT	Descend-Idle	6 000,0	249,9	3,0			
7773ER	DEFAULT	Level-Idle	3 000,0	249,9			20 776,0	
7773ER	DEFAULT	Level-Idle	3 000,0	210,6			10 088,0	
7773ER	DEFAULT	Level-Idle	3 000,0	185,4			5 926,0	
7773ER	DEFAULT	Descend-Idle	3 000,0	170,4	3,0			
7773ER	DEFAULT	DescendF_30	2 700,0	147,8	3,0			
7773ER	DEFAULT	Land F_30				427,1		
7773ER	DEFAULT	Decelerate		140,8			3 843,5	10,0
7773ER	DEFAULT	Decelerate		30,0			0,0	10,0
7878R	DEFAULT	Descend-Idle	6 000,0	249,0	3,0			
7878R	DEFAULT	Level-Idle	3 000,0	249,5			20 950,0	
7878R	DEFAULT	Level-Idle	3 000,0	214,3			10 000,0	
7878R	DEFAULT	Level-Idle	3 000,0	178,9			5 000,0	

7878R	DEFAULT	Descend-Idle	3 000,0	157,0	3,0			
7878R	DEFAULT	DescendFLAP30	2 725,0	142,3	3,0			
7878R	DEFAULT	Land FLAP30				362,7		
7878R	DEFAULT	Decelerate		135,3			3 264,3	10,0
7878R	DEFAULT	Decelerate		30,0			0,0	10,0
A300-62	DEFAULT	Descend-Idle	6 000,0	250,0	3,3			
A300-62	DEFAULT	Level-Idle	3 000,0	250,0			14 583,3	
A300-62	DEFAULT	Level-Idle	3 000,0	210,9			7 398,3	
A300-62	DEFAULT	Descend-Idle	3 000,0	185,1	3,0			
A300-62	DEFAULT	Descend-Idle	2 417,0	175,9	3,0			
A300-62	DEFAULT	Descend-Idle	1 818,0	149,0	3,0			
A300-62	DEFAULT	DescendFULL_D	1 615,0	133,5	3,0			
A300-62	DEFAULT	DescendFULL_D	1 50,0	133,5	3,0			
A300-62	DEFAULT	Land FULL_D				305,3		
A300-62	DEFAULT	Decelerate		130,5			2 747,8	10,0
A300-62	DEFAULT	Decelerate		30,0			0,0	10,0
A300B42	DEFAULT	DescendZERO	6 000,0	250,0	3,0			
A300B42	DEFAULT	Descend1	3 000,0	158,5	3,0			
A300B42	DEFAULT	DescendD-15	1 500,0	148,5	3,0			
A300B42	DEFAULT	DescendD-25	1 000,0	140,0	3,0			
A300B42	DEFAULT	Land D-25				387,6		
A300B42	DEFAULT	Decelerate		132,8			3 488,4	40,0
A300B42	DEFAULT	Decelerate		30,0			0,0	10,0

Status: This is the original version (as it was originally adopted).

A310-30	DEFAULT		Descend-Idle	6 000,0	250,0	3,2			
A310-30	DEFAULT		Level-Idle	3 000,0	250,0			14 609,6	
A310-30	DEFAULT		Level-Idle	3 000,0	211,6			8 736,9	
A310-30	DEFAULT		Descend-Idle	3 000,0	180,6	3,0			
A310-30	DEFAULT		Descend-Idle	2 551,0	169,3	3,0			
A310-30	DEFAULT		Descend-Idle	2 147,0	148,0	3,0			
A310-30	DEFAULT		DescendFULL_D	2 000,0	134,6	3,0			
A310-30	DEFAULT		DescendFULL_D	2 50,0	134,6	3,0			
A310-30	DEFAULT		Land FULL_D				302,9		
A310-30	DEFAULT	0	Decelerate		131,6			2 726,6	10,0
A310-30	DEFAULT		Decelerate		30,0			0,0	10,0
A319-13	DEFAULT		Descend-Idle	6 000,0	250,0	3,1			
A319-13	DEFAULT		Level-Idle	3 000,0	250,0			19 940,9	
A319-13	DEFAULT		Level-Idle	3 000,0	197,5			4 813,0	
A319-13	DEFAULT		Descend-Idle	3 000,0	181,4	3,0			
A319-13	DEFAULT		Descend-Idle	2 610,0	167,7	3,0			
A319-13	DEFAULT		Descend-Idle	2 114,0	138,4	3,0			
A319-13	DEFAULT		DescendFULL_D	2 971,0	125,3	3,0			
A319-13	DEFAULT		DescendFULL_D	2 50,0	125,3	3,0			
A319-13	DEFAULT		Land FULL_D				152,3		
A319-13	DEFAULT	0	Decelerate		122,3			1 370,6	40,0
A319-13	DEFAULT		Decelerate		30,0			0,0	10,0
A320-21	DEFAULT		Descend-Idle	6 000,0	250,0	3,5			

A320-21	DEFAULT	Level-Idle	3 000,0	250,0			16 811,0	
A320-21	DEFAULT	Level-Idle	3 000,0	201,1			5 547,9	
A320-21	DEFAULT	Descend-Idle	3 000,0	182,2	3,0			
A320-21	DEFAULT	Descend-Idle	2 614,0	173,7	3,0			
A320-21	DEFAULT	Descend-Idle	1 942,0	141,0	3,0			
A320-21	DEFAULT	Descend-FULL_D	823,0	132,6	3,0			
A320-21	DEFAULT	Descend-FULL_D	50,0	132,6	3,0			
A320-21	DEFAULT	Land FULL_D				303,5		
A320-21	DEFAULT	Decelerate		129,6			2 731,6	40,0
A320-21	DEFAULT	Decelerate		30,0			0,0	10,0
A320-23	DEFAULT	Descend-Idle	6 000,0	250,0	2,8			
A320-23	DEFAULT	Level-Idle	3 000,0	250,0			20 003,3	
A320-23	DEFAULT	Level-Idle	3 000,0	198,7			4 629,3	
A320-23	DEFAULT	Descend-Idle	3 000,0	183,5	3,0			
A320-23	DEFAULT	Descend-Idle	2 613,0	172,8	3,0			
A320-23	DEFAULT	Descend-Idle	2 033,0	142,2	3,0			
A320-23	DEFAULT	Descend-FULL_D	819,0	133,8	3,0			
A320-23	DEFAULT	Descend-FULL_D	50,0	133,8	3,0			
A320-23	DEFAULT	Land FULL_D				311,0		
A320-23	DEFAULT	Decelerate		130,8			2 799,4	40,0
A320-23	DEFAULT	Decelerate		30,0			0,0	10,0
A321-23	DEFAULT	Descend-Idle	6 000,0	250,0	3,1			
A321-23	DEFAULT	Level-Idle	3 000,0	250,0			14 717,8	

Status: This is the original version (as it was originally adopted).

A321-23	DEFAULT	Level-Idle	3 000,0	211,2			6 135,2	
A321-23	DEFAULT	Descend-Idle	3 000,0	191,6	3,0			
A321-23	DEFAULT	Descend-Idle	2 530,0	175,2	3,0			
A321-23	DEFAULT	Descend-Idle	2 133,0	149,8	3,0			
A321-23	DEFAULT	DescendFULL_D	2 003,0	138,5	3,0			
A321-23	DEFAULT	DescendFULL_D	2 050,0	138,5	3,0			
A321-23	DEFAULT	Land FULL_D				345,2		
A321-23	DEFAULT	Decelerate		135,5			3 106,8	40,0
A321-23	DEFAULT	Decelerate		30,0			0,0	10,0
A330-30	DEFAULT	Descend-Idle	6 000,0	250,0	3,1			
A330-30	DEFAULT	Level-Idle	3 000,0	250,0			19 547,2	
A330-30	DEFAULT	Level-Idle	3 000,0	200,9			10 029,5	
A330-30	DEFAULT	Descend-Idle	3 000,0	166,0	3,0			
A330-30	DEFAULT	Descend-Idle	2 547,0	154,0	3,0			
A330-30	DEFAULT	Descend-Idle	2 292,0	140,5	3,0			
A330-30	DEFAULT	DescendFULL_D	2 144,0	130,9	3,0			
A330-30	DEFAULT	DescendFULL_D	2 050,0	130,9	3,0			
A330-30	DEFAULT	Land FULL_D				210,4		
A330-30	DEFAULT	Decelerate		127,9			1 893,8	10,0
A330-30	DEFAULT	Decelerate		30,0			0,0	10,0
A330-34	DEFAULT	Descend-Idle	6 000,0	250,0	2,4			
A330-34	DEFAULT	Level-Idle	3 000,0	250,0			20 711,9	
A330-34	DEFAULT	Level-Idle	3 000,0	207,9			11 430,4	

A330-34	DEFAULT	Descend-Idle	3 000,0	174,4	3,0			
A330-34	DEFAULT	Descend-Idle	2 517,0	165,0	3,0			
A330-34	DEFAULT	Descend-Idle	2 431,0	161,7	3,0			
A330-34	DEFAULT	Descend-Idle	2 113,0	146,6	3,0			
A330-34	DEFAULT	DescendFULL_D	938,0	135,5	3,0			
A330-34	DEFAULT	DescendFULL_D	50,0	135,5	3,0			
A330-34	DEFAULT	Land FULL_D				378,0		
A330-34	DEFAULT	Decelerate		132,5			3 402,6	10,0
A330-34	DEFAULT	Decelerate		30,0			0,0	10,0
A340-21	DEFAULT	Descend-Idle	6 000,0	250,0	3,3			
A340-21	DEFAULT	Level-Idle	3 000,0	250,0			14 038,7	
A340-21	DEFAULT	Level-Idle	3 000,0	212,7			10 866,1	
A340-21	DEFAULT	Descend-Idle	3 000,0	175,6	3,0			
A340-21	DEFAULT	Descend-Idle	2 471,0	160,3	3,0			
A340-21	DEFAULT	Descend-Idle	2 336,0	153,8	3,0			
A340-21	DEFAULT	Descend-Idle	2 066,0	138,5	3,0			
A340-21	DEFAULT	DescendFULL_D	976,0	132,1	3,0			
A340-21	DEFAULT	DescendFULL_D	50,0	132,1	3,0			
A340-21	DEFAULT	Land FULL_D				381,8		
A340-21	DEFAULT	Decelerate		129,1			3 436,6	10,0
A340-21	DEFAULT	Decelerate		30,0			0,0	10,0
A340-64	DEFAULT	Descend-Idle	6 000,0	250,0	2,8			
A340-64	DEFAULT	Level-Idle	3 000,0	250,0			15 853,0	

Status: This is the original version (as it was originally adopted).

A340-64	DEFAULT	Level-Idle		3 000,0	212,1			9 839,2	
A340-64	DEFAULT	Descend-Idle		3 000,0	188,5	3,0			
A340-64	DEFAULT	Descend-Idle		2 333,0	178,1	3,0			
A340-64	DEFAULT	Descend-Idle		2 191,0	173,2	3,0			
A340-64	DEFAULT	Descend-Idle		1 805,0	155,5	3,0			
A340-64	DEFAULT	Descend-FULL_D		650,0	147,8	3,0			
A340-64	DEFAULT	Descend-FULL_D		50,0	147,8	3,0			
A340-64	DEFAULT	Land	FULL_D				280,7		
A340-64	DEFAULT	Decelerate			144,8			2 526,5	10,0
A340-64	DEFAULT	Decelerate			30,0			0,0	10,0
A380-84	DEFAULT	Descend-Idle		6 000,0	250,0	3,0			
A380-84	DEFAULT	Level-Idle		3 000,0	250,0			18 044,6	
A380-84	DEFAULT	Level	A_1+F	3 000,0				11 893,0	
A380-84	DEFAULT	Level-Idle		3 000,0	205,0			9 691,6	
A380-84	DEFAULT	Descend-Idle		3 000,0	172,6	3,0			
A380-84	DEFAULT	Descend-Idle		2 446,0	161,2	3,0			
A380-84	DEFAULT	DescendA_FULL		976,0	136,3	3,0			
A380-84	DEFAULT	DescendA_FULL		50,0	136,3	3,0			
A380-84	DEFAULT	Land	A_FULL				636,8		
A380-84	DEFAULT	Decelerate			136,3			5 731,3	10,0
A380-84	DEFAULT	Decelerate			30,0			0,0	10,0
A380-86	DEFAULT	Descend-Idle		6 000,0	250,0	2,7			
A380-86	DEFAULT	Level-Idle		3 000,0	250,0			20 036,1	

A380-86	DEFAU	BT	Level	A_1+F	3 000,0				11 896,0	
A380-86	DEFAU	BT	Level- Idle		3 000,0	205,0			10 213,0	
A380-86	DEFAU	BT	Descend-Idle		3 000,0	172,6	3,0			
A380-86	DEFAU	BT	Descend-Idle		2 445,0	161,2	3,0			
A380-86	DEFAU	BT	Descend	A_FULL	1 976,0	136,3	3,0			
A380-86	DEFAU	BT	Descend	A_FULL	150,0	136,3	3,0			
A380-86	DEFAU	BT	Land	A_FULL				636,8		
A380-86	DEFAU	BT	Decelerate			136,3			5 731,3	10,0
A380-86	DEFAU	BT	Decelerate			30,0			0,0	10,0
BAC111	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
BAC111	DEFAU	BT	Descend	INT1	3 000,0	153,3	3,0			
BAC111	DEFAU	BT	Descend	U-INT	1 500,0	143,3	3,0			
BAC111	DEFAU	BT	Descend	D-45	1 000,0	133,3	3,0			
BAC111	DEFAU	BT	Land	D-45				305,0		
BAC111	DEFAU	BT	Decelerate			126,5			2 745,0	40,0
BAC111	DEFAU	BT	Decelerate			30,0			0,0	10,0
BAE146	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
BAE146	DEFAU	BT	Descend	18	3 000,0	180,0	3,0			
BAE146	DEFAU	BT	Descend	D-24	1 500,0	166,5	3,0			
BAE146	DEFAU	BT	Descend	D-33	1 000,0	123,0	3,0			
BAE146	DEFAU	BT	Land	D-33				243,9		
BAE146	DEFAU	BT	Decelerate			116,7			2 195,1	40,0
BAE146	DEFAU	BT	Decelerate			30,0			0,0	10,0

Status: This is the original version (as it was originally adopted).

BAE300DEFAU	IT	Descend	ZERO	6 000,0	250,0	3,0			
BAE300DEFAU	ZT	Descend	18	3 000,0	180,0	3,0			
BAE300DEFAU	BT	Descend	D-24	1 500,0	167,0	3,0			
BAE300DEFAU	KT	Descend	D-33	1 000,0	124,4	3,0			
BAE300DEFAU	ST	Land	D-33				261,0		
BAE300DEFAU	KT	Decelerate			118,0			2 349,0	40,0
BAE300DEFAU	ZT	Decelerate			30,0			0,0	10,0
BEC58PDEFAU	IT	Descend	ZERO	6 000,0	130,0	5,0			
BEC58PDEFAU	ZT	Descend	TO	3 000,0	119,0	5,0			
BEC58PDEFAU	BT	Descend	D-15	1 500,0	109,0	5,0			
BEC58PDEFAU	KT	Descend	D-30	1 000,0	99,0	5,0			
BEC58PDEFAU	ST	Land	D-30				188,8		
BEC58PDEFAU	KT	Decelerate			93,9			1 699,2	40,0
BEC58PDEFAU	ZT	Decelerate			30,0			0,0	10,0
BEC58PSTD_3	DEG	Descend	ZERO	6 000,0	130,0	3,0			
BEC58PSTD_3	DEG	Descend	TO	3 000,0	119,0	3,0			
BEC58PSTD_3	DEG	Descend	D-15	1 500,0	109,0	3,0			
BEC58PSTD_3	DEG	Descend	D-30	1 000,0	99,0	3,0			
BEC58PSTD_3	DEG	Land	D-30				188,8		
BEC58PSTD_3	DEG	Decelerate			93,9			1 699,2	40,0
BEC58PSTD_3	DEG	Decelerate			30,0			0,0	10,0
BEC58PSTD_5	DEG	Descend	ZERO	6 000,0	130,0	5,0			
BEC58PSTD_5	DEG	Descend	TO	3 000,0	119,0	5,0			

BEC58PSTD_5DEG		Descend	D-15	1 500,0	109,0	5,0			
BEC58PSTD_5DEG		Descend	D-30	1 000,0	99,0	5,0			
BEC58PSTD_5DEG		Land	D-30				188,8		
BEC58PSTD_5DEG		Decelerate			93,9			1 699,2	40,0
BEC58PSTD_5DEG		Decelerate			30,0			0,0	10,0
CIT3	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
CIT3	DEFAULT	Descend	10	3 000,0	139,5	3,0			
CIT3	DEFAULT	Descend	D- INTR	1 500,0	129,5	3,0			
CIT3	DEFAULT	Descend	D-40	1 000,0	119,5	3,0			
CIT3	DEFAULT	Land	D-40				153,9		
CIT3	DEFAULT	Decelerate			113,4			1 385,1	40,0
CIT3	DEFAULT	Decelerate			30,0			0,0	10,0
CL600	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
CL600	DEFAULT	Descend	10	3 000,0	152,1	3,0			
CL600	DEFAULT	Descend	D- INTR	1 500,0	142,1	3,0			
CL600	DEFAULT	Descend	D-45	1 000,0	132,1	3,0			
CL600	DEFAULT	Land	D-45				201,6		
CL600	DEFAULT	Decelerate			125,3			1 814,4	40,0
CL600	DEFAULT	Decelerate			30,0			0,0	10,0
CL601	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
CL601	DEFAULT	Descend	10	3 000,0	158,5	3,0			
CL601	DEFAULT	Descend	D- INTR	1 500,0	148,5	3,0			
CL601	DEFAULT	Descend	D-45	1 000,0	138,5	3,0			

Status: This is the original version (as it was originally adopted).

CL601	DEFAULT	Land	D-45				224,1		
CL601	DEFAULT	Decelerate			131,4			2016,9	40,0
CL601	DEFAULT	Decelerate			30,0			0,0	10,0
CNA172	DEFAULT	Descend	ZERO-D	6000,0	100,0	3,0			
CNA172	DEFAULT	Descend	ZERO-D	4000,0	100,0	3,0			
CNA172	DEFAULT	Descend	ZERO-D	3000,0	80,0	3,0			
CNA172	DEFAULT	Descend	10-D	1000,0	80,0	3,0			
CNA172	DEFAULT	Descend	10-D	600,0	80,0	3,0			
CNA172	DEFAULT	Descend	10-D	500,0	70,0	3,0			
CNA172	DEFAULT	Land	10-D				30,0		
CNA172	DEFAULT	Decelerate			62,0			530,0	10,0
CNA172	DEFAULT	Decelerate			10,0			0,0	10,0
CNA182	DEFAULT	Descend	ZERO-A	6000,0	110,0	3,0			
CNA182	DEFAULT	Descend	ZERO-A	4000,0	90,0	3,0			
CNA182	DEFAULT	Descend	ZERO-A	2000,0	70,0	3,0			
CNA182	DEFAULT	Descend	F10APP	1000,0	70,0	3,0			
CNA182	DEFAULT	Descend	F30APP	500,0	65,0	3,0			
CNA182	DEFAULT	Land	F30APP				30,0		
CNA182	DEFAULT	Decelerate			65,0			560,0	10,0
CNA182	DEFAULT	Decelerate			10,0			0,0	10,0
CNA208	DEFAULT	Descend	ZERO-A	6000,0	140,0	3,0			
CNA208	DEFAULT	Descend	ZERO-A	4000,0	124,0	3,0			
CNA208	DEFAULT	Descend	ZERO-A	2000,0	108,0	3,0			
CNA208	DEFAULT	Descend	F30APP	1000,0	100,0	3,0			
CNA208	DEFAULT	Descend	F30APP	500,0	80,0	3,0			
CNA208	DEFAULT	Land	F30APP				100,0		

CNA208	DEFAULT	Decelerate		78,0			815,0	10,0
CNA208	DEFAULT	Decelerate		30,0			0,0	10,0
CNA44	DEFAULT	DescendZERO	6 000,0	160,0	3,0			
CNA44	DEFAULT	DescendTO	3 000,0	113,9	3,0			
CNA44	DEFAULT	DescendD- INTR	1 500,0	103,9	3,0			
CNA44	DEFAULT	DescendD-L	1 000,0	93,9	3,0			
CNA44	DEFAULT	Land D-L				79,1		
CNA44	DEFAULT	Decelerate		89,1			711,9	40,0
CNA44	DEFAULT	Decelerate		30,0			0,0	10,0
CNA500	DEFAULT	DescendZERO	6 000,0	250,0	3,0			
CNA500	DEFAULT	Descend1	3 000,0	131,3	3,0			
CNA500	DEFAULT	DescendD- INTR	1 500,0	121,3	3,0			
CNA500	DEFAULT	DescendD-35	1 000,0	111,3	3,0			
CNA500	DEFAULT	Land D-35				179,1		
CNA500	DEFAULT	Decelerate		105,6			1 611,9	40,0
CNA500	DEFAULT	Decelerate		30,0			0,0	10,0
CNA510	DEFAULT	DescendZERO_6	6 000,0	250,0	3,0			
CNA510	DEFAULT	DescendZERO_3	3 000,0	160,0	3,0			
CNA510	DEFAULT	DescendA_15	1 500,0	91,1	3,0			
CNA510	DEFAULT	DescendA_35	1 000,0	85,1	3,0			
CNA510	DEFAULT	Land A_35				175,5		
CNA510	DEFAULT	Decelerate		78,1			1 579,5	40,0
CNA510	DEFAULT	Decelerate		30,0			0,0	10,0
CNA525	DEFAULT	DescendZERO_6	6 000,0	250,0	3,0			

Status: This is the original version (as it was originally adopted).

CNA5250	DEFAULT	Descend	ZERO_3	130,0	3,0			
			000,0					
CNA5250	DEFAULT	Descend	A_15	119,7	3,0			
			1500,0					
CNA5250	DEFAULT	Descend	A_35	111,8	3,0			
			1000,0					
CNA5250	DEFAULT	Land	A_35			200,0		
CNA5250	DEFAULT	Decelerate		115,0			1500,0	40,0
CNA5250	DEFAULT	Decelerate		30,0			0,0	10,0
CNA550	DEFAULT	Descend	ZERO_6	250,0	3,0			
			000,0					
CNA550	DEFAULT	Descend	ZERO_3	160,0	3,0			
			000,0					
CNA550	DEFAULT	Descend	A_15	111,8	3,0			
			1500,0					
CNA550	DEFAULT	Descend	A_35	105,3	3,0			
			1000,0					
CNA550	DEFAULT	Land	A_35			175,5		
CNA550	DEFAULT	Decelerate		100,0			1580,0	40,0
CNA550	DEFAULT	Decelerate		30,0			0,0	10,0
CNA560	DEFAULT	Descend	ZERO	250,0	3,0			
			6000,0					
CNA560	DEFAULT	Descend	15 U	107,5	3,0			
			3000,0					
CNA560	DEFAULT	Descend	35 D	101,8	3,0			
			1500,0					
CNA560	DEFAULT	Descend	35 D	101,8	3,0			
			1000,0					
CNA560	DEFAULT	Land	35 D			200,0		
CNA560	DEFAULT	Decelerate		100,0			1000,0	60,0
CNA560	DEFAULT	Decelerate		30,0			0,0	10,0
CNA560	DEFAULT	Descend	ZERO	250,0	3,0			
			6000,0					
CNA560	DEFAULT	Descend	7	120,0	3,0			
			3000,0					
CNA560	DEFAULT	Descend	D 15	110,0	3,0			
			1500,0					

CNA560	DEFAULT	Descend	D 35	1 000,0	101,8	3,0			
CNA560	DEFAULT	Land	D 35				175,0		
CNA560	DEFAULT	Decelerate			93,0			1 385,1	60,0
CNA560	DEFAULT	Decelerate			30,0			0,0	10,0
CNA560	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
CNA560	DEFAULT	Descend	ZERO	3 000,0	132,0	3,0			
CNA560	DEFAULT	Descend	D 15U	1 500,0	122,0	3,0			
CNA560	DEFAULT	Descend	D 35D	1 000,0	112,0	3,0			
CNA560	DEFAULT	Land	D 35D				500,0		
CNA560	DEFAULT	Decelerate			108,0			2 700,0	60,0
CNA560	DEFAULT	Decelerate			30,0			0,0	10,0
CNA680	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
CNA680	DEFAULT	Descend	ZERO	3 000,0	160,0	3,0			
CNA680	DEFAULT	Descend	15 GU	1 500,0	112,0	3,0			
CNA680	DEFAULT	Descend	35 GD	1 000,0	105,0	3,0			
CNA680	DEFAULT	Land	35 GD				200,0		
CNA680	DEFAULT	Decelerate			100,0			1 580,0	60,0
CNA680	DEFAULT	Decelerate			30,0			0,0	10,0
CNA750	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
CNA750	DEFAULT	Descend	15_GU	3 000,0	127,4	3,0			
CNA750	DEFAULT	Descend	35_GD	1 500,0	120,9	3,0			
CNA750	DEFAULT	Descend	35_GD	1 000,0	120,9	3,0			
CNA750	DEFAULT	Land	35_GD				200,0		

Status: This is the original version (as it was originally adopted).

CNA750	DEFAULT	Decelerate		115,0			1 500,0	40,0
CNA750	DEFAULT	Decelerate		30,0			0,0	10,0
CNA750	FLAP_15	Descend	ZERO 6 000,0	250,0	3,0			
CNA750	FLAP_13	Descend	15_GU 3 000,0	127,4	3,0			
CNA750	FLAP_13	Descend	35_GD 1 500,0	120,9	3,0			
CNA750	FLAP_14	Descend	35_GD 1 000,0	120,9	3,0			
CNA750	FLAP_15	Land	35_GD			200,0		
CNA750	FLAP_16	Decelerate		115,0			1 500,0	40,0
CNA750	FLAP_13	Decelerate		30,0			0,0	10,0
CNA750	FLAP_51	Descend	ZERO 6 000,0	250,0	3,0			
CNA750	FLAP_52	Descend	5_GU 3 000,0	135,2	3,0			
CNA750	FLAP_53	Descend	15_GD 1 500,0	127,4	3,0			
CNA750	FLAP_54	Descend	15_GD 1 000,0	127,4	3,0			
CNA750	FLAP_55	Land	15_GD			200,0		
CNA750	FLAP_56	Decelerate		115,0			1 500,0	40,0
CNA750	FLAP_57	Decelerate		30,0			0,0	10,0
CONCR	DEFAULT	Descend	CL1 6 000,0	250,0	3,0			
CONCR	DEFAULT	Descend	ZERO 3 000,0	194,0	3,0			
CONCR	DEFAULT	Descend	U-L 1 500,0	184,0	3,0			
CONCR	DEFAULT	Descend	D-L 1 000,0	164,0	3,0			
CONCR	DEFAULT	Land	D-L			858,6		
CONCR	DEFAULT	Decelerate		155,5			7 727,4	40,0
CONCR	DEFAULT	Decelerate		30,0			0,0	10,0

CRJ9-ER	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
CRJ9-ER	DEFAULT	Descend	20	3 500,0	170,0	3,0			
CRJ9-ER	DEFAULT	Descend	U-45	1 500,0	160,0	3,0			
CRJ9-ER	DEFAULT	Descend	D-45	1 000,0	140,0	3,0			
CRJ9-ER	DEFAULT	Land	D-45				415,8		
CRJ9-ER	DEFAULT	Decelerate			143,0			2 528,0	10,0
CRJ9-ER	DEFAULT	Decelerate			30,0			0,0	10,0
CRJ9-LR	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
CRJ9-LR	DEFAULT	Descend	20	3 500,0	170,0	3,0			
CRJ9-LR	DEFAULT	Descend	U-45	1 500,0	160,0	3,0			
CRJ9-LR	DEFAULT	Descend	D-45	1 000,0	141,0	3,0			
CRJ9-LR	DEFAULT	Land	D-45				424,7		
CRJ9-LR	DEFAULT	Decelerate			144,0			2 577,0	10,0
CRJ9-LR	DEFAULT	Decelerate			30,0			0,0	10,0
CVR580	DEFAULT	Descend	ZERO	6 000,0	200,0	3,0			
CVR580	DEFAULT	Descend	INTR	3 000,0	146,3	3,0			
CVR580	DEFAULT	Descend	D-28	1 500,0	112,4	3,0			
CVR580	DEFAULT	Descend	D-40	1 000,0	106,3	3,0			
CVR580	DEFAULT	Land	D-40				287,6		
CVR580	DEFAULT	Decelerate			100,9			2 588,4	40,0
CVR580	DEFAULT	Decelerate			30,0			0,0	10,0

Status: This is the original version (as it was originally adopted).

DC1010	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
DC1010	DEFAULT	Descend	INT	3 000,0	163,7	3,0			
DC1010	DEFAULT	Descend	U-35	1 500,0	153,7	3,0			
DC1010	DEFAULT	Descend	D-35	1 000,0	143,7	3,0			
DC1010	DEFAULT	Land	D-35				428,4		
DC1010	DEFAULT	Decelerate			136,3			3 855,6	10,0
DC1010	DEFAULT	Decelerate			30,0			0,0	10,0
DC1030	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
DC1030	DEFAULT	Descend	INT2	3 000,0	172,6	3,0			
DC1030	DEFAULT	Descend	U-20	1 500,0	162,6	3,0			
DC1030	DEFAULT	Descend	D-35	1 000,0	152,6	3,0			
DC1030	DEFAULT	Land	D-35				392,2		
DC1030	DEFAULT	Decelerate			144,8			3 529,8	10,0
DC1030	DEFAULT	Decelerate			30,0			0,0	10,0
DC1040	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
DC1040	DEFAULT	Descend	5	3 000,0	173,5	3,0			
DC1040	DEFAULT	Descend	U-35	1 500,0	163,5	3,0			
DC1040	DEFAULT	Descend	D-35	1 000,0	153,5	3,0			
DC1040	DEFAULT	Land	D-35				446,4		
DC1040	DEFAULT	Decelerate			145,6			4 017,6	10,0
DC1040	DEFAULT	Decelerate			30,0			0,0	10,0
DC3	DEFAULT	Descend	ZERO	6 000,0	140,0	3,0			
DC3	DEFAULT	Descend	TO	3 000,0	109,0	3,0			

DC3	DEFAULT	Descend	U-INT	1 500,0	99,0	3,0			
DC3	DEFAULT	Descend	D-45	1 000,0	88,9	3,0			
DC3	DEFAULT	Land	D-45				104,6		
DC3	DEFAULT	Decelerate			84,3			941,4	34,3
DC3	DEFAULT	Decelerate			30,0			0,0	10,0
DC6	DEFAULT	Descend	ZERO	6 000,0	160,0	3,0			
DC6	DEFAULT	Descend	TO	3 000,0	106,1	3,0			
DC6	DEFAULT	Descend	D- INTR	1 500,0	96,1	3,0			
DC6	DEFAULT	Descend	D-L	1 000,0	86,1	3,0			
DC6	DEFAULT	Land	D-L				175,5		
DC6	DEFAULT	Decelerate			81,7			1 579,5	40,0
DC6	DEFAULT	Decelerate			30,0			0,0	10,0
DC850	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
DC850	DEFAULT	Descend	INT	3 000,0	165,6	3,0			
DC850	DEFAULT	Descend	D-35	1 500,0	152,7	3,0			
DC850	DEFAULT	Descend	D-50	1 000,0	145,6	3,0			
DC850	DEFAULT	Land	D-50				390,6		
DC850	DEFAULT	Decelerate			138,1			3 515,4	40,0
DC850	DEFAULT	Decelerate			30,0			0,0	10,0
DC860	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
DC860	DEFAULT	Descend	INT	3 000,0	161,5	3,0			
DC860	DEFAULT	Descend	D-35	1 500,0	155,7	3,0			
DC860	DEFAULT	Descend	D-50	1 000,0	151,5	3,0			
DC860	DEFAULT	Land	D-50				382,5		

Status: This is the original version (as it was originally adopted).

DC860	DEFAULT	Decelerate		143,7			3 442,5	40,0
DC860	DEFAULT	Decelerate		30,0			0,0	10,0
DC870	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0		
DC870	DEFAULT	Descend	INT	3 000,0	166,7	3,0		
DC870	DEFAULT	Descend	D-35	1 500,0	150,8	3,0		
DC870	DEFAULT	Descend	D-50	1 000,0	146,7	3,0		
DC870	DEFAULT	Land	D-50				489,6	
DC870	DEFAULT	Decelerate		139,2			4 406,4	40,0
DC870	DEFAULT	Decelerate		30,0			0,0	10,0
DC8QN	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0		
DC8QN	DEFAULT	Descend	INT	3 000,0	161,5	3,0		
DC8QN	DEFAULT	Descend	D-35	1 500,0	155,7	3,0		
DC8QN	DEFAULT	Descend	D-50	1 000,0	151,5	3,0		
DC8QN	DEFAULT	Land	D-50				382,5	
DC8QN	DEFAULT	Decelerate		143,7			3 442,5	40,0
DC8QN	DEFAULT	Decelerate		30,0			0,0	10,0
DC910	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0		
DC910	DEFAULT	Descend	5	3 000,0	150,2	3,0		
DC910	DEFAULT	Descend	U-15	1 500,0	140,2	3,0		
DC910	DEFAULT	Descend	D-35	1 000,0	130,2	3,0		
DC910	DEFAULT	Land	D-35				357,3	
DC910	DEFAULT	Decelerate		123,5			3 215,7	40,0
DC910	DEFAULT	Decelerate		30,0			0,0	10,0

DC930	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
DC930	DEFAULT	Descend	5	3 000,0	162,5	3,0			
DC930	DEFAULT	Descend	U-15	1 500,0	152,5	3,0			
DC930	DEFAULT	Descend	D-35	1 000,0	142,5	3,0			
DC930	DEFAULT	Land	D-35				325,8		
DC930	DEFAULT	Decelerate			135,2			2 932,2	40,0
DC930	DEFAULT	Decelerate			30,0			0,0	10,0
DC930LW	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
DC930LW	DEFAULT	Descend	5	3 000,0	162,5	3,0			
DC930LW	DEFAULT	Descend	U-15	1 500,0	152,5	3,0			
DC930LW	DEFAULT	Descend	D-35	1 000,0	142,5	3,0			
DC930LW	DEFAULT	Land	D-35				325,8		
DC930LW	DEFAULT	Decelerate			135,2			2 932,2	40,0
DC930LW	DEFAULT	Decelerate			30,0			0,0	10,0
DC950	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
DC950	DEFAULT	Descend	5	3 000,0	167,3	3,0			
DC950	DEFAULT	Descend	U-15	1 500,0	157,3	3,0			
DC950	DEFAULT	Descend	D-35	1 000,0	147,3	3,0			
DC950	DEFAULT	Land	D-35				343,8		
DC950	DEFAULT	Decelerate			139,7			3 094,2	40,0
DC950	DEFAULT	Decelerate			30,0			0,0	10,0
DC950HW	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
DC950HW	DEFAULT	Descend	5	3 000,0	167,3	3,0			

Status: This is the original version (as it was originally adopted).

DC95H	DEFAU	BT	Descend	U-15	1 500,0	157,3	3,0			
DC95H	DEFAU	BT	Descend	D-35	1 000,0	147,3	3,0			
DC95H	DEFAU	BT	Land	D-35				343,8		
DC95H	DEFAU	BT	Decelerate			139,7			3 094,2	40,0
DC95H	DEFAU	BT	Decelerate			30,0			0,0	10,0
DC9Q7	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
DC9Q7	DEFAU	BT	Descend	5	3 000,0	150,2	3,0			
DC9Q7	DEFAU	BT	Descend	U-15	1 500,0	140,2	3,0			
DC9Q7	DEFAU	BT	Descend	D-35	1 000,0	130,2	3,0			
DC9Q7	DEFAU	BT	Land	D-35				357,3		
DC9Q7	DEFAU	BT	Decelerate			123,5			3 215,7	40,0
DC9Q7	DEFAU	BT	Decelerate			30,0			0,0	10,0
DC9Q9	DEFAU	BT	Descend	ZERO	6 000,0	250,0	3,0			
DC9Q9	DEFAU	BT	Descend	5	3 000,0	162,5	3,0			
DC9Q9	DEFAU	BT	Descend	U-15	1 500,0	152,5	3,0			
DC9Q9	DEFAU	BT	Descend	D-35	1 000,0	142,5	3,0			
DC9Q9	DEFAU	BT	Land	D-35				325,8		
DC9Q9	DEFAU	BT	Decelerate			135,2			2 932,2	40,0
DC9Q9	DEFAU	BT	Decelerate			30,0			0,0	10,0
DHC6	DEFAU	BT	Descend	ZERO	6 000,0	120,0	3,0			
DHC6	DEFAU	BT	Descend	INTR	3 000,0	80,7	3,0			
DHC6	DEFAU	BT	Descend	D- INTR	1 500,0	70,7	3,0			
DHC6	DEFAU	BT	Descend	D-L	1 000,0	60,7	3,0			

DHC6	DEFAULT	Land	D-L				39,6		
DHC6	DEFAULT	Decelerate			57,6			356,4	40,0
DHC6	DEFAULT	Decelerate			30,0			0,0	10,0
DHC6Q	DEFAULT	Descend	ZERO	6 000,0	120,0	3,0			
DHC6Q	DEFAULT	Descend	INTR	3 000,0	80,7	3,0			
DHC6Q	DEFAULT	Descend	D-INTR	1 500,0	70,7	3,0			
DHC6Q	DEFAULT	Descend	D-L	1 000,0	60,7	3,0			
DHC6Q	DEFAULT	Land	D-L				39,6		
DHC6Q	DEFAULT	Decelerate			57,6			356,4	40,0
DHC6Q	DEFAULT	Decelerate			30,0			0,0	10,0
DHC7	DEFAULT	Descend	ZERO	6 000,0	160,0	3,0			
DHC7	DEFAULT	Descend	10	3 000,0	116,2	3,0			
DHC7	DEFAULT	Descend	D-INTR	1 500,0	106,2	3,0			
DHC7	DEFAULT	Descend	D-25	1 000,0	96,2	3,0			
DHC7	DEFAULT	Land	D-25				98,1		
DHC7	DEFAULT	Decelerate			91,3			882,9	40,0
DHC7	DEFAULT	Decelerate			30,0			0,0	10,0
DHC8	DEFAULT	Descend	ZERO	6 000,0	165,0	3,0			
DHC8	DEFAULT	Descend	5	3 000,0	109,0	3,0			
DHC8	DEFAULT	Descend	D-15	1 500,0	96,0	3,0			
DHC8	DEFAULT	Descend	D-35	1 000,0	89,0	3,0			
DHC8	DEFAULT	Land	D-35				174,6		
DHC8	DEFAULT	Decelerate			84,4			1 571,4	24,6
DHC8	DEFAULT	Decelerate			30,0			0,0	4,1
DHC830	DEFAULT	Descend	ZERO	6 000,0	179,0	3,0			

Status: This is the original version (as it was originally adopted).

DHC830	DEFAULT	Descend	10	3 000,0	128,0	3,0			
DHC830	DEFAULT	Descend	D-15	1 500,0	116,9	3,0			
DHC830	DEFAULT	Descend	D-35	1 000,0	108,0	3,0			
DHC830	DEFAULT	Land	D-35				219,6		
DHC830	DEFAULT	Decelerate			102,5			1 976,4	26,1
DHC830	DEFAULT	Decelerate			30,0			0,0	4,4
DO228	DEFAULT	Descend	ZERO-A	6 000,0	200,0	3,0			
DO228	DEFAULT	Descend	ZERO-A	4 000,0	160,0	3,0			
DO228	DEFAULT	Descend	ZERO-A	2 000,0	120,0	3,0			
DO228	DEFAULT	Descend	F30APP	1 000,0	100,0	3,0			
DO228	DEFAULT	Descend	F30APP	50,0	88,0	3,0			
DO228	DEFAULT	Land	F30APP				100,0		
DO228	DEFAULT	Decelerate			80,0			1 320,9	10,0
DO228	DEFAULT	Decelerate			30,0			0,0	10,0
DO328	DEFAULT	Descend	ZERO-A	6 000,0	200,0	3,0			
DO328	DEFAULT	Descend	ZERO-A	4 000,0	175,0	3,0			
DO328	DEFAULT	Descend	ZERO-A	2 000,0	150,0	3,0			
DO328	DEFAULT	Descend	F32APP	1 000,0	109,0	3,0			
DO328	DEFAULT	Descend	F32APP	500,0	109,0	3,0			
DO328	DEFAULT	Land	F32APP				50,0		
DO328	DEFAULT	Decelerate			109,0			2 216,0	10,0
DO328	DEFAULT	Decelerate			30,0			0,0	10,0
ECLIPSE	DEFAULT	Descend	A_T_DN	6 000,0	170,0	3,0			
ECLIPSE	DEFAULT	Descend	A_T_DN	5 000,0	160,0	3,0			

ECLIPSE1500	Default	Descend	A_A_DN	3000,0	100,4	3,0			
ECLIPSE1500	LT	Descend	A_A_DN	3000,0	100,4	3,0			
ECLIPSE1500	IST	Descend	A_A_DN	3000,0	100,4	3,0			
ECLIPSE1500	IT	Descend	A_A_DN	3000,0	90,4	3,0			
ECLIPSE1500	IT	Land	A_A_DN				144,0		
ECLIPSE1500	IT	Decelerate			70,0			1291,0	10,0
ECLIPSE1500	IT	Decelerate			20,0			0,0	10,0
EMB120	Default	Descend	ZERO	6000,0	141,5	3,0			
EMB120	IT	Descend	15	3000,0	132,3	3,0			
EMB120	Default	Descend	D-25	1500,0	127,4	3,0			
EMB120	Default	Descend	D-45	1000,0	119,3	3,0			
EMB120	Default	Land	D-45				95,0		
EMB120	Default	Decelerate			116,1			855,0	40,0
EMB120	Default	Decelerate			30,0			0,0	10,0
EMB145	Default	Descend	ZERO	6000,0	250,0	3,0			
EMB145	Default	Descend	D-22	3000,0	150,0	3,0			
EMB145	Default	Descend	D-45	1500,0	140,0	3,0			
EMB145	Default	Descend	D-45	1000,0	134,0	3,0			
EMB145	Default	Land	D-45				285,5		
EMB145	Default	Decelerate			130,0			2569,5	40,0
EMB145	Default	Decelerate			30,0			0,0	10,0
EMB145	Default	Descend	ZERO	6000,0	250,0	3,0			
EMB145	Default	Descend	D-22	1500,0	140,0	3,0			
EMB145	Default	Descend	D-45	1000,0	140,0	3,0			

Status: This is the original version (as it was originally adopted).

EMB14	DEFAULT	Descend	D-45	500,0	138,0	3,0			
EMB14	DEFAULT	Land	D-45				285,5		
EMB14	DEFAULT	Decelerate			132,0			2 569,5	40,0
EMB14	DEFAULT	Decelerate			30,0			0,0	10,0
EMB17	DEFAULT	Descend-Idle		6 000,0	250,0	3,0			
EMB17	DEFAULT	Descend-Idle		3 000,0	180,0	3,0			
EMB17	DEFAULT	Descend-Idle		2 000,0	140,0	3,0			
EMB17	DEFAULT	Descend		FULL 1 500,0	130,0	3,0			
EMB17	DEFAULT	Land	FULL				267,2		
EMB17	DEFAULT	Decelerate			120,0			2 405,0	40,0
EMB17	DEFAULT	Decelerate			30,0			0,0	10,0
EMB17	DEFAULT	Descend-Idle		6 000,0	250,0	3,0			
EMB17	DEFAULT	Descend-Idle		3 000,0	180,0	3,0			
EMB17	DEFAULT	Descend-Idle		2 000,0	140,0	3,0			
EMB17	DEFAULT	Descend		FULL 1 500,0	130,0	3,0			
EMB17	DEFAULT	Land	FULL				276,3		
EMB17	DEFAULT	Decelerate			120,0			2 487,0	40,0
EMB17	DEFAULT	Decelerate			30,0			0,0	10,0
EMB19	DEFAULT	Descend-Idle		6 000,0	250,0	3,0			
EMB19	DEFAULT	Descend-Idle		3 000,0	180,0	3,0			
EMB19	DEFAULT	Descend-Idle		2 000,0	140,0	3,0			
EMB19	DEFAULT	Descend		FULL 1 500,0	130,0	3,0			
EMB19	DEFAULT	Land	FULL				271,9		
EMB19	DEFAULT	Decelerate			120,0			2 447,0	40,0

EMB190	DEFAULT	Decelerate		30,0			0,0	10,0
EMB195	DEFAULT	Descend-Idle	6 000,0	250,0	3,0			
EMB195	DEFAULT	Descend-Idle	3 000,0	180,0	3,0			
EMB195	DEFAULT	Descend-Idle	2 000,0	140,0	3,0			
EMB195	DEFAULT	DescendFULL	1 500,0	130,0	3,0			
EMB195	DEFAULT	Land FULL				281,1		
EMB195	DEFAULT	Decelerate		120,0			2 530,0	40,0
EMB195	DEFAULT	Decelerate		30,0			0,0	10,0
F10062	DEFAULT	DescendTO	6 000,0	250,0	3,0			
F10062	DEFAULT	DescendINT2	3 000,0	161,3	3,0			
F10062	DEFAULT	DescendU-INT	1 500,0	141,3	3,0			
F10062	DEFAULT	DescendD-42	1 000,0	131,3	3,0			
F10062	DEFAULT	Land D-42				315,0		
F10062	DEFAULT	Decelerate		124,5			2 835,0	40,0
F10062	DEFAULT	Decelerate		30,0			0,0	10,0
F10065	DEFAULT	DescendTO	6 000,0	250,0	3,0			
F10065	DEFAULT	DescendINT2	3 000,0	163,1	3,0			
F10065	DEFAULT	DescendU-INT	1 500,0	143,1	3,0			
F10065	DEFAULT	DescendD-42	1 000,0	133,1	3,0			
F10065	DEFAULT	Land D-42				328,0		
F10065	DEFAULT	Decelerate		126,3			2 952,0	40,0
F10065	DEFAULT	Decelerate		30,0			0,0	10,0
F28MK2	DEFAULT	DescendZERO	6 000,0	250,0	3,0			

Status: This is the original version (as it was originally adopted).

F28MK2	DEFAULT	Descend	INT2	3 000,0	152,9	3,0			
F28MK2	DEFAULT	Descend	U- INTR	1 500,0	132,9	3,0			
F28MK2	DEFAULT	Descend	D-42	1 000,0	122,9	3,0			
F28MK2	DEFAULT	Land	D-42				223,2		
F28MK2	DEFAULT	Decelerate			116,6			2 008,8	40,0
F28MK2	DEFAULT	Decelerate			30,0			0,0	10,0
F28MK4	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
F28MK4	DEFAULT	Descend	INT2	3 000,0	153,6	3,0			
F28MK4	DEFAULT	Descend	U- INTR	1 500,0	133,6	3,0			
F28MK4	DEFAULT	Descend	D-42	1 000,0	123,6	3,0			
F28MK4	DEFAULT	Land	D-42				223,7		
F28MK4	DEFAULT	Decelerate			117,2			2 013,3	40,0
F28MK4	DEFAULT	Decelerate			30,0			0,0	10,0
FAL20	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
FAL20	DEFAULT	Descend	INTR	3 000,0	142,2	3,0			
FAL20	DEFAULT	Descend	D-25	1 500,0	126,1	3,0			
FAL20	DEFAULT	Descend	D-40	1 000,0	124,2	3,0			
FAL20	DEFAULT	Land	D-40				128,7		
FAL20	DEFAULT	Decelerate			117,9			1 158,3	40,0
FAL20	DEFAULT	Decelerate			30,0			0,0	10,0
GII	DEFAULT	Descend	L-0-U	6 000,0	230,0	3,0			
GII	DEFAULT	Descend	L-10- U	3 000,0	170,0	3,0			
GII	DEFAULT	Descend	L-20- D	1 500,0	153,6	3,0			

GII	DEFAULT	Descend	L-20-D	1 000,0	153,6	3,0			
GII	DEFAULT	Descend	L-39-D	200,0	143,6	3,0			
GII	DEFAULT	Land	L-39-D				790,0		
GII	DEFAULT	Decelerate			117,0			760,0	40,0
GII	DEFAULT	Decelerate			20,0			0,0	10,0
GIIB	DEFAULT	Descend	L-0-U	6 000,0	230,0	3,0			
GIIB	DEFAULT	Descend	L-10-U	3 000,0	170,0	3,0			
GIIB	DEFAULT	Descend	L-20-D	1 500,0	149,2	3,0			
GIIB	DEFAULT	Descend	L-20-D	1 000,0	149,2	3,0			
GIIB	DEFAULT	Descend	L-39-D	200,0	139,2	3,0			
GIIB	DEFAULT	Land	L-39-D				790,0		
GIIB	DEFAULT	Decelerate			113,0			760,0	40,0
GIIB	DEFAULT	Decelerate			20,0			0,0	10,0
GIV	DEFAULT	Descend	L-0-U	6 000,0	250,0	3,0			
GIV	DEFAULT	Descend	L-0-U	3 000,0	160,0	3,0			
GIV	DEFAULT	Descend	L-20-D	1 500,0	160,0	3,0			
GIV	DEFAULT	Descend	L-39-D	1 000,0	151,5	3,0			
GIV	DEFAULT	Land	L-39-D				298,0		
GIV	DEFAULT	Decelerate			80,0			982,0	40,0
GIV	DEFAULT	Decelerate			20,0			0,0	4,0
GV	DEFAULT	Descend	L-0-U	6 000,0	250,0	3,0			
GV	DEFAULT	Descend	L-20-U	3 000,0	160,0	3,0			
GV	DEFAULT	Descend	L-20-D	1 500,0	160,0	3,0			

Status: This is the original version (as it was originally adopted).

GV	DEFAULT	Descend	L-39-D	1 000,0	137,8	3,0			
GV	DEFAULT	Land	L-39-D				300,0		
GV	DEFAULT	Decelerate			107,0			1 157,0	40,0
GV	DEFAULT	Decelerate			20,0			0,0	4,6
HS748A	DEFAULT	Descend	ZERO	6 000,0	160,0	3,0			
HS748A	DEFAULT	Descend	INTR	3 000,0	110,1	3,0			
HS748A	DEFAULT	Descend	D-INTR	1 500,0	100,1	3,0			
HS748A	DEFAULT	Descend	D-30	1 000,0	90,1	3,0			
HS748A	DEFAULT	Land	D-30				207,0		
HS748A	DEFAULT	Decelerate			85,5			1 863,0	40,0
HS748A	DEFAULT	Decelerate			30,0			0,0	10,0
IA1125	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
IA1125	DEFAULT	Descend	INTR	3 000,0	152,1	3,0			
IA1125	DEFAULT	Descend	D-INTR	1 500,0	142,1	3,0			
IA1125	DEFAULT	Descend	D-40	1 000,0	132,1	3,0			
IA1125	DEFAULT	Land	D-40				236,6		
IA1125	DEFAULT	Decelerate			125,3			2 129,4	40,0
IA1125	DEFAULT	Decelerate			30,0			0,0	10,0
L1011	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
L1011	DEFAULT	Descend	10	3 000,0	160,5	3,0			
L1011	DEFAULT	Descend	D-33	1 500,0	162,9	3,0			
L1011	DEFAULT	Descend	D-42	1 000,0	145,5	3,0			
L1011	DEFAULT	Land	D-42				417,0		

L1011	DEFAULT	Decelerate		138,1			3 753,0	10,0
L1011	DEFAULT	Decelerate		30,0			0,0	10,0
L10115	DEFAULT	DescendZERO	6 000,0	250,0	3,0			
L10115	DEFAULT	Descend10	3 000,0	162,4	3,0			
L10115	DEFAULT	DescendD-33	1 500,0	151,2	3,0			
L10115	DEFAULT	DescendD-42	1 000,0	147,4	3,0			
L10115	DEFAULT	Land	D-42			516,6		
L10115	DEFAULT	Decelerate		139,8			4 649,4	10,0
L10115	DEFAULT	Decelerate		30,0			0,0	10,0
L188	DEFAULT	DescendZERO	6 000,0	200,0	3,0			
L188	DEFAULT	DescendINTR	3 000,0	147,5	3,0			
L188	DEFAULT	DescendD-78- %	1 500,0	135,6	3,0			
L188	DEFAULT	DescendD-100	1 000,0	129,8	3,0			
L188	DEFAULT	Land	D-100			351,0		
L188	DEFAULT	Decelerate		123,1			3 159,0	40,0
L188	DEFAULT	Decelerate		30,0			0,0	10,0
LEAR25	DEFAULT	DescendZERO	6 000,0	250,0	3,0			
LEAR25	DEFAULT	Descend10	3 000,0	161,6	3,0			
LEAR25	DEFAULT	DescendD- INTR	1 500,0	151,6	3,0			
LEAR25	DEFAULT	DescendD-40	1 000,0	141,7	3,0			
LEAR25	DEFAULT	Land	D-40			140,4		
LEAR25	DEFAULT	Decelerate		134,4			1 263,6	40,0
LEAR25	DEFAULT	Decelerate		30,0			0,0	10,0

Status: This is the original version (as it was originally adopted).

LEAR35	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
LEAR35	DEFAULT	Descend	10	3 000,0	144,5	3,0			
LEAR35	DEFAULT	Descend	D- INTR	1 500,0	134,5	3,0			
LEAR35	DEFAULT	Descend	D-40	1 000,0	127,8	3,0			
LEAR35	DEFAULT	Land	D-40				181,4		
LEAR35	DEFAULT	Decelerate			121,2			1 632,6	40,0
LEAR35	DEFAULT	Decelerate			30,0			0,0	10,0
MD9025	DEFAULT	Descend	U-0	6 000,0	185,0	3,0			
MD9025	DEFAULT	Descend	D-28	3 000,0	154,0	3,0			
MD9025	DEFAULT	Descend	D-28	1 500,0	150,0	3,0			
MD9025	DEFAULT	Descend	D-40	1 000,0	145,3	3,0			
MD9025	DEFAULT	Land	D-40				346,0		
MD9025	DEFAULT	Decelerate			130,0			2 100,0	40,0
MD9025	DEFAULT	Decelerate			30,0			0,0	9,6
MD9028	DEFAULT	Descend	U-0	6 000,0	185,0	3,0			
MD9028	DEFAULT	Descend	D-28	3 000,0	154,0	3,0			
MD9028	DEFAULT	Descend	D-28	1 500,0	150,0	3,0			
MD9028	DEFAULT	Descend	D-40	1 000,0	145,3	3,0			
MD9028	DEFAULT	Land	D-40				346,0		
MD9028	DEFAULT	Decelerate			130,0			2 100,0	40,0
MD9028	DEFAULT	Decelerate			30,0			0,0	8,6
MU300I	DEFAULT	Descend	ZERO	6 000,0	250,0	3,0			
MU300I	DEFAULT	Descend	1	3 000,0	133,8	3,0			

MU300	DEFAULT	Descend	D-INTR	1 500,0	123,8	3,0			
MU300	DEFAULT	Descend	D-30	1 000,0	117,1	3,0			
MU300	DEFAULT	Land	D-30				156,6		
MU300	DEFAULT	Decelerate			111,1			1 409,4	40,0
MU300	DEFAULT	Decelerate			30,0			0,0	10,0
PA30	DEFAULT	Descend	ZERO-A	6 000,0	120,0	3,0			
PA30	DEFAULT	Descend	27-A	3 000,0	109,0	3,0			
PA30	DEFAULT	Descend	27-A	1 500,0	96,0	3,0			
PA30	DEFAULT	Descend	27-A	1 000,0	87,0	3,0			
PA30	DEFAULT	Land	27-A				53,5		
PA30	DEFAULT	Decelerate			70,0			481,1	10,0
PA30	DEFAULT	Decelerate			10,0			0,0	10,0
PA42	DEFAULT	Descend	ZERO-A	6 000,0	151,0	3,0			
PA42	DEFAULT	Descend	ZERO-A	4 000,0	135,0	3,0			
PA42	DEFAULT	Descend	ZERO-A	2 000,0	119,0	3,0			
PA42	DEFAULT	Descend	30-DN	1 000,0	111,0	3,0			
PA42	DEFAULT	Descend	30-DN	50,0	111,0	3,0			
PA42	DEFAULT	Land	30-DN				100,0		
PA42	DEFAULT	Decelerate			111,0			2 245,9	10,0
PA42	DEFAULT	Decelerate			10,0			0,0	10,0
SD330	DEFAULT	Descend	ZERO	6 000,0	160,0	3,0			
SD330	DEFAULT	Descend	INTR	3 000,0	120,2	3,0			
SD330	DEFAULT	Descend	D-15	1 500,0	106,5	3,0			
SD330	DEFAULT	Descend	D-35	1 000,0	100,2	3,0			

Status: This is the original version (as it was originally adopted).

SD330	DEFAULT	Land	D-35				233,1		
SD330	DEFAULT	Decelerate			95,1			2 097,9	40,0
SD330	DEFAULT	Decelerate			30,0			0,0	10,0
SF340	DEFAULT	Descend	ZERO	6 000,0	160,0	3,0			
SF340	DEFAULT	Descend	5	3 000,0	136,9	3,0			
SF340	DEFAULT	Descend	D-INTR	1 500,0	126,9	3,0			
SF340	DEFAULT	Descend	D-35	1 000,0	116,9	3,0			
SF340	DEFAULT	Land	D-35				216,9		
SF340	DEFAULT	Decelerate			110,9			1 952,1	40,0
SF340	DEFAULT	Decelerate			30,0			0,0	10,0

TABLE I-4 (PART 1)

Default departures procedural steps

ACFTID	Profile	Stage Length	Step Number	Step Type	Thrust Rating	Flap_ID	End Point Altitude (ft)	Rate Of Climb (ft/min)	End Point CAS (kt)	Accelerate_Percent (%)
1900D	DEFAULT		1	Takeoff	MaxTakeoff	7FD				
1900D	DEFAULT		2	Climb	MaxTakeoff	7FD	400			
1900D	DEFAULT		3	Acceleration	MaxTakeoff	7FD		2 750	128	
1900D	DEFAULT		4	Acceleration	MaxClimb	ZERO-D		2 950	138	
1900D	DEFAULT		5	Climb	MaxClimb	ZERO-D	3 000			
1900D	DEFAULT		6	Acceleration	MaxClimb	ZERO-D		1 500	160	
1900D	DEFAULT		7	Climb	MaxClimb	ZERO-D	5 500			
1900D	DEFAULT		8	Climb	MaxClimb	ZERO-D	7 500			
1900D	DEFAULT		9	Climb	MaxClimb	ZERO-D	10 000			
1900D	DEFAULT		1	Takeoff	MaxTakeoff	7FD				

Status: This is the original version (as it was originally adopted).

1900D	DEFAULT	2	Climb	MaxTakeoff	7FD	400			
1900D	DEFAULT	3	Acceleration	MaxTakeoff	7FD		2 400	128	
1900D	DEFAULT	4	Acceleration	MaxClimb	ZERO-D		2 650	138	
1900D	DEFAULT	5	Climb	MaxClimb	ZERO-D	3 000			
1900D	DEFAULT	6	Acceleration	MaxClimb	ZERO-D		1 500	160	
1900D	DEFAULT	7	Climb	MaxClimb	ZERO-D	5 500			
1900D	DEFAULT	8	Climb	MaxClimb	ZERO-D	7 500			
1900D	DEFAULT	9	Climb	MaxClimb	ZERO-D	10 000			
707320	DEFAULT	1	Takeoff	MaxTakeoff	def				
707320	DEFAULT	2	Climb	MaxTakeoff	def	1 000			
707320	DEFAULT	3	Acceleration	MaxTakeoff	def		2 047	175	
707320	DEFAULT	4	Acceleration	MaxClimb	INT		1 000	195	
707320	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
707320	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
707320	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
707320	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
707320	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
707320	DEFAULT	1	Takeoff	MaxTakeoff	def				
707320	DEFAULT	2	Climb	MaxTakeoff	def	1 000			
707320	DEFAULT	3	Acceleration	MaxTakeoff	def		1 905	179	
707320	DEFAULT	4	Acceleration	MaxClimb	INT		1 000	199	
707320	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
707320	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
707320	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
707320	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
707320	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
707320	DEFAULT	1	Takeoff	MaxTakeoff	def				
707320	DEFAULT	2	Climb	MaxTakeoff	def	1 000			
707320	DEFAULT	3	Acceleration	MaxTakeoff	def		1 793	183	
707320	DEFAULT	4	Acceleration	MaxClimb	INT		1 000	203	

Status: This is the original version (as it was originally adopted).

707320	DEFAU	BT	5	Climb	MaxClim	ZERO	3 000			
707320	DEFAU	BT	6	Accelerat	MaxClim	ZERO		1 000	250	
707320	DEFAU	BT	7	Climb	MaxClim	ZERO	5 500			
707320	DEFAU	BT	8	Climb	MaxClim	ZERO	7 500			
707320	DEFAU	BT	9	Climb	MaxClim	ZERO	10 000			
707320	DEFAU	BT	1	Takeoff	MaxTakeoff					
707320	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
707320	DEFAU	BT	3	Accelerat	MaxTakeoff			1 624	189	
707320	DEFAU	BT	4	Accelerat	MaxClim	NT		1 000	209	
707320	DEFAU	BT	5	Climb	MaxClim	ZERO	3 000			
707320	DEFAU	BT	6	Accelerat	MaxClim	ZERO		1 000	250	
707320	DEFAU	BT	7	Climb	MaxClim	ZERO	5 500			
707320	DEFAU	BT	8	Climb	MaxClim	ZERO	7 500			
707320	DEFAU	BT	9	Climb	MaxClim	ZERO	10 000			
707320	DEFAU	BT	1	Takeoff	MaxTakeoff					
707320	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
707320	DEFAU	BT	3	Accelerat	MaxTakeoff			1 430	197	
707320	DEFAU	BT	4	Accelerat	MaxClim	NT		1 000	217	
707320	DEFAU	BT	5	Climb	MaxClim	ZERO	3 000			
707320	DEFAU	BT	6	Accelerat	MaxClim	ZERO		1 000	250	
707320	DEFAU	BT	7	Climb	MaxClim	ZERO	5 500			
707320	DEFAU	BT	8	Climb	MaxClim	ZERO	7 500			
707320	DEFAU	BT	9	Climb	MaxClim	ZERO	10 000			
707320	DEFAU	BT	1	Takeoff	MaxTakeoff					
707320	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
707320	DEFAU	BT	3	Accelerat	MaxTakeoff			1 259	205	
707320	DEFAU	BT	4	Accelerat	MaxClim	NT		800	225	
707320	DEFAU	BT	5	Climb	MaxClim	ZERO	3 000			
707320	DEFAU	BT	6	Accelerat	MaxClim	ZERO		800	250	
707320	DEFAU	BT	7	Climb	MaxClim	ZERO	5 500			
707320	DEFAU	BT	8	Climb	MaxClim	ZERO	7 500			
707320	DEFAU	BT	9	Climb	MaxClim	ZERO	10 000			
707320	DEFAU	BT	1	Takeoff	MaxTakeoff					
707320	DEFAU	BT	2	Climb	MaxTakeoff		1 000			

Status: This is the original version (as it was originally adopted).

707320	DEFAULT	3	Acceleration	MaxTakeoff		1 151	209	
707320	DEFAULT	4	Acceleration	MaxClimb	INT	800	229	
707320	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
707320	DEFAULT	6	Acceleration	MaxClimb	ZERO	800	250	
707320	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
707320	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
707320	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
707QN	DEFAULT	1	Takeoff	MaxTakeoff				
707QN	DEFAULT	2	Climb	MaxTakeoff		1 000		
707QN	DEFAULT	3	Acceleration	MaxTakeoff		2 047	175	
707QN	DEFAULT	4	Acceleration	MaxClimb	INT	1 000	195	
707QN	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
707QN	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	250	
707QN	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
707QN	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
707QN	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
707QN	DEFAULT	1	Takeoff	MaxTakeoff				
707QN	DEFAULT	2	Climb	MaxTakeoff		1 000		
707QN	DEFAULT	3	Acceleration	MaxTakeoff		1 905	179	
707QN	DEFAULT	4	Acceleration	MaxClimb	INT	1 000	199	
707QN	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
707QN	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	250	
707QN	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
707QN	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
707QN	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
707QN	DEFAULT	1	Takeoff	MaxTakeoff				
707QN	DEFAULT	2	Climb	MaxTakeoff		1 000		
707QN	DEFAULT	3	Acceleration	MaxTakeoff		1 793	183	
707QN	DEFAULT	4	Acceleration	MaxClimb	INT	1 000	203	
707QN	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
707QN	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	250	
707QN	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
707QN	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
707QN	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		

Status: This is the original version (as it was originally adopted).

707QN	DEFAU	4T	1	Takeoff	MaxTakeoff				
707QN	DEFAU	4T	2	Climb	MaxTakeoff	1 000			
707QN	DEFAU	4T	3	Acceleration	MaxTakeoff		1 624	189	
707QN	DEFAU	4T	4	Acceleration	MaxClimb	INT	1 000	209	
707QN	DEFAU	4T	5	Climb	MaxClimb	ZERO	3 000		
707QN	DEFAU	4T	6	Acceleration	MaxClimb	ZERO	1 000	250	
707QN	DEFAU	4T	7	Climb	MaxClimb	ZERO	5 500		
707QN	DEFAU	4T	8	Climb	MaxClimb	ZERO	7 500		
707QN	DEFAU	4T	9	Climb	MaxClimb	ZERO	10 000		
707QN	DEFAU	5T	1	Takeoff	MaxTakeoff				
707QN	DEFAU	5T	2	Climb	MaxTakeoff	1 000			
707QN	DEFAU	5T	3	Acceleration	MaxTakeoff		1 430	197	
707QN	DEFAU	5T	4	Acceleration	MaxClimb	INT	1 000	217	
707QN	DEFAU	5T	5	Climb	MaxClimb	ZERO	3 000		
707QN	DEFAU	5T	6	Acceleration	MaxClimb	ZERO	1 000	250	
707QN	DEFAU	5T	7	Climb	MaxClimb	ZERO	5 500		
707QN	DEFAU	5T	8	Climb	MaxClimb	ZERO	7 500		
707QN	DEFAU	5T	9	Climb	MaxClimb	ZERO	10 000		
707QN	DEFAU	6T	1	Takeoff	MaxTakeoff				
707QN	DEFAU	6T	2	Climb	MaxTakeoff	1 000			
707QN	DEFAU	6T	3	Acceleration	MaxTakeoff		1 259	205	
707QN	DEFAU	6T	4	Acceleration	MaxClimb	INT	800	225	
707QN	DEFAU	6T	5	Climb	MaxClimb	ZERO	3 000		
707QN	DEFAU	6T	6	Acceleration	MaxClimb	ZERO	800	250	
707QN	DEFAU	6T	7	Climb	MaxClimb	ZERO	5 500		
707QN	DEFAU	6T	8	Climb	MaxClimb	ZERO	7 500		
707QN	DEFAU	6T	9	Climb	MaxClimb	ZERO	10 000		
707QN	DEFAU	7T	1	Takeoff	MaxTakeoff				
707QN	DEFAU	7T	2	Climb	MaxTakeoff	1 000			
707QN	DEFAU	7T	3	Acceleration	MaxTakeoff		1 151	209	
707QN	DEFAU	7T	4	Acceleration	MaxClimb	INT	800	229	
707QN	DEFAU	7T	5	Climb	MaxClimb	ZERO	3 000		
707QN	DEFAU	7T	6	Acceleration	MaxClimb	ZERO	800	250	
707QN	DEFAU	7T	7	Climb	MaxClimb	ZERO	5 500		

Status: This is the original version (as it was originally adopted).

707QN	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
707QN	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
717200	DEFAULT	1	Takeoff	MaxTakeoff	3A				
717200	DEFAULT	2	Climb	MaxTakeoff	3A	1 000			
717200	DEFAULT	3	Climb	MaxClimb	13A	3 000			
717200	DEFAULT	4	Acceleration	MaxClimb	00B		1 296,4	250	
717200	DEFAULT	5	Climb	MaxClimb	00B	5 000			
717200	DEFAULT	6	Climb	MaxClimb	00B	7 500			
717200	DEFAULT	7	Climb	MaxClimb	00B	10 000			
717200	DEFAULT	1	Takeoff	MaxTakeoff	3A				
717200	DEFAULT	2	Climb	MaxTakeoff	3A	1 000			
717200	DEFAULT	3	Climb	MaxClimb	13A	3 000			
717200	DEFAULT	4	Acceleration	MaxClimb	00B		1 298	250	
717200	DEFAULT	5	Climb	MaxClimb	00B	5 000			
717200	DEFAULT	6	Climb	MaxClimb	00B	7 500			
717200	DEFAULT	7	Climb	MaxClimb	00B	10 000			
717200	DEFAULT	1	Takeoff	MaxTakeoff	3A				
717200	DEFAULT	2	Climb	MaxTakeoff	3A	1 000			
717200	DEFAULT	3	Climb	MaxClimb	13A	3 000			
717200	DEFAULT	4	Acceleration	MaxClimb	00B		1 229,1	250	
717200	DEFAULT	5	Climb	MaxClimb	00B	5 000			
717200	DEFAULT	6	Climb	MaxClimb	00B	7 500			
717200	DEFAULT	7	Climb	MaxClimb	00B	10 000			
717200	DEFAULT	1	Takeoff	MaxTakeoff	3A				
717200	DEFAULT	2	Climb	MaxTakeoff	3A	1 000			
717200	DEFAULT	3	Climb	MaxClimb	13A	3 000			
717200	DEFAULT	4	Acceleration	MaxClimb	00B		1 165,9	250	
717200	DEFAULT	5	Climb	MaxClimb	00B	5 000			
717200	DEFAULT	6	Climb	MaxClimb	00B	7 500			
717200	DEFAULT	7	Climb	MaxClimb	00B	10 000			
717200	DEFAULT	1	Takeoff	MaxTakeoff	3A				
717200	DEFAULT	2	Climb	MaxTakeoff	3A	1 000			

Status: This is the original version (as it was originally adopted).

717200	DEFAU15T	3	Climb	MaxClimb_13A	3 000			
717200	DEFAU15T	4	Acceleration	MaxClimb_00B		1 142,6	250	
717200	DEFAU15T	5	Climb	MaxClimb_00B	5 000			
717200	DEFAU15T	6	Climb	MaxClimb_00B	7 500			
717200	DEFAU15T	7	Climb	MaxClimb_00B	10 000			
717200	DEFAU16T	1	Takeoff	MaxTakeOff_3A				
717200	DEFAU16T	2	Climb	MaxTakeOff_3A	1 000			
717200	DEFAU16T	3	Climb	MaxClimb_13A	3 000			
717200	DEFAU16T	4	Acceleration	MaxClimb_00B		1 098,3	250	
717200	DEFAU16T	5	Climb	MaxClimb_00B	5 000			
717200	DEFAU16T	6	Climb	MaxClimb_00B	7 500			
717200	DEFAU16T	7	Climb	MaxClimb_00B	10 000			
717200	ICAO_B1	1	Takeoff	MaxTakeOff_3A				
717200	ICAO_B1	2	Climb	MaxTakeOff_3A	1 100			
717200	ICAO_B1	3	Acceleration	MaxTakeOff_3A		2 137,1	186,2	
717200	ICAO_B1	4	Climb	MaxClimb_00B	3 000			
717200	ICAO_B1	5	Acceleration	MaxClimb_00B		1 000	250	
717200	ICAO_B1	6	Climb	MaxClimb_00B	5 500			
717200	ICAO_B1	7	Climb	MaxClimb_00B	7 500			
717200	ICAO_B1	8	Climb	MaxClimb_00B	10 000			
717200	ICAO_B2	1	Takeoff	MaxTakeOff_3A				
717200	ICAO_B2	2	Climb	MaxTakeOff_3A	1 000			
717200	ICAO_B2	3	Acceleration	MaxTakeOff_3A		2 003,2	185	
717200	ICAO_B2	4	Climb	MaxClimb_00B	3 000			
717200	ICAO_B2	5	Acceleration	MaxClimb_00B		1 000	250	
717200	ICAO_B2	6	Climb	MaxClimb_00B	5 500			
717200	ICAO_B2	7	Climb	MaxClimb_00B	7 500			
717200	ICAO_B2	8	Climb	MaxClimb_00B	10 000			
717200	ICAO_B3	1	Takeoff	MaxTakeOff_3A				
717200	ICAO_B3	2	Climb	MaxTakeOff_3A	1 000			
717200	ICAO_B3	3	Acceleration	MaxTakeOff_3A		1 874,4	183,8	

717200	ICAO_B3	4	Climb	MaxClimb	fb_00B	3 000			
717200	ICAO_B3	5	Acceleration	MaxClimb	fb_00B		1 000	250	
717200	ICAO_B3	6	Climb	MaxClimb	fb_00B	5 500			
717200	ICAO_B3	7	Climb	MaxClimb	fb_00B	7 500			
717200	ICAO_B3	8	Climb	MaxClimb	fb_00B	10 000			
717200	ICAO_B4	1	Takeoff	MaxTakeoff	3A				
717200	ICAO_B4	2	Climb	MaxTakeoff	3A	1 000			
717200	ICAO_B4	3	Acceleration	MaxTakeoff	3A		1 756,2	182,7	
717200	ICAO_B4	4	Climb	MaxClimb	fb_00B	3 000			
717200	ICAO_B4	5	Acceleration	MaxClimb	fb_00B		1 000	250	
717200	ICAO_B4	6	Climb	MaxClimb	fb_00B	5 500			
717200	ICAO_B4	7	Climb	MaxClimb	fb_00B	7 500			
717200	ICAO_B4	8	Climb	MaxClimb	fb_00B	10 000			
717200	ICAO_B5	1	Takeoff	MaxTakeoff	3A				
717200	ICAO_B5	2	Climb	MaxTakeoff	3A	1 000			
717200	ICAO_B5	3	Acceleration	MaxTakeoff	3A		1 705,9	192,7	
717200	ICAO_B5	4	Climb	MaxClimb	fb_00B	3 000			
717200	ICAO_B5	5	Acceleration	MaxClimb	fb_00B		1 000	250	
717200	ICAO_B5	6	Climb	MaxClimb	fb_00B	5 500			
717200	ICAO_B5	7	Climb	MaxClimb	fb_00B	7 500			
717200	ICAO_B5	8	Climb	MaxClimb	fb_00B	10 000			
717200	ICAO_B6	1	Takeoff	MaxTakeoff	3A				
717200	ICAO_B6	2	Climb	MaxTakeoff	3A	1 000			
717200	ICAO_B6	3	Acceleration	MaxTakeoff	3A		1 540,3	191,2	
717200	ICAO_B6	4	Climb	MaxClimb	fb_00B	3 000			
717200	ICAO_B6	5	Acceleration	MaxClimb	fb_00B		1 000	250	
717200	ICAO_B6	6	Climb	MaxClimb	fb_00B	5 500			
717200	ICAO_B6	7	Climb	MaxClimb	fb_00B	7 500			
717200	ICAO_B6	8	Climb	MaxClimb	fb_00B	10 000			
720B	DEFAULT	1	Takeoff	MaxTakeoff					
720B	DEFAULT	2	Climb	MaxTakeoff		1 000			
720B	DEFAULT	3	Acceleration	MaxTakeoff			2 632	175	

Status: This is the original version (as it was originally adopted).

720B	DEFAULT	4	Acceleration	MaxClimb	NT		1 000	195	
720B	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
720B	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
720B	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
720B	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
720B	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
720B	DEFAULT	1	Takeoff	MaxTakeoff					
720B	DEFAULT	2	Climb	MaxTakeoff		1 000			
720B	DEFAULT	3	Acceleration	MaxTakeoff			2 470	179	
720B	DEFAULT	4	Acceleration	MaxClimb	NT		1 000	199	
720B	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
720B	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
720B	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
720B	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
720B	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
720B	DEFAULT	1	Takeoff	MaxTakeoff					
720B	DEFAULT	2	Climb	MaxTakeoff		1 000			
720B	DEFAULT	3	Acceleration	MaxTakeoff			2 323	183	
720B	DEFAULT	4	Acceleration	MaxClimb	NT		1 000	203	
720B	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
720B	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
720B	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
720B	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
720B	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
720B	DEFAULT	1	Takeoff	MaxTakeoff					
720B	DEFAULT	2	Climb	MaxTakeoff		1 000			
720B	DEFAULT	3	Acceleration	MaxTakeoff			2 125	189	
720B	DEFAULT	4	Acceleration	MaxClimb	NT		1 000	209	
720B	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
720B	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
720B	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
720B	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
720B	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
720B	DEFAULT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

720B	DEFAULT	2	Climb	MaxTakeoff	1 000			
720B	DEFAULT	3	Acceleration	MaxTakeoff		2 005	193	
720B	DEFAULT	4	Acceleration	MaxClimb	INT	1 000	213	
720B	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
720B	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	250	
720B	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
720B	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
720B	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
727100	DEFAULT	1	Takeoff	MaxTakeoff				
727100	DEFAULT	2	Climb	MaxTakeoff	1 000			
727100	DEFAULT	3	Acceleration	MaxTakeoff		1 342	160	
727100	DEFAULT	4	Acceleration	MaxTakeoff		1 342	190	
727100	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	200	
727100	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
727100	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727100	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
727100	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
727100	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
727100	DEFAULT	1	Takeoff	MaxTakeoff				
727100	DEFAULT	2	Climb	MaxTakeoff	1 000			
727100	DEFAULT	3	Acceleration	MaxTakeoff		1 265	160	
727100	DEFAULT	4	Acceleration	MaxTakeoff		1 265	190	
727100	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	200	
727100	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
727100	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727100	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
727100	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
727100	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
727100	DEFAULT	1	Takeoff	MaxTakeoff				
727100	DEFAULT	2	Climb	MaxTakeoff	1 000			
727100	DEFAULT	3	Acceleration	MaxTakeoff		1 192	165	
727100	DEFAULT	4	Acceleration	MaxTakeoff		1 192	195	
727100	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	205	
727100	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		

Status: This is the original version (as it was originally adopted).

727100	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727100	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
727100	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
727100	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
727100	DEFAU	LT	1	Takeoff	MaxTakeoff					
727100	DEFAU	LT	2	Climb	MaxTakeoff		1 000			
727100	DEFAU	LT	3	Acceleration	MaxTakeoff			1 115	170	
727100	DEFAU	LT	4	Acceleration	MaxTakeoff			1 115	200	
727100	DEFAU	LT	5	Acceleration	MaxClimb	ZERO		1 000	210	
727100	DEFAU	LT	6	Climb	MaxClimb	ZERO	3 000			
727100	DEFAU	LT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727100	DEFAU	LT	8	Climb	MaxClimb	ZERO	5 500			
727100	DEFAU	LT	9	Climb	MaxClimb	ZERO	7 500			
727100	DEFAU	LT	10	Climb	MaxClimb	ZERO	10 000			
727D15	DEFAU	ILT	1	Takeoff	MaxTakeoff					
727D15	DEFAU	ILT	2	Climb	MaxTakeoff		1 000			
727D15	DEFAU	ILT	3	Acceleration	MaxTakeoff			1 363	170	
727D15	DEFAU	ILT	4	Acceleration	MaxTakeoff			1 363	200	
727D15	DEFAU	ILT	5	Acceleration	MaxClimb	ZERO		1 000	210	
727D15	DEFAU	ILT	6	Climb	MaxClimb	ZERO	3 000			
727D15	DEFAU	ILT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727D15	DEFAU	ILT	8	Climb	MaxClimb	ZERO	5 500			
727D15	DEFAU	ILT	9	Climb	MaxClimb	ZERO	7 500			
727D15	DEFAU	ILT	10	Climb	MaxClimb	ZERO	10 000			
727D15	DEFAU	ILT	1	Takeoff	MaxTakeoff					
727D15	DEFAU	ILT	2	Climb	MaxTakeoff		1 000			
727D15	DEFAU	ILT	3	Acceleration	MaxTakeoff			1 281	170	
727D15	DEFAU	ILT	4	Acceleration	MaxTakeoff			1 281	200	
727D15	DEFAU	ILT	5	Acceleration	MaxClimb	ZERO		1 000	210	
727D15	DEFAU	ILT	6	Climb	MaxClimb	ZERO	3 000			
727D15	DEFAU	ILT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727D15	DEFAU	ILT	8	Climb	MaxClimb	ZERO	5 500			
727D15	DEFAU	ILT	9	Climb	MaxClimb	ZERO	7 500			
727D15	DEFAU	ILT	10	Climb	MaxClimb	ZERO	10 000			

Status: This is the original version (as it was originally adopted).

727D15	DEFAU	BT	1	Takeoff	MaxTakeoff				
727D15	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
727D15	DEFAU	BT	3	Acceleration	MaxTakeoff		1 177	175	
727D15	DEFAU	BT	4	Acceleration	MaxTakeoff		1 177	205	
727D15	DEFAU	BT	5	Acceleration	MaxClimb	ZERO	1 000	215	
727D15	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000		
727D15	DEFAU	BT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727D15	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500		
727D15	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500		
727D15	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000		
727D15	DEFAU	BT	1	Takeoff	MaxTakeoff				
727D15	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
727D15	DEFAU	BT	3	Acceleration	MaxTakeoff		1 057	180	
727D15	DEFAU	BT	4	Acceleration	MaxTakeoff		1 057	210	
727D15	DEFAU	BT	5	Acceleration	MaxClimb	ZERO	1 000	220	
727D15	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000		
727D15	DEFAU	BT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727D15	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500		
727D15	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500		
727D15	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000		
727D15	DEFAU	BT	1	Takeoff	MaxTakeoff				
727D15	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
727D15	DEFAU	BT	3	Acceleration	MaxTakeoff		941	210	
727D15	DEFAU	BT	4	Acceleration	MaxClimb	ZERO	1 000	220	
727D15	DEFAU	BT	5	Climb	MaxClimb	ZERO	3 000		
727D15	DEFAU	BT	6	Acceleration	MaxClimb	ZERO	1 000	250	
727D15	DEFAU	BT	7	Climb	MaxClimb	ZERO	5 500		
727D15	DEFAU	BT	8	Climb	MaxClimb	ZERO	7 500		
727D15	DEFAU	BT	9	Climb	MaxClimb	ZERO	10 000		
727D17	DEFAU	ILT	1	Takeoff	MaxTakeoff				
727D17	DEFAU	ILT	2	Climb	MaxTakeoff	1 000			
727D17	DEFAU	ILT	3	Acceleration	MaxTakeoff		1 465	170	
727D17	DEFAU	ILT	4	Acceleration	MaxTakeoff		1 465	200	
727D17	DEFAU	ILT	5	Acceleration	MaxClimb	ZERO	1 000	210	

Status: This is the original version (as it was originally adopted).

727D17	DEFAU	ILT	6	Climb	MaxClimb	ZERO	3 000			
727D17	DEFAU	ILT	7	Accelerate	MaxClimb	ZERO		1 000	250	
727D17	DEFAU	ILT	8	Climb	MaxClimb	ZERO	5 500			
727D17	DEFAU	ILT	9	Climb	MaxClimb	ZERO	7 500			
727D17	DEFAU	ILT	10	Climb	MaxClimb	ZERO	10 000			
727D17	DEFAU	LT	1	Takeoff	MaxTakeoff					
727D17	DEFAU	LT	2	Climb	MaxTakeoff		1 000			
727D17	DEFAU	LT	3	Accelerate	MaxTakeoff			1 340	175	
727D17	DEFAU	LT	4	Accelerate	MaxTakeoff			1 340	205	
727D17	DEFAU	LT	5	Accelerate	MaxClimb	ZERO		1 000	215	
727D17	DEFAU	LT	6	Climb	MaxClimb	ZERO	3 000			
727D17	DEFAU	LT	7	Accelerate	MaxClimb	ZERO		1 000	250	
727D17	DEFAU	LT	8	Climb	MaxClimb	ZERO	5 500			
727D17	DEFAU	LT	9	Climb	MaxClimb	ZERO	7 500			
727D17	DEFAU	LT	10	Climb	MaxClimb	ZERO	10 000			
727D17	DEFAU	BT	1	Takeoff	MaxTakeoff					
727D17	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
727D17	DEFAU	BT	3	Accelerate	MaxTakeoff			1 236	180	
727D17	DEFAU	BT	4	Accelerate	MaxTakeoff			1 236	210	
727D17	DEFAU	BT	5	Accelerate	MaxClimb	ZERO		1 000	220	
727D17	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
727D17	DEFAU	BT	7	Accelerate	MaxClimb	ZERO		1 000	250	
727D17	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
727D17	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
727D17	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
727D17	DEFAU	HT	1	Takeoff	MaxTakeoff					
727D17	DEFAU	HT	2	Climb	MaxTakeoff		1 000			
727D17	DEFAU	HT	3	Accelerate	MaxTakeoff			1 158	180	
727D17	DEFAU	HT	4	Accelerate	MaxTakeoff			1 158	210	
727D17	DEFAU	HT	5	Accelerate	MaxClimb	ZERO		1 000	220	
727D17	DEFAU	HT	6	Climb	MaxClimb	ZERO	3 000			
727D17	DEFAU	HT	7	Accelerate	MaxClimb	ZERO		1 000	250	
727D17	DEFAU	HT	8	Climb	MaxClimb	ZERO	5 500			
727D17	DEFAU	HT	9	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

727D17	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
727EM1	DEFAULT	1	Takeoff	MaxTakeoff					
727EM1	DEFAULT	2	Climb	MaxTakeoff		1 000			
727EM1	DEFAULT	3	Acceleration	MaxTakeoff			1 342	160	
727EM1	DEFAULT	4	Acceleration	MaxTakeoff			1 342	190	
727EM1	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	200	
727EM1	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
727EM1	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727EM1	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
727EM1	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
727EM1	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
727EM1	DEFAULT	1	Takeoff	MaxTakeoff					
727EM1	DEFAULT	2	Climb	MaxTakeoff		1 000			
727EM1	DEFAULT	3	Acceleration	MaxTakeoff			1 265	160	
727EM1	DEFAULT	4	Acceleration	MaxTakeoff			1 265	190	
727EM1	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	200	
727EM1	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
727EM1	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727EM1	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
727EM1	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
727EM1	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
727EM1	DEFAULT	1	Takeoff	MaxTakeoff					
727EM1	DEFAULT	2	Climb	MaxTakeoff		1 000			
727EM1	DEFAULT	3	Acceleration	MaxTakeoff			1 192	165	
727EM1	DEFAULT	4	Acceleration	MaxTakeoff			1 192	195	
727EM1	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	205	
727EM1	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
727EM1	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727EM1	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
727EM1	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
727EM1	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
727EM1	DEFAULT	1	Takeoff	MaxTakeoff					
727EM1	DEFAULT	2	Climb	MaxTakeoff		1 000			
727EM1	DEFAULT	3	Acceleration	MaxTakeoff			1 115	170	

Status: This is the original version (as it was originally adopted).

727EM1DEFAUHT	4	Acceleration	MaxTakeoff		1 115	200	
727EM1DEFAUHT	5	Acceleration	MaxClimb	ZERO	1 000	210	
727EM1DEFAUHT	6	Climb	MaxClimb	ZERO	3 000		
727EM1DEFAUHT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727EM1DEFAUHT	8	Climb	MaxClimb	ZERO	5 500		
727EM1DEFAUHT	9	Climb	MaxClimb	ZERO	7 500		
727EM1DEFAUHT	10	Climb	MaxClimb	ZERO	10 000		
727EM2DEFAUHT	1	Takeoff	MaxTakeoff				
727EM2DEFAUHT	2	Climb	MaxTakeoff		1 000		
727EM2DEFAUHT	3	Acceleration	MaxTakeoff		1 363	170	
727EM2DEFAUHT	4	Acceleration	MaxTakeoff		1 363	200	
727EM2DEFAUHT	5	Acceleration	MaxClimb	ZERO	1 000	210	
727EM2DEFAUHT	6	Climb	MaxClimb	ZERO	3 000		
727EM2DEFAUHT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727EM2DEFAUHT	8	Climb	MaxClimb	ZERO	5 500		
727EM2DEFAUHT	9	Climb	MaxClimb	ZERO	7 500		
727EM2DEFAUHT	10	Climb	MaxClimb	ZERO	10 000		
727EM2DEFAUHT	1	Takeoff	MaxTakeoff				
727EM2DEFAUHT	2	Climb	MaxTakeoff		1 000		
727EM2DEFAUHT	3	Acceleration	MaxTakeoff		1 281	170	
727EM2DEFAUHT	4	Acceleration	MaxTakeoff		1 281	200	
727EM2DEFAUHT	5	Acceleration	MaxClimb	ZERO	1 000	210	
727EM2DEFAUHT	6	Climb	MaxClimb	ZERO	3 000		
727EM2DEFAUHT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727EM2DEFAUHT	8	Climb	MaxClimb	ZERO	5 500		
727EM2DEFAUHT	9	Climb	MaxClimb	ZERO	7 500		
727EM2DEFAUHT	10	Climb	MaxClimb	ZERO	10 000		
727EM2DEFAUBT	1	Takeoff	MaxTakeoff				
727EM2DEFAUBT	2	Climb	MaxTakeoff		1 000		
727EM2DEFAUBT	3	Acceleration	MaxTakeoff		1 177	175	
727EM2DEFAUBT	4	Acceleration	MaxTakeoff		1 177	205	
727EM2DEFAUBT	5	Acceleration	MaxClimb	ZERO	1 000	215	
727EM2DEFAUBT	6	Climb	MaxClimb	ZERO	3 000		
727EM2DEFAUBT	7	Acceleration	MaxClimb	ZERO	1 000	250	

Status: This is the original version (as it was originally adopted).

727EM2	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
727EM2	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
727EM2	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
727EM2	DEFAU	BT	1	Takeoff	MaxTakeoff					
727EM2	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
727EM2	DEFAU	BT	3	Acceleration	MaxTakeoff			1 057	180	
727EM2	DEFAU	BT	4	Acceleration	MaxTakeoff			1 057	210	
727EM2	DEFAU	BT	5	Acceleration	MaxClimb	ZERO		1 000	220	
727EM2	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
727EM2	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727EM2	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
727EM2	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
727EM2	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
727EM2	DEFAU	BT	1	Takeoff	MaxTakeoff					
727EM2	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
727EM2	DEFAU	BT	3	Acceleration	MaxTakeoff			941	210	
727EM2	DEFAU	BT	4	Acceleration	MaxClimb	ZERO		1 000	220	
727EM2	DEFAU	BT	5	Climb	MaxClimb	ZERO	3 000			
727EM2	DEFAU	BT	6	Acceleration	MaxClimb	ZERO		1 000	250	
727EM2	DEFAU	BT	7	Climb	MaxClimb	ZERO	5 500			
727EM2	DEFAU	BT	8	Climb	MaxClimb	ZERO	7 500			
727EM2	DEFAU	BT	9	Climb	MaxClimb	ZERO	10 000			
727Q15	DEFAU	BT	1	Takeoff	MaxTakeoff					
727Q15	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
727Q15	DEFAU	BT	3	Acceleration	MaxTakeoff			1 363	170	
727Q15	DEFAU	BT	4	Acceleration	MaxTakeoff			1 363	200	
727Q15	DEFAU	BT	5	Acceleration	MaxClimb	ZERO		1 000	210	
727Q15	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
727Q15	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727Q15	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
727Q15	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
727Q15	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
727Q15	DEFAU	BT	1	Takeoff	MaxTakeoff					
727Q15	DEFAU	BT	2	Climb	MaxTakeoff		1 000			

Status: This is the original version (as it was originally adopted).

727Q15	DEFAU	ZT	3	Acceleration	MaxTakeoff		1 281	170	
727Q15	DEFAU	ZT	4	Acceleration	MaxTakeoff		1 281	200	
727Q15	DEFAU	ZT	5	Acceleration	MaxClimb	ZERO	1 000	210	
727Q15	DEFAU	ZT	6	Climb	MaxClimb	ZERO	3 000		
727Q15	DEFAU	ZT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727Q15	DEFAU	ZT	8	Climb	MaxClimb	ZERO	5 500		
727Q15	DEFAU	ZT	9	Climb	MaxClimb	ZERO	7 500		
727Q15	DEFAU	ZT	10	Climb	MaxClimb	ZERO	10 000		
727Q15	DEFAU	BT	1	Takeoff	MaxTakeoff				
727Q15	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
727Q15	DEFAU	BT	3	Acceleration	MaxTakeoff		1 177	175	
727Q15	DEFAU	BT	4	Acceleration	MaxTakeoff		1 177	205	
727Q15	DEFAU	BT	5	Acceleration	MaxClimb	ZERO	1 000	215	
727Q15	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000		
727Q15	DEFAU	BT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727Q15	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500		
727Q15	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500		
727Q15	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000		
727Q15	DEFAU	HT	1	Takeoff	MaxTakeoff				
727Q15	DEFAU	HT	2	Climb	MaxTakeoff	1 000			
727Q15	DEFAU	HT	3	Acceleration	MaxTakeoff		1 057	180	
727Q15	DEFAU	HT	4	Acceleration	MaxTakeoff		1 057	210	
727Q15	DEFAU	HT	5	Acceleration	MaxClimb	ZERO	1 000	220	
727Q15	DEFAU	HT	6	Climb	MaxClimb	ZERO	3 000		
727Q15	DEFAU	HT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727Q15	DEFAU	HT	8	Climb	MaxClimb	ZERO	5 500		
727Q15	DEFAU	HT	9	Climb	MaxClimb	ZERO	7 500		
727Q15	DEFAU	HT	10	Climb	MaxClimb	ZERO	10 000		
727Q15	DEFAU	ST	1	Takeoff	MaxTakeoff				
727Q15	DEFAU	ST	2	Climb	MaxTakeoff	1 000			
727Q15	DEFAU	ST	3	Acceleration	MaxTakeoff		941	210	
727Q15	DEFAU	ST	4	Acceleration	MaxClimb	ZERO	1 000	220	
727Q15	DEFAU	ST	5	Climb	MaxClimb	ZERO	3 000		
727Q15	DEFAU	ST	6	Acceleration	MaxClimb	ZERO	1 000	250	

Status: This is the original version (as it was originally adopted).

727Q15	DEFAU15T	7	Climb	MaxClimb	ZERO	5 500			
727Q15	DEFAU15T	8	Climb	MaxClimb	ZERO	7 500			
727Q15	DEFAU15T	9	Climb	MaxClimb	ZERO	10 000			
727Q7	DEFAU11T	1	Takeoff	MaxTakeoff					
727Q7	DEFAU11T	2	Climb	MaxTakeoff		1 000			
727Q7	DEFAU11T	3	Acceleration	MaxTakeoff			1 342	160	
727Q7	DEFAU11T	4	Acceleration	MaxTakeoff			1 342	190	
727Q7	DEFAU11T	5	Acceleration	MaxClimb	ZERO		1 000	200	
727Q7	DEFAU11T	6	Climb	MaxClimb	ZERO	3 000			
727Q7	DEFAU11T	7	Acceleration	MaxClimb	ZERO		1 000	250	
727Q7	DEFAU11T	8	Climb	MaxClimb	ZERO	5 500			
727Q7	DEFAU11T	9	Climb	MaxClimb	ZERO	7 500			
727Q7	DEFAU11T	10	Climb	MaxClimb	ZERO	10 000			
727Q7	DEFAU12T	1	Takeoff	MaxTakeoff					
727Q7	DEFAU12T	2	Climb	MaxTakeoff		1 000			
727Q7	DEFAU12T	3	Acceleration	MaxTakeoff			1 265	160	
727Q7	DEFAU12T	4	Acceleration	MaxTakeoff			1 265	190	
727Q7	DEFAU12T	5	Acceleration	MaxClimb	ZERO		1 000	200	
727Q7	DEFAU12T	6	Climb	MaxClimb	ZERO	3 000			
727Q7	DEFAU12T	7	Acceleration	MaxClimb	ZERO		1 000	250	
727Q7	DEFAU12T	8	Climb	MaxClimb	ZERO	5 500			
727Q7	DEFAU12T	9	Climb	MaxClimb	ZERO	7 500			
727Q7	DEFAU12T	10	Climb	MaxClimb	ZERO	10 000			
727Q7	DEFAU13T	1	Takeoff	MaxTakeoff					
727Q7	DEFAU13T	2	Climb	MaxTakeoff		1 000			
727Q7	DEFAU13T	3	Acceleration	MaxTakeoff			1 192	165	
727Q7	DEFAU13T	4	Acceleration	MaxTakeoff			1 192	195	
727Q7	DEFAU13T	5	Acceleration	MaxClimb	ZERO		1 000	205	
727Q7	DEFAU13T	6	Climb	MaxClimb	ZERO	3 000			
727Q7	DEFAU13T	7	Acceleration	MaxClimb	ZERO		1 000	250	
727Q7	DEFAU13T	8	Climb	MaxClimb	ZERO	5 500			
727Q7	DEFAU13T	9	Climb	MaxClimb	ZERO	7 500			
727Q7	DEFAU13T	10	Climb	MaxClimb	ZERO	10 000			
727Q7	DEFAU14T	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

727Q7	DEFAULT	2	Climb	MaxTakeoff	1 000			
727Q7	DEFAULT	3	Acceleration	MaxTakeoff		1 115	170	
727Q7	DEFAULT	4	Acceleration	MaxTakeoff		1 115	200	
727Q7	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	210	
727Q7	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
727Q7	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727Q7	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
727Q7	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
727Q7	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
727Q9	DEFAULT	1	Takeoff	MaxTakeoff				
727Q9	DEFAULT	2	Climb	MaxTakeoff	1 000			
727Q9	DEFAULT	3	Acceleration	MaxTakeoff		1 539	170	
727Q9	DEFAULT	4	Acceleration	MaxTakeoff		1 539	200	
727Q9	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	210	
727Q9	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
727Q9	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727Q9	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
727Q9	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
727Q9	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
727Q9	DEFAULT	1	Takeoff	MaxTakeoff				
727Q9	DEFAULT	2	Climb	MaxTakeoff	1 000			
727Q9	DEFAULT	3	Acceleration	MaxTakeoff		1 390	170	
727Q9	DEFAULT	4	Acceleration	MaxTakeoff		1 390	200	
727Q9	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	210	
727Q9	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
727Q9	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727Q9	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
727Q9	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
727Q9	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
727Q9	DEFAULT	1	Takeoff	MaxTakeoff				
727Q9	DEFAULT	2	Climb	MaxTakeoff	1 000			
727Q9	DEFAULT	3	Acceleration	MaxTakeoff		1 255	180	
727Q9	DEFAULT	4	Acceleration	MaxTakeoff		1 255	210	
727Q9	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	220	

Status: This is the original version (as it was originally adopted).

727Q9	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
727Q9	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
727Q9	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
727Q9	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
727Q9	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
727Q9	DEFAU	BT	1	Takeoff	MaxTakeoff					
727Q9	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
727Q9	DEFAU	BT	3	Acceleration	MaxTakeoff			855	210	
727Q9	DEFAU	BT	4	Acceleration	MaxClimb	ZERO		1 000	220	
727Q9	DEFAU	BT	5	Climb	MaxClimb	ZERO	3 000			
727Q9	DEFAU	BT	6	Acceleration	MaxClimb	ZERO		1 000	250	
727Q9	DEFAU	BT	7	Climb	MaxClimb	ZERO	5 500			
727Q9	DEFAU	BT	8	Climb	MaxClimb	ZERO	7 500			
727Q9	DEFAU	BT	9	Climb	MaxClimb	ZERO	10 000			
727QF	DEFAU	ILT	1	Takeoff	MaxTakeoff					
727QF	DEFAU	ILT	2	Climb	MaxTakeoff		1 000			
727QF	DEFAU	ILT	3	Acceleration	MaxTakeoff			1 000	175	
727QF	DEFAU	ILT	4	Acceleration	MaxTakeoff			1 000	190	
727QF	DEFAU	ILT	5	Acceleration	MaxTakeoff	ZERO		1 000	200	
727QF	DEFAU	ILT	6	Climb	MaxConZeros	Zeros	3 000			
727QF	DEFAU	ILT	7	Acceleration	MaxConZeros	Zeros		1 000	250	
727QF	DEFAU	ILT	8	Climb	MaxClimb	ZERO	5 500			
727QF	DEFAU	ILT	9	Climb	MaxClimb	ZERO	7 500			
727QF	DEFAU	ILT	10	Climb	MaxClimb	ZERO	10 000			
727QF	DEFAU	ILT	1	Takeoff	MaxTakeoff					
727QF	DEFAU	ILT	2	Climb	MaxTakeoff		1 000			
727QF	DEFAU	ILT	3	Acceleration	MaxTakeoff			1 000	180	
727QF	DEFAU	ILT	4	Acceleration	MaxTakeoff			1 000	190	
727QF	DEFAU	ILT	5	Acceleration	MaxTakeoff	ZERO		1 000	200	
727QF	DEFAU	ILT	6	Climb	MaxConZeros	Zeros	3 000			
727QF	DEFAU	ILT	7	Acceleration	MaxConZeros	Zeros		1 000	250	
727QF	DEFAU	ILT	8	Climb	MaxClimb	ZERO	5 500			
727QF	DEFAU	ILT	9	Climb	MaxClimb	ZERO	7 500			
727QF	DEFAU	ILT	10	Climb	MaxClimb	ZERO	10 000			

Status: This is the original version (as it was originally adopted).

727QF	DEFAUBT	1	Takeoff	MaxTakeoff				
727QF	DEFAUBT	2	Climb	MaxTakeoff	1 000			
727QF	DEFAUBT	3	Acceleration	MaxTakeoff		1 000	184	
727QF	DEFAUBT	4	Acceleration	MaxTakeoff		1 000	190	
727QF	DEFAUBT	5	Acceleration	MaxTakeoff	ZERO	1 000	200	
727QF	DEFAUBT	6	Climb	MaxClimb	ZERO	3 000		
727QF	DEFAUBT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727QF	DEFAUBT	8	Climb	MaxClimb	ZERO	5 500		
727QF	DEFAUBT	9	Climb	MaxClimb	ZERO	7 500		
727QF	DEFAUBT	10	Climb	MaxClimb	ZERO	10 000		
727QF	DEFAUBT	1	Takeoff	MaxTakeoff				
727QF	DEFAUBT	2	Climb	MaxTakeoff	1 000			
727QF	DEFAUBT	3	Acceleration	MaxTakeoff		1 000	189	
727QF	DEFAUBT	4	Acceleration	MaxTakeoff		1 000	190	
727QF	DEFAUBT	5	Acceleration	MaxTakeoff	ZERO	1 000	200	
727QF	DEFAUBT	6	Climb	MaxClimb	ZERO	3 000		
727QF	DEFAUBT	7	Acceleration	MaxClimb	ZERO	1 000	250	
727QF	DEFAUBT	8	Climb	MaxClimb	ZERO	5 500		
727QF	DEFAUBT	9	Climb	MaxClimb	ZERO	7 500		
727QF	DEFAUBT	10	Climb	MaxClimb	ZERO	10 000		
737	DEFAULT	1	Takeoff	MaxTakeoff				
737	DEFAULT	2	Climb	MaxTakeoff	1 000			
737	DEFAULT	3	Acceleration	MaxTakeoff		2 090	146	
737	DEFAULT	4	Acceleration	MaxTakeoff	NT	1 568	171	
737	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	210	
737	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
737	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
737	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
737	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
737	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
737	DEFAULT	1	Takeoff	MaxTakeoff				
737	DEFAULT	2	Climb	MaxTakeoff	1 000			
737	DEFAULT	3	Acceleration	MaxTakeoff		2 014	149	
737	DEFAULT	4	Acceleration	MaxTakeoff	NT	1 511	174	

Status: This is the original version (as it was originally adopted).

737	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737	DEFAULT	1	Takeoff	MaxTakeoff					
737	DEFAULT	2	Climb	MaxTakeoff		1 000			
737	DEFAULT	3	Acceleration	MaxTakeoff			1 851	154	
737	DEFAULT	4	Acceleration	MaxTakeoff	NT		1 388	179	
737	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737	DEFAULT	1	Takeoff	MaxTakeoff					
737	DEFAULT	2	Climb	MaxTakeoff		1 000			
737	DEFAULT	3	Acceleration	MaxTakeoff			1 685	160	
737	DEFAULT	4	Acceleration	MaxTakeoff	NT		1 264	185	
737	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737300	DEFAULT	1	Takeoff	MaxTakeoff					
737300	DEFAULT	2	Climb	MaxTakeoff		1 000			
737300	DEFAULT	3	Acceleration	MaxClimb			1 483,4	187,9	
737300	DEFAULT	4	Acceleration	MaxClimb			1 684,6	205,5	
737300	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 815,6	220,5	
737300	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			

Status: This is the original version (as it was originally adopted).

737300	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 892,6	250	
737300	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737300	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737300	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737300	DEFAULT	1	Takeoff	MaxTakeoff					
737300	DEFAULT	2	Climb	MaxTakeoff		1 000			
737300	DEFAULT	3	Acceleration	MaxClimb			1 398,8	189,2	
737300	DEFAULT	4	Acceleration	MaxClimb			1 579,3	204,5	
737300	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 700,5	220,5	
737300	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737300	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 774,1	250	
737300	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737300	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737300	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737300	DEFAULT	1	Takeoff	MaxTakeoff					
737300	DEFAULT	2	Climb	MaxTakeoff		1 000			
737300	DEFAULT	3	Acceleration	MaxClimb			1 311,5	190,8	
737300	DEFAULT	4	Acceleration	MaxClimb			1 487,2	213,2	
737300	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 609,4	220,5	
737300	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737300	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 657,6	250	
737300	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737300	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737300	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737300	DEFAULT	1	Takeoff	MaxTakeoff					
737300	DEFAULT	2	Climb	MaxTakeoff		1 000			
737300	DEFAULT	3	Acceleration	MaxClimb			1 154,7	194,6	

Status: This is the original version (as it was originally adopted).

737300	DEFAULT	4	Acceleration	MaxClimb		1 295,8	211,5	
737300	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 391,6	220,5	
737300	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
737300	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 444,8	250	
737300	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
737300	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
737300	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
737300	ICAO_A1	1	Takeoff	MaxTakeoff				
737300	ICAO_A1	2	Climb	MaxTakeoff		1 500		
737300	ICAO_A1	3	Climb	MaxClimb		3 000		
737300	ICAO_A1	4	Acceleration	MaxClimb		1 413,5	184,9	
737300	ICAO_A1	5	Acceleration	MaxClimb		1 601,4	203,9	
737300	ICAO_A1	6	Acceleration	MaxClimb	ZERO	1 821,6	250	
737300	ICAO_A1	7	Climb	MaxClimb	ZERO	5 500		
737300	ICAO_A1	8	Climb	MaxClimb	ZERO	7 500		
737300	ICAO_A1	9	Climb	MaxClimb	ZERO	10 000		
737300	ICAO_A2	1	Takeoff	MaxTakeoff				
737300	ICAO_A2	2	Climb	MaxTakeoff		1 500		
737300	ICAO_A2	3	Climb	MaxClimb		3 000		
737300	ICAO_A2	4	Acceleration	MaxClimb		1 332,5	186,4	
737300	ICAO_A2	5	Acceleration	MaxClimb		1 497,1	203	
737300	ICAO_A2	6	Acceleration	MaxClimb	ZERO	1 705,6	250	
737300	ICAO_A2	7	Climb	MaxClimb	ZERO	5 500		
737300	ICAO_A2	8	Climb	MaxClimb	ZERO	7 500		
737300	ICAO_A2	9	Climb	MaxClimb	ZERO	10 000		
737300	ICAO_A3	1	Takeoff	MaxTakeoff				
737300	ICAO_A3	2	Climb	MaxTakeoff		1 500		
737300	ICAO_A3	3	Climb	MaxClimb		3 000		

Status: This is the original version (as it was originally adopted).

737300	ICAO_A3	4	Acceleration	MaxClimb	5b		1 247,9	188,2	
737300	ICAO_A3	5	Acceleration	MaxClimb	b		1 415,3	211,7	
737300	ICAO_A3	6	Acceleration	MaxClimb	ZERO		1 609,9	250	
737300	ICAO_A3	7	Climb	MaxClimb	ZERO	5 500			
737300	ICAO_A3	8	Climb	MaxClimb	ZERO	7 500			
737300	ICAO_A3	9	Climb	MaxClimb	ZERO	10 000			
737300	ICAO_A4	1	Takeoff	MaxTakeoff					
737300	ICAO_A4	2	Climb	MaxTakeoff		1 500			
737300	ICAO_A4	3	Climb	MaxClimb	5b	3 000			
737300	ICAO_A4	4	Acceleration	MaxClimb	5b		1 093,3	192,2	
737300	ICAO_A4	5	Acceleration	MaxClimb	b		1 223,7	210,2	
737300	ICAO_A4	6	Acceleration	MaxClimb	ZERO		1 399,1	250	
737300	ICAO_A4	7	Climb	MaxClimb	ZERO	5 500			
737300	ICAO_A4	8	Climb	MaxClimb	ZERO	7 500			
737300	ICAO_A4	9	Climb	MaxClimb	ZERO	10 000			
737300	ICAO_B1	1	Takeoff	MaxTakeoff					
737300	ICAO_B1	2	Climb	MaxTakeoff		1 000			
737300	ICAO_B1	3	Acceleration	MaxTakeoff			1 560,7	189,3	
737300	ICAO_B1	4	Acceleration	MaxTakeoff			1 765,5	206,2	
737300	ICAO_B1	5	Acceleration	MaxTakeoff	ZERO		1 897	220,5	
737300	ICAO_B1	6	Climb	MaxClimb	ZERO	3 000			
737300	ICAO_B1	7	Acceleration	MaxClimb	ZERO		1 892,6	250	
737300	ICAO_B1	8	Climb	MaxClimb	ZERO	5 500			
737300	ICAO_B1	9	Climb	MaxClimb	ZERO	7 500			
737300	ICAO_B1	10	Climb	MaxClimb	ZERO	10 000			
737300	ICAO_B2	1	Takeoff	MaxTakeoff					
737300	ICAO_B2	2	Climb	MaxTakeoff		1 000			
737300	ICAO_B2	3	Acceleration	MaxTakeoff			1 468,7	190,5	

Status: This is the original version (as it was originally adopted).

737300	ICAO_B2	4	Acceleration	MaxTakeoff		1 652,2	205,8	
737300	ICAO_B2	5	Acceleration	MaxTakeoff	ZERO	1 773,2	220,5	
737300	ICAO_B2	6	Climb	MaxClimb	ZERO	3 000		
737300	ICAO_B2	7	Acceleration	MaxClimb	ZERO	1 773,3	250	
737300	ICAO_B2	8	Climb	MaxClimb	ZERO	5 500		
737300	ICAO_B2	9	Climb	MaxClimb	ZERO	7 500		
737300	ICAO_B2	10	Climb	MaxClimb	ZERO	10 000		
737300	ICAO_B3	1	Takeoff	MaxTakeoff				
737300	ICAO_B3	2	Climb	MaxTakeoff		1 000		
737300	ICAO_B3	3	Acceleration	MaxTakeoff		1 380,4	192,1	
737300	ICAO_B3	4	Acceleration	MaxTakeoff		1 557,4	213,8	
737300	ICAO_B3	5	Acceleration	MaxTakeoff	ZERO	1 688,1	220,5	
737300	ICAO_B3	6	Climb	MaxClimb	ZERO	3 000		
737300	ICAO_B3	7	Acceleration	MaxClimb	ZERO	1 657,6	250	
737300	ICAO_B3	8	Climb	MaxClimb	ZERO	5 500		
737300	ICAO_B3	9	Climb	MaxClimb	ZERO	7 500		
737300	ICAO_B3	10	Climb	MaxClimb	ZERO	10 000		
737300	ICAO_B4	1	Takeoff	MaxTakeoff				
737300	ICAO_B4	2	Climb	MaxTakeoff		1 000		
737300	ICAO_B4	3	Acceleration	MaxTakeoff		1 217,8	195,7	
737300	ICAO_B4	4	Acceleration	MaxTakeoff		1 361,4	212	
737300	ICAO_B4	5	Acceleration	MaxTakeoff	ZERO	1 457,6	220,5	
737300	ICAO_B4	6	Climb	MaxClimb	ZERO	3 000		
737300	ICAO_B4	7	Acceleration	MaxClimb	ZERO	1 444,8	250	
737300	ICAO_B4	8	Climb	MaxClimb	ZERO	5 500		
737300	ICAO_B4	9	Climb	MaxClimb	ZERO	7 500		
737300	ICAO_B4	10	Climb	MaxClimb	ZERO	10 000		

Status: This is the original version (as it was originally adopted).

7373B2	DEFAULT	1	Takeoff	MaxTakeoff				
7373B2	DEFAULT	2	Climb	MaxTakeoff	1 000			
7373B2	DEFAULT	3	Acceleration	MaxClimb_05		1 671,2	191,9	
7373B2	DEFAULT	4	Acceleration	MaxClimb_01		1 900	209,1	
7373B2	DEFAULT	5	Climb	MaxClimb_ZERO	3 000			
7373B2	DEFAULT	6	Acceleration	MaxClimb_ZERO		2 058,2	250	
7373B2	DEFAULT	7	Climb	MaxClimb_ZERO	5 500			
7373B2	DEFAULT	8	Climb	MaxClimb_ZERO	7 500			
7373B2	DEFAULT	9	Climb	MaxClimb_ZERO	10 000			
7373B2	DEFAULT	1	Takeoff	MaxTakeoff				
7373B2	DEFAULT	2	Climb	MaxTakeoff	1 000			
7373B2	DEFAULT	3	Acceleration	MaxClimb_05		1 575,5	192,6	
7373B2	DEFAULT	4	Acceleration	MaxClimb_01		1 786	208,8	
7373B2	DEFAULT	5	Climb	MaxClimb_ZERO	3 000			
7373B2	DEFAULT	6	Acceleration	MaxClimb_ZERO		1 934,6	250	
7373B2	DEFAULT	7	Climb	MaxClimb_ZERO	5 500			
7373B2	DEFAULT	8	Climb	MaxClimb_ZERO	7 500			
7373B2	DEFAULT	9	Climb	MaxClimb_ZERO	10 000			
7373B2	DEFAULT	1	Takeoff	MaxTakeoff				
7373B2	DEFAULT	2	Climb	MaxTakeoff	1 000			
7373B2	DEFAULT	3	Acceleration	MaxClimb_05		1 483,2	194	
7373B2	DEFAULT	4	Acceleration	MaxClimb_01		1 675,9	215,3	
7373B2	DEFAULT	5	Climb	MaxClimb_ZERO	3 000			
7373B2	DEFAULT	6	Acceleration	MaxClimb_ZERO		1 828,7	250	
7373B2	DEFAULT	7	Climb	MaxClimb_ZERO	5 500			
7373B2	DEFAULT	8	Climb	MaxClimb_ZERO	7 500			
7373B2	DEFAULT	9	Climb	MaxClimb_ZERO	10 000			
7373B2	DEFAULT	1	Takeoff	MaxTakeoff				
7373B2	DEFAULT	2	Climb	MaxTakeoff	1 000			

Status: This is the original version (as it was originally adopted).

7373B2	DEFAULT	3	Acceleration	MaxClimb	05		1 314,1	197,8	
7373B2	DEFAULT	4	Acceleration	MaxClimb	01		1 478,4	213,5	
7373B2	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
7373B2	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 597,8	250	
7373B2	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
7373B2	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
7373B2	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
7373B2	DEFAULT	1	Takeoff	MaxTakeoff					
7373B2	DEFAULT	2	Climb	MaxTakeoff		1 000			
7373B2	DEFAULT	3	Acceleration	MaxClimb	05		1 214,7	200,6	
7373B2	DEFAULT	4	Acceleration	MaxClimb	01		1 372,5	222,3	
7373B2	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
7373B2	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 493,4	250	
7373B2	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
7373B2	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
7373B2	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_A1	1	Takeoff	MaxTakeoff					
7373B2	ICAO_A1	2	Climb	MaxTakeoff		1 500			
7373B2	ICAO_A1	3	Climb	MaxClimb		3 000			
7373B2	ICAO_A1	4	Acceleration	MaxClimb	05		1 607,4	188,9	
7373B2	ICAO_A1	5	Acceleration	MaxClimb	01		1 827,6	206	
7373B2	ICAO_A1	6	Acceleration	MaxClimb	ZERO		2 030,2	250	
7373B2	ICAO_A1	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_A1	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_A1	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_A2	1	Takeoff	MaxTakeoff					
7373B2	ICAO_A2	2	Climb	MaxTakeoff		1 500			
7373B2	ICAO_A2	3	Climb	MaxClimb		3 000			

Status: This is the original version (as it was originally adopted).

7373B2	ICAO_A2	4	Acceleration	MaxClimb	7b_05		1 507,4	188,9	
7373B2	ICAO_A2	5	Acceleration	MaxClimb	7b_01		1 703,4	206	
7373B2	ICAO_A2	6	Acceleration	MaxClimb	ZERO		1 909,1	250	
7373B2	ICAO_A2	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_A2	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_A2	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_A3	1	Takeoff	MaxTakeoff					
7373B2	ICAO_A3	2	Climb	MaxTakeoff		1 500			
7373B2	ICAO_A3	3	Climb	MaxClimb		3 000			
7373B2	ICAO_A3	4	Acceleration	MaxClimb	7b_05		1 417,2	191,3	
7373B2	ICAO_A3	5	Acceleration	MaxClimb	7b_01		1 604,3	213,7	
7373B2	ICAO_A3	6	Acceleration	MaxClimb	ZERO		1 807,6	250	
7373B2	ICAO_A3	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_A3	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_A3	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_A4	1	Takeoff	MaxTakeoff					
7373B2	ICAO_A4	2	Climb	MaxTakeoff		1 500			
7373B2	ICAO_A4	3	Climb	MaxClimb		3 000			
7373B2	ICAO_A4	4	Acceleration	MaxClimb	7b_05		1 255,2	195,4	
7373B2	ICAO_A4	5	Acceleration	MaxClimb	7b_01		1 411,8	212,1	
7373B2	ICAO_A4	6	Acceleration	MaxClimb	ZERO		1 576,8	250	
7373B2	ICAO_A4	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_A4	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_A4	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_AM	1	Takeoff	MaxTakeoff					
7373B2	ICAO_AM	2	Climb	MaxTakeoff		1 500			
7373B2	ICAO_AM	3	Climb	MaxClimb		3 000			
7373B2	ICAO_AM	4	Acceleration	MaxClimb	7b_05		1 163,2	198,2	

Status: This is the original version (as it was originally adopted).

7373B2	ICAO_AM	5	Acceleration	MaxClimb	01		1 309,7	220,9	
7373B2	ICAO_AM	6	Acceleration	MaxClimb	ZERO		1 469,1	250	
7373B2	ICAO_AM	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_AM	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_AM	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_BI	1	Takeoff	MaxTakeoff					
7373B2	ICAO_BI	2	Climb	MaxTakeoff		1 000			
7373B2	ICAO_BI	3	Acceleration	MaxTakeoff	05		1 881	195,6	
7373B2	ICAO_BI	4	Acceleration	MaxTakeoff	01		2 138,5	214,5	
7373B2	ICAO_BI	5	Climb	MaxClimb	ZERO	3 000			
7373B2	ICAO_BI	6	Acceleration	MaxClimb	ZERO		2 075,4	250	
7373B2	ICAO_BI	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_BI	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_BI	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_B2	1	Takeoff	MaxTakeoff					
7373B2	ICAO_B2	2	Climb	MaxTakeoff		1 000			
7373B2	ICAO_B2	3	Acceleration	MaxTakeoff	05		1 774,2	196,2	
7373B2	ICAO_B2	4	Acceleration	MaxTakeoff	01		2 009,3	214	
7373B2	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000			
7373B2	ICAO_B2	6	Acceleration	MaxClimb	ZERO		1 950,7	250	
7373B2	ICAO_B2	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_B2	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_B2	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_B3	1	Takeoff	MaxTakeoff					
7373B2	ICAO_B3	2	Climb	MaxTakeoff		1 000			
7373B2	ICAO_B3	3	Acceleration	MaxTakeoff	05		1 674,8	197,4	
7373B2	ICAO_B3	4	Acceleration	MaxTakeoff	01		1 895,7	217	
7373B2	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000			

Status: This is the original version (as it was originally adopted).

7373B2	ICAO_B3	6	Acceleration	MaxClimb	ZERO		1 835,6	250	
7373B2	ICAO_B3	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_B3	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_B3	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_B4	1	Takeoff	MaxTakeoff					
7373B2	ICAO_B4	2	Climb	MaxTakeoff		1 000			
7373B2	ICAO_B4	3	Acceleration	MaxTakeoff	05		1 494,5	200,9	
7373B2	ICAO_B4	4	Acceleration	MaxTakeoff	01		1 672,5	215,5	
7373B2	ICAO_B4	5	Climb	MaxClimb	ZERO	3 000			
7373B2	ICAO_B4	6	Acceleration	MaxClimb	ZERO		1 606,9	250	
7373B2	ICAO_B4	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_B4	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_B4	9	Climb	MaxClimb	ZERO	10 000			
7373B2	ICAO_BM	1	Takeoff	MaxTakeoff					
7373B2	ICAO_BM	2	Climb	MaxTakeoff		1 000			
7373B2	ICAO_BM	3	Acceleration	MaxTakeoff	05		1 387,7	203,4	
7373B2	ICAO_BM	4	Acceleration	MaxTakeoff	01		1 557,1	223,7	
7373B2	ICAO_BM	5	Climb	MaxClimb	ZERO	3 000			
7373B2	ICAO_BM	6	Acceleration	MaxClimb	ZERO		1 493,2	250	
7373B2	ICAO_BM	7	Climb	MaxClimb	ZERO	5 500			
7373B2	ICAO_BM	8	Climb	MaxClimb	ZERO	7 500			
7373B2	ICAO_BM	9	Climb	MaxClimb	ZERO	10 000			
737400	DEFAULT	1	Takeoff	MaxTakeoff					
737400	DEFAULT	2	Climb	MaxTakeoff		1 000			
737400	DEFAULT	3	Acceleration	MaxClimb			1 715,3	198,8	
737400	DEFAULT	4	Acceleration	MaxClimb			1 894,7	210,5	
737400	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
737400	DEFAULT	6	Acceleration	MaxClimb	ZERO		2 067,4	250	

Status: This is the original version (as it was originally adopted).

737400	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
737400	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
737400	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
737400	DEFAULT	1	Takeoff	MaxTakeoff					
737400	DEFAULT	2	Climb	MaxTakeoff		1 000			
737400	DEFAULT	3	Acceleration	MaxClimb			1 616	199,8	
737400	DEFAULT	4	Acceleration	MaxClimb			1 786,6	210,5	
737400	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
737400	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 939,1	250	
737400	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
737400	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
737400	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
737400	DEFAULT	1	Takeoff	MaxTakeoff					
737400	DEFAULT	2	Climb	MaxTakeoff		1 000			
737400	DEFAULT	3	Acceleration	MaxClimb			1 516,6	201	
737400	DEFAULT	4	Acceleration	MaxClimb			1 660,9	210,5	
737400	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
737400	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 807,5	250	
737400	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
737400	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
737400	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
737400	DEFAULT	1	Takeoff	MaxTakeoff					
737400	DEFAULT	2	Climb	MaxTakeoff		1 000			
737400	DEFAULT	3	Acceleration	MaxClimb			1 370,2	203,9	
737400	DEFAULT	4	Acceleration	MaxClimb			1 504,1	210,5	
737400	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
737400	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 609,1	250	
737400	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
737400	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

737400	DEFAU	IT	9	Climb	MaxClimb	ZERO	10 000			
737400	DEFAU	IT	1	Takeoff	MaxTakeoff					
737400	DEFAU	IT	2	Climb	MaxTakeoff		1 000			
737400	DEFAU	IT	3	Acceleration	MaxClimb			1 225,8	207,5	
737400	DEFAU	IT	4	Acceleration	MaxClimb			1 312,5	210,5	
737400	DEFAU	IT	5	Climb	MaxClimb	ZERO	3 000			
737400	DEFAU	IT	6	Acceleration	MaxClimb	ZERO		1 414,3	250	
737400	DEFAU	IT	7	Climb	MaxClimb	ZERO	5 500			
737400	DEFAU	IT	8	Climb	MaxClimb	ZERO	7 500			
737400	DEFAU	IT	9	Climb	MaxClimb	ZERO	10 000			
737400	ICAO_A	1	1	Takeoff	MaxTakeoff					
737400	ICAO_A	2	2	Climb	MaxTakeoff		1 500			
737400	ICAO_A	3	3	Climb	MaxClimb		3 000			
737400	ICAO_A	4	4	Acceleration	MaxClimb			1 641,7	195,7	
737400	ICAO_A	5	5	Acceleration	MaxClimb			1 830	210,1	
737400	ICAO_A	6	6	Acceleration	MaxClimb	ZERO		2 058,4	250	
737400	ICAO_A	7	7	Climb	MaxClimb	ZERO	5 500			
737400	ICAO_A	8	8	Climb	MaxClimb	ZERO	7 500			
737400	ICAO_A	9	9	Climb	MaxClimb	ZERO	10 000			
737400	ICAO_A	2	1	Takeoff	MaxTakeoff					
737400	ICAO_A	2	2	Climb	MaxTakeoff		1 500			
737400	ICAO_A	2	3	Climb	MaxClimb		3 000			
737400	ICAO_A	2	4	Acceleration	MaxClimb			1 546	196,8	
737400	ICAO_A	2	5	Acceleration	MaxClimb			1 702,5	210,1	
737400	ICAO_A	2	6	Acceleration	MaxClimb	ZERO		1 919,2	250	
737400	ICAO_A	2	7	Climb	MaxClimb	ZERO	5 500			
737400	ICAO_A	2	8	Climb	MaxClimb	ZERO	7 500			
737400	ICAO_A	2	9	Climb	MaxClimb	ZERO	10 000			
737400	ICAO_A	3	1	Takeoff	MaxTakeoff					
737400	ICAO_A	3	2	Climb	MaxTakeoff		1 500			

Status: This is the original version (as it was originally adopted).

737400	ICAO_A3	3	Climb	MaxClimb	5	3 000			
737400	ICAO_A3	4	Acceleration	MaxClimb	5		1 446,6	198,2	
737400	ICAO_A3	5	Acceleration	MaxClimb			1 592,3	210,3	
737400	ICAO_A3	6	Acceleration	MaxClimb	ZERO		1 789,6	250	
737400	ICAO_A3	7	Climb	MaxClimb	ZERO	5 500			
737400	ICAO_A3	8	Climb	MaxClimb	ZERO	7 500			
737400	ICAO_A3	9	Climb	MaxClimb	ZERO	10 000			
737400	ICAO_A4	1	Takeoff	MaxTakeoff					
737400	ICAO_A4	2	Climb	MaxTakeoff		1 500			
737400	ICAO_A4	3	Climb	MaxClimb	5	3 000			
737400	ICAO_A4	4	Acceleration	MaxClimb	5		1 303,9	201,3	
737400	ICAO_A4	5	Acceleration	MaxClimb			1 426,1	210,3	
737400	ICAO_A4	6	Acceleration	MaxClimb	ZERO		1 598,5	250	
737400	ICAO_A4	7	Climb	MaxClimb	ZERO	5 500			
737400	ICAO_A4	8	Climb	MaxClimb	ZERO	7 500			
737400	ICAO_A4	9	Climb	MaxClimb	ZERO	10 000			
737400	ICAO_AM	1	Takeoff	MaxTakeoff					
737400	ICAO_AM	2	Climb	MaxTakeoff		1 500			
737400	ICAO_AM	3	Climb	MaxClimb	5	3 000			
737400	ICAO_AM	4	Acceleration	MaxClimb	5		1 159,5	205,1	
737400	ICAO_AM	5	Acceleration	MaxClimb			1 249,3	210,3	
737400	ICAO_AM	6	Acceleration	MaxClimb	ZERO		1 392,2	250	
737400	ICAO_AM	7	Climb	MaxClimb	ZERO	5 500			
737400	ICAO_AM	8	Climb	MaxClimb	ZERO	7 500			
737400	ICAO_AM	9	Climb	MaxClimb	ZERO	10 000			
737400	ICAO_BI	1	Takeoff	MaxTakeoff					
737400	ICAO_BI	2	Climb	MaxTakeoff		1 000			
737400	ICAO_BI	3	Acceleration	MaxTakeoff			1 869,9	201,5	

Status: This is the original version (as it was originally adopted).

737400	ICAO_B1	4	Acceleration	MaxTakeoff		2 073,3	210,5	
737400	ICAO_B1	5	Climb	MaxClimb	ZERO	3 000		
737400	ICAO_B1	6	Acceleration	MaxClimb	ZERO	2 067,4	250	
737400	ICAO_B1	7	Climb	MaxClimb	ZERO	5 500		
737400	ICAO_B1	8	Climb	MaxClimb	ZERO	7 500		
737400	ICAO_B1	9	Climb	MaxClimb	ZERO	10 000		
737400	ICAO_B2	1	Takeoff	MaxTakeoff				
737400	ICAO_B2	2	Climb	MaxTakeoff		1 000		
737400	ICAO_B2	3	Acceleration	MaxTakeoff		1 766,9	202,3	
737400	ICAO_B2	4	Acceleration	MaxTakeoff		1 945,9	210,5	
737400	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000		
737400	ICAO_B2	6	Acceleration	MaxClimb	ZERO	1 939,1	250	
737400	ICAO_B2	7	Climb	MaxClimb	ZERO	5 500		
737400	ICAO_B2	8	Climb	MaxClimb	ZERO	7 500		
737400	ICAO_B2	9	Climb	MaxClimb	ZERO	10 000		
737400	ICAO_B3	1	Takeoff	MaxTakeoff				
737400	ICAO_B3	2	Climb	MaxTakeoff		1 000		
737400	ICAO_B3	3	Acceleration	MaxTakeoff		1 660,1	203,4	
737400	ICAO_B3	4	Acceleration	MaxTakeoff		1 822,5	210,5	
737400	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000		
737400	ICAO_B3	6	Acceleration	MaxClimb	ZERO	1 807,5	250	
737400	ICAO_B3	7	Climb	MaxClimb	ZERO	5 500		
737400	ICAO_B3	8	Climb	MaxClimb	ZERO	7 500		
737400	ICAO_B3	9	Climb	MaxClimb	ZERO	10 000		
737400	ICAO_B4	1	Takeoff	MaxTakeoff				
737400	ICAO_B4	2	Climb	MaxTakeoff		1 000		
737400	ICAO_B4	3	Acceleration	MaxTakeoff		1 502,8	206,1	
737400	ICAO_B4	4	Acceleration	MaxTakeoff		1 644,7	210,5	

Status: This is the original version (as it was originally adopted).

737400	ICAO_B4	5	Climb	MaxClimb	ZERO	3 000			
737400	ICAO_B4	6	Acceleration	MaxClimb	ZERO		1 610,5	250	
737400	ICAO_B4	7	Climb	MaxClimb	ZERO	5 500			
737400	ICAO_B4	8	Climb	MaxClimb	ZERO	7 500			
737400	ICAO_B4	9	Climb	MaxClimb	ZERO	10 000			
737400	ICAO_BM	1	Takeoff	MaxTakeoff					
737400	ICAO_BM	2	Climb	MaxTakeoff		1 000			
737400	ICAO_BM	3	Acceleration	MaxTakeoff			1 350,9	209,5	
737400	ICAO_BM	4	Acceleration	MaxTakeoff			1 428,6	210,5	
737400	ICAO_BM	5	Climb	MaxClimb	ZERO	3 000			
737400	ICAO_BM	6	Acceleration	MaxClimb	ZERO		1 414,7	250	
737400	ICAO_BM	7	Climb	MaxClimb	ZERO	5 500			
737400	ICAO_BM	8	Climb	MaxClimb	ZERO	7 500			
737400	ICAO_BM	9	Climb	MaxClimb	ZERO	10 000			
737500	DEFAULT	1	Takeoff	MaxTakeoff					
737500	DEFAULT	2	Climb	MaxTakeoff		1 000			
737500	DEFAULT	3	Acceleration	MaxClimb			1 579,1	187	
737500	DEFAULT	4	Acceleration	MaxClimb			1 800	206,6	
737500	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
737500	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 961,7	250	
737500	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
737500	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
737500	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
737500	DEFAULT	1	Takeoff	MaxTakeoff					
737500	DEFAULT	2	Climb	MaxTakeoff		1 000			
737500	DEFAULT	3	Acceleration	MaxClimb			1 490,8	188	
737500	DEFAULT	4	Acceleration	MaxClimb			1 681,3	205,6	
737500	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			

Status: This is the original version (as it was originally adopted).

737500	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 834,4	250	
737500	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
737500	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
737500	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
737500	DEFAULT	1	Takeoff	MaxTakeoff					
737500	DEFAULT	2	Climb	MaxTakeoff		1 000			
737500	DEFAULT	3	Acceleration	MaxClimb			1 398,8	189,4	
737500	DEFAULT	4	Acceleration	MaxClimb			1 572,4	204,5	
737500	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
737500	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 713,4	250	
737500	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
737500	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
737500	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
737500	DEFAULT	1	Takeoff	MaxTakeoff					
737500	DEFAULT	2	Climb	MaxTakeoff		1 000			
737500	DEFAULT	3	Acceleration	MaxClimb			1 229,4	192,1	
737500	DEFAULT	4	Acceleration	MaxClimb			1 388,1	212,4	
737500	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
737500	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 521,8	250	
737500	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
737500	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
737500	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
737500	DEFAULT	1	Takeoff	MaxTakeoff					
737500	DEFAULT	2	Climb	MaxTakeoff		1 000			
737500	DEFAULT	3	Acceleration	MaxClimb			1 211,1	192,4	
737500	DEFAULT	4	Acceleration	MaxClimb			1 370,8	212	
737500	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
737500	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 503,1	250	

737500	DEFAU	ST	7	Climb	MaxClimb	ZERO	5 500			
737500	DEFAU	ST	8	Climb	MaxClimb	ZERO	7 500			
737500	DEFAU	ST	9	Climb	MaxClimb	ZERO	10 000			
737500	DEFAU	M	1	Takeoff	MaxTakeoff					
737500	DEFAU	M	2	Climb	MaxTakeoff		1 000			
737500	DEFAU	M	3	Acceleration	MaxClimb			1 192,6	192,8	
737500	DEFAU	M	4	Acceleration	MaxClimb			1 343,1	211,9	
737500	DEFAU	M	5	Climb	MaxClimb	ZERO	3 000			
737500	DEFAU	M	6	Acceleration	MaxClimb	ZERO		1 470,2	250	
737500	DEFAU	M	7	Climb	MaxClimb	ZERO	5 500			
737500	DEFAU	M	8	Climb	MaxClimb	ZERO	7 500			
737500	DEFAU	M	9	Climb	MaxClimb	ZERO	10 000			
737500	ICAO_A1		1	Takeoff	MaxTakeoff					
737500	ICAO_A1		2	Climb	MaxTakeoff		1 500			
737500	ICAO_A1		3	Climb	MaxClimb		3 000			
737500	ICAO_A1		4	Acceleration	MaxClimb			1 509,2	184	
737500	ICAO_A1		5	Acceleration	MaxClimb			1 725,7	204,8	
737500	ICAO_A1		6	Acceleration	MaxClimb	ZERO		1 934,3	250	
737500	ICAO_A1		7	Climb	MaxClimb	ZERO	5 500			
737500	ICAO_A1		8	Climb	MaxClimb	ZERO	7 500			
737500	ICAO_A1		9	Climb	MaxClimb	ZERO	10 000			
737500	ICAO_A2		1	Takeoff	MaxTakeoff					
737500	ICAO_A2		2	Climb	MaxTakeoff		1 500			
737500	ICAO_A2		3	Climb	MaxClimb		3 000			
737500	ICAO_A2		4	Acceleration	MaxClimb			1 420,9	185,1	
737500	ICAO_A2		5	Acceleration	MaxClimb			1 612,5	203,9	
737500	ICAO_A2		6	Acceleration	MaxClimb	ZERO		1 810,3	250	
737500	ICAO_A2		7	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

737500	ICAO_A2	8	Climb	MaxClimb	ZERO	7 500			
737500	ICAO_A2	9	Climb	MaxClimb	ZERO	10 000			
737500	ICAO_A3	1	Takeoff	MaxTakeoff					
737500	ICAO_A3	2	Climb	MaxTakeoff		1 500			
737500	ICAO_A3	3	Climb	MaxClimb		3 000			
737500	ICAO_A3	4	Acceleration	MaxClimb			1 332,5	186,6	
737500	ICAO_A3	5	Acceleration	MaxClimb			1 494,3	203	
737500	ICAO_A3	6	Acceleration	MaxClimb	ZERO		1 691,3	250	
737500	ICAO_A3	7	Climb	MaxClimb	ZERO	5 500			
737500	ICAO_A3	8	Climb	MaxClimb	ZERO	7 500			
737500	ICAO_A3	9	Climb	MaxClimb	ZERO	10 000			
737500	ICAO_A4	1	Takeoff	MaxTakeoff					
737500	ICAO_A4	2	Climb	MaxTakeoff		1 500			
737500	ICAO_A4	3	Climb	MaxClimb		3 000			
737500	ICAO_A4	4	Acceleration	MaxClimb			1 166,9	189,6	
737500	ICAO_A4	5	Acceleration	MaxClimb			1 317	211	
737500	ICAO_A4	6	Acceleration	MaxClimb	ZERO		1 496,1	250	
737500	ICAO_A4	7	Climb	MaxClimb	ZERO	5 500			
737500	ICAO_A4	8	Climb	MaxClimb	ZERO	7 500			
737500	ICAO_A4	9	Climb	MaxClimb	ZERO	10 000			
737500	ICAO_A5	1	Takeoff	MaxTakeoff					
737500	ICAO_A5	2	Climb	MaxTakeoff		1 500			
737500	ICAO_A5	3	Climb	MaxClimb		3 000			
737500	ICAO_A5	4	Acceleration	MaxClimb			1 152,1	189,9	
737500	ICAO_A5	5	Acceleration	MaxClimb			1 300	210,8	
737500	ICAO_A5	6	Acceleration	MaxClimb	ZERO		1 477,5	250	
737500	ICAO_A5	7	Climb	MaxClimb	ZERO	5 500			
737500	ICAO_A5	8	Climb	MaxClimb	ZERO	7 500			
737500	ICAO_A5	9	Climb	MaxClimb	ZERO	10 000			
737500	ICAO_AM	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

737500	ICAO_AM	2	Climb	MaxTakeoff	1 500			
737500	ICAO_AM	3	Climb	MaxClimb	3 000			
737500	ICAO_AM	4	Acceleration	MaxClimb		1 130,1	190,4	
737500	ICAO_AM	5	Acceleration	MaxClimb		1 267,1	210,6	
737500	ICAO_AM	6	Acceleration	MaxClimb	ZERO	1 451,9	250	
737500	ICAO_AM	7	Climb	MaxClimb	ZERO	5 500		
737500	ICAO_AM	8	Climb	MaxClimb	ZERO	7 500		
737500	ICAO_AM	9	Climb	MaxClimb	ZERO	10 000		
737500	ICAO_BI	1	Takeoff	MaxTakeoff				
737500	ICAO_BI	2	Climb	MaxTakeoff	1 000			
737500	ICAO_BI	3	Acceleration	MaxTakeoff		1 715,3	189,5	
737500	ICAO_BI	4	Acceleration	MaxTakeoff		1 944,8	207,8	
737500	ICAO_BI	5	Climb	MaxClimb	ZERO	3 000		
737500	ICAO_BI	6	Acceleration	MaxClimb	ZERO	1 966,3	250	
737500	ICAO_BI	7	Climb	MaxClimb	ZERO	5 500		
737500	ICAO_BI	8	Climb	MaxClimb	ZERO	7 500		
737500	ICAO_BI	9	Climb	MaxClimb	ZERO	10 000		
737500	ICAO_B2	1	Takeoff	MaxTakeoff				
737500	ICAO_B2	2	Climb	MaxTakeoff	1 000			
737500	ICAO_B2	3	Acceleration	MaxTakeoff		1 619,6	190,3	
737500	ICAO_B2	4	Acceleration	MaxTakeoff		1 835,3	207,1	
737500	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000		
737500	ICAO_B2	6	Acceleration	MaxClimb	ZERO	1 844,6	250	
737500	ICAO_B2	7	Climb	MaxClimb	ZERO	5 500		
737500	ICAO_B2	8	Climb	MaxClimb	ZERO	7 500		
737500	ICAO_B2	9	Climb	MaxClimb	ZERO	10 000		
737500	ICAO_B3	1	Takeoff	MaxTakeoff				
737500	ICAO_B3	2	Climb	MaxTakeoff	1 000			

Status: This is the original version (as it was originally adopted).

737500	ICAO_B3	3	Acceleration	MaxTakeoff		1 520,2	191,6	
737500	ICAO_B3	4	Acceleration	MaxTakeoff		1 717,5	207,1	
737500	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000		
737500	ICAO_B3	6	Acceleration	MaxClimb	ZERO	1 722,6	250	
737500	ICAO_B3	7	Climb	MaxClimb	ZERO	5 500		
737500	ICAO_B3	8	Climb	MaxClimb	ZERO	7 500		
737500	ICAO_B3	9	Climb	MaxClimb	ZERO	10 000		
737500	ICAO_B4	1	Takeoff	MaxTakeoff				
737500	ICAO_B4	2	Climb	MaxTakeoff		1 000		
737500	ICAO_B4	3	Acceleration	MaxTakeoff		1 339,9	194,1	
737500	ICAO_B4	4	Acceleration	MaxTakeoff		1 512,8	213,4	
737500	ICAO_B4	5	Climb	MaxClimb	ZERO	3 000		
737500	ICAO_B4	6	Acceleration	MaxClimb	ZERO	1 526,7	250	
737500	ICAO_B4	7	Climb	MaxClimb	ZERO	5 500		
737500	ICAO_B4	8	Climb	MaxClimb	ZERO	7 500		
737500	ICAO_B4	9	Climb	MaxClimb	ZERO	10 000		
737500	ICAO_B5	1	Takeoff	MaxTakeoff				
737500	ICAO_B5	2	Climb	MaxTakeoff		1 000		
737500	ICAO_B5	3	Acceleration	MaxTakeoff		1 322,2	194,4	
737500	ICAO_B5	4	Acceleration	MaxTakeoff		1 500	213,2	
737500	ICAO_B5	5	Climb	MaxClimb	ZERO	3 000		
737500	ICAO_B5	6	Acceleration	MaxClimb	ZERO	1 503,1	250	
737500	ICAO_B5	7	Climb	MaxClimb	ZERO	5 500		
737500	ICAO_B5	8	Climb	MaxClimb	ZERO	7 500		
737500	ICAO_B5	9	Climb	MaxClimb	ZERO	10 000		
737500	ICAO_BM	1	Takeoff	MaxTakeoff				
737500	ICAO_BM	2	Climb	MaxTakeoff		1 000		
737500	ICAO_BM	3	Acceleration	MaxTakeoff		1 303,1	194,8	

Status: This is the original version (as it was originally adopted).

737500	ICAO_BM	4	Acceleration	MaxTakeoff		1 463,2	213	
737500	ICAO_BM	5	Climb	MaxClimb_ZERO	3 000			
737500	ICAO_BM	6	Acceleration	MaxClimb_ZERO		1 475,5	250	
737500	ICAO_BM	7	Climb	MaxClimb_ZERO	5 500			
737500	ICAO_BM	8	Climb	MaxClimb_ZERO	7 500			
737500	ICAO_BM	9	Climb	MaxClimb_ZERO	10 000			
737700	DEFAULT	1	Takeoff	MaxTakeoff				
737700	DEFAULT	2	Climb	MaxTakeoff	1 000			
737700	DEFAULT	3	Acceleration	MaxClimb_ZERO		1 782,4	195,1	
737700	DEFAULT	4	Climb	MaxClimb_ZERO	3 000			
737700	DEFAULT	5	Acceleration	MaxClimb_ZERO		2 159,3	250	
737700	DEFAULT	6	Climb	MaxClimb_ZERO	5 500			
737700	DEFAULT	7	Climb	MaxClimb_00H	7 500			
737700	DEFAULT	8	Climb	MaxClimb_00H	10 000			
737700	DEFAULT	1	Takeoff	MaxTakeoff				
737700	DEFAULT	2	Climb	MaxTakeoff	1 000			
737700	DEFAULT	3	Acceleration	MaxClimb_ZERO		1 710,1	197,7	
737700	DEFAULT	4	Climb	MaxClimb_ZERO	3 000			
737700	DEFAULT	5	Acceleration	MaxClimb_ZERO		2 056,7	250	
737700	DEFAULT	6	Climb	MaxClimb_ZERO	5 500			
737700	DEFAULT	7	Climb	MaxClimb_00H	7 500			
737700	DEFAULT	8	Climb	MaxClimb_00H	10 000			
737700	DEFAULT	1	Takeoff	MaxTakeoff				
737700	DEFAULT	2	Climb	MaxTakeoff	1 000			
737700	DEFAULT	3	Acceleration	MaxClimb_ZERO		1 635,7	200,3	
737700	DEFAULT	4	Climb	MaxClimb_ZERO	3 000			
737700	DEFAULT	5	Acceleration	MaxClimb_ZERO		1 957	250	
737700	DEFAULT	6	Climb	MaxClimb_ZERO	5 500			
737700	DEFAULT	7	Climb	MaxClimb_ZERO	7 500			
737700	DEFAULT	8	Climb	MaxClimb_00H	10 000			

Status: This is the original version (as it was originally adopted).

737700	DEFAU	HT	1	Takeoff	MaxTakeoff				
737700	DEFAU	HT	2	Climb	MaxTakeoff	1 000			
737700	DEFAU	HT	3	Acceleration	MaxClimb_ZERO		1 498,3	205,8	
737700	DEFAU	HT	4	Climb	MaxClimb_ZERO	3 000			
737700	DEFAU	HT	5	Acceleration	MaxClimb_ZERO		1 774,4	250	
737700	DEFAU	HT	6	Climb	MaxClimb_ZERO	5 500			
737700	DEFAU	HT	7	Climb	MaxClimb_ZERO	7 500			
737700	DEFAU	HT	8	Climb	MaxClimb_ZERO	10 000			
737700	DEFAU	BT	1	Takeoff	MaxTakeoff				
737700	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
737700	DEFAU	BT	3	Acceleration	MaxClimb_ZERO		1 348,5	211,6	
737700	DEFAU	BT	4	Climb	MaxClimb_ZERO	3 000			
737700	DEFAU	BT	5	Acceleration	MaxClimb_ZERO		1 581,2	250	
737700	DEFAU	BT	6	Climb	MaxClimb_ZERO	5 500			
737700	DEFAU	BT	7	Climb	MaxClimb_ZERO	7 500			
737700	DEFAU	BT	8	Climb	MaxClimb_ZERO	10 000			
737700	DEFAU	KT	1	Takeoff	MaxTakeoff				
737700	DEFAU	KT	2	Climb	MaxTakeoff	1 000			
737700	DEFAU	KT	3	Acceleration	MaxClimb_ZERO		1 347,1	211,6	
737700	DEFAU	KT	4	Climb	MaxClimb_ZERO	3 000			
737700	DEFAU	KT	5	Acceleration	MaxClimb_ZERO		1 579,1	250	
737700	DEFAU	KT	6	Climb	MaxClimb_ZERO	5 500			
737700	DEFAU	KT	7	Climb	MaxClimb_ZERO	7 500			
737700	DEFAU	KT	8	Climb	MaxClimb_ZERO	10 000			
737700	ICAO_AI		1	Takeoff	MaxTakeoff				
737700	ICAO_AI		2	Climb	MaxTakeoff	1 500			
737700	ICAO_AI		3	Climb	MaxClimb_5	3 000			
737700	ICAO_AI		4	Acceleration	MaxClimb_ZERO		1 747,6	194,9	
737700	ICAO_AI		5	Acceleration	MaxClimb_ZERO		2 128,3	250	

Status: This is the original version (as it was originally adopted).

737700	ICAO_A1	6	Climb	MaxClimb	fb_ZERO	5 500			
737700	ICAO_A1	7	Climb	MaxClimb	fb_00H	7 500			
737700	ICAO_A1	8	Climb	MaxClimb	fb_00H	10 000			
737700	ICAO_A2	1	Takeoff	MaxTakeoff					
737700	ICAO_A2	2	Climb	MaxTakeoff		1 500			
737700	ICAO_A2	3	Climb	MaxClimb	fb_5	3 000			
737700	ICAO_A2	4	Acceleration	MaxClimb	fb_ZERO		1 673,6	197,4	
737700	ICAO_A2	5	Acceleration	MaxClimb	fb_ZERO		2 028,3	250	
737700	ICAO_A2	6	Climb	MaxClimb	fb_ZERO	5 500			
737700	ICAO_A2	7	Climb	MaxClimb	fb_ZERO	7 500			
737700	ICAO_A2	8	Climb	MaxClimb	fb_00H	10 000			
737700	ICAO_A3	1	Takeoff	MaxTakeoff					
737700	ICAO_A3	2	Climb	MaxTakeoff		1 500			
737700	ICAO_A3	3	Climb	MaxClimb	fb_5	3 000			
737700	ICAO_A3	4	Acceleration	MaxClimb	fb_ZERO		1 600,5	200,2	
737700	ICAO_A3	5	Acceleration	MaxClimb	fb_ZERO		1 931,7	250	
737700	ICAO_A3	6	Climb	MaxClimb	fb_ZERO	5 500			
737700	ICAO_A3	7	Climb	MaxClimb	fb_ZERO	7 500			
737700	ICAO_A3	8	Climb	MaxClimb	fb_00H	10 000			
737700	ICAO_A4	1	Takeoff	MaxTakeoff					
737700	ICAO_A4	2	Climb	MaxTakeoff		1 500			
737700	ICAO_A4	3	Climb	MaxClimb	fb_5	3 000			
737700	ICAO_A4	4	Acceleration	MaxClimb	fb_ZERO		1 462,2	205,6	
737700	ICAO_A4	5	Acceleration	MaxClimb	fb_ZERO		1 753,8	250	
737700	ICAO_A4	6	Climb	MaxClimb	fb_ZERO	5 500			
737700	ICAO_A4	7	Climb	MaxClimb	fb_ZERO	7 500			
737700	ICAO_A4	8	Climb	MaxClimb	fb_00H	10 000			
737700	ICAO_A5	1	Takeoff	MaxTakeoff					
737700	ICAO_A5	2	Climb	MaxTakeoff		1 500			
737700	ICAO_A5	3	Climb	MaxClimb	fb_5	3 000			

Status: This is the original version (as it was originally adopted).

737700	ICAO_A5	4	Acceleration	MaxClimb_ZERO	1 430	250	
737700	ICAO_A5	5	Climb	MaxClimb_ZERO	5 500		
737700	ICAO_A5	6	Climb	MaxClimb_ZERO	7 500		
737700	ICAO_A5	7	Climb	MaxClimb_ZERO	10 000		
737700	ICAO_A6	1	Takeoff	MaxTakeoff			
737700	ICAO_A6	2	Climb	MaxTakeoff	1 500		
737700	ICAO_A6	3	Climb	MaxClimb_5	3 000		
737700	ICAO_A6	4	Acceleration	MaxClimb_ZERO	1 430,1	250	
737700	ICAO_A6	5	Climb	MaxClimb_ZERO	5 500		
737700	ICAO_A6	6	Climb	MaxClimb_ZERO	7 500		
737700	ICAO_A6	7	Climb	MaxClimb_ZERO	10 000		
737700	ICAO_B1	1	Takeoff	MaxTakeoff			
737700	ICAO_B1	2	Climb	MaxTakeoff	1 000		
737700	ICAO_B1	3	Acceleration	MaxTakeoff1	1 888,7	195,1	
737700	ICAO_B1	4	Climb	MaxClimb_ZERO	3 000		
737700	ICAO_B1	5	Acceleration	MaxClimb_ZERO	2 159,3	250	
737700	ICAO_B1	6	Climb	MaxClimb_00H	5 500		
737700	ICAO_B1	7	Climb	MaxClimb_00H	7 500		
737700	ICAO_B1	8	Climb	MaxClimb_ZERO	10 000		
737700	ICAO_B2	1	Takeoff	MaxTakeoff			
737700	ICAO_B2	2	Climb	MaxTakeoff	1 000		
737700	ICAO_B2	3	Acceleration	MaxTakeoff1	1 814,3	197,7	
737700	ICAO_B2	4	Climb	MaxClimb_ZERO	3 000		
737700	ICAO_B2	5	Acceleration	MaxClimb_ZERO	2 058,1	250	
737700	ICAO_B2	6	Climb	MaxClimb_ZERO	5 500		
737700	ICAO_B2	7	Climb	MaxClimb_ZERO	7 500		
737700	ICAO_B2	8	Climb	MaxClimb_00H	10 000		
737700	ICAO_B3	1	Takeoff	MaxTakeoff			
737700	ICAO_B3	2	Climb	MaxTakeoff	1 000		
737700	ICAO_B3	3	Acceleration	MaxTakeoff	1 619	175,6	

Status: This is the original version (as it was originally adopted).

737700	ICAO_B3	4	Acceleration	MaxTakeoff	1	840,6	200,4	
737700	ICAO_B3	5	Climb	MaxClimb_ZERO	3 000			
737700	ICAO_B3	6	Acceleration	MaxClimb_ZERO	1	958,4	250	
737700	ICAO_B3	7	Climb	MaxClimb_ZERO	5 500			
737700	ICAO_B3	8	Climb	MaxClimb_ZERO	7 500			
737700	ICAO_B3	9	Climb	MaxClimb_ZERO	10 000			
737700	ICAO_B4	1	Takeoff	MaxTakeoff	5			
737700	ICAO_B4	2	Climb	MaxTakeoff	1 000			
737700	ICAO_B4	3	Acceleration	MaxTakeoff	1	594,1	205,8	
737700	ICAO_B4	4	Climb	MaxClimb_ZERO	3 000			
737700	ICAO_B4	5	Acceleration	MaxClimb_ZERO	1	774,4	250	
737700	ICAO_B4	6	Climb	MaxClimb_ZERO	5 500			
737700	ICAO_B4	7	Climb	MaxClimb_ZERO	7 500			
737700	ICAO_B4	8	Climb	MaxClimb_ZERO	10 000			
737700	ICAO_B5	1	Takeoff	MaxTakeoff	5			
737700	ICAO_B5	2	Climb	MaxTakeoff	1 000			
737700	ICAO_B5	3	Acceleration	MaxTakeoff	1	438,9	211,5	
737700	ICAO_B5	4	Climb	MaxClimb_ZERO	3 000			
737700	ICAO_B5	5	Acceleration	MaxClimb_ZERO	1	579,6	250	
737700	ICAO_B5	6	Climb	MaxClimb_ZERO	5 500			
737700	ICAO_B5	7	Climb	MaxClimb_ZERO	7 500			
737700	ICAO_B5	8	Climb	MaxClimb_ZERO	10 000			
737700	ICAO_B6	1	Takeoff	MaxTakeoff	5			
737700	ICAO_B6	2	Climb	MaxTakeoff	1 000			
737700	ICAO_B6	3	Acceleration	MaxTakeoff	1	437,2	211,5	
737700	ICAO_B6	4	Climb	MaxClimb_ZERO	3 000			
737700	ICAO_B6	5	Acceleration	MaxClimb_ZERO	1	579,1	250	
737700	ICAO_B6	6	Climb	MaxClimb_ZERO	5 500			
737700	ICAO_B6	7	Climb	MaxClimb_ZERO	7 500			

Status: This is the original version (as it was originally adopted).

737700	ICAO_B6	8	Climb	MaxClimb	fb_ZERO	10 000			
737800	DEFAULT	1	Takeoff	MaxTakeoff	fb_05				
737800	DEFAULT	2	Climb	MaxTakeoff	fb_05	1 000			
737800	DEFAULT	3	Acceleration	MaxTakeoff	fb_05		1 885,7	181,7	
737800	DEFAULT	4	Acceleration	MaxTakeoff	fb_01		2 112	204,8	
737800	DEFAULT	5	Climb	MaxTakeoff	fb_00	2 040			
737800	DEFAULT	6	Climb	MaxClimb	fb_00	3 000			
737800	DEFAULT	7	Acceleration	MaxClimb	fb_00		1 891,3	250	
737800	DEFAULT	8	Climb	MaxClimb	fb_00	5 500			
737800	DEFAULT	9	Climb	MaxClimb	fb_00	7 500			
737800	DEFAULT	10	Climb	MaxClimb	fb_00	10 000			
737800	DEFAULT	1	Takeoff	MaxTakeoff	fb_05				
737800	DEFAULT	2	Climb	MaxTakeoff	fb_05	1 000			
737800	DEFAULT	3	Acceleration	MaxTakeoff	fb_05		1 786,4	183,9	
737800	DEFAULT	4	Acceleration	MaxTakeoff	fb_01		2 016,2	208	
737800	DEFAULT	5	Climb	MaxTakeoff	fb_00	2 000			
737800	DEFAULT	6	Climb	MaxClimb	fb_00	3 000			
737800	DEFAULT	7	Acceleration	MaxClimb	fb_00		1 793,4	250	
737800	DEFAULT	8	Climb	MaxClimb	fb_00	5 500			
737800	DEFAULT	9	Climb	MaxClimb	fb_00	7 500			
737800	DEFAULT	10	Climb	MaxClimb	fb_00	10 000			
737800	DEFAULT	1	Takeoff	MaxTakeoff	fb_05				
737800	DEFAULT	2	Climb	MaxTakeoff	fb_05	1 000			
737800	DEFAULT	3	Acceleration	MaxTakeoff	fb_05		1 707,7	186,2	
737800	DEFAULT	4	Acceleration	MaxTakeoff	fb_05		1 922	211,2	
737800	DEFAULT	5	Climb	MaxTakeoff	fb_00	1 960			
737800	DEFAULT	6	Climb	MaxClimb	fb_00	3 000			
737800	DEFAULT	7	Acceleration	MaxClimb	fb_00		1 705,3	250	
737800	DEFAULT	8	Climb	MaxClimb	fb_00	5 500			
737800	DEFAULT	9	Climb	MaxClimb	fb_00	7 500			

Status: This is the original version (as it was originally adopted).

737800	DEFAU	BT	10	Climb	MaxClimb_00	10 000			
737800	DEFAU	BT	1	Takeoff	MaxTakeOff_05				
737800	DEFAU	BT	2	Climb	MaxTakeOff_05	1 000			
737800	DEFAU	BT	3	Acceleration	MaxTakeOff_05		1 576,6	189,6	
737800	DEFAU	BT	4	Acceleration	MaxTakeOff_01		1 766,9	216,2	
737800	DEFAU	BT	5	Climb	MaxTakeOff_00	1 880			
737800	DEFAU	BT	6	Climb	MaxClimb_00	3 000			
737800	DEFAU	BT	7	Acceleration	MaxClimb_00		1 546,5	250	
737800	DEFAU	BT	8	Climb	MaxClimb_00	5 500			
737800	DEFAU	BT	9	Climb	MaxClimb_00	7 500			
737800	DEFAU	BT	10	Climb	MaxClimb_00	10 000			
737800	DEFAU	BT	1	Takeoff	MaxTakeOff_05				
737800	DEFAU	BT	2	Climb	MaxTakeOff_05	1 000			
737800	DEFAU	BT	3	Acceleration	MaxTakeOff_05		1 444,9	192,9	
737800	DEFAU	BT	4	Acceleration	MaxTakeOff_01		1 628,6	220,7	
737800	DEFAU	BT	5	Climb	MaxTakeOff_00	1 811			
737800	DEFAU	BT	6	Climb	MaxClimb_00	3 000			
737800	DEFAU	BT	7	Acceleration	MaxClimb_00		1 412,2	250	
737800	DEFAU	BT	8	Climb	MaxClimb_00	5 500			
737800	DEFAU	BT	9	Climb	MaxClimb_00	7 500			
737800	DEFAU	BT	10	Climb	MaxClimb_00	10 000			
737800	DEFAU	BT	1	Takeoff	MaxTakeOff_05				
737800	DEFAU	BT	2	Climb	MaxTakeOff_05	1 000			
737800	DEFAU	BT	3	Acceleration	MaxTakeOff_05		1 400	194,4	
737800	DEFAU	BT	4	Acceleration	MaxTakeOff_01		1 575,4	222,7	
737800	DEFAU	BT	5	Climb	MaxTakeOff_00	1 785			
737800	DEFAU	BT	6	Climb	MaxClimb_00	3 000			
737800	DEFAU	BT	7	Acceleration	MaxClimb_00		1 357,5	250	
737800	DEFAU	BT	8	Climb	MaxClimb_00	5 500			

Status: This is the original version (as it was originally adopted).

737800	DEFAU	6T	9	Climb	MaxClimb_00	7 500			
737800	DEFAU	6T	10	Climb	MaxClimb_00	10 000			
737800	ICAO_A1		1	Takeoff	MaxTakeoff_05				
737800	ICAO_A1		2	Climb	MaxTakeoff_05	1 500			
737800	ICAO_A1		3	Climb	MaxClimb_05	3 000			
737800	ICAO_A1		4	Acceleration	MaxClimb_05		1 449,4	177,2	
737800	ICAO_A1		5	Acceleration	MaxClimb_01		1 663,3	204,6	
737800	ICAO_A1		6	Climb	MaxClimb_00	3 807			
737800	ICAO_A1		7	Acceleration	MaxClimb_00		1 896,8	250	
737800	ICAO_A1		8	Climb	MaxClimb_00	5 500			
737800	ICAO_A1		9	Climb	MaxClimb_00	7 500			
737800	ICAO_A1		10	Climb	MaxClimb_00	10 000			
737800	ICAO_A2		1	Takeoff	MaxTakeoff_05				
737800	ICAO_A2		2	Climb	MaxTakeoff_05	1 500			
737800	ICAO_A2		3	Climb	MaxClimb_05	3 000			
737800	ICAO_A2		4	Acceleration	MaxClimb_05		1 372,3	179,6	
737800	ICAO_A2		5	Acceleration	MaxClimb_01		1 579,3	207,8	
737800	ICAO_A2		6	Climb	MaxClimb_00	3 772			
737800	ICAO_A2		7	Acceleration	MaxClimb_00		1 804,3	250	
737800	ICAO_A2		8	Climb	MaxClimb_00	5 500			
737800	ICAO_A2		9	Climb	MaxClimb_00	7 500			
737800	ICAO_A2		10	Climb	MaxClimb_00	10 000			
737800	ICAO_A3		1	Takeoff	MaxTakeoff_05				
737800	ICAO_A3		2	Climb	MaxTakeoff_05	1 500			
737800	ICAO_A3		3	Climb	MaxClimb_05	3 000			
737800	ICAO_A3		4	Acceleration	MaxClimb_05		1 297	182,1	
737800	ICAO_A3		5	Acceleration	MaxClimb_01		1 496,9	211	
737800	ICAO_A3		6	Climb	MaxClimb_00	3 737			
737800	ICAO_A3		7	Acceleration	MaxClimb_00		1 701,8	250	

Status: This is the original version (as it was originally adopted).

737800	ICAO_A3	8	Climb	MaxClimb_00	5 500			
737800	ICAO_A3	9	Climb	MaxClimb_00	7 500			
737800	ICAO_A3	10	Climb	MaxClimb_00	10 000			
737800	ICAO_A4	1	Takeoff	MaxTakeoff_05				
737800	ICAO_A4	2	Climb	MaxTakeoff_05	1 500			
737800	ICAO_A4	3	Climb	MaxClimb_05	3 000			
737800	ICAO_A4	4	Acceleration	MaxClimb_05		1 194,2	185,8	
737800	ICAO_A4	5	Acceleration	MaxClimb_01		1 352,1	214,8	
737800	ICAO_A4	6	Acceleration	MaxClimb_00		1 548,2	250	
737800	ICAO_A4	7	Climb	MaxClimb_00	5 500			
737800	ICAO_A4	8	Climb	MaxClimb_00	7 500			
737800	ICAO_A4	9	Climb	MaxClimb_00	10 000			
737800	ICAO_A5	1	Takeoff	MaxTakeoff_05				
737800	ICAO_A5	2	Climb	MaxTakeoff_05	1 500			
737800	ICAO_A5	3	Climb	MaxClimb_05	3 000			
737800	ICAO_A5	4	Acceleration	MaxClimb_05		1 078,9	189,4	
737800	ICAO_A5	5	Acceleration	MaxClimb_01		1 233,3	217,4	
737800	ICAO_A5	6	Acceleration	MaxClimb_00		1 403,6	250	
737800	ICAO_A5	7	Climb	MaxClimb_00	5 500			
737800	ICAO_A5	8	Climb	MaxClimb_00	7 500			
737800	ICAO_A5	9	Climb	MaxClimb_00	10 000			
737800	ICAO_A6	1	Takeoff	MaxTakeoff_05				
737800	ICAO_A6	2	Climb	MaxTakeoff_05	1 500			
737800	ICAO_A6	3	Climb	MaxClimb_05	3 000			
737800	ICAO_A6	4	Acceleration	MaxClimb_05		1 037,8	190,9	
737800	ICAO_A6	5	Acceleration	MaxClimb_01		1 182,7	218,6	
737800	ICAO_A6	6	Acceleration	MaxClimb_00		1 349,5	250	
737800	ICAO_A6	7	Climb	MaxClimb_00	5 500			

Status: This is the original version (as it was originally adopted).

737800	ICAO_A6	8	Climb	MaxClimb_00	7 500			
737800	ICAO_A6	9	Climb	MaxClimb_00	10 000			
737800	ICAO_B1	1	Takeoff	MaxTakeoff_05				
737800	ICAO_B1	2	Climb	MaxTakeoff_05	1 000			
737800	ICAO_B1	3	Acceleration	MaxTakeoff_05		1 885,7	181,7	
737800	ICAO_B1	4	Acceleration	MaxTakeoff_01		2 112	204,8	
737800	ICAO_B1	5	Climb	MaxTakeoff_00	2 040			
737800	ICAO_B1	6	Climb	MaxClimb_00	3 000			
737800	ICAO_B1	7	Acceleration	MaxClimb_00		1 891,3	250	
737800	ICAO_B1	8	Climb	MaxClimb_00	5 500			
737800	ICAO_B1	9	Climb	MaxClimb_00	7 500			
737800	ICAO_B1	10	Climb	MaxClimb_00	10 000			
737800	ICAO_B2	1	Takeoff	MaxTakeoff_05				
737800	ICAO_B2	2	Climb	MaxTakeoff_05	1 000			
737800	ICAO_B2	3	Acceleration	MaxTakeoff_05		1 786,4	183,9	
737800	ICAO_B2	4	Acceleration	MaxTakeoff_01		2 016,2	208	
737800	ICAO_B2	5	Climb	MaxTakeoff_00	2 000			
737800	ICAO_B2	6	Climb	MaxClimb_00	3 000			
737800	ICAO_B2	7	Acceleration	MaxClimb_00		1 793,4	250	
737800	ICAO_B2	8	Climb	MaxClimb_00	5 500			
737800	ICAO_B2	9	Climb	MaxClimb_00	7 500			
737800	ICAO_B2	10	Climb	MaxClimb_00	10 000			
737800	ICAO_B3	1	Takeoff	MaxTakeoff_05				
737800	ICAO_B3	2	Climb	MaxTakeoff_05	1 000			
737800	ICAO_B3	3	Acceleration	MaxTakeoff_05		1 707,7	186,2	
737800	ICAO_B3	4	Acceleration	MaxTakeoff_05		1 922	211,2	
737800	ICAO_B3	5	Climb	MaxTakeoff_00	1 960			
737800	ICAO_B3	6	Climb	MaxClimb_00	3 000			
737800	ICAO_B3	7	Acceleration	MaxClimb_00		1 705,3	250	
737800	ICAO_B3	8	Climb	MaxClimb_00	5 500			

737800	ICAO_B3	9	Climb	MaxClimb_00	7 500			
737800	ICAO_B3	10	Climb	MaxClimb_00	10 000			
737800	ICAO_B4	1	Takeoff	MaxTakeoff_05				
737800	ICAO_B4	2	Climb	MaxTakeoff_05	1 000			
737800	ICAO_B4	3	Acceleration	MaxTakeoff_05		1 576,6	189,6	
737800	ICAO_B4	4	Acceleration	MaxTakeoff_01		1 766,9	216,2	
737800	ICAO_B4	5	Climb	MaxTakeoff_00	1 880			
737800	ICAO_B4	6	Climb	MaxClimb_00	3 000			
737800	ICAO_B4	7	Acceleration	MaxClimb_00		1 546,5	250	
737800	ICAO_B4	8	Climb	MaxClimb_00	5 500			
737800	ICAO_B4	9	Climb	MaxClimb_00	7 500			
737800	ICAO_B4	10	Climb	MaxClimb_00	10 000			
737800	ICAO_B5	1	Takeoff	MaxTakeoff_05				
737800	ICAO_B5	2	Climb	MaxTakeoff_05	1 000			
737800	ICAO_B5	3	Acceleration	MaxTakeoff_05		1 444,9	192,9	
737800	ICAO_B5	4	Acceleration	MaxTakeoff_01		1 628,6	220,7	
737800	ICAO_B5	5	Climb	MaxTakeoff_00	1 811			
737800	ICAO_B5	6	Climb	MaxClimb_00	3 000			
737800	ICAO_B5	7	Acceleration	MaxClimb_00		1 412,2	250	
737800	ICAO_B5	8	Climb	MaxClimb_00	5 500			
737800	ICAO_B5	9	Climb	MaxClimb_00	7 500			
737800	ICAO_B5	10	Climb	MaxClimb_00	10 000			
737800	ICAO_B6	1	Takeoff	MaxTakeoff_05				
737800	ICAO_B6	2	Climb	MaxTakeoff_05	1 000			
737800	ICAO_B6	3	Acceleration	MaxTakeoff_05		1 400	194,4	
737800	ICAO_B6	4	Acceleration	MaxTakeoff_01		1 575,4	222,7	
737800	ICAO_B6	5	Climb	MaxTakeoff_00	1 785			
737800	ICAO_B6	6	Climb	MaxClimb_00	3 000			
737800	ICAO_B6	7	Acceleration	MaxClimb_00		1 357,5	250	

Status: This is the original version (as it was originally adopted).

737800	ICAO_B6	8	Climb	MaxClimb	00	5 500			
737800	ICAO_B6	9	Climb	MaxClimb	00	7 500			
737800	ICAO_B6	10	Climb	MaxClimb	00	10 000			
737D17	DEFAULT	1	Takeoff	MaxTakeoff					
737D17	DEFAULT	2	Climb	MaxTakeoff		1 000			
737D17	DEFAULT	3	Acceleration	MaxTakeoff			2 279	152	
737D17	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 709	177	
737D17	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737D17	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737D17	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737D17	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737D17	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737D17	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737D17	DEFAULT	1	Takeoff	MaxTakeoff					
737D17	DEFAULT	2	Climb	MaxTakeoff		1 000			
737D17	DEFAULT	3	Acceleration	MaxTakeoff			2 155	156	
737D17	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 616	181	
737D17	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737D17	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737D17	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737D17	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737D17	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737D17	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737D17	DEFAULT	1	Takeoff	MaxTakeoff					
737D17	DEFAULT	2	Climb	MaxTakeoff		1 000			
737D17	DEFAULT	3	Acceleration	MaxTakeoff			2 041	160	
737D17	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 531	185	
737D17	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737D17	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737D17	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737D17	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737D17	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737D17	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737D17	DEFAULT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

737D17	DEFAULT	2	Climb	MaxTakeoff	1 000			
737D17	DEFAULT	3	Acceleration	MaxTakeoff		1 935	163	
737D17	DEFAULT	4	Acceleration	MaxTakeoff		1 452	188	
737D17	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	210	
737D17	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
737D17	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
737D17	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
737D17	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
737D17	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
737N17	DEFAULT	1	Takeoff	MaxTakeoff				
737N17	DEFAULT	2	Climb	MaxTakeoff	1 000			
737N17	DEFAULT	3	Acceleration	MaxTakeoff		2 279	152	
737N17	DEFAULT	4	Acceleration	MaxTakeoff		1 709	177	
737N17	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	210	
737N17	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
737N17	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
737N17	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
737N17	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
737N17	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
737N17	DEFAULT	1	Takeoff	MaxTakeoff				
737N17	DEFAULT	2	Climb	MaxTakeoff	1 000			
737N17	DEFAULT	3	Acceleration	MaxTakeoff		2 155	156	
737N17	DEFAULT	4	Acceleration	MaxTakeoff		1 616	181	
737N17	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	210	
737N17	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
737N17	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
737N17	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
737N17	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
737N17	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
737N17	DEFAULT	1	Takeoff	MaxTakeoff				
737N17	DEFAULT	2	Climb	MaxTakeoff	1 000			
737N17	DEFAULT	3	Acceleration	MaxTakeoff		2 041	160	
737N17	DEFAULT	4	Acceleration	MaxTakeoff		1 531	185	
737N17	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 000	210	

Status: This is the original version (as it was originally adopted).

737N17	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
737N17	DEFAU	BT	7	Accelerate	MaxClimb	ZERO		1 000	250	
737N17	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
737N17	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
737N17	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
737N17	DEFAU	BT	1	Takeoff	MaxTakeoff					
737N17	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
737N17	DEFAU	BT	3	Accelerate	MaxTakeoff			1 935	163	
737N17	DEFAU	BT	4	Accelerate	MaxTakeoff	NT		1 452	188	
737N17	DEFAU	BT	5	Accelerate	MaxClimb	ZERO		1 000	210	
737N17	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
737N17	DEFAU	BT	7	Accelerate	MaxClimb	ZERO		1 000	250	
737N17	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
737N17	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
737N17	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
737N9	DEFAU	BT	1	Takeoff	MaxTakeoff					
737N9	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
737N9	DEFAU	BT	3	Accelerate	MaxTakeoff			2 090	146	
737N9	DEFAU	BT	4	Accelerate	MaxTakeoff	NT		1 568	171	
737N9	DEFAU	BT	5	Accelerate	MaxClimb	ZERO		1 000	210	
737N9	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
737N9	DEFAU	BT	7	Accelerate	MaxClimb	ZERO		1 000	250	
737N9	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
737N9	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
737N9	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
737N9	DEFAU	BT	1	Takeoff	MaxTakeoff					
737N9	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
737N9	DEFAU	BT	3	Accelerate	MaxTakeoff			2 014	149	
737N9	DEFAU	BT	4	Accelerate	MaxTakeoff	NT		1 511	174	
737N9	DEFAU	BT	5	Accelerate	MaxClimb	ZERO		1 000	210	
737N9	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
737N9	DEFAU	BT	7	Accelerate	MaxClimb	ZERO		1 000	250	
737N9	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
737N9	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

737N9	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737N9	DEFAULT	1	Takeoff	MaxTakeoff					
737N9	DEFAULT	2	Climb	MaxTakeoff		1 000			
737N9	DEFAULT	3	Acceleration	MaxTakeoff			1 851	154	
737N9	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 388	179	
737N9	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737N9	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737N9	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737N9	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737N9	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737N9	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737N9	DEFAULT	1	Takeoff	MaxTakeoff					
737N9	DEFAULT	2	Climb	MaxTakeoff		1 000			
737N9	DEFAULT	3	Acceleration	MaxTakeoff			1 685	160	
737N9	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 264	185	
737N9	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737N9	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737N9	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737N9	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737N9	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737N9	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737QN	DEFAULT	1	Takeoff	MaxTakeoff					
737QN	DEFAULT	2	Climb	MaxTakeoff		1 000			
737QN	DEFAULT	3	Acceleration	MaxTakeoff			2 090	146	
737QN	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 568	171	
737QN	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737QN	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737QN	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737QN	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737QN	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737QN	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737QN	DEFAULT	1	Takeoff	MaxTakeoff					
737QN	DEFAULT	2	Climb	MaxTakeoff		1 000			
737QN	DEFAULT	3	Acceleration	MaxTakeoff			2 014	149	

Status: This is the original version (as it was originally adopted).

737QN	DEFAULT	4	Acceleration	MaxTakeoff	NT		1 511	174	
737QN	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737QN	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737QN	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737QN	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737QN	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737QN	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737QN	DEFAULT	1	Takeoff	MaxTakeoff	off				
737QN	DEFAULT	2	Climb	MaxTakeoff	off	1 000			
737QN	DEFAULT	3	Acceleration	MaxTakeoff	off		1 851	154	
737QN	DEFAULT	4	Acceleration	MaxTakeoff	NT		1 388	179	
737QN	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737QN	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737QN	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737QN	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737QN	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737QN	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
737QN	DEFAULT	1	Takeoff	MaxTakeoff	off				
737QN	DEFAULT	2	Climb	MaxTakeoff	off	1 000			
737QN	DEFAULT	3	Acceleration	MaxTakeoff	off		1 685	160	
737QN	DEFAULT	4	Acceleration	MaxTakeoff	NT		1 264	185	
737QN	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	210	
737QN	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
737QN	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
737QN	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
737QN	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
737QN	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
74710Q	DEFAULT	1	Takeoff	MaxTakeoff	off				
74710Q	DEFAULT	2	Climb	MaxTakeoff	off	1 000			
74710Q	DEFAULT	3	Acceleration	MaxTakeoff	off		2 071	176	
74710Q	DEFAULT	4	Acceleration	MaxClimb	off		1 000	216	
74710Q	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
74710Q	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
74710Q	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

74710Q	DEFAU	ILT	8	Climb	MaxClimb	ZERO	7 500			
74710Q	DEFAU	ILT	9	Climb	MaxClimb	ZERO	10 000			
74710Q	DEFAU	LT	1	Takeoff	MaxTakeoff					
74710Q	DEFAU	LT	2	Climb	MaxTakeoff		1 000			
74710Q	DEFAU	LT	3	Acceleration	MaxTakeoff			1 972	179	
74710Q	DEFAU	LT	4	Acceleration	MaxClimb			1 000	219	
74710Q	DEFAU	LT	5	Climb	MaxClimb	ZERO	3 000			
74710Q	DEFAU	LT	6	Acceleration	MaxClimb	ZERO		1 000	250	
74710Q	DEFAU	LT	7	Climb	MaxClimb	ZERO	5 500			
74710Q	DEFAU	LT	8	Climb	MaxClimb	ZERO	7 500			
74710Q	DEFAU	LT	9	Climb	MaxClimb	ZERO	10 000			
74710Q	DEFAU	BT	1	Takeoff	MaxTakeoff					
74710Q	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
74710Q	DEFAU	BT	3	Acceleration	MaxTakeoff			1 856	183	
74710Q	DEFAU	BT	4	Acceleration	MaxClimb			1 000	223	
74710Q	DEFAU	BT	5	Climb	MaxClimb	ZERO	3 000			
74710Q	DEFAU	BT	6	Acceleration	MaxClimb	ZERO		1 000	250	
74710Q	DEFAU	BT	7	Climb	MaxClimb	ZERO	5 500			
74710Q	DEFAU	BT	8	Climb	MaxClimb	ZERO	7 500			
74710Q	DEFAU	BT	9	Climb	MaxClimb	ZERO	10 000			
74710Q	DEFAU	HT	1	Takeoff	MaxTakeoff					
74710Q	DEFAU	HT	2	Climb	MaxTakeoff		1 000			
74710Q	DEFAU	HT	3	Acceleration	MaxTakeoff			1 727	187	
74710Q	DEFAU	HT	4	Acceleration	MaxClimb			1 000	227	
74710Q	DEFAU	HT	5	Climb	MaxClimb	ZERO	3 000			
74710Q	DEFAU	HT	6	Acceleration	MaxClimb	ZERO		1 000	250	
74710Q	DEFAU	HT	7	Climb	MaxClimb	ZERO	5 500			
74710Q	DEFAU	HT	8	Climb	MaxClimb	ZERO	7 500			
74710Q	DEFAU	HT	9	Climb	MaxClimb	ZERO	10 000			
74710Q	DEFAU	ST	1	Takeoff	MaxTakeoff					
74710Q	DEFAU	ST	2	Climb	MaxTakeoff		1 000			
74710Q	DEFAU	ST	3	Acceleration	MaxTakeoff			1 445	198	
74710Q	DEFAU	ST	4	Acceleration	MaxClimb			750	238	
74710Q	DEFAU	ST	5	Climb	MaxClimb	ZERO	3 000			

Status: This is the original version (as it was originally adopted).

74710Q	DEFAU	IST	6	Acceleration	MaxClimb	ZERO		750	258	
74710Q	DEFAU	IST	7	Climb	MaxClimb	ZERO	5 500			
74710Q	DEFAU	IST	8	Climb	MaxClimb	ZERO	7 500			
74710Q	DEFAU	IST	9	Climb	MaxClimb	ZERO	10 000			
74710Q	DEFAU	IFT	1	Takeoff	MaxTakeoff					
74710Q	DEFAU	IFT	2	Climb	MaxTakeoff		1 000			
74710Q	DEFAU	IFT	3	Acceleration	MaxTakeoff			1 411	199	
74710Q	DEFAU	IFT	4	Acceleration	MaxClimb			750	239	
74710Q	DEFAU	IFT	5	Climb	MaxClimb	ZERO	3 000			
74710Q	DEFAU	IFT	6	Acceleration	MaxClimb	ZERO		750	259	
74710Q	DEFAU	IFT	7	Climb	MaxClimb	ZERO	5 500			
74710Q	DEFAU	IFT	8	Climb	MaxClimb	ZERO	7 500			
74710Q	DEFAU	IFT	9	Climb	MaxClimb	ZERO	10 000			
747200	DEFAU	ILT	1	Takeoff	MaxTakeoff					
747200	DEFAU	ILT	2	Climb	MaxTakeoff		1 000			
747200	DEFAU	ILT	3	Acceleration	MaxTakeoff			1 842	183	
747200	DEFAU	ILT	4	Acceleration	MaxClimb			1 000	223	
747200	DEFAU	ILT	5	Climb	MaxClimb	ZERO	3 000			
747200	DEFAU	ILT	6	Acceleration	MaxClimb	ZERO		1 000	250	
747200	DEFAU	ILT	7	Climb	MaxClimb	ZERO	5 500			
747200	DEFAU	ILT	8	Climb	MaxClimb	ZERO	7 500			
747200	DEFAU	ILT	9	Climb	MaxClimb	ZERO	10 000			
747200	DEFAU	IZT	1	Takeoff	MaxTakeoff					
747200	DEFAU	IZT	2	Climb	MaxTakeoff		1 000			
747200	DEFAU	IZT	3	Acceleration	MaxTakeoff			1 757	186	
747200	DEFAU	IZT	4	Acceleration	MaxClimb			1 000	226	
747200	DEFAU	IZT	5	Climb	MaxClimb	ZERO	3 000			
747200	DEFAU	IZT	6	Acceleration	MaxClimb	ZERO		1 000	250	
747200	DEFAU	IZT	7	Climb	MaxClimb	ZERO	5 500			
747200	DEFAU	IZT	8	Climb	MaxClimb	ZERO	7 500			
747200	DEFAU	IZT	9	Climb	MaxClimb	ZERO	10 000			
747200	DEFAU	IBT	1	Takeoff	MaxTakeoff					
747200	DEFAU	IBT	2	Climb	MaxTakeoff		1 000			
747200	DEFAU	IBT	3	Acceleration	MaxTakeoff			1 676	189	

Status: This is the original version (as it was originally adopted).

747200	DEFAU	BT	4	Acceleration	MaxClimb	5		1 000	229	
747200	DEFAU	BT	5	Climb	MaxClimb	ZERO	3 000			
747200	DEFAU	BT	6	Acceleration	MaxClimb	ZERO		1 000	250	
747200	DEFAU	BT	7	Climb	MaxClimb	ZERO	5 500			
747200	DEFAU	BT	8	Climb	MaxClimb	ZERO	7 500			
747200	DEFAU	BT	9	Climb	MaxClimb	ZERO	10 000			
747200	DEFAU	BT	1	Takeoff	MaxTakeoff					
747200	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
747200	DEFAU	BT	3	Acceleration	MaxTakeoff			1 508	195	
747200	DEFAU	BT	4	Acceleration	MaxClimb	5		750	235	
747200	DEFAU	BT	5	Climb	MaxClimb	ZERO	3 000			
747200	DEFAU	BT	6	Acceleration	MaxClimb	ZERO		750	255	
747200	DEFAU	BT	7	Climb	MaxClimb	ZERO	5 500			
747200	DEFAU	BT	8	Climb	MaxClimb	ZERO	7 500			
747200	DEFAU	BT	9	Climb	MaxClimb	ZERO	10 000			
747200	DEFAU	BT	1	Takeoff	MaxTakeoff					
747200	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
747200	DEFAU	BT	3	Acceleration	MaxTakeoff			1 325	203	
747200	DEFAU	BT	4	Acceleration	MaxClimb	5		750	243	
747200	DEFAU	BT	5	Climb	MaxClimb	ZERO	3 000			
747200	DEFAU	BT	6	Acceleration	MaxClimb	ZERO		750	263	
747200	DEFAU	BT	7	Climb	MaxClimb	ZERO	5 500			
747200	DEFAU	BT	8	Climb	MaxClimb	ZERO	7 500			
747200	DEFAU	BT	9	Climb	MaxClimb	ZERO	10 000			
747200	DEFAU	BT	1	Takeoff	MaxTakeoff					
747200	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
747200	DEFAU	BT	3	Acceleration	MaxTakeoff			1 146	210	
747200	DEFAU	BT	4	Acceleration	MaxClimb	5		500	250	
747200	DEFAU	BT	5	Climb	MaxClimb	ZERO	3 000			
747200	DEFAU	BT	6	Acceleration	MaxClimb	ZERO		500	270	
747200	DEFAU	BT	7	Climb	MaxClimb	ZERO	5 500			
747200	DEFAU	BT	8	Climb	MaxClimb	ZERO	7 500			
747200	DEFAU	BT	9	Climb	MaxClimb	ZERO	10 000			
747200	DEFAU	BT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

747200	DEFAULT	2	Climb	MaxTakeoff	1 000			
747200	DEFAULT	3	Acceleration	MaxTakeoff		1 012	216	
747200	DEFAULT	4	Acceleration	MaxClimb		500	256	
747200	DEFAULT	5	Acceleration	MaxClimb	ZERO	500	276	
747200	DEFAULT	6	Climb	MaxClimb	ZERO	5 500		
747200	DEFAULT	7	Climb	MaxClimb	ZERO	7 500		
747200	DEFAULT	8	Climb	MaxClimb	ZERO	10 000		
74720A	DEFAULT	1	Takeoff	MaxTakeoff				
74720A	DEFAULT	2	Climb	MaxTakeoff	1 000			
74720A	DEFAULT	3	Acceleration	MaxTakeoff		2 068	176	
74720A	DEFAULT	4	Acceleration	MaxClimb		1 000	239	
74720A	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
74720A	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	259	
74720A	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
74720A	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
74720A	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
74720A	DEFAULT	1	Takeoff	MaxTakeoff				
74720A	DEFAULT	2	Climb	MaxTakeoff	1 000			
74720A	DEFAULT	3	Acceleration	MaxTakeoff		1 950	179	
74720A	DEFAULT	4	Acceleration	MaxClimb		1 000	242	
74720A	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
74720A	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	262	
74720A	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
74720A	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
74720A	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
74720A	DEFAULT	1	Takeoff	MaxTakeoff				
74720A	DEFAULT	2	Climb	MaxTakeoff	1 000			
74720A	DEFAULT	3	Acceleration	MaxTakeoff		1 862	182	
74720A	DEFAULT	4	Acceleration	MaxClimb		1 000	244	
74720A	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
74720A	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	264	
74720A	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
74720A	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
74720A	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		

Status: This is the original version (as it was originally adopted).

74720A	DEFAU	HT	1	Takeoff	MaxTakeoff				
74720A	DEFAU	HT	2	Climb	MaxTakeoff	1 000			
74720A	DEFAU	HT	3	Acceleration	MaxTakeoff		1 700	188	
74720A	DEFAU	HT	4	Acceleration	MaxClimb		750	248	
74720A	DEFAU	HT	5	Climb	MaxClimb	3 000			
74720A	DEFAU	HT	6	Acceleration	MaxClimb		750	268	
74720A	DEFAU	HT	7	Climb	MaxClimb	5 500			
74720A	DEFAU	HT	8	Climb	MaxClimb	7 500			
74720A	DEFAU	HT	9	Climb	MaxClimb	10 000			
74720A	DEFAU	BT	1	Takeoff	MaxTakeoff				
74720A	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
74720A	DEFAU	BT	3	Acceleration	MaxTakeoff		1 520	195	
74720A	DEFAU	BT	4	Acceleration	MaxClimb		750	254	
74720A	DEFAU	BT	5	Climb	MaxClimb	3 000			
74720A	DEFAU	BT	6	Acceleration	MaxClimb		750	274	
74720A	DEFAU	BT	7	Climb	MaxClimb	5 500			
74720A	DEFAU	BT	8	Climb	MaxClimb	7 500			
74720A	DEFAU	BT	9	Climb	MaxClimb	10 000			
74720A	DEFAU	KT	1	Takeoff	MaxTakeoff				
74720A	DEFAU	KT	2	Climb	MaxTakeoff	1 000			
74720A	DEFAU	KT	3	Acceleration	MaxTakeoff		1 313	204	
74720A	DEFAU	KT	4	Acceleration	MaxClimb		750	264	
74720A	DEFAU	KT	5	Acceleration	MaxClimb		750	284	
74720A	DEFAU	KT	6	Climb	MaxClimb	5 500			
74720A	DEFAU	KT	7	Climb	MaxClimb	7 500			
74720A	DEFAU	KT	8	Climb	MaxClimb	10 000			
74720A	DEFAU	LT	1	Takeoff	MaxTakeoff				
74720A	DEFAU	LT	2	Climb	MaxTakeoff	1 000			
74720A	DEFAU	LT	3	Acceleration	MaxTakeoff		1 172	210	
74720A	DEFAU	LT	4	Acceleration	MaxClimb		750	272	
74720A	DEFAU	LT	5	Acceleration	MaxClimb		750	292	
74720A	DEFAU	LT	6	Climb	MaxClimb	5 500			
74720A	DEFAU	LT	7	Climb	MaxClimb	7 500			
74720A	DEFAU	LT	8	Climb	MaxClimb	10 000			

Status: This is the original version (as it was originally adopted).

74720B	DEFAULT	1	Takeoff	MaxTakeoff				
74720B	DEFAULT	2	Climb	MaxTakeoff	1 000			
74720B	DEFAULT	3	Acceleration	MaxTakeoff		2 497	184	
74720B	DEFAULT	4	Acceleration	MaxClimb		1 000	244	
74720B	DEFAULT	5	Climb	MaxClimb	3 000			
74720B	DEFAULT	6	Acceleration	MaxClimb		1 000	264	
74720B	DEFAULT	7	Climb	MaxClimb	5 500			
74720B	DEFAULT	8	Climb	MaxClimb	7 500			
74720B	DEFAULT	9	Climb	MaxClimb	10 000			
74720B	DEFAULT	1	Takeoff	MaxTakeoff				
74720B	DEFAULT	2	Climb	MaxTakeoff	1 000			
74720B	DEFAULT	3	Acceleration	MaxTakeoff		2 397	187	
74720B	DEFAULT	4	Acceleration	MaxClimb		1 000	246	
74720B	DEFAULT	5	Climb	MaxClimb	3 000			
74720B	DEFAULT	6	Acceleration	MaxClimb		1 000	266	
74720B	DEFAULT	7	Climb	MaxClimb	5 500			
74720B	DEFAULT	8	Climb	MaxClimb	7 500			
74720B	DEFAULT	9	Climb	MaxClimb	10 000			
74720B	DEFAULT	1	Takeoff	MaxTakeoff				
74720B	DEFAULT	2	Climb	MaxTakeoff	1 000			
74720B	DEFAULT	3	Acceleration	MaxTakeoff		2 303	190	
74720B	DEFAULT	4	Acceleration	MaxClimb		750	249	
74720B	DEFAULT	5	Climb	MaxClimb	3 000			
74720B	DEFAULT	6	Acceleration	MaxClimb		750	269	
74720B	DEFAULT	7	Climb	MaxClimb	5 500			
74720B	DEFAULT	8	Climb	MaxClimb	7 500			
74720B	DEFAULT	9	Climb	MaxClimb	10 000			
74720B	DEFAULT	1	Takeoff	MaxTakeoff				
74720B	DEFAULT	2	Climb	MaxTakeoff	1 000			
74720B	DEFAULT	3	Acceleration	MaxTakeoff		2 109	196	
74720B	DEFAULT	4	Acceleration	MaxClimb		750	254	
74720B	DEFAULT	5	Climb	MaxClimb	3 000			
74720B	DEFAULT	6	Acceleration	MaxClimb		750	274	
74720B	DEFAULT	7	Climb	MaxClimb	5 500			

Status: This is the original version (as it was originally adopted).

74720B	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
74720B	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
74720B	DEFAULT	1	Takeoff	MaxTakeoff					
74720B	DEFAULT	2	Climb	MaxTakeoff		1 000			
74720B	DEFAULT	3	Acceleration	MaxTakeoff			1 900	204	
74720B	DEFAULT	4	Acceleration	MaxClimb			750	263	
74720B	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
74720B	DEFAULT	6	Acceleration	MaxClimb	ZERO		750	283	
74720B	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
74720B	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
74720B	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
74720B	DEFAULT	1	Takeoff	MaxTakeoff					
74720B	DEFAULT	2	Climb	MaxTakeoff		1 000			
74720B	DEFAULT	3	Acceleration	MaxTakeoff			1 699	211	
74720B	DEFAULT	4	Acceleration	MaxClimb			750	272	
74720B	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
74720B	DEFAULT	6	Acceleration	MaxClimb	ZERO		750	292	
74720B	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
74720B	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
74720B	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
74720B	DEFAULT	1	Takeoff	MaxTakeoff					
74720B	DEFAULT	2	Climb	MaxTakeoff		1 000			
74720B	DEFAULT	3	Acceleration	MaxTakeoff			1 547	218	
74720B	DEFAULT	4	Acceleration	MaxClimb			750	279	
74720B	DEFAULT	5	Acceleration	MaxClimb	ZERO		750	299	
74720B	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
74720B	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
74720B	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
747400	DEFAULT	1	Takeoff	MaxTakeoff					
747400	DEFAULT	2	Climb	MaxTakeoff		1 000			
747400	DEFAULT	3	Acceleration	MaxClimb			1 533,3	190,8	
747400	DEFAULT	4	Acceleration	MaxClimb	_05		1 798,9	242	
747400	DEFAULT	5	Climb	MaxClimb		3 869			

Status: This is the original version (as it was originally adopted).

747400	DEFAULT	6	Acceleration	MaxClimb	ZERO		2 198,9	269	
747400	DEFAULT	7	Climb	MaxClimb	fb_00H	5 500			
747400	DEFAULT	8	Climb	MaxClimb	fb_00H	7 500			
747400	DEFAULT	9	Climb	MaxClimb	fb_00H	10 000			
747400	DEFAULT	1	Takeoff	MaxTakeoff					
747400	DEFAULT	2	Climb	MaxTakeoff		1 000			
747400	DEFAULT	3	Acceleration	MaxClimb	fb_05		1 507,6	192,9	
747400	DEFAULT	4	Acceleration	MaxClimb	fb_05		1 718,8	244,6	
747400	DEFAULT	5	Climb	MaxClimb	fb_01	3 756			
747400	DEFAULT	6	Acceleration	MaxClimb	fb_00H		2 111,9	269	
747400	DEFAULT	7	Climb	MaxClimb	fb_00H	5 500			
747400	DEFAULT	8	Climb	MaxClimb	fb_00H	7 500			
747400	DEFAULT	9	Climb	MaxClimb	fb_00H	10 000			
747400	DEFAULT	1	Takeoff	MaxTakeoff					
747400	DEFAULT	2	Climb	MaxTakeoff		1 000			
747400	DEFAULT	3	Acceleration	MaxClimb	fb_05		1 412,1	195,1	
747400	DEFAULT	4	Acceleration	MaxClimb	fb_05		1 660,4	247,2	
747400	DEFAULT	5	Climb	MaxClimb	fb_01	3 637			
747400	DEFAULT	6	Acceleration	MaxClimb	ZERO		2 033,6	269	
747400	DEFAULT	7	Climb	MaxClimb	fb_00H	5 500			
747400	DEFAULT	8	Climb	MaxClimb	fb_00H	7 500			
747400	DEFAULT	9	Climb	MaxClimb	fb_00H	10 000			
747400	DEFAULT	1	Takeoff	MaxTakeoff					
747400	DEFAULT	2	Climb	MaxTakeoff		1 000			
747400	DEFAULT	3	Acceleration	MaxClimb	fb_05		1 310,5	199,4	
747400	DEFAULT	4	Acceleration	MaxClimb	fb_05		1 531,8	252,3	
747400	DEFAULT	5	Climb	MaxClimb	fb_01	3 435			
747400	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 882,8	269	

Status: This is the original version (as it was originally adopted).

747400	DEFAU	HT	7	Climb	MaxClimb	fb_00H	5 500			
747400	DEFAU	HT	8	Climb	MaxClimb	fb_00H	7 500			
747400	DEFAU	HT	9	Climb	MaxClimb	fb_00H	10 000			
747400	DEFAU	ST	1	Takeoff	MaxTakeoff					
747400	DEFAU	ST	2	Climb	MaxTakeoff	fb_0	1 000			
747400	DEFAU	ST	3	Acceleration	MaxClimb	fb_0		1 182,2	204,8	
747400	DEFAU	ST	4	Acceleration	MaxClimb	fb_05		1 402,6	258,4	
747400	DEFAU	ST	5	Climb	MaxClimb	fb_01	3 199			
747400	DEFAU	ST	6	Acceleration	MaxClimb	ZERO		1 724,1	269	
747400	DEFAU	ST	7	Climb	MaxClimb	fb_00H	5 500			
747400	DEFAU	ST	8	Climb	MaxClimb	fb_00H	7 500			
747400	DEFAU	ST	9	Climb	MaxClimb	ZERO	10 000			
747400	DEFAU	GT	1	Takeoff	MaxTakeoff					
747400	DEFAU	GT	2	Climb	MaxTakeoff	fb_0	1 000			
747400	DEFAU	GT	3	Acceleration	MaxClimb	fb_0		1 088,1	210,4	
747400	DEFAU	GT	4	Acceleration	MaxClimb	fb_0		1 372	259,5	
747400	DEFAU	GT	5	Acceleration	MaxClimb	fb_01		1 432,4	264,7	
747400	DEFAU	GT	6	Climb	MaxClimb	fb_01	3 004			
747400	DEFAU	GT	7	Acceleration	MaxClimb	ZERO		1 560	269	
747400	DEFAU	GT	8	Climb	MaxClimb	fb_00H	5 500			
747400	DEFAU	GT	9	Climb	MaxClimb	fb_00H	7 500			
747400	DEFAU	GT	10	Climb	MaxClimb	fb_00H	10 000			
747400	DEFAU	ZT	1	Takeoff	MaxTakeoff					
747400	DEFAU	ZT	2	Climb	MaxTakeoff	fb_00H	1 000			
747400	DEFAU	ZT	3	Acceleration	MaxClimb	fb_0		963,6	216,4	
747400	DEFAU	ZT	4	Acceleration	MaxClimb	fb_0		1 114,2	259,6	
747400	DEFAU	ZT	5	Climb	MaxClimb	fb_01	2 544			
747400	DEFAU	ZT	6	Acceleration	MaxClimb	fb_05		1 329,4	270	
747400	DEFAU	ZT	7	Climb	MaxClimb	fb_00H	5 500			
747400	DEFAU	ZT	8	Climb	MaxClimb	fb_00H	7 500			

Status: This is the original version (as it was originally adopted).

747400	DEFAULT	9	Climb	MaxClimb	fb_00H	10 000			
747400	DEFAULT	1	Takeoff	MaxTakeoff					
747400	DEFAULT	2	Climb	MaxTakeoff	fb_00H	1 000			
747400	DEFAULT	3	Acceleration	MaxClimb			855,6	222,8	
747400	DEFAULT	4	Acceleration	MaxClimb	fb		968,9	259,6	
747400	DEFAULT	5	Climb	MaxClimb	fb_01	2 561			
747400	DEFAULT	6	Acceleration	MaxClimb	fb_01		1 173,1	270	
747400	DEFAULT	7	Acceleration	MaxClimb	fb_00H		1 260	278	
747400	DEFAULT	8	Climb	MaxClimb	fb_00H	5 500			
747400	DEFAULT	9	Climb	MaxClimb	fb_00H	7 500			
747400	DEFAULT	10	Climb	MaxClimb	fb_00H	10 000			
747400	DEFAULT	1	Takeoff	MaxTakeoff					
747400	DEFAULT	2	Climb	MaxTakeoff	fb_00H	1 000			
747400	DEFAULT	3	Acceleration	MaxClimb			783,8	226,8	
747400	DEFAULT	4	Acceleration	MaxClimb	fb		884,5	259,6	
747400	DEFAULT	5	Climb	MaxClimb	fb_01	2 600			
747400	DEFAULT	6	Acceleration	MaxClimb	fb_01		1 078,7	271,8	
747400	DEFAULT	7	Acceleration	MaxClimb	fb_00H		1 182,6	282,7	
747400	DEFAULT	8	Climb	MaxClimb	fb_00H	5 500			
747400	DEFAULT	9	Climb	MaxClimb	fb_00H	7 500			
747400	DEFAULT	10	Climb	MaxClimb	fb_00H	10 000			
747400	ICAO_AI	1	Takeoff	MaxTakeoff					
747400	ICAO_AI	2	Climb	MaxTakeoff	fb_00	1 500			
747400	ICAO_AI	3	Climb	MaxClimb		3 000			
747400	ICAO_AI	4	Acceleration	MaxClimb			1 472,8	190	
747400	ICAO_AI	5	Acceleration	MaxClimb	fb		1 753,3	241,7	
747400	ICAO_AI	6	Climb	MaxClimb	fb_01	5 796			
747400	ICAO_AI	7	Acceleration	MaxClimb	ZERO		2 158,4	268,4	
747400	ICAO_AI	8	Climb	MaxClimb	ZERO	7 500			
747400	ICAO_AI	9	Climb	MaxClimb	ZERO	10 000			

Status: This is the original version (as it was originally adopted).

747400	ICAO_A2	1	Takeoff	MaxTakeoff				
747400	ICAO_A2	2	Climb	MaxTakeoff	1 500			
747400	ICAO_A2	3	Climb	MaxClimb	3 000			
747400	ICAO_A2	4	Acceleration	MaxClimb		1 412,8	192,2	
747400	ICAO_A2	5	Acceleration	MaxClimb		1 689,5	244,3	
747400	ICAO_A2	6	Climb	MaxClimb_01	5 685			
747400	ICAO_A2	7	Acceleration	MaxClimb	ZERO	2 078,8	268,4	
747400	ICAO_A2	8	Climb	MaxClimb	ZERO	7 500		
747400	ICAO_A2	9	Climb	MaxClimb	ZERO	10 000		
747400	ICAO_A3	1	Takeoff	MaxTakeoff				
747400	ICAO_A3	2	Climb	MaxTakeoff	1 500			
747400	ICAO_A3	3	Climb	MaxClimb	3 000			
747400	ICAO_A3	4	Acceleration	MaxClimb		1 353,5	194,4	
747400	ICAO_A3	5	Acceleration	MaxClimb		1 618,4	246,8	
747400	ICAO_A3	6	Climb	MaxClimb_01	5 579			
747400	ICAO_A3	7	Acceleration	MaxClimb	ZERO	1 995	268,4	
747400	ICAO_A3	8	Climb	MaxClimb	ZERO	7 500		
747400	ICAO_A3	9	Climb	MaxClimb	ZERO	10 000		
747400	ICAO_A4	1	Takeoff	MaxTakeoff				
747400	ICAO_A4	2	Climb	MaxTakeoff	1 500			
747400	ICAO_A4	3	Climb	MaxClimb	3 000			
747400	ICAO_A4	4	Acceleration	MaxClimb		1 249,3	198,7	
747400	ICAO_A4	5	Acceleration	MaxClimb		1 500,4	251,9	
747400	ICAO_A4	6	Climb	MaxClimb_01	5 372			
747400	ICAO_A4	7	Acceleration	MaxClimb	ZERO	1 847,9	268,4	
747400	ICAO_A4	8	Climb	MaxClimb	ZERO	7 500		
747400	ICAO_A4	9	Climb	MaxClimb	ZERO	10 000		
747400	ICAO_A5	1	Takeoff	MaxTakeoff				
747400	ICAO_A5	2	Climb	MaxTakeoff	1 500			

Status: This is the original version (as it was originally adopted).

747400	ICAO_A5	3	Climb	MaxClimb	10	3 000			
747400	ICAO_A5	4	Acceleration	MaxClimb	10		1 131,2	204,1	
747400	ICAO_A5	5	Acceleration	MaxClimb	5b		1 367,5	257,8	
747400	ICAO_A5	6	Climb	MaxClimb	1b_01	5 145			
747400	ICAO_A5	7	Acceleration	MaxClimb	7ZERO		1 686,7	268,4	
747400	ICAO_A5	8	Climb	MaxClimb	7ZERO	7 500			
747400	ICAO_A5	9	Climb	MaxClimb	7ZERO	10 000			
747400	ICAO_A6	1	Takeoff	MaxTakeoff	10ff				
747400	ICAO_A6	2	Climb	MaxTakeoff	10H	1 500			
747400	ICAO_A6	3	Climb	MaxClimb	10	3 000			
747400	ICAO_A6	4	Acceleration	MaxClimb	10		1 017,7	209,8	
747400	ICAO_A6	5	Acceleration	MaxClimb	5b		1 223,8	259,1	
747400	ICAO_A6	6	Climb	MaxClimb	1b_01	4 508			
747400	ICAO_A6	7	Acceleration	MaxClimb	1b_01		1 416	264,3	
747400	ICAO_A6	8	Climb	MaxClimb	7ZERO	4 921			
747400	ICAO_A6	9	Acceleration	MaxClimb	7ZERO		1 531	269	
747400	ICAO_A6	10	Climb	MaxClimb	7ZERO	5 500			
747400	ICAO_A6	11	Climb	MaxClimb	7ZERO	7 500			
747400	ICAO_A6	12	Climb	MaxClimb	7ZERO	10 000			
747400	ICAO_A7	1	Takeoff	MaxTakeoff	10ff				
747400	ICAO_A7	2	Climb	MaxTakeoff	10H	1 500			
747400	ICAO_A7	3	Climb	MaxClimb	10	3 000			
747400	ICAO_A7	4	Acceleration	MaxClimb	10		908,3	215,8	
747400	ICAO_A7	5	Acceleration	MaxClimb	5b		1 082,4	259,1	
747400	ICAO_A7	6	Climb	MaxClimb	1b_01	4 509			
747400	ICAO_A7	7	Acceleration	MaxClimb	1b_01		1 308,4	269,1	
747400	ICAO_A7	8	Acceleration	MaxClimb	7ZERO		1 365,5	271	
747400	ICAO_A7	9	Climb	MaxClimb	7ZERO	5 500			
747400	ICAO_A7	10	Climb	MaxClimb	7ZERO	7 500			

Status: This is the original version (as it was originally adopted).

747400	ICAO_A7	11	Climb	MaxClimb	fb_00H	10 000			
747400	ICAO_A8	1	Takeoff	MaxTakeoff					
747400	ICAO_A8	2	Climb	MaxTakeoff	fb_00H	1 500			
747400	ICAO_A8	3	Climb	MaxClimb		3 000			
747400	ICAO_A8	4	Acceleration	MaxClimb			801,1	222,2	
747400	ICAO_A8	5	Acceleration	MaxClimb			942,7	259,1	
747400	ICAO_A8	6	Climb	MaxClimb	fb_01	4 540			
747400	ICAO_A8	7	Acceleration	MaxClimb	fb_01		1 146,3	267,9	
747400	ICAO_A8	8	Acceleration	MaxClimb	ZERO		1 230	277,7	
747400	ICAO_A8	9	Climb	MaxClimb	ZERO	5 500			
747400	ICAO_A8	10	Climb	MaxClimb	fb_00H	7 500			
747400	ICAO_A8	11	Climb	MaxClimb	fb_00H	10 000			
747400	ICAO_A9	1	Takeoff	MaxTakeoff					
747400	ICAO_A9	2	Climb	MaxTakeoff	fb_00H	1 500			
747400	ICAO_A9	3	Climb	MaxClimb		3 000			
747400	ICAO_A9	4	Acceleration	MaxClimb			734,4	226,3	
747400	ICAO_A9	5	Acceleration	MaxClimb			858,9	259,1	
747400	ICAO_A9	6	Climb	MaxClimb	fb_01	4 590			
747400	ICAO_A9	7	Acceleration	MaxClimb	fb_01		1 051,2	270,6	
747400	ICAO_A9	8	Acceleration	MaxClimb	fb_00H		1 143	282,2	
747400	ICAO_A9	9	Climb	MaxClimb	fb_00H	5 500			
747400	ICAO_A9	10	Climb	MaxClimb	fb_00H	7 500			
747400	ICAO_A9	11	Climb	MaxClimb	fb_00H	10 000			
747400	ICAO_BI	1	Takeoff	MaxTakeoff					
747400	ICAO_BI	2	Climb	MaxTakeoff	fb_01	1 000			
747400	ICAO_BI	3	Acceleration	MaxTakeoff			1 890,2	182,3	
747400	ICAO_BI	4	Climb	MaxTakeoff		1 646			
747400	ICAO_BI	5	Acceleration	MaxClimb	fb_05		1 788,2	242	
747400	ICAO_BI	6	Climb	MaxClimb	fb_05	4 194			
747400	ICAO_BI	7	Acceleration	MaxClimb	ZERO		2 170,6	259	
747400	ICAO_BI	8	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

747400	ICAO_B1	9	Climb	MaxClimb	ZERO	7 500			
747400	ICAO_B1	10	Climb	MaxClimb	ZERO	10 000			
747400	ICAO_B2	1	Takeoff	MaxTakeoff					
747400	ICAO_B2	2	Climb	MaxTakeoff	0	1 000			
747400	ICAO_B2	3	Acceleration	MaxTakeoff			1 836,7	184,9	
747400	ICAO_B2	4	Climb	MaxTakeoff		1 640			
747400	ICAO_B2	5	Acceleration	MaxClimb	b_05		1 727,1	244,6	
747400	ICAO_B2	6	Climb	MaxClimb	b_05	4 067			
747400	ICAO_B2	7	Acceleration	MaxClimb	ZERO		2 088,1	259,2	
747400	ICAO_B2	8	Climb	MaxClimb	ZERO	5 500			
747400	ICAO_B2	9	Climb	MaxClimb	ZERO	7 500			
747400	ICAO_B2	10	Climb	MaxClimb	ZERO	10 000			
747400	ICAO_B3	1	Takeoff	MaxTakeoff					
747400	ICAO_B3	2	Climb	MaxTakeoff	0	1 000			
747400	ICAO_B3	3	Acceleration	MaxTakeoff			1 777,6	187,5	
747400	ICAO_B3	4	Climb	MaxTakeoff		1 637			
747400	ICAO_B3	5	Acceleration	MaxClimb	b_05		1 653,3	247,2	
747400	ICAO_B3	6	Climb	MaxClimb	b_05C	3 942			
747400	ICAO_B3	7	Acceleration	MaxClimb	ZERO		2 009,7	259,2	
747400	ICAO_B3	8	Climb	MaxClimb	ZERO	5 500			
747400	ICAO_B3	9	Climb	MaxClimb	ZERO	7 500			
747400	ICAO_B3	10	Climb	MaxClimb	ZERO	10 000			
747400	ICAO_B4	1	Takeoff	MaxTakeoff					
747400	ICAO_B4	2	Climb	MaxTakeoff	0	1 000			
747400	ICAO_B4	3	Acceleration	MaxTakeoff			1 653,5	192,6	
747400	ICAO_B4	4	Climb	MaxTakeoff		1 633			
747400	ICAO_B4	5	Acceleration	MaxClimb	b_05		1 535,2	252,2	
747400	ICAO_B4	6	Climb	MaxClimb	b_05C	3 718			

Status: This is the original version (as it was originally adopted).

747400	ICAO_B4	7	Acceleration	MaxClimb	ZERO		1 858,5	259,2	
747400	ICAO_B4	8	Climb	MaxClimb	ZERO	5 500			
747400	ICAO_B4	9	Climb	MaxClimb	ZERO	7 500			
747400	ICAO_B4	10	Climb	MaxClimb	ZERO	10 000			
747400	ICAO_B5	1	Takeoff	MaxTakeoff					
747400	ICAO_B5	2	Climb	MaxTakeoff	0	1 000			
747400	ICAO_B5	3	Acceleration	MaxTakeoff			1 518,3	198,7	
747400	ICAO_B5	4	Climb	MaxTakeoff		1 619			
747400	ICAO_B5	5	Acceleration	MaxClimb	05		1 397,6	258,3	
747400	ICAO_B5	6	Climb	MaxClimb	05C	3 459			
747400	ICAO_B5	7	Acceleration	MaxClimb	ZERO		1 685,4	259,4	
747400	ICAO_B5	8	Climb	MaxClimb	ZERO	5 500			
747400	ICAO_B5	9	Climb	MaxClimb	ZERO	7 500			
747400	ICAO_B5	10	Climb	MaxClimb	ZERO	10 000			
747400	ICAO_B6	1	Takeoff	MaxTakeoff					
747400	ICAO_B6	2	Climb	MaxTakeoff	0	1 000			
747400	ICAO_B6	3	Acceleration	MaxTakeoff			1 394,6	205,1	
747400	ICAO_B6	4	Climb	MaxTakeoff	05C	1 606			
747400	ICAO_B6	5	Acceleration	MaxClimb	05		1 346,5	264,7	
747400	ICAO_B6	6	Climb	MaxClimb	05C	3 217			
747400	ICAO_B6	7	Acceleration	MaxClimb	ZERO		1 560	269,2	
747400	ICAO_B6	8	Climb	MaxClimb	ZERO	5 500			
747400	ICAO_B6	9	Climb	MaxClimb	ZERO	7 500			
747400	ICAO_B6	10	Climb	MaxClimb	ZERO	10 000			
747400	ICAO_B7	1	Takeoff	MaxTakeoff					
747400	ICAO_B7	2	Climb	MaxTakeoff	0H	1 000			
747400	ICAO_B7	3	Acceleration	MaxTakeoff			1 271	211,9	
747400	ICAO_B7	4	Climb	MaxTakeoff	05	1 597			
747400	ICAO_B7	5	Acceleration	MaxClimb	05		1 112,4	259,4	
747400	ICAO_B7	6	Climb	MaxClimb	05C	2 759			

Status: This is the original version (as it was originally adopted).

747400	ICAO_B7	7	Acceleration	MaxClimb_01		1 323,5	271,4	
747400	ICAO_B7	8	Climb	MaxClimb_01	5 500			
747400	ICAO_B7	9	Climb	MaxClimb_00H	7 500			
747400	ICAO_B7	10	Climb	MaxClimb_00H	10 000			
747400	ICAO_B8	1	Takeoff	MaxTakeoff				
747400	ICAO_B8	2	Climb	MaxTakeoff_0H	1 000			
747400	ICAO_B8	3	Acceleration	MaxTakeoff		1 147	218,9	
747400	ICAO_B8	4	Climb	MaxTakeoff_05	1 592			
747400	ICAO_B8	5	Acceleration	MaxClimb_05		975,2	259,6	
747400	ICAO_B8	6	Climb	MaxClimb_05C	2 755			
747400	ICAO_B8	7	Acceleration	MaxClimb_01		1 209,5	278,4	
747400	ICAO_B8	8	Climb	MaxClimb_00H	5 500			
747400	ICAO_B8	9	Climb	MaxClimb_00H	7 500			
747400	ICAO_B8	10	Climb	MaxClimb_00H	10 000			
747400	ICAO_B9	1	Takeoff	MaxTakeoff				
747400	ICAO_B9	2	Climb	MaxTakeoff_0H	1 000			
747400	ICAO_B9	3	Acceleration	MaxTakeoff		1 070,9	223,3	
747400	ICAO_B9	4	Climb	MaxTakeoff	1 611			
747400	ICAO_B9	5	Acceleration	MaxClimb_05		893,7	259,5	
747400	ICAO_B9	6	Climb	MaxClimb_01	2 782			
747400	ICAO_B9	7	Acceleration	MaxClimb_01		1 119,3	282,7	
747400	ICAO_B9	8	Climb	MaxClimb_00H	5 500			
747400	ICAO_B9	9	Climb	MaxClimb_00H	7 500			
747400	ICAO_B9	10	Climb	MaxClimb_00H	10 000			
7478	DEFAULT	1	Takeoff	MaxTakeoff_0				
7478	DEFAULT	2	Climb	MaxTakeoff_0	1 000			
7478	DEFAULT	3	Acceleration	MaxClimb_10			215	55
7478	DEFAULT	4	Acceleration	MaxClimb_5			250	55
7478	DEFAULT	5	Acceleration	MaxClimb_1			260	55
7478	DEFAULT	6	Climb	MaxClimb_0	3 000			
7478	DEFAULT	7	Acceleration	MaxClimb_0			295	50

Status: This is the original version (as it was originally adopted).

7478	DEFAULT	8	Climb	MaxClimb	F ₀	10 000			
7478	DEFAULT	1	Takeoff	MaxTakeoff	F ₀				
7478	DEFAULT	2	Climb	MaxTakeoff	F ₀	1 000			
7478	DEFAULT	3	Acceleration	MaxPClean	F ₁₀		215	55	
7478	DEFAULT	4	Acceleration	MaxPClean	F ₅		250	55	
7478	DEFAULT	5	Acceleration	MaxPClean	F ₁		260	55	
7478	DEFAULT	6	Climb	MaxClimb	F ₀	3 000			
7478	DEFAULT	7	Acceleration	MaxPClean	F ₀		295	50	
7478	DEFAULT	8	Climb	MaxClimb	F ₀	10 000			
7478	DEFAULT	1	Takeoff	MaxTakeoff	F ₀				
7478	DEFAULT	2	Climb	MaxTakeoff	F ₀	1 000			
7478	DEFAULT	3	Acceleration	MaxPClean	F ₁₀		215	55	
7478	DEFAULT	4	Acceleration	MaxPClean	F ₅		250	55	
7478	DEFAULT	5	Acceleration	MaxPClean	F ₁		260	55	
7478	DEFAULT	6	Climb	MaxClimb	F ₀	3 000			
7478	DEFAULT	7	Acceleration	MaxPClean	F ₀		295	50	
7478	DEFAULT	8	Climb	MaxClimb	F ₀	10 000			
7478	DEFAULT	1	Takeoff	MaxTakeoff	F ₀				
7478	DEFAULT	2	Climb	MaxTakeoff	F ₀	1 000			
7478	DEFAULT	3	Acceleration	MaxPClean	F ₁₀		220	55	
7478	DEFAULT	4	Acceleration	MaxPClean	F ₅		250	55	
7478	DEFAULT	5	Acceleration	MaxPClean	F ₁		268	55	
7478	DEFAULT	6	Climb	MaxClimb	F ₀	3 000			
7478	DEFAULT	7	Acceleration	MaxPClean	F ₀		295	50	
7478	DEFAULT	8	Climb	MaxClimb	F ₀	10 000			
7478	DEFAULT	1	Takeoff	MaxTakeoff	F ₀				
7478	DEFAULT	2	Climb	MaxTakeoff	F ₀	1 000			
7478	DEFAULT	3	Acceleration	MaxPClean	F ₁₀		220	55	
7478	DEFAULT	4	Acceleration	MaxPClean	F ₅		250	55	
7478	DEFAULT	5	Acceleration	MaxPClean	F ₁		270	55	
7478	DEFAULT	6	Climb	MaxClimb	F ₀	3 000			
7478	DEFAULT	7	Acceleration	MaxPClean	F ₀		295	50	
7478	DEFAULT	8	Climb	MaxClimb	F ₀	10 000			
7478	DEFAULT	1	Takeoff	MaxTakeoff	F ₀				

Status: This is the original version (as it was originally adopted).

7478	DEFAULT	2	Climb	MaxTakeoff	F ₀	1 000			
7478	DEFAULT	3	Acceleration	MaxClimb	F ₁₀			227	55
7478	DEFAULT	4	Acceleration	MaxClimb	F ₅			258	55
7478	DEFAULT	5	Acceleration	MaxClimb	F ₁			270	55
7478	DEFAULT	6	Climb	MaxClimb	F ₀	3 000			
7478	DEFAULT	7	Acceleration	MaxClimb	F ₀			295	50
7478	DEFAULT	8	Climb	MaxClimb	F ₀	10 000			
7478	DEFAULT	1	Takeoff	MaxTakeoff	F ₀				
7478	DEFAULT	2	Climb	MaxTakeoff	F ₀	1 000			
7478	DEFAULT	3	Acceleration	MaxClimb	F ₁₀			230	55
7478	DEFAULT	4	Acceleration	MaxClimb	F ₅			260	55
7478	DEFAULT	5	Acceleration	MaxClimb	F ₁			275	55
7478	DEFAULT	6	Climb	MaxClimb	F ₀	3 000			
7478	DEFAULT	7	Acceleration	MaxClimb	F ₀			295	50
7478	DEFAULT	8	Climb	MaxClimb	F ₀	10 000			
7478	DEFAULT	1	Takeoff	MaxTakeoff	F ₀				
7478	DEFAULT	2	Climb	MaxTakeoff	F ₀	1 000			
7478	DEFAULT	3	Acceleration	MaxClimb	F ₁₀			235	55
7478	DEFAULT	4	Acceleration	MaxClimb	F ₅			265	55
7478	DEFAULT	5	Acceleration	MaxClimb	F ₁			280	55
7478	DEFAULT	6	Climb	MaxClimb	F ₀	3 000			
7478	DEFAULT	7	Acceleration	MaxClimb	F ₀			295	50
7478	DEFAULT	8	Climb	MaxClimb	F ₀	10 000			
7478	DEFAULT	1	Takeoff	MaxTakeoff	F ₀				
7478	DEFAULT	2	Climb	MaxTakeoff	F ₀	1 000			
7478	DEFAULT	3	Acceleration	MaxClimb	F ₁₀			235	55
7478	DEFAULT	4	Acceleration	MaxClimb	F ₅			265	55
7478	DEFAULT	5	Acceleration	MaxClimb	F ₁			280	55
7478	DEFAULT	6	Climb	MaxClimb	F ₀	3 000			
7478	DEFAULT	7	Acceleration	MaxClimb	F ₀			295	50
7478	DEFAULT	8	Climb	MaxClimb	F ₀	10 000			
7478	ICAO_AI	1	Takeoff	MaxTakeoff	F ₀				
7478	ICAO_AI	2	Climb	MaxTakeoff	F ₀	1 500			
7478	ICAO_AI	3	Climb	MaxClimb	F ₁₀	3 000			

Status: This is the original version (as it was originally adopted).

7478	ICAO_A1	4	Acceleration	MaxPClcaft	Ht_10			220	55
7478	ICAO_A1	5	Acceleration	MaxPClcaft	Ht_5			250	55
7478	ICAO_A1	6	Climb	MaxClimb	Fb_1	4 700			
7478	ICAO_A1	7	Acceleration	MaxPClcaft	Ht_0			276	50
7478	ICAO_A1	8	Climb	MaxClimb	Fb_0	10 000			
7478	ICAO_A2	1	Takeoff	MaxTakeoff	Fb0				
7478	ICAO_A2	2	Climb	MaxTakeoff	Fb0	1 500			
7478	ICAO_A2	3	Climb	MaxClimb	Fb_10	3 000			
7478	ICAO_A2	4	Acceleration	MaxPClcaft	Ht_10			220	55
7478	ICAO_A2	5	Acceleration	MaxPClcaft	Ht_1			254	55
7478	ICAO_A2	6	Climb	MaxClimb	Fb_1	4 800			
7478	ICAO_A2	7	Acceleration	MaxPClcaft	Ht_0			275	50
7478	ICAO_A2	8	Climb	MaxClimb	Fb_0	10 000			
7478	ICAO_A3	1	Takeoff	MaxTakeoff	Fb0				
7478	ICAO_A3	2	Climb	MaxTakeoff	Fb0	1 500			
7478	ICAO_A3	3	Climb	MaxClimb	Fb_10	3 000			
7478	ICAO_A3	4	Acceleration	MaxPClcaft	Ht_5			220	55
7478	ICAO_A3	5	Acceleration	MaxPClcaft	Ht_1			255	55
7478	ICAO_A3	6	Climb	MaxClimb	Fb_1	4 500			
7478	ICAO_A3	7	Acceleration	MaxPClcaft	Ht_0			275	50
7478	ICAO_A3	8	Climb	MaxClimb	Fb_0	10 000			
7478	ICAO_A4	1	Takeoff	MaxTakeoff	Fb0				
7478	ICAO_A4	2	Climb	MaxTakeoff	Fb0	1 500			
7478	ICAO_A4	3	Climb	MaxClimb	Fb_10	3 000			
7478	ICAO_A4	4	Acceleration	MaxPClcaft	Ht_10			220	55
7478	ICAO_A4	5	Acceleration	MaxPClcaft	Ht_5			255	55
7478	ICAO_A4	6	Acceleration	MaxPClcaft	Ht_1			275	55
7478	ICAO_A4	7	Climb	MaxClimb	Fb_0	10 000			
7478	ICAO_A5	1	Takeoff	MaxTakeoff	Fb0				
7478	ICAO_A5	2	Climb	MaxTakeoff	Fb0	1 500			
7478	ICAO_A5	3	Climb	MaxClimb	Fb_10	3 000			
7478	ICAO_A5	4	Acceleration	MaxPClcaft	Ht_5			220	55
7478	ICAO_A5	5	Acceleration	MaxPClcaft	Ht_1			255	55
7478	ICAO_A5	6	Acceleration	MaxPClcaft	Ht_0			275	50

Status: This is the original version (as it was originally adopted).

7478	ICAO_A5	7	Climb	MaxClimb	Fb_0	10 000			
7478	ICAO_A6	1	Takeoff	MaxTakeoff	F0				
7478	ICAO_A6	2	Climb	MaxTakeoff	F0	1 500			
7478	ICAO_A6	3	Climb	MaxClimb	Fb_10	3 000			
7478	ICAO_A6	4	Acceleration	MaxPCliff	Ft_5			225	55
7478	ICAO_A6	5	Acceleration	MaxPCliff	Ft_1			255	55
7478	ICAO_A6	6	Acceleration	MaxPCliff	Ft_0			278	50
7478	ICAO_A6	7	Climb	MaxClimb	Fb_0	10 000			
7478	ICAO_A7	1	Takeoff	MaxTakeoff	F0				
7478	ICAO_A7	2	Climb	MaxTakeoff	F0	1 500			
7478	ICAO_A7	3	Climb	MaxClimb	Fb_10	3 000			
7478	ICAO_A7	4	Acceleration	MaxPCliff	Ft_5			225	55
7478	ICAO_A7	5	Acceleration	MaxPCliff	Ft_1			255	55
7478	ICAO_A7	6	Acceleration	MaxPCliff	Ft_0			278	50
7478	ICAO_A7	7	Climb	MaxClimb	Fb_0	10 000			
7478	ICAO_A8	1	Takeoff	MaxTakeoff	F0				
7478	ICAO_A8	2	Climb	MaxTakeoff	F0	1 500			
7478	ICAO_A8	3	Climb	MaxClimb	Fb_10	3 000			
7478	ICAO_A8	4	Acceleration	MaxPCliff	Ft_5			230	55
7478	ICAO_A8	5	Acceleration	MaxPCliff	Ft_1			265	55
7478	ICAO_A8	6	Acceleration	MaxPCliff	Ft_0			280	50
7478	ICAO_A8	7	Climb	MaxClimb	Fb_0	10 000			
7478	ICAO_A9	1	Takeoff	MaxTakeoff	F0				
7478	ICAO_A9	2	Climb	MaxTakeoff	F0	1 500			
7478	ICAO_A9	3	Climb	MaxClimb	Fb_10	3 000			
7478	ICAO_A9	4	Acceleration	MaxPCliff	Ft_5			230	55
7478	ICAO_A9	5	Acceleration	MaxPCliff	Ft_1			265	55
7478	ICAO_A9	6	Acceleration	MaxPCliff	Ft_0			280	50
7478	ICAO_A9	7	Climb	MaxClimb	Fb_0	10 000			
7478	ICAO_B1	1	Takeoff	MaxTakeoff	F0				
7478	ICAO_B1	2	Climb	MaxTakeoff	F0	1 000			
7478	ICAO_B1	3	Acceleration	MaxPTcliff	Ft_0			210	55
7478	ICAO_B1	4	Acceleration	MaxPTcliff	Ft_5			250	55
7478	ICAO_B1	5	Climb	MaxTakeoff	F0	3 480			

Status: This is the original version (as it was originally adopted).

7478	ICAO_B1	6	Acceleration	MaxClimb	F ₀			280	50
7478	ICAO_B1	7	Climb	MaxClimb	F ₀	10 000			
7478	ICAO_B2	1	Takeoff	MaxTakeoff	F ₀				
7478	ICAO_B2	2	Climb	MaxTakeoff	F ₀	1 000			
7478	ICAO_B2	3	Acceleration	MaxTakeoff	F ₀			223	55
7478	ICAO_B2	4	Acceleration	MaxTakeoff	F ₅			250	55
7478	ICAO_B2	5	Climb	MaxTakeoff	F ₀	3 350			
7478	ICAO_B2	6	Acceleration	MaxClimb	F ₀			280	50
7478	ICAO_B2	7	Climb	MaxClimb	F ₀	10 000			
7478	ICAO_B3	1	Takeoff	MaxTakeoff	F ₀				
7478	ICAO_B3	2	Climb	MaxTakeoff	F ₀	1 000			
7478	ICAO_B3	3	Acceleration	MaxTakeoff	F ₀			223	55
7478	ICAO_B3	4	Acceleration	MaxTakeoff	F ₅			263	55
7478	ICAO_B3	5	Climb	MaxTakeoff	F ₀	3 350			
7478	ICAO_B3	6	Acceleration	MaxClimb	F ₀			300	50
7478	ICAO_B3	7	Climb	MaxClimb	F ₀	10 000			
7478	ICAO_B4	1	Takeoff	MaxTakeoff	F ₀				
7478	ICAO_B4	2	Climb	MaxTakeoff	F ₀	1 000			
7478	ICAO_B4	3	Acceleration	MaxTakeoff	F ₀			210	55
7478	ICAO_B4	4	Acceleration	MaxTakeoff	F ₅			260	55
7478	ICAO_B4	5	Climb	MaxTakeoff	F ₀	3 480			
7478	ICAO_B4	6	Acceleration	MaxClimb	F ₀			270	50
7478	ICAO_B4	7	Climb	MaxClimb	F ₀	10 000			
7478	ICAO_B5	1	Takeoff	MaxTakeoff	F ₀				
7478	ICAO_B5	2	Climb	MaxTakeoff	F ₀	1 000			
7478	ICAO_B5	3	Acceleration	MaxTakeoff	F ₀			228	55
7478	ICAO_B5	4	Acceleration	MaxTakeoff	F ₅			262	55
7478	ICAO_B5	5	Climb	MaxTakeoff	F ₀	2 760			
7478	ICAO_B5	6	Acceleration	MaxClimb	F ₀			270	50
7478	ICAO_B5	7	Climb	MaxClimb	F ₀	10 000			
7478	ICAO_B6	1	Takeoff	MaxTakeoff	F ₀				
7478	ICAO_B6	2	Climb	MaxTakeoff	F ₀	1 000			
7478	ICAO_B6	3	Acceleration	MaxTakeoff	F ₀			231	55
7478	ICAO_B6	4	Acceleration	MaxTakeoff	F ₅			264	55

Status: This is the original version (as it was originally adopted).

7478	ICAO_B6	5	Climb	MaxTakeOff	2 610			
7478	ICAO_B6	6	Acceleration	MaxClimb			300	50
7478	ICAO_B6	7	Climb	MaxClimb	10 000			
7478	ICAO_B7	1	Takeoff	MaxTakeOff				
7478	ICAO_B7	2	Climb	MaxTakeOff	1 000			
7478	ICAO_B7	3	Acceleration	MaxTakeOff			231	55
7478	ICAO_B7	4	Acceleration	MaxTakeOff			270	55
7478	ICAO_B7	5	Climb	MaxTakeOff	2 610			
7478	ICAO_B7	6	Acceleration	MaxClimb			300	50
7478	ICAO_B7	7	Climb	MaxClimb	10 000			
7478	ICAO_B8	1	Takeoff	MaxTakeOff				
7478	ICAO_B8	2	Climb	MaxTakeOff	1 000			
7478	ICAO_B8	3	Acceleration	MaxTakeOff			235	55
7478	ICAO_B8	4	Acceleration	MaxTakeOff			265	55
7478	ICAO_B8	5	Acceleration	MaxTakeOff			275	55
7478	ICAO_B8	6	Climb	MaxClimb	10 000			
7478	ICAO_B9	1	Takeoff	MaxTakeOff				
7478	ICAO_B9	2	Climb	MaxTakeOff	1 000			
7478	ICAO_B9	3	Acceleration	MaxTakeOff			240	55
7478	ICAO_B9	4	Acceleration	MaxTakeOff			270	55
7478	ICAO_B9	5	Acceleration	MaxTakeOff			280	55
7478	ICAO_B9	6	Climb	MaxClimb	10 000			
747SP	DEFAULT	1	Takeoff	MaxTakeOff				
747SP	DEFAULT	2	Climb	MaxTakeOff	1 000			
747SP	DEFAULT	3	Acceleration	MaxTakeOff		2 469	163	
747SP	DEFAULT	4	Acceleration	MaxClimb		1 000	203	
747SP	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
747SP	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	250	
747SP	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
747SP	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
747SP	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
747SP	DEFAULT	1	Takeoff	MaxTakeOff				
747SP	DEFAULT	2	Climb	MaxTakeOff	1 000			
747SP	DEFAULT	3	Acceleration	MaxTakeOff		2 326	167	

Status: This is the original version (as it was originally adopted).

747SP	DEFAULT	4	Acceleration	MaxClimb	5		1 000	207	
747SP	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
747SP	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
747SP	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
747SP	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
747SP	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
747SP	DEFAULT	1	Takeoff	MaxTakeoff					
747SP	DEFAULT	2	Climb	MaxTakeoff		1 000			
747SP	DEFAULT	3	Acceleration	MaxTakeoff			2 201	170	
747SP	DEFAULT	4	Acceleration	MaxClimb	5		1 000	210	
747SP	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
747SP	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
747SP	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
747SP	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
747SP	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
747SP	DEFAULT	1	Takeoff	MaxTakeoff					
747SP	DEFAULT	2	Climb	MaxTakeoff		1 000			
747SP	DEFAULT	3	Acceleration	MaxTakeoff			2 027	175	
747SP	DEFAULT	4	Acceleration	MaxClimb	5		1 000	215	
747SP	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
747SP	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
747SP	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
747SP	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
747SP	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
747SP	DEFAULT	1	Takeoff	MaxTakeoff					
747SP	DEFAULT	2	Climb	MaxTakeoff		1 000			
747SP	DEFAULT	3	Acceleration	MaxTakeoff			1 821	182	
747SP	DEFAULT	4	Acceleration	MaxClimb	5		1 000	222	
747SP	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
747SP	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	250	
747SP	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
747SP	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
747SP	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
747SP	DEFAULT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

747SP	DEFAU	6T	2	Climb	MaxTakeoff	1 000			
747SP	DEFAU	6T	3	Accelerate	MaxTakeoff		1 643	188	
747SP	DEFAU	6T	4	Accelerate	MaxClimb		1 000	228	
747SP	DEFAU	6T	5	Climb	MaxClimb	3 000			
747SP	DEFAU	6T	6	Accelerate	MaxClimb		1 000	250	
747SP	DEFAU	6T	7	Climb	MaxClimb	5 500			
747SP	DEFAU	6T	8	Climb	MaxClimb	7 500			
747SP	DEFAU	6T	9	Climb	MaxClimb	10 000			

TABLE I-4 (PART 2)

Default departures procedural steps

ACFTID	Profile	Stage Length	Step Number	Step Type	Thrust Rating	Flap_ID	End Point Altitude (ft)	Rate Of Climb (ft/min)	End Point CAS (kt)	Accelerate_Percent (%)
747SP	DEFAU	IT	1	Takeoff	MaxTakeoff					
747SP	DEFAU	IT	2	Climb	MaxTakeoff	1 000				
747SP	DEFAU	IT	3	Accelerate	MaxTakeoff		1 403	196		
747SP	DEFAU	IT	4	Accelerate	MaxClimb		1 000	236		
747SP	DEFAU	IT	5	Accelerate	MaxClimb	ZERO	1 000	250		
747SP	DEFAU	IT	6	Climb	MaxClimb	ZERO	5 500			
747SP	DEFAU	IT	7	Climb	MaxClimb	ZERO	7 500			
747SP	DEFAU	IT	8	Climb	MaxClimb	ZERO	10 000			
757300	DEFAU	IT	1	Takeoff	MaxTakeoff	05				
757300	DEFAU	IT	2	Climb	MaxTakeoff	05	1 097			
757300	DEFAU	IT	3	Accelerate	MaxTakeoff	05	2 252,1	211,8		
757300	DEFAU	IT	4	Accelerate	MaxTakeoff	01	2 480	215,4		
757300	DEFAU	IT	5	Climb	MaxTakeoff	00	2 569			
757300	DEFAU	IT	6	Climb	MaxClimb	00	3 000			
757300	DEFAU	IT	7	Accelerate	MaxClimb	00	1 701,7	250		
757300	DEFAU	IT	8	Climb	MaxClimb	00	5 500			
757300	DEFAU	IT	9	Climb	MaxClimb	00	7 500			
757300	DEFAU	IT	10	Climb	MaxClimb	00	10 000			
757300	DEFAU	IT	1	Takeoff	MaxTakeoff	05				

Status: This is the original version (as it was originally adopted).

757300	DEFAU	ZT	2	Climb	MaxTakeoff	05	1 041			
757300	DEFAU	ZT	3	Acceleration	MaxTakeoff	05		2 154,9	213	
757300	DEFAU	ZT	4	Acceleration	MaxTakeoff	01		2 352	218,6	
757300	DEFAU	ZT	5	Climb	MaxTakeoff	00	2 412			
757300	DEFAU	ZT	6	Climb	MaxClimb	00	3 000			
757300	DEFAU	ZT	7	Acceleration	MaxClimb	00		1 607,8	250	
757300	DEFAU	ZT	8	Climb	MaxClimb	00	5 500			
757300	DEFAU	ZT	9	Climb	MaxClimb	00	7 500			
757300	DEFAU	ZT	10	Climb	MaxClimb	00	10 000			
757300	DEFAU	BT	1	Takeoff	MaxTakeoff	05				
757300	DEFAU	BT	2	Climb	MaxTakeoff	05	1 000			
757300	DEFAU	BT	3	Acceleration	MaxTakeoff	05		2 062	214,5	
757300	DEFAU	BT	4	Acceleration	MaxTakeoff	01		2 223,5	221,8	
757300	DEFAU	BT	5	Climb	MaxTakeoff	00	2 275			
757300	DEFAU	BT	6	Climb	MaxClimb	00	3 000			
757300	DEFAU	BT	7	Acceleration	MaxClimb	00		1 521,8	250	
757300	DEFAU	BT	8	Climb	MaxClimb	00	5 500			
757300	DEFAU	BT	9	Climb	MaxClimb	00	7 500			
757300	DEFAU	BT	10	Climb	MaxClimb	00	10 000			
757300	DEFAU	HT	1	Takeoff	MaxTakeoff	05				
757300	DEFAU	HT	2	Climb	MaxTakeoff	05	1 000			
757300	DEFAU	HT	3	Acceleration	MaxTakeoff	05		1 901,4	217,4	
757300	DEFAU	HT	4	Acceleration	MaxTakeoff	01		2 061,8	228	
757300	DEFAU	HT	5	Climb	MaxTakeoff	00	2 099			
757300	DEFAU	HT	6	Climb	MaxClimb	00	3 000			
757300	DEFAU	HT	7	Acceleration	MaxClimb	00		1 374,1	250	
757300	DEFAU	HT	8	Climb	MaxClimb	00	5 500			
757300	DEFAU	HT	9	Climb	MaxClimb	00	7 500			
757300	DEFAU	HT	10	Climb	MaxClimb	00	10 000			
757300	DEFAU	BT	1	Takeoff	MaxTakeoff	05				

Status: This is the original version (as it was originally adopted).

757300	DEFAU15T	2	Climb	MaxTakeoff	1 000			
757300	DEFAU15T	3	Acceleration	MaxTakeoff		1 729,2	221,7	
757300	DEFAU15T	4	Acceleration	MaxTakeoff		1 881,8	236,7	
757300	DEFAU15T	5	Climb	MaxTakeoff	1 891			
757300	DEFAU15T	6	Climb	MaxClimb	3 000			
757300	DEFAU15T	7	Acceleration	MaxClimb		1 227,3	250	
757300	DEFAU15T	8	Climb	MaxClimb	5 500			
757300	DEFAU15T	9	Climb	MaxClimb	7 500			
757300	DEFAU15T	10	Climb	MaxClimb	10 000			
757300	DEFAU16T	1	Takeoff	MaxTakeoff				
757300	DEFAU16T	2	Climb	MaxTakeoff	1 000			
757300	DEFAU16T	3	Acceleration	MaxTakeoff		1 655	224	
757300	DEFAU16T	4	Acceleration	MaxTakeoff		1 836,4	240,1	
757300	DEFAU16T	5	Climb	MaxTakeoff	1 829			
757300	DEFAU16T	6	Climb	MaxClimb	3 000			
757300	DEFAU16T	7	Acceleration	MaxClimb		1 159,2	250	
757300	DEFAU16T	8	Climb	MaxClimb	5 500			
757300	DEFAU16T	9	Climb	MaxClimb	7 500			
757300	DEFAU16T	10	Climb	MaxClimb	10 000			
757300	ICAO_AI	1	Takeoff	MaxTakeoff				
757300	ICAO_AI	2	Climb	MaxTakeoff	1 500			
757300	ICAO_AI	3	Climb	MaxClimb	3 000			
757300	ICAO_AI	4	Acceleration	MaxClimb		1 388,6	198	
757300	ICAO_AI	5	Acceleration	MaxClimb		1 528,2	215	
757300	ICAO_AI	6	Acceleration	MaxClimb		1 693,5	250	
757300	ICAO_AI	7	Climb	MaxClimb	5 500			
757300	ICAO_AI	8	Climb	MaxClimb	7 500			
757300	ICAO_AI	9	Climb	MaxClimb	10 000			
757300	ICAO_A2	1	Takeoff	MaxTakeoff				

Status: This is the original version (as it was originally adopted).

757300	ICAO_A2	2	Climb	MaxTakeoff	5	1 500			
757300	ICAO_A2	3	Climb	MaxClimb	05	3 000			
757300	ICAO_A2	4	Acceleration	MaxClimb	05		1 304,9	199,6	
757300	ICAO_A2	5	Acceleration	MaxClimb	01		1 441	215,6	
757300	ICAO_A2	6	Acceleration	MaxClimb	00		1 597,7	250	
757300	ICAO_A2	7	Climb	MaxClimb	00	5 500			
757300	ICAO_A2	8	Climb	MaxClimb	00	7 500			
757300	ICAO_A2	9	Climb	MaxClimb	00	10 000			
757300	ICAO_A3	1	Takeoff	MaxTakeoff	5				
757300	ICAO_A3	2	Climb	MaxTakeoff	5	1 500			
757300	ICAO_A3	3	Climb	MaxClimb	05	3 000			
757300	ICAO_A3	4	Acceleration	MaxClimb	05		1 242,3	201,6	
757300	ICAO_A3	5	Acceleration	MaxClimb	01		1 357,6	216,7	
757300	ICAO_A3	6	Acceleration	MaxClimb	00		1 500	250	
757300	ICAO_A3	7	Climb	MaxClimb	00	5 500			
757300	ICAO_A3	8	Climb	MaxClimb	00	7 500			
757300	ICAO_A3	9	Climb	MaxClimb	00	10 000			
757300	ICAO_A4	1	Takeoff	MaxTakeoff	5				
757300	ICAO_A4	2	Climb	MaxTakeoff	5	1 500			
757300	ICAO_A4	3	Climb	MaxClimb	05	3 000			
757300	ICAO_A4	4	Acceleration	MaxClimb	05		1 127,1	205,3	
757300	ICAO_A4	5	Acceleration	MaxClimb	01		1 221,4	221,1	
757300	ICAO_A4	6	Acceleration	MaxClimb	00		1 359,4	250	
757300	ICAO_A4	7	Climb	MaxClimb	00	5 500			
757300	ICAO_A4	8	Climb	MaxClimb	00	7 500			
757300	ICAO_A4	9	Climb	MaxClimb	00	10 000			
757300	ICAO_A5	1	Takeoff	MaxTakeoff	5				
757300	ICAO_A5	2	Climb	MaxTakeoff	5	1 500			
757300	ICAO_A5	3	Climb	MaxClimb	05	3 000			
757300	ICAO_A5	4	Acceleration	MaxClimb	05		997,2	210,6	

Status: This is the original version (as it was originally adopted).

757300	ICAO_A5	5	Acceleration	MaxClimb_01		1 076	227,9	
757300	ICAO_A5	6	Acceleration	MaxClimb_00		1 192	250	
757300	ICAO_A5	7	Climb	MaxClimb_00	5 500			
757300	ICAO_A5	8	Climb	MaxClimb_00	7 500			
757300	ICAO_A5	9	Climb	MaxClimb_00	10 000			
757300	ICAO_A6	1	Takeoff	MaxTakeOff_05				
757300	ICAO_A6	2	Climb	MaxTakeOff_05	1 500			
757300	ICAO_A6	3	Climb	MaxClimb_05	3 000			
757300	ICAO_A6	4	Acceleration	MaxClimb_05		945,1	213,2	
757300	ICAO_A6	5	Acceleration	MaxClimb_01		1 031,2	230,6	
757300	ICAO_A6	6	Acceleration	MaxClimb_00		1 127,9	250	
757300	ICAO_A6	7	Climb	MaxClimb_00	5 500			
757300	ICAO_A6	8	Climb	MaxClimb_00	7 500			
757300	ICAO_A6	9	Climb	MaxClimb_00	10 000			
757300	ICAO_B1	1	Takeoff	MaxTakeOff_05				
757300	ICAO_B1	2	Climb	MaxTakeOff_05	1 097			
757300	ICAO_B1	3	Acceleration	MaxTakeOff_05		2 252,1	211,8	
757300	ICAO_B1	4	Acceleration	MaxTakeOff_01		2 480	215,4	
757300	ICAO_B1	5	Climb	MaxTakeOff_00	2 569			
757300	ICAO_B1	6	Climb	MaxClimb_00	3 000			
757300	ICAO_B1	7	Acceleration	MaxClimb_00		1 701,7	250	
757300	ICAO_B1	8	Climb	MaxClimb_00	5 500			
757300	ICAO_B1	9	Climb	MaxClimb_00	7 500			
757300	ICAO_B1	10	Climb	MaxClimb_00	10 000			
757300	ICAO_B2	1	Takeoff	MaxTakeOff_05				
757300	ICAO_B2	2	Climb	MaxTakeOff_05	1 041			
757300	ICAO_B2	3	Acceleration	MaxTakeOff_05		2 154,9	213	
757300	ICAO_B2	4	Acceleration	MaxTakeOff_01		2 352	218,6	
757300	ICAO_B2	5	Climb	MaxTakeOff_00	2 412			
757300	ICAO_B2	6	Climb	MaxClimb_00	3 000			

Status: This is the original version (as it was originally adopted).

757300	ICAO_B2	7	Acceleration	MaxClimb_00		1 607,8	250	
757300	ICAO_B2	8	Climb	MaxClimb_00	5 500			
757300	ICAO_B2	9	Climb	MaxClimb_00	7 500			
757300	ICAO_B2	10	Climb	MaxClimb_00	10 000			
757300	ICAO_B3	1	Takeoff	MaxTakeoff_05				
757300	ICAO_B3	2	Climb	MaxTakeoff_05	1 000			
757300	ICAO_B3	3	Acceleration	MaxTakeoff_05		2 062	214,5	
757300	ICAO_B3	4	Acceleration	MaxTakeoff_01		2 223,5	221,8	
757300	ICAO_B3	5	Climb	MaxTakeoff_00	2 275			
757300	ICAO_B3	6	Climb	MaxClimb_00	3 000			
757300	ICAO_B3	7	Acceleration	MaxClimb_00		1 521,8	250	
757300	ICAO_B3	8	Climb	MaxClimb_00	5 500			
757300	ICAO_B3	9	Climb	MaxClimb_00	7 500			
757300	ICAO_B3	10	Climb	MaxClimb_00	10 000			
757300	ICAO_B4	1	Takeoff	MaxTakeoff_05				
757300	ICAO_B4	2	Climb	MaxTakeoff_05	1 000			
757300	ICAO_B4	3	Acceleration	MaxTakeoff_05		1 901,4	217,4	
757300	ICAO_B4	4	Acceleration	MaxTakeoff_01		2 061,8	228	
757300	ICAO_B4	5	Climb	MaxTakeoff_00	2 099			
757300	ICAO_B4	6	Climb	MaxClimb_00	3 000			
757300	ICAO_B4	7	Acceleration	MaxClimb_00		1 374,1	250	
757300	ICAO_B4	8	Climb	MaxClimb_00	5 500			
757300	ICAO_B4	9	Climb	MaxClimb_00	7 500			
757300	ICAO_B4	10	Climb	MaxClimb_00	10 000			
757300	ICAO_B5	1	Takeoff	MaxTakeoff_05				
757300	ICAO_B5	2	Climb	MaxTakeoff_05	1 000			
757300	ICAO_B5	3	Acceleration	MaxTakeoff_05		1 729,2	221,7	
757300	ICAO_B5	4	Acceleration	MaxTakeoff_01		1 881,8	236,7	
757300	ICAO_B5	5	Climb	MaxTakeoff_00	1 891			

Status: This is the original version (as it was originally adopted).

757300	ICAO_B5	6	Climb	MaxClimb_00	3 000			
757300	ICAO_B5	7	Acceleration	MaxClimb_00		1 227,3	250	
757300	ICAO_B5	8	Climb	MaxClimb_00	5 500			
757300	ICAO_B5	9	Climb	MaxClimb_00	7 500			
757300	ICAO_B5	10	Climb	MaxClimb_00	10 000			
757300	ICAO_B6	1	Takeoff	MaxTakeoff_05				
757300	ICAO_B6	2	Climb	MaxTakeoff_05	1 000			
757300	ICAO_B6	3	Acceleration	MaxTakeoff_05		1 655	224	
757300	ICAO_B6	4	Acceleration	MaxTakeoff_01		1 836,4	240,1	
757300	ICAO_B6	5	Climb	MaxTakeoff_00	1 829			
757300	ICAO_B6	6	Climb	MaxClimb_00	3 000			
757300	ICAO_B6	7	Acceleration	MaxClimb_00		1 159,2	250	
757300	ICAO_B6	8	Climb	MaxClimb_00	5 500			
757300	ICAO_B6	9	Climb	MaxClimb_00	7 500			
757300	ICAO_B6	10	Climb	MaxClimb_00	10 000			
757PW	DEFAULT	1	Takeoff	MaxTakeoff				
757PW	DEFAULT	2	Climb	MaxTakeoff	1 000			
757PW	DEFAULT	3	Acceleration	MaxClimb_05		1 471	190,1	
757PW	DEFAULT	4	Acceleration	MaxClimb_01		1 636,4	206	
757PW	DEFAULT	5	Climb	MaxClimb_00	3 000			
757PW	DEFAULT	6	Acceleration	MaxClimb_00		1 822,2	250	
757PW	DEFAULT	7	Climb	MaxClimb_ZERO	5 500			
757PW	DEFAULT	8	Climb	MaxClimb_ZERO	7 500			
757PW	DEFAULT	9	Climb	MaxClimb_ZERO	10 000			
757PW	DEFAULT	1	Takeoff	MaxTakeoff				
757PW	DEFAULT	2	Climb	MaxTakeoff	1 000			
757PW	DEFAULT	3	Acceleration	MaxClimb_05		1 403,6	191,4	
757PW	DEFAULT	4	Acceleration	MaxClimb_01		1 568,2	208,7	
757PW	DEFAULT	5	Climb	MaxClimb_00	3 000			

Status: This is the original version (as it was originally adopted).

757PW	DEFAULT	6	Acceleration	MaxClimb_00		1 742,7	250	
757PW	DEFAULT	7	Climb	MaxClimb_ZERO	5 500			
757PW	DEFAULT	8	Climb	MaxClimb_ZERO	7 500			
757PW	DEFAULT	9	Climb	MaxClimb_ZERO	10 000			
757PW	DEFAULT	1	Takeoff	MaxTakeoff				
757PW	DEFAULT	2	Climb	MaxTakeoff	1 000			
757PW	DEFAULT	3	Acceleration	MaxClimb_05		1 339,2	193	
757PW	DEFAULT	4	Acceleration	MaxClimb_01		1 495,9	211,1	
757PW	DEFAULT	5	Acceleration	MaxClimb_00		1 666,7	211,6	
757PW	DEFAULT	6	Climb	MaxClimb_00	3 000			
757PW	DEFAULT	7	Acceleration	MaxClimb_00		1 661	250	
757PW	DEFAULT	8	Climb	MaxClimb_ZERO	5 500			
757PW	DEFAULT	9	Climb	MaxClimb_ZERO	7 500			
757PW	DEFAULT	10	Climb	MaxClimb_ZERO	10 000			
757PW	DEFAULT	1	Takeoff	MaxTakeoff				
757PW	DEFAULT	2	Climb	MaxTakeoff	1 000			
757PW	DEFAULT	3	Acceleration	MaxClimb_05		1 213,5	196,4	
757PW	DEFAULT	4	Acceleration	MaxClimb_01		1 353,6	213,7	
757PW	DEFAULT	5	Acceleration	MaxClimb_00		1 460,3	217,4	
757PW	DEFAULT	6	Climb	MaxClimb_00	3 000			
757PW	DEFAULT	7	Acceleration	MaxClimb_00		1 510,6	250	
757PW	DEFAULT	8	Climb	MaxClimb_ZERO	5 500			
757PW	DEFAULT	9	Climb	MaxClimb_ZERO	7 500			
757PW	DEFAULT	10	Climb	MaxClimb_ZERO	10 000			
757PW	DEFAULT	1	Takeoff	MaxTakeoff				
757PW	DEFAULT	2	Climb	MaxTakeoff	1 000			
757PW	DEFAULT	3	Acceleration	MaxClimb_05		1 082,9	200,8	
757PW	DEFAULT	4	Acceleration	MaxClimb_01		1 212	218,5	

Status: This is the original version (as it was originally adopted).

757PW	DEFAULT	5	Acceleration	MaxClimb_00		1 291,1	224,3	
757PW	DEFAULT	6	Climb	MaxClimb_00	3 000			
757PW	DEFAULT	7	Acceleration	MaxClimb_00		1 352,4	250	
757PW	DEFAULT	8	Climb	MaxClimb_ZERO	5 500			
757PW	DEFAULT	9	Climb	MaxClimb_ZERO	7 500			
757PW	DEFAULT	10	Climb	MaxClimb_ZERO	10 000			
757PW	DEFAULT	1	Takeoff	MaxTakeoff				
757PW	DEFAULT	2	Climb	MaxTakeoff	1 000			
757PW	DEFAULT	3	Acceleration	MaxClimb_05		1 005,7	203,9	
757PW	DEFAULT	4	Acceleration	MaxClimb_01		1 124,3	221,9	
757PW	DEFAULT	5	Acceleration	MaxClimb_00		1 220	228,7	
757PW	DEFAULT	6	Climb	MaxClimb_00	3 000			
757PW	DEFAULT	7	Acceleration	MaxClimb_00		1 259,5	250	
757PW	DEFAULT	8	Climb	MaxClimb_ZERO	5 500			
757PW	DEFAULT	9	Climb	MaxClimb_ZERO	7 500			
757PW	DEFAULT	10	Climb	MaxClimb_ZERO	10 000			
757PW	DEFAULT	1	Takeoff	MaxTakeoff				
757PW	DEFAULT	2	Climb	MaxTakeoff	1 000			
757PW	DEFAULT	3	Acceleration	MaxClimb_05		938,1	207	
757PW	DEFAULT	4	Acceleration	MaxClimb_01		1 052,4	225,2	
757PW	DEFAULT	5	Acceleration	MaxClimb_00		1 134,5	233,3	
757PW	DEFAULT	6	Climb	MaxClimb_00	3 000			
757PW	DEFAULT	7	Acceleration	MaxClimb_00		1 172,9	250	
757PW	DEFAULT	8	Climb	MaxClimb_ZERO	5 500			
757PW	DEFAULT	9	Climb	MaxClimb_ZERO	7 500			
757PW	DEFAULT	10	Climb	MaxClimb_ZERO	10 000			
757PW	ICAO_AI	1	Takeoff	MaxTakeoff				
757PW	ICAO_AI	2	Climb	MaxTakeoff	1 500			
757PW	ICAO_AI	3	Climb	MaxClimb_05	3 000			

Status: This is the original version (as it was originally adopted).

757PW	ICAO_A1	4	Acceleration	MaxClimb	7b_05		1 399,5	188	
757PW	ICAO_A1	5	Acceleration	MaxClimb	7b_01		1 605,4	205,8	
757PW	ICAO_A1	6	Acceleration	MaxClimb	ZERO		1 804,8	250	
757PW	ICAO_A1	7	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_A1	8	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_A1	9	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_A2	1	Takeoff	MaxTakeoff					
757PW	ICAO_A2	2	Climb	MaxTakeoff		1 500			
757PW	ICAO_A2	3	Climb	MaxClimb	7b_05	3 000			
757PW	ICAO_A2	4	Acceleration	MaxClimb	7b_05		1 337,7	189,5	
757PW	ICAO_A2	5	Acceleration	MaxClimb	7b_01		1 522,3	207,2	
757PW	ICAO_A2	6	Acceleration	MaxClimb	ZERO		1 725,5	250	
757PW	ICAO_A2	7	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_A2	8	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_A2	9	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_A3	1	Takeoff	MaxTakeoff					
757PW	ICAO_A3	2	Climb	MaxTakeoff		1 500			
757PW	ICAO_A3	3	Climb	MaxClimb	7b	3 000			
757PW	ICAO_A3	4	Acceleration	MaxClimb	7b_05		1 271,9	191,1	
757PW	ICAO_A3	5	Acceleration	MaxClimb	7b_01		1 451,8	208,2	
757PW	ICAO_A3	6	Acceleration	MaxClimb	ZERO		1 638	250	
757PW	ICAO_A3	7	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_A3	8	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_A3	9	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_A4	1	Takeoff	MaxTakeoff					
757PW	ICAO_A4	2	Climb	MaxTakeoff		1 500			
757PW	ICAO_A4	3	Climb	MaxClimb	7b	3 000			
757PW	ICAO_A4	4	Acceleration	MaxClimb	7b_05		1 153,8	194,7	

Status: This is the original version (as it was originally adopted).

757PW	ICAO_A4	5	Acceleration	MaxClimb	7_01		1 312,6	212,2	
757PW	ICAO_A4	6	Acceleration	MaxClimb	ZERO		1 486	250	
757PW	ICAO_A4	7	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_A4	8	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_A4	9	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_A5	1	Takeoff	MaxTakeoff					
757PW	ICAO_A5	2	Climb	MaxTakeoff		1 500			
757PW	ICAO_A5	3	Climb	MaxClimb		3 000			
757PW	ICAO_A5	4	Acceleration	MaxClimb	7_05		1 028,8	199,2	
757PW	ICAO_A5	5	Acceleration	MaxClimb	7_01		1 171,1	217,2	
757PW	ICAO_A5	6	Acceleration	MaxClimb	ZERO		1 325,6	250	
757PW	ICAO_A5	7	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_A5	8	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_A5	9	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_A6	1	Takeoff	MaxTakeoff					
757PW	ICAO_A6	2	Climb	MaxTakeoff		1 500			
757PW	ICAO_A6	3	Climb	MaxClimb		3 000			
757PW	ICAO_A6	4	Acceleration	MaxClimb	7_05		953,4	202,5	
757PW	ICAO_A6	5	Acceleration	MaxClimb	7_01		1 087,8	220,6	
757PW	ICAO_A6	6	Acceleration	MaxClimb	ZERO		1 225,5	250	
757PW	ICAO_A6	7	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_A6	8	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_A6	9	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_A7	1	Takeoff	MaxTakeoff					
757PW	ICAO_A7	2	Climb	MaxTakeoff		1 500			
757PW	ICAO_A7	3	Climb	MaxClimb		3 000			
757PW	ICAO_A7	4	Acceleration	MaxClimb	7_05		886,5	205,7	
757PW	ICAO_A7	5	Acceleration	MaxClimb	7_01		1 012,8	224	
757PW	ICAO_A7	6	Acceleration	MaxClimb	ZERO		1 140,1	250	

Status: This is the original version (as it was originally adopted).

757PW	ICAO_A7	7	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_A7	8	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_A7	9	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_B1	1	Takeoff	MaxTakeoff					
757PW	ICAO_B1	2	Climb	MaxTakeoff		1 000			
757PW	ICAO_B1	3	Acceleration	MaxTakeoff			1 970,1	206	
757PW	ICAO_B1	4	Climb	MaxClimb	ZERO	3 000			
757PW	ICAO_B1	5	Acceleration	MaxClimb	ZERO		1 821,5	250	
757PW	ICAO_B1	6	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_B1	7	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_B1	8	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_B2	1	Takeoff	MaxTakeoff					
757PW	ICAO_B2	2	Climb	MaxTakeoff		1 000			
757PW	ICAO_B2	3	Acceleration	MaxTakeoff			1 899,2	208,7	
757PW	ICAO_B2	4	Climb	MaxClimb	ZERO	3 000			
757PW	ICAO_B2	5	Acceleration	MaxClimb	ZERO		1 743,3	250	
757PW	ICAO_B2	6	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_B2	7	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_B2	8	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_B3	1	Takeoff	MaxTakeoff					
757PW	ICAO_B3	2	Climb	MaxTakeoff		1 000			
757PW	ICAO_B3	3	Acceleration	MaxTakeoff			1 825,8	211,6	
757PW	ICAO_B3	4	Climb	MaxClimb	ZERO	3 000			
757PW	ICAO_B3	5	Acceleration	MaxClimb	ZERO		1 659,4	250	
757PW	ICAO_B3	6	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_B3	7	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_B3	8	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_B4	1	Takeoff	MaxTakeoff					
757PW	ICAO_B4	2	Climb	MaxTakeoff		1 000			
757PW	ICAO_B4	3	Acceleration	MaxTakeoff			1 690,7	217,4	

Status: This is the original version (as it was originally adopted).

757PW	ICAO_B4	4	Climb	MaxClimb	ZERO	3 000			
757PW	ICAO_B4	5	Accelerate	MaxClimb	ZERO		1 512,3	250	
757PW	ICAO_B4	6	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_B4	7	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_B4	8	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_B5	1	Takeoff	MaxTakeoff					
757PW	ICAO_B5	2	Climb	MaxTakeoff		1 000			
757PW	ICAO_B5	3	Accelerate	MaxTakeoff			1 543,6	224,1	
757PW	ICAO_B5	4	Climb	MaxClimb	ZERO	3 000			
757PW	ICAO_B5	5	Accelerate	MaxClimb	ZERO		1 351,8	250	
757PW	ICAO_B5	6	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_B5	7	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_B5	8	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_B6	1	Takeoff	MaxTakeoff					
757PW	ICAO_B6	2	Climb	MaxTakeoff		1 000			
757PW	ICAO_B6	3	Accelerate	MaxTakeoff			1 458,3	228,7	
757PW	ICAO_B6	4	Climb	MaxClimb	ZERO	3 000			
757PW	ICAO_B6	5	Accelerate	MaxClimb	ZERO		1 257,5	250	
757PW	ICAO_B6	6	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_B6	7	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_B6	8	Climb	MaxClimb	ZERO	10 000			
757PW	ICAO_B7	1	Takeoff	MaxTakeoff					
757PW	ICAO_B7	2	Climb	MaxTakeoff		1 000			
757PW	ICAO_B7	3	Accelerate	MaxTakeoff			1 380,6	233,3	
757PW	ICAO_B7	4	Climb	MaxClimb	ZERO	3 000			
757PW	ICAO_B7	5	Accelerate	MaxClimb	ZERO		1 173,6	250	
757PW	ICAO_B7	6	Climb	MaxClimb	ZERO	5 500			
757PW	ICAO_B7	7	Climb	MaxClimb	ZERO	7 500			
757PW	ICAO_B7	8	Climb	MaxClimb	ZERO	10 000			
757RR	DEFAULT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

757RR	DEFAULT	2	Climb	MaxTakeoff	1 000			
757RR	DEFAULT	3	Acceleration	MaxClimb_05		1 613,9	192,4	
757RR	DEFAULT	4	Acceleration	MaxClimb_01		1 779,7	206,3	
757RR	DEFAULT	5	Climb	MaxClimb_ZERO	3 000			
757RR	DEFAULT	6	Acceleration	MaxClimb_ZERO		1 966,1	250	
757RR	DEFAULT	7	Climb	MaxClimb_ZERO	5 500			
757RR	DEFAULT	8	Climb	MaxClimb_ZERO	7 500			
757RR	DEFAULT	9	Climb	MaxClimb_ZERO	10 000			
757RR	DEFAULT	1	Takeoff	MaxTakeoff				
757RR	DEFAULT	2	Climb	MaxTakeoff	1 000			
757RR	DEFAULT	3	Acceleration	MaxClimb_05		1 544,6	193,9	
757RR	DEFAULT	4	Acceleration	MaxClimb_01		1 703,3	209,2	
757RR	DEFAULT	5	Climb	MaxClimb_ZERO	3 000			
757RR	DEFAULT	6	Acceleration	MaxClimb_ZERO		1 879,3	250	
757RR	DEFAULT	7	Climb	MaxClimb_ZERO	5 500			
757RR	DEFAULT	8	Climb	MaxClimb_ZERO	7 500			
757RR	DEFAULT	9	Climb	MaxClimb_ZERO	10 000			
757RR	DEFAULT	1	Takeoff	MaxTakeoff				
757RR	DEFAULT	2	Climb	MaxTakeoff	1 000			
757RR	DEFAULT	3	Acceleration	MaxClimb_05		1 474,6	195,5	
757RR	DEFAULT	4	Acceleration	MaxClimb_01		1 627,6	212,2	
757RR	DEFAULT	5	Climb	MaxClimb_ZERO	3 000			
757RR	DEFAULT	6	Acceleration	MaxClimb_ZERO		1 787,2	250	
757RR	DEFAULT	7	Climb	MaxClimb_ZERO	5 500			
757RR	DEFAULT	8	Climb	MaxClimb_ZERO	7 500			
757RR	DEFAULT	9	Climb	MaxClimb_ZERO	10 000			
757RR	DEFAULT	1	Takeoff	MaxTakeoff				
757RR	DEFAULT	2	Climb	MaxTakeoff	1 000			

Status: This is the original version (as it was originally adopted).

757RR	DEFAU	HT	3	Acceleration	MaxClimb	7b_05		1 338	199	
757RR	DEFAU	HT	4	Acceleration	MaxClimb	7b_01		1 484,6	216,4	
757RR	DEFAU	HT	5	Acceleration	MaxClimb	ZERO		1 560	218,3	
757RR	DEFAU	HT	6	Climb	MaxClimb	ZERO	3 000			
757RR	DEFAU	HT	7	Acceleration	MaxClimb	ZERO		1 623,1	250	
757RR	DEFAU	HT	8	Climb	MaxClimb	7b_00	5 500			
757RR	DEFAU	HT	9	Climb	MaxClimb	7b_00	7 500			
757RR	DEFAU	HT	10	Climb	MaxClimb	7b_00	10 000			
757RR	DEFAU	ST	1	Takeoff	MaxTakeoff					
757RR	DEFAU	ST	2	Climb	MaxTakeoff		1 000			
757RR	DEFAU	ST	3	Acceleration	MaxClimb	7b_05		1 196,6	203,7	
757RR	DEFAU	ST	4	Acceleration	MaxClimb	7b_01		1 325,3	221,1	
757RR	DEFAU	ST	5	Acceleration	MaxClimb	7b_00		1 400	225,7	
757RR	DEFAU	ST	6	Climb	MaxClimb	ZERO	3 000			
757RR	DEFAU	ST	7	Acceleration	MaxClimb	ZERO		1 447,1	250	
757RR	DEFAU	ST	8	Climb	MaxClimb	7b_00	5 500			
757RR	DEFAU	ST	9	Climb	MaxClimb	7b_00	7 500			
757RR	DEFAU	ST	10	Climb	MaxClimb	ZERO	10 000			
757RR	DEFAU	GT	1	Takeoff	MaxTakeoff					
757RR	DEFAU	GT	2	Climb	MaxTakeoff		1 000			
757RR	DEFAU	GT	3	Acceleration	MaxClimb	7b_05		1 142,2	205,8	
757RR	DEFAU	GT	4	Acceleration	MaxClimb	7b_01		1 258	223,4	
757RR	DEFAU	GT	5	Acceleration	MaxClimb	7b_00		1 329,6	228,9	
757RR	DEFAU	GT	6	Climb	MaxClimb	ZERO	3 000			
757RR	DEFAU	GT	7	Acceleration	MaxClimb	ZERO		1 377,4	250	
757RR	DEFAU	GT	8	Climb	MaxClimb	7b_00	5 500			
757RR	DEFAU	GT	9	Climb	MaxClimb	7b_00	7 500			
757RR	DEFAU	GT	10	Climb	MaxClimb	ZERO	10 000			
757RR	DEFAU	TT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

757RR	DEFAULT	2	Climb	MaxTakeoff	1 000			
757RR	DEFAULT	3	Acceleration	MaxClimb_05		1 071,3	208,8	
757RR	DEFAULT	4	Acceleration	MaxClimb_01		1 181,5	226,7	
757RR	DEFAULT	5	Acceleration	MaxClimb_00		1 265,9	233,3	
757RR	DEFAULT	6	Climb	MaxClimb_ZERO	3 000			
757RR	DEFAULT	7	Acceleration	MaxClimb_ZERO		1 287,6	250	
757RR	DEFAULT	8	Climb	MaxClimb_00	5 500			
757RR	DEFAULT	9	Climb	MaxClimb_ZERO	7 500			
757RR	DEFAULT	10	Climb	MaxClimb_ZERO	10 000			
757RR	ICAO_A1	1	Takeoff	MaxTakeoff				
757RR	ICAO_A1	2	Climb	MaxTakeoff	1 500			
757RR	ICAO_A1	3	Climb	MaxClimb	3 000			
757RR	ICAO_A1	4	Acceleration	MaxClimb_05		1 543,3	190,3	
757RR	ICAO_A1	5	Acceleration	MaxClimb_01		1 735,6	206,1	
757RR	ICAO_A1	6	Acceleration	MaxClimb_00		1 959,8	250	
757RR	ICAO_A1	7	Climb	MaxClimb_ZERO	5 500			
757RR	ICAO_A1	8	Climb	MaxClimb_ZERO	7 500			
757RR	ICAO_A1	9	Climb	MaxClimb_ZERO	10 000			
757RR	ICAO_A2	1	Takeoff	MaxTakeoff				
757RR	ICAO_A2	2	Climb	MaxTakeoff	1 500			
757RR	ICAO_A2	3	Climb	MaxClimb	3 000			
757RR	ICAO_A2	4	Acceleration	MaxClimb_05		1 472,7	191,9	
757RR	ICAO_A2	5	Acceleration	MaxClimb_01		1 660,2	208,9	
757RR	ICAO_A2	6	Acceleration	MaxClimb_00		1 876	250	
757RR	ICAO_A2	7	Climb	MaxClimb_ZERO	5 500			
757RR	ICAO_A2	8	Climb	MaxClimb_ZERO	7 500			
757RR	ICAO_A2	9	Climb	MaxClimb_ZERO	10 000			
757RR	ICAO_A3	1	Takeoff	MaxTakeoff				

Status: This is the original version (as it was originally adopted).

757RR	ICAO_A3	2	Climb	MaxTakeoff	1 500			
757RR	ICAO_A3	3	Climb	MaxClimb	3 000			
757RR	ICAO_A3	4	Acceleration	MaxClimb_05		1 401	193,6	
757RR	ICAO_A3	5	Acceleration	MaxClimb_01		1 590,6	211,5	
757RR	ICAO_A3	6	Acceleration	MaxClimb_00		1 769,2	250	
757RR	ICAO_A3	7	Climb	MaxClimb_ZERO	5 500			
757RR	ICAO_A3	8	Climb	MaxClimb_ZERO	7 500			
757RR	ICAO_A3	9	Climb	MaxClimb_ZERO	10 000			
757RR	ICAO_A4	1	Takeoff	MaxTakeoff				
757RR	ICAO_A4	2	Climb	MaxTakeoff	1 500			
757RR	ICAO_A4	3	Climb	MaxClimb	3 000			
757RR	ICAO_A4	4	Acceleration	MaxClimb_05		1 271,5	197,3	
757RR	ICAO_A4	5	Acceleration	MaxClimb_01		1 436	214,5	
757RR	ICAO_A4	6	Acceleration	MaxClimb_00		1 593,3	250	
757RR	ICAO_A4	7	Climb	MaxClimb_ZERO	5 500			
757RR	ICAO_A4	8	Climb	MaxClimb_ZERO	7 500			
757RR	ICAO_A4	9	Climb	MaxClimb_ZERO	10 000			
757RR	ICAO_A5	1	Takeoff	MaxTakeoff				
757RR	ICAO_A5	2	Climb	MaxTakeoff	1 500			
757RR	ICAO_A5	3	Climb	MaxClimb	3 000			
757RR	ICAO_A5	4	Acceleration	MaxClimb_05		1 134,7	202,1	
757RR	ICAO_A5	5	Acceleration	MaxClimb_01		1 278,3	219,8	
757RR	ICAO_A5	6	Acceleration	MaxClimb_00		1 416,8	250	
757RR	ICAO_A5	7	Climb	MaxClimb_ZERO	5 500			
757RR	ICAO_A5	8	Climb	MaxClimb_ZERO	7 500			
757RR	ICAO_A5	9	Climb	MaxClimb_ZERO	10 000			
757RR	ICAO_A6	1	Takeoff	MaxTakeoff				
757RR	ICAO_A6	2	Climb	MaxTakeoff	1 500			
757RR	ICAO_A6	3	Climb	MaxClimb	3 000			

757RR	ICAO_A6	4	Acceleration	MaxClimb	7b_05		1 083,2	204,3	
757RR	ICAO_A6	5	Acceleration	MaxClimb	7b_01		1 218,6	222,1	
757RR	ICAO_A6	6	Acceleration	MaxClimb	7b_00		1 348,5	250	
757RR	ICAO_A6	7	Climb	MaxClimb	7ZERO	5 500			
757RR	ICAO_A6	8	Climb	MaxClimb	7ZERO	7 500			
757RR	ICAO_A6	9	Climb	MaxClimb	7ZERO	10 000			
757RR	ICAO_A7	1	Takeoff	MaxTakeoff					
757RR	ICAO_A7	2	Climb	MaxTakeoff		1 500			
757RR	ICAO_A7	3	Climb	MaxClimb	7b	3 000			
757RR	ICAO_A7	4	Acceleration	MaxClimb	7b_05		1 013,1	207,4	
757RR	ICAO_A7	5	Acceleration	MaxClimb	7b_01		1 137,3	225,4	
757RR	ICAO_A7	6	Acceleration	MaxClimb	7ZERO		1 256,7	250	
757RR	ICAO_A7	7	Climb	MaxClimb	7ZERO	5 500			
757RR	ICAO_A7	8	Climb	MaxClimb	7ZERO	7 500			
757RR	ICAO_A7	9	Climb	MaxClimb	7ZERO	10 000			
757RR	ICAO_B1	1	Takeoff	MaxTakeoff					
757RR	ICAO_B1	2	Climb	MaxTakeoff		1 000			
757RR	ICAO_B1	3	Acceleration	MaxTakeoff	7b_05		2 227,2	201,9	
757RR	ICAO_B1	4	Acceleration	MaxTakeoff	7b_01		2 474,2	206,3	
757RR	ICAO_B1	5	Climb	MaxClimb	7ZERO	3 000			
757RR	ICAO_B1	6	Acceleration	MaxClimb	7ZERO		1 965,3	250	
757RR	ICAO_B1	7	Climb	MaxClimb	7ZERO	5 500			
757RR	ICAO_B1	8	Climb	MaxClimb	7ZERO	7 500			
757RR	ICAO_B1	9	Climb	MaxClimb	7ZERO	10 000			
757RR	ICAO_B2	1	Takeoff	MaxTakeoff					
757RR	ICAO_B2	2	Climb	MaxTakeoff		1 000			
757RR	ICAO_B2	3	Acceleration	MaxTakeoff	7b_05		2 139,9	203	
757RR	ICAO_B2	4	Acceleration	MaxTakeoff	7b_01		2 400	209,2	

Status: This is the original version (as it was originally adopted).

757RR	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000			
757RR	ICAO_B2	6	Acceleration	MaxClimb	fb_00		1 876,9	250	
757RR	ICAO_B2	7	Climb	MaxClimb	fb_00	5 500			
757RR	ICAO_B2	8	Climb	MaxClimb	ZERO	7 500			
757RR	ICAO_B2	9	Climb	MaxClimb	ZERO	10 000			
757RR	ICAO_B3	1	Takeoff	MaxTakeoff					
757RR	ICAO_B3	2	Climb	MaxTakeoff		1 000			
757RR	ICAO_B3	3	Acceleration	MaxTakeoff	fb_05		2 051,2	204,3	
757RR	ICAO_B3	4	Acceleration	MaxTakeoff	fb_01		2 300	212,1	
757RR	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000			
757RR	ICAO_B3	6	Acceleration	MaxClimb	fb_00		1 788	250	
757RR	ICAO_B3	7	Climb	MaxClimb	fb_00	5 500			
757RR	ICAO_B3	8	Climb	MaxClimb	fb_00	7 500			
757RR	ICAO_B3	9	Climb	MaxClimb	ZERO	10 000			
757RR	ICAO_B4	1	Takeoff	MaxTakeoff					
757RR	ICAO_B4	2	Climb	MaxTakeoff		1 000			
757RR	ICAO_B4	3	Acceleration	MaxTakeoff	fb_05		1 884,9	207,3	
757RR	ICAO_B4	4	Acceleration	MaxTakeoff	fb_01		2 135,6	218,4	
757RR	ICAO_B4	5	Climb	MaxClimb	fb_00	3 000			
757RR	ICAO_B4	6	Acceleration	MaxClimb	fb_00		1 621,6	250	
757RR	ICAO_B4	7	Climb	MaxClimb	fb_00	5 500			
757RR	ICAO_B4	8	Climb	MaxClimb	fb_00	7 500			
757RR	ICAO_B4	9	Climb	MaxClimb	fb_00	10 000			
757RR	ICAO_B5	1	Takeoff	MaxTakeoff					
757RR	ICAO_B5	2	Climb	MaxTakeoff		1 000			
757RR	ICAO_B5	3	Acceleration	MaxTakeoff	fb_05		1 713,8	211,3	
757RR	ICAO_B5	4	Acceleration	MaxTakeoff	fb_01		1 935,5	225,8	
757RR	ICAO_B5	5	Climb	MaxClimb	ZERO	3 000			
757RR	ICAO_B5	6	Acceleration	MaxClimb	fb_00		1 447,1	250	

Status: This is the original version (as it was originally adopted).

757RR	ICAO_B5	7	Climb	MaxClimb_00	5 500			
757RR	ICAO_B5	8	Climb	MaxClimb_00	7 500			
757RR	ICAO_B5	9	Climb	MaxClimb_00	10 000			
757RR	ICAO_B6	1	Takeoff	MaxTakeoff				
757RR	ICAO_B6	2	Climb	MaxTakeoff	1 000			
757RR	ICAO_B6	3	Acceleration	MaxTakeoff		1 646,9	213,1	
757RR	ICAO_B6	4	Acceleration	MaxTakeoff		1 872,3	228,9	
757RR	ICAO_B6	5	Climb	MaxClimb_ZERO	3 000			
757RR	ICAO_B6	6	Acceleration	MaxClimb_00		1 379,1	250	
757RR	ICAO_B6	7	Climb	MaxClimb_00	5 500			
757RR	ICAO_B6	8	Climb	MaxClimb_00	7 500			
757RR	ICAO_B6	9	Climb	MaxClimb_00	10 000			
757RR	ICAO_B7	1	Takeoff	MaxTakeoff				
757RR	ICAO_B7	2	Climb	MaxTakeoff	1 000			
757RR	ICAO_B7	3	Acceleration	MaxTakeoff		1 562,1	215,8	
757RR	ICAO_B7	4	Acceleration	MaxTakeoff		1 781,3	233,3	
757RR	ICAO_B7	5	Climb	MaxClimb_ZERO	3 000			
757RR	ICAO_B7	6	Acceleration	MaxClimb_00		1 287,6	250	
757RR	ICAO_B7	7	Climb	MaxClimb_00	5 500			
757RR	ICAO_B7	8	Climb	MaxClimb_00	7 500			
757RR	ICAO_B7	9	Climb	MaxClimb_00	10 000			
767300	DEFAULT	1	Takeoff	MaxTakeoff				
767300	DEFAULT	2	Climb	MaxTakeoff	1 000			
767300	DEFAULT	3	Acceleration	MaxTakeoff		2 198	152	
767300	DEFAULT	4	Acceleration	MaxTakeoff		2 198	172	
767300	DEFAULT	5	Acceleration	MaxClimb_INT		1 000	215	
767300	DEFAULT	6	Acceleration	MaxClimb_ZERO		1 000	235	
767300	DEFAULT	7	Climb	MaxClimb_ZERO	3 000			
767300	DEFAULT	8	Acceleration	MaxClimb_ZERO		1 000	250	
767300	DEFAULT	9	Climb	MaxClimb_ZERO	5 500			

Status: This is the original version (as it was originally adopted).

767300	DEFAULT	10	Climb	MaxClimb	ZERO	7 500			
767300	DEFAULT	11	Climb	MaxClimb	ZERO	10 000			
767300	DEFAULT	1	Takeoff	MaxTakeoff					
767300	DEFAULT	2	Climb	MaxTakeoff		1 000			
767300	DEFAULT	3	Acceleration	MaxTakeoff			2 112	155	
767300	DEFAULT	4	Acceleration	MaxTakeoff			2 112	175	
767300	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	218	
767300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	238	
767300	DEFAULT	7	Climb	MaxClimb	ZERO	3 000			
767300	DEFAULT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767300	DEFAULT	9	Climb	MaxClimb	ZERO	5 500			
767300	DEFAULT	10	Climb	MaxClimb	ZERO	7 500			
767300	DEFAULT	11	Climb	MaxClimb	ZERO	10 000			
767300	DEFAULT	1	Takeoff	MaxTakeoff					
767300	DEFAULT	2	Climb	MaxTakeoff		1 000			
767300	DEFAULT	3	Acceleration	MaxTakeoff			2 029	158	
767300	DEFAULT	4	Acceleration	MaxTakeoff			2 029	178	
767300	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	221	
767300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	241	
767300	DEFAULT	7	Climb	MaxClimb	ZERO	3 000			
767300	DEFAULT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767300	DEFAULT	9	Climb	MaxClimb	ZERO	5 500			
767300	DEFAULT	10	Climb	MaxClimb	ZERO	7 500			
767300	DEFAULT	11	Climb	MaxClimb	ZERO	10 000			
767300	DEFAULT	1	Takeoff	MaxTakeoff					
767300	DEFAULT	2	Climb	MaxTakeoff		1 000			
767300	DEFAULT	3	Acceleration	MaxTakeoff			1 895	163	
767300	DEFAULT	4	Acceleration	MaxTakeoff			1 895	183	
767300	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	225	
767300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	245	
767300	DEFAULT	7	Climb	MaxClimb	ZERO	3 000			
767300	DEFAULT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767300	DEFAULT	9	Climb	MaxClimb	ZERO	5 500			
767300	DEFAULT	10	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

767300	DEFAULT	11	Climb	MaxClimb	ZERO	10 000			
767300	DEFAULT	1	Takeoff	MaxTakeoff					
767300	DEFAULT	2	Climb	MaxTakeoff		1 000			
767300	DEFAULT	3	Acceleration	MaxTakeoff			1 744	169	
767300	DEFAULT	4	Acceleration	MaxTakeoff			1 744	189	
767300	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	231	
767300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	251	
767300	DEFAULT	7	Climb	MaxClimb	ZERO	3 000			
767300	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
767300	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
767300	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
767300	DEFAULT	1	Takeoff	MaxTakeoff					
767300	DEFAULT	2	Climb	MaxTakeoff		1 000			
767300	DEFAULT	3	Acceleration	MaxTakeoff			1 602	175	
767300	DEFAULT	4	Acceleration	MaxTakeoff			1 602	195	
767300	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	237	
767300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	257	
767300	DEFAULT	7	Climb	MaxClimb	ZERO	3 000			
767300	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
767300	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
767300	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
767300	DEFAULT	1	Takeoff	MaxTakeoff					
767300	DEFAULT	2	Climb	MaxTakeoff		1 000			
767300	DEFAULT	3	Acceleration	MaxTakeoff			1 542	178	
767300	DEFAULT	4	Acceleration	MaxTakeoff			1 542	198	
767300	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	240	
767300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	260	
767300	DEFAULT	7	Climb	MaxClimb	ZERO	3 000			
767300	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
767300	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
767300	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
767400	DEFAULT	1	Takeoff	MaxTakeoff	To_20_U				
767400	DEFAULT	2	Climb	MaxTakeoff	To_20_U	1 000			

Status: This is the original version (as it was originally adopted).

767400	DEFAU	ILT	3	Acceleration	MaxClimb	fb_05_U	1 695,3	215,4	
767400	DEFAU	ILT	4	Climb	MaxClimb	fb_00_U 3 000			
767400	DEFAU	ILT	5	Acceleration	MaxClimb	fb_00_U	2 123,3	250	
767400	DEFAU	ILT	6	Climb	MaxClimb	fb_00_U 5 500			
767400	DEFAU	ILT	7	Climb	MaxClimb	fb_00_U 7 500			
767400	DEFAU	ILT	8	Climb	MaxClimb	fb_00_U 10 000			
767400	DEFAU	LT	1	Takeoff	MaxTakeoff	fb_00_U			
767400	DEFAU	LT	2	Climb	MaxTakeoff	fb_00_U 1 000			
767400	DEFAU	LT	3	Acceleration	MaxClimb	fb_05_U	1 648,7	217,9	
767400	DEFAU	LT	4	Climb	MaxClimb	fb_00_U 3 000			
767400	DEFAU	LT	5	Acceleration	MaxClimb	fb_00_U	2 040,6	250	
767400	DEFAU	LT	6	Climb	MaxClimb	fb_00_U 5 500			
767400	DEFAU	LT	7	Climb	MaxClimb	fb_00_U 7 500			
767400	DEFAU	LT	8	Climb	MaxClimb	fb_00_U 10 000			
767400	DEFAU	BT	1	Takeoff	MaxTakeoff	fb_00_U			
767400	DEFAU	BT	2	Climb	MaxTakeoff	fb_00_U 1 000			
767400	DEFAU	BT	3	Acceleration	MaxClimb	fb_05_U	1 584,9	220,5	
767400	DEFAU	BT	4	Climb	MaxClimb	fb_00_U 3 000			
767400	DEFAU	BT	5	Acceleration	MaxClimb	fb_00_U	1 953,3	250	
767400	DEFAU	BT	6	Climb	MaxClimb	fb_00_U 5 500			
767400	DEFAU	BT	7	Climb	MaxClimb	fb_00_U 7 500			
767400	DEFAU	BT	8	Climb	MaxClimb	fb_00_U 10 000			
767400	DEFAU	HT	1	Takeoff	MaxTakeoff	fb_00_U			
767400	DEFAU	HT	2	Climb	MaxTakeoff	fb_00_U 1 000			
767400	DEFAU	HT	3	Acceleration	MaxClimb	fb_05_U	1 482,5	225,1	
767400	DEFAU	HT	4	Climb	MaxClimb	fb_00_U 3 000			
767400	DEFAU	HT	5	Acceleration	MaxClimb	fb_00_U	1 821,8	250	
767400	DEFAU	HT	6	Climb	MaxClimb	fb_00_U 5 500			
767400	DEFAU	HT	7	Climb	MaxClimb	fb_00_U 7 500			

Status: This is the original version (as it was originally adopted).

767400	DEFAU	HT	8	Climb	MaxClimb	fb_00_U 10 000			
767400	DEFAU	ST	1	Takeoff	MaxTakeoff	fb_20_U			
767400	DEFAU	ST	2	Climb	MaxTakeoff	fb_20_U 1 000			
767400	DEFAU	ST	3	Acceleration	MaxClimb	fb_05_U	1 360,1	230,5	
767400	DEFAU	ST	4	Climb	MaxClimb	fb_00_U 3 000			
767400	DEFAU	ST	5	Acceleration	MaxClimb	fb_00_U	1 661,5	250	
767400	DEFAU	ST	6	Climb	MaxClimb	fb_00_U 5 500			
767400	DEFAU	ST	7	Climb	MaxClimb	fb_00_U 7 500			
767400	DEFAU	ST	8	Climb	MaxClimb	fb_00_U 10 000			
767400	DEFAU	KT	1	Takeoff	MaxTakeoff	fb_20_U			
767400	DEFAU	KT	2	Climb	MaxTakeoff	fb_20_U 1 000			
767400	DEFAU	KT	3	Acceleration	MaxClimb	fb_05_U	1 246,4	236	
767400	DEFAU	KT	4	Climb	MaxClimb	fb_00_U 3 000			
767400	DEFAU	KT	5	Acceleration	MaxClimb	fb_00_U	1 508	250	
767400	DEFAU	KT	6	Climb	MaxClimb	fb_00_U 5 500			
767400	DEFAU	KT	7	Climb	MaxClimb	fb_00_U 7 500			
767400	DEFAU	KT	8	Climb	MaxClimb	fb_00_U 10 000			
767400	DEFAU	LT	1	Takeoff	MaxTakeoff	fb_20_U			
767400	DEFAU	LT	2	Climb	MaxTakeoff	fb_20_U 1 000			
767400	DEFAU	LT	3	Acceleration	MaxClimb	fb_05_U	1 091,3	244,3	
767400	DEFAU	LT	4	Climb	MaxClimb	fb_00_U 3 000			
767400	DEFAU	LT	5	Acceleration	MaxClimb	fb_00_U	1 303,8	250	
767400	DEFAU	LT	6	Climb	MaxClimb	fb_00_U 5 500			
767400	DEFAU	LT	7	Climb	MaxClimb	fb_00_U 7 500			
767400	DEFAU	LT	8	Climb	MaxClimb	fb_00_U 10 000			
767400	ICAO	AI	1	Takeoff	MaxTakeoff	fb_20_U			
767400	ICAO	AI	2	Climb	MaxTakeoff	fb_20_U 1 500			
767400	ICAO	AI	3	Climb	MaxClimb	fb_20_U 3 000			
767400	ICAO	AI	4	Acceleration	MaxClimb	fb_05A	1 659,9	215,1	
767400	ICAO	AI	5	Climb	MaxClimb	fb_00_U 4 616			

Status: This is the original version (as it was originally adopted).

767400	ICAO_A1	6	Acceleration	MaxClimb_00_U	2 098,5	250	
767400	ICAO_A1	7	Climb	MaxClimb_00_U 5 500			
767400	ICAO_A1	8	Climb	MaxClimb_00_U 7 500			
767400	ICAO_A1	9	Climb	MaxClimb_00_U 10 000			
767400	ICAO_A2	1	Takeoff	MaxTakeoff_0_U			
767400	ICAO_A2	2	Climb	MaxTakeoff_0_U 1 500			
767400	ICAO_A2	3	Climb	MaxClimb_20_U 3 000			
767400	ICAO_A2	4	Acceleration	MaxClimb_05A	1 600	217,6	
767400	ICAO_A2	5	Climb	MaxClimb_00_U 4 536			
767400	ICAO_A2	6	Acceleration	MaxClimb_00_U	2 008	250	
767400	ICAO_A2	7	Climb	MaxClimb_00_U 5 500			
767400	ICAO_A2	8	Climb	MaxClimb_00_U 7 500			
767400	ICAO_A2	9	Climb	MaxClimb_00_U 10 000			
767400	ICAO_A3	1	Takeoff	MaxTakeoff_0_U			
767400	ICAO_A3	2	Climb	MaxTakeoff_0_U 1 500			
767400	ICAO_A3	3	Climb	MaxClimb_20_U 3 000			
767400	ICAO_A3	4	Acceleration	MaxClimb_05B	1 536,2	220,4	
767400	ICAO_A3	5	Climb	MaxClimb_00_U 4 454			
767400	ICAO_A3	6	Acceleration	MaxClimb_00_U	1 935,8	250	
767400	ICAO_A3	7	Climb	MaxClimb_00_U 5 500			
767400	ICAO_A3	8	Climb	MaxClimb_00_U 7 500			
767400	ICAO_A3	9	Climb	MaxClimb_00_U 10 000			
767400	ICAO_A4	1	Takeoff	MaxTakeoff_0_U			
767400	ICAO_A4	2	Climb	MaxTakeoff_0_U 1 500			
767400	ICAO_A4	3	Climb	MaxClimb_20_U 3 000			
767400	ICAO_A4	4	Acceleration	MaxClimb_05B	1 434,4	224,8	
767400	ICAO_A4	5	Climb	MaxClimb_00_U 4 323			
767400	ICAO_A4	6	Acceleration	MaxClimb_00_U	1 796,6	250	
767400	ICAO_A4	7	Climb	MaxClimb_00_U 5 500			
767400	ICAO_A4	8	Climb	MaxClimb_00_U 7 500			
767400	ICAO_A4	9	Climb	MaxClimb_00_U 10 000			

Status: This is the original version (as it was originally adopted).

767400	ICAO_A5	1	Takeoff	MaxTakeoff_20_U			
767400	ICAO_A5	2	Climb	MaxTakeoff_20_U 1 500			
767400	ICAO_A5	3	Climb	MaxClimb_20_U 3 000			
767400	ICAO_A5	4	Acceleration	MaxClimb_05B	1 318,8	230,2	
767400	ICAO_A5	5	Climb	MaxClimb_00_U 4 173			
767400	ICAO_A5	6	Acceleration	MaxClimb_00_U	1 640	250	
767400	ICAO_A5	7	Climb	MaxClimb_00_U 5 500			
767400	ICAO_A5	8	Climb	MaxClimb_00_U 7 500			
767400	ICAO_A5	9	Climb	MaxClimb_00_U 10 000			
767400	ICAO_A6	1	Takeoff	MaxTakeoff_20_U			
767400	ICAO_A6	2	Climb	MaxTakeoff_20_U 1 500			
767400	ICAO_A6	3	Climb	MaxClimb_20_U 3 000			
767400	ICAO_A6	4	Acceleration	MaxClimb_05B	1 258,5	250	
767400	ICAO_A6	5	Climb	MaxClimb_00_U 5 500			
767400	ICAO_A6	6	Climb	MaxClimb_00_U 7 500			
767400	ICAO_A6	7	Climb	MaxClimb_00_U 10 000			
767400	ICAO_A7	1	Takeoff	MaxTakeoff_20_U			
767400	ICAO_A7	2	Climb	MaxTakeoff_20_U 1 500			
767400	ICAO_A7	3	Climb	MaxClimb_20_U 3 000			
767400	ICAO_A7	4	Acceleration	MaxClimb_05B	1 073	250	
767400	ICAO_A7	5	Climb	MaxClimb_00_U 5 500			
767400	ICAO_A7	6	Climb	MaxClimb_00_U 7 500			
767400	ICAO_A7	7	Climb	MaxClimb_00_U 10 000			
767400	ICAO_B1	1	Takeoff	MaxTakeoff_20_U			
767400	ICAO_B1	2	Climb	MaxTakeoff_20_U 1 000			
767400	ICAO_B1	3	Acceleration	MaxTakeoff_05_U	2 330,5	215,3	
767400	ICAO_B1	4	Climb	MaxTakeoff_00_U 3 491			
767400	ICAO_B1	5	Acceleration	MaxClimb_00_U	2 147	250	
767400	ICAO_B1	6	Climb	MaxClimb_00_U 5 000			
767400	ICAO_B1	7	Climb	MaxClimb_00_U 7 500			
767400	ICAO_B1	8	Climb	MaxClimb_00_U 10 000			
767400	ICAO_B2	1	Takeoff	MaxTakeoff_20_U			

Status: This is the original version (as it was originally adopted).

767400	ICAO_B2	2	Climb	MaxTakeoff	70_U 1 000			
767400	ICAO_B2	3	Acceleration	MaxTakeoff	75_U	2 267,2	217,9	
767400	ICAO_B2	4	Climb	MaxTakeoff	100_U 3 393			
767400	ICAO_B2	5	Acceleration	MaxClimb	100_U	2 080,9	250	
767400	ICAO_B2	6	Climb	MaxClimb	100_U 5 000			
767400	ICAO_B2	7	Climb	MaxClimb	100_U 7 500			
767400	ICAO_B2	8	Climb	MaxClimb	100_U 10 000			
767400	ICAO_B3	1	Takeoff	MaxTakeoff	70_U			
767400	ICAO_B3	2	Climb	MaxTakeoff	70_U 1 000			
767400	ICAO_B3	3	Acceleration	MaxTakeoff	75_U	2 183,7	220,6	
767400	ICAO_B3	4	Climb	MaxTakeoff	100_U 3 292			
767400	ICAO_B3	5	Acceleration	MaxClimb	100_U	1 975,7	250	
767400	ICAO_B3	6	Climb	MaxClimb	100_U 5 000			
767400	ICAO_B3	7	Climb	MaxClimb	100_U 7 500			
767400	ICAO_B3	8	Climb	MaxClimb	100_U 10 000			
767400	ICAO_B4	1	Takeoff	MaxTakeoff	70_U			
767400	ICAO_B4	2	Climb	MaxTakeoff	70_U 1 000			
767400	ICAO_B4	3	Acceleration	MaxTakeoff	75_U	2 054,4	225	
767400	ICAO_B4	4	Climb	MaxTakeoff	100_U 3 128			
767400	ICAO_B4	5	Acceleration	MaxClimb	100_U	1 850,9	250	
767400	ICAO_B4	6	Climb	MaxClimb	100_U 5 000			
767400	ICAO_B4	7	Climb	MaxClimb	100_U 7 500			
767400	ICAO_B4	8	Climb	MaxClimb	100_U 10 000			
767400	ICAO_B5	1	Takeoff	MaxTakeoff	70_U			
767400	ICAO_B5	2	Climb	MaxTakeoff	70_U 1 000			
767400	ICAO_B5	3	Acceleration	MaxTakeoff	75_U	1 908,2	230,4	
767400	ICAO_B5	4	Climb	MaxTakeoff	100_U 2 944			
767400	ICAO_B5	5	Climb	MaxClimb	100_U 3 000			
767400	ICAO_B5	6	Acceleration	MaxClimb	100_U	1 653,1	250	

Status: This is the original version (as it was originally adopted).

767400	ICAO_B5	7	Climb	MaxClimb_00_U	5 000			
767400	ICAO_B5	8	Climb	MaxClimb_00_U	7 500			
767400	ICAO_B5	9	Climb	MaxClimb_00_U	10 000			
767400	ICAO_B6	1	Takeoff	MaxTakeoff_00_U				
767400	ICAO_B6	2	Climb	MaxTakeoff_00_U	1 000			
767400	ICAO_B6	3	Acceleration	MaxTakeoff_05_U		1 771,1	236	
767400	ICAO_B6	4	Climb	MaxTakeoff_00_U	2 766			
767400	ICAO_B6	5	Climb	MaxClimb_00_U	3 000			
767400	ICAO_B6	6	Acceleration	MaxClimb_00_U		1 521,4	250	
767400	ICAO_B6	7	Climb	MaxClimb_00_U	5 000			
767400	ICAO_B6	8	Climb	MaxClimb_00_U	7 500			
767400	ICAO_B6	9	Climb	MaxClimb_00_U	10 000			
767400	ICAO_B7	1	Takeoff	MaxTakeoff_00_U				
767400	ICAO_B7	2	Climb	MaxTakeoff_00_U	1 000			
767400	ICAO_B7	3	Acceleration	MaxTakeoff_05_U		1 560,3	239,8	
767400	ICAO_B7	4	Climb	MaxTakeoff_00_U	2 111			
767400	ICAO_B7	5	Acceleration	MaxTakeoff_00_U		1 840	244,3	
767400	ICAO_B7	6	Climb	MaxTakeoff_00_U	2 523			
767400	ICAO_B7	7	Climb	MaxClimb_00_U	3 000			
767400	ICAO_B7	8	Acceleration	MaxClimb_00_U		1 303,8	250	
767400	ICAO_B7	9	Climb	MaxClimb_00_U	5 000			
767400	ICAO_B7	10	Climb	MaxClimb_00_U	7 500			
767400	ICAO_B7	11	Climb	MaxClimb_00_U	10 000			
767CF6	DEFAULT	1	Takeoff	MaxTakeoff				
767CF6	DEFAULT	2	Climb	MaxTakeoff	1 000			
767CF6	DEFAULT	3	Acceleration	MaxTakeoff		1 913	144	
767CF6	DEFAULT	4	Acceleration	MaxTakeoff		1 913	164	
767CF6	DEFAULT	5	Acceleration	MaxClimb		1 000	204	
767CF6	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	224	
767CF6	DEFAULT	7	Climb	MaxClimb	ZERO	3 000		
767CF6	DEFAULT	8	Acceleration	MaxClimb	ZERO	1 000	250	

Status: This is the original version (as it was originally adopted).

767CF6	DEFAU	ILT	9	Climb	MaxClimb	ZERO	5 500			
767CF6	DEFAU	ILT	10	Climb	MaxClimb	ZERO	7 500			
767CF6	DEFAU	ILT	11	Climb	MaxClimb	ZERO	10 000			
767CF6	DEFAU	IZT	1	Takeoff	MaxTakeoff					
767CF6	DEFAU	IZT	2	Climb	MaxTakeoff		1 000			
767CF6	DEFAU	IZT	3	Acceleration	MaxTakeoff			1 840	147	
767CF6	DEFAU	IZT	4	Acceleration	MaxTakeoff			1 840	167	
767CF6	DEFAU	IZT	5	Acceleration	MaxClimb			1 000	206	
767CF6	DEFAU	IZT	6	Acceleration	MaxClimb	ZERO		1 000	226	
767CF6	DEFAU	IZT	7	Climb	MaxClimb	ZERO	3 000			
767CF6	DEFAU	IZT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767CF6	DEFAU	IZT	9	Climb	MaxClimb	ZERO	5 500			
767CF6	DEFAU	IZT	10	Climb	MaxClimb	ZERO	7 500			
767CF6	DEFAU	IZT	11	Climb	MaxClimb	ZERO	10 000			
767CF6	DEFAU	BT	1	Takeoff	MaxTakeoff					
767CF6	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
767CF6	DEFAU	BT	3	Acceleration	MaxTakeoff			1 769	150	
767CF6	DEFAU	BT	4	Acceleration	MaxTakeoff			1 769	170	
767CF6	DEFAU	BT	5	Acceleration	MaxClimb			1 000	209	
767CF6	DEFAU	BT	6	Acceleration	MaxClimb	ZERO		1 000	229	
767CF6	DEFAU	BT	7	Climb	MaxClimb	ZERO	3 000			
767CF6	DEFAU	BT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767CF6	DEFAU	BT	9	Climb	MaxClimb	ZERO	5 500			
767CF6	DEFAU	BT	10	Climb	MaxClimb	ZERO	7 500			
767CF6	DEFAU	BT	11	Climb	MaxClimb	ZERO	10 000			
767CF6	DEFAU	HT	1	Takeoff	MaxTakeoff					
767CF6	DEFAU	HT	2	Climb	MaxTakeoff		1 000			
767CF6	DEFAU	HT	3	Acceleration	MaxTakeoff			1 656	155	
767CF6	DEFAU	HT	4	Acceleration	MaxTakeoff			1 656	175	
767CF6	DEFAU	HT	5	Acceleration	MaxClimb			1 000	214	
767CF6	DEFAU	HT	6	Acceleration	MaxClimb	ZERO		1 000	234	
767CF6	DEFAU	HT	7	Climb	MaxClimb	ZERO	3 000			
767CF6	DEFAU	HT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767CF6	DEFAU	HT	9	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

767CF6	DEFAU	IT	10	Climb	MaxClimb	ZERO	7 500			
767CF6	DEFAU	IT	11	Climb	MaxClimb	ZERO	10 000			
767CF6	DEFAU	IT	1	Takeoff	MaxTakeoff					
767CF6	DEFAU	IT	2	Climb	MaxTakeoff		1 000			
767CF6	DEFAU	IT	3	Acceleration	MaxTakeoff			1 529	160	
767CF6	DEFAU	IT	4	Acceleration	MaxTakeoff			1 529	180	
767CF6	DEFAU	IT	5	Acceleration	MaxClimb			1 000	219	
767CF6	DEFAU	IT	6	Acceleration	MaxClimb	ZERO		1 000	239	
767CF6	DEFAU	IT	7	Climb	MaxClimb	ZERO	3 000			
767CF6	DEFAU	IT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767CF6	DEFAU	IT	9	Climb	MaxClimb	ZERO	5 500			
767CF6	DEFAU	IT	10	Climb	MaxClimb	ZERO	7 500			
767CF6	DEFAU	IT	11	Climb	MaxClimb	ZERO	10 000			
767CF6	DEFAU	IT	1	Takeoff	MaxTakeoff					
767CF6	DEFAU	IT	2	Climb	MaxTakeoff		1 000			
767CF6	DEFAU	IT	3	Acceleration	MaxTakeoff			1 407	166	
767CF6	DEFAU	IT	4	Acceleration	MaxTakeoff			1 407	186	
767CF6	DEFAU	IT	5	Acceleration	MaxClimb			1 000	225	
767CF6	DEFAU	IT	6	Acceleration	MaxClimb	ZERO		1 000	245	
767CF6	DEFAU	IT	7	Climb	MaxClimb	ZERO	3 000			
767CF6	DEFAU	IT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767CF6	DEFAU	IT	9	Climb	MaxClimb	ZERO	5 500			
767CF6	DEFAU	IT	10	Climb	MaxClimb	ZERO	7 500			
767CF6	DEFAU	IT	11	Climb	MaxClimb	ZERO	10 000			
767CF6	DEFAU	IT	1	Takeoff	MaxTakeoff					
767CF6	DEFAU	IT	2	Climb	MaxTakeoff		1 000			
767CF6	DEFAU	IT	3	Acceleration	MaxTakeoff			1 345	169	
767CF6	DEFAU	IT	4	Acceleration	MaxTakeoff			1 345	189	
767CF6	DEFAU	IT	5	Acceleration	MaxClimb			1 000	228	
767CF6	DEFAU	IT	6	Acceleration	MaxClimb	ZERO		1 000	248	
767CF6	DEFAU	IT	7	Climb	MaxClimb	ZERO	3 000			
767CF6	DEFAU	IT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767CF6	DEFAU	IT	9	Climb	MaxClimb	ZERO	5 500			
767CF6	DEFAU	IT	10	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

767CF6	DEFAULT	11	Climb	MaxClimb	ZERO	10 000			
767JT9	DEFAULT	1	Takeoff	MaxTakeoff					
767JT9	DEFAULT	2	Climb	MaxTakeoff		1 000			
767JT9	DEFAULT	3	Acceleration	MaxTakeoff			1 879	145	
767JT9	DEFAULT	4	Acceleration	MaxTakeoff			1 879	165	
767JT9	DEFAULT	5	Acceleration	MaxClimb			1 000	204	
767JT9	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	224	
767JT9	DEFAULT	7	Climb	MaxClimb	ZERO	3 000			
767JT9	DEFAULT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767JT9	DEFAULT	9	Climb	MaxClimb	ZERO	5 500			
767JT9	DEFAULT	10	Climb	MaxClimb	ZERO	7 500			
767JT9	DEFAULT	11	Climb	MaxClimb	ZERO	10 000			
767JT9	DEFAULT	1	Takeoff	MaxTakeoff					
767JT9	DEFAULT	2	Climb	MaxTakeoff		1 000			
767JT9	DEFAULT	3	Acceleration	MaxTakeoff			1 807	148	
767JT9	DEFAULT	4	Acceleration	MaxTakeoff			1 807	168	
767JT9	DEFAULT	5	Acceleration	MaxClimb			1 000	207	
767JT9	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	227	
767JT9	DEFAULT	7	Climb	MaxClimb	ZERO	3 000			
767JT9	DEFAULT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767JT9	DEFAULT	9	Climb	MaxClimb	ZERO	5 500			
767JT9	DEFAULT	10	Climb	MaxClimb	ZERO	7 500			
767JT9	DEFAULT	11	Climb	MaxClimb	ZERO	10 000			
767JT9	DEFAULT	1	Takeoff	MaxTakeoff					
767JT9	DEFAULT	2	Climb	MaxTakeoff		1 000			
767JT9	DEFAULT	3	Acceleration	MaxTakeoff			1 738	150	
767JT9	DEFAULT	4	Acceleration	MaxTakeoff			1 738	170	
767JT9	DEFAULT	5	Acceleration	MaxClimb			1 000	210	
767JT9	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 000	230	
767JT9	DEFAULT	7	Climb	MaxClimb	ZERO	3 000			
767JT9	DEFAULT	8	Acceleration	MaxClimb	ZERO		1 000	250	
767JT9	DEFAULT	9	Climb	MaxClimb	ZERO	5 500			
767JT9	DEFAULT	10	Climb	MaxClimb	ZERO	7 500			
767JT9	DEFAULT	11	Climb	MaxClimb	ZERO	10 000			

Status: This is the original version (as it was originally adopted).

767JT9	DEFAU	HT	1	Takeoff	MaxTakeoff				
767JT9	DEFAU	HT	2	Climb	MaxTakeoff	1 000			
767JT9	DEFAU	HT	3	Acceleration	MaxTakeoff		1 626	155	
767JT9	DEFAU	HT	4	Acceleration	MaxTakeoff		1 626	175	
767JT9	DEFAU	HT	5	Acceleration	MaxClimb		1 000	214	
767JT9	DEFAU	HT	6	Acceleration	MaxClimb	ZERO	1 000	234	
767JT9	DEFAU	HT	7	Climb	MaxClimb	ZERO	3 000		
767JT9	DEFAU	HT	8	Acceleration	MaxClimb	ZERO	1 000	250	
767JT9	DEFAU	HT	9	Climb	MaxClimb	ZERO	5 500		
767JT9	DEFAU	HT	10	Climb	MaxClimb	ZERO	7 500		
767JT9	DEFAU	HT	11	Climb	MaxClimb	ZERO	10 000		
767JT9	DEFAU	BT	1	Takeoff	MaxTakeoff				
767JT9	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
767JT9	DEFAU	BT	3	Acceleration	MaxTakeoff		1 499	161	
767JT9	DEFAU	BT	4	Acceleration	MaxTakeoff		1 499	181	
767JT9	DEFAU	BT	5	Acceleration	MaxClimb		1 000	220	
767JT9	DEFAU	BT	6	Acceleration	MaxClimb	ZERO	1 000	240	
767JT9	DEFAU	BT	7	Climb	MaxClimb	ZERO	3 000		
767JT9	DEFAU	BT	8	Acceleration	MaxClimb	ZERO	1 000	250	
767JT9	DEFAU	BT	9	Climb	MaxClimb	ZERO	5 500		
767JT9	DEFAU	BT	10	Climb	MaxClimb	ZERO	7 500		
767JT9	DEFAU	BT	11	Climb	MaxClimb	ZERO	10 000		
767JT9	DEFAU	KT	1	Takeoff	MaxTakeoff				
767JT9	DEFAU	KT	2	Climb	MaxTakeoff	1 000			
767JT9	DEFAU	KT	3	Acceleration	MaxTakeoff		1 379	167	
767JT9	DEFAU	KT	4	Acceleration	MaxTakeoff		1 379	187	
767JT9	DEFAU	KT	5	Acceleration	MaxClimb		1 000	226	
767JT9	DEFAU	KT	6	Acceleration	MaxClimb	ZERO	1 000	246	
767JT9	DEFAU	KT	7	Climb	MaxClimb	ZERO	3 000		
767JT9	DEFAU	KT	8	Acceleration	MaxClimb	ZERO	1 000	250	
767JT9	DEFAU	KT	9	Climb	MaxClimb	ZERO	5 500		
767JT9	DEFAU	KT	10	Climb	MaxClimb	ZERO	7 500		
767JT9	DEFAU	KT	11	Climb	MaxClimb	ZERO	10 000		
767JT9	DEFAU	LT	1	Takeoff	MaxTakeoff				

Status: This is the original version (as it was originally adopted).

767JT9	DEFAULT	2	Climb	MaxTakeoff	1 000			
767JT9	DEFAULT	3	Acceleration	MaxTakeoff		1 328	170	
767JT9	DEFAULT	4	Acceleration	MaxTakeoff		1 328	190	
767JT9	DEFAULT	5	Acceleration	MaxClimb		1 000	228	
767JT9	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 000	248	
767JT9	DEFAULT	7	Climb	MaxClimb	ZERO	3 000		
767JT9	DEFAULT	8	Acceleration	MaxClimb	ZERO	1 000	250	
767JT9	DEFAULT	9	Climb	MaxClimb	ZERO	5 500		
767JT9	DEFAULT	10	Climb	MaxClimb	ZERO	7 500		
767JT9	DEFAULT	11	Climb	MaxClimb	ZERO	10 000		
777200	DEFAULT	1	Takeoff	MaxTakeoff	005			
777200	DEFAULT	2	Climb	MaxTakeoff	005C	1 089		
777200	DEFAULT	3	Acceleration	MaxClimb_01		1 583,4	205,9	
777200	DEFAULT	4	Acceleration	MaxClimb_00		1 744,7	213,7	
777200	DEFAULT	5	Climb	MaxClimb_00	3 000			
777200	DEFAULT	6	Acceleration	MaxClimb_00		1 856,6	250	
777200	DEFAULT	7	Climb	MaxClimb_00	5 500			
777200	DEFAULT	8	Climb	MaxClimb_00	7 500			
777200	DEFAULT	9	Climb	MaxClimb_00	10 000			
777200	DEFAULT	1	Takeoff	MaxTakeoff	005			
777200	DEFAULT	2	Climb	MaxTakeoff	005C	1 057		
777200	DEFAULT	3	Acceleration	MaxClimb_01		1 526,8	206,6	
777200	DEFAULT	4	Acceleration	MaxClimb_00		1 681	215,6	
777200	DEFAULT	5	Climb	MaxClimb_00	3 000			
777200	DEFAULT	6	Acceleration	MaxClimb_00		1 791,2	250	
777200	DEFAULT	7	Climb	MaxClimb_00	5 500			
777200	DEFAULT	8	Climb	MaxClimb_00	7 500			
777200	DEFAULT	9	Climb	MaxClimb_00	10 000			
777200	DEFAULT	1	Takeoff	MaxTakeoff	005			
777200	DEFAULT	2	Climb	MaxTakeoff	005C	1 022		

777200	DEFAU	BT	3	Acceleration	MaxClimb	fb_01		1 468,5	207,3	
777200	DEFAU	BT	4	Acceleration	MaxClimb	fb_00		1 618,3	217,7	
777200	DEFAU	BT	5	Climb	MaxClimb	fb_00	3 000			
777200	DEFAU	BT	6	Acceleration	MaxClimb	fb_00		1 725,7	250	
777200	DEFAU	BT	7	Climb	MaxClimb	fb_00	5 500			
777200	DEFAU	BT	8	Climb	MaxClimb	fb_00	7 500			
777200	DEFAU	BT	9	Climb	MaxClimb	fb_00	10 000			
777200	DEFAU	BT	1	Takeoff	MaxTakeoff	fb_05				
777200	DEFAU	BT	2	Climb	MaxTakeoff	fb_05C	1 000			
777200	DEFAU	BT	3	Acceleration	MaxClimb	fb_01		1 363,3	208,9	
777200	DEFAU	BT	4	Acceleration	MaxClimb	fb_00		1 510,5	221,7	
777200	DEFAU	BT	5	Climb	MaxClimb	fb_00	3 000			
777200	DEFAU	BT	6	Acceleration	MaxClimb	fb_00		1 601,3	250	
777200	DEFAU	BT	7	Climb	MaxClimb	fb_00	5 500			
777200	DEFAU	BT	8	Climb	MaxClimb	fb_00	7 500			
777200	DEFAU	BT	9	Climb	MaxClimb	fb_00	10 000			
777200	DEFAU	BT	1	Takeoff	MaxTakeoff	fb_05				
777200	DEFAU	BT	2	Climb	MaxTakeoff	fb_05C	1 000			
777200	DEFAU	BT	3	Acceleration	MaxClimb	fb_01		1 247,5	211	
777200	DEFAU	BT	4	Acceleration	MaxClimb	fb_00		1 389,1	225,5	
777200	DEFAU	BT	5	Climb	MaxClimb	fb_00	3 000			
777200	DEFAU	BT	6	Acceleration	MaxClimb	fb_00		1 467,1	250	
777200	DEFAU	BT	7	Climb	MaxClimb	fb_00	5 500			
777200	DEFAU	BT	8	Climb	MaxClimb	fb_00	7 500			
777200	DEFAU	BT	9	Climb	MaxClimb	fb_00	10 000			
777200	DEFAU	BT	1	Takeoff	MaxTakeoff	fb_05				
777200	DEFAU	BT	2	Climb	MaxTakeoff	fb_05C	1 000			
777200	DEFAU	BT	3	Acceleration	MaxClimb	fb_01		1 136,7	213,4	

Status: This is the original version (as it was originally adopted).

777200	DEFAU	6T	4	Acceleration	MaxClimb	fb_00		1 275	231,5	
777200	DEFAU	6T	5	Climb	MaxClimb	fb_00	3 000			
777200	DEFAU	6T	6	Acceleration	MaxClimb	fb_00		1 337,6	250	
777200	DEFAU	6T	7	Climb	MaxClimb	fb_00	5 500			
777200	DEFAU	6T	8	Climb	MaxClimb	fb_00	7 500			
777200	DEFAU	6T	9	Climb	MaxClimb	fb_00	10 000			
777200	DEFAU	7T	1	Takeoff	MaxTakeoff	fb_05				
777200	DEFAU	7T	2	Climb	MaxTakeoff	fb_05C	1 000			
777200	DEFAU	7T	3	Acceleration	MaxClimb	fb_01		1 032,4	216,2	
777200	DEFAU	7T	4	Acceleration	MaxClimb	fb_00		1 147	228,5	
777200	DEFAU	7T	5	Acceleration	MaxClimb	fb_00		1 189,4	236,6	
777200	DEFAU	7T	6	Climb	MaxClimb	fb_00	3 000			
777200	DEFAU	7T	7	Acceleration	MaxClimb	fb_00		1 215,6	250	
777200	DEFAU	7T	8	Climb	MaxClimb	fb_00	5 500			
777200	DEFAU	7T	9	Climb	MaxClimb	fb_00	7 500			
777200	DEFAU	7T	10	Climb	MaxClimb	fb_00	10 000			
777200	DEFAU	8T	1	Takeoff	MaxTakeoff	fb_05				
777200	DEFAU	8T	2	Climb	MaxTakeoff	fb_05C	1 000			
777200	DEFAU	8T	3	Acceleration	MaxClimb	fb_01		931,9	219,4	
777200	DEFAU	8T	4	Acceleration	MaxClimb	fb_00H		1 033,1	232,5	
777200	DEFAU	8T	5	Acceleration	MaxClimb	fb_00H		1 088,7	242	
777200	DEFAU	8T	6	Climb	MaxClimb	fb_00H	3 000			
777200	DEFAU	8T	7	Acceleration	MaxClimb	fb_00H		1 101,5	250	
777200	DEFAU	8T	8	Climb	MaxClimb	fb_00H	5 500			
777200	DEFAU	8T	9	Climb	MaxClimb	fb_00H	7 500			
777200	DEFAU	8T	10	Climb	MaxClimb	fb_00H	10 000			
777200	DEFAU	9T	1	Takeoff	MaxTakeoff	fb_05				
777200	DEFAU	9T	2	Climb	MaxTakeoff	fb_05C	1 000			
777200	DEFAU	9T	3	Acceleration	MaxClimb	fb_01		874,9	221,7	
777200	DEFAU	9T	4	Acceleration	MaxClimb	fb_00H		969,4	235,4	

Status: This is the original version (as it was originally adopted).

777200	DEFAU	9T	5	Acceleration	MaxClimb	fb_00H		1 020,2	245,6	
777200	DEFAU	9T	6	Climb	MaxClimb	fb_00H	3 000			
777200	DEFAU	9T	7	Acceleration	MaxClimb	fb_00H		1 031,1	250	
777200	DEFAU	9T	8	Climb	MaxClimb	fb_00H	5 500			
777200	DEFAU	9T	9	Climb	MaxClimb	fb_00H	7 500			
777200	DEFAU	9T	10	Climb	MaxClimb	fb_00H	10 000			
777200	ICAO_A1		1	Takeoff	MaxTakeoff	fb_05				
777200	ICAO_A1		2	Climb	MaxTakeoff	fb_05C	1 500			
777200	ICAO_A1		3	Climb	MaxClimb	fb_01	3 000			
777200	ICAO_A1		4	Acceleration	MaxClimb	fb_05A		1 504	203,3	
777200	ICAO_A1		5	Acceleration	MaxClimb	fb_01		1 700	213,4	
777200	ICAO_A1		6	Acceleration	MaxClimb	fb_00		1 856,1	250	
777200	ICAO_A1		7	Climb	MaxClimb	fb_00	5 500			
777200	ICAO_A1		8	Climb	MaxClimb	fb_00	7 500			
777200	ICAO_A1		9	Climb	MaxClimb	fb_00	10 000			
777200	ICAO_A2		1	Takeoff	MaxTakeoff	fb_05				
777200	ICAO_A2		2	Climb	MaxTakeoff	fb_05C	1 500			
777200	ICAO_A2		3	Climb	MaxClimb	fb_01	3 000			
777200	ICAO_A2		4	Acceleration	MaxClimb	fb_05A		1 451,9	204	
777200	ICAO_A2		5	Acceleration	MaxClimb	fb_01		1 633,4	215,4	
777200	ICAO_A2		6	Acceleration	MaxClimb	fb_00		1 789,9	250	
777200	ICAO_A2		7	Climb	MaxClimb	fb_00	5 500			
777200	ICAO_A2		8	Climb	MaxClimb	fb_00	7 500			
777200	ICAO_A2		9	Climb	MaxClimb	fb_00	10 000			
777200	ICAO_A3		1	Takeoff	MaxTakeoff	fb_05				
777200	ICAO_A3		2	Climb	MaxTakeoff	fb_05C	1 500			
777200	ICAO_A3		3	Climb	MaxClimb	fb_01	3 000			
777200	ICAO_A3		4	Acceleration	MaxClimb	fb_05A		1 395,1	204,9	
777200	ICAO_A3		5	Acceleration	MaxClimb	fb_01		1 575	217,3	

Status: This is the original version (as it was originally adopted).

777200	ICAO_A3	6	Acceleration	MaxClimb_00		1 719,4	250	
777200	ICAO_A3	7	Climb	MaxClimb_00	5 500			
777200	ICAO_A3	8	Climb	MaxClimb_00	7 500			
777200	ICAO_A3	9	Climb	MaxClimb_00	10 000			
777200	ICAO_A4	1	Takeoff	MaxTakeoff_05				
777200	ICAO_A4	2	Climb	MaxTakeoff_05C	1 500			
777200	ICAO_A4	3	Climb	MaxClimb_01	3 000			
777200	ICAO_A4	4	Acceleration	MaxClimb_05A		1 295,2	206,6	
777200	ICAO_A4	5	Acceleration	MaxClimb_01		1 477,7	221,3	
777200	ICAO_A4	6	Acceleration	MaxClimb_00		1 592,4	250	
777200	ICAO_A4	7	Climb	MaxClimb_00	5 500			
777200	ICAO_A4	8	Climb	MaxClimb_00	7 500			
777200	ICAO_A4	9	Climb	MaxClimb_00	10 000			
777200	ICAO_A5	1	Takeoff	MaxTakeoff_05				
777200	ICAO_A5	2	Climb	MaxTakeoff_05C	1 500			
777200	ICAO_A5	3	Climb	MaxClimb_01	3 000			
777200	ICAO_A5	4	Acceleration	MaxClimb_05A		1 182,6	208,8	
777200	ICAO_A5	5	Acceleration	MaxClimb_01		1 346,3	222,1	
777200	ICAO_A5	6	Acceleration	MaxClimb_00		1 451,1	250	
777200	ICAO_A5	7	Climb	MaxClimb_00	5 500			
777200	ICAO_A5	8	Climb	MaxClimb_00	7 500			
777200	ICAO_A5	9	Climb	MaxClimb_00	10 000			
777200	ICAO_A6	1	Takeoff	MaxTakeoff_05				
777200	ICAO_A6	2	Climb	MaxTakeoff_05C	1 500			
777200	ICAO_A6	3	Climb	MaxClimb_01	3 000			
777200	ICAO_A6	4	Acceleration	MaxClimb_05		1 075,6	211,4	
777200	ICAO_A6	5	Acceleration	MaxClimb_01		1 217,4	223,4	
777200	ICAO_A6	6	Acceleration	MaxClimb_00		1 316,4	250	

Status: This is the original version (as it was originally adopted).

777200	ICAO_A6	7	Climb	MaxClimb_00	5 500			
777200	ICAO_A6	8	Climb	MaxClimb_00	7 500			
777200	ICAO_A6	9	Climb	MaxClimb_00	10 000			
777200	ICAO_A7	1	Takeoff	MaxTakeoff_05				
777200	ICAO_A7	2	Climb	MaxTakeoff_05C	1 500			
777200	ICAO_A7	3	Climb	MaxClimb_01	3 000			
777200	ICAO_A7	4	Acceleration	MaxClimb_05		973,3	214,3	
777200	ICAO_A7	5	Acceleration	MaxClimb_01		1 104,3	227,2	
777200	ICAO_A7	6	Acceleration	MaxClimb_00		1 188,2	250	
777200	ICAO_A7	7	Climb	MaxClimb_00	5 500			
777200	ICAO_A7	8	Climb	MaxClimb_00	7 500			
777200	ICAO_A7	9	Climb	MaxClimb_00	10 000			
777200	ICAO_A8	1	Takeoff	MaxTakeoff_05				
777200	ICAO_A8	2	Climb	MaxTakeoff_05CH	1 500			
777200	ICAO_A8	3	Climb	MaxClimb_01	3 000			
777200	ICAO_A8	4	Acceleration	MaxClimb_05		877,9	217,6	
777200	ICAO_A8	5	Acceleration	MaxClimb_01		997,4	231,4	
777200	ICAO_A8	6	Acceleration	MaxClimb_00H		1 071,6	250	
777200	ICAO_A8	7	Climb	MaxClimb_00H	5 500			
777200	ICAO_A8	8	Climb	MaxClimb_00H	7 500			
777200	ICAO_A8	9	Climb	MaxClimb_00H	10 000			
777200	ICAO_A9	1	Takeoff	MaxTakeoff_05				
777200	ICAO_A9	2	Climb	MaxTakeoff_05CH	1 500			
777200	ICAO_A9	3	Climb	MaxClimb_05	3 000			
777200	ICAO_A9	4	Acceleration	MaxClimb_05		820,9	220	
777200	ICAO_A9	5	Acceleration	MaxClimb_01		930,3	234,3	
777200	ICAO_A9	6	Acceleration	MaxClimb_00H		1 000	250	
777200	ICAO_A9	7	Climb	MaxClimb_00H	5 500			
777200	ICAO_A9	8	Climb	MaxClimb_00	7 500			
777200	ICAO_A9	9	Climb	MaxClimb_00	10 000			
777200	ICAO_B1	1	Takeoff	MaxTakeoff_05				
777200	ICAO_B1	2	Climb	MaxTakeoff_05C	1 089			

Status: This is the original version (as it was originally adopted).

777200	ICAO_B1	3	Acceleration	MaxTakeoff	05A		2 183,5	193,8	
777200	ICAO_B1	4	Acceleration	MaxTakeoff	01		1 783,1	213,6	
777200	ICAO_B1	5	Climb	MaxClimb	00	3 000			
777200	ICAO_B1	6	Acceleration	MaxClimb	00		1 857,4	250	
777200	ICAO_B1	7	Climb	MaxClimb	00	5 500			
777200	ICAO_B1	8	Climb	MaxClimb	00	7 500			
777200	ICAO_B1	9	Climb	MaxClimb	00	10 000			
777200	ICAO_B2	1	Takeoff	MaxTakeoff	05				
777200	ICAO_B2	2	Climb	MaxTakeoff	05C	1 057			
777200	ICAO_B2	3	Acceleration	MaxTakeoff	05A		2 121,3	195,8	
777200	ICAO_B2	4	Acceleration	MaxTakeoff	01		1 722,3	215,5	
777200	ICAO_B2	5	Climb	MaxClimb	00	3 000			
777200	ICAO_B2	6	Acceleration	MaxClimb	00		1 789,8	250	
777200	ICAO_B2	7	Climb	MaxClimb	00	5 500			
777200	ICAO_B2	8	Climb	MaxClimb	00	7 500			
777200	ICAO_B2	9	Climb	MaxClimb	00	10 000			
777200	ICAO_B3	1	Takeoff	MaxTakeoff	05				
777200	ICAO_B3	2	Climb	MaxTakeoff	05C	1 022			
777200	ICAO_B3	3	Acceleration	MaxTakeoff	05A		2 059,4	197,9	
777200	ICAO_B3	4	Acceleration	MaxTakeoff	01		1 664,2	217,6	
777200	ICAO_B3	5	Climb	MaxClimb	00	3 000			
777200	ICAO_B3	6	Acceleration	MaxClimb	00		1 723	250	
777200	ICAO_B3	7	Climb	MaxClimb	00	5 500			
777200	ICAO_B3	8	Climb	MaxClimb	00	7 500			
777200	ICAO_B3	9	Climb	MaxClimb	00	10 000			
777200	ICAO_B4	1	Takeoff	MaxTakeoff	05				
777200	ICAO_B4	2	Climb	MaxTakeoff	05C	1 000			
777200	ICAO_B4	3	Acceleration	MaxTakeoff	05A		1 940,1	201,8	

Status: This is the original version (as it was originally adopted).

777200	ICAO_B4	4	Acceleration	MaxTakeoff	01		1 555,7	221,6	
777200	ICAO_B4	5	Climb	MaxClimb	00	3 000			
777200	ICAO_B4	6	Acceleration	MaxClimb	00		1 602,1	250	
777200	ICAO_B4	7	Climb	MaxClimb	00	5 500			
777200	ICAO_B4	8	Climb	MaxClimb	00	7 500			
777200	ICAO_B4	9	Climb	MaxClimb	00	10 000			
777200	ICAO_B5	1	Takeoff	MaxTakeoff	05				
777200	ICAO_B5	2	Climb	MaxTakeoff	05C	1 000			
777200	ICAO_B5	3	Acceleration	MaxTakeoff	05A		1 809,2	206,7	
777200	ICAO_B5	4	Acceleration	MaxTakeoff	01		1 431,6	226,5	
777200	ICAO_B5	5	Climb	MaxClimb	00	3 000			
777200	ICAO_B5	6	Acceleration	MaxClimb	00		1 466,4	250	
777200	ICAO_B5	7	Climb	MaxClimb	00	5 500			
777200	ICAO_B5	8	Climb	MaxClimb	00	7 500			
777200	ICAO_B5	9	Climb	MaxClimb	00	10 000			
777200	ICAO_B6	1	Takeoff	MaxTakeoff	05				
777200	ICAO_B6	2	Climb	MaxTakeoff	05C	1 000			
777200	ICAO_B6	3	Acceleration	MaxTakeoff	05A		1 683,9	211,6	
777200	ICAO_B6	4	Acceleration	MaxTakeoff	01		1 315,7	231,4	
777200	ICAO_B6	5	Climb	MaxClimb	00	3 000			
777200	ICAO_B6	6	Acceleration	MaxClimb	00		1 337,6	250	
777200	ICAO_B6	7	Climb	MaxClimb	00	5 500			
777200	ICAO_B6	8	Climb	MaxClimb	00	7 500			
777200	ICAO_B6	9	Climb	MaxClimb	00	10 000			
777200	ICAO_B7	1	Takeoff	MaxTakeoff	05				
777200	ICAO_B7	2	Climb	MaxTakeoff	05C	1 000			
777200	ICAO_B7	3	Acceleration	MaxTakeoff	05A		1 562,2	216,6	
777200	ICAO_B7	4	Acceleration	MaxTakeoff	01		1 197,4	236,5	

Status: This is the original version (as it was originally adopted).

777200	ICAO_B7	5	Climb	MaxClimb_00	3 000			
777200	ICAO_B7	6	Acceleration	MaxClimb_00		1 214,8	250	
777200	ICAO_B7	7	Climb	MaxClimb_00	5 500			
777200	ICAO_B7	8	Climb	MaxClimb_00	7 500			
777200	ICAO_B7	9	Climb	MaxClimb_00	10 000			
777200	ICAO_B8	1	Takeoff	MaxTakeOff_05				
777200	ICAO_B8	2	Climb	MaxTakeOff_05C	1 000			
777200	ICAO_B8	3	Acceleration	MaxTakeOff_05A		1 450,3	222,2	
777200	ICAO_B8	4	Acceleration	MaxTakeOff_01		1 090,6	241,9	
777200	ICAO_B8	5	Climb	MaxClimb_00	3 000			
777200	ICAO_B8	6	Acceleration	MaxClimb_00		1 101,5	250	
777200	ICAO_B8	7	Climb	MaxClimb_00	5 500			
777200	ICAO_B8	8	Climb	MaxClimb_00	7 500			
777200	ICAO_B8	9	Climb	MaxClimb_00	10 000			
777200	ICAO_B9	1	Takeoff	MaxTakeOff_05				
777200	ICAO_B9	2	Climb	MaxTakeOff_05C	1 000			
777200	ICAO_B9	3	Acceleration	MaxTakeOff_05A		1 381,9	225,8	
777200	ICAO_B9	4	Acceleration	MaxTakeOff_01		1 025,7	245,6	
777200	ICAO_B9	5	Climb	MaxClimb_00	3 000			
777200	ICAO_B9	6	Acceleration	MaxClimb_00		1 031,1	250	
777200	ICAO_B9	7	Climb	MaxClimb_00	5 500			
777200	ICAO_B9	8	Climb	MaxClimb_00	7 500			
777200	ICAO_B9	9	Climb	MaxClimb_00	10 000			
777300	DEFAULT	1	Takeoff	MaxTakeOff_20_U				
777300	DEFAULT	2	Climb	MaxTakeOff_20_U	1 068			
777300	DEFAULT	3	Acceleration	MaxClimb_05_U		1 471,6	215,4	
777300	DEFAULT	4	Climb	MaxClimb_00_U	3 000			
777300	DEFAULT	5	Acceleration	MaxClimb_00_U		1 779,1	250	

Status: This is the original version (as it was originally adopted).

777300	DEFAU	ILT	6	Climb	MaxClimb_00_U 5 000			
777300	DEFAU	ILT	7	Climb	MaxClimb_00_U 7 500			
777300	DEFAU	ILT	8	Climb	MaxClimb_00_U 10 000			
777300	DEFAU	IET	1	Takeoff	MaxTakeoff_00_U			
777300	DEFAU	IET	2	Climb	MaxTakeoff_00_U 1 064			
777300	DEFAU	IET	3	Acceleration	MaxClimb_05_U	1 418	217,8	
777300	DEFAU	IET	4	Climb	MaxClimb_00_U 3 000			
777300	DEFAU	IET	5	Acceleration	MaxClimb_00_U	1 713,9	250	
777300	DEFAU	IET	6	Climb	MaxClimb_00_U 5 000			
777300	DEFAU	IET	7	Climb	MaxClimb_00_U 7 500			
777300	DEFAU	IET	8	Climb	MaxClimb_00_U 10 000			
777300	DEFAU	IBT	1	Takeoff	MaxTakeoff_00_U			
777300	DEFAU	IBT	2	Climb	MaxTakeoff_00_U 1 062			
777300	DEFAU	IBT	3	Acceleration	MaxClimb_05_U	1 368	220,3	
777300	DEFAU	IBT	4	Climb	MaxClimb_00_U 3 000			
777300	DEFAU	IBT	5	Acceleration	MaxClimb_00_U	1 638,9	250	
777300	DEFAU	IBT	6	Climb	MaxClimb_00_U 5 000			
777300	DEFAU	IBT	7	Climb	MaxClimb_00_U 7 500			
777300	DEFAU	IBT	8	Climb	MaxClimb_00_U 10 000			
777300	DEFAU	IEI	1	Takeoff	MaxTakeoff_00_U			
777300	DEFAU	IEI	2	Climb	MaxTakeoff_00_U 1 058			
777300	DEFAU	IEI	3	Acceleration	MaxClimb_05_U	1 279	224,3	
777300	DEFAU	IEI	4	Climb	MaxClimb_00_U 3 000			
777300	DEFAU	IEI	5	Acceleration	MaxClimb_00_U	1 519,4	250	
777300	DEFAU	IEI	6	Climb	MaxClimb_00_U 5 000			
777300	DEFAU	IEI	7	Climb	MaxClimb_00_U 7 500			
777300	DEFAU	IEI	8	Climb	MaxClimb_00_U 10 000			
777300	DEFAU	IST	1	Takeoff	MaxTakeoff_00_U			
777300	DEFAU	IST	2	Climb	MaxTakeoff_00_U 1 053			
777300	DEFAU	IST	3	Acceleration	MaxClimb_05_U	1 179,2	229,4	
777300	DEFAU	IST	4	Climb	MaxClimb_00_U 3 000			

Status: This is the original version (as it was originally adopted).

777300	DEFAU15T	5	Acceleration	MaxClimb_00_U	1 392,1	250	
777300	DEFAU15T	6	Climb	MaxClimb_00_U 5 000			
777300	DEFAU15T	7	Climb	MaxClimb_00_U 7 500			
777300	DEFAU15T	8	Climb	MaxClimb_00_U 10 000			
777300	DEFAU16T	1	Takeoff	MaxTakeoff_20_U			
777300	DEFAU16T	2	Climb	MaxTakeoff_20_U 1 049			
777300	DEFAU16T	3	Acceleration	MaxClimb_05_U	1 082,8	234,4	
777300	DEFAU16T	4	Climb	MaxClimb_00_U 3 000			
777300	DEFAU16T	5	Acceleration	MaxClimb_00_U	1 260	250	
777300	DEFAU16T	6	Climb	MaxClimb_00_U 5 000			
777300	DEFAU16T	7	Climb	MaxClimb_00_U 7 500			
777300	DEFAU16T	8	Climb	MaxClimb_00_U 10 000			
777300	DEFAU17T	1	Takeoff	MaxTakeoff_20_U			
777300	DEFAU17T	2	Climb	MaxTakeoff_20_U 1 042			
777300	DEFAU17T	3	Acceleration	MaxClimb_05_U	911,6	243,4	
777300	DEFAU17T	4	Climb	MaxClimb_00_U 3 000			
777300	DEFAU17T	5	Acceleration	MaxClimb_00_U	1 060,3	250	
777300	DEFAU17T	6	Climb	MaxClimb_00_U 5 000			
777300	DEFAU17T	7	Climb	MaxClimb_00_U 7 500			
777300	DEFAU17T	8	Climb	MaxClimb_00_U 10 000			
777300	ICAO_AI	1	Takeoff	MaxTakeoff_20_U			
777300	ICAO_AI	2	Climb	MaxTakeoff_20_U 1 565			
777300	ICAO_AI	3	Climb	MaxClimb_20_U 3 000			
777300	ICAO_AI	4	Acceleration	MaxClimb_05_U	1 420,7	215,2	
777300	ICAO_AI	5	Climb	MaxClimb_00_U 4 117			
777300	ICAO_AI	6	Acceleration	MaxClimb_00_U	1 762,5	250	
777300	ICAO_AI	7	Climb	MaxClimb_00_U 5 000			
777300	ICAO_AI	8	Climb	MaxClimb_00_U 7 500			
777300	ICAO_AI	9	Climb	MaxClimb_00_U 10 000			
777300	ICAO_A2	1	Takeoff	MaxTakeoff_20_U			
777300	ICAO_A2	2	Climb	MaxTakeoff_20_U 1 563			

Status: This is the original version (as it was originally adopted).

777300	ICAO_A2	3	Climb	MaxClimb	fb_20_U	3 000			
777300	ICAO_A2	4	Acceleration	MaxClimb	fb_05_U		1 372,5	217,6	
777300	ICAO_A2	5	Climb	MaxClimb	fb_00_U	4 014			
777300	ICAO_A2	6	Acceleration	MaxClimb	fb_00_U		1 691,8	250	
777300	ICAO_A2	7	Climb	MaxClimb	fb_00_U	5 000			
777300	ICAO_A2	8	Climb	MaxClimb	fb_00_U	7 500			
777300	ICAO_A2	9	Climb	MaxClimb	fb_00_U	10 000			
777300	ICAO_A3	1	Takeoff	MaxTakeoff	fb_20_U				
777300	ICAO_A3	2	Climb	MaxTakeoff	fb_20_U	1 561			
777300	ICAO_A3	3	Climb	MaxClimb	fb_20_U	3 000			
777300	ICAO_A3	4	Acceleration	MaxClimb	fb_05_U		1 320,6	220	
777300	ICAO_A3	5	Climb	MaxClimb	fb_00_U	4 041			
777300	ICAO_A3	6	Acceleration	MaxClimb	fb_00_U		1 616	250	
777300	ICAO_A3	7	Climb	MaxClimb	fb_00_U	5 000			
777300	ICAO_A3	8	Climb	MaxClimb	fb_00_U	7 500			
777300	ICAO_A3	9	Climb	MaxClimb	fb_00_U	10 000			
777300	ICAO_A4	1	Takeoff	MaxTakeoff	fb_20_U				
777300	ICAO_A4	2	Climb	MaxTakeoff	fb_20_U	1 557			
777300	ICAO_A4	3	Climb	MaxClimb	fb_20_U	3 000			
777300	ICAO_A4	4	Acceleration	MaxClimb	fb_00_U		1 320,5	250	
777300	ICAO_A4	5	Climb	MaxClimb	fb_00_U	5 000			
777300	ICAO_A4	6	Climb	MaxClimb	fb_00_U	7 500			
777300	ICAO_A4	7	Climb	MaxClimb	fb_00_U	10 000			
777300	ICAO_A5	1	Takeoff	MaxTakeoff	fb_05_U				
777300	ICAO_A5	2	Climb	MaxTakeoff	fb_20_U	1 553			
777300	ICAO_A5	3	Climb	MaxClimb	fb_20_U	3 000			
777300	ICAO_A5	4	Acceleration	MaxClimb	fb_00_U		1 199,1	250	
777300	ICAO_A5	5	Climb	MaxClimb	fb_00_U	5 000			
777300	ICAO_A5	6	Climb	MaxClimb	fb_00_U	7 500			
777300	ICAO_A5	7	Climb	MaxClimb	fb_00_U	10 000			
777300	ICAO_A6	1	Takeoff	MaxTakeoff	fb_20_U				

Status: This is the original version (as it was originally adopted).

777300	ICAO_A6	2	Climb	MaxTakeoff	1 553			
777300	ICAO_A6	3	Climb	MaxClimb	3 000			
777300	ICAO_A6	4	Acceleration	MaxClimb		1 083,7	250	
777300	ICAO_A6	5	Climb	MaxClimb	5 000			
777300	ICAO_A6	6	Climb	MaxClimb	7 500			
777300	ICAO_A6	7	Climb	MaxClimb	10 000			
777300	ICAO_A7	1	Takeoff	MaxTakeoff				
777300	ICAO_A7	2	Climb	MaxTakeoff	1 553			
777300	ICAO_A7	3	Climb	MaxClimb	3 000			
777300	ICAO_A7	4	Acceleration	MaxClimb		889	250	
777300	ICAO_A7	5	Climb	MaxClimb	5 000			
777300	ICAO_A7	6	Climb	MaxClimb	7 500			
777300	ICAO_A7	7	Climb	MaxClimb	10 000			
777300	ICAO_B1	1	Takeoff	MaxTakeoff				
777300	ICAO_B1	2	Climb	MaxTakeoff	1 000			
777300	ICAO_B1	3	Acceleration	MaxTakeoff		2 149,6	215,4	
777300	ICAO_B1	4	Climb	MaxTakeoff	3 416			
777300	ICAO_B1	5	Acceleration	MaxClimb		1 800	250	
777300	ICAO_B1	6	Climb	MaxClimb	5 000			
777300	ICAO_B1	7	Climb	MaxClimb	7 500			
777300	ICAO_B1	8	Climb	MaxClimb	10 000			
777300	ICAO_B2	1	Takeoff	MaxTakeoff				
777300	ICAO_B2	2	Climb	MaxTakeoff	1 000			
777300	ICAO_B2	3	Acceleration	MaxTakeoff		2 086,3	217,9	
777300	ICAO_B2	4	Climb	MaxTakeoff	3 205			
777300	ICAO_B2	5	Acceleration	MaxClimb		1 772,6	250	
777300	ICAO_B2	6	Climb	MaxClimb	5 000			
777300	ICAO_B2	7	Climb	MaxClimb	7 500			
777300	ICAO_B2	8	Climb	MaxClimb	10 000			
777300	ICAO_B3	1	Takeoff	MaxTakeoff				
777300	ICAO_B3	2	Climb	MaxTakeoff	1 000			

Status: This is the original version (as it was originally adopted).

777300	ICAO_B3	3	Acceleration	MaxTakeoff	005_U	2 020,6	220,3	
777300	ICAO_B3	4	Climb	MaxTakeoff	000_U	3 076		
777300	ICAO_B3	5	Acceleration	MaxClimb	000_U	1 708,6	250	
777300	ICAO_B3	6	Climb	MaxClimb	000_U	5 000		
777300	ICAO_B3	7	Climb	MaxClimb	000_U	7 500		
777300	ICAO_B3	8	Climb	MaxClimb	000_U	10 000		
777300	ICAO_B4	1	Takeoff	MaxTakeoff	020_U			
777300	ICAO_B4	2	Climb	MaxTakeoff	020_U	1 000		
777300	ICAO_B4	3	Acceleration	MaxTakeoff	005_U	1 895,3	226,3	
777300	ICAO_B4	4	Climb	MaxTakeoff	000_U	2 894		
777300	ICAO_B4	5	Climb	MaxClimb	000_U	3 000		
777300	ICAO_B4	6	Acceleration	MaxClimb	000_U	1 525,8	250	
777300	ICAO_B4	7	Climb	MaxClimb	000_U	5 000		
777300	ICAO_B4	8	Climb	MaxClimb	000_U	7 500		
777300	ICAO_B4	9	Climb	MaxClimb	000_U	10 000		
777300	ICAO_B5	1	Takeoff	MaxTakeoff	020_U			
777300	ICAO_B5	2	Climb	MaxTakeoff	020_U	1 000		
777300	ICAO_B5	3	Acceleration	MaxTakeoff	005_U	1 768,6	229,4	
777300	ICAO_B5	4	Climb	MaxTakeoff	000_U	2 679		
777300	ICAO_B5	5	Climb	MaxClimb	000_U	3 000		
777300	ICAO_B5	6	Acceleration	MaxClimb	000_U	1 387,7	250	
777300	ICAO_B5	7	Climb	MaxClimb	000_U	5 000		
777300	ICAO_B5	8	Climb	MaxClimb	000_U	7 500		
777300	ICAO_B5	9	Climb	MaxClimb	000_U	10 000		
777300	ICAO_B6	1	Takeoff	MaxTakeoff	020_U			
777300	ICAO_B6	2	Climb	MaxTakeoff	020_U	1 000		
777300	ICAO_B6	3	Acceleration	MaxTakeoff	005_U	1 639,4	235,5	
777300	ICAO_B6	4	Climb	MaxTakeoff	000_U	2 402		
777300	ICAO_B6	5	Climb	MaxClimb	000_U	3 000		

Status: This is the original version (as it was originally adopted).

777300	ICAO_B6	6	Acceleration	MaxClimb_00_U	1 271,6	250	
777300	ICAO_B6	7	Climb	MaxClimb_00_U 5 000			
777300	ICAO_B6	8	Climb	MaxClimb_00_U 7 500			
777300	ICAO_B6	9	Climb	MaxClimb_00_U 10 000			
777300	ICAO_B7	1	Takeoff	MaxTakeoff_0_U			
777300	ICAO_B7	2	Climb	MaxTakeoff_0_U 1 000			
777300	ICAO_B7	3	Acceleration	MaxTakeoff_05_U	1 491	244,4	
777300	ICAO_B7	4	Climb	MaxTakeoff_0_U 2 216			
777300	ICAO_B7	5	Climb	MaxClimb_00_U 3 000			
777300	ICAO_B7	6	Acceleration	MaxClimb_00_U	1 271,6	250	
777300	ICAO_B7	7	Climb	MaxClimb_00_U 5 000			
777300	ICAO_B7	8	Climb	MaxClimb_00_U 7 500			
777300	ICAO_B7	9	Climb	MaxClimb_00_U 10 000			
7773ER	DEFAULT	1	Takeoff	MaxTakeoff_FLAP_5			
7773ER	DEFAULT	2	Climb	MaxTakeoff_FLAP_5 1 434			
7773ER	DEFAULT	3	Acceleration	MaxClimb_FLAP_5		200	55
7773ER	DEFAULT	4	Acceleration	MaxClimb_FLAP_1		223	50
7773ER	DEFAULT	5	Climb	MaxClimb_FLAP_03 000			
7773ER	DEFAULT	6	Acceleration	MaxClimb_FLAP_0		250	50
7773ER	DEFAULT	7	Climb	MaxClimb_FLAP_010 000			
7773ER	DEFAULT	1	Takeoff	MaxTakeoff_FLAP_5			
7773ER	DEFAULT	2	Climb	MaxTakeoff_FLAP_5 1 434			
7773ER	DEFAULT	3	Acceleration	MaxClimb_FLAP_5		200	55
7773ER	DEFAULT	4	Acceleration	MaxClimb_FLAP_1		225	50
7773ER	DEFAULT	5	Climb	MaxClimb_FLAP_03 000			
7773ER	DEFAULT	6	Acceleration	MaxClimb_FLAP_0		250	50
7773ER	DEFAULT	7	Climb	MaxClimb_FLAP_010 000			
7773ER	DEFAUBT	1	Takeoff	MaxTakeoff_FLAP_5			
7773ER	DEFAUBT	2	Climb	MaxTakeoff_FLAP_5 1 355			
7773ER	DEFAUBT	3	Acceleration	MaxClimb_FLAP_5		204	55
7773ER	DEFAUBT	4	Acceleration	MaxClimb_FLAP_1		228	50
7773ER	DEFAUBT	5	Climb	MaxClimb_FLAP_03 000			
7773ER	DEFAUBT	6	Acceleration	MaxClimb_FLAP_0		250	50

Status: This is the original version (as it was originally adopted).

7773ER	DEFAU	BT	7	Climb	MaxClimb	FLAP_010 000			
7773ER	DEFAU	BT	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	DEFAU	BT	2	Climb	MaxTakeoff	FLAP_51 289			
7773ER	DEFAU	BT	3	Acceleration	MaxAcceleration	FLAP_5	205	55	
7773ER	DEFAU	BT	4	Acceleration	MaxAcceleration	FLAP_1	230	50	
7773ER	DEFAU	BT	5	Climb	MaxClimb	FLAP_03 000			
7773ER	DEFAU	BT	6	Acceleration	MaxAcceleration	FLAP_0	250	50	
7773ER	DEFAU	BT	7	Climb	MaxClimb	FLAP_010 000			
7773ER	DEFAU	BT	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	DEFAU	BT	2	Climb	MaxTakeoff	FLAP_51 214			
7773ER	DEFAU	BT	3	Acceleration	MaxAcceleration	FLAP_5	210	55	
7773ER	DEFAU	BT	4	Acceleration	MaxAcceleration	FLAP_1	235	50	
7773ER	DEFAU	BT	5	Climb	MaxClimb	FLAP_03 000			
7773ER	DEFAU	BT	6	Acceleration	MaxAcceleration	FLAP_0	250	50	
7773ER	DEFAU	BT	7	Climb	MaxClimb	FLAP_010 000			
7773ER	DEFAU	BT	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	DEFAU	BT	2	Climb	MaxTakeoff	FLAP_51 142			
7773ER	DEFAU	BT	3	Acceleration	MaxAcceleration	FLAP_5	215	55	
7773ER	DEFAU	BT	4	Acceleration	MaxAcceleration	FLAP_1	240	50	
7773ER	DEFAU	BT	5	Climb	MaxClimb	FLAP_03 000			
7773ER	DEFAU	BT	6	Acceleration	MaxAcceleration	FLAP_0	250	50	
7773ER	DEFAU	BT	7	Climb	MaxClimb	FLAP_010 000			
7773ER	DEFAU	BT	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	DEFAU	BT	2	Climb	MaxTakeoff	FLAP_51 067			
7773ER	DEFAU	BT	3	Acceleration	MaxAcceleration	FLAP_5	222	55	
7773ER	DEFAU	BT	4	Acceleration	MaxAcceleration	FLAP_1	248	50	
7773ER	DEFAU	BT	5	Climb	MaxClimb	FLAP_03 000			
7773ER	DEFAU	BT	6	Acceleration	MaxAcceleration	FLAP_0	250	50	
7773ER	DEFAU	BT	7	Climb	MaxClimb	FLAP_010 000			
7773ER	DEFAU	BT	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	DEFAU	BT	2	Climb	MaxTakeoff	FLAP_51 000			
7773ER	DEFAU	BT	3	Acceleration	MaxAcceleration	FLAP_5	222	55	
7773ER	DEFAU	BT	4	Acceleration	MaxAcceleration	FLAP_1	255	50	
7773ER	DEFAU	BT	5	Climb	MaxClimb	FLAP_03 000			

Status: This is the original version (as it was originally adopted).

7773ER	DEFAU	BT	6	Acceleration	MaxClimb	FLAP_0		256	50
7773ER	DEFAU	BT	7	Climb	MaxClimb	FLAP_010 000			
7773ER	DEFAU	BT	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	DEFAU	BT	2	Climb	MaxTakeoff	FLAP_51 000			
7773ER	DEFAU	BT	3	Acceleration	MaxClimb	FLAP_5		226	55
7773ER	DEFAU	BT	4	Acceleration	MaxClimb	FLAP_1		261	50
7773ER	DEFAU	BT	5	Climb	MaxClimb	FLAP_03 000			
7773ER	DEFAU	BT	6	Acceleration	MaxClimb	FLAP_0		261,1	50
7773ER	DEFAU	BT	7	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_A	I	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_A	I	2	Climb	MaxTakeoff	FLAP_51 500			
7773ER	ICAO_A	I	3	Climb	MaxClimb	FLAP_53 000			
7773ER	ICAO_A	I	4	Acceleration	MaxClimb	FLAP_5		210	55
7773ER	ICAO_A	I	5	Acceleration	MaxClimb	FLAP_1		220	55
7773ER	ICAO_A	I	6	Climb	MaxClimb	FLAP_14 400			
7773ER	ICAO_A	I	7	Acceleration	MaxClimb	FLAP_0		250	50
7773ER	ICAO_A	I	8	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_A	2	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_A	2	2	Climb	MaxTakeoff	FLAP_51 500			
7773ER	ICAO_A	2	3	Climb	MaxClimb	FLAP_53 000			
7773ER	ICAO_A	2	4	Acceleration	MaxClimb	FLAP_5		220	55
7773ER	ICAO_A	2	5	Acceleration	MaxClimb	FLAP_1		230	55
7773ER	ICAO_A	2	6	Climb	MaxClimb	FLAP_14 300			
7773ER	ICAO_A	2	7	Acceleration	MaxClimb	FLAP_0		250	50
7773ER	ICAO_A	2	8	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_A	3	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_A	3	2	Climb	MaxTakeoff	FLAP_51 500			
7773ER	ICAO_A	3	3	Climb	MaxClimb	FLAP_53 000			
7773ER	ICAO_A	3	4	Acceleration	MaxClimb	FLAP_5		220	55
7773ER	ICAO_A	3	5	Acceleration	MaxClimb	FLAP_1		230	55
7773ER	ICAO_A	3	6	Climb	MaxClimb	FLAP_14 200			
7773ER	ICAO_A	3	7	Acceleration	MaxClimb	FLAP_0		250	50
7773ER	ICAO_A	3	8	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_A	4	1	Takeoff	MaxTakeoff	FLAP_5			

Status: This is the original version (as it was originally adopted).

7773ER	ICAO_A4	2	Climb	MaxTakeoff	FLAP_51 500			
7773ER	ICAO_A4	3	Climb	MaxClimb	FLAP_53 000			
7773ER	ICAO_A4	4	Acceleration	MaxPerclimb	FLAP_5		220	55
7773ER	ICAO_A4	5	Acceleration	MaxPerclimb	FLAP_1		230	55
7773ER	ICAO_A4	6	Climb	MaxClimb	FLAP_14 100			
7773ER	ICAO_A4	7	Acceleration	MaxPerclimb	FLAP_0		250	50
7773ER	ICAO_A4	8	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_A5	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_A5	2	Climb	MaxTakeoff	FLAP_51 500			
7773ER	ICAO_A5	3	Climb	MaxClimb	FLAP_53 000			
7773ER	ICAO_A5	4	Acceleration	MaxPerclimb	FLAP_5		220	55
7773ER	ICAO_A5	5	Acceleration	MaxPerclimb	FLAP_1		230	55
7773ER	ICAO_A5	6	Acceleration	MaxPerclimb	FLAP_0		250	50
7773ER	ICAO_A5	7	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_A6	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_A6	2	Climb	MaxTakeoff	FLAP_51 500			
7773ER	ICAO_A6	3	Climb	MaxClimb	FLAP_53 000			
7773ER	ICAO_A6	4	Acceleration	MaxPerclimb	FLAP_5		220	55
7773ER	ICAO_A6	5	Acceleration	MaxPerclimb	FLAP_1		230	55
7773ER	ICAO_A6	6	Acceleration	MaxPerclimb	FLAP_0		250	50
7773ER	ICAO_A6	7	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_A7	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_A7	2	Climb	MaxTakeoff	FLAP_51 500			
7773ER	ICAO_A7	3	Climb	MaxClimb	FLAP_53 000			
7773ER	ICAO_A7	4	Acceleration	MaxPerclimb	FLAP_5		220	55
7773ER	ICAO_A7	5	Acceleration	MaxPerclimb	FLAP_1		230	55
7773ER	ICAO_A7	6	Acceleration	MaxPerclimb	FLAP_0		250	50
7773ER	ICAO_A7	7	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_A8	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_A8	2	Climb	MaxTakeoff	FLAP_51 500			
7773ER	ICAO_A8	3	Climb	MaxClimb	FLAP_53 000			
7773ER	ICAO_A8	4	Acceleration	MaxPerclimb	FLAP_5		220	55
7773ER	ICAO_A8	5	Acceleration	MaxPerclimb	FLAP_1		230	55
7773ER	ICAO_A8	6	Acceleration	MaxPerclimb	FLAP_0		255	50

Status: This is the original version (as it was originally adopted).

7773ER	ICAO_A8	7	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_A9	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_A9	2	Climb	MaxTakeoff	FLAP_51 500			
7773ER	ICAO_A9	3	Climb	MaxClimb	FLAP_53 000			
7773ER	ICAO_A9	4	Acceleration	MaxPClean	FLAP_5		230	55
7773ER	ICAO_A9	5	Acceleration	MaxPClean	FLAP_1		240	55
7773ER	ICAO_A9	6	Acceleration	MaxPClean	FLAP_0		260	50
7773ER	ICAO_A9	7	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_B1	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_B1	2	Climb	MaxTakeoff	FLAP_51 434			
7773ER	ICAO_B1	3	Acceleration	MaxPClean	FLAP_5		223	55
7773ER	ICAO_B1	4	Climb	MaxTakeoff	FLAP_13 564			
7773ER	ICAO_B1	5	Acceleration	MaxPClean	FLAP_0		240	50
7773ER	ICAO_B1	6	Acceleration	MaxPClean	FLAP_0		250	50
7773ER	ICAO_B1	7	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_B2	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_B2	2	Climb	MaxTakeoff	FLAP_51 396			
7773ER	ICAO_B2	3	Acceleration	MaxPClean	FLAP_5		225	55
7773ER	ICAO_B2	4	Climb	MaxTakeoff	FLAP_13 442			
7773ER	ICAO_B2	5	Acceleration	MaxPClean	FLAP_0		240	50
7773ER	ICAO_B2	6	Acceleration	MaxPClean	FLAP_0		250	50
7773ER	ICAO_B2	7	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_B3	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_B3	2	Climb	MaxTakeoff	FLAP_51 355			
7773ER	ICAO_B3	3	Acceleration	MaxPClean	FLAP_5		228	55
7773ER	ICAO_B3	4	Climb	MaxTakeoff	FLAP_13 314			
7773ER	ICAO_B3	5	Acceleration	MaxPClean	FLAP_0		240	50
7773ER	ICAO_B3	6	Acceleration	MaxPClean	FLAP_0		250	50
7773ER	ICAO_B3	7	Climb	MaxClimb	FLAP_010 000			
7773ER	ICAO_B4	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_B4	2	Climb	MaxTakeoff	FLAP_51 289			
7773ER	ICAO_B4	3	Acceleration	MaxPClean	FLAP_5		231	55
7773ER	ICAO_B4	4	Climb	MaxTakeoff	FLAP_13 104			
7773ER	ICAO_B4	5	Acceleration	MaxPClean	FLAP_0		240	50

Status: This is the original version (as it was originally adopted).

7773ER	ICAO_B4	6	Acceleration	MaxPClean	FLAP_0		250	50
7773ER	ICAO_B4	7	Climb	MaxClimb	FLAP_0	10 000		
7773ER	ICAO_B5	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_B5	2	Climb	MaxTakeoff	FLAP_5	1 214		
7773ER	ICAO_B5	3	Acceleration	MaxPClean	FLAP_5		236	55
7773ER	ICAO_B5	4	Climb	MaxTakeoff	FLAP_5	13 000		
7773ER	ICAO_B5	5	Acceleration	MaxPClean	FLAP_0		245	50
7773ER	ICAO_B5	6	Acceleration	MaxPClean	FLAP_0		250	50
7773ER	ICAO_B5	7	Climb	MaxClimb	FLAP_0	10 000		
7773ER	ICAO_B6	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_B6	2	Climb	MaxTakeoff	FLAP_5	1 138		
7773ER	ICAO_B6	3	Acceleration	MaxPClean	FLAP_5		241	55
7773ER	ICAO_B6	4	Climb	MaxTakeoff	FLAP_5	13 000		
7773ER	ICAO_B6	5	Acceleration	MaxPClean	FLAP_0		250	50
7773ER	ICAO_B6	6	Climb	MaxClimb	FLAP_0	10 000		
7773ER	ICAO_B7	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_B7	2	Climb	MaxTakeoff	FLAP_5	1 067		
7773ER	ICAO_B7	3	Acceleration	MaxPClean	FLAP_5		249	55
7773ER	ICAO_B7	4	Climb	MaxTakeoff	FLAP_5	12 451		
7773ER	ICAO_B7	5	Acceleration	MaxPClean	FLAP_1		250	55
7773ER	ICAO_B7	6	Climb	MaxClimb	FLAP_0	3 000		
7773ER	ICAO_B7	7	Climb	MaxClimb	FLAP_0	10 000		
7773ER	ICAO_B8	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_B8	2	Climb	MaxTakeoff	FLAP_5	1 000		
7773ER	ICAO_B8	3	Acceleration	MaxPClean	FLAP_5		257	55
7773ER	ICAO_B8	4	Climb	MaxTakeoff	FLAP_5	12 280		
7773ER	ICAO_B8	5	Acceleration	MaxPClean	FLAP_1		257	55
7773ER	ICAO_B8	6	Climb	MaxClimb	FLAP_0	3 000		
7773ER	ICAO_B8	7	Climb	MaxClimb	FLAP_0	10 000		
7773ER	ICAO_B9	1	Takeoff	MaxTakeoff	FLAP_5			
7773ER	ICAO_B9	2	Climb	MaxTakeoff	FLAP_5	1 000		
7773ER	ICAO_B9	3	Acceleration	MaxPClean	FLAP_5		261	55
7773ER	ICAO_B9	4	Climb	MaxTakeoff	FLAP_5	12 180		
7773ER	ICAO_B9	5	Acceleration	MaxPClean	FLAP_1		262	55

Status: This is the original version (as it was originally adopted).

7773ER	ICAO_B9	6	Climb	MaxClimb	FLAP_03 000			
7773ER	ICAO_B9	7	Climb	MaxClimb	FLAP_010 000			
7878R	DEFAULT	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	DEFAULT	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	DEFAULT	3	Acceleration	MaxPClean	FLAP_5		214	55
7878R	DEFAULT	4	Acceleration	MaxPClean	FLAP_1		225	55
7878R	DEFAULT	5	Climb	MaxClimb	FLAP_03 000			
7878R	DEFAULT	6	Acceleration	MaxPClean	FLAP_0		250	50
7878R	DEFAULT	7	Climb	MaxClimb	FLAP_010 000			
7878R	DEFAULT	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	DEFAULT	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	DEFAULT	3	Acceleration	MaxPClean	FLAP_5		214	55
7878R	DEFAULT	4	Acceleration	MaxPClean	FLAP_1		222	55
7878R	DEFAULT	5	Climb	MaxClimb	FLAP_03 000			
7878R	DEFAULT	6	Acceleration	MaxPClean	FLAP_0		250	50
7878R	DEFAULT	7	Climb	MaxClimb	FLAP_010 000			
7878R	DEFAULT	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	DEFAULT	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	DEFAULT	3	Acceleration	MaxPClean	FLAP_5		215	55
7878R	DEFAULT	4	Acceleration	MaxPClean	FLAP_1		230	55
7878R	DEFAULT	5	Climb	MaxClimb	FLAP_03 000			
7878R	DEFAULT	6	Acceleration	MaxPClean	FLAP_0		250	50
7878R	DEFAULT	7	Climb	MaxClimb	FLAP_010 000			
7878R	DEFAULT	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	DEFAULT	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	DEFAULT	3	Acceleration	MaxPClean	FLAP_5		215	55
7878R	DEFAULT	4	Acceleration	MaxPClean	FLAP_1		228	55
7878R	DEFAULT	5	Climb	MaxClimb	FLAP_03 000			
7878R	DEFAULT	6	Acceleration	MaxPClean	FLAP_0		250	50
7878R	DEFAULT	7	Climb	MaxClimb	FLAP_010 000			
7878R	DEFAULT	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	DEFAULT	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	DEFAULT	3	Acceleration	MaxPClean	FLAP_5		218	55
7878R	DEFAULT	4	Acceleration	MaxPClean	FLAP_1		235	55

Status: This is the original version (as it was originally adopted).

7878R	DEFAULT	5	Climb	MaxClimb	FLAP_03 000			
7878R	DEFAULT	6	Acceleration	MaxAccel	FLAP_0		250	50
7878R	DEFAULT	7	Climb	MaxClimb	FLAP_010 000			
7878R	DEFAULT	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	DEFAULT	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	DEFAULT	3	Acceleration	MaxAccel	FLAP_5		220	55
7878R	DEFAULT	4	Acceleration	MaxAccel	FLAP_1		238	55
7878R	DEFAULT	5	Climb	MaxClimb	FLAP_03 000			
7878R	DEFAULT	6	Acceleration	MaxAccel	FLAP_0		250	50
7878R	DEFAULT	7	Climb	MaxClimb	FLAP_010 000			
7878R	DEFAULT	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	DEFAULT	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	DEFAULT	3	Acceleration	MaxAccel	FLAP_5		224	55
7878R	DEFAULT	4	Acceleration	MaxAccel	FLAP_1		243	55
7878R	DEFAULT	5	Climb	MaxClimb	FLAP_03 000			
7878R	DEFAULT	6	Acceleration	MaxAccel	FLAP_0		250	50
7878R	DEFAULT	7	Climb	MaxClimb	FLAP_010 000			
7878R	DEFAULT	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	DEFAULT	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	DEFAULT	3	Acceleration	MaxAccel	FLAP_5		226	55
7878R	DEFAULT	4	Acceleration	MaxAccel	FLAP_1		246	55
7878R	DEFAULT	5	Climb	MaxClimb	FLAP_03 000			
7878R	DEFAULT	6	Acceleration	MaxAccel	FLAP_0		250	50
7878R	DEFAULT	7	Climb	MaxClimb	FLAP_010 000			
7878R	DEFAULT	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	DEFAULT	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	DEFAULT	3	Acceleration	MaxAccel	FLAP_5		230	55
7878R	DEFAULT	4	Acceleration	MaxAccel	FLAP_1		245	55
7878R	DEFAULT	5	Climb	MaxClimb	FLAP_03 000			
7878R	DEFAULT	6	Acceleration	MaxAccel	FLAP_0		250	50
7878R	DEFAULT	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_AI	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_AI	2	Climb	MaxTakeoff	FLAP_51 500			
7878R	ICAO_AI	3	Climb	MaxClimb	FLAP_53 000			

Status: This is the original version (as it was originally adopted).

7878R	ICAO_A1	4	Acceleration	Max	CL	FLAP_5		220	55
7878R	ICAO_A1	5	Climb	Max	CL	FLAP_14 500			
7878R	ICAO_A1	6	Acceleration	Max	CL	FLAP_0		250	50
7878R	ICAO_A1	7	Climb	Max	CL	FLAP_010 000			
7878R	ICAO_A2	1	Takeoff	Max	CL	FLAP_5			
7878R	ICAO_A2	2	Climb	Max	CL	FLAP_51 500			
7878R	ICAO_A2	3	Climb	Max	CL	FLAP_53 000			
7878R	ICAO_A2	4	Acceleration	Max	CL	FLAP_5		220	55
7878R	ICAO_A2	5	Climb	Max	CL	FLAP_14 400			
7878R	ICAO_A2	6	Acceleration	Max	CL	FLAP_0		250	50
7878R	ICAO_A2	7	Climb	Max	CL	FLAP_010 000			
7878R	ICAO_A3	1	Takeoff	Max	CL	FLAP_5			
7878R	ICAO_A3	2	Climb	Max	CL	FLAP_51 500			
7878R	ICAO_A3	3	Climb	Max	CL	FLAP_53 000			
7878R	ICAO_A3	4	Acceleration	Max	CL	FLAP_5		220	55
7878R	ICAO_A3	5	Climb	Max	CL	FLAP_14 400			
7878R	ICAO_A3	6	Acceleration	Max	CL	FLAP_0		250	50
7878R	ICAO_A3	7	Climb	Max	CL	FLAP_010 000			
7878R	ICAO_A4	1	Takeoff	Max	CL	FLAP_5			
7878R	ICAO_A4	2	Climb	Max	CL	FLAP_51 500			
7878R	ICAO_A4	3	Climb	Max	CL	FLAP_53 000			
7878R	ICAO_A4	4	Acceleration	Max	CL	FLAP_5		220	55
7878R	ICAO_A4	5	Climb	Max	CL	FLAP_14 300			
7878R	ICAO_A4	6	Acceleration	Max	CL	FLAP_0		250	50
7878R	ICAO_A4	7	Climb	Max	CL	FLAP_010 000			
7878R	ICAO_A5	1	Takeoff	Max	CL	FLAP_5			
7878R	ICAO_A5	2	Climb	Max	CL	FLAP_51 500			
7878R	ICAO_A5	3	Climb	Max	CL	FLAP_53 000			
7878R	ICAO_A5	4	Acceleration	Max	CL	FLAP_5		224	55
7878R	ICAO_A5	5	Climb	Max	CL	FLAP_14 200			
7878R	ICAO_A5	6	Acceleration	Max	CL	FLAP_0		250	50
7878R	ICAO_A5	7	Climb	Max	CL	FLAP_010 000			
7878R	ICAO_A6	1	Takeoff	Max	CL	FLAP_5			
7878R	ICAO_A6	2	Climb	Max	CL	FLAP_51 500			

Status: This is the original version (as it was originally adopted).

7878R	ICAO_A6	3	Climb	MaxClimb	FLAP_53 000			
7878R	ICAO_A6	4	Acceleration	MaxPClca	FLAP_5		226	55
7878R	ICAO_A6	5	Climb	MaxClimb	FLAP_14 100			
7878R	ICAO_A6	6	Acceleration	MaxPClca	FLAP_0		250	50
7878R	ICAO_A6	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_A7	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_A7	2	Climb	MaxTakeoff	FLAP_51 500			
7878R	ICAO_A7	3	Climb	MaxClimb	FLAP_53 000			
7878R	ICAO_A7	4	Acceleration	MaxPClca	FLAP_5		232	55
7878R	ICAO_A7	5	Climb	MaxClimb	FLAP_14 000			
7878R	ICAO_A7	6	Acceleration	MaxPClca	FLAP_0		250	50
7878R	ICAO_A7	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_A8	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_A8	2	Climb	MaxTakeoff	FLAP_51 500			
7878R	ICAO_A8	3	Climb	MaxClimb	FLAP_53 000			
7878R	ICAO_A8	4	Acceleration	MaxPClca	FLAP_5		232	55
7878R	ICAO_A8	5	Climb	MaxClimb	FLAP_14 000			
7878R	ICAO_A8	6	Acceleration	MaxPClca	FLAP_0		250	50
7878R	ICAO_A8	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_A9	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_A9	2	Climb	MaxTakeoff	FLAP_51 500			
7878R	ICAO_A9	3	Climb	MaxClimb	FLAP_53 000			
7878R	ICAO_A9	4	Acceleration	MaxPClca	FLAP_5		235	55
7878R	ICAO_A9	5	Climb	MaxClimb	FLAP_14 000			
7878R	ICAO_A9	6	Acceleration	MaxPClca	FLAP_0		250	50
7878R	ICAO_A9	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_B1	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_B1	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	ICAO_B1	3	Acceleration	MaxPClca	FLAP_5		220	55
7878R	ICAO_B1	4	Climb	MaxTakeoff	FLAP_12 700			
7878R	ICAO_B1	5	Climb	MaxClimb	FLAP_03 000			
7878R	ICAO_B1	6	Acceleration	MaxPClca	FLAP_0		250	50
7878R	ICAO_B1	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_B2	1	Takeoff	MaxTakeoff	FLAP_5			

Status: This is the original version (as it was originally adopted).

7878R	ICAO_B2	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	ICAO_B2	3	Acceleration	MaxTakeoff	FLAP_5		220	55
7878R	ICAO_B2	4	Climb	MaxTakeoff	FLAP_12 700			
7878R	ICAO_B2	5	Climb	MaxClimb	FLAP_03 000			
7878R	ICAO_B2	6	Acceleration	MaxClimb	FLAP_0		250	50
7878R	ICAO_B2	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_B3	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_B3	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	ICAO_B3	3	Acceleration	MaxTakeoff	FLAP_5		220	55
7878R	ICAO_B3	4	Climb	MaxTakeoff	FLAP_12 700			
7878R	ICAO_B3	5	Climb	MaxClimb	FLAP_03 000			
7878R	ICAO_B3	6	Acceleration	MaxClimb	FLAP_0		250	50
7878R	ICAO_B3	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_B4	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_B4	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	ICAO_B4	3	Acceleration	MaxTakeoff	FLAP_5		225	55
7878R	ICAO_B4	4	Climb	MaxTakeoff	FLAP_12 600			
7878R	ICAO_B4	5	Climb	MaxClimb	FLAP_03 000			
7878R	ICAO_B4	6	Acceleration	MaxClimb	FLAP_0		250	50
7878R	ICAO_B4	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_B5	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_B5	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	ICAO_B5	3	Acceleration	MaxTakeoff	FLAP_5		230	55
7878R	ICAO_B5	4	Climb	MaxTakeoff	FLAP_12 500			
7878R	ICAO_B5	5	Climb	MaxClimb	FLAP_03 000			
7878R	ICAO_B5	6	Acceleration	MaxClimb	FLAP_0		250	50
7878R	ICAO_B5	7	Climb	MaxClimb	FLAP_010 000			
7878R	ICAO_B6	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_B6	2	Climb	MaxTakeoff	FLAP_51 000			
7878R	ICAO_B6	3	Acceleration	MaxTakeoff	FLAP_5		230	55
7878R	ICAO_B6	4	Climb	MaxTakeoff	FLAP_12 400			
7878R	ICAO_B6	5	Climb	MaxClimb	FLAP_03 000			
7878R	ICAO_B6	6	Acceleration	MaxClimb	FLAP_0		250	50
7878R	ICAO_B6	7	Climb	MaxClimb	FLAP_010 000			

Status: This is the original version (as it was originally adopted).

7878R	ICAO_B7	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_B7	2	Climb	MaxTakeoff	FLAP_5	1 000		
7878R	ICAO_B7	3	Acceleration	MaxTakeoff	FLAP_5		235	55
7878R	ICAO_B7	4	Climb	MaxTakeoff	FLAP_12	200		
7878R	ICAO_B7	5	Climb	MaxClimb	FLAP_03	000		
7878R	ICAO_B7	6	Acceleration	MaxClimb	FLAP_0		250	50
7878R	ICAO_B7	7	Climb	MaxClimb	FLAP_010	000		
7878R	ICAO_B8	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_B8	2	Climb	MaxTakeoff	FLAP_5	1 000		
7878R	ICAO_B8	3	Acceleration	MaxTakeoff	FLAP_5		240	55
7878R	ICAO_B8	4	Climb	MaxTakeoff	FLAP_12	100		
7878R	ICAO_B8	5	Climb	MaxClimb	FLAP_03	000		
7878R	ICAO_B8	6	Acceleration	MaxClimb	FLAP_0		250	50
7878R	ICAO_B8	7	Climb	MaxClimb	FLAP_010	000		
7878R	ICAO_B9	1	Takeoff	MaxTakeoff	FLAP_5			
7878R	ICAO_B9	2	Climb	MaxTakeoff	FLAP_5	1 000		
7878R	ICAO_B9	3	Acceleration	MaxTakeoff	FLAP_5		245	55
7878R	ICAO_B9	4	Climb	MaxTakeoff	FLAP_12	100		
7878R	ICAO_B9	5	Climb	MaxClimb	FLAP_03	000		
7878R	ICAO_B9	6	Acceleration	MaxClimb	FLAP_0		250	50
7878R	ICAO_B9	7	Climb	MaxClimb	FLAP_010	000		
A300-620R	DEFAULT	1	Takeoff	MaxTakeoff	500			
A300-620R	DEFAULT	2	Climb	MaxTakeoff	500	1 000		
A300-620R	DEFAULT	3	Acceleration	MaxTakeoff	500		1 419,5	185,3
A300-620R	DEFAULT	4	Climb	MaxClimb	0b	3 000		
A300-620R	DEFAULT	5	Acceleration	MaxClimb	0b		1 275	250
A300-620R	DEFAULT	6	Climb	MaxClimb	0b	5 500		
A300-620R	DEFAULT	7	Climb	MaxClimb	0b	7 500		
A300-620R	DEFAULT	8	Climb	MaxClimb	0b	10 000		
A300-620R	DEFAULT	1	Takeoff	MaxTakeoff	500			
A300-620R	DEFAULT	2	Climb	MaxTakeoff	500	1 000		
A300-620R	DEFAULT	3	Acceleration	MaxTakeoff	500		1 361,3	189,3
A300-620R	DEFAULT	4	Climb	MaxClimb	0b	3 000		

Status: This is the original version (as it was originally adopted).

A300-62	DEF	U	LT	5	Acceleration	MaxClimb	0		1 216,8	250	
A300-62	DEF	U	LT	6	Climb	MaxClimb	0	5 500			
A300-62	DEF	U	LT	7	Climb	MaxClimb	0	7 500			
A300-62	DEF	U	LT	8	Climb	MaxClimb	0	10 000			
A300-62	DEF	U	BT	1	Takeoff	MaxTakeoff	500				
A300-62	DEF	U	BT	2	Climb	MaxTakeoff	500	1 000			
A300-62	DEF	U	BT	3	Acceleration	MaxTakeoff	500		1 303,7	193,2	
A300-62	DEF	U	BT	4	Climb	MaxClimb	0	3 000			
A300-62	DEF	U	BT	5	Acceleration	MaxClimb	0		1 159,4	250	
A300-62	DEF	U	BT	6	Climb	MaxClimb	0	5 500			
A300-62	DEF	U	BT	7	Climb	MaxClimb	0	7 500			
A300-62	DEF	U	BT	8	Climb	MaxClimb	0	10 000			
A300-62	DEF	U	HT	1	Takeoff	MaxTakeoff	500				
A300-62	DEF	U	HT	2	Climb	MaxTakeoff	500	1 000			
A300-62	DEF	U	HT	3	Acceleration	MaxTakeoff	500		1 210,4	200,1	
A300-62	DEF	U	HT	4	Climb	MaxClimb	0	3 000			
A300-62	DEF	U	HT	5	Acceleration	MaxClimb	0		1 065,5	250	
A300-62	DEF	U	HT	6	Climb	MaxClimb	0	5 500			
A300-62	DEF	U	HT	7	Climb	MaxClimb	0	7 500			
A300-62	DEF	U	HT	8	Climb	MaxClimb	0	10 000			
A300-62	DEF	U	ST	1	Takeoff	MaxTakeoff	500				
A300-62	DEF	U	ST	2	Climb	MaxTakeoff	500	1 000			
A300-62	DEF	U	ST	3	Acceleration	MaxTakeoff	500		1 099,6	209,1	
A300-62	DEF	U	ST	4	Climb	MaxClimb	0	3 000			
A300-62	DEF	U	ST	5	Acceleration	MaxClimb	0		953,9	250	
A300-62	DEF	U	ST	6	Climb	MaxClimb	0	5 500			
A300-62	DEF	U	ST	7	Climb	MaxClimb	0	7 500			
A300-62	DEF	U	ST	8	Climb	MaxClimb	0	10 000			
A300-62	DEF	U	GT	1	Takeoff	MaxTakeoff	500				
A300-62	DEF	U	GT	2	Climb	MaxTakeoff	500	1 000			

Status: This is the original version (as it was originally adopted).

A300-62	DEF	U16T	3	Acceleration	MaxTakeoff	500	1 015,3	216,4	
A300-62	DEF	U16T	4	Climb	MaxClimb	3 000			
A300-62	DEF	U16T	5	Acceleration	MaxClimb	500	870,9	250	
A300-62	DEF	U16T	6	Climb	MaxClimb	5 500			
A300-62	DEF	U16T	7	Climb	MaxClimb	7 500			
A300-62	DEF	U16T	8	Climb	MaxClimb	10 000			
A300-62	LRAO	A1	1	Takeoff	MaxTakeoff	500			
A300-62	LRAO	A1	2	Climb	MaxTakeoff	500	1 500		
A300-62	LRAO	A1	3	Climb	MaxClimb	500	3 000		
A300-62	LRAO	A1	4	Acceleration	MaxClimb	500	979,6	185,2	
A300-62	LRAO	A1	5	Acceleration	MaxClimb	500	1 107,6	204,5	
A300-62	LRAO	A1	6	Acceleration	MaxClimb	500	1 303,7	250	
A300-62	LRAO	A1	7	Climb	MaxClimb	5 500			
A300-62	LRAO	A1	8	Climb	MaxClimb	7 500			
A300-62	LRAO	A1	9	Climb	MaxClimb	10 000			
A300-62	LRAO	A2	1	Takeoff	MaxTakeoff	500			
A300-62	LRAO	A2	2	Climb	MaxTakeoff	500	1 500		
A300-62	LRAO	A2	3	Climb	MaxClimb	500	3 000		
A300-62	LRAO	A2	4	Acceleration	MaxClimb	500	935	189,1	
A300-62	LRAO	A2	5	Acceleration	MaxClimb	500	1 059,7	207,3	
A300-62	LRAO	A2	6	Acceleration	MaxClimb	500	1 241,6	250	
A300-62	LRAO	A2	7	Climb	MaxClimb	5 500			
A300-62	LRAO	A2	8	Climb	MaxClimb	7 500			
A300-62	LRAO	A2	9	Climb	MaxClimb	10 000			
A300-62	LRAO	A3	1	Takeoff	MaxTakeoff	500			
A300-62	LRAO	A3	2	Climb	MaxTakeoff	500	1 500		
A300-62	LRAO	A3	3	Climb	MaxClimb	500	3 000		
A300-62	LRAO	A3	4	Acceleration	MaxClimb	500	890,5	193,1	
A300-62	LRAO	A3	5	Acceleration	MaxClimb	500	1 012,1	210,1	
A300-62	LRAO	A3	6	Acceleration	MaxClimb	500	1 180,8	250	

Status: This is the original version (as it was originally adopted).

A300-62	LRAO_A3	7	Climb	MaxClimb	5 500			
A300-62	LRAO_A3	8	Climb	MaxClimb	7 500			
A300-62	LRAO_A3	9	Climb	MaxClimb	10 000			
A300-62	LRAO_A4	1	Takeoff	MaxTakeoff	500			
A300-62	LRAO_A4	2	Climb	MaxTakeoff	1 500			
A300-62	LRAO_A4	3	Climb	MaxClimb	3 000			
A300-62	LRAO_A4	4	Acceleration	MaxClimb	500	817,4	200	
A300-62	LRAO_A4	5	Acceleration	MaxClimb		933,4	215,2	
A300-62	LRAO_A4	6	Acceleration	MaxClimb		1 081,4	250	
A300-62	LRAO_A4	7	Climb	MaxClimb	5 500			
A300-62	LRAO_A4	8	Climb	MaxClimb	7 500			
A300-62	LRAO_A4	9	Climb	MaxClimb	10 000			
A300-62	LRAO_A5	1	Takeoff	MaxTakeoff	500			
A300-62	LRAO_A5	2	Climb	MaxTakeoff	1 500			
A300-62	LRAO_A5	3	Climb	MaxClimb	3 000			
A300-62	LRAO_A5	4	Acceleration	MaxClimb	500	729	208,9	
A300-62	LRAO_A5	5	Acceleration	MaxClimb		839,1	222,1	
A300-62	LRAO_A5	6	Acceleration	MaxClimb		963,8	250	
A300-62	LRAO_A5	7	Climb	MaxClimb	5 500			
A300-62	LRAO_A5	8	Climb	MaxClimb	7 500			
A300-62	LRAO_A5	9	Climb	MaxClimb	10 000			
A300-62	LRAO_A6	1	Takeoff	MaxTakeoff	500			
A300-62	LRAO_A6	2	Climb	MaxTakeoff	1 500			
A300-62	LRAO_A6	3	Climb	MaxClimb	3 000			
A300-62	LRAO_A6	4	Acceleration	MaxClimb	500	660,6	216,3	
A300-62	LRAO_A6	5	Acceleration	MaxClimb		765,7	227,9	
A300-62	LRAO_A6	6	Acceleration	MaxClimb		876,5	250	
A300-62	LRAO_A6	7	Climb	MaxClimb	5 500			
A300-62	LRAO_A6	8	Climb	MaxClimb	7 500			
A300-62	LRAO_A6	9	Climb	MaxClimb	10 000			
A300-62	LRAO_B1	1	Takeoff	MaxTakeoff	500			
A300-62	LRAO_B1	2	Climb	MaxTakeoff	1 000			
A300-62	LRAO_B1	3	Acceleration	MaxTakeoff	500	1 419,5	185,3	

Status: This is the original version (as it was originally adopted).

A300-62	ICRAO_B1	4	Climb	MaxClimb	3 000			
A300-62	ICRAO_B1	5	Accelerate	MaxClimb		1 275	250	
A300-62	ICRAO_B1	6	Climb	MaxClimb	5 500			
A300-62	ICRAO_B1	7	Climb	MaxClimb	7 500			
A300-62	ICRAO_B1	8	Climb	MaxClimb	10 000			
A300-62	ICRAO_B2	1	Takeoff	MaxTakeoff	500			
A300-62	ICRAO_B2	2	Climb	MaxTakeoff	500	1 000		
A300-62	ICRAO_B2	3	Accelerate	MaxTakeoff	500		1 361,3	189,3
A300-62	ICRAO_B2	4	Climb	MaxClimb	3 000			
A300-62	ICRAO_B2	5	Accelerate	MaxClimb			1 216,8	250
A300-62	ICRAO_B2	6	Climb	MaxClimb	5 500			
A300-62	ICRAO_B2	7	Climb	MaxClimb	7 500			
A300-62	ICRAO_B2	8	Climb	MaxClimb	10 000			
A300-62	ICRAO_B3	1	Takeoff	MaxTakeoff	500			
A300-62	ICRAO_B3	2	Climb	MaxTakeoff	500	1 000		
A300-62	ICRAO_B3	3	Accelerate	MaxTakeoff	500		1 303,7	193,2
A300-62	ICRAO_B3	4	Climb	MaxClimb	3 000			
A300-62	ICRAO_B3	5	Accelerate	MaxClimb			1 159,4	250
A300-62	ICRAO_B3	6	Climb	MaxClimb	5 500			
A300-62	ICRAO_B3	7	Climb	MaxClimb	7 500			
A300-62	ICRAO_B3	8	Climb	MaxClimb	10 000			
A300-62	ICRAO_B4	1	Takeoff	MaxTakeoff	500			
A300-62	ICRAO_B4	2	Climb	MaxTakeoff	500	1 000		
A300-62	ICRAO_B4	3	Accelerate	MaxTakeoff	500		1 210,4	200,1
A300-62	ICRAO_B4	4	Climb	MaxClimb	3 000			
A300-62	ICRAO_B4	5	Accelerate	MaxClimb			1 065,5	250
A300-62	ICRAO_B4	6	Climb	MaxClimb	5 500			
A300-62	ICRAO_B4	7	Climb	MaxClimb	7 500			
A300-62	ICRAO_B4	8	Climb	MaxClimb	10 000			
A300-62	ICRAO_B5	1	Takeoff	MaxTakeoff	500			

Status: This is the original version (as it was originally adopted).

A300-62	TRA0_B5	2	Climb	MaxTakeoff	500	1 000			
A300-62	TRA0_B5	3	Acceleration	MaxTakeoff	500		1 099,6	209,1	
A300-62	TRA0_B5	4	Climb	MaxClimb	0	3 000			
A300-62	TRA0_B5	5	Acceleration	MaxClimb	0		953,9	250	
A300-62	TRA0_B5	6	Climb	MaxClimb	0	5 500			
A300-62	TRA0_B5	7	Climb	MaxClimb	0	7 500			
A300-62	TRA0_B5	8	Climb	MaxClimb	0	10 000			
A300-62	TRA0_B6	1	Takeoff	MaxTakeoff	500				
A300-62	TRA0_B6	2	Climb	MaxTakeoff	500	1 000			
A300-62	TRA0_B6	3	Acceleration	MaxTakeoff	500		1 015,3	216,4	
A300-62	TRA0_B6	4	Climb	MaxClimb	0	3 000			
A300-62	TRA0_B6	5	Acceleration	MaxClimb	0		870,9	250	
A300-62	TRA0_B6	6	Climb	MaxClimb	0	5 500			
A300-62	TRA0_B6	7	Climb	MaxClimb	0	7 500			
A300-62	TRA0_B6	8	Climb	MaxClimb	0	10 000			
A300B42	FAULT	1	Takeoff	MaxTakeoff	500				
A300B42	FAULT	2	Climb	MaxTakeoff	500	1 000			
A300B42	FAULT	3	Acceleration	MaxTakeoff	500		2 440	169	
A300B42	FAULT	4	Acceleration	MaxTakeoff	500		1 830	189	
A300B42	FAULT	5	Acceleration	MaxClimb	ZERO		1 000	209	
A300B42	FAULT	6	Climb	MaxClimb	ZERO	3 000			
A300B42	FAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
A300B42	FAULT	8	Climb	MaxClimb	ZERO	5 500			
A300B42	FAULT	9	Climb	MaxClimb	ZERO	7 500			
A300B42	FAULT	10	Climb	MaxClimb	ZERO	10 000			
A300B42	FAULT	1	Takeoff	MaxTakeoff	500				
A300B42	FAULT	2	Climb	MaxTakeoff	500	1 000			
A300B42	FAULT	3	Acceleration	MaxTakeoff	500		2 268	174	
A300B42	FAULT	4	Acceleration	MaxTakeoff	500		1 701	194	
A300B42	FAULT	5	Acceleration	MaxClimb	ZERO		1 000	214	
A300B42	FAULT	6	Climb	MaxClimb	ZERO	3 000			
A300B42	FAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
A300B42	FAULT	8	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

A300B4420FAULT	9	Climb	MaxClimb	ZERO	7 500			
A300B4420FAULT	10	Climb	MaxClimb	ZERO	10 000			
A300B4420FAUBT	1	Takeoff	MaxTakeoff					
A300B4420FAUBT	2	Climb	MaxTakeoff		1 000			
A300B4420FAUBT	3	Acceleration	MaxTakeoff			2 137	178	
A300B4420FAUBT	4	Acceleration	MaxTakeoff			1 603	198	
A300B4420FAUBT	5	Acceleration	MaxClimb	ZERO		1 000	218	
A300B4420FAUBT	6	Climb	MaxClimb	ZERO	3 000			
A300B4420FAUBT	7	Acceleration	MaxClimb	ZERO		1 000	250	
A300B4420FAUBT	8	Climb	MaxClimb	ZERO	5 500			
A300B4420FAUBT	9	Climb	MaxClimb	ZERO	7 500			
A300B4420FAUBT	10	Climb	MaxClimb	ZERO	10 000			
A300B4420FAULT	1	Takeoff	MaxTakeoff					
A300B4420FAULT	2	Climb	MaxTakeoff		1 000			
A300B4420FAULT	3	Acceleration	MaxTakeoff			1 912	186	
A300B4420FAULT	4	Acceleration	MaxTakeoff			1 434	206	
A300B4420FAULT	5	Acceleration	MaxClimb	ZERO		1 000	226	
A300B4420FAULT	6	Climb	MaxClimb	ZERO	3 000			
A300B4420FAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
A300B4420FAULT	8	Climb	MaxClimb	ZERO	5 500			
A300B4420FAULT	9	Climb	MaxClimb	ZERO	7 500			
A300B4420FAULT	10	Climb	MaxClimb	ZERO	10 000			
A300B4420FAUST	1	Takeoff	MaxTakeoff					
A300B4420FAUST	2	Climb	MaxTakeoff		1 000			
A300B4420FAUST	3	Acceleration	MaxTakeoff			1 688	194	
A300B4420FAUST	4	Acceleration	MaxTakeoff			1 266	214	
A300B4420FAUST	5	Acceleration	MaxClimb	ZERO		1 000	234	
A300B4420FAUST	6	Climb	MaxClimb	ZERO	3 000			
A300B4420FAUST	7	Acceleration	MaxClimb	ZERO		1 000	250	
A300B4420FAUST	8	Climb	MaxClimb	ZERO	5 500			
A300B4420FAUST	9	Climb	MaxClimb	ZERO	7 500			
A300B4420FAUST	10	Climb	MaxClimb	ZERO	10 000			
A310-300DEFAULT	1	Takeoff	MaxTakeoff	500				
A310-300DEFAULT	2	Climb	MaxTakeoff	500	1 000			

Status: This is the original version (as it was originally adopted).

A310-300	DEFAULT	3	Acceleration	MaxTakeoff	500		1 475,7	179,5	
A310-300	DEFAULT	4	Climb	MaxClimb	0b	3 000			
A310-300	DEFAULT	5	Acceleration	MaxClimb	0b		1 454,9	250	
A310-300	DEFAULT	6	Climb	MaxClimb	0b	5 500			
A310-300	DEFAULT	7	Climb	MaxClimb	0b	7 500			
A310-300	DEFAULT	8	Climb	MaxClimb	0b	10 000			
A310-300	DEFAULT	1	Takeoff	MaxTakeoff	500				
A310-300	DEFAULT	2	Climb	MaxTakeoff	500	1 000			
A310-300	DEFAULT	3	Acceleration	MaxTakeoff	500		1 415,7	183	
A310-300	DEFAULT	4	Climb	MaxClimb	0b	3 000			
A310-300	DEFAULT	5	Acceleration	MaxClimb	0b		1 392,7	250	
A310-300	DEFAULT	6	Climb	MaxClimb	0b	5 500			
A310-300	DEFAULT	7	Climb	MaxClimb	0b	7 500			
A310-300	DEFAULT	8	Climb	MaxClimb	0b	10 000			
A310-300	DEFAULT	1	Takeoff	MaxTakeoff	500				
A310-300	DEFAULT	2	Climb	MaxTakeoff	500	1 000			
A310-300	DEFAULT	3	Acceleration	MaxTakeoff	500		1 357	186,6	
A310-300	DEFAULT	4	Climb	MaxClimb	0b	3 000			
A310-300	DEFAULT	5	Acceleration	MaxClimb	0b		1 332,3	250	
A310-300	DEFAULT	6	Climb	MaxClimb	0b	5 500			
A310-300	DEFAULT	7	Climb	MaxClimb	0b	7 500			
A310-300	DEFAULT	8	Climb	MaxClimb	0b	10 000			
A310-300	DEFAULT	1	Takeoff	MaxTakeoff	500				
A310-300	DEFAULT	2	Climb	MaxTakeoff	500	1 000			
A310-300	DEFAULT	3	Acceleration	MaxTakeoff	500		1 262,8	192,8	
A310-300	DEFAULT	4	Climb	MaxClimb	0b	3 000			
A310-300	DEFAULT	5	Acceleration	MaxClimb	0b		1 234,1	250	
A310-300	DEFAULT	6	Climb	MaxClimb	0b	5 500			
A310-300	DEFAULT	7	Climb	MaxClimb	0b	7 500			
A310-300	DEFAULT	8	Climb	MaxClimb	0b	10 000			

Status: This is the original version (as it was originally adopted).

A310-300	DEFAULT	1	Takeoff	MaxTakeoff	500			
A310-300	DEFAULT	2	Climb	MaxTakeoff	500	1 000		
A310-300	DEFAULT	3	Acceleration	MaxTakeoff	500		1 151,8	200,9
A310-300	DEFAULT	4	Climb	MaxClimb	0	3 000		
A310-300	DEFAULT	5	Acceleration	MaxClimb	0		1 117,9	250
A310-300	DEFAULT	6	Climb	MaxClimb	0	5 500		
A310-300	DEFAULT	7	Climb	MaxClimb	0	7 500		
A310-300	DEFAULT	8	Climb	MaxClimb	0	10 000		
A310-300	DEFAULT	1	Takeoff	MaxTakeoff	500			
A310-300	DEFAULT	2	Climb	MaxTakeoff	500	1 000		
A310-300	DEFAULT	3	Acceleration	MaxTakeoff	500		990,5	214,3
A310-300	DEFAULT	4	Climb	MaxClimb	0	3 000		
A310-300	DEFAULT	5	Acceleration	MaxClimb	0		944,8	250
A310-300	DEFAULT	6	Climb	MaxClimb	0	5 500		
A310-300	DEFAULT	7	Climb	MaxClimb	0	7 500		
A310-300	DEFAULT	8	Climb	MaxClimb	0	10 000		
A310-300	ICAO_A1	1	Takeoff	MaxTakeoff	500			
A310-300	ICAO_A1	2	Climb	MaxTakeoff	500	1 500		
A310-300	ICAO_A1	3	Climb	MaxClimb	500	3 000		
A310-300	ICAO_A1	4	Acceleration	MaxClimb	500		1 167,6	179,4
A310-300	ICAO_A1	5	Acceleration	MaxClimb	0		1 273,6	200,4
A310-300	ICAO_A1	6	Acceleration	MaxClimb	0		1 496,6	250
A310-300	ICAO_A1	7	Climb	MaxClimb	0	5 500		
A310-300	ICAO_A1	8	Climb	MaxClimb	0	7 500		
A310-300	ICAO_A1	9	Climb	MaxClimb	0	10 000		
A310-300	ICAO_A2	1	Takeoff	MaxTakeoff	500			
A310-300	ICAO_A2	2	Climb	MaxTakeoff	500	1 500		
A310-300	ICAO_A2	3	Climb	MaxClimb	500	3 000		
A310-300	ICAO_A2	4	Acceleration	MaxClimb	500		1 115,8	182,9
A310-300	ICAO_A2	5	Acceleration	MaxClimb	0		1 222,3	202,8

Status: This is the original version (as it was originally adopted).

A310-300	ICAO_A2	6	Acceleration	MaxClimb	0	1 430,5	250	
A310-300	ICAO_A2	7	Climb	MaxClimb	0	5 500		
A310-300	ICAO_A2	8	Climb	MaxClimb	0	7 500		
A310-300	ICAO_A2	9	Climb	MaxClimb	0	10 000		
A310-300	ICAO_A3	1	Takeoff	MaxTakeoff	500			
A310-300	ICAO_A3	2	Climb	MaxTakeoff	500	1 500		
A310-300	ICAO_A3	3	Climb	MaxClimb	500	3 000		
A310-300	ICAO_A3	4	Acceleration	MaxClimb	500	1 065,4	186,5	
A310-300	ICAO_A3	5	Acceleration	MaxClimb	0	1 172,6	205,3	
A310-300	ICAO_A3	6	Acceleration	MaxClimb	0	1 366,6	250	
A310-300	ICAO_A3	7	Climb	MaxClimb	0	5 500		
A310-300	ICAO_A3	8	Climb	MaxClimb	0	7 500		
A310-300	ICAO_A3	9	Climb	MaxClimb	0	10 000		
A310-300	ICAO_A4	1	Takeoff	MaxTakeoff	500			
A310-300	ICAO_A4	2	Climb	MaxTakeoff	500	1 500		
A310-300	ICAO_A4	3	Climb	MaxClimb	500	3 000		
A310-300	ICAO_A4	4	Acceleration	MaxClimb	500	984,3	192,7	
A310-300	ICAO_A4	5	Acceleration	MaxClimb	0	1 091,4	209,7	
A310-300	ICAO_A4	6	Acceleration	MaxClimb	0	1 262,9	250	
A310-300	ICAO_A4	7	Climb	MaxClimb	0	5 500		
A310-300	ICAO_A4	8	Climb	MaxClimb	0	7 500		
A310-300	ICAO_A4	9	Climb	MaxClimb	0	10 000		
A310-300	ICAO_A5	1	Takeoff	MaxTakeoff	500			
A310-300	ICAO_A5	2	Climb	MaxTakeoff	500	1 500		
A310-300	ICAO_A5	3	Climb	MaxClimb	500	3 000		
A310-300	ICAO_A5	4	Acceleration	MaxClimb	500	888,4	200,8	
A310-300	ICAO_A5	5	Acceleration	MaxClimb	0	994,5	215,7	
A310-300	ICAO_A5	6	Acceleration	MaxClimb	0	1 140,7	250	
A310-300	ICAO_A5	7	Climb	MaxClimb	0	5 500		
A310-300	ICAO_A5	8	Climb	MaxClimb	0	7 500		

Status: This is the original version (as it was originally adopted).

A310-300	KCAO_A5	9	Climb	MaxClimb	10 000			
A310-300	KCAO_A6	1	Takeoff	MaxTakeoff	500			
A310-300	KCAO_A6	2	Climb	MaxTakeoff	1 500			
A310-300	KCAO_A6	3	Climb	MaxClimb	3 000			
A310-300	KCAO_A6	4	Acceleration	MaxClimb	500	747,4	214,2	
A310-300	KCAO_A6	5	Acceleration	MaxClimb		848,6	226,2	
A310-300	KCAO_A6	6	Acceleration	MaxClimb		959,5	250	
A310-300	KCAO_A6	7	Climb	MaxClimb	5 500			
A310-300	KCAO_A6	8	Climb	MaxClimb	7 500			
A310-300	KCAO_A6	9	Climb	MaxClimb	10 000			
A310-300	KCAO_B1	1	Takeoff	MaxTakeoff	500			
A310-300	KCAO_B1	2	Climb	MaxTakeoff	1 000			
A310-300	KCAO_B1	3	Acceleration	MaxTakeoff	500	1 475,7	179,5	
A310-300	KCAO_B1	4	Climb	MaxClimb	3 000			
A310-300	KCAO_B1	5	Acceleration	MaxClimb		1 454,9	250	
A310-300	KCAO_B1	6	Climb	MaxClimb	5 500			
A310-300	KCAO_B1	7	Climb	MaxClimb	7 500			
A310-300	KCAO_B1	8	Climb	MaxClimb	10 000			
A310-300	KCAO_B2	1	Takeoff	MaxTakeoff	500			
A310-300	KCAO_B2	2	Climb	MaxTakeoff	1 000			
A310-300	KCAO_B2	3	Acceleration	MaxTakeoff	500	1 415,7	183	
A310-300	KCAO_B2	4	Climb	MaxClimb	3 000			
A310-300	KCAO_B2	5	Acceleration	MaxClimb		1 392,7	250	
A310-300	KCAO_B2	6	Climb	MaxClimb	5 500			
A310-300	KCAO_B2	7	Climb	MaxClimb	7 500			
A310-300	KCAO_B2	8	Climb	MaxClimb	10 000			
A310-300	KCAO_B3	1	Takeoff	MaxTakeoff	500			
A310-300	KCAO_B3	2	Climb	MaxTakeoff	1 000			
A310-300	KCAO_B3	3	Acceleration	MaxTakeoff	500	1 357	186,6	
A310-300	KCAO_B3	4	Climb	MaxClimb	3 000			
A310-300	KCAO_B3	5	Acceleration	MaxClimb		1 332,3	250	

Status: This is the original version (as it was originally adopted).

A310-301	ICAO_B3	6	Climb	MaxClimb	5 500			
A310-301	ICAO_B3	7	Climb	MaxClimb	7 500			
A310-301	ICAO_B3	8	Climb	MaxClimb	10 000			
A310-301	ICAO_B4	1	Takeoff	MaxTakeoff	500			
A310-301	ICAO_B4	2	Climb	MaxTakeoff	1 000			
A310-301	ICAO_B4	3	Acceleration	MaxTakeoff	500	1 262,8	192,8	
A310-301	ICAO_B4	4	Climb	MaxClimb	3 000			
A310-301	ICAO_B4	5	Acceleration	MaxClimb		1 234,1	250	
A310-301	ICAO_B4	6	Climb	MaxClimb	5 500			
A310-301	ICAO_B4	7	Climb	MaxClimb	7 500			
A310-301	ICAO_B4	8	Climb	MaxClimb	10 000			
A310-301	ICAO_B5	1	Takeoff	MaxTakeoff	500			
A310-301	ICAO_B5	2	Climb	MaxTakeoff	1 000			
A310-301	ICAO_B5	3	Acceleration	MaxTakeoff	500	1 151,8	200,9	
A310-301	ICAO_B5	4	Climb	MaxClimb	3 000			
A310-301	ICAO_B5	5	Acceleration	MaxClimb		1 117,9	250	
A310-301	ICAO_B5	6	Climb	MaxClimb	5 500			
A310-301	ICAO_B5	7	Climb	MaxClimb	7 500			
A310-301	ICAO_B5	8	Climb	MaxClimb	10 000			
A310-301	ICAO_B6	1	Takeoff	MaxTakeoff	500			
A310-301	ICAO_B6	2	Climb	MaxTakeoff	1 000			
A310-301	ICAO_B6	3	Acceleration	MaxTakeoff	500	990,5	214,3	
A310-301	ICAO_B6	4	Climb	MaxClimb	3 000			
A310-301	ICAO_B6	5	Acceleration	MaxClimb		944,8	250	
A310-301	ICAO_B6	6	Climb	MaxClimb	5 500			
A310-301	ICAO_B6	7	Climb	MaxClimb	7 500			
A310-301	ICAO_B6	8	Climb	MaxClimb	10 000			
A319-131	DEFAULT	1	Takeoff	MaxTakeoff				
A319-131	DEFAULT	2	Climb	MaxTakeoff	1 000			
A319-131	DEFAULT	3	Acceleration	MaxTakeoff		1 042,6	181,6	

Status: This is the original version (as it was originally adopted).

A319-13	DEFAULT	4	Acceleration	MaxTakeoff			1 177,5	200,7	
A319-13	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A319-13	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 320,8	250	
A319-13	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A319-13	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A319-13	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A319-13	DEFAULT	1	Takeoff	MaxTakeoff					
A319-13	DEFAULT	2	Climb	MaxTakeoff		1 000			
A319-13	DEFAULT	3	Acceleration	MaxTakeoff			997,1	185,3	
A319-13	DEFAULT	4	Acceleration	MaxTakeoff			1 128,9	203,3	
A319-13	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A319-13	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 264	250	
A319-13	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A319-13	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A319-13	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A319-13	DEFAULT	1	Takeoff	MaxTakeoff					
A319-13	DEFAULT	2	Climb	MaxTakeoff		1 000			
A319-13	DEFAULT	3	Acceleration	MaxTakeoff			952,7	189	
A319-13	DEFAULT	4	Acceleration	MaxTakeoff			1 081	206	
A319-13	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A319-13	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 208,7	250	
A319-13	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A319-13	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A319-13	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A319-13	DEFAULT	1	Takeoff	MaxTakeoff					
A319-13	DEFAULT	2	Climb	MaxTakeoff		1 000			
A319-13	DEFAULT	3	Acceleration	MaxTakeoff			880,8	195,6	
A319-13	DEFAULT	4	Acceleration	MaxTakeoff			1 001,7	210,8	
A319-13	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A319-13	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 119,6	250	

Status: This is the original version (as it was originally adopted).

A319-131	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A319-131	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A319-131	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A319-131	DEFAULT	1	Takeoff	MaxTakeoff					
A319-131	DEFAULT	2	Acceleration	MaxTakeoff			735,2	169,7	
A319-131	DEFAULT	3	Climb	MaxTakeoff		1 000			
A319-131	DEFAULT	4	Acceleration	MaxTakeoff			793,4	208,8	
A319-131	DEFAULT	5	Acceleration	MaxTakeoff	ZERO		860	221,2	
A319-131	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
A319-131	DEFAULT	7	Acceleration	MaxClimb	ZERO		964,2	250	
A319-131	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
A319-131	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
A319-131	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
A319-131	ICAO_A1	1	Takeoff	MaxTakeoff					
A319-131	ICAO_A1	2	Climb	MaxTakeoff		1 500			
A319-131	ICAO_A1	3	Climb	MaxClimb	B-F	3 000			
A319-131	ICAO_A1	4	Acceleration	MaxClimb	B-F		822,7	181,4	
A319-131	ICAO_A1	5	Acceleration	MaxClimb			972,3	196,5	
A319-131	ICAO_A1	6	Acceleration	MaxClimb	ZERO		1 162,8	223,8	
A319-131	ICAO_A1	7	Acceleration	MaxClimb	ZERO		1 374,2	250	
A319-131	ICAO_A1	8	Climb	MaxClimb	ZERO	5 500			
A319-131	ICAO_A1	9	Climb	MaxClimb	ZERO	7 500			
A319-131	ICAO_A1	10	Climb	MaxClimb	ZERO	10 000			
A319-131	ICAO_A2	1	Takeoff	MaxTakeoff					
A319-131	ICAO_A2	2	Climb	MaxTakeoff		1 500			
A319-131	ICAO_A2	3	Climb	MaxClimb	B-F	3 000			
A319-131	ICAO_A2	4	Acceleration	MaxClimb	B-F		786,5	185,2	
A319-131	ICAO_A2	5	Acceleration	MaxClimb			935,4	199,4	
A319-131	ICAO_A2	6	Acceleration	MaxClimb	ZERO		1 115,9	225,3	
A319-131	ICAO_A2	7	Acceleration	MaxClimb	ZERO		1 312,1	250	
A319-131	ICAO_A2	8	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

A319-131	ICAO_A2	9	Climb	MaxClimb	ZERO	7 500			
A319-131	ICAO_A2	10	Climb	MaxClimb	ZERO	10 000			
A319-131	ICAO_A3	1	Takeoff	MaxTakeoff					
A319-131	ICAO_A3	2	Climb	MaxTakeoff		1 500			
A319-131	ICAO_A3	3	Climb	MaxClimb	b-F	3 000			
A319-131	ICAO_A3	4	Acceleration	MaxClimb	b-F		751,1	188,9	
A319-131	ICAO_A3	5	Acceleration	MaxClimb			899,4	202,4	
A319-131	ICAO_A3	6	Acceleration	MaxClimb	ZERO		1 070,2	226,9	
A319-131	ICAO_A3	7	Acceleration	MaxClimb	ZERO		1 252	250	
A319-131	ICAO_A3	8	Climb	MaxClimb	ZERO	5 500			
A319-131	ICAO_A3	9	Climb	MaxClimb	ZERO	7 500			
A319-131	ICAO_A3	10	Climb	MaxClimb	ZERO	10 000			
A319-131	ICAO_A4	1	Takeoff	MaxTakeoff					
A319-131	ICAO_A4	2	Climb	MaxTakeoff		1 500			
A319-131	ICAO_A4	3	Climb	MaxClimb	b-F	3 000			
A319-131	ICAO_A4	4	Acceleration	MaxClimb	b-F		693,7	195,4	
A319-131	ICAO_A4	5	Acceleration	MaxClimb			840,2	207,6	
A319-131	ICAO_A4	6	Acceleration	MaxClimb	ZERO		996,8	230	
A319-131	ICAO_A4	7	Acceleration	MaxClimb	ZERO		1 155,3	250	
A319-131	ICAO_A4	8	Climb	MaxClimb	ZERO	5 500			
A319-131	ICAO_A4	9	Climb	MaxClimb	ZERO	7 500			
A319-131	ICAO_A4	10	Climb	MaxClimb	ZERO	10 000			
A319-131	ICAO_A5	1	Takeoff	MaxTakeoff					
A319-131	ICAO_A5	2	Acceleration	MaxTakeoff			735,2	169,7	
A319-131	ICAO_A5	3	Climb	MaxTakeoff		1 500			
A319-131	ICAO_A5	4	Climb	MaxClimb	b-F	3 000			
A319-131	ICAO_A5	5	Acceleration	MaxClimb	b-F		637,2	208,7	
A319-131	ICAO_A5	6	Acceleration	MaxClimb			733,4	218,7	
A319-131	ICAO_A5	7	Acceleration	MaxClimb	ZERO		869,2	237,4	
A319-131	ICAO_A5	8	Acceleration	MaxClimb	ZERO		987,8	250	
A319-131	ICAO_A5	9	Climb	MaxClimb	ZERO	5 500			
A319-131	ICAO_A5	10	Climb	MaxClimb	ZERO	7 500			
A319-131	ICAO_A5	11	Climb	MaxClimb	ZERO	10 000			

Status: This is the original version (as it was originally adopted).

A319-131	ICAO_B1	1	Takeoff	MaxTakeoff				
A319-131	ICAO_B1	2	Climb	MaxTakeoff	1 000			
A319-131	ICAO_B1	3	Acceleration	MaxTakeoff		1 042,6	181,6	
A319-131	ICAO_B1	4	Acceleration	MaxTakeoff		1 177,5	200,7	
A319-131	ICAO_B1	5	Climb	MaxClimb	3 000			
A319-131	ICAO_B1	6	Acceleration	MaxClimb		1 320,8	250	
A319-131	ICAO_B1	7	Climb	MaxClimb	5 500			
A319-131	ICAO_B1	8	Climb	MaxClimb	7 500			
A319-131	ICAO_B1	9	Climb	MaxClimb	10 000			
A319-131	ICAO_B2	1	Takeoff	MaxTakeoff				
A319-131	ICAO_B2	2	Climb	MaxTakeoff	1 000			
A319-131	ICAO_B2	3	Acceleration	MaxTakeoff		997,1	185,3	
A319-131	ICAO_B2	4	Acceleration	MaxTakeoff		1 128,9	203,3	
A319-131	ICAO_B2	5	Climb	MaxClimb	3 000			
A319-131	ICAO_B2	6	Acceleration	MaxClimb		1 264	250	
A319-131	ICAO_B2	7	Climb	MaxClimb	5 500			
A319-131	ICAO_B2	8	Climb	MaxClimb	7 500			
A319-131	ICAO_B2	9	Climb	MaxClimb	10 000			
A319-131	ICAO_B3	1	Takeoff	MaxTakeoff				
A319-131	ICAO_B3	2	Climb	MaxTakeoff	1 000			
A319-131	ICAO_B3	3	Acceleration	MaxTakeoff		952,7	189	
A319-131	ICAO_B3	4	Acceleration	MaxTakeoff		1 081	206	
A319-131	ICAO_B3	5	Climb	MaxClimb	3 000			
A319-131	ICAO_B3	6	Acceleration	MaxClimb		1 208,7	250	
A319-131	ICAO_B3	7	Climb	MaxClimb	5 500			
A319-131	ICAO_B3	8	Climb	MaxClimb	7 500			
A319-131	ICAO_B3	9	Climb	MaxClimb	10 000			
A319-131	ICAO_B4	1	Takeoff	MaxTakeoff				
A319-131	ICAO_B4	2	Climb	MaxTakeoff	1 000			
A319-131	ICAO_B4	3	Acceleration	MaxTakeoff		880,8	195,6	

Status: This is the original version (as it was originally adopted).

A319-131	ICAO_B4	4	Acceleration	MaxTakeoff		1 001,7	210,8	
A319-131	ICAO_B4	5	Climb	MaxClimb	ZERO	3 000		
A319-131	ICAO_B4	6	Acceleration	MaxClimb	ZERO	1 119,6	250	
A319-131	ICAO_B4	7	Climb	MaxClimb	ZERO	5 500		
A319-131	ICAO_B4	8	Climb	MaxClimb	ZERO	7 500		
A319-131	ICAO_B4	9	Climb	MaxClimb	ZERO	10 000		
A319-131	ICAO_B5	1	Takeoff	MaxTakeoff				
A319-131	ICAO_B5	2	Acceleration	MaxTakeoff		735,2	169,7	
A319-131	ICAO_B5	3	Climb	MaxTakeoff		1 000		
A319-131	ICAO_B5	4	Acceleration	MaxTakeoff		793,4	208,8	
A319-131	ICAO_B5	5	Acceleration	MaxTakeoff	ZERO	860	221,2	
A319-131	ICAO_B5	6	Climb	MaxClimb	ZERO	3 000		
A319-131	ICAO_B5	7	Acceleration	MaxClimb	ZERO	964,2	250	
A319-131	ICAO_B5	8	Climb	MaxClimb	ZERO	5 500		
A319-131	ICAO_B5	9	Climb	MaxClimb	ZERO	7 500		
A319-131	ICAO_B5	10	Climb	MaxClimb	ZERO	10 000		
A320-211	DEFAULT	1	Takeoff	MaxTakeoff				
A320-211	DEFAULT	2	Climb	MaxTakeoff		1 000		
A320-211	DEFAULT	3	Acceleration	MaxTakeoff		1 150,5	186,2	
A320-211	DEFAULT	4	Acceleration	MaxTakeoff		1 300,7	208,1	
A320-211	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
A320-211	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 230,7	250	
A320-211	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
A320-211	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
A320-211	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
A320-211	DEFAULT	1	Takeoff	MaxTakeoff				
A320-211	DEFAULT	2	Climb	MaxTakeoff		1 000		
A320-211	DEFAULT	3	Acceleration	MaxTakeoff		1 098,5	190,2	
A320-211	DEFAULT	4	Acceleration	MaxTakeoff		1 243,7	210,7	
A320-211	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		

Status: This is the original version (as it was originally adopted).

A320-211	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 171	250	
A320-211	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A320-211	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A320-211	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A320-211	DEFAULT	1	Takeoff	MaxTakeoff					
A320-211	DEFAULT	2	Climb	MaxTakeoff		1 000			
A320-211	DEFAULT	3	Acceleration	MaxTakeoff			1 049,6	194,3	
A320-211	DEFAULT	4	Acceleration	MaxTakeoff			1 189,2	213,5	
A320-211	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A320-211	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 113,9	250	
A320-211	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A320-211	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A320-211	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A320-211	DEFAULT	1	Takeoff	MaxTakeoff					
A320-211	DEFAULT	2	Climb	MaxTakeoff		1 000			
A320-211	DEFAULT	3	Acceleration	MaxTakeoff			972,6	201,4	
A320-211	DEFAULT	4	Acceleration	MaxTakeoff			1 101	218,7	
A320-211	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A320-211	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 021	250	
A320-211	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A320-211	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A320-211	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A320-211	DEFAULT	1	Takeoff	MaxTakeoff					
A320-211	DEFAULT	2	Climb	MaxTakeoff		1 000			
A320-211	DEFAULT	3	Acceleration	MaxTakeoff			933,1	205,1	
A320-211	DEFAULT	4	Acceleration	MaxTakeoff			1 056	221,4	
A320-211	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A320-211	DEFAULT	6	Acceleration	MaxClimb	ZERO		973,2	250	
A320-211	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A320-211	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A320-211	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A320-211	ICAO_AI	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

A320-211	ICAO_A1	2	Climb	MaxTakeoff	1 500			
A320-211	ICAO_A1	3	Climb	MaxClimb-F	3 000			
A320-211	ICAO_A1	4	Acceleration	MaxClimb-F		812,1	186,1	
A320-211	ICAO_A1	5	Acceleration	MaxClimb		933,5	201,2	
A320-211	ICAO_A1	6	Acceleration	MaxClimb	ZERO	1 119,7	228,2	
A320-211	ICAO_A1	7	Acceleration	MaxClimb	ZERO	1 240,5	250	
A320-211	ICAO_A1	8	Climb	MaxClimb	ZERO	5 500		
A320-211	ICAO_A1	9	Climb	MaxClimb	ZERO	7 500		
A320-211	ICAO_A1	10	Climb	MaxClimb	ZERO	10 000		
A320-211	ICAO_A2	1	Takeoff	MaxTakeoff				
A320-211	ICAO_A2	2	Climb	MaxTakeoff	1 500			
A320-211	ICAO_A2	3	Climb	MaxClimb-F	3 000			
A320-211	ICAO_A2	4	Acceleration	MaxClimb-F		769,5	190,1	
A320-211	ICAO_A2	5	Acceleration	MaxClimb		899,8	204,3	
A320-211	ICAO_A2	6	Acceleration	MaxClimb	ZERO	1 069,9	229,9	
A320-211	ICAO_A2	7	Acceleration	MaxClimb	ZERO	1 176,4	250	
A320-211	ICAO_A2	8	Climb	MaxClimb	ZERO	5 500		
A320-211	ICAO_A2	9	Climb	MaxClimb	ZERO	7 500		
A320-211	ICAO_A2	10	Climb	MaxClimb	ZERO	10 000		
A320-211	ICAO_A3	1	Takeoff	MaxTakeoff				
A320-211	ICAO_A3	2	Climb	MaxTakeoff	1 500			
A320-211	ICAO_A3	3	Climb	MaxClimb-F	3 000			
A320-211	ICAO_A3	4	Acceleration	MaxClimb-F		730,3	194,1	
A320-211	ICAO_A3	5	Acceleration	MaxClimb		868	207,6	
A320-211	ICAO_A3	6	Acceleration	MaxClimb	ZERO	1 021,8	231,7	
A320-211	ICAO_A3	7	Acceleration	MaxClimb	ZERO	1 115,4	250	
A320-211	ICAO_A3	8	Climb	MaxClimb	ZERO	5 500		
A320-211	ICAO_A3	9	Climb	MaxClimb	ZERO	7 500		
A320-211	ICAO_A3	10	Climb	MaxClimb	ZERO	10 000		
A320-211	ICAO_A4	1	Takeoff	MaxTakeoff				

Status: This is the original version (as it was originally adopted).

A320-211	ICAO_A4	2	Climb	MaxTakeoff	1 500			
A320-211	ICAO_A4	3	Climb	MaxClimb-F	3 000			
A320-211	ICAO_A4	4	Acceleration	MaxClimb-F		670,3	201,2	
A320-211	ICAO_A4	5	Acceleration	MaxClimb		816,4	213,5	
A320-211	ICAO_A4	6	Acceleration	MaxClimb	ZERO	942	235,2	
A320-211	ICAO_A4	7	Acceleration	MaxClimb	ZERO	1 017,5	250	
A320-211	ICAO_A4	8	Climb	MaxClimb	ZERO	5 500		
A320-211	ICAO_A4	9	Climb	MaxClimb	ZERO	7 500		
A320-211	ICAO_A4	10	Climb	MaxClimb	ZERO	10 000		
A320-211	ICAO_A5	1	Takeoff	MaxTakeoff				
A320-211	ICAO_A5	2	Climb	MaxTakeoff	1 500			
A320-211	ICAO_A5	3	Climb	MaxClimb-F	3 000			
A320-211	ICAO_A5	4	Acceleration	MaxClimb-F		640,5	205	
A320-211	ICAO_A5	5	Acceleration	MaxClimb		789,5	216,6	
A320-211	ICAO_A5	6	Acceleration	MaxClimb	ZERO	899,5	237,1	
A320-211	ICAO_A5	7	Acceleration	MaxClimb	ZERO	968,2	250	
A320-211	ICAO_A5	8	Climb	MaxClimb	ZERO	5 500		
A320-211	ICAO_A5	9	Climb	MaxClimb	ZERO	7 500		
A320-211	ICAO_A5	10	Climb	MaxClimb	ZERO	10 000		
A320-211	ICAO_B1	1	Takeoff	MaxTakeoff				
A320-211	ICAO_B1	2	Climb	MaxTakeoff	1 000			
A320-211	ICAO_B1	3	Acceleration	MaxTakeoff		1 150,5	186,2	
A320-211	ICAO_B1	4	Acceleration	MaxTakeoff		1 300,7	208,1	
A320-211	ICAO_B1	5	Climb	MaxClimb	ZERO	3 000		
A320-211	ICAO_B1	6	Acceleration	MaxClimb	ZERO	1 230,7	250	
A320-211	ICAO_B1	7	Climb	MaxClimb	ZERO	5 500		
A320-211	ICAO_B1	8	Climb	MaxClimb	ZERO	7 500		
A320-211	ICAO_B1	9	Climb	MaxClimb	ZERO	10 000		
A320-211	ICAO_B2	1	Takeoff	MaxTakeoff				
A320-211	ICAO_B2	2	Climb	MaxTakeoff	1 000			
A320-211	ICAO_B2	3	Acceleration	MaxTakeoff		1 098,5	190,2	

Status: This is the original version (as it was originally adopted).

A320-211	ICAO_B2	4	Acceleration	MaxTakeoff		1 243,7	210,7	
A320-211	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000		
A320-211	ICAO_B2	6	Acceleration	MaxClimb	ZERO	1 171	250	
A320-211	ICAO_B2	7	Climb	MaxClimb	ZERO	5 500		
A320-211	ICAO_B2	8	Climb	MaxClimb	ZERO	7 500		
A320-211	ICAO_B2	9	Climb	MaxClimb	ZERO	10 000		
A320-211	ICAO_B3	1	Takeoff	MaxTakeoff				
A320-211	ICAO_B3	2	Climb	MaxTakeoff		1 000		
A320-211	ICAO_B3	3	Acceleration	MaxTakeoff		1 049,6	194,3	
A320-211	ICAO_B3	4	Acceleration	MaxTakeoff		1 189,2	213,5	
A320-211	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000		
A320-211	ICAO_B3	6	Acceleration	MaxClimb	ZERO	1 113,9	250	
A320-211	ICAO_B3	7	Climb	MaxClimb	ZERO	5 500		
A320-211	ICAO_B3	8	Climb	MaxClimb	ZERO	7 500		
A320-211	ICAO_B3	9	Climb	MaxClimb	ZERO	10 000		
A320-211	ICAO_B4	1	Takeoff	MaxTakeoff				
A320-211	ICAO_B4	2	Climb	MaxTakeoff		1 000		
A320-211	ICAO_B4	3	Acceleration	MaxTakeoff		972,6	201,4	
A320-211	ICAO_B4	4	Acceleration	MaxTakeoff		1 101	218,7	
A320-211	ICAO_B4	5	Climb	MaxClimb	ZERO	3 000		
A320-211	ICAO_B4	6	Acceleration	MaxClimb	ZERO	1 021	250	
A320-211	ICAO_B4	7	Climb	MaxClimb	ZERO	5 500		
A320-211	ICAO_B4	8	Climb	MaxClimb	ZERO	7 500		
A320-211	ICAO_B4	9	Climb	MaxClimb	ZERO	10 000		
A320-211	ICAO_B5	1	Takeoff	MaxTakeoff				
A320-211	ICAO_B5	2	Climb	MaxTakeoff		1 000		
A320-211	ICAO_B5	3	Acceleration	MaxTakeoff		933,1	205,1	
A320-211	ICAO_B5	4	Acceleration	MaxTakeoff		1 056	221,4	
A320-211	ICAO_B5	5	Climb	MaxClimb	ZERO	3 000		
A320-211	ICAO_B5	6	Acceleration	MaxClimb	ZERO	973,2	250	
A320-211	ICAO_B5	7	Climb	MaxClimb	ZERO	5 500		

Status: This is the original version (as it was originally adopted).

A320-211	ICAO_B5	8	Climb	MaxClimb	ZERO	7 500			
A320-211	ICAO_B5	9	Climb	MaxClimb	ZERO	10 000			
A320-230	DEFAULT	1	Takeoff	MaxTakeoff					
A320-230	DEFAULT	2	Climb	MaxTakeoff		1 000			
A320-230	DEFAULT	3	Acceleration	MaxTakeoff			1 219,6	185,5	
A320-230	DEFAULT	4	Acceleration	MaxTakeoff			1 372,6	208,6	
A320-230	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A320-230	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 192,1	250	
A320-230	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A320-230	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A320-230	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A320-230	DEFAULT	1	Takeoff	MaxTakeoff					
A320-230	DEFAULT	2	Climb	MaxTakeoff		1 000			
A320-230	DEFAULT	3	Acceleration	MaxTakeoff			1 167,9	189,3	
A320-230	DEFAULT	4	Acceleration	MaxTakeoff			1 315,7	211	
A320-230	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A320-230	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 137,4	250	
A320-230	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A320-230	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A320-230	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A320-230	DEFAULT	1	Takeoff	MaxTakeoff					
A320-230	DEFAULT	2	Climb	MaxTakeoff		1 000			
A320-230	DEFAULT	3	Acceleration	MaxTakeoff			1 118,6	193,2	
A320-230	DEFAULT	4	Acceleration	MaxTakeoff			1 260,6	213,6	
A320-230	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A320-230	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 085,2	250	
A320-230	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A320-230	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

A320-23	DEFAULT	BT	9	Climb	MaxClimb	ZERO	10 000			
A320-23	DEFAULT	BT	1	Takeoff	MaxTakeoff					
A320-23	DEFAULT	BT	2	Climb	MaxTakeoff		1 000			
A320-23	DEFAULT	BT	3	Acceleration	MaxTakeoff			1 040,6	199,9	
A320-23	DEFAULT	BT	4	Acceleration	MaxTakeoff			1 170,7	218,4	
A320-23	DEFAULT	BT	5	Climb	MaxClimb	ZERO	3 000			
A320-23	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		1 001,5	250	
A320-23	DEFAULT	BT	7	Climb	MaxClimb	ZERO	5 500			
A320-23	DEFAULT	BT	8	Climb	MaxClimb	ZERO	7 500			
A320-23	DEFAULT	BT	9	Climb	MaxClimb	ZERO	10 000			
A320-23	DEFAULT	BT	1	Takeoff	MaxTakeoff					
A320-23	DEFAULT	BT	2	Climb	MaxTakeoff		1 000			
A320-23	DEFAULT	BT	3	Acceleration	MaxTakeoff			921,9	210,9	
A320-23	DEFAULT	BT	4	Acceleration	MaxTakeoff			1 033,9	226,5	
A320-23	DEFAULT	BT	5	Climb	MaxClimb	ZERO	3 000			
A320-23	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		876,3	250	
A320-23	DEFAULT	BT	7	Climb	MaxClimb	ZERO	5 500			
A320-23	DEFAULT	BT	8	Climb	MaxClimb	ZERO	7 500			
A320-23	DEFAULT	BT	9	Climb	MaxClimb	ZERO	10 000			
A320-23	ICAO_A1		1	Takeoff	MaxTakeoff					
A320-23	ICAO_A1		2	Climb	MaxTakeoff		1 500			
A320-23	ICAO_A1		3	Climb	MaxClimb	B-F	3 000			
A320-23	ICAO_A1		4	Acceleration	MaxClimb	B-F		776,1	185,4	
A320-23	ICAO_A1		5	Acceleration	MaxClimb			906,7	200,1	
A320-23	ICAO_A1		6	Acceleration	MaxClimb	ZERO		1 062	226	
A320-23	ICAO_A1		7	Acceleration	MaxClimb	ZERO		1 218,7	250	
A320-23	ICAO_A1		8	Climb	MaxClimb	ZERO	5 500			
A320-23	ICAO_A1		9	Climb	MaxClimb	ZERO	7 500			
A320-23	ICAO_A1		10	Climb	MaxClimb	ZERO	10 000			
A320-23	ICAO_A2		1	Takeoff	MaxTakeoff					
A320-23	ICAO_A2		2	Climb	MaxTakeoff		1 500			

Status: This is the original version (as it was originally adopted).

A320-231	ICAO_A2	3	Climb	MaxClimb	b-F	3 000			
A320-231	ICAO_A2	4	Acceleration	MaxClimb	b-F		739,7	189,1	
A320-231	ICAO_A2	5	Acceleration	MaxClimb	b		870	203	
A320-231	ICAO_A2	6	Acceleration	MaxClimb	ZERO		1 015,7	227,5	
A320-231	ICAO_A2	7	Acceleration	MaxClimb	ZERO		1 160,7	250	
A320-231	ICAO_A2	8	Climb	MaxClimb	ZERO	5 500			
A320-231	ICAO_A2	9	Climb	MaxClimb	ZERO	7 500			
A320-231	ICAO_A2	10	Climb	MaxClimb	ZERO	10 000			
A320-231	ICAO_A3	1	Takeoff	MaxTakeoff					
A320-231	ICAO_A3	2	Climb	MaxTakeoff		1 500			
A320-231	ICAO_A3	3	Climb	MaxClimb	b-F	3 000			
A320-231	ICAO_A3	4	Acceleration	MaxClimb	b-F		705	193	
A320-231	ICAO_A3	5	Acceleration	MaxClimb	b		834,6	206,1	
A320-231	ICAO_A3	6	Acceleration	MaxClimb	ZERO		971,6	229,2	
A320-231	ICAO_A3	7	Acceleration	MaxClimb	ZERO		1 105,4	250	
A320-231	ICAO_A3	8	Climb	MaxClimb	ZERO	5 500			
A320-231	ICAO_A3	9	Climb	MaxClimb	ZERO	7 500			
A320-231	ICAO_A3	10	Climb	MaxClimb	ZERO	10 000			
A320-231	ICAO_A4	1	Takeoff	MaxTakeoff					
A320-231	ICAO_A4	2	Climb	MaxTakeoff		1 500			
A320-231	ICAO_A4	3	Climb	MaxClimb	b-F	3 000			
A320-231	ICAO_A4	4	Acceleration	MaxClimb	b-F		650,5	199,8	
A320-231	ICAO_A4	5	Acceleration	MaxClimb	b		776,9	211,6	
A320-231	ICAO_A4	6	Acceleration	MaxClimb	ZERO		901,1	232,6	
A320-231	ICAO_A4	7	Acceleration	MaxClimb	ZERO		1 016,8	250	
A320-231	ICAO_A4	8	Climb	MaxClimb	ZERO	5 500			
A320-231	ICAO_A4	9	Climb	MaxClimb	ZERO	7 500			
A320-231	ICAO_A4	10	Climb	MaxClimb	ZERO	10 000			
A320-231	ICAO_A5	1	Takeoff	MaxTakeoff					
A320-231	ICAO_A5	2	Climb	MaxTakeoff		1 500			
A320-231	ICAO_A5	3	Climb	MaxClimb	b-F	3 000			

Status: This is the original version (as it was originally adopted).

A320-231	LCAO_A5	4	Acceleration	MaxClimb	1-F		568,3	210,7	
A320-231	LCAO_A5	5	Acceleration	MaxClimb			687,3	220,6	
A320-231	LCAO_A5	6	Acceleration	MaxClimb	ZERO		794,5	238,5	
A320-231	LCAO_A5	7	Acceleration	MaxClimb	ZERO		884,4	250	
A320-231	LCAO_A5	8	Climb	MaxClimb	ZERO	5 500			
A320-231	LCAO_A5	9	Climb	MaxClimb	ZERO	7 500			
A320-231	LCAO_A5	10	Climb	MaxClimb	ZERO	10 000			
A320-231	LCAO_B1	1	Takeoff	MaxTakeoff					
A320-231	LCAO_B1	2	Climb	MaxTakeoff		1 000			
A320-231	LCAO_B1	3	Acceleration	MaxTakeoff			1 219,6	185,5	
A320-231	LCAO_B1	4	Acceleration	MaxTakeoff			1 372,6	208,6	
A320-231	LCAO_B1	5	Climb	MaxClimb	ZERO	3 000			
A320-231	LCAO_B1	6	Acceleration	MaxClimb	ZERO		1 192,1	250	
A320-231	LCAO_B1	7	Climb	MaxClimb	ZERO	5 500			
A320-231	LCAO_B1	8	Climb	MaxClimb	ZERO	7 500			
A320-231	LCAO_B1	9	Climb	MaxClimb	ZERO	10 000			
A320-231	LCAO_B2	1	Takeoff	MaxTakeoff					
A320-231	LCAO_B2	2	Climb	MaxTakeoff		1 000			
A320-231	LCAO_B2	3	Acceleration	MaxTakeoff			1 167,9	189,3	
A320-231	LCAO_B2	4	Acceleration	MaxTakeoff			1 315,7	211	
A320-231	LCAO_B2	5	Climb	MaxClimb	ZERO	3 000			
A320-231	LCAO_B2	6	Acceleration	MaxClimb	ZERO		1 137,4	250	
A320-231	LCAO_B2	7	Climb	MaxClimb	ZERO	5 500			
A320-231	LCAO_B2	8	Climb	MaxClimb	ZERO	7 500			
A320-231	LCAO_B2	9	Climb	MaxClimb	ZERO	10 000			
A320-231	LCAO_B3	1	Takeoff	MaxTakeoff					
A320-231	LCAO_B3	2	Climb	MaxTakeoff		1 000			
A320-231	LCAO_B3	3	Acceleration	MaxTakeoff			1 118,6	193,2	
A320-231	LCAO_B3	4	Acceleration	MaxTakeoff			1 260,6	213,6	

Status: This is the original version (as it was originally adopted).

A320-231	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000			
A320-231	ICAO_B3	6	Accelerate	MaxClimb	ZERO		1 085,2	250	
A320-231	ICAO_B3	7	Climb	MaxClimb	ZERO	5 500			
A320-231	ICAO_B3	8	Climb	MaxClimb	ZERO	7 500			
A320-231	ICAO_B3	9	Climb	MaxClimb	ZERO	10 000			

TABLE I-4 (PART 3)

Default departures procedural steps

ACFTID	Profile	Stage Length	Step Number	Step Type	Thrust Rating	Flap_ID	End Point Altitude (ft)	Rate Of Climb (ft/min)	End Point CAS (kt)	Accelerate_Percent (%)
A320-231	ICAO_B4		1	Takeoff	MaxTakeoff					
A320-231	ICAO_B4		2	Climb	MaxTakeoff		1 000			
A320-231	ICAO_B4		3	Accelerate	MaxTakeoff			1 040,6	199,9	
A320-231	ICAO_B4		4	Accelerate	MaxTakeoff			1 170,7	218,4	
A320-231	ICAO_B4		5	Climb	MaxClimb	ZERO	3 000			
A320-231	ICAO_B4		6	Accelerate	MaxClimb	ZERO		1 001,5	250	
A320-231	ICAO_B4		7	Climb	MaxClimb	ZERO	5 500			
A320-231	ICAO_B4		8	Climb	MaxClimb	ZERO	7 500			
A320-231	ICAO_B4		9	Climb	MaxClimb	ZERO	10 000			
A320-231	ICAO_B5		1	Takeoff	MaxTakeoff					
A320-231	ICAO_B5		2	Climb	MaxTakeoff		1 000			
A320-231	ICAO_B5		3	Accelerate	MaxTakeoff			921,9	210,9	
A320-231	ICAO_B5		4	Accelerate	MaxTakeoff			1 033,9	226,5	
A320-231	ICAO_B5		5	Climb	MaxClimb	ZERO	3 000			
A320-231	ICAO_B5		6	Accelerate	MaxClimb	ZERO		876,3	250	
A320-231	ICAO_B5		7	Climb	MaxClimb	ZERO	5 500			
A320-231	ICAO_B5		8	Climb	MaxClimb	ZERO	7 500			
A320-231	ICAO_B5		9	Climb	MaxClimb	ZERO	10 000			
A321-231	DEFAULT		1	Takeoff	MaxTakeoff					
A321-231	DEFAULT		2	Climb	MaxTakeoff		1 000			

Status: This is the original version (as it was originally adopted).

A321-23	DEFAULT	3	Acceleration	MaxTakeoff		1 235,6	195	
A321-23	DEFAULT	4	Acceleration	MaxTakeoff		1 376	219,7	
A321-23	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
A321-23	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 127,8	250	
A321-23	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
A321-23	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
A321-23	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
A321-23	DEFAULT	1	Takeoff	MaxTakeoff				
A321-23	DEFAULT	2	Climb	MaxTakeoff		1 000		
A321-23	DEFAULT	3	Acceleration	MaxTakeoff		1 180,9	199	
A321-23	DEFAULT	4	Acceleration	MaxTakeoff		1 316,8	222,2	
A321-23	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
A321-23	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 070,3	250	
A321-23	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
A321-23	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
A321-23	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
A321-23	DEFAULT	1	Takeoff	MaxTakeoff				
A321-23	DEFAULT	2	Climb	MaxTakeoff		1 000		
A321-23	DEFAULT	3	Acceleration	MaxTakeoff		1 127,9	203	
A321-23	DEFAULT	4	Acceleration	MaxTakeoff		1 259,2	224,8	
A321-23	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
A321-23	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 015,1	250	
A321-23	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
A321-23	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
A321-23	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
A321-23	DEFAULT	1	Takeoff	MaxTakeoff				
A321-23	DEFAULT	2	Climb	MaxTakeoff		1 000		
A321-23	DEFAULT	3	Acceleration	MaxTakeoff		1 039	209	

Status: This is the original version (as it was originally adopted).

A321-23	DEFAULT	4	Acceleration	MaxTakeoff			1 161,6	228,6	
A321-23	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A321-23	DEFAULT	6	Acceleration	MaxClimb	ZERO		923,7	250	
A321-23	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A321-23	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A321-23	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A321-23	DEFAULT	1	Takeoff	MaxTakeoff					
A321-23	DEFAULT	2	Climb	MaxTakeoff		1 000			
A321-23	DEFAULT	3	Acceleration	MaxTakeoff			889,6	210	
A321-23	DEFAULT	4	Acceleration	MaxTakeoff			969,1	226,5	
A321-23	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A321-23	DEFAULT	6	Acceleration	MaxClimb	ZERO		752,3	250	
A321-23	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A321-23	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A321-23	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A321-23	ICAO_A1	1	Takeoff	MaxTakeoff					
A321-23	ICAO_A1	2	Climb	MaxTakeoff		1 500			
A321-23	ICAO_A1	3	Climb	MaxClimb	B-F	3 000			
A321-23	ICAO_A1	4	Acceleration	MaxClimb	B-F		819,7	194,9	
A321-23	ICAO_A1	5	Acceleration	MaxClimb			920,7	210,8	
A321-23	ICAO_A1	6	Acceleration	MaxClimb	ZERO		1 039,9	234,6	
A321-23	ICAO_A1	7	Acceleration	MaxClimb	ZERO		1 125,4	250	
A321-23	ICAO_A1	8	Climb	MaxClimb	ZERO	5 500			
A321-23	ICAO_A1	9	Climb	MaxClimb	ZERO	7 500			
A321-23	ICAO_A1	10	Climb	MaxClimb	ZERO	10 000			
A321-23	ICAO_A2	1	Takeoff	MaxTakeoff					
A321-23	ICAO_A2	2	Climb	MaxTakeoff		1 500			
A321-23	ICAO_A2	3	Climb	MaxClimb	B-F	3 000			
A321-23	ICAO_A2	4	Acceleration	MaxClimb	B-F		778,4	198,9	
A321-23	ICAO_A2	5	Acceleration	MaxClimb			874,3	213,7	
A321-23	ICAO_A2	6	Acceleration	MaxClimb	ZERO		987,1	236,1	

Status: This is the original version (as it was originally adopted).

A321-23	LCAO_A2	7	Acceleration	MaxClimb	ZERO		1 066,3	250	
A321-23	LCAO_A2	8	Climb	MaxClimb	ZERO	5 500			
A321-23	LCAO_A2	9	Climb	MaxClimb	ZERO	7 500			
A321-23	LCAO_A2	10	Climb	MaxClimb	ZERO	10 000			
A321-23	LCAO_A3	1	Takeoff	MaxTakeoff					
A321-23	LCAO_A3	2	Climb	MaxTakeoff		1 500			
A321-23	LCAO_A3	3	Climb	MaxClimb	b-F	3 000			
A321-23	LCAO_A3	4	Acceleration	MaxClimb	b-F		737,9	202,9	
A321-23	LCAO_A3	5	Acceleration	MaxClimb			829,1	216,7	
A321-23	LCAO_A3	6	Acceleration	MaxClimb	ZERO		936,1	237,7	
A321-23	LCAO_A3	7	Acceleration	MaxClimb	ZERO		1 009,5	250	
A321-23	LCAO_A3	8	Climb	MaxClimb	ZERO	5 500			
A321-23	LCAO_A3	9	Climb	MaxClimb	ZERO	7 500			
A321-23	LCAO_A3	10	Climb	MaxClimb	ZERO	10 000			
A321-23	LCAO_A4	1	Takeoff	MaxTakeoff					
A321-23	LCAO_A4	2	Climb	MaxTakeoff		1 500			
A321-23	LCAO_A4	3	Climb	MaxClimb	b-F	3 000			
A321-23	LCAO_A4	4	Acceleration	MaxClimb	b-F		670,5	209,9	
A321-23	LCAO_A4	5	Acceleration	MaxClimb			754,2	222,1	
A321-23	LCAO_A4	6	Acceleration	MaxClimb	ZERO		852,9	240,9	
A321-23	LCAO_A4	7	Acceleration	MaxClimb	ZERO		917,2	250	
A321-23	LCAO_A4	8	Climb	MaxClimb	ZERO	5 500			
A321-23	LCAO_A4	9	Climb	MaxClimb	ZERO	7 500			
A321-23	LCAO_A4	10	Climb	MaxClimb	ZERO	10 000			
A321-23	LCAO_A5	1	Takeoff	MaxTakeoff					
A321-23	LCAO_A5	2	Climb	MaxTakeoff		1 500			
A321-23	LCAO_A5	3	Climb	MaxClimb	b-F	3 000			
A321-23	LCAO_A5	4	Acceleration	MaxClimb	b-F		551,5	210	
A321-23	LCAO_A5	5	Acceleration	MaxClimb			604,9	219,9	
A321-23	LCAO_A5	6	Acceleration	MaxClimb	ZERO		685,2	235,3	
A321-23	LCAO_A5	7	Acceleration	MaxClimb	ZERO		749,8	250	
A321-23	LCAO_A5	8	Climb	MaxClimb	ZERO	5 500			
A321-23	LCAO_A5	9	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

A321-23	LCAO_A5	10	Climb	MaxClimb	ZERO	10 000			
A321-23	LCAO_B1	1	Takeoff	MaxTakeoff					
A321-23	LCAO_B1	2	Climb	MaxTakeoff		1 000			
A321-23	LCAO_B1	3	Acceleration	MaxTakeoff			1 235,6	195	
A321-23	LCAO_B1	4	Acceleration	MaxTakeoff			1 376	219,7	
A321-23	LCAO_B1	5	Climb	MaxClimb	ZERO	3 000			
A321-23	LCAO_B1	6	Acceleration	MaxClimb	ZERO		1 127,8	250	
A321-23	LCAO_B1	7	Climb	MaxClimb	ZERO	5 500			
A321-23	LCAO_B1	8	Climb	MaxClimb	ZERO	7 500			
A321-23	LCAO_B1	9	Climb	MaxClimb	ZERO	10 000			
A321-23	LCAO_B2	1	Takeoff	MaxTakeoff					
A321-23	LCAO_B2	2	Climb	MaxTakeoff		1 000			
A321-23	LCAO_B2	3	Acceleration	MaxTakeoff			1 180,9	199	
A321-23	LCAO_B2	4	Acceleration	MaxTakeoff			1 316,8	222,2	
A321-23	LCAO_B2	5	Climb	MaxClimb	ZERO	3 000			
A321-23	LCAO_B2	6	Acceleration	MaxClimb	ZERO		1 070,3	250	
A321-23	LCAO_B2	7	Climb	MaxClimb	ZERO	5 500			
A321-23	LCAO_B2	8	Climb	MaxClimb	ZERO	7 500			
A321-23	LCAO_B2	9	Climb	MaxClimb	ZERO	10 000			
A321-23	LCAO_B3	1	Takeoff	MaxTakeoff					
A321-23	LCAO_B3	2	Climb	MaxTakeoff		1 000			
A321-23	LCAO_B3	3	Acceleration	MaxTakeoff			1 127,9	203	
A321-23	LCAO_B3	4	Acceleration	MaxTakeoff			1 259,2	224,8	
A321-23	LCAO_B3	5	Climb	MaxClimb	ZERO	3 000			
A321-23	LCAO_B3	6	Acceleration	MaxClimb	ZERO		1 015,1	250	
A321-23	LCAO_B3	7	Climb	MaxClimb	ZERO	5 500			
A321-23	LCAO_B3	8	Climb	MaxClimb	ZERO	7 500			
A321-23	LCAO_B3	9	Climb	MaxClimb	ZERO	10 000			
A321-23	LCAO_B4	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

A321-23	LCAO_B4	2	Climb	MaxTakeoff	1 000			
A321-23	LCAO_B4	3	Acceleration	MaxTakeoff		1 039	209	
A321-23	LCAO_B4	4	Acceleration	MaxTakeoff		1 161,6	228,6	
A321-23	LCAO_B4	5	Climb	MaxClimb	3 000			
A321-23	LCAO_B4	6	Acceleration	MaxClimb		923,7	250	
A321-23	LCAO_B4	7	Climb	MaxClimb	5 500			
A321-23	LCAO_B4	8	Climb	MaxClimb	7 500			
A321-23	LCAO_B4	9	Climb	MaxClimb	10 000			
A321-23	LCAO_B5	1	Takeoff	MaxTakeoff				
A321-23	LCAO_B5	2	Climb	MaxTakeoff	1 000			
A321-23	LCAO_B5	3	Acceleration	MaxTakeoff		889,6	210	
A321-23	LCAO_B5	4	Acceleration	MaxTakeoff		969,1	226,5	
A321-23	LCAO_B5	5	Climb	MaxClimb	3 000			
A321-23	LCAO_B5	6	Acceleration	MaxClimb		752,3	250	
A321-23	LCAO_B5	7	Climb	MaxClimb	5 500			
A321-23	LCAO_B5	8	Climb	MaxClimb	7 500			
A321-23	LCAO_B5	9	Climb	MaxClimb	10 000			
A330-30	DEFAULT	1	Takeoff	MaxTakeoff				
A330-30	DEFAULT	2	Climb	MaxTakeoff	1 000			
A330-30	DEFAULT	3	Acceleration	MaxTakeoff		1 160,6	170,7	
A330-30	DEFAULT	4	Acceleration	MaxTakeoff		1 267,7	207,4	
A330-30	DEFAULT	5	Climb	MaxClimb	3 000			
A330-30	DEFAULT	6	Acceleration	MaxClimb		1 218,2	250	
A330-30	DEFAULT	7	Climb	MaxClimb	5 500			
A330-30	DEFAULT	8	Climb	MaxClimb	7 500			
A330-30	DEFAULT	9	Climb	MaxClimb	10 000			
A330-30	DEFAULT	1	Takeoff	MaxTakeoff				
A330-30	DEFAULT	2	Climb	MaxTakeoff	1 000			
A330-30	DEFAULT	3	Acceleration	MaxTakeoff		1 121,7	173,4	
A330-30	DEFAULT	4	Acceleration	MaxTakeoff		1 228,7	208,6	

Status: This is the original version (as it was originally adopted).

A330-300	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 176	250	
A330-300	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-300	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-300	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-300	DEFAULT	1	Takeoff	MaxTakeoff					
A330-300	DEFAULT	2	Climb	MaxTakeoff		1 000			
A330-300	DEFAULT	3	Acceleration	MaxTakeoff			1 083,6	176,1	
A330-300	DEFAULT	4	Acceleration	MaxTakeoff			1 190,2	209,8	
A330-300	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 134,5	250	
A330-300	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-300	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-300	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-300	DEFAULT	1	Takeoff	MaxTakeoff					
A330-300	DEFAULT	2	Climb	MaxTakeoff		1 000			
A330-300	DEFAULT	3	Acceleration	MaxTakeoff			1 022,6	180,8	
A330-300	DEFAULT	4	Acceleration	MaxTakeoff			1 126,6	212,1	
A330-300	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 066,4	250	
A330-300	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-300	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-300	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-300	DEFAULT	1	Takeoff	MaxTakeoff					
A330-300	DEFAULT	2	Climb	MaxTakeoff		1 000			
A330-300	DEFAULT	3	Acceleration	MaxTakeoff			951,6	186,7	
A330-300	DEFAULT	4	Acceleration	MaxTakeoff			1 051,7	215,3	
A330-300	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-300	DEFAULT	6	Acceleration	MaxClimb	ZERO		986,6	250	
A330-300	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

A330-300	DEFAULT	5T	8	Climb	MaxClimb	ZERO	7 500			
A330-300	DEFAULT	5T	9	Climb	MaxClimb	ZERO	10 000			
A330-300	DEFAULT	6T	1	Takeoff	MaxTakeoff					
A330-300	DEFAULT	6T	2	Climb	MaxTakeoff		1 000			
A330-300	DEFAULT	6T	3	Acceleration	MaxTakeoff			883,9	193	
A330-300	DEFAULT	6T	4	Acceleration	MaxTakeoff			978,1	218,9	
A330-300	DEFAULT	6T	5	Climb	MaxClimb	ZERO	3 000			
A330-300	DEFAULT	6T	6	Acceleration	MaxClimb	ZERO		908,7	250	
A330-300	DEFAULT	6T	7	Climb	MaxClimb	ZERO	5 500			
A330-300	DEFAULT	6T	8	Climb	MaxClimb	ZERO	7 500			
A330-300	DEFAULT	6T	9	Climb	MaxClimb	ZERO	10 000			
A330-300	DEFAULT	7T	1	Takeoff	MaxTakeoff					
A330-300	DEFAULT	7T	2	Climb	MaxTakeoff		1 000			
A330-300	DEFAULT	7T	3	Acceleration	MaxTakeoff			864,2	195	
A330-300	DEFAULT	7T	4	Acceleration	MaxTakeoff			956,5	220,1	
A330-300	DEFAULT	7T	5	Climb	MaxClimb	ZERO	3 000			
A330-300	DEFAULT	7T	6	Acceleration	MaxClimb	ZERO		885,7	250	
A330-300	DEFAULT	7T	7	Climb	MaxClimb	ZERO	5 500			
A330-300	DEFAULT	7T	8	Climb	MaxClimb	ZERO	7 500			
A330-300	DEFAULT	7T	9	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_A1		1	Takeoff	MaxTakeoff					
A330-300	ICAO_A1		2	Climb	MaxTakeoff		1 500			
A330-300	ICAO_A1		3	Climb	MaxClimb	B-F	3 000			
A330-300	ICAO_A1		4	Acceleration	MaxClimb	B-F		722,8	170,7	
A330-300	ICAO_A1		5	Acceleration	MaxClimb			783,9	193	
A330-300	ICAO_A1		6	Acceleration	MaxClimb	ZERO		965	210,2	
A330-300	ICAO_A1		7	Acceleration	MaxClimb	ZERO		1 210,9	250	
A330-300	ICAO_A1		8	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_A1		9	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_A1		10	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_A2		1	Takeoff	MaxTakeoff					
A330-300	ICAO_A2		2	Climb	MaxTakeoff		1 500			
A330-300	ICAO_A2		3	Climb	MaxClimb	B-F	3 000			

Status: This is the original version (as it was originally adopted).

A330-300	ICAO_A2	4	Acceleration	MaxClimb	b-F		694,4	173,3	
A330-300	ICAO_A2	5	Acceleration	MaxClimb			758,4	194,7	
A330-300	ICAO_A2	6	Acceleration	MaxClimb	ZERO		938	211,3	
A330-300	ICAO_A2	7	Acceleration	MaxClimb	ZERO		1 168,1	250	
A330-300	ICAO_A2	8	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_A2	9	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_A2	10	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_A3	1	Takeoff	MaxTakeoff					
A330-300	ICAO_A3	2	Climb	MaxTakeoff		1 500			
A330-300	ICAO_A3	3	Climb	MaxClimb	b-F	3 000			
A330-300	ICAO_A3	4	Acceleration	MaxClimb	b-F		668,3	176	
A330-300	ICAO_A3	5	Acceleration	MaxClimb			734,4	196,4	
A330-300	ICAO_A3	6	Acceleration	MaxClimb	ZERO		911,9	212,4	
A330-300	ICAO_A3	7	Acceleration	MaxClimb	ZERO		1 126,3	250	
A330-300	ICAO_A3	8	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_A3	9	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_A3	10	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_A4	1	Takeoff	MaxTakeoff					
A330-300	ICAO_A4	2	Climb	MaxTakeoff		1 500			
A330-300	ICAO_A4	3	Climb	MaxClimb	b-F	3 000			
A330-300	ICAO_A4	4	Acceleration	MaxClimb	b-F		622	180,8	
A330-300	ICAO_A4	5	Acceleration	MaxClimb			698,3	199,8	
A330-300	ICAO_A4	6	Acceleration	MaxClimb	ZERO		871,8	214,9	
A330-300	ICAO_A4	7	Acceleration	MaxClimb	ZERO		1 057,8	250	
A330-300	ICAO_A4	8	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_A4	9	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_A4	10	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_A5	1	Takeoff	MaxTakeoff					
A330-300	ICAO_A5	2	Climb	MaxTakeoff		1 500			
A330-300	ICAO_A5	3	Climb	MaxClimb	b-F	3 000			
A330-300	ICAO_A5	4	Acceleration	MaxClimb	b-F		569,3	186,8	
A330-300	ICAO_A5	5	Acceleration	MaxClimb			663,1	204,4	

Status: This is the original version (as it was originally adopted).

A330-300	ICAO_A5	6	Acceleration	MaxClimb	ZERO		827,1	218,4	
A330-300	ICAO_A5	7	Acceleration	MaxClimb	ZERO		977,1	250	
A330-300	ICAO_A5	8	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_A5	9	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_A5	10	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_A6	1	Takeoff	MaxTakeoff					
A330-300	ICAO_A6	2	Climb	MaxTakeoff		1 500			
A330-300	ICAO_A6	3	Climb	MaxClimb	F	3 000			
A330-300	ICAO_A6	4	Acceleration	MaxClimb	F		519,8	193	
A330-300	ICAO_A6	5	Acceleration	MaxClimb			634,2	209,3	
A330-300	ICAO_A6	6	Acceleration	MaxClimb	ZERO		781	222,2	
A330-300	ICAO_A6	7	Acceleration	MaxClimb	ZERO		898,1	250	
A330-300	ICAO_A6	8	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_A6	9	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_A6	10	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_A7	1	Takeoff	MaxTakeoff					
A330-300	ICAO_A7	2	Climb	MaxTakeoff		1 500			
A330-300	ICAO_A7	3	Climb	MaxClimb	F	3 000			
A330-300	ICAO_A7	4	Acceleration	MaxClimb	F		506,2	194,9	
A330-300	ICAO_A7	5	Acceleration	MaxClimb			625,8	210,8	
A330-300	ICAO_A7	6	Acceleration	MaxClimb	ZERO		766,4	223,5	
A330-300	ICAO_A7	7	Acceleration	MaxClimb	ZERO		875,2	250	
A330-300	ICAO_A7	8	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_A7	9	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_A7	10	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_B1	1	Takeoff	MaxTakeoff					
A330-300	ICAO_B1	2	Climb	MaxTakeoff		1 000			
A330-300	ICAO_B1	3	Acceleration	MaxTakeoff			1 160,6	170,7	
A330-300	ICAO_B1	4	Acceleration	MaxTakeoff			1 267,7	207,4	
A330-300	ICAO_B1	5	Climb	MaxClimb	ZERO	3 000			
A330-300	ICAO_B1	6	Acceleration	MaxClimb	ZERO		1 218,2	250	
A330-300	ICAO_B1	7	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

A330-300	ICAO_B1	8	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_B1	9	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_B2	1	Takeoff	MaxTakeoff					
A330-300	ICAO_B2	2	Climb	MaxTakeoff		1 000			
A330-300	ICAO_B2	3	Acceleration	MaxTakeoff			1 121,7	173,4	
A330-300	ICAO_B2	4	Acceleration	MaxTakeoff			1 228,7	208,6	
A330-300	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000			
A330-300	ICAO_B2	6	Acceleration	MaxClimb	ZERO		1 176	250	
A330-300	ICAO_B2	7	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_B2	8	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_B2	9	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_B3	1	Takeoff	MaxTakeoff					
A330-300	ICAO_B3	2	Climb	MaxTakeoff		1 000			
A330-300	ICAO_B3	3	Acceleration	MaxTakeoff			1 083,6	176,1	
A330-300	ICAO_B3	4	Acceleration	MaxTakeoff			1 190,2	209,8	
A330-300	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000			
A330-300	ICAO_B3	6	Acceleration	MaxClimb	ZERO		1 134,5	250	
A330-300	ICAO_B3	7	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_B3	8	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_B3	9	Climb	MaxClimb	ZERO	10 000			
A330-300	ICAO_B4	1	Takeoff	MaxTakeoff					
A330-300	ICAO_B4	2	Climb	MaxTakeoff		1 000			
A330-300	ICAO_B4	3	Acceleration	MaxTakeoff			1 022,6	180,8	
A330-300	ICAO_B4	4	Acceleration	MaxTakeoff			1 126,6	212,1	
A330-300	ICAO_B4	5	Climb	MaxClimb	ZERO	3 000			
A330-300	ICAO_B4	6	Acceleration	MaxClimb	ZERO		1 066,4	250	
A330-300	ICAO_B4	7	Climb	MaxClimb	ZERO	5 500			
A330-300	ICAO_B4	8	Climb	MaxClimb	ZERO	7 500			
A330-300	ICAO_B4	9	Climb	MaxClimb	ZERO	10 000			

Status: This is the original version (as it was originally adopted).

A330-300	ICAO_B5	1	Takeoff	MaxTakeoff				
A330-300	ICAO_B5	2	Climb	MaxTakeoff	1 000			
A330-300	ICAO_B5	3	Acceleration	MaxTakeoff		951,6	186,7	
A330-300	ICAO_B5	4	Acceleration	MaxTakeoff		1 051,7	215,3	
A330-300	ICAO_B5	5	Climb	MaxClimb	3 000			
A330-300	ICAO_B5	6	Acceleration	MaxClimb		986,6	250	
A330-300	ICAO_B5	7	Climb	MaxClimb	5 500			
A330-300	ICAO_B5	8	Climb	MaxClimb	7 500			
A330-300	ICAO_B5	9	Climb	MaxClimb	10 000			
A330-300	ICAO_B6	1	Takeoff	MaxTakeoff				
A330-300	ICAO_B6	2	Climb	MaxTakeoff	1 000			
A330-300	ICAO_B6	3	Acceleration	MaxTakeoff		883,9	193	
A330-300	ICAO_B6	4	Acceleration	MaxTakeoff		978,1	218,9	
A330-300	ICAO_B6	5	Climb	MaxClimb	3 000			
A330-300	ICAO_B6	6	Acceleration	MaxClimb		908,7	250	
A330-300	ICAO_B6	7	Climb	MaxClimb	5 500			
A330-300	ICAO_B6	8	Climb	MaxClimb	7 500			
A330-300	ICAO_B6	9	Climb	MaxClimb	10 000			
A330-300	ICAO_B7	1	Takeoff	MaxTakeoff				
A330-300	ICAO_B7	2	Climb	MaxTakeoff	1 000			
A330-300	ICAO_B7	3	Acceleration	MaxTakeoff		864,2	195	
A330-300	ICAO_B7	4	Acceleration	MaxTakeoff		956,5	220,1	
A330-300	ICAO_B7	5	Climb	MaxClimb	3 000			
A330-300	ICAO_B7	6	Acceleration	MaxClimb		885,7	250	
A330-300	ICAO_B7	7	Climb	MaxClimb	5 500			
A330-300	ICAO_B7	8	Climb	MaxClimb	7 500			
A330-300	ICAO_B7	9	Climb	MaxClimb	10 000			
A330-340	DEFAULT	1	Takeoff	MaxTakeoff				
A330-340	DEFAULT	2	Climb	MaxTakeoff	1 000			
A330-340	DEFAULT	3	Acceleration	MaxTakeoff		1 273,5	174,9	
A330-340	DEFAULT	4	Acceleration	MaxTakeoff		1 384,8	213,9	
A330-340	DEFAULT	5	Climb	MaxClimb	3 000			

Status: This is the original version (as it was originally adopted).

A330-340	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 268,1	250	
A330-340	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-340	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-340	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-340	DEFAULT	1	Takeoff	MaxTakeoff					
A330-340	DEFAULT	2	Climb	MaxTakeoff		1 000			
A330-340	DEFAULT	3	Acceleration	MaxTakeoff			1 218,9	177,7	
A330-340	DEFAULT	4	Acceleration	MaxTakeoff			1 340,4	215	
A330-340	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-340	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 223,6	250	
A330-340	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-340	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-340	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-340	DEFAULT	1	Takeoff	MaxTakeoff					
A330-340	DEFAULT	2	Climb	MaxTakeoff		1 000			
A330-340	DEFAULT	3	Acceleration	MaxTakeoff			1 181,2	180,4	
A330-340	DEFAULT	4	Acceleration	MaxTakeoff			1 296,6	216,1	
A330-340	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-340	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 180	250	
A330-340	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-340	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-340	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-340	DEFAULT	1	Takeoff	MaxTakeoff					
A330-340	DEFAULT	2	Climb	MaxTakeoff		1 000			
A330-340	DEFAULT	3	Acceleration	MaxTakeoff			1 115,2	185,2	
A330-340	DEFAULT	4	Acceleration	MaxTakeoff			1 224,1	218,3	
A330-340	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-340	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 108,4	250	

Status: This is the original version (as it was originally adopted).

A330-340	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-340	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-340	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-340	DEFAULT	1	Takeoff	MaxTakeoff					
A330-340	DEFAULT	2	Climb	MaxTakeoff		1 000			
A330-340	DEFAULT	3	Acceleration	MaxTakeoff			1 038,3	191,3	
A330-340	DEFAULT	4	Acceleration	MaxTakeoff			1 139,2	221,4	
A330-340	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-340	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 025,2	250	
A330-340	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-340	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-340	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-340	DEFAULT	1	Takeoff	MaxTakeoff					
A330-340	DEFAULT	2	Climb	MaxTakeoff		1 000			
A330-340	DEFAULT	3	Acceleration	MaxTakeoff			962,8	197,3	
A330-340	DEFAULT	4	Acceleration	MaxTakeoff			1 054,3	224,5	
A330-340	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-340	DEFAULT	6	Acceleration	MaxClimb	ZERO		943,3	250	
A330-340	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-340	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-340	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-340	DEFAULT	1	Takeoff	MaxTakeoff					
A330-340	DEFAULT	2	Climb	MaxTakeoff		1 000			
A330-340	DEFAULT	3	Acceleration	MaxTakeoff			869,5	200,8	
A330-340	DEFAULT	4	Acceleration	MaxTakeoff			948,6	225	
A330-340	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A330-340	DEFAULT	6	Acceleration	MaxClimb	ZERO		842	250	
A330-340	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A330-340	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A330-340	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A330-340	CAO_AI	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

A330-340	ICAO_A1	2	Climb	MaxTakeoff		1 500			
A330-340	ICAO_A1	3	Climb	MaxClimb-F		3 000			
A330-340	ICAO_A1	4	Acceleration	MaxClimb-F			839,6	174,8	
A330-340	ICAO_A1	5	Acceleration	MaxClimb			914,2	200,1	
A330-340	ICAO_A1	6	Acceleration	MaxClimb	ZERO		1 103,7	218,9	
A330-340	ICAO_A1	7	Acceleration	MaxClimb	ZERO		1 253,2	250	
A330-340	ICAO_A1	8	Climb	MaxClimb	ZERO	5 500			
A330-340	ICAO_A1	9	Climb	MaxClimb	ZERO	7 500			
A330-340	ICAO_A1	10	Climb	MaxClimb	ZERO	10 000			
A330-340	ICAO_A2	1	Takeoff	MaxTakeoff					
A330-340	ICAO_A2	2	Climb	MaxTakeoff		1 500			
A330-340	ICAO_A2	3	Climb	MaxClimb-F		3 000			
A330-340	ICAO_A2	4	Acceleration	MaxClimb-F			801,5	177,5	
A330-340	ICAO_A2	5	Acceleration	MaxClimb			885,4	201,7	
A330-340	ICAO_A2	6	Acceleration	MaxClimb	ZERO		1 068,3	219,8	
A330-340	ICAO_A2	7	Acceleration	MaxClimb	ZERO		1 208,4	250	
A330-340	ICAO_A2	8	Climb	MaxClimb	ZERO	5 500			
A330-340	ICAO_A2	9	Climb	MaxClimb	ZERO	7 500			
A330-340	ICAO_A2	10	Climb	MaxClimb	ZERO	10 000			
A330-340	ICAO_A3	1	Takeoff	MaxTakeoff					
A330-340	ICAO_A3	2	Climb	MaxTakeoff		1 500			
A330-340	ICAO_A3	3	Climb	MaxClimb-F		3 000			
A330-340	ICAO_A3	4	Acceleration	MaxClimb-F			766,4	180,3	
A330-340	ICAO_A3	5	Acceleration	MaxClimb			857,9	203,5	
A330-340	ICAO_A3	6	Acceleration	MaxClimb	ZERO		1 033,8	220,9	
A330-340	ICAO_A3	7	Acceleration	MaxClimb	ZERO		1 164,8	250	
A330-340	ICAO_A3	8	Climb	MaxClimb	ZERO	5 500			
A330-340	ICAO_A3	9	Climb	MaxClimb	ZERO	7 500			
A330-340	ICAO_A3	10	Climb	MaxClimb	ZERO	10 000			
A330-340	ICAO_A4	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

A330-340	ICAO_A4	2	Climb	MaxTakeoff	1 500			
A330-340	ICAO_A4	3	Climb	MaxClimb-F	3 000			
A330-340	ICAO_A4	4	Acceleration	MaxClimb-F		717,5	185,3	
A330-340	ICAO_A4	5	Acceleration	MaxClimb		814,6	206,8	
A330-340	ICAO_A4	6	Acceleration	MaxClimb	ZERO	977,3	223	
A330-340	ICAO_A4	7	Acceleration	MaxClimb	ZERO	1 093,5	250	
A330-340	ICAO_A4	8	Climb	MaxClimb	ZERO	5 500		
A330-340	ICAO_A4	9	Climb	MaxClimb	ZERO	7 500		
A330-340	ICAO_A4	10	Climb	MaxClimb	ZERO	10 000		
A330-340	ICAO_A5	1	Takeoff	MaxTakeoff				
A330-340	ICAO_A5	2	Climb	MaxTakeoff	1 500			
A330-340	ICAO_A5	3	Climb	MaxClimb-F	3 000			
A330-340	ICAO_A5	4	Acceleration	MaxClimb-F		661,1	191,5	
A330-340	ICAO_A5	5	Acceleration	MaxClimb		767	211,2	
A330-340	ICAO_A5	6	Acceleration	MaxClimb	ZERO	910,6	226,1	
A330-340	ICAO_A5	7	Acceleration	MaxClimb	ZERO	1 011	250	
A330-340	ICAO_A5	8	Climb	MaxClimb	ZERO	5 500		
A330-340	ICAO_A5	9	Climb	MaxClimb	ZERO	7 500		
A330-340	ICAO_A5	10	Climb	MaxClimb	ZERO	10 000		
A330-340	ICAO_A6	1	Takeoff	MaxTakeoff				
A330-340	ICAO_A6	2	Climb	MaxTakeoff	1 500			
A330-340	ICAO_A6	3	Climb	MaxClimb-F	3 000			
A330-340	ICAO_A6	4	Acceleration	MaxClimb-F		607,1	197,4	
A330-340	ICAO_A6	5	Acceleration	MaxClimb		717	215,3	
A330-340	ICAO_A6	6	Acceleration	MaxClimb	ZERO	840,3	228,8	
A330-340	ICAO_A6	7	Acceleration	MaxClimb	ZERO	929,9	250	
A330-340	ICAO_A6	8	Climb	MaxClimb	ZERO	5 500		
A330-340	ICAO_A6	9	Climb	MaxClimb	ZERO	7 500		
A330-340	ICAO_A6	10	Climb	MaxClimb	ZERO	10 000		
A330-340	ICAO_A7	1	Takeoff	MaxTakeoff				
A330-340	ICAO_A7	2	Climb	MaxTakeoff	1 500			
A330-340	ICAO_A7	3	Climb	MaxClimb-F	3 000			
A330-340	ICAO_A7	4	Acceleration	MaxClimb-F		538	200,4	

Status: This is the original version (as it was originally adopted).

A330-340	ICAO_A7	5	Acceleration	MaxClimb		638,8	216,2	
A330-340	ICAO_A7	6	Acceleration	MaxClimb	ZERO	743,9	228,1	
A330-340	ICAO_A7	7	Acceleration	MaxClimb	ZERO	830,4	250	
A330-340	ICAO_A7	8	Climb	MaxClimb	ZERO	5 500		
A330-340	ICAO_A7	9	Climb	MaxClimb	ZERO	7 500		
A330-340	ICAO_A7	10	Climb	MaxClimb	ZERO	10 000		
A330-340	ICAO_B1	1	Takeoff	MaxTakeoff				
A330-340	ICAO_B1	2	Climb	MaxTakeoff		1 000		
A330-340	ICAO_B1	3	Acceleration	MaxTakeoff		1 273,5	174,9	
A330-340	ICAO_B1	4	Acceleration	MaxTakeoff		1 384,8	213,9	
A330-340	ICAO_B1	5	Climb	MaxClimb	ZERO	3 000		
A330-340	ICAO_B1	6	Acceleration	MaxClimb	ZERO	1 268,1	250	
A330-340	ICAO_B1	7	Climb	MaxClimb	ZERO	5 500		
A330-340	ICAO_B1	8	Climb	MaxClimb	ZERO	7 500		
A330-340	ICAO_B1	9	Climb	MaxClimb	ZERO	10 000		
A330-340	ICAO_B2	1	Takeoff	MaxTakeoff				
A330-340	ICAO_B2	2	Climb	MaxTakeoff		1 000		
A330-340	ICAO_B2	3	Acceleration	MaxTakeoff		1 218,9	177,7	
A330-340	ICAO_B2	4	Acceleration	MaxTakeoff		1 340,4	215	
A330-340	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000		
A330-340	ICAO_B2	6	Acceleration	MaxClimb	ZERO	1 223,6	250	
A330-340	ICAO_B2	7	Climb	MaxClimb	ZERO	5 500		
A330-340	ICAO_B2	8	Climb	MaxClimb	ZERO	7 500		
A330-340	ICAO_B2	9	Climb	MaxClimb	ZERO	10 000		
A330-340	ICAO_B3	1	Takeoff	MaxTakeoff				
A330-340	ICAO_B3	2	Climb	MaxTakeoff		1 000		
A330-340	ICAO_B3	3	Acceleration	MaxTakeoff		1 181,2	180,4	
A330-340	ICAO_B3	4	Acceleration	MaxTakeoff		1 296,6	216,1	
A330-340	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000		

Status: This is the original version (as it was originally adopted).

A330-340	ICAO_B3	6	Acceleration	MaxClimb	ZERO		1 180	250	
A330-340	ICAO_B3	7	Climb	MaxClimb	ZERO	5 500			
A330-340	ICAO_B3	8	Climb	MaxClimb	ZERO	7 500			
A330-340	ICAO_B3	9	Climb	MaxClimb	ZERO	10 000			
A330-340	ICAO_B4	1	Takeoff	MaxTakeoff					
A330-340	ICAO_B4	2	Climb	MaxTakeoff		1 000			
A330-340	ICAO_B4	3	Acceleration	MaxTakeoff			1 115,2	185,2	
A330-340	ICAO_B4	4	Acceleration	MaxTakeoff			1 224,1	218,3	
A330-340	ICAO_B4	5	Climb	MaxClimb	ZERO	3 000			
A330-340	ICAO_B4	6	Acceleration	MaxClimb	ZERO		1 108,4	250	
A330-340	ICAO_B4	7	Climb	MaxClimb	ZERO	5 500			
A330-340	ICAO_B4	8	Climb	MaxClimb	ZERO	7 500			
A330-340	ICAO_B4	9	Climb	MaxClimb	ZERO	10 000			
A330-340	ICAO_B5	1	Takeoff	MaxTakeoff					
A330-340	ICAO_B5	2	Climb	MaxTakeoff		1 000			
A330-340	ICAO_B5	3	Acceleration	MaxTakeoff			1 038,3	191,3	
A330-340	ICAO_B5	4	Acceleration	MaxTakeoff			1 139,2	221,4	
A330-340	ICAO_B5	5	Climb	MaxClimb	ZERO	3 000			
A330-340	ICAO_B5	6	Acceleration	MaxClimb	ZERO		1 025,2	250	
A330-340	ICAO_B5	7	Climb	MaxClimb	ZERO	5 500			
A330-340	ICAO_B5	8	Climb	MaxClimb	ZERO	7 500			
A330-340	ICAO_B5	9	Climb	MaxClimb	ZERO	10 000			
A330-340	ICAO_B6	1	Takeoff	MaxTakeoff					
A330-340	ICAO_B6	2	Climb	MaxTakeoff		1 000			
A330-340	ICAO_B6	3	Acceleration	MaxTakeoff			962,8	197,3	
A330-340	ICAO_B6	4	Acceleration	MaxTakeoff			1 054,3	224,5	
A330-340	ICAO_B6	5	Climb	MaxClimb	ZERO	3 000			
A330-340	ICAO_B6	6	Acceleration	MaxClimb	ZERO		943,3	250	
A330-340	ICAO_B6	7	Climb	MaxClimb	ZERO	5 500			
A330-340	ICAO_B6	8	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

A330-340	BCAO_B6	9	Climb	MaxClimb	ZERO	10 000			
A330-340	BCAO_B7	1	Takeoff	MaxTakeoff					
A330-340	BCAO_B7	2	Climb	MaxTakeoff		1 000			
A330-340	BCAO_B7	3	Acceleration	MaxTakeoff			869,5	200,8	
A330-340	BCAO_B7	4	Acceleration	MaxTakeoff			948,6	225	
A330-340	BCAO_B7	5	Climb	MaxClimb	ZERO	3 000			
A330-340	BCAO_B7	6	Acceleration	MaxClimb	ZERO		842	250	
A330-340	BCAO_B7	7	Climb	MaxClimb	ZERO	5 500			
A330-340	BCAO_B7	8	Climb	MaxClimb	ZERO	7 500			
A330-340	BCAO_B7	9	Climb	MaxClimb	ZERO	10 000			
A340-211	DEFAULT	1	Takeoff	MaxTakeoff					
A340-211	DEFAULT	2	Climb	MaxTakeoff		1 000			
A340-211	DEFAULT	3	Acceleration	MaxTakeoff			1 019,3	177,6	
A340-211	DEFAULT	4	Acceleration	MaxTakeoff			1 101,1	215,2	
A340-211	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A340-211	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 165,6	250	
A340-211	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A340-211	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A340-211	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A340-212	DEFAULT	1	Takeoff	MaxTakeoff					
A340-212	DEFAULT	2	Climb	MaxTakeoff		1 000			
A340-212	DEFAULT	3	Acceleration	MaxTakeoff			973,9	180,5	
A340-212	DEFAULT	4	Acceleration	MaxTakeoff			1 061,1	216,3	
A340-212	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A340-212	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 120,6	250	
A340-212	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
A340-212	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
A340-212	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
A340-213	DEFAULT	1	Takeoff	MaxTakeoff					
A340-213	DEFAULT	2	Climb	MaxTakeoff		1 000			
A340-213	DEFAULT	3	Acceleration	MaxTakeoff			930,2	183,1	

Status: This is the original version (as it was originally adopted).

A340-21	DEFAULT	BT	4	Acceleration	MaxTakeoff			1 021,2	217,3	
A340-21	DEFAULT	BT	5	Climb	MaxClimb	ZERO	3 000			
A340-21	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		1 076,1	250	
A340-21	DEFAULT	BT	7	Climb	MaxClimb	ZERO	5 500			
A340-21	DEFAULT	BT	8	Climb	MaxClimb	ZERO	7 500			
A340-21	DEFAULT	BT	9	Climb	MaxClimb	ZERO	10 000			
A340-21	DEFAULT	BT	1	Takeoff	MaxTakeoff					
A340-21	DEFAULT	BT	2	Climb	MaxTakeoff		1 000			
A340-21	DEFAULT	BT	3	Acceleration	MaxTakeoff			860,1	188,2	
A340-21	DEFAULT	BT	4	Acceleration	MaxTakeoff			955,9	219,5	
A340-21	DEFAULT	BT	5	Climb	MaxClimb	ZERO	3 000			
A340-21	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		1 003,9	250	
A340-21	DEFAULT	BT	7	Climb	MaxClimb	ZERO	5 500			
A340-21	DEFAULT	BT	8	Climb	MaxClimb	ZERO	7 500			
A340-21	DEFAULT	BT	9	Climb	MaxClimb	ZERO	10 000			
A340-21	DEFAULT	BT	1	Takeoff	MaxTakeoff					
A340-21	DEFAULT	BT	2	Climb	MaxTakeoff		1 000			
A340-21	DEFAULT	BT	3	Acceleration	MaxTakeoff			779,4	194,9	
A340-21	DEFAULT	BT	4	Acceleration	MaxTakeoff			879,4	222,9	
A340-21	DEFAULT	BT	5	Climb	MaxClimb	ZERO	3 000			
A340-21	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		920,2	250	
A340-21	DEFAULT	BT	7	Climb	MaxClimb	ZERO	5 500			
A340-21	DEFAULT	BT	8	Climb	MaxClimb	ZERO	7 500			
A340-21	DEFAULT	BT	9	Climb	MaxClimb	ZERO	10 000			
A340-21	DEFAULT	BT	1	Takeoff	MaxTakeoff					
A340-21	DEFAULT	BT	2	Climb	MaxTakeoff		1 000			
A340-21	DEFAULT	BT	3	Acceleration	MaxTakeoff			705,2	199,2	
A340-21	DEFAULT	BT	4	Acceleration	MaxTakeoff			802	224,4	
A340-21	DEFAULT	BT	5	Climb	MaxClimb	ZERO	3 000			
A340-21	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		836,4	250	
A340-21	DEFAULT	BT	7	Climb	MaxClimb	ZERO	5 500			
A340-21	DEFAULT	BT	8	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

A340-211	DEFAULT	GT	9	Climb	MaxClimb	ZERO	10 000			
A340-211	DEFAULT	LT	1	Takeoff	MaxTakeoff					
A340-211	DEFAULT	LT	2	Climb	MaxTakeoff		1 000			
A340-211	DEFAULT	LT	3	Acceleration	MaxTakeoff			519,8	199,2	
A340-211	DEFAULT	LT	4	Acceleration	MaxTakeoff			591,5	218,2	
A340-211	DEFAULT	LT	5	Acceleration	MaxTakeoff			653,7	223,4	
A340-211	DEFAULT	LT	6	Climb	MaxClimb	ZERO	3 000			
A340-211	DEFAULT	LT	7	Acceleration	MaxClimb	ZERO		622,6	250	
A340-211	DEFAULT	LT	8	Climb	MaxClimb	ZERO	5 500			
A340-211	DEFAULT	LT	9	Climb	MaxClimb	ZERO	7 500			
A340-211	DEFAULT	LT	10	Climb	MaxClimb	ZERO	10 000			
A340-211	I CAO	A1	1	Takeoff	MaxTakeoff					
A340-211	I CAO	A1	2	Climb	MaxTakeoff		1 500			
A340-211	I CAO	A1	3	Climb	MaxClimb	B-F	3 000			
A340-211	I CAO	A1	4	Acceleration	MaxClimb	B-F		832,3	177,4	
A340-211	I CAO	A1	5	Acceleration	MaxClimb			890,6	206,8	
A340-211	I CAO	A1	6	Acceleration	MaxClimb	ZERO		1 039,6	227,9	
A340-211	I CAO	A1	7	Acceleration	MaxClimb	ZERO		1 154,4	250	
A340-211	I CAO	A1	8	Climb	MaxClimb	ZERO	5 500			
A340-211	I CAO	A1	9	Climb	MaxClimb	ZERO	7 500			
A340-211	I CAO	A1	10	Climb	MaxClimb	ZERO	10 000			
A340-211	I CAO	A2	1	Takeoff	MaxTakeoff					
A340-211	I CAO	A2	2	Climb	MaxTakeoff		1 500			
A340-211	I CAO	A2	3	Climb	MaxClimb	B-F	3 000			
A340-211	I CAO	A2	4	Acceleration	MaxClimb	B-F		793	180,4	
A340-211	I CAO	A2	5	Acceleration	MaxClimb			855,5	208,3	
A340-211	I CAO	A2	6	Acceleration	MaxClimb	ZERO		999,1	228,5	
A340-211	I CAO	A2	7	Acceleration	MaxClimb	ZERO		1 109,1	250	
A340-211	I CAO	A2	8	Climb	MaxClimb	ZERO	5 500			
A340-211	I CAO	A2	9	Climb	MaxClimb	ZERO	7 500			
A340-211	I CAO	A2	10	Climb	MaxClimb	ZERO	10 000			
A340-211	I CAO	A3	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

A340-211	ICAO_A3	2	Climb	MaxTakeoff		1 500			
A340-211	ICAO_A3	3	Climb	MaxClimb-F		3 000			
A340-211	ICAO_A3	4	Acceleration	MaxClimb-F			754,7	183	
A340-211	ICAO_A3	5	Acceleration	MaxClimb			820,5	209,4	
A340-211	ICAO_A3	6	Acceleration	MaxClimb	ZERO		959,1	228,8	
A340-211	ICAO_A3	7	Acceleration	MaxClimb	ZERO		1 064,5	250	
A340-211	ICAO_A3	8	Climb	MaxClimb	ZERO	5 500			
A340-211	ICAO_A3	9	Climb	MaxClimb	ZERO	7 500			
A340-211	ICAO_A3	10	Climb	MaxClimb	ZERO	10 000			
A340-211	ICAO_A4	1	Takeoff	MaxTakeoff					
A340-211	ICAO_A4	2	Climb	MaxTakeoff		1 500			
A340-211	ICAO_A4	3	Climb	MaxClimb-F		3 000			
A340-211	ICAO_A4	4	Acceleration	MaxClimb-F			690,8	188,1	
A340-211	ICAO_A4	5	Acceleration	MaxClimb			763	212,2	
A340-211	ICAO_A4	6	Acceleration	MaxClimb	ZERO		893,8	230	
A340-211	ICAO_A4	7	Acceleration	MaxClimb	ZERO		991,5	250	
A340-211	ICAO_A4	8	Climb	MaxClimb	ZERO	5 500			
A340-211	ICAO_A4	9	Climb	MaxClimb	ZERO	7 500			
A340-211	ICAO_A4	10	Climb	MaxClimb	ZERO	10 000			
A340-211	ICAO_A5	1	Takeoff	MaxTakeoff					
A340-211	ICAO_A5	2	Climb	MaxTakeoff		1 500			
A340-211	ICAO_A5	3	Climb	MaxClimb-F		3 000			
A340-211	ICAO_A5	4	Acceleration	MaxClimb-F			621,5	194,8	
A340-211	ICAO_A5	5	Acceleration	MaxClimb			695,5	216,1	
A340-211	ICAO_A5	6	Acceleration	MaxClimb	ZERO		818,3	232,2	
A340-211	ICAO_A5	7	Acceleration	MaxClimb	ZERO		906,8	250	
A340-211	ICAO_A5	8	Climb	MaxClimb	ZERO	5 500			
A340-211	ICAO_A5	9	Climb	MaxClimb	ZERO	7 500			
A340-211	ICAO_A5	10	Climb	MaxClimb	ZERO	10 000			
A340-211	ICAO_A6	1	Takeoff	MaxTakeoff					
A340-211	ICAO_A6	2	Climb	MaxTakeoff		1 500			
A340-211	ICAO_A6	3	Climb	MaxClimb-F		3 000			
A340-211	ICAO_A6	4	Acceleration	MaxClimb-F			555,3	199,2	

Status: This is the original version (as it was originally adopted).

A340-211	ICAO_A6	5	Acceleration	MaxClimb		627,4	218,1	
A340-211	ICAO_A6	6	Acceleration	MaxClimb	ZERO	742,5	232,6	
A340-211	ICAO_A6	7	Acceleration	MaxClimb	ZERO	824,1	250	
A340-211	ICAO_A6	8	Climb	MaxClimb	ZERO	5 500		
A340-211	ICAO_A6	9	Climb	MaxClimb	ZERO	7 500		
A340-211	ICAO_A6	10	Climb	MaxClimb	ZERO	10 000		
A340-211	ICAO_A7	1	Takeoff	MaxTakeoff				
A340-211	ICAO_A7	2	Climb	MaxTakeoff		1 500		
A340-211	ICAO_A7	3	Climb	MaxClimb	F	3 000		
A340-211	ICAO_A7	4	Acceleration	MaxClimb	F	388,7	199,2	
A340-211	ICAO_A7	5	Acceleration	MaxClimb		444,2	212,8	
A340-211	ICAO_A7	6	Acceleration	MaxClimb		500,7	224,8	
A340-211	ICAO_A7	7	Acceleration	MaxClimb	ZERO	555,6	235,4	
A340-211	ICAO_A7	8	Acceleration	MaxClimb	ZERO	623	250	
A340-211	ICAO_A7	9	Climb	MaxClimb	ZERO	5 500		
A340-211	ICAO_A7	10	Climb	MaxClimb	ZERO	7 500		
A340-211	ICAO_A7	11	Climb	MaxClimb	ZERO	10 000		
A340-211	ICAO_B1	1	Takeoff	MaxTakeoff				
A340-211	ICAO_B1	2	Climb	MaxTakeoff		1 000		
A340-211	ICAO_B1	3	Acceleration	MaxTakeoff		1 019,3	177,6	
A340-211	ICAO_B1	4	Acceleration	MaxTakeoff		1 101,1	215,2	
A340-211	ICAO_B1	5	Climb	MaxClimb	ZERO	3 000		
A340-211	ICAO_B1	6	Acceleration	MaxClimb	ZERO	1 165,6	250	
A340-211	ICAO_B1	7	Climb	MaxClimb	ZERO	5 500		
A340-211	ICAO_B1	8	Climb	MaxClimb	ZERO	7 500		
A340-211	ICAO_B1	9	Climb	MaxClimb	ZERO	10 000		
A340-211	ICAO_B2	1	Takeoff	MaxTakeoff				
A340-211	ICAO_B2	2	Climb	MaxTakeoff		1 000		
A340-211	ICAO_B2	3	Acceleration	MaxTakeoff		973,9	180,5	
A340-211	ICAO_B2	4	Acceleration	MaxTakeoff		1 061,1	216,3	
A340-211	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000		

Status: This is the original version (as it was originally adopted).

A340-211	ICAO_B2	6	Acceleration	MaxClimb	ZERO		1 120,6	250	
A340-211	ICAO_B2	7	Climb	MaxClimb	ZERO	5 500			
A340-211	ICAO_B2	8	Climb	MaxClimb	ZERO	7 500			
A340-211	ICAO_B2	9	Climb	MaxClimb	ZERO	10 000			
A340-211	ICAO_B3	1	Takeoff	MaxTakeoff					
A340-211	ICAO_B3	2	Climb	MaxTakeoff		1 000			
A340-211	ICAO_B3	3	Acceleration	MaxTakeoff			930,2	183,1	
A340-211	ICAO_B3	4	Acceleration	MaxTakeoff			1 021,2	217,3	
A340-211	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000			
A340-211	ICAO_B3	6	Acceleration	MaxClimb	ZERO		1 076,1	250	
A340-211	ICAO_B3	7	Climb	MaxClimb	ZERO	5 500			
A340-211	ICAO_B3	8	Climb	MaxClimb	ZERO	7 500			
A340-211	ICAO_B3	9	Climb	MaxClimb	ZERO	10 000			
A340-211	ICAO_B4	1	Takeoff	MaxTakeoff					
A340-211	ICAO_B4	2	Climb	MaxTakeoff		1 000			
A340-211	ICAO_B4	3	Acceleration	MaxTakeoff			860,1	188,2	
A340-211	ICAO_B4	4	Acceleration	MaxTakeoff			955,9	219,5	
A340-211	ICAO_B4	5	Climb	MaxClimb	ZERO	3 000			
A340-211	ICAO_B4	6	Acceleration	MaxClimb	ZERO		1 003,9	250	
A340-211	ICAO_B4	7	Climb	MaxClimb	ZERO	5 500			
A340-211	ICAO_B4	8	Climb	MaxClimb	ZERO	7 500			
A340-211	ICAO_B4	9	Climb	MaxClimb	ZERO	10 000			
A340-211	ICAO_B5	1	Takeoff	MaxTakeoff					
A340-211	ICAO_B5	2	Climb	MaxTakeoff		1 000			
A340-211	ICAO_B5	3	Acceleration	MaxTakeoff			779,4	194,9	
A340-211	ICAO_B5	4	Acceleration	MaxTakeoff			879,4	222,9	
A340-211	ICAO_B5	5	Climb	MaxClimb	ZERO	3 000			
A340-211	ICAO_B5	6	Acceleration	MaxClimb	ZERO		920,2	250	
A340-211	ICAO_B5	7	Climb	MaxClimb	ZERO	5 500			
A340-211	ICAO_B5	8	Climb	MaxClimb	ZERO	7 500			
A340-211	ICAO_B5	9	Climb	MaxClimb	ZERO	10 000			

Status: This is the original version (as it was originally adopted).

A340-211	ICAO_B6	1	Takeoff	MaxTakeoff				
A340-211	ICAO_B6	2	Climb	MaxTakeoff	1 000			
A340-211	ICAO_B6	3	Acceleration	MaxTakeoff		705,2	199,2	
A340-211	ICAO_B6	4	Acceleration	MaxTakeoff		802	224,4	
A340-211	ICAO_B6	5	Climb	MaxClimb	ZERO	3 000		
A340-211	ICAO_B6	6	Acceleration	MaxClimb	ZERO		836,4	250
A340-211	ICAO_B6	7	Climb	MaxClimb	ZERO	5 500		
A340-211	ICAO_B6	8	Climb	MaxClimb	ZERO	7 500		
A340-211	ICAO_B6	9	Climb	MaxClimb	ZERO	10 000		
A340-211	ICAO_B7	1	Takeoff	MaxTakeoff				
A340-211	ICAO_B7	2	Climb	MaxTakeoff	1 000			
A340-211	ICAO_B7	3	Acceleration	MaxTakeoff		519,8	199,2	
A340-211	ICAO_B7	4	Acceleration	MaxTakeoff		591,5	218,2	
A340-211	ICAO_B7	5	Acceleration	MaxTakeoff		653,7	223,4	
A340-211	ICAO_B7	6	Climb	MaxClimb	ZERO	3 000		
A340-211	ICAO_B7	7	Acceleration	MaxClimb	ZERO		622,6	250
A340-211	ICAO_B7	8	Climb	MaxClimb	ZERO	5 500		
A340-211	ICAO_B7	9	Climb	MaxClimb	ZERO	7 500		
A340-211	ICAO_B7	10	Climb	MaxClimb	ZERO	10 000		
A340-640	DEFAULT	1	Takeoff	MaxTakeoff				
A340-640	DEFAULT	2	Acceleration	MaxTakeoff		1 518,1	178,9	
A340-640	DEFAULT	3	Climb	MaxTakeoff	1 000			
A340-640	DEFAULT	4	Acceleration	MaxTakeoff		1 534,7	191,5	
A340-640	DEFAULT	5	Acceleration	MaxTakeoff		1 638,4	240,3	
A340-640	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
A340-640	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 461,4	250
A340-640	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
A340-640	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
A340-640	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
A340-640	DEFAULT	1	Takeoff	MaxTakeoff				
A340-640	DEFAULT	2	Acceleration	MaxTakeoff		1 481	178,3	

Status: This is the original version (as it was originally adopted).

A340-64	DEFAULT	3	Climb	MaxTakeoff	1 000			
A340-64	DEFAULT	4	Acceleration	MaxTakeoff		1 452,6	194,6	
A340-64	DEFAULT	5	Acceleration	MaxTakeoff		1 595,8	241,6	
A340-64	DEFAULT	6	Climb	MaxClimb	3 000			
A340-64	DEFAULT	7	Acceleration	MaxClimb		1 415	250	
A340-64	DEFAULT	8	Climb	MaxClimb	5 500			
A340-64	DEFAULT	9	Climb	MaxClimb	7 500			
A340-64	DEFAULT	10	Climb	MaxClimb	10 000			
A340-64	DEFAULT	1	Takeoff	MaxTakeoff				
A340-64	DEFAULT	2	Acceleration	MaxTakeoff		1 444,1	177,7	
A340-64	DEFAULT	3	Climb	MaxTakeoff	1 000			
A340-64	DEFAULT	4	Acceleration	MaxTakeoff		1 382,6	197,7	
A340-64	DEFAULT	5	Acceleration	MaxTakeoff		1 554,9	243	
A340-64	DEFAULT	6	Climb	MaxClimb	3 000			
A340-64	DEFAULT	7	Acceleration	MaxClimb		1 374,5	250	
A340-64	DEFAULT	8	Climb	MaxClimb	5 500			
A340-64	DEFAULT	9	Climb	MaxClimb	7 500			
A340-64	DEFAULT	10	Climb	MaxClimb	10 000			
A340-64	DEFAULT	1	Takeoff	MaxTakeoff				
A340-64	DEFAULT	2	Acceleration	MaxTakeoff		1 383,2	176,9	
A340-64	DEFAULT	3	Climb	MaxTakeoff	1 000			
A340-64	DEFAULT	4	Acceleration	MaxTakeoff		1 292	203	
A340-64	DEFAULT	5	Acceleration	MaxTakeoff		1 478,5	245,2	
A340-64	DEFAULT	6	Climb	MaxClimb	3 000			
A340-64	DEFAULT	7	Acceleration	MaxClimb		1 320,3	250	
A340-64	DEFAULT	8	Climb	MaxClimb	5 500			
A340-64	DEFAULT	9	Climb	MaxClimb	7 500			
A340-64	DEFAULT	10	Climb	MaxClimb	10 000			

Status: This is the original version (as it was originally adopted).

A340-64	DEFAULT	1	Takeoff	MaxTakeoff				
A340-64	DEFAULT	2	Acceleration	MaxTakeoff		1 327,9	180,6	
A340-64	DEFAULT	3	Climb	MaxTakeoff	1 000			
A340-64	DEFAULT	4	Acceleration	MaxTakeoff		1 209,7	210,1	
A340-64	DEFAULT	5	Acceleration	MaxTakeoff		1 373,5	248,4	
A340-64	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
A340-64	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 410,4	250	
A340-64	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
A340-64	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
A340-64	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
A340-64	DEFAULT	1	Takeoff	MaxTakeoff				
A340-64	DEFAULT	2	Acceleration	MaxTakeoff		1 185	185,4	
A340-64	DEFAULT	3	Climb	MaxTakeoff	1 000			
A340-64	DEFAULT	4	Acceleration	MaxTakeoff		1 126,6	214,9	
A340-64	DEFAULT	5	Acceleration	MaxTakeoff		1 268,8	249,8	
A340-64	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
A340-64	DEFAULT	7	Acceleration	MaxClimb	ZERO	2 048,9	250	
A340-64	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
A340-64	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
A340-64	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
A340-64	DEFAULT	1	Takeoff	MaxTakeoff				
A340-64	DEFAULT	2	Climb	MaxTakeoff	1 000			
A340-64	DEFAULT	3	Acceleration	MaxTakeoff		868,2	214,9	
A340-64	DEFAULT	4	Acceleration	MaxTakeoff		929,6	241,1	
A340-64	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
A340-64	DEFAULT	6	Acceleration	MaxClimb	ZERO	748,4	250	
A340-64	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
A340-64	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
A340-64	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
A340-64	ICAO_AI	1	Takeoff	MaxTakeoff				

Status: This is the original version (as it was originally adopted).

A340-64	ICAO_A1	2	Acceleration	MaxTakeoff			1 518,1	178,9	
A340-64	ICAO_A1	3	Climb	MaxTakeoff		1 500			
A340-64	ICAO_A1	4	Climb	MaxClimb-F		3 000			
A340-64	ICAO_A1	5	Acceleration	MaxClimb-F			1 110,7	191,6	
A340-64	ICAO_A1	6	Acceleration	MaxClimb			1 176,6	225,9	
A340-64	ICAO_A1	7	Acceleration	MaxClimb			1 342,4	250	
A340-64	ICAO_A1	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_A1	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_A1	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_A2	1	Takeoff	MaxTakeoff					
A340-64	ICAO_A2	2	Acceleration	MaxTakeoff			1 481	178,3	
A340-64	ICAO_A2	3	Climb	MaxTakeoff		1 500			
A340-64	ICAO_A2	4	Climb	MaxClimb-F		3 000			
A340-64	ICAO_A2	5	Acceleration	MaxClimb-F			1 053,1	194,6	
A340-64	ICAO_A2	6	Acceleration	MaxClimb			1 135,6	227,4	
A340-64	ICAO_A2	7	Acceleration	MaxClimb			1 292,5	250	
A340-64	ICAO_A2	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_A2	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_A2	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_A3	1	Takeoff	MaxTakeoff					
A340-64	ICAO_A3	2	Acceleration	MaxTakeoff			1 444,1	177,7	
A340-64	ICAO_A3	3	Climb	MaxTakeoff		1 500			
A340-64	ICAO_A3	4	Climb	MaxClimb-F		3 000			
A340-64	ICAO_A3	5	Acceleration	MaxClimb-F			1 002,2	197,7	
A340-64	ICAO_A3	6	Acceleration	MaxClimb			1 095,6	228,9	
A340-64	ICAO_A3	7	Acceleration	MaxClimb			1 243,9	250	
A340-64	ICAO_A3	8	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

A340-64	ICAO_A3	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_A3	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_A4	1	Takeoff	MaxTakeoff					
A340-64	ICAO_A4	2	Acceleration	MaxTakeoff			1 383,2	176,9	
A340-64	ICAO_A4	3	Climb	MaxTakeoff		1 500			
A340-64	ICAO_A4	4	Climb	MaxClimb	B-F	3 000			
A340-64	ICAO_A4	5	Acceleration	MaxClimb	B-F		925,2	203,3	
A340-64	ICAO_A4	6	Acceleration	MaxClimb			1 029,9	232	
A340-64	ICAO_A4	7	Acceleration	MaxClimb			1 164	250	
A340-64	ICAO_A4	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_A4	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_A4	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_A5	1	Takeoff	MaxTakeoff					
A340-64	ICAO_A5	2	Acceleration	MaxTakeoff			1 327,9	180,6	
A340-64	ICAO_A5	3	Climb	MaxTakeoff		1 500			
A340-64	ICAO_A5	4	Climb	MaxClimb	B-F	3 000			
A340-64	ICAO_A5	5	Acceleration	MaxClimb	B-F		848,8	210,8	
A340-64	ICAO_A5	6	Acceleration	MaxClimb			950,4	236,5	
A340-64	ICAO_A5	7	Acceleration	MaxClimb			1 067,5	250	
A340-64	ICAO_A5	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_A5	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_A5	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_A6	1	Takeoff	MaxTakeoff					
A340-64	ICAO_A6	2	Acceleration	MaxTakeoff			1 185	185,4	
A340-64	ICAO_A6	3	Climb	MaxTakeoff		1 500			
A340-64	ICAO_A6	4	Climb	MaxClimb	B-F	3 000			
A340-64	ICAO_A6	5	Acceleration	MaxClimb	B-F		780,5	219	
A340-64	ICAO_A6	6	Acceleration	MaxClimb			875,9	242	
A340-64	ICAO_A6	7	Acceleration	MaxClimb			975,3	250	
A340-64	ICAO_A6	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_A6	9	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

A340-64	ICAO_A6	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_A7	1	Takeoff	MaxTakeoff					
A340-64	ICAO_A7	2	Climb	MaxTakeoff		1 500			
A340-64	ICAO_A7	3	Climb	MaxClimb	b-F	3 000			
A340-64	ICAO_A7	4	Acceleration	MaxClimb	b-F		556,7	214,9	
A340-64	ICAO_A7	5	Acceleration	MaxClimb			601,9	231,3	
A340-64	ICAO_A7	6	Acceleration	MaxClimb	ZERO		681,8	244	
A340-64	ICAO_A7	7	Acceleration	MaxClimb	ZERO		729,1	250	
A340-64	ICAO_A7	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_A7	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_A7	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_B1	1	Takeoff	MaxTakeoff					
A340-64	ICAO_B1	2	Acceleration	MaxTakeoff			1 518,1	178,9	
A340-64	ICAO_B1	3	Climb	MaxTakeoff		1 000			
A340-64	ICAO_B1	4	Acceleration	MaxTakeoff			1 534,7	191,5	
A340-64	ICAO_B1	5	Acceleration	MaxTakeoff			1 638,4	240,3	
A340-64	ICAO_B1	6	Climb	MaxClimb	ZERO	3 000			
A340-64	ICAO_B1	7	Acceleration	MaxClimb	ZERO		1 461,4	250	
A340-64	ICAO_B1	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_B1	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_B1	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_B2	1	Takeoff	MaxTakeoff					
A340-64	ICAO_B2	2	Acceleration	MaxTakeoff			1 481	178,3	
A340-64	ICAO_B2	3	Climb	MaxTakeoff		1 000			
A340-64	ICAO_B2	4	Acceleration	MaxTakeoff			1 452,6	194,6	
A340-64	ICAO_B2	5	Acceleration	MaxTakeoff			1 595,8	241,6	
A340-64	ICAO_B2	6	Climb	MaxClimb	ZERO	3 000			
A340-64	ICAO_B2	7	Acceleration	MaxClimb	ZERO		1 415	250	
A340-64	ICAO_B2	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_B2	9	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

A340-64	ICAO_B2	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_B3	1	Takeoff	MaxTakeoff					
A340-64	ICAO_B3	2	Acceleration	MaxTakeoff			1 444,1	177,7	
A340-64	ICAO_B3	3	Climb	MaxTakeoff		1 000			
A340-64	ICAO_B3	4	Acceleration	MaxTakeoff			1 382,6	197,7	
A340-64	ICAO_B3	5	Acceleration	MaxTakeoff			1 554,9	243	
A340-64	ICAO_B3	6	Climb	MaxClimb	ZERO	3 000			
A340-64	ICAO_B3	7	Acceleration	MaxClimb	ZERO		1 374,5	250	
A340-64	ICAO_B3	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_B3	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_B3	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_B4	1	Takeoff	MaxTakeoff					
A340-64	ICAO_B4	2	Acceleration	MaxTakeoff			1 383,2	176,9	
A340-64	ICAO_B4	3	Climb	MaxTakeoff		1 000			
A340-64	ICAO_B4	4	Acceleration	MaxTakeoff			1 292	203	
A340-64	ICAO_B4	5	Acceleration	MaxTakeoff			1 478,5	245,2	
A340-64	ICAO_B4	6	Climb	MaxClimb	ZERO	3 000			
A340-64	ICAO_B4	7	Acceleration	MaxClimb	ZERO		1 320,3	250	
A340-64	ICAO_B4	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_B4	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_B4	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_B5	1	Takeoff	MaxTakeoff					
A340-64	ICAO_B5	2	Acceleration	MaxTakeoff			1 327,9	180,6	
A340-64	ICAO_B5	3	Climb	MaxTakeoff		1 000			
A340-64	ICAO_B5	4	Acceleration	MaxTakeoff			1 209,7	210,1	
A340-64	ICAO_B5	5	Acceleration	MaxTakeoff			1 373,5	248,4	
A340-64	ICAO_B5	6	Climb	MaxClimb	ZERO	3 000			

Status: This is the original version (as it was originally adopted).

A340-64	ICAO_B5	7	Acceleration	MaxClimb	ZERO		1 410,4	250	
A340-64	ICAO_B5	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_B5	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_B5	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_B6	1	Takeoff	MaxTakeoff					
A340-64	ICAO_B6	2	Acceleration	MaxTakeoff			1 185	185,4	
A340-64	ICAO_B6	3	Climb	MaxTakeoff		1 000			
A340-64	ICAO_B6	4	Acceleration	MaxTakeoff			1 126,6	214,9	
A340-64	ICAO_B6	5	Acceleration	MaxTakeoff			1 268,8	249,8	
A340-64	ICAO_B6	6	Climb	MaxClimb	ZERO	3 000			
A340-64	ICAO_B6	7	Acceleration	MaxClimb	ZERO		2 048,9	250	
A340-64	ICAO_B6	8	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_B6	9	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_B6	10	Climb	MaxClimb	ZERO	10 000			
A340-64	ICAO_B7	1	Takeoff	MaxTakeoff					
A340-64	ICAO_B7	2	Climb	MaxTakeoff		1 000			
A340-64	ICAO_B7	3	Acceleration	MaxTakeoff			868,2	214,9	
A340-64	ICAO_B7	4	Acceleration	MaxTakeoff			929,6	241,1	
A340-64	ICAO_B7	5	Climb	MaxClimb	ZERO	3 000			
A340-64	ICAO_B7	6	Acceleration	MaxClimb	ZERO		748,4	250	
A340-64	ICAO_B7	7	Climb	MaxClimb	ZERO	5 500			
A340-64	ICAO_B7	8	Climb	MaxClimb	ZERO	7 500			
A340-64	ICAO_B7	9	Climb	MaxClimb	ZERO	10 000			
A380-84	DEFAULT	1	Takeoff	MaxTakeoff	Off+F				
A380-84	DEFAULT	2	Climb	MaxTakeoff	Off+F	1 000			
A380-84	DEFAULT	3	Acceleration	MaxTakeoff	Off+F		1 085	175,1	
A380-84	DEFAULT	4	Acceleration	MaxTakeoff	Off		1 306	238,9	
A380-84	DEFAULT	5	Climb	MaxClimb	D_1	3 000			
A380-84	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 497,8	250	
A380-84	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
A380-84	DEFAULT	1	Takeoff	MaxTakeoff	Off+F				

Status: This is the original version (as it was originally adopted).

A380-84	DEFAULT	2	Climb	MaxTakeoff	Db_1	1 000			
A380-84	DEFAULT	3	Acceleration	MaxTakeoff	Db_1		1 054	177,6	
A380-84	DEFAULT	4	Acceleration	MaxTakeoff	Db_1		1 262,8	238,9	
A380-84	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A380-84	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 444,8	250	
A380-84	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
A380-84	DEFAULT	1	Takeoff	MaxTakeoff	Db_1				
A380-84	DEFAULT	2	Climb	MaxTakeoff	Db_1	1 000			
A380-84	DEFAULT	3	Acceleration	MaxTakeoff	Db_1		1 022,1	180,2	
A380-84	DEFAULT	4	Acceleration	MaxTakeoff	Db_1		1 220,9	239,1	
A380-84	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A380-84	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 394,3	250	
A380-84	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
A380-84	DEFAULT	1	Takeoff	MaxTakeoff	Db_1				
A380-84	DEFAULT	2	Climb	MaxTakeoff	Db_1	1 000			
A380-84	DEFAULT	3	Acceleration	MaxTakeoff	Db_1		975,4	184,8	
A380-84	DEFAULT	4	Acceleration	MaxTakeoff	Db_1		1 152,5	239,6	
A380-84	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A380-84	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 313,6	250	
A380-84	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
A380-84	DEFAULT	1	Takeoff	MaxTakeoff	Db_1				
A380-84	DEFAULT	2	Climb	MaxTakeoff	Db_1	1 000			
A380-84	DEFAULT	3	Acceleration	MaxTakeoff	Db_1		908,1	190,6	
A380-84	DEFAULT	4	Acceleration	MaxTakeoff	Db_1		1 072,2	240,8	
A380-84	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
A380-84	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 220,7	250	
A380-84	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
A380-84	DEFAULT	1	Takeoff	MaxTakeoff	Db_1				

Status: This is the original version (as it was originally adopted).

A380-84	DEFAULT	GT	2	Climb	MaxTakeOff	Db_1+F	1 000			
A380-84	DEFAULT	GT	3	Acceleration	MaxTakeOff	Db_1+F		843	196,7	
A380-84	DEFAULT	GT	4	Acceleration	MaxTakeOff	Db_1		994,4	242,4	
A380-84	DEFAULT	GT	5	Climb	MaxClimb	Db_1	3 000			
A380-84	DEFAULT	GT	6	Acceleration	MaxClimb	ZERO		1 134,1	250	
A380-84	DEFAULT	GT	7	Climb	MaxClimb	ZERO	10 000			
A380-84	DEFAULT	LT	1	Takeoff	MaxTakeOff	Db_1+F				
A380-84	DEFAULT	LT	2	Climb	MaxTakeOff	Db_1+F	1 000			
A380-84	DEFAULT	LT	3	Acceleration	MaxTakeOff	Db_1+F		783	202,7	
A380-84	DEFAULT	LT	4	Acceleration	MaxTakeOff	Db_1		925	244,4	
A380-84	DEFAULT	LT	5	Climb	MaxClimb	Db_1	3 000			
A380-84	DEFAULT	LT	6	Acceleration	MaxClimb	ZERO		1 065,1	250	
A380-84	DEFAULT	LT	7	Climb	MaxClimb	ZERO	10 000			
A380-84	DEFAULT	ST	1	Takeoff	MaxTakeOff	Db_1+F				
A380-84	DEFAULT	ST	2	Climb	MaxTakeOff	Db_1+F	1 000			
A380-84	DEFAULT	ST	3	Acceleration	MaxTakeOff	Db_1+F		622,4	220	
A380-84	DEFAULT	ST	4	Acceleration	MaxTakeOff	Db_1		744,8	251,7	
A380-84	DEFAULT	ST	5	Climb	MaxClimb	Db_1	3 000			
A380-84	DEFAULT	ST	6	Climb	MaxClimb	ZERO	10 000			
A380-84	ICAO	A1	1	Takeoff	MaxTakeOff	Db_1+F				
A380-84	ICAO	A1	2	Climb	MaxTakeOff	Db_1+F	1 500			
A380-84	ICAO	A1	3	Climb	MaxClimb	Db_1+F	3 000			
A380-84	ICAO	A1	4	Acceleration	MaxClimb	Db_1		1 049,1	175,1	
A380-84	ICAO	A1	5	Acceleration	MaxClimb	Db_1		1 257,9	233,9	
A380-84	ICAO	A1	6	Acceleration	MaxClimb	ZERO		1 403,3	250	
A380-84	ICAO	A1	7	Climb	MaxClimb	ZERO	10 000			
A380-84	ICAO	A2	1	Takeoff	MaxTakeOff	Db_1+F				
A380-84	ICAO	A2	2	Climb	MaxTakeOff	Db_1+F	1 500			
A380-84	ICAO	A2	3	Climb	MaxClimb	Db_1+F	3 000			
A380-84	ICAO	A2	4	Acceleration	MaxClimb	Db_1		1 005,4	177,7	

Status: This is the original version (as it was originally adopted).

A380-841	ICAO_A2	5	Acceleration	MaxClimb	Db_1		1 217,2	234,1	
A380-841	ICAO_A2	6	Acceleration	MaxClimb	ZERO		1 355,3	250	
A380-841	ICAO_A2	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_A3	1	Takeoff	MaxTakeoff	Db+F				
A380-841	ICAO_A3	2	Climb	MaxTakeoff	Db+F	1 500			
A380-841	ICAO_A3	3	Climb	MaxClimb	Db_1+F	3 000			
A380-841	ICAO_A3	4	Acceleration	MaxClimb	Db_1		965,1	180,3	
A380-841	ICAO_A3	5	Acceleration	MaxClimb	Db_1		1 177,8	234,5	
A380-841	ICAO_A3	6	Acceleration	MaxClimb	ZERO		1 308,6	250	
A380-841	ICAO_A3	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_A4	1	Takeoff	MaxTakeoff	Db+F				
A380-841	ICAO_A4	2	Climb	MaxTakeoff	Db+F	1 500			
A380-841	ICAO_A4	3	Climb	MaxClimb	Db_1+F	3 000			
A380-841	ICAO_A4	4	Acceleration	MaxClimb	Db_1		912,3	184,9	
A380-841	ICAO_A4	5	Acceleration	MaxClimb	Db_1		1 113,9	235,4	
A380-841	ICAO_A4	6	Acceleration	MaxClimb	ZERO		1 231,9	250	
A380-841	ICAO_A4	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_A5	1	Takeoff	MaxTakeoff	Db+F				
A380-841	ICAO_A5	2	Climb	MaxTakeoff	Db+F	1 500			
A380-841	ICAO_A5	3	Climb	MaxClimb	Db_1+F	3 000			
A380-841	ICAO_A5	4	Acceleration	MaxClimb	Db_1		850,1	190,8	
A380-841	ICAO_A5	5	Acceleration	MaxClimb	Db_1		1 038,8	237,1	
A380-841	ICAO_A5	6	Acceleration	MaxClimb	ZERO		1 141,2	250	
A380-841	ICAO_A5	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_A6	1	Takeoff	MaxTakeoff	Db+F				
A380-841	ICAO_A6	2	Climb	MaxTakeoff	Db+F	1 500			
A380-841	ICAO_A6	3	Climb	MaxClimb	Db_1+F	3 000			
A380-841	ICAO_A6	4	Acceleration	MaxClimb	Db_1		789,5	196,9	
A380-841	ICAO_A6	5	Acceleration	MaxClimb	Db_1		965,9	239,1	

Status: This is the original version (as it was originally adopted).

A380-841	ICAO_A6	6	Acceleration	MaxClimb	ZERO		1 053	250	
A380-841	ICAO_A6	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_A7	1	Takeoff	MaxTakeoff	D _{off} +F				
A380-841	ICAO_A7	2	Climb	MaxTakeoff	D _{off} +F	1 500			
A380-841	ICAO_A7	3	Climb	MaxClimb	D ₁ +F	3 000			
A380-841	ICAO_A7	4	Acceleration	MaxClimb	D ₁		735,4	203,1	
A380-841	ICAO_A7	5	Acceleration	MaxClimb	D ₁		900,3	241,6	
A380-841	ICAO_A7	6	Acceleration	MaxClimb	ZERO		973,7	250	
A380-841	ICAO_A7	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_A8	1	Takeoff	MaxTakeoff	D _{off} +F				
A380-841	ICAO_A8	2	Climb	MaxTakeoff	D _{off} +F	1 500			
A380-841	ICAO_A8	3	Climb	MaxClimb	D ₁ +F	3 000			
A380-841	ICAO_A8	4	Acceleration	MaxClimb	D ₁		587,9	220	
A380-841	ICAO_A8	5	Acceleration	MaxClimb	D ₁		722,8	249,2	
A380-841	ICAO_A8	6	Acceleration	MaxClimb	ZERO		762,6	250	
A380-841	ICAO_A8	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_B1	1	Takeoff	MaxTakeoff	D _{off} +F				
A380-841	ICAO_B1	2	Climb	MaxTakeoff	D _{off} +F	1 000			
A380-841	ICAO_B1	3	Acceleration	MaxTakeoff	D _{off} +F		1 085	175,1	
A380-841	ICAO_B1	4	Acceleration	MaxTakeoff	D _{off}		1 306	238,9	
A380-841	ICAO_B1	5	Climb	MaxClimb	D ₁	3 000			
A380-841	ICAO_B1	6	Acceleration	MaxClimb	ZERO		1 497,8	250	
A380-841	ICAO_B1	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_B2	1	Takeoff	MaxTakeoff	D _{off} +F				
A380-841	ICAO_B2	2	Climb	MaxTakeoff	D _{off} +F	1 000			
A380-841	ICAO_B2	3	Acceleration	MaxTakeoff	D _{off} +F		1 054	177,6	
A380-841	ICAO_B2	4	Acceleration	MaxTakeoff	D _{off}		1 262,8	238,9	
A380-841	ICAO_B2	5	Climb	MaxClimb	D ₁	3 000			
A380-841	ICAO_B2	6	Acceleration	MaxClimb	ZERO		1 444,8	250	
A380-841	ICAO_B2	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_B3	1	Takeoff	MaxTakeoff	D _{off} +F				
A380-841	ICAO_B3	2	Climb	MaxTakeoff	D _{off} +F	1 000			

Status: This is the original version (as it was originally adopted).

A380-841	ICAO_B3	3	Acceleration	MaxTakeoff	DoFF+F		1 022,1	180,2	
A380-841	ICAO_B3	4	Acceleration	MaxTakeoff	DoFF		1 220,9	239,1	
A380-841	ICAO_B3	5	Climb	MaxClimb	Db_1	3 000			
A380-841	ICAO_B3	6	Acceleration	MaxClimb	ZERO		1 394,3	250	
A380-841	ICAO_B3	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_B4	1	Takeoff	MaxTakeoff	DoFF+F				
A380-841	ICAO_B4	2	Climb	MaxTakeoff	DoFF+F	1 000			
A380-841	ICAO_B4	3	Acceleration	MaxTakeoff	DoFF+F		975,4	184,8	
A380-841	ICAO_B4	4	Acceleration	MaxTakeoff	DoFF		1 152,5	239,6	
A380-841	ICAO_B4	5	Climb	MaxClimb	Db_1	3 000			
A380-841	ICAO_B4	6	Acceleration	MaxClimb	ZERO		1 313,6	250	
A380-841	ICAO_B4	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_B5	1	Takeoff	MaxTakeoff	DoFF+F				
A380-841	ICAO_B5	2	Climb	MaxTakeoff	DoFF+F	1 000			
A380-841	ICAO_B5	3	Acceleration	MaxTakeoff	DoFF+F		908,1	190,6	
A380-841	ICAO_B5	4	Acceleration	MaxTakeoff	DoFF		1 072,2	240,8	
A380-841	ICAO_B5	5	Climb	MaxClimb	Db_1	3 000			
A380-841	ICAO_B5	6	Acceleration	MaxClimb	ZERO		1 220,7	250	
A380-841	ICAO_B5	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_B6	1	Takeoff	MaxTakeoff	DoFF+F				
A380-841	ICAO_B6	2	Climb	MaxTakeoff	DoFF+F	1 000			
A380-841	ICAO_B6	3	Acceleration	MaxTakeoff	DoFF+F		843	196,7	
A380-841	ICAO_B6	4	Acceleration	MaxTakeoff	DoFF		994,4	242,4	
A380-841	ICAO_B6	5	Climb	MaxClimb	Db_1	3 000			
A380-841	ICAO_B6	6	Acceleration	MaxClimb	ZERO		1 134,1	250	
A380-841	ICAO_B6	7	Climb	MaxClimb	ZERO	10 000			
A380-841	ICAO_B7	1	Takeoff	MaxTakeoff	DoFF+F				
A380-841	ICAO_B7	2	Climb	MaxTakeoff	DoFF+F	1 000			
A380-841	ICAO_B7	3	Acceleration	MaxTakeoff	DoFF+F		783	202,7	

Status: This is the original version (as it was originally adopted).

A380-84	ICAO_B7	4	Acceleration	MaxTakeoff	Db		925	244,4	
A380-84	ICAO_B7	5	Climb	MaxClimb	Db_1	3 000			
A380-84	ICAO_B7	6	Acceleration	MaxClimb	ZERO		1 065,1	250	
A380-84	ICAO_B7	7	Climb	MaxClimb	ZERO	10 000			
A380-84	ICAO_B8	1	Takeoff	MaxTakeoff	Db+F				
A380-84	ICAO_B8	2	Climb	MaxTakeoff	Db+F	1 000			
A380-84	ICAO_B8	3	Acceleration	MaxTakeoff	Db+F		622,4	220	
A380-84	ICAO_B8	4	Acceleration	MaxTakeoff	Db		744,8	251,7	
A380-84	ICAO_B8	5	Climb	MaxClimb	Db_1	3 000			
A380-84	ICAO_B8	6	Climb	MaxClimb	ZERO	10 000			
A380-86	DEFAULT	1	Takeoff	MaxTakeoff	Db+F				
A380-86	DEFAULT	2	Climb	MaxTakeoff	Db+F	1 000			
A380-86	DEFAULT	3	Acceleration	MaxTakeoff	Db+F		1 086	175,1	
A380-86	DEFAULT	4	Acceleration	MaxTakeoff	Db		1 312,2	239,2	
A380-86	DEFAULT	5	Climb	MaxClimb	Db_1	3 000			
A380-86	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 499,1	250	
A380-86	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
A380-86	DEFAULT	1	Takeoff	MaxTakeoff	Db+F				
A380-86	DEFAULT	2	Climb	MaxTakeoff	Db+F	1 000			
A380-86	DEFAULT	3	Acceleration	MaxTakeoff	Db+F		1 056	177,6	
A380-86	DEFAULT	4	Acceleration	MaxTakeoff	Db		1 269	239,2	
A380-86	DEFAULT	5	Climb	MaxClimb	Db_1	3 000			
A380-86	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 446,4	250	
A380-86	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
A380-86	DEFAULT	1	Takeoff	MaxTakeoff	Db+F				
A380-86	DEFAULT	2	Climb	MaxTakeoff	Db+F	1 000			
A380-86	DEFAULT	3	Acceleration	MaxTakeoff	Db+F		1 024,4	180,2	
A380-86	DEFAULT	4	Acceleration	MaxTakeoff	Db		1 226,4	239,2	
A380-86	DEFAULT	5	Climb	MaxClimb	Db_1	3 000			
A380-86	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 394,9	250	

Status: This is the original version (as it was originally adopted).

A380-86	DEFAULT	BT	7	Climb	MaxClimb	ZERO	10 000			
A380-86	DEFAULT	BT	1	Takeoff	MaxTakeoff	DoFF+F				
A380-86	DEFAULT	BT	2	Climb	MaxTakeoff	DoFF+F	1 000			
A380-86	DEFAULT	BT	3	Acceleration	MaxTakeoff	DoFF+F		972,5	184,7	
A380-86	DEFAULT	BT	4	Acceleration	MaxTakeoff	DoFF		1 158,3	239,8	
A380-86	DEFAULT	BT	5	Climb	MaxClimb	Db_1	3 000			
A380-86	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		1 315,9	250	
A380-86	DEFAULT	BT	7	Climb	MaxClimb	ZERO	10 000			
A380-86	DEFAULT	BT	1	Takeoff	MaxTakeoff	DoFF+F				
A380-86	DEFAULT	BT	2	Climb	MaxTakeoff	DoFF+F	1 000			
A380-86	DEFAULT	BT	3	Acceleration	MaxTakeoff	DoFF+F		906,2	190,4	
A380-86	DEFAULT	BT	4	Acceleration	MaxTakeoff	DoFF		1 080,4	240,9	
A380-86	DEFAULT	BT	5	Climb	MaxClimb	Db_1	3 000			
A380-86	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		1 225,2	250	
A380-86	DEFAULT	BT	7	Climb	MaxClimb	ZERO	10 000			
A380-86	DEFAULT	BT	1	Takeoff	MaxTakeoff	DoFF+F				
A380-86	DEFAULT	BT	2	Climb	MaxTakeoff	DoFF+F	1 000			
A380-86	DEFAULT	BT	3	Acceleration	MaxTakeoff	DoFF+F		840	196,4	
A380-86	DEFAULT	BT	4	Acceleration	MaxTakeoff	DoFF		1 003	242,5	
A380-86	DEFAULT	BT	5	Climb	MaxClimb	Db_1	3 000			
A380-86	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		1 139	250	
A380-86	DEFAULT	BT	7	Climb	MaxClimb	ZERO	10 000			
A380-86	DEFAULT	BT	1	Takeoff	MaxTakeoff	DoFF+F				
A380-86	DEFAULT	BT	2	Climb	MaxTakeoff	DoFF+F	1 000			
A380-86	DEFAULT	BT	3	Acceleration	MaxTakeoff	DoFF+F		777,6	202,7	
A380-86	DEFAULT	BT	4	Acceleration	MaxTakeoff	DoFF		930,4	244,6	
A380-86	DEFAULT	BT	5	Climb	MaxClimb	Db_1	3 000			
A380-86	DEFAULT	BT	6	Acceleration	MaxClimb	ZERO		1 063,2	250	
A380-86	DEFAULT	BT	7	Climb	MaxClimb	ZERO	10 000			
A380-86	DEFAULT	BT	1	Takeoff	MaxTakeoff	DoFF+F				
A380-86	DEFAULT	BT	2	Climb	MaxTakeoff	DoFF+F	1 000			

Status: This is the original version (as it was originally adopted).

A380-861	DEFAULT	3	Acceleration	MaxTakeoff	Db_1+F		618,5	220	
A380-861	DEFAULT	4	Acceleration	MaxTakeoff	Db		746,6	251,8	
A380-861	DEFAULT	5	Climb	MaxClimb	Db_1	3 000			
A380-861	DEFAULT	6	Climb	MaxClimb	ZERO	10 000			
A380-861	ICAO_A1	1	Takeoff	MaxTakeoff	Db_1+F				
A380-861	ICAO_A1	2	Climb	MaxTakeoff	Db_1+F	1 500			
A380-861	ICAO_A1	3	Climb	MaxClimb	Db_1+F	3 000			
A380-861	ICAO_A1	4	Acceleration	MaxClimb	Db_1		1 057,7	175,1	
A380-861	ICAO_A1	5	Acceleration	MaxClimb	Db_1		1 257,2	233,9	
A380-861	ICAO_A1	6	Acceleration	MaxClimb	ZERO		1 386,8	250	
A380-861	ICAO_A1	7	Climb	MaxClimb	ZERO	10 000			
A380-861	ICAO_A2	1	Takeoff	MaxTakeoff	Db_1+F				
A380-861	ICAO_A2	2	Climb	MaxTakeoff	Db_1+F	1 500			
A380-861	ICAO_A2	3	Climb	MaxClimb	Db_1+F	3 000			
A380-861	ICAO_A2	4	Acceleration	MaxClimb	Db_1		1 012,5	177,6	
A380-861	ICAO_A2	5	Acceleration	MaxClimb	Db_1		1 208,1	233,8	
A380-861	ICAO_A2	6	Acceleration	MaxClimb	ZERO		1 339,4	250	
A380-861	ICAO_A2	7	Climb	MaxClimb	ZERO	10 000			
A380-861	ICAO_A3	1	Takeoff	MaxTakeoff	Db_1+F				
A380-861	ICAO_A3	2	Climb	MaxTakeoff	Db_1+F	1 500			
A380-861	ICAO_A3	3	Climb	MaxClimb	Db_1+F	3 000			
A380-861	ICAO_A3	4	Acceleration	MaxClimb	Db_1		970	180,2	
A380-861	ICAO_A3	5	Acceleration	MaxClimb	Db_1		1 168,2	234,1	
A380-861	ICAO_A3	6	Acceleration	MaxClimb	ZERO		1 293	250	
A380-861	ICAO_A3	7	Climb	MaxClimb	ZERO	10 000			
A380-861	ICAO_A4	1	Takeoff	MaxTakeoff	Db_1+F				
A380-861	ICAO_A4	2	Climb	MaxTakeoff	Db_1+F	1 500			
A380-861	ICAO_A4	3	Climb	MaxClimb	Db_1+F	3 000			
A380-861	ICAO_A4	4	Acceleration	MaxClimb	Db_1		908,4	184,8	

Status: This is the original version (as it was originally adopted).

A380-861	ICAO_A4	5	Acceleration	MaxClimb	Db_1		1 103,5	235	
A380-861	ICAO_A4	6	Acceleration	MaxClimb	ZERO		1 216,8	250	
A380-861	ICAO_A4	7	Climb	MaxClimb	ZERO	10 000			
A380-861	ICAO_A5	1	Takeoff	MaxTakeoff	Db+F				
A380-861	ICAO_A5	2	Climb	MaxTakeoff	Db+F	1 500			
A380-861	ICAO_A5	3	Climb	MaxClimb	Db_1+F	3 000			
A380-861	ICAO_A5	4	Acceleration	MaxClimb	Db_1		847,3	190,5	
A380-861	ICAO_A5	5	Acceleration	MaxClimb	Db_1		1 029,6	236,5	
A380-861	ICAO_A5	6	Acceleration	MaxClimb	ZERO		1 129,4	250	
A380-861	ICAO_A5	7	Climb	MaxClimb	ZERO	10 000			
A380-861	ICAO_A6	1	Takeoff	MaxTakeoff	Db+F				
A380-861	ICAO_A6	2	Climb	MaxTakeoff	Db+F	1 500			
A380-861	ICAO_A6	3	Climb	MaxClimb	Db_1+F	3 000			
A380-861	ICAO_A6	4	Acceleration	MaxClimb	Db_1		786	196,7	
A380-861	ICAO_A6	5	Acceleration	MaxClimb	Db_1		955,7	238,5	
A380-861	ICAO_A6	6	Acceleration	MaxClimb	ZERO		1 041,8	250	
A380-861	ICAO_A6	7	Climb	MaxClimb	ZERO	10 000			
A380-861	ICAO_A7	1	Takeoff	MaxTakeoff	Db+F				
A380-861	ICAO_A7	2	Climb	MaxTakeoff	Db+F	1 500			
A380-861	ICAO_A7	3	Climb	MaxClimb	Db_1+F	3 000			
A380-861	ICAO_A7	4	Acceleration	MaxClimb	Db_1		728,1	203,1	
A380-861	ICAO_A7	5	Acceleration	MaxClimb	Db_1		886,1	241,1	
A380-861	ICAO_A7	6	Acceleration	MaxClimb	ZERO		959,3	250	
A380-861	ICAO_A7	7	Climb	MaxClimb	ZERO	10 000			
A380-861	ICAO_A8	1	Takeoff	MaxTakeoff	Db+F				
A380-861	ICAO_A8	2	Climb	MaxTakeoff	Db+F	1 500			
A380-861	ICAO_A8	3	Climb	MaxClimb	Db_1+F	3 000			
A380-861	ICAO_A8	4	Acceleration	MaxClimb	Db_1		577,2	220	
A380-861	ICAO_A8	5	Acceleration	MaxClimb	Db_1		705,6	248,6	
A380-861	ICAO_A8	6	Acceleration	MaxClimb	ZERO		749,1	250	
A380-861	ICAO_A8	7	Climb	MaxClimb	ZERO	10 000			

Status: This is the original version (as it was originally adopted).

A380-861	ICAO_B1	1	Takeoff	MaxTakeoff	D _{eff} +F			
A380-861	ICAO_B1	2	Climb	MaxTakeoff	D _{eff} +F	1 000		
A380-861	ICAO_B1	3	Acceleration	MaxTakeoff	D _{eff} +F		1 086	175,1
A380-861	ICAO_B1	4	Acceleration	MaxTakeoff	D _{eff}		1 312,2	239,2
A380-861	ICAO_B1	5	Climb	MaxClimb	D ₁	3 000		
A380-861	ICAO_B1	6	Acceleration	MaxClimb	ZERO		1 499,1	250
A380-861	ICAO_B1	7	Climb	MaxClimb	ZERO	10 000		
A380-861	ICAO_B2	1	Takeoff	MaxTakeoff	D _{eff} +F			
A380-861	ICAO_B2	2	Climb	MaxTakeoff	D _{eff} +F	1 000		
A380-861	ICAO_B2	3	Acceleration	MaxTakeoff	D _{eff} +F		1 056	177,6
A380-861	ICAO_B2	4	Acceleration	MaxTakeoff	D _{eff}		1 269	239,2
A380-861	ICAO_B2	5	Climb	MaxClimb	D ₁	3 000		
A380-861	ICAO_B2	6	Acceleration	MaxClimb	ZERO		1 446,4	250
A380-861	ICAO_B2	7	Climb	MaxClimb	ZERO	10 000		
A380-861	ICAO_B3	1	Takeoff	MaxTakeoff	D _{eff} +F			
A380-861	ICAO_B3	2	Climb	MaxTakeoff	D _{eff} +F	1 000		
A380-861	ICAO_B3	3	Acceleration	MaxTakeoff	D _{eff} +F		1 024,4	180,2
A380-861	ICAO_B3	4	Acceleration	MaxTakeoff	D _{eff}		1 226,4	239,2
A380-861	ICAO_B3	5	Climb	MaxClimb	D ₁	3 000		
A380-861	ICAO_B3	6	Acceleration	MaxClimb	ZERO		1 394,9	250
A380-861	ICAO_B3	7	Climb	MaxClimb	ZERO	10 000		
A380-861	ICAO_B4	1	Takeoff	MaxTakeoff	D _{eff} +F			
A380-861	ICAO_B4	2	Climb	MaxTakeoff	D _{eff} +F	1 000		
A380-861	ICAO_B4	3	Acceleration	MaxTakeoff	D _{eff} +F		972,5	184,7
A380-861	ICAO_B4	4	Acceleration	MaxTakeoff	D _{eff}		1 158,3	239,8
A380-861	ICAO_B4	5	Climb	MaxClimb	D ₁	3 000		
A380-861	ICAO_B4	6	Acceleration	MaxClimb	ZERO		1 315,9	250
A380-861	ICAO_B4	7	Climb	MaxClimb	ZERO	10 000		
A380-861	ICAO_B5	1	Takeoff	MaxTakeoff	D _{eff} +F			

Status: This is the original version (as it was originally adopted).

A380-861	ICAO_B5	2	Climb	MaxTakeoff	Db_1	1 000			
A380-861	ICAO_B5	3	Acceleration	MaxTakeoff	Db_1		906,2	190,4	
A380-861	ICAO_B5	4	Acceleration	MaxTakeoff	Db_1		1 080,4	240,9	
A380-861	ICAO_B5	5	Climb	MaxClimb	Db_1	3 000			
A380-861	ICAO_B5	6	Acceleration	MaxClimb	Db_1		1 225,2	250	
A380-861	ICAO_B5	7	Climb	MaxClimb	Db_1	10 000			
A380-861	ICAO_B6	1	Takeoff	MaxTakeoff	Db_1				
A380-861	ICAO_B6	2	Climb	MaxTakeoff	Db_1	1 000			
A380-861	ICAO_B6	3	Acceleration	MaxTakeoff	Db_1		840	196,4	
A380-861	ICAO_B6	4	Acceleration	MaxTakeoff	Db_1		1 003	242,5	
A380-861	ICAO_B6	5	Climb	MaxClimb	Db_1	3 000			
A380-861	ICAO_B6	6	Acceleration	MaxClimb	Db_1		1 139	250	
A380-861	ICAO_B6	7	Climb	MaxClimb	Db_1	10 000			
A380-861	ICAO_B7	1	Takeoff	MaxTakeoff	Db_1				
A380-861	ICAO_B7	2	Climb	MaxTakeoff	Db_1	1 000			
A380-861	ICAO_B7	3	Acceleration	MaxTakeoff	Db_1		777,6	202,7	
A380-861	ICAO_B7	4	Acceleration	MaxTakeoff	Db_1		930,4	244,6	
A380-861	ICAO_B7	5	Climb	MaxClimb	Db_1	3 000			
A380-861	ICAO_B7	6	Acceleration	MaxClimb	Db_1		1 063,2	250	
A380-861	ICAO_B7	7	Climb	MaxClimb	Db_1	10 000			
A380-861	ICAO_B8	1	Takeoff	MaxTakeoff	Db_1				
A380-861	ICAO_B8	2	Climb	MaxTakeoff	Db_1	1 000			
A380-861	ICAO_B8	3	Acceleration	MaxTakeoff	Db_1		618,5	220	
A380-861	ICAO_B8	4	Acceleration	MaxTakeoff	Db_1		746,6	251,8	
A380-861	ICAO_B8	5	Climb	MaxClimb	Db_1	3 000			
A380-861	ICAO_B8	6	Climb	MaxClimb	Db_1	10 000			
BAC111	DEFAULT	1	Takeoff	MaxTakeoff	Db_1				
BAC111	DEFAULT	2	Climb	MaxTakeoff	Db_1	1 000			
BAC111	DEFAULT	3	Acceleration	MaxTakeoff	Db_1		1 942	158	
BAC111	DEFAULT	4	Acceleration	MaxTakeoff	Db_1		1 457	178	
BAC111	DEFAULT	5	Acceleration	MaxClimb	Db_1		1 000	198	
BAC111	DEFAULT	6	Climb	MaxClimb	Db_1	3 000			

Status: This is the original version (as it was originally adopted).

BAC111	DEFAULT	IT	7	Acceleration	MaxClimb	ZERO		1 000	250	
BAC111	DEFAULT	IT	8	Climb	MaxClimb	ZERO	5 500			
BAC111	DEFAULT	IT	9	Climb	MaxClimb	ZERO	7 500			
BAC111	DEFAULT	IT	10	Climb	MaxClimb	ZERO	10 000			
BAC111	DEFAULT	IT	1	Takeoff	MaxTakeoff					
BAC111	DEFAULT	IT	2	Climb	MaxTakeoff		1 000			
BAC111	DEFAULT	IT	3	Acceleration	MaxTakeoff			1 809	163	
BAC111	DEFAULT	IT	4	Acceleration	MaxTakeoff	NT1		1 357	183	
BAC111	DEFAULT	IT	5	Acceleration	MaxClimb	NT1		1 000	203	
BAC111	DEFAULT	IT	6	Climb	MaxClimb	ZERO	3 000			
BAC111	DEFAULT	IT	7	Acceleration	MaxClimb	ZERO		1 000	250	
BAC111	DEFAULT	IT	8	Climb	MaxClimb	ZERO	5 500			
BAC111	DEFAULT	IT	9	Climb	MaxClimb	ZERO	7 500			
BAC111	DEFAULT	IT	10	Climb	MaxClimb	ZERO	10 000			
BAC111	DEFAULT	BT	1	Takeoff	MaxTakeoff					
BAC111	DEFAULT	BT	2	Climb	MaxTakeoff		1 000			
BAC111	DEFAULT	BT	3	Acceleration	MaxTakeoff			1 665	169	
BAC111	DEFAULT	BT	4	Acceleration	MaxTakeoff	NT1		1 249	189	
BAC111	DEFAULT	BT	5	Acceleration	MaxClimb	NT1		1 000	209	
BAC111	DEFAULT	BT	6	Climb	MaxClimb	ZERO	3 000			
BAC111	DEFAULT	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
BAC111	DEFAULT	BT	8	Climb	MaxClimb	ZERO	5 500			
BAC111	DEFAULT	BT	9	Climb	MaxClimb	ZERO	7 500			
BAC111	DEFAULT	BT	10	Climb	MaxClimb	ZERO	10 000			
BAE146	DEFAULT	IT	1	Takeoff	MaxTakeoff					
BAE146	DEFAULT	IT	2	Climb	MaxTakeoff		1 000			
BAE146	DEFAULT	IT	3	Acceleration	MaxTakeoff			970	171	
BAE146	DEFAULT	IT	4	Acceleration	MaxClimb	ZERO		900	201	
BAE146	DEFAULT	IT	5	Climb	MaxClimb	ZERO	3 000			
BAE146	DEFAULT	IT	6	Acceleration	MaxClimb	ZERO		900	250	
BAE146	DEFAULT	IT	7	Climb	MaxClimb	ZERO	5 500			
BAE146	DEFAULT	IT	8	Climb	MaxClimb	ZERO	7 500			
BAE146	DEFAULT	IT	9	Climb	MaxClimb	ZERO	10 000			
BAE146	DEFAULT	IT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

BAE146	DEFAULT	2	Climb	MaxTakeoff	1 000			
BAE146	DEFAULT	3	Acceleration	MaxTakeoff		801	178	
BAE146	DEFAULT	4	Acceleration	MaxClimb	ZERO	750	208	
BAE146	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
BAE146	DEFAULT	6	Acceleration	MaxClimb	ZERO	750	250	
BAE146	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
BAE146	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
BAE146	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
BAE146	DEFAULT	1	Takeoff	MaxTakeoff				
BAE146	DEFAULT	2	Climb	MaxTakeoff	1 000			
BAE146	DEFAULT	3	Acceleration	MaxTakeoff		671	184	
BAE146	DEFAULT	4	Acceleration	MaxClimb	ZERO	500	214	
BAE146	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
BAE146	DEFAULT	6	Acceleration	MaxClimb	ZERO	500	250	
BAE146	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
BAE146	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
BAE146	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
BAE300	DEFAULT	1	Takeoff	MaxTakeoff				
BAE300	DEFAULT	2	Climb	MaxTakeoff	1 000			
BAE300	DEFAULT	3	Acceleration	MaxTakeoff		920	176	
BAE300	DEFAULT	4	Acceleration	MaxClimb	ZERO	900	206	
BAE300	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
BAE300	DEFAULT	6	Acceleration	MaxClimb	ZERO	900	250	
BAE300	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
BAE300	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
BAE300	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
BAE300	DEFAULT	1	Takeoff	MaxTakeoff				
BAE300	DEFAULT	2	Climb	MaxTakeoff	1 000			
BAE300	DEFAULT	3	Acceleration	MaxTakeoff		762	183	
BAE300	DEFAULT	4	Acceleration	MaxClimb	ZERO	750	213	
BAE300	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
BAE300	DEFAULT	6	Acceleration	MaxClimb	ZERO	750	250	
BAE300	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
BAE300	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		

Status: This is the original version (as it was originally adopted).

BAE300	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
BAE300	DEFAULT	1	Takeoff	MaxTakeoff					
BAE300	DEFAULT	2	Climb	MaxTakeoff		1 000			
BAE300	DEFAULT	3	Acceleration	MaxTakeoff			622	189	
BAE300	DEFAULT	4	Acceleration	MaxClimb	ZERO		500	219	
BAE300	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
BAE300	DEFAULT	6	Acceleration	MaxClimb	ZERO		500	250	
BAE300	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
BAE300	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
BAE300	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
BEC58P	DEFAULT	1	Takeoff	MaxTakeoff					
BEC58P	DEFAULT	2	Acceleration	MaxTakeoff			1 040	115	
BEC58P	DEFAULT	3	Climb	MaxTakeoff		1 000			
BEC58P	DEFAULT	4	Acceleration	MaxTakeoff			1 040	130	
BEC58P	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
BEC58P	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
BEC58P	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
BEC58P	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
CIT3	DEFAULT	1	Takeoff	MaxTakeoff					
CIT3	DEFAULT	2	Acceleration	MaxTakeoff			1 146	149	
CIT3	DEFAULT	3	Climb	MaxTakeoff		1 500			
CIT3	DEFAULT	4	Acceleration	MaxTakeoff			1 146	174	
CIT3	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
CIT3	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 503	250	
CIT3	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
CIT3	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
CIT3	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
CL600	DEFAULT	1	Takeoff	MaxTakeoff					
CL600	DEFAULT	2	Acceleration	MaxTakeoff			1 554	163	
CL600	DEFAULT	3	Climb	MaxTakeoff		1 500			
CL600	DEFAULT	4	Acceleration	MaxTakeoff			1 554	200	
CL600	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
CL600	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 771	250	
CL600	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

CL600	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
CL600	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
CL601	DEFAULT	1	Takeoff	MaxTakeoff					
CL601	DEFAULT	2	Acceleration	MaxTakeoff			1 673	177	
CL601	DEFAULT	3	Climb	MaxTakeoff		1 500			
CL601	DEFAULT	4	Acceleration	MaxTakeoff			1 673	200	
CL601	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
CL601	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 724	250	
CL601	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
CL601	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
CL601	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
CNA172	DEFAULT	1	Takeoff	MaxTakeoff	ZERO-C				
CNA172	DEFAULT	2	Acceleration	MaxTakeoff	ZERO-C		500	75	
CNA172	DEFAULT	3	Climb	MaxTakeoff	ZERO-C	1 000			
CNA172	DEFAULT	4	Acceleration	MaxTakeoff	ZERO-C		500	80	
CNA172	DEFAULT	5	Climb	MaxClimb	ZERO-C	3 000			
CNA172	DEFAULT	6	Climb	MaxClimb	ZERO-C	5 000			
CNA172	DEFAULT	7	Climb	MaxClimb	ZERO-C	8 000			
CNA182	DEFAULT	1	Takeoff	MaxTakeoff	F00D				
CNA182	DEFAULT	2	Acceleration	MaxTakeoff	F00D		500	80	
CNA182	DEFAULT	3	Climb	MaxTakeoff	ZERO	1 000			
CNA182	DEFAULT	4	Acceleration	MaxTakeoff	ZERO		500	85	
CNA182	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
CNA182	DEFAULT	6	Climb	MaxClimb	ZERO	5 000			
CNA182	DEFAULT	7	Climb	MaxClimb	ZERO	8 000			
CNA182	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
CNA208	DEFAULT	1	Takeoff	MaxTakeoff	F00D				
CNA208	DEFAULT	2	Acceleration	MaxTakeoff	F00D		915	104	
CNA208	DEFAULT	3	Climb	MaxTakeoff	ZERO	1 000			
CNA208	DEFAULT	4	Acceleration	MaxClimb	ZERO		846	115	

Status: This is the original version (as it was originally adopted).

CNA208	DEFAULT	5	Climb	MaxClimb	ZERO	2 000			
CNA208	DEFAULT	6	Climb	MaxClimb	ZERO	4 000			
CNA208	DEFAULT	7	Climb	MaxClimb	ZERO	6 000			
CNA208	DEFAULT	8	Climb	MaxClimb	ZERO	8 000			
CNA208	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
CNA44	DEFAULT	1	Takeoff	MaxTakeoff					
CNA44	DEFAULT	2	Acceleration	MaxTakeoff			1 216	120	
CNA44	DEFAULT	3	Acceleration	MaxTakeoff	ZERO		1 216	140	
CNA44	DEFAULT	4	Climb	MaxTakeoff	ZERO	3 000			
CNA44	DEFAULT	5	Climb	MaxClimb	ZERO	5 500			
CNA44	DEFAULT	6	Climb	MaxClimb	ZERO	7 500			
CNA44	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
CNA500	DEFAULT	1	Takeoff	MaxTakeoff					
CNA500	DEFAULT	2	Acceleration	MaxTakeoff			997	131	
CNA500	DEFAULT	3	Climb	MaxTakeoff		1 500			
CNA500	DEFAULT	4	Acceleration	MaxTakeoff			997	200	
CNA500	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
CNA500	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 459	250	
CNA500	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
CNA500	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
CNA500	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
CNA510	DEFAULT	1	Takeoff	MaxTakeoff	5				
CNA510	DEFAULT	2	Climb	MaxTakeoff	5	535			
CNA510	DEFAULT	3	Acceleration	MaxTakeoff	5		1 500	138,3	
CNA510	DEFAULT	4	Climb	MaxTakeoff	5	1 500			
CNA510	DEFAULT	5	Acceleration	MaxClimb	ZERO_C		1 500	171	
CNA510	DEFAULT	6	Climb	MaxClimb	ZERO_C	3 000			
CNA510	DEFAULT	7	Acceleration	MaxClimb	ZERO_C		1 000	250	
CNA510	DEFAULT	8	Climb	MaxClimb	ZERO_C	5 500			
CNA510	DEFAULT	9	Climb	MaxClimb	ZERO_C	7 500			
CNA510	DEFAULT	10	Climb	MaxClimb	ZERO_C	10 000			
CNA510	FLAPS_0	1	Takeoff	MaxTakeoff	ZERO_D				
CNA510	FLAPS_0	2	Climb	MaxTakeoff	ZERO_D	601			
CNA510	FLAPS_0	3	Acceleration	MaxTakeoff	ZERO_D		1 500	138,3	

Status: This is the original version (as it was originally adopted).

CNA510	FLAPS_0	4	Climb	MaxTakeoff	ZERO_D	500			
CNA510	FLAPS_0	5	Acceleration	MaxClimb	ZERO_C		1 500	171	
CNA510	FLAPS_0	6	Climb	MaxClimb	ZERO_C	3 000			
CNA510	FLAPS_0	7	Acceleration	MaxClimb	ZERO_C		1 000	250	
CNA510	FLAPS_0	8	Climb	MaxClimb	ZERO_C	5 500			
CNA510	FLAPS_0	9	Climb	MaxClimb	ZERO_C	7 500			
CNA510	FLAPS_0	10	Climb	MaxClimb	ZERO_C	10 000			
CNA510	FLAPS_15	1	Takeoff	MaxTakeoff	Diff 5				
CNA510	FLAPS_15	2	Climb	MaxTakeoff	Diff 5	535			
CNA510	FLAPS_15	3	Acceleration	MaxTakeoff	Diff 5		1 500	138,3	
CNA510	FLAPS_15	4	Climb	MaxTakeoff	Diff 5	1 500			
CNA510	FLAPS_15	5	Acceleration	MaxClimb	ZERO_C		1 500	171	
CNA510	FLAPS_15	6	Climb	MaxClimb	ZERO_C	3 000			
CNA510	FLAPS_15	7	Acceleration	MaxClimb	ZERO_C		1 000	250	
CNA510	FLAPS_15	8	Climb	MaxClimb	ZERO_C	5 500			
CNA510	FLAPS_15	9	Climb	MaxClimb	ZERO_C	7 500			
CNA510	FLAPS_15	10	Climb	MaxClimb	ZERO_C	10 000			
CNA5250	DEFAULT	1	Takeoff	MaxTakeoff	Diff 5				
CNA5250	DEFAULT	2	Climb	MaxTakeoff	Diff 5	482,5			
CNA5250	DEFAULT	3	Acceleration	MaxTakeoff	Diff 5		1 500	140,3	
CNA5250	DEFAULT	4	Climb	MaxTakeoff	Diff 5	1 500			
CNA5250	DEFAULT	5	Acceleration	MaxClimb	ZERO_C		1 500	171	
CNA5250	DEFAULT	6	Climb	MaxClimb	ZERO_C	3 000			
CNA5250	DEFAULT	7	Acceleration	MaxClimb	ZERO_C		1 000	250	
CNA5250	DEFAULT	8	Climb	MaxClimb	ZERO_C	5 500			
CNA5250	DEFAULT	9	Climb	MaxClimb	ZERO_C	7 500			
CNA5250	DEFAULT	10	Climb	MaxClimb	ZERO_C	10 000			
CNA550	DEFAULT	1	Takeoff	MaxTakeoff	Diff 5				
CNA550	DEFAULT	2	Climb	MaxTakeoff	Diff 5	379			
CNA550	DEFAULT	3	Acceleration	MaxTakeoff	Diff 5		1 500	146,5	
CNA550	DEFAULT	4	Climb	MaxTakeoff	Diff 5	1 500			
CNA550	DEFAULT	5	Acceleration	MaxClimb	ZERO_C		1 500	171,5	
CNA550	DEFAULT	6	Climb	MaxClimb	ZERO_C	3 000			
CNA550	DEFAULT	7	Acceleration	MaxClimb	ZERO_C		1 000	250	

Status: This is the original version (as it was originally adopted).

CNA55	DEFAULT	8	Climb	MaxClimb	ZERO_C	500			
CNA55	DEFAULT	9	Climb	MaxClimb	ZERO_C	750			
CNA55	DEFAULT	10	Climb	MaxClimb	ZERO_C	1000			
CNA55	FLAPS_0	1	Takeoff	MaxTakeoff	ZERO_D				
CNA55	FLAPS_0	2	Climb	MaxTakeoff	ZERO_D	420			
CNA55	FLAPS_0	3	Acceleration	MaxTakeoff	ZERO_D		1500	156	
CNA55	FLAPS_0	4	Climb	MaxTakeoff	ZERO_D	500			
CNA55	FLAPS_0	5	Acceleration	MaxClimb	ZERO_C		1500	181,1	
CNA55	FLAPS_0	6	Climb	MaxClimb	ZERO_C	3000			
CNA55	FLAPS_0	7	Acceleration	MaxClimb	ZERO_C		1000	250	
CNA55	FLAPS_0	8	Climb	MaxClimb	ZERO_C	500			
CNA55	FLAPS_0	9	Climb	MaxClimb	ZERO_C	750			
CNA55	FLAPS_0	10	Climb	MaxClimb	ZERO_C	1000			
CNA55	FLAPS_15	1	Takeoff	MaxTakeoff	Diff 5				
CNA55	FLAPS_15	2	Climb	MaxTakeoff	Diff 5	379			
CNA55	FLAPS_15	3	Acceleration	MaxTakeoff	Diff 5		1500	146,5	
CNA55	FLAPS_15	4	Climb	MaxTakeoff	Diff 5	1500			
CNA55	FLAPS_15	5	Acceleration	MaxClimb	ZERO_C		1500	171,5	
CNA55	FLAPS_15	6	Climb	MaxClimb	ZERO_C	3000			
CNA55	FLAPS_15	7	Acceleration	MaxClimb	ZERO_C		1000	250	
CNA55	FLAPS_15	8	Climb	MaxClimb	ZERO_C	500			
CNA55	FLAPS_15	9	Climb	MaxClimb	ZERO_C	750			
CNA55	FLAPS_15	10	Climb	MaxClimb	ZERO_C	1000			
CNA56	DEFAULT	1	Takeoff	MaxTakeoff	Diff				
CNA56	DEFAULT	2	Climb	MaxTakeoff	Diff	277			
CNA56	DEFAULT	3	Acceleration	MaxTakeoff	Diff		1500	161,7	
CNA56	DEFAULT	4	Climb	MaxTakeoff	Diff	1500			
CNA56	DEFAULT	5	Acceleration	MaxClimb	15		1500	186,7	
CNA56	DEFAULT	6	Climb	MaxClimb	ZERO	3000			
CNA56	DEFAULT	7	Acceleration	MaxClimb	ZERO		1000	250	
CNA56	DEFAULT	8	Climb	MaxClimb	ZERO	5500			
CNA56	DEFAULT	9	Climb	MaxClimb	ZERO	7500			
CNA56	DEFAULT	10	Climb	MaxClimb	ZERO	10000			
CNA56	DEFAULT	1	Takeoff	MaxTakeoff	Diff				

Status: This is the original version (as it was originally adopted).

CNA560	DEFAULT	2	Acceleration	MaxTakeoff		1 200	148	
CNA560	DEFAULT	3	Climb	MaxTakeoff	1 500			
CNA560	DEFAULT	4	Acceleration	MaxTakeoff	ZERO	1 500	175	
CNA560	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
CNA560	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 500	250	
CNA560	DEFAULT	7	Climb	MaxClimb	ZERO	5 500		
CNA560	DEFAULT	8	Climb	MaxClimb	ZERO	7 500		
CNA560	DEFAULT	9	Climb	MaxClimb	ZERO	10 000		
CNA560	DEFAULT	1	Takeoff	MaxTakeoff				
CNA560	DEFAULT	2	Acceleration	MaxTakeoff		1 500	158	
CNA560	DEFAULT	3	Climb	MaxTakeoff	1 500			
CNA560	DEFAULT	4	Acceleration	MaxClimb	ZERO	1 500	185	
CNA560	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
CNA560	DEFAULT	6	Acceleration	MaxClimb	ZERO	1 500	250	
CNA560	DEFAULT	7	Climb	MaxClimb	ZERO	10 000		
CNA680	DEFAULT	1	Takeoff	MaxTakeoff				
CNA680	DEFAULT	2	Climb	MaxTakeoff	386			
CNA680	DEFAULT	3	Acceleration	MaxTakeoff		1 000	140,6	
CNA680	DEFAULT	4	Climb	MaxTakeoff	1 500			
CNA680	DEFAULT	5	Acceleration	MaxClimb	15	1 500	175	
CNA680	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
CNA680	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 500	250	
CNA680	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
CNA680	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
CNA680	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
CNA750	DEFAULT	1	Takeoff	MaxTakeoff				
CNA750	DEFAULT	2	Climb	MaxTakeoff	277			
CNA750	DEFAULT	3	Acceleration	MaxTakeoff		1 500	161,7	
CNA750	DEFAULT	4	Climb	MaxTakeoff	1 500			
CNA750	DEFAULT	5	Acceleration	MaxClimb	15	1 500	186,7	
CNA750	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
CNA750	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
CNA750	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
CNA750	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		

Status: This is the original version (as it was originally adopted).

CNA750	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
CNA750	FLAP_15	1	Takeoff	MaxTakeoff					
CNA750	FLAP_15	2	Climb	MaxTakeoff		277			
CNA750	FLAP_15	3	Acceleration	MaxTakeoff			1 500	161,7	
CNA750	FLAP_15	4	Climb	MaxTakeoff		1 500			
CNA750	FLAP_15	5	Acceleration	MaxClimb	5		1 500	186,7	
CNA750	FLAP_15	6	Climb	MaxClimb	ZERO	3 000			
CNA750	FLAP_15	7	Acceleration	MaxClimb	ZERO		1 000	250	
CNA750	FLAP_15	8	Climb	MaxClimb	ZERO	5 500			
CNA750	FLAP_15	9	Climb	MaxClimb	ZERO	7 500			
CNA750	FLAP_15	10	Climb	MaxClimb	ZERO	10 000			
CNA750	FLAP_51	1	Takeoff	MaxTakeoff					
CNA750	FLAP_51	2	Climb	MaxTakeoff		285			
CNA750	FLAP_51	3	Acceleration	MaxTakeoff			1 500	168,9	
CNA750	FLAP_51	4	Climb	MaxTakeoff		1 500			
CNA750	FLAP_51	5	Acceleration	MaxClimb	5		1 500	193,9	
CNA750	FLAP_51	6	Climb	MaxClimb	ZERO	3 000			
CNA750	FLAP_51	7	Acceleration	MaxClimb	ZERO		1 000	250	
CNA750	FLAP_51	8	Climb	MaxClimb	ZERO	5 500			
CNA750	FLAP_51	9	Climb	MaxClimb	ZERO	7 500			
CNA750	FLAP_51	10	Climb	MaxClimb	ZERO	10 000			
CRJ9-ER	DEFAULT	1	Takeoff	MaxTakeoff					
CRJ9-ER	DEFAULT	2	Climb	MaxTakeoff		595			
CRJ9-ER	DEFAULT	3	Climb	MaxTakeoff		1 000			
CRJ9-ER	DEFAULT	4	Acceleration	MaxClimb	0,204		500	204	
CRJ9-ER	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
CRJ9-ER	DEFAULT	6	Acceleration	MaxClimb	0,250		500	250	
CRJ9-ER	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
CRJ9-ER	DEFAULT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

CRJ9-ER	DEFAULT	2	Climb	MaxTakeoff	0	555			
CRJ9-ER	DEFAULT	3	Climb	MaxTakeoff	0	1 000			
CRJ9-ER	DEFAULT	4	Acceleration	MaxClimb	0	204	500	204	
CRJ9-ER	DEFAULT	5	Climb	MaxClimb	0	3 000			
CRJ9-ER	DEFAULT	6	Acceleration	MaxClimb	0	250	500	250	
CRJ9-ER	DEFAULT	7	Climb	MaxClimb	0	10 000			
CRJ9-ER	DEFAULT	1	Takeoff	MaxTakeoff	0				
CRJ9-ER	DEFAULT	2	Climb	MaxTakeoff	0	525			
CRJ9-ER	DEFAULT	3	Climb	MaxTakeoff	0	1 000			
CRJ9-ER	DEFAULT	4	Acceleration	MaxClimb	0	204	500	204	
CRJ9-ER	DEFAULT	5	Climb	MaxClimb	0	3 000			
CRJ9-ER	DEFAULT	6	Acceleration	MaxClimb	0	250	500	250	
CRJ9-ER	DEFAULT	7	Climb	MaxClimb	0	10 000			
CRJ9-ER	DEFAULT	1	Takeoff	MaxTakeoff	0				
CRJ9-ER	DEFAULT	2	Climb	MaxTakeoff	0	485			
CRJ9-ER	DEFAULT	3	Climb	MaxTakeoff	0	1 000			
CRJ9-ER	DEFAULT	4	Acceleration	MaxClimb	0	204	500	204	
CRJ9-ER	DEFAULT	5	Climb	MaxClimb	0	3 000			
CRJ9-ER	DEFAULT	6	Acceleration	MaxClimb	0	250	500	250	
CRJ9-ER	DEFAULT	7	Climb	MaxClimb	0	10 000			

Status: This is the original version (as it was originally adopted).

CRJ9-ER	DEFAULT	1	Takeoff	MaxTakeoff	0			
CRJ9-ER	DEFAULT	2	Climb	MaxTakeoff	465			
CRJ9-ER	DEFAULT	3	Climb	MaxTakeoff	1 000			
CRJ9-ER	DEFAULT	4	Acceleration	MaxClimb	0.204	500	204	
CRJ9-ER	DEFAULT	5	Climb	MaxClimb	0.204	3 000		
CRJ9-ER	DEFAULT	6	Acceleration	MaxClimb	0.250	500	250	
CRJ9-ER	DEFAULT	7	Climb	MaxClimb	ZERO	10 000		
CRJ9-ER	ICAO_A1	1	Takeoff	MaxTakeoff	0			
CRJ9-ER	ICAO_A1	2	Climb	MaxTakeoff	595			
CRJ9-ER	ICAO_A1	3	Climb	MaxTakeoff	1 500			
CRJ9-ER	ICAO_A1	4	Climb	MaxClimb	0.8	3 000		
CRJ9-ER	ICAO_A1	5	Acceleration	MaxClimb	0.250	500	250	
CRJ9-ER	ICAO_A1	6	Climb	MaxClimb	ZERO	10 000		
CRJ9-ER	ICAO_A2	1	Takeoff	MaxTakeoff	0			
CRJ9-ER	ICAO_A2	2	Climb	MaxTakeoff	555			
CRJ9-ER	ICAO_A2	3	Climb	MaxTakeoff	1 500			
CRJ9-ER	ICAO_A2	4	Climb	MaxClimb	0.8	3 000		
CRJ9-ER	ICAO_A2	5	Acceleration	MaxClimb	0.250	500	250	
CRJ9-ER	ICAO_A2	6	Climb	MaxClimb	ZERO	10 000		
CRJ9-ER	ICAO_A3	1	Takeoff	MaxTakeoff	0			

Status: This is the original version (as it was originally adopted).

CRJ9-ER	ICAO_A3	2	Climb	MaxTakeoff	0-8	525			
CRJ9-ER	ICAO_A3	3	Climb	MaxTakeoff	1-8	1 500			
CRJ9-ER	ICAO_A3	4	Climb	MaxClimb	1-8	3 000			
CRJ9-ER	ICAO_A3	5	Acceleration	MaxClimb	0-250		500	250	
CRJ9-ER	ICAO_A3	6	Climb	MaxClimb	7-0	10 000			
CRJ9-ER	ICAO_A4	1	Takeoff	MaxTakeoff	0-8				
CRJ9-ER	ICAO_A4	2	Climb	MaxTakeoff	0-8	485			
CRJ9-ER	ICAO_A4	3	Climb	MaxTakeoff	1-8	1 500			
CRJ9-ER	ICAO_A4	4	Climb	MaxClimb	1-8	3 000			
CRJ9-ER	ICAO_A4	5	Acceleration	MaxClimb	0-250		500	250	
CRJ9-ER	ICAO_A4	6	Climb	MaxClimb	7-0	10 000			
CRJ9-ER	ICAO_A5	1	Takeoff	MaxTakeoff	0-8				
CRJ9-ER	ICAO_A5	2	Climb	MaxTakeoff	0-8	465			
CRJ9-ER	ICAO_A5	3	Climb	MaxTakeoff	1-8	1 500			
CRJ9-ER	ICAO_A5	4	Climb	MaxClimb	1-8	3 000			
CRJ9-ER	ICAO_A5	5	Acceleration	MaxClimb	0-250		500	250	
CRJ9-ER	ICAO_A5	6	Climb	MaxClimb	7-0	10 000			
CRJ9-ER	ICAO_B1	1	Takeoff	MaxTakeoff	0-8				
CRJ9-ER	ICAO_B1	2	Climb	MaxTakeoff	0-8	595			
CRJ9-ER	ICAO_B1	3	Climb	MaxTakeoff	1-8	1 000			

Status: This is the original version (as it was originally adopted).

CRJ9-ER	ICAO_B1	4	Acceleration	MaxTakeoff	0 204		500	204	
CRJ9-ER	ICAO_B1	5	Climb	MaxClimb	ZERO	3 000			
CRJ9-ER	ICAO_B1	6	Acceleration	MaxClimb	0 250		500	250	
CRJ9-ER	ICAO_B1	7	Climb	MaxClimb	ZERO	10 000			
CRJ9-ER	ICAO_B2	1	Takeoff	MaxTakeoff	0 48				
CRJ9-ER	ICAO_B2	2	Climb	MaxTakeoff	0 48	555			
CRJ9-ER	ICAO_B2	3	Climb	MaxTakeoff	0 48	1 000			
CRJ9-ER	ICAO_B2	4	Acceleration	MaxTakeoff	0 204		500	204	
CRJ9-ER	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000			
CRJ9-ER	ICAO_B2	6	Acceleration	MaxClimb	0 250		500	250	
CRJ9-ER	ICAO_B2	7	Climb	MaxClimb	ZERO	10 000			
CRJ9-ER	ICAO_B3	1	Takeoff	MaxTakeoff	0 48				
CRJ9-ER	ICAO_B3	2	Climb	MaxTakeoff	0 48	525			
CRJ9-ER	ICAO_B3	3	Climb	MaxTakeoff	0 48	1 000			
CRJ9-ER	ICAO_B3	4	Acceleration	MaxTakeoff	0 204		500	204	
CRJ9-ER	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000			
CRJ9-ER	ICAO_B3	6	Acceleration	MaxClimb	0 250		500	250	
CRJ9-ER	ICAO_B3	7	Climb	MaxClimb	ZERO	10 000			
CRJ9-ER	ICAO_B4	1	Takeoff	MaxTakeoff	0 48				
CRJ9-ER	ICAO_B4	2	Climb	MaxTakeoff	0 48	485			

Status: This is the original version (as it was originally adopted).

CRJ9-ER	ICAO_B4	3	Climb	MaxTakeoff	1 000			
CRJ9-ER	ICAO_B4	4	Acceleration	MaxTakeoff	500	204		
CRJ9-ER	ICAO_B4	5	Climb	MaxClimb	3 000			
CRJ9-ER	ICAO_B4	6	Acceleration	MaxClimb	500	250		
CRJ9-ER	ICAO_B4	7	Climb	MaxClimb	10 000			
CRJ9-ER	ICAO_B5	1	Takeoff	MaxTakeoff				
CRJ9-ER	ICAO_B5	2	Climb	MaxTakeoff	465			
CRJ9-ER	ICAO_B5	3	Climb	MaxTakeoff	1 000			
CRJ9-ER	ICAO_B5	4	Acceleration	MaxTakeoff	500	204		
CRJ9-ER	ICAO_B5	5	Climb	MaxClimb	3 000			
CRJ9-ER	ICAO_B5	6	Acceleration	MaxClimb	500	250		
CRJ9-ER	ICAO_B5	7	Climb	MaxClimb	10 000			
CRJ9-LR	DEFAULT	1	Takeoff	MaxTakeoff				
CRJ9-LR	DEFAULT	2	Climb	MaxTakeoff	615			
CRJ9-LR	DEFAULT	3	Climb	MaxTakeoff	1 000			
CRJ9-LR	DEFAULT	4	Acceleration	MaxClimb	500	204		
CRJ9-LR	DEFAULT	5	Climb	MaxClimb	3 000			
CRJ9-LR	DEFAULT	6	Acceleration	MaxClimb	500	250		
CRJ9-LR	DEFAULT	7	Climb	MaxClimb	10 000			
CRJ9-LR	DEFAULT	1	Takeoff	MaxTakeoff				

Status: This is the original version (as it was originally adopted).

CRJ9-LR	DEFAULT	2	Climb	MaxTakeoff	575			
CRJ9-LR	DEFAULT	3	Climb	MaxTakeoff	1 000			
CRJ9-LR	DEFAULT	4	Acceleration	MaxClimb	204	500	204	
CRJ9-LR	DEFAULT	5	Climb	MaxClimb	3 000			
CRJ9-LR	DEFAULT	6	Acceleration	MaxClimb	250	500	250	
CRJ9-LR	DEFAULT	7	Climb	MaxClimb	10 000			
CRJ9-LR	DEFAULT	1	Takeoff	MaxTakeoff				
CRJ9-LR	DEFAULT	2	Climb	MaxTakeoff	545			
CRJ9-LR	DEFAULT	3	Climb	MaxTakeoff	1 000			
CRJ9-LR	DEFAULT	4	Acceleration	MaxClimb	204	500	204	
CRJ9-LR	DEFAULT	5	Climb	MaxClimb	3 000			
CRJ9-LR	DEFAULT	6	Acceleration	MaxClimb	250	500	250	
CRJ9-LR	DEFAULT	7	Climb	MaxClimb	10 000			
CRJ9-LR	DEFAULT	1	Takeoff	MaxTakeoff				
CRJ9-LR	DEFAULT	2	Climb	MaxTakeoff	505			
CRJ9-LR	DEFAULT	3	Climb	MaxTakeoff	1 000			
CRJ9-LR	DEFAULT	4	Acceleration	MaxClimb	204	500	204	
CRJ9-LR	DEFAULT	5	Climb	MaxClimb	3 000			
CRJ9-LR	DEFAULT	6	Acceleration	MaxClimb	250	500	250	
CRJ9-LR	DEFAULT	7	Climb	MaxClimb	10 000			

Status: This is the original version (as it was originally adopted).

CRJ9-LR	DEFAULT	1	Takeoff	MaxTakeoff	0			
CRJ9-LR	DEFAULT	2	Climb	MaxTakeoff	455			
CRJ9-LR	DEFAULT	3	Climb	MaxTakeoff	1 000			
CRJ9-LR	DEFAULT	4	Acceleration	MaxClimb	204	500	204	
CRJ9-LR	DEFAULT	5	Climb	MaxClimb	ZERO	3 000		
CRJ9-LR	DEFAULT	6	Acceleration	MaxClimb	250	500	250	
CRJ9-LR	DEFAULT	7	Climb	MaxClimb	ZERO	10 000		
CRJ9-LR	ICAO_A1	1	Takeoff	MaxTakeoff	0			
CRJ9-LR	ICAO_A1	2	Climb	MaxTakeoff	615			
CRJ9-LR	ICAO_A1	3	Climb	MaxTakeoff	1 500			
CRJ9-LR	ICAO_A1	4	Climb	MaxClimb	8	3 000		
CRJ9-LR	ICAO_A1	5	Acceleration	MaxClimb	250	500	250	
CRJ9-LR	ICAO_A1	6	Climb	MaxClimb	ZERO	10 000		
CRJ9-LR	ICAO_A2	1	Takeoff	MaxTakeoff	0			
CRJ9-LR	ICAO_A2	2	Climb	MaxTakeoff	575			
CRJ9-LR	ICAO_A2	3	Climb	MaxTakeoff	1 500			
CRJ9-LR	ICAO_A2	4	Climb	MaxClimb	8	3 000		
CRJ9-LR	ICAO_A2	5	Acceleration	MaxClimb	8	500	250	
CRJ9-LR	ICAO_A2	6	Climb	MaxClimb	ZERO	10 000		
CRJ9-LR	ICAO_A3	1	Takeoff	MaxTakeoff	0			

Status: This is the original version (as it was originally adopted).

CRJ9-LR	ICAO_A3	2	Climb	MaxTakeoff	400	545			
CRJ9-LR	ICAO_A3	3	Climb	MaxTakeoff	400	1 500			
CRJ9-LR	ICAO_A3	4	Climb	MaxClimb	10-8	3 000			
CRJ9-LR	ICAO_A3	5	Acceleration	MaxClimb	10-8		500	250	
CRJ9-LR	ICAO_A3	6	Climb	MaxClimb	ZERO	10 000			
CRJ9-LR	ICAO_A4	1	Takeoff	MaxTakeoff	400				
CRJ9-LR	ICAO_A4	2	Climb	MaxTakeoff	400	505			
CRJ9-LR	ICAO_A4	3	Climb	MaxTakeoff	400	1 500			
CRJ9-LR	ICAO_A4	4	Climb	MaxClimb	10-8	3 000			
CRJ9-LR	ICAO_A4	5	Acceleration	MaxClimb	10-8		500	250	
CRJ9-LR	ICAO_A4	6	Climb	MaxClimb	ZERO	10 000			
CRJ9-LR	ICAO_A5	1	Takeoff	MaxTakeoff	400				
CRJ9-LR	ICAO_A5	2	Climb	MaxTakeoff	400	455			
CRJ9-LR	ICAO_A5	3	Climb	MaxTakeoff	400	1 500			
CRJ9-LR	ICAO_A5	4	Climb	MaxClimb	10-8	3 000			
CRJ9-LR	ICAO_A5	5	Acceleration	MaxClimb	10-8	250	500	250	
CRJ9-LR	ICAO_A5	6	Climb	MaxClimb	ZERO	10 000			
CRJ9-LR	ICAO_B1	1	Takeoff	MaxTakeoff	400				
CRJ9-LR	ICAO_B1	2	Climb	MaxTakeoff	400	615			
CRJ9-LR	ICAO_B1	3	Climb	MaxTakeoff	400	1 000			

Status: This is the original version (as it was originally adopted).

CRJ9-LR	ICAO_B1	4	Acceleration	MaxTakeoff	0 204	500	204	
CRJ9-LR	ICAO_B1	5	Climb	MaxClimb	ZERO	3 000		
CRJ9-LR	ICAO_B1	6	Acceleration	MaxClimb	0 250	500	250	
CRJ9-LR	ICAO_B1	7	Climb	MaxClimb	ZERO	10 000		
CRJ9-LR	ICAO_B2	1	Takeoff	MaxTakeoff	0 48			
CRJ9-LR	ICAO_B2	2	Climb	MaxTakeoff	0 48	575		
CRJ9-LR	ICAO_B2	3	Climb	MaxTakeoff	0 48	1 000		
CRJ9-LR	ICAO_B2	4	Acceleration	MaxTakeoff	0 204	500	204	
CRJ9-LR	ICAO_B2	5	Climb	MaxClimb	ZERO	3 000		
CRJ9-LR	ICAO_B2	6	Acceleration	MaxClimb	0 250	500	250	
CRJ9-LR	ICAO_B2	7	Climb	MaxClimb	ZERO	10 000		
CRJ9-LR	ICAO_B3	1	Takeoff	MaxTakeoff	0 48			
CRJ9-LR	ICAO_B3	2	Climb	MaxTakeoff	0 48	545		
CRJ9-LR	ICAO_B3	3	Climb	MaxTakeoff	0 48	1 000		
CRJ9-LR	ICAO_B3	4	Acceleration	MaxTakeoff	0 204	500	204	
CRJ9-LR	ICAO_B3	5	Climb	MaxClimb	ZERO	3 000		
CRJ9-LR	ICAO_B3	6	Acceleration	MaxClimb	0 250	500	250	
CRJ9-LR	ICAO_B3	7	Climb	MaxClimb	ZERO	10 000		
CRJ9-LR	ICAO_B4	1	Takeoff	MaxTakeoff	0 48			
CRJ9-LR	ICAO_B4	2	Climb	MaxTakeoff	0 48	505		

Status: This is the original version (as it was originally adopted).

CRJ9-LR	ICAO_B4	3	Climb	MaxTakeoff	1 000			
CRJ9-LR	ICAO_B4	4	Acceleration	MaxTakeoff	500	204		
CRJ9-LR	ICAO_B4	5	Climb	MaxClimb	3 000			
CRJ9-LR	ICAO_B4	6	Acceleration	MaxClimb	500	250		
CRJ9-LR	ICAO_B4	7	Climb	MaxClimb	10 000			
CRJ9-LR	ICAO_B5	1	Takeoff	MaxTakeoff				
CRJ9-LR	ICAO_B5	2	Climb	MaxTakeoff	455			
CRJ9-LR	ICAO_B5	3	Climb	MaxTakeoff	1 000			
CRJ9-LR	ICAO_B5	4	Acceleration	MaxTakeoff	500	204		
CRJ9-LR	ICAO_B5	5	Climb	MaxClimb	3 000			
CRJ9-LR	ICAO_B5	6	Acceleration	MaxClimb	500	250		
CRJ9-LR	ICAO_B5	7	Climb	MaxClimb	10 000			
CVR580	DEFAULT	1	Takeoff	MaxTakeoff				
CVR580	DEFAULT	2	Climb	MaxTakeoff	1 000			
CVR580	DEFAULT	3	Acceleration	MaxTakeoff	1 907	130		
CVR580	DEFAULT	4	Acceleration	MaxClimb	1 430	150		
CVR580	DEFAULT	5	Climb	MaxClimb	3 000			
CVR580	DEFAULT	6	Climb	MaxClimb	5 500			
CVR580	DEFAULT	7	Climb	MaxClimb	7 500			
CVR580	DEFAULT	8	Climb	MaxClimb	10 000			
CVR580	DEFAULT	1	Takeoff	MaxTakeoff				
CVR580	DEFAULT	2	Climb	MaxTakeoff	1 000			
CVR580	DEFAULT	3	Acceleration	MaxTakeoff	1 557	136		
CVR580	DEFAULT	4	Acceleration	MaxClimb	1 168	156		
CVR580	DEFAULT	5	Climb	MaxClimb	3 000			
CVR580	DEFAULT	6	Climb	MaxClimb	5 500			

Status: This is the original version (as it was originally adopted).

CVR580	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
CVR580	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
CVR580	DEFAULT	1	Takeoff	MaxTakeoff					
CVR580	DEFAULT	2	Climb	MaxTakeoff		1 000			
CVR580	DEFAULT	3	Acceleration	MaxTakeoff			1 321	140	
CVR580	DEFAULT	4	Acceleration	MaxClimb	INTR		991	160	
CVR580	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
CVR580	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
CVR580	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
CVR580	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
DC1010	DEFAULT	1	Takeoff	MaxTakeoff					
DC1010	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC1010	DEFAULT	3	Acceleration	MaxTakeoff			1 904	159	
DC1010	DEFAULT	4	Acceleration	MaxTakeoff			1 428	174	
DC1010	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	189	
DC1010	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC1010	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC1010	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC1010	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC1010	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC1010	DEFAULT	1	Takeoff	MaxTakeoff					
DC1010	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC1010	DEFAULT	3	Acceleration	MaxTakeoff			1 799	163	
DC1010	DEFAULT	4	Acceleration	MaxTakeoff			1 350	178	
DC1010	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	193	
DC1010	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC1010	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC1010	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC1010	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC1010	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC1010	DEFAULT	1	Takeoff	MaxTakeoff					
DC1010	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC1010	DEFAULT	3	Acceleration	MaxTakeoff			1 670	167	
DC1010	DEFAULT	4	Acceleration	MaxTakeoff			1 253	182	

Status: This is the original version (as it was originally adopted).

DC1010	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	197	
DC1010	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC1010	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC1010	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC1010	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC1010	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC1010	DEFAU	BT	1	Takeoff	MaxTakeoff					
DC1010	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
DC1010	DEFAU	BT	3	Acceleration	MaxTakeoff			1 494	174	
DC1010	DEFAU	BT	4	Acceleration	MaxTakeoff			1 121	189	
DC1010	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	204	
DC1010	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC1010	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC1010	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC1010	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC1010	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC1010	DEFAU	BT	1	Takeoff	MaxTakeoff					
DC1010	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
DC1010	DEFAU	BT	3	Acceleration	MaxTakeoff			1 335	180	
DC1010	DEFAU	BT	4	Acceleration	MaxTakeoff			1 002	195	
DC1010	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	210	
DC1010	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC1010	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC1010	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC1010	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC1010	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC1010	DEFAU	BT	1	Takeoff	MaxTakeoff					
DC1010	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
DC1010	DEFAU	BT	3	Acceleration	MaxTakeoff			1 191	186	
DC1010	DEFAU	BT	4	Acceleration	MaxTakeoff			894	201	
DC1010	DEFAU	BT	5	Acceleration	MaxClimb	INT		800	216	
DC1010	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC1010	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		800	250	
DC1010	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

DC1010	DEFAULT	6T	9	Climb	MaxClimb	ZERO	7 500			
DC1010	DEFAULT	6T	10	Climb	MaxClimb	ZERO	10 000			
DC1040	DEFAULT	ILT	1	Takeoff	MaxTakeoff					
DC1040	DEFAULT	ILT	2	Climb	MaxTakeoff		1 000			
DC1040	DEFAULT	ILT	3	Acceleration	MaxTakeoff			2 255	175	
DC1040	DEFAULT	ILT	4	Acceleration	MaxTakeoff			1 692	190	
DC1040	DEFAULT	ILT	5	Acceleration	MaxClimb	INT		1 000	205	
DC1040	DEFAULT	ILT	6	Climb	MaxClimb	ZERO	3 000			
DC1040	DEFAULT	ILT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC1040	DEFAULT	ILT	8	Climb	MaxClimb	ZERO	5 500			
DC1040	DEFAULT	ILT	9	Climb	MaxClimb	ZERO	7 500			
DC1040	DEFAULT	ILT	10	Climb	MaxClimb	ZERO	10 000			
DC1040	DEFAULT	IZT	1	Takeoff	MaxTakeoff					
DC1040	DEFAULT	IZT	2	Climb	MaxTakeoff		1 000			
DC1040	DEFAULT	IZT	3	Acceleration	MaxTakeoff			2 146	178	
DC1040	DEFAULT	IZT	4	Acceleration	MaxTakeoff			1 610	193	
DC1040	DEFAULT	IZT	5	Acceleration	MaxClimb	INT		1 000	208	
DC1040	DEFAULT	IZT	6	Climb	MaxClimb	ZERO	3 000			
DC1040	DEFAULT	IZT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC1040	DEFAULT	IZT	8	Climb	MaxClimb	ZERO	5 500			
DC1040	DEFAULT	IZT	9	Climb	MaxClimb	ZERO	7 500			
DC1040	DEFAULT	IZT	10	Climb	MaxClimb	ZERO	10 000			
DC1040	DEFAULT	IBT	1	Takeoff	MaxTakeoff					
DC1040	DEFAULT	IBT	2	Climb	MaxTakeoff		1 000			
DC1040	DEFAULT	IBT	3	Acceleration	MaxTakeoff			2 050	181	
DC1040	DEFAULT	IBT	4	Acceleration	MaxTakeoff			1 538	196	
DC1040	DEFAULT	IBT	5	Acceleration	MaxClimb	INT		1 000	211	
DC1040	DEFAULT	IBT	6	Climb	MaxClimb	ZERO	3 000			
DC1040	DEFAULT	IBT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC1040	DEFAULT	IBT	8	Climb	MaxClimb	ZERO	5 500			
DC1040	DEFAULT	IBT	9	Climb	MaxClimb	ZERO	7 500			
DC1040	DEFAULT	IBT	10	Climb	MaxClimb	ZERO	10 000			
DC1040	DEFAULT	IZT	1	Takeoff	MaxTakeoff					
DC1040	DEFAULT	IZT	2	Climb	MaxTakeoff		1 000			

Status: This is the original version (as it was originally adopted).

DC1040	DEFAU	HT	3	Acceleration	MaxTakeoff	500	1 859	187	
DC1040	DEFAU	HT	4	Acceleration	MaxTakeoff	500	1 395	202	
DC1040	DEFAU	HT	5	Acceleration	MaxClimb	INT	1 000	217	
DC1040	DEFAU	HT	6	Climb	MaxClimb	ZERO	3 000		
DC1040	DEFAU	HT	7	Acceleration	MaxClimb	ZERO	1 000	250	
DC1040	DEFAU	HT	8	Climb	MaxClimb	ZERO	5 500		
DC1040	DEFAU	HT	9	Climb	MaxClimb	ZERO	7 500		
DC1040	DEFAU	HT	10	Climb	MaxClimb	ZERO	10 000		
DC1040	DEFAU	BT	1	Takeoff	MaxTakeoff	500			
DC1040	DEFAU	BT	2	Climb	MaxTakeoff	500	1 000		
DC1040	DEFAU	BT	3	Acceleration	MaxTakeoff	500	1 639	195	
DC1040	DEFAU	BT	4	Acceleration	MaxTakeoff	500	1 229	210	
DC1040	DEFAU	BT	5	Acceleration	MaxClimb	INT	1 000	225	
DC1040	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000		
DC1040	DEFAU	BT	7	Acceleration	MaxClimb	ZERO	1 000	250	
DC1040	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500		
DC1040	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500		
DC1040	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000		
DC1040	DEFAU	KT	1	Takeoff	MaxTakeoff	500			
DC1040	DEFAU	KT	2	Climb	MaxTakeoff	500	1 000		
DC1040	DEFAU	KT	3	Acceleration	MaxTakeoff	500	1 436	203	
DC1040	DEFAU	KT	4	Acceleration	MaxTakeoff	500	1 077	218	
DC1040	DEFAU	KT	5	Acceleration	MaxClimb	INT	1 000	233	
DC1040	DEFAU	KT	6	Climb	MaxClimb	ZERO	3 000		
DC1040	DEFAU	KT	7	Acceleration	MaxClimb	ZERO	1 000	250	
DC1040	DEFAU	KT	8	Climb	MaxClimb	ZERO	5 500		
DC1040	DEFAU	KT	9	Climb	MaxClimb	ZERO	7 500		
DC1040	DEFAU	KT	10	Climb	MaxClimb	ZERO	10 000		
DC1040	DEFAU	LT	1	Takeoff	MaxTakeoff	500			
DC1040	DEFAU	LT	2	Climb	MaxTakeoff	500	1 000		
DC1040	DEFAU	LT	3	Acceleration	MaxTakeoff	500	1 170	211	
DC1040	DEFAU	LT	4	Acceleration	MaxTakeoff	500	878	226	
DC1040	DEFAU	LT	5	Acceleration	MaxClimb	INT	800	241	
DC1040	DEFAU	LT	6	Climb	MaxClimb	ZERO	3 000		

Status: This is the original version (as it was originally adopted).

DC1040	DEFAULT	7	Acceleration	MaxClimb	ZERO		800	250	
DC1040	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC1040	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC1040	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC3	DEFAULT	1	Takeoff	MaxTakeoff	ZERO				
DC3	DEFAULT	2	Climb	MaxTakeoff	ZERO	400			
DC3	DEFAULT	3	Climb	MaxClimb	ZERO	3 000			
DC3	DEFAULT	4	Acceleration	MaxClimb	ZERO		1 000	126	
DC3	DEFAULT	5	Climb	MaxClimb	ZERO	5 500			
DC3	DEFAULT	6	Climb	MaxClimb	ZERO	7 500			
DC3	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
DC3	DEFAULT	1	Takeoff	MaxTakeoff	ZERO				
DC3	DEFAULT	2	Climb	MaxTakeoff	ZERO	400			
DC3	DEFAULT	3	Climb	MaxClimb	ZERO	3 000			
DC3	DEFAULT	4	Acceleration	MaxClimb	ZERO		800	130	
DC3	DEFAULT	5	Climb	MaxClimb	ZERO	5 500			
DC3	DEFAULT	6	Climb	MaxClimb	ZERO	7 500			
DC3	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
DC3	DEFAULT	1	Takeoff	MaxTakeoff	ZERO				
DC3	DEFAULT	2	Climb	MaxTakeoff	ZERO	400			
DC3	DEFAULT	3	Climb	MaxClimb	ZERO	3 000			
DC3	DEFAULT	4	Acceleration	MaxClimb	ZERO		633	134	
DC3	DEFAULT	5	Climb	MaxClimb	ZERO	7 500			
DC3	DEFAULT	6	Climb	MaxClimb	ZERO	10 000			
DC6	DEFAULT	1	Takeoff	MaxTakeoff	ZERO				
DC6	DEFAULT	2	Climb	MaxTakeoff	ZERO	1 500			
DC6	DEFAULT	3	Acceleration	MaxTakeoff	ZERO		818	135	
DC6	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
DC6	DEFAULT	5	Climb	MaxClimb	ZERO	5 500			
DC6	DEFAULT	6	Climb	MaxClimb	ZERO	7 500			
DC6	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
DC6	DEFAULT	1	Takeoff	MaxTakeoff	ZERO				
DC6	DEFAULT	2	Climb	MaxTakeoff	ZERO	1 500			
DC6	DEFAULT	3	Acceleration	MaxTakeoff	ZERO		643	143	

Status: This is the original version (as it was originally adopted).

DC6	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
DC6	DEFAULT	5	Climb	MaxClimb	ZERO	5 500			
DC6	DEFAULT	6	Climb	MaxClimb	ZERO	7 500			
DC6	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
DC6	DEFAULT	1	Takeoff	MaxTakeoff					
DC6	DEFAULT	2	Climb	MaxTakeoff		1 500			
DC6	DEFAULT	3	Acceleration	MaxTakeoff			498	149	
DC6	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
DC6	DEFAULT	5	Climb	MaxClimb	ZERO	5 500			
DC6	DEFAULT	6	Climb	MaxClimb	ZERO	7 500			
DC6	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
DC850	DEFAULT	1	Takeoff	MaxTakeoff					
DC850	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC850	DEFAULT	3	Acceleration	MaxTakeoff			2 205	149	
DC850	DEFAULT	4	Acceleration	MaxTakeoff			1 654	169	
DC850	DEFAULT	5	Acceleration	MaxClimb			1 000	189	
DC850	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC850	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC850	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC850	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC850	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC850	DEFAULT	1	Takeoff	MaxTakeoff					
DC850	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC850	DEFAULT	3	Acceleration	MaxTakeoff			2 089	153	
DC850	DEFAULT	4	Acceleration	MaxTakeoff			1 567	173	
DC850	DEFAULT	5	Acceleration	MaxClimb			1 000	193	
DC850	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC850	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC850	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC850	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC850	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC850	DEFAULT	1	Takeoff	MaxTakeoff					
DC850	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC850	DEFAULT	3	Acceleration	MaxTakeoff			1 930	158	

Status: This is the original version (as it was originally adopted).

DC850	DEFAU	BT	4	Acceleration	MaxTakeoff	INT		1 448	178	
DC850	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	198	
DC850	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC850	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC850	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC850	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC850	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC850	DEFAU	BT	1	Takeoff	MaxTakeoff	INT				
DC850	DEFAU	BT	2	Climb	MaxTakeoff	INT	1 000			
DC850	DEFAU	BT	3	Acceleration	MaxTakeoff	INT		1 743	165	
DC850	DEFAU	BT	4	Acceleration	MaxTakeoff	INT		1 308	185	
DC850	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	205	
DC850	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC850	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC850	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC850	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC850	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC850	DEFAU	BT	1	Takeoff	MaxTakeoff	INT				
DC850	DEFAU	BT	2	Climb	MaxTakeoff	INT	1 000			
DC850	DEFAU	BT	3	Acceleration	MaxTakeoff	INT		1 541	173	
DC850	DEFAU	BT	4	Acceleration	MaxTakeoff	INT		1 156	193	
DC850	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	213	
DC850	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC850	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC850	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC850	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC850	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC850	DEFAU	BT	1	Takeoff	MaxTakeoff	INT				
DC850	DEFAU	BT	2	Climb	MaxTakeoff	INT	1 000			
DC850	DEFAU	BT	3	Acceleration	MaxTakeoff	INT		1 397	180	
DC850	DEFAU	BT	4	Acceleration	MaxTakeoff	INT		1 048	200	
DC850	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	220	
DC850	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC850	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	

Status: This is the original version (as it was originally adopted).

DC850	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC850	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC850	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC860	DEFAULT	1	Takeoff	MaxTakeoff					
DC860	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC860	DEFAULT	3	Acceleration	MaxTakeoff			2 055	160	
DC860	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 541	180	
DC860	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	200	
DC860	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC860	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC860	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC860	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC860	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC860	DEFAULT	1	Takeoff	MaxTakeoff					
DC860	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC860	DEFAULT	3	Acceleration	MaxTakeoff			1 959	164	
DC860	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 470	184	
DC860	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	204	
DC860	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC860	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC860	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC860	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC860	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC860	DEFAULT	1	Takeoff	MaxTakeoff					
DC860	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC860	DEFAULT	3	Acceleration	MaxTakeoff			1 827	168	
DC860	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 371	188	
DC860	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	208	
DC860	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC860	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC860	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC860	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC860	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC860	DEFAULT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

DC860	DEFAU	4T	2	Climb	MaxTakeoff	1 000			
DC860	DEFAU	4T	3	Acceleration	MaxTakeoff		1 668	175	
DC860	DEFAU	4T	4	Acceleration	MaxTakeoff		1 251	195	
DC860	DEFAU	4T	5	Acceleration	MaxClimb		1 000	215	
DC860	DEFAU	4T	6	Climb	MaxClimb	3 000			
DC860	DEFAU	4T	7	Acceleration	MaxClimb		1 000	250	
DC860	DEFAU	4T	8	Climb	MaxClimb	5 500			
DC860	DEFAU	4T	9	Climb	MaxClimb	7 500			
DC860	DEFAU	4T	10	Climb	MaxClimb	10 000			
DC860	DEFAU	5T	1	Takeoff	MaxTakeoff				
DC860	DEFAU	5T	2	Climb	MaxTakeoff	1 000			
DC860	DEFAU	5T	3	Acceleration	MaxTakeoff		1 491	182	
DC860	DEFAU	5T	4	Acceleration	MaxTakeoff		1 118	202	
DC860	DEFAU	5T	5	Acceleration	MaxClimb		1 000	222	
DC860	DEFAU	5T	6	Climb	MaxClimb	3 000			
DC860	DEFAU	5T	7	Acceleration	MaxClimb		1 000	250	
DC860	DEFAU	5T	8	Climb	MaxClimb	5 500			
DC860	DEFAU	5T	9	Climb	MaxClimb	7 500			
DC860	DEFAU	5T	10	Climb	MaxClimb	10 000			
DC860	DEFAU	6T	1	Takeoff	MaxTakeoff				
DC860	DEFAU	6T	2	Climb	MaxTakeoff	1 000			
DC860	DEFAU	6T	3	Acceleration	MaxTakeoff		1 394	187	
DC860	DEFAU	6T	4	Acceleration	MaxTakeoff		1 046	207	
DC860	DEFAU	6T	5	Acceleration	MaxClimb		1 000	227	
DC860	DEFAU	6T	6	Climb	MaxClimb	3 000			
DC860	DEFAU	6T	7	Acceleration	MaxClimb		1 000	250	
DC860	DEFAU	6T	8	Climb	MaxClimb	5 500			
DC860	DEFAU	6T	9	Climb	MaxClimb	7 500			
DC860	DEFAU	6T	10	Climb	MaxClimb	10 000			
DC860	DEFAU	7T	1	Takeoff	MaxTakeoff				
DC860	DEFAU	7T	2	Climb	MaxTakeoff	1 000			
DC860	DEFAU	7T	3	Acceleration	MaxTakeoff		1 275	192	
DC860	DEFAU	7T	4	Acceleration	MaxTakeoff		956	212	
DC860	DEFAU	7T	5	Acceleration	MaxClimb		900	232	

Status: This is the original version (as it was originally adopted).

DC860	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC860	DEFAULT	7	Acceleration	MaxClimb	ZERO		900	250	
DC860	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC860	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC860	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC870	DEFAULT	1	Takeoff	MaxTakeoff					
DC870	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC870	DEFAULT	3	Acceleration	MaxTakeoff			2 405	160	
DC870	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 804	180	
DC870	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	200	
DC870	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC870	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC870	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC870	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC870	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC870	DEFAULT	1	Takeoff	MaxTakeoff					
DC870	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC870	DEFAULT	3	Acceleration	MaxTakeoff			2 289	164	
DC870	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 717	184	
DC870	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	204	
DC870	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC870	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC870	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC870	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC870	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC870	DEFAULT	1	Takeoff	MaxTakeoff					
DC870	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC870	DEFAULT	3	Acceleration	MaxTakeoff			2 129	168	
DC870	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 597	188	
DC870	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	208	
DC870	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC870	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC870	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC870	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

DC870	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC870	DEFAU	BT	1	Takeoff	MaxTakeoff					
DC870	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
DC870	DEFAU	BT	3	Acceleration	MaxTakeoff			1 938	175	
DC870	DEFAU	BT	4	Acceleration	MaxTakeoff	INT		1 454	195	
DC870	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	215	
DC870	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC870	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC870	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC870	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC870	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC870	DEFAU	BT	1	Takeoff	MaxTakeoff					
DC870	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
DC870	DEFAU	BT	3	Acceleration	MaxTakeoff			1 727	182	
DC870	DEFAU	BT	4	Acceleration	MaxTakeoff	INT		1 295	202	
DC870	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	222	
DC870	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC870	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC870	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC870	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC870	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC870	DEFAU	BT	1	Takeoff	MaxTakeoff					
DC870	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
DC870	DEFAU	BT	3	Acceleration	MaxTakeoff			1 611	187	
DC870	DEFAU	BT	4	Acceleration	MaxTakeoff	INT		1 209	207	
DC870	DEFAU	BT	5	Acceleration	MaxClimb	INT		1 000	227	
DC870	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000			
DC870	DEFAU	BT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC870	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC870	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC870	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC870	DEFAU	BT	1	Takeoff	MaxTakeoff					
DC870	DEFAU	BT	2	Climb	MaxTakeoff		1 000			
DC870	DEFAU	BT	3	Acceleration	MaxTakeoff			1 470	192	

Status: This is the original version (as it was originally adopted).

DC870	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 103	212	
DC870	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	232	
DC870	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC870	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC870	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC870	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC870	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC8QN	DEFAULT	1	Takeoff	MaxTakeoff	ZERO				
DC8QN	DEFAULT	2	Climb	MaxTakeoff	ZERO	1 000			
DC8QN	DEFAULT	3	Acceleration	MaxTakeoff	ZERO		2 055	160	
DC8QN	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 541	180	
DC8QN	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	200	
DC8QN	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC8QN	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC8QN	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC8QN	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC8QN	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC8QN	DEFAULT	1	Takeoff	MaxTakeoff	ZERO				
DC8QN	DEFAULT	2	Climb	MaxTakeoff	ZERO	1 000			
DC8QN	DEFAULT	3	Acceleration	MaxTakeoff	ZERO		1 959	164	
DC8QN	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 470	184	
DC8QN	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	204	
DC8QN	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC8QN	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC8QN	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC8QN	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC8QN	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC8QN	DEFAULT	1	Takeoff	MaxTakeoff	ZERO				
DC8QN	DEFAULT	2	Climb	MaxTakeoff	ZERO	1 000			
DC8QN	DEFAULT	3	Acceleration	MaxTakeoff	ZERO		1 827	168	
DC8QN	DEFAULT	4	Acceleration	MaxTakeoff	INT		1 371	188	
DC8QN	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	208	
DC8QN	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC8QN	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	

Status: This is the original version (as it was originally adopted).

DC8QN	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500			
DC8QN	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500			
DC8QN	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000			
DC8QN	DEFAU	LT	1	Takeoff	MaxTakeoff					
DC8QN	DEFAU	LT	2	Climb	MaxTakeoff		1 000			
DC8QN	DEFAU	LT	3	Acceleration	MaxTakeoff			1 668	175	
DC8QN	DEFAU	LT	4	Acceleration	MaxTakeoff	INT		1 251	195	
DC8QN	DEFAU	LT	5	Acceleration	MaxClimb	INT		1 000	215	
DC8QN	DEFAU	LT	6	Climb	MaxClimb	ZERO	3 000			
DC8QN	DEFAU	LT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC8QN	DEFAU	LT	8	Climb	MaxClimb	ZERO	5 500			
DC8QN	DEFAU	LT	9	Climb	MaxClimb	ZERO	7 500			
DC8QN	DEFAU	LT	10	Climb	MaxClimb	ZERO	10 000			
DC8QN	DEFAU	ST	1	Takeoff	MaxTakeoff					
DC8QN	DEFAU	ST	2	Climb	MaxTakeoff		1 000			
DC8QN	DEFAU	ST	3	Acceleration	MaxTakeoff			1 491	182	
DC8QN	DEFAU	ST	4	Acceleration	MaxTakeoff	INT		1 118	202	
DC8QN	DEFAU	ST	5	Acceleration	MaxClimb	INT		1 000	222	
DC8QN	DEFAU	ST	6	Climb	MaxClimb	ZERO	3 000			
DC8QN	DEFAU	ST	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC8QN	DEFAU	ST	8	Climb	MaxClimb	ZERO	5 500			
DC8QN	DEFAU	ST	9	Climb	MaxClimb	ZERO	7 500			
DC8QN	DEFAU	ST	10	Climb	MaxClimb	ZERO	10 000			
DC8QN	DEFAU	GT	1	Takeoff	MaxTakeoff					
DC8QN	DEFAU	GT	2	Climb	MaxTakeoff		1 000			
DC8QN	DEFAU	GT	3	Acceleration	MaxTakeoff			1 394	187	
DC8QN	DEFAU	GT	4	Acceleration	MaxTakeoff	INT		1 046	207	
DC8QN	DEFAU	GT	5	Acceleration	MaxClimb	INT		1 000	227	
DC8QN	DEFAU	GT	6	Climb	MaxClimb	ZERO	3 000			
DC8QN	DEFAU	GT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC8QN	DEFAU	GT	8	Climb	MaxClimb	ZERO	5 500			
DC8QN	DEFAU	GT	9	Climb	MaxClimb	ZERO	7 500			
DC8QN	DEFAU	GT	10	Climb	MaxClimb	ZERO	10 000			
DC8QN	DEFAU	LT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

DC8QN	DEFAULT	IT	2	Climb	MaxTakeoff	1 000			
DC8QN	DEFAULT	IT	3	Acceleration	MaxTakeoff		1 275	192	
DC8QN	DEFAULT	IT	4	Acceleration	MaxTakeoff		956	212	
DC8QN	DEFAULT	IT	5	Acceleration	MaxClimb		900	232	
DC8QN	DEFAULT	IT	6	Climb	MaxClimb	3 000			
DC8QN	DEFAULT	IT	7	Acceleration	MaxClimb		900	250	
DC8QN	DEFAULT	IT	8	Climb	MaxClimb	5 500			
DC8QN	DEFAULT	IT	9	Climb	MaxClimb	7 500			
DC8QN	DEFAULT	IT	10	Climb	MaxClimb	10 000			
DC910	DEFAULT	IT	1	Takeoff	MaxTakeoff				
DC910	DEFAULT	IT	2	Climb	MaxTakeoff	1 000			
DC910	DEFAULT	IT	3	Acceleration	MaxTakeoff		2 296	136	
DC910	DEFAULT	IT	4	Acceleration	MaxTakeoff		1 722	146	
DC910	DEFAULT	IT	5	Acceleration	MaxClimb		1 000	181	
DC910	DEFAULT	IT	6	Climb	MaxClimb	3 000			
DC910	DEFAULT	IT	7	Acceleration	MaxClimb		1 000	250	
DC910	DEFAULT	IT	8	Climb	MaxClimb	5 500			
DC910	DEFAULT	IT	9	Climb	MaxClimb	7 500			
DC910	DEFAULT	IT	10	Climb	MaxClimb	10 000			
DC910	DEFAULT	IT	1	Takeoff	MaxTakeoff				
DC910	DEFAULT	IT	2	Climb	MaxTakeoff	1 000			
DC910	DEFAULT	IT	3	Acceleration	MaxTakeoff		2 070	143	
DC910	DEFAULT	IT	4	Acceleration	MaxTakeoff		1 553	153	
DC910	DEFAULT	IT	5	Acceleration	MaxClimb		1 000	188	
DC910	DEFAULT	IT	6	Climb	MaxClimb	3 000			
DC910	DEFAULT	IT	7	Acceleration	MaxClimb		1 000	250	
DC910	DEFAULT	IT	8	Climb	MaxClimb	5 500			
DC910	DEFAULT	IT	9	Climb	MaxClimb	7 500			
DC910	DEFAULT	IT	10	Climb	MaxClimb	10 000			
DC910	DEFAULT	BT	1	Takeoff	MaxTakeoff				
DC910	DEFAULT	BT	2	Climb	MaxTakeoff	1 000			
DC910	DEFAULT	BT	3	Acceleration	MaxTakeoff		1 901	149	
DC910	DEFAULT	BT	4	Acceleration	MaxTakeoff		1 426	159	
DC910	DEFAULT	BT	5	Acceleration	MaxClimb		1 000	194	

Status: This is the original version (as it was originally adopted).

DC910	DEFAU	BT	6	Climb	MaxClim	ZERO	3 000			
DC910	DEFAU	BT	7	Acceler	MaxClim	ZERO		1 000	250	
DC910	DEFAU	BT	8	Climb	MaxClim	ZERO	5 500			
DC910	DEFAU	BT	9	Climb	MaxClim	ZERO	7 500			
DC910	DEFAU	BT	10	Climb	MaxClim	ZERO	10 000			
DC930	DEFAU	ILT	1	Takeoff	MaxTake	off				
DC930	DEFAU	ILT	2	Climb	MaxTake	off	1 000			
DC930	DEFAU	ILT	3	Acceler	MaxTake	off		1 741	154	
DC930	DEFAU	ILT	4	Acceler	MaxTake	off		1 306	164	
DC930	DEFAU	ILT	5	Acceler	MaxClim	INT		1 000	199	
DC930	DEFAU	ILT	6	Climb	MaxClim	ZERO	3 000			
DC930	DEFAU	ILT	7	Acceler	MaxClim	ZERO		1 000	250	
DC930	DEFAU	ILT	8	Climb	MaxClim	ZERO	5 500			
DC930	DEFAU	ILT	9	Climb	MaxClim	ZERO	7 500			
DC930	DEFAU	ILT	10	Climb	MaxClim	ZERO	10 000			
DC930	DEFAU	ILT	1	Takeoff	MaxTake	off				
DC930	DEFAU	ILT	2	Climb	MaxTake	off	1 000			
DC930	DEFAU	ILT	3	Acceler	MaxTake	off		1 559	161	
DC930	DEFAU	ILT	4	Acceler	MaxTake	off		1 169	171	
DC930	DEFAU	ILT	5	Acceler	MaxClim	INT		1 000	206	
DC930	DEFAU	ILT	6	Climb	MaxClim	ZERO	3 000			
DC930	DEFAU	ILT	7	Acceler	MaxClim	ZERO		1 000	250	
DC930	DEFAU	ILT	8	Climb	MaxClim	ZERO	5 500			
DC930	DEFAU	ILT	9	Climb	MaxClim	ZERO	7 500			
DC930	DEFAU	ILT	10	Climb	MaxClim	ZERO	10 000			
DC930	DEFAU	BT	1	Takeoff	MaxTake	off				
DC930	DEFAU	BT	2	Climb	MaxTake	off	1 000			
DC930	DEFAU	BT	3	Acceler	MaxTake	off		1 406	168	
DC930	DEFAU	BT	4	Acceler	MaxTake	off		1 055	178	
DC930	DEFAU	BT	5	Acceler	MaxClim	INT		1 000	213	
DC930	DEFAU	BT	6	Climb	MaxClim	ZERO	3 000			
DC930	DEFAU	BT	7	Acceler	MaxClim	ZERO		1 000	250	
DC930	DEFAU	BT	8	Climb	MaxClim	ZERO	5 500			
DC930	DEFAU	BT	9	Climb	MaxClim	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

DC930	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC93LW	DEFAULT	1	Takeoff	MaxTakeoff					
DC93LW	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC93LW	DEFAULT	3	Acceleration	MaxTakeoff			1 741	154	
DC93LW	DEFAULT	4	Acceleration	MaxTakeoff			1 306	164	
DC93LW	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	199	
DC93LW	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC93LW	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC93LW	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC93LW	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC93LW	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC93LW	DEFAULT	1	Takeoff	MaxTakeoff					
DC93LW	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC93LW	DEFAULT	3	Acceleration	MaxTakeoff			1 559	161	
DC93LW	DEFAULT	4	Acceleration	MaxTakeoff			1 169	171	
DC93LW	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	206	
DC93LW	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC93LW	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC93LW	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC93LW	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC93LW	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC93LW	DEFAULT	1	Takeoff	MaxTakeoff					
DC93LW	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC93LW	DEFAULT	3	Acceleration	MaxTakeoff			1 406	168	
DC93LW	DEFAULT	4	Acceleration	MaxTakeoff			1 055	178	
DC93LW	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	213	
DC93LW	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC93LW	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC93LW	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC93LW	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC93LW	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC950	DEFAULT	1	Takeoff	MaxTakeoff					
DC950	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC950	DEFAULT	3	Acceleration	MaxTakeoff			1 983	159	

Status: This is the original version (as it was originally adopted).

DC950	DEFAULT	4	Acceleration	MaxTakeoff		1 487	169	
DC950	DEFAULT	5	Acceleration	MaxClimb	NTR	1 000	204	
DC950	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
DC950	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
DC950	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
DC950	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
DC950	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
DC950	DEFAULT	1	Takeoff	MaxTakeoff				
DC950	DEFAULT	2	Climb	MaxTakeoff		1 000		
DC950	DEFAULT	3	Acceleration	MaxTakeoff		1 843	164	
DC950	DEFAULT	4	Acceleration	MaxTakeoff		1 382	174	
DC950	DEFAULT	5	Acceleration	MaxClimb	NTR	1 000	209	
DC950	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
DC950	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
DC950	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
DC950	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
DC950	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
DC950	DEFAULT	1	Takeoff	MaxTakeoff				
DC950	DEFAULT	2	Climb	MaxTakeoff		1 000		
DC950	DEFAULT	3	Acceleration	MaxTakeoff		1 698	170	
DC950	DEFAULT	4	Acceleration	MaxTakeoff		1 274	180	
DC950	DEFAULT	5	Acceleration	MaxClimb	NTR	1 000	215	
DC950	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
DC950	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	
DC950	DEFAULT	8	Climb	MaxClimb	ZERO	5 500		
DC950	DEFAULT	9	Climb	MaxClimb	ZERO	7 500		
DC950	DEFAULT	10	Climb	MaxClimb	ZERO	10 000		
DC95HW	DEFAULT	1	Takeoff	MaxTakeoff				
DC95HW	DEFAULT	2	Climb	MaxTakeoff		1 000		
DC95HW	DEFAULT	3	Acceleration	MaxTakeoff		1 983	159	
DC95HW	DEFAULT	4	Acceleration	MaxTakeoff		1 487	169	
DC95HW	DEFAULT	5	Acceleration	MaxClimb	NTR	1 000	204	
DC95HW	DEFAULT	6	Climb	MaxClimb	ZERO	3 000		
DC95HW	DEFAULT	7	Acceleration	MaxClimb	ZERO	1 000	250	

Status: This is the original version (as it was originally adopted).

DC95H	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC95H	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC95H	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC95H	DEFAULT	1	Takeoff	MaxTakeoff					
DC95H	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC95H	DEFAULT	3	Acceleration	MaxTakeoff			1 843	164	
DC95H	DEFAULT	4	Acceleration	MaxTakeoff			1 382	174	
DC95H	DEFAULT	5	Acceleration	MaxClimb	INTR		1 000	209	
DC95H	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC95H	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC95H	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC95H	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC95H	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC95H	DEFAULT	1	Takeoff	MaxTakeoff					
DC95H	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC95H	DEFAULT	3	Acceleration	MaxTakeoff			1 698	170	
DC95H	DEFAULT	4	Acceleration	MaxTakeoff			1 274	180	
DC95H	DEFAULT	5	Acceleration	MaxClimb	INTR		1 000	215	
DC95H	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC95H	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC95H	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC95H	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC95H	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC9Q7	DEFAULT	1	Takeoff	MaxTakeoff					
DC9Q7	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC9Q7	DEFAULT	3	Acceleration	MaxTakeoff			2 296	136	
DC9Q7	DEFAULT	4	Acceleration	MaxTakeoff			1 722	146	
DC9Q7	DEFAULT	5	Acceleration	MaxClimb	INT		1 000	181	
DC9Q7	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC9Q7	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC9Q7	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC9Q7	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC9Q7	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC9Q7	DEFAULT	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

DC9Q7	DEFAU	ZT	2	Climb	MaxTakeoff	1 000			
DC9Q7	DEFAU	ZT	3	Acceleration	MaxTakeoff		2 070	143	
DC9Q7	DEFAU	ZT	4	Acceleration	MaxTakeoff		1 553	153	
DC9Q7	DEFAU	ZT	5	Acceleration	MaxClimb		1 000	188	
DC9Q7	DEFAU	ZT	6	Climb	MaxClimb	3 000			
DC9Q7	DEFAU	ZT	7	Acceleration	MaxClimb		1 000	250	
DC9Q7	DEFAU	ZT	8	Climb	MaxClimb	5 500			
DC9Q7	DEFAU	ZT	9	Climb	MaxClimb	7 500			
DC9Q7	DEFAU	ZT	10	Climb	MaxClimb	10 000			
DC9Q7	DEFAU	BT	1	Takeoff	MaxTakeoff				
DC9Q7	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
DC9Q7	DEFAU	BT	3	Acceleration	MaxTakeoff		1 901	149	
DC9Q7	DEFAU	BT	4	Acceleration	MaxTakeoff		1 426	159	
DC9Q7	DEFAU	BT	5	Acceleration	MaxClimb		1 000	194	
DC9Q7	DEFAU	BT	6	Climb	MaxClimb	3 000			
DC9Q7	DEFAU	BT	7	Acceleration	MaxClimb		1 000	250	
DC9Q7	DEFAU	BT	8	Climb	MaxClimb	5 500			
DC9Q7	DEFAU	BT	9	Climb	MaxClimb	7 500			
DC9Q7	DEFAU	BT	10	Climb	MaxClimb	10 000			
DC9Q9	DEFAU	IT	1	Takeoff	MaxTakeoff				
DC9Q9	DEFAU	IT	2	Climb	MaxTakeoff	1 000			
DC9Q9	DEFAU	IT	3	Acceleration	MaxTakeoff		1 741	154	
DC9Q9	DEFAU	IT	4	Acceleration	MaxTakeoff		1 306	164	
DC9Q9	DEFAU	IT	5	Acceleration	MaxClimb		1 000	199	
DC9Q9	DEFAU	IT	6	Climb	MaxClimb	3 000			
DC9Q9	DEFAU	IT	7	Acceleration	MaxClimb		1 000	250	
DC9Q9	DEFAU	IT	8	Climb	MaxClimb	5 500			
DC9Q9	DEFAU	IT	9	Climb	MaxClimb	7 500			
DC9Q9	DEFAU	IT	10	Climb	MaxClimb	10 000			
DC9Q9	DEFAU	ZT	1	Takeoff	MaxTakeoff				
DC9Q9	DEFAU	ZT	2	Climb	MaxTakeoff	1 000			
DC9Q9	DEFAU	ZT	3	Acceleration	MaxTakeoff		1 559	161	
DC9Q9	DEFAU	ZT	4	Acceleration	MaxTakeoff		1 169	171	
DC9Q9	DEFAU	ZT	5	Acceleration	MaxClimb		1 000	206	

Status: This is the original version (as it was originally adopted).

DC9Q9	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC9Q9	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC9Q9	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC9Q9	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC9Q9	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DC9Q9	DEFAULT	1	Takeoff	MaxTakeoff					
DC9Q9	DEFAULT	2	Climb	MaxTakeoff		1 000			
DC9Q9	DEFAULT	3	Acceleration	MaxTakeoff			1 406	168	
DC9Q9	DEFAULT	4	Acceleration	MaxTakeoff			1 055	178	
DC9Q9	DEFAULT	5	Acceleration	MaxClimb	NT		1 000	213	
DC9Q9	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
DC9Q9	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
DC9Q9	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
DC9Q9	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
DC9Q9	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
DHC6	DEFAULT	1	Takeoff	MaxTakeoff					
DHC6	DEFAULT	2	Climb	MaxTakeoff		1 000			
DHC6	DEFAULT	3	Acceleration	MaxTakeoff			952	98	
DHC6	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
DHC6	DEFAULT	5	Climb	MaxClimb	ZERO	5 500			
DHC6	DEFAULT	6	Climb	MaxClimb	ZERO	7 500			
DHC6	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
DHC6Q	DEFAULT	1	Takeoff	MaxTakeoff					
DHC6Q	DEFAULT	2	Climb	MaxTakeoff		1 000			
DHC6Q	DEFAULT	3	Acceleration	MaxTakeoff			952	98	
DHC6Q	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
DHC6Q	DEFAULT	5	Climb	MaxClimb	ZERO	5 500			
DHC6Q	DEFAULT	6	Climb	MaxClimb	ZERO	7 500			
DHC6Q	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
DHC7	DEFAULT	1	Takeoff	MaxTakeoff					
DHC7	DEFAULT	2	Climb	MaxTakeoff		1 000			
DHC7	DEFAULT	3	Acceleration	MaxTakeoff			933	102	
DHC7	DEFAULT	4	Acceleration	MaxTakeoff			700	122	
DHC7	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			

Status: This is the original version (as it was originally adopted).

DHC7	DEFAULT	6	Acceleration	MaxClimb	ZERO		700	160	
DHC7	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
DHC7	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
DHC7	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
DHC8	DEFAULT	1	Takeoff	MaxTakeoff					
DHC8	DEFAULT	2	Climb	MaxTakeoff		1 000			
DHC8	DEFAULT	3	Acceleration	MaxTakeoff			1 491	110	
DHC8	DEFAULT	4	Acceleration	MaxClimb			1 119	125	
DHC8	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
DHC8	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 119	165	
DHC8	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
DHC8	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
DHC8	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			

TABLE I-4 (PART 4)

Default departures procedural steps

ACFTID	Profile	Stage Length	Step Number	Step Type	Thrust Rating	Flap_ID	End Point Altitude (ft)	Rate Of Climb (ft/min)	End Point CAS (kt)	Accelerate_Percent (%)
DHC830	DEFAULT		1	Takeoff	MaxTakeoff					
DHC830	DEFAULT		2	Climb	MaxTakeoff		1 000			
DHC830	DEFAULT		3	Acceleration	MaxTakeoff			1 280	122	
DHC830	DEFAULT		4	Acceleration	MaxClimb			960	137	
DHC830	DEFAULT		5	Climb	MaxClimb	ZERO	3 000			
DHC830	DEFAULT		6	Acceleration	MaxClimb	ZERO		960	179	
DHC830	DEFAULT		7	Climb	MaxClimb	ZERO	5 500			
DHC830	DEFAULT		8	Climb	MaxClimb	ZERO	7 500			
DHC830	DEFAULT		9	Climb	MaxClimb	ZERO	10 000			
DO228	DEFAULT		1	Takeoff	MaxTakeoff	Flaps1				
DO228	DEFAULT		2	Acceleration	MaxTakeoff	Flaps1		1 000	101	
DO228	DEFAULT		3	Climb	MaxTakeoff	ZERO	1 000			
DO228	DEFAULT		4	Acceleration	MaxClimb	ZERO		1 000	122	
DO228	DEFAULT		5	Climb	MaxClimb	ZERO	2 000			
DO228	DEFAULT		6	Climb	MaxClimb	ZERO	4 000			

Status: This is the original version (as it was originally adopted).

DO228	DEFAULT	7	Climb	MaxClimb	ZERO	6 000			
DO228	DEFAULT	8	Climb	MaxClimb	ZERO	8 000			
DO228	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
DO328	DEFAULT	1	Takeoff	MaxTakeoff	DN				
DO328	DEFAULT	2	Acceleration	MaxTakeoff	DN		1 000	120	
DO328	DEFAULT	3	Climb	MaxTakeoff	ZERO	1 000			
DO328	DEFAULT	4	Acceleration	MaxTakeoff	ZERO		1 000	130	
DO328	DEFAULT	5	Climb	MaxClimb	ZERO	2 000			
DO328	DEFAULT	6	Climb	MaxClimb	ZERO	4 000			
DO328	DEFAULT	7	Climb	MaxClimb	ZERO	6 000			
DO328	DEFAULT	8	Climb	MaxClimb	ZERO	8 000			
DO328	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
ECLIPSE	DEFAULT	1	Takeoff	MaxTakeoff	DN				
ECLIPSE	DEFAULT	2	Climb	MaxTakeoff	DN	200			
ECLIPSE	DEFAULT	3	Climb	MaxTakeoff	UP	400			
ECLIPSE	DEFAULT	4	Acceleration	MaxClimb	UP		1 972,9	114	
ECLIPSE	DEFAULT	5	Acceleration	MaxClimb	UP		2 153,3	130,7	
ECLIPSE	DEFAULT	6	Acceleration	MaxClimb	UP		2 276	145,3	
ECLIPSE	DEFAULT	7	Acceleration	MaxClimb	UP		2 313,3	158,2	
ECLIPSE	DEFAULT	8	Acceleration	MaxClimb	UP		2 288,2	170	
ECLIPSE	DEFAULT	9	Climb	ReduceClimb	UP	6 000			
ECLIPSE	DEFAULT	10	Climb	ReduceClimb	UP	8 000			
ECLIPSE	DEFAULT	11	Climb	ReduceClimb	UP	10 000			
ECLIPSE	DEFAULT	1	Takeoff	MaxTakeoff	DN				
ECLIPSE	DEFAULT	2	Climb	MaxTakeoff	DN	200			
ECLIPSE	DEFAULT	3	Climb	MaxTakeoff	UP	400			
ECLIPSE	DEFAULT	4	Acceleration	MaxClimb	UP		1 803,3	114,8	
ECLIPSE	DEFAULT	5	Acceleration	MaxClimb	UP		1 971,7	131,2	
ECLIPSE	DEFAULT	6	Acceleration	MaxClimb	UP		2 087,6	145,6	

Status: This is the original version (as it was originally adopted).

ECLIPSE	ES00	AZT	7	Acceleration	MaxClimb	HP_UP		2 124,1	158,4	
ECLIPSE	ES00	AZT	8	Acceleration	MaxClimb	HP_UP		2 102,8	170	
ECLIPSE	ES00	AZT	9	Climb	ReduceClimb	HP_UP	6 000			
ECLIPSE	ES00	AZT	10	Climb	ReduceClimb	HP_UP	8 000			
ECLIPSE	ES00	AZT	11	Climb	ReduceClimb	HP_UP	10 000			
ECLIPSE	ES00	AZBT	1	Takeoff	MaxTakeoff	ECF_DN				
ECLIPSE	ES00	AZBT	2	Climb	MaxTakeoff	ECF_DN	200			
ECLIPSE	ES00	AZBT	3	Climb	MaxTakeoff	ECF_UP	400			
ECLIPSE	ES00	AZBT	4	Acceleration	MaxClimb	HP_UP		1 760,4	115	
ECLIPSE	ES00	AZBT	5	Acceleration	MaxClimb	HP_UP		1 926,2	131,4	
ECLIPSE	ES00	AZBT	6	Acceleration	MaxClimb	HP_UP		2 039,6	145,7	
ECLIPSE	ES00	AZBT	7	Acceleration	MaxClimb	HP_UP		2 075,3	158,4	
ECLIPSE	ES00	AZBT	8	Acceleration	MaxClimb	HP_UP		2 054,5	170	
ECLIPSE	ES00	AZBT	9	Climb	ReduceClimb	HP_UP	6 000			
ECLIPSE	ES00	AZBT	10	Climb	ReduceClimb	HP_UP	8 000			
ECLIPSE	ES00	AZBT	11	Climb	ReduceClimb	HP_UP	10 000			
ECLIPSE	ES00	ALT1	1	Takeoff	MaxTakeoff	ECF_DN				
ECLIPSE	ES00	ALT1	2	Climb	MaxTakeoff	ECF_DN	200			
ECLIPSE	ES00	ALT1	3	Climb	MaxTakeoff	ECF_UP	400			
ECLIPSE	ES00	ALT1	4	Acceleration	ReduceClimb	HP_UP		1 798,3	113,9	
ECLIPSE	ES00	ALT1	5	Acceleration	ReduceClimb	HP_UP		1 951,8	130,7	
ECLIPSE	ES00	ALT1	6	Acceleration	ReduceClimb	HP_UP		2 043,9	145,3	
ECLIPSE	ES00	ALT1	7	Acceleration	ReduceClimb	HP_UP		2 054,7	158,2	
ECLIPSE	ES00	ALT1	8	Acceleration	ReduceClimb	HP_UP		1 998,7	170	
ECLIPSE	ES00	ALT1	9	Climb	ReduceClimb	HP_UP	6 000			
ECLIPSE	ES00	ALT1	10	Climb	ReduceClimb	HP_UP	8 000			

Status: This is the original version (as it was originally adopted).

ECLIPSE	EF00	ALT1	11	Climb	Reduce	CLIMB	UP	10 000			
ECLIPSE	EF00	ALT2	1	Takeoff	MaxTakeoff	CLIMB	DN				
ECLIPSE	EF00	ALT2	2	Climb	MaxTakeoff	CLIMB	DN	200			
ECLIPSE	EF00	ALT2	3	Climb	MaxTakeoff	CLIMB	UP	400			
ECLIPSE	EF00	ALT2	4	Acceleration	Reduce	CLIMB	UP		1 637	114,8	
ECLIPSE	EF00	ALT2	5	Acceleration	Reduce	CLIMB	UP		1 780,8	131,2	
ECLIPSE	EF00	ALT2	6	Acceleration	Reduce	CLIMB	UP		1 868,3	145,6	
ECLIPSE	EF00	ALT2	7	Acceleration	Reduce	CLIMB	UP		1 880,3	158,4	
ECLIPSE	EF00	ALT2	8	Acceleration	Reduce	CLIMB	UP		1 838,2	170	
ECLIPSE	EF00	ALT2	9	Climb	Reduce	CLIMB	UP	6 000			
ECLIPSE	EF00	ALT2	10	Climb	Reduce	CLIMB	UP	8 000			
ECLIPSE	EF00	ALT2	11	Climb	Reduce	CLIMB	UP	10 000			
ECLIPSE	EF00	ALT3	1	Takeoff	MaxTakeoff	CLIMB	DN				
ECLIPSE	EF00	ALT3	2	Climb	MaxTakeoff	CLIMB	DN	200			
ECLIPSE	EF00	ALT3	3	Climb	MaxTakeoff	CLIMB	UP	400			
ECLIPSE	EF00	ALT3	4	Acceleration	Reduce	CLIMB	UP		1 595,5	115	
ECLIPSE	EF00	ALT3	5	Acceleration	Reduce	CLIMB	UP		1 736,8	131,4	
ECLIPSE	EF00	ALT3	6	Acceleration	Reduce	CLIMB	UP		1 823,1	145,6	
ECLIPSE	EF00	ALT3	7	Acceleration	Reduce	CLIMB	UP		1 835,6	158,4	
ECLIPSE	EF00	ALT3	8	Acceleration	Reduce	CLIMB	UP		1 794,8	170	
ECLIPSE	EF00	ALT3	9	Climb	Reduce	CLIMB	UP	6 000			
ECLIPSE	EF00	ALT3	10	Climb	Reduce	CLIMB	UP	8 000			
ECLIPSE	EF00	ALT3	11	Climb	Reduce	CLIMB	UP	10 000			
EMB120	DEFAULT		1	Takeoff	MaxTakeoff	CLIMB	DN				
EMB120	DEFAULT		2	Climb	MaxTakeoff	CLIMB	DN	1 000			
EMB120	DEFAULT		3	Acceleration	MaxTakeoff	CLIMB	DN		460	130	
EMB120	DEFAULT		4	Acceleration	MaxTakeoff	CLIMB	DN		345	135	
EMB120	DEFAULT		5	Acceleration	MaxClimb	CLIMB	DN		1 000	143	

Status: This is the original version (as it was originally adopted).

EMB120	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
EMB120	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
EMB120	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
EMB120	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
EMB145	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB145	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB145	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 367	220	
EMB145	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB145	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB145	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB145	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB145	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB145	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB145	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB145	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 334	220	
EMB145	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB145	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB145	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB145	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB145	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB145	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB145	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB145	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 315	220	
EMB145	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB145	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB145	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB145	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB145	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB145	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB145	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB145	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 293	220	

Status: This is the original version (as it was originally adopted).

EMB14	DEFAULT	4	Climb	MaxClimb	ZERO	3 200			
EMB14	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB14	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB14	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB14	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB14	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB14	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB14	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 465	220	
EMB14	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB14	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB14	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB14	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB14	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB14	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB14	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB14	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 420	220	
EMB14	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB14	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB14	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB14	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB14	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB14	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB14	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB14	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 395	220	
EMB14	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB14	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB14	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB14	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB14	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB14	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB14	DEFAULT	2	Climb	MaxTakeoff		1 000			

Status: This is the original version (as it was originally adopted).

EMB14	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 366	220	
EMB14	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB14	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB14	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB14	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB14	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB14	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB14	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB14	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 335	220	
EMB14	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB14	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB14	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB14	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB14	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB14	DEFAULT	1	Takeoff	MaxTakeoff	GEAR				
EMB14	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB14	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 298	220	
EMB14	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB14	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	250	
EMB14	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB14	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB14	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB17	DEFAULT	1	Takeoff	MaxTakeoff					
EMB17	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB17	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 936	196	
EMB17	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB17	DEFAULT	5	Acceleration	MaxClimb	ZERO		2 339	240	
EMB17	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB17	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB17	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB17	DEFAULT	1	Takeoff	MaxTakeoff					
EMB17	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB17	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 836	197,1	

Status: This is the original version (as it was originally adopted).

EMB170	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB170	DEFAULT	5	Acceleration	MaxClimb	ZERO		2 228	240	
EMB170	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB170	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB170	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB170	DEFAULT	1	Takeoff	MaxTakeoff					
EMB170	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB170	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 772	200,9	
EMB170	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB170	DEFAULT	5	Acceleration	MaxClimb	ZERO		2 120	240	
EMB170	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB170	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB170	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB170	ICAO_A1	1	Takeoff	MaxTakeoff					
EMB170	ICAO_A1	2	Climb	MaxTakeoff		1 500			
EMB170	ICAO_A1	3	Climb	MaxClimb		3 000			
EMB170	ICAO_A1	4	Acceleration	MaxClimb	ZERO		1 650	195	
EMB170	ICAO_A1	5	Acceleration	MaxClimb	ZERO		2 035	240	
EMB170	ICAO_A1	6	Climb	MaxClimb	ZERO	5 500			
EMB170	ICAO_A1	7	Climb	MaxClimb	ZERO	7 500			
EMB170	ICAO_A1	8	Climb	MaxClimb	ZERO	10 000			
EMB170	ICAO_A2	1	Takeoff	MaxTakeoff					
EMB170	ICAO_A2	2	Climb	MaxTakeoff		1 500			
EMB170	ICAO_A2	3	Climb	MaxClimb		3 000			
EMB170	ICAO_A2	4	Acceleration	MaxClimb	ZERO		1 617	198,1	
EMB170	ICAO_A2	5	Acceleration	MaxClimb	ZERO		1 944	240	
EMB170	ICAO_A2	6	Climb	MaxClimb	ZERO	5 500			
EMB170	ICAO_A2	7	Climb	MaxClimb	ZERO	7 500			
EMB170	ICAO_A2	8	Climb	MaxClimb	ZERO	10 000			
EMB170	ICAO_A3	1	Takeoff	MaxTakeoff					
EMB170	ICAO_A3	2	Climb	MaxTakeoff		1 500			
EMB170	ICAO_A3	3	Climb	MaxClimb		3 000			
EMB170	ICAO_A3	4	Acceleration	MaxClimb	ZERO		1 546	200,4	
EMB170	ICAO_A3	5	Acceleration	MaxClimb	ZERO		1 850	240	

Status: This is the original version (as it was originally adopted).

EMB170	ICAO_A3	6	Climb	MaxClimb	ZERO	5 500			
EMB170	ICAO_A3	7	Climb	MaxClimb	ZERO	7 500			
EMB170	ICAO_A3	8	Climb	MaxClimb	ZERO	10 000			
EMB170	ICAO_B1	1	Takeoff	MaxTakeoff					
EMB170	ICAO_B1	2	Climb	MaxTakeoff		1 000			
EMB170	ICAO_B1	3	Acceleration	MaxTakeoff	ZERO		1 899	195,5	
EMB170	ICAO_B1	4	Climb	MaxClimb	ZERO	3 000			
EMB170	ICAO_B1	5	Acceleration	MaxClimb	ZERO		2 301	240	
EMB170	ICAO_B1	6	Climb	MaxClimb	ZERO	5 500			
EMB170	ICAO_B1	7	Climb	MaxClimb	ZERO	7 500			
EMB170	ICAO_B1	8	Climb	MaxClimb	ZERO	10 000			
EMB170	ICAO_B2	1	Takeoff	MaxTakeoff					
EMB170	ICAO_B2	2	Climb	MaxTakeoff		1 000			
EMB170	ICAO_B2	3	Acceleration	MaxTakeoff	ZERO		1 823	198,2	
EMB170	ICAO_B2	4	Climb	MaxClimb	ZERO	3 000			
EMB170	ICAO_B2	5	Acceleration	MaxClimb	ZERO		2 195	240	
EMB170	ICAO_B2	6	Climb	MaxClimb	ZERO	5 500			
EMB170	ICAO_B2	7	Climb	MaxClimb	ZERO	7 500			
EMB170	ICAO_B2	8	Climb	MaxClimb	ZERO	10 000			
EMB170	ICAO_B3	1	Takeoff	MaxTakeoff					
EMB170	ICAO_B3	2	Climb	MaxTakeoff		1 000			
EMB170	ICAO_B3	3	Acceleration	MaxTakeoff	ZERO		1 743	201	
EMB170	ICAO_B3	4	Climb	MaxClimb	ZERO	3 000			
EMB170	ICAO_B3	5	Acceleration	MaxClimb	ZERO		2 085	240	
EMB170	ICAO_B3	6	Climb	MaxClimb	ZERO	5 500			
EMB170	ICAO_B3	7	Climb	MaxClimb	ZERO	7 500			
EMB170	ICAO_B3	8	Climb	MaxClimb	ZERO	10 000			
EMB175	DEFAULT	1	Takeoff	MaxTakeoff					
EMB175	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB175	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 900	196	
EMB175	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB175	DEFAULT	5	Acceleration	MaxClimb	ZERO		2 308	240	
EMB175	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB175	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

EMB175	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB175	DEFAULT	1	Takeoff	MaxTakeoff					
EMB175	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB175	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 823	198,1	
EMB175	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB175	DEFAULT	5	Acceleration	MaxClimb	ZERO		2 190	240	
EMB175	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB175	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB175	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB175	DEFAULT	1	Takeoff	MaxTakeoff					
EMB175	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB175	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 745	200,3	
EMB175	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB175	DEFAULT	5	Acceleration	MaxClimb	ZERO		2 086	240	
EMB175	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB175	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB175	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB175	ICAO_A1	1	Takeoff	MaxTakeoff					
EMB175	ICAO_A1	2	Climb	MaxTakeoff		1 500			
EMB175	ICAO_A1	3	Climb	MaxClimb		3 000			
EMB175	ICAO_A1	4	Acceleration	MaxClimb	ZERO		1 634	195	
EMB175	ICAO_A1	5	Acceleration	MaxClimb	ZERO		1 979	240	
EMB175	ICAO_A1	6	Climb	MaxClimb	ZERO	5 500			
EMB175	ICAO_A1	7	Climb	MaxClimb	ZERO	7 500			
EMB175	ICAO_A1	8	Climb	MaxClimb	ZERO	10 000			
EMB175	ICAO_A2	1	Takeoff	MaxTakeoff					
EMB175	ICAO_A2	2	Climb	MaxTakeoff		1 500			
EMB175	ICAO_A2	3	Climb	MaxClimb		3 000			
EMB175	ICAO_A2	4	Acceleration	MaxClimb	ZERO		1 568	198,5	
EMB175	ICAO_A2	5	Acceleration	MaxClimb	ZERO		1 885	240	
EMB175	ICAO_A2	6	Climb	MaxClimb	ZERO	5 500			
EMB175	ICAO_A2	7	Climb	MaxClimb	ZERO	7 500			
EMB175	ICAO_A2	8	Climb	MaxClimb	ZERO	10 000			
EMB175	ICAO_A3	1	Takeoff	MaxTakeoff					

Status: This is the original version (as it was originally adopted).

EMB175	ICAO_A3	2	Climb	MaxTakeoff	1 500			
EMB175	ICAO_A3	3	Climb	MaxClimb	3 000			
EMB175	ICAO_A3	4	Acceleration	MaxClimb	ZERO	1 499	201,3	
EMB175	ICAO_A3	5	Acceleration	MaxClimb	ZERO	1 794	240	
EMB175	ICAO_A3	6	Climb	MaxClimb	ZERO	5 500		
EMB175	ICAO_A3	7	Climb	MaxClimb	ZERO	7 500		
EMB175	ICAO_A3	8	Climb	MaxClimb	ZERO	10 000		
EMB175	ICAO_B1	1	Takeoff	MaxTakeoff				
EMB175	ICAO_B1	2	Climb	MaxTakeoff	1 000			
EMB175	ICAO_B1	3	Acceleration	MaxTakeoff	ZERO	1 818	195,5	
EMB175	ICAO_B1	4	Climb	MaxClimb	ZERO	3 000		
EMB175	ICAO_B1	5	Acceleration	MaxClimb	ZERO	2 202	240	
EMB175	ICAO_B1	6	Climb	MaxClimb	ZERO	5 500		
EMB175	ICAO_B1	7	Climb	MaxClimb	ZERO	7 500		
EMB175	ICAO_B1	8	Climb	MaxClimb	ZERO	10 000		
EMB175	ICAO_B2	1	Takeoff	MaxTakeoff				
EMB175	ICAO_B2	2	Climb	MaxTakeoff	1 000			
EMB175	ICAO_B2	3	Acceleration	MaxTakeoff	ZERO	1 744	197,1	
EMB175	ICAO_B2	4	Climb	MaxClimb	ZERO	3 000		
EMB175	ICAO_B2	5	Acceleration	MaxClimb	ZERO	2 099	240	
EMB175	ICAO_B2	6	Climb	MaxClimb	ZERO	5 500		
EMB175	ICAO_B2	7	Climb	MaxClimb	ZERO	7 500		
EMB175	ICAO_B2	8	Climb	MaxClimb	ZERO	10 000		
EMB175	ICAO_B3	1	Takeoff	MaxTakeoff				
EMB175	ICAO_B3	2	Climb	MaxTakeoff	1 000			
EMB175	ICAO_B3	3	Acceleration	MaxTakeoff	ZERO	1 668	200,8	
EMB175	ICAO_B3	4	Climb	MaxClimb	ZERO	3 000		
EMB175	ICAO_B3	5	Acceleration	MaxClimb	ZERO	1 996	240	
EMB175	ICAO_B3	6	Climb	MaxClimb	ZERO	5 500		
EMB175	ICAO_B3	7	Climb	MaxClimb	ZERO	7 500		
EMB175	ICAO_B3	8	Climb	MaxClimb	ZERO	10 000		
EMB190	DEFAULT	1	Takeoff	MaxTakeoff				
EMB190	DEFAULT	2	Climb	MaxTakeoff	1 000			
EMB190	DEFAULT	3	Acceleration	MaxClimb	ZERO	1 685	194,5	

Status: This is the original version (as it was originally adopted).

EMB190	DEFAULT	IT	4	Climb	MaxClimb	ZERO	3 000			
EMB190	DEFAULT	IT	5	Acceleration	MaxClimb	ZERO		2 041	250	
EMB190	DEFAULT	IT	6	Climb	MaxClimb	ZERO	5 500			
EMB190	DEFAULT	IT	7	Climb	MaxClimb	ZERO	7 500			
EMB190	DEFAULT	IT	8	Climb	MaxClimb	ZERO	10 000			
EMB190	DEFAULT	IT	1	Takeoff	MaxTakeoff					
EMB190	DEFAULT	IT	2	Climb	MaxTakeoff		1 000			
EMB190	DEFAULT	IT	3	Acceleration	MaxClimb	ZERO		1 616	197,1	
EMB190	DEFAULT	IT	4	Climb	MaxClimb	ZERO	3 000			
EMB190	DEFAULT	IT	5	Acceleration	MaxClimb	ZERO		1 944	250	
EMB190	DEFAULT	IT	6	Climb	MaxClimb	ZERO	5 500			
EMB190	DEFAULT	IT	7	Climb	MaxClimb	ZERO	7 500			
EMB190	DEFAULT	IT	8	Climb	MaxClimb	ZERO	10 000			
EMB190	DEFAULT	BT	1	Takeoff	MaxTakeoff					
EMB190	DEFAULT	BT	2	Climb	MaxTakeoff		1 000			
EMB190	DEFAULT	BT	3	Acceleration	MaxClimb	ZERO		1 546	199,7	
EMB190	DEFAULT	BT	4	Climb	MaxClimb	ZERO	3 000			
EMB190	DEFAULT	BT	5	Acceleration	MaxClimb	ZERO		1 850	250	
EMB190	DEFAULT	BT	6	Climb	MaxClimb	ZERO	5 500			
EMB190	DEFAULT	BT	7	Climb	MaxClimb	ZERO	7 500			
EMB190	DEFAULT	BT	8	Climb	MaxClimb	ZERO	10 000			
EMB190	DEFAULT	HT	1	Takeoff	MaxTakeoff					
EMB190	DEFAULT	HT	2	Climb	MaxTakeoff		1 000			
EMB190	DEFAULT	HT	3	Acceleration	MaxClimb	ZERO		1 416	205,2	
EMB190	DEFAULT	HT	4	Climb	MaxClimb	ZERO	3 000			
EMB190	DEFAULT	HT	5	Acceleration	MaxClimb	ZERO		1 677	250	
EMB190	DEFAULT	HT	6	Climb	MaxClimb	ZERO	5 500			
EMB190	DEFAULT	HT	7	Climb	MaxClimb	ZERO	7 500			
EMB190	DEFAULT	HT	8	Climb	MaxClimb	ZERO	10 000			
EMB190	ICAO_AI		1	Takeoff	MaxTakeoff					
EMB190	ICAO_AI		2	Climb	MaxTakeoff		1 500			
EMB190	ICAO_AI		3	Climb	MaxClimb		3 000			
EMB190	ICAO_AI		4	Acceleration	MaxClimb	ZERO		1 652	194,1	
EMB190	ICAO_AI		5	Acceleration	MaxClimb	ZERO		2 012	250	

Status: This is the original version (as it was originally adopted).

EMB19	ICAO_A1	6	Climb	MaxClimb	ZERO	5 500			
EMB19	ICAO_A1	7	Climb	MaxClimb	ZERO	7 500			
EMB19	ICAO_A1	8	Climb	MaxClimb	ZERO	10 000			
EMB19	ICAO_A2	1	Takeoff	MaxTakeoff					
EMB19	ICAO_A2	2	Climb	MaxTakeoff		1 500			
EMB19	ICAO_A2	3	Climb	MaxClimb		3 000			
EMB19	ICAO_A2	4	Acceleration	MaxClimb	ZERO		1 582	196,6	
EMB19	ICAO_A2	5	Acceleration	MaxClimb	ZERO		1 918	250	
EMB19	ICAO_A2	6	Climb	MaxClimb	ZERO	5 500			
EMB19	ICAO_A2	7	Climb	MaxClimb	ZERO	7 500			
EMB19	ICAO_A2	8	Climb	MaxClimb	ZERO	10 000			
EMB19	ICAO_A3	1	Takeoff	MaxTakeoff					
EMB19	ICAO_A3	2	Climb	MaxTakeoff		1 500			
EMB19	ICAO_A3	3	Climb	MaxClimb		3 000			
EMB19	ICAO_A3	4	Acceleration	MaxClimb	ZERO		1 513	199,4	
EMB19	ICAO_A3	5	Acceleration	MaxClimb	ZERO		1 826	250	
EMB19	ICAO_A3	6	Climb	MaxClimb	ZERO	5 500			
EMB19	ICAO_A3	7	Climb	MaxClimb	ZERO	7 500			
EMB19	ICAO_A3	8	Climb	MaxClimb	ZERO	10 000			
EMB19	ICAO_A4	1	Takeoff	MaxTakeoff					
EMB19	ICAO_A4	2	Climb	MaxTakeoff		1 500			
EMB19	ICAO_A4	3	Climb	MaxClimb		3 000			
EMB19	ICAO_A4	4	Acceleration	MaxClimb	ZERO		1 382	204,8	
EMB19	ICAO_A4	5	Acceleration	MaxClimb	ZERO		1 658	250	
EMB19	ICAO_A4	6	Climb	MaxClimb	ZERO	7 500			
EMB19	ICAO_A4	7	Climb	MaxClimb	ZERO	10 000			
EMB19	ICAO_B1	1	Takeoff	MaxTakeoff					
EMB19	ICAO_B1	2	Climb	MaxTakeoff		1 000			
EMB19	ICAO_B1	3	Acceleration	MaxTakeoff	ZERO		1 899	194,4	
EMB19	ICAO_B1	4	Climb	MaxClimb	ZERO	3 000			
EMB19	ICAO_B1	5	Acceleration	MaxClimb	ZERO		2 171	250	
EMB19	ICAO_B1	6	Climb	MaxClimb	ZERO	5 500			
EMB19	ICAO_B1	7	Climb	MaxClimb	ZERO	7 500			
EMB19	ICAO_B1	8	Climb	MaxClimb	ZERO	10 000			

Status: This is the original version (as it was originally adopted).

EMB19	ICAO_B2	1	Takeoff	MaxTakeoff				
EMB19	ICAO_B2	2	Climb	MaxTakeoff	1 000			
EMB19	ICAO_B2	3	Acceleration	MaxTakeoff	ZERO	1 824	197	
EMB19	ICAO_B2	4	Climb	MaxClimb	ZERO	3 000		
EMB19	ICAO_B2	5	Acceleration	MaxClimb	ZERO	2 069	250	
EMB19	ICAO_B2	6	Climb	MaxClimb	ZERO	5 500		
EMB19	ICAO_B2	7	Climb	MaxClimb	ZERO	7 500		
EMB19	ICAO_B2	8	Climb	MaxClimb	ZERO	10 000		
EMB19	ICAO_B3	1	Takeoff	MaxTakeoff				
EMB19	ICAO_B3	2	Climb	MaxTakeoff	1 000			
EMB19	ICAO_B3	3	Acceleration	MaxTakeoff	ZERO	1 628	199,7	
EMB19	ICAO_B3	4	Climb	MaxClimb	ZERO	3 000		
EMB19	ICAO_B3	5	Acceleration	MaxClimb	ZERO	1 969	250	
EMB19	ICAO_B3	6	Climb	MaxClimb	ZERO	5 500		
EMB19	ICAO_B3	7	Climb	MaxClimb	ZERO	7 500		
EMB19	ICAO_B3	8	Climb	MaxClimb	ZERO	10 000		
EMB19	ICAO_B4	1	Takeoff	MaxTakeoff				
EMB19	ICAO_B4	2	Climb	MaxTakeoff	1 000			
EMB19	ICAO_B4	3	Acceleration	MaxTakeoff	ZERO	1 603	205,1	
EMB19	ICAO_B4	4	Climb	MaxClimb	ZERO	3 000		
EMB19	ICAO_B4	5	Acceleration	MaxClimb	ZERO	1 784	250	
EMB19	ICAO_B4	6	Climb	MaxClimb	ZERO	5 500		
EMB19	ICAO_B4	7	Climb	MaxClimb	ZERO	7 500		
EMB19	ICAO_B4	8	Climb	MaxClimb	ZERO	10 000		
EMB19	DEFAULT	1	Takeoff	MaxTakeoff				
EMB19	DEFAULT	2	Climb	MaxTakeoff	1 000			
EMB19	DEFAULT	3	Acceleration	MaxClimb	ZERO	1 622	195	
EMB19	DEFAULT	4	Climb	MaxClimb	ZERO	3 000		
EMB19	DEFAULT	5	Acceleration	MaxClimb	ZERO	1 965	250	
EMB19	DEFAULT	6	Climb	MaxClimb	ZERO	5 500		
EMB19	DEFAULT	7	Climb	MaxClimb	ZERO	7 500		
EMB19	DEFAULT	8	Climb	MaxClimb	ZERO	10 000		
EMB19	DEFAULT	1	Takeoff	MaxTakeoff				
EMB19	DEFAULT	2	Climb	MaxTakeoff	1 000			

Status: This is the original version (as it was originally adopted).

EMB195	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 556	197,6	
EMB195	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB195	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 872	250	
EMB195	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB195	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB195	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB195	DEFAULT	1	Takeoff	MaxTakeoff					
EMB195	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB195	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 489	200,2	
EMB195	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB195	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 781	250	
EMB195	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
EMB195	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
EMB195	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
EMB195	DEFAULT	1	Takeoff	MaxTakeoff					
EMB195	DEFAULT	2	Climb	MaxTakeoff		1 000			
EMB195	DEFAULT	3	Acceleration	MaxClimb	ZERO		1 364	205,7	
EMB195	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
EMB195	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 615	250	
EMB195	DEFAULT	6	Climb	MaxClimb	ZERO	7 500			
EMB195	DEFAULT	7	Climb	MaxClimb	ZERO	10 000			
EMB195	ICAO_A1	1	Takeoff	MaxTakeoff					
EMB195	ICAO_A1	2	Climb	MaxTakeoff		1 500			
EMB195	ICAO_A1	3	Climb	MaxClimb		3 000			
EMB195	ICAO_A1	4	Acceleration	MaxClimb	ZERO		1 605	196,5	
EMB195	ICAO_A1	5	Acceleration	MaxClimb	ZERO		1 930	250	
EMB195	ICAO_A1	6	Climb	MaxClimb	ZERO	7 500			
EMB195	ICAO_A1	7	Climb	MaxClimb	ZERO	10 000			
EMB195	ICAO_A2	1	Takeoff	MaxTakeoff					
EMB195	ICAO_A2	2	Climb	MaxTakeoff		1 500			
EMB195	ICAO_A2	3	Climb	MaxClimb		3 000			
EMB195	ICAO_A2	4	Acceleration	MaxClimb	ZERO		1 538	198,1	
EMB195	ICAO_A2	5	Acceleration	MaxClimb	ZERO		1 871	250	
EMB195	ICAO_A2	6	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

EMB195	ICAO_A2	7	Climb	MaxClimb	ZERO	10 000			
EMB195	ICAO_A3	1	Takeoff	MaxTakeoff					
EMB195	ICAO_A3	2	Climb	MaxTakeoff		1 500			
EMB195	ICAO_A3	3	Climb	MaxClimb		3 000			
EMB195	ICAO_A3	4	Acceleration	MaxClimb	ZERO		1 467	201,3	
EMB195	ICAO_A3	5	Acceleration	MaxClimb	ZERO		1 768	250	
EMB195	ICAO_A3	6	Climb	MaxClimb	ZERO	7 500			
EMB195	ICAO_A3	7	Climb	MaxClimb	ZERO	10 000			
EMB195	ICAO_A4	1	Takeoff	MaxTakeoff					
EMB195	ICAO_A4	2	Climb	MaxTakeoff		1 500			
EMB195	ICAO_A4	3	Climb	MaxClimb		3 000			
EMB195	ICAO_A4	4	Acceleration	MaxClimb	ZERO		1 336	206,2	
EMB195	ICAO_A4	5	Acceleration	MaxClimb	ZERO		1 607	250	
EMB195	ICAO_A4	6	Climb	MaxClimb	ZERO	7 500			
EMB195	ICAO_A4	7	Climb	MaxClimb	ZERO	10 000			
EMB195	ICAO_B1	1	Takeoff	MaxTakeoff					
EMB195	ICAO_B1	2	Climb	MaxTakeoff		1 000			
EMB195	ICAO_B1	3	Acceleration	MaxTakeoff	ZERO		1 732	194,8	
EMB195	ICAO_B1	4	Climb	MaxClimb	ZERO	3 000			
EMB195	ICAO_B1	5	Acceleration	MaxClimb	ZERO		1 988	250	
EMB195	ICAO_B1	6	Climb	MaxClimb	ZERO	5 500			
EMB195	ICAO_B1	7	Climb	MaxClimb	ZERO	7 500			
EMB195	ICAO_B1	8	Climb	MaxClimb	ZERO	10 000			
EMB195	ICAO_B2	1	Takeoff	MaxTakeoff					
EMB195	ICAO_B2	2	Climb	MaxTakeoff		1 000			
EMB195	ICAO_B2	3	Acceleration	MaxTakeoff	ZERO		1 664	197	
EMB195	ICAO_B2	4	Climb	MaxClimb	ZERO	3 000			
EMB195	ICAO_B2	5	Acceleration	MaxClimb	ZERO		1 895	250	
EMB195	ICAO_B2	6	Climb	MaxClimb	ZERO	5 500			
EMB195	ICAO_B2	7	Climb	MaxClimb	ZERO	7 500			
EMB195	ICAO_B2	8	Climb	MaxClimb	ZERO	10 000			
EMB195	ICAO_B3	1	Takeoff	MaxTakeoff					
EMB195	ICAO_B3	2	Climb	MaxTakeoff		1 000			
EMB195	ICAO_B3	3	Acceleration	MaxTakeoff	ZERO		1 485	195	

Status: This is the original version (as it was originally adopted).

EMB195	ICAO_B3	4	Climb	MaxClimb	ZERO	3 000			
EMB195	ICAO_B3	5	Acceleration	MaxClimb	ZERO		1 800	250	
EMB195	ICAO_B3	6	Climb	MaxClimb	ZERO	5 500			
EMB195	ICAO_B3	7	Climb	MaxClimb	ZERO	7 500			
EMB195	ICAO_B3	8	Climb	MaxClimb	ZERO	10 000			
EMB195	ICAO_B4	1	Takeoff	MaxTakeoff					
EMB195	ICAO_B4	2	Climb	MaxTakeoff		1 000			
EMB195	ICAO_B4	3	Acceleration	MaxTakeoff	ZERO		1 468	205,4	
EMB195	ICAO_B4	4	Climb	MaxClimb	ZERO	3 000			
EMB195	ICAO_B4	5	Acceleration	MaxClimb	ZERO		1 631	250	
EMB195	ICAO_B4	6	Climb	MaxClimb	ZERO	5 500			
EMB195	ICAO_B4	7	Climb	MaxClimb	ZERO	7 500			
EMB195	ICAO_B4	8	Climb	MaxClimb	ZERO	10 000			
F10062	DEFAULT	1	Takeoff	MaxTakeoff	TO				
F10062	DEFAULT	2	Climb	MaxTakeoff	TO	1 000			
F10062	DEFAULT	3	Acceleration	MaxTakeoff	TO		2 196	154	
F10062	DEFAULT	4	Acceleration	MaxTakeoff	TO		1 647	169	
F10062	DEFAULT	5	Acceleration	MaxClimb	TO		1 000	184	
F10062	DEFAULT	6	Climb	MaxClimb	TO	3 000			
F10062	DEFAULT	7	Acceleration	MaxClimb	TO		1 000	250	
F10062	DEFAULT	8	Climb	MaxClimb	TO	5 500			
F10062	DEFAULT	9	Climb	MaxClimb	TO	7 500			
F10062	DEFAULT	10	Climb	MaxClimb	TO	10 000			
F10062	DEFAULT	1	Takeoff	MaxTakeoff	TO				
F10062	DEFAULT	2	Climb	MaxTakeoff	TO	1 000			
F10062	DEFAULT	3	Acceleration	MaxTakeoff	TO		1 982	161	
F10062	DEFAULT	4	Acceleration	MaxTakeoff	TO		1 487	176	
F10062	DEFAULT	5	Acceleration	MaxClimb	TO		1 000	191	
F10062	DEFAULT	6	Climb	MaxClimb	TO	3 000			
F10062	DEFAULT	7	Acceleration	MaxClimb	TO		1 000	250	
F10062	DEFAULT	8	Climb	MaxClimb	TO	5 500			
F10062	DEFAULT	9	Climb	MaxClimb	TO	7 500			
F10062	DEFAULT	10	Climb	MaxClimb	TO	10 000			
F10062	DEFAULT	1	Takeoff	MaxTakeoff	TO				

Status: This is the original version (as it was originally adopted).

F10062	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
F10062	DEFAU	BT	3	Acceleration	MaxTakeoff		1 819	167	
F10062	DEFAU	BT	4	Acceleration	MaxTakeoff		1 364	182	
F10062	DEFAU	BT	5	Acceleration	MaxClimb		1 000	197	
F10062	DEFAU	BT	6	Climb	MaxClimb	3 000			
F10062	DEFAU	BT	7	Acceleration	MaxClimb		1 000	250	
F10062	DEFAU	BT	8	Climb	MaxClimb	5 500			
F10062	DEFAU	BT	9	Climb	MaxClimb	7 500			
F10062	DEFAU	BT	10	Climb	MaxClimb	10 000			
F10065	DEFAU	IT	1	Takeoff	MaxTakeoff				
F10065	DEFAU	IT	2	Climb	MaxTakeoff	1 000			
F10065	DEFAU	IT	3	Acceleration	MaxTakeoff		2 446	157	
F10065	DEFAU	IT	4	Acceleration	MaxTakeoff		1 835	172	
F10065	DEFAU	IT	5	Acceleration	MaxClimb		1 000	187	
F10065	DEFAU	IT	6	Climb	MaxClimb	3 000			
F10065	DEFAU	IT	7	Acceleration	MaxClimb		1 000	250	
F10065	DEFAU	IT	8	Climb	MaxClimb	5 500			
F10065	DEFAU	IT	9	Climb	MaxClimb	7 500			
F10065	DEFAU	IT	10	Climb	MaxClimb	10 000			
F10065	DEFAU	IT	1	Takeoff	MaxTakeoff				
F10065	DEFAU	IT	2	Climb	MaxTakeoff	1 000			
F10065	DEFAU	IT	3	Acceleration	MaxTakeoff		2 218	165	
F10065	DEFAU	IT	4	Acceleration	MaxTakeoff		1 664	180	
F10065	DEFAU	IT	5	Acceleration	MaxClimb		1 000	195	
F10065	DEFAU	IT	6	Climb	MaxClimb	3 000			
F10065	DEFAU	IT	7	Acceleration	MaxClimb		1 000	250	
F10065	DEFAU	IT	8	Climb	MaxClimb	5 500			
F10065	DEFAU	IT	9	Climb	MaxClimb	7 500			
F10065	DEFAU	IT	10	Climb	MaxClimb	10 000			
F10065	DEFAU	BT	1	Takeoff	MaxTakeoff				
F10065	DEFAU	BT	2	Climb	MaxTakeoff	1 000			
F10065	DEFAU	BT	3	Acceleration	MaxTakeoff		2 021	171	
F10065	DEFAU	BT	4	Acceleration	MaxTakeoff		1 516	186	
F10065	DEFAU	BT	5	Acceleration	MaxClimb		1 000	201	

Status: This is the original version (as it was originally adopted).

F10065	DEFAU	BT	6	Climb	MaxClimb	10	3 000			
F10065	DEFAU	BT	7	Accelerat	MaxClimb	10		1 000	250	
F10065	DEFAU	BT	8	Climb	MaxClimb	10	5 500			
F10065	DEFAU	BT	9	Climb	MaxClimb	10	7 500			
F10065	DEFAU	BT	10	Climb	MaxClimb	10	10 000			
F28MK2	DEFAU	ILT	1	Takeoff	MaxTakeoff	6				
F28MK2	DEFAU	ILT	2	Climb	MaxTakeoff	6	1 000			
F28MK2	DEFAU	ILT	3	Accelerat	MaxTakeoff	6		2 229	155	
F28MK2	DEFAU	ILT	4	Accelerat	MaxTakeoff	ZERO		1 672	170	
F28MK2	DEFAU	ILT	5	Accelerat	MaxClimb	ZERO		1 000	185	
F28MK2	DEFAU	ILT	6	Climb	MaxClimb	ZERO	3 000			
F28MK2	DEFAU	ILT	7	Accelerat	MaxClimb	ZERO		1 000	250	
F28MK2	DEFAU	ILT	8	Climb	MaxClimb	ZERO	5 500			
F28MK2	DEFAU	ILT	9	Climb	MaxClimb	ZERO	7 500			
F28MK2	DEFAU	ILT	10	Climb	MaxClimb	ZERO	10 000			
F28MK2	DEFAU	ILT	1	Takeoff	MaxTakeoff	6				
F28MK2	DEFAU	ILT	2	Climb	MaxTakeoff	6	1 000			
F28MK2	DEFAU	ILT	3	Accelerat	MaxTakeoff	6		2 011	162	
F28MK2	DEFAU	ILT	4	Accelerat	MaxTakeoff	ZERO		1 508	177	
F28MK2	DEFAU	ILT	5	Accelerat	MaxClimb	ZERO		1 000	192	
F28MK2	DEFAU	ILT	6	Climb	MaxClimb	ZERO	3 000			
F28MK2	DEFAU	ILT	7	Accelerat	MaxClimb	ZERO		1 000	250	
F28MK2	DEFAU	ILT	8	Climb	MaxClimb	ZERO	5 500			
F28MK2	DEFAU	ILT	9	Climb	MaxClimb	ZERO	7 500			
F28MK2	DEFAU	ILT	10	Climb	MaxClimb	ZERO	10 000			
F28MK4	DEFAU	ILT	1	Takeoff	MaxTakeoff	6				
F28MK4	DEFAU	ILT	2	Climb	MaxTakeoff	6	1 000			
F28MK4	DEFAU	ILT	3	Accelerat	MaxTakeoff	6		2 103	152	
F28MK4	DEFAU	ILT	4	Accelerat	MaxTakeoff	ZERO		1 578	167	
F28MK4	DEFAU	ILT	5	Accelerat	MaxClimb	ZERO		1 000	182	
F28MK4	DEFAU	ILT	6	Climb	MaxClimb	ZERO	3 000			
F28MK4	DEFAU	ILT	7	Accelerat	MaxClimb	ZERO		1 000	250	
F28MK4	DEFAU	ILT	8	Climb	MaxClimb	ZERO	5 500			
F28MK4	DEFAU	ILT	9	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

F28MK4	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
F28MK4	DEFAULT	1	Takeoff	MaxTakeoff					
F28MK4	DEFAULT	2	Climb	MaxTakeoff		1 000			
F28MK4	DEFAULT	3	Acceleration	MaxTakeoff			1 941	157	
F28MK4	DEFAULT	4	Acceleration	MaxTakeoff	ZERO		1 456	172	
F28MK4	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	187	
F28MK4	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
F28MK4	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
F28MK4	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
F28MK4	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
F28MK4	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
F28MK4	DEFAULT	1	Takeoff	MaxTakeoff					
F28MK4	DEFAULT	2	Climb	MaxTakeoff		1 000			
F28MK4	DEFAULT	3	Acceleration	MaxTakeoff			1 743	165	
F28MK4	DEFAULT	4	Acceleration	MaxTakeoff			1 307	180	
F28MK4	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 000	195	
F28MK4	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
F28MK4	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
F28MK4	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
F28MK4	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
F28MK4	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
FAL20	DEFAULT	1	Takeoff	MaxTakeoff					
FAL20	DEFAULT	2	Acceleration	MaxTakeoff			1 388	152	
FAL20	DEFAULT	3	Climb	MaxTakeoff		1 500			
FAL20	DEFAULT	4	Acceleration	MaxTakeoff			1 388	162	
FAL20	DEFAULT	5	Acceleration	MaxClimb	NTR		1 041	177	
FAL20	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
FAL20	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 432	250	
FAL20	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
FAL20	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
FAL20	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
GII	DEFAULT	1	Takeoff	ReduceTakeoff	D				
GII	DEFAULT	2	Climb	ReduceTakeoff	D	35			

Status: This is the original version (as it was originally adopted).

GII	DEFAULT	3	Acceleration	Reduce	Takeoff D		1 500	162	
GII	DEFAULT	4	Climb	Reduce	Takeoff D	400			
GII	DEFAULT	5	Climb	Reduce	Climb U	520			
GII	DEFAULT	6	Climb	Reduce	Climb U	1 500			
GII	DEFAULT	7	Climb	Reduce	Climb U	3 000			
GII	DEFAULT	8	Acceleration	Max	Climb U		1 675	192	
GII	DEFAULT	9	Acceleration	Max	Climb U		1 775	250	
GII	DEFAULT	10	Climb	Max	Climb U	5 500			
GII	DEFAULT	11	Climb	Max	Climb U	7 500			
GII	DEFAULT	12	Climb	Max	Climb U	10 000			
GII	QF_FULL	1	Takeoff	Max	Takeoff D				
GII	QF_FULL	2	Climb	Max	Takeoff D	35			
GII	QF_FULL	3	Acceleration	Max	Takeoff D		1 500	162	
GII	QF_FULL	4	Climb	Max	Takeoff D	400			
GII	QF_FULL	5	Climb	Reduce	Climb U	520			
GII	QF_FULL	6	Climb	Reduce	Climb U	1 500			
GII	QF_FULL	7	Climb	Reduce	Climb U	3 000			
GII	QF_FULL	8	Acceleration	Max	Climb U		1 675	192	
GII	QF_FULL	9	Acceleration	Max	Climb U		1 775	250	
GII	QF_FULL	10	Climb	Max	Climb U	5 500			
GII	QF_FULL	11	Climb	Max	Climb U	7 500			
GII	QF_FULL	12	Climb	Max	Climb U	10 000			
GIIB	DEFAULT	1	Takeoff	Reduce	Takeoff D				
GIIB	DEFAULT	2	Climb	Reduce	Takeoff D	35			

Status: This is the original version (as it was originally adopted).

GIIB	DEFAULT	3	Acceleration	Reduce	Takeoff		1 500	156	
GIIB	DEFAULT	4	Climb	Reduce	Takeoff	400			
GIIB	DEFAULT	5	Climb	Reduce	Climb-U	520			
GIIB	DEFAULT	6	Climb	Reduce	Climb-U	1 500			
GIIB	DEFAULT	7	Climb	Reduce	Climb-U	3 000			
GIIB	DEFAULT	8	Acceleration	Max	Climb-U		1 675	192	
GIIB	DEFAULT	9	Acceleration	Max	Climb-U		1 775	250	
GIIB	DEFAULT	10	Climb	Max	Climb-U	5 500			
GIIB	DEFAULT	11	Climb	Max	Climb-U	7 500			
GIIB	DEFAULT	12	Climb	Max	Climb-U	10 000			
GIIB	QF_FULL	1	Takeoff	Max	Takeoff				
GIIB	QF_FULL	2	Climb	Max	Takeoff	35			
GIIB	QF_FULL	3	Acceleration	Max	Takeoff		1 500	156	
GIIB	QF_FULL	4	Climb	Max	Takeoff	400			
GIIB	QF_FULL	5	Climb	Reduce	Climb-U	520			
GIIB	QF_FULL	6	Climb	Reduce	Climb-U	1 500			
GIIB	QF_FULL	7	Climb	Reduce	Climb-U	3 000			
GIIB	QF_FULL	8	Acceleration	Max	Climb-U		1 675	192	
GIIB	QF_FULL	9	Acceleration	Max	Climb-U		1 775	250	
GIIB	QF_FULL	10	Climb	Max	Climb-U	5 500			
GIIB	QF_FULL	11	Climb	Max	Climb-U	7 500			
GIIB	QF_FULL	12	Climb	Max	Climb-U	10 000			
GIV	DEFAULT	1	Takeoff	Max	Takeoff				
GIV	DEFAULT	2	Climb	Max	Takeoff	35			

Status: This is the original version (as it was originally adopted).

GIV	DEFAULT	3	Acceleration	MaxTakeoff	10-D		1 800	159,2	
GIV	DEFAULT	4	Climb	MaxTakeoff	10-U	400			
GIV	DEFAULT	5	Climb	MaxClimb	20-U	600			
GIV	DEFAULT	6	Climb	MaxClimb	20-U	750			
GIV	DEFAULT	7	Climb	MaxClimb	10-U	1 850			
GIV	DEFAULT	8	Climb	MaxClimb	10-U	3 000			
GIV	DEFAULT	9	Acceleration	MaxClimb	10-U		1 750	250	
GIV	DEFAULT	10	Climb	MaxClimb	10-U	5 000			
GIV	DEFAULT	11	Climb	MaxClimb	10-U	6 000			
GIV	DEFAULT	12	Climb	MaxClimb	10-U	7 000			
GIV	DEFAULT	13	Climb	MaxClimb	10-U	8 000			
GIV	DEFAULT	14	Climb	MaxClimb	10-U	9 000			
GIV	DEFAULT	15	Climb	MaxClimb	10-U	10 000			
GV	DEFAULT	1	Takeoff	MaxTakeoff	10-D				
GV	DEFAULT	2	Climb	MaxTakeoff	10-D	35			
GV	DEFAULT	3	Acceleration	MaxTakeoff	10-D		1 500	165,7	
GV	DEFAULT	4	Climb	MaxTakeoff	10-U	400			
GV	DEFAULT	5	Climb	MaxClimb	20-U	600			
GV	DEFAULT	6	Climb	MaxClimb	20-U	750			
GV	DEFAULT	7	Climb	MaxClimb	10-U	1 800			
GV	DEFAULT	8	Climb	MaxClimb	10-U	3 000			
GV	DEFAULT	9	Acceleration	MaxClimb	10-U		1 750	250	
GV	DEFAULT	10	Climb	MaxClimb	10-U	5 000			
GV	DEFAULT	11	Climb	MaxClimb	10-U	6 000			
GV	DEFAULT	12	Climb	MaxClimb	10-U	7 000			

Status: This is the original version (as it was originally adopted).

GV	DEFAULT	13	Climb	MaxClimb	10-U	8 000			
GV	DEFAULT	14	Climb	MaxClimb	10-U	9 000			
GV	DEFAULT	15	Climb	MaxClimb	10-U	10 000			
HS748A	DEFAULT	1	Takeoff	MaxTakeoff					
HS748A	DEFAULT	2	Climb	MaxTakeoff		1 000			
HS748A	DEFAULT	3	Acceleration	MaxTakeoff			917	127	
HS748A	DEFAULT	4	Acceleration	MaxClimb	NTR		688	147	
HS748A	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
HS748A	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
HS748A	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
HS748A	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
IA1125	DEFAULT	1	Takeoff	MaxTakeoff					
IA1125	DEFAULT	2	Acceleration	MaxTakeoff			1 094	163	
IA1125	DEFAULT	3	Climb	MaxTakeoff		1 500			
IA1125	DEFAULT	4	Acceleration	MaxTakeoff	NTR		1 094	188	
IA1125	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
IA1125	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 286	250	
IA1125	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
IA1125	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
IA1125	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
L1011	DEFAULT	1	Takeoff	MaxTakeoff					
L1011	DEFAULT	2	Climb	MaxTakeoff		1 000			
L1011	DEFAULT	3	Acceleration	MaxTakeoff			2 145	162	
L1011	DEFAULT	4	Acceleration	MaxTakeoff	NTR		1 609	182	
L1011	DEFAULT	5	Acceleration	MaxClimb	NTR		1 000	202	
L1011	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
L1011	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
L1011	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
L1011	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
L1011	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
L1011	DEFAULT	1	Takeoff	MaxTakeoff					
L1011	DEFAULT	2	Climb	MaxTakeoff		1 000			
L1011	DEFAULT	3	Acceleration	MaxTakeoff			2 068	165	
L1011	DEFAULT	4	Acceleration	MaxTakeoff	NTR		1 551	185	

Status: This is the original version (as it was originally adopted).

L1011	DEFAULT	5	Acceleration	MaxClimb	NTR		1 000	205	
L1011	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
L1011	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
L1011	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
L1011	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
L1011	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
L1011	DEFAULT	1	Takeoff	MaxTakeoff					
L1011	DEFAULT	2	Climb	MaxTakeoff		1 000			
L1011	DEFAULT	3	Acceleration	MaxTakeoff			1 959	168	
L1011	DEFAULT	4	Acceleration	MaxTakeoff	NTR		1 469	188	
L1011	DEFAULT	5	Acceleration	MaxClimb	NTR		1 000	208	
L1011	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
L1011	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
L1011	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
L1011	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
L1011	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
L1011	DEFAULT	1	Takeoff	MaxTakeoff					
L1011	DEFAULT	2	Climb	MaxTakeoff		1 000			
L1011	DEFAULT	3	Acceleration	MaxTakeoff			1 857	171	
L1011	DEFAULT	4	Acceleration	MaxTakeoff	NTR		1 393	191	
L1011	DEFAULT	5	Acceleration	MaxClimb	NTR		1 000	211	
L1011	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
L1011	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
L1011	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
L1011	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
L1011	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
L1011	DEFAULT	1	Takeoff	MaxTakeoff					
L1011	DEFAULT	2	Climb	MaxTakeoff		1 000			
L1011	DEFAULT	3	Acceleration	MaxTakeoff			1 669	178	
L1011	DEFAULT	4	Acceleration	MaxTakeoff	NTR		1 252	198	
L1011	DEFAULT	5	Acceleration	MaxClimb	NTR		1 000	218	
L1011	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
L1011	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
L1011	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

L1011	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
L1011	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
L1011	DEFAULT	1	Takeoff	MaxTakeoff					
L1011	DEFAULT	2	Climb	MaxTakeoff		1 000			
L1011	DEFAULT	3	Acceleration	MaxTakeoff			1 501	184	
L1011	DEFAULT	4	Acceleration	MaxTakeoff	NTR		1 126	204	
L1011	DEFAULT	5	Acceleration	MaxClimb	NTR		1 000	224	
L1011	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
L1011	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
L1011	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
L1011	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
L1011	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
L10115	DEFAULT	1	Takeoff	MaxTakeoff					
L10115	DEFAULT	2	Climb	MaxTakeoff		1 000			
L10115	DEFAULT	3	Acceleration	MaxTakeoff			2 632	166	
L10115	DEFAULT	4	Acceleration	MaxTakeoff	NTR		1 974	186	
L10115	DEFAULT	5	Acceleration	MaxClimb	NTR		1 000	206	
L10115	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
L10115	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
L10115	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
L10115	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
L10115	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
L10115	DEFAULT	1	Takeoff	MaxTakeoff					
L10115	DEFAULT	2	Climb	MaxTakeoff		1 000			
L10115	DEFAULT	3	Acceleration	MaxTakeoff			2 547	168	
L10115	DEFAULT	4	Acceleration	MaxTakeoff	NTR		1 911	188	
L10115	DEFAULT	5	Acceleration	MaxClimb	NTR		1 000	208	
L10115	DEFAULT	6	Climb	MaxClimb	ZERO	3 000			
L10115	DEFAULT	7	Acceleration	MaxClimb	ZERO		1 000	250	
L10115	DEFAULT	8	Climb	MaxClimb	ZERO	5 500			
L10115	DEFAULT	9	Climb	MaxClimb	ZERO	7 500			
L10115	DEFAULT	10	Climb	MaxClimb	ZERO	10 000			
L10115	DEFAULT	1	Takeoff	MaxTakeoff					
L10115	DEFAULT	2	Climb	MaxTakeoff		1 000			

Status: This is the original version (as it was originally adopted).

L10115	DEFAU	BT	3	Acceleration	MaxTakeoff		2 428	171	
L10115	DEFAU	BT	4	Acceleration	MaxTakeoff	NTR	1 821	191	
L10115	DEFAU	BT	5	Acceleration	MaxClimb	NTR	1 000	211	
L10115	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000		
L10115	DEFAU	BT	7	Acceleration	MaxClimb	ZERO	1 000	250	
L10115	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500		
L10115	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500		
L10115	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000		
L10115	DEFAU	BT	1	Takeoff	MaxTakeoff				
L10115	DEFAU	BT	2	Climb	MaxTakeoff		1 000		
L10115	DEFAU	BT	3	Acceleration	MaxTakeoff		2 317	175	
L10115	DEFAU	BT	4	Acceleration	MaxTakeoff	NTR	1 738	195	
L10115	DEFAU	BT	5	Acceleration	MaxClimb	NTR	1 000	215	
L10115	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000		
L10115	DEFAU	BT	7	Acceleration	MaxClimb	ZERO	1 000	250	
L10115	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500		
L10115	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500		
L10115	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000		
L10115	DEFAU	BT	1	Takeoff	MaxTakeoff				
L10115	DEFAU	BT	2	Climb	MaxTakeoff		1 000		
L10115	DEFAU	BT	3	Acceleration	MaxTakeoff		2 125	181	
L10115	DEFAU	BT	4	Acceleration	MaxTakeoff	NTR	1 594	201	
L10115	DEFAU	BT	5	Acceleration	MaxClimb	NTR	1 000	221	
L10115	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000		
L10115	DEFAU	BT	7	Acceleration	MaxClimb	ZERO	1 000	250	
L10115	DEFAU	BT	8	Climb	MaxClimb	ZERO	5 500		
L10115	DEFAU	BT	9	Climb	MaxClimb	ZERO	7 500		
L10115	DEFAU	BT	10	Climb	MaxClimb	ZERO	10 000		
L10115	DEFAU	BT	1	Takeoff	MaxTakeoff				
L10115	DEFAU	BT	2	Climb	MaxTakeoff		1 000		
L10115	DEFAU	BT	3	Acceleration	MaxTakeoff		1 953	186	
L10115	DEFAU	BT	4	Acceleration	MaxTakeoff	NTR	1 465	206	
L10115	DEFAU	BT	5	Acceleration	MaxClimb	NTR	1 000	226	
L10115	DEFAU	BT	6	Climb	MaxClimb	ZERO	3 000		

Status: This is the original version (as it was originally adopted).

L10115	DEFAULT	6T	7	Acceleration	MaxClimb	ZERO		1 000	250	
L10115	DEFAULT	6T	8	Climb	MaxClimb	ZERO	5 500			
L10115	DEFAULT	6T	9	Climb	MaxClimb	ZERO	7 500			
L10115	DEFAULT	6T	10	Climb	MaxClimb	ZERO	10 000			
L10115	DEFAULT	7T	1	Takeoff	MaxTakeoff					
L10115	DEFAULT	7T	2	Climb	MaxTakeoff		1 000			
L10115	DEFAULT	7T	3	Acceleration	MaxTakeoff			1 790	192	
L10115	DEFAULT	7T	4	Acceleration	MaxTakeoff	NTR		1 343	212	
L10115	DEFAULT	7T	5	Acceleration	MaxClimb	NTR		1 000	232	
L10115	DEFAULT	7T	6	Climb	MaxClimb	ZERO	3 000			
L10115	DEFAULT	7T	7	Acceleration	MaxClimb	ZERO		1 000	250	
L10115	DEFAULT	7T	8	Climb	MaxClimb	ZERO	5 500			
L10115	DEFAULT	7T	9	Climb	MaxClimb	ZERO	7 500			
L10115	DEFAULT	7T	10	Climb	MaxClimb	ZERO	10 000			
L188	DEFAULT	8T	1	Takeoff	MaxTakeoff	70%				
L188	DEFAULT	8T	2	Climb	MaxTakeoff	70%	1 000			
L188	DEFAULT	8T	3	Acceleration	MaxTakeoff	70%		1 653	133	
L188	DEFAULT	8T	4	Acceleration	MaxClimb	NTR		1 240	153	
L188	DEFAULT	8T	5	Climb	MaxClimb	ZERO	3 000			
L188	DEFAULT	8T	6	Climb	MaxClimb	ZERO	5 500			
L188	DEFAULT	8T	7	Climb	MaxClimb	ZERO	7 500			
L188	DEFAULT	8T	8	Climb	MaxClimb	ZERO	10 000			
L188	DEFAULT	9T	1	Takeoff	MaxTakeoff	70%				
L188	DEFAULT	9T	2	Climb	MaxTakeoff	70%	1 000			
L188	DEFAULT	9T	3	Acceleration	MaxTakeoff	70%		1 309	139	
L188	DEFAULT	9T	4	Acceleration	MaxClimb	NTR		982	159	
L188	DEFAULT	9T	5	Climb	MaxClimb	ZERO	3 000			
L188	DEFAULT	9T	6	Climb	MaxClimb	ZERO	5 500			
L188	DEFAULT	9T	7	Climb	MaxClimb	ZERO	7 500			
L188	DEFAULT	9T	8	Climb	MaxClimb	ZERO	10 000			
L188	DEFAULT	10T	1	Takeoff	MaxTakeoff	70%				
L188	DEFAULT	10T	2	Climb	MaxTakeoff	70%	1 000			
L188	DEFAULT	10T	3	Acceleration	MaxTakeoff	70%		905	147	
L188	DEFAULT	10T	4	Acceleration	MaxClimb	NTR		679	167	

Status: This is the original version (as it was originally adopted).

L188	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
L188	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
L188	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
L188	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
LEAR25	DEFAULT	1	Takeoff	MaxTakeoff					
LEAR25	DEFAULT	2	Acceleration	MaxTakeoff			1 698	171	
LEAR25	DEFAULT	3	Climb	MaxTakeoff		1 500			
LEAR25	DEFAULT	4	Acceleration	MaxTakeoff			1 698	196	
LEAR25	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
LEAR25	DEFAULT	6	Acceleration	MaxClimb	ZERO		2 075	250	
LEAR25	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
LEAR25	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
LEAR25	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
LEAR35	DEFAULT	1	Takeoff	MaxTakeoff					
LEAR35	DEFAULT	2	Acceleration	MaxTakeoff			1 493	158	
LEAR35	DEFAULT	3	Climb	MaxTakeoff		1 500			
LEAR35	DEFAULT	4	Acceleration	MaxTakeoff			1 493	183	
LEAR35	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
LEAR35	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 706	250	
LEAR35	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			
LEAR35	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
LEAR35	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
MD11GE	DEFAULT	1	Takeoff	MaxTakeoff					
MD11GE	DEFAULT	2	Climb	MaxTakeoff		1 000			
MD11GE	DEFAULT	3	Acceleration	MaxTakeoff	EXT		1 500	211	
MD11GE	DEFAULT	4	Climb	MaxClimb	EXT	2 000			
MD11GE	DEFAULT	5	Climb	MaxClimb	EXT	3 000			
MD11GE	DEFAULT	6	Acceleration	MaxClimb	RET		1 500	250	
MD11GE	DEFAULT	7	Climb	MaxClimb	RET	10 000			
MD11GE	DEFAULT	1	Takeoff	MaxTakeoff					
MD11GE	DEFAULT	2	Climb	MaxTakeoff		1 000			
MD11GE	DEFAULT	3	Acceleration	MaxTakeoff	EXT		1 500	210	
MD11GE	DEFAULT	4	Climb	MaxClimb	EXT	2 000			
MD11GE	DEFAULT	5	Climb	MaxClimb	EXT	3 000			

Status: This is the original version (as it was originally adopted).

MD11GE	DEFAULT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11GE	DEFAULT	7	Climb	MaxClimb	06RET	10 000			
MD11GE	DEFAULT	1	Takeoff	MaxTakeoff	25ff				
MD11GE	DEFAULT	2	Climb	MaxTakeoff	25ff	1 000			
MD11GE	DEFAULT	3	Acceleration	MaxTakeoff	06EXT		1 500	210	
MD11GE	DEFAULT	4	Climb	MaxClimb	06EXT	2 000			
MD11GE	DEFAULT	5	Climb	MaxClimb	06EXT	3 000			
MD11GE	DEFAULT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11GE	DEFAULT	7	Climb	MaxClimb	06RET	10 000			
MD11GE	DEFAULT	1	Takeoff	MaxTakeoff	25ff				
MD11GE	DEFAULT	2	Climb	MaxTakeoff	25ff	1 000			
MD11GE	DEFAULT	3	Acceleration	MaxTakeoff	06EXT		1 500	209	
MD11GE	DEFAULT	4	Climb	MaxClimb	06EXT	2 000			
MD11GE	DEFAULT	5	Climb	MaxClimb	06EXT	3 000			
MD11GE	DEFAULT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11GE	DEFAULT	7	Climb	MaxClimb	06RET	10 000			
MD11GE	DEFAULT	1	Takeoff	MaxTakeoff	25ff				
MD11GE	DEFAULT	2	Climb	MaxTakeoff	25ff	1 000			
MD11GE	DEFAULT	3	Acceleration	MaxTakeoff	06EXT		1 500	208	
MD11GE	DEFAULT	4	Climb	MaxClimb	06EXT	2 000			
MD11GE	DEFAULT	5	Climb	MaxClimb	06EXT	3 000			
MD11GE	DEFAULT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11GE	DEFAULT	7	Climb	MaxClimb	06RET	10 000			
MD11GE	DEFAULT	1	Takeoff	MaxTakeoff	25ff				
MD11GE	DEFAULT	2	Climb	MaxTakeoff	25ff	1 000			
MD11GE	DEFAULT	3	Acceleration	MaxTakeoff	06EXT		1 500	208	
MD11GE	DEFAULT	4	Climb	MaxClimb	06EXT	2 000			
MD11GE	DEFAULT	5	Climb	MaxClimb	06EXT	3 000			
MD11GE	DEFAULT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11GE	DEFAULT	7	Climb	MaxClimb	06RET	10 000			
MD11GE	DEFAULT	1	Takeoff	MaxTakeoff	25ff				
MD11GE	DEFAULT	2	Climb	MaxTakeoff	25ff	1 000			
MD11GE	DEFAULT	3	Acceleration	MaxTakeoff	06EXT		1 500	207	
MD11GE	DEFAULT	4	Climb	MaxClimb	06EXT	2 000			

Status: This is the original version (as it was originally adopted).

MD11GE	DEFAULT	IT	5	Climb	MaxClimb	06EXT	3 000			
MD11GE	DEFAULT	IT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11GE	DEFAULT	IT	7	Climb	MaxClimb	06RET	10 000			
MD11PW	DEFAULT	IT	1	Takeoff	MaxTakeoff	25ff				
MD11PW	DEFAULT	IT	2	Climb	MaxTakeoff	25ff	1 000			
MD11PW	DEFAULT	IT	3	Acceleration	MaxTakeoff	06EXT		1 500	206	
MD11PW	DEFAULT	IT	4	Climb	MaxClimb	06EXT	2 000			
MD11PW	DEFAULT	IT	5	Climb	MaxClimb	06EXT	3 000			
MD11PW	DEFAULT	IT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11PW	DEFAULT	IT	7	Climb	MaxClimb	06RET	10 000			
MD11PW	DEFAULT	IT	1	Takeoff	MaxTakeoff	25ff				
MD11PW	DEFAULT	IT	2	Climb	MaxTakeoff	25ff	1 000			
MD11PW	DEFAULT	IT	3	Acceleration	MaxTakeoff	06EXT		1 500	206	
MD11PW	DEFAULT	IT	4	Climb	MaxClimb	06EXT	2 000			
MD11PW	DEFAULT	IT	5	Climb	MaxClimb	06EXT	3 000			
MD11PW	DEFAULT	IT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11PW	DEFAULT	IT	7	Climb	MaxClimb	06RET	10 000			
MD11PW	DEFAULT	BT	1	Takeoff	MaxTakeoff	25ff				
MD11PW	DEFAULT	BT	2	Climb	MaxTakeoff	25ff	1 000			
MD11PW	DEFAULT	BT	3	Acceleration	MaxTakeoff	06EXT		1 500	205	
MD11PW	DEFAULT	BT	4	Climb	MaxClimb	06EXT	2 000			
MD11PW	DEFAULT	BT	5	Climb	MaxClimb	06EXT	3 000			
MD11PW	DEFAULT	BT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11PW	DEFAULT	BT	7	Climb	MaxClimb	06RET	10 000			
MD11PW	DEFAULT	HT	1	Takeoff	MaxTakeoff	25ff				
MD11PW	DEFAULT	HT	2	Climb	MaxTakeoff	25ff	1 000			
MD11PW	DEFAULT	HT	3	Acceleration	MaxTakeoff	06EXT		1 500	205	
MD11PW	DEFAULT	HT	4	Climb	MaxClimb	06EXT	2 000			
MD11PW	DEFAULT	HT	5	Climb	MaxClimb	06EXT	3 000			
MD11PW	DEFAULT	HT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11PW	DEFAULT	HT	7	Climb	MaxClimb	06RET	10 000			
MD11PW	DEFAULT	ST	1	Takeoff	MaxTakeoff	25ff				
MD11PW	DEFAULT	ST	2	Climb	MaxTakeoff	25ff	1 000			
MD11PW	DEFAULT	ST	3	Acceleration	MaxTakeoff	06EXT		1 500	205	

Status: This is the original version (as it was originally adopted).

MD11P	DEFAULT	4	Climb	MaxClimb	06EXT	2 000			
MD11P	DEFAULT	5	Climb	MaxClimb	06EXT	3 000			
MD11P	DEFAULT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11P	DEFAULT	7	Climb	MaxClimb	06RET	10 000			
MD11P	DEFAULT	1	Takeoff	MaxTakeoff	25ff				
MD11P	DEFAULT	2	Climb	MaxTakeoff	25ff	1 000			
MD11P	DEFAULT	3	Acceleration	MaxTakeoff	06EXT		1 500	206	
MD11P	DEFAULT	4	Climb	MaxClimb	06EXT	2 000			
MD11P	DEFAULT	5	Climb	MaxClimb	06EXT	3 000			
MD11P	DEFAULT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11P	DEFAULT	7	Climb	MaxClimb	06RET	10 000			
MD11P	DEFAULT	1	Takeoff	MaxTakeoff	25ff				
MD11P	DEFAULT	2	Climb	MaxTakeoff	25ff	1 000			
MD11P	DEFAULT	3	Acceleration	MaxTakeoff	06EXT		1 500	207	
MD11P	DEFAULT	4	Climb	MaxClimb	06EXT	2 000			
MD11P	DEFAULT	5	Climb	MaxClimb	06EXT	3 000			
MD11P	DEFAULT	6	Acceleration	MaxClimb	06RET		1 500	250	
MD11P	DEFAULT	7	Climb	MaxClimb	06RET	10 000			
MD81	DEFAULT	1	Takeoff	MaxTakeoff	5				
MD81	DEFAULT	2	Climb	MaxTakeoff	5	1 000			
MD81	DEFAULT	3	Acceleration	MaxClimb	INT		1 434,2	214,1	
MD81	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
MD81	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 866,9	250	
MD81	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
MD81	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
MD81	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
MD81	DEFAULT	1	Takeoff	MaxTakeoff	5				
MD81	DEFAULT	2	Climb	MaxTakeoff	5	1 000			
MD81	DEFAULT	3	Acceleration	MaxClimb	INT		1 346,9	218,7	
MD81	DEFAULT	4	Climb	MaxClimb	ZERO	3 000			
MD81	DEFAULT	5	Acceleration	MaxClimb	ZERO		1 745	250	
MD81	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

MD81	DEFAULT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD81	DEFAULT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD81	DEFAULT	1	Takeoff	MaxTakeoff	fb_5				
MD81	DEFAULT	2	Climb	MaxTakeoff	fb_5	1 000			
MD81	DEFAULT	3	Acceleration	MaxClimb	fb_INT		1 266	223,2	
MD81	DEFAULT	4	Climb	MaxClimb	fb_ZERO	3 000			
MD81	DEFAULT	5	Acceleration	MaxClimb	fb_ZERO		1 643,2	250	
MD81	DEFAULT	6	Climb	MaxClimb	fb_ZERO	5 500			
MD81	DEFAULT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD81	DEFAULT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD81	DEFAULT	1	Takeoff	MaxTakeoff	fb_5				
MD81	DEFAULT	2	Climb	MaxTakeoff	fb_5	1 000			
MD81	DEFAULT	3	Acceleration	MaxClimb	fb_INT		1 211,7	226,3	
MD81	DEFAULT	4	Climb	MaxClimb	fb_ZERO	3 000			
MD81	DEFAULT	5	Acceleration	MaxClimb	fb_ZERO		1 577,9	250	
MD81	DEFAULT	6	Climb	MaxClimb	fb_ZERO	5 500			
MD81	DEFAULT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD81	DEFAULT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD81	ICAO_A1	1	Takeoff	MaxTakeoff	fb_5				
MD81	ICAO_A1	2	Climb	MaxTakeoff	fb_5	1 500			
MD81	ICAO_A1	3	Climb	MaxClimb	fb_15	3 000			
MD81	ICAO_A1	4	Acceleration	MaxClimb	fb_ZERO		1 169,8	250	
MD81	ICAO_A1	5	Climb	MaxClimb	fb_ZERO	5 500			
MD81	ICAO_A1	6	Climb	MaxClimb	fb_ZERO	7 500			
MD81	ICAO_A1	7	Climb	MaxClimb	fb_ZERO	10 000			
MD81	ICAO_A2	1	Takeoff	MaxTakeoff	fb_5				
MD81	ICAO_A2	2	Climb	MaxTakeoff	fb_5	1 500			
MD81	ICAO_A2	3	Climb	MaxClimb	fb_15	3 000			
MD81	ICAO_A2	4	Acceleration	MaxClimb	fb_ZERO		1 089,3	250	
MD81	ICAO_A2	5	Climb	MaxClimb	fb_ZERO	5 500			
MD81	ICAO_A2	6	Climb	MaxClimb	fb_ZERO	7 500			

Status: This is the original version (as it was originally adopted).

MD81	ICAO_A2	7	Climb	MaxClimb_ZERO	10 000			
MD81	ICAO_A3	1	Takeoff	MaxTakeoff5				
MD81	ICAO_A3	2	Climb	MaxTakeoff5	1 500			
MD81	ICAO_A3	3	Climb	MaxClimb_15	3 000			
MD81	ICAO_A3	4	Acceleration	MaxClimb_ZERO		1 049,8	250	
MD81	ICAO_A3	5	Climb	MaxClimb_ZERO	5 500			
MD81	ICAO_A3	6	Climb	MaxClimb_ZERO	7 500			
MD81	ICAO_A3	7	Climb	MaxClimb_ZERO	10 000			
MD81	ICAO_A4	1	Takeoff	MaxTakeoff5				
MD81	ICAO_A4	2	Climb	MaxTakeoff5	1 500			
MD81	ICAO_A4	3	Climb	MaxClimb_15	3 000			
MD81	ICAO_A4	4	Acceleration	MaxClimb_ZERO		998,8	250	
MD81	ICAO_A4	5	Climb	MaxClimb_ZERO	5 500			
MD81	ICAO_A4	6	Climb	MaxClimb_ZERO	7 500			
MD81	ICAO_A4	7	Climb	MaxClimb_ZERO	10 000			
MD81	ICAO_B1	1	Takeoff	MaxTakeoff5				
MD81	ICAO_B1	2	Climb	MaxTakeoff5	1 000			
MD81	ICAO_B1	3	Acceleration	MaxTakeoffNT		1 434,8	218,8	
MD81	ICAO_B1	4	Climb	MaxClimb_ZERO	3 000			
MD81	ICAO_B1	5	Acceleration	MaxClimb_ZERO		1 900,5	250	
MD81	ICAO_B1	6	Climb	MaxClimb_ZERO	5 500			
MD81	ICAO_B1	7	Climb	MaxClimb_ZERO	7 500			
MD81	ICAO_B1	8	Climb	MaxClimb_ZERO	10 000			
MD81	ICAO_B2	1	Takeoff	MaxTakeoff5				
MD81	ICAO_B2	2	Climb	MaxTakeoff5	1 000			
MD81	ICAO_B2	3	Acceleration	MaxTakeoffNT		1 345,2	223	
MD81	ICAO_B2	4	Climb	MaxClimb_ZERO	3 000			
MD81	ICAO_B2	5	Acceleration	MaxClimb_ZERO		1 779,8	250	
MD81	ICAO_B2	6	Climb	MaxClimb_ZERO	5 500			
MD81	ICAO_B2	7	Climb	MaxClimb_ZERO	7 500			
MD81	ICAO_B2	8	Climb	MaxClimb_ZERO	10 000			

Status: This is the original version (as it was originally adopted).

MD81	ICAO_B3	1	Takeoff	MaxTakeoff5				
MD81	ICAO_B3	2	Climb	MaxTakeoff5	1 000			
MD81	ICAO_B3	3	Acceleration	MaxTakeoffNT		1 264,5	227,4	
MD81	ICAO_B3	4	Climb	MaxClimb_ZERO	3 000			
MD81	ICAO_B3	5	Acceleration	MaxClimb_ZERO		1 664,2	250	
MD81	ICAO_B3	6	Climb	MaxClimb_ZERO	5 500			
MD81	ICAO_B3	7	Climb	MaxClimb_ZERO	7 500			
MD81	ICAO_B3	8	Climb	MaxClimb_ZERO	10 000			
MD81	ICAO_B4	1	Takeoff	MaxTakeoff5				
MD81	ICAO_B4	2	Climb	MaxTakeoff5	1 000			
MD81	ICAO_B4	3	Acceleration	MaxTakeoffNT		1 211,1	230,2	
MD81	ICAO_B4	4	Climb	MaxClimb_ZERO	3 000			
MD81	ICAO_B4	5	Acceleration	MaxClimb_ZERO		1 594,3	250	
MD81	ICAO_B4	6	Climb	MaxClimb_ZERO	5 500			
MD81	ICAO_B4	7	Climb	MaxClimb_ZERO	7 500			
MD81	ICAO_B4	8	Climb	MaxClimb_ZERO	10 000			
MD82	DEFAULT	1	Takeoff	MaxTakeoff5				
MD82	DEFAULT	2	Climb	MaxTakeoff5	1 000			
MD82	DEFAULT	3	Acceleration	MaxClimbNT4		1 247,7	216,4	
MD82	DEFAULT	4	Climb	MaxClimbNT3	3 000			
MD82	DEFAULT	5	Acceleration	MaxClimb_ZERO		1 933	250	
MD82	DEFAULT	6	Climb	MaxClimb_ZERO	5 500			
MD82	DEFAULT	7	Climb	MaxClimb_ZERO	7 500			
MD82	DEFAULT	8	Climb	MaxClimb_ZERO	10 000			
MD82	DEFAULT	1	Takeoff	MaxTakeoff5				
MD82	DEFAULT	2	Climb	MaxTakeoff5	1 000			
MD82	DEFAULT	3	Acceleration	MaxClimbNT4		1 169,5	220,7	
MD82	DEFAULT	4	Climb	MaxClimbNT3	3 000			
MD82	DEFAULT	5	Acceleration	MaxClimb_ZERO		1 805,5	250	
MD82	DEFAULT	6	Climb	MaxClimb_ZERO	5 500			

Status: This is the original version (as it was originally adopted).

MD82	DEFAULT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD82	DEFAULT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD82	DEFAULT	1	Takeoff	MaxTakeoff	fb_5				
MD82	DEFAULT	2	Climb	MaxTakeoff	fb_5	1 000			
MD82	DEFAULT	3	Acceleration	MaxClimb	fb_INT4		1 099,1	225,1	
MD82	DEFAULT	4	Climb	MaxClimb	fb_INT3	3 000			
MD82	DEFAULT	5	Acceleration	MaxClimb	fb_ZERO		1 710,9	250	
MD82	DEFAULT	6	Climb	MaxClimb	fb_ZERO	5 500			
MD82	DEFAULT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD82	DEFAULT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD82	DEFAULT	1	Takeoff	MaxTakeoff	fb_5				
MD82	DEFAULT	2	Climb	MaxTakeoff	fb_5	1 000			
MD82	DEFAULT	3	Acceleration	MaxClimb	fb_INT4		989,5	231,9	
MD82	DEFAULT	4	Climb	MaxClimb	fb_INT3	3 000			
MD82	DEFAULT	5	Acceleration	MaxClimb	fb_ZERO		1 563,6	250	
MD82	DEFAULT	6	Climb	MaxClimb	fb_ZERO	5 500			
MD82	DEFAULT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD82	DEFAULT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD82	DEFAULT	1	Takeoff	MaxTakeoff	fb_5				
MD82	DEFAULT	2	Climb	MaxTakeoff	fb_5	1 000			
MD82	DEFAULT	3	Acceleration	MaxClimb	fb_INT4		950,4	234,2	
MD82	DEFAULT	4	Climb	MaxClimb	fb_INT3	3 000			
MD82	DEFAULT	5	Acceleration	MaxClimb	fb_ZERO		1 518,1	250	
MD82	DEFAULT	6	Climb	MaxClimb	fb_ZERO	5 500			
MD82	DEFAULT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD82	DEFAULT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD82	ICAO_AI	1	Takeoff	MaxTakeoff	fb_5				
MD82	ICAO_AI	2	Climb	MaxTakeoff	fb_5	1 500			
MD82	ICAO_AI	3	Climb	MaxClimb	fb_INT	3 000			
MD82	ICAO_AI	4	Acceleration	MaxClimb	fb_ZERO		1 200	250	
MD82	ICAO_AI	5	Climb	MaxClimb	fb_ZERO	5 500			

Status: This is the original version (as it was originally adopted).

MD82	ICAO_A1	6	Climb	MaxClimb	fb_ZERO	7 500			
MD82	ICAO_A1	7	Climb	MaxClimb	fb_ZERO	10 000			
MD82	ICAO_A2	1	Takeoff	MaxTakeoff	fb_5				
MD82	ICAO_A2	2	Climb	MaxTakeoff	fb_5	1 500			
MD82	ICAO_A2	3	Climb	MaxClimb	fb_15	3 000			
MD82	ICAO_A2	4	Acceleration	MaxClimb	fb_ZERO		1 120,6	250	
MD82	ICAO_A2	5	Climb	MaxClimb	fb_ZERO	5 500			
MD82	ICAO_A2	6	Climb	MaxClimb	fb_ZERO	7 500			
MD82	ICAO_A2	7	Climb	MaxClimb	fb_ZERO	10 000			
MD82	ICAO_A3	1	Takeoff	MaxTakeoff	fb_5				
MD82	ICAO_A3	2	Climb	MaxTakeoff	fb_5	1 500			
MD82	ICAO_A3	3	Climb	MaxClimb	fb_15	3 000			
MD82	ICAO_A3	4	Acceleration	MaxClimb	fb_ZERO		1 051,4	250	
MD82	ICAO_A3	5	Climb	MaxClimb	fb_ZERO	5 500			
MD82	ICAO_A3	6	Climb	MaxClimb	fb_ZERO	7 500			
MD82	ICAO_A3	7	Climb	MaxClimb	fb_ZERO	10 000			
MD82	ICAO_A4	1	Takeoff	MaxTakeoff	fb_5				
MD82	ICAO_A4	2	Climb	MaxTakeoff	fb_5	1 500			
MD82	ICAO_A4	3	Climb	MaxClimb	fb_15	3 000			
MD82	ICAO_A4	4	Acceleration	MaxClimb	fb_ZERO		939,4	250	
MD82	ICAO_A4	5	Climb	MaxClimb	fb_ZERO	5 500			
MD82	ICAO_A4	6	Climb	MaxClimb	fb_ZERO	7 500			
MD82	ICAO_A4	7	Climb	MaxClimb	fb_ZERO	10 000			
MD82	ICAO_A5	1	Takeoff	MaxTakeoff	fb_5				
MD82	ICAO_A5	2	Climb	MaxTakeoff	fb_5	1 500			
MD82	ICAO_A5	3	Climb	MaxClimb	fb_15	3 000			
MD82	ICAO_A5	4	Acceleration	MaxClimb	fb_ZERO		900	250	
MD82	ICAO_A5	5	Climb	MaxClimb	fb_ZERO	5 500			
MD82	ICAO_A5	6	Climb	MaxClimb	fb_ZERO	7 500			
MD82	ICAO_A5	7	Climb	MaxClimb	fb_ZERO	10 000			
MD82	ICAO_B1	1	Takeoff	MaxTakeoff	fb_5				
MD82	ICAO_B1	2	Climb	MaxTakeoff	fb_5	1 000			

MD82	ICAO_B1	3	Acceleration	MaxTakeoff	NT		1 447,7	218,7	
MD82	ICAO_B1	4	Climb	MaxClimb	ZERO	3 000			
MD82	ICAO_B1	5	Acceleration	MaxClimb	ZERO		1 952,8	250	
MD82	ICAO_B1	6	Climb	MaxClimb	ZERO	5 500			
MD82	ICAO_B1	7	Climb	MaxClimb	ZERO	7 500			
MD82	ICAO_B1	8	Climb	MaxClimb	ZERO	10 000			
MD82	ICAO_B2	1	Takeoff	MaxTakeoff	5				
MD82	ICAO_B2	2	Climb	MaxTakeoff	5	1 000			
MD82	ICAO_B2	3	Acceleration	MaxTakeoff	NT		1 360,4	222,9	
MD82	ICAO_B2	4	Climb	MaxClimb	ZERO	3 000			
MD82	ICAO_B2	5	Acceleration	MaxClimb	ZERO		1 838,2	250	
MD82	ICAO_B2	6	Climb	MaxClimb	ZERO	5 500			
MD82	ICAO_B2	7	Climb	MaxClimb	ZERO	7 500			
MD82	ICAO_B2	8	Climb	MaxClimb	ZERO	10 000			
MD82	ICAO_B3	1	Takeoff	MaxTakeoff	5				
MD82	ICAO_B3	2	Climb	MaxTakeoff	5	1 000			
MD82	ICAO_B3	3	Acceleration	MaxTakeoff	NT		1 279,8	227,2	
MD82	ICAO_B3	4	Climb	MaxClimb	ZERO	3 000			
MD82	ICAO_B3	5	Acceleration	MaxClimb	ZERO		1 732,3	250	
MD82	ICAO_B3	6	Climb	MaxClimb	ZERO	5 500			
MD82	ICAO_B3	7	Climb	MaxClimb	ZERO	7 500			
MD82	ICAO_B3	8	Climb	MaxClimb	ZERO	10 000			
MD82	ICAO_B4	1	Takeoff	MaxTakeoff	5				
MD82	ICAO_B4	2	Climb	MaxTakeoff	5	1 000			
MD82	ICAO_B4	3	Acceleration	MaxTakeoff	NT		1 160,8	233,9	
MD82	ICAO_B4	4	Climb	MaxClimb	ZERO	3 000			
MD82	ICAO_B4	5	Acceleration	MaxClimb	ZERO		1 564,9	250	
MD82	ICAO_B4	6	Climb	MaxClimb	ZERO	5 500			
MD82	ICAO_B4	7	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

MD82	ICAO_B4	8	Climb	MaxClimb_ZERO	10 000			
MD82	ICAO_B5	1	Takeoff	MaxTakeoff5				
MD82	ICAO_B5	2	Climb	MaxTakeoff5	1 000			
MD82	ICAO_B5	3	Acceleration	MaxTakeoff_INT		1 131,1	236,1	
MD82	ICAO_B5	4	Climb	MaxClimb_ZERO	3 000			
MD82	ICAO_B5	5	Acceleration	MaxClimb_ZERO		1 522,4	250	
MD82	ICAO_B5	6	Climb	MaxClimb_ZERO	5 500			
MD82	ICAO_B5	7	Climb	MaxClimb_ZERO	7 500			
MD82	ICAO_B5	8	Climb	MaxClimb_ZERO	10 000			
MD83	DEFAULT	1	Takeoff	MaxTakeoff5				
MD83	DEFAULT	2	Climb	MaxTakeoff5	1 000			
MD83	DEFAULT	3	Acceleration	MaxClimb_INT		1 319	218,1	
MD83	DEFAULT	4	Climb	MaxClimb_ZERO	3 000			
MD83	DEFAULT	5	Acceleration	MaxClimb_ZERO		2 033,2	250	
MD83	DEFAULT	6	Climb	MaxClimb_ZERO	5 500			
MD83	DEFAULT	7	Climb	MaxClimb_ZERO	7 500			
MD83	DEFAULT	8	Climb	MaxClimb_ZERO	10 000			
MD83	DEFAULT	1	Takeoff	MaxTakeoff5				
MD83	DEFAULT	2	Climb	MaxTakeoff5	1 000			
MD83	DEFAULT	3	Acceleration	MaxClimb_INT		1 239,2	222,2	
MD83	DEFAULT	4	Climb	MaxClimb_ZERO	3 000			
MD83	DEFAULT	5	Acceleration	MaxClimb_ZERO		1 921,8	250	
MD83	DEFAULT	6	Climb	MaxClimb_ZERO	5 500			
MD83	DEFAULT	7	Climb	MaxClimb_ZERO	7 500			
MD83	DEFAULT	8	Climb	MaxClimb_ZERO	10 000			
MD83	DEFAULT	1	Takeoff	MaxTakeoff5				
MD83	DEFAULT	2	Climb	MaxTakeoff5	1 000			
MD83	DEFAULT	3	Acceleration	MaxClimb_INT		1 158,7	226,6	
MD83	DEFAULT	4	Climb	MaxClimb_ZERO	3 000			
MD83	DEFAULT	5	Acceleration	MaxClimb_ZERO		1 810	250	

MD83	DEFAU	BT	6	Climb	MaxClimb	fb_ZERO	5 500			
MD83	DEFAU	BT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD83	DEFAU	BT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD83	DEFAU	BT	1	Takeoff	MaxTakeoff	fb_5				
MD83	DEFAU	BT	2	Climb	MaxTakeoff	fb_5	1 000			
MD83	DEFAU	BT	3	Acceleration	MaxClimb	fb_INT		1 049,7	233,6	
MD83	DEFAU	BT	4	Climb	MaxClimb	fb_ZERO	3 000			
MD83	DEFAU	BT	5	Acceleration	MaxClimb	fb_ZERO		1 649	250	
MD83	DEFAU	BT	6	Climb	MaxClimb	fb_ZERO	5 500			
MD83	DEFAU	BT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD83	DEFAU	BT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD83	DEFAU	BT	1	Takeoff	MaxTakeoff	fb_5				
MD83	DEFAU	BT	2	Climb	MaxTakeoff	fb_5	1 000			
MD83	DEFAU	BT	3	Acceleration	MaxClimb	fb_INT		929,7	241,3	
MD83	DEFAU	BT	4	Climb	MaxClimb	fb_ZERO	3 000			
MD83	DEFAU	BT	5	Acceleration	MaxClimb	fb_ZERO		1 482,4	250	
MD83	DEFAU	BT	6	Climb	MaxClimb	fb_ZERO	5 500			
MD83	DEFAU	BT	7	Climb	MaxClimb	fb_ZERO	7 500			
MD83	DEFAU	BT	8	Climb	MaxClimb	fb_ZERO	10 000			
MD83	ICAO	AI	1	Takeoff	MaxTakeoff	fb_5				
MD83	ICAO	AI	2	Climb	MaxTakeoff	fb_5	1 500			
MD83	ICAO	AI	3	Climb	MaxClimb	fb_15	3 000			
MD83	ICAO	AI	4	Acceleration	MaxClimb	fb_INT		1 269,6	250	
MD83	ICAO	AI	5	Climb	MaxClimb	fb_ZERO	5 500			
MD83	ICAO	AI	6	Climb	MaxClimb	fb_ZERO	7 500			
MD83	ICAO	AI	7	Climb	MaxClimb	fb_ZERO	10 000			
MD83	ICAO	A2	1	Takeoff	MaxTakeoff	fb_5				
MD83	ICAO	A2	2	Climb	MaxTakeoff	fb_5	1 500			
MD83	ICAO	A2	3	Climb	MaxClimb	fb_15	3 000			
MD83	ICAO	A2	4	Acceleration	MaxClimb	fb_INT		1 188,7	250	
MD83	ICAO	A2	5	Climb	MaxClimb	fb_ZERO	5 500			

Status: This is the original version (as it was originally adopted).

MD83	ICAO_A2	6	Climb	MaxClimb	fb_ZERO	7 500			
MD83	ICAO_A2	7	Climb	MaxClimb	fb_ZERO	10 000			
MD83	ICAO_A3	1	Takeoff	MaxTakeoff	fb_5				
MD83	ICAO_A3	2	Climb	MaxTakeoff	fb_5	1 500			
MD83	ICAO_A3	3	Climb	MaxClimb	fb_15	3 000			
MD83	ICAO_A3	4	Acceleration	MaxClimb	fb_INT		1 109,5	250	
MD83	ICAO_A3	5	Climb	MaxClimb	fb_ZERO	5 500			
MD83	ICAO_A3	6	Climb	MaxClimb	fb_ZERO	7 500			
MD83	ICAO_A3	7	Climb	MaxClimb	fb_ZERO	10 000			
MD83	ICAO_A4	1	Takeoff	MaxTakeoff	fb_5				
MD83	ICAO_A4	2	Climb	MaxTakeoff	fb_5	1 500			
MD83	ICAO_A4	3	Climb	MaxClimb	fb_15	3 000			
MD83	ICAO_A4	4	Acceleration	MaxClimb	fb_INT		989,8	250	
MD83	ICAO_A4	5	Climb	MaxClimb	fb_ZERO	5 500			
MD83	ICAO_A4	6	Climb	MaxClimb	fb_ZERO	7 500			
MD83	ICAO_A4	7	Climb	MaxClimb	fb_ZERO	10 000			
MD83	ICAO_A5	1	Takeoff	MaxTakeoff	fb_5				
MD83	ICAO_A5	2	Climb	MaxTakeoff	fb_5	1 500			
MD83	ICAO_A5	3	Climb	MaxClimb	fb_15	3 000			
MD83	ICAO_A5	4	Acceleration	MaxClimb	fb_INT		880,1	250	
MD83	ICAO_A5	5	Climb	MaxClimb	fb_ZERO	5 500			
MD83	ICAO_A5	6	Climb	MaxClimb	fb_ZERO	7 500			
MD83	ICAO_A5	7	Climb	MaxClimb	fb_ZERO	10 000			
MD83	ICAO_B1	1	Takeoff	MaxTakeoff	fb_5				
MD83	ICAO_B1	2	Climb	MaxTakeoff	fb_5	1 000			
MD83	ICAO_B1	3	Acceleration	MaxTakeoff	fb_INT		1 546,8	221,1	
MD83	ICAO_B1	4	Climb	MaxClimb	fb_ZERO	3 000			
MD83	ICAO_B1	5	Acceleration	MaxClimb	fb_ZERO		2 056,2	250	
MD83	ICAO_B1	6	Climb	MaxClimb	fb_ZERO	5 500			
MD83	ICAO_B1	7	Climb	MaxClimb	fb_ZERO	7 500			
MD83	ICAO_B1	8	Climb	MaxClimb	fb_ZERO	10 000			
MD83	ICAO_B2	1	Takeoff	MaxTakeoff	fb_5				

MD83	ICAO_B2	2	Climb	MaxTakeoff	5	1 000			
MD83	ICAO_B2	3	Acceleration	MaxTakeoff	NT		1 462	225,1	
MD83	ICAO_B2	4	Climb	MaxClimb	ZERO	3 000			
MD83	ICAO_B2	5	Acceleration	MaxClimb	ZERO		1 941,6	250	
MD83	ICAO_B2	6	Climb	MaxClimb	ZERO	5 500			
MD83	ICAO_B2	7	Climb	MaxClimb	ZERO	7 500			
MD83	ICAO_B2	8	Climb	MaxClimb	ZERO	10 000			
MD83	ICAO_B3	1	Takeoff	MaxTakeoff	5				
MD83	ICAO_B3	2	Climb	MaxTakeoff	5	1 000			
MD83	ICAO_B3	3	Acceleration	MaxTakeoff	NT		1 376,3	229,2	
MD83	ICAO_B3	4	Climb	MaxClimb	ZERO	3 000			
MD83	ICAO_B3	5	Acceleration	MaxClimb	ZERO		1 837,5	250	
MD83	ICAO_B3	6	Climb	MaxClimb	ZERO	5 500			
MD83	ICAO_B3	7	Climb	MaxClimb	ZERO	7 500			
MD83	ICAO_B3	8	Climb	MaxClimb	ZERO	10 000			
MD83	ICAO_B4	1	Takeoff	MaxTakeoff	5				
MD83	ICAO_B4	2	Climb	MaxTakeoff	5	1 000			
MD83	ICAO_B4	3	Acceleration	MaxTakeoff	NT		1 249,5	236,1	
MD83	ICAO_B4	4	Climb	MaxClimb	ZERO	3 000			
MD83	ICAO_B4	5	Acceleration	MaxClimb	ZERO		1 671,1	250	
MD83	ICAO_B4	6	Climb	MaxClimb	ZERO	5 500			
MD83	ICAO_B4	7	Climb	MaxClimb	ZERO	7 500			
MD83	ICAO_B4	8	Climb	MaxClimb	ZERO	10 000			
MD83	ICAO_B5	1	Takeoff	MaxTakeoff	5				
MD83	ICAO_B5	2	Climb	MaxTakeoff	5	1 000			
MD83	ICAO_B5	3	Acceleration	MaxTakeoff	NT		1 130,3	243,6	
MD83	ICAO_B5	4	Climb	MaxClimb	ZERO	3 000			
MD83	ICAO_B5	5	Acceleration	MaxClimb	ZERO		1 504,9	250	
MD83	ICAO_B5	6	Climb	MaxClimb	ZERO	5 500			
MD83	ICAO_B5	7	Climb	MaxClimb	ZERO	7 500			

Status: This is the original version (as it was originally adopted).

MD83	ICAO_B5	8	Climb	MaxClimb	fb_ZERO	10 000			
MD9025	DEFAULT	1	Takeoff	MaxTakeoff	EXFT/11				
MD9025	DEFAULT	2	Climb	MaxTakeoff	EXFT/11	1 000			
MD9025	DEFAULT	3	Acceleration	MaxTakeoff	REF/0		2 280	194	
MD9025	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9025	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9025	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MD9025	DEFAULT	1	Takeoff	MaxTakeoff	EXFT/11				
MD9025	DEFAULT	2	Climb	MaxTakeoff	EXFT/11	1 000			
MD9025	DEFAULT	3	Acceleration	MaxTakeoff	REF/0		2 150	193	
MD9025	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9025	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9025	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MD9025	DEFAULT	1	Takeoff	MaxTakeoff	EXFT/11				
MD9025	DEFAULT	2	Climb	MaxTakeoff	EXFT/11	1 000			
MD9025	DEFAULT	3	Acceleration	MaxTakeoff	REF/0		2 031	192	
MD9025	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9025	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9025	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MD9025	DEFAULT	1	Takeoff	MaxTakeoff	EXFT/11				
MD9025	DEFAULT	2	Climb	MaxTakeoff	EXFT/11	1 000			
MD9025	DEFAULT	3	Acceleration	MaxTakeoff	REF/0		1 916	191	
MD9025	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9025	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9025	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MD9025	DEFAULT	1	Takeoff	MaxTakeoff	EXFT/11				
MD9025	DEFAULT	2	Climb	MaxTakeoff	EXFT/11	1 000			
MD9025	DEFAULT	3	Acceleration	MaxTakeoff	REF/0		1 840	190	
MD9025	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9025	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9025	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MD9028	DEFAULT	1	Takeoff	MaxTakeoff	EXFT/11				
MD9028	DEFAULT	2	Climb	MaxTakeoff	EXFT/11	1 000			
MD9028	DEFAULT	3	Acceleration	MaxTakeoff	REF/0		2 666	196	

Status: This is the original version (as it was originally adopted).

MD9028	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9028	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9028	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MD9028	DEFAULT	1	Takeoff	MaxTakeoff	EXF/11				
MD9028	DEFAULT	2	Climb	MaxTakeoff	EXF/11	1 000			
MD9028	DEFAULT	3	Acceleration	MaxTakeoff	RET/0		2 525	194	
MD9028	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9028	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9028	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MD9028	DEFAULT	1	Takeoff	MaxTakeoff	EXF/11				
MD9028	DEFAULT	2	Climb	MaxTakeoff	EXF/11	1 000			
MD9028	DEFAULT	3	Acceleration	MaxTakeoff	RET/0		2 391	193	
MD9028	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9028	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9028	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MD9028	DEFAULT	1	Takeoff	MaxTakeoff	EXF/11				
MD9028	DEFAULT	2	Climb	MaxTakeoff	EXF/11	1 000			
MD9028	DEFAULT	3	Acceleration	MaxTakeoff	RET/0		2 263	192	
MD9028	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9028	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9028	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MD9028	DEFAULT	1	Takeoff	MaxTakeoff	EXF/11				
MD9028	DEFAULT	2	Climb	MaxTakeoff	EXF/11	1 000			
MD9028	DEFAULT	3	Acceleration	MaxTakeoff	RET/0		2 180	189	
MD9028	DEFAULT	4	Climb	MaxClimb	RET/0	3 000			
MD9028	DEFAULT	5	Acceleration	MaxClimb	RET/0		1 000	250	
MD9028	DEFAULT	6	Climb	MaxClimb	RET/0	10 000			
MU300	DEFAULT	1	Takeoff	MaxTakeoff	off				
MU300	DEFAULT	2	Acceleration	MaxTakeoff	off		1 130	142	
MU300	DEFAULT	3	Climb	MaxTakeoff	off	1 500			
MU300	DEFAULT	4	Acceleration	MaxTakeoff	off		1 130	200	
MU300	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
MU300	DEFAULT	6	Acceleration	MaxClimb	ZERO		1 555	250	
MU300	DEFAULT	7	Climb	MaxClimb	ZERO	5 500			

Status: This is the original version (as it was originally adopted).

MU300	DEFAULT	8	Climb	MaxClimb	ZERO	7 500			
MU300	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
PA30	DEFAULT	1	Takeoff	MaxTakeoff	OFF				
PA30	DEFAULT	2	Acceleration	MaxTakeoff	OFF		415	79	
PA30	DEFAULT	3	Acceleration	MaxTakeoff	OFF		500	113	
PA30	DEFAULT	4	Climb	MaxTakeoff	ZERO-D	1 500			
PA30	DEFAULT	5	Climb	MaxTakeoff	ZERO-D	3 000			
PA30	DEFAULT	6	Climb	MaxClimb	ZERO-D	5 500			
PA30	DEFAULT	7	Climb	MaxClimb	ZERO-D	7 500			
PA30	DEFAULT	8	Climb	MaxClimb	ZERO-D	10 000			
PA42	DEFAULT	1	Takeoff	MaxTakeoff	ZER-DN				
PA42	DEFAULT	2	Acceleration	MaxTakeoff	ZER-DN		1 000	118	
PA42	DEFAULT	3	Climb	MaxTakeoff	ZER-DN	1 000			
PA42	DEFAULT	4	Acceleration	MaxClimb	ZERO		1 000	154	
PA42	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
PA42	DEFAULT	6	Climb	MaxClimb	ZERO	4 000			
PA42	DEFAULT	7	Climb	MaxClimb	ZERO	6 000			
PA42	DEFAULT	8	Climb	MaxClimb	ZERO	8 000			
PA42	DEFAULT	9	Climb	MaxClimb	ZERO	10 000			
SD330	DEFAULT	1	Takeoff	MaxTakeoff	OFF				
SD330	DEFAULT	2	Climb	MaxTakeoff	OFF	1 000			
SD330	DEFAULT	3	Acceleration	MaxTakeoff	OFF		971	117	
SD330	DEFAULT	4	Acceleration	MaxClimb	NTR		728	137	
SD330	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
SD330	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
SD330	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
SD330	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
SF340	DEFAULT	1	Takeoff	MaxTakeoff	OFF				
SF340	DEFAULT	2	Climb	MaxTakeoff	OFF	1 000			

Status: This is the original version (as it was originally adopted).

SF340	DEFAULT	3	Acceleration	MaxTakeoff			1 821	127	
SF340	DEFAULT	4	Acceleration	MaxClimb			1 366	147	
SF340	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
SF340	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
SF340	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
SF340	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			
SF340	DEFAULT	1	Takeoff	MaxTakeoff					
SF340	DEFAULT	2	Climb	MaxTakeoff		1 000			
SF340	DEFAULT	3	Acceleration	MaxTakeoff			1 450	133	
SF340	DEFAULT	4	Acceleration	MaxClimb			1 088	153	
SF340	DEFAULT	5	Climb	MaxClimb	ZERO	3 000			
SF340	DEFAULT	6	Climb	MaxClimb	ZERO	5 500			
SF340	DEFAULT	7	Climb	MaxClimb	ZERO	7 500			
SF340	DEFAULT	8	Climb	MaxClimb	ZERO	10 000			

TABLE I-5

Default fixed points profiles

ACFT ID	Description	Engine Type of Engines	Number of Engines	Weight Class	Ownership Category	MGTOM (lb)	MLW (lb)	Max Landing Dist (ft)	Max Sign Level Static Thrust (lb)	Noise Chapter	NPD Parameters	Approach Speed Class ID	Operational Class ID	Laterality Identifier	
1900D	Beech 1900D/PT6A67	Turboprop	2	Large	Commercial	950	940	1 696	3 367	1	PT6A67	CNT (lb)	213	109	Prop
707	Boeing 707-120/JT3C	Jet	4	Heavy	Commercial	302 400	302 900	6 682	10 120	1	JT4A	CNT (lb)	208	107	Wing
70712	Boeing 707-120B/JT3D-3	Jet	4	Heavy	Commercial	302 400	302 900	6 893	14 850	1	JT3D	CNT (lb)	208	107	Wing
70732	Boeing 707-320B/JT3D-7	Jet	4	Heavy	Commercial	334 000	334 000	5 622	19 000	1	JT3D	CNT (lb)	208	107	Wing
707Q	Boeing 707-320B/JT3D-7QN	Jet	4	Heavy	Commercial	334 000	334 000	5 622	19 000	2	JT3D	CNT (lb)	208	106	Wing
71720	Boeing 717-200/	Jet	2	Large	Commercial	100 000	100 000	4 600	18 000	3	BR715	CNT (lb)	203	105	Fuselage

Status: This is the original version (as it was originally adopted).

	BR 715													
720	Boeing 720/ JT3C	Jet	4	Large Commercial	234 500	600	55	4	10	1	JT4A CNT (lb)	208	107	Wing
720B	Boeing 720B/ JT3D-3	Jet	4	Large Commercial	234 000	750	75	5	18	1	JT3D CNT (lb)	208	107	Wing
72710	Boeing 727-100/ JT8D-7	Jet	3	Large Commercial	69 500	500	42	4	14	1	3JT8D CNT (lb)	201	101	Fuselage
72720	Boeing 727-200/ JT8D-7	Jet	3	Large Commercial	27 600	300	63	5	11	1	3JT8D CNT (lb)	201	101	Fuselage
727D	Boeing 727-200/ JT8D-15	Jet	3	Large Commercial	28 000	000	69	4	15	1	3JT8D CNT (lb)	201	101	Fuselage
727D	Boeing 727-200/ JT8D-17	Jet	3	Large Commercial	28 000	000	69	5	16	2	3JT8D CNT (lb)	201	101	Fuselage
727E	MED 727-100/ JT8D-7	Jet	3	Large Commercial	69 500	500	42	4	14	3	3JT8E CNT (lb)	201	101	Fuselage
727E	MED 727-200/ JT8D-15	Jet	3	Large Commercial	28 000	000	69	4	15	3	3JT8E CNT (lb)	201	101	Fuselage
727Q	Boeing 727-200/ JT8D-15QN	Jet	3	Large Commercial	28 000	000	69	4	15	2	3JT8D CNT (lb)	201	101	Fuselage
727Q	Boeing 727-100/ JT8D-7QN	Jet	3	Large Commercial	69 500	500	42	4	14	2	3JT8D CNT (lb)	201	101	Fuselage
727Q	Boeing 727-200/ JT8D-9	Jet	3	Large Commercial	28 000	000	69	5	14	2	3JT8D CNT (lb)	201	101	Fuselage
727Q	UPS 727-100 22C 25C	Jet	3	Large Commercial	69 000	500	42	4	15	3	TAY6 CNT (lb)	201	101	Fuselage
737	Boeing 737/ JT8D-9	Jet	2	Large Commercial	19 000	000	98	3	14	1	2JT8D CNT (lb)	201	101	Wing
73730	Boeing 737-300/ CFM56-3B-1	Jet	2	Large Commercial	35 000	000	14	4	20	3	CFM56 CNT (lb)	202	102	Wing

7373B	Boeing 737-300/ CFM56-3B-2	Jet 2	Large Commercial	301 500	14 000	4 580	22 000	3	CFM56-3B-2	368 (lb)	202	102	Wing
73740	Boeing 737-400/ CFM56-3C-1	Jet 2	Large Commercial	501 000	24 000	5 062	23 500	3	CFM56-3C-1	368 (lb)	202	102	Wing
73750	Boeing 737-500/ CFM56-3C-1	Jet 2	Large Commercial	331 500	11 000	4 551	20 000	3	CFM56-3C-1	368 (lb)	202	102	Wing
73770	Boeing 737-700/ CFM56-7B24	Jet 2	Large Commercial	541 500	29 200	4 445	24 000	3	CF56-7B24	368 (lb)	203	104	Wing
73780	Boeing 737-800/ CFM56-7B26	Jet 2	Large Commercial	741 200	46 300	5 435	26 300	3	CF56-7B26	368 (lb)	203	104	Wing
737D	Boeing 737-200/ JT8D-17	Jet 2	Large Commercial	241 000	07 000	4 244	16 000	2	2JT8D-17	300 (lb)	201	101	Wing
737N	Boeing 737-200/ JT8D-17 Nordam B737 LGW Hushkit	Jet 2	Large Commercial	241 000	07 000	4 244	16 000	3	2JT8D-17	300 (lb)	202	104	Wing
737N	Boeing 737/ JT8D-9 Nordam B737 LGW Hushkit	Jet 2	Large Commercial	191 000	08 000	3 900	14 500	3	2JT8D-9	300 (lb)	202	104	Wing
737Q	Boeing 737/ JT8D-9QN	Jet 2	Large Commercial	191 000	08 000	3 900	14 500	2	2JT8D-9QN	300 (lb)	201	101	Wing
74710	Boeing 747-100/ JT9DBD	Jet 4	Heavy Commercial	733 000	516 600	5 727	33 042	2	JT9DBD	300 (lb)	209	107	Wing
74710	Boeing 747-100/ JT9D-7QN	Jet 4	Heavy Commercial	733 000	564 000	6 200	45 500	3	JT9D-7QN	300 (lb)	207	107	Wing
74720	Boeing 747-200/ JT9D-7	Jet 4	Heavy Commercial	733 000	564 000	6 200	45 500	3	JT9D-7	300 (lb)	207	107	Wing

Status: This is the original version (as it was originally adopted).

74720	Boeing 747-200/ JT9D-7A	4	Heavy Commercial	785 000	564 000	6 200	46 300	3	JT9D 7A	70 (lb)	207	107	Wing
74720	Boeing 747-200/ JT9D-7Q	4	Heavy Commercial	800 000	630 000	6 200	53 000	3	JT9D 7Q	70 (lb)	207	107	Wing
74740	Boeing 747-400/ PW4056	4	Heavy Commercial	875 000	652 000	6 989	56 800	3	PW40 56	65 (lb)	207	107	Wing
7478	Boeing 747-8F/ GENx-2B67	4	Heavy Commercial	987 000	757 000	7 900	68 000	4	GENx 2B67	67 (lb)	205	107	Wing
747S	Boeing 747SP/ JT9D-7	4	Heavy Commercial	702 000	475 000	5 911	45 500	3	JT9D 7	61 (lb)	207	107	Wing
75730	Boeing 757-300/ RB211-535E4B	2	Large Commercial	275 000	224 000	5 651	43 100	3	RR53 5	61 (lb)	203	103	Wing
757P	Boeing 757-200/ PW2037	2	Large Commercial	255 000	210 000	4 790	38 300	3	PW20 37	61 (lb)	203	103	Wing
757R	Boeing 757-200/ RB211-535E4	2	Large Commercial	255 000	210 000	4 640	40 100	3	RR53 5	61 (lb)	203	103	Wing
76730	Boeing 767-300/ PW4060	2	Heavy Commercial	407 000	320 000	4 710	60 000	3	2CF6 80	61 (lb)	203	103	Wing
76740	Boeing 767-400ER/ CF6-80C2B(F)	2	Heavy Commercial	450 000	340 000	6 000	58 685	3	CF68 0	61 (lb)	205	102	Wing
767C	Boeing 767-200/ CF6-80A	2	Heavy Commercial	345 500	270 000	4 700	48 000	3	2CF6 80	61 (lb)	203	103	Wing
767JD	Boeing 767-200/ JT9D-7R4D	2	Heavy Commercial	345 000	270 000	4 744	48 000	3	2CF6 80	61 (lb)	203	103	Wing
77720	Boeing 777-200/ GE90-76B	2	Heavy Commercial	656 000	470 000	4 450	90 000	3	GE90 76B	61 (lb)	205	105	Wing
77730	Boeing 777-300/ Trent 892	2	Heavy Commercial	660 000	524 000	6 012	77 000	0	TRENT 892	61 (lb)	203	105	Wing
7773B	Boeing 777-300ER/ GE90-115B	2	Heavy Commercial	775 000	554 000	5 805	115 000	3	GE90 115B	61 (lb)	204	107	Wing

	GE90-115B-EIS													
7878	Boeing Jet 787-8/T1000-C/01 Family Plan Cert	2	Heavy Commercial	502 500	821 000	5 090	70 000	4	T1KBCNT	(lb)	205	103	Wing	
A300-622R	A300-622R/PW4158	2	Heavy Commercial	378 533	618 647	4 735	58 000	3	PW4158	CNT (lb)	202	103	Wing	
A300-600	A300B4-200/CF6-50C2	2	Heavy Commercial	364 000	612 000	5 367	52 500	3	2CF650	CNT (lb)	203	103	Wing	
A310-304	A310-304/GE CF6-80C2A2	2	Heavy Commercial	346 126	614 373	4 682	53 500	3	A310	CNT (lb)	204	103	Wing	
A319-131	A319-131/V2522-A5	2	Large Commercial	449	613 789	4 364	22 000	3	V2522	CNT (lb)	205	103	Wing	
A320-211	A320-211/CFM56-5A1	2	Large Commercial	691 756	612 198	4 753	25 000	3	CFM56	CNT (lb)	202	103	Wing	
A320-232	A320-232/V2527-A5	2	Large Commercial	691 756	612 505	4 917	26 500	3	V2527	CNT (lb)	205	103	Wing	
A321-232	A321-232/IAE V2530-A5	2	Large Commercial	661 211	616 449	5 587	30 000	3	V2530	CNT (lb)	202	103	Wing	
A330-301	A330-301/GE CF6-80 E1A2	2	Heavy Commercial	478 400	831 604	5 966	67 500	3	CF680	CNT (lb)	202	102	Wing	
A330-343	A330-343/RR Trent 772B	2	Heavy Commercial	542 677	811 264	5 512	71 100	3	TRENT	CNT (lb)	205	102	Wing	

Status: This is the original version (as it was originally adopted).

A340-211/CFM56-5C2	Airbus A340-211/CFM56-5C2	4	Heavy	Commercial	573 200	199 036	5 900	31 200	3	CF56-5C2	CNT (lb)	206	107	Wing
A340-642/RR Trent 556	Airbus A340-642/RR Trent 556	4	Heavy	Commercial	804 687	154 383	6 919	56 000	4	TRENT 556	CNT (lb)	205	102	Wing
A380-841/RR Trent 970	Airbus A380-841/RR Trent 970	4	Heavy	Commercial	862 254 430	007	6 752	70 000	4	TRENT 970	CNT (lb)	205	105	Wing
A380-861/EA GP7270	Airbus A380-861/EA GP7270	4	Heavy	Commercial	862 254 430	007	6 837	70 000	4	GP7270	CNT (lb)	206	105	Wing
BAC 111/SPEY MK511-14	BAC Jet 111/SPEY MK511-14	2	Large	Commercial	82 600	000	4 449	11 400	2	2JT8D	CNT (lb)	201	101	Fuselage
BAE 146-200/ALF502R-5	BAE Jet 146-200/ALF502R-5	4	Large	Commercial	81 000	000	3 770	6 970	3	AL502R	CNT (lb)	206	108	Wing
BAE 146-300/ALF502R-5	BAE Jet 146-300/ALF502R-5	4	Large	Commercial	84 500	500	3 960	6 970	3	AL502R	CNT (lb)	206	108	Wing
BEC 58P/TS10-520-L	Beechcraft Baron 58P/TS10-520-L	2	Small	General Aviation	6 100	100	2 733	779	0	TS10-520-L	CNT (% of Max Static Thrust)	215	109	Prop
CIT 350/TFE731-3-100S	Cessna Citation III/TFE731-3-100S	2	Large	General Aviation	20 000	17 000	2 770	3 650	3	TF731-3-100S	CNT (lb)	216	113	Fuselage
CL600/ALF502L	Canadair CL-600/ALF502L	2	Large	General Aviation	36 000	33 000	3 300	7 500	3	AL502L	CNT (lb)	216	113	Fuselage
CL601/CF34-3A	Canadair CL-601/CF34-3A	2	Large	General Aviation	43 000	36 000	3 550	9 220	3	CF34-3A	CNT (lb)	216	113	Fuselage
CNA 172R/Lycoming	Cessna 172R/Lycoming	1	Small	General Aviation	2 450	1 450	1 695	436	0	IO360	CNT (% of Max	215	109	Prop

	IO-360-L2A										Static Thrust)			
CNA182	Essential Pistonl 182H/ Continental O-470-R	2	Small	General Aviation	1800	2 800	1 544	965	2	O470R	CNT (lb)	215	113	Prop
CNA206	Essential Pistonl 206H/ Lycoming IO-540-AC	2	Small	General Aviation	1600	3 600	1 880	798	0	IO540	Other (RPM)	215	109	Prop
CNA208	Essential Turboprop 208/ PT6A-114	2	Small	General Aviation	1750	8 500	1 740	2 300	3	PT6A	CNT (lb)	210	109	Prop
CNA209	Essential Pistonl T206H/ Lycoming TIO-540-AJ1A	2	Small	General Aviation	1600	3 600	1 880	825	0	TIO540	Other (RPM)	215	109	Prop
CNA449	Essential Turboprop CONQUEST II / TPE331-8	2	Small	Commercial	1900	9 400	1 939	1 535	0	TPE331	CNT (% of Max Static Thrust)	210	111	Prop
CNA506	Essential Jet Citation II/ JT15D-4	2	Large	General Aviation	1700	14 000	3 050	2 500	3	JT15D	CNT (lb)	216	113	Fuselage
CNA516	Essential Jet Mustang Model 510/ PW615F	2	Small	Commercial	1645	7 200	3 010	1 466	0	PW615	CNT (lb)	203	113	Fuselage
CNA526	Essential Jet Citation CJ4 525C / FJ44-4A	2	Small	Commercial	1950	15 500	3 010	3 600	4	FJ44-4	CNT (lb)	235	136	Fuselage
CNA558	Essential Jet Citation Bravo/ PW530A	2	Large	General Aviation	1800	13 500	3 010	2 863	0	PW530	CNT (lb)	203	113	Fuselage
CNA568	Essential Jet Citation	2	Small	Commercial	1300	3 680	3 000	3 313	3	2PW530	CNT (lb)	238	138	Fuselage

Status: This is the original version (as it was originally adopted).

	Encore 560/ PW535A													
CNA	560 Citation Ultra 560/ JT15D-5D	2	Small	Commercial	300	680	2 700	3 029	3	2J1550	CONT (lb)	237	113	Fuselage
CNA	560 Citation Excel 560/ PW545A	2	Small	Commercial	000	830	3 000	3 824	3	PW5450	CONT (lb)	238	137	Fuselage
CNA	680 Citation Sovereign 680/ PW306C	2	Small	Commercial	000	390	3 010	5 749	3	PW3060	CONT (lb)	236	136	Fuselage
CNA	700 Citation X/ Rolls Royce Allison AE3007C	2	Large	General Aviation	15 700	31 800	3 500	6 407	3	AE3000	CONT (lb)	202	105	Fuselage
CON	CRJ-900/ OLY593	4	Heavy	Commercial	400	1 000	245 600	38 100	0	OLY5930	CONT (lb)	206	106	Wing
CRJ ER	900 Bombardier CL-600-2D15/ CL-600-2D24/ CF34-8C5	2	Large	Commercial	500	500	73 779	13 525	3	CF3480	CONT (lb)	216	113	Fuselage
CRJ LR	900 Bombardier CL-600-2D15/ CL-600-2D24/ CF34-8C5	2	Large	Commercial	500	100	75 680	13 525	3	CF3480	CONT (lb)	216	113	Fuselage
CVR	580 Turboprop CV-580/ ALL 501- D15	2	Large	Commercial	000	000	52 256	8 100	0	501D15	CONT (% of Max Static Thrust)	214	112	Prop
DC10	McDonnell Douglas DC10-10/ CF6-6D	3	Heavy	Commercial	000	000	156 820	40 000	3	CF660	CONT (lb)	203	101	Wing
DC10	McDonnell Douglas	3	Heavy	Commercial	000	000	152 418	53 200	3	CF660	CONT (lb)	203	101	Wing

	DC10-30/ CF6-50C2													
DC10	McDonnell Douglas DC10-40/ JT9D-20	3	HeavyCommercial	555000	403000	6020	49400	3	CF660	CNT (lb)	203	101	Wing	
DC3	Douglas DC-3/ R1820-86	2	LargeCommercial	28000	24500	222	3120	0	2R2800	CNT (% of Max Static Thrust)	213	110	Prop	
DC6	Douglas DC-6/ R2800- CB17	4	LargeCommercial	66000	95000	3010	4180	0	4R2800	CNT (% of Max Static Thrust)	213	110	Prop	
DC82	Douglas DC-8-20/ JT4A	4	HeavyCommercial	367600	49400	6527	11850	1	JT4A	CNT (lb)	208	107	Wing	
DC85	Douglas DC-8-50/ JT3D-3B	4	HeavyCommercial	325000	240000	5400	18000	1	JT3D	CNT (lb)	208	107	Wing	
DC86	Douglas DC-8-60/ JT3D-7	4	HeavyCommercial	355000	275000	5310	19000	1	JT3D	CNT (lb)	208	107	Wing	
DC87	Douglas DC-8-70/ CFM56-2C-5	4	HeavyCommercial	355000	258000	6500	22000	3	CFM56	CNT (lb)	206	106	Wing	
DC8Q	Douglas DC-8-60/ JT8D-7QN	4	HeavyCommercial	355000	275000	5310	19000	2	JT3DQ	CNT (lb)	208	106	Wing	
DC91	McDonnell Douglas DC-9-10/ JT8D-7	2	LargeCommercial	90700	81700	5030	14000	1	2JT8D	CNT (lb)	201	101	Fuselage	
DC93	McDonnell Douglas DC-9-30/ JT8D-9	2	LargeCommercial	90000	81000	4680	14500	1	2JT8D	CNT (lb)	201	101	Fuselage	
DC93	McDonnell Douglas DC-9-30/ JT8D-9 w/ ABS	2	LargeCommercial	90000	81000	4680	14500	3	2JT8D	CNT (lb)	201	101	Fuselage	

Status: This is the original version (as it was originally adopted).

	Lightweight hushkit													
DC95	McDonnell Douglas DC-9-50/JT8D-17	2	Large	Commercial	10000	10000	4880	16000	2	2JT8D	CONT (lb)	201	101	Fuselage
DC95	McDonnell Douglas DC-9-50/JT8D17 w/ ABS Heavyweight hushkit	2	Large	Commercial	10000	10000	4880	16000	3	2JT8D	CONT (lb)	201	101	Fuselage
DC90	McDonnell Douglas DC-9-10/JT8D-7QN	2	Large	Commercial	9000	8100	5030	14000	2	2JT8D	CONT (lb)	201	101	Fuselage
DC90	McDonnell Douglas DC-9-30/JT8D-9QN	2	Large	Commercial	10000	10000	4680	14500	2	2JT8D	CONT (lb)	201	101	Fuselage
DHC60	De Havilland DASH 6/ PT6A-27	Turbo-prop	Small	Commercial	500	300	1500	2000	0	PT6A	CONT (% of Max Static Thrust)	210	109	Prop
DHC60	De Havilland DASH 6/ PT6A-27 Raisbeck Quiet PropMod	Turbo-prop	Small	Commercial	500	300	1500	2000	0	RAISQNT	CONT (% of Max Static Thrust)	210	109	Prop
DHC7	De Havilland DASH 7/ PT6A-50	Turbo-prop	Large	Commercial	10000	9000	2150	2850	3	PT6A	CONT (% of Max Static Thrust)	213	112	Prop
DHC8	Bombardier de Havilland DASH 8-100/ PW121	Turbo-prop	Large	Commercial	3500	2900	3000	4750	3	PW120	CONT (% of Max Static Thrust)	213	112	Prop

DHC30	Combi Turbo-prop	2	Large	Commercial	42000	42000	3500	4918	3	PW120	CONT (% of Max Static Thrust)	213	112	Prop
DO228	Bombardier Turbo-prop	2	Large	Commercial	669	448	2375	2240	3	TPE330	CONT (lb)	216	110	Prop
DO328	Bombardier Turbo-prop	2	Large	Commercial	843	167	3825	6745	3	PW119C	CONT (lb)	214	109	Prop
ECLIPSE	500/ PW610F	2	Small	General Aviation	1000	5600	2389	1031	3	PW610	CONT (lb)	201	103	Fuselage
EMB120	ER/Pratt & Whitney Turbo-prop	2	Large	Commercial	433	794	5571	4000	3	EPW118	CONT (lb)	213	109	Prop
EMB145	ER/Allison Turbo-prop	2	Large	Commercial	420	230	4232	7500	3	AE3007	CONT (lb)	216	113	Fuselage
EMB145	LR/Allison Turbo-prop	2	Large	Commercial	500	550	4232	7500	3	AE3007A1	CONT (lb)	216	113	Fuselage
EMB170	ERJ170-100	2	Large	Commercial	8012	7312	4029	13800	3	CF34-8	CONT (lb)	216	113	Wing
EMB175	ERJ170-200	2	Large	Commercial	8517	7957	4130	13800	3	CF34-8	CONT (lb)	216	113	Wing
EMB190	ERJ190-100	2	Large	Commercial	199	1003	4081	18500	3	CF34-10	CONT (lb)	205	105	Wing
EMB195	ERJ190-200	2	Large	Commercial	280	1072	4183	18500	3	CF34-10	CONT (lb)	205	105	Wing
F1000	Boeing Turbo-prop	2	Large	Commercial	95000	85000	4560	13900	3	TAY620	CONT (lb)	201	101	Fuselage

Status: This is the original version (as it was originally adopted).

F10065	Sokkeret 100/ TAY 650-15	2	Large Commercial	88 000	18 000	4 704	15 100	3	TAY650 (lb)	201	101	Fuselage
F28MK	Sokkeret F-28-2000/ RB183MK555	2	Large Commercial	65 000	15 000	3 540	9 850	2	RB183 (lb)	216	104	Fuselage
F28MK	Sokkeret F-28-4000/ RB183MK555	2	Large Commercial	73 000	16 000	3 546	9 900	2	RB183 (lb)	216	104	Fuselage
FAL20	Dassault FALCON 20/ CF700-2D-2	2	Large General Aviation	28 700	27 300	2 490	4 500	2	CF700 (lb)	203	113	Fuselage
GII	Gulfstream GII/ SPEY 511-8	2	Large General Aviation	61 800	58 500	3 200	11 400	2	SPEY (lb)	216	104	Fuselage
GIIB	Gulfstream GIIB/ GIII — SPEY 511-8	2	Large General Aviation	69 700	58 500	3 250	11 400	2	SPEY (lb)	216	104	Fuselage
GIV	Gulfstream GIV- SP/ TAY 611-8	2	Large General Aviation	71 600	66 000	3 190	13 850	3	TAY611 (lb)	203	113	Fuselage
GV	Gulfstream GV/ BR 710	2	Large General Aviation	70 500	75 300	2 760	14 750	3	BR710 (lb)	205	105	Fuselage
HS748	Hawker Siddeley HS-748/ DART MK532-2	2	Large Commercial	46 500	13 000	3 360	5 150	2	RDA532 (% of Max Static Thrust)	212	110	Prop
IA1125	AI-1125 ASTRA/ TFE731-3A	2	Large General Aviation	23 500	20 700	3 689	3 700	3	TF731 (lb)	216	113	Fuselage
L1011	Lockheed Martin L-1011/ RB211-22B	3	Heavy Commercial	430 000	135 000	5 693	42 000	3	RB211 (lb)	203	101	Wing
L1011	Lockheed Martin	3	Heavy Commercial	510 000	135 000	6 800	50 000	3	RB211 (lb)	203	101	Wing

	L-1011-500/ RB211-224B													
L188	Lockheed Prop L-188C/ ALL 501- D13	4	Large	Commercial	1800	100	4	8	0	T56A3	CNT (% of Max Static Thrust)	214	112	Prop
LEAR25/ CJ610-8	25/ CJ610-8	2	Large	General Aviation	1500	13500	2	2	2	CJ610	CNT (lb)	202	113	Fuselage
LEAR36/ TFE731-2	36/ TFE731-2	2	Large	General Aviation	1800	15300	3	3	3	TF731	CNT (lb)	216	113	Fuselage
MD11G/D Douglas MD-11/ CF6-80C2D1F	MD11G/D Douglas MD-11/ CF6-80C2D1F	3	Heavy	Commercial	182400	13300	5	61	3	2CF680	CNT (lb)	203	103	Wing
MD11PW Douglas MD-11/ PW 4460	MD11PW Douglas MD-11/ PW 4460	3	Heavy	Commercial	182400	13300	4	60	3	PW4460	CNT (lb)	203	103	Wing
MD81McD Douglas MD-81/ JT8D-209	MD81McD Douglas MD-81/ JT8D-209	2	Large	Commercial	14000	12800	4	19	3	2JT8D	CNT (lb)	204	104	Fuselage
MD82McD Douglas MD-82/ JT8D-217A	MD82McD Douglas MD-82/ JT8D-217A	2	Large	Commercial	14500	13000	4	20	3	2JT8D	CNT (lb)	204	104	Fuselage
MD83McD Douglas MD-83/ JT8D-219	MD83McD Douglas MD-83/ JT8D-219	2	Large	Commercial	14000	13950	5	21	3	2JT8D	CNT (lb)	204	104	Fuselage
MD90V25 Douglas MD-90/ V2525- D5	MD90V25 Douglas MD-90/ V2525- D5	2	Large	Commercial	15000	14200	3	25	3	V2525	CNT (lb)	205	105	Fuselage
MD90V28 Douglas MD-90/ V2528- D5	MD90V28 Douglas MD-90/ V2528- D5	2	Large	Commercial	15000	14200	3	28	3	V2528	CNT (lb)	205	105	Fuselage
MU300Mitsubishi	MU300Mitsubishi	2	Large	General Aviation	1400	13200	2	2	3	JT15D	CNT (lb)	203	113	Fuselage

Status: This is the original version (as it was originally adopted).

	Diamond II/JT15D-5													
PA28	Piper Piston Warrior PA-28-161/ O-320- D3G	1	Small	General Aviation	1 325	2 325	1 695	400	0	O320	Other (RPM)	213	113	Prop
PA30	Piper Piston Twin Comanche PA-30/ IO-320- B1A	2	Small	General Aviation	1 600	3 600	1 654	777	0	IO320	CNT (lb)	213	113	Prop
PA31	Piper Piston Navajo Chieftain PA-31-350/ TIO-5	2	Small	General Aviation	1 000	7 000	1 850	1 481	0	TIO5	Other (RPM)	213	109	Prop
PA42	Piper Turbo PA-42/ PT6A-41	prop	Small	General Aviation	1 200	10 330	3 300	1 800	3	PT6A	CNT (lb)	213	109	Prop
SABRE 80	BAE Jet Sabreliner 80	2	Large	General Aviation	1 720	27 290	2 490	3 962	2	CF700	CNT (lb)	203	113	Fuselage
SD330	Short Turbo SD3-30/ PT6A-45AR	prop	Large	Commercial	2 900	22 600	3 650	2 670	3	PT6A	CNT (% of Max Static Thrust)	211	109	Prop
SF340	Saab Turbo SF340B/ CT7-9B	prop	Large	Commercial	2 300	26 500	3 470	4 067	3	CT75	CNT (% of Max Static Thrust)	211	110	Prop

TABLE I-6

Default weights

ACFTID	Stage Length	Weight (lb)
1900D	1	15 500
1900D	2	16 950
707	1	175 000
707	2	185 000

Status: This is the original version (as it was originally adopted).

707	3	200 000
707	4	220 000
707	5	245 000
707	6	257 000
707120	1	175 000
707120	2	185 000
707120	3	200 000
707120	4	220 000
707120	5	245 000
707120	6	257 000
707320	1	214 000
707320	2	228 000
707320	3	240 000
707320	4	260 000
707320	5	286 000
707320	6	312 000
707320	7	330 000
707QN	1	214 000
707QN	2	228 000
707QN	3	240 000
707QN	4	260 000
707QN	5	286 000
707QN	6	312 000
707QN	7	330 000
717200	1	94 900
717200	2	99 700
717200	3	104 900
717200	4	110 400
717200	5	112 700
717200	6	121 000
720	1	145 000
720	2	155 000
720	3	165 000
720	4	180 000

Status: This is the original version (as it was originally adopted).

720	5	190 000
720B	1	165 000
720B	2	175 000
720B	3	185 000
720B	4	200 000
720B	5	210 000
727100	1	136 000
727100	2	143 000
727100	3	150 000
727100	4	158 000
727200	1	152 000
727200	2	163 000
727200	3	174 000
727200	4	185 000
727D15	1	156 000
727D15	2	164 000
727D15	3	175 000
727D15	4	189 000
727D15	5	204 000
727D17	1	157 000
727D17	2	169 000
727D17	3	180 000
727D17	4	189 000
727EM1	1	136 000
727EM1	2	143 000
727EM1	3	150 000
727EM1	4	158 000
727EM2	1	156 000
727EM2	2	164 000
727EM2	3	175 000
727EM2	4	189 000
727EM2	5	204 000
727Q15	1	156 000
727Q15	2	164 000

Status: This is the original version (as it was originally adopted).

727Q15	3	175 000
727Q15	4	189 000
727Q15	5	204 000
727Q7	1	136 000
727Q7	2	143 000
727Q7	3	150 000
727Q7	4	158 000
727Q9	1	156 000
727Q9	2	168 000
727Q9	3	180 000
727Q9	4	191 000
727QF	1	136 000
727QF	2	143 000
727QF	3	150 000
727QF	4	158 000
737	1	82 000
737	2	85 000
737	3	92 000
737	4	100 000
737300	1	108 800
737300	2	114 100
737300	3	119 900
737300	4	131 800
7373B2	1	108 800
7373B2	2	114 100
7373B2	3	119 900
7373B2	4	131 800
7373B2	M	139 500
737400	1	115 800
737400	2	121 400
737400	3	127 700
737400	4	138 200
737400	M	150 000
737500	1	103 400

Status: This is the original version (as it was originally adopted).

737500	2	108 500
737500	3	114 100
737500	4	125 700
737500	5	126 900
737500	M	128 500
737700	1	120 000
737700	2	125 000
737700	3	130 300
737700	4	141 100
737700	5	154 400
737700	6	154 500
737800	1	133 300
737800	2	139 200
737800	3	145 500
737800	4	156 700
737800	5	167 600
737800	6	172 300
737D17	1	90 000
737D17	2	95 000
737D17	3	100 000
737D17	4	105 000
737N17	1	90 000
737N17	2	95 000
737N17	3	100 000
737N17	4	105 000
737N9	1	82 000
737N9	2	85 000
737N9	3	92 000
737N9	4	100 000
737QN	1	82 000
737QN	2	85 000
737QN	3	92 000
737QN	4	100 000
747100	1	475 000

Status: This is the original version (as it was originally adopted).

747100	2	495 000
747100	3	520 000
747100	4	550 000
747100	5	625 000
747100	6	635 000
74710Q	1	475 000
74710Q	2	495 000
74710Q	3	520 000
74710Q	4	550 000
74710Q	5	625 000
74710Q	6	635 000
747200	1	525 000
747200	2	545 000
747200	3	565 000
747200	4	610 000
747200	5	665 000
747200	6	725 000
747200	7	775 000
74720A	1	475 000
74720A	2	500 000
74720A	3	520 000
74720A	4	560 000
74720A	5	610 000
74720A	6	675 000
74720A	7	725 000
74720B	1	525 000
74720B	2	545 000
74720B	3	565 000
74720B	4	610 000
74720B	5	665 000
74720B	6	725 000
74720B	7	775 000
747400	1	545 000
747400	2	563 800

Status: This is the original version (as it was originally adopted).

747400	3	583 100
747400	4	621 500
747400	5	669 500
747400	6	720 900
747400	7	776 600
747400	8	836 200
747400	9	875 000
7478	1	671 100
7478	2	691 200
7478	3	713 300
7478	4	752 400
7478	5	801 000
7478	6	853 400
7478	7	909 300
7478	8	969 000
7478	9	987 000
747SP	1	400 000
747SP	2	422 000
747SP	3	443 000
747SP	4	475 000
747SP	5	518 000
747SP	6	560 000
747SP	7	625 000
757300	1	203 900
757300	2	212 700
757300	3	222 100
757300	4	239 100
757300	5	260 700
757300	6	269 400
757PW	1	183 200
757PW	2	190 000
757PW	3	197 500
757PW	4	212 600
757PW	5	230 900

Status: This is the original version (as it was originally adopted).

757PW	6	243 200
757PW	7	255 000
757RR	1	183 900
757RR	2	191 200
757RR	3	199 100
757RR	4	215 200
757RR	5	234 800
757RR	6	243 200
757RR	7	255 000
767300	1	265 000
767300	2	275 500
767300	3	286 400
767300	4	305 700
767300	5	330 000
767300	6	355 900
767300	7	367 700
767400	1	288 818
767400	2	299 037
767400	3	310 125
767400	4	329 861
767400	5	354 427
767400	6	380 906
767400	7	422 420
767CF6	1	227 000
767CF6	2	236 000
767CF6	3	245 300
767CF6	4	261 400
767CF6	5	281 600
767CF6	6	303 300
767CF6	7	315 500
767JT9	1	228 500
767JT9	2	237 600
767JT9	3	247 000
767JT9	4	263 600

Status: This is the original version (as it was originally adopted).

767JT9	5	284 600
767JT9	6	306 900
767JT9	7	317 100
777200	1	429 900
777200	2	442 400
777200	3	456 100
777200	4	483 100
777200	5	516 400
777200	6	551 700
777200	7	589 400
777200	8	629 500
777200	9	656 000
777300	1	435 100
777300	2	449 700
777300	3	465 300
777300	4	493 100
777300	5	527 700
777300	6	564 500
777300	7	636 100
7773ER	1	503 600
7773ER	2	519 100
7773ER	3	536 100
7773ER	4	565 800
7773ER	5	602 700
7773ER	6	642 600
7773ER	7	684 500
7773ER	8	728 900
7773ER	9	775 000
7878R	1	343 400
7878R	2	353 200
7878R	3	363 900
7878R	4	382 600
7878R	5	405 700
7878R	6	430 100

Status: This is the original version (as it was originally adopted).

7878R	7	455 900
7878R	8	483 600
7878R	9	502 500
A300-622R	1	278 700
A300-622R	2	290 300
A300-622R	3	302 400
A300-622R	4	324 100
A300-622R	5	353 300
A300-622R	6	378 500
A300B4-203	1	262 000
A300B4-203	2	280 000
A300B4-203	3	295 000
A300B4-203	4	324 000
A300B4-203	5	357 000
A310-304	1	243 300
A310-304	2	253 000
A310-304	3	262 900
A310-304	4	280 700
A310-304	5	304 400
A310-304	6	346 100
A319-131	1	125 900
A319-131	2	131 000
A319-131	3	136 500
A319-131	4	146 100
A319-131	5	166 400
A320-211	1	133 400
A320-211	2	139 200
A320-211	3	145 200
A320-211	4	155 900
A320-211	5	169 800
A320-232	1	132 900
A320-232	2	138 500
A320-232	3	144 200
A320-232	4	154 300

Status: This is the original version (as it was originally adopted).

A320-232	5	172 000
A321-232	1	156 800
A321-232	2	163 300
A321-232	3	170 000
A321-232	4	182 100
A321-232	5	206 100
A330-301	1	367 000
A330-301	2	378 500
A330-301	3	390 500
A330-301	4	411 700
A330-301	5	439 200
A330-301	6	469 100
A330-301	7	478 400
A330-343	1	369 200
A330-343	2	380 800
A330-343	3	392 900
A330-343	4	414 300
A330-343	5	441 900
A330-343	6	472 000
A330-343	7	513 700
A340-211	1	369 500
A340-211	2	381 600
A340-211	3	394 100
A340-211	4	416 600
A340-211	5	446 000
A340-211	6	477 600
A340-211	7	573 200
A340-642	1	524 100
A340-642	2	540 700
A340-642	3	557 800
A340-642	4	588 000
A340-642	5	628 600
A340-642	6	671 300
A340-642	7	811 300

Status: This is the original version (as it was originally adopted).

A380-841	1	799 160
A380-841	2	822 921
A380-841	3	847 265
A380-841	4	890 164
A380-841	5	945 893
A380-841	6	1 006 106
A380-841	7	1 066 266
A380-841	8	1 254 430
A380-861	1	798 928
A380-861	2	822 613
A380-861	3	846 941
A380-861	4	889 750
A380-861	5	943 737
A380-861	6	1 003 582
A380-861	7	1 066 266
A380-861	8	1 254 430
BAC111	1	74 000
BAC111	2	79 000
BAC111	3	85 000
BAE146	1	76 000
BAE146	2	84 000
BAE146	3	91 000
BAE300	1	80 000
BAE300	2	88 000
BAE300	3	96 000
BEC58P	1	5 500
CIT3	1	20 000
CL600	1	36 000
CL601	1	43 100
CNA172	1	2 450
CNA182	1	2 800
CNA206	1	3 000
CNA206	2	3 300
CNA206	3	3 600

Status: This is the original version (as it was originally adopted).

CNA208	1	8 750
CNA20T	1	3 000
CNA20T	2	3 300
CNA20T	3	3 600
CNA441	1	9 850
CNA500	1	14 700
CNA510	1	8 645
CNA525C	1	16 950
CNA55B	1	14 800
CNA560E	1	16 300
CNA560U	1	16 300
CNA560XL	1	20 000
CNA680	1	30 000
CNA750	1	35 700
CONCRD	1	340 000
CONCRD	2	340 000
CONCRD	3	375 000
CONCRD	4	375 000
CONCRD	5	400 000
CONCRD	6	400 000
CRJ9-ER	1	67 500
CRJ9-ER	2	71 000
CRJ9-ER	3	75 000
CRJ9-ER	4	80 000
CRJ9-ER	5	82 500
CRJ9-LR	1	65 500
CRJ9-LR	2	69 000
CRJ9-LR	3	73 000
CRJ9-LR	4	78 000
CRJ9-LR	5	84 500
CVR580	1	49 000
CVR580	2	54 000
CVR580	3	58 000
DC1010	1	325 000

Status: This is the original version (as it was originally adopted).

DC1010	2	340 000
DC1010	3	360 000
DC1010	4	390 000
DC1010	5	420 000
DC1010	6	450 000
DC1030	1	375 000
DC1030	2	390 000
DC1030	3	405 000
DC1030	4	436 000
DC1030	5	476 000
DC1030	6	517 000
DC1030	7	561 000
DC1040	1	364 000
DC1040	2	379 000
DC1040	3	393 000
DC1040	4	423 000
DC1040	5	462 000
DC1040	6	502 000
DC1040	7	544 000
DC3	1	24 000
DC3	2	26 000
DC3	3	28 000
DC6	1	85 000
DC6	2	95 000
DC6	3	105 000
DC820	1	180 000
DC820	2	190 000
DC820	3	205 000
DC820	4	225 000
DC820	5	250 000
DC820	6	270 000
DC850	1	185 000
DC850	2	195 000
DC850	3	210 000

Status: This is the original version (as it was originally adopted).

DC850	4	230 000
DC850	5	255 000
DC850	6	275 000
DC860	1	220 000
DC860	2	230 000
DC860	3	245 000
DC860	4	265 000
DC860	5	290 000
DC860	6	305 000
DC860	7	325 000
DC870	1	220 000
DC870	2	230 000
DC870	3	245 000
DC870	4	265 000
DC870	5	290 000
DC870	6	305 000
DC870	7	325 000
DC8QN	1	220 000
DC8QN	2	230 000
DC8QN	3	245 000
DC8QN	4	265 000
DC8QN	5	290 000
DC8QN	6	305 000
DC8QN	7	325 000
DC910	1	70 000
DC910	2	78 000
DC910	3	85 000
DC930	1	93 500
DC930	2	103 000
DC930	3	112 000
DC93LW	1	93 500
DC93LW	2	103 000
DC93LW	3	112 000
DC950	1	100 000

Status: This is the original version (as it was originally adopted).

DC950	2	107 000
DC950	3	115 000
DC95HW	1	100 000
DC95HW	2	107 000
DC95HW	3	115 000
DC9Q7	1	70 000
DC9Q7	2	78 000
DC9Q7	3	85 000
DC9Q9	1	93 500
DC9Q9	2	103 000
DC9Q9	3	112 000
DHC6	1	12 500
DHC6QP	1	12 500
DHC7	1	38 950
DHC8	1	31 000
DHC830	1	38 700
DO228	1	13 669
DO328	1	30 843
ECLIPSE500	1	5 500
ECLIPSE500	2	5 891
ECLIPSE500	3	6 000
EMB120	1	22 475
EMB145	1	35 500
EMB145	2	39 500
EMB145	3	41 800
EMB145	4	44 000
EMB14L	1	35 275
EMB14L	2	39 675
EMB14L	3	41 900
EMB14L	4	44 100
EMB14L	5	46 300
EMB14L	6	48 500
EMB170	1	63 070
EMB170	2	66 599

Status: This is the original version (as it was originally adopted).

EMB170	3	70 484
EMB175	1	65 698
EMB175	2	69 459
EMB175	3	73 518
EMB190	1	83 520
EMB190	2	87 757
EMB190	3	92 363
EMB190	4	100 656
EMB195	1	87 096
EMB195	2	91 558
EMB195	3	96 388
EMB195	4	105 138
F10062	1	78 000
F10062	2	86 000
F10062	3	93 000
F10065	1	80 000
F10065	2	88 000
F10065	3	96 000
F28MK2	1	58 000
F28MK2	2	64 000
F28MK4	1	61 000
F28MK4	2	66 000
F28MK4	3	73 000
FAL20	1	28 660
GII	1	56 000
GIIB	1	59 245
GIV	1	63 410
GV	1	76 925
HS748A	1	46 500
IA1125	1	23 500
L1011	1	330 000
L1011	2	340 000
L1011	3	355 000
L1011	4	370 000

Status: This is the original version (as it was originally adopted).

L1011	5	400 000
L1011	6	430 000
L10115	1	345 000
L10115	2	355 000
L10115	3	370 000
L10115	4	385 000
L10115	5	413 000
L10115	6	441 000
L10115	7	470 000
L188	1	93 000
L188	2	102 000
L188	3	115 000
LEAR25	1	15 000
LEAR35	1	18 300
MD11GE	1	395 000
MD11GE	2	410 000
MD11GE	3	425 000
MD11GE	4	460 000
MD11GE	5	495 000
MD11GE	6	535 000
MD11GE	7	580 000
MD11PW	1	395 000
MD11PW	2	410 000
MD11PW	3	425 000
MD11PW	4	460 000
MD11PW	5	495 000
MD11PW	6	535 000
MD11PW	7	580 000
MD81	1	120 680
MD81	2	127 804
MD81	3	135 134
MD81	4	140 000
MD82	1	120 383
MD82	2	127 379

Status: This is the original version (as it was originally adopted).

MD82	3	134 584
MD82	4	145 838
MD82	5	149 500
MD83	1	121 555
MD83	2	128 361
MD83	3	135 456
MD83	4	147 079
MD83	5	160 000
MD9025	1	131 021
MD9025	2	137 490
MD9025	3	144 181
MD9025	4	151 107
MD9025	5	156 000
MD9028	1	131 021
MD9028	2	137 490
MD9028	3	144 181
MD9028	4	151 107
MD9028	5	156 000
MU3001	1	14 100
PA28	1	2 325
PA30	1	3 600
PA31	1	7 000
PA42	1	11 200
SABR80	1	28 660
SD330	1	21 800
SF340	1	24 548
SF340	2	27 275

TABLE I-7

Jet engine coefficients

ACFTID	Thrust rating	E (lb)	F (lb/kt)	Ga (lb/ft)	Gb (lb/ft ²)	H (lb/°C)	K1 (lb/EPR)	K2 (lb/EPR ²)	K3 (lb/(N1/√θ))	K4 (lb/(N1/√θ) ²)
1900D	MaxClim2b	548,8	6,7075	0,014	0	- 0,72				

1900D	MaxTakeoff	374,6	9,6869	0,0046	0	0,504				
707320	General	- 25 447,4	- 6,79039	- 0,01775	0	0	33 299,8	- 5 817		
707320	MaxClimb	15 943,8	- 13,9584	0,1672	5,7074E-06					
707320	MaxTakeoff	1044,7	- 15,7976	0,1893	6,4595E-06					
707QN	General	- 25 447,4	- 6,79039	- 0,01775	0	0	33 299,8	- 5 817		
707QN	MaxClimb	15 943,8	- 13,9584	0,1672	5,7074E-06					
707QN	MaxTakeoff	1044,7	- 15,7976	0,1893	6,4595E-06					
717200	MaxClimb	15 541,5	- 17,8282	0,253495	0					
717200	MaxClimb	20HiTemp	18,025	0,201	0	- 218				
717200	MaxTakeoff	1542,7	- 19,588	0,23498	0					
717200	MaxTakeoff	20HiTemp	19,819	0,097	0	- 154,5				
720B	General	- 27 419,9	- 5,81791	- 0,01175	0	0	35 654,5	- 6 560,9		
720B	MaxClimb	14 540,1	- 13,4149	0,121548	8,78264E-06					
720B	MaxTakeoff	1768,6	- 15,471	0,140178	2,0559E-06					
727100	General	- 14 205,5	- 4,53212	0	0	0	16 602,8	- 1 403,02		
727100	MaxClimb	12 029,2	- 7,99864	0,05203	5,44617E-06					
727100	MaxTakeoff	13218,9	- 8,78972	0,05717	5,9848E-06					
727D15	General	- 14 773,7	- 5,09534	0	0	0	17 717,3	- 1 845,07		
727D15	MaxClimb	14 249,6	- 8,103	0,0436	0	- 103				
727D15	MaxTakeoff	1935,3	- 7,459	0,3337	0	- 14,78				

Status: This is the original version (as it was originally adopted).

727D15	MaxTko	524,3	7,066	0	0	–	32,38			
727D17	General	– 14 773,7	– 5,09534	0	0	0	17 717,3	– 1 845,07		
727D17	MaxClimB	812,7	7,52948	–	0,207702	–	0			
727D17	MaxTakedoff	519,8	8,46009	–	0,233373	–	0			
727EM1	MaxClimB	029,2	7,99864	–	0,05203	5,44617	1E-06			
727EM1	MaxTakedoff	218,9	8,78972	–	0,05717	5,9848E	006			
727EM2	General	– 14 773,7	– 5,09534	0	0	0	17 717,3	– 1 845,07		
727EM2	MaxClimB	249,6	8,103	–	0,0436	–	103			
727EM2	MaxTakedoff	935,3	7,459	–	0,3337	0	–	14,78		
727EM2	MaxTko	524,3	7,066	0	0	–	32,38			
727Q15	General	– 14 773,7	– 5,09534	0	0	0	17 717,3	– 1 845,07		
727Q15	MaxClimB	249,6	8,103	–	0,0436	–	103			
727Q15	MaxTakedoff	935,3	7,459	–	0,3337	0	–	14,78		
727Q15	MaxTko	524,3	7,066	0	0	–	32,38			
727Q7	General	– 14 205,5	– 4,53212	0	0	0	16 602,8	– 1 403,02		
727Q7	MaxClimB	029,2	7,99864	–	0,05203	5,44617	1E-06			
727Q7	MaxTakedoff	218,9	8,78972	–	0,05717	5,9848E	006			
727Q9	General	– 14 095,4	– 4,77532	0	0	0	16 666,2	– 1 490,42		
727Q9	MaxClimB	746,2	8,11613	–	0,00049	4,53384	0			
727Q9	MaxTakedoff	705,6	8,72702	–	0,00053	4,8751E	0			

727QF	General	- 10 908	- 23,3571	- 0,0723	- 0,00000138	0 138	10 929,8	2 380,86		
727QF	MaxClimate	15 266	- 9,335	0,169297	- 4,70391E-06	0				
727QF	MaxClimateHiTemp	15 907	- 9,335	0	0	- 90				
727QF	MaxClimateHiTemp	14 087	- 9,335	0	0	- 90				
727QF	MaxClimateHiTemp	15 907	- 9,335	0,158001	- 4,70391E-06	0				
727QF	MaxTakeoff	11 100	- 12,25	0,1495	- 0,00001175	0				
727QF	MaxTakeoffHiTemp	11 100	- 12,25	0	0	- 90				
737	General	- 14 095,4	- 4,77532	0	0	0	16 666,2	- 1 490,42		
737	MaxClimate	12 740,1	- 7,93589	- 0,02662	- 4,2762E-07	0				
737	MaxTakeoff	10 847,9	- 8,62596	- 0,02894	- 4,648E-07	0				
737300	General	11 106	- 10,09	- 0,0409	0	0			- 369,8	4,835
737300	MaxClimate	17 383,1	- 15,6072	0,148043	- 0,000001	- 24,2				
737300	MaxClimateHiTemp	20 363,9	- 17,0452	- 0,06578	- 0,000001	- 119				
737300	MaxTakeoff	10 847	- 25,8689	0,456499	- 0,00001124,78	-				
737300	MaxTakeoffHiTemp	11 143,7	- 26,2402	0,398451	- 0,0000149,95	-				
7373B2	General	11 106	- 10,09	- 0,0409	0	0			- 369,8	4,835
7373B2	MaxClimate	18 623,5	- 16,4797	0,169674	- 9,126	-				
7373B2	MaxClimateHiTemp	20 906,6	- 17,4327	0,07536	- 132,5	-				
7373B2	MaxTakeoff	10 480,7	- 25,888	0,225791	- 8,441	-				
7373B2	MaxTakeoffHiTemp	11 393,2	- 25,7175	0,0246	- 141,3	-				

Status: This is the original version (as it was originally adopted).

737400	General	21 384	– 13,79	– 0,0435	0	0			– 615,8	6,409
737400	MaxClimate	19 662,2	– 18,221	0,20723	0	0				
737400	MaxClimateHiTemp	20 875,1	– 18,001	0,07615	0	– 124,7				
737400	MaxTakeoff	20 116,3	– 26,0175	0,25944	0	0				
737400	MaxTakeoffHiTemp	26 883,2	– 26,1707	0,04324	0	– 159,7				
737500	General	11 106	– 10,09	0,0409	0	0			– 369,8	4,835
737500	MaxClimate	17 530,9	– 16,3556	0,153997	– 0,00000	– 23,39				
737500	MaxClimateHiTemp	20 510,5	– 17,1336	0,07687	– 0,00000	– 122,3				
737500	MaxTakeoff	20 629,4	– 26,7504	0,550433	– 0,00002	– 17,999				
737500	MaxTakeoffHiTemp	22 636,2	– 28,0937	0,225263	– 0,00004	– 105,6				
737700	MaxClimate	22 106,7	– 23,7147	0,165546	– 0,00000	– 65				
737700	MaxClimateHiTemp	29 618,1	– 24,596	0,273	0	– 249,1				
737700	MaxTakeoff	20 534,8	– 29,3547	0,308407	0	0				
737700	MaxTakeoffHiTemp	29 335,5	– 28,632	0,105	0	– 195,6				
737800	MaxClimate	22 403,5	– 27,2645	0,305603	0	0				
737800	MaxClimateHiTemp	26 593,3	– 26,293	0,078	0	– 174,4				
737800	MaxTakeoff	20 089,1	– 29,1098	0,143559	0	0				
737800	MaxTakeoffHiTemp	30 143,2	– 29,773	0,029	0	– 145,2				
737D17	General	– 14 773,7	– 5,09534	0	0	0	17 717,3	– 1 845,07		
737D17	MaxClimate	13 083,2	– 7,13185	0,196733	– 0,00002	0 24569				

737D17	MaxTakeoff	519,8	- 8,46009	0,233373	- 0,000029	0	145			
737N17	General	- 14 773,7	- 5,09534	0	0	0	17 717,3	- 1 845,07		
737N17	MaxClimB	083,2	- 7,13185	0,196733	- 0,000024	0	4569			
737N17	MaxTakeoff	519,8	- 8,46009	0,233373	- 0,000029	0				
737N9	General	- 14 095,4	- 4,77532	0	0	0	16 666,2	- 1 490,42		
737N9	MaxClimB	740,1	- 7,93589	- 0,026624	- 2,2762E-07	0				
737N9	MaxTakeoff	847,9	- 8,62596	- 0,028944	- 4,648E-07	0				
737QN	General	- 14 095,4	- 4,77532	0	0	0	16 666,2	- 1 490,42		
737QN	MaxClimB	740,1	- 7,93589	- 0,026624	- 2,2762E-07	0				
737QN	MaxTakeoff	847,9	- 8,62596	- 0,028944	- 4,648E-07	0				
74710Q	General	- 141 079	- 11,7298	- 0,02833	0	0	201 105	- 53 843		
74710Q	MaxClimB	791,4	- 43,5074	0,3004	- 0,000009	0				
74710Q	MaxTakeoff	780,7	- 50,59	0,349279	- 0,000010	0				
747200	General	- 141 079	- 11,7298	- 0,02833	0	0	201 105	- 53 843		
747200	MaxClimB	791,4	- 43,5074	0,3004	- 0,000009	0				
747200	MaxTakeoff	780,7	- 50,59	0,349279	- 0,000010	0				
74720A	General	- 32 370	- 7,83	- 0,02105	0	0	47 590	0		
74720A	MaxClimB	860	- 35	0,4962	0	0				
74720A	MaxTakeoff	870	- 40,11	0,4435	0	0				
74720B	General	- 28 110	- 10,05	- 0,03543	0	0	46 375	0		
74720B	MaxClimB	594	- 38,08	0,5262	0	0				

Status: This is the original version (as it was originally adopted).

74720B	MaxTakeoff	488,66	– 43,68	0,6641	0	0				
747400	General	– 49 250	0	0	0	0	62 210	0		
747400	MaxClimb	157,4	– 42,6142	0,635772	0	0				
747400	MaxClimbHiTemp	826,2	– 45,4912	0,20856	0	– 392,3				
747400	MaxTakeoff	290,5	– 53,434	0,606283	0	0				
747400	MaxTakeoffHiTemp	921,4	– 54,5627	0,1278	0	– 410,2				
7478	IdleApproach	5 820	– 19,02	0,225	0	0				
7478	MaxClimb	50 523	– 39,8663	0,842437	0	0,000015				
7478	MaxClimbHiTemp	739,2	– 27,469	0,1411	– 0,000015	– 343,137				
7478	MaxTakeoff	247,2	– 66,0662	0,481932	0,000004	0				
7478	MaxTakeoffHiTemp	923,7	– 71,3162	0,30655	– 0,000015	– 520,464				
747SP	General	– 141 079	– 11,7298	– 0,02833	0	0	201 105	– 53 843		
747SP	MaxClimb	791,4	– 43,5074	0,3004	– 0,0000092	0				
747SP	MaxTakeoff	780,7	– 50,59	0,349279	– 0,000010697	0				
757300	MaxClimb	549,2	– 30,6086	0,398179	0	0				
757300	MaxClimbHiTemp	30,9643	– 30,9643	0,16465	0	– 250,7				
757300	MaxTakeoff	175,5	– 35,323	0,11328	0	0				
757300	MaxTakeoffHiTemp	892,4	– 35,6127	0,53031	0	– 241,7				
757PW	General	– 44 951	– 0,83	0,0198	0	0	52 972	0		
757PW	MaxClimb	775,1	– 27,6876	0,381725	0	0				

Status: This is the original version (as it was originally adopted).

757PW	MaxClimate	36HiTemp 748,3	29,9467	0,16641	0	-250,7				
757PW	MaxTakeoff	214,8	48,2704	0,908044	0	0				
757PW	MaxTakeoff	45HiTemp 592,5	49,7383	0,213208	0	-290,6				
757RR	General	-44 907	-21,97	0,0589	0	0	46 999	0		
757RR	MaxClimate	36 065,2	-32,4779	0,397321	0	0				
757RR	MaxClimate	36HiTemp 735,1	32,445	0,16871	0	-258,4				
757RR	MaxTakeoff	277 802,1	-38,2839	0,527181	0	0				
757RR	MaxTakeoff	45HiTemp 336,5	39,1302	0,00514	0	-257,4				
767300	General	-49 250	0	0	0	0	62 210	0		
767300	MaxClimate	45 480	-41,9	0,559	0	0				
767300	MaxTakeoff	60 670	-53	0,251	0	0				
767400	MaxClimate	45 902,7	-39,5895	0,633446	0	0				
767400	MaxClimate	36HiTemp 647,5	41,082	-0,55	0	-562,3				
767400	MaxTakeoff	60 475,4	56,8041	0,478788	0	0				
767400	MaxTakeoff	70HiTemp 425,5	55,569	0,236	0	-416,2				
767CF6	General	62 790	-35,03	0,1177	0	0			-1 610,37	14
767CF6	MaxClimate	38 057	-43,24	0,705	0	0				
767CF6	MaxTakeoff	40 769	-48,34	0,5	0	0				
767JT9	General	-39 777	-17,367	0,0467	0	0	56 550	0		
767JT9	MaxClimate	38 700	-34,5	0,49	0	0				
767JT9	MaxTakeoff	40 190	-38,3	0,876	0	0				
777200	General	32 710	0	0	0	0			-1 258	16,16

Status: This is the original version (as it was originally adopted).

777200	MaxClimate	67 093,7	– 85,7553	1,8498	– 0,000076	0			
777200	MaxClimateHiTemp	82 096,7	– 72,2859	0,32818	– 0,0000179	– 637			
777200	MaxTakeoff	63 672,6	– 122,251	1,1818	– 0,0000806	0			
777200	MaxTakeoffHiTemp	114 758,6	– 125,38	0,159	– 0,00002702,4	–			
777300	MaxClimate	64 636,2	– 70,833	0,880073	– 0	0			
777300	MaxClimateHiTemp	96 015,1	– 70,745	0,852	– 0	– 823			
777300	MaxTakeoff	87 833,8	– 97,7894	0,27543	– 0	0			
777300	MaxTakeoffHiTemp	103 835,2	– 97,831	0,632	– 0	– 549,1			
7773ER	IdleApproach	8 8,50	– 27,25	0,131	– 0	0			
7773ER	MaxClimate	92 110	– 119	1,14	– 0,000007	0			
7773ER	MaxClimateHiTemp	96 150	– 69,4	0,542	– 0,000005	– 533			
7773ER	MaxTakeoff	12 250	– 120	0,713	– 0,00011	0			
7878R	IdleApproach	3 425	– 12,03	0,0955	– 0	0			
7878R	MaxClimate	61 142,6	– 78,8116	1,219801	– 0,000039	0			
7878R	MaxClimateHiTemp	65 100	– 55	0,1	– 0,00002	– 404,274			
7878R	MaxTakeoff	7 214,6	– 93,4796	0,65246	– 0,000002	0			
7878R	MaxTakeoffHiTemp	86 784,2	– 92	0,27021	– 0,00001	– 520,488			
A300-620R	General	– 148 952	– 6,71	– 0,03	0	0	203 740	– 50 104,7	
A300-620R	IdleApproach	8 432,8	– 47,7662	0,750523	– 0,000005	0			
A300-620R	IdleApproachHiTemp	8 432,8	– 47,7662	0,750523	– 0,000005	0			

A300-62	MaxClimate	44	–	0,735506	0				
		457,2	45,778		0,000015775				
A300-62	MaxClimate	50HiTemp	0	0	– 271				
		183,7	44,1929						
A300-62	MaxTakeoff	56ff	–	0,405632	0				
		307,1	50,9157		2,0986E-06				
A300-62	MaxTakeoff	61HiTemp	0	0	– 192				
		250,3	51,5373						
A300B4	General	– 132	–	–	4,02686E-07			2	–
		687	30,4092	0,10796				535,75	8,23842
A300B4	MaxClimate	43	– 35	–	6,27209E-07				
		416,5		0,12523					
A300B4	MaxTakeoff	49ff	–	–	7,12738E-07				
		336,9	39,8243	0,14231					
A310-30	General	41 317	– 32,9	–	0	– 1	11,8		
			0,0857	0,0000016		131,6			
A310-30	IdleApproach	613,2	–	0,082133	0				
			22,0136		2,7376E-06				
A310-30	IdleApproach	613,2	22,0136	0,082133	0				
					2,7376E-06				
A310-30	MaxClimate	42 008	–	1,64076	0				
			49,5706		0,000043059				
A310-30	MaxClimate	55HiTemp	0	0	– 505				
		143,3	37,4839						
A310-30	MaxTakeoff	530,5	–	1,26398	0				
			51,1538		0,000012839				
A310-30	MaxTakeoff	71HiTemp	0	0	– 608				
		457,7	50,7768						
A319-13	General	– 105	– 6,58	0,006828	0	149	– 42		
		513			8,055E-07	900	300		
A319-13	IdleApproach	219,5	–	0,154266	0				
			7,22737		0,000007955				
A319-13	IdleApproach	219,5	7,22737	0,154266	0				
					0,000007955				
A319-13	MaxClimate	4	1,71654	0,442593	0				
		957,2			0,000013824				
A319-13	MaxClimate	12HiTemp	18,59062	0	– 78,7				
		977,6							
A319-13	MaxTakeoff	435,4	–	0,309465	1,26125E-05				
			21,3236						

Status: This is the original version (as it was originally adopted).

A319-13	MaxTko	25	HiTemp	0	0	- 76,8				
		853,8	18,7311							
A320-21	General	24 380	-	-	-	0			-	6,9451
		18,534	0,07842	2,509E-07					669,457	
A320-21	IdleApproach	858,8	-	0,096537	-	0				
		14,7325		6,7861E-06						
A320-21	IdleApproach	858,8	HiTemp	0,096537	-	0				
		14,7325		6,7861E-06						
A320-21	MaxClimb	859,1	16	-	0,18357	2,9851E-06				
		4,3786								
A320-21	MaxClimb	148,5	19	HiTemp	0	0	- 95			
		6,50173								
A320-21	MaxTakeoff	652,9	23	-	0,295879	-	0			
		22,9338			5,4631E-06					
A320-21	MaxTko	27385	23,3	HiTemp	0	0	- 132			
A320-23	General	- 65	- 7,25	-	2,575E-08	08	87	- 18		
		083,3	0,01918				817,6	693,1		
A320-23	IdleApproach	138,9	-	0,1667	-	0				
		6,52566		9,2579E-06						
A320-23	IdleApproach	138,9	HiTemp	0,1667	-	0				
		6,52566		9,2579E-06						
A320-23	MaxClimb	539,2	15	-	0,438331	-	0			
		4,08932		0,00001439						
A320-23	MaxClimb	111,4	14	HiTemp	0,67953	0	- 82,2			
A320-23	MaxTakeoff	746,2	25,2473	-	0,304169	2,2451E-06				
A320-23	MaxTko	29	HiTemp	0	0	- 139				
		506,5	24,4165							
A321-23	General	- 26	- 6,6	-	0,0197	3,408E-07	33	0		
		190,2					032,2			
A321-23	IdleApproach	274,1	-	0,175187	-	0				
		7,34054		0,000011478						
A321-23	IdleApproach	274,1	HiTemp	0,175187	-	0				
		7,34054		0,000011478						
A321-23	MaxClimb	870,8	21,4867	-	0,380647	-	0			
					5,5566E-06					
A321-23	MaxClimb	158,5	24	HiTemp	0	0	- 147			
		16,8504								
A321-23	MaxTakeoff	636,4	26,7318	-	0,249782	-	0			
					3,9163E-06					

A321-23	MaxTko	85	HiTemp	0	0	- 114				
		608,2	25,9736							
A330-30	General	- 36	-	-	0	0			484,645	4,0056
		339,3	31,32	0,1297						
A330-30	IdleApproach	-	-	0,01346	2,8669E-06					
		572,4	26,0005							
A330-30	IdleApproach	-	-	0,01346	2,8669E-06					
		572,4	26,0005							
A330-30	MaxClimate	24	25,9859	0,764157	0					
		249,9		8,1437E-07						
A330-30	MaxClimate	46	10,5127	0	- 346					
		667,8								
A330-30	MaxTakeoff	-	-	0,582821	0					
		384,5	48,4678	6,2628E-06						
A330-30	MaxTko	69	10,58	0	0	- 288				
		690,58	46,465							
A330-34	General	- 127	- 9,31	-	0,000000	0,0569	162	- 29		
		410	0,0386				922	498,6		
A330-34	IdleApproach	-	-	0,085938	8,7155E-06					
		134,3	13,0338							
A330-34	IdleApproach	-	-	0,085938	8,7155E-06					
		134,3	13,0338							
A330-34	MaxClimate	44	462	-	0,711026	6,12762E-06				
			12,031							
A330-34	MaxClimate	63	522,4	50,7504	0	- 411				
A330-34	MaxTakeoff	69	831	-	0,882955	0				
		698,31	77,9676	0,000026	894					
A330-34	MaxTko	85	HiTemp	0	0	- 451				
		732,2	78,8957							
A340-21	General	19 716	-	-	0	0			-	7,341
			17,65	0,0878					590,77	
A340-21	IdleApproach	-	-	-	1,16972E-05					
		019,5	20,508	0,02271						
A340-21	IdleApproach	-	-	-	1,16972E-05					
		019,5	20,508	0,02271						
A340-21	MaxClimate	26	-	-	0,31673	3,50144E-06				
		802,9	28,8264							
A340-21	MaxClimate	31	HiTemp	0	0	- 160				
		091,8	31,4492							

Status: This is the original version (as it was originally adopted).

A340-21	Max Takeoff	929,8	30,7732	0,29922	4,1757E-06	0			
A340-21	Max Takeoff HiTemp	594,4	30,094	0	0	- 175			
A340-64	Idle Approach	529,4	29,9521	0,272155	0,00002	0	0281		
A340-64	Idle Approach HiTemp	529,4	29,9521	0,272155	0,00002	0	0281		
A340-64	Max Climb	621,6	44,2784	0,48412	2,668E-07	0			
A340-64	Max Climb HiTemp	506,2	60,5262	0	0	- 212			
A340-64	Max Takeoff	248,1	61,4744	0,506968	9,6324E-06	0			
A340-64	Max Takeoff HiTemp	276,8	59,6458	0	0	- 300			
A380-84	Idle Approach	914,8	31,2899	2,1424	0,00026	0636			
A380-84	Idle Approach HiTemp	914,8	31,2899	2,1424	0,00026	0636			
A380-84	Max Climb	586,2	53,9292	1,23082	0,00003	0	343		
A380-84	Max Climb HiTemp	794,3	52,6993	0	0	- 420			
A380-84	Max Takeoff	176,1	84,4052	0,22067	0,00042	0339			
A380-84	Max Takeoff HiTemp	280,8	94,5354	0	0	- 610			
A380-86	Idle Approach	921,7	30,2153	0,87777	0,00010	0691			
A380-86	Idle Approach HiTemp	921,7	30,2153	0,87777	0,00010	0691			
A380-86	Max Climb	605,2	61,754	0,977183	0,00002	0	5178		
A380-86	Max Climb HiTemp	729,7	65,1895	0	0	- 324			
A380-86	Max Takeoff	205,6	76,0931	0,838794	0,00001	0	0766		
A380-86	Max Takeoff HiTemp	320,5	82,3362	0	0	- 432			

Status: This is the original version (as it was originally adopted).

BAC111	MaxClimb	0	–	–	0	0				
		827,9	5,89674	0,01966						
BAC111	MaxTakeoff	–	–	0	0					
		168,1	6,70084	0,02234						
BAE146	General	– 13	–	0,056057	0			304,295	–	
		783	9,9585	1,23124E-05					0,84327	
BAE146	MaxClimb	–	–	0,056057	0					
		339,4	9,9585	0,0000035						
BAE146	MaxTakeoff	–	–	0,056057	0					
		542,4	9,9585	0,0000035						
BAE300	General	– 13	–	0,056057	0			304,295	–	
		783	9,9585	1,23124E-05					0,84327	
BAE300	MaxClimb	–	–	0,056057	0					
		339,4	9,9585	0,0000035						
BAE300	MaxTakeoff	–	–	0,056057	0					
		542,4	9,9585	0,0000035						
CIT3	MaxClimb	–	–	0,06123	0					
		987,4	3,4992	1,1664E-06						
CIT3	MaxTakeoff	–	–	0,068032	0					
		319,3	3,888	0,000001296						
CL600	MaxClimb	–	–	0,08442	0	0				
		543,3	5,6542							
CL600	MaxTakeoff	–	–	0,0938	0	0				
		159,2	6,2824							
CL601	MaxClimb	–	–	0,09776	0	0				
		517,3	6,6476							
CL601	MaxTakeoff	–	–	0,10862	0	0				
		241,4	7,3862							
CNA208	MaxClimb	–	–	–	–	– 1,44				
		953,9	8,581	0,004537,2035E-07						
CNA208	MaxTakeoff	–	–	–	–	– 1,62				
		245,2	11,69	0,010536,777E-07						
CNA500	General	1	–	–	–	0		–	0,545	
		743,1	1,64678	0,002011,5642E-07				49,6794		
CNA500	MaxClimb	–	–	0,0615	–	0				
		919,5	1,99614	2,40502E-06						
CNA500	MaxTakeoff	–	–	0,068333	–	0				
		132,8	2,21793	2,67224E-06						
CNA510	General	4	–	0,001047	–	0		–	0,811333	
		234,6	1,68388	5,78019E-08				103,817		

Status: This is the original version (as it was originally adopted).

CNA510	MaxClimb	1486	–	0	–	0				
			1,60533		1,04748	E-07				
CNA510	MaxTakeoff	492,8	–	0	–	0				
			1,87734		2,55208	E-06				
CNA525	General	1	–	–	2,55648	E-07			–	0,724013467
		528,4	2,83667	0,00013					51,5051	2788
CNA525	MaxClimb	001,7	–	0,004585	–	0				
			2,38854		1,4045	E-07				
CNA525	MaxTakeoff	464,1	–	0,001981	–	0				
			2,5254		1,46353	E-06				
CNA550	General	1	–	–	3,2273	E-08			–	0,66327
		373,8	2,2903	8,9E-05					44,861	
CNA550	MaxClimb	323,1	–	0,002159	–	0				
			2,4386		2,1456	E-07				
CNA550	MaxTakeoff	658,7	–	–	1,7262	E-07				
			2,6269	0,00359						
CNA560	General	1	–	0,011973	–	0			–	0,839574
		533,4	2,49247		6,90894	E-07			53,9835	
CNA560	MaxClimb	194,3	–	0,02803	2,70832	E-07				
			2,53358							
CNA560	MaxTakeoff	316,5	–	0,04349	–	0				
			2,7005		6,52616	E-07				
CNA560	MaxClimb	597,5	–	0,02378	6,12239	E-08				
			2,22178							
CNA560	MaxTakeoff	920	–	0,02513	3,95314	E-07				
			2,0264							
CNA560	MaxClimb	454,5	–	–	0	0				
			3,98132	0,0704						
CNA560	MaxTakeoff	838,3	–	–	0	0				
			4,42368	0,07823						
CNA680	General	2	–	–	5,62892	E-07			–	1,3401
		904,8	4,80092	0,00174					101,327	
CNA680	MaxClimb	520,2	–	–	1,89918	E-06				
			5,32711	0,02377						
CNA680	MaxTakeoff	683	–	–	8,72971	E-07				
			6,55907	0,00159						
CNA750	General	4	–	0,000671	–	0			–	1,9748
		778,6	6,56521		4,11321	E-07			146,712	
CNA750	MaxClimb	097,8	–	–	3,74689	E-08				
			7,0102	0,00528						

Status: This is the original version (as it was originally adopted).

CNA750	MaxTakeoff	6 127,8	– 7,07624	– 0,00394	3,95764E-08				
CONCR	MaxClimb	3 252,1	–26,6	0,2328	0	0			
CONCR	MaxTakeoff	30653	– 31,722	0,2776	0	0			
CRJ9-ER	General	6 087,3	– 9,35507	– 0,04736	1,55476E-07	1,4767		– 183,9266	2,785981
CRJ9-ER	IdleApproach	163,1	– 4,5855	– 0,0238	1,63611E-06	0,0249			
CRJ9-ER	MaxClimb	10 438,3	– 9,64192	0,15855	– 3,00077E-07	– 0,0095			
CRJ9-ER	MaxClimbHiTemp	10 973,4	– 9,57675	– 0,05589	3,05523E-07	100,415			
CRJ9-ER	MaxTakeoff	260,6	– 16,6244	0,19849	– 7,00045E-06	– 0,024			
CRJ9-ER	MaxTakeoffHiTemp	10 247,3	– 17,4575	0,077341	– 1,06353E-06	– 0,0219			
CRJ9-LR	General	6 087,3	– 9,35507	– 0,04736	1,55476E-07	1,4767		– 183,9266	2,785981
CRJ9-LR	IdleApproach	163,1	– 4,5855	– 0,0238	1,63611E-06	0,0249			
CRJ9-LR	MaxClimb	10 438,3	– 9,64192	0,15855	– 3,00077E-07	– 0,0095			
CRJ9-LR	MaxClimbHiTemp	10 973,4	– 9,57675	– 0,05589	3,05523E-07	100,415			
CRJ9-LR	MaxTakeoff	260,6	– 16,6244	0,19849	– 7,00045E-06	– 0,024			
CRJ9-LR	MaxTakeoffHiTemp	10 247,3	– 17,4575	0,077341	– 1,06353E-06	– 0,0219			
DC1010	General	25 027,6	– 27,4313	– 0,07828	0	0		– 694,556	8,02362
DC1010	MaxClimb	30 596	– 28,4416	– 0,10164	5,0902E-07				
DC1010	MaxTakeoff	35 985,4	– 30,9909	– 0,11075	5,5465E-07				
DC1030	MaxClimb	38 520	– 29,38	0,49	0	0			
DC1030	MaxTakeoff	40 42,42	– 42,42	0,61	0	0			

Status: This is the original version (as it was originally adopted).

DC1040	General	- 143 602	- 14,4996	- 0,05026	0	0	204 567	- 54 761,9		
DC1040	MaxClimate	34 087,9	- 12,9859	- 0,04641	2,3241E-07	0				
DC1040	MaxTakeoff	4 594,9	- 22,3071	- 0,07971	3,9923E-07	0				
DC850	General	- 22 582,8	- 6,58409	- 0,02081	0	0	29 070,9	- 4 341,84		
DC850	MaxClimate	4 243,5	- 5,6565	- 0,02021	1,0123E-07	0				
DC850	MaxTakeoff	4 670,3	- 5,8955	- 0,02107	1,0551E-07	0				
DC860	General	- 27 959,5	- 6,35297	- 0,01835	0	0	35 850,3	- 6 157,74		
DC860	MaxClimate	5 558,7	- 7,2339	- 0,02585	1,2947E-07	0				
DC860	MaxTakeoff	6 740,5	- 4,9394	- 0,01765	8,8401E-08	0				
DC870	General	11 106	- 10,09	- 0,0409	0	0			- 369,8	4,835
DC870	MaxClimate	8 859	- 17,91	0,1953	0	- 2,034				
DC870	MaxTakeoff	20 758	- 20,65	0,2173	0	0				
DC8QN	General	- 27 959,5	- 6,35297	- 0,01835	0	0	35 850,3	- 6 157,74		
DC8QN	MaxClimate	5 558,7	- 7,2339	- 0,02585	1,2947E-07	0				
DC8QN	MaxTakeoff	6 740,5	- 4,9394	- 0,01765	8,8401E-08	0				
DC910	General	- 10 596,5	- 1,51369	- 0,00525	0	0	11 541,7	162,698		
DC910	MaxClimate	6 194,3	- 3,0274	- 0,01082	5,4181E-08	0				
DC910	MaxTakeoff	7 308,2	- 0,478	0,00170	8,55E-09	0				
DC930	General	- 13 523,2	- 2,66888	- 0,00925	0	0	15 803,6	- 1 257,94		
DC930	MaxClimate	6 561,8	- 2,94773	- 0,01053	5,2756E-08	0				

DC930	MaxTakeoff	172	–	–	4,1349E+08				
			2,31038	0,00826					
DC93LW	General	– 13	–	–	0	0	15	– 1	
		523,2	2,66888	0,00925			803,6	257,94	
DC93LW	MaxClimb	11	–	–	5,2756E+08				
		561,8	2,94773	0,01053					
DC93LW	MaxTakeoff	172	–	–	4,1349E+08				
			2,31038	0,00826					
DC950	General	– 13	–	–	0	0	15	– 1	
		523,2	2,66888	0,00925			803,6	257,94	
DC950	MaxClimb	12	–	–	4,5627E+08				
		365,4	2,54939	0,00911					
DC950	MaxTakeoff	172	–	–	3,8212E+08				
		698,5	2,13511	0,00763					
DC95HW	General	– 13	–	–	0	0	15	– 1	
		523,2	2,66888	0,00925			803,6	257,94	
DC95HW	MaxClimb	12	–	–	4,5627E+08				
		365,4	2,54939	0,00911					
DC95HW	MaxTakeoff	172	–	–	3,8212E+08				
		698,5	2,13511	0,00763					
DC9Q7	General	– 10	–	–	0	0	11	162,698	
		596,5	1,51369	0,00525			541,7		
DC9Q7	MaxClimb	11	–	–	5,4181E+08				
		194,3	3,0274	0,01082					
DC9Q7	MaxTakeoff	172	–	0,00170	8,55E-09				
		308,2	0,478						
DC9Q9	General	– 13	–	–	0	0	15	– 1	
		523,2	2,66888	0,00925			803,6	257,94	
DC9Q9	MaxClimb	11	–	–	5,2756E+08				
		561,8	2,94773	0,01053					
DC9Q9	MaxTakeoff	172	–	–	4,1349E+08				
			2,31038	0,00826					
DHC8	General	2	–	0,07743	0	0		54,6666	–
		010,7	19,409						0,0828
DHC8	MaxClimb	6	–	0,08823	0	0			
		323,6	21,4445						
DHC8	MaxTakeoff	7	–	0,09803	0	0			
		026,2	23,8272						
DHC830	General	1	–	0,07510	0	0		72,6356	–
		623,1	18,411						0,17951

Status: This is the original version (as it was originally adopted).

DHC830	MaxClimb	6679	– 21,9919	0,090303	0				
DHC830	MaxTakeoff	421,1	– 24,4354	0,100339	0				
DO228	MaxClimb	2571	– 7,9721	0,07004	– 4,9292E-06				
DO228	MaxTakeoff	524,3	– 8,067	0,06042	– 6,8678E-06				
DO328	MaxClimb	752,5	–23,2	0,225	– 0,0000158				
DO328	MaxTakeoff	138,2	–28,1	0,199	– 0,000021				
ECLIPSE500	MaxClimb	947,7	– 0,73662	0,018307	2,63346E-07 0,0571				
ECLIPSE500	MaxClimbHiTemp	077,4	1,20966	– 0,00912	1,28125E-07 9,84248				
ECLIPSE500	MaxTakeoff	039,2	– 1,57439	0,034769	– 0,00000207423				
ECLIPSE500	MaxTakeoffHiTemp	258,9	1,6144	– 0,00748	3,13285E-08 10,7499				
ECLIPSE500	ReduceClimb	084,2	– 1,38862	0,009974	7,08687E-08 0,088579				
ECLIPSE500	ReduceClimbHiTemp	168,6	1,50732	– 0,01586	3,07776E-07 11,2558				
EMB120	MaxClimb	4668	– 11,932	0,0664	0 – 5,663				
EMB120	MaxTakeoff	5712	– 12,45	0,0728	0 – 6,87				
EMB145	MaxClimb	554,3	– 6,86092	0,065416	– 4,036				
EMB145	MaxTakeoff	499,5	– 9,12812	0,045563	– 22,89				
EMB145	MaxClimb	432,5	– 7,56929	0,069004	– 5,419				
EMB145	MaxTakeoff	246,1	– 8,61031	0,232825	– 0,9689				
EMB170	IdleApproach	045h	–3,5	–0,01	0 0				
EMB170	MaxClimb	716	– 13,423	0,25	– 0,000019				
EMB170	MaxTakeoff	1350	– 17,43	0,1875	– 0,000013				

EMB175	IdleApproach	046h	- 3,5	- 0,01	0	0				
EMB175	MaxClimb	15 716	- 13,423	0,25	- 0,000019	0				
EMB175	MaxTakeoff	3050	- 17,43	0,1875	- 0,000013	- 4,47				
EMB190	IdleApproach	080	- 3,65	0,011	0	0				
EMB190	MaxClimb	15 137	- 14,3	0,239	- 0,0000187	0				
EMB190	MaxTakeoff	7499	- 18,99	0,3207	- 0,000021	- 4,29				
EMB195	IdleApproach	080	- 3,65	0,011	0	0				
EMB195	MaxClimb	15 137	- 14,3	0,239	- 0,0000187	0				
EMB195	MaxTakeoff	7499	- 18,99	0,3207	- 0,000021	- 4,29				
F10062	MaxClimb	10 472	- 9,57	0,137	0	0				
F10062	MaxTakeoff	551	- 16,56	0,2804	0	0				
F10065	MaxClimb	10 970	- 10,52	0,1238	0	0				
F10065	MaxTakeoff	814	- 16,72	0,065	0	0				
F28MK2	MaxClimb	8408	- 4,72	0,1048	0	0				
F28MK2	MaxTakeoff	851	- 7,68	0,0889	0	0				
F28MK4	MaxClimb	8459	- 4,874	0,0997	0	0				
F28MK4	MaxTakeoff	905	- 7,445	0,0765	0	0				
FAL20	MaxClimb	4102	- 2,3831	- 0,11465	1,02126E-05	0				
FAL20	MaxTakeoff	017,4	- 3,4567	0,058024	2,49247E-06	0				
GII	MaxClimb	827,9	- 5,89674	0,01966	0	0				
GII	MaxTakeoff	24	- 9,697	0,1539	- 0,000004	0				
GII	MaxTakeoff	118Temp	8,35	0,0346	- 0,000004	- 4,58				
GII	ReduceClimb	070	0	- 0,0081	0,0000002	0				

Status: This is the original version (as it was originally adopted).

GII	Reduce Takeoff	106,6	- 7,27	0,121	- 0,000003	0				
GII	Reduce Takeoff	101,2	6,25	0,0277	- 0,000003	- 59,7				
GIIB	MaxClimb	827,9	5,89674	0,01966	0	0				
GIIB	MaxTakeoff	118,24	- 9,697	0,1539	- 0,000004	0				
GIIB	MaxTakeoff	118,3	8,35	0,0346	- 0,000004	- 44,58				
GIIB	ReduceClimb	316,9	0	- 0,0081	0	0				
GIIB	Reduce Takeoff	106,6	- 7,27	0,121	- 0,000003	0				
GIIB	Reduce Takeoff	101,2	6,25	0,0277	- 0,000003	- 59,7				
GIV	MaxClimb	1077,0	- 10,96	0,1784	- 0,000001	0				
GIV	MaxClimb	1180,5	9,4	- 0,0624	0	- 89				
GIV	MaxTakeoff	107,25	- 18,2	0,3189	- 0,000002	0				
GIV	MaxTakeoff	117,9	17,6	- 0,0472	0,000003	114				
GV	MaxClimb	1240,0	- 11,6	0,12	0	0				
GV	MaxClimb	1190,0	11,2	- 0,11	0	- 107				
GV	MaxTakeoff	115,0	- 18,86	0,1649	0	0				
GV	MaxTakeoff	119,7	18,4	- 0,115	0	- 126,5				
IA1125	MaxClimb	114,4	3,4992	0,04125	- 2,81988E-06	0				
IA1125	MaxTakeoff	1460,5	3,888	0,045834	3,1332E-06	0				
L1011	General	- 80 222,2	- 25,0263	0	0	0	92 893,5	- 10 186,1		
L1011	MaxClimb	124 204,8	- 43,8172	0,270193	2,0153E-06	0				
L1011	MaxTakeoff	107,20	- 52,1633	0,321652	2,3992E-06	0				

Status: This is the original version (as it was originally adopted).

L10115	MaxClimate	39 532,9	– 44,0258	0,27148	2,02494	10-06				
L10115	MaxTakeoff	46840	– 52,1633	0,32165	2,3992E	10-06				
LEAR25	MaxClimate	2b 560,9	– 1,8352	– 0,01509	1,95912	10-06				
LEAR25	MaxTakeoff	845,4	– 2,03911	– 0,01677	2,1768E	10-06				
LEAR35	MaxClimate	1b071	– 3,4992	– 0,00397	1,38915	10-06				
LEAR35	MaxTakeoff	412,2	– 3,888	– 0,00441	1,5435E	10-06				
MD11G	MaxClimate	7 037	– 45,71	0,854	0	– 368,1				
MD11G	MaxTakeoff	571156	– 42,73	0,303	0	– 357,5				
MD11P	MaxClimate	1b 197	– 59,27	0,416	0	– 357				
MD11P	MaxTakeoff	571161	– 51,3	0,513	0	– 426,6				
MD81	General	– 15 384	– 10	0,019	0	0	17 917	0		
MD81	MaxClimate	1b 040,9	– 8,83022	– 0,02993	0	– 114,3				
MD81	MaxClimate	2b HiTemp	047,1	12,8373	0,07163	0	– 151,8			
MD81	MaxTakeoff	810,5	– 11,1271	0,09262	0	– 2,101				
MD81	MaxTakeoff	2b HiTemp	678,5	14,546	0,05823	0	– 138,4			
MD82	General	– 13 488	– 10	0,025	0	0	16 750	0		
MD82	MaxClimate	1b 810,1	– 5,36467	0,04833	0	– 60,8				
MD82	MaxClimate	2b HiTemp	606,4	13,9975	0,09177	0	– 168,1			
MD82	MaxTakeoff	344,5	– 15,5531	0,33316	0	– 1,031				
MD82	MaxTakeoff	2b HiTemp	16,6869	0,00571	0	– 162,5				

Status: This is the original version (as it was originally adopted).

MD83	General	- 13 845	- 13,33	0,019	0	0	17 500	0		
MD83	MaxClimb	18 075,2	- 7,63873	0,058915	0	- 64,7				
MD83	MaxClimb HiTemp	23 181,6	- 13,4908	0,09344	0	- 164				
MD83	MaxTakeoff	20 080,8	- 11,9047	0,191099	0	- 4,078				
MD83	MaxTakeoff HiTemp	25 460,4	- 15,5681	0,05468	0	- 176,1				
MD9025	General	- 31 899	- 8,5718	0,0276	0	0	37 206	0		
MD9025	MaxClimb	23 881	- 30,625	0,2551	0	0				
MD9025	MaxClimb HiTemp	27 078,4	- 30,625	0	0	- 213,2				
MD9025	MaxTakeoff	23 066	- 23,5769	0,3147	0	0				
MD9025	MaxTakeoff HiTemp	28 697,1	- 23,5769	0	0	- 225,2				
MD9028	General	- 31 899	- 8,5718	0,0276	0	0	37 206	0		
MD9028	MaxClimb	23 421	- 26,5453	0,2599	0	0				
MD9028	MaxClimb HiTemp	26 678,6	- 26,5453	0	0	- 217,2				
MD9028	MaxTakeoff	25 556	- 25,3418	0,2419	0	0				
MD9028	MaxTakeoff HiTemp	30 570	- 25,3418	0	0	- 194,6				
MU3001	General	1 743,1	- 1,64678	0,00201	- 1,5642E-07	0			- 49,6794	0,545
MU3001	MaxClimb	16 919,5	- 1,99614	0,0615	- 2,40502E-06	0				
MU3001	MaxTakeoff	20 132,8	- 2,21793	0,068333	- 2,67224E-06	0				
PA42	MaxClimb	26 295,2	- 6,6307	0,041917	7,8567E-07	0				
PA42	MaxTakeoff	20 219,6	- 5,9898	0,044462	2,8008E-07	0				

TABLE I-8

Propeller engine coefficients

ACFT_ID	Thrust rating	Propeller Efficiency	Installed Net Propulsive Power (hp)
BEC58P	MaxClimb	0,90	261,3
BEC58P	MaxTakeoff	0,90	310,0
CNA172	MaxClimb	0,69	140,0
CNA172	MaxTakeoff	0,67	155,0
CNA182	MaxClimb	0,78	189,8
CNA182	MaxTakeoff	0,75	222,4
CNA206	MaxClimb	0,77	234,0
CNA206	MaxTakeoff	0,70	300,0
CNA20T	MaxClimb	0,77	238,0
CNA20T	MaxTakeoff	0,69	310,0
CNA441	MaxClimb	0,90	620,0
CNA441	MaxTakeoff	0,90	635,5
CVR580	MaxClimb	0,85	3 344,0
CVR580	MaxTakeoff	0,85	3 800,0
DC3	MaxClimb	0,85	1 130,0
DC3	MaxTakeoff	0,85	1 302,0
DC6	MaxClimb	0,90	1 750,0
DC6	MaxTakeoff	0,90	1 900,0
DHC6	MaxClimb	0,90	557,5
DHC6	MaxTakeoff	0,90	587,0
DHC6QP	MaxClimb	0,90	557,5
DHC6QP	MaxTakeoff	0,90	587,0
DHC7	MaxClimb	0,90	846,0
DHC7	MaxTakeoff	0,90	940,0
HS748A	MaxClimb	0,90	1 805,0
HS748A	MaxTakeoff	0,90	2 006,0
L188	MaxClimb	0,90	3 180,0
L188	MaxTakeoff	0,90	3 460,0
PA30	MaxClimb	0,80	130,5
PA30	MaxTakeoff	0,80	139,5

Status: This is the original version (as it was originally adopted).

SD330	MaxClimb	0,90	972,0
SD330	MaxTakeoff	0,90	1 080,0
SF340	MaxClimb	0,90	1 587,0
SF340	MaxTakeoff	0,90	1 763,0

TABLE I-9

Noise power distance data (NPD data)

NPD	Noise Op metric	type	PowerL_200ft_400ft_630ft_1000ft2000ft4000ft6300ft10000ft6000ft25000ft setting(the 'Power Parameter' field in the 'Aircraft'table specifies the power setting type and unit)										
2CF650	Amax	A	10 000,0	99,2	91,9	86,7	81,0	72,1	63,0	56,7	49,6	41,6	33,1
2CF650	Amax	A	25 000,0	105,3	98,3	93,4	88,0	79,5	70,5	64,3	57,4	49,7	41,5
2CF650	Amax	D	25 000,0	105,3	98,3	93,4	88,0	79,5	70,5	64,3	57,4	49,7	41,5
2CF650	Amax	D	40 000,0	109,1	102,3	97,6	92,5	84,3	75,4	69,3	62,6	55,1	47,2
2CF650	SEL	A	10 000,0	99,9	95,0	91,4	87,5	81,3	74,6	69,7	64,2	57,7	50,7
2CF650	SEL	A	25 000,0	103,7	99,3	96,1	92,7	87,1	80,6	75,8	70,5	64,3	57,5
2CF650	SEL	D	25 000,0	103,7	99,3	96,1	92,7	87,1	80,6	75,8	70,5	64,3	57,5
2CF650	SEL	D	40 000,0	106,8	102,9	100,1	97,1	92,0	85,8	81,0	75,9	69,9	63,4
2CF680	Amax	A	7 000,0	96,3	89,8	85,2	80,2	71,9	63,2	56,9	50,8	44,1	37,7
2CF680	Amax	A	12 000,0	97,5	90,9	86,3	81,3	73,0	64,4	58,3	52,3	45,8	39,6
2CF680	Amax	D	17 000,0	98,2	91,5	87,0	82,1	74,2	65,8	59,7	53,6	46,9	40,4

2CF68	DAmax	D	25 000,0	98,5	92,6	88,3	83,7	76,4	68,0	62,0	55,6	48,7	41,8
2CF68	DAmax	D	33 000,0	101,5	95,8	91,7	87,3	80,2	71,8	65,8	59,4	52,5	45,5
2CF68	DAmax	D	41 000,0	104,4	99,0	95,2	91,0	84,1	75,8	69,7	63,2	56,0	48,8
2CF68	SEL	A	7 000,0	98,1	93,9	90,8	87,4	81,4	75,0	70,3	65,7	60,6	55,7
2CF68	SEL	A	12 000,0	99,3	95,0	91,9	88,5	82,5	76,2	71,7	67,2	62,3	57,6
2CF68	SEL	D	17 000,0	100,0	95,6	92,6	89,3	83,7	77,6	73,1	68,5	63,4	58,4
2CF68	SEL	D	25 000,0	100,3	96,7	93,9	90,9	85,9	79,8	75,4	70,5	65,2	59,8
2CF68	SEL	D	33 000,0	103,3	99,9	97,3	94,5	89,7	83,6	79,2	74,3	69,0	63,5
2CF68	SEL	D	41 000,0	106,2	103,1	100,8	98,2	93,6	87,6	83,1	78,1	72,5	66,8
2CF68	DAmax	A	10 020,0	97,7	91,0	85,8	81,1	73,0	64,5	58,5	51,7	44,8	38,3
2CF68	DAmax	A	23 190,0	103,3	96,5	91,5	86,5	77,5	68,3	61,7	54,6	47,5	40,4
2CF68	DAmax	D	25 940,0	101,9	94,6	89,8	85,0	77,5	68,9	62,6	55,3	47,5	37,2
2CF68	DAmax	D	39 180,0	104,2	97,6	93,1	89,0	81,7	73,4	66,8	60,1	52,2	42,2
2CF68	DAmax	D	51 530,0	108,4	102,1	97,8	93,5	86,7	78,9	72,8	66,3	58,7	49,2
2CF68	DAmax	D	55 500,0	111,4	105,1	100,8	96,5	88,7	82,4	76,3	70,3	62,7	54,0
2CF68	SEL	A	10 020,0	99,5	95,1	91,4	88,3	82,5	76,3	71,9	66,6	61,3	56,3
2CF68	SEL	A	23 190,0	105,1	100,6	97,1	93,7	87,0	80,1	75,1	69,5	64,0	58,4
2CF68	SEL	D	25 940,0	103,7	98,7	95,4	92,2	87,0	80,7	76,0	70,2	64,0	55,2
2CF68	SEL	D	39 180,0	106,0	101,7	98,7	96,2	91,2	85,2	80,2	75,0	68,7	60,2
2CF68	SEL	D	51 530,0	110,2	106,2	103,4	100,7	96,2	90,7	86,2	81,2	75,2	67,2

Status: This is the original version (as it was originally adopted).

2CF68	SEL	D	55 500,0	113,2	109,2	106,4	103,7	98,2	94,2	89,7	85,2	79,2	72,0
2J155	LAmax	A	500,0	87,0	79,3	74,0	68,2	59,0	49,2	42,4	35,2	27,6	20,0
2J155	LAmax	A	1 000,0	92,9	85,4	80,2	74,6	65,6	56,0	49,4	42,4	35,0	27,6
2J155	LAmax	D	1 500,0	98,3	90,9	85,7	80,1	71,2	61,7	55,1	48,1	40,7	33,4
2J155	LAmax	D	2 400,0	103,2	97,1	92,5	87,5	79,2	70,0	63,4	56,3	48,7	41,1
2J155	LAmax	D	2 800,0	107,7	101,4	96,9	91,8	83,5	74,2	67,7	60,6	53,0	45,4
2J155	SEL	A	500,0	87,3	81,9	78,1	73,8	66,9	59,3	54,0	48,3	42,3	36,2
2J155	SEL	A	1 000,0	93,3	88,1	84,4	80,3	73,6	66,3	61,1	55,6	49,7	43,8
2J155	SEL	D	1 500,0	99,5	94,3	90,6	86,5	79,9	72,6	67,5	62,0	56,1	50,3
2J155	SEL	D	2 400,0	106,2	102,4	99,3	95,8	89,8	82,8	77,8	72,2	66,1	59,9
2J155	SEL	D	2 800,0	109,9	106,0	102,9	99,4	93,3	86,4	81,3	75,7	69,6	63,4
2JT8D	LAmax	A	3 000,0	102,6	94,6	88,6	82,3	73,8	64,5	58,0	51,0	42,8	34,4
2JT8D	LAmax	A	6 000,0	105,4	97,9	91,5	85,8	77,2	68,5	61,9	55,1	47,1	38,5
2JT8D	LAmax	D	8 000,0	108,6	100,7	95,6	89,9	81,8	73,2	66,5	59,9	52,0	43,8
2JT8D	LAmax	D	10 000,0	111,6	104,3	99,5	94,6	86,3	77,7	71,8	64,9	57,2	48,9
2JT8D	LAmax	D	12 000,0	115,9	108,9	104,3	99,4	91,1	82,8	76,8	70,1	62,8	54,6
2JT8D	LAmax	D	14 000,0	120,8	113,4	109,4	104,5	96,4	88,2	82,3	75,8	68,6	60,9
2JT8D	SEL	A	3 000,0	102,3	97,2	92,9	88,5	82,8	75,6	70,9	65,4	58,8	51,8
2JT8D	SEL	A	6 000,0	106,1	100,5	96,7	93,0	87,2	80,9	76,1	70,7	64,1	56,9
2JT8D	SEL	D	8 000,0	108,8	103,9	100,5	96,8	91,5	85,7	80,5	75,1	68,9	62,0
2JT8D	SEL	D	10 000,0	111,4	107,2	104,3	101,1	95,7	89,5	85,0	79,8	73,5	66,7

2JT8DSEL	D	12 000,0	115,1	111,1	108,4	105,5	100,2	94,3	89,9	85,0	78,8	72,1
2JT8DSEL	D	14 000,0	119,8	115,9	113,3	110,5	105,4	99,7	95,3	90,3	84,5	78,4
2JT8DLAmaxA	A	4 000,0	89,8	82,7	78,0	73,2	65,6	57,3	51,1	44,5	37,7	31,3
2JT8DLAmaxA	A	4 667,0	90,8	83,6	79,0	74,2	66,6	58,2	52,0	45,4	38,6	32,2
2JT8DLAmaxA	A	5 333,0	91,8	84,6	79,9	75,1	67,5	59,1	52,9	46,3	39,4	33,0
2JT8DLAmaxA	A	6 000,0	92,9	85,6	80,9	76,1	68,4	60,0	53,8	47,1	40,3	33,9
2JT8DLAmaxD	D	9 000,0	100,6	93,9	89,5	84,8	77,3	69,0	62,9	56,1	49,2	42,5
2JT8DLAmaxD	D	11 000,0	103,0	96,3	91,9	87,2	79,6	71,2	65,0	58,2	51,2	44,4
2JT8DLAmaxD	D	13 000,0	105,4	98,7	94,2	89,5	81,8	73,3	67,1	60,2	53,1	46,3
2JT8DLAmaxD	D	15 000,0	107,8	101,1	96,6	91,8	84,1	75,5	69,2	62,2	55,1	48,2
2JT8DLAmaxD	D	17 000,0	110,2	103,5	99,0	94,2	86,4	77,6	71,3	64,2	57,0	50,1
2JT8DLAmaxD	D	19 000,0	112,6	105,9	101,4	96,5	88,6	79,8	73,4	66,2	59,0	52,0
2JT8DSEL	A	4 000,0	91,5	87,5	84,7	81,9	77,1	71,6	67,2	62,4	57,5	52,9
2JT8DSEL	A	4 667,0	92,6	88,5	85,8	82,9	78,1	72,6	68,2	63,4	58,5	53,8
2JT8DSEL	A	5 333,0	93,7	89,6	86,8	83,9	79,1	73,6	69,2	64,4	59,4	54,8
2JT8DSEL	A	6 000,0	94,7	90,6	87,8	84,9	80,1	74,6	70,2	65,4	60,4	55,7
2JT8DSEL	D	9 000,0	100,1	96,3	93,7	91,0	86,3	80,8	76,6	71,6	66,5	61,7
2JT8DSEL	D	11 000,0	102,4	98,7	96,1	93,3	88,6	83,0	78,7	73,7	68,7	63,8
2JT8DSEL	D	13 000,0	104,8	101,0	98,5	95,6	90,9	85,2	80,9	75,9	70,8	65,9
2JT8DSEL	D	15 000,0	107,1	103,4	100,8	98,0	93,1	87,4	83,1	78,0	72,9	68,0

Status: This is the original version (as it was originally adopted).

2JT8DSEL	D	17 000,0	109,5	105,7	103,2	100,3	95,4	89,6	85,2	80,2	75,0	70,1
2JT8DSEL	D	19 000,0	111,8	108,1	105,5	102,7	97,7	91,8	87,4	82,3	77,2	72,2
2JT8DHAmA	A	3 000,0	88,6	83,0	76,9	71,2	62,7	54,1	48,0	41,2	33,4	25,2
2JT8DHAmA	A	6 000,0	93,9	88,7	84,5	79,9	72,5	64,0	57,8	50,8	42,9	34,3
2JT8DHAmD	D	8 000,0	101,1	94,5	90,0	85,2	77,5	68,8	62,5	55,4	47,3	38,7
2JT8DHAmD	D	10 000,0	103,5	96,9	92,5	87,7	79,9	71,2	64,8	57,6	49,6	41,2
2JT8DHAmD	D	12 000,0	108,0	101,4	97,0	92,2	84,5	75,8	69,4	62,4	54,4	45,9
2JT8DHAmD	D	14 000,0	110,7	104,2	99,8	95,1	87,5	79,0	72,8	65,9	58,2	50,0
2JT8DSEL	A	3 000,0	92,6	88,5	85,0	81,2	75,5	69,0	64,1	58,5	51,9	44,9
2JT8DSEL	A	6 000,0	97,9	93,6	90,8	87,9	83,0	76,7	71,7	65,9	59,2	51,8
2JT8DSEL	D	8 000,0	99,5	95,8	93,2	90,3	85,4	79,0	73,8	67,9	61,1	53,6
2JT8DSEL	D	10 000,0	103,6	99,9	97,3	94,4	89,5	83,0	77,8	71,8	65,0	57,7
2JT8DSEL	D	12 000,0	107,2	103,5	100,9	98,0	93,1	86,7	81,5	75,6	68,9	61,5
2JT8DSEL	D	14 000,0	110,8	107,2	104,6	101,8	97,0	90,6	85,6	79,9	73,4	66,4
2JT8DLAmA	A	3 000,0	92,7	85,7	80,8	75,8	67,8	59,0	52,6	45,4	37,2	28,7
2JT8DLAmA	A	6 000,0	96,7	89,9	85,3	80,4	72,4	63,6	57,2	50,0	41,8	33,2
2JT8DLAmD	D	8 000,0	102,0	95,2	90,7	85,8	77,8	69,0	62,6	55,5	47,3	38,7
2JT8DLAmD	D	10 000,0	105,7	98,5	93,9	89,0	81,0	72,2	65,8	58,6	50,6	42,0
2JT8DLAmD	D	12 000,0	109,3	102,5	98,0	93,2	85,3	76,5	70,0	62,9	54,9	46,4
2JT8DLAmD	D	14 000,0	112,5	105,8	101,3	96,4	88,5	79,5	72,9	65,7	57,6	49,1

2JT8DSEL	A	3 000,0	94,7	90,2	87,0	83,7	78,4	71,7	66,5	60,4	53,5	46,1
2JT8DSEL	A	6 000,0	97,9	94,0	91,2	88,2	83,0	76,5	71,2	65,2	58,3	50,8
2JT8DSEL	D	8 000,0	101,2	97,3	94,5	91,5	86,3	79,7	74,5	68,5	61,6	54,1
2JT8DSEL	D	10 000,0	104,6	101,3	98,4	95,3	90,1	83,6	78,3	72,4	65,5	58,1
2JT8DSEL	D	12 000,0	108,1	104,7	101,9	99,0	94,0	87,4	82,1	76,2	69,4	62,1
2JT8DSEL	D	14 000,0	111,7	108,0	105,3	102,4	97,3	90,6	85,3	79,2	72,3	65,0
2JT8DNAmA	A	3 000,0	90,6	84,2	79,7	74,9	67,3	59,2	53,6	47,7	41,5	35,4
2JT8DNAmA	A	5 000,0	95,8	89,3	84,8	80,0	72,4	64,3	58,8	52,9	46,6	40,5
2JT8DNAmD	D	6 000,0	96,8	90,8	86,5	81,8	74,1	65,8	59,9	53,7	47,0	40,4
2JT8DNAmD	D	8 000,0	101,2	95,2	90,9	86,1	78,5	70,2	64,4	58,2	51,6	45,0
2JT8DNAmD	D	10 000,0	105,1	99,1	94,7	90,0	82,3	73,8	67,9	61,6	54,8	48,0
2JT8DNAmD	D	12 000,0	108,5	102,5	98,1	93,3	85,5	77,0	71,0	64,6	57,8	51,0
2JT8DNAmD	D	14 000,0	111,4	105,4	101,0	96,3	88,5	80,1	74,1	67,8	60,9	54,2
2JT8DNAmD	D	16 000,0	113,8	107,8	103,4	98,7	90,9	82,5	76,5	70,1	63,3	56,6
2JT8DSEL	A	3 000,0	94,0	90,4	87,5	84,2	78,4	71,7	66,7	61,3	55,3	49,3
2JT8DSEL	A	5 000,0	98,5	94,9	92,1	88,8	83,0	76,3	71,4	66,0	60,0	53,9
2JT8DSEL	D	6 000,0	98,6	94,8	92,0	88,8	83,4	77,4	73,0	68,3	63,1	57,9
2JT8DSEL	D	8 000,0	102,7	99,0	96,1	92,9	87,6	81,5	77,2	72,5	67,4	62,3
2JT8DSEL	D	10 000,0	106,6	102,9	100,0	96,8	91,3	85,1	80,7	75,9	70,6	65,3
2JT8DSEL	D	12 000,0	110,2	106,4	103,5	100,2	94,7	88,4	83,9	79,0	73,7	68,3

Status: This is the original version (as it was originally adopted).

2JT8DSEL	D	14 000,0	113,1	109,5	106,7	103,5	98,0	91,8	87,3	82,4	77,0	71,6
2JT8DSEL	D	16 000,0	115,9	112,3	109,5	106,3	100,8	94,6	90,1	85,2	79,8	74,4
2JT8DQAmA	A	3 000,0	94,9	88,2	83,6	78,6	70,8	62,3	56,1	49,2	41,3	32,8
2JT8DQAmA	A	6 000,0	99,1	92,4	87,8	82,8	75,0	66,5	60,3	53,4	45,5	37,0
2JT8DQAmD	D	8 000,0	104,1	97,4	92,7	87,8	80,0	71,6	65,5	58,6	50,9	42,6
2JT8DQAmD	D	10 000,0	109,2	102,5	98,4	92,8	85,2	76,8	70,8	64,1	56,5	48,5
2JT8DQAmD	D	12 000,0	114,6	107,9	103,3	98,2	90,5	82,3	76,4	69,7	62,4	54,6
2JT8DQAmD	D	14 000,0	120,1	113,4	108,8	104,0	96,1	87,9	82,1	75,6	68,4	60,9
2JT8DSEL	A	3 000,0	94,6	90,8	87,9	84,8	79,8	73,4	69,0	63,6	57,2	50,2
2JT8DSEL	A	6 000,0	99,8	96,0	93,1	90,0	85,0	78,9	74,2	68,8	62,4	55,4
2JT8DSEL	D	8 000,0	104,3	100,6	97,7	94,7	89,7	83,7	79,1	73,8	67,6	60,8
2JT8DSEL	D	10 000,0	109,0	105,2	102,5	99,5	94,6	88,6	84,1	79,0	72,9	66,3
2JT8DSEL	D	12 000,0	113,8	110,1	107,4	104,5	99,6	93,8	89,3	84,2	78,4	72,1
2JT8DSEL	D	14 000,0	119,1	115,4	112,8	110,0	105,1	99,4	95,0	90,1	84,4	78,4
2JT8DWAmax	A	3 000,0	102,6	94,6	88,6	82,3	73,8	64,5	58,0	51,0	42,8	34,4
2JT8DWAmax	A	6 000,0	105,4	97,9	91,5	85,8	77,2	68,5	61,9	55,1	47,1	38,5
2JT8DWAmax	D	8 000,0	108,6	100,7	95,6	89,9	81,8	73,2	66,5	59,9	52,0	43,8
2JT8DWAmax	D	10 000,0	111,6	104,3	99,5	94,6	86,3	77,7	71,8	64,9	57,2	48,9
2JT8DWAmax	D	12 000,0	115,9	108,9	104,3	99,4	91,1	82,8	76,8	70,1	62,8	54,6
2JT8DWAmax	D	14 000,0	120,8	113,4	109,4	104,5	96,4	88,2	82,3	75,8	68,6	60,9

2JT8DSEL	A	3 000,0	102,3	97,2	92,9	88,5	82,8	75,6	70,9	65,4	58,8	51,8
2JT8DSEL	A	6 000,0	106,1	100,5	96,7	93,0	87,2	80,9	76,1	70,7	64,1	56,9
2JT8DSEL	D	8 000,0	108,8	103,9	100,5	96,8	91,5	85,7	80,5	75,1	68,9	62,0
2JT8DSEL	D	10 000,0	111,4	107,2	104,3	101,1	95,7	89,5	85,0	79,8	73,5	66,7
2JT8DSEL	D	12 000,0	115,1	111,1	108,4	105,5	100,2	94,3	89,9	85,0	78,8	72,1
2JT8DSEL	D	14 000,0	119,8	115,9	113,3	110,5	105,4	99,7	95,3	90,3	84,5	78,4
2JT8QMAmax	A	3 000,0	94,9	88,2	83,6	78,6	70,8	62,3	56,1	49,2	41,3	32,8
2JT8QMAmax	A	6 000,0	99,1	92,4	87,8	82,8	75,0	66,5	60,3	53,4	45,5	37,0
2JT8QMAmax	D	8 000,0	104,1	97,4	92,7	87,8	80,0	71,6	65,5	58,6	50,9	42,6
2JT8QMAmax	D	10 000,0	109,2	102,5	98,4	92,8	85,2	76,8	70,8	64,1	56,5	48,5
2JT8QMAmax	D	12 000,0	114,6	107,9	103,3	98,2	90,5	82,3	76,4	69,7	62,4	54,6
2JT8QMAmax	D	14 000,0	120,1	113,4	108,8	104,0	96,1	87,9	82,1	75,6	68,4	60,9
2JT8QSEL	A	3 000,0	94,6	90,8	87,9	84,8	79,8	73,4	69,0	63,6	57,2	50,2
2JT8QSEL	A	6 000,0	99,8	96,0	93,1	90,0	85,0	78,9	74,2	68,8	62,4	55,4
2JT8QSEL	D	8 000,0	104,3	100,6	97,7	94,7	89,7	83,7	79,1	73,8	67,6	60,8
2JT8QSEL	D	10 000,0	109,0	105,2	102,5	99,5	94,6	88,6	84,1	79,0	72,9	66,3
2JT8QSEL	D	12 000,0	113,8	110,1	107,4	104,5	99,6	93,8	89,3	84,2	78,4	72,1
2JT8QSEL	D	14 000,0	119,1	115,4	112,8	110,0	105,1	99,4	95,0	90,1	84,4	78,4
2PW535Amax	A	500,0	89,5	81,8	76,3	70,3	60,6	50,0	42,6	34,6	26,2	17,7
2PW535Amax	A	700,0	89,6	82,2	76,9	71,1	61,6	51,2	43,9	36,1	28,7	19,5
2PW535Amax	D	1 200,0	96,1	87,5	81,6	75,4	65,6	55,3	48,3	40,9	33,2	25,6

Status: This is the original version (as it was originally adopted).

2PW535AmaxD	1 600,0	99,2	89,9	83,7	77,2	67,2	57,0	50,2	43,1	35,8	28,8
2PW535AmaxD	2 000,0	100,7	92,2	86,4	80,3	70,9	61,1	54,4	47,4	40,2	33,1
2PW535AmaxD	3 000,0	103,5	96,4	91,5	86,1	77,3	67,9	61,3	54,3	46,8	39,4
2PW53SEL	A 500,0	89,4	84,8	81,3	77,4	70,8	63,2	57,8	51,9	45,6	39,1
2PW53SEL	A 700,0	89,3	85,1	81,8	78,1	71,7	64,5	59,3	53,5	47,3	41,0
2PW53SEL	D 1 200,0	90,8	87,1	84,1	80,7	74,7	67,8	62,8	57,2	51,1	44,9
2PW53SEL	D 1 600,0	92,6	89,0	86,2	82,9	77,2	70,6	65,8	60,5	54,7	48,8
2PW53SEL	D 2 000,0	96,0	92,3	89,4	86,1	80,4	73,9	69,2	64,0	58,3	52,6
2PW53SEL	D 3 000,0	102,3	98,9	96,2	93,1	87,7	81,5	77,0	72,0	66,6	61,1
2R2800LAmAx	A 30,0	92,6	86,1	81,7	77,0	69,5	61,3	55,5	49,6	43,4	36,6
2R2800LAmAx	A 100,0	103,5	97,2	92,9	88,4	81,3	73,6	68,0	61,9	55,3	47,9
2R2800LAmAx	D 30,0	92,6	86,1	81,7	77,0	69,5	61,3	55,5	49,6	43,4	36,6
2R2800LAmAx	D 100,0	103,5	97,2	92,9	88,4	81,3	73,6	68,0	61,9	55,3	47,9
2R2800SEL	A 30,0	96,9	92,7	89,7	86,5	81,3	75,3	71,0	66,6	61,9	56,6
2R2800SEL	A 100,0	107,5	103,0	99,9	96,6	91,3	85,4	81,0	76,2	70,7	64,5
2R2800SEL	D 30,0	96,9	92,7	89,7	86,5	81,3	75,3	71,0	66,6	61,9	56,6
2R2800SEL	D 100,0	107,5	103,0	99,9	96,6	91,3	85,4	81,0	76,2	70,7	64,5
3JT8DLAmAx	A 3 000,0	104,6	96,6	90,6	84,3	75,8	66,5	60,0	53,0	44,8	36,4
3JT8DLAmAx	A 6 000,0	107,4	98,9	93,5	87,8	79,2	70,5	63,9	57,1	49,1	40,5
3JT8DLAmAx	D 8 000,0	110,6	102,7	97,6	91,9	83,8	75,2	68,5	61,9	54,0	45,8
3JT8DLAmAx	D 10 000,0	113,6	106,3	101,5	96,6	88,3	79,7	73,8	66,9	59,2	50,9
3JT8DLAmAx	D 12 000,0	117,9	110,9	106,3	101,4	93,1	84,8	78,8	72,1	64,8	56,6
3JT8DLAmAx	D 14 000,0	122,8	115,4	111,4	106,5	98,4	90,2	84,3	77,8	70,6	62,8
3JT8DSEL	A 3 000,0	104,3	99,2	94,9	90,5	84,8	77,6	72,9	67,4	60,8	53,8

3JT8DSEL	A	6 000,0	108,1	102,5	98,7	95,0	89,2	82,9	78,1	72,7	66,1	58,9
3JT8DSEL	D	8 000,0	110,8	105,9	102,5	98,8	93,5	87,7	82,5	77,1	70,9	64,0
3JT8DSEL	D	10 000,0	113,4	109,2	106,3	103,1	97,7	91,5	87,0	81,8	75,5	68,7
3JT8DSEL	D	12 000,0	117,1	113,1	110,4	107,5	102,2	96,3	91,9	87,0	80,8	74,1
3JT8DSEL	D	14 000,0	121,8	117,9	115,3	112,5	107,4	101,7	97,3	92,3	86,5	80,4
3JT8DQAmAx	A	3 000,0	96,9	90,2	85,6	80,6	72,8	64,3	58,1	51,2	43,3	34,8
3JT8DQAmAx	A	6 000,0	101,1	94,4	89,8	84,8	77,0	68,5	62,3	55,4	47,5	39,0
3JT8DQAmAx	D	8 000,0	106,1	99,4	94,8	89,8	82,0	73,6	67,5	60,6	52,9	44,6
3JT8DQAmAx	D	10 000,0	111,2	104,5	99,9	95,0	87,2	78,8	72,8	66,1	58,5	50,5
3JT8DQAmAx	D	12 000,0	116,6	109,9	105,3	100,4	92,5	84,3	78,4	71,7	64,4	56,6
3JT8DQAmAx	D	14 000,0	122,1	115,4	110,8	106,0	98,1	89,9	84,1	77,6	70,4	62,9
3JT8DSEL	A	3 000,0	96,6	92,8	89,8	86,8	81,8	75,4	71,0	65,6	59,2	52,2
3JT8DSEL	A	6 000,0	101,8	98,0	95,1	92,0	87,0	80,9	76,2	70,8	64,4	57,4
3JT8DSEL	D	8 000,0	106,3	102,6	99,7	96,7	91,7	85,7	81,1	75,8	69,6	62,8
3JT8DSEL	D	10 000,0	111,0	107,2	104,5	101,5	96,6	90,6	86,1	81,0	74,9	68,3
3JT8DSEL	D	12 000,0	115,8	112,1	109,4	106,5	101,6	95,8	91,3	86,2	80,4	74,1
3JT8DSEL	D	14 000,0	121,1	117,4	114,8	112,0	107,1	101,4	97,0	92,1	86,4	80,4
3JT8ELAmAx	A	3 000,0	96,4	89,3	84,5	79,3	71,3	62,6	56,1	49,0	41,0	32,0
3JT8ELAmAx	A	5 000,0	98,0	91,3	86,7	81,8	74,0	65,4	59,1	52,2	44,3	35,6
3JT8ELAmAx	D	7 000,0	104,7	97,8	93,0	87,8	79,5	70,3	63,4	55,8	47,3	38,0

Status: This is the original version (as it was originally adopted).

3JT8E	L	A	max	D	10 000,0	109,2	102,3	97,5	92,4	84,2	75,1	68,4	61,3	53,3	44,7
3JT8E	L	A	max	D	12 000,0	112,1	105,3	100,6	95,6	87,7	79,3	73,2	66,7	59,5	51,5
3JT8E	L	A	max	D	14 000,0	115,5	108,7	104,1	99,1	91,4	83,1	77,1	70,9	63,9	56,2
3JT8E	S	SEL		A	3 000,0	98,2	93,4	90,1	86,5	80,8	74,4	69,5	63,9	57,5	50,0
3JT8E	S	SEL		A	5 000,0	99,8	95,4	92,3	89,0	83,5	77,2	72,5	67,1	60,8	53,6
3JT8E	S	SEL		D	7 000,0	106,5	101,9	98,6	95,0	89,0	82,1	76,8	70,7	63,8	56,0
3JT8E	S	SEL		D	10 000,0	111,0	106,4	103,1	99,6	93,7	86,9	81,8	76,2	69,8	62,7
3JT8E	S	SEL		D	12 000,0	113,9	109,4	106,2	102,8	97,2	91,1	86,6	81,6	76,0	69,5
3JT8E	S	SEL		D	14 000,0	117,3	112,8	109,7	106,3	100,9	94,9	90,5	85,8	80,4	74,2
3JT8E	L	A	max	A	3 000,0	95,1	88,3	84,0	78,3	70,1	61,1	54,4	47,2	39,2	30,4
3JT8E	L	A	max	A	5 000,0	98,1	91,3	86,5	81,3	73,1	64,1	57,4	50,2	42,2	33,4
3JT8E	L	A	max	D	7 000,0	103,9	97,0	92,2	87,0	78,7	69,5	62,6	55,0	46,5	37,2
3JT8E	L	A	max	D	10 000,0	109,1	102,2	97,4	92,2	83,9	74,7	68,0	60,8	52,9	44,0
3JT8E	L	A	max	D	12 000,0	111,9	105,2	100,4	95,4	87,4	78,6	72,1	65,1	57,0	47,9
3JT8E	L	A	max	D	14 000,0	114,6	107,9	103,2	98,2	90,3	81,7	75,2	68,3	60,5	51,7
3JT8E	S	SEL		A	3 000,0	96,9	92,4	89,6	85,5	79,6	72,9	67,8	62,1	55,7	48,4
3JT8E	S	SEL		A	5 000,0	99,9	95,4	92,1	88,5	82,6	75,9	70,8	65,1	58,7	51,4
3JT8E	S	SEL		D	7 000,0	105,7	101,1	97,8	94,2	88,2	81,3	76,0	69,9	63,0	55,2
3JT8E	S	SEL		D	10 000,0	110,9	106,3	103,0	99,4	93,4	86,5	81,4	75,7	69,4	62,0
3JT8E	S	SEL		D	12 000,0	113,7	109,3	106,0	102,6	96,9	90,4	85,5	80,0	73,5	65,9

3JT8E	SEL	D	14 000,0	116,4	112,0	108,8	105,4	99,8	93,5	88,6	83,2	77,0	69,7
4R2800	LAm	A	30,0	95,6	89,1	84,7	80,0	72,5	64,3	58,5	52,6	46,4	39,6
4R2800	LAm	A	100,0	106,5	100,2	95,9	91,4	84,3	76,6	71,0	64,9	58,3	50,9
4R2800	LAm	D	30,0	95,6	89,1	84,7	80,0	72,5	64,3	58,5	52,6	46,4	39,6
4R2800	LAm	D	100,0	106,5	100,2	95,9	91,4	84,3	76,6	71,0	64,9	58,3	50,9
4R2800	SEL	A	30,0	99,9	95,7	92,7	89,5	84,3	78,3	74,0	69,6	64,9	59,6
4R2800	SEL	A	100,0	110,5	106,0	102,9	99,6	94,3	88,4	84,0	79,2	73,7	67,5
4R2800	SEL	D	30,0	99,9	95,7	92,7	89,5	84,3	78,3	74,0	69,6	64,9	59,6
4R2800	SEL	D	100,0	110,5	106,0	102,9	99,6	94,3	88,4	84,0	79,2	73,7	67,5
501D1E	LAm	A	30,0	93,0	86,4	81,8	76,9	68,9	59,4	52,0	44,0	36,2	28,6
501D1E	LAm	A	100,0	96,8	90,3	85,9	81,3	74,3	67,0	62,1	57,0	51,5	45,4
501D1E	LAm	D	30,0	93,0	86,4	81,8	76,9	68,9	59,4	52,0	44,0	36,2	28,6
501D1E	LAm	D	100,0	96,8	90,3	85,9	81,3	74,3	67,0	62,1	57,0	51,5	45,4
501D1E	SEL	A	30,0	95,0	90,7	87,6	84,2	78,4	71,2	65,3	58,8	52,5	46,4
501D1E	SEL	A	100,0	97,1	92,8	89,9	86,8	82,0	77,0	73,6	69,9	66,0	61,4
501D1E	SEL	D	30,0	95,0	90,7	87,6	84,2	78,4	71,2	65,3	58,8	52,5	46,4
501D1E	SEL	D	100,0	97,1	92,8	89,9	86,8	82,0	77,0	73,6	69,9	66,0	61,4
A310	LAm	A	3 000,0	92,2	86,2	81,7	77,0	69,2	60,4	54,0	47,1	39,4	31,4
A310	LAm	A	12 000,0	95,5	89,4	84,4	79,2	70,8	61,9	55,6	48,6	40,8	32,6
A310	LAm	D	20 000,0	101,6	93,8	88,6	82,7	73,0	63,1	56,1	48,3	40,1	31,8
A310	LAm	D	30 000,0	103,4	95,3	89,9	84,2	75,4	66,1	59,6	52,5	44,5	36,1
A310	LAm	D	40 000,0	104,4	96,9	91,9	86,6	78,3	69,2	62,7	55,7	48,0	39,7
A310	LAm	D	50 000,0	108,8	101,6	96,7	91,5	83,0	73,7	67,7	61,0	53,3	44,8
A310	SEL	A	3 000,0	97,5	93,3	90,1	87,0	81,6	75,7	71,2	66,4	60,0	51,9
A310	SEL	A	12 000,0	98,9	94,5	91,3	88,0	82,6	76,4	71,8	66,4	60,5	52,3
A310	SEL	D	20 000,0	102,7	98,3	94,5	90,5	83,8	76,5	71,6	66,1	59,5	52,7
A310	SEL	D	30 000,0	103,7	99,2	95,8	92,3	86,7	80,4	75,8	70,4	64,3	57,6

Status: This is the original version (as it was originally adopted).

A310	SEL	D	40 000,0	104,5	100,4	97,6	94,4	89,2	83,4	79,0	73,9	68,0	61,4
A310	SEL	D	50 000,0	108,0	103,9	101,2	98,2	93,3	87,8	83,6	78,6	72,9	66,4
AE300	ZAm	A	2 000,0	85,5	78,7	74,2	69,3	61,5	52,7	46,4	39,3	31,2	22,7
AE300	ZAm	A	3 000,0	90,4	83,5	78,7	73,5	65,5	56,8	50,6	43,6	35,4	26,9
AE300	ZAm	D	4 000,0	90,8	84,3	79,8	75,1	67,5	58,9	52,6	45,5	37,4	28,6
AE300	ZAm	D	5 000,0	93,0	86,6	82,1	77,4	69,8	61,2	54,9	47,8	39,8	31,3
AE300	ZAm	D	6 000,0	96,0	89,5	85,0	80,3	72,6	64,0	57,7	50,6	42,5	34,0
AE300	SEL	A	2 000,0	89,8	85,6	82,7	79,5	74,1	67,8	63,2	57,7	51,4	44,3
AE300	SEL	A	3 000,0	92,7	88,6	85,6	82,3	77,0	70,9	66,3	61,0	54,8	47,9
AE300	SEL	D	4 000,0	91,7	88,1	85,4	82,5	77,7	72,0	67,6	62,4	56,1	49,1
AE300	SEL	D	5 000,0	93,6	90,0	87,4	84,6	79,8	74,2	69,9	64,8	58,7	51,9
AE300	SEL	D	6 000,0	96,7	93,0	90,3	87,5	82,8	77,2	72,8	67,7	61,6	54,9
AE300	CAm	A	1 100,0	88,6	80,4	74,8	69,0	59,9	50,4	44,0	37,0	30,4	23,6
AE300	CAm	A	1 400,0	88,6	80,4	74,8	69,0	59,9	50,4	44,0	37,0	30,4	23,6
AE300	CAm	A	1 900,0	88,6	80,7	75,3	69,5	60,6	51,3	44,9	38,1	31,3	24,5
AE300	CAm	D	3 500,0	90,6	83,5	78,4	73,1	64,4	55,2	48,7	42,0	34,7	27,5
AE300	CAm	D	4 500,0	92,7	85,7	80,7	75,5	67,1	58,1	51,9	45,2	38,3	31,4
AE300	CAm	D	5 500,0	94,7	88,0	83,3	78,2	69,9	60,9	54,7	47,9	40,9	33,9
AE300	SEL	A	1 100,0	91,1	86,1	82,6	78,7	72,5	65,8	61,1	56,0	50,8	45,5
AE300	SEL	A	1 400,0	91,1	86,1	82,6	78,7	72,5	65,8	61,1	56,0	50,8	45,5

AE3000SEL	A	1 900,0	92,5	87,1	83,3	79,4	73,1	66,4	61,8	56,7	51,8	46,8
AE3000SEL	D	3 500,0	92,9	88,2	84,7	80,8	74,4	67,2	62,1	56,7	50,6	44,6
AE3000SEL	D	4 500,0	95,2	90,4	87,0	83,2	77,1	70,4	65,7	60,6	55,2	49,8
AE3000SEL	D	5 500,0	96,6	92,4	89,3	85,7	79,7	72,9	68,0	62,7	57,0	51,2
AL5020LAmAx	A	1 900,0	88,4	81,5	76,6	71,3	62,7	53,2	46,4	39,1	31,4	23,2
AL5020LAmAx	A	5 000,0	98,0	91,5	86,9	82,2	74,4	65,8	59,4	52,6	45,1	36,8
AL5020LAmAx	D	1 900,0	88,4	81,5	76,6	71,3	62,7	53,2	46,4	39,1	31,4	23,2
AL5020LAmAx	D	5 000,0	98,0	91,5	86,9	82,2	74,4	65,8	59,4	52,6	45,1	36,8
AL5020SEL	A	1 900,0	90,2	85,5	82,1	78,3	72,0	64,7	59,4	53,6	47,4	40,7
AL5020SEL	A	5 000,0	101,1	96,8	93,8	90,5	85,0	78,6	73,8	68,4	62,5	55,6
AL5020SEL	D	1 900,0	90,2	85,5	82,1	78,3	72,0	64,7	59,4	53,6	47,4	40,7
AL5020SEL	D	5 000,0	101,1	96,8	93,8	90,5	85,0	78,6	73,8	68,4	62,5	55,6
AL5020RAmAx	A	1 600,0	91,2	84,5	79,7	74,5	66,3	57,0	50,1	42,3	33,7	25,0
AL5020RAmAx	A	5 200,0	101,6	94,8	89,8	84,6	76,3	67,5	61,2	54,3	47,0	39,7
AL5020RAmAx	D	1 600,0	91,2	84,5	79,7	74,5	66,3	57,0	50,1	42,3	33,7	25,0
AL5020RAmAx	D	5 200,0	101,6	94,8	89,8	84,6	76,3	67,5	61,2	54,3	47,0	39,7
AL5020SEL	A	1 600,0	92,9	89,0	86,0	82,7	77,3	70,4	65,0	58,7	51,6	44,3
AL5020SEL	A	5 200,0	102,3	98,4	95,4	92,1	86,8	80,4	75,6	70,3	64,4	58,7
AL5020SEL	D	1 600,0	92,9	89,0	86,0	82,7	77,3	70,4	65,0	58,7	51,6	44,3
AL5020SEL	D	5 200,0	102,3	98,4	95,4	92,1	86,8	80,4	75,6	70,3	64,4	58,7

Status: This is the original version (as it was originally adopted).

BR710LAm	A	1 830,0	87,7	80,6	75,8	70,7	62,6	54,0	47,8	41,1	33,7	26,0
BR710LAm	A	2 000,0	87,9	80,7	75,9	70,7	62,7	54,0	47,9	41,2	33,7	25,9
BR710LAm	A	3 000,0	88,9	81,7	76,7	71,5	63,4	54,8	48,6	41,7	34,1	26,1
BR710LAm	A	4 000,0	90,1	82,9	77,9	72,7	64,6	55,9	49,7	42,8	35,1	27,1
BR710LAm	A	5 000,0	92,5	85,3	80,4	75,0	66,6	57,6	51,1	44,0	35,9	27,5
BR710LAm	A	6 000,0	94,7	87,7	82,7	77,3	68,8	59,8	53,3	46,0	37,9	29,3
BR710LAm	A	7 000,0	96,7	89,7	84,7	79,3	70,9	61,8	55,2	47,9	39,7	31,1
BR710LAm	A	8 000,0	98,4	91,5	86,5	81,1	72,7	63,6	57,1	49,8	41,6	32,9
BR710LAm	A	9 000,0	99,9	93,0	88,0	82,7	74,4	65,3	58,8	51,5	43,3	34,7
BR710LAm	A	10 000,0	101,0	94,1	89,3	84,0	75,8	66,8	60,4	53,2	45,0	36,5
BR710LAm	A	11 000,0	101,6	95,0	90,2	85,1	77,0	68,2	61,8	54,7	46,7	38,3
BR710LAm	A	12 000,0	102,6	95,6	90,9	85,9	78,0	69,3	63,1	56,1	48,3	40,1
BR710LAm	A	12 900,0	102,9	95,9	91,3	86,4	78,7	70,3	64,1	57,3	49,7	41,7
BR710LAm	D	4 000,0	90,0	82,7	77,7	72,5	64,1	55,2	48,9	41,8	33,9	25,7
BR710LAm	D	5 000,0	92,5	85,3	80,4	75,0	66,6	57,6	51,1	44,0	35,9	27,5
BR710LAm	D	6 000,0	94,7	87,7	82,7	77,3	68,8	59,8	53,3	46,0	37,9	29,3
BR710LAm	D	7 000,0	96,7	89,7	84,7	79,3	70,9	61,8	55,2	47,9	39,7	31,1
BR710LAm	D	8 000,0	98,4	91,5	86,5	81,1	72,7	63,6	57,1	49,8	41,6	32,9
BR710LAm	D	9 000,0	99,9	93,0	88,0	82,7	74,4	65,3	58,8	51,5	43,3	34,7
BR710LAm	D	10 000,0	101,0	94,1	89,3	84,0	75,8	66,8	60,4	53,2	45,0	36,5

BR710	LAmaxD	D	11 000,0	101,6	95,0	90,2	85,1	77,0	68,2	61,8	54,7	46,7	38,3
BR710	LAmaxD	D	12 000,0	102,6	95,6	90,9	85,9	78,0	69,3	63,1	56,1	48,3	40,1
BR710	LAmaxD	D	12 900,0	102,9	95,9	91,3	86,4	78,7	70,3	64,1	57,3	49,7	41,7
BR710	SEL	A	1 830,0	90,3	85,8	82,8	79,6	74,3	68,3	63,8	58,7	53,0	46,8
BR710	SEL	A	2 000,0	90,3	85,9	82,9	79,7	74,4	68,4	63,9	58,8	53,0	46,8
BR710	SEL	A	3 000,0	91,0	86,6	83,6	80,3	75,0	69,1	64,6	59,5	53,6	47,2
BR710	SEL	A	4 000,0	92,2	87,6	84,5	81,2	76,0	70,1	65,7	60,6	54,7	48,2
BR710	SEL	A	5 000,0	92,7	88,5	85,6	82,3	76,9	70,8	66,3	61,1	54,9	48,1
BR710	SEL	A	6 000,0	94,7	90,5	87,6	84,2	78,8	72,7	68,1	62,9	56,7	49,9
BR710	SEL	A	7 000,0	96,5	92,4	89,4	86,1	80,6	74,5	69,9	64,7	58,5	51,7
BR710	SEL	A	8 000,0	98,1	94,1	91,1	87,8	82,3	76,2	71,7	66,4	60,3	53,5
BR710	SEL	A	9 000,0	99,6	95,6	92,6	89,4	83,9	77,9	73,4	68,1	62,0	55,3
BR710	SEL	A	10 000,0	100,9	96,9	94,0	90,8	85,5	79,5	75,0	69,8	63,8	57,1
BR710	SEL	A	11 000,0	102,1	98,1	95,3	92,2	86,9	81,0	76,6	71,5	65,5	58,9
BR710	SEL	A	12 000,0	103,1	99,1	96,4	93,4	88,3	82,5	78,1	73,1	67,2	60,7
BR710	SEL	A	12 900,0	103,8	99,9	97,3	94,4	89,5	83,8	79,5	74,5	68,7	62,3
BR710	SEL	D	4 000,0	90,5	86,4	83,5	80,2	74,9	68,9	64,4	59,2	53,0	46,2
BR710	SEL	D	5 000,0	92,7	88,5	85,6	82,3	76,9	70,8	66,3	61,1	54,9	48,1
BR710	SEL	D	6 000,0	94,7	90,5	87,6	84,2	78,8	72,7	68,1	62,9	56,7	49,9
BR710	SEL	D	7 000,0	96,5	92,4	89,4	86,1	80,6	74,5	69,9	64,7	58,5	51,7

Status: This is the original version (as it was originally adopted).

BR710	SEL	D	8 000,0	98,1	94,1	91,1	87,8	82,3	76,2	71,7	66,4	60,3	53,5
BR710	SEL	D	9 000,0	99,6	95,6	92,6	89,4	83,9	77,9	73,4	68,1	62,0	55,3
BR710	SEL	D	10 000,0	100,9	96,9	94,0	90,8	85,5	79,5	75,0	69,8	63,8	57,1
BR710	SEL	D	11 000,0	102,1	98,1	95,3	92,2	86,9	81,0	76,6	71,5	65,5	58,9
BR710	SEL	D	12 000,0	103,1	99,1	96,4	93,4	88,3	82,5	78,1	73,1	67,2	60,7
BR710	SEL	D	12 900,0	103,8	99,9	97,3	94,4	89,5	83,8	79,5	74,5	68,7	62,3
BR715	L _{max} A	A	4 250,0	89,2	81,6	76,8	71,6	63,4	54,6	48,3	41,6	34,7	28,2
BR715	L _{max} A	A	5 000,0	89,6	82,4	77,5	72,4	64,2	55,4	49,1	42,3	35,5	28,9
BR715	L _{max} A	A	5 750,0	89,9	83,0	78,2	73,0	64,9	56,1	49,7	43,0	36,1	29,6
BR715	L _{max} A	A	9 875,0	93,8	87,0	82,4	77,6	69,8	61,4	55,3	48,6	41,8	35,3
BR715	L _{max} D	D	11 000,0	95,7	88,9	84,3	79,5	71,7	63,1	57,0	50,2	43,4	36,9
BR715	L _{max} D	D	13 000,0	98,6	91,9	87,3	82,5	74,6	66,0	59,8	52,9	46,0	39,4
BR715	L _{max} D	D	15 000,0	101,2	94,5	90,0	85,1	77,2	68,5	62,2	55,3	48,3	41,6
BR715	L _{max} D	D	17 000,0	103,5	97,0	92,4	87,5	79,6	70,7	64,4	57,4	50,4	43,7
BR715	L _{max} D	D	19 000,0	106,4	99,9	95,3	90,4	82,4	73,4	67,0	60,0	52,9	46,2
BR715	L _{max} D	D	19 750,0	107,5	101,0	96,5	91,6	83,5	74,5	68,1	61,1	53,9	47,2
BR715	SEL	A	4 250,0	91,9	87,1	84,1	80,7	75,2	69,0	64,4	59,4	54,2	49,4
BR715	SEL	A	5 000,0	92,2	88,0	84,9	81,5	76,1	69,9	65,3	60,3	55,2	50,3
BR715	SEL	A	5 750,0	92,5	88,6	85,6	82,2	76,8	70,6	66,0	61,0	55,9	51,1
BR715	SEL	A	9 875,0	95,7	91,5	88,7	85,6	80,5	74,8	70,5	65,6	60,7	56,0

BR71	5SEL	D	11 000,0	97,3	93,1	90,3	87,2	82,1	76,4	72,1	67,2	62,3	57,6
BR71	5SEL	D	13 000,0	99,8	95,7	92,9	89,8	84,7	78,9	74,7	69,8	64,9	60,2
BR71	5SEL	D	15 000,0	102,1	98,0	95,2	92,1	87,0	81,2	77,0	72,1	67,2	62,5
BR71	5SEL	D	17 000,0	104,1	100,1	97,3	94,2	89,1	83,3	79,0	74,2	69,2	64,6
BR71	5SEL	D	19 000,0	106,6	102,7	99,8	96,7	91,6	85,8	81,5	76,7	71,8	67,2
BR71	5SEL	D	19 750,0	107,6	103,7	100,8	97,7	92,6	86,8	82,5	77,7	72,8	68,2
CF34	LAm _{ax} A		2 000,0	87,3	80,7	76,0	71,1	63,0	54,1	47,6	40,6	33,0	24,6
CF34	LAm _{ax} A		3 000,0	90,6	83,8	79,0	73,9	65,6	56,5	49,8	42,7	34,9	26,5
CF34	LAm _{ax} D		4 000,0	93,1	86,3	81,5	76,5	68,4	59,6	53,1	46,0	38,2	29,6
CF34	LAm _{ax} D		5 000,0	95,0	88,2	83,5	78,6	70,6	61,9	55,6	48,7	40,9	32,3
CF34	LAm _{ax} D		6 000,0	97,2	90,9	86,1	81,2	73,2	64,5	58,2	51,5	43,5	34,9
CF34	SEL	A	2 000,0	90,9	86,7	83,3	79,9	74,1	67,4	62,4	56,9	50,7	43,9
CF34	SEL	A	3 000,0	94,3	89,8	86,5	82,9	76,9	70,0	64,8	59,2	52,9	46,0
CF34	SEL	D	4 000,0	96,3	91,8	88,5	85,0	79,1	72,5	67,5	61,9	55,6	48,6
CF34	SEL	D	5 000,0	97,7	93,2	90,0	86,5	80,8	74,3	69,5	64,1	57,9	50,7
CF34	SEL	D	6 000,0	99,7	95,2	92,0	88,5	82,8	76,3	71,5	66,1	59,9	52,7
CF34	10LAm _{ax} A		3 000,0	90,1	83,6	79,1	74,4	66,9	58,6	52,6	45,7	37,9	29,5
CF34	10LAm _{ax} A		5 000,0	91,9	85,3	80,7	75,9	68,3	59,9	53,9	47,2	39,6	31,4
CF34	10LAm _{ax} D		8 000,0	94,9	88,5	84,0	79,3	71,9	63,7	57,7	51,0	43,3	34,8
CF34	10LAm _{ax} D		10 000,0	97,6	91,1	86,6	81,9	74,3	66,0	60,2	53,4	45,6	37,1

Status: This is the original version (as it was originally adopted).

CF3410	Amax	D	15 000,0	103,3	96,8	92,3	87,5	79,8	71,3	65,1	58,3	50,4	42,0
CF3418	SEL	A	3 000,0	92,5	88,8	86,1	83,2	78,4	72,7	68,3	63,3	57,2	50,5
CF3418	SEL	A	5 000,0	93,9	90,1	87,4	84,4	79,5	73,9	69,6	64,7	58,9	52,4
CF3418	SEL	D	8 000,0	95,9	92,2	89,6	86,7	81,8	76,3	72,1	67,1	61,2	54,5
CF3418	SEL	D	10 000,0	98,6	94,9	92,1	89,2	84,4	78,8	74,6	69,9	63,9	57,2
CF3418	SEL	D	15 000,0	103,8	100,2	97,5	94,6	89,8	84,1	79,9	74,9	69,1	62,6
CF348	Amax	A	2 500,0	89,7	83,1	78,6	73,8	66,2	57,6	51,3	44,1	36,0	27,3
CF348	Amax	A	7 250,0	91,3	84,7	80,2	75,4	67,6	58,9	52,6	45,5	37,6	29,2
CF348	Amax	D	7 250,0	94,5	87,9	83,5	78,7	71,0	62,3	56,0	48,8	40,5	31,7
CF348	Amax	D	16 250,0	103,6	97,1	92,6	87,9	80,2	71,6	65,3	58,3	50,3	42,0
CF348	SEL	A	2 500,0	93,1	89,2	86,4	83,3	78,2	72,0	67,1	61,5	54,9	47,7
CF348	SEL	A	7 250,0	95,2	91,0	88,1	85,0	79,8	73,6	68,8	63,2	56,8	49,9
CF348	SEL	D	7 250,0	96,4	92,3	89,5	86,5	81,5	75,3	70,4	64,7	58,0	50,6
CF348	SEL	D	16 250,0	104,7	100,9	98,2	95,3	90,4	84,4	79,6	74,0	67,6	60,7
CF348	EAm	A	3 000,0	91,1	84,4	79,8	74,8	66,8	57,8	51,3	44,0	35,9	27,5
CF348	EAm	A	4 000,0	92,0	85,3	80,7	75,8	67,8	59,0	52,5	45,5	37,6	29,6
CF348	EAm	D	7 000,0	95,5	88,9	84,3	79,4	71,5	62,8	56,5	49,5	41,6	33,5
CF348	EAm	D	9 000,0	99,3	92,7	88,2	83,4	75,5	66,8	60,6	53,7	46,0	38,0
CF348	EAm	D	11 000,0	103,3	96,6	92,0	87,1	79,2	70,3	64,0	57,2	49,6	41,8
CF348	SEL	A	3 000,0	93,5	89,6	86,7	83,5	78,2	72,0	67,2	61,6	55,3	48,6

CF348	SEL	A	4 000,0	94,7	90,7	87,9	84,7	79,4	73,3	68,7	63,3	57,2	50,7
CF348	SEL	D	7 000,0	97,3	93,2	90,5	87,4	82,3	76,2	71,7	66,4	60,4	54,0
CF348	SEL	D	9 000,0	100,3	96,5	93,9	91,0	86,0	80,3	75,9	70,9	65,0	58,6
CF348	SEL	D	11 000,0	103,4	99,7	97,1	94,2	89,4	83,8	79,5	74,6	68,9	62,5
CF565	CAmax	A	3 000,0	93,3	86,6	82,1	77,3	69,7	61,5	55,6	48,9	41,5	33,6
CF565	CAmax	A	5 000,0	94,2	87,3	82,5	77,6	69,9	61,6	55,6	49,0	41,5	33,6
CF565	CAmax	D	12 500,0	98,9	89,4	82,8	76,4	67,3	57,8	51,3	44,2	36,3	27,7
CF565	CAmax	D	20 000,0	103,4	95,3	89,8	83,9	75,3	66,2	59,9	53,0	45,0	36,3
CF565	CAmax	D	27 500,0	106,9	99,4	94,4	89,3	81,0	71,9	65,4	58,3	50,2	41,5
CF565	SEL	A	3 000,0	98,7	92,8	89,9	86,8	81,7	76,0	71,7	66,6	60,8	54,3
CF565	SEL	A	5 000,0	99,0	93,3	90,1	86,9	81,9	76,1	71,8	66,7	60,9	54,3
CF565	SEL	D	12 500,0	98,8	92,6	88,7	84,8	78,6	71,9	67,1	61,6	55,4	48,5
CF565	SEL	D	20 000,0	105,3	99,9	96,4	92,9	87,3	81,0	76,4	70,9	64,7	57,8
CF565	SEL	D	27 500,0	108,0	103,5	100,5	97,4	92,1	86,2	81,7	76,2	70,7	64,6
CF567	BAmax	A	3 000,0	93,0	85,9	81,1	76,1	68,0	59,2	52,5	45,6	37,5	29,3
CF567	BAmax	A	4 000,0	93,6	86,5	81,7	76,6	68,7	59,9	53,4	46,6	37,8	29,7
CF567	BAmax	A	5 000,0	94,1	87,0	82,2	77,2	69,2	60,5	54,1	47,4	39,0	31,1
CF567	BAmax	A	6 000,0	94,6	87,5	82,7	77,6	69,7	61,1	54,7	48,1	40,4	32,9
CF567	BAmax	A	7 000,0	95,0	87,9	83,0	78,0	70,1	61,5	55,2	48,7	41,8	34,5
CF567	BAmax	D	10 000,0	95,2	87,9	83,6	78,8	71,3	63,0	57,3	50,4	44,2	36,9

Status: This is the original version (as it was originally adopted).

CF567	BAmaxD	13 000,0	98,1	91,0	86,7	82,0	74,5	66,3	60,7	53,9	46,9	39,6
CF567	BAmaxD	16 000,0	100,5	93,7	89,3	84,6	77,3	69,2	63,5	56,8	49,4	42,1
CF567	BAmaxD	19 000,0	102,7	96,0	91,7	87,1	79,7	71,7	66,1	59,5	52,2	44,9
CF567	BAmaxD	23 500,0	107,2	100,9	96,5	91,9	84,7	76,8	71,4	64,6	57,7	50,4
CF567	BEL A	3 000,0	95,5	91,3	88,2	84,9	79,5	73,3	68,3	63,2	55,9	49,6
CF567	BEL A	4 000,0	96,2	91,9	88,8	85,6	80,2	74,1	69,4	64,3	56,8	50,7
CF567	BEL A	5 000,0	96,7	92,5	89,4	86,1	80,8	74,8	70,1	65,2	58,0	52,4
CF567	BEL A	6 000,0	97,2	93,0	89,9	86,7	81,4	75,5	70,9	66,0	59,4	54,3
CF567	BEL A	7 000,0	97,7	93,4	90,4	87,1	81,9	76,0	71,5	66,7	60,8	55,6
CF567	BEL D	10 000,0	96,3	92,1	89,4	86,3	81,4	75,9	72,0	67,0	61,3	51,9
CF567	BEL D	13 000,0	99,2	95,2	92,4	89,4	84,7	79,3	75,4	70,5	64,5	56,1
CF567	BEL D	16 000,0	101,7	97,6	95,0	92,1	87,4	82,1	78,3	73,5	67,3	60,0
CF567	BEL D	19 000,0	103,9	99,9	97,3	94,5	89,9	84,7	81,0	76,2	70,3	63,7
CF567	BEL D	23 500,0	108,4	104,5	102,0	99,3	95,0	89,9	86,4	81,5	75,5	69,5
CF66	DLamaxA	8 000,0	99,2	92,0	86,6	81,0	72,1	63,0	56,5	49,1	40,8	32,5
CF66	DLamaxA	14 000,0	102,1	95,0	89,9	84,5	76,0	67,0	60,6	53,3	45,1	37,1
CF66	DLamaxD	20 000,0	104,5	97,6	92,7	87,5	79,3	70,4	64,1	56,9	48,9	41,0
CF66	DLamaxD	28 000,0	106,2	99,4	94,6	89,5	81,5	72,6	66,4	59,3	51,3	43,6
CF66	DLamaxD	36 000,0	107,8	101,1	96,5	91,5	83,7	74,9	68,7	61,7	53,8	46,2
CF66	DSEL A	8 000,0	100,7	95,5	91,7	87,5	81,1	74,0	68,8	63,0	56,3	49,7

CF66	DSEL	A	14 000,0	104,4	99,5	95,9	92,0	85,9	79,0	73,9	68,3	61,7	55,2
CF66	DSEL	D	20 000,0	106,8	102,2	98,7	95,0	89,0	82,3	77,3	71,8	65,4	58,9
CF66	DSEL	D	28 000,0	109,3	104,8	101,4	98,0	92,2	85,6	80,7	75,3	69,0	62,6
CF66	DSEL	D	36 000,0	110,9	106,6	103,3	100,0	94,3	87,8	83,0	77,6	71,4	65,1
CF680	CAmax	A	5 500,0	94,4	87,4	82,8	78,0	70,4	61,9	55,7	48,8	40,9	31,7
CF680	CAmax	A	7 000,0	95,3	88,1	83,5	78,5	70,7	62,1	55,8	49,0	40,9	31,4
CF680	CAmax	A	12 000,0	95,9	88,8	84,1	79,1	71,3	62,7	56,4	49,6	41,7	32,5
CF680	CAmax	A	15 000,0	98,9	91,2	86,2	80,7	72,3	63,4	57,0	50,1	42,0	32,1
CF680	CAmax	D	17 000,0	101,6	93,6	87,8	81,4	71,6	62,2	55,8	48,8	40,6	30,5
CF680	CAmax	D	21 000,0	100,8	93,1	87,6	81,7	72,6	63,6	57,4	50,7	42,7	33,0
CF680	CAmax	D	25 000,0	100,6	93,1	87,8	82,3	73,8	65,0	59,0	52,4	44,7	35,2
CF680	CAmax	D	33 000,0	101,3	94,2	89,3	84,2	76,3	67,9	62,1	55,7	48,2	39,2
CF680	CAmax	D	41 000,0	103,1	96,3	91,5	86,7	79,1	70,9	65,1	58,9	51,5	42,6
CF680	CAmax	D	54 000,0	109,7	103,2	98,8	94,0	86,4	78,2	72,5	66,2	59,0	50,4
CF680	SEL	A	5 500,0	95,9	93,2	90,4	87,2	82,1	76,2	71,6	66,4	60,4	53,5
CF680	SEL	A	7 000,0	96,6	93,7	90,7	87,5	82,2	76,2	71,5	66,4	60,4	53,4
CF680	SEL	A	12 000,0	98,0	94,9	91,8	88,5	83,0	76,9	72,2	67,1	61,0	53,9
CF680	SEL	A	15 000,0	99,2	97,1	93,8	90,1	84,2	77,6	72,9	67,7	61,6	54,5
CF680	SEL	D	17 000,0	104,5	99,3	95,3	90,7	83,1	75,4	70,6	65,4	59,2	51,4
CF680	SEL	D	21 000,0	103,1	98,4	94,7	90,5	83,7	76,8	72,3	67,3	61,4	53,9

Status: This is the original version (as it was originally adopted).

CF680	SEL	D	25 000,0	102,5	98,0	94,6	90,8	84,6	78,2	73,8	69,1	63,4	56,2
CF680	SEL	D	33 000,0	102,6	98,5	95,5	92,1	86,7	80,9	76,9	72,3	66,9	60,1
CF680	SEL	D	41 000,0	104,0	100,1	97,3	94,2	89,2	83,8	79,9	75,4	70,1	63,5
CF680	SEL	D	54 000,0	109,8	106,1	103,6	100,8	96,1	90,8	86,9	82,6	77,5	71,2
CF680	EAm _A	A	6 000,0	93,8	86,6	82,0	77,2	69,6	61,4	55,4	48,7	41,1	33,0
CF680	EAm _A	A	12 000,0	96,7	89,2	84,3	79,1	71,0	62,4	56,2	49,2	41,6	33,5
CF680	EAm _D	D	34 000,0	105,5	97,4	92,0	86,3	77,7	68,4	61,8	54,3	46,2	37,4
CF680	EAm _D	D	42 000,0	106,0	98,2	93,2	88,0	79,8	70,7	64,2	56,9	48,8	40,1
CF680	EAm _D	D	52 000,0	107,5	100,1	95,2	90,2	82,3	73,8	67,6	60,6	52,7	44,0
CF680	EAm _D	D	62 000,0	111,7	104,4	99,6	94,5	86,6	78,4	72,4	65,6	57,6	48,8
CF680	SEL	A	6 000,0	99,1	93,5	90,3	87,1	81,9	76,1	71,7	66,6	60,3	53,7
CF680	SEL	A	12 000,0	100,0	94,8	91,5	88,2	82,8	76,9	72,3	67,1	60,8	54,2
CF680	SEL	D	34 000,0	106,7	101,4	98,1	94,5	88,6	82,2	77,6	72,2	65,9	58,9
CF680	SEL	D	42 000,0	107,2	102,4	99,4	96,0	90,6	84,4	79,9	74,6	68,4	61,5
CF680	SEL	D	52 000,0	108,4	104,1	101,2	98,2	93,2	87,4	83,0	77,6	71,6	64,8
CF680	SEL	D	62 000,0	112,7	108,3	105,4	102,5	97,6	91,9	87,7	82,5	76,5	70,4
CF700	LAm _A	A	850,0	98,2	90,6	84,9	78,7	68,7	59,1	52,4	45,3	37,6	29,2
CF700	LAm _A	A	1 500,0	100,5	93,5	88,6	83,5	74,6	64,9	57,6	49,7	41,7	33,0
CF700	LAm _D	D	2 500,0	101,0	94,0	89,1	84,0	75,9	66,9	60,2	52,8	44,8	36,1
CF700	LAm _D	D	3 750,0	108,6	101,4	96,3	91,0	82,4	72,6	65,3	57,2	48,4	38,9
CF700	SEL	A	850,0	100,7	95,3	91,2	86,4	78,7	71,4	66,2	60,5	54,4	47,4

CF700	SEL	A	1 500,0	102,8	97,8	94,1	90,0	83,4	75,9	70,1	63,7	57,2	50,0
CF700	SEL	D	2 500,0	104,2	99,5	96,1	92,5	86,7	79,9	74,7	68,9	62,3	55,1
CF700	SEL	D	3 750,0	111,3	106,4	102,8	99,0	92,6	85,1	79,2	72,7	65,4	57,4
CFM562	Amax	A	5 000,0	96,4	89,8	85,2	80,4	72,6	64,0	57,5	50,3	42,1	33,4
CFM562	Amax	A	10 000,0	100,5	94,0	89,2	84,4	76,7	68,7	61,8	54,7	46,5	37,8
CFM562	Amax	D	10 000,0	100,5	94,0	89,2	84,4	76,7	68,7	61,8	54,7	46,5	37,8
CFM562	Amax	D	15 500,0	106,1	99,5	94,8	89,9	82,3	73,9	67,8	60,8	52,6	43,9
CFM562	SEL	A	5 000,0	97,9	93,5	90,4	87,1	81,9	75,6	70,7	64,9	58,2	51,0
CFM562	SEL	A	10 000,0	101,5	97,2	94,2	91,0	85,9	79,8	75,0	69,3	62,6	55,4
CFM562	SEL	D	10 000,0	101,5	97,2	94,2	91,0	85,9	79,8	75,0	69,3	62,6	55,4
CFM562	SEL	D	15 500,0	106,5	102,5	99,6	96,5	91,6	85,7	81,0	75,5	68,9	61,6
CFM563	Amax	A	2 500,0	93,4	85,7	80,8	75,6	67,4	58,2	51,5	44,0	36,5	29,1
CFM563	Amax	A	3 500,0	94,5	86,7	81,8	76,5	68,2	59,1	52,5	45,1	37,6	30,4
CFM563	Amax	A	4 500,0	95,8	88,0	83,0	77,7	69,5	60,4	53,9	46,6	39,2	32,1
CFM563	Amax	A	5 500,0	97,2	89,3	84,4	79,1	71,0	62,0	55,6	48,3	41,0	33,9
CFM563	Amax	D	6 500,0	95,8	89,1	84,5	79,6	71,7	63,2	56,9	49,8	42,5	35,7
CFM563	Amax	D	9 000,0	97,0	90,3	85,8	80,9	73,2	64,8	58,6	51,6	44,5	37,8
CFM563	Amax	D	11 500,0	98,6	92,0	87,4	82,7	75,0	66,7	60,6	53,8	46,8	40,2
CFM563	Amax	D	14 000,0	100,4	93,8	89,3	84,5	77,0	68,8	62,8	56,0	49,2	42,7
CFM563	Amax	D	16 500,0	102,2	95,7	91,2	86,5	79,0	70,9	65,0	58,4	51,6	45,3

Status: This is the original version (as it was originally adopted).

CFM563AmaxD	19 000,0	104,4	97,9	93,5	88,9	81,5	73,5	67,6	61,1	54,5	48,3
CFM563A	2 500,0	94,7	90,2	87,1	83,7	78,1	71,5	66,7	61,1	55,4	49,8
CFM563A	3 500,0	96,3	91,5	88,3	84,7	79,0	72,5	67,7	62,2	56,6	51,2
CFM563A	4 500,0	97,6	92,8	89,5	85,8	80,1	73,7	69,0	63,6	58,1	52,8
CFM563A	5 500,0	98,8	93,9	90,6	86,9	81,4	75,0	70,4	65,1	59,7	54,4
CFM563D	6 500,0	96,4	92,3	89,3	86,1	80,9	75,2	70,8	65,6	60,3	55,4
CFM563D	9 000,0	97,9	93,7	90,7	87,5	82,4	76,8	72,5	67,5	62,5	57,7
CFM563D	11 500,0	99,5	95,4	92,5	89,3	84,3	78,9	74,7	69,9	64,9	60,3
CFM563D	14 000,0	101,1	97,2	94,4	91,3	86,5	81,2	77,1	72,3	67,5	63,0
CFM563D	16 500,0	102,8	99,0	96,3	93,5	88,8	83,6	79,6	74,9	70,2	65,8
CFM563D	19 000,0	104,7	101,2	98,7	96,0	91,5	86,4	82,5	78,0	73,4	69,1
CFM565AmaxA	2 700,0	91,7	84,4	79,7	74,8	67,0	58,5	52,2	45,3	37,5	29,5
CFM565AmaxA	6 000,0	93,8	86,1	80,9	75,6	67,4	58,7	52,4	45,5	37,7	29,7
CFM565AmaxD	12 000,0	100,3	92,0	86,2	80,3	71,1	61,7	55,4	48,6	40,9	33,1
CFM565AmaxD	15 500,0	102,5	94,9	89,5	83,6	74,0	65,0	58,8	52,1	44,7	36,8
CFM565AmaxD	19 000,0	104,3	96,6	91,1	85,7	77,2	68,2	62,2	55,5	47,9	40,0
CFM565AmaxD	22 500,0	105,9	98,9	94,1	88,9	80,9	72,5	66,1	59,4	51,7	43,3
CFM563A	2 700,0	96,6	90,5	87,5	84,2	78,9	72,8	68,2	62,9	56,8	50,3
CFM563A	6 000,0	97,4	91,6	88,2	84,8	79,3	73,1	68,5	63,3	57,1	50,6
CFM563D	12 000,0	100,9	96,2	92,4	88,3	81,9	75,5	71,1	66,0	60,0	53,8

CFM56	SEL	D	15 500,0	103,6	99,0	95,3	91,5	85,6	79,3	74,9	69,9	64,2	57,9
CFM56	SEL	D	19 000,0	104,7	100,5	97,3	93,9	88,3	82,4	78,1	73,2	67,3	61,0
CFM56	SEL	D	22 500,0	106,5	102,4	99,6	96,4	91,4	85,7	81,5	76,5	70,8	64,3
CJ610	LAmA	A	700,0	98,5	91,9	87,3	82,4	74,3	65,0	58,0	50,1	41,3	31,6
CJ610	LAmA	A	1 800,0	117,1	110,3	105,6	100,5	92,2	82,5	75,1	66,7	57,0	46,0
CJ610	LAmA	D	1 800,0	117,1	110,3	105,6	100,5	92,2	82,5	75,1	66,7	57,0	46,0
CJ610	LAmA	D	2 600,0	122,2	115,0	109,8	104,3	95,3	85,3	77,6	68,9	59,0	47,9
CJ610	SEL	A	700,0	100,8	96,4	93,3	89,9	84,0	77,0	71,5	65,1	57,8	49,6
CJ610	SEL	A	1 800,0	119,3	114,8	111,6	108,0	101,9	94,5	88,6	81,6	73,4	63,9
CJ610	SEL	D	1 800,0	119,3	114,8	111,6	108,0	101,9	94,5	88,6	81,6	73,4	63,9
CJ610	SEL	D	2 600,0	124,7	119,7	116,0	112,0	105,3	97,5	91,3	84,1	75,7	66,1
CT75	LAmA	A	30,0	86,9	80,5	76,1	71,6	64,5	57,0	51,6	45,6	38,6	30,9
CT75	LAmA	A	75,0	88,1	81,7	77,4	73,0	66,0	58,5	53,3	47,6	41,3	34,5
CT75	LAmA	D	75,0	88,1	81,7	77,4	73,0	66,0	58,5	53,3	47,6	41,3	34,5
CT75	LAmA	D	100,0	95,2	88,9	84,7	80,3	73,4	66,1	60,8	54,8	47,9	40,1
CT75	SEL	A	30,0	87,5	83,4	80,5	77,5	72,7	67,4	63,6	59,1	53,6	47,3
CT75	SEL	A	75,0	89,0	85,1	82,5	79,5	75,1	69,9	66,2	62,0	57,2	51,8
CT75	SEL	D	75,0	89,0	85,1	82,5	79,5	75,1	69,9	66,2	62,0	57,2	51,8
CT75	SEL	D	100,0	97,0	92,8	90,1	87,3	82,9	77,8	74,0	69,5	64,1	57,8
EPW18	LAmA	A	700,0	88,9	82,0	77,1	71,9	63,6	55,2	49,3	42,9	34,7	27,0
EPW18	LAmA	A	1 000,0	88,3	81,5	76,8	71,8	64,0	55,5	49,4	42,4	33,5	25,1
EPW18	LAmA	D	2 000,0	85,8	79,2	74,8	70,2	63,0	55,2	49,6	43,2	35,4	28,1
EPW18	LAmA	D	3 000,0	86,4	79,9	75,6	71,1	64,0	56,6	51,3	45,6	38,7	32,1
EPW18	LAmA	D	3 800,0	92,0	85,7	81,5	77,1	70,4	63,3	58,4	53,0	46,2	39,7
EPW18	SEL	A	700,0	94,5	87,5	82,7	77,5	69,2	60,7	54,9	48,4	40,3	32,6

Status: This is the original version (as it was originally adopted).

EPW1	SEL	A	1 000,0	94,9	88,1	83,4	78,4	70,6	62,1	56,0	49,0	40,2	31,7
EPW1	SEL	D	2 000,0	98,4	91,9	87,4	82,8	75,6	67,8	62,2	55,9	48,1	40,7
EPW1	SEL	D	3 000,0	98,7	92,3	87,9	83,4	76,4	68,9	63,7	58,0	51,0	44,5
EPW1	SEL	D	3 800,0	100,9	94,6	90,4	86,0	79,3	72,2	67,3	61,9	55,0	48,6
FJ44-4	LAmA	A	600,0	86,7	79,1	73,8	68,1	59,1	49,4	42,7	35,7	28,2	20,8
FJ44-4	LAmA	A	900,0	89,1	81,8	76,6	70,9	61,7	51,7	44,6	37,1	29,1	21,1
FJ44-4	LAmA	D	1 700,0	96,4	88,4	82,8	76,9	67,6	57,7	50,9	43,7	36,2	28,8
FJ44-4	LAmA	D	2 400,0	98,2	91,8	87,1	81,8	73,2	63,5	56,7	49,3	41,3	33,4
FJ44-4	LAmA	D	3 000,0	101,5	95,2	90,6	85,4	76,8	67,3	60,5	53,1	45,2	37,3
FJ44-4	LAmA	D	3 300,0	103,8	97,4	92,7	87,5	78,9	69,4	62,7	55,4	47,6	39,8
FJ44-4	SEL	A	600,0	87,3	82,8	79,5	75,9	70,0	63,4	58,8	53,9	48,6	43,3
FJ44-4	SEL	A	900,0	90,4	85,5	82,0	78,1	71,8	64,9	60,0	54,8	49,2	43,6
FJ44-4	SEL	D	1 700,0	94,2	90,0	86,8	83,2	77,2	70,5	65,7	60,6	55,0	49,3
FJ44-4	SEL	D	2 400,0	98,2	94,4	91,5	88,2	82,5	76,0	71,3	66,1	60,5	54,8
FJ44-4	SEL	D	3 000,0	102,0	98,5	95,7	92,5	86,9	80,4	75,7	70,5	64,9	59,1
FJ44-4	SEL	D	3 300,0	104,5	101,0	98,2	95,0	89,5	83,2	78,6	73,5	68,0	62,4
GE90	LAmA	A	12 000,0	94,2	86,8	81,8	76,8	68,9	60,3	54,1	47,5	40,8	34,5
GE90	LAmA	A	17 000,0	95,3	87,9	82,9	77,9	69,9	61,2	55,0	48,3	41,5	35,1
GE90	LAmA	A	22 000,0	96,6	89,0	84,0	78,9	70,7	62,0	55,6	48,9	42,0	35,6
GE90	LAmA	A	27 000,0	97,9	90,0	84,9	79,7	71,4	62,5	56,2	49,4	42,5	36,0
GE90	LAmA	D	31 000,0	97,5	90,7	86,0	80,8	72,8	63,8	57,5	50,4	43,3	36,4
GE90	LAmA	D	41 000,0	98,8	92,0	87,3	82,2	74,2	65,3	59,0	52,1	45,1	38,4

GE90	LAmxD		51 000,0	100,6	93,8	89,2	84,1	76,2	67,3	61,1	54,3	47,5	40,9
GE90	LAmxD		61 000,0	102,8	96,0	91,4	86,4	78,5	69,7	63,6	56,9	50,1	43,5
GE90	LAmxD		71 000,0	105,0	98,3	93,7	88,7	80,8	72,1	66,1	59,4	52,7	46,3
GE90	LAmxD		81 000,0	109,0	102,4	97,8	92,9	85,2	76,7	70,8	64,4	58,0	52,0
GE90	SEL	A	12 000,0	97,7	92,8	89,5	86,3	80,9	74,9	70,4	65,5	60,5	55,8
GE90	SEL	A	17 000,0	98,6	93,9	90,6	87,2	81,7	75,7	71,1	66,1	61,1	56,4
GE90	SEL	A	22 000,0	99,8	94,9	91,5	88,1	82,5	76,3	71,7	66,7	61,6	56,9
GE90	SEL	A	27 000,0	101,0	95,9	92,4	88,8	83,2	76,9	72,3	67,2	62,1	57,3
GE90	SEL	D	31 000,0	100,0	95,8	92,7	89,2	83,5	76,9	72,2	66,9	61,4	56,2
GE90	SEL	D	41 000,0	101,2	97,1	94,2	90,7	85,1	78,5	73,9	68,7	63,4	58,4
GE90	SEL	D	51 000,0	102,7	98,8	95,9	92,5	87,0	80,6	76,1	71,1	66,0	61,1
GE90	SEL	D	61 000,0	104,4	100,6	97,7	94,5	89,2	82,9	78,6	73,7	68,7	64,0
GE90	SEL	D	71 000,0	106,1	102,3	99,5	96,4	91,3	85,3	81,1	76,3	71,5	66,9
GE90	SEL	D	81 000,0	109,1	105,4	102,7	99,7	95,0	89,6	85,7	81,3	77,0	73,0
GE90	LBAmxA		12 000,0	96,1	88,9	84,3	79,4	71,6	63,2	57,1	50,5	43,8	37,5
GE90	LBAmxA		17 333,0	96,5	89,3	84,6	79,7	71,9	63,4	57,3	50,7	43,9	37,6
GE90	LBAmxA		22 667,0	97,2	90,0	85,3	80,3	72,5	63,9	57,6	51,0	44,1	37,7
GE90	LBAmxA		28 000,0	98,2	90,9	86,1	81,1	73,2	64,5	58,1	51,4	44,4	37,9
GE90	LBAmxD		39 000,0	100,4	93,2	88,4	83,4	75,3	66,5	60,1	52,9	45,6	38,6
GE90	LBAmxD		50 600,0	101,8	94,7	89,9	84,8	76,6	67,7	61,5	54,5	47,4	40,6

Status: This is the original version (as it was originally adopted).

GE9015AmaxD	62 200,0	103,5	96,6	91,8	86,7	78,5	69,6	63,3	56,4	49,4	42,7
GE9015AmaxD	73 800,0	105,5	98,6	93,8	88,7	80,5	71,7	65,4	58,6	51,7	45,0
GE9015AmaxD	85 400,0	108,5	101,7	96,9	91,9	83,8	75,1	68,9	62,1	55,3	48,8
GE9015AmaxD	97 000,0	114,5	107,6	103,0	98,1	90,4	81,8	75,7	68,9	61,9	55,4
GE901SEL A	12 000,0	99,5	94,9	91,8	88,7	83,5	77,6	73,1	68,3	63,3	58,6
GE901SEL A	17 333,0	99,9	95,2	92,1	88,9	83,6	77,7	73,2	68,3	63,2	58,5
GE901SEL A	22 667,0	100,5	95,9	92,8	89,5	84,1	78,1	73,5	68,5	63,4	58,6
GE901SEL A	28 000,0	101,3	96,7	93,5	90,2	84,8	78,7	74,0	68,9	63,7	58,9
GE901SEL D	39 000,0	102,7	97,8	94,4	90,9	85,3	78,9	74,3	68,9	63,5	58,3
GE901SEL D	50 600,0	103,6	98,9	95,7	92,3	86,7	80,4	75,9	70,7	65,5	60,6
GE901SEL D	62 200,0	105,0	100,5	97,4	94,1	88,5	82,3	77,9	72,9	67,8	63,0
GE901SEL D	73 800,0	106,6	102,3	99,2	96,0	90,5	84,4	80,0	75,1	70,1	65,4
GE901SEL D	85 400,0	109,3	105,0	102,1	98,9	93,6	87,7	83,4	78,6	73,7	69,1
GE901SEL D	97 000,0	114,7	110,6	107,7	104,7	99,7	94,1	89,9	85,1	80,2	75,6
GENX7AmaxA	7 000,0	99,0	91,8	87,0	82,2	74,4	65,9	59,6	52,8	45,9	39,4
GENX7AmaxA	12 000,0	99,6	92,4	87,6	82,8	75,0	66,5	60,2	53,3	46,4	39,9
GENX7AmaxA	17 000,0	100,0	92,8	88,0	83,2	75,3	66,7	60,4	53,5	46,5	40,0
GENX7AmaxA	22 000,0	100,4	93,2	88,3	83,4	75,4	66,8	60,4	53,5	46,5	39,9
GENX7AmaxD	17 000,0	101,0	94,3	89,7	84,9	77,2	68,7	62,5	55,5	48,4	41,5
GENX7AmaxD	25 000,0	101,5	94,8	90,2	85,3	77,5	68,8	62,6	55,6	48,4	41,6

GENX67AmaxD			33 000,0	102,9	96,2	91,5	86,6	78,7	70,0	63,7	56,6	49,5	42,6
GENX67AmaxD			41 000,0	104,8	98,0	93,4	88,5	80,5	71,7	65,4	58,3	51,0	44,1
GENX67AmaxD			49 000,0	107,0	100,2	95,5	90,6	82,6	73,8	67,4	60,2	53,0	46,0
GENX67AmaxD			57 000,0	110,1	103,4	98,7	93,8	85,8	76,9	70,5	63,2	55,9	49,0
GENX6SEL	A		7 000,0	101,0	96,8	93,9	90,9	85,7	79,7	75,1	70,0	64,9	60,1
GENX6SEL	A		12 000,0	101,6	97,4	94,5	91,4	86,2	80,2	75,6	70,5	65,3	60,4
GENX6SEL	A		17 000,0	102,3	98,0	95,0	91,9	86,6	80,6	75,9	70,7	65,4	60,5
GENX6SEL	A		22 000,0	102,8	98,5	95,5	92,3	86,9	80,8	76,1	70,8	65,4	60,4
GENX6SEL	D		17 000,0	102,0	98,1	95,3	92,4	87,4	81,7	77,3	72,1	66,9	61,8
GENX6SEL	D		25 000,0	102,6	98,6	95,8	92,8	87,6	81,7	77,3	72,1	66,9	61,8
GENX6SEL	D		33 000,0	103,9	99,9	97,1	94,0	88,8	82,8	78,4	73,2	68,0	62,9
GENX6SEL	D		41 000,0	105,5	101,6	98,8	95,7	90,5	84,5	80,1	74,9	69,7	64,7
GENX6SEL	D		49 000,0	107,4	103,5	100,7	97,7	92,5	86,6	82,2	77,0	71,8	66,8
GENX6SEL	D		57 000,0	110,1	106,3	103,5	100,6	95,5	89,7	85,3	80,2	75,1	70,2
GP727DAmaxA			5 500,0	92,0	86,2	81,9	77,4	69,8	61,4	55,3	48,6	41,2	33,5
GP727DAmaxA			7 500,0	92,4	86,4	82,1	77,5	69,9	61,6	55,5	48,8	41,3	33,5
GP727DAmaxA			12 000,0	93,4	87,0	82,5	77,9	70,3	61,9	55,8	49,1	41,6	33,7
GP727DAmaxA			14 000,0	94,0	87,5	82,9	78,1	70,4	62,0	55,9	49,2	41,7	33,9
GP727DAmaxD			40 000,0	99,3	92,8	88,5	83,7	75,9	67,2	60,9	53,9	45,9	37,3
GP727DAmaxD			50 000,0	102,0	95,9	91,3	86,5	78,7	70,1	63,8	56,8	48,8	40,2

Status: This is the original version (as it was originally adopted).

GP727	D	Amax	D	60 000,0	104,1	98,2	93,8	89,1	81,6	73,0	66,8	59,7	51,7	43,1
GP727	D	Amax	D	80 000,0	111,3	105,6	101,7	97,1	90,0	81,7	75,5	68,2	61,1	52,5
GP727	S	SEL	A	5 500,0	96,8	92,6	89,8	86,7	81,6	75,7	71,2	66,2	60,4	54,2
GP727	S	SEL	A	7 500,0	97,3	93,0	90,0	86,9	81,8	75,9	71,5	66,4	60,6	54,3
GP727	S	SEL	A	12 000,0	98,4	93,9	90,8	87,6	82,4	76,4	72,0	66,9	61,0	54,6
GP727	S	SEL	A	14 000,0	99,0	94,3	91,2	88,0	82,7	76,8	72,3	67,2	61,3	54,8
GP727	S	SEL	D	40 000,0	102,6	98,2	95,0	91,8	86,5	80,6	76,1	71,0	64,9	58,2
GP727	S	SEL	D	50 000,0	105,6	101,0	97,9	94,8	89,7	83,8	79,5	74,3	68,3	61,6
GP727	S	SEL	D	60 000,0	107,7	103,5	100,5	97,4	92,2	86,4	82,0	76,9	70,8	64,1
GP727	S	SEL	D	80 000,0	114,8	111,0	108,5	105,6	100,6	94,9	90,6	85,5	79,6	72,7
IO320	B	Amax	A	55,0	79,0	72,6	68,2	63,6	56,4	48,5	43,0	36,8	30,0	22,9
IO320	B	Amax	A	107,0	79,8	73,3	68,9	64,3	56,8	48,3	42,1	35,3	27,9	20,6
IO320	B	Amax	D	201,0	86,6	79,8	75,1	70,0	62,5	54,3	48,3	41,6	34,2	26,7
IO320	B	Amax	D	214,0	89,5	82,6	77,8	72,7	64,6	56,2	50,1	43,4	35,8	28,1
IO320	B	Amax	D	339,0	96,1	89,0	84,0	78,6	70,2	61,5	55,3	48,3	40,5	32,3
IO320	S	SEL	A	55,0	82,3	78,4	75,7	72,9	68,2	62,8	58,8	54,3	49,2	44,1
IO320	S	SEL	A	107,0	83,5	79,8	77,1	74,2	69,1	63,0	58,5	53,5	48,0	42,8
IO320	S	SEL	D	201,0	90,2	85,8	82,8	79,6	74,3	68,3	63,9	58,8	53,0	47,2
IO320	S	SEL	D	214,0	93,9	89,0	85,7	82,2	76,6	70,4	65,9	60,7	54,7	48,6
IO320	S	SEL	D	339,0	98,8	94,5	91,4	88,1	82,5	76,1	71,4	66,1	60,0	53,5
IO360	L	Amax	A	26,6	71,6	64,2	59,7	55,0	47,7	39,8	34,4	28,5	22,4	16,9
IO360	L	Amax	A	58,2	78,8	72,2	67,7	62,9	55,2	46,7	40,7	34,1	27,0	20,3
IO360	L	Amax	D	59,6	82,7	75,6	71,1	66,4	58,9	50,8	45,0	38,6	31,7	24,5
IO360	L	Amax	D	100,0	84,6	77,8	73,2	68,2	60,4	52,0	46,2	39,9	33,5	25,6
IO360	S	SEL	A	26,6	73,0	68,7	65,8	63,0	58,6	53,6	50,0	46,2	42,4	38,8
IO360	S	SEL	A	58,2	79,3	75,3	72,7	69,9	65,1	59,6	55,5	51,1	46,3	43,0
IO360	S	SEL	D	59,6	83,5	79,8	77,2	74,4	69,7	64,1	59,9	55,3	50,3	45,8
IO360	S	SEL	D	100,0	84,9	81,4	78,9	76,0	71,2	65,5	61,3	56,5	51,8	46,3

IO540	LAm _A	A	2 400,0	82,2	75,8	71,7	67,3	60,6	53,5	48,7	43,4	37,7	31,6
IO540	LAm _A	A	2 500,0	86,4	80,1	75,9	71,5	64,7	57,6	52,7	47,4	41,7	35,6
IO540	LAm _A	A	2 700,0	94,6	88,2	83,8	79,3	72,0	63,9	58,2	52,2	45,6	38,8
IO540	LAm _D	D	2 500,0	92,0	85,6	81,2	76,7	69,5	62,0	56,8	51,3	45,2	38,8
IO540	LAm _D	D	2 700,0	99,0	92,6	88,3	83,8	76,6	68,7	63,1	56,9	50,0	42,7
IO540	SEL	A	2 400,0	82,7	79,3	77,0	74,6	70,8	66,6	63,5	60,1	56,1	51,7
IO540	SEL	A	2 500,0	86,6	83,2	80,8	78,4	74,4	70,2	67,1	63,7	59,8	55,4
IO540	SEL	A	2 700,0	92,9	89,5	87,2	84,6	80,5	75,8	72,2	68,2	63,6	58,4
IO540	SEL	D	2 500,0	91,8	88,3	85,8	83,2	78,9	74,1	70,8	67,1	63,0	58,3
IO540	SEL	D	2 700,0	96,8	93,5	91,1	88,6	84,3	79,4	75,7	71,5	66,7	61,4
JT15DL	LAm _A	A	300,0	83,2	76,3	71,5	66,5	58,6	50,1	43,9	37,1	29,5	21,0
JT15DL	LAm _A	A	600,0	85,7	78,8	74,0	69,0	61,1	52,6	46,4	39,6	32,0	23,5
JT15DL	LAm _D	D	1 200,0	93,2	86,2	81,3	76,0	67,6	58,4	51,8	44,6	36,7	28,1
JT15DL	LAm _D	D	1 550,0	95,3	88,6	83,9	79,0	71,1	62,3	55,7	48,4	40,1	31,0
JT15DSEL	SEL	A	300,0	85,6	81,0	77,7	74,2	68,5	62,3	57,6	52,3	46,2	39,2
JT15DSEL	SEL	A	600,0	86,8	82,2	78,9	75,4	69,7	63,5	58,8	53,5	47,4	40,4
JT15DSEL	SEL	D	1 200,0	96,4	91,7	88,2	84,5	78,3	71,4	66,3	60,6	54,2	47,1
JT15DSEL	SEL	D	1 550,0	98,0	93,6	90,4	87,0	81,4	74,8	69,7	63,9	57,1	49,5
JT15DEL	LAm _A	A	670,0	90,2	82,7	77,2	71,2	61,7	52,0	45,5	38,5	30,7	21,2
JT15DEL	LAm _A	A	1 500,0	101,3	94,4	89,6	84,4	75,8	67,2	61,3	54,4	46,4	37,5
JT15DEL	LAm _D	D	1 500,0	101,3	94,4	89,6	84,4	75,8	67,2	61,3	54,4	46,4	37,5
JT15DEL	LAm _D	D	2 100,0	103,7	97,2	92,6	87,8	80,1	72,0	66,0	59,2	51,1	42,2
JT15DSEL	SEL	A	670,0	90,2	85,6	82,2	78,4	72,3	65,3	60,3	54,7	48,4	41,4

Status: This is the original version (as it was originally adopted).

JT15D	SEL	A	1 500,0	104,1	99,8	96,8	93,4	87,3	81,1	76,6	71,3	64,8	57,4
JT15D	SEL	D	1 500,0	104,1	99,8	96,8	93,4	87,3	81,1	76,6	71,3	64,8	57,4
JT15D	SEL	D	2 100,0	106,0	102,4	99,7	96,8	91,6	85,7	81,2	75,9	69,3	61,8
JT3D	LAm _A	A	4 000,0	111,8	104,5	98,9	93,0	81,8	67,8	59,2	50,9	41,8	32,9
JT3D	LAm _A	A	6 000,0	114,0	106,8	101,5	95,5	84,6	71,3	63,3	55,3	46,4	37,2
JT3D	LAm _A	D	8 000,0	115,9	109,0	103,7	98,0	87,6	75,4	67,7	59,8	51,1	42,1
JT3D	LAm _A	D	10 000,0	117,5	110,8	105,6	100,0	90,4	79,5	71,8	63,8	55,2	46,5
JT3D	LAm _A	D	12 000,0	118,2	111,5	106,4	101,0	92,1	82,0	74,5	66,8	58,6	49,7
JT3D	LAm _A	D	15 000,0	119,7	113,0	107,9	102,5	94,0	85,0	78,1	70,3	62,0	53,5
JT3D	SEL	A	4 000,0	112,5	107,5	103,6	99,0	90,0	78,3	71,2	64,5	57,0	49,5
JT3D	SEL	A	6 000,0	114,8	109,8	105,9	101,5	92,8	81,8	75,2	68,9	61,7	54,1
JT3D	SEL	D	8 000,0	117,1	112,0	108,2	104,0	95,9	85,9	79,6	73,4	66,1	58,6
JT3D	SEL	D	10 000,0	119,0	113,9	110,1	106,0	98,5	90,0	83,7	77,5	70,1	62,8
JT3D	SEL	D	12 000,0	120,7	115,6	111,9	107,7	100,8	92,6	87,1	81,0	73,9	66,5
JT3D	SEL	D	15 000,0	122,5	117,4	113,6	109,5	103,1	96,4	90,8	85,1	77,9	70,4
JT3D	QLAm _A	A	3 000,0	102,8	95,2	89,6	83,1	74,3	65,0	58,4	51,0	42,6	34,0
JT3D	QLAm _A	A	5 000,0	105,2	96,2	89,9	84,4	75,7	66,2	59,5	52,1	43,9	35,5
JT3D	QLAm _A	D	11 000,0	107,5	100,8	96,3	91,4	83,5	75,0	68,7	61,7	53,6	45,3
JT3D	QLAm _A	D	15 500,0	114,2	107,7	103,2	98,7	91,4	83,7	78,2	72,0	64,9	57,3
JT3D	QSEL	A	3 000,0	104,4	99,4	95,6	91,4	84,8	77,8	72,6	66,7	59,9	52,7

JT3DQ	SEL	A	5 000,0	105,1	100,0	96,2	91,9	85,4	78,4	73,2	67,3	60,6	53,7
JT3DQ	SEL	D	11 000,0	109,1	105,4	102,7	99,8	95,0	88,9	84,2	78,6	72,1	65,2
JT3DQ	SEL	D	15 500,0	116,9	113,3	110,8	108,1	103,5	98,1	94,1	89,4	83,9	77,7
JT4A	LAm _A	A	4 000,0	109,2	101,7	96,3	90,5	80,6	69,0	61,7	54,5	45,7	36,9
JT4A	LAm _A	A	6 000,0	111,1	103,6	98,2	92,5	82,7	71,2	63,7	56,3	48,1	39,5
JT4A	LAm _A	D	10 000,0	116,5	109,3	104,1	98,5	89,3	79,0	71,6	63,7	54,5	45,4
JT4A	LAm _A	D	12 000,0	119,6	112,4	107,4	102,0	93,1	82,9	75,3	67,4	58,4	48,8
JT4A	LAm _A	D	15 000,0	125,3	118,3	113,2	108,0	99,1	89,2	81,5	73,5	64,3	54,6
JT4A	SEL	A	4 000,0	110,8	105,4	101,2	97,0	89,6	80,6	74,3	68,6	60,9	52,7
JT4A	SEL	A	6 000,0	112,7	107,3	103,3	99,0	91,8	82,9	76,8	71,1	63,6	55,7
JT4A	SEL	D	10 000,0	117,4	112,4	108,7	104,5	97,4	89,2	83,3	76,9	69,4	61,5
JT4A	SEL	D	12 000,0	120,0	115,2	111,6	107,5	100,6	92,6	86,6	80,3	72,6	64,7
JT4A	SEL	D	15 000,0	125,5	120,8	117,6	113,5	106,9	99,3	93,3	86,6	78,7	70,6
JT9D7Q	LAm _A	A	8 560,0	101,8	95,4	91,0	86,3	78,6	69,9	63,6	56,7	49,0	40,9
JT9D7Q	LAm _A	A	14 000,0	103,3	96,8	92,2	87,1	79,2	70,5	64,2	57,5	49,9	41,9
JT9D7Q	LAm _A	D	24 370,0	106,3	99,8	95,3	90,3	82,6	74,2	68,1	61,6	54,2	46,4
JT9D7Q	LAm _A	D	34 850,0	110,0	103,8	99,4	94,7	87,2	78,7	72,7	66,0	58,6	50,8
JT9D7Q	LAm _A	D	40 240,0	112,5	106,3	102,0	97,3	89,9	81,4	75,3	68,6	61,2	53,4
JT9D7Q	LAm _A	D	44 940,0	115,3	109,1	104,8	100,0	92,6	84,2	78,0	71,4	63,9	56,1
JT9D7Q	SEL	A	8 560,0	103,6	99,5	96,6	93,5	88,1	81,7	77,0	71,6	65,5	58,9

Status: This is the original version (as it was originally adopted).

JT9D7SEL	A	14 000,0	105,1	100,9	97,8	94,3	88,7	82,3	77,6	72,4	66,4	59,9
JT9D7SEL	D	24 370,0	108,1	103,9	100,9	97,5	92,1	86,0	81,5	76,5	70,7	64,4
JT9D7SEL	D	34 850,0	111,8	107,9	105,0	101,9	96,7	90,5	86,1	80,9	75,1	68,8
JT9D7SEL	D	40 240,0	114,3	110,4	107,6	104,5	99,4	93,2	88,7	83,5	77,7	71,4
JT9D7SEL	D	44 940,0	117,1	113,2	110,4	107,2	102,1	96,0	91,4	86,3	80,4	74,1
JT9DBLAmAx	A	8 000,0	106,5	99,5	94,5	89,0	79,8	69,1	61,2	53,2	44,9	36,3
JT9DBLAmAx	A	14 000,0	111,0	104,0	99,0	93,5	84,3	73,6	65,7	57,7	49,4	40,8
JT9DBLAmAx	D	20 000,0	114,3	107,2	102,1	96,5	87,1	76,9	69,8	62,3	54,2	45,4
JT9DBLAmAx	D	28 000,0	116,4	109,3	104,2	98,5	89,0	79,1	72,3	65,0	57,0	48,0
JT9DBLAmAx	D	36 000,0	117,9	110,8	105,7	100,0	90,5	80,6	73,8	66,5	58,5	49,7
JT9DBSEL	A	8 000,0	108,2	103,5	99,9	96,0	89,1	80,6	74,2	67,6	60,9	53,7
JT9DBSEL	A	14 000,0	113,2	108,5	104,9	101,0	94,1	85,6	79,2	72,6	65,9	58,7
JT9DBSEL	D	20 000,0	116,6	111,8	108,1	104,0	96,9	89,0	83,4	77,3	70,7	63,4
JT9DBSEL	D	28 000,0	118,7	113,9	110,2	106,0	98,8	91,2	85,9	80,0	73,5	66,2
JT9DBSEL	D	36 000,0	120,2	115,4	111,7	107,5	100,3	92,7	87,4	81,5	75,0	67,7
JT9DFLAmAx	A	8 000,0	103,0	95,5	90,2	84,3	75,1	66,0	59,7	52,6	44,5	35,6
JT9DFLAmAx	A	16 000,0	107,1	99,6	94,3	88,4	79,2	70,1	63,8	56,7	48,6	39,7
JT9DFLAmAx	D	24 000,0	110,6	103,1	97,8	92,1	83,3	74,5	68,3	61,5	53,7	45,4
JT9DFLAmAx	D	32 000,0	113,5	105,9	100,6	95,1	86,5	77,9	71,9	65,3	57,7	49,7
JT9DFLAmAx	D	40 000,0	115,7	108,1	102,8	97,3	88,7	80,1	74,1	67,5	59,9	51,9

JT9DFSEL	A	8 000,0	102,3	97,8	94,3	90,5	84,4	77,7	72,9	67,3	60,7	53,3
JT9DFSEL	A	16 000,0	106,3	101,8	98,3	94,5	88,4	81,7	76,9	71,3	64,7	57,3
JT9DFSEL	D	24 000,0	109,4	105,1	101,7	98,0	92,2	85,8	81,2	75,9	69,7	62,8
JT9DFSEL	D	32 000,0	111,8	107,4	104,1	100,5	94,9	88,7	84,2	79,1	73,1	66,5
JT9DFSEL	D	40 000,0	113,8	109,4	106,1	102,5	96,9	90,7	86,2	81,1	75,1	68,5
O320DBAmax	A	1 500,0	66,9	60,5	56,2	51,7	44,7	37,2	32,1	26,7	21,1	15,9
O320DBAmax	A	1 600,0	68,1	61,7	57,4	52,9	45,9	38,4	33,2	27,7	21,9	16,6
O320DBAmax	A	1 800,0	72,1	65,6	61,2	56,6	49,3	41,3	35,8	30,0	23,9	18,0
O320DBAmax	D	2 150,0	79,8	73,1	68,6	63,9	56,2	47,9	42,2	36,1	29,7	23,1
O320DBAmax	D	2 442,0	87,3	80,7	76,1	71,2	63,5	55,1	49,4	43,1	36,1	28,7
O320DBAmax	D	2 600,0	88,8	82,1	77,5	72,6	64,7	56,2	50,2	43,8	36,7	29,3
O320DSEL	A	1 500,0	69,0	65,6	62,8	60,2	56,0	51,3	48,0	44,5	41,3	38,2
O320DSEL	A	1 600,0	70,4	67,1	64,6	62,0	57,7	53,0	49,6	45,9	42,3	38,9
O320DSEL	A	1 800,0	74,1	70,5	68,0	65,3	60,7	55,5	51,8	47,8	43,8	39,9
O320DSEL	D	2 150,0	80,4	76,9	74,3	71,4	66,5	60,9	57,0	52,7	48,1	43,7
O320DSEL	D	2 442,0	87,9	84,2	81,5	78,5	73,4	67,9	63,9	59,5	54,4	48,9
O320DSEL	D	2 600,0	89,4	85,5	82,8	79,8	74,8	69,0	64,8	60,2	55,0	49,2
O470RLAmax	A	169,0	73,3	67,1	62,9	58,6	51,8	44,6	39,6	34,1	28,1	21,8
O470RLAmax	A	244,0	73,9	67,7	63,5	59,2	52,5	45,4	40,3	34,8	28,8	22,4
O470RLAmax	D	533,0	87,5	81,2	77,0	72,7	65,7	58,2	52,7	46,6	39,7	32,3
O470RLAmax	D	640,0	96,1	89,8	85,5	80,9	73,5	65,0	58,6	51,3	43,0	34,3
O470RSEL	A	169,0	75,6	71,7	69,0	66,2	61,7	56,7	53,1	49,2	44,7	39,8
O470RSEL	A	244,0	76,2	72,3	69,6	66,8	62,3	57,3	53,7	49,7	45,1	40,2

Status: This is the original version (as it was originally adopted).

O470	RSEL	D	533,0	87,8	83,8	81,1	78,2	73,6	68,2	64,2	59,6	54,2	48,4
O470	RSEL	D	640,0	95,4	91,3	88,5	85,4	80,3	74,1	69,2	63,4	56,5	49,3
OLY5	93Amax	A	10 000,0	115,8	109,2	104,6	99,8	92,0	83,2	76,5	68,8	60,3	50,7
OLY5	93Amax	A	20 000,0	126,4	119,4	113,3	109,2	101,2	92,4	85,9	78,7	70,2	60,7
OLY5	93Amax	D	20 000,0	126,4	119,4	113,3	109,2	101,2	92,4	85,9	78,7	70,2	60,7
OLY5	93Amax	D	28 000,0	132,1	124,8	119,6	114,3	106,1	97,3	90,8	83,6	75,1	65,3
OLY5	93Amax	D	32 000,0	134,0	126,7	121,4	116,0	107,8	98,9	92,4	85,2	76,7	67,3
OLY5	RSEL	A	10 000,0	117,7	113,4	110,3	107,0	101,5	94,8	89,6	83,5	76,5	68,3
OLY5	RSEL	A	20 000,0	130,3	125,5	122,0	118,3	112,6	106,1	101,1	95,3	88,3	80,3
OLY5	RSEL	D	20 000,0	130,3	125,5	122,0	118,3	112,6	106,1	101,1	95,3	88,3	80,3
OLY5	RSEL	D	28 000,0	136,4	131,3	127,6	123,8	118,0	111,4	106,4	100,6	93,7	85,7
OLY5	RSEL	D	32 000,0	138,4	133,2	129,4	125,5	119,6	113,0	108,0	102,2	95,3	87,4
PT6A	III Amax	A	400,0	90,0	83,6	79,4	75,0	68,0	60,4	54,8	48,3	40,5	31,7
PT6A	III Amax	A	427,0	90,0	83,6	79,4	75,0	68,0	60,4	54,8	48,3	40,5	31,7
PT6A	III Amax	A	463,0	90,3	84,0	79,7	75,2	68,2	60,6	55,1	48,7	41,1	32,6
PT6A	III Amax	D	1 009,0	88,2	82,0	77,8	73,5	66,7	59,1	53,5	47,1	39,4	30,8
PT6A	III Amax	D	1 899,0	90,0	83,8	79,7	75,4	68,7	61,4	56,1	50,1	43,1	35,4
PT6A	ISEL	A	400,0	89,9	85,8	83,0	80,1	75,4	70,1	65,9	61,0	54,7	47,4
PT6A	ISEL	A	427,0	89,9	85,8	83,0	80,1	75,4	70,1	65,9	61,0	54,7	47,4
PT6A	ISEL	A	463,0	89,4	85,3	82,4	79,4	74,7	69,3	65,3	60,6	54,7	47,9
PT6A	ISEL	D	1 009,0	87,7	83,8	81,1	78,3	73,7	68,4	64,3	59,4	53,2	46,1
PT6A	ISEL	D	1 899,0	89,7	85,8	83,2	80,4	75,9	70,9	67,1	62,6	57,1	50,9
PT6A	IV Amax	A	30,0	90,9	84,6	80,4	76,0	69,1	61,6	56,0	49,8	42,6	34,0
PT6A	IV Amax	A	100,0	95,6	89,5	85,3	81,0	74,3	67,0	61,6	55,6	49,0	41,4
PT6A	IV Amax	D	30,0	90,9	84,6	80,4	76,0	69,1	61,6	56,0	49,8	42,6	34,0

Status: This is the original version (as it was originally adopted).

PT6A27AmaxD			100,0	95,6	89,5	85,3	81,0	74,3	67,0	61,6	55,6	49,0	41,4
PT6A27SEL	A		30,0	91,3	87,2	84,4	81,6	76,9	71,7	67,6	62,9	57,2	50,0
PT6A27SEL	A		100,0	95,9	92,0	89,3	86,5	82,0	77,0	73,1	68,6	63,5	57,4
PT6A27SEL	D		30,0	91,3	87,2	84,4	81,6	76,9	71,7	67,6	62,9	57,2	50,0
PT6A27SEL	D		100,0	95,9	92,0	89,3	86,5	82,0	77,0	73,1	68,6	63,5	57,4
PT6A41AmaxA			300,0	83,6	77,2	72,8	68,2	60,9	52,8	47,0	40,4	32,8	24,9
PT6A41AmaxA			311,0	83,6	77,2	72,8	68,2	60,9	52,8	47,0	40,4	32,8	24,9
PT6A41AmaxD			820,0	85,2	78,9	74,7	70,3	63,5	56,0	50,6	44,4	37,2	29,1
PT6A41AmaxD			1 153,0	87,2	81,0	76,9	72,6	65,9	58,6	53,4	47,5	40,6	32,9
PT6A45SEL	A		300,0	87,8	83,6	80,7	77,6	72,5	66,7	62,3	57,3	51,3	44,8
PT6A45SEL	A		311,0	87,8	83,6	80,7	77,6	72,5	66,7	62,3	57,3	51,3	44,8
PT6A45SEL	D		820,0	86,6	82,5	79,8	77,0	72,3	67,1	63,2	58,5	52,8	46,3
PT6A45SEL	D		1 153,0	88,6	84,7	82,0	79,2	74,8	69,8	66,0	61,6	56,2	50,0
PT6A45AmaxA			35,0	87,2	81,0	76,7	72,4	65,1	57,7	52,9	48,0	41,9	35,1
PT6A45AmaxA			65,0	87,8	81,4	77,0	72,5	64,9	57,4	52,4	47,4	41,7	35,5
PT6A45AmaxD			65,0	87,8	81,4	77,0	72,5	64,9	57,4	52,4	47,4	41,7	35,5
PT6A45AmaxD			100,0	94,9	88,6	84,4	80,0	72,6	65,2	60,3	55,4	49,4	42,4
PT6A45SEL	A		35,0	88,0	84,0	81,3	78,5	74,0	69,2	65,6	61,6	57,0	51,6
PT6A45SEL	A		65,0	88,5	84,4	81,5	78,5	73,7	68,5	64,8	60,9	56,8	52,0
PT6A45SEL	D		65,0	88,5	84,4	81,5	78,5	73,7	68,5	64,8	60,9	56,8	52,0
PT6A45SEL	D		100,0	95,1	91,1	88,4	85,5	81,0	76,1	72,4	68,4	63,8	58,4
PT6A50AmaxA			35,0	83,9	78,2	74,0	68,8	60,7	51,8	45,5	38,6	31,4	24,2
PT6A50AmaxA			40,0	87,4	81,7	77,5	72,4	64,2	55,5	49,0	42,1	34,4	26,7
PT6A50AmaxD			80,0	84,7	78,5	74,4	69,8	62,5	54,0	48,1	41,3	34,0	26,4
PT6A50AmaxD			100,0	86,9	80,7	76,6	72,0	64,7	56,2	50,2	43,5	36,4	29,3
PT6A50SEL	A		35,0	85,7	82,3	79,6	76,0	70,2	63,6	58,9	53,5	47,9	42,2
PT6A50SEL	A		40,0	89,2	85,8	83,1	79,6	73,7	67,3	62,4	57,0	50,9	44,7
PT6A50SEL	D		80,0	86,5	82,6	80,0	77,0	72,0	65,8	61,5	56,2	50,5	44,4
PT6A50SEL	D		100,0	88,7	84,8	82,2	79,2	74,2	68,0	63,6	58,4	52,9	47,3
PT6A67AmaxA			400,0	87,8	81,2	76,8	72,2	64,9	56,7	50,6	43,5	35,4	27,1
PT6A67AmaxA			600,0	89,1	82,4	77,9	73,3	66,1	58,1	52,3	45,7	37,8	29,2
PT6A67AmaxD			1 000,0	90,2	83,7	79,2	74,5	67,0	58,8	52,9	46,7	39,9	33,2

Status: This is the original version (as it was originally adopted).

PT6A	67AmaxD		1 100,0	90,2	83,7	79,2	74,5	67,0	58,8	52,9	46,7	39,9	33,2
PT6A	67AmaxD		1 600,0	87,9	81,5	77,2	72,7	65,7	58,1	52,7	46,9	40,5	34,0
PT6A	67AmaxD		1 700,0	87,9	81,5	77,2	72,7	65,7	58,1	52,7	46,9	40,5	34,0
PT6A	67SEL	A	400,0	90,6	86,4	83,9	81,0	76,3	70,7	66,2	60,9	54,6	48,2
PT6A	67SEL	A	600,0	90,8	86,6	83,9	80,9	76,3	71,0	66,8	61,8	55,7	48,8
PT6A	67SEL	D	1 000,0	92,8	88,9	86,3	83,3	78,4	72,7	68,5	63,9	58,8	53,6
PT6A	67SEL	D	1 100,0	92,8	88,9	86,3	83,3	78,4	72,7	68,5	63,9	58,8	53,6
PT6A	67SEL	D	1 600,0	89,4	85,7	83,2	80,5	76,0	70,9	67,2	63,1	58,5	53,7
PT6A	67SEL	D	1 700,0	89,4	85,7	83,2	80,5	76,0	70,9	67,2	63,1	58,5	53,7
PW11	9CAmaxA		108,0	91,0	84,0	79,0	73,6	64,7	55,1	48,4	41,1	33,2	25,4
PW11	9CAmaxA		465,0	91,8	84,6	79,4	73,7	64,1	53,6	46,5	39,0	31,1	22,9
PW11	9CAmaxD		3 412,0	87,2	80,6	76,2	71,5	64,3	56,5	51,0	44,9	38,3	31,6
PW11	9CAmaxD		4 300,0	88,8	82,4	78,2	73,8	67,0	59,9	55,0	49,7	43,9	37,8
PW11	9CAmaxD		4 301,0	88,8	82,4	78,2	73,8	67,0	59,9	55,0	49,7	43,9	37,8
PW11	9SEL	A	108,0	95,0	90,3	86,8	82,8	76,2	68,8	63,6	57,8	51,4	45,1
PW11	9SEL	A	465,0	95,3	90,4	86,7	82,5	75,1	66,9	61,3	55,3	48,8	42,2
PW11	9SEL	D	3 412,0	90,0	85,7	82,7	79,6	74,6	69,1	65,0	60,5	55,4	50,1
PW11	9SEL	D	4 300,0	90,2	86,0	83,2	80,3	75,8	71,0	67,6	63,8	59,5	54,8
PW11	9SEL	D	4 301,0	90,2	86,0	83,2	80,3	75,8	71,0	67,6	63,8	59,5	54,8
PW12	0LamaxA		35,0	87,1	80,3	75,5	70,5	62,4	54,0	48,9	43,8	39,1	34,8
PW12	0LamaxA		40,0	90,0	83,7	79,2	74,3	66,7	59,0	54,0	48,8	43,4	38,1
PW12	0LamaxD		90,0	82,8	76,9	72,9	68,7	62,8	56,3	51,8	47,3	42,3	37,6
PW12	0LamaxD		100,0	85,2	79,4	75,8	71,9	65,9	59,7	55,3	51,0	46,2	41,6
PW12	0LamaxD		150,0	90,2	84,4	80,8	76,9	70,9	64,7	60,3	56,0	51,2	46,6
PW12	0SEL	A	35,0	88,9	84,4	81,1	77,7	71,9	65,8	62,3	58,7	55,6	52,8
PW12	0SEL	A	40,0	91,8	87,8	84,8	81,5	76,2	70,8	67,4	63,7	59,9	56,1

PW120	SEL	D	90,0	84,6	81,0	78,5	75,9	72,3	68,1	65,2	62,2	58,8	55,6
PW120	SEL	D	100,0	87,0	83,5	81,4	79,1	75,4	71,5	68,7	65,9	62,7	59,6
PW120	SEL	D	150,0	92,0	88,5	86,4	84,1	80,4	76,5	73,7	70,9	67,7	64,6
PW200	LAmax	A	5 000,0	93,3	86,7	82,1	77,1	69,2	60,2	53,4	46,2	38,2	30,2
PW200	LAmax	A	12 000,0	97,8	90,9	86,1	80,9	72,6	63,4	56,5	49,0	40,7	32,4
PW200	LAmax	D	13 000,0	95,6	89,2	84,6	79,6	71,4	62,1	55,2	47,6	39,3	30,8
PW200	LAmax	D	24 000,0	99,7	93,1	88,4	83,2	75,2	66,1	59,8	53,3	46,2	39,0
PW200	LAmax	D	30 000,0	101,5	95,5	91,1	86,4	78,8	70,1	63,7	57,0	49,5	41,9
PW200	LAmax	D	36 000,0	103,7	98,4	94,6	90,5	83,8	75,5	68,9	61,6	53,2	44,6
PW200	SEL	A	5 000,0	95,1	90,8	87,7	84,3	78,7	72,0	66,8	61,1	54,7	48,2
PW200	SEL	A	12 000,0	99,6	95,0	91,7	88,1	82,1	75,2	69,9	63,9	57,2	50,4
PW200	SEL	D	13 000,0	97,4	93,3	90,2	86,8	80,9	73,9	68,6	62,5	55,8	48,8
PW200	SEL	D	24 000,0	101,5	97,2	94,0	90,4	84,7	77,9	73,2	68,2	62,7	57,0
PW200	SEL	D	30 000,0	103,3	99,6	96,7	93,6	88,3	81,9	77,1	71,9	66,0	59,9
PW200	SEL	D	36 000,0	105,5	102,5	100,2	97,7	93,3	87,3	82,3	76,5	69,7	62,6
PW300	LAmax	A	500,0	84,2	77,2	72,2	66,8	58,1	48,7	42,1	35,1	27,7	20,3
PW300	LAmax	A	1 000,0	85,4	78,1	73,0	67,6	58,8	49,4	42,8	35,9	28,5	21,3
PW300	LAmax	D	1 500,0	86,2	79,5	74,7	69,4	60,7	51,2	44,5	37,2	29,5	21,8
PW300	LAmax	D	3 500,0	95,2	88,8	84,1	78,9	70,3	60,8	54,1	46,9	39,1	31,3
PW300	LAmax	D	5 500,0	101,4	95,1	90,4	85,2	76,5	66,8	60,0	52,6	44,6	36,5
PW300	SEL	A	500,0	85,4	81,5	78,6	75,2	69,3	62,7	57,8	52,6	46,8	41,0
PW300	SEL	A	1 000,0	86,5	82,4	79,3	75,8	69,9	63,3	58,5	53,4	47,8	42,1

Status: This is the original version (as it was originally adopted).

PW300	SEL	D	1 500,0	85,8	82,3	79,5	76,2	70,6	64,0	59,1	53,8	47,9	41,9
PW300	SEL	D	3 500,0	94,9	91,3	88,4	85,2	79,5	72,9	68,1	62,9	57,1	51,2
PW300	SEL	D	5 500,0	101,3	97,9	95,1	91,9	86,3	79,8	75,0	69,7	64,0	58,1
PW400	LAmax	A	7 000,0	99,8	92,4	87,3	82,0	74,1	65,7	59,6	52,8	45,8	39,1
PW400	LAmax	A	10 000,0	99,9	92,4	87,3	82,0	74,2	65,8	59,7	52,8	45,8	39,0
PW400	LAmax	A	13 000,0	100,5	92,9	87,7	82,4	74,5	66,1	60,0	53,1	46,1	39,4
PW400	LAmax	A	16 000,0	101,4	93,6	88,2	82,9	74,9	66,5	60,4	53,6	46,6	40,0
PW400	LAmax	D	20 000,0	101,9	94,4	89,3	83,9	75,7	67,7	61,9	55,5	49,1	42,9
PW400	LAmax	D	26 000,0	103,4	96,2	91,2	86,1	78,0	69,7	64,0	57,6	51,1	44,9
PW400	LAmax	D	32 000,0	105,1	98,0	93,2	88,1	80,2	71,8	66,0	59,7	53,2	47,0
PW400	LAmax	D	38 000,0	107,0	100,1	95,3	90,4	82,5	74,1	68,3	61,9	55,4	49,2
PW400	LAmax	D	44 000,0	109,5	102,7	98,0	93,1	85,3	76,9	71,2	64,8	58,3	52,2
PW400	LAmax	D	50 000,0	113,3	106,5	101,7	96,9	89,1	81,0	75,3	68,9	62,5	56,4
PW400	SEL	A	7 000,0	102,9	98,2	94,9	91,5	86,1	80,1	75,6	70,5	65,2	60,1
PW400	SEL	A	10 000,0	103,3	98,6	95,2	91,7	86,3	80,3	75,8	70,6	65,2	60,1
PW400	SEL	A	13 000,0	103,9	99,1	95,7	92,1	86,6	80,6	76,1	70,9	65,6	60,6
PW400	SEL	A	16 000,0	104,6	99,8	96,3	92,6	87,0	80,9	76,5	71,4	66,3	61,4
PW400	SEL	D	20 000,0	104,5	99,9	96,5	92,7	86,9	81,1	77,1	72,6	68,0	63,6
PW400	SEL	D	26 000,0	105,0	100,7	97,5	94,1	88,7	83,0	79,0	74,5	70,0	65,6
PW400	SEL	D	32 000,0	106,1	102,0	99,0	95,8	90,6	85,0	81,0	76,5	72,0	67,6

PW4058	SEL	D	38 000,0	107,6	103,6	100,8	97,7	92,7	87,2	83,3	78,8	74,3	69,9
PW4058	SEL	D	44 000,0	109,9	106,0	103,2	100,2	95,4	90,0	86,2	81,8	77,3	73,0
PW4058	SEL	D	50 000,0	113,5	109,6	106,9	104,0	99,2	94,2	90,5	86,1	81,7	77,5
PW4158	Amax	A	4 000,0	97,0	90,1	84,8	78,9	70,6	62,1	56,0	49,2	41,5	33,6
PW4158	Amax	A	12 000,0	99,5	92,3	86,8	81,1	72,4	63,4	57,2	50,2	42,5	34,5
PW4158	Amax	D	23 000,0	104,9	95,7	89,4	83,0	73,2	62,8	56,1	49,2	41,7	34,0
PW4158	Amax	D	32 000,0	107,8	99,8	94,4	88,6	79,1	68,1	61,4	54,6	47,0	39,0
PW4158	Amax	D	41 000,0	108,7	101,0	95,9	90,3	81,0	71,5	65,1	58,2	50,5	42,4
PW4158	Amax	D	50 000,0	111,5	103,9	98,9	93,7	85,4	76,6	70,4	63,7	56,0	47,6
PW4158	SEL	A	4 000,0	99,7	94,9	91,6	88,2	82,7	76,6	72,0	66,8	60,8	54,3
PW4158	SEL	A	12 000,0	102,5	97,8	94,1	90,2	84,2	77,8	73,1	67,8	61,6	55,1
PW4158	SEL	D	23 000,0	104,1	98,5	94,2	90,0	83,7	76,8	71,9	66,8	61,0	54,7
PW4158	SEL	D	32 000,0	106,1	101,4	97,6	94,0	88,1	81,6	77,0	72,0	66,2	60,0
PW4158	SEL	D	41 000,0	107,3	103,1	99,7	96,4	91,0	85,0	80,6	75,7	70,1	63,8
PW4158	SEL	D	50 000,0	110,6	106,5	103,4	100,2	95,1	89,5	85,3	80,4	74,6	68,1
PW4460	Amax	A	9 300,0	99,2	92,8	87,4	82,4	74,1	65,9	59,6	53,2	46,6	40,4
PW4460	Amax	A	22 400,0	102,5	95,6	90,5	84,9	76,3	67,5	61,2	54,8	48,1	41,7
PW4460	Amax	D	24 960,0	101,9	94,1	89,1	84,0	76,2	67,6	61,3	54,8	47,2	40,0
PW4460	Amax	D	37 100,0	104,4	97,1	92,4	87,5	80,2	71,9	65,8	59,1	51,7	44,7
PW4460	Amax	D	49 010,0	107,4	100,9	96,4	91,9	84,7	76,9	70,8	64,4	56,7	50,2

Status: This is the original version (as it was originally adopted).

PW4460	LAmaxD	53 830,0	109,6	103,2	98,6	94,0	87,3	79,4	73,8	67,1	59,7	53,2
PW4460	SEL A	9 300,0	101,0	96,9	93,0	89,6	83,6	77,7	73,0	68,1	63,1	58,4
PW4460	SEL A	22 400,0	104,3	99,7	96,1	92,1	85,8	79,3	74,6	69,7	64,6	59,7
PW4460	SEL D	24 960,0	103,7	98,2	94,7	91,2	85,7	79,4	74,7	69,7	63,7	58,0
PW4460	SEL D	37 100,0	106,2	101,2	98,0	94,7	89,7	83,7	79,2	74,0	68,2	62,7
PW4460	SEL D	49 010,0	109,2	105,0	102,0	99,1	94,2	88,7	84,2	79,3	73,2	68,2
PW4460	SEL D	53 830,0	111,4	107,3	104,2	101,2	96,8	91,2	87,2	82,0	76,2	71,2
PW5301	LAmaxA	500,0	88,7	81,1	75,8	70,1	60,9	51,1	44,3	37,1	29,4	21,9
PW5301	LAmaxA	800,0	90,3	82,7	77,5	71,8	62,9	53,3	46,7	39,7	32,3	25,0
PW5301	LAmaxD	1 200,0	94,0	87,0	81,9	76,3	67,2	57,2	50,1	42,6	34,5	26,4
PW5301	LAmaxD	1 600,0	95,8	89,1	84,2	78,9	70,0	60,3	53,4	45,9	38,0	30,0
PW5301	LAmaxD	2 000,0	98,5	91,8	86,8	81,4	72,4	62,5	55,5	47,9	39,8	31,7
PW5301	LAmaxD	2 400,0	100,2	93,6	88,8	83,5	74,7	65,0	58,1	50,7	42,8	34,8
PW5301	SEL A	500,0	88,6	84,0	80,7	77,1	71,1	64,4	59,7	54,6	49,2	43,7
PW5301	SEL A	800,0	90,4	85,8	82,5	78,9	73,0	66,6	62,0	57,1	51,8	46,6
PW5301	SEL D	1 200,0	92,2	88,0	84,8	81,3	75,3	68,5	63,7	58,4	52,6	46,9
PW5301	SEL D	1 600,0	95,5	91,5	88,4	84,8	78,8	71,9	66,9	61,4	55,5	49,5
PW5301	SEL D	2 000,0	98,8	94,4	91,2	87,5	81,4	74,6	69,7	64,5	58,7	53,0
PW5301	SEL D	2 400,0	100,2	96,4	93,5	90,1	84,2	77,4	72,5	67,0	61,1	55,0
PW5411	LAmaxA	550,0	91,5	84,2	78,9	73,1	63,6	53,3	46,0	38,2	29,9	21,6
PW5411	LAmaxA	750,0	93,0	85,6	80,3	74,5	65,1	54,7	47,4	39,6	31,3	23,0
PW5411	LAmaxD	1 750,0	94,4	87,6	82,7	77,3	68,3	58,5	51,5	44,0	35,9	27,8
PW5411	LAmaxD	2 000,0	94,6	87,6	82,5	77,1	68,3	58,7	52,1	45,0	37,5	30,0

PW54	5AmaxD	2 500,0	96,4	89,3	84,3	78,9	70,1	60,6	53,9	46,8	39,3	31,8
PW54	5AmaxD	3 000,0	97,4	90,8	86,1	81,0	72,6	63,5	57,1	50,2	42,8	35,5
PW54	5AmaxD	3 500,0	99,7	93,2	88,5	83,4	75,1	66,0	59,6	52,8	45,6	38,3
PW54	5SEL	A 550,0	92,1	87,1	83,4	79,1	71,7	63,4	57,4	50,8	43,6	36,4
PW54	5SEL	A 750,0	93,6	88,6	84,8	80,5	73,2	64,9	58,9	52,4	45,3	38,1
PW54	5SEL	D 1 750,0	94,8	90,3	86,9	83,0	76,3	68,7	63,2	57,2	50,6	44,0
PW54	5SEL	D 2 000,0	95,9	91,1	87,5	83,6	77,1	69,8	64,7	59,1	53,1	47,1
PW54	5SEL	D 2 500,0	98,0	93,2	89,6	85,7	79,2	71,9	66,8	61,2	55,2	49,2
PW54	5SEL	D 3 000,0	98,7	94,4	91,2	87,6	81,5	74,6	69,7	64,3	58,5	52,6
PW54	5SEL	D 3 500,0	101,1	96,8	93,6	90,1	84,0	77,2	72,3	67,0	61,3	55,5
PW61	0EAmaxA	79,0	77,0	69,5	64,6	59,8	52,4	44,4	38,6	32,1	24,5	16,3
PW61	0EAmaxA	112,0	77,3	69,8	64,9	59,9	52,4	44,3	38,5	32,0	24,5	16,2
PW61	0EAmaxA	160,0	77,9	70,4	65,4	60,3	52,5	44,4	38,5	32,0	24,5	16,2
PW61	0EAmaxA	208,0	78,5	71,0	66,0	60,8	52,9	44,6	38,7	32,1	24,6	16,3
PW61	0EAmaxA	262,0	79,2	71,8	66,8	61,5	53,5	45,0	39,0	32,4	24,8	16,6
PW61	0EAmaxA	328,0	80,1	72,9	67,9	62,7	54,5	45,8	39,7	32,9	25,2	17,0
PW61	0EAmaxA	404,0	81,2	74,3	69,5	64,3	56,1	47,1	40,7	33,8	26,0	17,7
PW61	0EAmaxD	489,0	83,7	76,9	72,1	66,9	58,4	48,9	42,1	34,6	26,1	17,0
PW61	0EAmaxD	587,0	86,2	79,1	74,2	68,9	60,4	50,9	44,0	36,4	27,8	18,7
PW61	0EAmaxD	689,0	88,3	81,2	76,2	70,9	62,3	52,9	46,0	38,3	29,6	20,4
PW61	0EAmaxD	807,0	90,3	83,3	78,3	73,1	64,6	55,2	48,3	40,5	31,8	22,6
PW61	0EAmaxD	910,0	91,7	84,8	80,0	74,9	66,5	57,1	50,2	42,5	33,7	24,4
PW61	0EAmaxD	935,0	91,9	85,1	80,4	75,3	67,0	57,6	50,7	43,0	34,2	24,9
PW61	0SEL	A 79,0	78,5	74,3	71,3	68,3	63,5	58,1	54,0	49,2	43,4	36,9
PW61	0SEL	A 112,0	78,7	74,4	71,5	68,4	63,5	58,1	54,0	49,1	43,4	36,8
PW61	0SEL	A 160,0	79,0	74,7	71,8	68,7	63,7	58,2	54,0	49,2	43,4	36,8
PW61	0SEL	A 208,0	79,5	75,2	72,3	69,2	64,1	58,4	54,2	49,3	43,5	36,9
PW61	0SEL	A 262,0	80,1	75,9	72,9	69,8	64,7	58,9	54,7	49,7	43,8	37,2
PW61	0SEL	A 328,0	81,0	76,9	74,0	70,8	65,7	59,8	55,5	50,4	44,4	37,7

Status: This is the original version (as it was originally adopted).

PW61	SEL	A	404,0	82,2	78,3	75,5	72,4	67,2	61,3	56,8	51,6	45,4	38,6
PW61	SEL	D	489,0	83,4	79,6	76,8	73,6	68,4	62,1	57,3	51,7	44,9	37,5
PW61	SEL	D	587,0	85,7	81,9	78,9	75,7	70,4	64,2	59,4	53,8	47,0	39,6
PW61	SEL	D	689,0	87,9	84,1	81,0	77,7	72,4	66,3	61,5	55,9	49,2	41,7
PW61	SEL	D	807,0	90,1	86,3	83,4	80,1	74,9	68,7	64,0	58,4	51,7	44,1
PW61	SEL	D	910,0	91,8	88,1	85,3	82,2	77,0	70,8	66,1	60,5	53,7	46,1
PW61	SEL	D	935,0	92,2	88,4	85,7	82,7	77,5	71,3	66,6	60,9	54,2	46,6
PW61	EAmax	A	300,0	82,8	75,7	70,6	65,1	56,1	46,3	39,5	32,2	24,4	16,6
PW61	EAmax	A	500,0	87,1	79,9	74,7	69,0	59,8	49,7	42,6	35,0	26,9	18,8
PW61	EAmax	D	700,0	90,2	83,5	78,6	73,1	64,1	54,0	46,9	39,2	31,0	22,7
PW61	EAmax	D	900,0	94,8	87,7	82,6	77,0	67,7	57,5	50,3	42,5	34,2	25,9
PW61	EAmax	D	1 100,0	96,4	89,8	85,0	79,6	70,6	60,5	53,4	45,7	37,3	28,9
PW61	EAmax	D	1 300,0	97,4	91,1	86,4	81,2	72,5	62,7	55,8	48,3	40,2	32,0
PW61	SEL	A	300,0	85,5	81,7	78,7	75,3	69,5	62,8	58,0	52,7	46,9	41,1
PW61	SEL	A	500,0	87,0	82,9	79,8	76,3	70,4	63,8	59,0	53,9	48,3	42,6
PW61	SEL	D	700,0	89,6	85,7	82,6	79,0	73,0	65,9	60,8	55,2	49,1	42,8
PW61	SEL	D	900,0	92,9	89,0	86,0	82,5	76,5	69,6	64,6	59,2	53,2	47,1
PW61	SEL	D	1 100,0	95,6	92,0	89,1	85,7	79,8	73,0	68,0	62,5	56,5	50,4
PW61	SEL	D	1 300,0	97,4	94,1	91,3	88,1	82,4	75,7	70,8	65,4	59,4	53,3
RAIS	QAmax	A	23,0	77,2	70,0	65,1	59,9	51,5	42,3	36,2	30,0	23,6	17,9
RAIS	QAmax	A	30,0	78,3	71,3	67,4	61,7	53,9	45,6	39,8	33,6	27,0	20,1
RAIS	QAmax	D	60,0	84,7	78,1	73,6	68,9	61,5	53,8	48,4	42,6	36,3	29,8
RAIS	QAmax	D	85,0	89,2	82,7	78,4	74,0	67,2	60,1	55,3	50,2	44,6	38,7
RAIS	QAmax	D	100,0	96,8	90,5	86,3	82,1	75,4	68,3	63,3	57,7	51,3	44,6
RAIS	SEL	A	23,0	82,3	77,9	74,7	71,4	65,5	59,2	54,8	50,1	45,6	41,3
RAIS	SEL	A	30,0	82,6	78,6	76,3	72,7	67,6	61,8	57,6	52,9	48,2	43,9
RAIS	SEL	D	60,0	87,6	84,1	81,6	78,8	74,1	68,8	65,0	60,8	56,1	51,4
RAIS	SEL	D	85,0	92,3	88,6	86,1	83,4	79,2	74,7	71,3	68,0	63,9	60,1
RAIS	SEL	D	100,0	97,8	94,5	92,3	90,0	86,3	82,0	78,9	75,2	70,9	66,0
RB183	LAmax	A	1 798,0	94,7	87,6	82,6	77,6	69,3	60,8	54,7	47,4	38,9	29,9

RB183L	Amax	A	2 698,0	95,6	89,1	84,5	79,8	72,3	64,0	57,9	50,6	42,0	32,9
RB183L	Amax	A	3 147,0	98,1	91,3	86,4	81,6	74,2	65,6	59,5	52,2	43,7	34,8
RB183L	Amax	A	3 597,0	98,7	92,2	87,3	82,6	75,6	67,2	61,1	53,8	45,3	36,3
RB183L	Amax	A	4 496,0	100,4	94,3	90,1	85,4	78,8	70,4	64,3	57,0	48,5	39,5
RB183L	Amax	D	4 496,0	101,6	95,0	90,6	85,8	78,6	70,9	65,2	58,5	50,0	39,6
RB183L	Amax	D	10 116,0	119,8	113,4	108,9	104,2	96,9	89,3	83,5	76,9	68,4	58,0
RB183SEL		A	1 798,0	96,5	91,7	88,2	84,8	78,8	72,6	68,1	62,3	55,4	47,9
RB183SEL		A	2 698,0	97,4	93,2	90,1	87,0	81,8	75,8	71,3	65,5	58,5	50,9
RB183SEL		A	3 147,0	99,9	95,4	92,0	88,8	83,7	77,4	72,9	67,1	60,2	52,8
RB183SEL		A	3 597,0	100,5	96,3	92,9	89,8	85,1	79,0	74,5	68,7	61,8	54,3
RB183SEL		A	4 496,0	102,2	98,4	95,7	92,6	88,3	82,2	77,7	71,9	65,0	57,5
RB183SEL		D	4 496,0	103,4	99,1	96,2	93,0	88,1	82,7	78,6	73,4	66,5	57,6
RB183SEL		D	10 116,0	121,6	117,5	114,5	111,4	106,4	101,1	96,9	91,8	84,9	76,0
RB183PE	Amax	A	1 798,0	93,7	86,9	82,3	77,3	69,1	60,6	54,2	46,5	37,4	27,6
RB183PE	Amax	A	2 698,0	94,0	87,9	83,8	79,5	72,0	63,5	57,0	49,3	40,2	30,5
RB183PE	Amax	A	3 147,0	97,0	90,5	85,9	81,3	73,7	64,9	58,5	50,8	41,9	32,4
RB183PE	Amax	A	3 597,0	97,8	91,5	87,2	82,5	74,9	66,4	59,9	52,2	43,3	33,7
RB183PE	Amax	A	4 496,0	99,9	93,8	89,6	85,3	77,8	69,3	62,8	55,1	46,1	36,4
RB183PE	Amax	D	4 496,0	101,5	94,6	89,9	84,9	77,4	69,3	63,3	56,3	47,5	36,5
RB183PE	Amax	D	10 116,0	116,3	109,6	104,9	100,1	92,5	84,4	78,4	71,4	62,5	51,5

Status: This is the original version (as it was originally adopted).

RB1833	SEL	A	1 798,0	95,5	91,0	87,9	84,5	78,6	72,4	67,6	61,4	53,9	45,6
RB1833	SEL	A	2 698,0	95,8	92,0	89,4	86,7	81,5	75,3	70,4	64,2	56,7	48,5
RB1833	SEL	A	3 147,0	98,8	94,6	91,5	88,5	83,2	76,7	71,9	65,7	58,4	50,4
RB1833	SEL	A	3 597,0	99,6	95,6	92,8	89,7	84,4	78,2	73,3	67,1	59,8	51,7
RB1833	SEL	A	4 496,0	101,7	97,9	95,2	92,5	87,3	81,1	76,2	70,0	62,6	54,4
RB1833	SEL	D	4 496,0	103,3	98,7	95,5	92,1	86,9	81,1	76,7	71,2	64,0	54,5
RB1833	SEL	D	10 116,0	118,1	113,7	110,5	107,3	102,0	96,2	91,8	86,3	79,0	69,5
RB2112	Amax	A	8 000,0	99,2	92,0	86,6	81,0	72,1	63,0	56,5	49,1	40,8	32,5
RB2112	Amax	A	14 000,0	102,8	95,8	90,7	85,3	76,8	67,9	61,5	54,2	46,1	38,1
RB2112	Amax	D	20 000,0	104,8	97,4	93,0	87,8	79,6	70,7	64,4	57,2	49,2	41,4
RB2112	Amax	D	28 000,0	106,7	99,9	95,1	90,0	82,0	73,2	66,9	59,8	51,9	44,1
RB2112	Amax	D	36 000,0	108,3	101,6	97,0	92,0	84,2	75,4	69,2	62,2	54,3	46,7
RB2112	SEL	A	8 000,0	100,7	95,5	91,7	87,5	81,1	74,0	68,8	63,0	56,3	49,7
RB2112	SEL	A	14 000,0	104,8	100,0	96,4	92,5	86,4	79,5	74,5	68,8	62,3	55,8
RB2112	SEL	D	20 000,0	107,3	102,6	99,1	95,5	89,5	82,8	77,8	72,3	65,8	59,5
RB2112	SEL	D	28 000,0	109,8	105,3	101,9	98,5	92,7	86,1	81,2	75,8	69,5	63,2
RB2112	SEL	D	36 000,0	111,4	107,1	103,8	100,5	94,8	88,3	83,5	78,1	71,9	65,6
RDA512	Amax	A	32,0	96,4	88,7	82,9	76,2	65,3	55,1	48,3	41,3	34,1	26,4
RDA512	Amax	A	73,0	98,2	91,1	86,2	81,2	73,6	65,9	60,5	54,7	48,2	40,7
RDA512	Amax	D	73,0	98,2	91,1	86,2	81,2	73,6	65,9	60,5	54,7	48,2	40,7
RDA512	Amax	D	100,0	98,6	92,2	87,8	83,4	76,4	68,9	63,4	57,3	50,3	42,0
RDA512	SEL	A	32,0	98,9	93,5	89,1	84,0	75,3	67,3	62,0	56,5	50,8	44,6
RDA512	SEL	A	73,0	100,2	95,4	92,0	88,4	83,1	77,7	73,8	69,5	64,5	58,5

Status: This is the original version (as it was originally adopted).

RDA5	SEL	D	73,0	100,2	95,4	92,0	88,4	83,1	77,7	73,8	69,5	64,5	58,5
RDA5	SEL	D	100,0	101,3	97,2	94,3	91,4	86,7	81,4	77,5	72,8	67,3	60,6
RR535	EAm	A	6 000,0	91,9	84,7	80,1	75,2	67,4	58,6	52,1	45,1	38,1	31,4
RR535	EAm	A	7 000,0	92,0	84,9	80,3	75,4	67,6	58,8	52,4	45,4	38,4	31,8
RR535	EAm	A	8 000,0	92,2	85,2	80,6	75,6	67,8	59,0	52,7	45,8	38,8	32,2
RR535	EAm	A	9 000,0	92,5	85,5	80,8	75,9	68,0	59,3	53,0	46,2	39,2	32,7
RR535	EAm	D	10 000,0	91,0	84,0	79,7	75,1	67,5	59,1	53,0	46,3	39,4	33,0
RR535	EAm	D	15 000,0	95,7	87,9	83,1	78,4	70,8	62,3	56,3	49,8	43,1	36,8
RR535	EAm	D	20 000,0	99,1	91,1	86,3	81,5	73,8	65,4	59,5	53,0	46,4	40,1
RR535	EAm	D	25 000,0	101,6	93,9	89,1	84,3	76,7	68,3	62,4	55,9	49,2	43,0
RR535	EAm	D	30 000,0	103,7	96,5	91,9	87,2	79,6	71,2	65,3	58,7	52,0	45,8
RR535	EAm	D	35 000,0	106,2	100,3	96,1	91,6	84,1	75,8	69,7	63,0	56,2	49,9
RR535	SEL	A	6 000,0	95,9	90,9	87,8	84,6	79,2	72,9	68,1	62,9	57,6	52,5
RR535	SEL	A	7 000,0	95,8	91,0	88,0	84,7	79,3	73,1	68,4	63,2	58,0	53,0
RR535	SEL	A	8 000,0	95,9	91,2	88,2	84,9	79,6	73,4	68,7	63,6	58,4	53,5
RR535	SEL	A	9 000,0	96,0	91,5	88,5	85,2	79,8	73,7	69,1	64,0	58,9	54,1
RR535	SEL	D	10 000,0	93,9	89,5	86,4	83,5	78,3	72,4	68,0	63,0	57,9	53,2
RR535	SEL	D	15 000,0	98,4	93,9	90,7	87,5	82,1	76,1	71,8	67,0	62,1	57,6
RR535	SEL	D	20 000,0	101,6	97,1	94,0	90,8	85,4	79,4	75,1	70,4	65,7	61,2
RR535	SEL	D	25 000,0	104,0	99,7	96,6	93,5	88,2	82,3	78,1	73,5	68,8	64,4
RR535	SEL	D	30 000,0	106,0	101,8	98,8	95,9	90,8	85,1	81,0	76,5	71,8	67,5

Status: This is the original version (as it was originally adopted).

RR535	SEL	D	35 000,0	108,3	104,5	101,8	99,4	94,6	89,4	85,4	80,9	76,2	71,9
SPEY	HLAmax	A	1 000,0	86,5	80,4	76,1	71,5	64,1	56,3	50,8	45,0	38,9	32,8
SPEY	HLAmax	A	2 000,0	90,6	84,5	80,2	75,6	68,2	60,4	54,9	49,1	43,0	36,9
SPEY	HLAmax	A	4 000,0	98,8	92,7	88,4	83,8	76,4	68,6	63,1	57,3	51,2	45,1
SPEY	HLAmax	A	6 000,0	108,7	102,6	98,3	93,7	86,3	78,5	73,0	67,2	61,1	55,0
SPEY	HLAmax	A	8 000,0	113,5	107,4	103,1	98,5	91,1	83,3	77,8	72,0	65,9	59,8
SPEY	HLAmax	A	10 000,0	119,4	113,3	109,0	104,4	97,0	89,2	83,7	77,9	71,8	65,7
SPEY	HLAmax	D	1 000,0	86,5	80,4	76,1	71,5	64,1	56,3	50,8	45,0	38,9	32,8
SPEY	HLAmax	D	2 000,0	90,6	84,5	80,2	75,6	68,2	60,4	54,9	49,1	43,0	36,9
SPEY	HLAmax	D	4 000,0	98,8	92,7	88,4	83,8	76,4	68,6	63,1	57,3	51,2	45,1
SPEY	HLAmax	D	6 000,0	108,7	102,6	98,3	93,7	86,3	78,5	73,0	67,2	61,1	55,0
SPEY	HLAmax	D	8 000,0	113,5	107,4	103,1	98,5	91,1	83,3	77,8	72,0	65,9	59,8
SPEY	HLAmax	D	10 000,0	119,4	113,3	109,0	104,4	97,0	89,2	83,7	77,9	71,8	65,7
SPEY	ISEL	A	1 000,0	89,4	85,5	82,5	79,1	73,3	66,8	62,1	56,9	51,3	45,6
SPEY	ISEL	A	2 000,0	93,5	89,6	86,6	83,2	77,4	70,9	66,2	61,0	55,4	49,7
SPEY	ISEL	A	4 000,0	101,7	97,8	94,8	91,4	85,6	79,1	74,4	69,2	63,6	57,9
SPEY	ISEL	A	6 000,0	111,8	107,9	104,9	101,5	95,7	89,2	84,5	79,3	73,7	68,0
SPEY	ISEL	A	8 000,0	117,3	113,4	110,4	107,0	101,2	94,7	90,0	84,8	79,2	73,5
SPEY	ISEL	A	10 000,0	123,9	120,0	117,0	113,6	107,8	101,3	96,6	91,4	85,8	80,1
SPEY	ISEL	D	1 000,0	89,4	85,5	82,5	79,1	73,3	66,8	62,1	56,9	51,3	45,6

Status: This is the original version (as it was originally adopted).

SPEY	SEL	D	2 000,0	93,5	89,6	86,6	83,2	77,4	70,9	66,2	61,0	55,4	49,7
SPEY	SEL	D	4 000,0	101,7	97,8	94,8	91,4	85,6	79,1	74,4	69,2	63,6	57,9
SPEY	SEL	D	6 000,0	111,8	107,9	104,9	101,5	95,7	89,2	84,5	79,3	73,7	68,0
SPEY	SEL	D	8 000,0	117,3	113,4	110,4	107,0	101,2	94,7	90,0	84,8	79,2	73,5
SPEY	SEL	D	10 000,0	123,9	120,0	117,0	113,6	107,8	101,3	96,6	91,4	85,8	80,1
T1KB	HPAmax	A	5 250,0	92,3	85,1	80,3	75,4	67,4	58,8	52,6	45,9	39,1	32,7
T1KB	HPAmax	A	10 500,0	92,7	85,5	80,7	75,7	67,8	59,2	53,0	46,3	39,6	33,3
T1KB	HPAmax	A	15 750,0	93,6	86,4	81,5	76,5	68,6	60,0	53,9	47,2	40,5	34,3
T1KB	HPAmax	A	21 000,0	94,6	87,4	82,5	77,5	69,5	61,0	54,9	48,3	41,7	35,5
T1KB	HPAmax	D	20 000,0	92,9	85,9	81,3	76,4	68,5	60,0	53,9	47,0	40,1	33,6
T1KB	HPAmax	D	29 000,0	94,8	88,0	83,3	78,2	70,1	61,4	55,2	48,5	41,7	35,4
T1KB	HPAmax	D	38 000,0	97,1	90,2	85,7	80,4	72,3	63,5	57,3	50,7	44,0	37,8
T1KB	HPAmax	D	47 000,0	99,5	92,5	88,2	82,8	74,6	65,9	59,8	53,2	46,6	40,4
T1KB	HPAmax	D	56 000,0	101,9	94,8	90,8	85,1	77,0	68,4	62,4	55,9	49,3	43,2
T1KB	HPAmax	D	65 000,0	105,2	97,8	94,2	88,3	80,3	71,9	66,0	59,6	53,2	47,2
T1KB	SEL	A	5 250,0	94,9	90,5	87,4	84,3	79,1	73,1	68,5	63,4	58,3	53,5
T1KB	SEL	A	10 500,0	95,9	91,3	88,2	84,9	79,4	73,3	68,7	63,7	58,6	53,9
T1KB	SEL	A	15 750,0	97,1	92,5	89,2	85,8	80,2	74,1	69,6	64,7	59,6	55,0
T1KB	SEL	A	21 000,0	98,4	93,7	90,2	86,8	81,2	75,2	70,8	65,9	61,0	56,4
T1KB	SEL	D	20 000,0	96,4	91,8	88,6	84,8	79,1	73,0	68,5	63,5	58,4	53,6

Status: This is the original version (as it was originally adopted).

T1KB	SEL	D	29 000,0	97,1	92,7	90,0	86,1	80,5	74,5	70,1	65,2	60,3	55,8
T1KB	SEL	D	38 000,0	98,6	94,3	91,8	87,9	82,4	76,6	72,3	67,5	62,8	58,4
T1KB	SEL	D	47 000,0	100,5	96,2	94,0	89,9	84,7	78,9	74,8	70,1	65,5	61,2
T1KB	SEL	D	56 000,0	102,5	98,3	96,2	92,1	87,0	81,5	77,4	72,9	68,3	64,1
T1KB	SEL	D	65 000,0	105,4	101,2	99,3	95,1	90,2	84,9	81,0	76,6	72,2	68,2
T56A	LAmA	A	30,0	96,0	89,4	84,8	79,9	71,9	62,4	55,0	47,0	39,2	31,6
T56A	LAmA	A	100,0	99,8	93,3	88,9	84,3	77,3	70,0	65,1	60,0	54,5	48,4
T56A	LAmA	D	30,0	96,0	89,4	84,8	79,9	71,9	62,4	55,0	47,0	39,2	31,6
T56A	LAmA	D	100,0	99,8	93,3	88,9	84,3	77,3	70,0	65,1	60,0	54,5	48,4
T56A	SEL	A	30,0	98,0	93,7	90,6	87,2	81,4	74,2	68,3	61,8	55,5	49,4
T56A	SEL	A	100,0	100,1	95,8	92,9	89,8	85,0	80,0	76,6	72,9	69,0	64,4
T56A	SEL	D	30,0	98,0	93,7	90,6	87,2	81,4	74,2	68,3	61,8	55,5	49,4
T56A	SEL	D	100,0	100,1	95,8	92,9	89,8	85,0	80,0	76,6	72,9	69,0	64,4
TAY6	LAmA	A	3 372,0	89,1	82,7	78,4	73,9	66,8	58,9	53,1	46,9	40,4	34,3
TAY6	LAmA	A	5 620,0	93,0	86,8	82,6	78,0	70,7	62,6	56,8	50,3	43,6	37,2
TAY6	LAmA	D	4 496,0	91,5	85,3	81,0	76,1	68,7	60,2	54,3	48,0	41,4	35,7
TAY6	LAmA	D	13 489,0	106,2	100,2	96,1	91,5	84,4	76,4	70,3	63,6	56,4	50,3
TAY6	SEL	A	3 372,0	90,9	86,8	84,0	81,1	76,3	70,7	66,5	61,8	56,9	52,3
TAY6	SEL	A	5 620,0	94,8	90,9	88,2	85,2	80,2	74,4	70,2	65,2	60,1	55,2
TAY6	SEL	D	4 496,0	93,3	89,4	86,6	83,3	78,2	72,0	67,7	62,9	57,9	53,7
TAY6	SEL	D	13 489,0	108,0	104,3	101,7	98,7	93,9	88,2	83,7	78,5	72,9	68,3
TAY6	LAmA	A	3 372,0	89,3	82,9	78,6	74,0	66,7	58,8	53,1	46,9	40,4	34,3
TAY6	LAmA	A	5 620,0	92,3	86,0	81,7	77,1	69,7	61,7	56,0	49,8	43,3	37,2
TAY6	LAmA	D	4 496,0	91,3	84,8	80,2	75,0	67,3	58,6	53,0	47,2	41,1	35,8

TAY650AmaxD	13 488,0	104,7	98,8	94,6	90,2	83,2	75,5	69,8	63,6	57,1	51,5
TAY650SEL A	3 372,0	91,1	87,0	84,2	81,2	76,2	70,6	66,5	61,8	56,9	52,3
TAY650SEL A	5 620,0	94,1	90,1	87,3	84,3	79,2	73,5	69,4	64,7	59,8	55,2
TAY650SEL D	4 496,0	93,1	88,9	85,8	82,2	76,8	70,4	66,4	62,1	57,6	53,8
TAY650SEL D	13 488,0	106,5	102,9	100,2	97,4	92,7	87,3	83,2	78,5	73,6	69,5
TAY651AmaxA	5 000,0	91,4	84,7	80,1	75,3	67,7	59,5	53,7	47,3	40,8	34,6
TAY651AmaxA	7 000,0	97,9	91,2	86,7	82,0	74,4	66,0	60,1	53,4	46,6	40,1
TAY651AmaxD	9 000,0	101,2	94,6	90,1	85,4	77,8	69,4	63,3	56,6	49,8	43,3
TAY651AmaxD	11 000,0	104,0	97,4	92,9	88,2	80,6	72,2	66,2	59,4	52,5	45,9
TAY651AmaxD	13 000,0	108,4	101,8	97,4	92,7	85,1	76,8	70,8	64,4	57,9	51,7
TAY655SEL A	5 000,0	95,7	91,1	87,8	84,4	79,0	73,0	68,7	63,7	58,6	53,8
TAY655SEL A	7 000,0	100,5	96,1	93,1	89,8	84,5	78,4	73,9	68,7	63,4	58,4
TAY655SEL D	9 000,0	103,5	99,1	96,2	92,9	87,6	81,5	76,9	71,7	66,4	61,3
TAY655SEL D	11 000,0	106,3	101,9	98,9	95,7	90,4	84,3	79,7	74,3	68,8	63,6
TAY655SEL D	13 000,0	110,2	105,9	102,9	99,7	94,4	88,3	83,8	78,7	73,5	68,6
TAYG11AmaxA	2 000,0	86,0	79,9	75,6	71,0	63,7	55,8	50,3	44,5	38,4	32,4
TAYG11AmaxA	3 000,0	87,2	81,1	76,8	72,2	64,8	57,0	51,5	45,7	39,6	33,5
TAYG11AmaxA	4 000,0	88,5	82,4	78,1	73,5	66,2	58,3	52,8	47,0	40,9	34,9
TAYG11AmaxA	6 000,0	91,5	85,4	81,1	76,5	69,2	61,3	55,8	50,0	43,9	37,9
TAYG11AmaxA	8 000,0	95,1	88,9	84,7	80,0	72,7	64,8	59,4	53,6	47,4	41,4

Status: This is the original version (as it was originally adopted).

TAYGIV	maxA	10 000,0	99,1	93,0	88,7	84,1	76,7	68,9	63,4	57,6	51,5	45,4
TAYGIV	maxD	2 000,0	86,0	79,9	75,6	71,0	63,7	55,8	50,3	44,5	38,4	32,4
TAYGIV	maxD	3 000,0	87,2	81,1	76,8	72,2	64,8	57,0	51,5	45,7	39,6	33,5
TAYGIV	maxD	4 000,0	88,5	82,4	78,1	73,5	66,2	58,3	52,8	47,0	40,9	34,9
TAYGIV	maxD	6 000,0	91,5	85,4	81,1	76,5	69,2	61,3	55,8	50,0	43,9	37,9
TAYGIV	maxD	8 000,0	95,1	88,9	84,7	80,0	72,7	64,8	59,4	53,6	47,4	41,4
TAYGIV	maxD	10 000,0	99,1	93,0	88,7	84,1	76,7	68,9	63,4	57,6	51,5	45,4
TAYGIV	maxD	11 000,0	101,0	95,0	91,0	86,0	79,0	71,0	65,5	60,0	54,0	47,5
TAYGIV	maxD	11 200,0	101,5	95,5	91,5	86,5	79,5	71,5	66,0	60,5	54,5	48,0
TAYGSEL	A	2 000,0	89,9	86,0	83,0	79,6	73,9	67,3	62,6	57,4	51,8	46,2
TAYGSEL	A	3 000,0	90,7	86,8	83,8	80,4	74,6	68,0	63,3	58,2	52,6	46,9
TAYGSEL	A	4 000,0	91,6	87,7	84,7	81,3	75,5	69,0	64,2	59,1	53,5	47,8
TAYGSEL	A	6 000,0	93,9	90,0	87,0	83,6	77,8	71,3	66,5	61,4	55,8	50,1
TAYGSEL	A	8 000,0	96,8	92,9	89,9	86,5	80,8	74,2	69,5	64,3	58,7	53,1
TAYGSEL	A	10 000,0	100,4	96,5	93,5	90,1	84,4	77,8	73,1	67,9	62,3	56,6
TAYGSEL	D	2 000,0	89,9	86,0	83,0	79,6	73,9	67,3	62,6	57,4	51,8	46,2
TAYGSEL	D	3 000,0	90,7	86,8	83,8	80,4	74,6	68,0	63,3	58,2	52,6	46,9
TAYGSEL	D	4 000,0	91,6	87,7	84,7	81,3	75,5	69,0	64,2	59,1	53,5	47,8
TAYGSEL	D	6 000,0	93,9	90,0	87,0	83,6	77,8	71,3	66,5	61,4	55,8	50,1
TAYGSEL	D	8 000,0	96,8	92,9	89,9	86,5	80,8	74,2	69,5	64,3	58,7	53,1

TAYGSEL	D	10 000,0	100,4	96,5	93,5	90,1	84,4	77,8	73,1	67,9	62,3	56,6
TAYGSEL	D	11 000,0	102,0	98,0	95,5	92,0	86,0	79,5	74,5	70,0	64,0	58,5
TAYGSEL	D	11 200,0	102,5	98,5	96,0	92,5	86,5	80,0	75,0	70,5	64,5	59,0
TF731LAmaxA	A	1 000,0	91,1	84,2	79,2	73,9	65,5	56,6	50,2	43,5	36,3	28,6
TF731LAmaxA	A	1 500,0	96,1	89,3	84,4	79,3	71,0	61,9	55,2	48,0	40,1	31,6
TF731LAmaxD	D	1 500,0	96,1	89,3	84,4	79,3	71,0	61,9	55,2	48,0	40,1	31,6
TF731LAmaxD	D	2 650,0	107,5	99,8	94,4	88,9	80,1	70,3	62,9	54,6	45,3	35,0
TF731SEL	A	1 000,0	93,7	89,0	85,6	81,8	75,6	68,9	64,1	58,8	53,1	46,9
TF731SEL	A	1 500,0	99,3	94,8	91,4	87,8	81,8	74,9	69,7	64,0	57,6	50,6
TF731SEL	D	1 500,0	99,3	94,8	91,4	87,8	81,8	74,9	69,7	64,0	57,6	50,6
TF731SEL	D	2 650,0	110,5	105,0	101,1	97,1	90,6	83,0	77,1	70,3	62,5	53,8
TF731LAmaxA	A	880,0	85,8	78,6	73,4	67,9	59,1	50,0	43,6	36,6	28,8	20,7
TF731LAmaxA	A	2 300,0	95,2	88,6	84,1	79,3	71,7	63,4	57,3	50,1	41,6	32,2
TF731LAmaxD	D	2 300,0	95,2	88,6	84,1	79,3	71,7	63,4	57,3	50,1	41,6	32,2
TF731LAmaxD	D	3 000,0	101,0	94,4	89,8	85,0	77,4	69,1	63,0	55,9	47,6	38,6
TF731SEL	A	880,0	87,1	82,9	79,8	76,4	70,8	64,3	59,3	53,8	47,6	41,0
TF731SEL	A	2 300,0	95,9	92,0	89,3	86,3	81,3	75,4	70,8	65,1	58,1	50,2
TF731SEL	D	2 300,0	95,9	92,0	89,3	86,3	81,3	75,4	70,8	65,1	58,1	50,2
TF731SEL	D	3 000,0	103,4	99,4	96,4	93,8	88,8	82,9	78,3	72,7	65,9	58,3
TIO540LAmaxA	A	1 900,0	77,7	70,8	65,6	61,2	54,5	47,5	42,6	37,3	31,4	25,3
TIO540LAmaxA	A	2 300,0	83,6	77,1	72,7	68,1	60,9	53,4	48,1	42,5	36,3	29,8

Status: This is the original version (as it was originally adopted).

TIO540	LAmaxD	2	85,2	78,7	74,4	69,9	62,8	55,5	50,4	45,0	39,0	32,7
		400,0										
TIO540	LAmaxD	2	89,5	83,1	78,8	74,3	67,3	60,1	55,1	49,7	43,7	37,4
		500,0										
TIO540	SEL A	1	78,6	74,8	72,3	69,7	65,9	61,7	58,6	55,1	50,9	46,4
		900,0										
TIO540	SEL A	2	84,3	80,8	78,4	75,9	71,8	67,3	64,0	60,3	55,7	50,6
		300,0										
TIO540	SEL D	2	86,0	82,5	80,1	77,5	73,5	69,0	65,7	62,1	57,7	52,9
		400,0										
TIO540	SEL D	2	88,9	85,4	82,9	80,4	76,4	72,0	68,8	65,2	61,0	56,2
		500,0										
TIO542	LAmaxA	2	85,1	78,8	74,6	70,2	63,4	56,2	51,1	45,4	39,2	32,5
		380,0										
TIO542	LAmaxA	2	86,8	80,5	76,3	71,9	65,0	57,6	52,3	46,5	40,1	33,4
		400,0										
TIO542	LAmaxD	2	85,9	79,4	75,0	70,5	63,4	56,0	51,0	45,6	39,7	33,6
		190,0										
TIO542	LAmaxD	2	88,2	81,7	77,4	72,8	65,7	58,1	53,0	47,4	41,4	35,0
		280,0										
TIO542	LAmaxD	2	92,1	85,7	81,3	76,7	69,4	61,7	56,2	50,3	43,8	37,0
		500,0										
TIO542	SEL A	2	85,2	81,6	79,3	76,8	72,9	68,4	65,2	61,5	57,1	52,4
		380,0										
TIO542	SEL A	2	86,8	83,2	80,9	78,4	74,3	69,8	66,4	62,5	58,0	53,2
		400,0										
TIO542	SEL D	2	87,8	84,1	81,6	78,8	74,4	69,5	66,0	62,1	57,9	53,3
		190,0										
TIO542	SEL D	2	89,5	85,6	82,9	80,2	75,7	70,9	67,4	63,5	59,1	54,3
		280,0										
TIO542	SEL D	2	93,1	89,4	87,0	84,3	80,0	75,0	71,4	67,3	62,4	57,2
		500,0										
TPE333	LAmaxA	30,0	83,9	77,6	73,4	69,0	62,1	54,6	49,0	42,8	35,6	27,0
		100,0										
TPE333	LAmaxA	100,0	88,4	82,3	78,2	74,0	67,5	60,5	55,4	49,8	43,5	36,4
		30,0										
TPE333	LAmaxD	30,0	83,9	77,6	73,4	69,0	62,1	54,6	49,0	42,8	35,6	27,0
		100,0										
TPE333	LAmaxD	100,0	88,4	82,3	78,2	74,0	67,5	60,5	55,4	49,8	43,5	36,4
		30,0										
TPE333	SEL A	30,0	84,3	80,2	77,4	74,6	69,9	64,7	60,6	55,9	50,2	43,7
		100,0										
TPE333	SEL A	100,0	88,5	84,6	82,0	79,3	75,0	70,3	66,7	62,7	57,9	52,2
		30,0										
TPE333	SEL D	30,0	84,3	80,2	77,4	74,6	69,9	64,7	60,6	55,9	50,2	43,7
		100,0										
TPE333	SEL D	100,0	88,5	84,6	82,0	79,3	75,0	70,3	66,7	62,7	57,9	52,2

Status: This is the original version (as it was originally adopted).

TPE33	LA _{max} A	300,0	85,5	78,8	74,3	69,5	61,8	53,5	47,6	41,1	33,7	26,0
TPE33	LA _{max} A	306,0	85,5	78,8	74,3	69,5	61,8	53,5	47,6	41,1	33,7	26,0
TPE33	LA _{max} A	460,0	84,2	77,5	73,0	68,2	60,5	52,2	46,2	39,5	32,1	24,5
TPE33	LA _{max} D	1 491,0	86,9	80,5	76,1	71,5	64,3	56,6	51,1	45,3	39,1	32,9
TPE33	LA _{max} D	1 791,0	88,1	81,6	77,2	72,6	65,3	57,3	51,5	45,2	38,4	31,5
TPE33	LA _{max} D	1 800,0	88,1	81,6	77,2	72,6	65,3	57,3	51,5	45,2	38,4	31,5
TPE33	SEL A	300,0	88,5	84,1	81,1	77,8	72,4	66,4	61,9	56,9	51,0	44,8
TPE33	SEL A	306,0	88,5	84,1	81,1	77,8	72,4	66,4	61,9	56,9	51,0	44,8
TPE33	SEL A	460,0	86,7	82,3	79,3	76,0	70,6	64,5	59,9	54,8	48,9	42,7
TPE33	SEL D	1 491,0	89,7	85,5	82,6	79,6	74,6	69,1	65,1	60,8	56,2	51,4
TPE33	SEL D	1 791,0	89,9	85,7	82,8	79,7	74,6	68,9	64,6	59,8	54,5	49,1
TPE33	SEL D	1 800,0	89,9	85,7	82,8	79,7	74,6	68,9	64,6	59,8	54,5	49,1
TRENT	LA _{max} A	3 000,0	94,6	88,1	83,3	78,3	70,5	61,8	55,6	48,7	41,1	33,2
TRENT	LA _{max} A	5 000,0	95,6	88,8	84,0	78,9	70,9	62,1	55,8	48,9	41,2	33,3
TRENT	LA _{max} A	7 000,0	96,2	89,6	84,6	79,5	71,3	62,6	56,3	49,3	41,7	33,9
TRENT	LA _{max} A	9 000,0	97,2	90,7	85,7	80,5	72,2	63,2	56,8	49,8	42,1	34,1
TRENT	LA _{max} D	30 000,0	104,0	96,3	91,0	85,5	77,0	67,8	61,1	53,8	45,9	37,8
TRENT	LA _{max} D	35 000,0	104,8	97,3	92,2	86,9	78,6	69,5	62,8	55,7	47,8	39,7
TRENT	LA _{max} D	40 000,0	105,8	98,5	93,5	88,3	80,1	71,0	64,4	57,0	49,3	41,1
TRENT	LA _{max} D	47 000,0	107,8	100,4	95,4	90,3	82,2	73,2	66,6	59,3	51,3	43,0
TRENT	SEL A	3 000,0	99,0	94,3	91,0	87,7	82,3	76,1	71,5	66,3	60,4	53,9
TRENT	SEL A	5 000,0	99,6	94,8	91,6	88,2	82,7	76,4	71,8	66,5	60,5	54,1
TRENT	SEL A	7 000,0	100,5	95,5	92,3	88,8	83,3	76,9	72,2	66,9	60,9	54,4

Status: This is the original version (as it was originally adopted).

TRENT	SEL	A	9 000,0	101,5	96,4	93,1	89,5	83,9	77,5	72,8	67,5	61,4	54,9
TRENT	SEL	D	30 000,0	104,9	100,0	97,0	93,6	88,2	82,0	77,4	72,0	65,9	59,0
TRENT	SEL	D	35 000,0	106,0	101,4	98,4	95,1	89,8	83,7	79,2	73,8	67,6	60,9
TRENT	SEL	D	40 000,0	107,1	102,7	99,7	96,5	91,4	85,4	80,9	75,6	69,4	62,7
TRENT	SEL	D	47 000,0	108,6	104,4	101,5	98,4	93,3	87,3	82,8	77,6	71,6	65,1
TRENT	L _{Amax}	A	4 000,0	93,6	86,6	81,9	77,1	69,4	61,2	55,3	48,7	41,2	33,4
TRENT	L _{Amax}	A	12 000,0	95,1	88,1	83,3	78,4	70,7	62,3	56,2	49,4	41,8	33,8
TRENT	L _{Amax}	D	31 000,0	102,6	95,4	90,6	85,5	77,3	68,0	61,1	53,3	45,0	36,6
TRENT	L _{Amax}	D	41 000,0	102,6	95,3	90,5	85,4	77,4	68,5	62,0	54,7	46,6	38,1
TRENT	L _{Amax}	D	52 000,0	105,6	98,5	93,8	88,8	80,8	72,0	65,5	58,3	50,2	41,8
TRENT	L _{Amax}	D	62 000,0	108,7	101,6	96,9	91,9	83,9	75,1	68,9	62,0	54,1	45,5
TRENT	SEL	A	4 000,0	97,4	93,0	89,8	86,6	81,5	75,7	71,4	66,3	60,5	54,1
TRENT	SEL	A	12 000,0	98,4	94,0	90,8	87,6	82,4	76,5	72,1	67,0	61,1	54,6
TRENT	SEL	D	31 000,0	104,2	99,6	96,5	93,1	87,7	81,2	76,2	70,6	64,3	57,6
TRENT	SEL	D	41 000,0	104,0	99,8	96,9	93,7	88,3	82,2	77,7	72,3	66,2	59,7
TRENT	SEL	D	52 000,0	106,4	102,4	99,6	96,6	91,5	85,5	81,1	75,9	69,9	63,4
TRENT	SEL	D	62 000,0	109,1	105,1	102,4	99,5	94,6	88,9	84,5	79,4	73,4	67,3
TRENT	L _{Amax}	A	7 000,0	93,6	85,9	80,9	75,9	68,1	59,5	53,3	46,7	39,2	30,3
TRENT	L _{Amax}	A	14 000,0	96,4	88,7	83,6	78,3	70,1	61,2	54,9	48,2	40,6	31,8
TRENT	L _{Amax}	A	22 000,0	98,7	90,8	85,6	80,2	71,8	62,8	56,5	49,7	42,0	33,1

TRENT	Am	A	28 000,0	100,2	91,9	86,7	81,3	72,9	63,8	57,5	50,8	43,2	34,4
TRENT	Am	D	32 000,0	100,4	93,4	88,5	83,3	74,9	65,7	59,4	52,6	44,8	35,6
TRENT	Am	D	42 000,0	102,1	95,3	90,6	85,5	77,2	68,1	61,9	55,3	47,7	38,6
TRENT	Am	D	52 000,0	103,8	97,1	92,5	87,5	79,3	70,4	64,3	57,8	50,3	41,3
TRENT	Am	D	62 000,0	105,7	99,0	94,4	89,6	81,6	72,9	66,9	60,4	52,8	43,8
TRENT	Am	D	72 000,0	107,9	101,3	96,9	92,1	84,6	76,2	70,3	63,8	56,3	47,4
TRENT	Am	D	80 000,0	110,5	104,0	99,6	95,1	88,0	80,3	74,4	67,9	60,5	52,0
TRENT	SEL	A	7 000,0	97,4	92,1	88,8	85,3	80,0	74,0	69,6	64,8	59,3	52,8
TRENT	SEL	A	14 000,0	99,6	94,6	91,3	87,8	82,2	75,9	71,2	66,2	60,4	53,7
TRENT	SEL	A	22 000,0	101,6	96,7	93,3	89,7	83,9	77,4	72,7	67,6	61,8	55,2
TRENT	SEL	A	28 000,0	103,1	97,9	94,5	90,8	84,9	78,3	73,6	68,6	63,0	56,6
TRENT	SEL	D	32 000,0	102,6	98,4	95,3	91,8	85,9	79,1	74,2	69,1	63,5	57,2
TRENT	SEL	D	42 000,0	104,5	100,4	97,4	94,0	88,2	81,5	76,8	71,9	66,5	60,4
TRENT	SEL	D	52 000,0	106,1	102,1	99,2	95,9	90,3	83,9	79,3	74,4	69,1	63,1
TRENT	SEL	D	62 000,0	107,6	103,8	101,0	97,8	92,4	86,2	81,7	77,0	71,6	65,3
TRENT	SEL	D	72 000,0	109,5	105,8	103,1	100,1	95,0	89,2	84,9	80,2	74,8	68,3
TRENT	SEL	D	80 000,0	111,6	108,0	105,4	102,7	98,0	92,7	88,7	84,2	78,7	72,0
TRENT	Am	A	4 000,0	93,1	86,6	82,2	77,5	69,9	61,4	55,3	48,6	41,2	33,5
TRENT	Am	A	6 000,0	93,4	86,8	82,3	77,6	70,0	61,5	55,5	48,8	41,4	33,6
TRENT	Am	A	9 000,0	93,9	87,2	82,6	77,9	70,3	61,8	55,7	49,1	41,6	33,9

Status: This is the original version (as it was originally adopted).

TRENTA	Am	A	13 000,0	94,2	87,7	83,2	78,5	71,0	62,5	56,4	49,7	42,1	34,3
TRENTA	Am	D	40 000,0	98,9	92,4	87,8	83,0	75,1	66,4	60,2	53,3	45,6	37,4
TRENTA	Am	D	50 000,0	101,1	94,9	90,3	85,5	77,6	68,9	62,7	55,8	48,2	40,1
TRENTA	Am	D	60 000,0	104,1	98,0	93,5	88,6	80,8	72,0	65,7	58,7	50,9	42,7
TRENTA	Am	D	80 000,0	107,0	101,2	97,0	92,3	84,6	76,0	69,8	62,8	55,0	46,8
TRENTA	SEL	A	4 000,0	98,5	93,7	90,5	87,2	82,0	76,0	71,5	66,4	60,6	54,3
TRENTA	SEL	A	6 000,0	98,7	93,8	90,6	87,3	82,1	76,1	71,6	66,6	60,8	54,5
TRENTA	SEL	A	9 000,0	99,2	94,2	91,0	87,7	82,4	76,4	72,0	66,9	61,1	54,8
TRENTA	SEL	A	13 000,0	99,8	95,0	91,8	88,5	83,2	77,3	72,8	67,7	61,7	55,2
TRENTA	SEL	D	40 000,0	102,7	98,2	95,0	91,6	86,3	80,3	75,8	70,8	64,9	58,5
TRENTA	SEL	D	50 000,0	104,7	100,4	97,4	94,1	88,9	83,0	79,0	73,6	67,8	61,4
TRENTA	SEL	D	60 000,0	107,5	103,5	100,6	97,4	92,2	86,2	81,8	76,7	70,8	64,4
TRENTA	SEL	D	80 000,0	110,3	106,6	103,7	100,7	95,7	89,9	85,5	80,4	74,6	68,4
TSIO52	Am	A	30,0	83,1	76,9	72,6	68,3	61,5	54,1	48,7	42,8	36,4	29,5
TSIO52	Am	A	100,0	95,4	89,1	84,9	80,5	73,7	66,3	60,9	55,1	48,8	42,0
TSIO52	Am	D	30,0	83,1	76,9	72,6	68,3	61,5	54,1	48,7	42,8	36,4	29,5
TSIO52	Am	D	100,0	95,4	89,1	84,9	80,5	73,7	66,3	60,9	55,1	48,8	42,0
TSIO52	SEL	A	30,0	84,6	80,6	77,9	75,1	70,5	65,3	61,4	57,1	52,2	46,8
TSIO52	SEL	A	100,0	97,6	93,6	90,9	88,0	83,4	78,3	74,4	70,1	65,3	59,9
TSIO52	SEL	D	30,0	84,6	80,6	77,9	75,1	70,5	65,3	61,4	57,1	52,2	46,8
TSIO52	SEL	D	100,0	97,6	93,6	90,9	88,0	83,4	78,3	74,4	70,1	65,3	59,9
V2522A	Am	A	2 000,0	89,7	83,1	78,5	73,4	65,3	56,3	49,8	42,6	34,5	26,3
V2522A	Am	A	2 700,0	89,9	83,3	78,6	73,6	65,5	56,5	49,9	42,8	34,7	26,6
V2522A	Am	A	6 000,0	91,8	85,0	80,0	74,8	66,6	57,6	51,0	43,7	35,5	27,2

V2522	Amax	D	10 000,0	94,8	86,3	80,5	74,7	66,4	57,4	50,9	43,8	36,0	27,9
V2522	Amax	D	14 000,0	96,6	88,4	83,2	78,2	70,3	61,5	55,1	47,9	39,8	31,5
V2522	Amax	D	18 000,0	101,4	93,9	89,1	84,0	76,1	67,2	60,8	53,6	46,0	37,7
V2522	Amax	D	21 000,0	103,1	95,8	91,0	86,1	78,2	69,4	63,2	56,3	48,6	40,5
V2522	SEL	A	2 000,0	93,7	89,5	86,3	82,8	77,0	70,6	65,6	60,2	53,9	47,2
V2522	SEL	A	2 700,0	93,9	89,7	86,4	82,9	77,1	70,7	65,8	60,4	54,0	47,4
V2522	SEL	A	6 000,0	95,6	91,3	87,9	84,1	78,2	71,5	66,7	61,2	54,7	47,9
V2522	SEL	D	10 000,0	94,9	90,1	86,7	83,3	77,9	71,7	67,0	61,7	55,7	49,1
V2522	SEL	D	14 000,0	98,2	94,0	90,9	87,6	82,1	75,7	71,0	65,4	59,2	52,6
V2522	SEL	D	18 000,0	102,6	98,6	95,6	92,5	87,2	81,1	76,6	71,3	65,3	58,9
V2522	SEL	D	21 000,0	103,9	100,0	97,1	94,1	89,0	83,0	78,7	73,6	67,8	61,7
V2525	Lmax	A	3 000,0	89,2	83,0	78,2	73,7	66,0	57,5	51,0	44,1	36,5	28,3
V2525	Lmax	A	6 950,0	91,0	84,5	80,0	75,0	67,7	58,9	53,0	46,0	38,2	30,0
V2525	Lmax	D	10 500,0	93,1	86,5	82,0	77,2	69,9	61,1	55,3	48,7	41,2	33,4
V2525	Lmax	D	13 150,0	95,2	88,8	84,0	79,5	72,1	63,5	57,9	51,0	43,8	36,0
V2525	Lmax	D	18 500,0	100,0	93,4	88,8	84,0	76,7	68,1	62,2	56,0	48,6	40,8
V2525	Lmax	D	23 000,0	104,8	98,5	93,9	89,0	81,8	73,3	67,8	61,0	53,5	45,4
V2525	SEL	A	3 000,0	91,9	88,5	85,4	81,9	76,7	71,2	66,9	61,7	55,7	49,1
V2525	SEL	A	6 950,0	94,3	90,2	86,6	83,5	78,3	72,8	68,4	63,7	57,5	51,5
V2525	SEL	D	10 500,0	95,8	91,6	88,5	85,3	80,2	74,7	70,2	65,7	59,5	54,1

Status: This is the original version (as it was originally adopted).

V2525	SEL	D	13 150,0	98,1	94,0	91,0	87,9	82,7	76,9	72,7	68,2	62,7	56,7
V2525	SEL	D	18 500,0	102,4	98,5	95,7	92,7	87,7	82,2	78,2	73,2	67,8	61,7
V2525	SEL	D	23 000,0	106,2	102,7	99,7	97,0	92,2	86,7	82,7	78,0	72,7	66,5
V2527	Amax	A	2 000,0	89,3	82,8	78,2	73,4	65,8	57,4	51,2	44,4	36,7	28,6
V2527	Amax	A	2 700,0	89,5	83,0	78,3	73,5	65,8	57,4	51,3	44,4	36,7	28,6
V2527	Amax	A	6 000,0	91,6	84,7	79,5	74,2	66,5	58,0	51,9	45,0	37,2	29,1
V2527	Amax	D	10 000,0	94,8	86,3	80,5	74,8	66,5	57,6	51,1	44,0	36,2	28,2
V2527	Amax	D	14 000,0	96,7	88,6	83,5	78,4	70,5	61,7	55,3	48,1	40,1	31,8
V2527	Amax	D	19 000,0	101,2	93,9	89,0	84,0	76,1	67,3	61,1	54,1	46,3	38,2
V2527	Amax	D	23 000,0	104,0	96,9	92,2	87,3	79,4	70,8	64,7	57,9	50,3	42,0
V2527	SEL	A	2 000,0	93,1	89,1	86,1	82,9	77,7	71,7	67,1	61,9	55,8	49,2
V2527	SEL	A	2 700,0	93,3	89,2	86,2	83,0	77,7	71,8	67,2	62,0	55,8	49,3
V2527	SEL	A	6 000,0	94,7	90,5	87,4	83,9	78,5	72,3	67,7	62,5	56,3	49,7
V2527	SEL	D	10 000,0	95,0	90,2	86,8	83,5	78,1	71,8	67,2	61,9	55,9	49,4
V2527	SEL	D	14 000,0	98,3	93,9	90,9	87,6	82,1	75,8	71,1	65,6	59,4	52,8
V2527	SEL	D	19 000,0	102,5	98,4	95,5	92,3	87,2	81,1	76,7	71,5	65,7	59,4
V2527	SEL	D	23 000,0	104,6	100,7	98,0	95,0	90,0	84,3	80,0	75,1	69,5	63,3
V2530	Lmax	A	2 000,0	91,8	84,4	79,6	74,5	66,3	57,2	50,5	43,2	35,2	26,9
V2530	Lmax	A	6 000,0	93,3	86,1	81,2	75,9	67,6	58,5	51,8	44,4	36,2	27,8
V2530	Lmax	D	13 000,0	96,8	88,3	83,2	78,2	70,3	61,4	54,9	47,6	39,6	31,3

V2530	LAmax	D	18 000,0	99,6	92,1	87,3	82,3	74,3	65,4	59,0	51,9	44,1	35,9
V2530	LAmax	D	22 000,0	103,3	96,1	91,4	86,4	78,5	69,8	63,6	56,9	49,2	41,1
V2530	LAmax	D	27 000,0	107,0	100,0	95,3	90,4	82,6	74,2	68,1	61,5	54,0	45,8
V2530	SEL	A	2 000,0	94,6	90,2	86,9	83,4	77,7	71,2	66,2	60,5	54,3	47,6
V2530	SEL	A	6 000,0	96,0	91,4	88,1	84,6	78,8	72,3	67,4	61,7	55,4	48,6
V2530	SEL	D	13 000,0	98,3	94,3	91,2	87,8	82,2	75,8	71,0	65,5	59,2	52,5
V2530	SEL	D	18 000,0	100,8	96,8	93,8	90,7	85,4	79,4	74,8	69,5	63,6	57,1
V2530	SEL	D	22 000,0	104,1	100,1	97,3	94,3	89,3	83,5	79,1	74,0	68,4	62,2
V2530	SEL	D	27 000,0	107,5	103,5	100,9	98,0	93,2	87,6	83,4	78,6	73,0	67,1

TABLE I-10

Spectral classes

Spectral Class ID	Op Type	Description	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz
101	Departure	Engine.LowByPass.Tfan	59,5	61,6	62,8	73,1	80,8	78,3	72,3	75,8	75,9	73,6	71,8
102	Departure	Engine.HighByPass.Tfan	59,7	60,0	68,5	73,0	73,8	70,4	67,6	71,4	68,7	72,8	73,2
103	Departure	Engine.HighByPass.Tfan	56,7	66,1	70,1	72,8	76,6	73,0	74,5	77,0	75,3	72,2	72,2
104	Departure	Engine.Low/MidByPass.Tfan	57,3	56,3	61,5	67,7	71,4	73,7	67,0	72,1	73,8	74,1	71,3
105	Departure	Engine.HighByPass.Tfan	66,5	60,4	67,1	75,0	78,2	79,3	71,5	76,7	74,4	74,6	72,3
106	Departure	Engine.Tfan+Supersonic	62,5	57,4	66,9	73,7	75,5	74,0	71,4	73,4	73,4	75,7	75,8
107	Departure	Engine.Tfan	58,6	62,7	69,1	74,1	76,0	74,3	74,1	74,4	74,0	73,6	73,2
108	Departure	Engine.Tfan	66,2	66,2	66,2	72,2	80,8	67,9	67,6	72,0	70,0	70,7	71,1

Status: This is the original version (as it was originally adopted).

109	Departure	2-Engine.Tprop +1/2-Engine.Piston	64,7	67,1	73,1	89,4	84,5	76,3	89,3	80,7	79,3	79,3	81,6
110	Departure	2-Engine.Tprop +4-Engine.Piston	71,4	69,9	79,9	87,4	76,5	80,9	86,2	86,0	85,6	81,2	76,8
111	Departure	2-Engine.Tprop	78,0	76,0	90,0	103,0	82,0	85,0	97,0	89,0	94,0	80,0	79,0
112	Departure	4-Engine.Tprop	74,0	95,0	92,0	75,0	96,0	90,0	74,9	78,0	75,0	75,0	74,1
113	Departure	2-Engine.Tjet +Tfan.Business	58,5	57,9	60,7	67,0	71,2	72,6	70,3	72,7	72,9	73,5	72,8
136	Departure	2-Engine.Tfan.Business	59,7	60,0	68,5	73,0	73,8	70,4	67,6	71,4	68,7	72,8	73,2
137	Departure	2-Engine.Tfan.Business	58,6	62,7	69,1	74,1	76,0	74,3	74,1	74,4	74,0	73,6	73,2
138	Departure	2-Engine.Tfan.Business	66,2	66,2	66,2	72,2	80,8	67,9	67,6	72,0	70,0	70,7	71,1
201	Approach	2-Engine.LowByPass.Tfan	64,9	65,5	66,2	66,7	73,0	77,6	74,8	70,7	76,6	72,5	74,4
202	Approach	2-Engine.Low/HighByPass.Tfan	68,5	68,5	68,5	68,4	68,5	70,9	73,3	67,3	72,6	72,5	72,1
203	Approach	2-Engine.HighByPass.Tfan +Business	67,3	68,9	69,6	70,0	70,2	74,0	74,7	73,1	71,3	74,1	72,9
204	Approach	2-Engine.Low/MidByPass.Tfan	58,8	57,1	59,4	68,0	72,8	73,7	69,1	72,3	74,8	75,6	73,6
205	Approach	2-Engine.HighByPass.Tfan	68,3	60,7	64,6	67,4	78,4	74,8	71,4	72,4	72,0	72,4	71,6
206	Approach	2-Engine.Tjet +Tfan	63,3	65,4	64,1	63,2	66,0	66,6	69,6	70,1	71,5	67,1	71,0
207	Approach	2-Engine.Tfan	67,0	61,1	62,7	64,1	70,4	74,4	71,8	68,4	76,3	72,3	73,5
208	Approach	2-Engine.Tjet +Tfan	66,7	65,0	61,7	65,4	72,9	76,2	73,0	68,1	72,7	70,7	72,1
209	Approach	2-Engine.Tfan	60,0	59,0	60,0	69,0	71,0	70,0	69,0	69,0	69,0	69,0	70,0

210	Approach	Engine.Tprop	65,0	70,0	65,0	72,0	77,0	68,0	78,0	85,0	86,0	79,0	73,0
211	Approach	Engine.Tprop	71,3	65,4	74,7	88,1	77,1	80,3	86,9	80,0	86,8	78,2	75,5
212	Approach	Engine.Tprop	72,0	68,0	79,0	71,0	73,0	84,0	74,0	75,0	73,0	72,0	71,0
213	Approach	Engine.Tprop +Piston	64,0	73,0	76,0	71,0	82,0	83,0	67,0	71,0	70,0	69,0	69,0
214	Approach	Engine.Tprop	61,8	69,8	61,8	58,8	67,8	70,8	62,8	59,8	62,8	60,8	60,8
215	Approach	Engine.Piston	83,0	98,0	83,0	79,0	91,0	80,0	85,0	76,0	75,0	73,0	72,0
216	Approach	Engine.Tjet +Tfan	68,0	63,1	64,7	71,2	74,3	75,0	70,3	72,6	72,1	73,3	71,3
235	Approach	Engine.Tfan Business	67,3	68,9	69,6	70,0	70,2	74,0	74,7	73,1	71,3	74,1	72,9
236	Approach	Engine.Tfan Business	62,7	64,8	63,5	62,6	65,4	66,0	69,0	69,5	70,8	66,5	70,4
237	Approach	Engine.Tfan Business	67,0	61,1	62,7	64,1	70,4	74,4	71,8	68,4	76,3	72,3	73,5
238	Approach	Engine.Tfan Business	60,0	59,0	60,0	69,0	71,0	70,0	69,0	69,0	69,0	69,0	70,0

Spec ID	Class	Description	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	2000Hz
101	Departure	Engine.LowByPass.Tfan	50,5	51,6	52,8	53,8	54,8	55,7	56,5	57,3	58,1	58,9	59,6	60,3	61,0	61,7	62,3	62,9	63,5	64,1	64,6	65,1	65,6	66,1	66,6	67,1	67,6	68,1	68,6	69,1
102	Departure	Engine.HighByPass.Tfan	50,6	51,7	52,9	53,9	54,9	55,8	56,6	57,4	58,2	59,0	59,7	60,4	61,1	61,8	62,4	63,0	63,5	64,0	64,5	65,0	65,5	66,0	66,5	67,0	67,5	68,0	68,5	69,0
103	Departure	Engine.HighByPass.Tfan	56,6	57,7	58,9	60,0	61,1	62,2	63,2	64,2	65,2	66,2	67,2	68,2	69,2	70,2	71,2	72,2	73,2	74,2	75,2	76,2	77,2	78,2	79,2	80,2	81,2	82,2	83,2	84,2
104	Departure	Engine.Low/MidByPass.Tfan	56,5	57,6	58,8	60,0	61,1	62,2	63,2	64,2	65,2	66,2	67,2	68,2	69,2	70,2	71,2	72,2	73,2	74,2	75,2	76,2	77,2	78,2	79,2	80,2	81,2	82,2	83,2	84,2
105	Departure	Engine.HighByPass.Tfan	50,6	51,7	52,9	53,9	54,9	55,8	56,6	57,4	58,2	59,0	59,7	60,4	61,1	61,8	62,4	63,0	63,5	64,0	64,5	65,0	65,5	66,0	66,5	67,0	67,5	68,0	68,5	69,0
106	Departure	Engine.Tfan +Supersonic	62,5	63,6	64,7	65,8	66,9	68,0	69,1	70,2	71,3	72,4	73,5	74,6	75,7	76,8	77,9	79,0	80,1	81,2	82,3	83,4	84,5	85,6	86,7	87,8	88,9	90,0	91,1	92,2
107	Departure	Engine.Tfan	62,7	63,8	64,9	66,0	67,1	68,2	69,3	70,4	71,5	72,6	73,7	74,8	75,9	77,0	78,1	79,2	80,3	81,4	82,5	83,6	84,7	85,8	86,9	88,0	89,1	90,2	91,3	92,4

209	Approach	60,59,60,69,71,70,69,69,69,69,70,69,69,70,72,77,72,72,70,66,63,67,49,38,0
	Engine.Tfan	
210	Approach	70,65,72,77,68,78,85,86,79,73,76,71,70,68,68,65,63,60,56,53,62,42,28,0
	Engine.Tprop	
211	Approach	35,44,78,77,80,86,80,86,88,75,55,71,70,70,79,68,67,57,63,59,53,45,70,0
	Engine.Tprop	
212	Approach	72,68,79,71,73,84,74,75,73,72,71,77,73,70,77,75,72,70,71,83,75,67,64,45,0
	Engine.Tprop	
213	Approach	73,76,71,82,83,67,71,70,69,69,68,67,70,69,67,64,60,57,54,49,42,32,20,0
	Engine.Tprop +Piston	
214	Approach	59,81,88,87,80,82,89,82,80,80,89,80,80,67,81,89,86,82,89,87,85,85,87,8
	Engine.Tprop	
215	Approach	83,98,83,79,91,80,85,76,75,73,72,73,71,70,68,66,65,64,60,57,53,49,43,32,0
	Engine.Piston	
216	Approach	63,64,71,74,75,70,72,72,73,71,70,70,70,70,69,68,67,66,64,42,57,52,23,53,1
	Engine.Tjet +Tfan	
235	Approach	38,69,70,70,74,74,73,71,74,72,73,71,70,70,47,47,40,89,72,64,36,49,68,9
	Engine.Tfan.Business	
236	Approach	74,83,82,65,46,69,69,50,86,50,49,81,29,48,66,62,61,42,58,58,52,79,40,0
	Engine.Tfan.Business	
237	Approach	61,62,74,70,44,41,88,46,72,73,51,70,50,68,67,67,69,41,72,65,79,52,25,6
	Engine.Tfan.Business	
238	Approach	60,59,60,69,71,70,69,69,69,69,70,69,69,70,72,77,72,72,70,66,63,67,49,38,0
	Engine.Tfan.Business	

This section introduces complementary data for general aviation aircraft.

GASEPF and GASEPV data

TABLE I-11

GASEPF and GASEPV aircraft types

ACF ID	Description	Engine Type of Engines	Number of Engines	Weight Class	Ownership Category	MTOW (lb)	Max Landing Dist (ft)	Max Sea Level Static Thrust (lb)	Noise Chapter	NPD ID	Power Parameter	Approach Speed Class ID	Departure Class ID	Operational Directivity Identifier
GASEPF1	Single engine fixed pitch propeller aircraft	Piston	1	Small	General Aviation	2 200	1 160	560	0	GASEPF	15	109	Prop	

Status: This is the original version (as it was originally adopted).

GASEPF	Single engine variable pitch propeller aircraft	Piston	Small	General Aviation	3 000	1 111	790	0	GASEPV	Propeller	15	109	Prop
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(the associated spectral data are available in the ANP ‘Spectral Classes’ table)

TABLE I-12

Departure and Arrival flight profile data for GASEPF and GASEPV aircraft

ACFTID	Op type	Profile_ID	Stage length	Point number	Distance (ft)	Altitude AFE (ft)	TAS (kt)	Percentage of Max Static Thrust (%)
GASEPF	A	APP_3_DEG		1	- 114 486,8	6 000,0	109,4	34,21
GASEPF	A	APP_3_DEG		2	- 57 243,4	3 000,0	71,8	37,57
GASEPF	A	APP_3_DEG		3	- 28 621,7	1 500,0	60,0	40,59
GASEPF	A	APP_3_DEG		4	- 19 081,1	1 000,0	59,6	39,85
GASEPF	A	APP_3_DEG		5	0,0	0,0	58,7	38,43
GASEPF	A	APP_3_DEG		6	47,2	0,0	55,7	27,20
GASEPF	A	APP_3_DEG		7	472,0	0,0	30,0	10,00
GASEPF	A	APP_5_DEG		1	- 68 580,3	6 000,0	109,4	18,03
GASEPF	A	APP_5_DEG		2	- 34 290,2	3 000,0	71,8	22,59
GASEPF	A	APP_5_DEG		3	- 17 145,1	1 500,0	60,0	26,14
GASEPF	A	APP_5_DEG		4	- 11 430,1	1 000,0	59,6	25,67
GASEPF	A	APP_5_DEG		5	0,0	0,0	58,7	24,75
GASEPF	A	APP_5_DEG		6	47,2	0,0	55,7	27,20
GASEPF	A	APP_5_DEG		7	472,0	0,0	30,0	10,00
GASEPF	D	DEFAULTI_DEP		1	0,0	0,0	0,0	113,06
GASEPF	D	DEFAULTI_DEP		2	972,8	0,0	62,1	113,06
GASEPF	D	DEFAULTI_DEP		3	2 077,9	51,4	73,1	96,32

Status: This is the original version (as it was originally adopted).

GASEPF	D	DEFAULTI_DEP	4	13 665,7	1 000,0	74,1	98,31
GASEPF	D	DEFAULTI_DEP	5	16 079,7	1 097,7	84,3	86,65
GASEPF	D	DEFAULTI_DEP	6	17 079,7	1 155,4	84,4	81,16
GASEPF	D	DEFAULTI_DEP	7	49 057,1	3 000,0	86,8	84,60
GASEPF	D	DEFAULTI_DEP	8	97 253,2	5 500,0	90,1	89,42
GASEPF	D	DEFAULTI_DEP	9	140 694,0	7 500,0	92,9	93,53
GASEPF	D	DEFAULTI_DEP	10	202 700,4	10 000,0	96,6	99,04
GASEPV	A	APP_3_DEG	1	- 114 486,8	6 000,0	109,4	24,34
GASEPV	A	APP_3_DEG	2	- 57 243,4	3 000,0	79,4	26,37
GASEPV	A	APP_3_DEG	3	- 28 621,7	1 500,0	67,5	45,05
GASEPV	A	APP_3_DEG	4	- 19 081,1	1 000,0	67,0	44,24
GASEPV	A	APP_3_DEG	5	0,0	0,0	66,0	42,66
GASEPV	A	APP_3_DEG	6	42,8	0,0	62,6	31,00
GASEPV	A	APP_3_DEG	7	428,0	0,0	30,0	10,00
GASEPV	A	APP_5_DEG	1	- 68 580,3	6 000,0	109,4	8,70
GASEPV	A	APP_5_DEG	2	- 34 290,2	3 000,0	79,4	12,04
GASEPV	A	APP_5_DEG	3	- 17 145,1	1 500,0	67,5	31,28
GASEPV	A	APP_5_DEG	4	- 11 430,1	1 000,0	67,0	30,72
GASEPV	A	APP_5_DEG	5	0,0	0,0	66,0	29,62
GASEPV	A	APP_5_DEG	6	42,8	0,0	62,6	31,00
GASEPV	A	APP_5_DEG	7	428,0	0,0	30,0	10,00
GASEPV	D	DEFAULTI_DEP	1	0,0	0,0	0,0	163,92
GASEPV	D	DEFAULTI_DEP	2	861,8	0,0	55,6	163,92
GASEPV	D	DEFAULTI_DEP	3	1 302,6	42,7	66,0	138,25
GASEPV	D	DEFAULTI_DEP	4	2 963,7	172,0	90,2	101,67
GASEPV	D	DEFAULTI_DEP	5	9 389,6	1 000,0	91,3	103,50
GASEPV	D	DEFAULTI_DEP	6	10 985,9	1 102,9	101,6	93,36
GASEPV	D	DEFAULTI_DEP	7	11 985,9	1 200,6	101,8	86,89

Status: This is the original version (as it was originally adopted).

GASEPV	D	DEFAULT	TI_DEP	8	30 407,6	3 000,0	104,5	90,57
GASEPV	D	DEFAULT	TI_DEP	9	57 858,2	5 500,0	108,5	95,72
GASEPV	D	DEFAULT	TI_DEP	10	81 543,2	7 500,0	111,9	100,13
GASEPV	D	DEFAULT	TI_DEP	11	113 618,2	10 000,0	116,4	106,03

TABLE I-13

NPD data for GASEPF and GASEPV aircraft

NPD	Noise Op metric	Type	PowerL setting — Percentage of Maximum Static Thrust (%)	Altitude									
				200ft	400ft	630ft	1000ft	2000ft	4000ft	6300ft	10000ft	6000ft	25000ft
GASEP	IAmax	A	30,00	72,2	65,9	61,6	57,2	50,3	43,1	38,0	32,7	27,0	20,9
GASEP	IAmax	A	100,00	84,9	78,6	74,4	70,0	63,2	55,8	50,4	44,6	38,3	31,5
GASEP	IAmax	D	30,00	72,2	65,9	61,6	57,2	50,3	43,1	38,0	32,7	27,0	20,9
GASEP	IAmax	D	100,00	84,9	78,6	74,4	70,0	63,2	55,8	50,4	44,6	38,3	31,5
GASEP	SEL	A	30,00	74,2	70,1	67,3	64,4	59,8	54,8	51,2	47,4	43,2	38,6
GASEP	SEL	A	100,00	87,1	83,1	80,4	77,5	72,9	67,8	63,9	59,6	54,8	49,4
GASEP	SEL	D	30,00	74,2	70,1	67,3	64,4	59,8	54,8	51,2	47,4	43,2	38,6
GASEP	SEL	D	100,00	87,1	83,1	80,4	77,5	72,9	67,8	63,9	59,6	54,8	49,4
GASEP	PMmax	A	30,00	82,8	73,9	69,6	65,2	58,3	51,1	46,0	40,7	35,0	28,9
GASEP	PMmax	A	100,00	92,4	86,1	81,9	77,5	70,7	63,3	57,9	52,1	45,8	39,0
GASEP	PMmax	D	30,00	82,8	73,9	69,6	65,2	58,3	51,1	46,0	40,7	35,0	28,9
GASEP	PMmax	D	100,00	92,4	86,1	81,9	77,5	70,7	63,3	57,9	52,1	45,8	39,0
GASEP	SEL	A	30,00	81,7	77,6	74,8	71,9	67,3	62,3	58,7	54,9	50,7	46,1
GASEP	SEL	A	100,00	94,6	90,6	87,9	85,0	80,4	75,3	71,4	67,1	62,3	56,9
GASEP	SEL	D	30,00	81,7	77,6	74,8	71,9	67,3	62,3	58,7	54,9	50,7	46,1
GASEP	SEL	D	100,00	94,6	90,6	87,9	85,0	80,4	75,3	71,4	67,1	62,3	56,9

Aircraft classes data

Aircraft group	Examples of aircraft types (maximum take-off mass)
P 1.0	Dewald Sunny, Flightstar II, Ikarus C42, Quicksilver MXL II, Sherpa, Stratos, Tecnam P92 Echo

P 1.1	DG-400 (500 kg), Grob 109B (900 kg), H 36 Dimona (800 kg), Scheibe SF 25C (700 kg)
P 1.2	DR 400/180R (1 000 kg), H 36 Dimona (800 kg), PZL-104 'Wilga 35' (1 200 kg), Scheibe SF 25 (700 kg)
P 1.3	DR 400/180R (1 000 kg), Cessna 172N (1 000 kg), Piper PA-28- 181 (1 200 kg), Piper PA-34-200 (1 900 kg)

Aircraft Noise and Performance data for the four classes are presented in the following tables:

TABLE I-14

Noise group data for P 1.0, P 1.1, P 1.2, P 1.3 aircraft classes

NOISE_ID,C,1	THRSET_TYPE,C,1	MODEL_TYPE,C,1	PERCT_APP,N,3,0	PERCT_DEP,N,3,0	PERCT_AFB,N,3,0
P1.0	P	I	215	109	0
P1.1	P	I	215	109	0
P1.2	P	I	215	109	0
P1.3	P	I	215	109	0

ACFT_ID,C,12	OP_TYPE,C,1	OP_DESC,C,1	OP_CAT,C,1	OP_INF,C,1	OP_INF_CAT,C,1	OP_INF_INF,C,1	OP_INF_INF_CAT,C,1	OP_INF_INF_INF,C,1	OP_INF_INF_INF_CAT,C,1	OP_INF_INF_INF_INF,C,1	OP_INF_INF_INF_INF_CAT,C,1	OP_INF_INF_INF_INF_INF,C,1	OP_INF_INF_INF_INF_INF_CAT,C,1
P1.0	Ultralights	G	P	0	P1.0	1	N	0	0	0	P	100	
P1.1	Motorgliders	G	P	0	P1.1	1	N	0	0	0	P	100	
P1.2	Prop S MTOM <= 2 t towing gliders	G	P	0	P1.2	1	N	0	0	0	P	100	
P1.3	Prop S MTOM <= 2 t	G	P	0	P1.3	1	N	0	0	0	P	100	

TABLE I-15

Arrival and Departure flight profile data for P 1.0, P 1.1, P 1.2, P 1.3 aircraft classes

ACFT_ID,C,12	OP_TYPE,C,1	PROF_ID1,C,8	PROF_ID2,C,1	WEIGHT,N,7,0
P1.0	A	DEFAULT	1	100
P1.0	D	DEFAULT	1	100
P1.1	A	DEFAULT	1	100
P1.1	D	DEFAULT	1	100
P1.2	A	DEFAULT	1	100

Status: This is the original version (as it was originally adopted).

P1.2	D	DEFAULT	1	100
P1.3	A	DEFAULT	1	100
P1.3	D	DEFAULT	1	100

TABLE I-16

Noise Profile points data for P 1.0, P 1.1, P 1.2, P 1.3 aircraft classes

ACFT_ID	TYPE	PROF_ID	PROB_ID	CN	DIS	ANG	ENT	DEF	D	N	HR	SECT	MODE	C
P1.0	A	DEFAULT	1	- 114 486	6 000	50,5	70	A						
P1.0	A	DEFAULT	2	- 18 917,1	1 000	50,5	70	A						
P1.0	A	DEFAULT	3	- 15 636,3	828,1	50,5	70	A						
P1.0	A	DEFAULT	4	164	0	50,5	70	A						
P1.0	A	DEFAULT	5	656,2	0	19,4	30	A						
P1.0	D	DEFAULT	1	0	0	19,4	100	D						
P1.0	D	DEFAULT	2	328,1	0	62,2	100	D						
P1.0	D	DEFAULT	3	12 986,3	1 000	62,2	100	D						
P1.0	D	DEFAULT	4	42 000	3 000	65	100	D						
P1.0	D	DEFAULT	5	200 000	10 000	68	100	D						
P1.1	A	DEFAULT	1	- 114 486	6 000	50,5	70	A						
P1.1	A	DEFAULT	2	- 18 589	1 000	50,5	70	A						
P1.1	A	DEFAULT	3	- 15 308,2	828,1	50,5	70	A						
P1.1	A	DEFAULT	4	492,1	0	50,5	70	A						
P1.1	A	DEFAULT	5	656,2	0	19,4	30	A						
P1.1	D	DEFAULT	1	0	0	19,4	100	D						
P1.1	D	DEFAULT	2	656,2	0	66,1	100	D						
P1.1	D	DEFAULT	3	13 314,4	1 000	66,1	100	D						
P1.1	D	DEFAULT	4	43 000	3 000	70	100	D						
P1.1	D	DEFAULT	5	200 000	10 000	73,9	100	D						
P1.2	A	DEFAULT	1	- 114 486	6 000	60,3	70	A						

Status: This is the original version (as it was originally adopted).

P1.2	A	DEFAULT	2	- 18 589	1 000	60,3	70	A
P1.2	A	DEFAULT	3	- 15 308,2	828,1	60,3	70	A
P1.2	A	DEFAULT	4	492,1	0	60,3	70	A
P1.2	A	DEFAULT	5	1 476,4	0	19,4	30	A
P1.2	D	DEFAULT	1	0	0	19,4	100	D
P1.2	D	DEFAULT	2	1 312,3	0	62,2	100	D
P1.2	D	DEFAULT	3	17 705,8	1 000	62,2	100	D
P1.2	D	DEFAULT	4	50 000	3 000	64	100	D
P1.2	D	DEFAULT	5	200 000	10 000	66,1	100	D
P1.3	A	DEFAULT	1	- 114 486	6 000	60,3	70	A
P1.3	A	DEFAULT	2	- 18 589	1 000	60,3	70	A
P1.3	A	DEFAULT	3	- 15 308,2	828,1	60,3	70	A
P1.3	A	DEFAULT	4	492,1	0	60,3	70	A
P1.3	A	DEFAULT	5	1 476,4	0	19,4	30	A
P1.3	D	DEFAULT	1	0	0	19,4	100	D
P1.3	D	DEFAULT	2	820,2	0	70	100	D
P1.3	D	DEFAULT	3	10 344	1 000	70	100	D
P1.3	D	DEFAULT	4	40 000	3 000	75	100	D
P1.3	D	DEFAULT	5	200 000	10 000	83	100	D

TABLE I-17

NPD data for P 1.0, P 1.1, P 1.2, P 1.3 aircraft classes

			NOISE INDEX YEAR 2016 CHRONIC IN 300 IN 530 IN 500 N2600 N4600 N500 N600 N600,25600,N,5,1										
P1.0	M	A	30	55,2	49	44,8	40,4	33,6	26,3	21,2	15,6	9,3	2,8
P1.0	M	A	70	65,2	59	54,8	50,4	43,6	36,3	31,2	25,6	19,3	12,8
P1.0	M	D	88	71,2	65	60,8	56,4	49,6	42,3	37,2	31,6	25,3	18,8
P1.0	M	D	100	75,2	69	64,8	60,4	53,6	46,3	41,2	35,6	29,3	22,8
P1.0	S	A	30	54,7	51,4	49,1	46,7	42,8	38,4	35,2	31,4	27,1	22,3
P1.0	S	A	70	64,7	61,4	59,1	56,7	52,8	48,4	45,2	41,4	37,1	32,3
P1.0	S	D	88	70,7	67,4	65,1	62,7	58,8	54,4	51,2	47,4	43,1	38,3

Status: This is the original version (as it was originally adopted).

P1.0	S	D	100	74,7	71,4	69,1	66,7	62,8	58,4	55,2	51,4	47,1	42,3
P1.1	M	A	30	60,2	54	49,8	45,4	38,6	31,3	26,2	20,6	14,3	7,8
P1.1	M	A	70	70,2	64	59,8	55,4	48,6	41,3	36,2	30,6	24,3	17,8
P1.1	M	D	82	74,2	68	63,8	59,4	52,6	45,3	40,2	34,6	28,3	21,8
P1.1	M	D	100	80,2	74	69,8	65,4	58,6	51,3	46,2	40,6	34,3	27,8
P1.1	S	A	30	59,7	56,4	54,1	51,7	47,8	43,4	40,2	36,4	32,1	27,3
P1.1	S	A	70	69,7	66,4	64,1	61,7	57,8	53,4	50,2	46,4	42,1	37,3
P1.1	S	D	82	73,7	70,4	68,1	65,7	61,8	57,4	54,2	50,4	46,1	41,3
P1.1	S	D	100	79,7	76,4	74,1	71,7	67,8	63,4	60,2	56,4	52,1	47,3
P1.2	M	A	30	64,4	58,2	53,9	49,5	42,6	35,1	29,8	24	17,5	10,6
P1.2	M	A	70	74,4	68,2	63,9	59,5	52,6	45,1	39,8	34	27,5	20,6
P1.2	M	D	76	76,4	70,2	65,9	61,5	54,6	47,1	41,8	36	29,5	22,6
P1.2	M	D	100	84,4	78,2	73,9	69,5	62,6	55,1	49,8	44	37,5	30,6
P1.2	S	A	30	63,9	60,5	58,2	55,8	51,8	47,2	43,8	39,8	35,2	30,1
P1.2	S	A	70	73,9	70,5	68,2	65,8	61,8	57,2	53,8	49,8	45,2	40,1
P1.2	S	D	76	75,9	72,5	70,2	67,8	63,8	59,2	55,8	51,8	47,2	42,1
P1.2	S	D	100	83,9	80,5	78,2	75,8	71,8	67,2	63,8	59,8	55,2	50,1
P1.3	M	A	30	66,4	60,2	55,9	51,5	44,6	37,1	31,8	26	19,5	12,6
P1.3	M	A	70	76,4	70,2	65,9	61,5	54,6	47,1	41,8	36	29,5	22,6
P1.3	M	D	76	78,4	72,2	67,9	63,5	56,6	49,1	43,8	38	31,5	24,6
P1.3	M	D	100	86,4	80,2	75,9	71,5	64,6	57,1	51,8	46	39,5	32,6
P1.3	S	A	30	65,9	62,5	60,2	57,8	53,8	49,2	45,8	41,8	37,2	32,1
P1.3	S	A	70	75,9	72,5	70,2	67,8	63,8	59,2	55,8	51,8	47,2	42,1
P1.3	S	D	76	77,9	74,5	72,2	69,8	65,8	61,2	57,8	53,8	49,2	44,1
P1.3	S	D	100	85,9	82,5	80,2	77,8	73,8	69,2	65,8	61,8	57,2	52,1

Helicopter Noise and Performance Data Set 1

This includes data for five helicopters classes, based on helicopter MTOM:

TABLE I-18

Helicopter Data Set 1 Description Table

ACF ID	Engine	Number of Engines	Weight Class	Category	MTOM (lb)	Max Land Dist (ft)	Max Sign Level Static Thrust (lb)	Noise Chapter	NPD ID	Over Parameters	Approvals Class ID	Operational Class ID	Laterality Identifier
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H1.0	Helicopter with MTOM <= 1 t	Propeller	0	Helicopter	0	0	100	0	H1.0	SHP (% of Max Static Thrust)	215	109	Prop
H1.1	Helicopter with MTOM 1-3 t	Propeller	0	Helicopter	0	0	100	0	H1.1	SHP (% of Max Static Thrust)	215	109	Prop
H1.2	Helicopter with MTOM 3-5 t	Propeller	0	Helicopter	0	0	100	0	H1.2	SHP (% of Max Static Thrust)	215	109	Prop
H2.1	Helicopter with MTOM 5-10 t	Propeller	0	Helicopter	0	0	100	0	H2.1	SHP (% of Max Static Thrust)	215	109	Prop
H2.2	Helicopter with MTOM > 10 t	Propeller	0	Helicopter	0	0	100	0	H2.2	SHP (% of Max Static Thrust)	215	109	Prop

TABLE I-19

Helicopter Data Set 1 Departure Profiles

ACFT_ID	OP_TYPE	PROF_ID	PROF_ID2	DT_NUM	DISTANCE (ft)	ALTITUDE (ft)	SPEED (kt)	THR_SEOP (%)	SEOP_MODE
H1.0	D	H1.0_S	1	1	0,0	0,0	3,9	100,00	D
H1.0	D	H1.0_S	1	2	9,8	6,6	5,8	100,00	D
H1.0	D	H1.0_S	1	3	32,8	16,4	9,7	100,00	D
H1.0	D	H1.0_S	1	4	295,3	49,2	40,8	100,00	D
H1.0	D	H1.0_S	1	5	5 687,5	1 000,0	60,3	100,00	D
H1.0	D	H1.0_S	1	6	8 968,3	1 000,0	64,1	100,00	D
H1.0	D	H1.0_S	1	7	200 000,0	1 000,0	64,1	100,00	D
H1.1	D	H1.1_S	1	1	0,0	0,0	3,9	100,00	D

Status: This is the original version (as it was originally adopted).

H1.1	D	H1.1_S	1	2	9,8	6,6	5,8	100,00	D
H1.1	D	H1.1_S	1	3	32,8	16,4	9,7	100,00	D
H1.1	D	H1.1_S	1	4	295,3	49,2	40,8	100,00	D
H1.1	D	H1.1_S	1	5	6 298,3	1 000,0	64,1	100,00	D
H1.1	D	H1.1_S	1	6	9 579,2	1 000,0	70,0	100,00	D
H1.1	D	H1.1_S	1	7	200 000,0	1 000,0	70,0	100,00	D
H1.2	D	H1.2_S	1	1	0,0	0,0	3,9	100,00	D
H1.2	D	H1.2_S	1	2	9,8	6,6	5,8	100,00	D
H1.2	D	H1.2_S	1	3	32,8	16,4	9,7	100,00	D
H1.2	D	H1.2_S	1	4	295,3	49,2	40,8	100,00	D
H1.2	D	H1.2_S	1	5	6 298,3	1 000,0	70,0	100,00	D
H1.2	D	H1.2_S	1	6	9 579,2	1 000,0	75,8	100,00	D
H1.2	D	H1.2_S	1	7	200 000,0	1 000,0	75,8	100,00	D
H2.1	D	H2.1_S	1	1	0,0	0,0	3,9	100,00	D
H2.1	D	H2.1_S	1	2	9,8	6,6	5,8	100,00	D
H2.1	D	H2.1_S	1	3	32,8	16,4	9,7	100,00	D
H2.1	D	H2.1_S	1	4	295,3	49,2	40,8	100,00	D
H2.1	D	H2.1_S	1	5	6 298,3	1 000,0	70,0	100,00	D
H2.1	D	H2.1_S	1	6	9 579,2	1 000,0	75,8	100,00	D
H2.1	D	H2.1_S	1	7	200 000,0	1 000,0	75,8	100,00	D
H2.2	D	H2.2_S	1	1	0,0	0,0	3,9	100,00	D
H2.2	D	H2.2_S	1	2	9,8	0,0	5,8	100,00	D
H2.2	D	H2.2_S	1	3	32,8	16,4	9,7	100,00	D
H2.2	D	H2.2_S	1	4	295,3	49,2	40,8	100,00	D
H2.2	D	H2.2_S	1	5	6 298,3	1 000,0	70,0	100,00	D
H2.2	D	H2.2_S	1	6	9 579,2	1 000,0	75,8	100,00	D
H2.2	D	H2.2_S	1	7	200 000,0	1 000,0	75,8	100,00	D

TABLE I-20

Helicopter Data Set 1 Arrival Profiles

ACFT_ID	OP_TYPE	PROF_ID	IDT_NUM	DISTANCE	HEIGHT	SPEED	THR	SEOP_MODE	
H1.0	A	H1.0_L	1	1	- 200 000,0	1 000,0	64,1	100,00	A

H1.0	A	H1.0_L	1	2	- 10 836,6	1 000,0	64,1	100,00	A
H1.0	A	H1.0_L	1	3	- 7 555,8	1 000,0	60,3	100,00	A
H1.0	A	H1.0_L	1	4	- 295,3	44,1	40,8	100,00	A
H1.0	A	H1.0_L	1	5	- 32,8	9,6	9,7	100,00	A
H1.0	A	H1.0_L	1	6	- 9,8	6,6	5,8	100,00	A
H1.0	A	H1.0_L	1	7	0,0	0,0	3,9	100,00	A
H1.1	A	H1.1_L	1	1	- 200 000,0	1 000,0	70,0	100,00	A
H1.1	A	H1.1_L	1	2	- 8 401,5	1 000,0	70,0	100,00	A
H1.1	A	H1.1_L	1	3	- 5 120,6	1 000,0	64,1	100,00	A
H1.1	A	H1.1_L	1	4	- 295,3	62,0	40,8	100,00	A
H1.1	A	H1.1_L	1	5	- 32,8	11,0	9,7	100,00	A
H1.1	A	H1.1_L	1	6	- 9,8	6,6	5,8	100,00	A
H1.1	A	H1.1_L	1	7	0,0	0,0	3,9	100,00	A
H1.2	A	H1.2_L	1	1	- 200 000,0	1 000,0	75,8	100,00	A
H1.2	A	H1.2_L	1	2	- 9 563,0	1 000,0	75,8	100,00	A
H1.2	A	H1.2_L	1	3	- 6 282,2	1 000,0	70,0	100,00	A
H1.2	A	H1.2_L	1	4	- 295,3	51,8	40,8	100,00	A
H1.2	A	H1.2_L	1	5	- 32,8	10,2	9,7	100,00	A
H1.2	A	H1.2_L	1	6	- 9,8	6,6	5,8	100,00	A
H1.2	A	H1.2_L	1	7	0,0	0,0	3,9	100,00	A
H2.1	A	H2.1_L	1	1	- 200 000,0	1 000,0	75,8	100,00	A
H2.1	A	H2.1_L	1	2	- 9 563,0	1 000,0	75,8	100,00	A
H2.1	A	H2.1_L	1	3	- 6 282,2	1 000,0	70,0	100,00	A
H2.1	A	H2.1_L	1	4	- 295,3	51,8	40,8	100,00	A
H2.1	A	H2.1_L	1	5	- 32,8	10,2	9,7	100,00	A
H2.1	A	H2.1_L	1	6	- 9,8	6,6	5,8	100,00	A
H2.1	A	H2.1_L	1	7	0,0	0,0	3,9	100,00	A

Status: This is the original version (as it was originally adopted).

H2.2	A	H2.2_L	1	1	- 200 000,0	1 000,0	75,8	100,00	A
H2.2	A	H2.2_L	1	2	- 9 604,4	1 000,0	75,8	100,00	A
H2.2	A	H2.2_L	1	3	- 6 323,6	1 000,0	70,0	100,00	A
H2.2	A	H2.2_L	1	4	- 295,3	45,2	40,8	100,00	A
H2.2	A	H2.2_L	1	5	- 32,8	3,6	9,7	100,00	A
H2.2	A	H2.2_L	1	6	- 9,8	0,0	5,8	100,00	A
H2.2	A	H2.2_L	1	7	0,0	0,0	3,9	100,00	A

TABLE I-21

Noise Characteristic data for Helicopter Data Set 1

NOISE_ID	THRSET_TYP	MODEL_TYP	SPECT_APP	SPECT_DEP	SPECT_AFB
H1.0	Propeller	I	215	109	0
H1.1	Propeller	I	215	109	0
H1.2	Propeller	I	215	109	0
H2.1	Propeller	I	215	109	0
H2.2	Propeller	I	215	109	0

TABLE I-22

Noise Power Distance (NPD) data for Helicopter Data Set 1

NOISE_ID	OSI	HYPER	TYPE	800L	1000L	1250L	1600L	2000L	2500L	3150L	4000L	5000L	6300L	8000L	10000L	12500L	16000L	20000L	25000L
H1.0	M	A		80,00	81,3	75,0	70,7	66,3	59,2	51,4	45,6	39,1	31,5	23,1					
H1.0	M	A		100,00	84,3	78,0	73,7	69,3	62,2	54,4	48,6	42,1	34,5	26,1					
H1.0	M	D		80,00	81,3	75,0	70,7	66,3	59,2	51,4	45,6	39,1	31,5	23,1					
H1.0	M	D		100,00	84,3	78,0	73,7	69,3	62,2	54,4	48,6	42,1	34,5	26,1					
H1.0	S	A		80,00	82,0	78,6	76,2	73,6	69,2	64,1	60,1	55,3	49,4	42,8					
H1.0	S	A		100,00	85,0	81,6	79,2	76,6	72,2	67,1	63,1	58,3	52,4	45,8					
H1.0	S	D		80,00	82,0	78,6	76,2	73,6	69,2	64,1	60,1	55,3	49,4	42,8					
H1.0	S	D		100,00	85,0	81,6	79,2	76,6	72,2	67,1	63,1	58,3	52,4	45,8					
H1.1	M	A		80,00	86,5	80,2	75,9	71,5	64,4	56,6	50,8	44,3	36,7	28,3					
H1.1	M	A		100,00	89,5	83,2	78,9	74,5	67,4	59,6	53,8	47,3	39,7	31,3					
H1.1	M	D		80,00	86,5	80,2	75,9	71,5	64,4	56,6	50,8	44,3	36,7	28,3					
H1.1	M	D		100,00	89,5	83,2	78,9	74,5	67,4	59,6	53,8	47,3	39,7	31,3					
H1.1	S	A		80,00	87,2	83,8	81,4	78,8	74,4	69,3	65,3	60,5	54,6	48,0					

H1.1	S	A	100,00	90,2	86,8	84,4	81,8	77,4	72,3	68,3	63,5	57,6	51,0
H1.1	S	D	80,00	87,2	83,8	81,4	78,8	74,4	69,3	65,3	60,5	54,6	48,0
H1.1	S	D	100,00	90,2	86,8	84,4	81,8	77,4	72,3	68,3	63,5	57,6	51,0
H1.2	M	A	80,00	89,1	82,8	78,5	74,1	67,0	59,2	53,4	46,9	39,3	30,9
H1.2	M	A	100,00	92,1	85,8	81,5	77,1	70,0	62,2	56,4	49,9	42,3	33,9
H1.2	M	D	80,00	89,1	82,8	78,5	74,1	67,0	59,2	53,4	46,9	39,3	30,9
H1.2	M	D	100,00	92,1	85,8	81,5	77,1	70,0	62,2	56,4	49,9	42,3	33,9
H1.2	S	A	80,00	89,8	86,4	84,0	81,4	77,0	71,9	67,9	63,1	57,2	50,6
H1.2	S	A	100,00	92,8	89,4	87,0	84,4	80,0	74,9	70,9	66,1	60,2	53,6
H1.2	S	D	80,00	89,8	86,4	84,0	81,4	77,0	71,9	67,9	63,1	57,2	50,6
H1.2	S	D	100,00	92,8	89,4	87,0	84,4	80,0	74,9	70,9	66,1	60,2	53,6
H2.1	M	A	80,00	91,3	85,0	80,7	76,3	69,2	61,4	55,6	49,1	41,5	33,1
H2.1	M	A	100,00	94,3	88,0	83,7	79,3	72,2	64,4	58,6	52,1	44,5	36,1
H2.1	M	D	80,00	91,3	85,0	80,7	76,3	69,2	61,4	55,6	49,1	41,5	33,1
H2.1	M	D	100,00	94,3	88,0	83,7	79,3	72,2	64,4	58,6	52,1	44,5	36,1
H2.1	S	A	80,00	92,0	88,6	86,2	83,6	79,2	74,1	70,1	65,3	59,4	52,8
H2.1	S	A	100,00	95,0	91,6	89,2	86,6	82,2	77,1	73,1	68,3	62,4	55,8
H2.1	S	D	80,00	92,0	88,6	86,2	83,6	79,2	74,1	70,1	65,3	59,4	52,8
H2.1	S	D	100,00	95,0	91,6	89,2	86,6	82,2	77,1	73,1	68,3	62,4	55,8
H2.2	M	A	80,00	94,3	88,0	83,7	79,3	72,2	64,4	58,6	52,1	44,5	36,1
H2.2	M	A	100,00	97,3	91,0	86,7	82,3	75,2	67,4	61,6	55,1	47,5	39,1
H2.2	M	D	80,00	94,3	88,0	83,7	79,3	72,2	64,4	58,6	52,1	44,5	36,1
H2.2	M	D	100,00	97,3	91,0	86,7	82,3	75,2	67,4	61,6	55,1	47,5	39,1
H2.2	S	A	80,00	95,0	91,6	89,2	86,6	82,2	77,1	73,1	68,3	62,4	55,8
H2.2	S	A	100,00	98,0	94,6	92,2	89,6	85,2	80,1	76,1	71,3	65,4	58,8
H2.2	S	D	80,00	95,0	91,6	89,2	86,6	82,2	77,1	73,1	68,3	62,4	55,8
H2.2	S	D	100,00	98,0	94,6	92,2	89,6	85,2	80,1	76,1	71,3	65,4	58,8

Helicopter Noise and Performance Data Set 2

Data is provided for three helicopter classes, based on maximum take-off mass:

1. Light helicopter (LHEL) MTOM < 3 000 kg
2. Medium helicopter (MHEL) 3 000 kg < MTOM < 6 000 kg
3. Heavy helicopter (THEL) MTOM > 6 000 kg

Default arrival and departure flight profiles are provided as fixed point profiles. Default departure flight profiles assume climb to a level flight altitude of 1 000 ft (305 m) for each

Status: This is the original version (as it was originally adopted).

helicopter class. Where the level flight portion on departure or arrival differs locally from these values, it is recommended that the default profiles are adapted to reflect local circumstances.

TABLE I-23

Helicopter Data Set 2 Description Table

ACFT ID	Origin	Type	Number of Engines	Weight Class	Category	MTOM (lb)	Max Landing Dist (ft)	Max Static Thrust (lb)	Noise Chapter	NPD	PD	Approach Class ID	Departure Class ID	Operational Directivity Identifier
LHEL	Helicopter with MTOM ≤ 1 t	Turboprop	0	Helicopter	0	0	100	0	LHEL	SHP	(% of Max Static Thrust)	215	112	Prop
MHEL	Helicopter with MTOM 1-3 t	Turboprop	0	Helicopter	0	0	100	0	MHEL	SHP	(% of Max Static Thrust)	215	112	Prop
THEL	Helicopter with MTOM 3-5 t	Turboprop	0	Helicopter	0	0	100	0	THEL	SHP	(% of Max Static Thrust)	215	112	Prop

TABLE I-24

Helicopter Data Set 2 Departure Profiles

ACFT ID	Type	Profile ID	Stage Length	Point Number	Distance (ft)	Altitude (ft)	TAS (kt)	Corrected Net Thrust (%)	OP_MODE
LHEL	D	DEFAULT	1	0	0	0	1	50	X
LHEL	D	DEFAULT	2	10	0	3	50	X	
LHEL	D	DEFAULT	3	20	16	5	50	X	
LHEL	D	DEFAULT	4	102	16	5	60	D	
LHEL	D	DEFAULT	5	561	30	50	60	D	
LHEL	D	DEFAULT	6	2 297	515	70	60	D	
LHEL	D	DEFAULT	7	4 032	1 001	90	70	D	
LHEL	D	DEFAULT	8	7 014	1 001	100	70	D	

Status: This is the original version (as it was originally adopted).

LHEL	D	DEFAULT	9	10 000	1 001	110	70	D
MHEL	D	DEFAULT	1	0	0	1	50	D
MHEL	D	DEFAULT	2	10	0	2	50	D
MHEL	D	DEFAULT	3	20	16	3	50	D
MHEL	D	DEFAULT	4	102	16	30	50	D
MHEL	D	DEFAULT	5	561	30	60	50	D
MHEL	D	DEFAULT	6	4 032	1 001	65	75	D
MHEL	D	DEFAULT	7	6 785	1 001	100	75	D
MHEL	D	DEFAULT	8	10 000	1 001	126	75	D
THEL	D	DEFAULT	1	0	0	1	100	X
THEL	D	DEFAULT	2	10	0	2	100	X
THEL	D	DEFAULT	3	20	16	3	50	D
THEL	D	DEFAULT	4	102	16	30	50	D
THEL	D	DEFAULT	5	1 001	151	60	50	D
THEL	D	DEFAULT	5	4 679	1 000	65	75	D
THEL	D	DEFAULT	5	6 681	1 000	83	75	D
THEL	D	DEFAULT	5	8 679	1 000	100	75	D
THEL	D	DEFAULT	5	13 679	1 000	113	75	D
THEL	D	DEFAULT	5	18 679	1 000	126	75	D

TABLE I-25

Helicopter Data Set 2 Arrival Profiles

ACFT_ID	Op Type	Profile ID	Stage Length	Point Number	Distance (ft)	Altitude (ft)	TAS (kt)	Corrected Net Thrust (%)	OP_MODE
LHEL	D	DEFAULT	3		- 50 003	1 000	115	70	X
LHEL	D	DEFAULT	4		- 9 332	1 000	113	70	X
LHEL	D	DEFAULT	5		- 6 340	686	110	80	A
LHEL	D	DEFAULT	6		- 4 029	443	95	80	A
LHEL	D	DEFAULT	7		- 1 686	197	80	80	A
LHEL	D	DEFAULT	8		- 843	108	60	80	A
LHEL	D	DEFAULT	9		0	20	5	80	A
LHEL	D	DEFAULT	9		102	0	3	80	A
LHEL	D	DEFAULT	9		121	0	1	80	A

Status: This is the original version (as it was originally adopted).

MHEL	D	DEFAULT	2	- 40 229	1 000	135	75	X
MHEL	D	DEFAULT	3	- 36 322	1 000	123	75	X
MHEL	D	DEFAULT	4	- 32 411	1 000	112	75	X
MHEL	D	DEFAULT	5	- 28 504	1 000	100	75	X
MHEL	D	DEFAULT	6	- 22 145	1 000	90	75	X
MHEL	D	DEFAULT	7	- 15 784	1 000	80	75	X
MHEL	D	DEFAULT	8	- 9 426	1 000	70	75	X
MHEL	D	DEFAULT	8	- 5 153	551	60	60	A
MHEL	D	DEFAULT	8	- 750	89	50	60	A
MHEL	D	DEFAULT	8	- 62	16	20	60	A
MHEL	D	DEFAULT	8	0	10	5	60	A
MHEL	D	DEFAULT	8	102	0	2	60	A
MHEL	D	DEFAULT	8	121	0	1	60	A
MHEL	D	DEFAULT	8	- 40 229	1 000	135	75	X
MHEL	D	DEFAULT	8	- 36 322	1 000	123	75	X
MHEL	D	DEFAULT	8	- 32 411	1 000	112	75	X
MHEL	D	DEFAULT	8	- 28 504	1 000	100	75	X
MHEL	D	DEFAULT	8	- 22 145	1 000	90	75	X
MHEL	D	DEFAULT	8	- 15 784	1 000	80	75	X
MHEL	D	DEFAULT	8	- 9 426	1 000	70	75	X
MHEL	D	DEFAULT	8	- 5 153	551	60	60	A
MHEL	D	DEFAULT	8	- 750	89	50	60	A
MHEL	D	DEFAULT	8	- 62	16	20	60	A
MHEL	D	DEFAULT	8	0	10	5	60	A
MHEL	D	DEFAULT	8	102	0	2	60	A
MHEL	D	DEFAULT	8	121	0	1	60	A

TABLE I-26

Noise Characteristic data for Helicopter Data Set 2

NOISE_ID	THRSET_TYP	MODEL_TYP	SPECT_APP	SPECT_DEP	SPECT_AFB
LHEL	P	I	215	109	0
MHEL	P	I	215	109	0
THEL	P	I	215	109	0

TABLE I-27

Noise Power Distance (NPD) data for three helicopter classes

NPD Identif	Noise Description	PowerSetting	Op Mode	L_200ft	L_400ft	L_630ft	L_1000ft	L_2000ft	L_4000ft	L_6300ft	L_10000ft	L_60000ft	L_25000ft
LHEL	MAX	80	A	84,6	79,1	75,7	71,6	65,8	60,1	56	48,8	41,6	34,4
LHEL	MAX	70	X	88,4	82,9	79,5	75,6	70,3	65	61,6	55,4	49,2	43
LHEL	MAX	60	D	83,6	78,2	75,1	70,3	66,5	61,7	58,9	53,3	47,7	42,1
LHEL	MAX	50	S	91,7	85,3	81,5	76,5	69,4	61,5	56,5	49,6	42,7	35,8
LHEL	SEL	80	A	90,5	87,1	84,9	82,1	77,6	72,1	67,9	62,4	56,9	51,4
LHEL	SEL	70	X	90,4	87	84,7	81,9	77,5	72	68,1	62,9	57,7	52,5
LHEL	SEL	60	D	85,9	82,5	80,4	77,7	73,4	68,4	64,6	59,6	54,6	49,6
LHEL	SEL	50	S	85,9	82,5	80,4	77,7	73,4	68,4	64,6	59,6	54,6	49,6
MHEL	MAX	50	D	91,8	85,2	80,6	75,7	67,5	58,1	51,2	42,6	34	25,4
MHEL	MAX	60	A	90,2	83,9	80	75,3	68,4	60,9	55,8	49,5	43,2	36,9
MHEL	MAX	75	X	92,4	86	82	77,2	70	62,3	57,1	50,8	44,5	38,2
MHEL	SEL	50	D	91,2	87,2	84,8	80,8	75	68,1	63,7	57,6	51,5	45,4
MHEL	SEL	60	A	94,2	90,1	88,1	84,7	80	74,7	71,3	66	60,7	55,4
MHEL	SEL	75	X	89,3	85,3	82,8	78,9	73,1	66,6	62,6	57	51,4	45,8
THEL	MAX	50	D	91,2	85,2	81,7	76,3	68,8	60,4	54,9	46	37,1	28,2
THEL	MAX	60	A	90	84,1	80,7	75,5	68,5	60,6	55,3	48	40,7	33,4
THEL	MAX	75	X	92,4	86,4	82,9	77,5	70,1	61,6	55,7	48,1	40,5	32,9
THEL	MAX	100	S	100,2	93,8	90,3	84,9	77,5	69,3	64,3	56,5	48,7	40,9
THEL	SEL	50	D	92,8	89,3	87,4	84	79,2	73,5	69,6	63,7	57,8	51,9
THEL	SEL	60	A	91,6	88,2	86,4	83,2	78,8	73,7	70	64,7	59,4	54,1
THEL	SEL	75	X	94	90,5	88,6	85,2	80,5	74,7	70,4	64,8	59,2	53,6
THEL	SEL	100	S	92,8	89,3	87,4	84	79,2	73,5	69,6	63,7	57,8	51,9

- (1) The absorption of porous road pavements is taken into account in the emission model.
- (2) A network of small obstacles in a plane and at regular intervals constitutes one example of a special configuration.
- (3) Actually beneath the aircraft perpendicular to the wing axis and direction of flight; taken to be vertically below the aircraft when in non-turning (i.e. non-banked) flight.
- (4) Time is accounted for via the aircraft speed.
- (5) Displaced thresholds can be taken into account by defining additional runways.
- (6) Calculated levels at 4 m or higher are sometimes requested. Comparison of measurements at 1,2 m and 10 m and theoretical calculation of ground effects show that variations of the A-weighted sound exposure level are relatively insensitive to receiver height. The variations are in general smaller than one decibel, except if the maximum angle of sound incidence is below 10° and if the A-weighted spectrum at the receiver has its maximum in the range of 200 to 500 Hz. Such low frequency dominated spectra may occur e.g. at long distances for low-bypass ratio engines and for propeller engines with discrete low frequency tones.
- (7) Aircraft flight data recorders provide comprehensive operational data. However this is not readily accessible and is costly to provide; thus its use for noise modelling purposes is normally restricted to special projects and model development studies.
- (8) Usually measured as altitude above MSL (i.e. relative to 1 013 mb) and corrected to airport elevation by the airport monitoring system.
- (9) Usually the axes of the local coordinate are parallel to the axis of the map that contours are drawn on. However it is sometimes useful to choose the x -axis parallel to a runway in order to get symmetrical contours without using a fine computational grid (see **Sections 2.7.26 to 2.7.28**).
- (10) For non-level ground it is possible for the observer to be above the aircraft in which case, for calculating sound propagation z' (and the corresponding elevation angle β — see Chapter 4) is put equal to zero.
- (11) How best to implement this is left to the user as this will depend on the way in which turn radii are defined. When the starting point is a sequence of straight or circular legs, a relatively simple option is to insert bank angle transition segments at the start of the turn and at its end in which the aircraft rolls at a constant rate (e.g. expressed in $^\circ/\text{m}$ or $^\circ/\text{s}$).
- (12) For this purpose the total length of the ground track should always exceed that of the flight profile. This can be achieved, if necessary, by adding straight segments of suitable length to the last segment of the ground track.
- (13) Defined in this simple way, the total length of the segmented path is slightly less than that of the circular path. However the consequent contour error is negligible if the angular increments are below 30° .
- (14) Even if engine power settings remain constant along a segment, propulsive force and acceleration can change due to variation of air density with height. However, for the purposes of noise modelling these changes are normally negligible.
- (15) This was recommended in the previous edition of ECAC Doc 29 but is still considered provisional pending the acquisition of further corroborative experimental data.
- (16) 10dB-down L_E may be up to 0,5 dB lower than L_E evaluated over a longer duration. However, except at short slant distances where event levels are high, extraneous ambient noise often makes longer measurement intervals impractical and 10-dB down values are the norm. As studies of the effects of noise (used to 'calibrate' the noise contours) also tend to rely on 10-dB down values, the ANP tabulations are considered to be entirely appropriate.
- (17) Although the notion of an infinitely long flight path is important to the definition of event sound exposure level L_E , it has less relevance in the case of event maximum level L_{max} which is governed by the noise emitted by the aircraft when at a particular position at or near its closest point of approach to the observer. For modelling purposes the NPD distance parameter is taken to be the minimum distance between the observer and segment.
- (18) NPD specifications require that the data be based on measurements of steady *straight* flight, not necessarily level; to create the necessary flight conditions, the test aircraft flight path can be inclined to the horizontal. However, as will be seen, inclined paths lead to computational difficulties and,

when using the data for modelling, it is convenient to visualise the source paths as being both straight and level.

- (19) This is known as the *duration correction* because it makes allowance for the effects of aircraft *speed* on the duration of the sound event — implementing the simple assumption that, other things being equal, duration, and thus received event sound energy, is inversely proportional to source velocity.
- (20) In the case of non-flat terrain there can be different definitions of elevation angle. Here it is defined by the aircraft height above the observation point and the slant distance — hence neglecting local terrain gradients as well as obstacles on the sound propagation path (see Sections 2.7.6 and 2.7.10). In the event that, due to ground elevation, the receiver point is above the aircraft, elevation angle β is set equal to zero.
- (21) A ‘free-field’ level is that which would be observed if the ground surface were not there.
- (22) The wind and temperature gradients and turbulence depend in part upon the roughness and heat transfer characteristics of the surface.
- (23) For an observer located on the right side to the segment φ would become $\beta + \varepsilon$ (see Section 2.7.19).
- (24) The time periods may differ from these three, depending on the definition of the noise index used.
- (25) Airworthiness authorities normally stipulate a lower thrust limit, often 25 percent below maximum.
- (26) To which thrust is reduced after the initial climb at take-off power.
- (27) To avoid contour discontinuities caused by instantaneous changes of bank angle at the junctions between straight and turning flight, sub-segments are introduced into the noise calculations to allow linear transitions of bank angle over the first and last 5° of the turn. These are not necessary in the performance calculations; the bank angle is always given by equation B-8.
- (28) ‘Noise Abatement Procedures’, ICAO Document 8168 ‘PANS-OPS’ Vol.1 Part V, Chapter 3, ICAO 2004.
- (29) In either case the computer model should be programmed to inform the user of the inconsistency.