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)

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#### **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:

$L_{Aeq,T} = 10  imes \lg \sum_{i=1} 10^{(L_{eq,T_i} + A_i)/10}$	(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:

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

Other physical parameters:

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p	r.m.s. of the instantaneous sound pressure	[Pa]
<i>p</i> <sub>0</sub>	Reference sound pressure = $2 \cdot 10^{-5}$ Pa	[Pa]
$W_0$	Reference sound power = 10 <sup>-12</sup> 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  $\pm 2dB(A)$  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. *Ouality 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]

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Category	Name	Description		Vehicle category in ECWhole Vehicle Type Approval <sup>a</sup>
1	Light motor vehicles	Passenger cars, delivery vans ≤ 3,5 tons, SUVs <sup>b</sup> , MPVs <sup>c</sup> 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	L1, L2, L6
		4b	Motorcycles with and without sidecars, Tricycles and Quadricycles	L3, L4, L5, L7
5	Open category	To be defined acconeeds	cording to future	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).

#### 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.

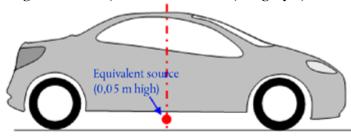
*Figure* [2.2.a]

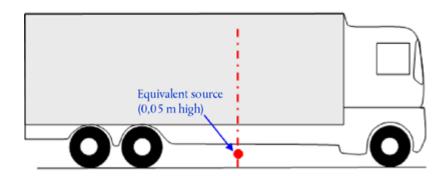
**b** Sport Utility Vehicles.

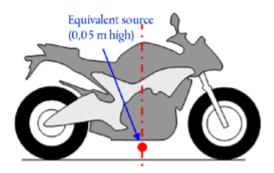
c Multi-Purpose Vehicles.

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## 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.

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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:

$$L_{W_{i,eq,line,i,m}} = L_{W_{i,i,m}} + 10 \times \lg\left(\frac{Q_m}{1000 \times v_m}\right)$$
(2.2.1)

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)

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:

$$L_{W,i,m=4}(v_{m=4}) = L_{WP,i,m=4}(v_{m=4})$$
 (2.2.3)

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

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- a flat road
- an air temperature  $\tau_{ref} = 20 \, ^{\circ}\text{C}$
- 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:

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

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

 $\Delta L_{studded\ tyres,i,m}$  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  $\tau$  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:

$\Delta_{stud,i}(v) =$	$\begin{vmatrix} a_i + b_i \times \lg(50/70) \text{ for } v < 50 \\ \text{km/h} \end{vmatrix}$	(2.2.6)
	$a_i + b_i \times \lg(v/70)$ for $50 \le v \le$ 90 km/h	
	$a_i + b_i \times \lg(90/70) \text{ for } v > 90$ km/h	

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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:

$$p_s = Q_{\text{stud,ratio}} \times \frac{T_s}{12} \tag{2.2.7}$$

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:

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

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

$$\Delta L_{studdedtyres,i,m \neq 1} = 0 \tag{2.2.9}$$

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:

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

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:

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

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 $\Delta L_{WP,i,m}$  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)

 $\Delta L_{WP,road,i,m}$  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

$\frac{Min(12~\%;-s)\!-\!6~\%}{1~\%}$	for s < - 6 %	(2.2.13)
0	$ for - 6 \% \le s \le 2 \%$	
$\frac{\mathit{Min}(12~\%;s)-2~\%}{1.5~\%}\times\frac{v_{m}}{100}$	for s > 2 %	

For m = 2

$ \frac{\Delta L_{WP,grad,i,m} = 2(v_m)}{=} $	$\frac{\mathit{Min}(12\;\%;-s)\!-\!4\;\%}{0.7\;\%}\times\frac{v_m\!-\!20}{100}$	for s < - 4 %	(2.2.14)
	0	$for - 4 \% \le s \le 0 \%$	
	$\frac{\textit{Min}(12 \%;s)}{1 \%} \times \frac{v_{in}}{100}$	for s > 0 %	

For m = 3

$\Delta L_{WP,grad,i,m} = 3(v_m)$		for s < - 4 %	(2.2.15)
=	$\frac{Min(12\%;-s)-4\%}{0.5\%} \times \frac{v_m-10}{100}$		
	0	$for - 4 \% \le s \le 0 \%$	

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	$\frac{Min(12~\%;s)}{0.8~\%}\times\frac{v_m}{100}$	for s > 0 %	
For $m = 4$			
$\Delta L_{WP,grad,i,m=4} = 0$		(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:

$\Delta L_{WR,acc,m,k} = C_{R,m,k}  imes  ext{Max} \left(1 - rac{ x }{100};0 ight)$	(2.2.17)
$\Delta L_{WP,acc,m,k} = C_{P,m,k}  imes  ext{Max} \left(1 - rac{ x }{100};0 ight)$	(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  $|x| \ge 100$  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:

	(2.2.10)
$\Delta L_{WR,road,i,m} = \alpha_{i,m} + \beta_m \times \lg \left(\frac{v_m}{v_{ref}}\right)$	(2.2.19)

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.

 $\beta_m$  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.

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#### 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

p hauled 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			
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]

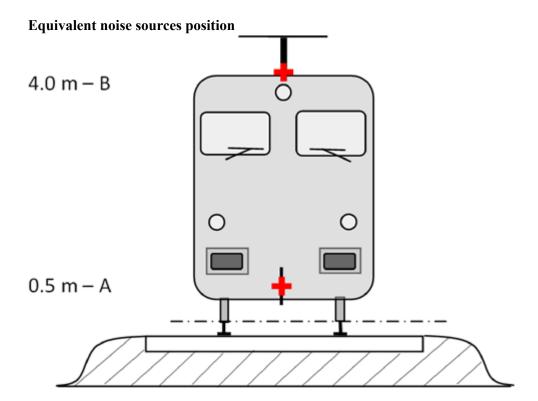
Digit	1	2	3	4	5	6
Descriptor	Track	Railhead	Rail pad	Additional	Rail joints	Curvature
	base	Roughness	type	measures		
Explanation of the descriptor	Type of track base	Indicator for roughness	Represents an indication of the 'acoustic' stiffness	A letter describing acoustic device	Presence of joints and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

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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	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	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]



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).
- 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.

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- (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  $(L_{\rm W,0})$ .

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:

$L_{W^{j},eq,T,dir,i} = 10  imes \lg \left( \sum_{x=1}^{X} 10^{L_{w^{j},eq,line,x}/10}  ight)$	(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)  $L_{W',eq,line,x} = x\text{-th directional sound power per metre for a source line of one combination of } t$ , 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:

$$L_{Wr,eq,line,i}(\psi,\varphi) = L_{W,0,dir,i}(\psi,\varphi) + 10 \times \lg\left(\frac{Q}{1000v}\right)$$
(for  $c = 1$ )

#### 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  $\psi$ ,  $\varphi$  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:

$$L_{W_{i,eq,line,i}}(\psi,\varphi) = L_{W_{i}0,dir,i}(\psi,\varphi) + 10 \times \lg\left(\frac{T_{ide}}{T_{ref}L}\right)$$
(for  $c = 2$ ) (2.3.4)

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

$L_{W,0,dir,i}(\psi,\varphi) = L_{W,0,i} + \Delta L_{W,dir,vert,i} +$	(2.3.5)
47	
$\Delta L_{W,dir,hor,i}$	
$\Delta L_{W,dir,hor,i}$	

#### where

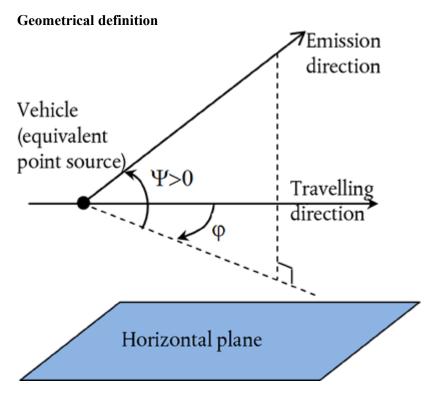
—  $\Delta L_{W,dir,vert,i}$  is the vertical directivity correction (dimensionless) function of  $\psi$  (Figure [2.3.b])

—  $\Delta L_{W,dir,hor,i}$  is the horizontal directivity correction (dimensionless) function of  $\varphi$  (Figure [2.3.b]).

And where  $L_{W,0,dir,i(\psi,\phi)}$  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]

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

- for a 1/3 octave frequency band (i)
- for each track section (i)
- 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.

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#### 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  $\mu$ m over a certain rail length or the entire wheel diameter, divided by the square of the reference value

 $r_{2}^{0}$ 

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

where

 $r_0 = 1 \, \mu \text{m}$ 

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  $\lambda$  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,  $\lambda$  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:

$L_{R,TOT,i} = 10 \times \lg \left(10^{L_{r,TR,i}/10} + 10^{L_{r,NER,i}/10}\right) + A_{3,i}$	(2.3.7)
$DR_{ij}OI_{ij} = 10 \times 18 \left(10^{-3.55} + 10^{-3.55}\right) + M_{ij}$	(2.3.7)

where expressed as a function of the *i*-th wave-number band corresponding to the wavelength  $\lambda$ .

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.

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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.

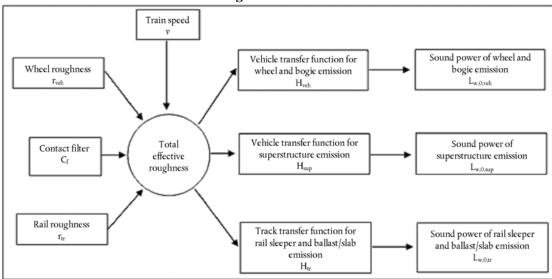
For sound power per vehicle the rolling noise is calculated at axle height, and has as an input the total effective roughness level  $L_{R,TOT,i}$  as a function of the vehicle speed v, the track, vehicle and superstructure transfer functions  $L_{H,TR,i}$ ,  $L_{H,VEH,i}$  and  $L_{H,VEH,SUP,i}$ , and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

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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 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:

$$L_{R,TOT+IMPACT,i} = 10 \times \lg \left(10^{L_{R,TOT,i}/10} + 16^{12} \log_{IMPACT,i}/10\right)$$
 (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  $\lambda$  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:

$$L_{R,IMPACT,i} = L_{R,IMPACT-SINGLE,i} + 10 \times \lg \frac{dB^{n_i}}{0.01}$$
(2.3.12)

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

The default impact roughness level is given for a joint density  $n_l = 0.01 \text{ m}^{-1}$ , which is one joint per each 100 m of track. Situations with different numbers of joints shall be approximated by adjusting the joint density  $n_l$ . 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  $n_l$  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.

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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 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.

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

$L_{W,0,i} = L_{W,0,1,i}\left(v_0 ight) + lpha_{1,i}  imes \lg \left(v_0 ight)$	(dB)	For h = 1	(2.3.13)
$L_{W,0,i} = L_{W,0,2,i}\left(v_0 ight) + lpha_{2,i}  imes \lg$	( <del>B</del> )	For $h = 2$	(2.3.14)

#### where

 $\nu_0$  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

 $\alpha_{I,i}$  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:

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

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

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

$L_{W,0,rolling-and-bridge,i} =$	dB	(2.3.18)
$L_{W,0,rolling-only,i} + C_{bridge}$		

where  $C_{bridge}$  is a constant that depends on the bridge type, and  $L_{W,0,rolling-only,i}$  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

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:

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

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  $L_{W/m2}$ , 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:

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

where

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

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 $T_{ref}$  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  $L_{\text{den}}$ .

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 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 # in accordance with the following definition:

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

## 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.

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#### Propagation paths

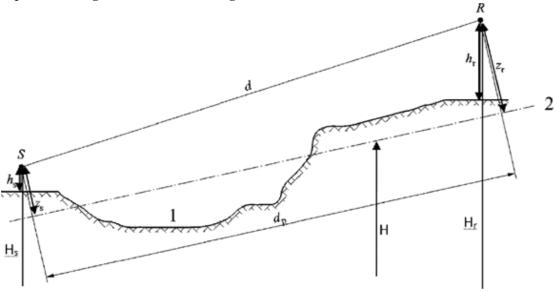
The method operates on a geometrical model consisting of a set of connected ground and obstacles surfaces. A vertical propagation path is deployed on one or more vertical planes with respect to the horizontal plane. For trajectories including reflections onto vertical surfaces not orthogonal to the incident 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  $(x_k, H_k)$ ;  $k \in \{1,...,n\}$ . This set of points defines a polyline, or equivalently, a sequence of straight segments  $H_k = a_k x + b_k$ ,  $x \in [x_k, x_{k+1}]$ ;  $k \in \{1,...n\}$ , where:

$$a_{k} = (H_{k+1} - H_{k})/(x_{k+1} - x_{k})$$

$$b_{k} = (H_{k} \cdot x_{k+1} - H_{k+1} \cdot x_{k})/$$

$$(x_{k+1} - x_{k})$$
(2.5.2)

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:

$$A = \frac{2}{3} \sum_{k=1}^{n-1} a_k \left( x_3^{k+1} - x_3^k \right) + \sum_{k=1}^{n-1} b_k \left( x_2^k (2 - 5 x_2^k) \right)$$

$$B = \sum_{k=1}^{n-1} a_k \left( x_2^{k+1} - x_2^k \right) + 2 \sum_{k=1}^{n-1} b_k \left( x_{k+1} - x_k \right)$$

The coefficients of the straight line are given by:

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

$$b = \frac{2(x_3^n - x_3^1)}{(x_n - x_1)^4} B - \frac{3(x_n + x_1)}{(x_n - x_1)^3} A$$
(2.5.4)

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  $L_{w,\theta,dir}$  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)

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

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

$$L_F = A_{div} + A_{atm} + A_{boundary,F} \tag{2.5.6}$$

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.

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

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

$A_H = A_{div} + A_{atm} + A_{boundary,H}$	(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

the  $A_{boundary,H}$  and  $A_{boundary,F}$  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):

$$L_{LT} = 10 \times \lg \left( p \times 10^{\frac{L_p}{10}} + (1-p) \times 10^{\frac{L_p}{10}} \right)$$
 (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  $(S_b,R)$ .

*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:

$$L_{Aeq,LT} = 10 \times \lg \sum_{i} 10^{(L_{bot,LT,i} + AWC_{f,i})/10}$$
 (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,  $A_{\text{div}}$ , 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:

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

 $\alpha_{atm}$  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  $\alpha_{atm}$  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	$(kPa \cdot s/m^2)$	G value
Very soft (snow or moss-like)	A	12,5	1
Soft forest floor (short, dense heather- like or thick moss)	В	31,5	1

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Uncompacted, loose ground (turf, grass, loose soil)	С	80	1	
Normal uncompacted ground (forest floors, pasture field)	D	200	1	
Compacted field and gravel (compacted lawns, park area)	Е	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)	Н	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  $d_p \le 30(z_s + z_r)$ , 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:

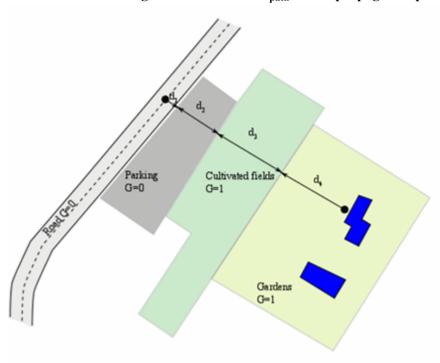
$G'_{path} =$	$G_{path} \frac{d_p}{30(z_s + z_r)} + G_s \left(1 - \frac{d_p}{30(z_s + z_r)}\right) \int d_p \le 30(z_s + z_r)$		(2.5.14)
	$G_{path}$	otherwise	

where  $G_s$  is the ground factor of the source area.  $G_s = 0$  for road platforms<sup>(1)</sup>, 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* 

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### Determination of the ground coefficient $G_{\text{path}}$ over a propagation path



$$d_p = d_1 + d_2 + d_3$$
$$G_{path} = (0 \cdot d_1 + d_3)$$

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			
	Aground	$\Delta_{ground(S,O)}$	$\Delta_{ground(O,R)}$	Aground	$\Delta_{ground(S,O)}$	$\Delta_{ground(O,R)}$
$ar{G}_{\scriptscriptstyle W}$	$G'_{path}$		$G_{path}$			
$ar{G}_m$	G' <sub>path</sub>		$G_{path}$	$G'_{path}$		$G_{path}$

Calculations in homogeneous conditions

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

if 
$$G_{path} \neq 0$$

$$A_{ground,H} = \max\left(-10 \times \lg\left[4\frac{k^2}{d_2^r}\left(z_2^s - \sqrt{\frac{2C_f}{k}}z_s + \frac{C_f}{k}\right)\left(z_2^r - \sqrt{\frac{2C_f}{k}z_r + \frac{15}{k}}\right)\right], A_{ground,H,min}\right)$$

where

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

fm 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:

$$C_f = d_p \frac{1 + 3u c d_p e^{-\sqrt{u d_p}}}{1 + u c d_p} \tag{2.5.16}$$

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

$$w = 0.0185 \frac{f_m^{2.5} \overline{G_w^{(2.5.17)}}}{f_m^{1.5} \overline{G_w^{2.6}} + 1.3 \cdot 10^3 f_m^{0.75} \overline{G_w^{1.3}} + 1.16 \cdot 10^6}$$

 $\bar{G}_w$  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.

$$A_{ground,H,\min} = -3(1 - \overline{G_m}) \tag{2.5.18}$$

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

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

$$\bar{G}_w = G'_{path}$$
 $\bar{G}_m = G'_{path}$ 

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  $z_r + \delta z_T + \delta z_T$  respectively where

$$\delta z_s = a_0 \left(\frac{z_s}{z_s + z_r}\right)^2 \frac{d_2^p}{2} \tag{2.5.19}$$

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$$\delta z_r = a_0 \Big(rac{z_r}{z_s + z_r}\Big)^2 rac{d_2^p}{2}$$

 $a_o = 2 \times 10^{-4} \text{ m}^{-1}$  is the reverse of the radius of curvature  $\delta z_T = 6 \times 10^{-3} \frac{d_p}{z_a + z_c}$ 

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

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

If 
$$G_{path} = 0$$

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

The height corrections  $\delta z_s$  and  $\delta z_r$  convey the effect of the sound ray bending.  $\delta z_T$  accounts for the effect of the turbulence.

 $\bar{G}_m$  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:

$$\bar{G}_w = G_{path}$$
 in equation (2.5.17);  
 $\bar{G}_m = G'_{path}$ .

With diffraction, refer to the next section for the definitions of  $\bar{G}_w$  and  $\bar{G}_m$ . 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  $\delta$  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* 

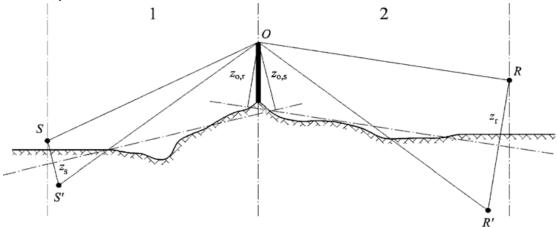
Figure 2.5.c illustrates the general method of calculation of the attenuation due to diffraction. This method is based on breaking down the propagation path into two parts: the 'source side' path, located between the source and the diffraction point, and the 'receiver side' path, located between the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

 $z_{\rm s}$  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;

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 $z_r$  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:

$\Delta_{dif} =$	$10C_h  imes \lg \left(3 + rac{40}{\lambda} C n \delta \right)$	$ if \\ \frac{40}{\lambda}CH\delta \ge -2 $	(2.5.21)
	0	otherwise	

where

C 1	(0.5.00)
$C_h = 1$	(2.5.22)

 $\lambda$  is the wavelength at the nominal centre frequency of the frequency band considered;

 $\delta$  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, O1 to O2 + O2 to O3 + O3 to O4 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:

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

The values of  $\Delta_{dif}$  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  $\Delta_{dif}$  which figures in the calculation of  $A_{dif}$ . This upper bound shall not be applied in the  $\Delta_{dif}$  terms that intervene in the calculation of  $\Delta_{ground}$ , or for a diffraction on a vertical edge (lateral diffraction) in the case of industrial noise mapping.

Calculation of the path difference

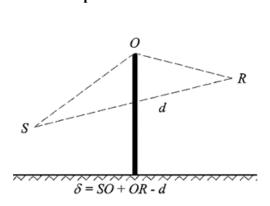
The path difference  $\delta$  is calculated in a vertical plane containing the source and the receiver. This is an approximation in relation to the Fermat principle. The approximation remains applicable

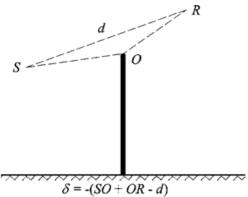
here (source lines). The path difference  $\delta$  is calculated as in the following Figures, based on the situations encountered.

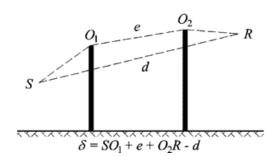
Homogeneous conditions

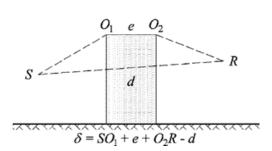
Figure 2.5.d

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







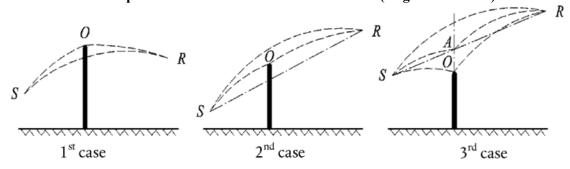


*Note:* For each configuration, the expression of  $\delta$  is given.

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  $\Gamma$  defined by:

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

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

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

In principle, three scenarios should be considered in the calculation of the path difference in favourable conditions  $\delta_F$  (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):

$$\delta_F = \hat{S}O + \hat{O}R - \hat{S}R \tag{2.5.26}$$

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

$$\delta_F = 2\hat{S}A + 2\hat{A}R - \hat{S}O - \hat{O}R - \hat{S}R^{27}$$

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

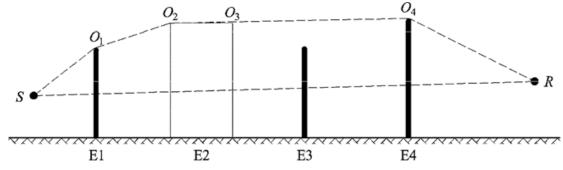
For the multiple diffractions in favourable conditions:

- 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  $\delta_F$  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)

$$\delta_F = \hat{S}O_1 + \sum_{i=1}^{i=n-1} O_i \hat{O}_{i+1} + \hat{O}_n R + \hat{S}R$$

Figure  $2.\overline{5.f}$ 

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:

$$\delta_F = \hat{S}O_1 + O_1\hat{O}_2 + O_2\hat{O}_3 + O_3\hat{O}_4 + 2\hat{O}_4^2\hat{R} - \hat{S}R$$

## 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:

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

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

## 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  $\Delta_{ground(O,R)}$ 

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

## 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

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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:

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

 $\Delta_{dif}$  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<sup>(2)</sup>.

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  $\alpha_r$  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:

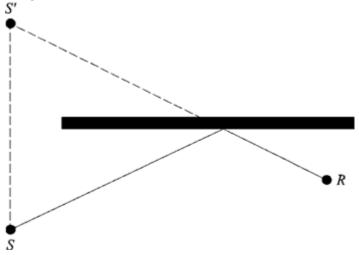
$$L_{WS'} = L_{WS} + 10 \cdot \lg(1 - \alpha_r) = L_{WS} + A_{refl}$$
 (2.5.35)

where  $0 \le \alpha_r < 1$ 

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

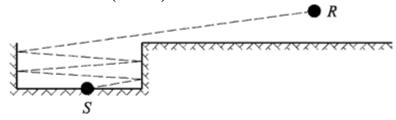
In the geometrical research of sound paths, during reflection on a vertical obstacle (barrier wall, building), the position of the impact of the ray in relation to the upper edge of this obstacle determines the more or less significant proportion of energy effectively reflected. This loss of acoustic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

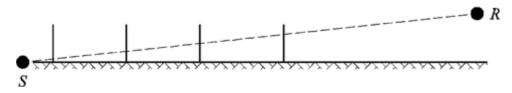
In the case of potential multiple reflections between two vertical walls, at least the first reflection shall be considered.

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* 

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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.

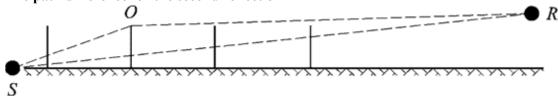
When calculating propagation through an opening, the sound field at the receiver is the sum of the direct field and the field diffracted by the edges of the opening. This diffracted field ensures the continuity of the transition between the clear area and the shadow area. When the ray approaches the 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  $\delta'$  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).

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

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.

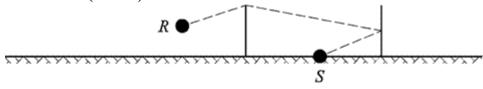
$\Delta_{retrodif} =$	$10C_h  imes \lg\left(3 + rac{40}{\lambda}\delta t ight)$	$ \inf_{\frac{40}{\lambda}\delta t \ge -2} $	(2.5.37)
	0	otherwise	

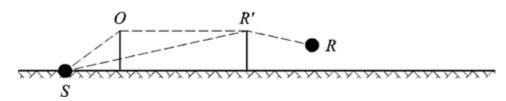
This attenuation is applied to the direct ray each time it 'passes through' (reflects on) a wall or building. The power level of the image source S' therefore becomes:

$$L_{W'} = L_W + 10 \times \lg(1 - \alpha_r) - \Delta_{retrodif}$$
 (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 The positions of slats, flaps and landing gear configuration

Aircraft movement An arrival, departure or other aircraft action that affects noise exposure around an aerodrome

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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  $\rightarrow NPD$  relationships and information that allows engine thrust/power to be calculated as a function of  $\rightarrow$  flight configuration. 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 substitution

Altitude

Height above mean sea level

ANP database A-weighted sound level,  $L_A$ 

The Aircraft Noise and Performance database included in Appendix I 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

A representative or nominal ground track which defines the centre of a

track

swathe of tracks

Baseline noise The noise event level read from an NPD database

event level

 $\rightarrow$  Start of roll

Brake release Corrected

At a given power setting (e.g. EPR or  $N_1$ ) net thrust falls with air density and thus with increasing aircraft altitude; corrected net thrust is the value

net thrust

at sea 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

Cumulative sound/ noise level

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  $\rightarrow$  *noise related power parameter* 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  $\rightarrow$  sound exposure level  $= \rightarrow Aircraft\ configuration + \rightarrow Flight\ parameters$ 

Flight configuration Flight parameters Flight path

Aircraft power setting, speed, bank angle and weight

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

Flight profile Variation of aeroplane height along the ground track (sometimes

includes changes of  $\rightarrow$  flight configuration too) — described by a set

of  $\rightarrow$  *profile points* 

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 Vertical projection of the flight path onto the ground plane Vertical distance between aircraft and  $\rightarrow$  ground plane

Integrated sound Otherwise termed → single event sound exposure level

level 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

indirectly, to the presence of the ground surface. Significant at low

angles of elevation (of the aircraft above the ground plane) The maximum sound level reached during an event

Maximum noise/

sound level

Mean Sea Level, *MSL* 

The standard earth surface elevation to which the  $\rightarrow$  ISA is referred

Net thrust Noise The propulsive force exerted by an engine on the airframe

Noise is defined as unwanted sound. But metrics such as A-weighted sound level ( $L_A$ ) and effective perceived noise level (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 level

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 *maximum level* reached during the event, or its *sound exposure level*, 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  $\rightarrow$  engine power settings. The data account for the effects of sound attenuation due to spherical wave spreading (inverse-

square law) and atmospheric absorption. The distance is defined

Weighted

 $\overline{\text{level}}, L_{eq,W}$ 

Symbols

equivalent sound

and night)

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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 Noise-related power parameter by an aircraft engine to which acoustic power emission can logically be related; usually taken to be  $\rightarrow$  corrected net thrust. 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  $\rightarrow$  Receiver 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 A tabulation of sound absorption rates used to standardise NPD data Reference atmosphere (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  $\rightarrow SEL$ Aeroplane groundspeed to which  $NPD \rightarrow SEL$  data are normalised Reference speed  $\rightarrow$  Sound Exposure Level SEL Single event sound The sound level an event would have if all its sound energy were exposure level compressed uniformly into a standard time interval known as the  $\rightarrow$ reference duration A ground surface that is acoustically 'soft', typically grassy, that Soft ground 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  $\rightarrow$  *lateral attenuation* Sound exposure A measure of total sound energy immission over a period of time Sound Exposure (Acronym SEL) A metric standardised in ISO 1996-1 or ISO 3891 = A-Level,  $L_{AE}$ weighted single event sound exposure level referenced to 1 second The strength of sound immission at a point — related to acoustical Sound intensity 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  $\rightarrow$  *noise levels* Distance to first destination of departing aircraft; taken to be an indicator Stage/trip length of aircraft weight Start of Roll, SOR 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)

An modified version of  $L_{eq}$  in which different weights are assigned to

noise occurring during different period of the day (usually day, evening

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)

 $d_{\lambda}$  Scaled distance

 $F_n$  Actual net thrust per engine  $F_n/\delta$  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 slow

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

Perpendicular distance from an observation point to the ground track

lg Logarithm to base 10

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

RRadius of turnSStandard 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<sub>seg</sub> 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 Height of aircraft above ground plane/aerodrome reference point Parameter used for calculation of the finite segment correction  $D_F$ 

β Elevation angle of aircraft relative to ground plane

 $\epsilon$  Aircraft bank angle Climb/descent angle

φ Depression angle (lateral directivity parameter)

λ Total segment length

Ψ Angle between direction of aircraft movement and direction to observer

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

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 $\Delta$  Change in value of a quantity, or a correction (as indicated in the text)

 $\Delta_F$  Finite segment correction  $\Delta_I$  Engine installation correction

 $\Delta_i$  Weighting for *i*th time of day period, dB

 $\Delta_{rev}$  Reverse thrust

 $\Delta_{SOR}$  Start of roll correction  $\Delta_V$  Duration (speed) correction

**Subscripts** 

1, 2 Subscripts denoting start and end values of an interval or segment

E Exposure

i Aircraft type/category summation indexj Ground track/subtrack summation index

k Segment summation index

maxMaximumrefReference valuesegSegment specific valueSORRelated to start of roll

TO 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  $\pm$  2dB(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.

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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 —

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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<sup>(3)</sup> 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.

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## 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<sup>(4)</sup>. 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

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- 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<sup>(5)</sup>.

#### 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 : 101,325 kPa (1 013,25 mb)

pressure

(2) Atmospheric: Attenuation rates listed in **Table D-1** of **Appendix D** 

absorption

(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<sup>(6)</sup>.

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: Mean sea level

Elevation

(2) Air : 15 °C

temperature

(3) Takeoff gross: As defined as a function of stage length in the ANP database

weight

(4) Landing gross: 90 percent of maximum landing gross weight

weight

(5) Engines : All

supplying thrust

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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 routeing. 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

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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<sup>(7)</sup>. 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<sup>(8)</sup> 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

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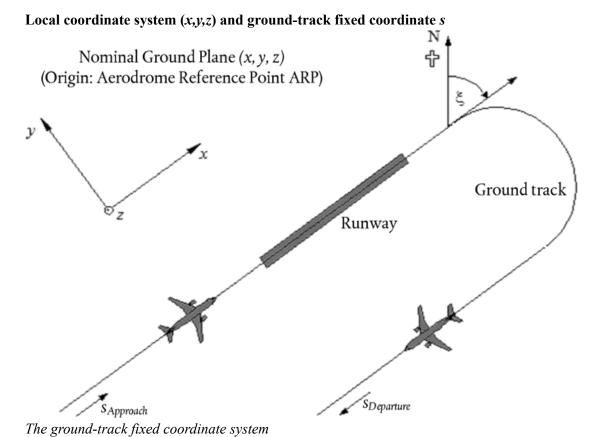
just those of a specific aircraft type. Here the measurement errors associated with the relevant statistics can be reduced to insignificance by the averaging processes. *Procedural steps* 

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  $\xi$  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<sup>(9)</sup>. Figure 2.7.b



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.

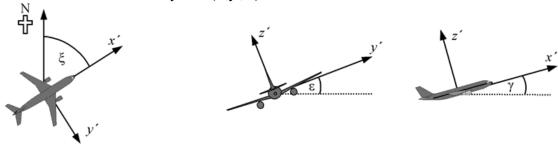
Flight operational parameters such as height, speed and power setting are expressed as functions of *s*.

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  $\gamma$ , the flight direction  $\xi$  and the bank-angle  $\varepsilon$  (see **Figure 2.7.c**).

Figure 2.7.c

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

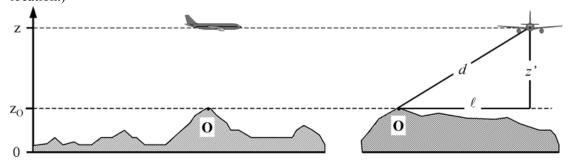


Accounting for topography

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  $\ell$  see Sections 2.7.14 to 2.7.19<sup>(10)</sup>. 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 routeing. 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 —

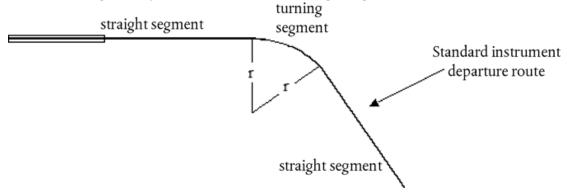
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defined by length and heading, or circular arcs defined by turn rate and change of heading; see **Figure 2.7.e** for an illustration.

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  $\varepsilon$ , 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  $\varepsilon$  at the start of the turn and to be the next value of  $\varepsilon$  at the end of the turn<sup>(11)</sup>.

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.

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

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 · <i>S</i>	11 %
3	$-0.71 \cdot S$	22 %
1	0	28 %
2	0,71 · S	22 %
4	1,43 · S	11 %
6	2,14 · 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 m $\leq s \leq$ 30 000 m	(2.7.1)
S(s) = 1 500	for $s > 30\ 000\ m$	

For tracks involving turns of more than 45 degrees:

$S(s) = 0.128 \cdot s - 420$	for 3 300 m $\leq s \leq$ 15 000 m	(2.7.2)
S(s) = 1500  m	for $s > 15000$ m	

For practical reasons, S(s) is assumed to be zero between the start of roll and s = 2700 m or s = 3300 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.

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## 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

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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 preprocessing 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<sup>(12)</sup>.

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  $\Delta \xi_{\text{trans}}$  in any turn are dictated by bank angle change requirements. The remainder of the arc with change of heading  $\Delta \xi - 2 \cdot \Delta \xi_{\text{trans}}$  degrees is divided into  $n_{\text{sub}}$  sub-arcs according to the equation:

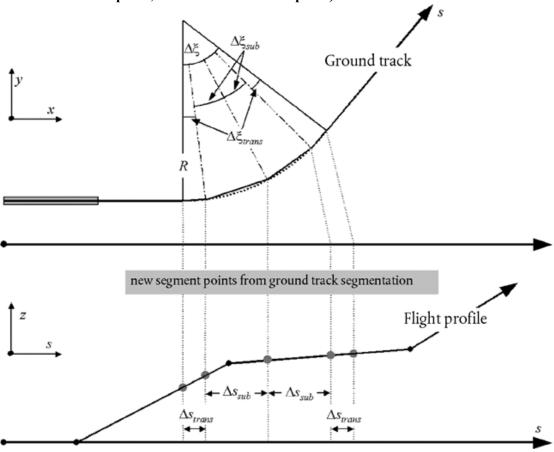
$\overline{n_{sub} = \inf(1 + (\Delta \xi - 2 \cdot \Delta \xi_{trans})/30)}$	(2.7.3)

where 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

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

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**<sup>(13)</sup>. *Figure 2.7.f* 

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



Flight profile

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
£1. £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

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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  $\varepsilon$  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)
$V=\sqrt{V_2^1+f imes \left(V_2^2-V_2^1 ight)}$	(2.7.6)
$\varepsilon = \varepsilon_1 + f \cdot (\varepsilon_2 - \varepsilon_1)$	(2.7.7)
$P=\sqrt{P_2^1+f imes \left(P_2^2-P_2^1 ight)}$	(2.7.8)

#### Where

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

Note that whilst z and  $\varepsilon$  are assumed to vary linearly with distance, V and P are assumed to vary linearly with time (i.e. constant acceleration<sup>(14)</sup>).

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  $\Delta V$  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

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

and hence the change of velocity along a segment is

$$\Delta V = (V_2 - V_I)/n_{TO} \tag{2.7.11}$$

and the time  $\Delta t$  on each segment is (constant acceleration assumed)

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

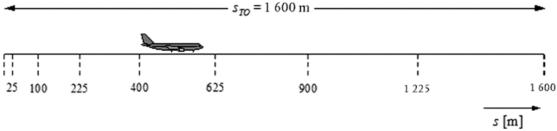
The length  $s_{TO,k}$  of segment k  $(1 \le k \le n_{TO})$  of the takeoff roll is then:

$$s_{TO,k} = (k - 0.5) \times \Delta V \times \Delta t = \frac{(2k-1) \times s_{TO}}{n_2^{TO}}$$
 (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  $\Delta P$ , calculated as

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

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 jetengine 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

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 subsegment, that the initial climb segment shall be sub-segmented based on the following set of height values:

$$z = \{18,9, 41,5, 68,3, 102,1, 147,5, 214,9, 334,9, 609,6, 1 0289,6\}$$
 metres, or  $z = \{62, 136, 224, 335, 484, 705, 1 099, 2 000, 4 231\}$  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:

$$z'_{i} = z [z_{i}/z_{N}] (i = 1...N)$$
 (2.7.15)

where z is the original segment end height,  $z_i$  is the ith 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 subsegment 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.

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

where  $V_1$  and  $V_2$  are the segment start and end speeds respectively. The corresponding subsegment 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

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

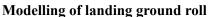
In contrast to the takeoff roll distance, which is derived from aircraft performance parameters, the stop distance  $s_{stop}$  (i.e. the distance from touchdown to the point where the aircraft leaves the runway) is not purely aircraft specific. Although a minimum stop distance can be estimated from 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

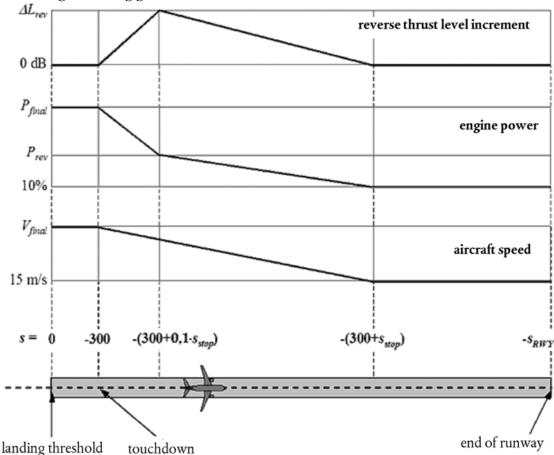
The use of reverse thrust is not a standard procedure — it is only applied if the needed deceleration cannot be achieved by the use of the wheel brakes. (Reverse thrust can be exceptionally disturbing as a rapid change of engine power from idle to reverse settings produces a sudden burst of noise.)

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* 





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  $\Delta L$  shall be applied to the NPD-derived event level, increasing from zero to a value  $\Delta L_{rev}$  (5 dB is recommended provisionally<sup>(15)</sup>) 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

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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

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

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<sup>(16)</sup>.

For aircraft noise contour modelling, the main application of equation (2.7.17) is the standard metric *Sound Exposure Level L*<sub>AE</sub> (acronym SEL):

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

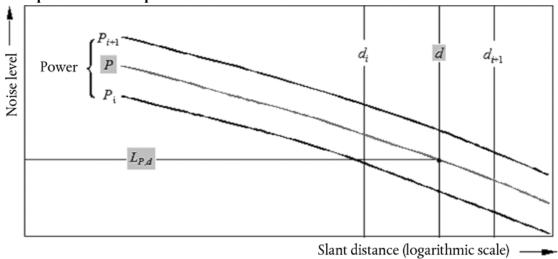
The exposure level equations above can be used to determine event levels when the entire time history of L(t) is known. Within the recommended noise modelling methodology such time histories are not defined; event exposure levels are calculated by summing segment values, partial event levels each of 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<sup>(17)</sup>.

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:

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

$$L(d) = L(d_i) + \frac{L(d_{i+1}) - L(d_i)}{\lg d_{i+1} - \lg d_i} \times (\lg d - \lg d_i)$$
(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  $L(d_I)$  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:	$L(d) = L(d_2) + \frac{L(d_1) - L(d_2)}{\lg d_2 - \lg d_1} \times (\lg d_2 - \lg d_2)$	(2.7.21)
Outwards:	$L\left(d ight) = L\left(d_{I-1} ight) - rac{L\left(d_{I-1} ight) - L\left(d_{I} ight)}{\lg d_{I} - \lg d_{I-1}}  imes \left(\lg d - \lg d_{I-1} ight)$	(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<sub>Amax</sub> 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:

$\Delta_{Impedance} = 10  imes  ext{lg} \left( rac{ ho  imes c}{409.81}  ight)$	(2.7.23)
--	----------

where:

 $\Delta_{\rm Impedance}$ 

Impedance adjustment for the actual atmospheric conditions at the

receiver point (dB)

 $\rho \cdot c$ 

Acoustic impedance (newton · seconds/m<sup>3</sup>) 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:

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

 $\delta$  $p/p_o$ , the ratio of the ambient air pressure at the observer altitude to the standard air pressure at mean sea level:  $p_0 = 101,325$  kPa (or 1013,25

 $\theta$  $(T+273,15)/(T_0+273,15)$  the ratio of the air temperature at the observer altitude to the standard air temperature at mean sea level:  $T_0 = 15.0$  °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 ( $p_o = 101,325$  kPa and  $T_0$ = 15,0 °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 Lseg

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

$$L_{max,seg} = L_{max}(P,d) + \Delta_I(\varphi) - \Lambda(\mathcal{P},\mathcal{P})$$

and the contribution from one flight path segment to  $L_E$  as

$$L_{E,seg} = L_{E\infty}(P,d) + \Delta_V + \Delta_I(\varphi)^{2-7} A(\beta,\ell) + \Delta_F$$

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:

 $\Delta_V$ Duration correction: the NPD data relate to a reference flight speed. This adjusts exposure levels to non-reference speeds. (It is not applied

to  $L_{max,seg.}$ )

Installation effect: describes a variation in lateral directivity due to  $\Delta_I(\varphi)$ 

shielding, refraction and reflection caused by the airframe, engines and

surrounding flow fields.

 $\Lambda(\beta,\ell)$ Lateral attenuation: 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 nonuniformities (primarily caused by the ground) that refract sound waves

as they travel towards the observer to the side of the flight path.

Finite segment correction (noise fraction): accounts for the finite length  $\Delta_F$ 

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:

$$\begin{split} L_{max,seg} &= L_{max}(P,d) + \Delta_{I}(\varphi) - \Lambda(\mathcal{B},\mathcal{U}) + \Delta_{SOR} \\ L_{E,seg} &= L_{E\infty}(P,d) + \Delta_{V} + \Delta_{I}(\varphi) \stackrel{(2.1)}{\sim} \Lambda(\mathcal{B},\ell) + \Delta_{F} + \Delta_{SOR} \end{split}$$

 $\Delta'_F$ Particular form of the Segment correction

Directivity correction: accounts for the pronounced directionality of jet  $\Delta_{SOR}$ 

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))

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$L_{max} = \max(L_{max,seg})$	(2.7.29)

where each segment value is determined from the aircraft NPD data for power P and distance d. These parameters and the modifier terms  $\Delta_{\rm I}(\varphi)$  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.

$L_E = 10  imes  ext{lg} \left( \sum 10^{L_{E,  ext{seg}}/10}  ight)$	(2.7.30)

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  $S_1S_2$  where the flight direction is from  $S_1$  to  $S_2$ . In these diagrams

0	is the observer location
$S_1, S_2$	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 $S_1$ to $S_p$ (negative if the observer position is behind
	the segment)
Figure 2.7.j	

## Flight path segment geometry for observer behind segment

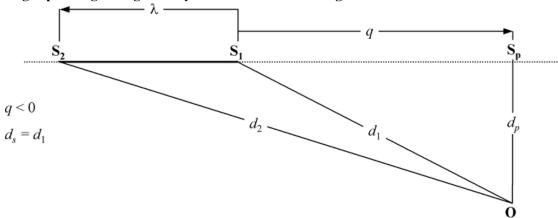


Figure 2.7.k

## Flight path segment geometry for observer alongside segment

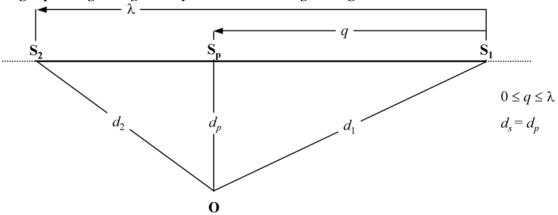
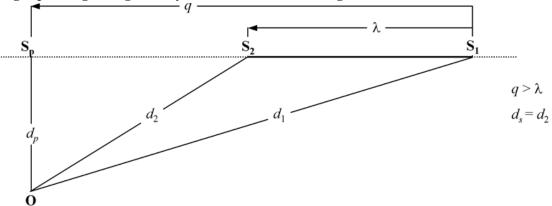


Figure 2.7.1

# 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

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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.

$$P = \sqrt{P_2^1 + \frac{q}{\lambda} \times (P_2^2 - P_2^1)} \tag{2.7.31}$$

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<sup>(18)</sup>. 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<sup>(19)</sup> 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.

$$V_{seg} = V/\cos\gamma \tag{2.7.32}$$

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

$$\gamma = \tan^{-1} \left( \frac{z_2 - z_1}{z_2 - z_1} \right) \tag{2.7.33}$$

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:

$$V = \sqrt{V_2^1 + \frac{q}{\lambda} \times (V_2^2 - V_2^1)} \tag{2.7.34}$$

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

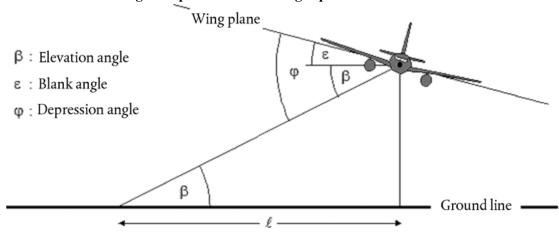
$$\Delta_V = 10 \cdot \lg(V_{ref}/V_{seg}) \tag{2.7.36}$$

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  $\epsilon$  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*  $\beta$  (between 0 and 90°) between the direct sound propagation path and the level ground line<sup>(20)</sup> determines, together with the flight path inclination and the lateral displacement  $\ell$  of the observer from the ground track, the lateral attenuation.
- The depression angle  $\varphi$  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  $\Delta I$ 

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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:

$$\Delta_{I}(\varphi) = 10 \times \lg \left[ \left( a \times \cos^{2}\varphi + \sin^{2}\varphi \right)^{b} / \left( c \times \sin^{2}2\varphi + \cos^{2}2\varphi \right) \right]$$
(2.7.37)

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

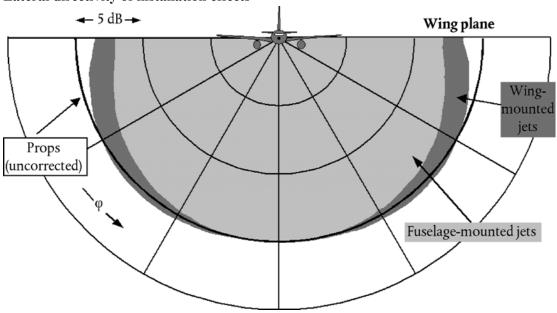
a = 0.00384,	b = 0.0621,	c = 0.8786	for wing-mounted engines and
a = 0,1225,	b = 0.3290,	c = 1	for fuselage-mounted engines.

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

$$\Delta_I(\varphi) = 0 \tag{2.7.38}$$

**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  $\varphi$ ,  $\Delta_I(\varphi) = \Delta_I(0)$  for all installations. *Figure 2.7.n* 

#### Lateral directivity of installation effects



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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*  $\beta$  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<sup>(21)</sup>, 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  $\beta$  measured in the vertical plane and (ii) lateral displacement from the aircraft ground track  $\ell$ , 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  $\varphi$  replaced by  $\beta$  (appropriate to non-turning flight), the lateral attenuation becomes:

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

where  $\beta$  and  $\ell$  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:

$$\Lambda(\beta,\ell) = \Gamma(\ell) \cdot \Lambda(\beta) \tag{2.7.40}$$

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

$\Gamma(\ell) = 1.089 \cdot [1 - \exp(-1.089)]$	(for 0, 60 274°)]	(2.7.41)
$\Gamma(\ell)=1$	for ℓ > 914 m	(2.7.42)

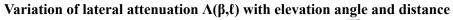
and  $\Lambda(\beta)$  is long-range air-to-ground lateral attenuation given by

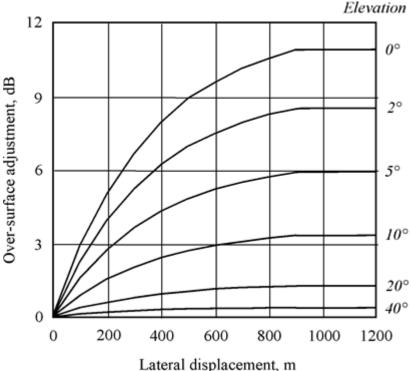
$\Lambda(\beta) = 1,137 - 0,0229\beta + 9,72 \cdot \exp(-0,142\beta)$	for $0^{\circ} \le \beta \le 50^{\circ}$	(2.7.43)
$\Lambda(\beta) = 0$	for $50^{\circ} \le \beta \le 90^{\circ}$	(2.7.44)

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 2.7.0**.

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

Figure 2.7.o





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  $\beta$ .

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.

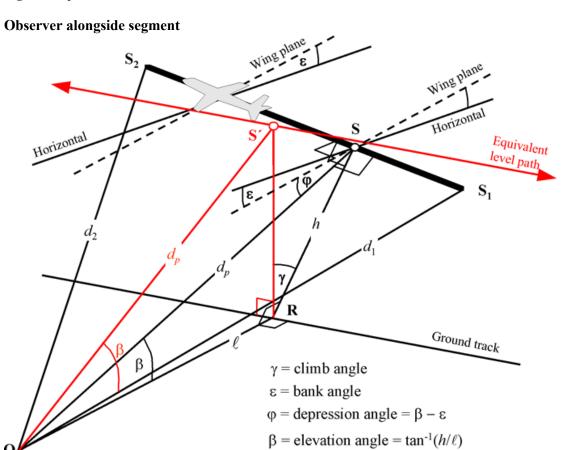
The baseline event level  $L_E(P,d)$  that is determined from the NPD data, even though for finite segment parameters, applies nevertheless to an infinite flight path. The event exposure level from a segment,  $L_{E,seg}$ , is of course less than the baseline level — by the amount of the finite segment 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  $\Delta_V$  and  $\Delta_I$ , 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.

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**Figure 2.7.p** illustrates a departure segment  $S_1S_2$  — the aircraft is climbing at an angle  $\gamma$  — 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  $\varepsilon$  to the lateral horizontal axis. The depression angle  $\varphi$  from the wing plane, of which the installation effect  $\Delta_I$  is a function (equation (2.7.39)), lies in the plane normal to the flight path in which  $\varepsilon$  is defined. Thus  $\varphi = \beta - \varepsilon$  where  $\beta = \tan^{-1}(h/\ell)$  and  $\ell$  is the perpendicular distance **OR** from the observer to the ground track; i.e. the lateral displacement of the observer<sup>(23)</sup>. 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**<sub>1</sub>**S**<sub>2</sub> accords with **Figure 2.7.k**, the geometry for calculating the segment correction  $\Delta_F$ . *Figure 2.7.p* 



To calculate the lateral attenuation using equation (2.7.40) (where  $\beta$  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  $\gamma$  thus forming the triangle **ORS'**. The elevation angle of this equivalent level path (now in a vertical plane) is  $\beta = \tan^{-1}(h/\ell)$  ( $\ell$  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

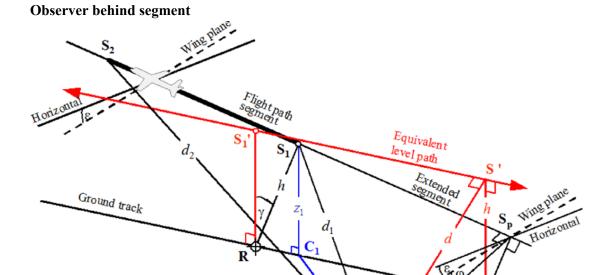
y = climb angle $\varepsilon$  = bank angle

 $\beta$  = elevation angle for  $L_E$  =  $\tan^{-1}(h/\ell)$  $\beta_1$  = elevation angle for  $L_{max} = \sin^{-1}(z_1/d_1)$ 

 $\varphi$  = depression angle =  $\beta - \epsilon$ 

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which defines the segment correction  $\Delta_F$ . But in this case the parameters for lateral directivity and attenuation are less obvious. Figure 2.7.q



Remembering that, as conceived for modelling purposes, lateral directivity (installation effect) is two-dimensional, the defining depression angle  $\varphi$  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

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 closest point of approach, i.e.  $\varphi = \beta_p - \varepsilon$  where  $\beta_p$  is angle  $\mathbf{S_pOC}$ .

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)

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  $\ell = \mathbf{OC_1} = \sqrt{d_1^2 - z_1^2}$  where  $\beta_1$  and  $d_1$  are defined by the triangle  $\mathbf{OC_1S_1}$  in the vertical plane through  $\mathbf{O}$  and  $\mathbf{S_1}$ .

When calculating the lateral attenuation for airborne segments only and *exposure level* metrics,  $\ell$  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<sub>1</sub> the perpendicular from the ground track to the segment. This is equivalent to rotating the actual extended flight path through angle y 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.

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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  $\varphi$ ) 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  $P_I$ . The lateral attenuation of sound from the segment received by the observer, on the other hand, is related not to  $\beta_p$ , the elevation angle of the extended path, but to  $\beta$ , 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  $\beta$  becomes the same as that for maximum level metrics, i.e.  $\beta = \beta_I = \sin^{-1}(z_I/d_I)$  and  $\ell = OC_1 = \sqrt{d_1^2 - z_1^2}$ 

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

The finite segment correction  $\Delta_F$  (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  $\varepsilon$  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  $\Delta_F$  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  $OS_1S_2$  defined in Figures 2.7.j to **2.7.1** such that:

$$\Delta_F = 10 \times \lg \left[ \frac{1}{\pi} \left( \frac{\alpha_2}{1 + \alpha_2^2} + \arctan \alpha_2 - \frac{\alpha_1}{1 + \alpha_2^4} - \arctan \alpha_1 \right) \right]$$
 (2.7.45)

with

$$\alpha_1 = -\frac{q}{d_\lambda} \qquad \qquad \alpha_2 = -\frac{q-\lambda}{d_\lambda} \qquad \qquad d_\lambda = d_0 \times 10^{\lfloor L_{\rm EN}(P,d_p) - L_{\rm max}(P,d_p) \rfloor} d_0 = \frac{2}{\pi} \times V_{ref} \times t_0 \qquad ;$$

where  $d_{\lambda}$  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  $\Delta_F$ .

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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

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

where  $\alpha_2 = \lambda/d_{\lambda}$  and  $\Delta_{SOR}$  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  $\Delta_{SOR}$ 

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*  $\Delta_{SOR}$ 

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  $\Delta_{SOR}$ .

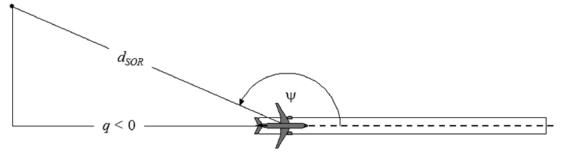
The function  $\Delta_{SOR}$  has been derived from several noise measurement campaigns using microphones adequately positioned behind and on the side of the SOR of departing jet aircraft.

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



The relative distance q is negative (see **Figure 2.7.j**) so that  $\psi$  ranges from  $0^{\circ}$  in the direction of the aircraft forward heading to  $180^{\circ}$  in the reverse direction. *Figure 2.7.r* 

# Aircraft-observer geometry at ground for estimation of directivity correction **Observer**



The function  $\Delta_{SOR}$  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:

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

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

$\Delta_0^{SOR} = 51,\!47 - 1,\!553  imes \psi + 0,\!015147  imes \psi$	if 9080≤1475×148,4°	(2.7.49)
$\varDelta_0^{SOR} = 339{,}18 - 2{,}5802  imes \psi - 0{,}0045545$	if.148,48€4µ6≤180°	(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.

$\Delta_{SOR} = \Delta_0^{SOR}$	if $d_{SOR} \le d_{SOR,0}$	(2.7.51)
$\Delta_{SOR} = \Delta_0^{SOR}  imes rac{d_{SOR,\phi}}{d_{SOR}}$	$if d_{SOR} > d_{SOR,0}$	(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  $\Delta_{SOR}$  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  $\Delta_{SOR}$  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  $\psi$  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  $\Delta_{SOR}$  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  $\Delta_{SOR}$  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:

$L_{max,seg} = L_{max}(P, d = d_s) + \Delta_I(\varphi) - \Lambda(\beta, l = d_s) + \Delta_{SOR}$	(2.7.53)
$L_{E,seg} = L_{E,\infty}(P,d=d_s) + \Delta_V + \Delta_I(\varphi) - \Lambda(\beta,l=d_s) + \Delta'_F + \Delta_{SOR}$	(2.7.54)

where  $\Delta'_F$  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  $d_{\lambda}$  shall be calculated using  $d_S$  (and not  $d_p$ ):

$d_{\lambda} = d_0 \times 10^{[L_{\rm Ex}(P,d_s)-L_{max}(P,d_s)]/10}$	(2.7.55)

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## 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).

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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  $\Delta_i$  is the decibel weighting for the i-th period, equation (2.7.56) can be rewritten as

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

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

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<sup>(24)</sup>.

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

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

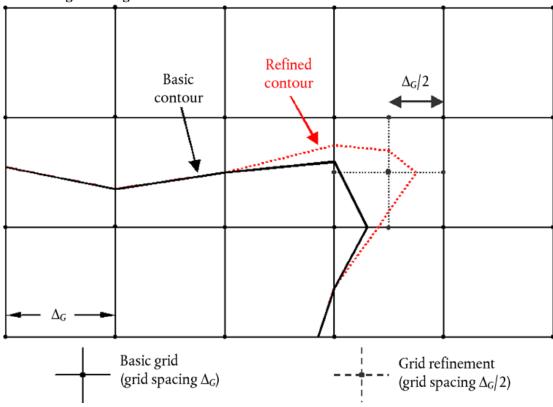
 $T_0$  is the reference time period. It depends on — as well as the weighting factors  $g_i$  — the specific definition of the weighted index used (e.g.  $L_{DEN}$ ).  $L_{E,ijk}$  is the single event noise level contribution from segment k of track or subtrack j for an operation of aircraft of category 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)  $\Delta_G$ , 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  $\Delta L_R$  for the noise index.
- (2) Calculate the basic grid for a spacing  $\Delta_G$ .
- (3) Check the differences  $\Delta L$  of the index values between adjacent grid nodes.
- (4) If there are any differences  $\Delta L > DL_R$ , 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.

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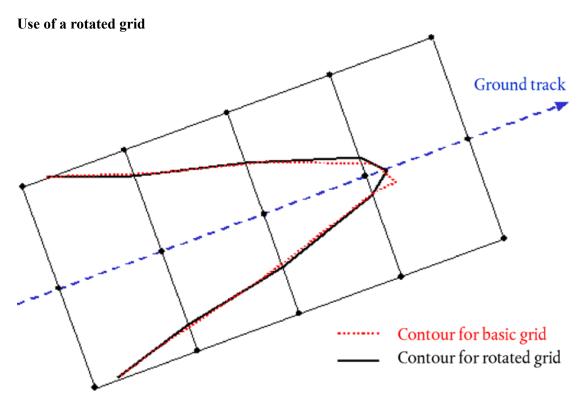
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If the array of index values is to be aggregated with others (e.g. when calculating weighted indices by summing separate day, evening and night contours) care is required to ensure that the separate grids are identical.

### 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



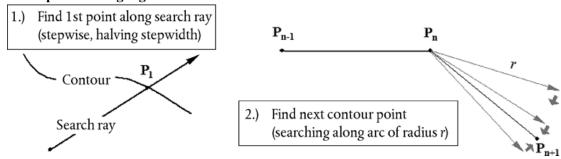
The straightforward way to avoid this effect is to tighten the grid. However this increases computation time. A more elegant solution is to rotate the computation grid so that its direction is parallel to the main ground tracks (i.e. usually parallel to the main runway). **Figure 2.7.t** shows the effect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

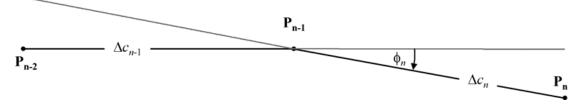
## Concept of tracing algorithm



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  $\delta$  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  $\delta$  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. $\nu$ 

### 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  $\Delta c$  (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  $\Delta c_n$  and  $\Delta c_{n+1}$  shall be limited, e.g.  $0.5 < \Delta c_n / \Delta c_{n+1} < 2$ .
- With respect to a good fit of the chord length to the contour curvature the following condition shall be fulfilled:

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

where  $\Phi_n$  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.

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## 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  $100 \text{ m} \times 100 \text{ m}$  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:

BA = base area of the building
DFS = dwelling floor space
DUFS = dwelling unit floor space
H = height of the building

*FSI* = dwelling floor space per inhabitant

Inh = number of inhabitants NF = number of floors

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:

$$Inh_{building} = \sum_{i=1}^{n} Inh_{duelling_{unit_i}}$$
 (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:

$$Inh_{building} = \frac{v_{building}}{v_{total}} \times Inh_{total}$$
(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:

	1
$V_{building} = BA_{building} \times H_{building}$	(2.8.3)

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:

$$Inh_{dwelling_{wait_i}} = \frac{DUFS_i}{FSI}$$
 (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:

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$DFS_{building} = BA_{building} \times 0.8 \times$	(2.8.9)
$NF_{building}$	

The factor 0.8 is the conversion factor gross floor area  $\rightarrow$  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:

$$NF_{building} = \frac{H_{building}}{3 \text{ m}} \tag{2.8.10}$$

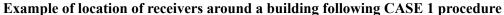
If neither the height of the building nor the number of floors is known, a default value for the number of floors representative of the district or the borough shall be used.

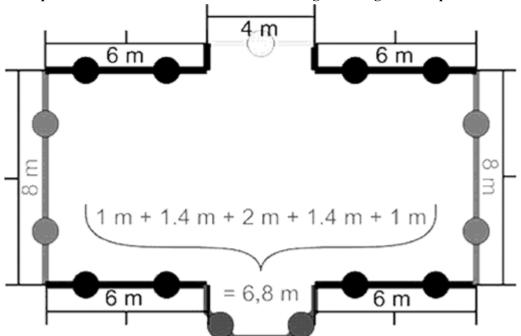
Assigning receiver points to the façades of buildings

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

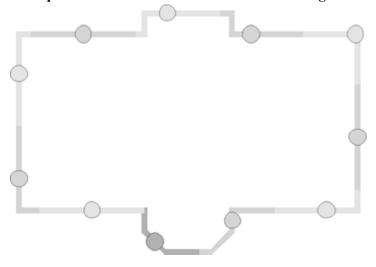




- (a) Segments of a length of more than 5 m are split up into regular intervals of the longest possible length, but less than or equal to 5 m. Receiver points are placed in the middle of each regular interval.
- (b) Remaining segments above a length of 2,5 m are represented by one receiver point in the 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.

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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.

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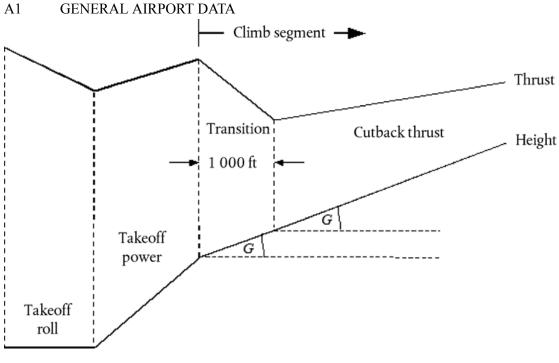
### Appendix A

### **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.



A2 RUNWAY DESCRIPTION

$$g[N \cdot \overline{F_n/\delta}/(\overline{W/\delta}) - R/\cos \varepsilon]$$

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.

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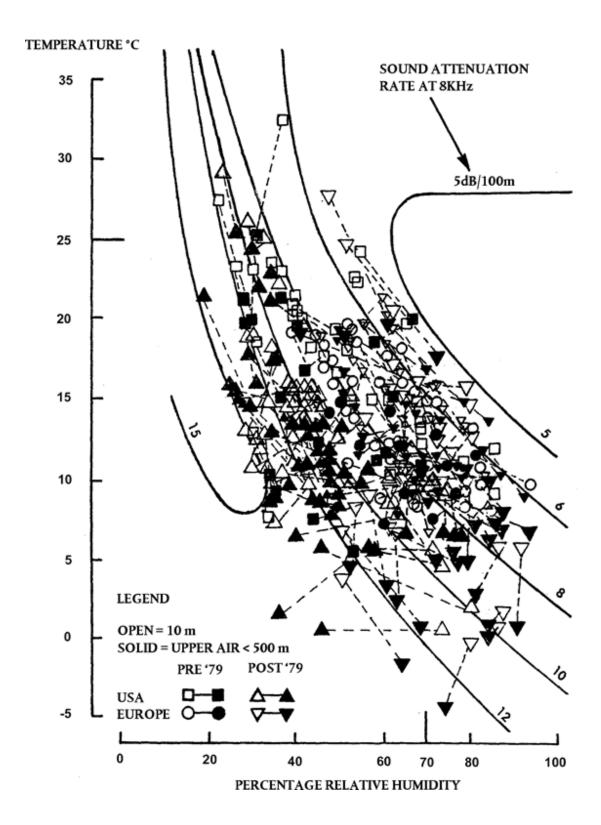
$$\approx \frac{ROC}{60 \cdot k \cdot \overline{V_T}}$$

$$\overline{F_n / \delta} = \frac{\overline{W / \delta}}{N} \cdot \left(R + \frac{\sin \gamma}{1,03}\right)$$
A4 AIR TRAFFIC DESCRIPTION
$$(\overline{F_n / \delta})_w = \overline{F_n / \delta} + 1,03 \cdot \overline{W / \delta} \cdot \frac{\sin \gamma \cdot (w - 8)}{N \cdot V_{CA}}$$
Ground track swathe with subdivisions
$$-2,5 \cdot S$$
Subtrack 5
$$-2,5 \cdot S$$
Flight track (subtrack 1)
$$-2,5 \cdot S$$
Subtrack 4
$$-2,5 \cdot S$$
Subtrack 4

## 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.

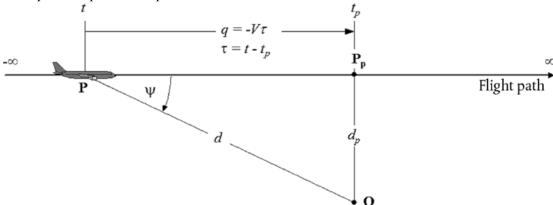
# ACTUAL DAY CONDITIONS RECORDED DURING CERTIFICATION TESTING



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Example for a procedural profile based on A/C-data stored in ANP database:



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### 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 (Otherwise termed equivalent or indicated airspeed.) The speed of the airspeed

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 net thrust

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 vice-versa. This means that there is a critical air temperature above which the rated thrust 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 *break point* or *break temperature*.

Magnitude of aircraft velocity vector (relative to aerodrome coordinate Speed

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 trust generated, the higher the temperatures and the shorter the life. To balance performance and life requirements flat rated engines are assigned thrust ratings for take-off, climb and cruise which define

normal maximum power settings.

Thrust 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. parameter

It is usually either the engine pressure ratio (*EPR*) or low- pressure rotor

(or fan) rotational speed  $(N_I)$ .

# **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.

а Average acceleration, ft/s<sup>2</sup>

 $a_{max}$ Maximum acceleration available, ft/s<sup>2</sup>

A, B, C, DFlap coefficients

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$E, F, G_{A,B}, H$	Engine thrust coefficients
$F_n$	Net thrust per engine, lbf
$F_n/\delta$	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 <sup>2</sup>
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 airpeed, kt
$V_T$	True airspeed, kt
W	Aeroplane weight, lb
W	Headwind speed, kt
$\Delta s$	Still air segment length projected onto ground track, ft
$\Delta s_w$	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: $p_o = 101,325 \text{ kPa}$ (or 1 013,25 mb)
3	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, $\sigma = \delta/\theta$ )
	- 0/0 <i>)</i>

#### 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.

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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*,  $F_n/\delta$ .

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

$$F_n/\delta = E + F \cdot V_c + G_A \cdot h + G_B \cdot h^2 + H \cdot T \qquad (B-1)$$

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]

 $F_n/\delta$  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,  ${}^{\circ}C$ ,

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/ft<sup>2</sup>, 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

$$F_n/\delta = E + F \cdot V_C + G_A \cdot h + G_B \cdot h^2 + H \cdot T + K_1 \cdot EPR + K_2 \cdot EPR^2$$
(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

$$F_n / \delta = E + F \times V_C + G_A \times h + G_B \times h^2 + H \times T + K_3 \times \left(\frac{N_1}{\sqrt{\theta}}\right)^2 + \frac{2}{N_2} \times \left(\frac{N_1}{\sqrt{\theta}}\right)^2$$

where

 $N_I$  is the rotational speed of the engine's low-pressure compressor (or fan)

and turbine stages, %

 $\theta$  = (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].

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 $\frac{M_1}{\sqrt{g}}$  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  $(E, F, G_A, G_B \text{ and } H)_{high}$  must be used to determine the thrust level available. Normal practice would then be to compute  $F_n/\delta$  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:

$$(F_n/\delta)_{high} = F \cdot V_C + (E + H \cdot T_B) \cdot (1 - 0,006 \cdot T_B)$$
 (B-4)

where

 $(F_n/\delta)_{high}$  high-temperature corrected net thrust (lbf),

 $T_B$  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

 $\eta$  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  $\sigma$  is the ratio of the air density at the aeroplane to the mean sea-level value.

Guidance on operation with reduced takeoff thrust

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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<sup>(25)</sup>; i.e.

$$F_n/\delta = (F_n/\delta)_{max} \cdot W/W_{RTOW} \tag{B-7}$$

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<sup>(26)</sup>. 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).

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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  $\epsilon$  which, for an aircraft in level flight turning at constant speed on a circular path, is given by

		$\varepsilon = \tan^{-1}\left\{\tfrac{2,85\times V^2}{r\times g}\right\}$	(B-8)
where	V	is the groundspeed, kt	
	r	is the turn radius, ft	
and	g	is the acceleration due to gravity, ft/s <sup>2</sup>	

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  $\varepsilon$  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  $\varepsilon$  changes)<sup>(27)</sup>, the flight parameters at the first such point are estimated by interpolation (see Section 2.7.13),

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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

— 1······		
Hypothetical Airport		
UTM, Zone 15, Datum WGS-84		
3 600 000 m E	6 300 000 m N	
Mid-point of runway 09L-27R		
120 m /		
12,0 °C		
60 %		
5 kt	270 degrees	
Unknown		
(*) Repeat for each time interval of interest (time of day, season, etc.)		
	UTM, Zone 15, Datum WGS-84  3 600 000 m E  Mid-point of runway 09L-27R  120 m /  12,0 °C  60 %  5 kt	

On a level runway, the equivalent takeoff ground-roll distance  $s_{TOS}$  in feet is determined from

$S_{TOS} = \frac{B_{\delta} \times \theta \times (W/\delta)^2}{N \times (F_n/\delta)}$	(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:

$S_{TOw} = S_{TOS}  imes rac{(V_C - w)^2}{(V_C - 8)^2}$	(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:

$S_{TOG} = S_{TOw}  imes rac{lpha}{(lpha - g  imes G_R)}$	(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

 $(V_C \times \sqrt{\sigma})^2 / (2 \times s_{TOw})$ 

 $ft/s^2$ 

 $G_R$  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

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Runway designation	<sub>09</sub> 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  $V_C \le 200$  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.

 $\varepsilon$  Bank angle, radians

The climb angle is corrected for headwind w using:

$\gamma_w = \gamma \times \frac{(\mathit{V}_C - 8)}{(\mathit{V}_C - w)}$	(B-13)

where  $\gamma_w$  is the average climb angle corrected for headwind.

The distance that the aeroplane traverses along the ground track,  $\Delta s$ , while climbing at angle  $\gamma_w$ , from an initial altitude  $h_1$  to a final altitude  $h_2$  is given by

$\Delta_S = \frac{(h_2 - h_1)}{\tan \gamma_w}$	(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:

$V_{CTO} = C \times \sqrt{W}$	(B-15)

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where C is a coefficient appropriate to the flap setting (kt/ $\sqrt{lbf}$ ), 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<sup>(28)</sup> 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':

where

 $\delta_2$  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

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#### Constant speed climb segment with cutback (illustration — not to scale)

Constant speed chino segment with earback (mustration not to scare)						
Track No C			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					
			Curve			
Segment No	Straight [m]	L/R	Heading change [°]	F	Radius [m]	Standard deviation for lateral dispersion at segment end [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  $h_I$ , true airspeed  $V_{TI}$ , 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  $\varepsilon$  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  $\Delta s$  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)	$S_{seg} = 0.95  imes k^2  imes \left(V_2^{T2} - V_2^{T1} ight) \left/ \left. 2 \left(lpha_{max} - G  imes g  ight)  ight.$	(B-17)
--	---	--------

where

0,95 is a factor to account for effect of 8 kt headwind when climbing at 160 kt 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  $\sigma_2$  = air density ratio at end altitude  $h_2$  = maximum acceleration in level flight (ft/s<sup>2</sup>)

 $\alpha_{max}$ 

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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 subtr	acks:				1	
Backbone track	description					
			Curve			
Segment No	Straight [m]	L/R	Heading change [°]	F	Radius [m]	Standard deviation for lateral dispersion at segment end [m]
1	30 000					0
Approach track information						
Glide angle for approach tracks				2,7°		
Flight altitude at glide slope interception				4 000 ft		
=		climb			grad	lient
			366 d = 8 784 h		= 8 784 h	

G

- ciimb	grad	nent	
Reference time period	366 d	= 8 784 h	
Reference time period	(01-01-2014 to 31-12-2014)		
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  $\Delta s$ , 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

 $|h t_2 - h_2|$ 

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

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acceleration and climb rate specified; the calculation should be terminated and the procedure steps revised<sup>(29)</sup>.

The acceleration segment length is corrected for headwind w by using:

$$\Delta S_w = \Delta_S \times \frac{(V_T - w)}{(V_T - 8)} \tag{B-19}$$

#### 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:

$F_n \ / \ \delta = W  imes rac{R  imes \cos \gamma + \sin \gamma + lpha / g}{N  imes \delta}$	(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-2)	21)
--	-----

where  $\Delta s$  is the ground distance covered and  $V_1$  and  $V_2$  and are the initial and final groundspeeds calculated using

$$V = \frac{V_C \times \cos \gamma}{\sqrt{\sigma}} - w \tag{B-22}$$

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

$V_{CA} pprox D  imes \sqrt{W}$	(B-24)
---------------------------------	--------

where the coefficient D (kt/ $\sqrt{lbf}$ ) 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  $\gamma$  may be assumed constant. For jet-powered and multi-engine propeller aeroplanes,  $\gamma$  is typically  $-3^{\circ}$ . For single-engine, propeller-powered aeroplanes,  $\gamma$  is typically  $-5^{\circ}$ .

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.

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AIR TRAFFIC DESCRIPTION	DATA SHEET — MOVEMENTS	B-25)			
Ground track No			001		
Track designation	Track designation				
Aircraft designation		Movements d	uring time period		
	ı	П		Ш	
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 d	uring time period		
	ı		П	Ш	
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 designa	ation		B727C	(B-20	5)	
			JT8E5			
No of engines	No of engines 3					
Mode of opera	tion		Depart	ure		
Actual aircraft	mass [t]		71,5			
Headwind [m/s	5]		5			
Temperature [	°C]		20			
Airport elevation	on [m]		83			
Segment No	Dist. from RP ( <sup>1</sup> ) [m]	He	ight [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
	ce point RP is the start of roll for ponding to units in ANP database		nd the land	ding three	shold for approaches.	

The horizontal distance covered is calculated by:

$\Delta_S = \frac{(h_2 - h_1)}{\tan \gamma} \tag{E}$	B-27)
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(positive since  $h_1 > h_2$  and  $\gamma$  is negative).

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#### 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)

$$\gamma = \arcsin\left(K \cdot \left[N \cdot \frac{\overline{F_n / \delta}}{\overline{W / \delta}} - \frac{R}{\cos \varepsilon}\right]\right)$$

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	Location of s	Location of subtracks for subdivision into								
number	5 subtracks	7 subtracks	9 subtracks	11 subtracks	13 subtracks					
12/13					± 2,31·S					
10/11				± 2,27·S	± 1,92·S					
8/9			± 2,22·S	± 1,82·S	± 1,54·S					
6/7		± 2,14·S	± 1,67·S	± 1,36·S	± 1,15·S					
4/5	± 2,00·S	± 1,43·S	± 1,11·S	± 0,91·S	± 0,77·S					
2/3	± 1,00·S	± 0,71·S	± 0,56·S	± 0,45·S	± 0,38·S					
1	0	0	0	0	0					

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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	Percentage o	Percentage of movements on subtrack for subdivision into							
number	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 %				

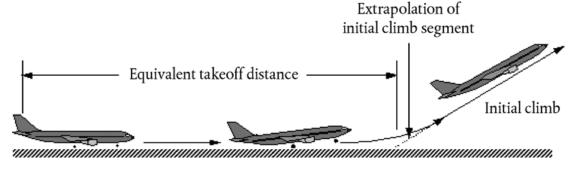
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#### Appendix D

#### 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 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

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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  $\alpha_{n,ref}$ .

$$L_{n}(d_{ref}) = L_{n,ref}(d_{ref}) + \alpha_{n,ref} \cdot d_{ref}$$
 (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 di 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:

$$L_{n,ref}(d_i) = L_n(d_{ref}) - 20, \lg(d_i/d_{ref}) -$$

$$\alpha_{n,ref} \cdot d_i$$
(D-2)

(ii) For the user atmosphere:

$$\frac{L_{n,866A}(T,RH,d_i) = L_n(d_{ref}) - 20,\lg(d_{i'}| (D-3))}{d_{ref}) - \alpha_{n,866A}(T,RH) \cdot d_i}$$

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:

$$\Delta L\left(T,RH_{i}d_{i}\right)=L_{A,866A}-L_{A,ref}=10\times\lg\sum_{n=1}^{24}10^{(L_{n,866A}\left(T,RH_{i}d_{i}\right)-A_{n}\right)/10}-10\times\lg\sum_{n=1}^{24}10^{(L_{n,ref}\left(d_{i}\right)-A_{n}\right)/10}$$

The increment  $\Delta L$  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  $\Delta L$  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.

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#### 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

Name of the form AND details and AND details a								
Aircraft design	ation from ANP database		B727C3					
NPD-Identifier from ANP database			JT8E5					
No of engines								
Mode of operation				e				
Actual aircraft	mass [t]		71,5					
Headwind [m/s	5]		5					
Temperature [	°C]		15					
Airport elevation	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/m		0	Max. Climb			
4	Accelerate	250 kts IAS ROC 1 500 ft/n		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 <b>P</b> 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  $\mathbf{P_p}$   $\tau$  flight time = time relative to time at  $\mathbf{P_p} = \mathbf{t} - \mathbf{t_p}$  $\psi$  angle between flight path and aircraft-observer vector

It should be noted that, since the flight time  $\tau$  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  $P_1P_2$  (with a start-point  $P_1$  and an end-point  $P_2$ ) by multiplying the exposure  $E_{\infty}$  from the whole infinite path flyby by a simple factor — the energy fraction factor F:

$$E = F \cdot E_{\infty} \tag{E-1}$$

Since the exposure can be expressed in terms of the time-integral of the mean-square (weighted) sound pressure level, i.e.

$$E = const \times \int p^2(\tau)d\tau \tag{E-2}$$

to calculate E, the mean-square pressure has to be expressed as a function of the known geometric and operational parameters. For a  $90^{\circ}$  dipole source,

$$p^2 = p_2^p \times \frac{d_2^p}{d^2} \times \sin^2 \psi = p_2^p \times \frac{d_4^p}{d^4}$$
 (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**<sub>n</sub>.

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

$$d^{2} = d_{2}^{p} + q^{2} = d_{2}^{p} + (V \times \tau)^{2}$$
  
and  
 $\left(\frac{d}{d_{p}}\right)^{2} = 1 + \left(\frac{V \times \tau}{d_{p}}\right)^{2}$ 

the mean-square pressure can be expressed as a function of time (again disregarding sound propagation time):

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$$p^2 = p_2^p \times \left(1 + \left(\frac{V \times \tau}{d_p}\right)^2\right)^{-2} \tag{E-4}$$

Putting this into equation (E-2) and performing the substitution

$$\alpha = \frac{V \times \tau}{d_p} \tag{E-5}$$

the sound exposure at the observer from the flypast between the time interval  $[\tau_1, \tau_2]$  can be expressed as

$$E = const \times p_2^p \times \frac{d_p}{V} \times \int_{\alpha_1}^{\alpha_2} \frac{1}{(1+\alpha^2)^2} d\alpha$$
 (E-6)

The solution of this integral is:

$$E = const imes p_2^p imes rac{d_p}{V} imes rac{1}{2} \left( rac{lpha_2}{1 + lpha_2^2} + rctan lpha_2 - rac{lpha_1}{1 + lpha_2^4} - rctan lpha_1 
ight) E-7)$$

Integration over the interval  $[-\infty, +\infty]$  (i.e. over the whole infinite flight path) yields the following expression for the total exposure  $E_{\infty}$ :

$$E_{\infty} = const \times \frac{\pi}{2} \times p_2^p \times \frac{d_p}{V} \tag{E-8}$$

and hence the energy fraction according to equation E-1 is

$$F = \frac{1}{\pi} \left( \frac{\alpha_2}{1 + \alpha_2^2} + \arctan \alpha_2 - \frac{\alpha_1}{1 + \alpha_2^4} - \arctan \alpha_1 \right) \tag{E-9}$$

# 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  $\Delta L$  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  $\alpha_I$  and  $\alpha_2$  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*  $d_{\lambda}$  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

$$L_{E,\infty}\left(V_{ref}\right) = 10 \times \lg \left[\frac{\int_{-\infty}^{\infty} p^2 \times dt}{\frac{f_0^2}{2} \times t_{ref}}\right] \tag{E-10}$$

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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

$$L_{E,\infty}(V) = L_{E,\infty}(V_{ref}) + 10 \times \lg\left(\frac{V_{ref}}{V}\right)$$
 (E-11)

Similarly the maximum event level  $L_{max}$  can be written

$$L_{max} = 10 \times \lg \left[ \frac{p_2^2}{p_2^2} \right] \tag{E-12}$$

For the dipole source, using equations E-8, E-11 and E-12, noting that (from equations E-2 and E-8)

$$\int\limits_{-\infty}^{\infty}p^2 imes dt=rac{\pi}{2} imes p_2^p imesrac{d_p}{V}$$

, the difference  $\Delta L$  can be written:

$$\Delta L = L_{E,\infty} - L_{max} = 10 imes \lg \left[ rac{V}{V_{ref}} imes \left( rac{\pi}{2} p_2^p rac{d_p}{V} 
ight) imes rac{1}{p_2^p imes t_{ref}} 
ight] - 10 \left[ \left( rac{E}{\lg} \left[ rac{E_p^p}{p_2^p} 
ight] 
ight) 
ight]$$

This can only be equated to the value of  $\Delta L$  determined from the NPD data if the slant distance  $d_p$  used to calculate the energy fraction is substituted by a *scaled distance*  $d_{\lambda}$  given by

$d_{\lambda} = rac{2}{\pi}  imes V_{ref}  imes t_{ref}  imes 10^{(L_{E,\infty}-L_{max})/10}$	(E-14a)

or

$$d_{\lambda} = d_0 \times 10^{(L_{E,\infty} - L_{max})/10}$$
 with 
$$d_0 = \frac{2}{\pi} \times V_{ref} \times t_{ref}$$
 (E-14b)

Replacing  $d_p$  by  $d_\lambda$  in equation E-5 and using the definition  $q = V\tau$  from **Figure E-1** the parameters  $\alpha_1$  and  $\alpha_2$  in equation E-9 can be written (putting  $q = q_I$  at the start-point and  $q - \lambda = q_I$  at the endpoint of a flight path segment of length  $\lambda$ ) as

$$\alpha_1 = \frac{-q_1}{d_{\lambda}}$$
and
$$\alpha_2 = \frac{-q_1 + \lambda}{d_{\lambda}}$$
(E-15)

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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# Appendix F

#### **Database for road traffic source**

This appendix presents the database for most of the existing road noise sources to be used to calculate road traffic noise following the method described in 2.2 Road traffic noise.

TABLE F-1

Catego	ryCoeff	icie <b>63</b>	125	250	500	1 000	2 000	4 000	8 000
1	$A_{R}$	79,7	85,7	84,5	90,2	97,3	93,9	84,1	74,3
	$B_R$	30	41,5	38,9	25,7	32,5	37,2	39	40
	A <sub>P</sub>	94,5	89,2	88	85,9	84,2	86,9	83,3	76,1
	B <sub>P</sub>	-1,3	7,2	7,7	8	8	8	8	8
2	$A_R$	84	88,7	91,5	96,7	97,4	90,9	83,8	80,5
	$B_R$	30	35,8	32,6	23,8	30,1	36,2	38,3	40,1
	A <sub>P</sub>	101	96,5	98,8	96,8	98,6	95,2	88,8	82,7
	B <sub>P</sub>	- 1,9	4,7	6,4	6,5	6,5	6,5	6,5	6,5
3	$A_R$	87	91,7	94,1	100,7	100,8	94,3	87,1	82,5
	$B_R$	30	33,5	31,3	25,4	31,8	37,1	38,6	40,6
	A <sub>P</sub>	104,4	100,6	101,7	101	100,1	95,9	91,3	85,3
	B <sub>P</sub>	0	3	4,6	5	5	5	5	5
4a	$A_R$	0	0	0	0	0	0	0	0
	$B_R$	0	0	0	0	0	0	0	0
	A <sub>P</sub>	88	87,5	89,5	93,7	96,6	98,8	93,9	88,7
	B <sub>P</sub>	4,2	7,4	9,8	11,6	15,7	18,9	20,3	20,6
4b	$A_R$	0	0	0	0	0	0	0	0
	$B_R$	0	0	0	0	0	0	0	0
	A <sub>P</sub>	95	97,2	92,7	92,9	94,7	93,2	90,1	86,5
	$B_P$	3,2	5,9	11,9	11,6	11,5	12,6	11,1	12
5	A <sub>R</sub>								
	$B_R$								
	A <sub>P</sub>								
	B <sub>P</sub>								

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#### TABLE F-2

# Coefficients $a_i$ and $b_i$ for studded tyres

Catego	ryCoeffic	ie <b>63</b>	125	250	500	1 000	2 000	4 000	8 000
1	a <sub>i</sub>	0,0	0,0	0,0	2,6	2,9	1,5	2,3	9,2
	b <sub>i</sub>	0,0	0,0	0,0	- 3,1	- 6,4	- 14,0	- 22,4	- 11,4

# TABLE F-3

# Coefficients $C_{R,m,k}$ and $C_{P,m,k}$ for acceleration and deceleration

Category	k	Cr	Ср	
1	1 = crossing	-4,5	5,5	
	2 = roundabout	-4,4	3,1	
2	1 = crossing	- 4	9	
	2 = roundabout	-2,3	6,7	
3	1 = crossing	- 4	9	
	2 = roundabout	-2,3	6,7	
4a	1 = crossing	0	0	
	2 = roundabout	0	0	
4b	1 = crossing	0	0	
	2 = roundabout	0	0	
5	1 = crossing			
	2 = roundabout			

# TABLE F-4

# Coefficients $\alpha_{i,m}$ and $\beta_m$ for road surface

Descr	ip <b>X1im</b>	Maxi	mGates	zowy (63	$\alpha_{\rm m}(12$	$25\alpha_{\rm m}(25\alpha_{\rm m})$	$50\alpha_{\rm m}(50$	$00\alpha_{\rm m}(1$	$\alpha_{\rm m}(2$	$\alpha_{\rm m}(4$	$\alpha_{\rm m}(8$	ßт
	it is	speed at which it is kvalid h]	1	Hz)	Hz)	Hz)	Hz)	kHz)	kHz)	kHz)	kHz)	
Refere		_	1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
road surface			2	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
Surruct			3	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			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									

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1-	50	130	1	0,5	3,3	2,4	3,2	-1,3	-3,5	-2,6	0,5	-6,5
layer			2	0,9	1,4	1,8	-0,4	-5,2	-4,6	-3,0	-1,4	0,2
ZOAB			3	0,9	1,4	1,8	- 0,4	-5,2	-4,6	-3,0	- 1,4	0,2
			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	'							,	
2-	50	130	1	0,4	2,4	0,2	-3,1	-4,2	-6,3	-4,8	-2,0	- 3,0
layer ZOAB			2	0,4	0,2	-0,7	- 5,4	-6,3	-6,3	-4,7	-3,7	4,7
ZOAB			3	0,4	0,2	-0,7	- 5,4	-6,3	-6,3	-4,7	- 3,7	4,7
			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									
2-	80	130	1	- 1,0	1,7	- 1,5	- 5,3	- 6,3	- 8,5	- 5,3	- 2,4	-0,1
layer ZOAB			2	1,0	0,1	- 1,8	- 5,9	-6,1	- 6,7	-4,8	- 3,8	-0,8
(fine)			3	1,0	0,1	- 1,8	- 5,9	-6,1	-6,7	-4,8	- 3,8	-0,8
			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									
SMA-	40	80	1	1,1	- 1,0	0,2	1,3	- 1,9	-2,8	-2,1	- 1,4	- 1,0
NL5			2	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			3	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			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									
	40	80	1	0,3	0,0	0,0	-0,1	-0,7	-1,3	-0,8	-0,8	-1,0
NL8			2	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			3	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
			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									
Brushe	<b>₫</b> 0	120	1	1,1	-0,4	1,3	2,2	2,5	0,8	-0,2	-0,1	1,4
	down concrete		2	0,0	1,1	0,4	-0,3	-0,2	-0,7	-1,1	- 1,0	4,4
Concrete		3	0,0	1,1	0,4	-0,3	-0,2	-0,7	-1,1	- 1,0	4,4	
		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	'	,	,	,	,	,	,	,	,
Optimis	740d	80	1	-0,2	-0,7	0,6	1,0	1,1	- 1,5	-2,0	-1,8	1,0
brushed down	l		2	-0,3	1,0	-1,7	-1,2	- 1,6	-2,4	- 1,7	- 1,7	- 6,6
concrete	e		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									
	70	120	1	1,1	- 0,5	2,7	2,1	1,6	2,7	1,3	- 0,4	7,7
broomed			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	50	130	1	1,1	1,0	2,6	4,0	4,0	0,1	- 1,0	-0,8	- 0,2
surface		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									
	30	60	1	8,3	8,7	7,8	5,0	3,0	-0,7	0,8	1,8	2,5
element in	İS		2	8,3	8,7	7,8	5,0	3,0	-0,7	0,8	1,8	2,5
herring-	-		3	8,3	8,7	7,8	5,0	3,0	-0.7	0,8	1,8	2,5
bone			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									
	30	60	1	12,3	11,9	9,7	7,1	7,1	2,8	4,7	4,5	2,9
element not in	IS		2	12,3	11,9	9,7	7,1	7,1	2,8	4,7	4,5	2,9
herring-	-		3	12,3	11,9	9,7	7,1	7,1	2,8	4,7	4,5	2,9
bone			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									
	30	60	1	7,8	6,3	5,2	2,8	- 1,9	-6,0	-3,0	-0,1	-1,7
hard element	ts		2	0,2	0,7	0,7	1,1	1,8	1,2	1,1	0,2	0,0

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			3	0,2	0,7	0,7	1,1	1,8	1,2	1,1	0,2	0,0
			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									
Thin	40	130	1	1,1	0,1	-0,7	- 1,3	-3,1	-4,9	- 3,5	- 1,5	- 2,5
layer A			2	1,6	1,3	0,9	-0,4	- 1,8	-2,1	-0,7	-0,2	0,5
			3	1,6	1,3	0,9	-0,4	- 1,8	-2,1	-0,7	-0,2	0,5
			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									
Thin	40	130	1	0,4	- 1,3	- 1,3	-0,4	- 5,0	- 7,1	- 4,9	- 3,3	- 1,5
layer B			2	1,6	1,3	0,9	-0,4	- 1,8	-2,1	-0,7	-0,2	0,5
			3	1,6	1,3	0,9	-0,4	- 1,8	-2,1	-0,7	-0,2	0,5
			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									

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# 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

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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	$L_{r,VEH,i}$	1	1	
	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
0,5 IIIII	- 13,0	22,0	- 9,2	- /,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

Waveleng	thA <sub>3,i</sub>						
	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

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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)

Freque	ndy <sub>H,TR,i</sub>								
	Min	Max	Mono- block sleeper on soft rail pad	Mono- block sleeper on mediun stiffnes rail pad		Bi- block sleeper on soft rail pad	Bi- block sleeper on mediun stiffnes 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

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

200 Hz

250 Hz

316 Hz

400 Hz

500 Hz

630 Hz

800 Hz

1 000 Hz

1 250 Hz

1 600 Hz

2 000 Hz

2 500 Hz

0,0

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400 Hz	60,0	140.0	90.0		90.0	02	<u> </u>	90.0	
400 Hz		140,0	89,0		89,9	92	-	89,9	
500 Hz	60,0	140,0	88,8		90,9	93		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	10	4,9	115,9	
3 160 Hz	60,0	140,0	115,0		114,5	10	8,0	116,0	
4 000 Hz	60,0	140,0	40,0 115,0		114,5		1,0	116,0	
5 000 Hz	60,0	140,0	115,5	115,0		11	1,5	116,5	
6 350 Hz	60,0	140,0	115,6		115,1 111		1,6	116,6	
8 000 Hz	60,0	140,0	116,0		115,5	11	2,0	117,0	
10 000 Hz	60,0	140,0	,0 116,7		116,2	11	2,7	117,7	
Frequency		L <sub>H,VEH,SUP,i</sub>	i			·		·	
		Min		Max			EU sta	ndard	
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	0,0		140,0			0,0	
160 Hz		0,0		140,0			0,0		

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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 <sub>R,IMPACT,i</sub>		
	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

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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)

Freq	u <b>Ł</b> nę,	idling												<del></del> -
	Min		Max				locoi () (c. 2	Diesel locomotive ()(c. 2 200 kW)		Diesel multiple unit		tric motive	Electric multiple unit	
	Soul	c <b>Sa</b> uı	rc <b>8B</b> ur	c&Aur	c <b>SB</b> ui	c&Aur			c <b>SB</b> uı	c&Aur	c <b>SB</b> ur	c <b>&amp;A</b> ur	c <b>SB</b> ui	c <b>Sa</b> urc
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

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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  $L_{W,0,1}$ ,  $L_{W,0,2}$ ,  $\alpha_1$ ,  $\alpha_2$  for aerodynamic noise (Values are expressed in Sound Power Level per vehicle (for a vehicle length of 20 m))

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Frequency	Min		Max			amic noise 300 km/h
	$\alpha_1$	$\alpha_2$	$\alpha_1$	$\alpha_2$	$\alpha_1$	$\alpha_2$
	0	0	100	100	50	50
	L <sub>W,0,1</sub>	$L_{W,0,2}$	L <sub>W,0,1</sub>	L <sub>W,0,2</sub>	L <sub>W,0,1</sub>	L <sub>W,0,2</sub>
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 $C_{\it bridge}$ for structural radiation

$C_{bridge}$			
min	max	Predominantly concrete or masonry bridges with any trackform	Predominantly steel bridges with ballasted track

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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

 $\Delta L_{W,dir,xyz}(x, y, z)=0$ 

 $L_{W^{\prime}}$  is expressed as sound power per metre for line source, or per squared metre for area source.

Descri	otilome	Source	63	125	250	500	1	2	4	8 000
	of source	directi	vity				000	000	000	
Grit blasting outside with nozzle		u <b>fræ</b> eFie	ld08,77	110,37	112,77	107,77	104,37	98,07	97,07	86,97
Rotary kiln	LineSou	ı <b>Faœ</b> eFie	l <b>ð</b> 19,27	84,17	86,67	89,27	93,07	93,47	92,07	87,77
Ship yard	AreaSo	u <b>Hbe</b> miSp	16er;ital	69,07	74,57	62,17	63,97	66,77	70,97	68,07
Gas termina		u <b>Hbe</b> miSp	h7er;it7al	70,07	65,57	64,17	59,97	57,77	51,97	56,07

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# 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

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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

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

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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

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

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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

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

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747100	A	D-25			0.210527	0.116052
74710Q					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	Т 00Н				0,053
747400	D	T 01				0,057691

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

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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

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	Т_05СН				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

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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	3 A	D-15			0,28237	0,10607
A300B4-203	3 A	D-25			0,27151	0,125568
A300B4-203	3 D	1	0,005307	0,324359		0,090223
A300B4-203	3 D	8	0,004239	0,291059		0,093067
A300B4-203	3 D	15	0,00402	0,278999		0,102935
A300B4-203	3 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

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

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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

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

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BEC58P	A	D-15				0,14885
BEC58P	A	D-30			1,33492	0,16
BEC58P	D	ТО	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

	1					
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
		_				

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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

CONCRD	D	CL1				0,13294
CONCRD	D	ТО	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

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D	20	0.002001	0.2424		0,104
		0,003091	0,2434		*
					0,09454
					0,07307
					0,06519
				-	0,121114
A	D-50			0,247241	0,151007
A	U-35				0,114222
A	U-50				0,145481
D	5				0,082503
D	15	0,004009	0,272697		0,111044
D	INT				0,071264
D	ZERO				0,060025
A	D-45			0,597793	0,155222
A	U-INT				0,133361
D	ТО	0,019837	0,619256		0,123784
D	ZERO				0,1115
A	D-INTR				0,10199
A	D-L			0,294594	0,125979
D	ТО	0,007829	0,430006		0,08204
D	ZERO				0,078
A	D-35			0,328558	0,129965
A	D-50			0,313281	0,149354
A	U-35				0,126751
A	U-50				0,145337
D	15	0,005206	0,323443		0,090417
D	25	0,004708	0,315832		0,103092
D	INT				0,074401
D	ZERO				0,058535
A	D-35			0,312879	0,117758
A	D-50			0,304526	0,130913
A	U-35				0,115049
A	U-50				0,12766
D	12	0,004899	0,320082		0,090214
D	23	0,004572	0,304797		0,095953
	A D D D D A A A D D D A A A D D D D A A A A A A D D D D A A A A A D	D INT1 D INT2 D ZERO A D-35 A D-50 A U-35 A U-50 D 5 D 15 D INT D ZERO A D-45 A U-INT D TO D ZERO A D-INTR A D-L D TO D ZERO A D-35 A U-50 D IS D INT D ZERO A D-1NTR D TO D ZERO D INT D ZERO D INT D TO D ZERO D INT D ZERO D INT D IS D IS D INT	D INT1 D INT2 D ZERO A D-35 A D-50 A U-35 A U-50 D S D IS 0,004009 D INT D ZERO A D-45 A U-INT D TO 0,019837 D ZERO A D-INTR A D-L D TO 0,007829 D ZERO A D-35 A D-50 A U-35 A U-50 D IS 0,004708 D INT D ZERO A D-35 A U-50 D INT D ZERO	D INT1 D INT2 D ZERO A D-35 A D-50 A U-50 D 5 D 15 0,004009 0,272697 D INT D ZERO A D-45 A U-INT D TO 0,019837 0,619256 D ZERO A D-INTR A D-L D TO 0,007829 0,430006 D ZERO A D-35 A U-35 A U-50 D INT D ZERO A D-35 A D-50 A D-35 A U-50 D INT D ZERO A U-35 A U-50 D INT D ZERO A U-35 A U-50 D INT D ZERO A U-35 A U-50 D I12 D 0,004899 0,320082	D INT1 D INT2 D ZERO A D-35 A U-50 D INT D ZERO A U-50 D INT D ZERO A D-45 A U-INT D TO 0,019837 0,619256 D ZERO A D-INTR A D-L D TO 0,007829 0,430006 D ZERO A D-35 A U-35 A U-35 A U-35 A U-35 A D-50 D ZERO A D-15 D TO 0,005206 0,323443 D ZERO A D-35 D INT D ZERO A U-50 D INT D ZERO A D-50 A D-35 A U-50 D INT D JERO D IS D JERO D

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

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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			0,120700	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

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	ТО	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	ТО	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

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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
ECLIPSE50	00A	A_A_DN			1,273746	0,133462
ECLIPSE50	00A	A_T_DN				0,178304
ECLIPSE50	00D	TO_DN	0,100203	1,381422		0,105314
ECLIPSE50	00D	TO_UP		1,381422		0,086185
ECLIPSE50	00D	UP_DN		1,690947		0,103009
ECLIPSE50	00D	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

EMB145	A	D-45			0,6811	0,1809
EMB145	D	9		0,6503	0,0011	0,0825
EMB145	D	9-GEAR	0,0218	0,6562		0,1048
EMB145	D	ZERO	0,0210	0,0302		0,0691
EMB14L	A	D-22			0,6836	0,1291
EMB14L	D	9		0,6503	0,0050	0,083
EMB14L	D	9-GEAR	0,0212	0,6562		0,083
EMB14L	D	D-45	0,0212	0,6811		0,1809
EMB14L	D	ZERO		0,0011		0,0694
EMB170	D	1	0,015720	0,579870		0,076830
EMB170	A	FULL	0,013720	0,377070	0,498900	0,145550
EMB170	D	ZERO			0,170700	0,066180
EMB175	D	1	0,015900	0,578990		0,077300
EMB175	A	FULL	0,012700	0,570770	0,498200	0,145800
EMB175	D	ZERO			0,190200	0,066000
EMB190	D	1	0,012300	0,494610		0,082600
EMB190	A	FULL	0,012000	0,1010	0,434400	0,137100
EMB190	D	ZERO			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0,066400
EMB195	D	1	0,012200	0,494520		0,083100
EMB195	A	FULL	1,1	-,	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	ТО	0,0122	0,5162		0,0683
F10062	D	ZERO				0,0683
F10065	A	D-42			0,4731	0,1565
F10065	A	U-INT			1	0,1129
F10065	D	INT2				0,0911
F10065	D	ТО	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

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	-	D. ITTO				0.1022
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

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	ТО	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

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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

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MD82	D	11	0,009248	0,4236		0,07969
MD82	D	INT1	0,007240	0,4230		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	0,009207	0,420210		0,065
MD82	D	T ZERO				0,063
	D	ZERO				
MD82			0.000201	0.4227		0,06643
MD83	D	11 DIT1	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

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Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

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

ACI	TDEs o														a <b>ltute</b> ral
		Тур	e oi Eng		scat	eg(dby)	(lb)		a <b>mg</b> a Lev		pter	Para			ct <b>Dir</b> ectivity s Identifier
			25	11103				(ft)	Stat				ID	ID	
									Thr	ust					
									(lb)						
1900	Beec	hTurbo	prop	Large	Com	ml <b>G</b> rcia	all 4	1	3	1	PT6A	<b>67</b> NT	213	109	Prop
	1900	D/				950	940	696	367			(lb)			_
	PT6A	<b>\</b> 67													

707	Boei 707- JT3C	120/	4	Heav	yCom:	n <b>3€12</b> ia 400	all 88 900	6 682	10 120	1	JT4A	CNT (lb)	208	107	Wing
7071	2 <b>B</b> oei 707- JT3E	120B/	4	Heav	yCom:	n <b>3€12</b> ia 400	all 88 900	6 893	14 850	1	JT3D	CNT (lb)	208	107	Wing
7073	2 <b>B</b> oei 707-: JT3E	320B/	4	Heav	yCom:	m3e3r4€ia 000	a247 000	5 622	19 000	1	JT3D	CNT (lb)	208	107	Wing
707Q		n <b>J</b> et 320B/ 2-7QN	4	Heav	yCom:	n364€ia 000	a247 000	5 622	19 000	2	JT3D	QNT (lb)	208	106	Wing
7172	0 <b>B</b> oei 717-2 BR 715		2	Large	Com	nl <b>e</b> rbia 000	all 10 000	4 600	18 000	3	BR7	©NT (lb)	203	105	Fuselage
720	Boei 720/ JT3C		4	Large	eCom	n <b>a≙n</b> &ia 500	all 55 600	4 871	10 120	1	JT4A	CNT (lb)	208	107	Wing
720B	Boei 720E JT3E	3/	4	Large	Com	n <b>2∂r4</b> eia 000	all 75 000	5 717	18 000	1	JT3D	CNT (lb)	208	107	Wing
7271	0 <b>B</b> oei 727- JT8E	100/	3	Large	Com	nl <b>€r</b> &ia 500	all 42 500	4 867	14 000	1	3JT8	DCNT (lb)	201	101	Fuselage
7272	0 <b>B</b> oei 727-2 JT8E	200/	3	Large	Com	n <b>2dr©</b> ia 600	all 63 300	5 571	11 895	1	3JT8	DCNT (lb)	201	101	Fuselage
727D	<b>B</b> oei 727-2 JT8E	200/	3	Large	Com	n <b>261&amp;</b> ia 000	all 69 000	4 922	15 500	1	3JT8	DCNT (lb)	201	101	Fuselage
727D	<b>B</b> oei 727-2 JT8E	200/	3	Large	Com	n <b>261&amp;</b> ia 000	all 69 000	5 444	16 000	2	3JT8	DOONT (lb)	201	101	Fuselage
727E	MED 727- JT8D	100/	3	Largo	Com	nl <b>&amp;</b> @ia 500	all 42 500	4 867	14 000	3	3JT8	H7NT (lb)	201	101	Fuselage
727E	<b>МЕ</b> D 727-2 JT8E	200/	3	Large	Com	n <b>261&amp;</b> ia 000	all 69 000	4 922	15 500	3	3JT8	KSNT (lb)	201	101	Fuselage
727Q	<b>B</b> oei 727-2 JT8E		3 N	Large	Com	n <b>2€1&amp;</b> ia 000	all 69 000	4 922	15 500	2	3JT8	DONT (lb)	201	101	Fuselage

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	ein <b>g</b> et -100/ D-7QN	3	Large	eCom:	n <b>l€r</b> %ia 500	all 42 500	4 867	14 000	2	3JT8	DONT (lb)	201	101	Fuselage
727Q <b>9</b> 06 727		3	Large	eCom	ml <del>O</del> rbia 000	all 60 000	5 444	14 500	2	3JT8	DOONT (lb)	201	101	Fuselage
727QEUPS 727 220 250	-100	3	Large	eCom:	n1 <b>69</b> ia 000	all 42 500	4 448	15 380	3	TAY	6 <b>EN</b> T (lb)	201	101	Fuselage
737	ein <b>g</b> et / D-9	2	Large	eCom:	n <b>l€1%</b> ia 000	a98 000	3 900	14 500	1	2JT8	<b>DOWN</b> T (lb)	201	101	Wing
	ein <b>s</b> et -300/ M56-3E	2 3-1	Large	Com	ท <b>1&amp;ห</b> ระเล 000	all 14 000	4 580	20 000	3	CFM	<b>56N</b> T (lb)	202	102	Wing
	ein <b>§</b> et -300/ M56-3E	2 3-2	Large	eCom:	nl&⊗ia 500	all 14 000	4 580	22 000	3	CFM	568T (lb)	202	102	Wing
	ein <b>§</b> et -400/ M56-30	2 C-1	Large	Com	nl <b>&amp;0</b> ia 000	all 24 000	5 062	23 500	3	CFM	<b>568</b> T (lb)	202	102	Wing
	ein <b>g</b> et -500/ M56-30	2 C-1	Large	eCom:	nlensia 500	all 11 000	4 551	20 000	3	CFM	<b>568</b> T (lb)	202	102	Wing
	ein <b>g</b> et -700/ M56-7E	2 324	Large	eCom:	nd <b>€r4</b> ia 500	all 29 200	4 445	24 000	3	CF56	TBNT (lb)	203	104	Wing
	ein <b>g</b> et -800/ M56-7E	2 326	Large	eCom:	nd <b>∂r4</b> cia 200	all 46 300	5 435	26 300	3	CF56	TBNT (lb)	203	104	Wing
	ein <b>g</b> et -200/ D-17	2	Large	eCom:	n <b>l@r4</b> ia 000	all 07 000	4 244	16 000	2	2JT8	QUNT (lb)	201	101	Wing
JT8 Noi B73 LG	-200/ D-17 dam	2	Large	eCom	nl <b>≙r</b> ¢ia 000	all 07 000	4 244	16 000	3	2JT8	IQNNT (lb)	202	104	Wing
	D-9	2	Large	eCom.	n <b>1€9</b> ia 000	aP8 000	3 900	14 500	3	2JT8	IONNT (lb)	202	104	Wing

	LGW Hushkit													
737Q	NBoein Jet 737/ JT8D-9QN	2	Large	eCom	n <b>l€1%</b> ia 000	a98 000	3 900	14 500	2	2JT8	QUNT (lb)	201	101	Wing
7471	0Boein <u>Jet</u> 747-100/ JT9DBD	4	Heav	yCom:	n <b>78</b> n3cia 000	1516 600	5 727	33 042	2	JT9E	(lb)	209	107	Wing
7471	0 <b>®</b> oein <b>∮</b> et 747-100/ JT9D-7QN	4	Heav	yCom:	n <b>7∂n3</b> cia 000	аБ64 000	6 200	45 500	3	JT9E	EINT (lb)	207	107	Wing
7472	0Boein <u>J</u> et 747-200/ JT9D-7	4	Heav	yCom:	ก <i>ฟิซ</i> ิเซิเล 000	аБ64 000	6 200	45 500	3	JT9E	EINT (lb)	207	107	Wing
7472	0 <b>⅓</b> oein <b>∮</b> et 747-200/ JT9D-7A	4	Heav	yCom:	n <b>7⊗15</b> ia 000	1564 000	6 200	46 300	3	JT9E	TQNT (lb)	207	107	Wing
7472	0 <b>B</b> oein <b>∮</b> et 747-200/ JT9D-7Q	4	Heav	yCom:	n <b>&amp;£1@</b> ia 000	ab30 000	6 200	53 000	3	JT9E	TQNT (lb)	207	107	Wing
7474	0Boein Jet 747-400/ PW4056	4	Heav	yCom:	n&ē/n5cia 000	ab52 000	6 989	56 800	3	PW4	058/T (lb)	207	107	Wing
7478	Boein Let 747-8F/ GEnx-2B6	4 7	Heav	yCom:	n <b>9&amp;7</b> cia 000	al757 000	7 900	68 000	4	GEN	<b>X67</b> T (lb)	205	107	Wing
747S	Boeinget 747SP/ JT9D-7	4	Heav	yCom:	n <b>7€12</b> ia 000	1475 000	5 911	45 500	3	JT9E	EINT (lb)	207	107	Wing
7573	0Boein∳et 757-300/ RB211-535	2 SE4B	Large	Com	n <b>25/15</b> cia 000	a224 000	5 651	43 100	3	RR5	SENT (lb)	203	103	Wing
757P	Woein yet 757-200/ PW2037	2	Large	eCom	n <b>2&amp;15</b> ia 000	a210 000	4 790	38 300	3	PW2	031NT (lb)	203	103	Wing
757R	RBoeinset 757-200/ RB211-535	2 5E4	Large	Com	n <b>2&amp;15</b> ia 000	a210 000	4 640	40 100	3	RR53	SOENT (lb)	203	103	Wing
7673	0Boein <u>Jet</u> 767-300/ PW4060	2	Heav	yCom:	n <b>467</b> cia 000	aB20 000	4 710	60 000	3	2CF6	(lb)	203	103	Wing
7674	0Boein <b>g</b> et 767-400ER CF6-80C21		Heav	yCom	n <b>4&amp;10</b> ia 000	aB40 000	6 000	58 685	3	CF68	(lb)	205	102	Wing

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767C	767-2	200/	2	Heav	yCom	m3dm5cia 500	a270 000	4 700	48 000	3	2CF6	(lb)	203	103	Wing
	CF6-	80A													
767J	767-2		2	Heav	yCom:	m¥rtia 000	a270 000	4 744	48 000	3	2CF6	(lb)	203	103	Wing
7772	0 <b>B</b> oei 777-2 GE90		2	Heav	yCom:	n <b>6516</b> ia 000	a#70 000	4 450	90 000	3	GE90	OCNT (lb)	205	105	Wing
77730	0 <b>B</b> oeir 777-3 Trent 892	300/	2	Heav	yCom	n <b>6&amp;10</b> ia 000	ъ524 000	6 012	77 000	0	TRE	NONET (lb)	203	105	Wing
7773	777-3	n <b>y</b> et 300ER 0-115I		Heav	yCom	n <b>7∂n</b> 5cia 000	000	5 805	115 000	3	GE90	(lb)	204	107	Wing
7878	RBoein 787-8 T100 C/01 Fami Plan Cert	8/ 10-	2	Heav	yCom	15 <b>012</b> ia 500	1B80 000	5 090	70 000	4	TIKI	SENT (lb)	205	103	Wing
A300		)-622F	2	Heav	yCom:	<b>n3∂n&amp;</b> ia 533	aB08 647	4 735	58 000	3	PW4	168/T (lb)	202	103	Wing
A300	A300	<b>)3</b> et )B4-20 50C2	200/	Heav	yComi	n <b>3€r4</b> ia 000	a <b>2</b> 95 000	5 367	52 500	3	2CF6	(lb)	203	103	Wing
A310	A310 GE	u <b>s</b> et )-304/ 80C2/	2	Heav	yCom	n <b>3ek6</b> ia 126	aP73 373	4 682	53 500	3	A310	CNT (lb)	204	103	Wing
A319		-131/	2	Large	Com	n <b>lenc</b> ia 449	all 37 789	4 364	22 000	3	V252	<b>(2X</b> NT) (lb)	205	103	Wing
A320	A320	u <b>s</b> et )-211/ 56-5 <i>A</i>	2	Large	€Com	n <b>l€1%</b> ia 756	all 42 198	4 753	25 000	3	CFM	<b>56N</b> T (lb)	202	103	Wing
A320		)-232/	2	Large	≎Com	nl <b>69</b> ia 756	all 45 505	4 917	26 500	3	V252	(lb)	205	103	Wing

A321	A321 IAE V253 A5	-232/	2	Large	eCom	n <b>l⊕6</b> ia 211	all 66 449	5 587	30 000	3	V253	©NT (lb)	202	103	Wing
A330	A00bi A330 GE CF6- E1A2	)-301/ 80	2	Heav	yComi	n461&ia 400	aB83 604	5 966	67 500	3	CF68	SOENT (lb)	202	102	Wing
A330	A413bi A330 RR Trent 772B	) <b>-</b> 343/	2	Heav	yCom	nosetræia 677	aH12 264	5 512	71 100	3	TRE	NONT (lb)	205	102	Wing
A340		ı <b>s</b> et )-211/ 56-50	4 22	Heav	yCom:	ന് <b>ടി</b> ൻia 200	aB99 036	5 900	31 200	3	CF56	SCNT (lb)	206	107	Wing
A340	A340 RR Trent 556	<b>)-</b> 642/	4	Heav	yCom	n <b>&amp;€14</b> ia 687	383	6 919	56 000	4	TRE	NOINT (lb)	205	102	Wing
A380	A34rbu A380 RR Trent 970	<b>)-</b> 841/	4	Heav	yCom	mercia 254 430	aB62 007	6 752	70 000	4	TRE	NOTOT (lb)	205	105	Wing
A380	<b>-&amp;6</b> bu A380 EA GP72	<b>)-</b> 861/	4	Heav	yCom	ntercia 254 430	1862 007	6 837	70 000	4	GP72	2 <b>70N</b> T (lb)	206	105	Wing
BAC	IBAC 111/ SPEY MK5		2	Large	Com	n&⊕rcia 600	a82 000	4 449	11 400	2	2JT8	ICNT (lb)	201	101	Fuselage
BAE	1 <b>B6</b> \te 146-2 ALF:		4 5	Large	eCom	n <b>9&amp;</b> rcia 000	aB1 000	3 770	6 970	3	AL50	OEINT (lb)	206	108	Wing
BAE	3 <b>B</b> Øve 146-3 ALF:		4 5	Large	Com	n <b>9∂</b> rcia 500	a84 500	3 960	6 970	3	AL50	OLINT (lb)	206	108	Wing
BEC	5RPytl BAR 58P/ TS10 L		n2	Smal	lGene Aviat		6 100	2 733	779	0	TSIC	\$2NT (% of Max	215	109	Prop

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											Statio			
CIT3 Cessor Citati III/ TFE7	on	2 100S	Large	eGene Aviat		17 000	2 770	3 650	3	TF73	13NT (lb)	216	113	Fuselage
CL60©anac CL-60 ALF5	00/	2	Large	eGene Aviat		33 000	3 300	7 500	3	AL50	<b>)21</b> NT (lb)	216	113	Fuselage
CL60 Canad CL-60 CF34	01/	2	Large	eGene Aviat		36 000	3 550	9 220	3	CF34	CNT (lb)	216	113	Fuselage
CNA 1728sn 172R Lycon IO-36 L2A	/ ning	nl	Smal	lGene Aviat		2 450	1 695	436	0	IO36	OENT (% of Max Statio	<b>;</b>	109	Prop
CNA 182ssn 182H Conti O-470 R	/ nental		Smal	lGene Aviat		2 800	1 544	965	2	O470	RCNT (lb)	215	113	Prop
CNA <b>206</b> ssn 206H Lycor IO-54 AC	/ ning	nl	Smal	lGene Aviat		3 600	1 880	798	0	IO54	Other (RPN		109	Prop
CNA 208ssn 208/ PT6A		oprop	Smal	lGene Aviat		8 500	1 740	2 300	3	PT6A	ACNT (lb)	210	109	Prop
CNA 2045sm T206 Lycor TIO-5 AJ1A	H/ ming 540-	n1	Smal	lGene Aviat		3 600	1 880	825	0	TIO5	40ther (RPN		109	Prop
CNA42dssn CON0 II / TPE3	QUES		Smal	lCom	900	аР 400	1 939	1 535	0	TPE3	©NT (% of Max Statio	<b>;</b>	111	Prop
CNA 500 ess n Citati II/ JT15I	on	2	Large	eGene Aviat		14 000	3 050	2 500	3	JT15	<b>DU</b> NT (lb)	216	113	Fuselage

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CNA	Mustang Model 510/ PW615F	2	Smal	lCom	n&ercia 645	al7 200	3 010	1 466	0	PW6	16NT (lb)	203	113	Fuselage
CNA	526@nJaet Citation CJ4 525C / FJ44-4A	2	Smal	lCom	nt <b>e</b> rcia 950	all 5 500	3 010	3 600	4	FJ44	∙€NT (lb)	235	136	Fuselage
CNA	550 Citation Bravo/ PW530A	2	Large	eGene Aviat		13 500	3 010	2 863	0	PW5	<b>30N</b> T (lb)	203	113	Fuselage
CNA	56043 natet Citation Encore 560/ PW535A	2	Smal	lCom	nlercia 300	all 3 680	3 000	3 313	3	2PW	<b>563</b> NT (lb)	238	138	Fuselage
CNA	36043n het Citation Ultra 560/ JT15D-5D	2	Smal	lCom	<b>dercia</b> 300	all 3 680	2 700	3 029	3	2J15:	ONT (lb)	237	113	Fuselage
CNA	3603414et Citation Excel 560/ PW545A	2	Smal	lCom	<b>n2e</b> rcia 000	all 6 830	3 000	3 824	3	PW5	45 NT (lb)	238	137	Fuselage
CNA	680sspalet Citation Sovereign 680/ PW306C	2	Smal	lCom	n <b>3e</b> rcia 000	a24 390	3 010	5 749	3	PW3	0613T (lb)	236	136	Fuselage
CNA	750ssnået Citation X/ Rolls Royce Allison AE3007C	2	Large	eGene Aviat		31 800	3 500	6 407	3	AE30	OCONT (lb)	202	105	Fuselage
CON	CRincolate/ OLY 593	4	Heav	yCom:	n <b>4€0©</b> ia 000	1245 000	10 600	38 100	0	OLY	5 <b>93</b> NT (lb)	206	106	Wing
CRJ9 ER	Bomb <b>æt</b> lie CL-600-2D		Large	eCom	n&≙rcia 500	al73 500	5 779	13 525	3	CF34	(lb)	216	113	Fuselage

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	CL-600-2I CF34-8C5													
CRJ9 LR	Bomb <b>let</b> die CL-600-2I CL-600-2I CF34-8C5	)15/ )24/	Large	eCom:	n&ercia 500	al75 100	5 680	13 525	3	CF34	(lb)	216	113	Fuselage
CVR	580nvafurb CV-580/ ALL 501- D15	ортор	Large	eCom	n Sercia 000	a52 000	4 256	8 100	0	501D	OCINT (% of Max Statio	;	112	Prop
DC10	OMCDolettel Douglas DC10-10/ CF6-6D	13	Heav	yCom:	n4&15cia 000	aB63 000	5 820	40 000	3	CF66	DNT (lb)	203	101	Wing
DC10	OMOCDolettel Douglas DC10-30/ CF6-50C2		Heav	yCom:	n5€12cia 000	1403 000	5 418	53 200	3	CF66	DNT (lb)	203	101	Wing
DC10	040cDolenel Douglas DC10-40/ JT9D-20	13	Heav	yCom:	ന് <del>ട്ര</del> ങ്ങ് 000	1403 000	6 020	49 400	3	CF66	<b>ID</b> NT (lb)	203	101	Wing
DC3	Douglisto DC-3/ R1820-86	n2	Large	eCom	n2⊗rcia 000	a24 500	2 222	3 120	0	2R28	00NT (% of Max Statio	;	110	Prop
DC6	Douglisto DC-6/ R2800- CB17	n4	Large	eCom	<b>106</b> ia	aP5 000	3 010	4 180	0	4R28	00NT (% of Max Statio	;	110	Prop
DC82	2Douglast DC-8-20/ JT4A	4	Heav	yCom:	n3dr©ia 600	all 94 400	6 527	11 850	1	JT4A	CNT (lb)	208	107	Wing
DC8	Douglest DC-8-50/ JT3D-3B	4	Heav	yCom:	ന് <del>ളിട</del> ്ട്: 000	a240 000	5 400	18 000	1	JT3D	CNT (lb)	208	107	Wing
DC8	6 <b>D</b> ougl <b>kst</b> DC-8-60/ JT3D-7	4	Heav	yCom:	ൻ <b>ർ</b> ർവ 000	a275 000	5 310	19 000	1	JT3D	CNT (lb)	208	107	Wing

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DC87 <b>D</b> oug DC-8 CFM	-70/	4 :-5	Heav	yCom:	n <b>3€15</b> 0ia 000	a258 000	6 500	22 000	3	CFM	562NT (lb)	206	106	Wing
DC8QDbug DC-8 JT8D	-60/	4	Heav	yCom:	n <b>3€n</b> €ii 000	a275 000	5 310	19 000	2	JT3E	<b>Q</b> NT (lb)	208	106	Wing
DC91McDo Doug DC-9 JT8D	las -10/	2	Large	eCom:	n <b>9e</b> rcia 700	aB1 700	5 030	14 000	1	2JT8	ICNT (lb)	201	101	Fuselage
DC93McDo Doug DC-9 JT8D	las -30/	2	Large	eCom	nldr&ia 000	all 02 000	4 680	14 500	1	2JT8	DCNT (lb)	201	101	Fuselage
DC93MWD0 Doug DC-9 JT8D w/ ABS Light hushk	las -30/ -9 weigh		Large	eCom:	nldr&ia 000	all 02 000	4 680	14 500	3	2JT8	<b>DI</b> NT (lb)	201	101	Fuselage
DC95McDo Doug DC-9 JT8D	las -50/	12	Large	eCom:	ml <b>∂</b> rtia 000	all 10 000	4 880	16 000	2	2JT8	DOQNT (lb)	201	101	Fuselage
DC95MND0 Doug DC-9 JT8D w/ ABS Heav hushk	las -50/ 17 yweig		Large	eCom	n <b>l∂r</b> bia 000	all 10 000	4 880	16 000	3	2JT8	IDHNT (lb)	201	101	Fuselage
DC9QMcDo Doug DC-9 JT8D	las -10/		Large	Com	n <b>90</b> rcia 700	aB1 700	5 030	14 000	2	2JT8	DONT (lb)	201	101	Fuselage
DC9Q9IcDo Doug DC-9 JT8D	las -30/		Large	eCom:	nldr&ia 000	all 02 000	4 680	14 500	2	2JT8	DONT (lb)	201	101	Fuselage
DHCDe Havil DASI 6/ PT6A	land H	o≱rop	Smal	lCom	nl∂rcia 500	all 2 300	1 500	2 000	0	PT6A	127NT (% of Max	210	109	Prop

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												Statio Thrus			
DHC	Havi DAS 6/ PT6/ Raisk Quie Prop	HA-27 beck	офгор	Smal	lCom	nlærcia 500	all 2 300	1 500	2 000	0	RAIS	QNT (% of Max Static Thrus	;	109	Prop
DHC	De Havi DAS 7/ PT6A	lland H	o∯rop	Large	eCom	n4dreia 000	aB9 000	2 150	2 850	3	PT6A	A <b>60</b> NT (% of Max Statio	;	112	Prop
DHC	&Bom de Havi DAS 8-100 PW1	lland H )/	<b>n</b> prop	Large	eCom	n <b>3ei</b> rcia 500	aB3 900	3 000	4 750	3	PW1	20NT (% of Max Static	;	112	Prop
DHC	836m de Havi DAS 8-300 PW1	lland H )/	<b>n</b> prop	Large	eCom	n4&rcia	aH2 000	3 500	4 918	3	PW1	20NT (% of Max Statio	:	112	Prop
DO2	2 <b>B</b> orn 228-2 TPE 311-5	202/	o≱rop	Large	eCom	nl&rcia 669	all 3 448	2 375	2 240	3	TPE3	(lb)	216	110	Prop
DO3	2 <b>Ø</b> orn 328- PW1	100/	o≱rop	Large	eCom	n <b>3€</b> rcia 843	167	3 825	6 745	3	PW1	1 <b>90</b> T (lb)	214	109	Prop
ECL	<b>P&amp;F</b> 500/ PW6		2	Smal	lGene Aviat		5 600	2 389	1 031	3	PW6	1 <b>0N</b> T (lb)	201	103	Fuselage
EMB	1200bi 120 ER/ Pratt & Whit PW1	ney	ортор	Large	eCom	<b>n26</b> rcia 433	a25 794	5 571	4 000	3	EPW	1078/T (lb)	213	109	Prop
EMB	<b>I⊈65</b> bi 145 ER/	aet	2	Large	eCom	n4€rcia 420	аН1 230	4 232	7 500	3	AE30	<b>)07</b> NT (lb)	216	113	Fuselage

	Alliso AE30														
EMB	Ethbi 145 LR/ Alliso AE30		2	Large	eCom	mAercia 500	aH2 550	4 232	7 500	3	AE30	(lb)	216	113	Fuselage
EMB	1E7101bi ERJ1	r <b>alet</b> 70-10	2 0	Large	Com	n&2rcia 012	al72 312	4 029	13 800	3	CF34	(lb)	216	113	Wing
EMB	1E765nbı ERJ1	a <b>et</b> 70-20	2 0	Large	Com	n&€rcia 517	174 957	4 130	13 800	3	CF34	(lb)	216	113	Wing
EMB	1E960bi ERJ1	a <b>et</b> 90-10	2 0	Large	eCom	nldr&ia 199	197 003	4 081	18 500	3	CF34	(lb)	205	105	Wing
EMB	1965abı ERJ1	a <b>et</b> 90-20	2 0	Large	Com	nlehteia 280	all 00 972	4 183	18 500	3	CF34	(lb)	205	105	Wing
F100	620kk 100/ TAY 620-1		2	Large	eCom	n9€rcia 000	aB5 500	4 560	13 900	3	TAY	6 <b>20N</b> T (lb)	201	101	Fuselage
F100	650kk 100/ TAY 650-1		2	Large	eCom	n9&arcia 000	aB8 000	4 704	15 100	3	TAY	6 <b>60</b> NT (lb)	201	101	Fuselage
F28N		elet -2000/ 33MK	555	Large	eCom	n65rcia 000	ъБ9 000	3 540	9 850	2	RB18	(lb)	216	104	Fuselage
F28N		elet -4000/ 33MK	555	Large	eCom	n7&rcia 000	ab4 000	3 546	9 900	2	RB18	(lb)	216	104	Fuselage
FAL2	200 assa FALC 20/ CF70		2 -2	Large	eGene Aviat		27 300	2 490	4 500	2	CF70	©NT (lb)	203	113	Fuselage
GII	Gulfs GII/ SPEY 511-8		2	Large	eGene Aviat		58 500	3 200	11 400	2	SPEY	( <b>(E)K</b> T (1b)	216	104	Fuselage
GIIB	Gulfs GIIB GIII - SPEY 511-8	<u> </u>	2	Large	eGene Aviat		58 500	3 250	11 400	2	SPEY	( <b>(a)K</b> T (lb)	216	104	Fuselage
GIV	Gulfs GIV- SP/	s <b>tle</b> am	2	Large	eGene Aviat		66 000	3 190	13 850	3	TAY	3CMT (lb)	203	113	Fuselage

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	TAY   611-8													
GV	Gulfstletam GV/ BR 710	2	Large	eGene Aviat		75 300	2 760	14 750	3	BR7	©NT (lb)	205	105	Fuselage
HS74	84awketurbe Siddeley HS-748/ DART MK532-2	о≱гор	Large	eCom	nakercia 500	aH3 000	3 360	5 150	2	RDA	53NT (% of Max Static	;	110	Prop
IA11	25AI-11126 ASTRA/ TFE731-3A	2 <b>A</b>	Large	eGene Aviat		20 700	3 689	3 700	3	TF73	ISNT (lb)	216	113	Fuselage
L101	ILockhætd Martin L-1011/ RB211-22F	3	Heav	yCom:	n4e3r@ia 000	aB58 000	5 693	42 000	3	RB2	(lb)	203	101	Wing
L101	Il5ockhleetd Martin L-1011-500 RB211-224		Heav	yCom:	n <b>5dr@</b> ia 000	aB68 000	6 800	50 000	3	RB2	(lb)	203	101	Wing
L188	LockhEurbe L-188C/ ALL 501- D13	o∯rop	Large	eCom	ท <b>14า</b> &ia 000	a98 100	4 960	8 000	0	T56A	©NT (% of Max Static	;	112	Prop
LEA	R126arjelet 25/ CJ610-8	2	Large	eGene Aviat		13 500	2 620	2 950	2	CJ61	0CNT (lb)	202	113	Fuselage
LEA	RBéarjelet 36/ TFE731-2	2	Large	Gene Aviat		15 300	3 076	3 500	3	TF73	12NT (lb)	216	113	Fuselage
MD1	IMEDolettell Douglas MD-11/ CF6-80C21		Heav	yCom:	n <b>6&amp;12</b> ia 400	aH33 300	5 131	61 500	3	2CF6	(lb)	203	103	Wing
MD1	IMWDolentell Douglas MD-11/ PW 4460	3	Heav	yCom:	n <b>6&amp;12</b> ia 400	a#33 300	4 681	60 000	3	PW4	460NT (lb)	203	103	Wing
MD8	McDolettel Douglas	2	Large	eCom	m <b>l∉no</b> ia 000		4 860	19 300	3	2JT8	102NT (lb)	204	104	Fuselage

MD-81/ JT8D-209										
MD82McDolentell 2 Douglas MD-82/ JT8D-217A	LargeCommet@ia	all 30 000	4 920	20 900	3	2JT8	102NT (lb)	204	104	Fuselage
MD83McDolentel 2 Douglas MD-83/ JT8D-219	Large Comm <b>60</b> is 000	all 39 500	5 200	21 700	3	2JT8	<b>102</b> NT (lb)	204	104	Fuselage
MD9021&Dolettel 2 Douglas MD-90/ V2525- D5	Large Comm <b>&amp;</b> 600	all 42 000	3 000	25 000	3	V252	CNT (lb)	205	105	Fuselage
MD9021&Dolentel 2 Douglas MD-90/ V2528- D5	Large Commence 000	all 42 000	3 000	28 000	3	V252	CNT (lb)	205	105	Fuselage
MU300IItsubeshi 2 MU300-10 Diamond II/ JT15D-5	Large General Aviation0	13 200	2 800	2 500	3	JT15	IOSNT (lb)	203	113	Fuselage
PA28 Piper Piston1 Warrior PA-28-161/ O-320- D3G	SmallGener21 Aviati325	2 325	1 695	400	0	O320	D3her (RPN		113	Prop
PA30 Piper Piston2 Twin Comanche PA-30/ IO-320- B1A	SmallGeneral Aviati600	3 600	1 654	777	0	IO32	OBNT (lb)	213	113	Prop
PA31 Piper Piston2 Navajo Chieftain PA-31-350/ TIO-5	SmallGeneral Aviation0	7 000	1 850	1 481	0	TIO5	42ther (RPN		109	Prop
PA42 Piper Turboprop PA-42/ PT6A-41	SmallGener <b>al</b> Aviati <b>20</b> 0	10 330	3 300	1 800	3	PT6A	<b>ÆN</b> T (lb)	213	109	Prop
SABR <b>8</b> Jet Sabreliner 80	Large Generaß Aviation	27 290	2 490	3 962	2	CF70	CNT (lb)	203	113	Fuselage

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SD33	Short SD3- PT6A			Large	eCom	n2ercia 900	a22 600	3 650	2 670	3	PT6A	(%) of Max Static	;	109	Prop
SF34	©aab SF34 CT7-	0B/	о≱гор	Large	eCom	n <b>2€</b> rcia 300	126 500	3 470	4 067	3	CT75	CNT (% of Max Statio	;	110	Prop

TABLE I-3

Default approach procedural steps

ACFT	Profile	Hoep	Step	Flap I	DStart	Start	Descer	it Touch	ddDintar	nc&tart
		numbe		. –		deCAS	Angle	Roll	(ft)	Thrust
					(ft)	(kt)	(deg)	(ft)		(% Max thrust)
1900D	DEFAU	шт	Descend	dZERO- A	6 000,0	160,0	3,0			
1900D	DEFAU	<b>1</b> 21	Descend	IZERO- A	3 000,0	160,0	3,0			
1900D	DEFAU	ВГ	Descend	IZERO- A	1 500,0	146,0	3,0			
1900D	DEFAU	ИT	Descend	135-A	1 000,0	118,0	3,0			
1900D	DEFAU	<b>15</b> T	Land	35-A				57,2		
1900D	DEFAU	<b>16</b> T	Deceler	ate		84,0			515,2	40,0
1900D	DEFAU	<b>17</b> Γ	Deceler	ate		10,0			0,0	10,0
707320	DEFAU	ПТ	Descend	IZERO	6 000,0	250,0	3,0			
707320	DEFAU	<b>2</b> T	Descend	114	3 000,0	160,0	3,0			
707320	DEFAU	BL	Descend	dD-25	1 500,0	145,0	3,0			
707320	DEFAU	<b>L</b> T	Descend	dD-40	1 000,0	131,6	3,0			
707320	DEFAU	<b>15</b> T	Land	D-40				410,6		
707320	DEFAU	<b>16</b> T	Deceler	ate		124,9			3 695,4	40,0
707320	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0

707QN	DEFAU	шт	Descend	iZERO	6 000,0	250,0	3,0			
707QN	DEFAU	<b>D</b> T	Descend	114	3 000,0	160,0	3,0			
707QN	DEFAU	BL	Descend	dD-25	1 500,0	145,0	3,0			
707QN	DEFAU	ИТ	Descend	dD-40	1 000,0	131,6	3,0			
707QN	DEFAU	IST	Land	D-40				410,6		
707QN	DEFAU	<b>16</b> T	Deceler	ate		124,9			3 695,4	40,0
707QN	DEFAU	<b>1</b> 77	Deceler	ate		30,0			0,0	10,0
717200	DEFAU	шт	Descend	dA_0U	6 000,0	250,0	3,0			
717200	DEFAU	<b>2</b> T	Descend	ia_18U	3 000,0	190,0	3,0			
717200	DEFAU	BL	Descend	dA_18D	1 500,0	160,0	3,0			
717200	DEFAU	ИТ	Descend	dA_40D	1 000,0	140,0	3,0			
717200	DEFAU	<b>15</b> T	Land	A_40D				318,6		
717200	DEFAU	<b>16</b> T	Deceler	ate		130,0			2 867,4	40,0
717200	DEFAU	<b>I</b> IT	Deceler	ate		30,0			0,0	8,6
720B	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
720B	DEFAU	<b>2</b> T	Descend	120	3 000,0	160,0	3,0			
720B	DEFAU	BL	Descend	dU-30	1 500,0	149,0	3,0			
720B	DEFAU	ИТ	Descend	dD-30	1 000,0	139,0	3,0			
720B	DEFAU	IST T	Land	D-30				419,1		
720B	DEFAU	<b>16</b> T	Deceler	ate		131,9			3 771,9	40,0
720B	DEFAU	<b>I</b> ZT	Deceler	ate		30,0			0,0	10,0
727100	DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
727100	DEFAU	<b>12</b> T	Descend	15	3 000,0	160,0	3,0			

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727100	DEFAU	BL	Descend	dD-25	1 500,0	125,5	3,0			
727100	DEFAU	ИТ	Descend	dD-30	1 000,0	123,2	3,0			
727100	DEFAU	<b>15</b> T	Land	D-30				342,6		
727100	DEFAU	<b>1</b> 6T	Deceler	ate		116,8			3 083,4	40,0
727100	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
727D15	DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
727D15	DEFAU	<b>2</b> T	Descend	d5	3 000,0	160,0	3,0			
727D15	DEFAU	BL	Descend	dD-25	1 500,0	149,6	3,0			
727D15	DEFAU	ИТ	Descend	dD-30	1 000,0	147,6	3,0			
727D15	DEFAU	<b>15</b> T	Land	D-30				347,6		
727D15	DEFAU	<b>16</b> T	Deceler	ate		140,0			3 128,4	40,0
727D15	DEFAU	<b>17</b> Г	Deceler	ate		30,0			0,0	10,0
727D17	DEFAU	шт	Descend	iZERO	6 000,0	250,0	3,0			
727D17	DEFAU	<b>2</b> T	Descend	d5	3 000,0	160,0	3,0			
727D17	DEFAU	BL	Descend	dD-25	1 500,0	149,6	3,0			
727D17	DEFAU	ИТ	Descend	dD-30	1 000,0	147,6	3,0			
727D17	DEFAU	<b>15</b> T	Land	D-30				394,6		
727D17	DEFAU	<b>16</b> T	Deceler	ate		140,0			3 551,4	40,0
727D17	DEFAU	<b>1</b> 77	Deceler	ate		30,0			0,0	10,0
727EM	IDEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
727EM	IDEFAU	<b>12</b> T	Descend	d5	3 000,0	160,0	3,0			
727EM	IDEFAU	BL	Descend	dD-25	1 500,0	125,5	3,0			
727EM	IDEFAU	ML.	Descend	dD-30	1 000,0	123,2	3,0			

727EM	IDEFAU	IST	Land	D-30				342,6		
						11.6.0		342,0		40.0
727EM	1DEFAU	161	Deceler	ate		116,8			3 083,4	40,0
727EM	IDEFAU	<b>1</b> 77	Deceler	ate		30,0			0,0	10,0
727EM	2DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
727EM	2DEFAU	<b>12</b> T	Descend	15	3 000,0	160,0	3,0			
727EM	2DEFAU	ВГ	Descend	dD-25	1 500,0	149,6	3,0			
727EM	2DEFAU	ИT	Descend	dD-30	1 000,0	147,6	3,0			
727EM	2DEFAU	<b>15</b> T	Land	D-30				347,6		
727EM	2DEFAU	<b>16</b> T	Deceler	ate		140,0			3 128,4	40,0
727EM	2DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
727Q15	DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
727Q15	DEFAU	<b>12</b> T	Descend	15	3 000,0	160,0	3,0			
727Q15	DEFAU	BL	Descend	dD-25	1 500,0	149,6	3,0			
727Q15	DEFAU	ИГ	Descend	dD-30	1 000,0	147,6	3,0			
727Q15	DEFAU	<b>15</b> T	Land	D-30				347,6		
727Q15	DEFAU	<b>16</b> T	Deceler	ate		140,0			3 128,4	40,0
727Q15	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
727Q7	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
727Q7	DEFAU	<b>12</b> Γ	Descend	15	3 000,0	160,0	3,0			
727Q7	DEFAU	BL	Descend	dD-25	1 500,0	125,5	3,0			
727Q7	DEFAU	ИT	Descend	dD-30	1 000,0	123,2	3,0			
727Q7	DEFAU	<b>I</b> 5T	Land	D-30				342,6		
727Q7	DEFAU	<b>16</b> T	Deceler	ate		116,8			3 083,4	40,0
727Q7	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0

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727Q9	DEFAU	шт	Descend	iZERO	6 000,0	250,0	3,0			
727Q9	DEFAU	<b>2</b> T	Descend	d5	3 000,0	160,0	3,0			
727Q9	DEFAU	BL	Descend	dD-25	1 500,0	145,4	3,0			
727Q9	DEFAU	ИТ	Descend	dD-30	1 000,0	143,4	3,0			
727Q9	DEFAU	IST	Land	D-30				394,6		
727Q9	DEFAU	<b>16</b> T	Deceler	ate		136,0			3 551,4	40,0
727Q9	DEFAU	ТΓ	Deceler	ate		30,0			0,0	10,0
727QF	DEFAU	ШТ	Descend	dU- ZERO	6 000,0	250,0	3,0			
727QF	DEFAU	<b>2</b> T	Descend	dU-05	3 000,0	160,0	3,0			
727QF	DEFAU	BL	Descend	dD-15	1 500,0	150,0	3,0			
727QF	DEFAU	ИТ	Descend	dD-30	1 000,0	131,0	3,0			
727QF	DEFAU	<b>15</b> T	Land	D-30				363,0		
727QF	DEFAU	<b>16</b> T	Deceler	ate		121,0			2 686,0	40,0
727QF	DEFAU	IZΓ	Deceler	ate		60,0			0,0	10,0
737	DEFAU	ШТ	Descend	dZERO	6 000,0	250,0	3,0			
737	DEFAU	<b>2</b> T	Descend	d5	3 000,0	170,0	3,0			
737	DEFAU	BL	Descend	dD-25	1 500,0	134,5	3,0			
737	DEFAU	ИГ	Descend	dD-30	1 000,0	131,5	3,0			
737	DEFAU	<b>15</b> T	Land	D-30				255,6		
737	DEFAU	<b>16</b> T	Deceler	ate		124,8			2 300,4	40,0
737	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
737300	DEFAU	ШТ	Descend	dZERO	6 000,0	250,0	3,0			
737300	DEFAU	<b>2</b> T	Descend	15	3 000,0	170,0	3,0			

737300	DEFAU	BL	Descend	dD-15	1 500,0	148,6	3,0			
737300	DEFAU	ИТ	Descend	dD-30	1 000,0	139,0	3,0			
737300	DEFAU	15T	Land	D-30				316,8		
737300	DEFAU	<b>16</b> Г	Deceler	ate		131,9			2 851,2	40,0
737300	DEFAU	<b>1</b> 7T	Deceler	ate		30,0			0,0	10,0
7373B2	DEFAU	шт	Descend	iZERO	6 000,0	250,0	3,0			
7373B2	DEFAU	<b>12</b> T	Descend	d5	3 000,0	170,0	3,0			
7373B2	DEFAU	BL	Descend	dD-15	1 500,0	148,6	3,0			
7373B2	DEFAU	ИГ	Descend	dD-30	1 000,0	139,0	3,0			
7373B2	DEFAU	<b>15</b> T	Land	D-30				316,8		
7373B2	DEFAU	<b>16</b> T	Deceler	ate		131,9			2 851,2	40,0
7373B2	DEFAU	<b>1</b> 7T	Deceler	ate		30,0			0,0	10,0
737400	DEFAU	шт	Descend	iZERO	6 000,0	250,0	3,0			
737400	DEFAU	<b>2</b> T	Descend	d5	3 000,0	170,0	3,0			
737400	DEFAU	BL	Descend	dD-15	1 500,0	159,7	3,0			
737400	DEFAU	ИГ	Descend	dD-30	1 000,0	144,9	3,0			
737400	DEFAU	IST	Land	D-30				360,2		
737400	DEFAU	<b>16</b> T	Deceler	ate		137,5			3 241,8	40,0
737400	DEFAU	<b>17</b> T	Deceler	ate		30,0			0,0	10,0
737500	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
737500	DEFAU	<b>12</b> T	Descend	d5	3 000,0	170,0	3,0			
737500	DEFAU	BL	Descend	dD-15	1 500,0	143,4	3,0			
737500	DEFAU	ИТ	Descend	dD-30	1 000,0	135,3	3,0			

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737500	DEFAU	<b>15</b> T	Land	D-30				314,2		
737500	DEFAU	<b>16</b> T	Deceler	ate		128,4			2 827,8	40,0
737500	DEFAU	<b>1</b> 71	Deceler	ate		30,0			0,0	10,0
737700	DEFAU	ШТ	Descend	T_ZER	06 000,0	250,0	3,0			
737700	DEFAU	<b>12</b> Γ	Descend	dT_5	3 000,0	171,0	3,0			
737700	DEFAU	BL	Descend	dA_15	1 500,0	140,0	3,0			
737700	DEFAU	ИГ	Descend	dA_40	1 000,0	133,0	3,0			
737700	DEFAU	<b>15</b> T	Land	A_40				304,7		
737700	DEFAU	<b>16</b> T	Deceler	ate		116,0			2 741,9	40,0
737700	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
737D17	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
737D17	DEFAU	<b>2</b> Γ	Descend	15	3 000,0	170,0	3,0			
737D17	DEFAU	ВГ	Descend	dD-25	1 500,0	140,2	3,0			
737D17	DEFAU	ИT	Descend	dD-30	1 000,0	137,7	3,0			
737D17	DEFAU	<b>I</b> 5T	Land	D-30				286,6		
737D17	DEFAU	<b>16</b> T	Deceler	ate		130,7			2 579,4	40,0
737D17	DEFAU	<b>1</b> 71	Deceler	ate		30,0			0,0	10,0
737N17	DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
737N17	DEFAU	<b>2</b> T	Descend	15	3 000,0	170,0	3,0			
737N17	DEFAU	ВГ	Descend	dD-25	1 500,0	140,2	3,0			
737N17	DEFAU	ИГ	Descend	dD-30	1 000,0	137,7	3,0			
737N17	DEFAU	IST	Land	D-30				286,6		
737N17	DEFAU	<b>16</b> T	Deceler	ate		130,7			2 579,4	40,0
737N17	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0

737N9	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
737N9	DEFAU	<b>12</b> Γ	Descend	15	3 000,0	170,0	3,0			
737N9	DEFAU	BL	Descend	dD-25	1 500,0	134,5	3,0			
737N9	DEFAU	ИГ	Descend	dD-30	1 000,0	131,5	3,0			
737N9	DEFAU	<b>15</b> T	Land	D-30				255,6		
737N9	DEFAU	<b>16</b> T	Deceler	ate		124,8			2 300,4	40,0
737N9	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
737QN	DEFAU	шт	Descend	IZERO	6 000,0	250,0	3,0			
737QN	DEFAU	<b>2</b> T	Descend	d5	3 000,0	170,0	3,0			
737QN	DEFAU	BL	Descend	dD-25	1 500,0	134,5	3,0			
737QN	DEFAU	ИТ	Descend	dD-30	1 000,0	131,5	3,0			
737QN	DEFAU	<b>15</b> T	Land	D-30				255,6		
737QN	DEFAU	<b>16</b> T	Deceler	ate		124,8			2 300,4	40,0
737QN	DEFAU	<b>17</b> Г	Deceler	ate		30,0			0,0	10,0
74710Q	DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
74710Q	DEFAU	<b>12</b> T	Descend	d10	3 000,0	160,0	3,0			
74710Q	DEFAU	BL	Descend	dD-20	1 500,0	155,0	3,0			
74710Q	DEFAU	ИГ	Descend	dD-30	1 000,0	144,0	3,0			
74710Q	DEFAU	<b>15</b> T	Land	D-30				462,6		
74710Q	DEFAU	<b>16</b> T	Deceler	ate		136,6			4 163,4	10,0
74710Q	DEFAU	<b>17</b> Г	Deceler	ate		30,0			0,0	10,0
747200	DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
747200	DEFAU	<b>12</b> Γ	Descend	110	3 000,0	160,0	3,0			

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747200	DEFAU	BL	Descend	dD-20	1 500,0	155,0	3,0			
747200	DEFAU	ИТ	Descend	dD-30	1 000,0	144,0	3,0			
747200	DEFAU	<b>15</b> T	Land	D-30				462,6		
747200	DEFAU	<b>16</b> T	Deceler	ate		136,6			4 163,4	10,0
747200	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
74720A	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
74720A	DEFAU	<b>12</b> Γ	Descend	110	3 000,0	163,7	3,0			
74720A	DEFAU	BL	Descend	dD-25	1 500,0	150,0	3,0			
74720A	DEFAU	ИТ	Descend	dD-30	1 000,0	143,7	3,0			
74720A	DEFAU	<b>15</b> T	Land	D-30				462,6		
74720A	DEFAU	<b>16</b> T	Deceler	ate		136,3			4 163,4	10,0
74720A	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
74720B	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
74720B	DEFAU	<b>12</b> Γ	Descend	110	3 000,0	171,9	3,0			
74720B	DEFAU	BL	Descend	dD-25	1 500,0	158,5	3,0			
74720B	DEFAU	ИГ	Descend	dD-30	1 000,0	151,9	3,0			
74720B	DEFAU	<b>15</b> T	Land	D-30				462,6		
74720B	DEFAU	<b>16</b> T	Deceler	ate		144,1			4 163,4	10,0
74720B	DEFAU	<b>1</b> 7	Deceler	ate		30,0			0,0	10,0
747400	DEFAU	ШТ	Descend	d5	6 000,0	250,0	3,0			
747400	DEFAU	<b>2</b> T	Descend	110	3 000,0	175,4	3,0			
747400	DEFAU	BL	Descend	dD-25	1 500,0	161,4	3,0			
747400	DEFAU	ИГ	Descend	dD-30	1 000,0	155,4	3,0			

747400	DEFAU	<b>15</b> T	Land	D-30				533,6		
747400	DEFAU	<b>16</b> T	Deceler	ate		147,5			4 802,4	10,0
747400	DEFAU	<b>1</b> 77	Deceler	ate		30,0			0,0	10,0
7478	DEFAU	ШТ	Descend	d-Idle	6 000,0	278,8	3,0			
7478	DEFAU	<b>12</b> T	Level- Idle		3 000,0	279,5			30 000,0	
7478	DEFAU	ВГ	Level- Idle		3 000,0	218,3			10 000,0	
7478	DEFAU	ИГ	Level- Idle		3 000,0	186,1			3 050,0	
7478	DEFAU	151	Level- Idle		3 000,0	174,6			4 500,0	
7478	DEFAU	<b>16</b> T	Level	F_10	3 000,0	162,3			2 069,0	
7478	DEFAU	<b>17</b> Γ	Descend	dF_30	3 000,0	157,4	3,0			
7478	DEFAU	<b>I</b> 8T	Land	F_30				615,6		
7478	DEFAU	191	Deceler	ate		150,4			5 540,4	10,0
7478	DEFAU	1170	Deceler	ate		30,0			0,0	10,0
747SP	DEFAU	шт	Descend	IZERO	6 000,0	250,0	3,0			
747SP	DEFAU	<b>12</b> T	Descend	d10	3 000,0	160,0	3,0			
747SP	DEFAU	BL	Descend	dD-20	1 500,0	141,5	3,0			
747SP	DEFAU	ИΓ	Descend	dD-30	1 000,0	132,4	3,0			
747SP	DEFAU	БТ	Land	D-30				436,6		
747SP	DEFAU	<b>16</b> T	Deceler	ate		125,6			3 929,4	10,0
747SP	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
757PW	DEFAU	шт	Descend	IZERO	6 000,0	250,0	3,0			
757PW	DEFAU	<b>12</b> Γ	Descend	15	3 000,0	160,0	3,0			
757PW	DEFAU	ВГ	Descend	dD-25	1 500,0	136,5	3,0			

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757PW	DEFAU	ИТ	Descend	dD-30	1 000,0	134,2	3,0			
757PW	DEFAU	<b>15</b> T	Land	D-30				335,7		
757PW	DEFAU	<b>1</b> 6T	Deceler	ate		127,3			3 021,3	40,0
757PW	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
757RR	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
757RR	DEFAU	<b>12</b> T	Descend	<b>1</b> 5	3 000,0	160,0	3,0			
757RR	DEFAU	BL	Descend	dD-25	1 500,0	136,7	3,0			
757RR	DEFAU	ИT	Descend	dD-30	1 000,0	134,7	3,0			
757RR	DEFAU	<b>15</b> T	Land	D-30				322,2		
757RR	DEFAU	<b>16</b> T	Deceler	ate		127,8			2 899,8	40,0
757RR	DEFAU	<b>1</b> 77	Deceler	ate		30,0			0,0	10,0
767300	DEFAU	шт	Descend	IZERO	6 000,0	250,0	3,0			
767300	DEFAU	<b>12</b> T	Descend	d5	3 000,0	167,0	3,0			
767300	DEFAU	BL	Descend	dD-25	1 500,0	141,0	3,0			
767300	DEFAU	ИГ	Descend	dD-30	1 000,0	137,1	3,0			
767300	DEFAU	<b>15</b> T	Land	D-30				328,5		
767300	DEFAU	<b>16</b> T	Deceler	ate		130,1			2 956,5	10,0
767300	DEFAU	<b>17</b> T	Deceler	ate		30,0			0,0	10,0
767CF6	DEFAU	шт	Descend	<b>d</b> 1	6 000,0	250,0	3,0			
767CF6	DEFAU	<b>12</b> T	Descend	d5	3 000,0	168,5	3,0			
767CF6	DEFAU	BL	Descend	dD-25	1 500,0	143,0	3,0			
767CF6	DEFAU	<b>M</b> T	Descend	dD-30	1 000,0	138,5	3,0			
767CF6	DEFAU	IST	Land	D-30				327,6		

767CF6	DEFAU	<b>16</b> T	Deceler	ate		131,4			2 948,4	10,0
767CF6	DEFAU	<b>1</b> 71	Deceler	ate		30,0			0,0	10,0
767JT9	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
767JT9	DEFAU	<b>2</b> Γ	Descend	d5	3 000,0	168,5	3,0			
767JT9	DEFAU	BL	Descend	dD-25	1 500,0	143,0	3,0			
767JT9	DEFAU	ИГ	Descend	dD-30	1 000,0	138,5	3,0			
767JT9	DEFAU	<b>15</b> T	Land	D-30				331,6		
767JT9	DEFAU	<b>16</b> T	Deceler	ate		131,4			2 984,4	10,0
767JT9	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
7773ER	DEFAU	ШТ	Descend	d-Idle	6 000,0	249,9	3,0			
7773ER	DEFAU	<b>12</b> T	Level- Idle		3 000,0	249,9			20 776,0	
7773ER	DEFAU	ВГ	Level- Idle		3 000,0	210,6			10 088,0	
7773ER	DEFAU	ИГ	Level- Idle		3 000,0	185,4			5 926,0	
7773ER	DEFAU	ТБГ	Descend Idle	d-	3 000,0	170,4	3,0			
7773ER	DEFAU	<b>16</b> T	Descend	dF_30	2 700,0	147,8	3,0			
7773ER	DEFAU	<b>17</b> Γ	Land	F_30				427,1		
7773ER	DEFAU	181	Deceler	ate		140,8			3 843,5	10,0
7773ER	DEFAU	<b>19</b> T	Deceler	ate		30,0			0,0	10,0
7878R	DEFAU	ШТ	Descend Idle	d-	6 000,0	249,0	3,0			
7878R	DEFAU	<b>2</b> T	Level- Idle		3 000,0	249,5			20 950,0	
7878R	DEFAU	BL	Level- Idle		3 000,0	214,3			10 000,0	
7878R	DEFAU	ИТ	Level- Idle		3 000,0	178,9			5 000,0	

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7878R	DEFAU	БТ	Descend	d-Idle	3 000,0	157,0	3,0			
7878R	DEFAU	<b>16</b> T	Descend	dFLAP3	02 725,0	142,3	3,0			
7878R	DEFAU	<b>1</b> 7	Land	FLAP3	0			362,7		
7878R	DEFAU	IST	Deceler	ate		135,3			3 264,3	10,0
7878R	DEFAU	<b>19</b> T	Deceler	ate		30,0			0,0	10,0
A300-6	2 <b>DI</b> EFAU	ШТ	Descend	d-Idle	6 000,0	250,0	3,3			
A300-6	2 <b>DIR</b> FAU	<b>2</b> T	Level- Idle		3 000,0	250,0			14 583,3	
A300-6	<b>2DR</b> FAU	ВГ	Level- Idle		3 000,0	210,9			7 398,3	
A300-6	2 <b>DIR</b> FAU	ИГ	Descend	d-Idle	3 000,0	185,1	3,0			
A300-6	2 <b>DI</b> EFAU	БТ	Descend	d-Idle	2 417,0	175,9	3,0			
A300-6	2 <b>DIR</b> FAU	<b>16</b> T	Descend	d-Idle	1 818,0	149,0	3,0			
A300-6	<b>2DIE</b> FAU	IZΓ	Descend	FULL_	DI 615,0	133,5	3,0			
A300-6	2DRFAU	<b>18</b> T	Descend	FULL_	D <b>5</b> 0,0	133,5	3,0			
A300-6	2 <b>DR</b> FAU	<b>19</b> T	Land	FULL_	D			305,3		
A300-6	2 <b>DIR</b> FAU	1170	Deceler	ate		130,5			2 747,8	10,0
A300-6	2 <b>DR</b> FAU	ШТ	Deceler	ate		30,0			0,0	10,0
A300B	4 <b>12Ð</b> FAU	ПТ	Descend	dZERO	6 000,0	250,0	3,0			
A300B	4 <b>12Ð</b> FAU	27	Descend	<b>1</b> 1	3 000,0	158,5	3,0			
A300B4	4 <b>12Ð</b> FAU	ВГ	Descend	dD-15	1 500,0	148,5	3,0			
A300B4	4 <b>12Ð</b> FAU	ИГ	Descend	dD-25	1 000,0	140,0	3,0			
A300B	<b>41213</b> FAU	IST T	Land	D-25				387,6		
A300B	4 <b>12Ð</b> FAU	<b>16</b> T	Deceler	ate		132,8			3 488,4	40,0
A300B	<b>412Ð</b> FAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0

A310-3	0 <b>⊅</b> EFAU	ШТ	Descend	d-Idle	6 000,0	250,0	3,2			
A310-3	O <b>⊅</b> EFAU	<b>2</b> T	Level- Idle		3 000,0	250,0			14 609,6	
A310-3	O <b>⊅</b> EFAU	BL	Level- Idle		3 000,0	211,6			8 736,9	
A310-3	O <b>⊅</b> EFAU	ИГ	Descend	d-Idle	3 000,0	180,6	3,0			
A310-3	O <b>⊅</b> EFAU	15T	Descend	d-Idle	2 551,0	169,3	3,0			
A310-3	O <b>⊅</b> EFAU	<b>16</b> T	Descend	d-Idle	2 147,0	148,0	3,0			
A310-3	O <b>D</b> EFAU	IZΓ	Descend	dFULL_	000,0	134,6	3,0			
A310-3	0 <b>⊉</b> EFAU	<b>I</b> 8T	Descend	FULL_	D\$0,0	134,6	3,0			
A310-3	O <b>₽</b> EFAU	<b>19</b> T	Land	FULL_	D			302,9		
A310-3	O <b>⊅</b> EFAU	1170	Deceler	ate		131,6			2 726,6	10,0
A310-3	0 <b>₽</b> EFAU	ШТ	Deceler	ate		30,0			0,0	10,0
A319-1	3DEFAU	ПТ	Descend	d-Idle	6 000,0	250,0	3,1			
A319-1	3DEFAU	27	Level- Idle		3 000,0	250,0			19 940,9	
A319-1	3DEFAU	ВГ	Level- Idle		3 000,0	197,5			4 813,0	
A319-1	3 <b>D</b> EFAU	ИГ	Descend	d-Idle	3 000,0	181,4	3,0			
A319-1	3DEFAU	151	Descend	d-Idle	2 610,0	167,7	3,0			
A319-1	3 <b>D</b> EFAU	<b>16</b> T	Descend	d-Idle	2 114,0	138,4	3,0			
A319-1	3DEFAU	IZΓ	Descend	ifull_	DI 971,0	125,3	3,0			
A319-1	3DEFAU	<b>I</b> 8T	Descend	FULL_	D\$0,0	125,3	3,0			
A319-1	3DEFAU	191	Land	FULL_	D			152,3		
A319-1	3DEFAU	ПО	Deceler	ate		122,3			1 370,6	40,0
A319-1	3DEFAU	ПТ	Deceler	ate		30,0			0,0	10,0
A320-2	1DEFAU	ПТ	Descend	d-Idle	6 000,0	250,0	3,5			

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A320-2	1DEFAU	<b>12</b> Γ	Level- Idle		3 000,0	250,0			16 811,0	
A320-2	1DEFAU	ВГ	Level- Idle		3 000,0	201,1			5 547,9	
A320-2	1DEFAU	ИГ	Descend	l-Idle	3 000,0	182,2	3,0			
A320-2	1DEFAU	<b>15</b> T	Descend	d-Idle	2 614,0	173,7	3,0			
A320-2	1 <b>D</b> EFAU	<b>16</b> T	Descend	d-Idle	1 942,0	141,0	3,0			
A320-2	1DEFAU	<b>1</b> 7Γ	Descend	FULL_	DI 823,0	132,6	3,0			
A320-2	1 <b>D</b> EFAU	<b>I</b> 8T	Descend	FULL_	<b>D</b> 50,0	132,6	3,0			
A320-2	1 <b>D</b> EFAU	<b>19</b> T	Land	FULL_	D			303,5		
A320-2	1 <b>D</b> EFAU	ПО	Deceler	ate		129,6			2 731,6	40,0
A320-2	1 <b>D</b> EFAU	ПТ	Deceler	ate		30,0			0,0	10,0
A320-2	3 <b>D</b> EFAU	ШТ	Descend	d-Idle	6 000,0	250,0	2,8			
A320-2	3 <b>D</b> EFAU	<b>12</b> T	Level- Idle		3 000,0	250,0			20 003,3	
A320-2	3 <b>D</b> EFAU	ВГ	Level- Idle		3 000,0	198,7			4 629,3	
A320-2	3 <b>D</b> EFAU	ИГ	Descend	l-Idle	3 000,0	183,5	3,0			
A320-2	3 <b>D</b> EFAU	ъг	Descend	d-Idle	2 613,0	172,8	3,0			
A320-2	3 <b>D</b> EFAU	<b>16</b> T	Descend	d-Idle	2 033,0	142,2	3,0			
A320-2	3 <b>D</b> EFAU	<b>1</b> 7Γ	Descend	FULL_	DI 819,0	133,8	3,0			
A320-2	3 <b>D</b> EFAU	<b>I</b> 8T	Descend	FULL_	D\$0,0	133,8	3,0			
A320-2	3 <b>D</b> EFAU	<b>19</b> T	Land	FULL_	D			311,0		
A320-2	3 <b>D</b> EFAU	1170	Deceler	ate		130,8			2 799,4	40,0
A320-2	3 <b>D</b> EFAU	ПТ	Deceler	ate		30,0			0,0	10,0
A321-2	3 <b>D</b> EFAU	ШТ	Descend	d-Idle	6 000,0	250,0	3,1			
A321-2	3 <b>D</b> EFAU	<b>12</b> 1	Level- Idle		3 000,0	250,0			14 717,8	

A321-23DEFA	AUBT	Level- Idle		3 000,0	211,2			6 135,2	
A321-23DEFA	AUMT	Descend	d-Idle	3 000,0	191,6	3,0			
A321-23DEFA	AUI5T	Descend	d-Idle	2 530,0	175,2	3,0			
A321-23DEFA	AUI6T	Descend	d-Idle	2 133,0	149,8	3,0			
A321-23DEFA	AUIZT	Descend	iFULL_	003,0	138,5	3,0			
A321-23DEFA	AUIST	Descend	FULL_	D <b>5</b> 0,0	138,5	3,0			
A321-23DEFA	<b>Л</b> U <b>19</b> Г	Land	FULL_	D			345,2		
A321-23DEFA	AUIID	Deceler	ate		135,5			3 106,8	40,0
A321-23DEFA	AUIIT	Deceler	ate		30,0			0,0	10,0
A330-30DEFA	AUIIT	Descend	d-Idle	6 000,0	250,0	3,1			
A330-30DEFA	AU <b>Z</b> T	Level- Idle		3 000,0	250,0			19 547,2	
A330-30DEFA	AUBT	Level- Idle		3 000,0	200,9			10 029,5	
A330-30DEFA	AUML	Descend	d-Idle	3 000,0	166,0	3,0			
A330-30DEFA	AUI5T	Descend	d-Idle	2 547,0	154,0	3,0			
A330-30DEFA	AUI6T	Descend	d-Idle	2 292,0	140,5	3,0			
A330-30DEFA	AUI <b>7</b> T	Descend	full_	D2 144,0	130,9	3,0			
A330-30DEFA	AUIST	Descend	FULL_	D <b>5</b> 0,0	130,9	3,0			
A330-30DEFA	<b>Л</b> U <b>19</b> Г	Land	FULL_	D			210,4		
A330-30DEFA	AUIIO	Deceler	ate		127,9			1 893,8	10,0
A330-30DEFA	AUIIT	Deceler	ate		30,0			0,0	10,0
A330-34BEFA	AUIIT	Descend	d-Idle	6 000,0	250,0	2,4			
A330-34BEFA	AU <b>Z</b> T	Level- Idle		3 000,0	250,0			20 711,9	
A330-34 <b>B</b> EFA	AUBT	Level- Idle		3 000,0	207,9			11 430,4	

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A330-3	4 <b>B</b> EFAU	ИТ	Descend	d-Idle	3 000,0	174,4	3,0			
A330-3	4 <b>B</b> EFAU	15T	Descend	d-Idle	2 517,0	165,0	3,0			
A330-3	4 <b>B</b> EFAU	<b>16</b> T			2 431,0	161,7	3,0			
A330-3	4 <b>B</b> EFAU	IZΓ	Descend	d-Idle	2 113,0	146,6	3,0			
A330-3	4 <b>B</b> EFAU	IST	Descend	full_	DI 938,0	135,5	3,0			
A330-3	4 <b>B</b> EFAU	<b>19</b> T	Descend	FULL_	<b>D</b> 50,0	135,5	3,0			
A330-3	4 <b>B</b> EFAU	11.00	Land	FULL_	D			378,0		
A330-3	4 <b>B</b> EFAU	11.T	Deceler	ate		132,5			3 402,6	10,0
A330-3	4 <b>B</b> EFAU	1172	Deceler	ate		30,0			0,0	10,0
A340-2	1 <b>D</b> EFAU	ШТ	Descend	d-Idle	6 000,0	250,0	3,3			
A340-2	1 <b>D</b> EFAU	<b>12</b> T	Level- Idle		3 000,0	250,0			14 038,7	
A340-2	1 <b>D</b> EFAU	ВГ	Level- Idle		3 000,0	212,7			10 866,1	
A340-2	1 <b>D</b> EFAU	<b>L</b> T	Descend	d-Idle	3 000,0	175,6	3,0			
A340-2	1 <b>D</b> EFAU	TET	Descend	d-Idle	2 471,0	160,3	3,0			
A340-2	1 <b>D</b> EFAU	<b>16</b> T	Descend	d-Idle	2 336,0	153,8	3,0			
A340-2	1DEFAU	IZΓ	Descend	d-Idle	2 066,0	138,5	3,0			
A340-2	1 <b>D</b> EFAU	IST	Descend	JFULL_	DI 976,0	132,1	3,0			
A340-2	1 <b>D</b> EFAU	191	Descend	FULL_	D <b>5</b> 0,0	132,1	3,0			
A340-2	1 <b>D</b> EFAU	1170	Land	FULL_	D			381,8		
A340-2	1 <b>D</b> EFAU	11.T	Deceler	ate		129,1			3 436,6	10,0
A340-2	1 <b>D</b> EFAU	1172	Deceler	ate		30,0			0,0	10,0
A340-6	4 <b>D</b> EFAU	ШТ	Descend	d-Idle	6 000,0	250,0	2,8			
A340-6	4 <b>D</b> EFAU	<b>D</b> T	Level- Idle		3 000,0	250,0			15 853,0	

A340-6	<b>D</b> EFAU	BL	Level- Idle		3 000,0	212,1			9 839,2	
A340-6	<b>D</b> EFAU	TALL	Descend	l-Idle	3 000,0	188,5	3,0			
A340-64	<b>D</b> EFAU	TST	Descend	l-Idle	2 333,0	178,1	3,0			
A340-6	<b>D</b> EFAU	<b>16</b> T			2 191,0	173,2	3,0			
A340-6	<b>D</b> EFAU	TZT	Descend-Idle		1 805,0	155,5	3,0			
A340-6	<b>D</b> EFAU	TBT	Descend	lFULL_	DI 650,0	147,8	3,0			
A340-6	<b>D</b> EFAU	191	Descend	FULL_	<b>₯</b> 0,0	147,8	3,0			
A340-6	<b>D</b> EFAU	1170	Land	FULL_	D			280,7		
A340-6	<b>D</b> EFAU	ПТ	Deceler	ate		144,8			2 526,5	10,0
A340-6	<b>D</b> EFAU	1172	Deceler	ate		30,0			0,0	10,0
A380-8	IDEFAU	ПТ	Descend	l-Idle	6 000,0	250,0	3,0			
A380-8	IDEFAU	<b>12</b> T	Level- Idle		3 000,0	250,0			18 044,6	
A380-8	<b>ID</b> EFAU	BT	Level	A_1+F	3 000,0				11 893,0	
A380-8	IDEFAU	<b>I</b>	Level- Idle		3 000,0	205,0			9 691,6	
A380-8	IDEFAU	TST	Descend	l-Idle	3 000,0	172,6	3,0			
A380-8	IDEFAU	<b>16</b> T	Descend	l-Idle	2 446,0	161,2	3,0			
A380-8	IDEFAU	TT	Descend	lA_FUL	11 976,0	136,3	3,0			
A380-8	<b>ID</b> EFAU	181	Descend	lA_FUL	L50,0	136,3	3,0			
A380-8	IDEFAU	191	Land	A_FUL	L			636,8		
A380-8	IDEFAU	1170	Deceler	ate		136,3			5 731,3	10,0
A380-8	<b>ID</b> EFAU	11T	Deceler	ate		30,0			0,0	10,0
A380-86	<b>DEFA</b> U	ПТ	Descend	l-Idle	6 000,0	250,0	2,7			
A380-86	DEFAU	<b>12</b> T	Level- Idle		3 000,0	250,0			20 036,1	

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A380-8	SIDEFAU	BL	Level	A_1+F					11	
					000,0				896,0	
A380-8	SIDEFAU	<b>M</b> L	Level- Idle		3 000,0	205,0			10 213,0	
A380-8	SIDEFAU	151	Descend	d-Idle	3 000,0	172,6	3,0			
A380-8	SIDEFAU	<b>16</b> T	Descend	d-Idle	2 445,0	161,2	3,0			
A380-8	SIDEFAU	IZΓ	Descend	iA_FUL	∐ 976,0	136,3	3,0			
A380-8	SIDEFAU	<b>I</b> 8T	Descend	dA_FUL	L50,0	136,3	3,0			
A380-8	SIDEFAU	<b>19</b> T	Land	A_FUL	L			636,8		
A380-8	SIDEFAU	1170	Deceler	ate		136,3			5 731,3	10,0
A380-8	SIDEFAU	ШТ	Decelera	ate		30,0			0,0	10,0
BAC11	DEFAU	ШТ	Descend	dZERO	6 000,0	250,0	3,0			
BAC11	DEFAU	<b>D</b> T	Descend	dINT1	3 000,0	153,3	3,0			
BAC11	DEFAU	ВГ	Descend	dU-INT	1 500,0	143,3	3,0			
BAC11	DEFAU	ИГ	Descend	dD-45	1 000,0	133,3	3,0			
BAC11	DEFAU	IST	Land	D-45				305,0		
BAC11	DEFAU	<b>16</b> T	Deceler	ate		126,5			2 745,0	40,0
BAC11	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
BAE14	6DEFAU	ПТ	Descend	dZERO	6 000,0	250,0	3,0			
BAE14	6DEFAU	<b>D</b> T	Descend	d18	3 000,0	180,0	3,0			
BAE14	6DEFAU	ВГ	Descend	dD-24	1 500,0	166,5	3,0			
BAE14	6DEFAU	ĽГ	Descend	dD-33	1 000,0	123,0	3,0			
BAE14	DEFAU	<b>15</b> T	Land	D-33				243,9		
BAE14	6DEFAU	<b>16</b> T	Deceler	ate		116,7			2 195,1	40,0
BAE14	DEFAU	<b>17</b> Γ	Decelera	ate		30,0			0,0	10,0

BAE300DEFAULT	DescendZERO	6 000,0	250,0	3,0			
BAE300DEFAUIZT	Descend18	3 000,0	180,0	3,0			
BAE300DEFAUBT	DescendD-24	1 500,0	167,0	3,0			
BAE300DEFAUMT	DescendD-33	1 000,0	124,4	3,0			
BAE300DEFAUIST	Land D-33				261,0		
BAE300DEFAUI6T	Decelerate		118,0			2 349,0	40,0
BAE300DEFAUIZI	Decelerate		30,0			0,0	10,0
BEC58PDEFAUIIT	DescendZERO	6 000,0	130,0	5,0			
BEC58PDEFAUZT	DescendTO	3 000,0	119,0	5,0			
BEC58PDEFAUBT	DescendD-15	1 500,0	109,0	5,0			
BEC58PDEFAUMT	DescendD-30	1 000,0	99,0	5,0			
BEC58PDEFAUIST	Land D-30				188,8		
BEC58PDEFAUI6T	Decelerate		93,9			1 699,2	40,0
BEC58PDEFAUIT	Decelerate		30,0			0,0	10,0
BEC58PSTD_3DEG	DescendZERO	6 000,0	130,0	3,0			
BEC58PSTD_3DEG	DescendTO	3 000,0	119,0	3,0			
BEC58PSTD_3DEG	DescendD-15	1 500,0	109,0	3,0			
BEC58PSTD_3DÆG	DescendD-30	1 000,0	99,0	3,0			
BEC58PSTD_3DEG	Land D-30				188,8		
BEC58PSTD_3DEG	Decelerate		93,9			1 699,2	40,0
BEC58PSTD_3DEG	Decelerate		30,0			0,0	10,0
BEC58PSTD_5DEG	DescendZERO	6 000,0	130,0	5,0			
BEC58PSTD_5DEG	DescendTO	3 000,0	119,0	5,0			

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BEC58	PSTD_51	ŒG	Descend	dD-15	1 500,0	109,0	5,0			
BEC58	PSTD_51	ÆG	Descend	dD-30	1 000,0	99,0	5,0			
BEC58	PSTD_51	DEG	Land	D-30				188,8		
BEC58	PSTD_51	ŒG	Deceler	ate		93,9			1 699,2	40,0
BEC58	PSTD_51	DEG	Deceler	ate		30,0			0,0	10,0
CIT3	DEFAU	ШТ	Descend	dZERO	6 000,0	250,0	3,0			
CIT3	DEFAU	<b>2</b> T	Descend	d10	3 000,0	139,5	3,0			
CIT3	DEFAU	BL	Descend	dD- INTR	1 500,0	129,5	3,0			
CIT3	DEFAU	ИГ	Descend	dD-40	1 000,0	119,5	3,0			
CIT3	DEFAU	<b>15</b> T	Land	D-40				153,9		
CIT3	DEFAU	<b>16</b> T	Deceler	ate		113,4			1 385,1	40,0
CIT3	DEFAU	<b>17</b> Г	Deceler	ate		30,0			0,0	10,0
CL600	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
CL600	DEFAU	<b>12</b> T	Descend	d10	3 000,0	152,1	3,0			
CL600	DEFAU	BL	Descend	dD- INTR	1 500,0	142,1	3,0			
CL600	DEFAU	ИТ	Descend	dD-45	1 000,0	132,1	3,0			
CL600	DEFAU	<b>15</b> T	Land	D-45				201,6		
CL600	DEFAU	<b>16</b> T	Deceler	ate		125,3			1 814,4	40,0
CL600	DEFAU	<b>1</b> 71	Deceler	ate		30,0			0,0	10,0
CL601	DEFAU	ШТ	Descend	dZERO	6 000,0	250,0	3,0			
CL601	DEFAU	<b>12</b> T	Descend	110	3 000,0	158,5	3,0			
CL601	DEFAU	BL	Descend	dD- INTR	1 500,0	148,5	3,0			
CL601	DEFAU	ИГ	Descend	dD-45	1 000,0	138,5	3,0			

CL601	DEFAU	<b>15</b> T	Land	D-45				224,1		
CL601	DEFAU	<b>16</b> 1	Deceler	ate		131,4			2 016,9	40,0
CL601	DEFAU	<b>17</b> Г	Deceler	ate		30,0			0,0	10,0
CNA17	2DEFAU	ШТ	Descend	dZERO- D	6 000,0	100,0	3,0			
CNA17	2DEFAU	<b>12</b> T	Descend	IZERO- D	4 000,0	100,0	3,0			
CNA17	2DEFAU	BL	Descend	dZERO- D	3 000,0	80,0	3,0			
CNA17	2DEFAU	ИГ	Descend	110-D	1 000,0	80,0	3,0			
CNA17	2DEFAU	<b>15</b> T	Descend	110-D	600,0	80,0	3,0			
CNA17	2DEFAU	<b>16</b> T	Descend	110-D	500,0	70,0	3,0			
CNA17	2DEFAU	<b>17</b> Γ	Land	10-D				30,0		
CNA17	2DEFAU	<b>I</b> 8T	Deceler	ate		62,0			530,0	10,0
CNA17	2DEFAU	<b>19</b> T	Deceler	ate		10,0			0,0	10,0
CNA18	2DEFAU	ШТ	Descend	dZERO- A	6 000,0	110,0	3,0			
CNA18	2DEFAU	<b>12</b> T	Descend	dZERO- A	4 000,0	90,0	3,0			
CNA18	2DEFAU	BL	Descend	dZERO- A	2 000,0	70,0	3,0			
CNA18	2DEFAU	ИГ	Descend	dF10API	91 000,0	70,0	3,0			
CNA18	2DEFAU	<b>15</b> T	Descend	dF30API	500,0	65,0	3,0			
CNA18	2DEFAU	<b>16</b> T	Land	F30API	•			30,0		
CNA18	2DEFAU	<b>17</b> Γ	Deceler	ate		65,0			560,0	10,0
CNA18	2DEFAU	<b>I</b> 8T	Deceler	ate		10,0			0,0	10,0
CNA20	8DEFAU	ШТ	Descend	dZERO- A	6 000,0	140,0	3,0			
CNA20	8DEFAU	<b>12</b> T	Descend	dZERO- A	4 000,0	124,0	3,0			
CNA20	8DEFAU	ВГ	Descend	dZERO- A	2 000,0	108,0	3,0			
CNA20	8DEFAU	ИГ	Descend	dF30API	91 000,0	100,0	3,0			
CNA20	8DEFAU	<b>15</b> T	Descend	dF30API	500,0	80,0	3,0			
CNA20	8DEFAU	<b>16</b> T	Land	F30API				100,0		

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CNA208DEFAUITT	Decelerate		78,0			815,0	10,0
CNA208DEFAUIST	Decelerate		30,0			0,0	10,0
CNA44 IDEFAUIIT	DescendZERO	6 000,0	160,0	3,0			
CNA44 IDEFAU ZT	DescendTO	3 000,0	113,9	3,0			
CNA44 IDEFAUBT	DescendD- INTR	1 500,0	103,9	3,0			
CNA44 IDEFAULT	DescendD-L	1 000,0	93,9	3,0			
CNA44 IDEFAUIST	Land D-L				79,1		
CNA44 IDEFAU16T	Decelerate		89,1			711,9	40,0
CNA44 IDEFAUITT	Decelerate		30,0			0,0	10,0
CNA500DEFAUIIT	DescendZERO	6 000,0	250,0	3,0			
CNA500DEFAUIZT	Descend1	3 000,0	131,3	3,0			
CNA500DEFAUBT	DescendD- INTR	1 500,0	121,3	3,0			
CNA500DEFAULT	DescendD-35	1 000,0	111,3	3,0			
CNA500DEFAUIST	Land D-35				179,1		
CNA500DEFAUI6T	Decelerate		105,6			1 611,9	40,0
CNA500DEFAUI7T	Decelerate		30,0			0,0	10,0
CNA510DEFAULT	DescendZERO_	0,000	250,0	3,0			
CNA510DEFAUIZT	DescendZERO_	3 000,0	160,0	3,0			
CNA510DEFAUBT	DescendA_15	1 500,0	91,1	3,0			
CNA510DEFAULT	DescendA_35	1 000,0	85,1	3,0			
CNA510DEFAUIST	Land A_35				175,5		
CNA510DEFAUI6T	Decelerate		78,1			1 579,5	40,0
CNA510DEFAUIZT	Decelerate		30,0			0,0	10,0
CNA52500EFAUIIT	DescendZERO_	Ø 000,0	250,0	3,0			

CNA52	<b>510</b> EFAU	<b>12</b> T	Descend	ZERO_	G 000,0	130,0	3,0			
CNA52	<b>510</b> EFAU	ВГ	Descend	dA_15	1 500,0	119,7	3,0			
CNA52	<b>510</b> EFAU	ИГ	Descend	dA_35	1 000,0	111,8	3,0			
CNA52	<b>510</b> EFAU	<b>15</b> T	Land	A_35				200,0		
CNA52	<b>510</b> EFAU	<b>16</b> T	Deceler	ate		115,0			1 500,0	40,0
CNA52	<b>510</b> EFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
CNA55	BDEFAU	ШТ	Descend	dZERO_	Ø 000,0	250,0	3,0			
CNA55	BDEFAU	<b>12</b> T	Descend	dZERO_	3 000,0	160,0	3,0			
CNA55	BDEFAU	ВГ	Descend	dA_15	1 500,0	111,8	3,0			
CNA55	BDEFAU	ИГ	Descend	dA_35	1 000,0	105,3	3,0			
CNA55	BDEFAU	<b>15</b> T	Land	A_35				175,5		
CNA55	BDEFAU	<b>16</b> T	Deceler	ate		100,0			1 580,0	40,0
CNA55	BDEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
CNA56	ODEFAU	ШТ	Descend	dZERO	6 000,0	250,0	3,0			
CNA56	O <b>ID</b> EFAU	<b>12</b> T	Descend	115 U	3 000,0	107,5	3,0			
CNA56	ODEFAU	ВГ	Descend	135 D	1 500,0	101,8	3,0			
CNA56	ODEFAU	ИГ	Descend	135 D	1 000,0	101,8	3,0			
CNA56	ODDEFAU	<b>15</b> T	Land	35 D				200,0		
CNA56	O <b>ID</b> EFAU	<b>16</b> T	Deceler	ate		100,0			1 000,0	60,0
CNA56	ODEEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
CNA56	O <b>ID</b> EFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
CNA56	OIDEFAU	<b>12</b> T	Descend	d7	3 000,0	120,0	3,0			
CNA56	OIDEFAU	BL	Descend	dD 15	1 500,0	110,0	3,0			

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CNA5601DEFAU	ТИТ	Descend	dD 35	1 000,0	101,8	3,0			
CNA560IDEFAU	J <b>5</b> T	Land	D 35				175,0		
CNA560DEFAU	<b>16</b> T	Deceler	ate		93,0			1 385,1	60,0
CNA560IDEFAU	<b>17</b> T	Deceler	ate		30,0			0,0	10,0
CNA560DXEFAU	JUT	Descend	IZERO	6 000,0	250,0	3,0			
CNA560DXEFAU	<b>12</b> T	Descend	IZERO	3 000,0	132,0	3,0			
CNA560DXEFAU	BL	Descend	dD 15U	1 500,0	122,0	3,0			
CNA560DXEFAU	ТИТ	Descend	dD 35D	1 000,0	112,0	3,0			
CNA560DXEFAU	<b>15</b> T	Land	D 35D				500,0		
CNA560DXEFAU	<b>16</b> T	Deceler	ate		108,0			2 700,0	60,0
CNA560DXEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
CNA680DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
CNA680DEFAU	<b>12</b> T	Descend	IZERO	3 000,0	160,0	3,0			
CNA680DEFAU	BL	Descend	115 GU	1 500,0	112,0	3,0			
CNA680DEFAU	TAL	Descend	135 GD	1 000,0	105,0	3,0			
CNA680DEFAU	<b>15</b> T	Land	35 GD				200,0		
CNA680DEFAU	<b>16</b> T	Deceler	ate		100,0			1 580,0	60,0
CNA680DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
CNA750DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
CNA750DEFAU	<b>12</b> T	Descend	115_GU	3 000,0	127,4	3,0			
CNA750DEFAU	BL	Descend	135_GD	1 500,0	120,9	3,0			
CNA750DEFAU	ТИТ	Descend	135_GD	1 000,0	120,9	3,0			
CNA750DEFAU	15T	Land	35_GD				200,0		

CNA750DEFAUI6T	Decelerate		115,0			1 500,0	40,0
CNA750DEFAUIZT	Decelerate		30,0			0,0	10,0
CNA750FLAP_15	DescendZERO	6 000,0	250,0	3,0			
CNA750FLAP_13	Descend15_GU	3 000,0	127,4	3,0			
CNA750FLAP_13	Descend35_GD	1 500,0	120,9	3,0			
CNA750FLAP_1 <b>\$</b>	Descend35_GD	1 000,0	120,9	3,0			
CNA750FLAP_15	Land 35_GD				200,0		
CNA750FLAP_16	Decelerate		115,0			1 500,0	40,0
CNA750FLAP_13	Decelerate		30,0			0,0	10,0
CNA750FLAP_51	DescendZERO	6 000,0	250,0	3,0			
CNA750FLAP_52	Descend5_GU	3 000,0	135,2	3,0			
CNA750FLAP_53	Descend15_GD	1 500,0	127,4	3,0			
CNA750FLAP_54	Descend15_GD	1 000,0	127,4	3,0			
CNA750FLAP_55	Land 15_GD				200,0		
CNA750FLAP_56	Decelerate		115,0			1 500,0	40,0
CNA750FLAP_57	Decelerate		30,0			0,0	10,0
CONCRDEFAUIIT	DescendCL1	6 000,0	250,0	3,0			
CONCRDEFAU ZT	DescendZERO	3 000,0	194,0	3,0			
CONCRDEFAUBT	DescendU-L	1 500,0	184,0	3,0			
CONCRDEFAUИТ	DescendD-L	1 000,0	164,0	3,0			
CONCRDEFAUIST	Land D-L				858,6		
CONCRDEFAUIOT	Decelerate		155,5			7 727,4	40,0
CONCRDEFAUIT	Decelerate		30,0			0,0	10,0

 $Commission\ Directive\ (EU)\ 2015/996\ of\ 19\ May\ 2015\ establishing\ common\ noise\ assessment\ methods...$ 

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CRJ9- ER	DEFAU	шт	Descend	ZERO	6 000,0	250,0	3,0			
CRJ9- ER	DEFAU	<b>12</b> T	Descend	d20	3 500,0	170,0	3,0			
CRJ9- ER	DEFAU	BL	Descend	dU-45	1 500,0	160,0	3,0			
CRJ9- ER	DEFAU	ML TA	Descend	dD-45	1 000,0	140,0	3,0			
CRJ9- ER	DEFAU	151	Land	D-45				415,8		
CRJ9- ER	DEFAU	<b>1</b> 6T	Deceler	ate		143,0			2 528,0	10,0
CRJ9- ER	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
CRJ9- LR	DEFAU	ШТ	Descend	dZERO	6 000,0	250,0	3,0			
CRJ9- LR	DEFAU	21	Descend	120	3 500,0	170,0	3,0			
CRJ9- LR	DEFAU	BL	Descend	dU-45	1 500,0	160,0	3,0			
CRJ9- LR	DEFAU	ИГ	Descend	dD-45	1 000,0	141,0	3,0			
CRJ9- LR	DEFAU	151	Land	D-45				424,7		
CRJ9- LR	DEFAU	<b>16</b> T	Deceler	ate		144,0			2 577,0	10,0
CRJ9- LR	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
CVR58	0DEFAU	шт	Descend	dZERO	6 000,0	200,0	3,0			
CVR58	0DEFAU	<b>2</b> T	Descend	dINTR	3 000,0	146,3	3,0			
CVR58	0DEFAU	BL	Descend	dD-28	1 500,0	112,4	3,0			
CVR58	0DEFAU	ИГ	Descend	dD-40	1 000,0	106,3	3,0			
CVR58	0DEFAU	<b>15</b> T	Land	D-40				287,6		
CVR58	0DEFAU	<b>1</b> 6T	Deceler	ate		100,9			2 588,4	40,0
CVR58	0DEFAU	<b>17</b> T	Deceler	ate		30,0			0,0	10,0

DC1010	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
DC1010	DEFAU	<b>2</b> Γ	Descend	INT	3 000,0	163,7	3,0			
DC1010	DEFAU	BL	Descend	dU-35	1 500,0	153,7	3,0			
DC1010	DEFAU	ИТ	Descend	dD-35	1 000,0	143,7	3,0			
DC1010	DEFAU	IST	Land	D-35				428,4		
DC1010	DEFAU	<b>16</b> T	Deceler	ate		136,3			3 855,6	10,0
DC1010	DEFAU	ПΖГ	Deceler	ate		30,0			0,0	10,0
DC1030	DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
DC1030	DEFAU	<b>2</b> T	Descend	dINT2	3 000,0	172,6	3,0			
DC1030	DEFAU	BL	Descend	dU-20	1 500,0	162,6	3,0			
DC1030	DEFAU	ИТ	Descend	dD-35	1 000,0	152,6	3,0			
DC1030	DEFAU	<b>15</b> T	Land	D-35				392,2		
DC1030	DEFAU	<b>16</b> T	Deceler	ate		144,8			3 529,8	10,0
DC1030	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
DC1040	DEFAU	шт	Descend	IZERO	6 000,0	250,0	3,0			
DC1040	DEFAU	21	Descend	15	3 000,0	173,5	3,0			
DC1040	DEFAU	BL	Descend	dU-35	1 500,0	163,5	3,0			
DC1040	DEFAU	ИГ	Descend	dD-35	1 000,0	153,5	3,0			
DC1040	DEFAU	<b>15</b> T	Land	D-35				446,4		
DC1040	DEFAU	<b>16</b> T	Deceler	ate		145,6			4 017,6	10,0
DC1040	DEFAU	<b>I</b> ZT	Deceler	ate		30,0			0,0	10,0
DC3	DEFAU	ШТ	Descend	dZERO	6 000,0	140,0	3,0			
DC3	DEFAU	<b>12</b> T	Descend	dTO	3 000,0	109,0	3,0			

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DC3	DEFAU	BL	Descen	dU-INT	1 500,0	99,0	3,0			
DC3	DEFAU	ИT	Descen	dD-45	1 000,0	88,9	3,0			
DC3	DEFAU	IST	Land	D-45				104,6		
DC3	DEFAU	<b>16</b> T	Deceler	ate		84,3			941,4	34,3
DC3	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
DC6	DEFAU	ШТ	Descen	IZERO	6 000,0	160,0	3,0			
DC6	DEFAU	<b>2</b> T	Descen	dTO	3 000,0	106,1	3,0			
DC6	DEFAU	BL	Descen	dD- INTR	1 500,0	96,1	3,0			
DC6	DEFAU	ИТ	Descen	dD-L	1 000,0	86,1	3,0			
DC6	DEFAU	<b>15</b> T	Land	D-L				175,5		
DC6	DEFAU	<b>16</b> T	Deceler	ate		81,7			1 579,5	40,0
DC6	DEFAU	ТΓ	Deceler	ate		30,0			0,0	10,0
DC850	DEFAU	ШТ	Descen	IZERO	6 000,0	250,0	3,0			
DC850	DEFAU	21	Descen	dINT	3 000,0	165,6	3,0			
DC850	DEFAU	BL	Descen	dD-35	1 500,0	152,7	3,0			
DC850	DEFAU	ИГ	Descen	dD-50	1 000,0	145,6	3,0			
DC850	DEFAU	IST T	Land	D-50				390,6		
DC850	DEFAU	<b>16</b> T	Deceler	ate		138,1			3 515,4	40,0
DC850	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
DC860	DEFAU	шт	Descen	IZERO	6 000,0	250,0	3,0			
DC860	DEFAU	<b>12</b> T	Descen	INT	3 000,0	161,5	3,0			
DC860	DEFAU	BL	Descen	dD-35	1 500,0	155,7	3,0			
DC860	DEFAU	ИТ	Descen	dD-50	1 000,0	151,5	3,0			
DC860	DEFAU	<b>15</b> T	Land	D-50				382,5		

DC860	DEFAU	<b>16</b> T	Decelerate			143,7			3 442,5	40,0
DC860	DEFAU	<b>17</b> Γ	Decelerate			30,0			0,0	10,0
DC870	DEFAU	ШТ	Descend	ZERO	6 000,0	250,0	3,0			
DC870	DEFAU	<b>2</b> T	Descend	INT	3 000,0	166,7	3,0			
DC870	DEFAU	BL	Descend	dD-35	1 500,0	150,8	3,0			
DC870	DEFAU	ИГ	DescendD-50		1 000,0	146,7	3,0			
DC870	DEFAU	<b>15</b> T	Land	D-50				489,6		
DC870	DEFAU	<b>16</b> T	Decelerate			139,2			4 406,4	40,0
DC870	DEFAU	177	Decelerate			30,0			0,0	10,0
DC8QN	DEFAU	ШТ	Descend	dZERO	6 000,0	250,0	3,0			
DC8QN	DEFAU	<b>12</b> T	Descend	INT	3 000,0	161,5	3,0			
DC8QN	DEFAU	ВГ	Descend	dD-35	1 500,0	155,7	3,0			
DC8QN	DEFAU	ИГ	Descend	dD-50	1 000,0	151,5	3,0			
DC8QN	DEFAU	<b>15</b> T	Land	D-50				382,5		
DC8QN	DEFAU	<b>16</b> T	Decelerate			143,7			3 442,5	40,0
DC8QN	DEFAU	<b>1</b> 77	Decelerate			30,0			0,0	10,0
DC910	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
DC910	DEFAU	<b>12</b> T	Descend	15	3 000,0	150,2	3,0			
DC910	DEFAU	ВГ	Descend	dU-15	1 500,0	140,2	3,0			
DC910	DEFAU	ИТ	Descend	dD-35	1 000,0	130,2	3,0			
DC910	DEFAU	<b>I</b> 5T	Land	D-35				357,3		
DC910	DEFAU	<b>16</b> T	Decelerate			123,5			3 215,7	40,0
DC910	DEFAU	<b>17</b> Γ	Decelerate			30,0			0,0	10,0

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DC930	DEFAU	шт	Descend	IZERO	6 000,0	250,0	3,0			
DC930	DEFAU	<b>12</b> T	Descend	15	3 000,0	162,5	3,0			
DC930	DEFAU	BL	Descend	dU-15	1 500,0	152,5	3,0			
DC930	DEFAU	ИГ	Descend	dD-35	1 000,0	142,5	3,0			
DC930	DEFAU	<b>15</b> T	Land	D-35				325,8		
DC930	DEFAU	<b>16</b> T	Deceler	ate		135,2			2 932,2	40,0
DC930	DEFAU	177	Deceler	ate		30,0			0,0	10,0
DC93L	WDEFAU	шт	Descend	ZERO	6 000,0	250,0	3,0			
DC93L	WDEFAU	<b>12</b> T	Descend	15	3 000,0	162,5	3,0			
DC93L	WDEFAU	ВГ	Descend	dU-15	1 500,0	152,5	3,0			
DC93L	WDEFAU	ИГ	Descend	dD-35	1 000,0	142,5	3,0			
DC93L	WDEFAU	<b>15</b> T	Land	D-35				325,8		
DC93L	WDEFAU	<b>16</b> T	Deceler	ate		135,2			2 932,2	40,0
DC93L	WDEFAU	177	Deceler	ate		30,0			0,0	10,0
DC950	DEFAU	шт	Descend	ZERO	6 000,0	250,0	3,0			
DC950	DEFAU	<b>2</b> T	Descend	15	3 000,0	167,3	3,0			
DC950	DEFAU	BL	Descend	dU-15	1 500,0	157,3	3,0			
DC950	DEFAU	ИГ	Descend	dD-35	1 000,0	147,3	3,0			
DC950	DEFAU	<b>15</b> T	Land	D-35				343,8		
DC950	DEFAU	<b>16</b> T	Deceler	ate		139,7			3 094,2	40,0
DC950	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
DC95H	<b>W</b> DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
DC95H	WOEFAU	<b>12</b> T	Descend	15	3 000,0	167,3	3,0			

DC95H	<b>W</b> DEFAU	BL	Descend	dU-15	1 500,0	157,3	3,0			
DC95H	<b>W</b> DEFAU	ИГ	Descend	dD-35	1 000,0	147,3	3,0			
DC95H	WDEFAU	<b>15</b> T	Land	D-35				343,8		
DC95H	WOEFAU	<b>16</b> T	Deceler	ate		139,7			3 094,2	40,0
DC95H	<b>W</b> DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
DC9Q7	DEFAU	ШТ	Descend	dZERO	6 000,0	250,0	3,0			
DC9Q7	DEFAU	<b>12</b> T	Descend	15	3 000,0	150,2	3,0			
DC9Q7	DEFAU	BL	Descend	dU-15	1 500,0	140,2	3,0			
DC9Q7	DEFAU	ИГ	Descend	dD-35	1 000,0	130,2	3,0			
DC9Q7	DEFAU	<b>15</b> T	Land	D-35				357,3		
DC9Q7	DEFAU	<b>16</b> T	Deceler	ate		123,5			3 215,7	40,0
DC9Q7	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
DC9Q9	DEFAU	ПТ	Descend	dZERO	6 000,0	250,0	3,0			
DC9Q9	DEFAU	<b>2</b> T	Descend	15	3 000,0	162,5	3,0			
DC9Q9	DEFAU	BL	Descend	dU-15	1 500,0	152,5	3,0			
DC9Q9	DEFAU	ИΓ	Descend	dD-35	1 000,0	142,5	3,0			
DC9Q9	DEFAU	IST T	Land	D-35				325,8		
DC9Q9	DEFAU	<b>16</b> T	Deceler	ate		135,2			2 932,2	40,0
DC9Q9	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
DHC6	DEFAU	ШТ	Descend	dZERO	6 000,0	120,0	3,0			
DHC6	DEFAU	<b>2</b> T	Descend	INTR	3 000,0	80,7	3,0			
DHC6	DEFAU	BL	Descend	dD- INTR	1 500,0	70,7	3,0			
DHC6	DEFAU	ИГ	Descend	dD-L	1 000,0	60,7	3,0			

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	I				1	1	T		1	1
DHC6	DEFAU	151	Land	D-L				39,6		
DHC6	DEFAU	<b>16</b> T	Deceler	ate		57,6			356,4	40,0
DHC6	DEFAU	<b>17</b> Г	Deceler	ate		30,0			0,0	10,0
DHC60	<b>(D</b> EFAU	шт	Descend	dZERO	6 000,0	120,0	3,0			
DHC60	<b>P</b> EFAU	<b>12</b> T	Descend	IINTR	3 000,0	80,7	3,0			
DHC60	<b>P</b> EFAU	ВГ	Descend	iD- INTR	1 500,0	70,7	3,0			
DHC60	<b>P</b> EFAU	ИГ	Descend	dD-L	1 000,0	60,7	3,0			
DHC60	<b>P</b> EFAU	<b>15</b> T	Land	D-L				39,6		
DHC60	<b>P</b> EFAU	<b>16</b> T	Deceler	ate		57,6			356,4	40,0
DHC60	<b>P</b> EFAU	<b>17</b> Г	Deceler	ate		30,0			0,0	10,0
DHC7	DEFAU	ПТ	Descend	dZERO	6 000,0	160,0	3,0			
DHC7	DEFAU	ΣΓ	Descend	d10	3 000,0	116,2	3,0			
DHC7	DEFAU	BL	Descend	dD- INTR	1 500,0	106,2	3,0			
DHC7	DEFAU	ИΓ	Descend	dD-25	1 000,0	96,2	3,0			
DHC7	DEFAU	<b>15</b> T	Land	D-25				98,1		
DHC7	DEFAU	<b>16</b> T	Deceler	ate		91,3			882,9	40,0
DHC7	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
DHC8	DEFAU	ПТ	Descend	dZERO	6 000,0	165,0	3,0			
DHC8	DEFAU	ΣΓ	Descend	15	3 000,0	109,0	3,0			
DHC8	DEFAU	BL	Descend	dD-15	1 500,0	96,0	3,0			
DHC8	DEFAU	ИГ	Descend	dD-35	1 000,0	89,0	3,0			
DHC8	DEFAU	<b>15</b> T	Land	D-35				174,6		
DHC8	DEFAU	<b>16</b> T	Deceler	ate		84,4			1 571,4	24,6
DHC8	DEFAU	IZΓ	Deceler	ate		30,0			0,0	4,1
DHC83	0DEFAU	шт	Descend	dZERO	6 000,0	179,0	3,0			

DHC83	ODEFAU	<b>12</b> T	Descend	110	3 000,0	128,0	3,0			
DHC83	0DEFAU	BL	Descend	dD-15	1 500,0	116,9	3,0			
DHC83	ODEFAU	ИГ	Descend	dD-35	1 000,0	108,0	3,0			
DHC83	ODEFAU	<b>15</b> T	Land	D-35				219,6		
DHC83	0DEFAU	<b>16</b> T	Deceler	ate		102,5			1 976,4	26,1
DHC83	0DEFAU	<b>1</b> 77	Deceler	ate		30,0			0,0	4,4
DO228	DEFAU	ШТ	Descend	ZERO- A	6 000,0	200,0	3,0			
DO228	DEFAU	<b>2</b> T	Descend	dZERO- A	4 000,0	160,0	3,0			
DO228	DEFAU	ВГ	Descend	IZERO- A	2 000,0	120,0	3,0			
DO228	DEFAU	ИГ	Descend	lF30API	P1 000,0	100,0	3,0			
DO228	DEFAU	151	Descend	dF30API	50,0	88,0	3,0			
DO228	DEFAU	<b>16</b> T	Land	F30API	•			100,0		
DO228	DEFAU	<b>1</b> 7Γ	Deceler	ate		80,0			1 320,9	10,0
DO228	DEFAU	<b>I</b> 8T	Deceler	ate		30,0			0,0	10,0
DO328	DEFAU	шт	Descend	dZERO- A	6 000,0	200,0	3,0			
DO328	DEFAU	<b>12</b> T	Descend	IZERO- A	4 000,0	175,0	3,0			
DO328	DEFAU	ВГ	Descend	dZERO- A	2 000,0	150,0	3,0			
DO328	DEFAU	ИГ	Descend	dF32API	P1 000,0	109,0	3,0			
DO328	DEFAU	BT	Descend	dF32API	500,0	109,0	3,0			
DO328	DEFAU	<b>16</b> T	Land	F32API				50,0		
DO328	DEFAU	IZΓ	Deceler	ate		109,0			2 216,0	10,0
DO328	DEFAU	<b>I</b> 8T	Deceler	ate		30,0			0,0	10,0
ECLIPS	EEEOOAU	ШТ	Descend	dA_T_D	N6 000,0	170,0	3,0			
ECLIPS	EEEOOA U	<b>12</b> T	Descend	dA_T_D	N\$ 000,0	160,0	3,0			

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ECLIPS ESTOPAUBT	DescendA_A_I	0,000	100,4	3,0			
ECLIPS ESTOPAULT	DescendA_A_I	DN 000,0	100,4	3,0			
ECLIPS ESTOPAUIST	DescendA_A_I	ON 000,0	100,4	3,0			
ECLIPS ENDODAUI6T	DescendA_A_I	ON00,0	90,4	3,0			
ECLIPS ENDOQUIZT	Land A_A_I	ON			144,0		
ECLIPS ESTOPAU IST	Decelerate		70,0			1 291,0	10,0
ECLIPS IESTONOAU 19T	Decelerate		20,0			0,0	10,0
EMB120DEFAUILT	DescendZERO	6 000,0	141,5	3,0			
EMB120DEFAUIZT	Descend15	3 000,0	132,3	3,0			
EMB120DEFAUBT	DescendD-25	1 500,0	127,4	3,0			
EMB120DEFAULT	DescendD-45	1 000,0	119,3	3,0			
EMB120DEFAUI5Γ	Land D-45				95,0		
EMB120DEFAUI6Γ	Decelerate		116,1			855,0	40,0
EMB120DEFAUI/ΓΓ	Decelerate		30,0			0,0	10,0
EMB145DEFAUILT	DescendZERO	6 000,0	250,0	3,0			
EMB145DEFAUIZT	DescendD-22	3 000,0	150,0	3,0			
EMB145DEFAUBT	DescendD-45	1 500,0	140,0	3,0			
EMB145DEFAULT	DescendD-45	1 000,0	134,0	3,0			
EMB145DEFAUIST	Land D-45				285,5		
EMB145DEFAUI6T	Decelerate		130,0			2 569,5	40,0
EMB14 5DEFAUΙΖΓ	Decelerate		30,0			0,0	10,0
EMB14IDEFAUIIT	DescendZERO	6 000,0	250,0	3,0			
EMB14IDEFAUET	DescendD-22	1 500,0	140,0	3,0			
EMB14IDEFAUBT	DescendD-45	1 000,0	140,0	3,0			

EMB14IDEFAULT	Descen	dD-45	500,0	138,0	3,0			
EMB14IDEFAU5T	Land	D-45	300,0	130,0	3,0	285,5		
				122.0		203,3	2	40.0
EMB14IDEFAU16T	Deceler	rate		132,0			2 569,5	40,0
EMB14IDEFAUI/T	Deceler	rate		30,0			0,0	10,0
EMB170DEFAUIIT	Descen	d-Idle	6 000,0	250,0	3,0			
EMB170DEFAUZT	Descen	d-Idle	3 000,0	180,0	3,0			
EMB170DEFAUBT	Descen	d-Idle	2 000,0	140,0	3,0			
EMB170DEFAULT	Descen	dFULL	1 500,0	130,0	3,0			
EMB170DEFAUIST	Land	FULL				267,2		
EMB170DEFAUI6T	Deceler	rate		120,0			2 405,0	40,0
EMB170DEFAUIT	Deceler	rate		30,0			0,0	10,0
EMB175DEFAUIIT	Descen	Descend-Idle		250,0	3,0			
EMB175DEFAUZT	Descen	d-Idle	3 000,0	180,0	3,0			
EMB175DEFAUBT	Descen	d-Idle	2 000,0	140,0	3,0			
EMB175DEFAUMT	Descen	dFULL	1 500,0	130,0	3,0			
EMB175DEFAUIST	Land	FULL				276,3		
EMB175DEFAUI6T	Deceler	rate		120,0			2 487,0	40,0
EMB175DEFAUI7	Decele	rate		30,0			0,0	10,0
EMB19@EFAUIIT	Descen	d-Idle	6 000,0	250,0	3,0			
EMB190DEFAUIZT	Descen Idle	d-	3 000,0	180,0	3,0			
EMB190DEFAUBT	Descen Idle	d-	2 000,0	140,0	3,0			
EMB190DEFAULT	Descen	dFULL	1 500,0	130,0	3,0			
EMB190DEFAUIST	Land	FULL				271,9		
EMB190DEFAUI6T	Deceler	rate		120,0			2 447,0	40,0

 $Commission\ Directive\ (EU)\ 2015/996\ of\ 19\ May\ 2015\ establishing\ common\ noise\ assessment\ methods...$ 

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EMB19@DEFAUITI	Decelerate		30,0			0,0	10,0
EMB195DEFAUIIT	Descend-Idle	6 000,0	250,0	3,0			
EMB195DEFAUZT	Descend-Idle	3 000,0	180,0	3,0			
EMB195DEFAUBT	Descend- Idle	2 000,0	140,0	3,0			
EMB195DEFAULT	DescendFULL	1 500,0	130,0	3,0			
EMB195DEFAUIST	Land FULL				281,1		
EMB195DEFAUI6T	Decelerate		120,0			2 530,0	40,0
EMB195DEFAUΙΖΓ	Decelerate		30,0			0,0	10,0
F10062 DEFAUIIT	DescendTO	6 000,0	250,0	3,0			
F10062 DEFAUET	DescendINT2	3 000,0	161,3	3,0			
F10062 DEFAUBT	DescendU-INT	1 500,0	141,3	3,0			
F10062 DEFAULT	DescendD-42	1 000,0	131,3	3,0			
F10062 DEFAUIΓ	Land D-42				315,0		
F10062 DEFAUI6T	Decelerate		124,5			2 835,0	40,0
F10062 DEFAUI/ΓΓ	Decelerate		30,0			0,0	10,0
F10065 DEFAUIIT	DescendTO	6 000,0	250,0	3,0			
F10065 DEFAUET	DescendINT2	3 000,0	163,1	3,0			
F10065 DEFAUBT	DescendU-INT	1 500,0	143,1	3,0			
F10065 DEFAULT	DescendD-42	1 000,0	133,1	3,0			
F10065 DEFAUI5Γ	Land D-42				328,0		
F10065 DEFAUI6T	Decelerate		126,3			2 952,0	40,0
F10065 DEFAUIΓΓ	Decelerate		30,0			0,0	10,0
F28MK2DEFAUIIT	DescendZERO	6 000,0	250,0	3,0			

F28MK	2DEFAU	<b>P</b> T	Descend	IINT2	3	152,9	3,0			
1 201111	DETITE		Beseen	111112	0,000	132,5	3,0			
F28MK	<b>2</b> DEFAU	BL	Descend	dU- INTR	1 500,0	132,9	3,0			
F28MK	<b>2</b> DEFAU	ИГ	Descend	dD-42	1 000,0	122,9	3,0			
F28MK	2DEFAU	<b>15</b> T	Land	D-42				223,2		
F28MK	<b>2</b> DEFAU	<b>16</b> T	Deceler	ate		116,6			2 008,8	40,0
F28MK	2DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
F28MK	4DEFAU	шт	Descend	IZERO	6 000,0	250,0	3,0			
F28MK	4DEFAU	<b>12</b> T	Descend	dINT2	3 000,0	153,6	3,0			
F28MK	4DEFAU	BL	Descend	dU- INTR	1 500,0	133,6	3,0			
F28MK	4DEFAU	ИТ	Descen	dD-42	1 000,0	123,6	3,0			
F28MK	4DEFAU	<b>15</b> T	Land	D-42				223,7		
F28MK	4DEFAU	<b>1</b> 6T	Deceler	ate		117,2			2 013,3	40,0
F28MK	4DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
FAL20	DEFAU	шт	Descend	IZERO	6 000,0	250,0	3,0			
FAL20	DEFAU	<b>12</b> T	Descend	INTR	3 000,0	142,2	3,0			
FAL20	DEFAU	BL	Descend	dD-25	1 500,0	126,1	3,0			
FAL20	DEFAU	ML TA	Descend	dD-40	1 000,0	124,2	3,0			
FAL20	DEFAU	<b>15</b> T	Land	D-40				128,7		
FAL20	DEFAU	<b>16</b> 1	Deceler	ate		117,9			1 158,3	40,0
FAL20	DEFAU	17T	Deceler	ate		30,0			0,0	10,0
GII	DEFAU	шт	Descend	dL-0-U	6 000,0	230,0	3,0			
GII	DEFAU	<b>12</b> T	Descend	dL-10- U	3 000,0	170,0	3,0			
GII	DEFAU	BL	Descend	dL-20- D	1 500,0	153,6	3,0			

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GII	DEFAU	ИГ	Descend	dL-20- D	1 000,0	153,6	3,0			
GII	DEFAU	<b>15</b> T	Descend	dL-39- D	200,0	143,6	3,0			
GII	DEFAU	<b>16</b> T	Land	L-39- D				790,0		
GII	DEFAU	ĽΓ	Deceler	ate		117,0			760,0	40,0
GII	DEFAU	IBL	Deceler	ate		20,0			0,0	10,0
GIIB	DEFAU	ШТ	Descend	iL-0-U	6 000,0	230,0	3,0			
GIIB	DEFAU	<b>2</b> T	Descend	dL-10- U	3 000,0	170,0	3,0			
GIIB	DEFAU	BL	Descend	dL-20- D	1 500,0	149,2	3,0			
GIIB	DEFAU	ИΓ	Descend	dL-20- D	1 000,0	149,2	3,0			
GIIB	DEFAU	IST	Descend	dL-39- D	200,0	139,2	3,0			
GIIB	DEFAU	<b>16</b> T	Land	L-39- D				790,0		
GIIB	DEFAU	IZΓ	Deceler	ate		113,0			760,0	40,0
GIIB	DEFAU	18T	Deceler	ate		20,0			0,0	10,0
GIV	DEFAU	ШТ	Descend	dL-0-U	6 000,0	250,0	3,0			
GIV	DEFAU	<b>2</b> T	Descend	dL-0-U	3 000,0	160,0	3,0			
GIV	DEFAU	BL	Descend	dL-20- D	1 500,0	160,0	3,0			
GIV	DEFAU	ИГ	Descend	dL-39- D	1 000,0	151,5	3,0			
GIV	DEFAU	IST	Land	L-39- D				298,0		
GIV	DEFAU	<b>16</b> T	Deceler	ate		80,0			982,0	40,0
GIV	DEFAU	IZΓ	Deceler	ate		20,0			0,0	4,0
GV	DEFAU	ШТ	Descend	dL-0-U	6 000,0	250,0	3,0			
GV	DEFAU	<b>2</b> T	Descend	dL-20- U	3 000,0	160,0	3,0			
GV	DEFAU	BL	Descend	dL-20- D	1 500,0	160,0	3,0			

GV	DEFAU	ИГ	Descen	dL-39- D	1 000,0	137,8	3,0			
GV	DEFAU	151	Land	L-39- D				300,0		
GV	DEFAU	<b>16</b> T	Deceler	ate		107,0			1 157,0	40,0
GV	DEFAU	IZΓ	Deceler	ate		20,0			0,0	4,6
HS748A	ADEFAU	шт	Descen	dZERO	6 000,0	160,0	3,0			
HS748A	ADEFAU	<b>2</b> T	Descen	dINTR	3 000,0	110,1	3,0			
HS748A	ADEFAU	BL	Descen	dD- INTR	1 500,0	100,1	3,0			
HS748	ADEFAU	ИГ	Descen	dD-30	1 000,0	90,1	3,0			
HS748A	DEFAU	<b>15</b> T	Land	D-30				207,0		
HS748A	ADEFAU	<b>16</b> T	Deceler	ate		85,5			1 863,0	40,0
HS748A	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
IA1125	DEFAU	ШТ	Descen	IZERO	6 000,0	250,0	3,0			
IA1125	DEFAU	<b>2</b> T	Descen	dINTR	3 000,0	152,1	3,0			
IA1125	DEFAU	BL	Descen	dD- INTR	1 500,0	142,1	3,0			
IA1125	DEFAU	ИТ	Descen	dD-40	1 000,0	132,1	3,0			
IA1125	DEFAU	IST	Land	D-40				236,6		
IA1125	DEFAU	<b>16</b> T	Deceler	ate		125,3			2 129,4	40,0
IA1125	DEFAU	IZΓ	Deceler	ate		30,0			0,0	10,0
L1011	DEFAU	ШТ	Descen	IZERO	6 000,0	250,0	3,0			
L1011	DEFAU	<b>2</b> T	Descen	d10	3 000,0	160,5	3,0			
L1011	DEFAU	BL	Descen	dD-33	1 500,0	162,9	3,0			
L1011	DEFAU	ИГ	Descen	dD-42	1 000,0	145,5	3,0			
L1011	DEFAU	<b>15</b> T	Land	D-42				417,0		

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L1011	DEFAU	<b>16</b> T	Deceler	ate		138,1			3 753,0	10,0
L1011	DEFAU	<b>17</b> Г	Deceler	ate		30,0			0,0	10,0
L10115	DEFAU	ШТ	Descend	IZERO	6 000,0	250,0	3,0			
L10115	DEFAU	27	Descend	110	3 000,0	162,4	3,0			
L10115	DEFAU	ВГ	Descend	dD-33	1 500,0	151,2	3,0			
L10115	DEFAU	ИГ	Descend	dD-42	1 000,0	147,4	3,0			
L10115	DEFAU	<b>15</b> T	Land	D-42				516,6		
L10115	DEFAU	<b>1</b> 6T	Deceler	ate		139,8			4 649,4	10,0
L10115	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
L188	DEFAU	ШТ	Descend	IZERO	6 000,0	200,0	3,0			
L188	DEFAU	<b>12</b> T	Descend	IINTR	3 000,0	147,5	3,0			
L188	DEFAU	ВГ	Descend	dD-78- %	1 500,0	135,6	3,0			
L188	DEFAU	ИТ	Descend	dD-100	1 000,0	129,8	3,0			
L188	DEFAU	<b>15</b> T	Land	D-100				351,0		
L188	DEFAU	<b>16</b> T	Deceler	ate		123,1			3 159,0	40,0
L188	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
LEAR2	5DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
LEAR2	5DEFAU	<b>12</b> T	Descend	110	3 000,0	161,6	3,0			
LEAR2	5DEFAU	ВГ	Descend	iD- INTR	1 500,0	151,6	3,0			
LEAR2	5DEFAU	ИГ	Descend	dD-40	1 000,0	141,7	3,0			
LEAR2	5DEFAU	15T	Land	D-40				140,4		
LEAR2	5DEFAU	<b>16</b> T	Deceler	ate		134,4			1 263,6	40,0
LEAR2	5DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0

LEAR3	DEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
LEAR3	DEFAU	<b>2</b> T	Descend	d10	3 000,0	144,5	3,0			
LEAR3	DEFAU	ВГ	Descend	iD- INTR	1 500,0	134,5	3,0			
LEAR3	DEFAU	ИГ	Descend	dD-40	1 000,0	127,8	3,0			
LEAR3	DEFAU	<b>15</b> T	Land	D-40				181,4		
LEAR3	DEFAU	<b>16</b> T	Deceler	ate		121,2			1 632,6	40,0
LEAR3	DEFAU	<b>1</b> 77	Deceler	ate		30,0			0,0	10,0
MD902	DEFAU	ШТ	Descend	dU-0	6 000,0	185,0	3,0			
MD902	DEFAU	<b>12</b> Γ	Descend	dD-28	3 000,0	154,0	3,0			
MD902	DEFAU	BL	Descend	dD-28	1 500,0	150,0	3,0			
MD902	DEFAU	ИГ	Descend	dD-40	1 000,0	145,3	3,0			
MD902	DEFAU	<b>15</b> T	Land	D-40				346,0		
MD902	DEFAU	<b>16</b> T	Deceler	ate		130,0			2 100,0	40,0
MD902	DEFAU	<b>1</b> 77	Deceler	ate		30,0			0,0	9,6
MD902	BDEFAU	ПТ	Descend	dU-0	6 000,0	185,0	3,0			
MD902	DEFAU	27	Descend	dD-28	3 000,0	154,0	3,0			
MD902	DEFAU	ВГ	Descend	dD-28	1 500,0	150,0	3,0			
MD902	DEFAU	ИГ	Descend	dD-40	1 000,0	145,3	3,0			
MD902	DEFAU	<b>15</b> T	Land	D-40				346,0		
MD902	DEFAU	<b>16</b> T	Deceler	ate		130,0			2 100,0	40,0
MD902	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	8,6
MU300	IDEFAU	шт	Descend	dZERO	6 000,0	250,0	3,0			
MU300	IDEFAU	<b>12</b> T	Descend	d1	3 000,0	133,8	3,0			

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MU300	1DEFAU	BL	Descend	dD- INTR	1 500,0	123,8	3,0			
MU300	1DEFAU	ИГ	Descend	dD-30	1 000,0	117,1	3,0			
MU300	1DEFAU	<b>15</b> T	Land	D-30				156,6		
MU300	1DEFAU	<b>16</b> T	Deceler	ate		111,1			1 409,4	40,0
MU300	1DEFAU	<b>1</b> 7T	Deceler	ate		30,0			0,0	10,0
PA30	DEFAU	шт	Descend	dZERO- A	6 000,0	120,0	3,0			
PA30	DEFAU	<b>2</b> T	Descend	127-A	3 000,0	109,0	3,0			
PA30	DEFAU	BL	Descend	127-A	1 500,0	96,0	3,0			
PA30	DEFAU	ИГ	Descend	i27-A	1 000,0	87,0	3,0			
PA30	DEFAU	<b>15</b> T	Land	27-A				53,5		
PA30	DEFAU	<b>16</b> T	Deceler	ate		70,0			481,1	10,0
PA30	DEFAU	IZΓ	Deceler	ate		10,0			0,0	10,0
PA42	DEFAU	шт	Descend	dZERO- A	6 000,0	151,0	3,0			
PA42	DEFAU	<b>12</b> T	Descend	dZERO- A	4 000,0	135,0	3,0			
PA42	DEFAU	BL	Descend	dZERO- A	2 000,0	119,0	3,0			
PA42	DEFAU	ИТ	Descend	130-DN	1 000,0	111,0	3,0			
PA42	DEFAU	IST	Descend	130-DN	50,0	111,0	3,0			
PA42	DEFAU	<b>16</b> T	Land	30-DN				100,0		
PA42	DEFAU	IZΓ	Deceler	ate		111,0			2 245,9	10,0
PA42	DEFAU	<b>I</b> 8T	Deceler	ate		10,0			0,0	10,0
SD330	DEFAU	шт	Descend	dZERO	6 000,0	160,0	3,0			
SD330	DEFAU	<b>12</b> T	Descend	dINTR	3 000,0	120,2	3,0			
SD330	DEFAU	BL	Descend	dD-15	1 500,0	106,5	3,0			
SD330	DEFAU	ИТ	Descend	dD-35	1 000,0	100,2	3,0			

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

SD330	DEFAU	151	Land	D-35				233,1		
SD330	DEFAU	<b>16</b> T	Deceler	ate		95,1			2 097,9	40,0
SD330	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0
SF340	DEFAU	ПТ	Descend	dZERO	6 000,0	160,0	3,0			
SF340	DEFAU	<b>2</b> T	Descend	15	3 000,0	136,9	3,0			
SF340	DEFAU	ВГ	Descend	dD- INTR	1 500,0	126,9	3,0			
SF340	DEFAU	<b>L</b> T	Descend	dD-35	1 000,0	116,9	3,0			
SF340	DEFAU	<b>15</b> T	Land	D-35				216,9		
SF340	DEFAU	<b>16</b> T	Deceler	ate		110,9			1 952,1	40,0
SF340	DEFAU	<b>17</b> Γ	Deceler	ate		30,0			0,0	10,0

## TABLE I-4 (PART 1)

**Default departures procedural steps** 

	Profile	Mage	Step	Step	Thrust	Flap_I	DEnd	Rate	End	Accelerate_Percent
71011	TI TOING		Numbe		Rating		Point	Of	Point	(%)
		Lengti	i (umb	criype	Rating		Altitud	leClimb (ft/	CAS	(70)
							(ft)	min)	(kt)	
1900D	DEFAU	ШТ	1	Takeoff	MaxTak	edo/HD				
1900D	DEFAU	ШТ	2	Climb	MaxTak	elo/AD	400			
1900D	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	elo/AD		2 750	128	
1900D	DEFAU	шт	4	Acceler	a <b>M</b> axCli	n <b>z</b> (ERO- D		2 950	138	
1900D	DEFAU	шт	5	Climb	MaxCli	nadero- D	3 000			
1900D	DEFAU	шт	6	Acceler	a <b>M</b> axCli	n <b>z</b> NERO- D		1 500	160	
1900D	DEFAU	шт	7	Climb	MaxCli	n <b>z</b> NERO- D	5 500			
1900D	DEFAU	ШТ	8	Climb	MaxCli	n <b>z</b> NERO- D	7 500			
1900D	DEFAU	ШТ	9	Climb	MaxCli	n <b>z</b> NERO- D	10 000			
1900D	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	edo/HD				

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10000	DDD11	-		ar ı		1 500	400		
1900D	DEFAU		2	Climb	MaxTak		400		
1900D	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTal	edo/HD		2 400	128
1900D	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	n <b>zte</b> RO- D		2 650	138
1900D	DEFAU	<b>12</b> T	5	Climb	MaxCli	n <b>z</b> NERO- D	3 000		
1900D	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero- D		1 500	160
1900D	DEFAU	<b>12</b> T	7	Climb	MaxCli	n <b>z</b> (ERO- D	5 500		
1900D	DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>z</b> tERO- D	7 500		
1900D	DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>z</b> tERO- D	10 000		
707320	DEFAU	ШТ	1	Takeoff	MaxTal	dolff			
707320	DEFAU	шт	2	Climb	MaxTal	dolff	1 000		
707320	DEFAU	шт	3	Acceler	a <b>M</b> axTal	dolff		2 047	175
707320	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	n <b>il</b> NT		1 000	195
707320	DEFAU	ШТ	5	Climb	MaxCli	n <b>a</b> tero	3 000		
707320	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250
707320	DEFAU	ШТ	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
707320	DEFAU	ШТ	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
707320	DEFAU	ШТ	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
707320	DEFAU	<b>2</b> T	1	Takeoff	MaxTal	dolff			
707320	DEFAU	<b>Ľ</b> Г	2	Climb	MaxTal	elølff	1 000		
707320	DEFAU	<b>Ľ</b> Г	3	Acceler	a <b>M</b> axTal	elølff		1 905	179
707320	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	199
707320	DEFAU	<b>Ľ</b> Г	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
707320	DEFAU	<b>Ľ</b> Г	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
707320	DEFAU	<b>2</b> T	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
707320	DEFAU	<b>Ľ</b> Г	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
707320	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
707320	DEFAU	BL	1	Takeoff	MaxTal	elolff			
707320	DEFAU	BL	2	Climb	MaxTal	eloff	1 000		
707320	DEFAU	BL	3	Acceler	a <b>M</b> axTal	elolff		1 793	183
707320	DEFAU	BL	4	Acceler	a <b>M</b> axCli	n <b>ib</b> T		1 000	203

			1						
	DEFAU		5	Climb	MaxCli		3 000		
	DEFAU		6	Acceler	a <b>M</b> axCli			1 000	250
707320	DEFAU	BL	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
707320	DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
707320	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
707320	DEFAU	ИТ	1	Takeoff	MaxTak	dolff			
707320	DEFAU	<b>M</b> T	2	Climb	MaxTak	dolff	1 000		
707320	DEFAU	<b>M</b> T	3	Acceler	a <b>M</b> axTak	dolff		1 624	189
707320	DEFAU	<b>M</b> L	4	Acceler	a <b>M</b> axCli	n <b>liN</b> T		1 000	209
707320	DEFAU	ИТ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
707320	DEFAU	ИТ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
707320	DEFAU	ИТ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
707320	DEFAU	ИТ	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
707320	DEFAU	ИТ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
707320	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	eloff			
707320	DEFAU	<b>15</b> T	2	Climb	MaxTak	dolff	1 000		
707320	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	dolff		1 430	197
707320	DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axCli	n <b>hly</b> T		1 000	217
707320	DEFAU	<b>15</b> T	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
707320	DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
707320	DEFAU	<b>15</b> T	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
707320	DEFAU	151	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
707320	DEFAU	151	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
707320	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	dolff			
707320	DEFAU	<b>16</b> T	2	Climb	MaxTak	dolff	1 000		
707320	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	dolff		1 259	205
707320	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	n <b>ilN</b> T		800	225
707320	DEFAU	<b>16</b> T	5	Climb	MaxCli	n <b>z</b> leRO	3 000		
707320	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		800	250
707320	DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
707320	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>z</b> lERO	7 500		
707320	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
707320	DEFAU	<b>I</b> ZT	1	Takeoff	MaxTak	dolff			
707320	DEFAU	<b>1</b> 77	2	Climb	MaxTak	dolff	1 000		
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			_						
707320			3		a <b>M</b> axTak			1 151	209
707320			4	Acceler	a <b>M</b> axCli			800	229
707320	DEFAU	IZΓ	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
707320	DEFAU	IΖΓ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		800	250
707320	DEFAU	IΖΓ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
707320	DEFAU	IZΓ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
707320	DEFAU	IZΓ	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
707QN	DEFAU	ПТ	1	Takeoff	MaxTak	dolff			
707QN	DEFAU	ПТ	2	Climb	MaxTak	dolff	1 000		
707QN	DEFAU	11T	3	Acceler	a <b>M</b> axTak	dolff		2 047	175
707QN	DEFAU	IIT	4	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	195
707QN	DEFAU	ПТ	5	Climb	MaxCli	n <b>z</b> lERO	3 000		
707QN	DEFAU	11T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
707QN	DEFAU	ПТ	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
707QN	DEFAU	IIT	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
707QN	DEFAU	11T	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
707QN	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	dolff			
707QN	DEFAU	<b>2</b> T	2	Climb	MaxTak	eloff	1 000		
707QN	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	eloff		1 905	179
707QN	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axCli	n <b>liN</b> T		1 000	199
707QN	DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
707QN	DEFAU	<b>2</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
707QN	DEFAU	<b>2</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
707QN	DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
707QN	DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
707QN	DEFAU	BL	1	Takeoff	MaxTak	eloff			
707QN	DEFAU	BL	2	Climb	MaxTak	dolff	1 000		
707QN	DEFAU	BL	3	Acceler	a <b>M</b> axTak	dolff		1 793	183
707QN	DEFAU	BL	4	Acceler	a <b>M</b> axCli	n <b>hly</b> T		1 000	203
707QN	DEFAU	BL	5	Climb	MaxCli	n <b>z</b> leRO	3 000		
707QN	DEFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	250
707QN	DEFAU	BT	7	Climb	MaxCli	n <b>z</b> leRO	5 500		
707QN	DEFAU	BT	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
707QN	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
	1				l		1		1

107QN   DEFAU III   1   Takeoff   MaxTakdeff   1 000   1   1   1   1   1   1   1   1										
	707QN	DEFAU	TAL	1	Takeoff	MaxTak	dolff			
	707QN	DEFAU	WT TW	2	Climb	MaxTak	dolff	1 000		
707QN   DEFAURT   5   Climb   MaxCli	707QN	DEFAU	T <b>L</b>	3	Acceler	a <b>M</b> axTak	dolff		1 624	189
	707QN	DEFAU	TAL.	4	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	209
	707QN	DEFAU	TAL.	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
	707QN	DEFAU	TAL.	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
707QN   DEFAUET   9   Climb   MaxClinzterO   10 000	707QN	DEFAU	ИТ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
Takeoff   MaxTakdoff   1 000	707QN	DEFAU	ИТ	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
707QN   DEFAUST   3   Acceleral dax Take deff   1 000   1 430   197   707QN   DEFAUST   4   Acceleral dax Clinist   1 000   217   707QN   DEFAUST   5   Climb   MaxClinist   7 000   0 000   0 0 0 0 0 0 0 0 0 0 0	707QN	DEFAU	ИТ	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
TOTQN   DEFAUST   3   Acceleral dax Take deff   1 430   197   1 707QN   DEFAUST   4   Acceleral dax Clinis	707QN	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	eloff			
707QN   DEFAUIST   4   Acceleral (axClinis)   1 000   217   1 07QN   DEFAUIST   5   Climb   MaxClinis (ERO   3 000   5 000   5 000   7 07QN   DEFAUIST   7   Climb   MaxClinis (ERO   5 500   7 07QN   DEFAUIST   8   Climb   MaxClinis (ERO   7 500   7 07QN   DEFAUIST   9   Climb   MaxClinis (ERO   10 000   7 07QN   DEFAUIST   9   Climb   MaxClinis (ERO   10 000   7 07QN   DEFAUIST   2   Climb   MaxTake (ERT   1 000   7 07QN   DEFAUIST   3   Acceleral (axClinis)   1 000   255   205	707QN	DEFAU	<b>15</b> T	2	Climb	MaxTak	eloff	1 000		
707QN   DEFAUST   5   Climb   MaxClindero   3 000     1 000   250     707QN   DEFAUST   7   Climb   MaxClindero   5 500     707QN   DEFAUST   8   Climb   MaxClindero   7 500     707QN   DEFAUST   9   Climb   MaxClindero   10 000     707QN   DEFAUST   9   Climb   MaxClindero   10 000     707QN   DEFAUST   2   Climb   MaxTakdeff   1 000     707QN   DEFAUST   3   Acceleral axTakdeff   1 259   205   707QN   DEFAUST   4   Acceleral axClindero   3 000   225   707QN   DEFAUST   5   Climb   MaxClindero   800   225   707QN   DEFAUST   6   Acceleral axClindero   800   250   707QN   DEFAUST   7   Climb   MaxClindero   5 500   707QN   DEFAUST   8   Climb   MaxClindero   7 500   707QN   DEFAUST   8   Climb   MaxClindero   7 500   707QN   DEFAUST   8   Climb   MaxClindero   7 500   707QN   DEFAUST   9   Climb   MaxClindero   10 000   707QN   DEFAUST   1   Takeoff   MaxTakdeff   1 000   707QN   DEFAUST   2   Climb   MaxClindero   1 1 151   209   707QN   DEFAUST   3   Acceleral axTakdeff   1 151   209   707QN   DEFAUST   3   Acceleral axTakdeff   1 151   209   707QN   DEFAUST   5   Climb   MaxClindero   3 000   707QN   DEFAUST   6   Acceleral axClindero   3 000   707QN   DEFAUST   5   Climb   MaxClindero   3 000   707QN   DEFAUST   6   Acceleral axClindero   7 000   707QN   DEFAUST   6   Acceleral axClindero   7 000   707QN   DEFAUST   6   Acceleral axCli	707QN	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	eloff		1 430	197
707QN   DEFAUST   6   Acceleral axClinatero   1 000   250   707QN   DEFAUST   7   Climb   MaxClinatero   5 500   707QN   DEFAUST   8   Climb   MaxClinatero   7 500   707QN   DEFAUST   9   Climb   MaxClinatero   10 000   707QN   DEFAUST   1   Takeoff   MaxTakdeff   1 000   707QN   DEFAUST   2   Climb   MaxTakdeff   1 000   707QN   DEFAUST   3   Acceleral axTakdeff   1 259   205   707QN   DEFAUST   5   Climb   MaxClinatero   3 000   707QN   DEFAUST   5   Climb   MaxClinatero   3 000   707QN   DEFAUST   6   Acceleral axClinatero   800   250   707QN   DEFAUST   7   Climb   MaxClinatero   5 500   707QN   DEFAUST   8   Climb   MaxClinatero   7 500   707QN   DEFAUST   8   Climb   MaxClinatero   7 500   707QN   DEFAUST   9   Climb   MaxClinatero   10 000   707QN   DEFAUST   9   Climb   MaxClinatero   10 000   707QN   DEFAUST   2   Climb   MaxTakdeff   1 000   707QN   DEFAUST   2   Climb   MaxTakdeff   1 151   209   707QN   DEFAUST   3   Acceleral axClinatero   3 000   229   707QN   DEFAUST   5   Climb   MaxClinatero   3 000   229   707QN   DEFAUST   5   Climb   MaxClinatero   3 000   250   707QN   DEFAUST   6   Acceleral axClinatero   3 000   707QN   250   250   250   250   250   250   250   250   250   250   250   250   250   250   250   250   250   250	707QN	DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axCli	n <b>liN</b> T		1 000	217
707QN   DEFAU   5T   7   Climb   MaxClinatero   5 500	707QN	DEFAU	<b>15</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
707QN         DEFAUST         8         Climb         MaxClinztero         7 500           707QN         DEFAUST         9         Climb         MaxClinztero         10 000           707QN         DEFAUST         1         Takeoff MaxTakdeff         1 000           707QN         DEFAUST         2         Climb         MaxTakdeff         1 000           707QN         DEFAUST         3         AcceleraldaxTakdeff         1 259         205           707QN         DEFAUST         4         AcceleraldaxClinibit         800         225           707QN         DEFAUST         5         Climb         MaxClinztero         3 000         250           707QN         DEFAUST         7         Climb         MaxClinztero         5 500         700           707QN         DEFAUST         8         Climb         MaxClinztero         7 500         7 500           707QN         DEFAUST         9         Climb         MaxClinztero         10 000         7 500           707QN         DEFAUST         1         Takeoff         MaxTakdeff         1 000         1 151         209           707QN         DEFAUST         2         Climb         MaxTakdeff <td< td=""><td>707QN</td><td>DEFAU</td><td><b>15</b>T</td><td>6</td><td>Acceler</td><td>a<b>M</b>axCli</td><td>n<b>zl</b>ERO</td><td></td><td>1 000</td><td>250</td></td<>	707QN	DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
707QN   DEFAUIST   9   Climb   MaxClinztero   10 000	707QN	DEFAU	<b>15</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
Takeoff   MaxTakdoff   1   O00	707QN	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
707QN   DEFAU   1   2   Climb   MaxTak   1   1   1   1   259   205     707QN   DEFAU   1   3   Acceleral   1   1   259   205     707QN   DEFAU   1   4   Acceleral   1   1   1   1   1   1   1   1     707QN   DEFAU   1   5   Climb   MaxClina   1   1   1   1     707QN   DEFAU   1   7   Climb   MaxClina   1   1   1     707QN   DEFAU   1   Takeoff   MaxClina   1   1     707QN   DEFAU   1   Takeoff   MaxTak   1   1     707QN   DEFAU   1   Takeoff   1   1     707QN   1   1   1	707QN	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
707QN   DEFAU 6T   3   Acceleral ax Takel 6	707QN	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	eloff			
707QN DEFAUIST         4         Acceleral axClinis T         800         225           707QN DEFAUIST         5         Climb MaxClinis ERO         3 000         800         250           707QN DEFAUIST         6         Acceleral axClinis ERO         800         250           707QN DEFAUIST         7         Climb MaxClinis ERO         5 500           707QN DEFAUIST         8         Climb MaxClinis ERO         7 500           707QN DEFAUIST         9         Climb MaxClinis ERO         10 000           707QN DEFAUIST         1         Takeoff MaxTaked F         1 000           707QN DEFAUIST         2         Climb MaxTaked F         1 000           707QN DEFAUIST         3         Acceleral axTaked F         1 151         209           707QN DEFAUIST         4         Acceleral axClinis INT         800         229           707QN DEFAUIST         5         Climb MaxClinis ERO         3 000         800         250	707QN	DEFAU	<b>16</b> T	2	Climb	MaxTak	eloff	1 000		
707QN DEFAUIST         5         Climb MaxClinztero         3 000           707QN DEFAUIST         6         Accelerate axClinztero         800         250           707QN DEFAUIST         7         Climb MaxClinztero         5 500         5 500           707QN DEFAUIST         8         Climb MaxClinztero         7 500         7 500           707QN DEFAUIST         9         Climb MaxClinztero         10 000         10 000           707QN DEFAUIST         1         Takeoff MaxTakdeff         1 000         1 151         209           707QN DEFAUIST         3         Accelerate axTakdeff         1 151         209         1 151         209           707QN DEFAUIST         4         Accelerate axClinztero         3 000         229           707QN DEFAUIST         5         Climb MaxClinztero         3 000         800         250           707QN DEFAUIST         6         Accelerate axClinztero         800         250	707QN	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	elolff		1 259	205
707QN DEFAUIST         6         Acceleral ax Clinitero         800         250           707QN DEFAUIST         7         Climb Max Clinitero         5 500           707QN DEFAUIST         8         Climb Max Clinitero         7 500           707QN DEFAUIST         9         Climb Max Clinitero         10 000           707QN DEFAUIST         1         Takeoff Max Takdoff         1 000           707QN DEFAUIST         2         Climb Max Takdoff         1 151         209           707QN DEFAUIST         3         Acceleral ax Takdoff         1 151         209           707QN DEFAUIST         4         Acceleral ax Cliniter         800         229           707QN DEFAUIST         5         Climb Max Clinitero         800         250           707QN DEFAUIST         6         Acceleral ax Clinitero         800         250	707QN	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	n <b>liN</b> T		800	225
707QN DEFAUIST         7         Climb MaxClinzterO 5 500           707QN DEFAUIST         8         Climb MaxClinzterO 7 500           707QN DEFAUIST         9         Climb MaxClinzterO 10 000           707QN DEFAUIT         1         Takeoff MaxTakdoff           707QN DEFAUIT         2         Climb MaxTakdoff         1 000           707QN DEFAUIT         3         AccelerateaxTakdoff         1 151 209           707QN DEFAUIT         4         AccelerateaxClinter         800 229           707QN DEFAUIT         5         Climb MaxClinzterO 3 000           707QN DEFAUIT         6         AccelerateaxClinzterO 800 250	707QN	DEFAU	<b>16</b> T	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
707QN DEFAUIST         8         Climb MaxClinztero         7 500           707QN DEFAUIST         9         Climb MaxClinztero         10 000           707QN DEFAUIST         1         Takeoff MaxTakdoff         1 000           707QN DEFAUIST         2         Climb MaxTakdoff         1 000           707QN DEFAUIST         3         AccelerateaxTakdoff         1 151         209           707QN DEFAUIST         4         AccelerateaxClintes         800         229           707QN DEFAUIST         5         Climb MaxClinztero         3 000           707QN DEFAUIST         6         AccelerateaxClinztero         800         250	707QN	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		800	250
707QN DEFAUET         9         Climb MaxClinztero         10 000           707QN DEFAUET         1         Takeoff MaxTakdeff            707QN DEFAUET         2         Climb MaxTakdeff         1 000           707QN DEFAUET         3         AccelerateaxTakdeff         1 151         209           707QN DEFAUET         4         AccelerateaxClinter         800         229           707QN DEFAUET         5         Climb MaxClinztero         3 000           707QN DEFAUET         6         AccelerateaxClinztero         800         250	707QN	DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
707QN DEFAUIT         1         Takeoff MaxTakdoff         1           707QN DEFAUIT         2         Climb MaxTakdoff         1 000           707QN DEFAUIT         3         Acceleral axTakdoff         1 151 209           707QN DEFAUIT         4         Acceleral axClimit NT         800 229           707QN DEFAUIT         5         Climb MaxClimit ERO         3 000           707QN DEFAUIT         6         Acceleral axClimit ERO         800 250	707QN	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
707QN DEFAUIT         2         Climb MaxTakdoff         1 000           707QN DEFAUIT         3         Acceleral dax Takdoff         1 151 209           707QN DEFAUIT         4         Acceleral dax Climber         800 229           707QN DEFAUIT         5         Climb MaxClimber         3 000           707QN DEFAUIT         6         Acceleral dax Climber         800 250	707QN	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
707QN DEFAUTT         3         Acceleral axTake of ff         1 151 209           707QN DEFAUTT         4         Acceleral axClimit NT         800 229           707QN DEFAUTT         5         Climb MaxClimit ERO         3 000           707QN DEFAUTT         6         Acceleral axClimit ERO         800 250	707QN	DEFAU	IZΓ	1	Takeoff	MaxTak	eloff			
707QN DEFAUTT         4         Acceleral axClinit NT         800         229           707QN DEFAUTT         5         Climb MaxClinit ERO         3 000           707QN DEFAUTT         6         Acceleral axClinit ERO         800         250	707QN	DEFAU	IZΓ	2	Climb	MaxTak	dolff	1 000		
707QN DEFAUET 5 Climb MaxClinzterO 3 000 707QN DEFAUET 6 AccelerateaxClinzterO 800 250	707QN	DEFAU	777	3	Acceler	a <b>M</b> axTak	elolff		1 151	209
707QN DEFAUIT 6 Acceleral Acceleral Acceleral 6 800 250	707QN	DEFAU	177	4	Acceler	a <b>M</b> axCli	nMT		800	229
	707QN	DEFAU	177	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
707QN DEFAUIT 7 Climb MaxClinzterO 5 500	707QN	DEFAU	177	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		800	250
	707QN	DEFAU	IZΓ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		

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707QN	DEFAU	IZΓ	8	Climb	MaxCli	n <b>zi</b> ERO	7 500			
707QN	DEFAU	IIΓ	9	Climb	MaxCli	m <b>Z</b> ERO	10 000			
717200	DEFAU	ШТ	1	Takeoff	MaxTak	eToff3A				
717200	DEFAU	ШТ	2	Climb	MaxTak	eToff3A	1 000			
717200	DEFAU	ΊΤ	3	Climb	MaxCli	mlb_13A	3 000			
717200	DEFAU	ПТ	4	Acceler	a <b>M</b> axCli	mlb_00B		1 296,4	250	
717200	DEFAU	ШТ	5	Climb	MaxCli	mlb_00B	5 000			
717200	DEFAU	ШТ	6	Climb	MaxCli	mlb_00B	7 500			
717200	DEFAU	ШТ	7	Climb	MaxCli	mlb_00B	10 000			
717200	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	eToff3A				
717200	DEFAU	<b>12</b> T	2	Climb	MaxTak	eToff3A	1 000			
717200	DEFAU	<b>12</b> T	3	Climb	MaxCli	mlb_13A	3 000			
717200	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	mlb_00B		1 298	250	
717200	DEFAU	<b>12</b> T	5	Climb	MaxCli	mlb_00B	5 000			
717200	DEFAU	<b>12</b> T	6	Climb	MaxCli	mlb_00B	7 500			
717200	DEFAU	<b>12</b> T	7	Climb	MaxCli	mlb_00B	10 000			
717200	DEFAU	BL	1	Takeoff	MaxTak	eToff3A				
717200	DEFAU	BL	2	Climb	MaxTak	eToff3A	1 000			
717200	DEFAU	BL	3	Climb	MaxCli	mlb_13A	3 000			
717200	DEFAU	BL	4	Acceler	a <b>M</b> axCli	mlb_00B		1 229,1	250	
717200	DEFAU	BT	5	Climb	MaxCli	mlb_00B	5 000			
717200	DEFAU	BT	6	Climb	MaxCli	mlb_00B	7 500			
717200	DEFAU	BT	7	Climb	MaxCli	mlb_00B	10 000			
717200	DEFAU	ИТ	1	Takeoff	MaxTak	eToff3A				
717200	DEFAU	ИТ	2	Climb	MaxTak	eToff3A	1 000			
717200	DEFAU	ИТ	3	Climb	MaxCli	mlb_13A	3 000			
717200	DEFAU	WT TW	4	Acceler	a <b>M</b> axCli	mlb_00B		1 165,9	250	
717200	DEFAU	ИТ	5	Climb	MaxCli	mlb_00B	5 000			
717200	DEFAU	ИТ	6	Climb	MaxCli	mlb_00B	7 500			
717200	DEFAU	<b>W</b> T	7	Climb	MaxCli	mlb_00B	10 000			
717200	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	eToff3A				
717200	DEFAU	<b>15</b> T	2	Climb	MaxTak	eToff3A	1 000			
-										

		1			1	1			
717200	DEFAU	15T	3	Climb	MaxCli	mlb_13A	3 000		
717200	DEFAU	ISΓ	4	Acceler	a <b>M</b> axCli	mlb_00B		1 142,6	250
717200	DEFAU	IST T	5	Climb	MaxCli	mlb_00B	5 000		
717200	DEFAU	IST	6	Climb	MaxCli	mlb_00B	7 500		
717200	DEFAU	IST T	7	Climb	MaxCli	mlb_00B	10 000		
717200	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	eToff3A			
717200	DEFAU	<b>16</b> T	2	Climb	MaxTak	eToff3A	1 000		
717200	DEFAU	<b>16</b> T	3	Climb	MaxCli	mlb_13A	3 000		
717200	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	mlb_00B		1 098,3	250
717200	DEFAU	<b>16</b> T	5	Climb	MaxCli	mlb_00B	5 000		
717200	DEFAU	<b>16</b> T	6	Climb	MaxCli	mlb_00B	7 500		
717200	DEFAU	<b>16</b> T	7	Climb	MaxCli	mlb_00B	10 000		
717200	ICAO_1	B1	1	Takeoff	MaxTak	eToff3A			
717200	ICAO_1	B1	2	Climb	MaxTak	eToff3A	1 100		
717200	ICAO_	B1	3	Acceler	a <b>lv4</b> axTak	eToff3A		2 137,1	186,2
717200	ICAO_1	B1	4	Climb	MaxCli	mlb_00B	3 000		
717200	ICAO_	B1	5	Acceler	a <b>M</b> axCli	mlb_00B		1 000	250
717200	ICAO_1	B1	6	Climb	MaxCli	mlb_00B	5 500		
717200	ICAO_	B1	7	Climb	MaxCli	mlb_00B	7 500		
717200	ICAO_1	B1	8	Climb	MaxCli	mlb_00B	10 000		
717200	ICAO_1	B2	1	Takeoff	MaxTak	eToff3A			
717200	ICAO_	B2	2	Climb	MaxTak	eToff3A	1 000		
717200	ICAO_1	B2	3	Acceler	a <b>M</b> axTak	eEoff3A		2 003,2	185
717200	ICAO_1	B2	4	Climb	MaxCli	mlb_00B	3 000		
717200	ICAO_1	B2	5	Acceler	a <b>M</b> axCli	mlb_00B		1 000	250
717200	ICAO_1	B2	6	Climb	MaxCli	mlb_00B	5 500		
717200	ICAO_1	B2	7	Climb	MaxCli	mlb_00B	7 500		
717200	ICAO_1	B2	8	Climb	MaxCli	mlb_00B	10 000		
717200	ICAO_1	B3	1	Takeoff	MaxTak	eToff3A			
717200	ICAO_1	B3	2	Climb	MaxTak	eToff3A	1 000		
717200	ICAO_	B3	3	Acceler	a <b>lM</b> axTak	eEoff3A		1 874,4	183,8

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717200	ICAO	m	4	C1: 1	M C1:	71 00D	2 000		
	ICAO_		4	Climb	MaxCli	_	3 000		
	ICAO_		5		a <b>M</b> axCli	_		1 000	250
717200	ICAO_	B3	6	Climb	MaxCli	mlp_00B	5 500		
717200	ICAO_	B3	7	Climb	MaxCli	mlb_00B	7 500		
717200	ICAO_	B3	8	Climb	MaxCli	mlp_00B	10 000		
717200	ICAO_	B4	1	Takeoff	MaxTak	eToff3A			
717200	ICAO_	B4	2	Climb	MaxTak	eToff3A	1 000		
717200	ICAO_	B4	3	Acceler	a <b>M</b> axTak	æ <u>of</u> f3A		1 756,2	182,7
717200	ICAO_	B4	4	Climb	MaxCli	mlb_00B	3 000		
717200	ICAO_	B4	5	Acceler	a <b>M</b> axCli	mlb_00B		1 000	250
717200	ICAO_	B4	6	Climb	MaxCli	mlb_00B	5 500		
717200	ICAO_	B4	7	Climb	MaxCli	mlb_00B	7 500		
717200	ICAO_	B4	8	Climb	MaxCli	mlb_00B	10 000		
717200	ICAO_	B5	1	Takeoff	MaxTak	eToff3A			
717200	ICAO_	B5	2	Climb	MaxTak	eToff3A	1 000		
717200	ICAO_	B5	3	Acceler	a <b>M</b> axTak	æ <u>off3A</u>		1 705,9	192,7
717200	ICAO_	B5	4	Climb	MaxCli	mlb_00B	3 000		
717200	ICAO_	B5	5	Acceler	a <b>M</b> axCli	mlb_00B		1 000	250
717200	ICAO_	B5	6	Climb	MaxCli	mlb_00B	5 500		
717200	ICAO_	B5	7	Climb	MaxCli	mlb_00B	7 500		
717200	ICAO_	B5	8	Climb	MaxCli	mlb_00B	10 000		
717200	ICAO_	B6	1	Takeoff	MaxTak	eToff3A			
717200	ICAO_	B6	2	Climb	MaxTak	eToff3A	1 000		
717200	ICAO_	B6	3	Acceler	a <b>lv4</b> axTak	æ <u>off3A</u>		1 540,3	191,2
717200	ICAO_	B6	4	Climb	MaxCli	mlb_00B	3 000		
717200	ICAO_	B6	5	Acceler	a <b>M</b> axCli	mlb_00B		1 000	250
717200	ICAO_	B6	6	Climb	MaxCli	mlb_00B	5 500		
717200	ICAO_	B6	7	Climb	MaxCli	mlb_00B	7 500		
717200	ICAO_	B6	8	Climb	MaxCli	mlb_00B	10 000		
720B	DEFAU	шт	1	Takeoff	MaxTak	200ff			
720B	DEFAU	ШТ	2	Climb	MaxTak	<b>200</b> ff	1 000		
720B	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	<b>200</b> ff		2 632	175

DEFAUIIT			1	1			I		1
T20B	720B	DEFAUIIT	4	Acceler	a <b>M</b> axCli	nliNT		1 000	195
T20B	720B	DEFAUIIT	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
T20B	720B	DEFAUIIT	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250
T20B	720B	DEFAUIIT	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
Takeoff MaxTak a	720B	DEFAUIIT	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
720B   DEFAUET   2   Climb   MaxTak@0ff   1 000	720B	DEFAUIIT	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
Defaur   Colomb   Defaur   C	720B	DEFAU <b>L</b> T	1	Takeoff	MaxTak	<b>200</b> ff			
Defaur   Acceleral   Acceler	720B	DEFAU <b>2</b> T	2	Climb	MaxTak	200ff	1 000		
Defaur   S	720B	DEFAU <b>L</b> T	3	Acceler	a <b>M</b> axTak	<b>20</b> 0ff		2 470	179
Defaur   Climb   MaxClindero   1 000   250	720B	DEFAU <b>Ľ</b> T	4	Acceler	a <b>M</b> axCli	nliNT		1 000	199
720B   DEFAU IT   7   Climb   MaxClinatero   5 500	720B	DEFAU <b>Ľ</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DEFAUET   S   Climb   MaxClinatero   7 500	720B	DEFAU <b>Z</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DEFAUET   9   Climb   MaxClinatero   10 000	720B	DEFAU <b>Ľ</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
Takeoff   MaxTak@off   1 000	720B	DEFAU <b>Ľ</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
720B   DEFAUBT   2   Climb   MaxTak a for   1 000     2 323   183     720B   DEFAUBT   3   Acceleral axTak a for   1 000   203     720B   DEFAUBT   5   Climb   MaxClinatero   3 000     720B   DEFAUBT   6   Acceleral axClinatero   1 000   250     720B   DEFAUBT   7   Climb   MaxClinatero   5 500     720B   DEFAUBT   8   Climb   MaxClinatero   5 500     720B   DEFAUBT   9   Climb   MaxClinatero   10 000     720B   DEFAUBT   1   Takeoff   MaxTak a for   1 000     720B   DEFAUBT   2   Climb   MaxTak a for   1 000     720B   DEFAUBT   3   Acceleral axTak a for   1 000   209   720B   DEFAUBT   4   Acceleral axClinatero   3 000   720B   DEFAUBT   5   Climb   MaxClinatero   3 000   720B   DEFAUBT   5   Climb   MaxClinatero   1 000   250   720B   DEFAUBT   7   Climb   MaxClinatero   5 500   720B   DEFAUBT   7   Climb   MaxClinatero   5 500   720B   DEFAUBT   8   Climb   MaxClinatero   7 500   720B   DEFAUBT   8   Climb   MaxClinatero   7 500   720B   DEFAUBT   8   Climb   MaxClinatero   1 000   000   720B   DEFAUBT   8   Climb   MaxClinatero   1 000   000   720B   DEFAUBT   9   Climb   MaxClinatero   1 000   000	720B	DEFAU <b>Ľ</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
720B   DEFAUET   3   Acceleral dax Tak 200ff   2 323   183   720B   DEFAUET   4   Acceleral dax Climb   T   1 000   203   720B   DEFAUET   5   Climb   Max Climb   T   1 000   250   720B   DEFAUET   6   Acceleral dax Climb   Max Climb   T   1 000   250   720B   DEFAUET   7   Climb   Max Climb   Max Climb   T   1 000   250   720B   DEFAUET   8   Climb   Max Climb   Max Climb   T   1 0 000   720B   DEFAUET   9   Climb   Max Tak 200ff   1 000   720B   DEFAUET   2   Climb   Max Tak 200ff   1 000   720B   DEFAUET   3   Acceleral dax Tak 200ff   2 125   189   720B   DEFAUET   4   Acceleral dax Climb   T   1 000   209   720B   DEFAUET   5   Climb   Max Climb   T   1 000   250   720B   DEFAUET   5   Climb   Max Climb   T   1 000   250   720B   DEFAUET   6   Acceleral dax Climb   T   1 000   250   720B   DEFAUET   7   Climb   Max Climb   T   1 000   250   720B   DEFAUET   8   Climb   Max Climb   T   7 0 000   720B   DEFAUET   8   Climb   Max Climb   T   1 000   000   720B   DEFAUET   8   Climb   Max Climb   T   1 000   000   720B   DEFAUET   9   Climb   Max Climb   T   1 000   000   720B   DEFAUET   9   Climb   Max Climb   T   1 000   000   720B   DEFAUET   9   Climb   Max Climb   T   1 000   000   720B   DEFAUET   9   Climb   Max Climb   T   1 000   000   720B   DEFAUET   9   Climb   Max Climb   T   1 000   000	720B	DEFAUBT	1	Takeoff	MaxTak	200ff			
720B   DEFAUET   4   Acceleral MaxClinia	720B	DEFAUBT	2	Climb	MaxTak	200ff	1 000		
720B         DEFAUBT         5         Climb         MaxClinzero         3 000           720B         DEFAUBT         6         AcceleraldaxClinzero         1 000         250           720B         DEFAUBT         7         Climb         MaxClinzero         5 500           720B         DEFAUBT         8         Climb         MaxClinzero         7 500           720B         DEFAUBT         9         Climb         MaxClinzero         10 000           720B         DEFAUBT         1         Takeoff MaxTakaoff         1 000           720B         DEFAUBT         2         Climb         MaxTakaoff         2 125         189           720B         DEFAUBT         3         AcceleraldaxClinibt         1 000         209           720B         DEFAUBT         5         Climb         MaxClinzero         3 000           720B         DEFAUBT         6         AcceleraldaxClinzero         1 000         250           720B         DEFAUBT         7         Climb         MaxClinzero         5 500           720B         DEFAUBT         8         Climb         MaxClinzero         7 500           720B         DEFAUBT         9         Climb	720B	DEFAUBT	3	Acceler	a <b>M</b> axTak	200ff		2 323	183
720B         DEFAUBT         6         Acceleral axClinatero         1 000         250           720B         DEFAUBT         7         Climb         MaxClinatero         5 500           720B         DEFAUBT         8         Climb         MaxClinatero         7 500           720B         DEFAUBT         9         Climb         MaxClinatero         10 000           720B         DEFAUBT         1         Takeoff MaxTaketoff         1 000           720B         DEFAUBT         2         Climb         MaxTaketoff         2 125         189           720B         DEFAUBT         3         Acceleral axTaketoff         2 125         189           720B         DEFAUBT         4         Acceleral axClinatero         1 000         209           720B         DEFAUBT         5         Climb         MaxClinatero         1 000         250           720B         DEFAUBT         7         Climb         MaxClinatero         5 500         5 500           720B         DEFAUBT         8         Climb         MaxClinatero         7 500         7 500           720B         DEFAUBT         9         Climb         MaxClinatero         10 000         7 500 </td <td>720B</td> <td>DEFAUBT</td> <td>4</td> <td>Acceler</td> <td>a<b>M</b>axCli</td> <td>n<b>hN</b>T</td> <td></td> <td>1 000</td> <td>203</td>	720B	DEFAUBT	4	Acceler	a <b>M</b> axCli	n <b>hN</b> T		1 000	203
720B   DEFAUBT   7   Climb   MaxClinZtero   5 500	720B	DEFAUBT	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
720В         DEFAUBT         8         Climb         MaxClinzero         7 500           720В         DEFAUBT         9         Climb         MaxClinzero         10 000           720В         DEFAUBT         1         Takeoff         MaxTakeoff         1 000           720В         DEFAUBT         2         Climb         MaxTakeoff         1 000           720В         DEFAUBT         3         Acceleral axTakeoff         2 125         189           720В         DEFAUBT         4         Acceleral axClinzero         1 000         209           720В         DEFAUBT         5         Climb         MaxClinzero         3 000           720В         DEFAUBT         7         Climb         MaxClinzero         5 500           720В         DEFAUBT         8         Climb         MaxClinzero         7 500           720В         DEFAUBT         9         Climb         MaxClinzero         10 000	720B	DEFAUBT	6	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 000	250
720В         DEFAUBT         9         Climb         MaxClinzero         10 000           720В         DEFAUBT         1         Takeoff         MaxTakeoff         1 000           720В         DEFAUBT         2         Climb         MaxTakeoff         1 000           720В         DEFAUBT         3         Accelerate axTakeoff         2 125         189           720В         DEFAUBT         4         Accelerate axClinzero         1 000         209           720В         DEFAUBT         5         Climb         MaxClinzero         3 000           720В         DEFAUBT         6         Accelerate axClinzero         1 000         250           720В         DEFAUBT         7         Climb         MaxClinzero         5 500           720В         DEFAUBT         8         Climb         MaxClinzero         7 500           720В         DEFAUBT         9         Climb         MaxClinzero         10 000	720B	DEFAUBT	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
720B         DEFAUMT         1         Takeoff MaxTake0ff         1         1         Takeoff MaxTake0ff         1 </td <td>720B</td> <td>DEFAUBT</td> <td>8</td> <td>Climb</td> <td>MaxCli</td> <td>n<b>Z</b>ERO</td> <td>7 500</td> <td></td> <td></td>	720B	DEFAUBT	8	Climb	MaxCli	n <b>Z</b> ERO	7 500		
720В         DEFAUMT         2         Climb         MaxTak@0ff         1 000           720В         DEFAUMT         3         Acceleral axTak@0ff         2 125         189           720В         DEFAUMT         4         Acceleral axClimitat         1 000         209           720В         DEFAUMT         5         Climb         MaxClimatero         3 000           720В         DEFAUMT         6         Acceleral axClimatero         1 000         250           720В         DEFAUMT         7         Climb         MaxClimatero         5 500           720В         DEFAUMT         8         Climb         MaxClimatero         7 500           720В         DEFAUMT         9         Climb         MaxClimatero         10 000	720B	DEFAUBT	9	Climb	MaxCli	n <b>Z</b> BERO	10 000		
720B   DEFAUMT   3   Acceleral axTak 20ff   2 125   189     720B   DEFAUMT   4   Acceleral axCliniant   1 000   209     720B   DEFAUMT   5   Climb   MaxCliniant   1 000   250     720B   DEFAUMT   6   Acceleral axCliniant   1 000   250     720B   DEFAUMT   7   Climb   MaxCliniant   2 500     720B   DEFAUMT   8   Climb   MaxCliniant   7 500     720B   DEFAUMT   9   Climb   MaxCliniant   7 500     72	720B	DEFAULT	1	Takeoff	MaxTak	200ff			
720В         DEFAUMT         4         Acceleral axClinibit         1 000         209           720В         DEFAUMT         5         Climb         MaxClinibero         3 000           720В         DEFAUMT         6         Acceleral axClinibero         1 000         250           720В         DEFAUMT         7         Climb         MaxClinibero         5 500           720В         DEFAUMT         8         Climb         MaxClinibero         7 500           720В         DEFAUMT         9         Climb         MaxClinibero         10 000	720B	DEFAULT	2	Climb	MaxTak	200ff	1 000		
720В         DEFAUMT         5         Climb         MaxClinAERO         3 000           720В         DEFAUMT         6         Acceleral axClinAERO         1 000         250           720В         DEFAUMT         7         Climb         MaxClinAERO         5 500           720В         DEFAUMT         8         Climb         MaxClinAERO         7 500           720В         DEFAUMT         9         Climb         MaxClinAERO         10 000	720B	DEFAUMT	3	Acceler	a <b>M</b> axTak	200ff		2 125	189
720В         DEFAUMT         6         Accelerate axClinatero         1 000         250           720В         DEFAUMT         7         Climb         MaxClinatero         5 500           720В         DEFAUMT         8         Climb         MaxClinatero         7 500           720В         DEFAUMT         9         Climb         MaxClinatero         10 000	720B	DEFAULT	4	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	209
720B         DEFAUHT         7         Climb         MaxClinAtero         5 500           720B         DEFAUHT         8         Climb         MaxClinAtero         7 500           720B         DEFAUHT         9         Climb         MaxClinAtero         10 000	720B	DEFAUMT	5	Climb	MaxCli	n <b>Z</b> BERO	3 000		
720B DEFAULT 8 Climb MaxClinAtero 7 500 720B DEFAULT 9 Climb MaxClinAtero 10 000	720B	DEFAUMT	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 000	250
720B DEFAUMT 9 Climb MaxClimMeRO 10 000	720B	DEFAUMT	7	Climb	MaxCli	n <b>Z</b> ERO	5 500		
	720B	DEFAUMT	8	Climb	MaxCli	n <b>Z</b> ERO	7 500		
720B DEFAUIST 1 Takeoff MaxTak@0ff	720B	DEFAUMT	9	Climb	MaxCli	n <b>Z</b> ERO	10 000		
	720B	DEFAU <b>5</b> T	1	Takeoff	MaxTak	<b>20</b> 0ff			

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720B	DEFAU	15T	2	Climb	MaxTak	260ff	1 000		
720B	DEFAU		3		a <b>lve</b> axTak			2 005	193
720B	DEFAU		4		a <b>M</b> axCli			1 000	213
720B	DEFAU	<b>15</b> T	5	Climb	MaxCli	n <b>a</b> lero	3 000		
720B	DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
720B	DEFAU	<b>15</b> T	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
720B	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>z</b> leRO	7 500		
720B	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>a</b> lero	10 000		
727100	DEFAU	ПΤ	1	Takeoff	MaxTak	€off			
727100	DEFAU	ПΤ	2	Climb	MaxTak	€off	1 000		
727100	DEFAU	ΊΤ	3	Acceler	a <b>M</b> axTak	€off		1 342	160
727100	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	æoff		1 342	190
727100	DEFAU	ШΤ	5	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	200
727100	DEFAU	11T	6	Climb	MaxCli	n <b>a</b> tero	3 000		
727100	DEFAU	<b>1</b> 1T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
727100	DEFAU	<b>1</b> 1T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727100	DEFAU	ΊΤ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727100	DEFAU	ΊΤ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727100	DEFAU	27	1	Takeoff	MaxTak	<b>c</b> off			
727100	DEFAU	27	2	Climb	MaxTak	<b>c</b> off	1 000		
727100	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	<b>c</b> off		1 265	160
727100	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	æoff		1 265	190
727100	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	200
727100	DEFAU	<b>12</b> T	6	Climb	MaxCli	n <b>at</b> ERO	3 000		
727100	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
727100	DEFAU	<b>12</b> T	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
727100	DEFAU	<b>12</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
727100	DEFAU	<b>12</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727100	DEFAU	BL	1	Takeoff	MaxTak	e <b>c</b> off			
727100	DEFAU	BL	2	Climb	MaxTak	e <b>c</b> off	1 000		
727100	DEFAU	BL	3	Acceler	a <b>M</b> axTak	eoff		1 192	165
727100	DEFAU	BL	4	Acceler	a <b>M</b> axTak	æoff		1 192	195
727100	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	205
727100	DEFAU	BL	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		

727100   DEFAU IST   7   Accelerablas Clinzero   5 500   727100   DEFAU IST   9   Climb   MaxClinzero   7 500   727100   DEFAU IST   1   Takeoff   MaxTakeoff   1 000   727100   DEFAU IST   2   Climb   MaxTakeoff   1 000   727100   DEFAU IST   3   Accelerablas Takeoff   1 115   170   727100   DEFAU IST   5   Accelerablas Clinzero   3 000   727100   DEFAU IST   5   Accelerablas Clinzero   7 500   727100   DEFAU IST   7   Accelerablas Clinzero   7 500   727101   DEFAU IST   8   Climb   MaxClinzero   7 500   727101   DEFAU IST   8   Climb   MaxClinzero   7 500   727101   DEFAU IST   7   Accelerablas Clinzero   7 500   727101   DEFAU IST   1   Takeoff   MaxClinzero   7 500   727101   DEFAU IST   1   Accelerablas Clinzero   7 500						1				
727100   DEFAU IST   9   Climb   MaxClinitero   10 000	727100	DEFAU	BT	7	Acceler	a <b>M</b> axCli	n <b>z</b> HERO		1 000	250
727100   DEFAUET   10   Climb   MaxClintero   10 000	727100	DEFAU	BT	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
Takeoff   MaxTak	727100	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727100   DEFAUHT   2   Climb   MaxTak coff   1 000	727100	DEFAU	BT	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
	727100	DEFAU	TAL.	1	Takeoff	MaxTak	<b>€</b> off			
	727100	DEFAU	<b>TA</b> L	2	Climb	MaxTak	€off	1 000		
727100   DEFAURT   5   Acceleral MaxCliniteRO   1 000   210   727100   DEFAURT   7   Acceleral MaxCliniteRO   1 000   250   727100   DEFAURT   8   Climb   MaxCliniteRO   7 500   727100   DEFAURT   9   Climb   MaxCliniteRO   7 500   727100   DEFAURT   10   Climb   MaxCliniteRO   7 500   7271015   DEFAURT   11   Takeoff   MaxTakeoff   1 000   727D15   DEFAURT   2   Climb   MaxTakeoff   1 000   727D15   DEFAURT   3   Acceleral MaxTakeoff   1 363   170   727D15   DEFAURT   4   Acceleral MaxTakeoff   1 363   200   727D15   DEFAURT   5   Acceleral MaxCliniteRO   1 000   210   727D15   DEFAURT   7   Acceleral MaxCliniteRO   1 000   250   727D15   DEFAURT   8   Climb   MaxCliniteRO   5 500   727D15   DEFAURT   8   Climb   MaxCliniteRO   7 500   727D15   DEFAURT   9   Climb   MaxCliniteRO   7 500   727D15   DEFAURT   9   Climb   MaxCliniteRO   7 500   727D15   DEFAURT   10   Climb   MaxCliniteRO   7 500   727D15   DEFAURT   10   Climb   MaxCliniteRO   1 000   727D15   DEFAURT   10   Climb   MaxCliniteRO   1 000   727D15   DEFAURT   2   Climb   MaxCliniteRO   1 000   727D15   DEFAURT   2   Climb   MaxCliniteRO   1 000   727D15   DEFAURT   2   Climb   MaxTakeoff   1 281   170   727D15   DEFAURT   3   Acceleral MaxTakeoff   1 281   170   727D15   DEFAURT   5   Acceleral MaxCliniteRO   1 000   210   727D15   DEFAURT   5   Acceleral MaxCliniteRO   1 000   210   727D15   DEFAURT   6   Climb   MaxCliniteRO   1 000   250   727D15   DEFAURT   7   Acceleral MaxCliniteRO   1 000   250   727D15   DEFAURT   7   Acceleral MaxCliniteRO   5 500   727D15   DEFAURT   7   Acceleral MaxCliniteRO   7 500   7000   7000   7000   7000   7000   7000   7000	727100	DEFAU	ИТ	3	Acceler	a <b>M</b> axTak	<b>c</b> off		1 115	170
727100   DEFAURT   6   Climb   MaxClintero   3 000     727100   DEFAURT   7   Acceleral MaxClintero   1 000   250   727100   DEFAURT   8   Climb   MaxClintero   7 500   727100   DEFAURT   9   Climb   MaxClintero   7 500   727100   DEFAURT   10   Climb   MaxClintero   7 500   727105   DEFAURT   1   Takeoff   MaxTakeoff   1 000   727D15   DEFAURT   2   Climb   MaxTakeoff   1 000   727D15   DEFAURT   3   Acceleral MaxTakeoff   1 363   170   727D15   DEFAURT   4   Acceleral MaxTakeoff   1 363   200   727D15   DEFAURT   5   Acceleral MaxClintero   1 000   210   727D15   DEFAURT   7   Acceleral MaxClintero   3 000   727D15   DEFAURT   7   Acceleral MaxClintero   3 000   727D15   DEFAURT   8   Climb   MaxClintero   7 500   727D15   DEFAURT   9   Climb   MaxClintero   7 500   727D15   DEFAURT   9   Climb   MaxClintero   7 500   727D15   DEFAURT   10   Climb   MaxClintero   7 500   727D15   DEFAURT   10   Climb   MaxClintero   1 000   727D15   DEFAURT   2   Climb   MaxClintero   1 000   727D15   DEFAURT   2   Climb   MaxClintero   1 000   727D15   DEFAURT   2   Climb   MaxClintero   1 000   727D15   DEFAURT   3   Acceleral MaxTakeoff   1 281   170   727D15   DEFAURT   3   Acceleral MaxClintero   1 281   170   727D15   DEFAURT   5   Acceleral MaxClintero   1 000   210   727D15   DEFAURT   5   Acceleral MaxClintero   1 000   250   727D15   DEFAURT   7   Acceleral MaxClintero   5 500   727D15   DEFAURT   8   Climb   MaxClintero   5 500   727D15   DEFAURT   7   Acceleral MaxClintero   5 500   727D15   DEFAURT   8   Climb   MaxClintero   5 500   727D15   DEFAURT   8   Climb   MaxClintero   5 500   727D15   DEFAURT   8   Climb   MaxClintero   5 500   727D15   DEFAURT   9   Climb   MaxClintero   5 500   727D15   DEFAURT   9   Climb   MaxClintero   7 500   7000   70	727100	DEFAU	TAL.	4	Acceler	a <b>M</b> axTak	æoff		1 115	200
727100   DEFAU III   8   Climb   MaxClinziero   1 000   250	727100	DEFAU	<b>TA</b> L	5	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	210
727100   DEFAU IIT   8   Climb   MaxClinatero   5 500   7 50	727100	DEFAU	ИТ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
727100   DEFAULT   9   Climb   MaxClintero   7 500   7 27100   DEFAULT   10   Climb   MaxClintero   10 000   7 27D15   DEFAULT   1   Takeoff   MaxTakeoff   1 000   7 27D15   DEFAULT   2   Climb   MaxTakeoff   1 000   7 27D15   DEFAULT   3   AcceleralMaxTakeoff   1 363   170   7 27D15   DEFAULT   4   AcceleralMaxClintero   1 000   210   7 27D15   DEFAULT   5   AcceleralMaxClintero   1 000   210   7 27D15   DEFAULT   6   Climb   MaxClintero   3 000   7 27D15   DEFAULT   7   AcceleralMaxClintero   5 500   7 27D15   DEFAULT   8   Climb   MaxClintero   5 500   7 27D15   DEFAULT   9   Climb   MaxClintero   7 500   7 27D15   DEFAULT   10   Climb   MaxClintero   10 000   7 27D15   DEFAULT   10   Climb   MaxClintero   10 000   7 27D15   DEFAULT   1   Takeoff   MaxTakeoff   1 000   7 27D15   DEFAULT   2   Climb   MaxTakeoff   1 000   7 27D15   DEFAULT   3   AcceleralMaxTakeoff   1 281   170   7 27D15   DEFAULT   3   AcceleralMaxTakeoff   1 281   200   7 27D15   DEFAULT   5   AcceleralMaxTakeoff   1 281   200   2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	727100	DEFAU	ИТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
727100   DEFAUIIT   1	727100	DEFAU	ИТ	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
Takeoff   MaxTakeoff   1 000	727100	DEFAU	ИТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727D15 DEFAUIIT   2   Climb   MaxTakeoff   1 000	727100	DEFAU	ИТ	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
727D15 DEFAUIIT   3   AcceleraMaxTakeoff   1 363   170     727D15 DEFAUIIT   4   AcceleraMaxTakeoff   1 363   200     727D15 DEFAUIIT   5   AcceleraMaxCliniteRO   1 000   210     727D15 DEFAUIIT   7   AcceleraMaxCliniteRO   1 000   250     727D15 DEFAUIIT   8   Climb   MaxCliniteRO   5 500     727D15 DEFAUIIT   9   Climb   MaxCliniteRO   7 500     727D15 DEFAUIIT   10   Climb   MaxCliniteRO   7 500     727D15 DEFAUIIT   10   Climb   MaxCliniteRO   1 000     727D15 DEFAUIIT   10   Climb   MaxTakeoff   1 000     727D15 DEFAUIIT   2   Climb   MaxTakeoff   1 000     727D15 DEFAUIIT   3   AcceleraMaxTakeoff   1 281   170   727D15 DEFAUIIT   4   AcceleraMaxTakeoff   1 281   200   727D15 DEFAUIIT   5   AcceleraMaxTakeoff   1 281   200   727D15 DEFAUIIT   6   Climb   MaxCliniteRO   1 000   210   727D15 DEFAUIIT   7   AcceleraMaxCliniteRO   1 000   250   727D15 DEFAUIIT   8   Climb   MaxCliniteRO   5 500   727D15 DEFAUIIT   8   Climb   MaxCliniteRO   5 500   727D15 DEFAUIIT   8   Climb   MaxCliniteRO   5 500   727D15 DEFAUIIT   9   Climb   MaxCliniteRO   7 500	727D15	DEFAU	ШT	1	Takeoff	MaxTak	<b>€</b> off			
727D15 DEFAUIIT	727D15	DEFAU	ПТ	2	Climb	MaxTak	€off	1 000		
727D15 DEFAUIT   5   Acceleral axClin at ERO   1 000   210   727D15 DEFAUIT   6   Climb   MaxClin at ERO   3 000     727D15 DEFAUIT   7   Acceleral axClin at ERO   1 000   250   727D15 DEFAUIT   8   Climb   MaxClin at ERO   5 500     727D15 DEFAUIT   9   Climb   MaxClin at ERO   7 500     727D15 DEFAUIT   10   Climb   MaxClin at ERO   10 000     727D15 DEFAUIT   1   Takeoff   MaxTakeoff   1 000     727D15 DEFAUIT   2   Climb   MaxTakeoff   1 000     727D15 DEFAUIT   3   Acceleral axTakeoff   1 281   170     727D15 DEFAUIT   4   Acceleral axTakeoff   1 281   200     727D15 DEFAUIT   5   Acceleral axClin at ERO   1 000   210   727D15 DEFAUIT   6   Climb   MaxClin at ERO   1 000   250   727D15 DEFAUIT   7   Acceleral axClin at ERO   1 000   250   727D15 DEFAUIT   8   Climb   MaxClin at ERO   5 500   727D15 DEFAUIT   8   Climb   MaxClin at ERO   7 500   727D15 DEFAUIT   9   Climb   MaxClin at ERO   7	727D15	DEFAU	ПТ	3	Acceler	a <b>M</b> axTak	€off		1 363	170
727D15         DEFAUIIT         6         Climb         MaxClinzterO         3 000           727D15         DEFAUIIT         7         AcceleraldaxClinzterO         1 000         250           727D15         DEFAUIIT         8         Climb         MaxClinzterO         5 500           727D15         DEFAUIIT         9         Climb         MaxClinzterO         7 500           727D15         DEFAUIIT         10         Climb         MaxClinzterO         10 000           727D15         DEFAUIIT         1         Takeoff MaxTakeoff         1 000           727D15         DEFAUIIT         2         Climb         MaxTakeoff         1 281         170           727D15         DEFAUIIT         3         AcceleraldaxTakeoff         1 281         200           727D15         DEFAUIIT         4         AcceleraldaxTakeoff         1 281         200           727D15         DEFAUIIT         5         AcceleraldaxClinzterO         1 000         210           727D15         DEFAUIIT         7         AcceleraldaxClinzterO         1 000         250           727D15         DEFAUIIT         8         Climb         MaxClinzterO         5 500           727D15	727D15	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	æoff		1 363	200
727D15 DEFAUIIT         7         Acceleral axClinatero         1 000 250           727D15 DEFAUIIT         8         Climb MaxClinatero         5 500           727D15 DEFAUIIT         9         Climb MaxClinatero         7 500           727D15 DEFAUIIT         10         Climb MaxClinatero         10 000           727D15 DEFAUIT         1         Takeoff MaxTakeoff         1 000           727D15 DEFAUIT         2         Climb MaxTakeoff         1 281 170           727D15 DEFAUIT         3         Acceleral axTakeoff         1 281 200           727D15 DEFAUIT         4         Acceleral axTakeoff         1 281 200           727D15 DEFAUIT         5         Acceleral axClinatero         1 000 210           727D15 DEFAUIT         6         Climb MaxClinatero         1 000 250           727D15 DEFAUIT         8         Climb MaxClinatero         5 500           727D15 DEFAUIT         8         Climb MaxClinatero         5 500           727D15 DEFAUIT         9         Climb MaxClinatero         7 500	727D15	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210
727D15 DEFAUIT         8         Climb         MaxClimatero         5 500           727D15 DEFAUIT         9         Climb         MaxClimatero         7 500           727D15 DEFAUIT         10         Climb         MaxClimatero         10 000           727D15 DEFAUIT         1         Takeoff MaxTakeoff         1 000           727D15 DEFAUIT         2         Climb         MaxTakeoff         1 281         170           727D15 DEFAUIT         3         Acceleral axTakeoff         1 281         200           727D15 DEFAUIT         4         Acceleral axTakeoff         1 281         200           727D15 DEFAUIT         5         Acceleral axClimatero         1 000         210           727D15 DEFAUIT         6         Climb         MaxClimatero         1 000         250           727D15 DEFAUIT         8         Climb         MaxClimatero         5 500           727D15 DEFAUIT         9         Climb         MaxClimatero         7 500	727D15	DEFAU	ШT	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
727D15 DEFAUIT         9         Climb         MaxClinzero         7 500           727D15 DEFAUIT         10         Climb         MaxClinzero         10 000           727D15 DEFAUIT         1         Takeoff MaxTakeoff         1 000           727D15 DEFAUIT         2         Climb         MaxTakeoff         1 281         170           727D15 DEFAUIT         3         Acceleral axTakeoff         1 281         200           727D15 DEFAUIT         4         Acceleral axClinzero         1 000         210           727D15 DEFAUIT         5         Acceleral axClinzero         3 000         1 000         250           727D15 DEFAUIT         7         Acceleral axClinzero         5 500         1 000         250           727D15 DEFAUIT         8         Climb         MaxClinzero         5 500         1 000         250           727D15 DEFAUIT         9         Climb         MaxClinzero         7 500         1 000         250	727D15	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
727D15 DEFAUET         10         Climb         MaxClinzterO         10 000           727D15 DEFAUET         1         Takeoff MaxTakeoff         1 000           727D15 DEFAUET         2         Climb         MaxTakeoff         1 000           727D15 DEFAUET         3         AccelerateaxTakeoff         1 281         170           727D15 DEFAUET         4         AccelerateaxClinzterO         1 000         210           727D15 DEFAUET         5         AccelerateaxClinzterO         1 000         210           727D15 DEFAUET         7         AccelerateaxClinzterO         1 000         250           727D15 DEFAUET         8         Climb         MaxClinzterO         5 500           727D15 DEFAUET         9         Climb         MaxClinzterO         7 500	727D15	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727D15 DEFAUET         1         Takeoff MaxTakeoff         1 000           727D15 DEFAUET         2         Climb MaxTakeoff         1 000           727D15 DEFAUET         3         Acceleral axTakeoff         1 281         170           727D15 DEFAUET         4         Acceleral axTakeoff         1 281         200           727D15 DEFAUET         5         Acceleral axClinatero         1 000         210           727D15 DEFAUET         6         Climb MaxClinatero         3 000           727D15 DEFAUET         7         Acceleral axClinatero         1 000         250           727D15 DEFAUET         8         Climb MaxClinatero         5 500           727D15 DEFAUET         9         Climb MaxClinatero         7 500	727D15	DEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727D15 DEFAUET         2         Climb         MaxTakeoff         1 000           727D15 DEFAUET         3         Acceleral axTakeoff         1 281         170           727D15 DEFAUET         4         Acceleral axTakeoff         1 281         200           727D15 DEFAUET         5         Acceleral axClinatero         1 000         210           727D15 DEFAUET         6         Climb         MaxClinatero         3 000           727D15 DEFAUET         7         Acceleral axClinatero         1 000         250           727D15 DEFAUET         8         Climb         MaxClinatero         5 500           727D15 DEFAUET         9         Climb         MaxClinatero         7 500	727D15	DEFAU	ΊΤ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727D15 DEFAUET         3         Acceleral axTak coff         1 281         170           727D15 DEFAUET         4         Acceleral axTak coff         1 281         200           727D15 DEFAUET         5         Acceleral axCling ERO         1 000         210           727D15 DEFAUET         6         Climb MaxCling ERO         3 000           727D15 DEFAUET         7         Acceleral axCling ERO         1 000         250           727D15 DEFAUET         8         Climb MaxCling ERO         5 500           727D15 DEFAUET         9         Climb MaxCling ERO         7 500	727D15	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	<b>c</b> off			
727D15 DEFAUET         4         Acceleral axTak 20ff         1 281 200           727D15 DEFAUET         5         Acceleral axCling ERO         1 000 210           727D15 DEFAUET         6         Climb MaxCling ERO         3 000           727D15 DEFAUET         7         Acceleral axCling ERO         1 000 250           727D15 DEFAUET         8         Climb MaxCling ERO         5 500           727D15 DEFAUET         9         Climb MaxCling ERO         7 500	727D15	DEFAU	<b>12</b> T	2	Climb	MaxTak	<b>c</b> off	1 000		
727D15 DEFAUET         5         Acceleral axClinatero         1 000         210           727D15 DEFAUET         6         Climb MaxClinatero         3 000           727D15 DEFAUET         7         Acceleral axClinatero         1 000         250           727D15 DEFAUET         8         Climb MaxClinatero         5 500           727D15 DEFAUET         9         Climb MaxClinatero         7 500	727D15	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 281	170
727D15 DEFAUET         6         Climb         MaxClinatero         3 000           727D15 DEFAUET         7         AccelerateaxClinatero         1 000         250           727D15 DEFAUET         8         Climb         MaxClinatero         5 500           727D15 DEFAUET         9         Climb         MaxClinatero         7 500	727D15	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	æoff		1 281	200
727D15 DEFAUET         7         Accelerate ax Clinate RO         1 000         250           727D15 DEFAUET         8         Climb         Max Clinate RO         5 500           727D15 DEFAUET         9         Climb         Max Clinate RO         7 500	727D15	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210
727D15 DEFAUZT         8         Climb         MaxClinzterO         5 500           727D15 DEFAUZT         9         Climb         MaxClinzterO         7 500	727D15	DEFAU	<b>12</b> T	6	Climb	MaxCli	n <b>z</b> leRO	3 000		
727D15 DEFAUET 9 Climb MaxCliniteRO 7 500	727D15	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	250
	727D15	DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727D15 DEFAUET 10 Climb MaxClin26ERO 10 000	727D15	DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>z</b> tERO	7 500		
	727D15	DEFAU	<b>12</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		

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727D15 DEFAU	BT	1	Takeoff	MaxTak	eoff .			
727D15 DEFAU	BT	2	Climb	MaxTak	€off	1 000		
727D15 DEFAU	BT	3	Acceler	a <b>M</b> axTak	e <b>c</b> off		1 177	175
727D15 DEFAU	BL	4	Acceler	a <b>M</b> axTak	æoff		1 177	205
727D15 DEFAU	BL	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	215
727D15 DEFAU	BL	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
727D15 DEFAU	BT	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
727D15 DEFAU	BL	8	Climb	MaxCli	n <b>z</b> tERO	5 500		
727D15 DEFAU	BT	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
727D15 DEFAU	BT	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727D15 DEFAU	ИТ	1	Takeoff	MaxTak	<b>c</b> off			
727D15 DEFAU	ИТ	2	Climb	MaxTak	<b>c</b> off	1 000		
727D15 DEFAU	<b>I</b>	3	Acceler	a <b>M</b> axTak	<b>c</b> off		1 057	180
727D15 DEFAU	ИТ	4	Acceler	a <b>M</b> axTak	<b>2</b> off		1 057	210
727D15 DEFAU	<b>I</b>	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	220
727D15 DEFAU	<b>T</b>	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
727D15 DEFAU	<b>T</b>	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
727D15 DEFAU	<b>T</b>	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727D15 DEFAU	<b>I</b>	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
727D15 DEFAU	<b>T</b>	10	Climb	MaxCli	m <b>Z</b> BERO	10 000		
727D15 DEFAU	<b>15</b> T	1	Takeoff	MaxTak	<b>€</b> off			
727D15 DEFAU	<b>15</b> T	2	Climb	MaxTak	<b>€</b> off	1 000		
727D15 DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	æoff		941	210
727D15 DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	220
727D15 DEFAU	<b>15</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
727D15 DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
727D15 DEFAU	<b>15</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727D15 DEFAU	<b>15</b> T	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
727D15 DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727D17 DEFAU	ПТ	1	Takeoff	MaxTak	€off			
727D17 DEFAU	ПТ	2	Climb	MaxTak	€off	1 000		
727D17 DEFAU	11T	3	Acceler	a <b>M</b> axTak	€off		1 465	170
727D17 DEFAU	11T	4	Acceler	a <b>M</b> axTak	æoff		1 465	200
727D17 DEFAU	11T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210

727D17   DEFAU III										
	727D17 DI	EFAUIIT	6	Climb	MaxCli	n <b>a</b> tero	3 000			
727D17   DEFAU IIT   9   Climb   MaxClinitero   7 500	727D17 DI	EFAUIIT	7	Acceler	a <b>M</b> axClii	n <b>a</b> tero		1 000	250	
727D17   DEFAUET   10   Climb   MaxClinzero   10 000	727D17 DI	EFAUIIT	8	Climb	MaxCli	n <b>a</b> tero	5 500			
727D17 DEFAUET   1   Takeoff MaxTak coff   1 000   727D17 DEFAUET   2   Climb MaxTak coff   1 000   727D17 DEFAUET   3   AcceleraMaxTak coff   1 340   175   727D17 DEFAUET   5   AcceleraMaxClinderO   1 000   215   727D17 DEFAUET   6   Climb MaxClinderO   1 000   215   727D17 DEFAUET   7   AcceleraMaxClinderO   1 000   250   727D17 DEFAUET   8   Climb MaxClinderO   5 500   727D17 DEFAUET   9   Climb MaxClinderO   5 500   727D17 DEFAUET   9   Climb MaxClinderO   1 000   727D17 DEFAUET   10   Climb MaxClinderO   1 000   727D17 DEFAUET   2   Climb MaxTak coff   1 000   727D17 DEFAUET   2   Climb MaxTak coff   1 000   727D17 DEFAUET   3   AcceleraMaxTak coff   1 236   180   727D17 DEFAUET   4   AcceleraMaxTak coff   1 236   210   727D17 DEFAUET   5   AcceleraMaxClinderO   1 000   220   727D17 DEFAUET   5   AcceleraMaxClinderO   1 000   220   727D17 DEFAUET   6   Climb MaxClinderO   1 000   220   727D17 DEFAUET   7   AcceleraMaxClinderO   1 000   220   727D17 DEFAUET   8   Climb MaxClinderO   1 000   250   727D17 DEFAUET   8   Climb MaxClinderO   1 000   250   727D17 DEFAUET   8   Climb MaxClinderO   5 500   727D17 DEFAUET   9   Climb MaxClinderO   5 500   727D17 DEFAUET   1   Takeoff MaxTak coff   1 158   180   727D17 DEFAUET   2   Climb MaxClinderO   1 000   727D17 DEFAUET   2   Climb MaxClinderO   1 158   180   727D17 DEFAUET   3   AcceleraMaxTak coff   1 158   180   727D17 DEFAUET   3   AcceleraMaxTak coff   1 158   180   727D17 DEFAUET   4   AcceleraMaxTak coff   1 158   180   727D17 DEFAUET   3   AcceleraMaxTak coff   1 158   180   727D17 DEFAUET   5   AcceleraMaxTak coff   1 1000   250   727D17 DEFAUET   5   AcceleraMaxTak coff   1 1000   250   727D17 DEFAUET   6   Climb	727D17 DI	EFAUIIT	9	Climb	MaxCli	n <b>a</b> tero	7 500			
727D17 DEFAUET   2   Climb   MaxTak coff   1 000   1 340   175   1 340	727D17 DI	EFAUIIT	10	Climb	MaxCli	n <b>a</b> tero	10 000			
727D17 DEFAUET   3   AcceleraMaxTak&off   1 340   175     727D17 DEFAUET   5   AcceleraMaxClinateRO   1 000   215     727D17 DEFAUET   6   Climb   MaxClinateRO   1 000   215     727D17 DEFAUET   7   AcceleraMaxClinateRO   1 000   250     727D17 DEFAUET   8   Climb   MaxClinateRO   5 500     727D17 DEFAUET   9   Climb   MaxClinateRO   7 500     727D17 DEFAUET   9   Climb   MaxClinateRO   1 000   000     727D17 DEFAUET   10   Climb   MaxTak&off   1 000     727D17 DEFAUET   2   Climb   MaxTak&off   1 000     727D17 DEFAUET   3   AcceleraMaxTak&off   1 236   180     727D17 DEFAUET   4   AcceleraMaxTak&off   1 236   210     727D17 DEFAUET   5   AcceleraMaxClinateRO   1 000   220     727D17 DEFAUET   6   Climb   MaxClinateRO   1 000   250     727D17 DEFAUET   7   AcceleraMaxClinateRO   1 000   250     727D17 DEFAUET   8   Climb   MaxClinateRO   1 000   250     727D17 DEFAUET   8   Climb   MaxClinateRO   1 000   250     727D17 DEFAUET   8   Climb   MaxClinateRO   1 000   250     727D17 DEFAUET   9   Climb   MaxClinateRO   1 000   250     727D17 DEFAUET   1   Takeoff   MaxTak&off   1 158   180     727D17 DEFAUET   2   Climb   MaxClinateRO   1 000   270     727D17 DEFAUET   2   Climb   MaxTak&off   1 158   180     727D17 DEFAUET   3   AcceleraMaxTak&off   1 158   180     727D17 DEFAUET   4   AcceleraMaxTak&off   1 158   180     727D17 DEFAUET   5   AcceleraMaxTak&off   1 158   190     727D17 DEFAUET   6   Climb   MaxClinateRO   1 000   220     727D17 DEFAUET   7   AcceleraMaxTak&off   1 100   220     727D17 DEFAUET   8   Climb   MaxClinateRO   1 000   250     727D17 DEFAUET   8   Climb   MaxClinateRO   1 000   25	727D17 DI	E <b>FAU<b>Ľ</b>T</b>	1	Takeoff	MaxTak	<b>c</b> off				
T27D17 DEFAUET   4   AcceleralMaxTak&off   1 340   205	727D17 DI	E <b>FAUĽ</b> T	2	Climb	MaxTak	<b>E</b> off	1 000			
T27D17 DEFAUET   S   AcceleralMaxClinatero   1 000   215	727D17 DI	E <b>FAUĽ</b> T	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 340	175	
727D17 DEFAUET   7   Acceleral MaxClinatero   3 000   1 000   250   727D17 DEFAUET   9   Climb   MaxClinatero   7 500   727D17 DEFAUET   10   Climb   MaxClinatero   1 000   1 000   727D17 DEFAUET   10   Climb   MaxClinatero   1 000   1 000   727D17 DEFAUET   10   Climb   MaxClinatero   1 000   727D17 DEFAUET   2   Climb   MaxTakcoff   1 000   727D17 DEFAUET   3   Acceleral MaxTakcoff   1 236   180   727D17 DEFAUET   4   Acceleral MaxTakcoff   1 236   210   727D17 DEFAUET   5   Acceleral MaxClinatero   1 000   220   727D17 DEFAUET   6   Climb   MaxClinatero   1 000   250   727D17 DEFAUET   8   Climb   MaxClinatero   5 500   727D17 DEFAUET   9   Climb   MaxClinatero   5 500   727D17 DEFAUET   9   Climb   MaxClinatero   7 500   727D17 DEFAUET   9   Climb   MaxClinatero   7 500   727D17 DEFAUET   10   Climb   MaxClinatero   1 000   250   727D17 DEFAUET   1 Takcoff   MaxTakcoff   1 158   180   727D17 DEFAUET   2   Climb   MaxClinatero   1 1 158   180   727D17 DEFAUET   2   Climb   MaxTakcoff   1 158   180   727D17 DEFAUET   3   Acceleral MaxTakcoff   1 158   180   727D17 DEFAUET   4   Acceleral MaxTakcoff   1 158   110   727D17 DEFAUET   5   Acceleral MaxTakcoff   1 158   110   727D17 DEFAUET   5   Acceleral MaxClinatero   1 000   220   727D17 DEFAUET   5   Acceleral MaxClinatero   1 000   220   727D17 DEFAUET   5   Acceleral MaxClinatero   1 000   220   727D17 DEFAUET   7   Acceleral MaxClinatero   1 000   250   727D17 DEFAUET   8   Climb   MaxClinatero   1 000   250   727D17 DEFAUET   7   Acceleral MaxClinatero   1 000   250   727D17 DEFAUET   8   Climb   MaxClinatero   5 500   727D17 DEFAUET   8   Climb	727D17 DI	E <b>FAUĽ</b> T	4	Acceler	a <b>M</b> axTak	æoff		1 340	205	
727D17 DEFAUET   7   AcceleraMaxClinztero   1 000   250     727D17 DEFAUET   9   Climb   MaxClinztero   7 500     727D17 DEFAUET   10   Climb   MaxClinztero   10 000     727D17 DEFAUET   1   Takeoff   MaxTakeoff   1 000     727D17 DEFAUET   2   Climb   MaxTakeoff   1 000     727D17 DEFAUET   3   AcceleraMaxTakeoff   1 236   180     727D17 DEFAUET   4   AcceleraMaxTakeoff   1 236   210     727D17 DEFAUET   5   AcceleraMaxClinztero   1 000   220     727D17 DEFAUET   7   AcceleraMaxClinztero   1 000   250     727D17 DEFAUET   8   Climb   MaxClinztero   5 500     727D17 DEFAUET   9   Climb   MaxClinztero   5 500     727D17 DEFAUET   9   Climb   MaxClinztero   7 500     727D17 DEFAUET   9   Climb   MaxClinztero   1 000   250     727D17 DEFAUET   1   Takeoff   MaxTakeoff   1 158   180     727D17 DEFAUET   2   Climb   MaxTakeoff   1 158   180     727D17 DEFAUET   3   AcceleraMaxTakeoff   1 158   180     727D17 DEFAUET   4   AcceleraMaxTakeoff   1 158   180     727D17 DEFAUET   5   AcceleraMaxTakeoff   1 158   100     727D17 DEFAUET   5   AcceleraMaxTakeoff   1 158   100     727D17 DEFAUET   5   AcceleraMaxTakeoff   1 158   100     727D17 DEFAUET   5   AcceleraMaxTakeoff   1 158   210     727D17 DEFAUET   7   AcceleraMaxClinztero   1 000   220     727D17 DEFAUET   7   AcceleraMaxClinztero   1 000   250     727D17 DEFAUET   8   Climb   MaxClinztero   5 500	727D17 DI	E <b>FAUĽ</b> T	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	215	
727D17   DEFAUET   9   Climb   MaxClinatero   7 500	727D17 DI	E <b>FAU<b>Ľ</b>T</b>	6	Climb	MaxCli	n <b>a</b> tero	3 000			
727D17   DEFAUET   9   Climb   MaxClinatero   7 500   7 27D17   DEFAUET   10   Climb   MaxClinatero   10 000   7 27D17   DEFAUET   2   Climb   MaxTakcoff   1 000   7 27D17   DEFAUET   3   AcceleraldaxTakcoff   1 236   180   7 27D17   DEFAUET   4   AcceleraldaxTakcoff   1 236   210   7 27D17   DEFAUET   5   AcceleraldaxClinatero   1 000   220   7 27D17   DEFAUET   7   AcceleraldaxClinatero   1 000   250   7 27D17   DEFAUET   8   Climb   MaxClinatero   5 500   7 27D17   DEFAUET   9   Climb   MaxClinatero   7 500   7 27D17   DEFAUET   9   Climb   MaxClinatero   7 500   7 27D17   DEFAUET   10   Climb   MaxClinatero   1 000   2 20   7 27D17   DEFAUET   11   Takcoff   MaxTakcoff   1 000   2 20   2	727D17 DI	E <b>FAU<b>Ľ</b>T</b>	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
727D17   DEFAUBT   1   Takeoff   MaxClinderO   10 000	727D17 DI	E <b>FAUĽ</b> T	8	Climb	MaxCli	n <b>a</b> tero	5 500			
727D17 DEFAUBT         1         Takeoff MaxTakeoff         1         1000           727D17 DEFAUBT         2         Climb MaxTakeoff         1 000         1 236         180           727D17 DEFAUBT         3         AcceleraldaxTakeoff         1 236         210         1 236         210           727D17 DEFAUBT         4         AcceleraldaxClinztero         1 000         220         1 226         210         220	727D17 DI	E <b>FAU<b>Ľ</b>T</b>	9	Climb	MaxCli	n <b>a</b> tero	7 500			
727D17 DEFAUBT   2   Climb   MaxTakeoff   1 000     1 236   180     727D17 DEFAUBT   3   Acceleral axTakeoff   1 236   210     727D17 DEFAUBT   5   Acceleral axClimatero   1 000   220     727D17 DEFAUBT   6   Climb   MaxClimatero   1 000   250     727D17 DEFAUBT   7   Acceleral axClimatero   1 000   250     727D17 DEFAUBT   8   Climb   MaxClimatero   5 500     727D17 DEFAUBT   9   Climb   MaxClimatero   7 500     727D17 DEFAUBT   10   Climb   MaxClimatero   10 000     727D17 DEFAUBT   1   Takeoff   MaxTakeoff   1 000     727D17 DEFAUBT   2   Climb   MaxTakeoff   1 000     727D17 DEFAUBT   3   Acceleral axTakeoff   1 158   180   727D17 DEFAUBT   3   Acceleral axTakeoff   1 158   210   727D17 DEFAUBT   5   Acceleral axTakeoff   1 158   210   727D17 DEFAUBT   5   Acceleral axClimatero   1 000   220   727D17 DEFAUBT   6   Climb   MaxClimatero   1 000   250   727D17 DEFAUBT   7   Acceleral axClimatero   5 500     727D17 DEFAUBT   7   Acceleral axClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500     727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   8   Climb   MaxClimatero   5 500   727D17 DEFAUBT   7   Acceleral axclimatero   7   707D17 DEFAUBT   7   707D17 DE	727D17 DI	E <b>FAU<b>Ľ</b>T</b>	10	Climb	MaxCli	n <b>a</b> tero	10 000			
727D17 DEFAUBT   3   Acceleral MaxTakeoff   1 236   180     727D17 DEFAUBT   4   Acceleral MaxClin MeRO   1 000   220     727D17 DEFAUBT   5   Acceleral MaxClin MeRO   1 000   220     727D17 DEFAUBT   7   Acceleral MaxClin MeRO   1 000   250     727D17 DEFAUBT   8   Climb   MaxClin MeRO   5 500     727D17 DEFAUBT   9   Climb   MaxClin MeRO   7 500     727D17 DEFAUBT   10   Climb   MaxClin MeRO   1 000     727D17 DEFAUBT   1   Takeoff   MaxTakeoff   1 000     727D17 DEFAUBT   2   Climb   MaxTakeoff   1 158   180     727D17 DEFAUBT   3   Acceleral MaxTakeoff   1 158   210     727D17 DEFAUBT   5   Acceleral MaxClin MeRO   3 000     727D17 DEFAUBT   5   Acceleral MaxClin MeRO   3 000     727D17 DEFAUBT   6   Climb   MaxClin MeRO   3 000     727D17 DEFAUBT   7   Acceleral MaxClin MeRO   3 000     727D17 DEFAUBT   7   Acceleral MaxClin MeRO   5 500     727D17 DEFAUBT   8   Climb   MaxClin MeRO   5 500     727D17 DEFAUBT   8   Climb   MaxClin MeRO   5 500     727D17 DEFAUBT   8   Climb   MaxClin MeRO   5 500	727D17 DI	EFAUBT	1	Takeoff	MaxTak	<b>E</b> off				
727D17 DEFAUBT         4         AcceleraldaxTak@off         1 236         210           727D17 DEFAUBT         5         AcceleraldaxClinderO         1 000         220           727D17 DEFAUBT         6         Climb         MaxClinderO         3 000           727D17 DEFAUBT         7         AcceleraldaxClinderO         1 000         250           727D17 DEFAUBT         8         Climb         MaxClinderO         5 500           727D17 DEFAUBT         9         Climb         MaxClinderO         7 500           727D17 DEFAUBT         10         Climb         MaxClinderO         10 000           727D17 DEFAUBT         1         Takeoff MaxTakeoff         1 000           727D17 DEFAUBT         2         Climb         MaxTakeoff         1 158         180           727D17 DEFAUBT         4         AcceleraldaxTakeoff         1 158         210           727D17 DEFAUBT         5         AcceleraldaxClinderO         1 000         220           727D17 DEFAUBT         6         Climb         MaxClinderO         3 000           727D17 DEFAUBT         7         AcceleraldaxClinderO         1 000         250           727D17 DEFAUBT         8         Climb         MaxClinderO	727D17 DI	EFAUBT	2	Climb	MaxTak	€off	1 000			
727D17 DEFAUBT         5         Acceleral axClinatero         1 000         220           727D17 DEFAUBT         6         Climb         MaxClinatero         3 000           727D17 DEFAUBT         7         Acceleral axClinatero         1 000         250           727D17 DEFAUBT         8         Climb         MaxClinatero         5 500           727D17 DEFAUBT         9         Climb         MaxClinatero         7 500           727D17 DEFAUBT         10         Climb         MaxClinatero         10 000           727D17 DEFAUBT         1         Takeoff MaxTakeoff         1 000           727D17 DEFAUBT         2         Climb         MaxTakeoff         1 158         180           727D17 DEFAUBT         3         Acceleral axTakeoff         1 158         210           727D17 DEFAUBT         4         Acceleral axClinatero         1 000         220           727D17 DEFAUBT         5         Acceleral axClinatero         3 000         1 000         250           727D17 DEFAUBT         7         Acceleral axClinatero         5 500         1 000         250           727D17 DEFAUBT         8         Climb         MaxClinatero         5 500         1 000         250	727D17 DI	EFAUBT	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 236	180	
727D17 DEFAUBT         6         Climb         MaxClinztero         3 000           727D17 DEFAUBT         7         AcceleraMaxClinztero         1 000         250           727D17 DEFAUBT         8         Climb         MaxClinztero         5 500           727D17 DEFAUBT         9         Climb         MaxClinztero         7 500           727D17 DEFAUBT         10         Climb         MaxTakeoff           727D17 DEFAUBT         1         Takeoff MaxTakeoff         1 000           727D17 DEFAUBT         2         Climb         MaxTakeoff         1 158         180           727D17 DEFAUBT         3         AcceleraMaxTakeoff         1 158         210           727D17 DEFAUBT         5         AcceleraMaxClinztero         1 000         220           727D17 DEFAUBT         6         Climb         MaxClinztero         1 000         250           727D17 DEFAUBT         7         AcceleraMaxClinztero         1 000         250           727D17 DEFAUBT         8         Climb         MaxClinztero         5 500	727D17 DI	EFAUBT	4	Acceler	a <b>M</b> axTak	æoff		1 236	210	
727D17 DEFAUBT         7         Acceleral MaxClin MERO         1 000 250           727D17 DEFAUBT         8         Climb MaxClin MERO         5 500           727D17 DEFAUBT         9         Climb MaxClin MERO         7 500           727D17 DEFAUBT         10         Climb MaxClin MERO         10 000           727D17 DEFAUBT         1         Takeoff MaxTak coff         1 000           727D17 DEFAUBT         2         Climb MaxTak coff         1 158 180           727D17 DEFAUBT         3         Acceleral MaxTak coff         1 158 210           727D17 DEFAUBT         4         Acceleral MaxClin MERO         1 000 220           727D17 DEFAUBT         5         Acceleral MaxClin MERO         3 000           727D17 DEFAUBT         7         Acceleral MaxClin MERO         1 000 250           727D17 DEFAUBT         8         Climb MaxClin MERO         5 500	727D17 DI	EFAUBT	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	220	
727D17 DEFAUBT         8         Climb         MaxClinzero         5 500           727D17 DEFAUBT         9         Climb         MaxClinzero         7 500           727D17 DEFAUBT         10         Climb         MaxClinzero         10 000           727D17 DEFAUBT         1         Takeoff MaxTakeoff         1 000           727D17 DEFAUBT         2         Climb         MaxTakeoff         1 158         180           727D17 DEFAUBT         3         Acceleral axTakeoff         1 158         210           727D17 DEFAUBT         5         Acceleral axClinzero         1 000         220           727D17 DEFAUBT         6         Climb         MaxClinzero         1 000         250           727D17 DEFAUBT         7         Acceleral axClinzero         5 500         1 000         250           727D17 DEFAUBT         8         Climb         MaxClinzero         5 500	727D17 DI	EFAUBT	6	Climb	MaxCli	n <b>a</b> tero	3 000			
727D17 DEFAUBT   9   Climb   MaxClimztero   7 500     727D17 DEFAUBT   10   Climb   MaxClimztero   10 000     727D17 DEFAUBT   1   Takeoff   MaxTakeoff   1 000     727D17 DEFAUBT   2   Climb   MaxTakeoff   1 000     727D17 DEFAUBT   3   AccelerateaxTakeoff   1 158   180     727D17 DEFAUBT   4   AccelerateaxTakeoff   1 158   210     727D17 DEFAUBT   5   AccelerateaxClimztero   1 000   220     727D17 DEFAUBT   6   Climb   MaxClimztero   3 000     727D17 DEFAUBT   7   AccelerateaxClimztero   1 000   250   727D17 DEFAUBT   8   Climb   MaxClimztero   5 500     727D17 DEFAUBT   7   72	727D17 DI	EFAUBT	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
727D17 DEFAUBT         10         Climb         MaxClinZteRO         10 000           727D17 DEFAUBT         1         Takeoff MaxTakeoff         1 000           727D17 DEFAUBT         2         Climb         MaxTakeoff         1 000           727D17 DEFAUBT         3         AccelerateaxTakeoff         1 158         180           727D17 DEFAUBT         4         AccelerateaxTakeoff         1 158         210           727D17 DEFAUBT         5         AccelerateaxClinZteRO         1 000         220           727D17 DEFAUBT         6         Climb         MaxClinZteRO         1 000         250           727D17 DEFAUBT         7         AccelerateaxClinZteRO         5 500         1 000         250           727D17 DEFAUBT         8         Climb         MaxClinZteRO         5 500	727D17 DI	EFAUBT	8	Climb	MaxCli	n <b>a</b> lero	5 500			
727D17 DEFAUMT   1   Takeoff MaxTakeoff   1 000	727D17 DI	EFAUBT	9	Climb	MaxCli	n <b>a</b> tero	7 500			
727D17 DEFAUHT         2         Climb MaxTakeoff         1 000           727D17 DEFAUHT         3         Acceleral axTakeoff         1 158 180           727D17 DEFAUHT         4         Acceleral axTakeoff         1 158 210           727D17 DEFAUHT         5         Acceleral axClinguero         1 000 220           727D17 DEFAUHT         6         Climb MaxClinguero         3 000           727D17 DEFAUHT         7         Acceleral axClinguero         1 000 250           727D17 DEFAUHT         8         Climb MaxClinguero         5 500	727D17 DI	EFAUBT	10	Climb	MaxCli	n <b>a</b> tero	10 000			
727D17 DEFAUMT         3         Acceleral ax Take off         1 158 180           727D17 DEFAUMT         4         Acceleral ax Take off         1 158 210           727D17 DEFAUMT         5         Acceleral ax Clin a	727D17 DI	E <b>FAUĽ</b> T	1	Takeoff	MaxTak	<b>E</b> off				
727D17 DEFAUMT         4         Acceleral Max Tak 20ff         1 158 210           727D17 DEFAUMT         5         Acceleral Max Clin MERO         1 000 220           727D17 DEFAUMT         6         Climb Max Clin MERO         3 000           727D17 DEFAUMT         7         Acceleral Max Clin MERO         1 000 250           727D17 DEFAUMT         8         Climb Max Clin MERO         5 500	727D17 DI	E <b>FAUL</b> T	2	Climb	MaxTak	<b>E</b> off	1 000			
727D17 DEFAUHT         5         AcceleraMaxClin和ERO         1 000         220           727D17 DEFAUHT         6         Climb MaxClin和ERO         3 000           727D17 DEFAUHT         7         AcceleraMaxClin和ERO         1 000         250           727D17 DEFAUHT         8         Climb MaxClin和ERO         5 500	727D17 DI	E <b>FAUĽ</b> T	3	Acceler	a <b>M</b> axTak	<b>c</b> off		1 158	180	
727D17 DEFAUHT         6         Climb MaxClinzterO 3 000           727D17 DEFAUHT         7         AccelerateaxClinzterO 1 000 250           727D17 DEFAUHT         8         Climb MaxClinzterO 5 500	727D17 DI	E <b>FAU</b> LT	4	Acceler	a <b>M</b> axTak	æoff		1 158	210	
727D17 DEFAUMT 7 Accelerate axClinateRO 1 000 250 727D17 DEFAUMT 8 Climb MaxClinateRO 5 500	727D17 DI	E <b>FAUĽ</b> T	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	220	
727D17 DEFAUMT 8 Climb MaxClinideRO 5 500	727D17 DI	E <b>FAUĽ</b> T	6	Climb	MaxCli	n <b>a</b> tero	3 000			
	727D17 DI	E <b>FAUL</b> T	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
727D17 DEFAUИГ 9 Climb MaxClinideRO 7 500	727D17 DI	EFAU <b>Ľ</b> T	8	Climb	MaxCli	n <b>a</b> tero	5 500			
	727D17 DI	E <b>FAUĽ</b> T	9	Climb	MaxCli	n <b>a</b> lero	7 500			

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727D17	DEFAU	<b>M</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000			
727EM	IDEFAU	ШТ	1	Takeoff	MaxTak	€off				
727EM	1DEFAU	ШТ	2	Climb	MaxTak	eoff	1 000			
727EM	IDEFAU	шт	3	Acceler	a <b>M</b> axTak	eoff		1 342	160	
727EM	IDEFAU	шт	4	Acceler	a <b>M</b> axTak	æoff		1 342	190	
727EM	IDEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 000	200	
727EM	1DEFAU	ШТ	6	Climb	MaxCli	n <b>a</b> leRO	3 000			_
727EM	IDEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250	_
727EM	IDEFAU	ШТ	8	Climb	MaxCli	m <b>Z</b> ERO	5 500			_
727EM	IDEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500			
727EM	IDEFAU	ШТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000			
727EM	IDEFAU	<b>2</b> T	1	Takeoff	MaxTak	eoff				
727EM	IDEFAU	<b>2</b> T	2	Climb	MaxTak	eoff	1 000			_
727EM	IDEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	eoff		1 265	160	
727EM	IDEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axTak	æoff		1 265	190	
727EM	IDEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	200	
727EM	IDEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>z</b> lERO	3 000			
727EM	IDEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 000	250	
727EM	IDEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500			
727EM	IDEFAU	<b>2</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	7 500			
727EM	IDEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000			
727EM	IDEFAU	BL	1	Takeoff	MaxTak	<b>c</b> off				_
727EM	IDEFAU	BL	2	Climb	MaxTak	eoff	1 000			
727EM	IDEFAU	BL	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 192	165	
727EM	IDEFAU	BL	4	Acceler	a <b>M</b> axTak	æoff		1 192	195	
727EM	IDEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	205	
727EM	IDEFAU	BL	6	Climb	MaxCli	n <b>zl</b> ERO	3 000			
727EM	IDEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250	_
727EM	IDEFAU	BL	8	Climb	MaxCli	n <b>z</b> lERO	5 500			
727EM	IDEFAU	BL	9	Climb	MaxCli	n <b>a</b> leRO	7 500			_
727EM	IDEFAU	BL	10	Climb	MaxCli	n <b>a</b> leRO	10 000			_
727EM	IDEFAU	ИТ	1	Takeoff	MaxTak	eoff				_
727EM	IDEFAU	ИТ	2	Climb	MaxTak	eoff	1 000			_
727EM	IDEFAU	ИТ	3	Acceler	a <b>M</b> axTak	€off		1 115	170	_
	_						_			_

727EM IDEFAU	AL LA	4	Acceler	a <b>M</b> axTak	æoff		1 115	200
727EM IDEFAU	M.	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210
727EM IDEFAU	TAL	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
727EM IDEFAU	TAL.	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250
727EMIDEFAU	ИТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727EMIDEFAU	ИТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727EMIDEFAU	<b>I</b>	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727EM2DEFAU	11T	1	Takeoff	MaxTak	<b>c</b> off			
727EM2DEFAU	ШΤ	2	Climb	MaxTak	<b>c</b> off	1 000		
727EM2DEFAU	ΊΤ	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 363	170
727EM2DEFAU	ПТ	4	Acceler	a <b>M</b> axTak	æoff		1 363	200
727EM2DEFAU	ПТ	5	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	210
727EM2DEFAU	ПТ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
727EM2DEFAU	ПТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
727EM2DEFAU	ПТ	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
727EM2DEFAU	ПТ	9	Climb	MaxCli	n <b>Z</b> BERO	7 500		
727EM2DEFAU	ΊΤ	10	Climb	MaxCli	m <b>Z</b> BERO	10 000		
727EM2DEFAU	<b>12</b> T	1	Takeoff	MaxTak	<b>€</b> off			
727EM2DEFAU	<b>12</b> T	2	Climb	MaxTak	<b>€</b> off	1 000		
727EM2DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 281	170
727EM2DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	æoff		1 281	200
727EM2DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210
727EM2DEFAU	<b>12</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
727EM2DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 000	250
727EM2DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>Z</b> ERO	5 500		
727EM2DEFAU	<b>12</b> T	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
727EM2DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>z</b> tERO	10 000		
727EM2DEFAU	BL	1	Takeoff	MaxTak	<b>€</b> off			
727EM2DEFAU	BL	2	Climb	MaxTak	€off	1 000		
727EM2DEFAU	BT	3	Acceler	a <b>M</b> axTak	€off		1 177	175
727EM2DEFAU	BT	4	Acceler	a <b>M</b> axTak	æoff		1 177	205
727EM2DEFAU	BT	5	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 000	215
727EM2DEFAU	BT	6	Climb	MaxCli	n <b>Z</b> BERO	3 000		
727EM2DEFAU	BT	7	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 000	250

 $Commission\ Directive\ (EU)\ 2015/996\ of\ 19\ May\ 2015\ establishing\ common\ noise\ assessment\ methods...$ 

ANNEX

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727EM2DEFAUBT	8	Climb	MaxClir	ZERO	5 500			
727EM2DEFAUBT	9	Climb	MaxClin	<b>A</b> ERO	7 500			
727EM2DEFAUBT	10	Climb	MaxClin	<b>A</b> ERO	10 000			
727EM2DEFAUИГ	1	Takeoff	MaxTak	€off				
727EM2DEFAUИГ	2	Climb	MaxTak	<b>€</b> off	1 000			
727EM2DEFAU <b>L</b> Г	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 057	180	
727EM2DEFAU <b>L</b> Г	4	Acceler	a <b>lsa</b> axTak	<b>2</b> off		1 057	210	
727EM2DEFAUЫТ	5	Acceler	a <b>M</b> axClin	<b>A</b> ERO		1 000	220	
727EM2DEFAULT	6	Climb	MaxClin	<b>A</b> ERO	3 000			
727EM2DEFAULT	7	Acceler	a <b>M</b> axClin	<b>A</b> ERO		1 000	250	
727EM2DEFAU <b>Ы</b> Г	8	Climb	MaxClin	<b>A</b> ERO	5 500			
727EM2DEFAUИГ	9	Climb	MaxClin	<b>A</b> ERO	7 500			
727EM2DEFAUИГ	10	Climb	MaxClin	<b>A</b> ERO	10 000			
727EM2DEFAUI5T	1	Takeoff	MaxTak	<b>€</b> off				
727EM2DEFAUIST	2	Climb	MaxTak	<b>€</b> off	1 000			
727EM2DEFAUIST	3	Acceler	a <b>M</b> axTak	<b>2</b> off		941	210	
727EM2DEFAUIST	4	Acceler	a <b>M</b> axClir	<b>MERO</b>		1 000	220	
727EM2DEFAUIST	5	Climb	MaxClir	<b>MERO</b>	3 000			
727EM2DEFAUIST	6	Acceler	a <b>M</b> axClin	<b>MERO</b>		1 000	250	
727EM2DEFAUIST	7	Climb	MaxClin	<b>MERO</b>	5 500			
727EM2DEFAUIST	8	Climb	MaxClin	<b>MERO</b>	7 500			
727EM2DEFAUIST	9	Climb	MaxClin	<b>AERO</b>	10 000			
727Q15 DEFAUIIT	1	Takeoff	MaxTak	<b>€</b> off				
727Q15 DEFAUIIT	2	Climb	MaxTak	<b>€</b> off	1 000			
727Q15 DEFAUIIT	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 363	170	
727Q15 DEFAUIIT	4	Acceler	a <b>M</b> axTak	<b>2</b> off		1 363	200	
727Q15 DEFAUIIT	5	Acceler	a <b>M</b> axClir	<b>MERO</b>		1 000	210	
727Q15 DEFAUIIT	6	Climb	MaxClir	<b>MERO</b>	3 000			
727Q15 DEFAUIIT	7	Acceler	a <b>M</b> axClir	<b>MERO</b>		1 000	250	
727Q15 DEFAUIIT	8	Climb	MaxClir	<b>MERO</b>	5 500			
727Q15 DEFAUIIT	9	Climb	MaxClir	<b>MERO</b>	7 500			
727Q15 DEFAUIIT	10	Climb	MaxClin	<b>MERO</b>	10 000			
727Q15 DEFAUET	1	Takeoff	MaxTak	<b>5</b> off				
727Q15 DEFAUET	2	Climb	MaxTak	<b>5</b> off	1 000			

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1281   170   1727   1727   1728   170   1727   1727   1728   170   1727   1728   170   1727   1728   170   1727   1728   170   1727   1728   170   1727   1728   170   1727   1728   170   1727   1728   170   1727   1728   170		,							
727Q15   DEFAU   2T   5	727Q15 DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	€off		1 281	170
	727Q15 DEFAU	27	4	Acceler	a <b>M</b> axTak	æoff		1 281	200
	727Q15 DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	210
727Q15 DEFAUET   8   Climb   MaxClinitero   5 500	727Q15 DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
	727Q15 DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
727Q15 DEFAUET   10	727Q15 DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
Takeoff   MaxTakeoff	727Q15 DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727Q15 DEFAUBI   2   Climb   MaxTakeoff   1 000     1 177   175     727Q15 DEFAUBI   3   AcceleralMaxTakeoff   1 177   175   727Q15 DEFAUBI   4   AcceleralMaxTakeoff   1 177   205   727Q15 DEFAUBI   5   AcceleralMaxClindero   1 000   215   727Q15 DEFAUBI   7   AcceleralMaxClindero   3 000   727Q15 DEFAUBI   8   Climb   MaxClindero   5 500   727Q15 DEFAUBI   9   Climb   MaxClindero   5 500   727Q15 DEFAUBI   10   Climb   MaxClindero   7 500   727Q15 DEFAUBI   1   Takeoff   MaxTakeoff   1 000   727Q15 DEFAUBI   2   Climb   MaxTakeoff   1 000   727Q15 DEFAUBI   3   AcceleralMaxTakeoff   1 000   727Q15 DEFAUBI   3   AcceleralMaxTakeoff   1 057   180   727Q15 DEFAUBI   4   AcceleralMaxTakeoff   1 057   210   727Q15 DEFAUBI   5   AcceleralMaxClindero   1 000   220   727Q15 DEFAUBI   6   Climb   MaxClindero   3 000   727Q15 DEFAUBI   7   AcceleralMaxClindero   3 000   727Q15 DEFAUBI   8   Climb   MaxClindero   5 500   727Q15 DEFAUBI   8   Climb   MaxClindero   5 500   727Q15 DEFAUBI   9   Climb   MaxClindero   5 500   727Q15 DEFAUBI   9   Climb   MaxClindero   5 500   727Q15 DEFAUBI   10   Climb   MaxClindero   5 500   727Q15 DEFAUBI   10   Climb   MaxClindero   7 500   727Q15 DEFAUBI   10   Climb   MaxClindero   1 000   727Q15 DEFAUBI   1   Takeoff   MaxTakeoff   1 000   727Q15 DEFAUBI   2   Climb   MaxClindero   1 000   727Q15 DEFAUBI   3   AcceleralMaxClindero   3 000   727Q15 DEFAUBI   5   Climb   MaxClindero   3 000   727Q15 DEFAUBI   5   Climb   MaxCli	727Q15 DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727Q15 DEFAUBT   3   AcceleraMaxTak&off   1 177   175     727Q15 DEFAUBT   4   AcceleraMaxTak&off   1 177   205     727Q15 DEFAUBT   5   AcceleraMaxClinateRO   1 000   215     727Q15 DEFAUBT   6   Climb   MaxClinateRO   3 000     727Q15 DEFAUBT   7   AcceleraMaxClinateRO   1 000   250     727Q15 DEFAUBT   8   Climb   MaxClinateRO   5 500     727Q15 DEFAUBT   9   Climb   MaxClinateRO   7 500     727Q15 DEFAUBT   10   Climb   MaxClinateRO   1 000     727Q15 DEFAUBT   1   Takeoff   MaxTak&off   1 000     727Q15 DEFAUBT   2   Climb   MaxTak&off   1 000     727Q15 DEFAUBT   3   AcceleraMaxTak&off   1 057   180     727Q15 DEFAUBT   4   AcceleraMaxTak&off   1 057   210     727Q15 DEFAUBT   5   AcceleraMaxClinateRO   1 000   220     727Q15 DEFAUBT   7   AcceleraMaxClinateRO   1 000   250     727Q15 DEFAUBT   8   Climb   MaxClinateRO   5 500     727Q15 DEFAUBT   8   Climb   MaxClinateRO   5 500     727Q15 DEFAUBT   9   Climb   MaxClinateRO   7 500     727Q15 DEFAUBT   9   Climb   MaxClinateRO   7 500     727Q15 DEFAUBT   10   Climb   MaxClinateRO   7 500     727Q15 DEFAUBT   10   Climb   MaxClinateRO   1 000     727Q15 DEFAUBT   2   Climb   MaxClinateRO   1 000     727Q15 DEFAUBT   3   AcceleraMaxClinateRO   1 000     727Q15 DEFAUBT   3   AcceleraMaxClinateRO   1 000     727Q15 DEFAUBT   3   AcceleraMaxClinateRO   1 000     727Q15 DEFAUBT   4   AcceleraMaxClinateRO   1 000     727Q15 DEFAUBT   3   AcceleraMaxClinateRO   1 000     727Q15 DEFAUBT   3   AcceleraMaxClinateRO   1 000     727Q15 DEFAUBT   5   Climb   MaxClinateRO   1 000     72	727Q15 DEFAU	BL	1	Takeoff	MaxTak	<b>c</b> off			
727Q15 DEFAUBT   4   AcceleralMaxTakabff   1 177   205     727Q15 DEFAUBT   5   AcceleralMaxClinatero   1 000   215     727Q15 DEFAUBT   6   Climb   MaxClinatero   3 000     727Q15 DEFAUBT   7   AcceleralMaxClinatero   1 000   250     727Q15 DEFAUBT   8   Climb   MaxClinatero   5 500     727Q15 DEFAUBT   9   Climb   MaxClinatero   7 500     727Q15 DEFAUBT   10   Climb   MaxClinatero   7 500     727Q15 DEFAUBT   1   Takeoff   MaxTakeoff   1 000     727Q15 DEFAUBT   2   Climb   MaxTakeoff   1 000     727Q15 DEFAUBT   3   AcceleralMaxTakeoff   1 057   180     727Q15 DEFAUBT   4   AcceleralMaxTakeoff   1 057   210     727Q15 DEFAUBT   5   AcceleralMaxClinatero   1 000   220     727Q15 DEFAUBT   7   AcceleralMaxClinatero   1 000   250     727Q15 DEFAUBT   8   Climb   MaxClinatero   5 500     727Q15 DEFAUBT   8   Climb   MaxClinatero   5 500     727Q15 DEFAUBT   9   Climb   MaxClinatero   7 500     727Q15 DEFAUBT   10   Climb   MaxClinatero   7 500     727Q15 DEFAUBT   10   Climb   MaxClinatero   1 000     727Q15 DEFAUBT   10   Climb   MaxClinatero   1 000     727Q15 DEFAUBT   10   Climb   MaxClinatero   1 000     727Q15 DEFAUBT   2   Climb   MaxClinatero   1 000     727Q15 DEFAUBT   3   AcceleralMaxClinatero   1 000     727Q15 DEFAUBT   3   AcceleralMaxClinatero   1 000     727Q15 DEFAUBT   3   AcceleralMaxClinatero   1 000     727Q15 DEFAUBT   4   AcceleralMaxClinatero   1 000     727Q15 DEFAUBT   3   AcceleralMaxClinatero   1 000     727Q15 DEFAUBT   3   AcceleralMaxClinatero   1 000     727Q15 DEFAUBT   4   AcceleralMaxClinatero   1 000     727Q15 DEFAUBT   5   Climb   MaxClinatero   1 0	727Q15 DEFAU	BL	2	Climb	MaxTak	<b>€</b> off	1 000		
727Q15 DEFAUBT   5   Acceleral dax Cliratero   1 000   215	727Q15 DEFAU	BL	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 177	175
727Q15   DEFAUBT   7   Acceleral MaxClinitero   1 000   250     727Q15   DEFAUBT   8   Climb   MaxClinitero   5 500     727Q15   DEFAUBT   9   Climb   MaxClinitero   7 500     727Q15   DEFAUBT   10   Climb   MaxClinitero   10 000     727Q15   DEFAUBT   1   Takeoff   MaxTakeoff   1 000     727Q15   DEFAUBT   2   Climb   MaxTakeoff   1 000     727Q15   DEFAUBT   3   Acceleral MaxTakeoff   1 057   180     727Q15   DEFAUBT   4   Acceleral MaxTakeoff   1 057   210     727Q15   DEFAUBT   5   Acceleral MaxClinitero   1 000   220     727Q15   DEFAUBT   6   Climb   MaxClinitero   3 000     727Q15   DEFAUBT   7   Acceleral MaxClinitero   5 500     727Q15   DEFAUBT   8   Climb   MaxClinitero   5 500     727Q15   DEFAUBT   8   Climb   MaxClinitero   7 500     727Q15   DEFAUBT   9   Climb   MaxClinitero   7 500     727Q15   DEFAUBT   10   Climb   MaxClinitero   10 000     727Q15   DEFAUBT   2   Climb   MaxClinitero   10 000     727Q15   DEFAUBT   3   Acceleral MaxTakeoff   941   210     727Q15   DEFAUBT   3   Acceleral MaxClinitero   3 000     727Q15   DEFAUBT   5   Climb   MaxClini	727Q15 DEFAU	BL	4	Acceler	a <b>M</b> axTak	æoff		1 177	205
727Q15         DEFAUBT         7         Acceleral axClinatero         1 000         250           727Q15         DEFAUBT         8         Climb         MaxClinatero         5 500           727Q15         DEFAUBT         9         Climb         MaxClinatero         7 500           727Q15         DEFAUBT         10         Climb         MaxClinatero         10 000           727Q15         DEFAUBT         2         Climb         MaxTakeoff         1 000           727Q15         DEFAUBT         3         Acceleral axTakeoff         1 057         180           727Q15         DEFAUBT         4         Acceleral axTakeoff         1 057         210           727Q15         DEFAUBT         5         Acceleral axTakeoff         1 000         220           727Q15         DEFAUBT         6         Climb         MaxClinatero         1 000         220           727Q15         DEFAUBT         7         Acceleral axClinatero         1 000         250           727Q15         DEFAUBT         8         Climb         MaxClinatero         7 500           727Q15         DEFAUBT         10         Climb         MaxClinatero         7 500           727Q15	727Q15 DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	215
727Q15   DEFAUBT   8   Climb   MaxClinitero   5 500	727Q15 DEFAU	BT	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
727Q15 DEFAUBT         9         Climb         MaxClinzero         7 500           727Q15 DEFAUBT         10         Climb         MaxClinzero         10 000           727Q15 DEFAUBT         1         Takeoff MaxTakeoff         1 000           727Q15 DEFAUBT         2         Climb         MaxTakeoff         1 000           727Q15 DEFAUBT         3         AcceleraldaxTakeoff         1 057         180           727Q15 DEFAUBT         4         AcceleraldaxClinzero         1 000         220           727Q15 DEFAUBT         5         AcceleraldaxClinzero         1 000         220           727Q15 DEFAUBT         6         Climb         MaxClinzero         1 000         250           727Q15 DEFAUBT         7         AcceleraldaxClinzero         5 500         1 000         250           727Q15 DEFAUBT         9         Climb         MaxClinzero         5 500         1 000         250           727Q15 DEFAUBT         10         Climb         MaxClinzero         7 500         1 000         1 000         270           727Q15 DEFAUBT         1         Takeoff         MaxTakeoff         1 000         20         1 000         20           727Q15 DEFAUBT         2	727Q15 DEFAU	BL	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
727Q15 DEFAUBT         10         Climb         MaxClinzero         10 000           727Q15 DEFAUBT         1         Takeoff MaxTakeoff         1 000           727Q15 DEFAUBT         2         Climb         MaxTakeoff         1 000           727Q15 DEFAUBT         3         AcceleraldaxTakeoff         1 057         180           727Q15 DEFAUBT         4         AcceleraldaxTakeoff         1 057         210           727Q15 DEFAUBT         5         AcceleraldaxClinzero         1 000         220           727Q15 DEFAUBT         6         Climb         MaxClinzero         3 000         1 000         250           727Q15 DEFAUBT         7         AcceleraldaxClinzero         5 500         1 000         250           727Q15 DEFAUBT         8         Climb         MaxClinzero         5 500         1 000         250           727Q15 DEFAUBT         9         Climb         MaxClinzero         10 000         1 000         1 000         1 000           727Q15 DEFAUBT         1         Takeoff MaxTakeoff         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000	727Q15 DEFAU	BL	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
727Q15 DEFAUHT   1   Takeoff MaxTakeoff   1 000	727Q15 DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727Q15 DEFAUMT         2         Climb         MaxTakeoff         1 000           727Q15 DEFAUMT         3         Acceleral axTakeoff         1 057         180           727Q15 DEFAUMT         4         Acceleral axTakeoff         1 057         210           727Q15 DEFAUMT         5         Acceleral axClinal ERO         1 000         220           727Q15 DEFAUMT         6         Climb         MaxClinal ERO         3 000           727Q15 DEFAUMT         7         Acceleral axClinal ERO         1 000         250           727Q15 DEFAUMT         8         Climb         MaxClinal ERO         5 500         1 000         250           727Q15 DEFAUMT         9         Climb         MaxClinal ERO         7 500         1 000 <t< td=""><td>727Q15 DEFAU</td><td>BL</td><td>10</td><td>Climb</td><td>MaxCli</td><td>n<b>zl</b>ERO</td><td>10 000</td><td></td><td></td></t<>	727Q15 DEFAU	BL	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727Q15 DEFAULT         3         Acceleral axTak & fif         1 057 180           727Q15 DEFAULT         4         Acceleral axTak & fif         1 057 210           727Q15 DEFAULT         5         Acceleral axClinatero         1 000 220           727Q15 DEFAULT         6         Climb MaxClinatero         3 000           727Q15 DEFAULT         7         Acceleral axClinatero         1 000 250           727Q15 DEFAULT         8         Climb MaxClinatero         5 500           727Q15 DEFAULT         9         Climb MaxClinatero         7 500           727Q15 DEFAULT         10         Climb MaxClinatero         10 000           727Q15 DEFAULT         1         Takeoff MaxTak & fif         1000           727Q15 DEFAULT         2         Climb MaxTak & fif         941         210           727Q15 DEFAULT         3         Acceleral axTak & fif         941         210           727Q15 DEFAULT         4         Acceleral axClinatero         1 000         220           727Q15 DEFAULT         5         Climb MaxClinatero         3 000	727Q15 DEFAU	ИТ	1	Takeoff	MaxTak	<b>c</b> off			
727Q15 DEFAUHT         4         Acceleral axTakeoff         1 057 210           727Q15 DEFAUHT         5         Acceleral axClimatero         1 000 220           727Q15 DEFAUHT         6         Climb         MaxClimatero         3 000           727Q15 DEFAUHT         7         Acceleral axClimatero         1 000 250           727Q15 DEFAUHT         8         Climb         MaxClimatero         5 500           727Q15 DEFAUHT         9         Climb         MaxClimatero         7 500           727Q15 DEFAUHT         10         Climb         MaxClimatero         10 000           727Q15 DEFAUHT         1         Takeoff         MaxTakeoff           727Q15 DEFAUHT         2         Climb         MaxTakeoff         941         210           727Q15 DEFAUHT         3         Acceleral axTakeoff         941         210           727Q15 DEFAUHT         4         Acceleral axClimatero         1 000         220           727Q15 DEFAUHT         5         Climb         MaxClimatero         3 000	727Q15 DEFAU	ИТ	2	Climb	MaxTak	<b>c</b> off	1 000		
727Q15 DEFAUMT         5         Acceleral axClinatero         1 000         220           727Q15 DEFAUMT         6         Climb         MaxClinatero         3 000           727Q15 DEFAUMT         7         Acceleral axClinatero         1 000         250           727Q15 DEFAUMT         8         Climb         MaxClinatero         5 500           727Q15 DEFAUMT         9         Climb         MaxClinatero         7 500           727Q15 DEFAUMT         10         Climb         MaxClinatero         10 000           727Q15 DEFAUMT         1         Takeoff MaxTak coff         1 000           727Q15 DEFAUMT         2         Climb         MaxTak coff         941         210           727Q15 DEFAUMT         3         Acceleral axClinatero         1 000         220           727Q15 DEFAUMT         4         Acceleral axClinatero         1 000         220           727Q15 DEFAUMT         5         Climb         MaxClinatero         3 000	727Q15 DEFAU	ИT	3	Acceler	a <b>M</b> axTak	<b>c</b> off		1 057	180
727Q15 DEFAULT         6         Climb         MaxClinztero         3 000           727Q15 DEFAULT         7         AccelerateaxClinztero         1 000         250           727Q15 DEFAULT         8         Climb         MaxClinztero         5 500           727Q15 DEFAULT         9         Climb         MaxClinztero         7 500           727Q15 DEFAULT         10         Climb         MaxClinztero         10 000           727Q15 DEFAULT         1         Takeoff         MaxTakeoff           727Q15 DEFAULT         2         Climb         MaxTakeoff         1 000           727Q15 DEFAULT         3         AccelerateaxTakeoff         941         210           727Q15 DEFAULT         4         AccelerateaxClinztero         1 000         220           727Q15 DEFAULT         5         Climb         MaxClinztero         3 000	727Q15 DEFAU	ИТ	4	Acceler	a <b>M</b> axTak	æoff		1 057	210
727Q15 DEFAUMT   7   Acceleral Max Clin 和ERO   1 000   250     727Q15 DEFAUMT   8   Climb   Max Clin 和ERO   5 500     727Q15 DEFAUMT   9   Climb   Max Clin 和ERO   7 500     727Q15 DEFAUMT   10   Climb   Max Clin 和ERO   10 000     727Q15 DEFAUMT   1   Takeoff   Max Takeoff     727Q15 DEFAUMT   2   Climb   Max Takeoff   1 000     727Q15 DEFAUMT   3   Acceleral Max Takeoff   941   210   727Q15 DEFAUMT   4   Acceleral Max Clin 和ERO   1 000   220   727Q15 DEFAUMT   5   Climb   Max Clin 和ERO   3 000	727Q15 DEFAU	ИТ	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	220
727Q15 DEFAUMT         8         Climb         MaxClinMeRO         5 500           727Q15 DEFAUMT         9         Climb         MaxClinMeRO         7 500           727Q15 DEFAUMT         10         Climb         MaxClinMeRO         10 000           727Q15 DEFAUMT         1         Takeoff         MaxTakeoff           727Q15 DEFAUMT         2         Climb         MaxTakeoff         1 000           727Q15 DEFAUMT         3         Acceleral MaxTakeoff         941         210           727Q15 DEFAUMT         4         Acceleral MaxClinMeRO         1 000         220           727Q15 DEFAUMT         5         Climb         MaxClinMeRO         3 000	727Q15 DEFAU	ИТ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
727Q15 DEFAUMT         9         Climb         MaxClinAERO         7 500           727Q15 DEFAUMT         10         Climb         MaxClinAERO         10 000           727Q15 DEFAUST         1         Takeoff MaxTakeoff         1 000           727Q15 DEFAUST         2         Climb         MaxTakeoff         1 000           727Q15 DEFAUST         3         Acceleral axTakeoff         941         210           727Q15 DEFAUST         4         Acceleral axClinAERO         1 000         220           727Q15 DEFAUST         5         Climb         MaxClinAERO         3 000	727Q15 DEFAU	ИТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
727Q15 DEFAUMT         10         Climb         MaxClinZERO         10 000           727Q15 DEFAUMT         1         Takeoff MaxTakeoff            727Q15 DEFAUMT         2         Climb         MaxTakeoff         1 000           727Q15 DEFAUMT         3         Acceleral axTakeoff         941         210           727Q15 DEFAUMT         4         Acceleral axClinZERO         1 000         220           727Q15 DEFAUMT         5         Climb         MaxClinZERO         3 000	727Q15 DEFAU	ИТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727Q15 DEFAUIST         1         Takeoff MaxTakeoff         1           727Q15 DEFAUIST         2         Climb MaxTakeoff         1 000           727Q15 DEFAUIST         3         Acceleral axTakeoff         941         210           727Q15 DEFAUIST         4         Acceleral axClimatero         1 000         220           727Q15 DEFAUIST         5         Climb MaxClimatero         3 000	727Q15 DEFAU	ИТ	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
727Q15 DEFAUIST         2         Climb         MaxTakeoff         1 000           727Q15 DEFAUIST         3         Acceleral axTakeoff         941         210           727Q15 DEFAUIST         4         Acceleral axClimatero         1 000         220           727Q15 DEFAUIST         5         Climb         MaxClimatero         3 000	727Q15 DEFAU	ИТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727Q15 DEFAUIST         3         Acceleral axTak 2 off         941         210           727Q15 DEFAUIST         4         Acceleral axClin ERO         1 000         220           727Q15 DEFAUIST         5         Climb         MaxClin ERO         3 000	727Q15 DEFAU	<b>15</b> T	1	Takeoff	MaxTak	<b>€</b> off			
727Q15 DEFAUIST 4 Accelerate axClinateRO 1 000 220 727Q15 DEFAUIST 5 Climb MaxClinateRO 3 000	727Q15 DEFAU	<b>15</b> T	2	Climb	MaxTak	€off	1 000		
727Q15 DEFAUIST 5 Climb MaxClinideRO 3 000	727Q15 DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	æoff		941	210
	727Q15 DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	220
727Q15 DEFAUIST 6 Acceleral axClinateRO 1 000 250	727Q15 DEFAU	<b>15</b> T	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
	727Q15 DEFAU	IST	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250

 $Commission\ Directive\ (EU)\ 2015/996\ of\ 19\ May\ 2015\ establishing\ common\ noise\ assessment\ methods...$ 

ANNEX

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727015	DEFAU	IST	7	Climb	MaxCli	oÆED ()	5 500		
	DEFAU		8	Climb	MaxCli		7 500		
	DEFAU		9	Climb	MaxCli		10 000		
							10 000		
727Q7	DEFAU		1		MaxTak		1.000		
727Q7	DEFAU		2	Climb	MaxTak		1 000	1 2 42	1.60
727Q7	DEFAU		3		a <b>M</b> axTak			1 342	160
727Q7	DEFAU		4		a <b>M</b> axTak			1 342	190
727Q7	DEFAU		5		a <b>M</b> axCli			1 000	200
727Q7	DEFAU		6	Climb	MaxCli		3 000		
727Q7	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli			1 000	250
727Q7	DEFAU	ШТ	8	Climb	MaxCli	n <b>z</b> lERO	5 500		
727Q7	DEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727Q7	DEFAU	ШТ	10	Climb	MaxCli	m <b>z</b> lERO	10 000		
727Q7	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	eoff			
727Q7	DEFAU	<b>2</b> T	2	Climb	MaxTak	€off	1 000		
727Q7	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	€off		1 265	160
727Q7	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	æoff		1 265	190
727Q7	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	200
727Q7	DEFAU	<b>12</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
727Q7	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
727Q7	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> lero	5 500		
727Q7	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>a</b> lero	7 500		
727Q7	DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>z</b> lERO	10 000		
727Q7	DEFAU	ВГ	1	Takeoff	MaxTak	€off			
727Q7	DEFAU	BL	2	Climb	MaxTak	€off	1 000		
727Q7	DEFAU	BL	3	Acceler	a <b>M</b> axTak	€off		1 192	165
727Q7	DEFAU	BL	4	Acceler	a <b>M</b> axTak	æoff		1 192	195
727Q7	DEFAU	BL	5	Acceler	a <b>M</b> axCli	nadero		1 000	205
727Q7	DEFAU	ВГ	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
727Q7	DEFAU	ВГ	7	Acceler	a <b>M</b> axCli	n <b>a</b> lero		1 000	250
727Q7	DEFAU	ВГ	8	Climb	MaxCli	nadero	5 500		
727Q7	DEFAU		9	Climb	MaxCli	n <b>a</b> lero	7 500		
727Q7	DEFAU		10	Climb	MaxCli		10 000		
727Q7	DEFAU		1		MaxTak				
			-						

727Q7   DEFAU IIT   3   Accelerable Architecter   1 000   1115   170										
	727Q7	DEFAU	<b>A</b> T	2	Climb	MaxTak	eoff	1 000		
	727Q7	DEFAU	<b>A</b> T	3	Acceler	a <b>M</b> axTak	eoff		1 115	170
	727Q7	DEFAU	ALL IN	4	Acceler	a <b>M</b> axTak	æoff		1 115	200
	727Q7	DEFAU	<b>M</b> T	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	210
	727Q7	DEFAU	<b>A</b> L	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
	727Q7	DEFAU	<b>M</b> T	7	Acceler	a <b>M</b> axCli	n <b>a</b> lero		1 000	250
	727Q7	DEFAU	<b>A</b> L	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
T27Q9   DEFAUIIT   1	727Q7	DEFAU	<b>A</b> L	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
	727Q7	DEFAU	<b>A</b> L	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
	727Q9	DEFAU	ПТ	1	Takeoff	MaxTak	<b>E</b> off			
727Q9         DEFAUIIT         4         Acceleral ax Clinitero         1 539         200           727Q9         DEFAUIIT         5         Acceleral ax Clinitero         1 000         210           727Q9         DEFAUIIT         6         Climb         Max Clinitero         3 000           727Q9         DEFAUIIT         7         Acceleral ax Clinitero         5 500           727Q9         DEFAUIIT         9         Climb         Max Clinitero         5 500           727Q9         DEFAUIIT         10         Climb         Max Clinitero         10 000           727Q9         DEFAUIIT         10         Climb         Max Clinitero         10 000           727Q9         DEFAUIIT         1         Takeoff         Max Takeoff         1           727Q9         DEFAUIT         2         Climb         Max Takeoff         1         390         170           727Q9         DEFAUIT         3         Acceleral ax Takeoff         1         390         200           727Q9         DEFAUIT         4         Acceleral ax Takeoff         1         390         200           727Q9         DEFAUIT         5         Acceleral ax Takeoff         1         1 <td< td=""><td>727Q9</td><td>DEFAU</td><td>ПТ</td><td>2</td><td>Climb</td><td>MaxTak</td><td><b>E</b>off</td><td>1 000</td><td></td><td></td></td<>	727Q9	DEFAU	ПТ	2	Climb	MaxTak	<b>E</b> off	1 000		
DEFAUIIT   5   AcceleraMaxClinatero   1 000   210	727Q9	DEFAU	ПТ	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 539	170
727Q9   DEFAUIIT   6   Climb   MaxClindero   1 000   250     727Q9   DEFAUIIT   7   Acceleral MaxClindero   1 000   250     727Q9   DEFAUIIT   8   Climb   MaxClindero   5 500     727Q9   DEFAUIIT   9   Climb   MaxClindero   7 500     727Q9   DEFAUIIT   10   Climb   MaxClindero   7 500     727Q9   DEFAUIIT   10   Climb   MaxTakeoff   1 000     727Q9   DEFAUIIT   2   Climb   MaxTakeoff   1 390   170     727Q9   DEFAUIIT   3   Acceleral MaxTakeoff   1 390   170     727Q9   DEFAUIIT   4   Acceleral MaxTakeoff   1 390   200     727Q9   DEFAUIIT   5   Acceleral MaxClindero   1 000   210     727Q9   DEFAUIIT   6   Climb   MaxClindero   3 000     727Q9   DEFAUIIT   7   Acceleral MaxClindero   5 500     727Q9   DEFAUIIT   8   Climb   MaxClindero   5 500     727Q9   DEFAUIIT   9   Climb   MaxClindero   5 500     727Q9   DEFAUIIT   10   Climb   MaxClindero   7 500     727Q9   DEFAUIIT   10   Climb   MaxClindero   1 000     727Q9   DEFAUIIT   1   Takeoff   MaxTakeoff   1 000     727Q9   DEFAUIIT   2   Climb   MaxClindero   1 000     727Q9   DEFAUIIT   2   Climb   MaxTakeoff   1 000     727Q9   DEFAUIIT   3   Acceleral MaxTakeoff   1 255   180     727Q9   DEFAUIIT   4   Acceleral MaxTakeoff   1 255   210	727Q9	DEFAU	шт	4	Acceler	a <b>M</b> axTak	æoff		1 539	200
727Q9         DEFAUIIT         7         AcceleraldaxClinatero         1 000         250           727Q9         DEFAUIIT         8         Climb         MaxClinatero         5 500           727Q9         DEFAUIIT         9         Climb         MaxClinatero         7 500           727Q9         DEFAUIIT         10         Climb         MaxTakeoff           727Q9         DEFAUIIT         1         Takeoff MaxTakeoff           727Q9         DEFAUIIT         2         Climb         MaxTakeoff           727Q9         DEFAUIIT         3         AcceleraldaxTakeoff         1 390         170           727Q9         DEFAUIIT         4         AcceleraldaxClinatero         1 000         210           727Q9         DEFAUIIT         5         AcceleraldaxClinatero         1 000         210           727Q9         DEFAUIIT         7         AcceleraldaxClinatero         1 000         250           727Q9         DEFAUIIT         7         AcceleraldaxClinatero         1 000         250           727Q9         DEFAUIIT         8         Climb         MaxClinatero         5 500           727Q9         DEFAUIIT         9         Climb         MaxClinatero	727Q9	DEFAU	шт	5	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 000	210
727Q9   DEFAUIIT   8   Climb   MaxClinztero   5 500	727Q9	DEFAU	шт	6	Climb	MaxCli	n <b>z</b> lERO	3 000		
727Q9   DEFAUET   9   Climb   MaxClinZtero   7 500	727Q9	DEFAU	LIT	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
727Q9   DEFAUET   10   Climb   MaxClinztero   10 000	727Q9	DEFAU	шт	8	Climb	MaxCli	n <b>z</b> lERO	5 500		
Takeoff MaxTakeoff   Takeoff MaxTakeoff   Takeoff MaxTakeoff   Takeoff MaxTakeoff   Takeoff    727Q9	DEFAU	LIT	9	Climb	MaxCli	n <b>zl</b> ERO	7 500			
727Q9         DEFAUET         2         Climb         MaxTakeoff         1 000           727Q9         DEFAUET         3         Acceleral axTakeoff         1 390         170           727Q9         DEFAUET         4         Acceleral axTakeoff         1 390         200           727Q9         DEFAUET         5         Acceleral axClin ax Erro         1 000         210           727Q9         DEFAUET         6         Climb         MaxClin ax Erro         1 000         250           727Q9         DEFAUET         7         Acceleral ax Clin ax Erro         5 500         1 000         250           727Q9         DEFAUET         9         Climb         MaxClin ax Erro         7 500         1 000         250           727Q9         DEFAUET         10         Climb         MaxClin ax Erro         7 500         1 000 <t< td=""><td>727Q9</td><td>DEFAU</td><td>LIT</td><td>10</td><td>Climb</td><td>MaxCli</td><td>n<b>zl</b>ERO</td><td>10 000</td><td></td><td></td></t<>	727Q9	DEFAU	LIT	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727Q9         DEFAUET         3         Acceleral axTak & foff         1 390         170           727Q9         DEFAUET         4         Acceleral axTak & foff         1 390         200           727Q9         DEFAUET         5         Acceleral axClingtero         1 000         210           727Q9         DEFAUET         6         Climb         MaxClingtero         1 000         250           727Q9         DEFAUET         7         Acceleral axClingtero         5 500         1 000         250           727Q9         DEFAUET         8         Climb         MaxClingtero         5 500         1 000         250           727Q9         DEFAUET         9         Climb         MaxClingtero         7 500         1 000 <td>727Q9</td> <td>DEFAU</td> <td><b>2</b>T</td> <td>1</td> <td>Takeoff</td> <td>MaxTak</td> <td>eoff</td> <td></td> <td></td> <td></td>	727Q9	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	eoff			
727Q9         DEFAUET         4         Acceleral ax Tak & off         1 390         200           727Q9         DEFAUET         5         Acceleral ax Climatero         1 000         210           727Q9         DEFAUET         6         Climb         Max Climatero         3 000           727Q9         DEFAUET         7         Acceleral ax Climatero         1 000         250           727Q9         DEFAUET         8         Climb         Max Climatero         5 500           727Q9         DEFAUET         9         Climb         Max Climatero         7 500           727Q9         DEFAUET         10         Climb         Max Tak & off           727Q9         DEFAUET         2         Climb         Max Tak & off           727Q9         DEFAUET         3         Acceleral ax Tak & off         1 255         180           727Q9         DEFAUET         4         Acceleral ax Tak & off         1 255         210	727Q9	DEFAU	<b>2</b> T	2	Climb	MaxTak	<b>E</b> off	1 000		
727Q9         DEFAUET         5         Acceleral ax Climatero         1 000         210           727Q9         DEFAUET         6         Climb         Max Climatero         3 000           727Q9         DEFAUET         7         Acceleral ax Climatero         1 000         250           727Q9         DEFAUET         8         Climb         Max Climatero         5 500           727Q9         DEFAUET         9         Climb         Max Climatero         7 500           727Q9         DEFAUET         10         Climb         Max Climatero         10 000           727Q9         DEFAUET         1         Takeoff         Max Takeoff           727Q9         DEFAUET         2         Climb         Max Takeoff         1 000           727Q9         DEFAUET         3         Acceleral ax Takeoff         1 255         180           727Q9         DEFAUET         4         Acceleral ax Takeoff         1 255         210	727Q9	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	<b>c</b> off		1 390	170
727Q9         DEFAUET         6         Climb         MaxClinzterO         3 000           727Q9         DEFAUET         7         Accelerate ax ClinzterO         1 000         250           727Q9         DEFAUET         8         Climb         MaxClinzterO         5 500           727Q9         DEFAUET         9         Climb         MaxClinzterO         7 500           727Q9         DEFAUET         10         Climb         MaxClinzterO         10 000           727Q9         DEFAUET         1         Takeoff         MaxTakeoff           727Q9         DEFAUET         2         Climb         MaxTakeoff         1 000           727Q9         DEFAUET         3         Accelerate ax Takeoff         1 255         180           727Q9         DEFAUET         4         Accelerate ax Takeoff         1 255         210	727Q9	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axTak	æoff		1 390	200
727Q9         DEFAUET         7         Acceleral ax Clinitero         1 000         250           727Q9         DEFAUET         8         Climb         Max Clinitero         5 500           727Q9         DEFAUET         9         Climb         Max Clinitero         7 500           727Q9         DEFAUET         10         Climb         Max Clinitero         10 000           727Q9         DEFAUBT         1         Takeoff         Max Takeoff         1 000           727Q9         DEFAUBT         2         Climb         Max Takeoff         1 255         180           727Q9         DEFAUBT         3         Acceleral ax Takeoff         1 255         210	727Q9	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210
727Q9         DEFAUET         8         Climb         MaxClinZterO         5 500           727Q9         DEFAUET         9         Climb         MaxClinZterO         7 500           727Q9         DEFAUET         10         Climb         MaxClinZterO         10 000           727Q9         DEFAUET         1         Takeoff MaxTakeoff         1 000           727Q9         DEFAUET         2         Climb         MaxTakeoff         1 000           727Q9         DEFAUET         3         Accelerate axTakeoff         1 255         180           727Q9         DEFAUET         4         Accelerate axTakeoff         1 255         210	727Q9	DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
727Q9         DEFAUET         9         Climb         MaxClinzterO         7 500           727Q9         DEFAUET         10         Climb         MaxClinzterO         10 000           727Q9         DEFAUET         1         Takeoff MaxTakeoff         1 000           727Q9         DEFAUET         2         Climb         MaxTakeoff         1 000           727Q9         DEFAUET         3         AccelerateaxTakeoff         1 255         180           727Q9         DEFAUET         4         AccelerateaxTakeoff         1 255         210	727Q9	DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
727Q9         DEFAUET         10         Climb         MaxClinZterO         10 000           727Q9         DEFAUET         1         Takeoff MaxTakeoff         1000           727Q9         DEFAUET         2         Climb         MaxTakeoff         1 000           727Q9         DEFAUET         3         AccelerateaxTakeoff         1 255         180           727Q9         DEFAUET         4         AccelerateaxTakeoff         1 255         210	727Q9	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727Q9         DEFAUBT         1         Takeoff MaxTakeoff         1           727Q9         DEFAUBT         2         Climb MaxTakeoff         1 000           727Q9         DEFAUBT         3         Acceleral axTakeoff         1 255         180           727Q9         DEFAUBT         4         Acceleral axTakeoff         1 255         210	727Q9	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727Q9         DEFAUBT         2         Climb         MaxTakeoff         1 000           727Q9         DEFAUBT         3         Acceleral axTakeoff         1 255         180           727Q9         DEFAUBT         4         Acceleral axTakeoff         1 255         210	727Q9	DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
727Q9         DEFAUBT         3         Acceleral axTakeoff         1 255         180           727Q9         DEFAUBT         4         Acceleral axTakeoff         1 255         210	727Q9	DEFAU	BT	1	Takeoff	MaxTak	€off			
727Q9 DEFAUBT 4 AcceleraMaxTak@off 1 255 210	727Q9	DEFAU	BT	2	Climb	MaxTak	€off	1 000		
	727Q9	DEFAU	BT	3	Acceler	a <b>lvá</b> axTak	€off		1 255	180
727Q9 DEFAUBT 5 AcceleralMaxClinZtERO 1 000 220	727Q9	DEFAU	BL	4	Acceler	a <b>M</b> axTak	æoff		1 255	210
	727Q9	DEFAU	BT	5	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 000	220

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727Q9	DEFAU	тт	6	Climb	MaxCli	MERO.	3 000		
$\frac{727Q9}{727Q9}$	DEFAU		7		a <b>M</b> axCli		3 000	1 000	250
	DEFAU		8	Climb	MaxCli		5 500	1 000	230
727Q9									
727Q9	DEFAU		9	Climb	MaxCli		7 500		
727Q9	DEFAU		10	Climb	MaxCli		10 000		
727Q9	DEFAU		1		MaxTak		1.000		
727Q9	DEFAU		2	Climb	MaxTak		1 000	0.7.7	210
727Q9	DEFAU		3		a <b>M</b> axTak			855	210
727Q9	DEFAU		4		a <b>M</b> axCli			1 000	220
727Q9	DEFAU		5	Climb	MaxCli		3 000		
727Q9	DEFAU		6		a <b>M</b> axCli			1 000	250
727Q9	DEFAU	M. JA	7	Climb	MaxCli		5 500		
727Q9	DEFAU	WT TW	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
727Q9	DEFAU	M.	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727QF	DEFAU	11T	1	Takeoff	MaxTak	€off			
727QF	DEFAU	ШΤ	2	Climb	MaxTak	e <b>c</b> off	1 000		
727QF	DEFAU	ПΤ	3	Acceler	a <b>M</b> axTak	€off		1 000	175
727QF	DEFAU	ПТ	4	Acceler	a <b>M</b> axTak	æoff		1 000	190
727QF	DEFAU	11T	5	Acceler	a <b>M</b> axTak	ZERO		1 000	200
727QF	DEFAU	11T	6	Climb	MaxCo	n <b>zi Furcu</b> s	3 000		
727QF	DEFAU	ΊΤ	7	Acceler	a <b>M</b> axCo	n <b>ZiEuR</b> oùs		1 000	250
727QF	DEFAU	ПТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727QF	DEFAU	ПТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
727QF	DEFAU	ПТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727QF	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	<b>c</b> off			
727QF	DEFAU	<b>2</b> T	2	Climb	MaxTak	<b>c</b> off	1 000		
727QF	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	€off		1 000	180
727QF	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axTak	æoff		1 000	190
727QF	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axTak	ZERO		1 000	200
727QF	DEFAU	<b>D</b> T	6	Climb	MaxCo	n <b>ZiEuRo</b> Ois	3 000		
727QF	DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCo	n <b>ZiEuRo</b> Ois		1 000	250
727QF	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> lero	5 500		
727QF	DEFAU	<b>D</b> T	9	Climb	MaxCli	n <b>a</b> dero	7 500		
727QF	DEFAU		10	Climb	MaxCli		10 000		

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			_			_ ^-			
727QF	DEFAU		1		MaxTak				
727QF	DEFAU	BL	2	Climb	MaxTak		1 000		
727QF	DEFAU	BL	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 000	184
727QF	DEFAU	BT	4	Acceler	a <b>M</b> axTak	æoff		1 000	190
727QF	DEFAU	BL	5	Acceler	a <b>M</b> axTak	ZERO		1 000	200
727QF	DEFAU	BL	6	Climb	MaxCo	n <b>zi Euro</b> us	3 000		
727QF	DEFAU	BL	7	Acceler	a <b>M</b> axCo	n <b>zi Euro</b> Os		1 000	250
727QF	DEFAU	BL	8	Climb	MaxCli	n <b>a</b> tero	5 500		
727QF	DEFAU	BT	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
727QF	DEFAU	BL	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
727QF	DEFAU	<b>L</b> I	1	Takeoff	MaxTak	<b>€</b> off			
727QF	DEFAU	<b>L</b> I	2	Climb	MaxTak	<b>€</b> off	1 000		
727QF	DEFAU	<b>L</b> T	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 000	189
727QF	DEFAU	<b>L</b> T	4	Acceler	a <b>M</b> axTak	æoff		1 000	190
727QF	DEFAU	<b>L</b> T	5	Acceler	a <b>M</b> axTak	ZERO		1 000	200
727QF	DEFAU	<b>L</b> T	6	Climb	MaxCo	n <b>zi Euro</b> us	3 000		
727QF	DEFAU	<b>L</b> T	7	Acceler	a <b>M</b> axCo	n <b>zi Euro</b> us		1 000	250
727QF	DEFAU	<b>M</b> L	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
727QF	DEFAU	<b>L</b> IT	9	Climb	MaxCli	n <b>a</b> lero	7 500		
727QF	DEFAU	<b>L</b> T	10	Climb	MaxCli	n <b>a</b> lero	10 000		
737	DEFAU	ШΤ	1	Takeoff	MaxTak	<b>c</b> off			
737	DEFAU	llТ	2	Climb	MaxTak	<b>c</b> off	1 000		
737	DEFAU	llТ	3	Acceler	a <b>M</b> axTak	<b>c</b> off		2 090	146
737	DEFAU	ШΤ	4	Acceler	a <b>M</b> axTak	ædff		1 568	171
737	DEFAU	ШΤ	5	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 000	210
737	DEFAU	ШΤ	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
737	DEFAU	ШΤ	7	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 000	250
737	DEFAU	ШΤ	8	Climb	MaxCli	n <b>Z</b> BERO	5 500		
737	DEFAU	ШΤ	9	Climb	MaxCli	n <b>Z</b> BERO	7 500		
737	DEFAU	llТ	10	Climb	MaxCli	n <b>Z</b> BERO	10 000		
737	DEFAU	<b>D</b> T	1	Takeoff	MaxTak	€off			
737	DEFAU	<b>D</b> T	2	Climb	MaxTak	€off	1 000		
737	DEFAU	<b>D</b> T	3	Acceler	a <b>lvá</b> axTak	<b>E</b> off		2 014	149
737	DEFAU		4	Acceler	a <b>lva</b> axTak	ædff		1 511	174

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737	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n#RERO		1 000	210
737	DEFAU		6	Climb	MaxCli		3 000		
737	DEFAU		7		a <b>M</b> axCli			1 000	250
737	DEFAU		8	Climb	MaxCli		5 500		
737	DEFAU		9	Climb	MaxCli	n <b>z</b> lERO	7 500		
737	DEFAU		10	Climb	MaxCli		10 000		
737	DEFAU		1		MaxTal	€off			
737	DEFAU		2	Climb	MaxTak		1 000		
737	DEFAU		3	Acceler	a <b>M</b> axTal	€off		1 851	154
737	DEFAU		4		a <b>M</b> axTal			1 388	179
737	DEFAU		5		a <b>M</b> axCli			1 000	210
737	DEFAU	BL	6	Climb	MaxCli		3 000		
737	DEFAU		7	Acceler	a <b>M</b> axCli			1 000	250
737	DEFAU		8	Climb	MaxCli	n <b>Z</b> BERO	5 500		
737	DEFAU	BL	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
737	DEFAU	BT	10	Climb	MaxCli	m <b>Z</b> BERO	10 000		
737	DEFAU	MT.	1	Takeoff	MaxTal	€off			
737	DEFAU	MT.	2	Climb	MaxTal	€off	1 000		
737	DEFAU	MT.	3	Acceler	a <b>M</b> axTal	€off		1 685	160
737	DEFAU	MT.	4	Acceler	a <b>M</b> axTal	ddff		1 264	185
737	DEFAU	ИТ	5	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	210
737	DEFAU	MT.	6	Climb	MaxCli	n <b>Z</b> BERO	3 000		
737	DEFAU	<b>W</b> T	7	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 000	250
737	DEFAU	<b>W</b> T	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
737	DEFAU	<b>W</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
737	DEFAU	<b>W</b> T	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
737300	DEFAU	TIT	1	Takeoff	MaxTal	€off			
737300	DEFAU	ПТ	2	Climb	MaxTak	<b>E</b> off	1 000		
737300	DEFAU	ПТ	3	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 483,4	187,9
737300	DEFAU	ПТ	4	Acceler	a <b>M</b> axCli	mlb		1 684,6	205,5
737300	DEFAU	ПТ	5	Acceler	a <b>M</b> axCli	nÆTERO		1 815,6	220,5
737300	DEFAU	ПТ	6	Climb	MaxCli	n <b>z</b> tERO	3 000		

737300	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	mZERO		1 892,6	250
737300	DEFAU	пт	8	Climb	MaxCli	m#RERO	5 500	092,0	
	DEFAU		9	Climb	MaxCli		7 500		
	DEFAU		10	Climb	MaxCli		10 000		
	DEFAU		1		MaxTak		10 000		
	DEFAU		2	Climb	MaxTak		1 000		
737300	DEFAU	<b>12</b> Γ	3	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 398,8	189,2
737300	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	mlb		1 579,3	204,5
737300	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 700,5	220,5
737300	DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737300	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 774,1	250
737300	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> tero	5 500		
737300	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>a</b> tero	7 500		
737300	DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>zt</b> ERO	10 000		
737300	DEFAU	BL	1	Takeoff	MaxTak	<b>€</b> off			
737300	DEFAU	BL	2	Climb	MaxTak	<b>€</b> off	1 000		
737300	DEFAU	BL	3	Acceler	a <b>M</b> axCli	n≨b		1 311,5	190,8
737300	DEFAU	BL	4	Acceler	a <b>M</b> axCli	n1b		1 487,2	213,2
737300	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 609,4	220,5
737300	DEFAU	BL	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
737300	DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		1 657,6	250
737300	DEFAU	BL	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
737300	DEFAU	BL	9	Climb	MaxCli	n <b>z</b> lERO	7 500		
737300	DEFAU	BL	10	Climb	MaxCli	n <b>z</b> lERO	10 000		
737300	DEFAU	ИТ	1	Takeoff	MaxTak	<b>c</b> off			
737300	DEFAU	ИТ	2	Climb	MaxTak	<b>c</b> off	1 000		
737300	DEFAU	ML .	3	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 154,7	194,6

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737300	DEFAU	<b>Y</b> T	4	Acceler	a <b>M</b> axCli	mlb		1 295,8	211,5
737300	DEFAU	<b>A</b> T	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 391,6	220,5
737300	DEFAU	<b>W</b> T	6	Climb	MaxCli	nadero	3 000		
737300	DEFAU	<b>W</b> T	7	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 444,8	250
737300	DEFAU	<b>M</b>	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737300	DEFAU	ИТ	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
737300	DEFAU	<b>T</b>	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737300	ICAO_	41	1	Takeoff	MaxTak	eoff			
737300	ICAO_	41	2	Climb	MaxTak	eoff	1 500		
737300	ICAO_	41	3	Climb	MaxCli	n <b>5</b> b	3 000		
737300	ICAO_A	<b>A</b> 1	4	Acceler	a <b>M</b> axCli	műb		1 413,5	184,9
737300	ICAO_A	<b>A</b> 1	5	Acceler	a <b>M</b> axCli	mlb		1 601,4	203,9
737300	ICAO_A	<b>A</b> 1	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 821,6	250
737300	ICAO_	41	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737300	ICAO_	41	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
737300	ICAO_	41	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737300	ICAO_	42	1	Takeoff	MaxTak	<b>c</b> off			
737300	ICAO_	42	2	Climb	MaxTak	<b>E</b> off	1 500		
737300	ICAO_	42	3	Climb	MaxCli	m <b>5</b> b	3 000		
737300	ICAO_A	42	4	Acceler	a <b>M</b> axCli	núib		1 332,5	186,4
737300	ICAO_	12	5	Acceler	a <b>M</b> axCli	mlb		1 497,1	203
737300	ICAO_A	42	6	Acceler	a <b>M</b> axCli	mZERO		1 705,6	250
737300	ICAO_	42	7	Climb	MaxCli	n <b>z</b> lERO	5 500		
737300	ICAO_	42	8	Climb	MaxCli	n <b>z</b> lERO	7 500		
737300	ICAO_	42	9	Climb	MaxCli	n <b>z</b> lERO	10 000		
737300	ICAO_	43	1	Takeoff	MaxTak	<b>E</b> off			
737300	ICAO_	43	2	Climb	MaxTak	eoff	1 500		
737300	ICAO_	43	3	Climb	MaxCli	n <b>5</b> b	3 000		

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737300	ICAO_	A3	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 247,9	188,2
737300	ICAO_	A3	5	Acceler	a <b>M</b> axCli	mlb		1 415,3	211,7
737300	ICAO_	A3	6	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		1 609,9	250
737300	ICAO_	A3	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737300	ICAO_	A3	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
737300	ICAO_	A3	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737300	ICAO_	A4	1	Takeoff	MaxTak	€off			
737300	ICAO_	A4	2	Climb	MaxTak	<b>€</b> off	1 500		
737300	ICAO_	A4	3	Climb	MaxCli	n <b>5</b> b	3 000		
737300	ICAO_	A4	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 093,3	192,2
737300	ICAO_	A4	5	Acceler	a <b>M</b> axCli	n1b		1 223,7	210,2
737300	ICAO_	A4	6	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		1 399,1	250
737300	ICAO_	A4	7	Climb	MaxCli	n <b>a</b> lero	5 500		
737300	ICAO_	A4	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
737300	ICAO_	A4	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
737300	ICAO_	B1	1	Takeoff	MaxTak	€off			
737300	ICAO_	B1	2	Climb	MaxTak	€off	1 000		
737300	ICAO_	B1	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 560,7	189,3
737300	ICAO_	B1	4	Acceler	a <b>M</b> axTak	doff		1 765,5	206,2
737300	ICAO_	B1	5	Acceler	a <b>M</b> axTak	ZERO		1 897	220,5
737300	ICAO_	B1	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737300	ICAO_	B1	7	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 892,6	250
737300	ICAO_	B1	8	Climb	MaxCli	n <b>Z</b> ERO	5 500		
737300	ICAO_	B1	9	Climb	MaxCli	n <b>Z</b> ERO	7 500		
737300	ICAO_	B1	10	Climb	MaxCli	n <b>z</b> leRO	10 000		
737300	ICAO_	B2	1	Takeoff	MaxTak	€off			
737300	ICAO_	B2	2	Climb	MaxTak	€off	1 000		
737300	ICAO_	B2	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 468,7	190,5

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737300	ICAO_	B2	4	Acceler	a <b>lva</b> axTak	doff		1 652,2	205,8
737300	ICAO_	B2	5	Acceler	a <b>lM</b> axTak	ZHRO		1 773,2	220,5
737300	ICAO_	B2	6	Climb	MaxCli	n <b>a</b> lero	3 000		
737300	ICAO_	B2	7	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 773,3	250
737300	ICAO_	32	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
737300	ICAO_	B2	9	Climb	MaxCli	n <b>z</b> lERO	7 500		
737300	ICAO_	B2	10	Climb	MaxCli	n <b>a</b> lero	10 000		
737300	ICAO_	B3	1	Takeoff	MaxTak	€off			
737300	ICAO_	<b>B3</b>	2	Climb	MaxTak	eoff	1 000		
737300	ICAO_	B3	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 380,4	192,1
737300	ICAO_	B3	4	Acceler	a <b>M</b> axTak	doff		1 557,4	213,8
737300	ICAO_	B3	5	Acceler	al <b>M</b> axTak	ZERO		1 688,1	220,5
737300	ICAO_	B3	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737300	ICAO_	B3	7	Acceler	a <b>M</b> axCli	mZERO		1 657,6	250
737300	ICAO_	B3	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737300	ICAO_	33	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
737300	ICAO_	33	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
737300	ICAO_	B4	1	Takeoff	MaxTak	eoff			
737300	ICAO_	B4	2	Climb	MaxTak	<b>c</b> off	1 000		
737300	ICAO_l	B4	3	Acceler	a <b>lM</b> axTak	<b>c</b> off		1 217,8	195,7
737300	ICAO_	B4	4	Acceler	a <b>lM</b> axTak	doff		1 361,4	212
737300	ICAO_l	B4	5	Acceler	a <b>lM</b> axTak	ZHRO		1 457,6	220,5
737300	ICAO_1	B4	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
737300	ICAO_	B4	7	Acceler	a <b>M</b> axCli	mZERO		1 444,8	250
737300	ICAO_	B4	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
737300	ICAO_	B4	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
737300	ICAO_	B4	10	Climb	MaxCli	n <b>z</b> lERO	10 000		

7373B2	DEFAU	ШТ	1	Takeoff	MaxTak	e <b>c</b> off			
7373B2	DEFAU	ШТ	2	Climb	MaxTak	eoff	1 000		
7373B2	DEFAU	ШТ	3	Acceler	a <b>M</b> axCli	mlb_05		1 671,2	191,9
7373B2	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	mlb_01		1 900	209,1
7373B2	DEFAU	ШТ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
7373B2	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		2 058,2	250
7373B2	DEFAU	ШТ	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
7373B2	DEFAU	ШТ	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
7373B2	DEFAU	ШТ	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
7373B2	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	<b>c</b> off			
7373B2	DEFAU	<b>12</b> T	2	Climb	MaxTak	€off	1 000		
7373B2	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	nflb_05		1 575,5	192,6
7373B2	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axCli	mlb_01		1 786	208,8
7373B2	DEFAU	<b>12</b> T	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
7373B2	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 934,6	250
7373B2	DEFAU	<b>2</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
7373B2	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
7373B2	DEFAU	<b>2</b> T	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
7373B2	DEFAU	BL	1	Takeoff	MaxTak	<b>c</b> off			
7373B2	DEFAU	BL	2	Climb	MaxTak	<b>c</b> off	1 000		
7373B2	DEFAU	BL	3	Acceler	a <b>M</b> axCli	mlb_05		1 483,2	194
7373B2	DEFAU	ВГ	4	Acceler	a <b>M</b> axCli	mlb_01		1 675,9	215,3
7373B2	DEFAU	BL	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
7373B2	DEFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 828,7	250
7373B2	DEFAU	BL	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
7373B2	DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
7373B2	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
7373B2	DEFAU	MT.	1	Takeoff	MaxTak	<b>c</b> off			
7373B2	DEFAU	ИГ	2	Climb	MaxTak	<b>c</b> off	1 000		
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 $Commission\ Directive\ (EU)\ 2015/996\ of\ 19\ May\ 2015\ establishing\ common\ noise\ assessment\ methods...$ 

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7373B2	DEFAU	<b>I</b>	3	Acceler	a <b>lsa</b> axCli	mlb_05		1 314,1	197,8
7373B2	DEFAU	ИТ	4	Acceler	a <b>M</b> axCli	mlb_01		1 478,4	213,5
7373B2	DEFAU	ИГ	5	Climb	MaxCli	n <b>z</b> leRO	3 000		
7373B2	DEFAU	ИГ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> IERO		1 597,8	250
7373B2	DEFAU	ИТ	7	Climb	MaxCli	n <b>z</b> leRO	5 500		
7373B2	DEFAU	ИТ	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
7373B2	DEFAU	<b>M</b> T	9	Climb	MaxCli	n <b>a</b> tero	10 000		
7373B2	DEFAU	M	1	Takeoff	MaxTak	€off			
7373B2	DEFAU	M	2	Climb	MaxTak	<b>€</b> off	1 000		
7373B2	DEFAU	IMT	3	Acceler	a <b>M</b> axCli	mlb_05		1 214,7	200,6
7373B2	DEFAU	IMT	4	Acceler	a <b>M</b> axCli	mlb_01		1 372,5	222,3
7373B2	DEFAU	M	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
7373B2	DEFAU	IMT	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 493,4	250
7373B2	DEFAU	M	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
7373B2	DEFAU	M	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
7373B2	DEFAU	M	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
7373B2	ICAO_	A1	1	Takeoff	MaxTak	<b>E</b> off			
7373B2	ICAO_	A1	2	Climb	MaxTak	<b>&amp;</b> off	1 500		
7373B2	ICAO_	A1	3	Climb	MaxCli	m <b>5</b> b	3 000		
7373B2	ICAO_	Al	4	Acceler	a <b>M</b> axCli	mlb_05		1 607,4	188,9
7373B2	ICAO_	Al	5	Acceler	a <b>M</b> axCli	mlb_01		1 827,6	206
7373B2	ICAO_	A1	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		2 030,2	250
7373B2	ICAO_	A1	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
7373B2	ICAO_	A1	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
7373B2	ICAO_	A1	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
7373B2	ICAO_	A2	1	Takeoff	MaxTak	<b>E</b> off			
7373B2	ICAO_	A2	2	Climb	MaxTak	<b>E</b> off	1 500		
7373B2	ICAO_	A2	3	Climb	MaxCli	m <b>5</b> b	3 000		

7373B2	ICAO_A	42	4	Acceler	a <b>M</b> axCli	mlb_05		1 507,4	188,9
7373B2	ICAO_A	42	5	Acceler	a <b>M</b> axCli	mlb_01		1 703,4	206
7373B2	ICAO_	42	6	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		1 909,1	250
7373B2	ICAO_	42	7	Climb	MaxCli	n <b>Z</b> ERO	5 500		
7373B2	ICAO_	42	8	Climb	MaxCli	n <b>Z</b> BERO	7 500		
7373B2	ICAO_	42	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
7373B2	ICAO_	43	1	Takeoff	MaxTak	<b>c</b> off			
7373B2	ICAO_	43	2	Climb	MaxTak	<b>c</b> off	1 500		
7373B2	ICAO_	43	3	Climb	MaxCli	n <b>o</b> ib	3 000		
7373B2	ICAO_A	43	4	Acceler	a <b>M</b> axCli	mlb_05		1 417,2	191,3
7373B2	ICAO_A	43	5	Acceler	a <b>M</b> axCli	mlb_01		1 604,3	213,7
7373B2	ICAO_A	43	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 807,6	250
7373B2	ICAO_	43	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
7373B2	ICAO_	43	8	Climb	MaxCli	n <b>Z</b> ERO	7 500		
7373B2	ICAO_	43	9	Climb	MaxCli	n <b>Z</b> ERO	10 000		
7373B2	ICAO_	44	1	Takeoff	MaxTak	<b>c</b> off			
7373B2	ICAO_	<del>\</del>	2	Climb	MaxTak	<b>€</b> off	1 500		
7373B2	ICAO_	<b>4</b> 4	3	Climb	MaxCli	m <b>5</b> b	3 000		
7373B2	ICAO_A	<b>4</b> 4	4	Acceler	a <b>M</b> axCli	m1b_05		1 255,2	195,4
7373B2	ICAO_A	<b>4</b> 4	5	Acceler	a <b>M</b> axCli	mlb_01		1 411,8	212,1
7373B2	ICAO_A	<del>\</del>	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 576,8	250
7373B2	ICAO_	44	7	Climb	MaxCli	n <b>Z</b> ERO	5 500		
7373B2	ICAO_	44	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
7373B2	ICAO_	44	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
7373B2	ICAO_	AM	1	Takeoff	MaxTak	<b>c</b> off			
7373B2	ICAO_	AM	2	Climb	MaxTak	<b>c</b> off	1 500		
7373B2	ICAO_	AM	3	Climb	MaxCli	n <b>5</b> b	3 000		
7373B2	ICAO_A	AM	4	Acceler	a <b>M</b> axCli	mlb_05		1 163,2	198,2

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		1		1			1	1		
7373B2	ICAO_	AM	5	Acceler	a <b>M</b> axCli	m <u>lb</u> 01		1 309,7	220,9	
7373B2	ICAO_	AM	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 469,1	250	
7373B2	ICAO	AM	7	Climb	MaxCli	n <b>Z</b> ERO	5 500			
7373B2	ICAO	AM	8	Climb	MaxCli	n <b>Z</b> ERO	7 500			
7373B2	ICAO_	AM	9	Climb	MaxCli	n <b>a</b> lero	10 000			
7373B2	ICAO_	B1	1	Takeoff	MaxTak	<b>€</b> off				
7373B2	ICAO_	B1	2	Climb	MaxTak	<b>€</b> off	1 000			
7373B2	ICAO_	B1	3	Acceler	a <b>M</b> axTak	æ <u>66</u> fØ5		1 881	195,6	
7373B2	ICAO_	B1	4	Acceler	a <b>M</b> axTak	æ6 <u>f</u> Ø1		2 138,5	214,5	
7373B2	ICAO_	B1	5	Climb	MaxCli	n <b>Z</b> ERO	3 000			
7373B2	ICAO_	B1	6	Acceler	a <b>M</b> axCli	mÆTERO		2 075,4	250	
7373B2	ICAO_	B1	7	Climb	MaxCli	n <b>Z</b> BERO	5 500			
7373B2	ICAO_	B1	8	Climb	MaxCli	n <b>a</b> leRO	7 500			
7373B2	ICAO_	B1	9	Climb	MaxCli	n <b>Z</b> BERO	10 000			
7373B2	ICAO_	B2	1	Takeoff	MaxTak	<b>E</b> off				
7373B2	ICAO_	B2	2	Climb	MaxTak	<b>c</b> off	1 000			
7373B2	ICAO_	B2	3	Acceler	a <b>M</b> axTak	æ6 <u>f</u> 65		1 774,2	196,2	
7373B2	ICAO_	B2	4	Acceler	al <b>M</b> axTak	æ6 <u>1</u> 61		2 009,3	214	
7373B2	ICAO_	B2	5	Climb	MaxCli	n <b>a</b> tero	3 000			
7373B2	ICAO_	B2	6	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 950,7	250	
7373B2	ICAO_	B2	7	Climb	MaxCli	n <b>a</b> tero	5 500			
7373B2	ICAO_	B2	8	Climb	MaxCli	n <b>a</b> tero	7 500			
7373B2	ICAO_	B2	9	Climb	MaxCli	m <b>Z</b> BERO	10 000			
7373B2	ICAO_	B3	1	Takeoff	MaxTak	<b>€</b> off				
7373B2	ICAO_	B3	2	Climb	MaxTak	€off	1 000			
7373B2	ICAO_	B3	3	Acceler	a <b>lv4</b> axTak	ceTo_f05		1 674,8	197,4	
7373B2	ICAO_	B3	4	Acceler	al <b>M</b> axTak	ceTo <u>f</u> 161		1 895,7	217	
7373B2	ICAO_	B3	5	Climb	MaxCli	n <b>a</b> tERO	3 000			

7373B2	ICAO_	B3	6	Acceler	a <b>M</b> axCli	m <b>Z</b> IERO		1 835,6	250
7373B2	ICAO_	83	7	Climb	MaxCli	n <b>Z</b> BERO	5 500		
7373B2	ICAO_	B3	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
7373B2	ICAO_	B3	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
7373B2	ICAO_	B4	1	Takeoff	MaxTak	<b>€</b> off			
7373B2	ICAO_	B4	2	Climb	MaxTak	<b>E</b> off	1 000		
7373B2	ICAO_	B4	3	Acceler	al <b>M</b> axTak	eão <u>f</u> 165		1 494,5	200,9
7373B2	ICAO_	B4	4	Acceler	a <b>M</b> axTak	eão <u>f</u> 61		1 672,5	215,5
7373B2	ICAO_	B4	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
7373B2	ICAO_	B4	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 606,9	250
7373B2	ICAO_	B4	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
7373B2	ICAO_	B4	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
7373B2	ICAO_	B4	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
7373B2	ICAO_	BM	1	Takeoff	MaxTak	<b>€</b> off			
7373B2	ICAO_	BM	2	Climb	MaxTak	<b>€</b> off	1 000		
7373B2	ICAO_	BM	3	Acceler	a <b>M</b> axTak	eao <u>f</u> 05		1 387,7	203,4
7373B2	ICAO_	BM	4	Acceler	a <b>M</b> axTak	eão <u>f</u> 01		1 557,1	223,7
7373B2	ICAO_	BM	5	Climb	MaxCli	n <b>z</b> BERO	3 000		
7373B2	ICAO_	ВМ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 493,2	250
7373B2	ICAO_	BM	7	Climb	MaxCli	n <b>a</b> tero	5 500		
7373B2	ICAO_	BM	8	Climb	MaxCli	n <b>zi</b> ERO	7 500		
7373B2	ICAO_	BM	9	Climb	MaxCli	n <b>zi</b> ERO	10 000		
737400	DEFAU	ПТ	1	Takeoff	MaxTak	<b>&amp;</b> off			
737400	DEFAU	шт	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
737400	DEFAU	ШТ	3	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 715,3	198,8
737400	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	mlb		1 894,7	210,5
737400	DEFAU	ШТ	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
737400	DEFAU	шт	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		2 067,4	250

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737400	DEFAU	ШΤ	7	Climb	MaxCli	n <b>a</b> tero	5 500			
737400	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500			
737400	DEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000			
737400	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	<b>c</b> off				
737400	DEFAU	<b>2</b> T	2	Climb	MaxTak	<b>c</b> off	1 000			
737400	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 616	199,8	
737400	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	mlb		1 786,6	210,5	
737400	DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000			
737400	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 939,1	250	
737400	DEFAU	<b>2</b> T	7	Climb	MaxCli	n <b>Z</b> BERO	5 500			
737400	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>Z</b> ERO	7 500			
737400	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000			
737400	DEFAU	BL	1	Takeoff	MaxTak	<b>c</b> off				
737400	DEFAU	BL	2	Climb	MaxTak	<b>c</b> off	1 000			
737400	DEFAU	BL	3	Acceler	a <b>M</b> axCli	n <b>s</b> b		1 516,6	201	
737400	DEFAU	BL	4	Acceler	a <b>M</b> axCli	n1b		1 660,9	210,5	
737400	DEFAU	BL	5	Climb	MaxCli	m <b>Z</b> BERO	3 000			
737400	DEFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 807,5	250	
737400	DEFAU	BL	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			
737400	DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	7 500			
737400	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	10 000			
737400	DEFAU	<b>M</b> T	1	Takeoff	MaxTak	<b>E</b> off				
737400	DEFAU	<b>M</b> T	2	Climb	MaxTak	€off	1 000			
737400	DEFAU	ИГ	3	Acceler	a <b>M</b> axCli	m <b>o</b> b		1 370,2	203,9	
737400	DEFAU	<b>M</b> L	4	Acceler	a <b>M</b> axCli	mlb		1 504,1	210,5	
737400	DEFAU	ИТ	5	Climb	MaxCli	n <b>z</b> lERO	3 000			
737400	DEFAU	ИТ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 609,1	250	
737400	DEFAU	ИТ	7	Climb	MaxCli	n <b>z</b> tERO	5 500			
737400	DEFAU	ИТ	8	Climb	MaxCli	n <b>z</b> tERO	7 500			

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737400	DEFAU	<b>M</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737400	DEFAU	IM	1	Takeoff	MaxTak	<b>€</b> off			
737400	DEFAU	IM	2	Climb	MaxTak	<b>€</b> off	1 000		
737400	DEFAU	IM	3	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 225,8	207,5
737400	DEFAU	M	4	Acceler	a <b>M</b> axCli	mlb		1 312,5	210,5
737400	DEFAU	IM	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737400	DEFAU	IMT	6	Acceler	a <b>M</b> axCli	nZERO		1 414,3	250
737400	DEFAU	IM	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737400	DEFAU	IM	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
737400	DEFAU	IM	9	Climb	MaxCli	n <b>a</b> lero	10 000		
737400	ICAO_	A1	1	Takeoff	MaxTak	<b>€</b> off			
737400	ICAO_	A1	2	Climb	MaxTak	<b>€</b> off	1 500		
737400	ICAO_	A1	3	Climb	MaxCli	m <b>5</b> b	3 000		
737400	ICAO_	A1	4	Acceler	a <b>M</b> axCli	n <b>s</b> b		1 641,7	195,7
737400	ICAO_	A1	5	Acceler	a <b>M</b> axCli	mlb		1 830	210,1
737400	ICAO_	<b>A</b> 1	6	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		2 058,4	250
737400	ICAO_	A1	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737400	ICAO_	A1	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
737400	ICAO_	A1	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
737400	ICAO_	<b>A2</b>	1	Takeoff	MaxTak	eoff			
737400	ICAO_	A2	2	Climb	MaxTak	<b>€</b> off	1 500		
737400	ICAO_	<b>A</b> 2	3	Climb	MaxCli	m <b>5</b> b	3 000		
737400	ICAO_	<b>A2</b>	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 546	196,8
737400	ICAO_	A2	5	Acceler	a <b>M</b> axCli	mlb		1 702,5	210,1
737400	ICAO_	A2	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 919,2	250
737400	ICAO_	42	7	Climb	MaxCli	n <b>Z</b> ERO	5 500		
737400	ICAO_	42	8	Climb	MaxCli	n <b>Z</b> ERO	7 500		
737400	ICAO_	A2	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737400	ICAO_	<b>A3</b>	1	Takeoff	MaxTak	€off			
737400	ICAO_	<b>A3</b>	2	Climb	MaxTak	<b>€</b> off	1 500		
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737400	ICAO_	A3	3	Climb	MaxCli	m <b>5</b> b	3 000		
737400	ICAO_	A3	4	Acceler	a <b>M</b> axCli	n <b>s</b> b		1 446,6	198,2
737400	ICAO_	A3	5	Acceler	a <b>M</b> axCli	mlb		1 592,3	210,3
737400	ICAO_	A3	6	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 789,6	250
737400	ICAO_	A3	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737400	ICAO_	A3	8	Climb	MaxCli	n <b>a</b> lero	7 500		
737400	ICAO_	A3	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
737400	ICAO_	A4	1	Takeoff	MaxTak	<b>€</b> off			
737400	ICAO_	<b>A</b> 4	2	Climb	MaxTak	€off	1 500		
737400	ICAO_	<b>A</b> 4	3	Climb	MaxCli	m <b>o</b> b	3 000		
737400	ICAO_	A4	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 303,9	201,3
737400	ICAO_	A	5	Acceler	a <b>M</b> axCli	mlb		1 426,1	210,3
737400	ICAO_	A	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 598,5	250
737400	ICAO_	A4	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
737400	ICAO_	A4	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
737400	ICAO_	A4	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737400	ICAO_	AM	1	Takeoff	MaxTak	<b>c</b> off			
737400	ICAO_	AM	2	Climb	MaxTak	<b>c</b> off	1 500		
737400	ICAO_	AM	3	Climb	MaxCli	m <b>5</b> b	3 000		
737400	ICAO_	AM	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 159,5	205,1
737400	ICAO_	AM	5	Acceler	a <b>M</b> axCli	mlb		1 249,3	210,3
737400	ICAO_	AM	6	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 392,2	250
737400	ICAO_	AM	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737400	ICAO_	AM	8	Climb	MaxCli	n <b>Z</b> ERO	7 500		
737400	ICAO_	AM	9	Climb	MaxCli	n <b>z</b> leRO	10 000		
737400	ICAO_	B1	1	Takeoff	MaxTak	€off			
737400	ICAO_	Bl	2	Climb	MaxTak	€off	1 000		
737400	ICAO_	B1	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 869,9	201,5

737400	ICAO_l	B1	4	Acceler	a <b>lM</b> axTak	doff		2 073,3	210,5	
737400	ICAO_l	B1	5	Climb	MaxCli	n <b>z</b> HERO	3 000			
737400	ICAO_l	31	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		2 067,4	250	
737400	ICAO_l	B1	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			
737400	ICAO_l	B1	8	Climb	MaxCli	n <b>z</b> lERO	7 500			
737400	ICAO_I	B1	9	Climb	MaxCli	n <b>z</b> lERO	10 000			
737400	ICAO_l	32	1	Takeoff	MaxTak	<b>E</b> off				
737400	ICAO_l	32	2	Climb	MaxTak	<b>E</b> off	1 000			
737400	ICAO_l	32	3	Acceler	al <b>M</b> axTak	<b>E</b> off		1 766,9	202,3	
737400	ICAO_l	32	4	Acceler	a <b>M</b> axTak	doff		1 945,9	210,5	_
737400	ICAO_l	32	5	Climb	MaxCli	n <b>zl</b> ERO	3 000			_
737400	ICAO_l	32	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 939,1	250	
737400	ICAO_l	32	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			_
737400	ICAO_l	32	8	Climb	MaxCli	n <b>zl</b> ERO	7 500			_
737400	ICAO_l	32	9	Climb	MaxCli	n <b>zl</b> ERO	10 000			_
737400	ICAO_l	33	1	Takeoff	MaxTak	€off				_
737400	ICAO_l	33	2	Climb	MaxTak	eoff	1 000			
737400	ICAO_l	33	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 660,1	203,4	
737400	ICAO_l	33	4	Acceler	a <b>M</b> axTak	doff		1 822,5	210,5	
737400	ICAO_l	33	5	Climb	MaxCli	n <b>zl</b> ERO	3 000			_
737400	ICAO_l	33	6	Acceler	a <b>M</b> axCli	mZERO		1 807,5	250	_
737400	ICAO_l	33	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			
737400	ICAO_1	33	8	Climb	MaxCli	n <b>a</b> leRO	7 500			_
737400	ICAO_l	33	9	Climb	MaxCli	n <b>z</b> lERO	10 000			_
737400	ICAO_I	B4	1	Takeoff	MaxTak	eoff				_
737400	ICAO_l	34	2	Climb	MaxTak	eoff	1 000			
737400	ICAO_l	B4	3	Acceler	a <b>M</b> axTak	<b>Æ</b> off		1 502,8	206,1	
737400	ICAO_l	B4	4	Acceler	a <b>M</b> axTak	doff		1 644,7	210,5	

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							1		
737400	ICAO_	B4	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
737400	ICAO_	B4	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 610,5	250
737400	ICAO_	B4	7	Climb	MaxCli	n <b>a</b> tero	5 500		
737400	ICAO_	B4	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
737400	ICAO_	B4	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737400	ICAO_	BM	1	Takeoff	MaxTak	<b>E</b> off			
737400	ICAO_	BM	2	Climb	MaxTak	<b>€</b> off	1 000		
737400	ICAO_	ВМ	3	Acceler	a <b>lM</b> axTak	<b>E</b> off		1 350,9	209,5
737400	ICAO_	ВМ	4	Acceler	a <b>lv4</b> axTak	doff		1 428,6	210,5
737400	ICAO_	BM	5	Climb	MaxCli	n <b>Z</b> BERO	3 000		
737400	ICAO_	ВМ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 414,7	250
737400	ICAO_	BM	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737400	ICAO_	BM	8	Climb	MaxCli	n <b>Z</b> BERO	7 500		
737400	ICAO_	BM	9	Climb	MaxCli	n <b>Z</b> ERO	10 000		
737500	DEFAU	шт	1	Takeoff	MaxTak	<b>€</b> off			
737500	DEFAU	ПТ	2	Climb	MaxTak	<b>c</b> off	1 000		
737500	DEFAU	ШТ	3	Acceler	a <b>M</b> axCli	<b>nő</b> b		1 579,1	187
737500	DEFAU	шт	4	Acceler	a <b>M</b> axCli	mlb		1 800	206,6
737500	DEFAU	ПТ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737500	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 961,7	250
737500	DEFAU	ШТ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737500	DEFAU	шт	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
737500	DEFAU	шт	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737500	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	<b>c</b> off			
737500	DEFAU	<b>2</b> T	2	Climb	MaxTak	<b>E</b> off	1 000		
737500	DEFAU	27	3	Acceler	a <b>M</b> axCli	m <b>o</b> b		1 490,8	188
737500	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	mlb		1 681,3	205,6
737500	DEFAU	<b>12</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		

		1		1	1				
737500	DEFAU	ΈΓ	6	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		1 834,4	250
737500	DEFAU	<b>12</b> T	7	Climb	MaxCli	m <b>ZH</b> ERO	5 500		
737500	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> tero	7 500		
737500	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
737500	DEFAU	BL	1	Takeoff	MaxTal	<b>&amp;</b> off			
737500	DEFAU	BL	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
737500	DEFAU	BL	3	Acceler	a <b>M</b> axCli	n <b>o</b> b		1 398,8	189,4
737500	DEFAU	BL	4	Acceler	a <b>M</b> axCli	mlb		1 572,4	204,5
737500	DEFAU	BL	5	Climb	MaxCli	n <b>a</b> tero	3 000		
737500	DEFAU	ВГ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 713,4	250
737500	DEFAU	BL	7	Climb	MaxCli	n <b>a</b> tero	5 500		
737500	DEFAU	BL	8	Climb	MaxCli	n <b>a</b> tero	7 500		
737500	DEFAU	BL	9	Climb	MaxCli	n <b>a</b> tero	10 000		
737500	DEFAU	<b>M</b> T	1	Takeoff	MaxTal	<b>€</b> off			
737500	DEFAU	<b>M</b> T	2	Climb	MaxTal	<b>€</b> off	1 000		
737500	DEFAU	ИГ	3	Acceler	a <b>M</b> axCli	n <b>o</b> b		1 229,4	192,1
737500	DEFAU	ИГ	4	Acceler	a <b>M</b> axCli	mlb		1 388,1	212,4
737500	DEFAU	ИГ	5	Climb	MaxCli	n <b>z</b> BERO	3 000		
737500	DEFAU	ИГ	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 521,8	250
737500	DEFAU	<b>M</b> T	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
737500	DEFAU	<b>M</b> T	8	Climb	MaxCli	m <b>ZH</b> ERO	7 500		
737500	DEFAU	<b>M</b> T	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
737500	DEFAU	<b>15</b> T	1	Takeoff	MaxTal	<b>€</b> off			
737500	DEFAU	<b>15</b> T	2	Climb	MaxTal	€off	1 000		
737500	DEFAU	151	3	Acceler	a <b>M</b> axCli	n <b>s</b> b		1 211,1	192,4
737500	DEFAU	151	4	Acceler	a <b>M</b> axCli	mlb		1 370,8	212
737500	DEFAU	<b>15</b> T	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
737500	DEFAU	151	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 503,1	250

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737500	DEFAU	<b>15</b> T	7	Climb	MaxCli	n <b>Z</b> BERO	5 500			
737500	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>z</b> tERO	7 500			
737500	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>z</b> tERO	10 000			
737500	DEFAU	M	1	Takeoff	MaxTak	<b>€</b> off				
737500	DEFAU	M	2	Climb	MaxTak	<b>€</b> off	1 000			
737500	DEFAU	IM	3	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 192,6	192,8	
737500	DEFAU	IM	4	Acceler	a <b>M</b> axCli	mlb		1 343,1	211,9	
737500	DEFAU	M	5	Climb	MaxCli	n <b>z</b> tERO	3 000			
737500	DEFAU	IM	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 470,2	250	
737500	DEFAU	M	7	Climb	MaxCli	m <b>Z</b> BERO	5 500			
737500	DEFAU	M	8	Climb	MaxCli	n <b>z</b> tERO	7 500			
737500	DEFAU	M	9	Climb	MaxCli	n <b>zi</b> ERO	10 000			
737500	ICAO_	A1	1	Takeoff	MaxTak	<b>&amp;</b> off				
737500	ICAO_	A1	2	Climb	MaxTak	<b>&amp;</b> off	1 500			
737500	ICAO_	A1	3	Climb	MaxCli	m <b>5</b> b	3 000			
737500	ICAO_	Al	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 509,2	184	
737500	ICAO_	Al	5	Acceler	a <b>M</b> axCli	mlb		1 725,7	204,8	
737500	ICAO_	Al	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 934,3	250	
737500	ICAO_	A1	7	Climb	MaxCli	n <b>z</b> tERO	5 500			
737500	ICAO_	A1	8	Climb	MaxCli	n <b>z</b> tERO	7 500			
737500	ICAO_	A1	9	Climb	MaxCli	n <b>a</b> tero	10 000			
737500	ICAO_	A2	1	Takeoff	MaxTak	<b>€</b> off				
737500	ICAO_	A2	2	Climb	MaxTak	<b>€</b> off	1 500			
737500	ICAO_	<b>A</b> 2	3	Climb	MaxCli	n <b>5</b> b	3 000			
737500	ICAO_	A2	4	Acceler	a <b>M</b> axCli	n <b>s</b> b		1 420,9	185,1	
737500	ICAO_	A2	5	Acceler	a <b>M</b> axCli	mlb		1 612,5	203,9	
737500	ICAO_	A2	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 810,3	250	
737500	ICAO_	A2	7	Climb	MaxCli	m <b>Z</b> BERO	5 500			
					*				*	-

737500	ICAO_	A2	8	Climb	MaxCli	m <b>ZH</b> ERO	7 500			
737500	ICAO_	A2	9	Climb	MaxCli	n <b>z</b> BERO	10 000			
737500	ICAO_	A3	1	Takeoff	MaxTak	<b>&amp;</b> off				
737500	ICAO_	A3	2	Climb	MaxTak	<b>&amp;</b> off	1 500			
737500	ICAO_	A3	3	Climb	MaxCli	m <b>5</b> b	3 000			
737500	ICAO_	A3	4	Acceler	a <b>M</b> axCli	n <b>o</b> b		1 332,5	186,6	
737500	ICAO_	A3	5	Acceler	a <b>M</b> axCli	mlb		1 494,3	203	
737500	ICAO_	A3	6	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 691,3	250	
737500	ICAO_	A3	7	Climb	MaxCli	m <b>Z</b> ERO	5 500			
737500	ICAO_	A3	8	Climb	MaxCli	n <b>a</b> tero	7 500			
737500	ICAO_	A3	9	Climb	MaxCli	n <b>a</b> tero	10 000			
737500	ICAO_	A4	1	Takeoff	MaxTak	<b>&amp;</b> off				
737500	ICAO_	A4	2	Climb	MaxTak	<b>&amp;</b> off	1 500			
737500	ICAO_	A4	3	Climb	MaxCli	m <b>o</b> b	3 000			
737500	ICAO_	A	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 166,9	189,6	
737500	ICAO_	A4	5	Acceler	a <b>M</b> axCli	mlb		1 317	211	
737500	ICAO_	A	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 496,1	250	
737500	ICAO_	A4	7	Climb	MaxCli	n <b>z</b> tERO	5 500			
737500	ICAO_	A4	8	Climb	MaxCli	m <b>Z</b> BERO	7 500			
737500	ICAO_	A4	9	Climb	MaxCli	m <b>Z</b> BERO	10 000			
737500	ICAO_	A5	1	Takeoff	MaxTak	<b>E</b> off				
737500	ICAO_	A5	2	Climb	MaxTak	<b>&amp;</b> off	1 500			
737500	ICAO_	A5	3	Climb	MaxCli	n <b>o</b> b	3 000			
737500	ICAO_	A5	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 152,1	189,9	
737500	ICAO_	A5	5	Acceler	a <b>M</b> axCli	mlb		1 300	210,8	
737500	ICAO_	A5	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 477,5	250	
737500	ICAO_	A5	7	Climb	MaxCli	m <b>Z</b> ERO	5 500			
737500	ICAO_	A5	8	Climb	MaxCli	m <b>Z</b> ERO	7 500			
737500	ICAO_	A5	9	Climb	MaxCli	n <b>z</b> tERO	10 000			
737500	ICAO_	AM	1	Takeoff	MaxTak	<b>&amp;</b> off				
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737500	ICAO_	AM	2	Climb	MaxTak	<b>E</b> off	1 500		
737500	ICAO_	AM	3	Climb	MaxCli	m <b>5</b> b	3 000		
737500	ICAO_	AM	4	Acceler	a <b>M</b> axCli	n <b>ī</b> b		1 130,1	190,4
737500	ICAO_	AM	5	Acceler	a <b>M</b> axCli	mlb		1 267,1	210,6
737500	ICAO_	AM	6	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 451,9	250
737500	ICAO_	AM	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
737500	ICAO_	AM	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
737500	ICAO_	AM	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
737500	ICAO_	B1	1	Takeoff	MaxTak	€off			
737500	ICAO_	B1	2	Climb	MaxTak	<b>€</b> off	1 000		
737500	ICAO_	B1	3	Acceler	a <b>llet</b> axTal	€off		1 715,3	189,5
737500	ICAO_	B1	4	Acceler	a <b>M</b> axTak	doff		1 944,8	207,8
737500	ICAO_	Bl	5	Climb	MaxCli	n <b>z</b> BERO	3 000		
737500	ICAO_	B1	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 966,3	250
737500	ICAO_	B1	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
737500	ICAO_	B1	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
737500	ICAO_	B1	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
737500	ICAO_	B2	1	Takeoff	MaxTak	<b>&amp;</b> off			
737500	ICAO_	B2	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
737500	ICAO_	B2	3	Acceler	a <b>M</b> axTak	€off		1 619,6	190,3
737500	ICAO_	B2	4	Acceler	a <b>M</b> axTak	doff		1 835,3	207,1
737500	ICAO_	B2	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
737500	ICAO_	B2	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 844,6	250
737500	ICAO_	B2	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
737500	ICAO_	B2	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
737500	ICAO_	B2	9	Climb	MaxCli	n <b>Z</b> ERO	10 000		
737500	ICAO_	B3	1	Takeoff	MaxTak	<b>c</b> off			
737500	ICAO_	B3	2	Climb	MaxTak	<b>E</b> off	1 000		

737500	ICAO_	B3	3	Acceler	a <b>lvé</b> axTak	€off		1 520,2	191,6
737500	ICAO_	B3	4	Acceler	a <b>M</b> axTak	doff		1 717,5	207,1
737500	ICAO_	B3	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
737500	ICAO_	B3	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 722,6	250
737500	ICAO_	B3	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
737500	ICAO_	B3	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
737500	ICAO_	B3	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
737500	ICAO_	B4	1	Takeoff	MaxTak	<b>&amp;</b> off			
737500	ICAO_	B4	2	Climb	MaxTak	<b>E</b> off	1 000		
737500	ICAO_	B4	3	Acceler	a <b>M</b> axTak	<b>&amp;</b> off		1 339,9	194,1
737500	ICAO_	B4	4	Acceler	a <b>M</b> axTak	doff		1 512,8	213,4
737500	ICAO_	B4	5	Climb	MaxCli	n <b>a</b> tero	3 000		
737500	ICAO_	B4	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 526,7	250
737500	ICAO_	B4	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
737500	ICAO_	B4	8	Climb	MaxCli	n <b>z</b> BERO	7 500		
737500	ICAO_	B4	9	Climb	MaxCli	n <b>a</b> tero	10 000		
737500	ICAO_	B5	1	Takeoff	MaxTak	<b>&amp;</b> off			
737500	ICAO_	B5	2	Climb	MaxTak	<b>€</b> off	1 000		
737500	ICAO_	B5	3	Acceler	a <b>lvé</b> axTak	<b>€</b> off		1 322,2	194,4
737500	ICAO_	B5	4	Acceler	a <b>M</b> axTak	doff		1 500	213,2
737500	ICAO_	B5	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
737500	ICAO_	B5	6	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 503,1	250
737500	ICAO_	B5	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
737500	ICAO_	B5	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
737500	ICAO_	B5	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
737500	ICAO_	BM	1	Takeoff	MaxTak	<b>&amp;</b> off			
737500	ICAO_	BM	2	Climb	MaxTak	<b>€</b> off	1 000		
737500	ICAO_	ВМ	3	Acceler	a <b>M</b> axTak	€off		1 303,1	194,8

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Taylor	737500	ICAO_	BM	4	Acceler	a <b>lve</b> axTak	doff			213	
737500   ICAO_BM   7   Climb   MaxClintero   5 500	737500	ICAO_1	BM	5	Climb	MaxCli	n <b>zl</b> ERO	3 000			
737500   ICAO_BM   8   Climb   MaxClintBERO   7 500	737500	ICAO_	ВМ	6	Acceler	a <b>M</b> axCli	mZERO		-	250	
737500   ICAO_FM   9   Climb   MaxClimbero   10 000	737500	ICAO_	BM	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			
737700   DEFAUIIT   1   Takeoff   MaxTak 60f5   1 000	737500	ICAO_l	BM	8	Climb	MaxCli	n <b>a</b> leRO	7 500			
737700   DEFAUIIT   2   Climb   MaxTak & DEFAUIIT   3   Acceleral MaxClintib_ZERO   1   782,4   195,1   782700   DEFAUIIT   4   Climb   MaxClintib_ZERO   000   159,3   250   1737700   DEFAUIIT   7   Climb   MaxClintib_OH   10 000   1000	737500	ICAO_	BM	9	Climb	MaxCli	n <b>a</b> tero	10 000			
737700   DEFAUIIT   3   AcceleraMaxClintlb_ZERO   1   782,4   195,1   737700   DEFAUIIT   5   AcceleraMaxClintlb_ZERO   2   159,3   250   250	737700	DEFAU	шт	1	Takeoff	MaxTak	eTofs				
782,4   737700   DEFAUIIT   4   Climb   MaxClimb_ZERO   000   737700   DEFAUIIT   5   AcceleraMaxClimb_ZERO   2   159,3   250   159,3   737700   DEFAUIIT   7   Climb   MaxClimb_DOH   7 500   737700   DEFAUIIT   8   Climb   MaxClimb_0OH   10 000   737700   DEFAUIIT   1   Takeoff   MaxTakdoff   1 000   737700   DEFAUIIT   2   Climb   MaxClimb_ZERO   1   197,7   710,1   737700   DEFAUIIT   3   AcceleraMaxClimb_ZERO   1   197,7   710,1   737700   DEFAUIIT   5   AcceleraMaxClimb_ZERO   2   250   056,7   737700   DEFAUIIT   5   AcceleraMaxClimb_ZERO   2   250   056,7   737700   DEFAUIIT   7   Climb   MaxClimb_ZERO   500   737700   DEFAUIIT   7   Climb   MaxClimb_OOH   7 500   737700   DEFAUIIT   8   Climb   MaxClimb_OOH   7 500   737700   DEFAUIIT   1   Takeoff   MaxTakdoff   1 000   737700   DEFAUIIT   2   Climb   MaxClimb_ZERO   1   200,3   635,7   737700   DEFAUIIT   3   AcceleraMaxClimb_ZERO   1   200,3   635,7   737700   DEFAUIIT   4   Climb   MaxClimb_ZERO   1   957   250   737700   DEFAUIIT   5   AcceleraMaxClimb_ZERO   1   957   250   737700   DEFAUIIT   6   Climb   MaxClimb_ZERO   500   737700   DEFAUIIT   7   Climb   MaxClimb_ZERO   1   957   250   737700   DEFAUIIT   7   Climb   MaxClimb_ZERO   500   737700   DEFAUIIT   7   Climb   MaxClimb_ZERO   1   957   250   737700   DEFAUIIT   7   Climb   MaxClimb_ZERO   500   737	737700	DEFAU	ШТ	2	Climb	MaxTak	eTofs	1 000			
737700   DEFAUIIT   5   Acceleral MaxClintlb ZERO   2   159,3   250   159,3   2737700   DEFAUIIT   7   Climb   MaxClintlb DOH   7 500   737700   DEFAUIIT   8   Climb   MaxClintlb DOH   10 000   737700   DEFAUIIT   2   Climb   MaxClintlb ZERO   1 000   737700   DEFAUIIT   3   Acceleral MaxClintlb ZERO   1 000   737700   DEFAUIIT   3   Acceleral MaxClintlb ZERO   1 100,1   197,7   710,1   197,7   710,1   197,7   710,1   197,7   710,0   DEFAUIIT   5   Acceleral MaxClintlb ZERO   000   056,7   250   250	737700	DEFAU	ПТ	3	Acceler	a <b>M</b> axCli	nflb_ZER(	О		195,1	
737700   DEFAUET   7   Climb   MaxClimb   DON   7 500   737700   DEFAUET   2   Climb   MaxClimb   DON   10 000   737700   DEFAUET   2   Climb   MaxClimb   DON   10 000   737700   DEFAUET   3   Acceleral   Acc	737700	DEFAU	ШТ	4	Climb	MaxCli	mlb_ZER	OB 000			
737700   DEFAUIIT   7   Climb   MaxClinflb_00H   7 500     737700   DEFAUIIT   8   Climb   MaxClinflb_00H   10 000     737700   DEFAUZI   1   Takeoff   MaxTak&off   1 000     737700   DEFAUZI   2   Climb   MaxTak&off   1 000     737700   DEFAUZI   3   AcceleraMaxClinflb_ZERO   1 1 197,7     737700   DEFAUZI   4   Climb   MaxClinflb_ZERO   2 250     737700   DEFAUZI   5   AcceleraMaxClinflb_ZERO   2 250     737700   DEFAUZI   6   Climb   MaxClinflb_ZERO   500     737700   DEFAUZI   7   Climb   MaxClinflb_00H   7 500     737700   DEFAUZI   8   Climb   MaxClinflb_00H   10 000     737700   DEFAUZI   8   Climb   MaxTak&off   1 000     737700   DEFAUZI   2   Climb   MaxTak&off   1 000     737700   DEFAUZI   3   AcceleraMaxClinflb_ZERO   1 200,3     635,7     737700   DEFAUZI   4   Climb   MaxClinflb_ZERO   1 957   250     737700   DEFAUZI   5   AcceleraMaxClinflb_ZERO   1 957   250     737700   DEFAUZI   5   AcceleraMaxClinflb_ZERO   500     737700   DEFAUZI   5   AcceleraMaxClinflb_ZERO   500     737700   DEFAUZI   7   Climb   MaxClinflb_ZERO   500	737700	DEFAU	ПТ	5	Acceler	a <b>M</b> axCli	nflb_ZER(	О		250	
737700   DEFAUET   1   Takeoff   MaxClinflb_00H   10 000	737700	DEFAU	ШТ	6	Climb	MaxCli	mlb_ZER	OS 500			
737700   DEFAUET   1   Takeoff   MaxTak & 1000	737700	DEFAU	ШТ	7	Climb	MaxCli	mlp_00H	7 500			
737700   DEFAUET   2   Climb   MaxTak&fif   1 000     1 197,7     737700   DEFAUET   3   AcceleraMaxClinflb_ZERO   1 197,7   710,1   197,7     737700   DEFAUET   5   AcceleraMaxClinflb_ZERO   2 250   056,7     250   056,7   250   056,7     250   056,7     250   056,7     250   056,7     250   056,7     250   056,7     250   250   250   250   250   250   250   250   250   250     250	737700	DEFAU	шт	8	Climb	MaxCli	mlp_00H	10 000			
737700   DEFAUET   3   Acceleral axClimib ZERO   1   197,7   710,1   197,7   737700   DEFAUET   5   Acceleral axClimib ZERO   000   056,7   250   056,7   05	737700	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	eTof\$				
737700   DEFAUET   4   Climb   MaxClimib ZERO   000	737700	DEFAU	<b>12</b> T	2	Climb	MaxTak	eEofs	1 000			
737700         DEFAUET         5         AcceleraMaxClimb_ZERO         2 056,7         250           737700         DEFAUET         6         Climb         MaxClimb_ZERO         500         6           737700         DEFAUET         7         Climb         MaxClimb_00H         7500         7500           737700         DEFAUET         8         Climb         MaxClimb_00H         10 000         <	737700	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	nflb_ZER(	O	_	197,7	
737700   DEFAUET   6   Climb   MaxClimb ZERO 500	737700	DEFAU	<b>2</b> T	4	Climb	MaxCli	mb_ZER	<b>3</b> 8 000			
737700   DEFAUET   7   Climb   MaxClimib_00H   7 500     737700   DEFAUET   8   Climb   MaxClimib_00H   10 000     737700   DEFAUET   1   Takeoff   MaxTaketoft     737700   DEFAUET   2   Climb   MaxTaketoft   1 000     737700   DEFAUET   3   Accelerate axClimib_ZERO   1 000     737700   DEFAUET   4   Climb   MaxClimib_ZERO   000     737700   DEFAUET   5   Accelerate axClimib_ZERO   1 957   250     737700   DEFAUET   6   Climb   MaxClimib_ZERO   500     737700   DEFAUET   7   Climb   MaxClimib_ZERO   500     737700   DEFAUET   7   Climb   MaxClimib_ZERO   500	737700	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	nflb_ZER(	О		250	
737700 DEFAUET         8         Climb MaxClimib_00H 10 000           737700 DEFAUET         1         Takeoff MaxTakeoff           737700 DEFAUET         2         Climb MaxTakeoff         1 000           737700 DEFAUET         3         Acceleral axClimib_ZERO         1 200,3 635,7           737700 DEFAUET         4         Climb MaxClimib_ZERO 000         1 957 250           737700 DEFAUET         5         Acceleral axClimib_ZERO 500         1 957 250           737700 DEFAUET         6         Climb MaxClimib_ZERO 500         1 957 250           737700 DEFAUET         7         Climb MaxClimib_ZERO 500         500	737700	DEFAU	<b>12</b> T	6	Climb	MaxCli	mlb_ZER	OS 500			
737700 DEFAUBT         1         Takeoff MaxTakeoff           737700 DEFAUBT         2         Climb MaxTakeoff         1 000           737700 DEFAUBT         3         Acceleral axClimb ZERO         1 200,3 635,7           737700 DEFAUBT         4         Climb MaxClimb ZERO 000           737700 DEFAUBT         5         Acceleral axClimb ZERO 1 957 250           737700 DEFAUBT         6         Climb MaxClimb ZERO 500           737700 DEFAUBT         7         Climb MaxClimb ZERO 500	737700	DEFAU	<b>2</b> T	7	Climb	MaxCli	mlp_00H	7 500			
737700 DEFAUBT         2         Climb MaxTakeofs         1 000           737700 DEFAUBT         3         Acceleral axClimb ZERO         1 200,3 635,7           737700 DEFAUBT         4         Climb MaxClimb ZERO 000           737700 DEFAUBT         5         Acceleral axClimb ZERO 1 957 250           737700 DEFAUBT         6         Climb MaxClimb ZERO 500           737700 DEFAUBT         7         Climb MaxClimb ZERO 500	737700	DEFAU	<b>12</b> T	8	Climb	MaxCli	mlp_00H	10 000			
737700 DEFAUBT         3         Acceleral axClimits ZERO         1 200,3 635,7           737700 DEFAUBT         4         Climb MaxClimits ZERO 000           737700 DEFAUBT         5         Acceleral axClimits ZERO 1 957 250           737700 DEFAUBT         6         Climb MaxClimits ZERO 500           737700 DEFAUBT         7         Climb MaxClimits ZERO 500	737700	DEFAU	BL	1	Takeoff	MaxTak	eToff				
737700 DEFAUBT   4   Climb   MaxClimb_ZERO 000     737700 DEFAUBT   5   AcceleraMaxClimb_ZERO   1 957   250     737700 DEFAUBT   6   Climb   MaxClimb_ZERO 500     737700 DEFAUBT   7   Climb   MaxClimb_ZERO 500	737700	DEFAU	BL	2	Climb	MaxTak	eelogf\$	1 000			
737700 DEFAUBT         5         Acceleral ax Climib ZERO         1 957 250           737700 DEFAUBT         6         Climb Max Climib ZERO 500           737700 DEFAUBT         7         Climb Max Climib ZERO 500	737700	DEFAU	BL	3	Acceler	a <b>M</b> axCli	nfl <u>b</u> ZER(	Э	_	200,3	
737700 DEFAUBT         6         Climb MaxClimb ZERO 500           737700 DEFAUBT         7         Climb MaxClimb ZERO 500	737700	DEFAU	BL	4	Climb	MaxCli	mlb_ZER	OB 000			
737700 DEFAUBT 7 Climb MaxClimb_ZERO 500	737700	DEFAU	BL	5	Acceler	a <b>M</b> axCli	mlb_ZER	0	1 957	250	
	737700	DEFAU	ВТ	6	Climb	MaxCli	mlb_ZER	OS 500			
737700 DEFAUBT   8   Climb   MaxClimb_00H   10 000	737700	DEFAU	BL	7	Climb	MaxCli	mlb_ZER	<b>7</b> 500			
	737700	DEFAU	BL	8	Climb	MaxCli	H00 <u>d</u> fm	10 000			

737700	DEFAU	<b>M</b>	1	Takeoff	MaxTak	eelogs			
737700	DEFAU	TAL	2	Climb	MaxTak	eTof\$	1 000		
737700	DEFAU	WT .	3	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	0	1 498,3	205,8
737700	DEFAU	<b>W</b> T	4	Climb	MaxCli	mlb_ZER	OB 000		
737700	DEFAU	WT TW	5	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	О	1 774,4	250
737700	DEFAU	ИТ	6	Climb	MaxCli	mlb_ZER	O\$ 500		
737700	DEFAU	ИT	7	Climb	MaxCli	mb_ZER	07 500		
737700	DEFAU	ИТ	8	Climb	MaxCli	mb_ZER	010 000		
737700	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	eEofs			
737700	DEFAU	<b>15</b> T	2	Climb	MaxTak	eEofs	1 000		
737700	DEFAU	TST T	3	Acceler	a <b>M</b> axCli	mlb_ZER(	0	1 348,5	211,6
737700	DEFAU	<b>15</b> T	4	Climb	MaxCli	mlb_ZER	OB 000		
737700	DEFAU	IST	5	Acceler	a <b>M</b> axCli	mlb_ZER	O	1 581,2	250
737700	DEFAU	<b>15</b> T	6	Climb	MaxCli	mlb_ZER	O\$ 500		
737700	DEFAU	<b>15</b> T	7	Climb	MaxCli	mlb_ZER	07 500		
737700	DEFAU	<b>15</b> T	8	Climb	MaxCli	mlb_ZER	010 000		
737700	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	eToff			
737700	DEFAU	<b>16</b> T	2	Climb	MaxTak	eToff	1 000		
737700	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	О	1 347,1	211,6
737700	DEFAU	<b>16</b> T	4	Climb	MaxCli	mlb_ZER	OB 000		
737700	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	0	1 579,1	250
737700	DEFAU	<b>16</b> T	6	Climb	MaxCli	mb_ZER	O\$ 500		
737700	DEFAU	<b>16</b> T	7	Climb	MaxCli	mb_ZER	07 500		
737700	DEFAU	<b>16</b> T	8	Climb	MaxCli	mb_ZER	010 000		
737700	ICAO_	<b>A</b> 1	1	Takeoff	MaxTak	eToff			
737700	ICAO_	<b>A</b> 1	2	Climb	MaxTak	eToff	1 500		
737700	ICAO_	<b>A</b> 1	3	Climb	MaxCli	mlb_5	3 000		
737700	ICAO_A	<b>A</b> 1	4	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	О	1 747,6	194,9
737700	ICAO_A	<b>A</b> 1	5	Acceler	a <b>M</b> axCli	mlb_ZER(	0	2 128,3	250

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737700	ICAO_	A1	6	Climb	MaxCli	mlb_ZER	OS 500			
737700	ICAO_	A1	7	Climb	MaxCli	т <u>в</u> 00Н	7 500			
737700	ICAO_	A1	8	Climb	MaxCli	т <u>в</u> 00Н	10 000			
737700	ICAO_	A2	1	Takeoff	MaxTak	eTof\$				
737700	ICAO_	A2	2	Climb	MaxTak	eTof\$	1 500			
737700	ICAO_	A2	3	Climb	MaxCli	mTb_5	3 000			
737700	ICAO_	A2	4	Acceler	a <b>M</b> axCli	mlb_ZER(	O	1 673,6	197,4	
737700	ICAO_	A2	5	Acceler	a <b>M</b> axCli	mlb_ZER(	О	2 028,3	250	
737700	ICAO_	A2	6	Climb	MaxCli	ml <u>b</u> ZER	OS 500			
737700	ICAO_	A2	7	Climb	MaxCli	mlb_ZER	<b>7</b> 7 500			
737700	ICAO_	A2	8	Climb	MaxCli	т <u>в</u> 00Н	10 000			
737700	ICAO_	A3	1	Takeoff	MaxTak	eTof\$				
737700	ICAO_	A3	2	Climb	MaxTak	eTof\$	1 500			
737700	ICAO_	A3	3	Climb	MaxCli	mlb_5	3 000			
737700	ICAO_	A3	4	Acceler	a <b>lté</b> axCli	mlb_ZER	Э	1 600,5	200,2	
737700	ICAO_	A3	5	Acceler	a <b>M</b> axCli	mlb_ZER(	Э	1 931,7	250	
	ICAO_		5	Acceler		mlb_ZER			250	
737700	_	A3			MaxCli	_	05 500		250	
737700 737700	ICAO_	A3 A3	6	Climb	MaxCli MaxCli	- mlb_ZER(	O5 500 O7 500		250	
737700 737700 737700	ICAO_	A3 A3 A3	6 7	Climb Climb	MaxCli MaxCli	- mb_ZER( mb_OOH	O5 500 O7 500		250	
737700 737700 737700 737700	ICAO_AICAO_A	A3 A3 A3 A4	6 7 8	Climb Climb	MaxCli MaxCli MaxCli	-mlb_ZER(mlb_ZER(mlb_00H	O5 500 O7 500		250	
737700 737700 737700 737700 737700	ICAO ICAO ICAO	A3 A3 A3 A4 A4	6 7 8 1	Climb Climb Climb Takeoff	MaxCli MaxCli MaxCli MaxTak	milb_ZER( milb_ZER( milb_00H  celofs  celofs	OF 500 OF 500 10 000		250	
737700 737700 737700 737700 737700 737700	ICAO ICAO ICAO ICAO	A3 A3 A3 A4 A4 A4	6 7 8 1 2	Climb Climb Takeoff Climb Climb	MaxCli MaxCli MaxCli MaxTak MaxTak	milb_ZER( milb_ZER( milb_00H  celofs  celofs	05 500 07 500 10 000 1 500 3 000		250	
737700 737700 737700 737700 737700 737700 737700	ICAO ICAO ICAO ICAO ICAO	A3 A3 A3 A4 A4 A4 A4 A4	6 7 8 1 2 3	Climb Climb Takeoff Climb Climb Acceler	MaxCli MaxCli MaxTak MaxTak MaxCli alleaxCli	milb_ZER(milb_ZER(milb_00H) celofs celofs milb_5	05 500 07 500 10 000 1 500 3 000	931,7		
737700 737700 737700 737700 737700 737700 737700 737700	ICAO ICAO ICAO ICAO ICAO ICAO	A3 A3 A4 A4 A4 A4 A4	6 7 8 1 2 3 4	Climb Climb Takeoff Climb Climb Acceler	MaxCli MaxCli MaxTak MaxTak MaxCli alleaxCli	milb_ZER( milb_ZER( milb_00H  celoff  celoff  milb_5  milb_ZER(	05 500 07 500 10 000 1 500 3 000 0	931,7 1 462,2 1	205,6	
737700 737700 737700 737700 737700 737700 737700 737700 737700	ICAO ICAO ICAO ICAO ICAO ICAO ICAO	A3 A3 A3 A4 A4 A4 A4 A4 A4	6 7 8 1 2 3 4	Climb Climb Takeoff Climb Climb Acceler	MaxCli MaxCli MaxTak MaxTak MaxCli alMaxCli alMaxCli MaxCli	milb_ZER( milb_ZER( milb_00H  celoff  celoff  milb_5  milb_ZER(  milb_ZER(	05 500 07 500 10 000 1 500 3 000 0	931,7 1 462,2 1	205,6	
737700 737700 737700 737700 737700 737700 737700 737700 737700 737700	ICAO ICAO ICAO ICAO ICAO ICAO ICAO ICAO	A3 A3 A4 A4 A4 A4 A4 A4	6 7 8 1 2 3 4	Climb Climb Takeoff Climb Climb Acceler Acceler	MaxCli MaxCli MaxTak MaxTak MaxCli alMaxCli MaxCli MaxCli MaxCli	milb_ZER( milb_ZER( milb_00H  celoffs  celoffs  milb_5  milb_ZER(  milb_ZER(  milb_ZER(	05 500 07 500 10 000 1 500 3 000 0 0 05 500 07 500	931,7 1 462,2 1	205,6	
737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700	ICAO	A3 A3 A4 A4 A4 A4 A4 A4 A4 A4	6 7 8 1 2 3 4 5	Climb Climb Takeoff Climb Climb Acceler Acceler Climb Climb	MaxCli MaxCli MaxTak MaxTak MaxCli almaxCli almaxCli MaxCli MaxCli MaxCli	milb_ZER( milb_ZER( milb_00H  celoff  milb_5 milb_5 milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_DOH)	05 500 07 500 10 000 1 500 3 000 0 0 05 500 07 500	931,7 1 462,2 1	205,6	
737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700	ICAO	A3 A3 A4 A4 A4 A4 A4 A4 A4 A4 A5	6 7 8 1 2 3 4 5 6 7 8	Climb Climb Takeoff Climb Climb Acceler Climb Climb Climb Climb Climb	MaxCli MaxCli MaxTak MaxTak MaxCli almaxCli almaxCli MaxCli MaxCli MaxCli	milb_ZER( milb_OOH  celoff  milb_5  milb_ZER(   milb_ZER(   milb_ZER(   milb_ZER(   milb_ZER(   milb_ZER(   milb_ZER(   milb_ZER(    milb_ZER(    milb_ZER(    milb_ZER(     milb_ZER(     milb_ZER(      milb_ZER(      milb_ZER(        milb_ZER(        milb_ZER(         milb_ZER(           milb_ZER(	05 500 07 500 10 000 1 500 3 000 0 0 05 500 07 500	931,7 1 462,2 1	205,6	
737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700	ICAO	A3 A3 A4 A4 A4 A4 A4 A4 A5 A5	6 7 8 1 2 3 4 5 6 7 8 1	Climb Climb Takeoff Climb Climb Acceler Acceler Climb Climb Climb Takeoff	MaxCli MaxCli MaxTak MaxTak MaxCli alleaxCli MaxCli MaxCli MaxCli MaxCli MaxCli	milb_ZER( milb_ZER( milb_00H  celoff  milb_5 milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_DER( milb_DER( milb_DER( milb_DER(   milb_DER(   milb_DER(   milb_DER(   milb_DER(   milb_DER(   milb_DER(   milb_DER(   milb_DER(    milb_DER(    milb_DER(    milb_DER(    milb_DER(    milb_DER(    milb_DER(    milb_DER(     milb_DER(     milb_DER(     milb_DER(     milb_DER(     milb_DER(      milb_DER(     milb_DER(     milb_DER(      milb_DER(      milb_DER(      milb_DER(      milb_DER(      milb_DER(       milb_DER(      milb_DER(       milb_DER(       milb_DER(       milb_DER(       milb_DER(        milb_DER(        milb_DER(         milb_DER(         milb_DER(           milb_DER(            milb_DER(            milb_DER(	05 500 07 500 10 000 1 500 3 000 0 0 5 500 07 500 10 000	931,7 1 462,2 1	205,6	

737700	ICAO_A	5	4	Acceler	a <b>M</b> axCli	mlb_ZER	O	1 430	250	
737700	ICAO_A	5	5	Climb	MaxCli	mlb_ZER	O\$ 500			
737700	ICAO_A	5	6	Climb	MaxCli	mlb_ZER	07 500			
737700	ICAO_A	5	7	Climb	MaxCli	mlb_ZER	010 000			
737700	ICAO_A	6	1	Takeoff	MaxTak	æTof\$				
737700	ICAO_A	6	2	Climb	MaxTak	æTof\$	1 500			
737700	ICAO_A	6	3	Climb	MaxCli	m1b_5	3 000			
737700	ICAO_A	6	4	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	O	1 430,1	250	
737700	ICAO_A	6	5	Climb	MaxCli	mlb_ZER	O5 500			
737700	ICAO_A	6	6	Climb	MaxCli	mlb_ZER	07 500			
737700	ICAO_A	6	7	Climb	MaxCli	mlb_ZER	010 000			
737700	ICAO_E	31	1	Takeoff	MaxTak	æTofs				
737700	ICAO_B	31	2	Climb	MaxTak	:eTo_f\$	1 000			
737700	ICAO_E	31	3	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> 01		1 888,7	195,1	
737700	ICAO_E	31	4	Climb	MaxCli	mlb_ZER	O3 000			
737700	ICAO_E	B1	5	Acceler	a <b>M</b> axCli	mlb_ZER	О	2 159,3	250	
								10,5		
737700	ICAO_E	31	6	Climb	MaxCli	H00_dfm	5 500	103,0		
	ICAO_B		6 7	Climb		mlb_00H		103,0		
737700	_	31			MaxCli	_	7 500			
737700	ICAO_E	B1 B1	7	Climb Climb	MaxCli	 mlb_00H mlb_ZER(	7 500			
737700 737700 737700	ICAO_B	81 81 92	7	Climb Climb	MaxCli MaxCli	 milb_00H milb_ZER( celo_fs	7 500			
737700 737700 737700 737700	ICAO_B	31 31 32 32	7 8 1	Climb Climb Takeoff Climb	MaxCli MaxCli MaxTak	 milb_00H milb_ZER( celo_fs celo_fs	7 500 Ol 0 000	1 814,3	197,7	
737700 737700 737700 737700 737700	ICAO_E ICAO_E ICAO_E	131 131 122 122 122	7 8 1 2	Climb Climb Takeoff Climb	MaxCli MaxCli MaxTak MaxTak a <b>M</b> axTak	 milb_00H milb_ZER( celo_fs celo_fs	7 500 010 000 1 000	1	197,7	
737700 737700 737700 737700 737700 737700	ICAO_B ICAO_B ICAO_B ICAO_B	131 120 120 120 120 120 120 120 120 120 12	7 8 1 2 3	Climb Climb Takeoff Climb Acceler Climb	MaxCli MaxCli MaxTak MaxTak a <b>M</b> axTak	inflb_00H inflb_ZER( inflb_defined) inflb_defined) inflb_ZER( i	7 500 010 000 1 000 08 000	1	197,7	
737700 737700 737700 737700 737700 737700 737700	ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B	131 12 12 12 12 12 12	7 8 1 2 3	Climb Climb Takeoff Climb Acceler Climb	MaxCli MaxTak MaxTak alleaxTak MaxCli alleaxCli	inflb_00H inflb_ZER( inflb_defined) inflb_defined) inflb_ZER( i	7 500 010 000 1 000 03 000	1 814,3		
737700 737700 737700 737700 737700 737700 737700 737700	ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B	131	7 8 1 2 3 4 5	Climb Takeoff Climb Acceler Climb Acceler	MaxCli MaxTak MaxTak alleaxTak MaxCli alleaxCli MaxCli	inflb_00H inflb_ZER( inflb_ff inflb_ZER(	7 500 010 000 1 000 03 000 0 05 500	1 814,3		
737700 737700 737700 737700 737700 737700 737700 737700 737700	ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B	131 131 132 132 132 133 134 134 134 134 134 134 134 134 134	7 8 1 2 3 4 5	Climb Takeoff Climb Acceler Climb Acceler Climb	MaxCli MaxTak MaxTak MaxTak MaxCli alMaxCli MaxCli MaxCli	milb_DOH milb_ZER( milb_ZE	7 500 010 000 1 000 08 000 0 05 500 07 500	1 814,3		
737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700	ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B ICAO_B	2	7 8 1 2 3 4 5 6 7	Climb Climb Takeoff Climb Acceler Climb Acceler Climb Climb Climb	MaxCli MaxTak MaxTak MaxTak MaxCli alMaxCli MaxCli MaxCli	milb_00H milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_DER( milb_O0H	7 500 010 000 1 000 08 000 0 05 500 07 500	1 814,3		
737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700	ICAO_B	131	7 8 1 2 3 4 5 6 7 8	Climb Climb Takeoff Climb Acceler Climb Acceler Climb Climb Climb	MaxCli MaxTak MaxTak MaxTak MaxCli almaxCli MaxCli MaxCli MaxCli	milb_00H milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_DER( milb_DER( milb_DER( milb_DOH( milb_DO	7 500 010 000 1 000 08 000 0 05 500 07 500	1 814,3		
737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700 737700	ICAO_B	131	7 8 1 2 3 4 5 6 7 8	Climb Takeoff Climb Acceler Climb Acceler Climb Climb Climb Climb Climb Takeoff Climb	MaxCli MaxTak MaxTak MaxTak MaxCli MaxCli MaxCli MaxCli MaxCli MaxCli MaxCli	milb_00H milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_ZER( milb_DER( milb_DER( milb_DER( milb_DER( milb_DOH( milb_DO	7 500 010 000 1 000 03 000 0 07 500 10 000	1 814,3		

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737700	ICAO I	33	4	Acceler	a <b>lve</b> axTak	eTof101		1	200,4	
			-					840,6		
737700	ICAO_I	33	5	Climb	MaxCli	mlb_ZER	OB 000			
737700	ICAO_I	33	6	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER(	O	1 958,4	250	
737700	ICAO_I	33	7	Climb	MaxCli	mb_ZER	O\$ 500			
737700	ICAO_I	33	8	Climb	MaxCli	mlb_ZER	07 500			
737700	ICAO_I	33	9	Climb	MaxCli	mlb_ZER	010 000			
737700	ICAO_I	B4	1	Takeoff	MaxTak	eelogs				
737700	ICAO_I	B4	2	Climb	MaxTak	eelogs	1 000			
737700	ICAO_l	34	3	Acceler	a <b>M</b> axTak	æ6 <u>f</u> 01		1 594,1	205,8	
737700	ICAO_I	34	4	Climb	MaxCli	mb_ZER	OB 000			
737700	ICAO_l	34	5	Acceler	a <b>M</b> axCli	mlb_ZER(	0	1 774,4	250	
737700	ICAO_l	34	6	Climb	MaxCli	mlb_ZER	O5 500			
737700	ICAO_l	34	7	Climb	MaxCli	mlb_ZER	07 500			
737700	ICAO_I	34	8	Climb	MaxCli	mlb_ZER	010 000			
737700	ICAO_I	35	1	Takeoff	MaxTak	eEofs				
737700	ICAO_I	35	2	Climb	MaxTak	eelogs	1 000			
737700	ICAO_l	35	3	Acceler	a <b>M</b> axTak	æ6 <u>f</u> 01		1 438,9	211,5	
737700	ICAO_I	35	4	Climb	MaxCli	mb_ZER	OB 000			
737700	ICAO_l	35	5	Acceler	a <b>M</b> axCli	nflb_ZER(	0	1 579,6	250	
737700	ICAO_I	35	6	Climb	MaxCli	mb_ZER	O\$ 500			
737700	ICAO_I	35	7	Climb	MaxCli	mlb_ZER	07 500			
737700	ICAO_I	35	8	Climb	MaxCli	mlb_ZER	010 000			
737700	ICAO_I	36	1	Takeoff	MaxTak	eelogs				
737700	ICAO_l	36	2	Climb	MaxTak	eEofs	1 000			
737700	ICAO_l	36	3	Acceler	a <b>M</b> axTak	ceTo_f01		1 437,2	211,5	
737700	ICAO_I	36	4	Climb	MaxCli	mlb_ZER	OB 000			
737700	ICAO_I	36	5	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	О	1 579,1	250	
737700	ICAO_I	36	6	Climb	MaxCli	mb_ZER	O\$ 500			
737700	ICAO_I	36	7	Climb	MaxCli	mb_ZER	07 500			

737800   DEFAU III   1   Takeoff   MaxTak&0f05   1   000			,			Υ				
737800   DEFAUIIT   2   Climb   MaxTak & f0f05   1 000     1885,7   181,7   1835,7   181,7   187,7	737700	ICAO_	B6	8	Climb	MaxCli	mb_ZER(	000 010		
737800   DEFAUIIT   3   Acceleral MaxTak & 0.00   181,7   885,7   181,7   737800   DEFAUIIT   4   Acceleral MaxTak & 0.00   2   2   204,8   2   112   204,8   2   37800   DEFAUIIT   5   Climb   MaxClint   00   3   300   3   3   3   3   3   3	737800	DEFAU	ШТ	1	Takeoff	MaxTak	eEo_f05			
	737800	DEFAU	ШТ	2	Climb	MaxTak	eTo_f05	1 000		
737800   DEFAUIIT   5   Climb   MaxTak & 10   2 040	737800	DEFAU	ШТ	3	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> 65			181,7
737800   DEFAUIIT   6   Climb   MaxClintb_00   3 000     891,3   250   8737800   DEFAUIIT   7   Acceleral axClintb_00   5 500     891,3   250   8737800   DEFAUIIT   9   Climb   MaxClintb_00   7 500     7	737800	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	eToft01		2 112	204,8
737800   DEFAU IIT   7   Acceleral Max Clinib 00   1   891,3   250   891,3   250   737800   DEFAU IIT   8   Climb   Max Clinib 00   7 500   737800   DEFAU IIT   9   Climb   Max Clinib 00   7 500   737800   DEFAU IIT   10   Climb   Max Clinib 00   10 000   737800   DEFAU IIT   2   Climb   Max Tak & 00 05   1 0 000   737800   DEFAU IIT   3   Acceleral Max Tak & 00 05   1 0 000   737800   DEFAU IIT   4   Acceleral Max Tak & 00 05   1 0 000   737800   DEFAU IIT   5   Climb   Max Tak & 00 05   1 0 000   737800   DEFAU IIT   5   Climb   Max Tak & 00 05   1 0 000   737800   DEFAU IIT   6   Climb   Max Clinib 00   3 000   737800   DEFAU IIT   7   Acceleral Max Clinib 00   3 000   737800   DEFAU IIT   7   Acceleral Max Clinib 00   5 500   737800   DEFAU IIT   9   Climb   Max Clinib 00   7 500	737800	DEFAU	ШТ	5	Climb	MaxTak	eToft0	2 040		
	737800	DEFAU	ШТ	6	Climb	MaxCli	mlb_00	3 000		
737800   DEFAUET   9   Climb   MaxClirillo   0   7 500	737800	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		_	250
737800   DEFAU ET   10   Climb   MaxClimib_00   10 000	737800	DEFAU	ШТ	8	Climb	MaxCli	mlb_00	5 500		
Takeoff   MaxTak &   Takeoff   Takeoff   Takeoff   MaxTak &   Takeoff   Takeo	737800	DEFAU	ШТ	9	Climb	MaxCli	mlb_00	7 500		
737800   DEFAUET   2   Climb   MaxTak & for file   1   1   183,9   786,4   183,9   787800   DEFAUET   3   Acceleral dax Tak & for file   2   208   016,2   208   2	737800	DEFAU	ШТ	10	Climb	MaxCli	mlb_00	10 000		
737800   DEFAUET   3   Acceleral axTak & 0.00   183,9   786,4   183,9   787800   DEFAUET   4   Acceleral axTak & 0.00   2 000   016,2   208   016,2   209   016,2   209	737800	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	eToff05			
737800   DEFAUET   4   Acceleral MaxTak & Defauet   2 000   2 000   3 000	737800	DEFAU	<b>2</b> T	2	Climb	MaxTak	eão fØ5	1 000		
737800   DEFAUET   5   Climb   MaxTak & 0.000   2 000   3 000   737800   DEFAUET   7   Acceleral & Acceleral & Climb   MaxClimb   00   1	737800	DEFAU	<b>12</b> T	3	Acceler	a <b>lv4</b> axTak	æ6 <u>f</u> 05		_	183,9
737800   DEFAUET   6   Climb   MaxClinflb_00   3 000	737800	DEFAU	<b>12</b> T	4	Acceler	a <b>lv</b> axTak	ceTo_f101			208
737800 DEFAUET	737800	DEFAU	<b>2</b> T	5	Climb	MaxTak	eEof®0	2 000		
793,4   737800   DEFAUET   8   Climb   MaxClimb   00   5 500   737800   DEFAUET   9   Climb   MaxClimb   00   7 500   737800   DEFAUET   10   Climb   MaxClimb   00   10 000   737800   DEFAUET   1   Takeoff   MaxTak	737800	DEFAU	<b>2</b> T	6	Climb	MaxCli	mlb_00	3 000		
737800   DEFAUET   9   Climb   MaxClimb_00   7 500	737800	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	mlb_00		-	250
737800 DEFAUET         10         Climb         MaxClimb_00         10 000           737800 DEFAUET         1         Takeoff MaxTakeoff05         1 000           737800 DEFAUET         2         Climb         MaxTakeoff05         1 000           737800 DEFAUET         3         Acceleral axTakeoff05         1 1 86,2 707,7           737800 DEFAUET         4         Acceleral axTakeoff05         1 922 211,2           737800 DEFAUET         5         Climb         MaxTakeoff00         1 960           737800 DEFAUET         6         Climb         MaxClimb_00         3 000           737800 DEFAUET         7         Acceleral axClimb_00         1 250 705,3           737800 DEFAUET         8         Climb         MaxClimb_00         5 500	737800	DEFAU	<b>Ľ</b> Г	8	Climb	MaxCli	mlb_00	5 500		
737800   DEFAUBT   1   Takeoff   MaxTakeloft   5   1 000	737800	DEFAU	<b>2</b> T	9	Climb	MaxCli	mlb_00	7 500		
737800   DEFAUBT   2   Climb   MaxTak & for ft   5   1 000	737800	DEFAU	<b>12</b> T	10	Climb	MaxCli	mlb_00	10 000		
737800   DEFAUBT   3   Acceleral Max Tak & of to 5   1   186,2   707,7   186,2   737800   DEFAUBT   4   Acceleral Max Tak & of to 5   1   922   211,2   1928   211,2	737800	DEFAU	BL	1	Takeoff	MaxTak	eEofØ5			
707,7   707,	737800	DEFAU	BL	2	Climb	MaxTak	eToft05	1 000		
737800 DEFAUBT         5         Climb MaxTakeof00         1 960           737800 DEFAUBT         6         Climb MaxClimb 00         3 000           737800 DEFAUBT         7         Acceleral axClimb 00         1 705,3           737800 DEFAUBT         8         Climb MaxClimb 00         5 500	737800	DEFAU	BL	3	Acceler	a <b>M</b> axTak	æ6 <u>f</u> 05			186,2
737800 DEFAUBT 6 Climb MaxClimb 00 3 000  737800 DEFAUBT 7 AcceleraMaxClimb 00 1 250 705,3  737800 DEFAUBT 8 Climb MaxClimb 00 5 500	737800	DEFAU	BL	4	Acceler	a <b>M</b> axTak	eToft05		1 922	211,2
737800 DEFAUBΓ         7         Acceleral MaxClimb 00         1 705,3         250           737800 DEFAUBΓ         8         Climb MaxClimb 00         5 500	737800	DEFAU	BL	5	Climb	MaxTak	eEo <u>f</u> 000	1 960		
737800 DEFAUBT 8 Climb MaxClimb_00 5 500	737800	DEFAU	BL	6	Climb	MaxCli	mlb_00	3 000		
	737800	DEFAU	BL	7	Acceler	a <b>M</b> axCli	00 <u>d</u> lm		-	250
737800 DEFAURT 9 Climb May Climb 00 7 500	737800	DEFAU	BL	8	Climb	MaxCli	mlb_00	5 500		
757000 BETTOBI	737800	DEFAU	BL	9	Climb	MaxCli	mlb_00	7 500		

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727000	DEEAL	TOTE .	10	C1: 1	M (01)	71.00	10.000		
	DEFAU		10	Climb	MaxCli	_	10 000		
	DEFAU		1		MaxTak	_			
737800	DEFAU	MT TH	2	Climb	MaxTak	_	1 000		
737800	DEFAU	<b>W</b> T	3	Acceler	a <b>lve</b> faxTak	eTo_f05		1 576,6	189,6
737800	DEFAU	WT TW	4	Acceler	a <b>M</b> axTak	eao <u>f</u> 61		1 766,9	216,2
737800	DEFAU	ИТ	5	Climb	MaxTak	eToff00	1 880		
737800	DEFAU	<b>M</b> T	6	Climb	MaxCli	mlb_00	3 000		
737800	DEFAU	<b>L</b> T	7	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 546,5	250
737800	DEFAU	WT TW	8	Climb	MaxCli	mlb_00	5 500		
737800	DEFAU	ИТ	9	Climb	MaxCli	mlb_00	7 500		
737800	DEFAU	ИТ	10	Climb	MaxCli	mlb_00	10 000		
737800	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	eTo <u>f</u> €5			
737800	DEFAU	<b>15</b> T	2	Climb	MaxTak	eão <u>f</u> €5	1 000		
737800	DEFAU	T5T	3	Acceler	a <b>M</b> axTak	eEo <u>f</u> 05		1 444,9	192,9
737800	DEFAU	IST Tall	4	Acceler	a <b>M</b> axTak	eão <u>f</u> 061		1 628,6	220,7
737800	DEFAU	<b>15</b> T	5	Climb	MaxTak	e <u>Tof</u> €0	1 811		
737800	DEFAU	<b>15</b> T	6	Climb	MaxCli	mlb_00	3 000		
737800	DEFAU	<b>15</b> T	7	Acceler	a <b>M</b> axCli	mlb_00		1 412,2	250
737800	DEFAU	<b>15</b> T	8	Climb	MaxCli	mlb_00	5 500		
737800	DEFAU	<b>15</b> T	9	Climb	MaxCli	mlb_00	7 500		
737800	DEFAU	<b>15</b> T	10	Climb	MaxCli	mlb_00	10 000		
737800	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	eTof®5			
737800	DEFAU	<b>16</b> T	2	Climb	MaxTak	eão <u>f</u> €5	1 000		
737800	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	eTof®5		1 400	194,4
737800	DEFAU	<b>16</b> T	4	Acceler	a <b>lM</b> axTak	eão <u>f</u> 601		1 575,4	222,7
737800	DEFAU	<b>16</b> T	5	Climb	MaxTak	eTof®0	1 785		
737800	DEFAU	<b>16</b> T	6	Climb	MaxCli	mlb_00	3 000		
737800	DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	mlb_00		1 357,5	250
737800	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <u>db</u> 00	5 500		

					1			1	
	DEFAU		9	Climb	MaxCli		7 500		
737800	DEFAU	<b>16</b> T	10	Climb	MaxCli	mlb_00	10 000		
737800	ICAO_	A1	1	Takeoff	MaxTak	eEo_f05			
737800	ICAO_	A1	2	Climb	MaxTak	eTo_f05	1 500		
737800	ICAO_	A1	3	Climb	MaxCli	mlb_05	3 000		
737800	ICAO_	Al	4	Acceler	a <b>M</b> axCli	mlb_05		1 449,4	177,2
737800	ICAO_	A1	5	Acceler	a <b>M</b> axCli	mTb_01		1 663,3	204,6
737800	ICAO_	A1	6	Climb	MaxCli	m <u>lb</u> 00	3 807		
737800	ICAO_	Al	7	Acceler	a <b>M</b> axCli	nflb_00		1 896,8	250
737800	ICAO_	A1	8	Climb	MaxCli	mlb_00	5 500		
737800	ICAO_	A1	9	Climb	MaxCli	mlb_00	7 500		
737800	ICAO_	A1	10	Climb	MaxCli	mlb_00	10 000		
737800	ICAO_	A2	1	Takeoff	MaxTak	eToff05			
737800	ICAO_	A2	2	Climb	MaxTak	eão <u>f</u> €5	1 500		
737800	ICAO_	A2	3	Climb	MaxCli	mlb_05	3 000		
737800	ICAO_	A2	4	Acceler	a <b>M</b> axCli	mlb_05		1 372,3	179,6
737800	ICAO_	A2	5	Acceler	a <b>M</b> axCli	mlb_01		1 579,3	207,8
737800	ICAO_	A2	6	Climb	MaxCli	mlb_00	3 772		
737800	ICAO_	A2	7	Acceler	a <b>M</b> axCli	nflb_00		1 804,3	250
737800	ICAO_	A2	8	Climb	MaxCli	mlb_00	5 500		
737800	ICAO_	A2	9	Climb	MaxCli	mlb_00	7 500		
737800	ICAO_	A2	10	Climb	MaxCli	mlb_00	10 000		
737800	ICAO_	A3	1	Takeoff	MaxTak	eTo <u>f</u> 105			
737800	ICAO_	A3	2	Climb	MaxTak	eTo <u>f</u> 1€5	1 500		
737800	ICAO_	A3	3	Climb	MaxCli	mlb_05	3 000		
737800	ICAO_	A3	4	Acceler	a <b>M</b> axCli	mlb_05		1 297	182,1
737800	ICAO_	A3	5	Acceler	a <b>M</b> axCli	mlb_01		1 496,9	211
737800	ICAO_	A3	6	Climb	MaxCli	mlb_00	3 737		
737800	ICAO_	A3	7	Acceler	a <b>M</b> axCli	mlb_00		1 701,8	250

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					1					
737800	ICAO_	A3	8	Climb	MaxCli	mlp_00	5 500			
737800	ICAO_	A3	9	Climb	MaxCli	00 <u>d</u> ľm	7 500			
737800	ICAO_	A3	10	Climb	MaxCli	00 <u>d</u> lm	10 000			
737800	ICAO_	<b>4</b> 4	1	Takeoff	MaxTak	eTof05				
737800	ICAO_	<b>4</b> 4	2	Climb	MaxTak	eTof05	1 500			
737800	ICAO_	<b>4</b> 4	3	Climb	MaxCli	mlb_05	3 000			
737800	ICAO_	<b>4</b> 4	4	Acceler	a <b>M</b> axCli	mlb_05		1 194,2	185,8	
737800	ICAO_	<b>4</b> 4	5	Acceler	a <b>M</b> axCli	mlb_01		1 352,1	214,8	
737800	ICAO_	<b>4</b> 4	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 548,2	250	
737800	ICAO_	<b>4</b> 4	7	Climb	MaxCli	mlb_00	5 500			
737800	ICAO_	<b>4</b> 4	8	Climb	MaxCli	mlb_00	7 500			
737800	ICAO_	<b>4</b> 4	9	Climb	MaxCli	mlb_00	10 000			
737800	ICAO_	<b>A</b> 5	1	Takeoff	MaxTak	eTo_f05				
737800	ICAO_	A5	2	Climb	MaxTak	eTo_f05	1 500			
737800	ICAO_	<b>A</b> 5	3	Climb	MaxCli	mlb_05	3 000			
737800	ICAO_	A5	4	Acceler	a <b>M</b> axCli	mlb_05		1 078,9	189,4	
737800	ICAO_	A5	5	Acceler	a <b>M</b> axCli	nflb_01		1 233,3	217,4	
737800	ICAO_	A5	6	Acceler	a <b>M</b> axCli	00 <u>d</u> lfn		1 403,6	250	
737800	ICAO_	A5	7	Climb	MaxCli	mlb_00	5 500			
737800	ICAO_	A5	8	Climb	MaxCli	mlb_00	7 500			
737800	ICAO_	<b>A</b> 5	9	Climb	MaxCli	mlb_00	10 000			
737800	ICAO_	46	1	Takeoff	MaxTak	eTo_f05				
737800	ICAO_	46	2	Climb	MaxTak	eTo_f05	1 500			
737800	ICAO_	46	3	Climb	MaxCli	mlb_05	3 000			
737800	ICAO_	46	4	Acceler	a <b>M</b> axCli	mlb_05		1 037,8	190,9	
737800	ICAO_	46	5	Acceler	a <b>M</b> axCli	mlb_01		1 182,7	218,6	
737800	ICAO_	46	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 349,5	250	
737800	ICAO_	46	7	Climb	MaxCli	00 <u>d</u> fm	5 500			

737800   CAO_B    737800   CAO_B  7378										
	737800	ICAO_A6	8	Climb	MaxCli	00 <u>d</u> fm	7 500			
737800   ICAO_BI   3   Acceleral MaxTak & 1000	737800	ICAO_A6	9	Climb	MaxCli	n <u>db</u> 00	10 000			
Taylon   T	737800	ICAO_B1	1	Takeoff	MaxTak	eTo_f105				
737800   ICAO_BI   4   AcceleraMaxTak&fift   2   112   204,8     204,8     2040	737800	ICAO_B1	2	Climb	MaxTak	eão <u>f</u> €5	1 000			
T37800   ICAO_B    S   Climb   MaxTak & 000   2   040	737800	ICAO_Bl	3	Acceler	a <b>M</b> axTak	eão <u>f</u> 105		-	181,7	
737800   ICAO   B    6   Climb   MaxClimb   00   3 000	737800	ICAO_B1	4	Acceler	a <b>M</b> axTak	eTo_f101		2 112	204,8	
737800   ICAO_BI   7   AcceleraMaxClimb_00   1   891,3   250     737800   ICAO_BI   8   Climb   MaxClimb_00   5 500     737800   ICAO_BI   9   Climb   MaxClimb_00   7 500     737800   ICAO_BI   10   Climb   MaxClimb_00   10 000     737800   ICAO_BI   1   Takeoff   MaxTak&b_005   1 000     737800   ICAO_BI   2   Climb   MaxTak&b_005   1 000     737800   ICAO_BI   3   AcceleraMaxTak&b_005   1 000     737800   ICAO_BI   4   AcceleraMaxTak&b_005   1 000     737800   ICAO_BI   5   Climb   MaxTak&b_006   2 000     737800   ICAO_BI   6   Climb   MaxClimb_00   3 000     737800   ICAO_BI   7   AcceleraMaxClimb_00   5 500     737800   ICAO_BI   8   Climb   MaxClimb_00   5 500     737800   ICAO_BI   9   Climb   MaxClimb_00   7 500     737800   ICAO_BI   9   Climb   MaxClimb_00   10 000     737800   ICAO_BI   10   Climb   MaxClimb_00   10 000     737800   ICAO_BI   10   Climb   MaxClimb_00   10 000     737800   ICAO_BI   10   Climb   MaxClimb_00   10 000     737800   ICAO_BI   2   Climb   MaxTak&b_005   10 000     737800   ICAO_BI   3   AcceleraMaxTak&b_005   10 000     737800   ICAO_BI   4   AcceleraMaxTak&b_005   10 000     737800   ICAO_BI   5   Climb   MaxTak&b_005   10 000     737800   ICAO_BI   6   Climb   MaxTak&b_005   10 000     737800   ICAO_BI   7   AcceleraMaxTak&b_005   10 000     737800   ICAO_BI   7   AcceleraMaxTak&b_005   10 000     737800   ICAO_BI   7   AcceleraMaxClimb_00   10 000     737800	737800	ICAO_B1	5	Climb	MaxTak	e <b>a</b> o <u>f</u> <b>0</b> 0	2 040			
	737800	ICAO_B1	6	Climb	MaxCli	nTb_00	3 000			
T37800   TCAO_BI   9   Climb   MaxClintlo 00   7 500   737800   TCAO_BI   10   Climb   MaxClintlo 00   10 000   737800   TCAO_BI   1   Takeoff   MaxTak doft	737800	ICAO_Bl	7	Acceler	a <b>M</b> axCli	mlb_00		-	250	
Takeoff   MaxClirflb_00   10 000   Takeoff   MaxTak doft   5   1 000   Takeoff   Takeoff   Takeoff   Takeoff   Takeoff   5   1 000   Takeoff   Takeoff   Takeoff   5   1 000   Takeoff   Tak	737800	ICAO_B1	8	Climb	MaxCli	n <u>db</u> 00	5 500			
Takeoff   MaxTak doft   Takeoff   MaxTak doft   Takeoff   MaxTak doft   Takeoff   MaxTak doft   Takeoff   Takeoff   MaxTak doft   Takeoff   Take	737800	ICAO_B1	9	Climb	MaxCli	n <u>db</u> 00	7 500			
Taylor   T	737800	ICAO_B1	10	Climb	MaxCli	n <u>db</u> 00	10 000			
Takeoff   MaxTak & Description   Takeoff   T	737800	ICAO_B2	1	Takeoff	MaxTak	eTo_f05				
737800   ICAO_B2   4   Acceleral   2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   208   016,2   200   2000	737800	ICAO_B2	2	Climb	MaxTak	eTo <u>f</u> 1€5	1 000			
737800   ICAO_B2   5   Climb   MaxTak&oft0   2 000	737800	ICAO_B2	3	Acceler	a <b>M</b> axTak	eão <u>f</u> 105			183,9	
737800   ICAO_B2   6   Climb   MaxClimib_00   3 000     737800   ICAO_B2   7   AcceleraMaxClimib_00   1	737800	ICAO_B2	4	Acceler	a <b>M</b> axTak	eão <u>f</u> 601			208	
737800 ICAO_B2         7         Acceleral axClimb 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 MaxTak doft05         1 000           737800 ICAO_B3         2         Climb MaxTak doft05         1 000           737800 ICAO_B3         3         Acceleral axTak doft05         1 922 211,2           737800 ICAO_B3         4         Acceleral axTak doft05         1 960           737800 ICAO_B3         5         Climb MaxTak doft00         1 960           737800 ICAO_B3         6         Climb MaxClimb 00         3 000           737800 ICAO_B3         7         Acceleral axClimb 00         1 250           737800 ICAO_B3         7         Acceleral axClimb 00         1 250	737800	ICAO_B2	5	Climb	MaxTak	eão <u>f</u> €0	2 000			
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   MaxTaketoff05     737800   ICAO_B3   2   Climb   MaxTaketoff05   1 000     737800   ICAO_B3   3   Accelerate axTaketoff05   1 1 1 186,2     737800   ICAO_B3   4   Accelerate axTaketoff05   1 922   211,2     737800   ICAO_B3   5   Climb   MaxTaketoff00   1 960     737800   ICAO_B3   6   Climb   MaxClimb_00   3 000     737800   ICAO_B3   7   Accelerate axClimb_00   1 250     705,3   705,3   705,3	737800	ICAO_B2	6	Climb	MaxCli	n <u>db</u> 00	3 000			
737800   ICAO_B2   9   Climb   MaxClimb_00   7 500     737800   ICAO_B2   10   Climb   MaxClimb_00   10 000     737800   ICAO_B3   1   Takeoff   MaxTak&oft   5     737800   ICAO_B3   2   Climb   MaxTak&oft   5     737800   ICAO_B3   3   Accelerate axTak&oft   5     737800   ICAO_B3   4   Accelerate axTak&oft   5     737800   ICAO_B3   5   Climb   MaxTak&oft   1 960     737800   ICAO_B3   6   Climb   MaxClimb_00   3 000     737800   ICAO_B3   7   Accelerate axClimb_00   1 250     737800   ICAO_B3   7   Accelerate axClimb_00   1 250     705,3   250   705,3	737800	ICAO_B2	7	Acceler	a <b>M</b> axCli	mlb_00		-	250	
737800 ICAO_B2         10         Climb         MaxClinflb_00         10 000           737800 ICAO_B3         1         Takeoff MaxTaketoft05         1 000           737800 ICAO_B3         2         Climb         MaxTaketoft05         1 000           737800 ICAO_B3         3         AccelerateaxTaketoft05         1 1 186,2 707,7           737800 ICAO_B3         4         AccelerateaxTaketoft05         1 922 211,2           737800 ICAO_B3         5         Climb         MaxTaketoft00         1 960           737800 ICAO_B3         6         Climb         MaxClinflb_00         3 000           737800 ICAO_B3         7         AccelerateaxClinflb_00         1 250 705,3	737800	ICAO_B2	8	Climb	MaxCli	n <u>l</u> b_00	5 500			
Takeoff   MaxTakeoff   MaxTak	737800	ICAO_B2	9	Climb	MaxCli	mlb_00	7 500			
737800 ICAO_B3         2         Climb MaxTakeoft05         1 000           737800 ICAO_B3         3         Acceleral axTakeoft05         1 186,2 707,7           737800 ICAO_B3         4         Acceleral axTakeoft05         1 922 211,2           737800 ICAO_B3         5         Climb MaxTakeoft00         1 960           737800 ICAO_B3         6         Climb MaxClimb_00         3 000           737800 ICAO_B3         7         Acceleral axClimb_00         1 250 705,3	737800	ICAO_B2	10	Climb	MaxCli	mlb_00	10 000			
737800 ICAO_B3         3         Acceleral axTak & files         1 186,2 707,7           737800 ICAO_B3         4         Acceleral axTak & files         1 922 211,2           737800 ICAO_B3         5         Climb MaxTak & files         1 960 1960 1960 1960 1960 1960 1960 1960	737800	ICAO_B3	1	Takeoff	MaxTak	eTo <u>f</u> 1€5				
737800 ICAO_B3	737800	ICAO_B3	2	Climb	MaxTak	eTo_f105	1 000			
737800 ICAO_B3	737800	ICAO_B3	3	Acceler	a <b>M</b> axTak	eão <u>f</u> 105		-	186,2	
737800 ICAO_B3         6         Climb MaxClimb_00         3 000           737800 ICAO_B3         7         Acceleral axClimb_00         1 705,3	737800	ICAO_B3	4	Acceler	a <b>M</b> axTak	eTo <u>f</u> €5		1 922	211,2	
737800 ICAO_B3	737800	ICAO_B3	5	Climb	MaxTak	eTo_f <b>0</b> 0	1 960			
705,3	737800	ICAO_B3	6	Climb	MaxCli	n∏b_00	3 000			
737800 ICAO_B3 8 Climb MaxClimb_00 5 500	737800	ICAO_B3	7	Acceler	a <b>M</b> axCli	mlb_00		-	250	
	737800	ICAO_B3	8	Climb	MaxCli	mlb_00	5 500			

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737800	ICAO_	B3	9	Climb	MaxCli	mlb_00	7 500		
737800	ICAO_	B3	10	Climb	MaxCli	mlb_00	10 000		
737800	ICAO_	B4	1	Takeoff	MaxTak	eTo <u>f</u> 105			
737800	ICAO_	B4	2	Climb	MaxTak	eEo <u>f</u> €5	1 000		
737800	ICAO_	B4	3	Acceler	a <b>lM</b> axTak	eão <u>f</u> 05		1 576,6	189,6
737800	ICAO_	B4	4	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> 61		1 766,9	216,2
737800	ICAO_	B4	5	Climb	MaxTak	eTo <u>f</u> €0	1 880		
737800	ICAO_	B4	6	Climb	MaxCli	mlb_00	3 000		
737800	ICAO_	B4	7	Acceler	a <b>M</b> axCli	mlb_00		1 546,5	250
737800	ICAO_	B4	8	Climb	MaxCli	mlb_00	5 500		
737800	ICAO_	B4	9	Climb	MaxCli	mlb_00	7 500		
737800	ICAO_	B4	10	Climb	MaxCli	mlb_00	10 000		
737800	ICAO_	B5	1	Takeoff	MaxTak	eão <u>f</u> €5			
737800	ICAO_	B5	2	Climb	MaxTak	eTo <u>f</u> €5	1 000		
737800	ICAO_	B5	3	Acceler	al <b>M</b> axTak	eão <u>f</u> 165		1 444,9	192,9
737800	ICAO_	B5	4	Acceler	a <b>M</b> axTak	eão <u>f</u> 161		1 628,6	220,7
737800	ICAO_	B5	5	Climb	MaxTak	eTof®0	1 811		
737800	ICAO_	B5	6	Climb	MaxCli	mlb_00	3 000		
737800	ICAO_	B5	7	Acceler	a <b>M</b> axCli	mlb_00		1 412,2	250
737800	ICAO_	B5	8	Climb	MaxCli	mlb_00	5 500		
737800	ICAO_	B5	9	Climb	MaxCli	mlb_00	7 500		
737800	ICAO_	B5	10	Climb	MaxCli	mlb_00	10 000		
737800	ICAO_	B6	1	Takeoff	MaxTak	eTof®5			
737800	ICAO_	B6	2	Climb	MaxTak	eTof®5	1 000		
737800	ICAO_	B6	3	Acceler	a <b>M</b> axTak	eEo <u>f</u> €5		1 400	194,4
737800	ICAO_	B6	4	Acceler	a <b>lM</b> axTak	eelo <u>f</u> 061		1 575,4	222,7
737800	ICAO_	B6	5	Climb	MaxTak	e <u>aof</u> €0	1 785		
737800	ICAO_	B6	6	Climb	MaxCli	mlb_00	3 000		
737800	ICAO_	B6	7	Acceler	a <b>M</b> axCli	mlb_00		1 357,5	250

737800	ICAO_l	36	8	Climb	MaxCli	00 <u>d</u> fm	5 500			
737800	ICAO_l	36	9	Climb	MaxCli	mlb_00	7 500			
737800	ICAO_l	36	10	Climb	MaxCli	mlp_00	10 000			
737D17	DEFAU	ШТ	1	Takeoff	MaxTak	<b>c</b> off				
737D17	DEFAU	ШΤ	2	Climb	MaxTak	<b>c</b> off	1 000			
737D17	DEFAU	ШΤ	3	Acceler	a <b>M</b> axTak	€off		2 279	152	
737D17	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	eddff		1 709	177	
737D17	DEFAU	ШΤ	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210	
737D17	DEFAU	ШΤ	6	Climb	MaxCli	n <b>a</b> leRO	3 000			
737D17	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250	
737D17	DEFAU	ПТ	8	Climb	MaxCli	n <b>a</b> leRO	5 500			
737D17	DEFAU	ПТ	9	Climb	MaxCli	n <b>a</b> leRO	7 500			
737D17	DEFAU	ШТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000			
737D17	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	€off				
737D17	DEFAU	<b>12</b> T	2	Climb	MaxTak	<b>€</b> off	1 000			
737D17	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	<b>c</b> off		2 155	156	
737D17	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	ddff		1 616	181	
737D17	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210	
737D17	DEFAU	<b>12</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000			
737D17	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250	
737D17	DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500			
737D17	DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500			
737D17	DEFAU	<b>12</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000			
737D17	DEFAU	BL	1	Takeoff	MaxTak	e <b>c</b> off				
737D17	DEFAU	BL	2	Climb	MaxTak	e <b>c</b> off	1 000			
737D17	DEFAU	BL	3	Acceler	a <b>M</b> axTak	<b>€</b> off		2 041	160	
737D17	DEFAU	BT	4	Acceler	a <b>M</b> axTak	ædff		1 531	185	
737D17	DEFAU	BT	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210	
737D17	DEFAU	BT	6	Climb	MaxCli	n <b>zl</b> ERO	3 000			
737D17	DEFAU	BT	7	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	250	
737D17	DEFAU	BT	8	Climb	MaxCli	n <b>z</b> leRO	5 500			
737D17	DEFAU	BL	9	Climb	MaxCli	n <b>z</b> leRO	7 500			
737D17	DEFAU	BL	10	Climb	MaxCli	n <b>z</b> leRO	10 000			
737D17	DEFAU	ИТ	1	Takeoff	MaxTak	€off				

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737D17   DEFAUIST   2   Climb   MaxTak&off   1 000   1 935   163								
737D17   DEFAU III   4   Accelerable Acc	737D17 DEFAULT	2	Climb	MaxTak	<b>c</b> off	1 000		
737D17   DEFAU III   5   Acceleral MaxClinziero   1 000   210   737D17   DEFAU III   7   Acceleral MaxClinziero   5 500   737D17   DEFAU III   9   Climb   MaxClinziero   7 500   737D17   DEFAU III   1   Takeoff   MaxClinziero   1 000   2 50   737D17   DEFAU III   1   Takeoff   MaxClinziero   1 000   737N17   DEFAU III   2   Climb   MaxClinziero   1 000   737N17   DEFAU III   3   Acceleral MaxTakeoff   2 279   152   737N17   DEFAU III   5   Acceleral MaxTakeoff   1 000   210   210   237N17   DEFAU III   7   Acceleral MaxClinziero   1 000   250   250   2737N17   DEFAU III   8   Climb   MaxClinziero   1 000   250   250   2737N17   DEFAU III   8   Climb   MaxClinziero   1 000   250   250   2737N17   DEFAU III   9   Climb   MaxClinziero   1 000   250   2737N17   DEFAU III   10   Climb   MaxClinziero   1 000   2737N17   DEFAU III   3   Acceleral MaxTakeoff   2 155   156   2737N17   DEFAU III   3   Acceleral MaxTakeoff   2 155   156   2737N17   DEFAU III   4   Acceleral MaxTakeoff   2 155   156   2 157	737D17 DEFAULT	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 935	163
737D17   DEFAUHT   6   Climb   MaxClinzero   3 000	737D17 DEFAULT	4	Acceler	a <b>M</b> axTak	edoff.		1 452	188
737D17 DEFAUIT   7   Acceleradax Clinidero   1 000   250   737D17 DEFAUIT   9   Climb   MaxClinidero   7 500   737D17 DEFAUIT   10   Climb   MaxClinidero   10 000   737N17 DEFAUIT   1   Takeoff   MaxTak6off   1 000   737N17 DEFAUIT   2   Climb   MaxClinidero   1 000   1737N17 DEFAUIT   3   Acceleradax Tak6off   1 000   2 2 2 79   152   157   15	737D17 DEFAULT	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	210
737D17 DEFAUIT   9   Climb   MaxClinderO   7 500   737D17 DEFAUIT   10   Climb   MaxClinderO   10 000   737N17 DEFAUIT   2   Climb   MaxClinderO   10 000   737N17 DEFAUIT   3   AcceleraMaxTakeoff   1 000   2 279   152   737N17 DEFAUIT   5   AcceleraMaxClinderO   1 000   210   737N17 DEFAUIT   7   AcceleraMaxClinderO   1 000   250   737N17 DEFAUIT   8   Climb   MaxClinderO   1 000   250   737N17 DEFAUIT   9   Climb   MaxClinderO   1 0 000   737N17 DEFAUIT   10   Climb   MaxClinderO   1 0 000   737N17 DEFAUIT   10   Climb   MaxClinderO   1 0 000   737N17 DEFAUIT   10   Climb   MaxClinderO   1 0 000   737N17 DEFAUIT   2   Climb   MaxClinderO   1 0 000   737N17 DEFAUIT   2   Climb   MaxClinderO   1 0 000   737N17 DEFAUIT   2   Climb   MaxClinderO   1 0 000   737N17 DEFAUIT   3   AcceleraMaxTakeoff   1 0 00   737N17 DEFAUIT   3   AcceleraMaxTakeoff   1 0 00   737N17 DEFAUIT   4   AcceleraMaxTakeoff   2 155   156   737N17 DEFAUIT   5   AcceleraMaxClinderO   1 0 000   2 10   737N17 DEFAUIT   5   AcceleraMaxClinderO   1 0 000   2 10   737N17 DEFAUIT   5   AcceleraMaxClinderO   5 500   737N17 DEFAUIT   7   AcceleraMaxClinderO   5 500   737N17 DEFAUIT   8   Climb   MaxClinderO   5 500   737N17 DEFAUIT   7   AcceleraMaxClinderO   5 500   737N17 DEFAUIT   9   Climb   MaxClinderO   5 500   737N17 DEFAUIT   9   Climb   MaxClinderO   5 500   737N17 DEFAUIT   10   Climb   MaxClinderO   5 500   737N17 DEFAUIT   10   Climb   MaxClinderO   5 500   737N17 DEFAUIT   10   Climb   MaxClinderO   10 000   737N17 DEFAUIT   2   Climb   MaxClinderO   10 000   737N17 DEFAUIT   10   Climb   MaxClinderO   10 000   737N17 DEFAUIT   2   Climb   MaxClinderO   10 000   737N17 DEFAUIT   10   Climb   MaxClinderO   10 000   737N17 DEF	737D17 DEFAULT	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737D17 DEFAUIT   10   Climb   MaxClinderO   10 000	737D17 DEFAULT	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
737D17 DEFAUIIT   10   Climb   MaxClinzerO   10 000	737D17 DEFAUET	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
Takeoff   MaxTakeoff   1 000   1	737D17 DEFAULT	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
737N17 DEFAUIIT   2   Climb   MaxTakeoff   1 000	737D17 DEFAUET	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737N17   DEFAU IIT   3   Acceleral Max Tak coff   1 709   177   1737N17   DEFAU IIT   5   Acceleral Max Cliniffer	737N17 DEFAULT	1	Takeoff	MaxTak	<b>c</b> off			
737N17   DEFAUIIT   4   Acceleral ax Tak doff   1 709   177   737N17   DEFAUIIT   5   Acceleral ax Clipatero   1 000   210   210   737N17   DEFAUIIT   7   Acceleral ax Clipatero   3 000   737N17   DEFAUIIT   8   Climb   Max Clipatero   5 500   737N17   DEFAUIIT   9   Climb   Max Clipatero   5 500   737N17   DEFAUIIT   10   Climb   Max Clipatero   10 000   737N17   DEFAUIIT   10   Climb   Max Clipatero   10 000   737N17   DEFAUIIT   1   Takeoff   Max Tak doff   1000   737N17   DEFAUIIT   2   Climb   Max Tak doff   1000   737N17   DEFAUIIT   3   Acceleral dax Tak doff   1 000   2 155   156   737N17   DEFAUIIT   5   Acceleral dax Tak doff   1 616   181   737N17   DEFAUIIT   5   Acceleral dax Clipatero   1 000   2 10   737N17   DEFAUIIT   7   Acceleral dax Clipatero   1 000   2 50   737N17   DEFAUIIT   8   Climb   Max Clipatero   5 500   737N17   DEFAUIIT   8   Climb   Max Clipatero   7 500   737N17   DEFAUIIT   9   Climb   Max Clipatero   7 500   737N17   DEFAUIIT   10   Climb   Max Clipatero   7 500   737N17   DEFAUIIT   10   Climb   Max Clipatero   1 000   2 50   737N17   DEFAUIIT   10   Climb   Max Clipatero   1 000   737N17   DEFAUIIT   10   Climb   Max Clipatero   1 000   737N17   DEFAUIIT   10   Climb   Max Clipatero   1 000   737N17   DEFAUIIT   11   Takeoff   Max Tak doff   1 000   737N17   DEFAUIIT   2   Climb   Max Tak doff   1 000   737N17   DEFAUIIT   3   Acceleral dax Tak doff   1 000   737N17   DEFAUIIT   3   Acceleral dax Tak doff   1 000   737N17   DEFAUIIT   3   Acceleral dax Tak doff   1 000   737N17   DEFAUIIT   4   Acceleral dax Tak doff   1 000   737N17   DEFAUIIT   4   Acceleral dax Tak doff   1 000   737N17   DEFAUIIT   4   Acceleral dax Tak doff   1 000   737N17   DEFAUIIT   4   Acceleral dax Tak doff   1 000   737N17   DEFAUIIT   4   Acceleral dax Tak doff   1 000   737N17   DEFAUIIT   4   Acceleral dax Tak doff   1 000   737N17   DEFAUIIT   10   10   10   10   10   10   10   1	737N17 DEFAULT	2	Climb	MaxTak	<b>c</b> off	1 000		
737N17   DEFAUIIT   5   Acceleraldax Clinatero   1 000   210     737N17   DEFAUIIT   6   Climb   MaxClinatero   3 000     737N17   DEFAUIIT   7   Acceleraldax Clinatero   1 000   250     737N17   DEFAUIIT   8   Climb   MaxClinatero   5 500     737N17   DEFAUIIT   9   Climb   MaxClinatero   7 500     737N17   DEFAUIIT   10   Climb   MaxClinatero   10 000     737N17   DEFAUIIT   1   Takeoff   MaxTakeoff   1 000     737N17   DEFAUIIT   2   Climb   MaxTakeoff   1 000     737N17   DEFAUIIT   3   Acceleraldax Takeoff   2 155   156     737N17   DEFAUIIT   5   Acceleraldax Takeoff   1 000   210     737N17   DEFAUIIT   5   Acceleraldax Clinatero   1 000   210     737N17   DEFAUIIT   7   Acceleraldax Clinatero   1 000   250     737N17   DEFAUIIT   8   Climb   MaxClinatero   5 500     737N17   DEFAUIIT   9   Climb   MaxClinatero   5 500     737N17   DEFAUIIT   9   Climb   MaxClinatero   7 500     737N17   DEFAUIIT   10   Climb   MaxClinatero   1 000     737N17   DEFAUIIT   1   Takeoff   MaxTakeoff   1 000     737N17   DEFAUIIT   1   Takeoff   MaxTakeoff   1 000     737N17   DEFAUIIT   2   Climb   MaxTakeoff   1 000     737N17   DEFAUIIT   3   Acceleraldax Takeoff   1 000     737N17   DEFAUIIT   4   Acceleraldax Takeoff   1 531   185	737N17 DEFAULT	3	Acceler	a <b>M</b> axTak	<b>c</b> off		2 279	152
737N17   DEFAUIIT   6   Climb   MaxClinatero   1 000   250     737N17   DEFAUIIT   7   Acceleral acceleratero   1 000   250     737N17   DEFAUIIT   8   Climb   MaxClinatero   5 500     737N17   DEFAUIIT   9   Climb   MaxClinatero   7 500     737N17   DEFAUIIT   10   Climb   MaxClinatero   10 000     737N17   DEFAUIIT   1   Takeoff   MaxTakeoff   1 000     737N17   DEFAUIIT   3   Acceleral acceleratero   1 000     737N17   DEFAUIIT   4   Acceleral acceleratero   1 000   210     737N17   DEFAUIIT   5   Acceleral acceleratero   1 000   210     737N17   DEFAUIIT   6   Climb   MaxClinatero   1 000   250     737N17   DEFAUIIT   7   Acceleral acceleratero   5 500     737N17   DEFAUIIT   8   Climb   MaxClinatero   5 500     737N17   DEFAUIIT   9   Climb   MaxClinatero   5 500     737N17   DEFAUIIT   10   Climb   MaxClinatero   1 000     737N17   DEFAUIIT   10   Climb   MaxClinatero   1 000     737N17   DEFAUIIT   10   Climb   MaxClinatero   1 000     737N17   DEFAUIIT   1   Takeoff   MaxTakeoff   1 000     737N17   DEFAUIIT   2   Climb   MaxClinatero   1 000     737N17   DEFAUIIT   2   Climb   MaxTakeoff   1 000     737N17   DEFAUIIT   3   Acceleral acceleratero   1 000     737N17   DEFAUIIT   4   Acceleratero   1 1531   185	737N17 DEFAULT	4	Acceler	a <b>lv4</b> axTak	ddff		1 709	177
737N17   DEFAUIIT   7   Acceleral axClinitero   1 000   250   737N17   DEFAUIIT   8   Climb   MaxClinitero   5 500   737N17   DEFAUIIT   9   Climb   MaxClinitero   7 500   737N17   DEFAUIIT   10   Climb   MaxClinitero   10 000   737N17   DEFAUIIT   1   Takeoff   MaxTakeoff   1 000   737N17   DEFAUIIT   2   Climb   MaxTakeoff   1 000   737N17   DEFAUIIT   3   Acceleral axTakeoff   2 155   156   737N17   DEFAUIIT   4   Acceleral axTakeoff   1 616   181   737N17   DEFAUIIT   5   Acceleral axClinitero   1 000   210   737N17   DEFAUIIT   7   Acceleral axClinitero   1 000   250   737N17   DEFAUIIT   7   Acceleral axClinitero   1 000   250   737N17   DEFAUIIT   8   Climb   MaxClinitero   5 500   737N17   DEFAUIIT   9   Climb   MaxClinitero   7 500   737N17   DEFAUIIT   10   Climb   MaxClinitero   1 000   737N17   DEFAUIIT   10   Climb   MaxClinitero   1 000   737N17   DEFAUIIT   10   Climb   MaxClinitero   1 000   737N17   DEFAUIIT   2   Climb   MaxTakeoff   1 000   737N17   DEFAUIIT   2   Climb   MaxTakeoff   1 000   737N17   DEFAUIIT   3   Acceleral axTakeoff   2 041   160   737N17   DEFAUIIT   4   Acceleral axTakeoff   1 531   185   3000   3	737N17 DEFAULT	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210
737N17 DEFAUIT   8	737N17 DEFAULT	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737N17   DEFAUET   9   Climb   MaxClinztero   7 500	737N17 DEFAULT	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 000	250
737N17 DEFAUET   10   Climb   MaxClinZero   10 000	737N17 DEFAULT	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
737N17 DEFAUET         1         Takeoff MaxTakeoff           737N17 DEFAUET         2         Climb MaxTakeoff         1 000           737N17 DEFAUET         3         Acceleral MaxTakeoff         2 155 156           737N17 DEFAUET         4         Acceleral MaxTakeoff         1 616 181           737N17 DEFAUET         5         Acceleral MaxClin ZERO         1 000 210           737N17 DEFAUET         6         Climb MaxClin ZERO         3 000           737N17 DEFAUET         7         Acceleral MaxClin ZERO         1 000 250           737N17 DEFAUET         8         Climb MaxClin ZERO         5 500           737N17 DEFAUET         9         Climb MaxClin ZERO         7 500           737N17 DEFAUET         10         Climb MaxClin ZERO         10 000           737N17 DEFAUET         1         Takeoff MaxTakeoff         10 000           737N17 DEFAUET         2         Climb MaxTakeoff         2 041 160           737N17 DEFAUET         3         Acceleral MaxTakeoff         2 041 160           737N17 DEFAUET         4         Acceleral MaxTakeoff         1 531 185	737N17 DEFAULT	9	Climb	MaxCli	n <b>Z</b> ERO	7 500		
737N17   DEFAUET   2   Climb   MaxTakeoff   1 000	737N17 DEFAULT	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737N17   DEFAUET   3   Acceleral axTakeoff   2 155   156	737N17 DEFAUET	1	Takeoff	MaxTak	<b>c</b> off			
737N17 DEFAUET   4   Acceleral ax Tak doff   1 616   181	737N17 DEFAUET	2	Climb	MaxTak	<b>c</b> off	1 000		
737N17 DEFAUET         5         Acceleral ax Clinz ERO         1 000         210           737N17 DEFAUET         6         Climb         Max Clinz ERO         3 000           737N17 DEFAUET         7         Acceleral ax Clinz ERO         1 000         250           737N17 DEFAUET         8         Climb         Max Clinz ERO         5 500           737N17 DEFAUET         9         Climb         Max Clinz ERO         7 500           737N17 DEFAUET         10         Climb         Max Tak & off           737N17 DEFAUET         1         Takeoff         Max Tak & off           737N17 DEFAUET         2         Climb         Max Tak & off         2 041         160           737N17 DEFAUET         3         Acceleral ax Tak & off         1 531         185	737N17 DEFAUET	3	Acceler	a <b>M</b> axTak	<b>c</b> off		2 155	156
737N17 DEFAUET         6         Climb         MaxClinzterO         3 000           737N17 DEFAUET         7         AccelerateaxClinzterO         1 000         250           737N17 DEFAUET         8         Climb         MaxClinzterO         5 500           737N17 DEFAUET         9         Climb         MaxClinzterO         7 500           737N17 DEFAUET         10         Climb         MaxClinzterO         10 000           737N17 DEFAUBT         1         Takeoff MaxTakeoff         1 000           737N17 DEFAUBT         2         Climb         MaxTakeoff         2 041         160           737N17 DEFAUBT         3         AccelerateaxTakeoff         1 531         185	737N17 DEFAUET	4	Acceler	a <b>M</b> axTak	eddff		1 616	181
737N17 DEFAUET         7         Acceleral ax Clinz ERO         1 000         250           737N17 DEFAUET         8         Climb         Max Clinz ERO         5 500           737N17 DEFAUET         9         Climb         Max Clinz ERO         7 500           737N17 DEFAUET         10         Climb         Max Clinz ERO         10 000           737N17 DEFAUET         1         Takeoff         Max Takeoff           737N17 DEFAUET         2         Climb         Max Takeoff         1 000           737N17 DEFAUET         3         Acceleral ax Takeoff         2 041         160           737N17 DEFAUET         4         Acceleral ax Takeoff         1 531         185	737N17 DEFAUET	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210
737N17 DEFAUET         8         Climb         MaxClinztero         5 500           737N17 DEFAUET         9         Climb         MaxClinztero         7 500           737N17 DEFAUET         10         Climb         MaxClinztero         10 000           737N17 DEFAUET         1         Takeoff MaxTakeoff         1 000           737N17 DEFAUET         2         Climb         MaxTakeoff         1 000           737N17 DEFAUET         3         AccelerateaxTakeoff         2 041         160           737N17 DEFAUET         4         AccelerateaxTakeoff         1 531         185	737N17 DEFAUET	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737N17 DEFAUET         9         Climb         MaxClinzero         7 500           737N17 DEFAUET         10         Climb         MaxClinzero         10 000           737N17 DEFAUET         1         Takeoff MaxTakeoff         1 000           737N17 DEFAUET         2         Climb         MaxTakeoff         1 000           737N17 DEFAUET         3         AccelerateaxTakeoff         2 041         160           737N17 DEFAUET         4         AccelerateaxTakeoff         1 531         185	737N17 DEFAUET	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
737N17 DEFAUET         10         Climb         MaxClinZterO         10 000           737N17 DEFAUET         1         Takeoff MaxTakeoff            737N17 DEFAUET         2         Climb         MaxTakeoff         1 000           737N17 DEFAUET         3         Accelerate axTakeoff         2 041         160           737N17 DEFAUET         4         Accelerate axTakeoff         1 531         185	737N17 DEFAUET	8	Climb	MaxCli	n <b>Z</b> ERO	5 500		
737N17 DEFAUBT         1         Takeoff MaxTakeoff         1           737N17 DEFAUBT         2         Climb MaxTakeoff         1 000           737N17 DEFAUBT         3         Acceleral axTakeoff         2 041 160           737N17 DEFAUBT         4         Acceleral axTakeoff         1 531 185	737N17 DEFAUET	9	Climb	MaxCli	n <b>Z</b> BERO	7 500		
737N17 DEFAUBT         2         Climb         MaxTakeoff         1 000           737N17 DEFAUBT         3         Acceleral axTakeoff         2 041 160           737N17 DEFAUBT         4         Acceleral axTakeoff         1 531 185	737N17 DEFAUET	10	Climb	MaxCli	n <b>z</b> tERO	10 000		
737N17 DEFAUBT         3         Acceleral ax Take off         2 041 160           737N17 DEFAUBT         4         Acceleral ax Take off         1 531 185	737N17 DEFAUBT	1	Takeoff	MaxTak	<b>€</b> off			
737N17 DEFAUBT 4 AcceleraMaxTakdoff 1 531 185	737N17 DEFAUBT	2	Climb	MaxTak	<b>€</b> off	1 000		
	737N17 DEFAUBT	3	Acceler	a <b>M</b> axTak	<b>€</b> off		2 041	160
737N17 DEFAUBT 5 Acceleral Accelerate Accele	737N17 DEFAUBT	4	Acceler	a <b>M</b> axTak	ddff		1 531	185
	737N17 DEFAUBT	5	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 000	210

737N17   DEFAU IST   6   Climb   MaxClinter   7   1000   250   737N17   DEFAU IST   8   Climb   MaxClinter   7   500   737N17   DEFAU IST   10   Climb   MaxClinter   10   000   737N17   DEFAU IST   11   Takeoff   MaxTakeoff   1 000   737N17   DEFAU IST   11   Takeoff   MaxTakeoff   1 000   737N17   DEFAU IST   12   Climb   MaxTakeoff   1 000   737N17   DEFAU IST   14   Acceleradiax Takeoff   1 000   1   1   1   1   1   1   1   1		1	,			1	r			
737N17   DEFAUBT   8   Climb   MaxClindero   5 500	737N17	DEFAU	BL	6	Climb	MaxCli	m <b>Z</b> ERO	3 000		
737N17   DEFAUBT   9   Climb   MaxClindero   7 500	737N17	DEFAU	BL	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
737N17   DEFAUET   10   Climb   MaxClinitero   10 000	737N17	DEFAU	BL	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
737N17   DEFAUET   1   Takeoff   MaxTakeoff   1 000   1 935   163   163   1737N17   DEFAUET   3   AcceleradaxTakeoff   1 000   1 1 452   188   1737N17   DEFAUET   5   AcceleradaxCliridERO   1 000   210   1737N17   DEFAUET   6   Climb   MaxCliridERO   3 000   1 000   250   1 000   250   1 000   250   1 000   2 00   1 000   2 00   1 000   2 00   1 000   2 00   1 000   2 00   1 000   2 00   1 000   2 00	737N17	DEFAU	BL	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
737N17   DEFAUIT   2   Climb   MaxTak coff   1 000     1 935   163   1	737N17	DEFAU	BL	10	Climb	MaxCli	m <b>ZH</b> ERO	10 000		
737N17   DEFAUIT   4   Acceleral A	737N17	DEFAU	<b>M</b> T	1	Takeoff	MaxTak	<b>€</b> off			
737N17 DEFAURE   4   Acceleral Max Tak doff   1 452   188   737N17 DEFAURE   5   Acceleral Max Clinider   1 000   210   210   273N17 DEFAURE   7   Acceleral Max Clinider   1 000   250	737N17	DEFAU	<b>M</b> T	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
737N17   DEFAUHT   5   Acceleral MaxClinatero   1 000   210   737N17   DEFAUHT   7   Acceleral MaxClinatero   1 000   250   737N17   DEFAUHT   8   Climb   MaxClinatero   7 500   737N17   DEFAUHT   9   Climb   MaxClinatero   7 500   737N17   DEFAUHT   10   Climb   MaxClinatero   7 500   737N17   DEFAUHT   10   Climb   MaxClinatero   1 000   000	737N17	DEFAU	<b>I</b>	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 935	163
737N17 DEFAULIT   7   Acceleral Ac	737N17	DEFAU	<b>M</b> T	4	Acceler	a <b>M</b> axTak	<b>edoff</b>		1 452	188
737N17   DEFAULIT   7   AcceleralMaxClinatero   1 000   250   737N17   DEFAULIT   9   Climb   MaxClinatero   7 500   737N17   DEFAULIT   10   Climb   MaxClinatero   1 000   000   737N9   DEFAULIT   1   Takeoff   MaxTakeoff   1 000   146   737N9   DEFAULIT   2   Climb   MaxTakeoff   1 000   146   737N9   DEFAULIT   3   AcceleralMaxTakeoff   1 568   171   737N9   DEFAULIT   5   AcceleralMaxClinatero   1 000   210   210   237N9   DEFAULIT   7   AcceleralMaxClinatero   1 000   250	737N17	DEFAU	<b>M</b> T	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	210
737N17 DEFAULT   8   Climb   MaxClintero   5 500	737N17	DEFAU	<b>I</b>	6	Climb	MaxCli	m <b>Z</b> ERO	3 000		
737N17   DEFAURT   9   Climb   MaxClinitero   7 500   7 37N17   DEFAURT   10   Climb   MaxClinitero   10 000   7 37N9   DEFAURT   1   Takeoff   MaxTakeoff   1 000   7 37N9   DEFAURT   3   Acceleral attakeoff   1 000   2 000   146   1 568   171   1 568   171   1 57N9   DEFAURT   5   Acceleral attakeoff   1 000   2 10   2	737N17	DEFAU	<b>M</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250
737N17   DEFAURT   10   Climb   MaxClinatero   10 000	737N17	DEFAU	ИТ	8	Climb	MaxCli	n <b>a</b> tero	5 500		
737N9   DEFAUIIT   1   Takeoff   MaxTakeoff   1 000	737N17	DEFAU	ИТ	9	Climb	MaxCli	n <b>a</b> tero	7 500		
737N9         DEFAUIIT         2         Climb         MaxTakeoff         1 000           737N9         DEFAUIIT         3         AcceleraldaxTakeoff         2 090         146           737N9         DEFAUIIT         4         AcceleraldaxTakeoff         1 568         171           737N9         DEFAUIIT         5         AcceleraldaxClinztero         1 000         210           737N9         DEFAUIIT         6         Climb         MaxClinztero         1 000         250           737N9         DEFAUIIT         7         AcceleraldaxClinztero         5 500         1 000         250           737N9         DEFAUIIT         9         Climb         MaxClinztero         7 500         1 000         250           737N9         DEFAUIIT         10         Climb         MaxClinztero         10 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         2 014         1 149         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000         1 000	737N17	DEFAU	<b>M</b> T	10	Climb	MaxCli	n <b>a</b> tero	10 000		
737N9   DEFAUIIT   3   Acceleral dax Takeoff   2 090   146   737N9   DEFAUIIT   4   Acceleral dax Takeoff   1 568   171   737N9   DEFAUIIT   5   Acceleral dax Cliniter   1 000   210   210   237N9   DEFAUIIT   7   Acceleral dax Cliniter   1 000   250	737N9	DEFAU	ШТ	1	Takeoff	MaxTak	<b>&amp;</b> off			
737N9   DEFAUIIT   4   Acceleral ax Tak d of T   1 568   171   1737N9   DEFAUIIT   5   Acceleral ax Climater O   1 000   210	737N9	DEFAU	ШТ	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
737N9         DEFAUIIT         5         AcceleraldaxClinztero         1 000         210           737N9         DEFAUIIT         6         Climb         MaxClinztero         3 000           737N9         DEFAUIIT         7         AcceleraldaxClinztero         1 000         250           737N9         DEFAUIIT         8         Climb         MaxClinztero         5 500           737N9         DEFAUIIT         9         Climb         MaxClinztero         7 500           737N9         DEFAUIIT         10         Climb         MaxClinztero         10 000           737N9         DEFAUIT         1         Takeoff         MaxTakeoff         1000           737N9         DEFAUIT         2         Climb         MaxTakeoff         2 014         149           737N9         DEFAUIT         3         AcceleraldaxTakeoff         1 511         174           737N9         DEFAUIT         4         AcceleraldaxClinztero         1 000         210           737N9         DEFAUIT         5         AcceleraldaxClinztero         3 000         1 000         250           737N9         DEFAUIT         7         AcceleraldaxClinztero         5 500         1 000         250 <td>737N9</td> <td>DEFAU</td> <td>ШТ</td> <td>3</td> <td>Acceler</td> <td>a<b>M</b>axTak</td> <td><b>&amp;</b>off</td> <td></td> <td>2 090</td> <td>146</td>	737N9	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	<b>&amp;</b> off		2 090	146
737N9         DEFAUIIT         6         Climb         MaxClinztero         3 000           737N9         DEFAUIIT         7         Accelerateraccinztero         1 000         250           737N9         DEFAUIIT         8         Climb         MaxClinztero         5 500           737N9         DEFAUIIT         9         Climb         MaxClinztero         7 500           737N9         DEFAUIIT         10         Climb         MaxClinztero         10 000           737N9         DEFAUIT         1         Takeoff MaxTakeoff         1 000           737N9         DEFAUIT         2         Climb         MaxTakeoff         2 014         149           737N9         DEFAUIT         4         Accelerateraterateratero         1 511         174           737N9         DEFAUIT         5         Acceleraterateratero         1 000         210           737N9         DEFAUIT         6         Climb         MaxClinztero         3 000           737N9         DEFAUIT         7         Accelerateratero         1 000         250           737N9         DEFAUIT         8         Climb         MaxClinztero         5 500	737N9	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	æðff		1 568	171
737N9         DEFAUIIT         7         Acceleral axClinatero         1 000         250           737N9         DEFAUIIT         8         Climb         MaxClinatero         5 500           737N9         DEFAUIIT         9         Climb         MaxClinatero         7 500           737N9         DEFAUIIT         10         Climb         MaxTakeoff           737N9         DEFAUIT         1         Takeoff MaxTakeoff         1 000           737N9         DEFAUIT         2         Climb         MaxTakeoff         2 014         149           737N9         DEFAUIT         3         Acceleral axTakeoff         2 014         149           737N9         DEFAUIT         4         Acceleral axTakeoff         1 511         174           737N9         DEFAUIT         5         Acceleral axClinatero         1 000         210           737N9         DEFAUIT         6         Climb         MaxClinatero         1 000         250           737N9         DEFAUIT         7         Acceleral axClinatero         1 000         250           737N9         DEFAUIT         8         Climb         MaxClinatero         5 500	737N9	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	210
737N9         DEFAUIIT         8         Climb         MaxClinzero         5 500           737N9         DEFAUIIT         9         Climb         MaxClinzero         7 500           737N9         DEFAUIIT         10         Climb         MaxClinzero         10 000           737N9         DEFAUIIT         1         Takeoff MaxTakeoff         1 000           737N9         DEFAUIIT         2         Climb         MaxTakeoff         1 000           737N9         DEFAUIIT         3         AcceleraleaxTakeoff         2 014         149           737N9         DEFAUIIT         4         AcceleraleaxTakeoff         1 511         174           737N9         DEFAUIIT         5         AcceleraleaxClinzero         1 000         210           737N9         DEFAUIIT         6         Climb         MaxClinzero         1 000         250           737N9         DEFAUIIT         7         AcceleraleaxClinzero         5 500         1 000         250           737N9         DEFAUIIT         8         Climb         MaxClinzero         5 500	737N9	DEFAU	ШТ	6	Climb	MaxCli	n <b>z</b> BERO	3 000		
737N9         DEFAUIIT         9         Climb         MaxClinzterO         7 500           737N9         DEFAUIIT         10         Climb         MaxClinzterO         10 000           737N9         DEFAUIT         1         Takeoff         MaxTakeoff           737N9         DEFAUIT         2         Climb         MaxTakeoff         1 000           737N9         DEFAUIT         3         AccelerateaxTakeoff         2 014         149           737N9         DEFAUIT         4         AccelerateaxTakeoff         1 511         174           737N9         DEFAUIT         5         AccelerateaxClinzterO         1 000         210           737N9         DEFAUIT         6         Climb         MaxClinzterO         1 000         250           737N9         DEFAUIT         7         AccelerateaxClinzterO         5 500         1 000         250           737N9         DEFAUIT         8         Climb         MaxClinzterO         5 500	737N9	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250
737N9         DEFAUIT         10         Climb         MaxClinZERO         10 000           737N9         DEFAUZT         1         Takeoff         MaxTakeoff         1 000           737N9         DEFAUZT         2         Climb         MaxTakeoff         1 000           737N9         DEFAUZT         3         Acceleral axTakeoff         2 014         149           737N9         DEFAUZT         4         Acceleral axTakeoff         1 511         174           737N9         DEFAUZT         5         Acceleral axClinZERO         1 000         210           737N9         DEFAUZT         6         Climb         MaxClinZERO         1 000         250           737N9         DEFAUZT         8         Climb         MaxClinZERO         5 500	737N9	DEFAU	ШТ	8	Climb	MaxCli	n <b>a</b> tero	5 500		
737N9         DEFAUET         1         Takeoff MaxTakeoff         1 000           737N9         DEFAUET         2         Climb MaxTakeoff         1 000           737N9         DEFAUET         3         Acceleral axTakeoff         2 014 149           737N9         DEFAUET         4         Acceleral axTakeoff         1 511 174           737N9         DEFAUET         5         Acceleral axClimatero         1 000 210           737N9         DEFAUET         6         Climb MaxClimatero         1 000 250           737N9         DEFAUET         8         Climb MaxClimatero         5 500	737N9	DEFAU	шт	9	Climb	MaxCli	n <b>z</b> BERO	7 500		
737N9         DEFAUET         2         Climb         MaxTakeoff         1 000           737N9         DEFAUET         3         Acceleral axTakeoff         2 014         149           737N9         DEFAUET         4         Acceleral axTakeoff         1 511         174           737N9         DEFAUET         5         Acceleral axClinatero         1 000         210           737N9         DEFAUET         6         Climb         MaxClinatero         1 000         250           737N9         DEFAUET         7         Acceleral axClinatero         5 500         1 000         250           737N9         DEFAUET         8         Climb         MaxClinatero         5 500	737N9	DEFAU	ШТ	10	Climb	MaxCli	n <b>z</b> tERO	10 000		
737N9         DEFAUET         3         Acceleral axTake off         2 014         149           737N9         DEFAUET         4         Acceleral axTake off         1 511         174           737N9         DEFAUET         5         Acceleral axClinatero         1 000         210           737N9         DEFAUET         6         Climb         MaxClinatero         3 000           737N9         DEFAUET         7         Acceleral axClinatero         1 000         250           737N9         DEFAUET         8         Climb         MaxClinatero         5 500	737N9	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	<b>&amp;</b> off			
737N9         DEFAUET         4         Acceleral axTake of f         1 511         174           737N9         DEFAUET         5         Acceleral axClinatero         1 000         210           737N9         DEFAUET         6         Climb         MaxClinatero         3 000           737N9         DEFAUET         7         Acceleral axClinatero         1 000         250           737N9         DEFAUET         8         Climb         MaxClinatero         5 500	737N9	DEFAU	<b>2</b> T	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
737N9         DEFAUET         5         AccelerateaxClinatero         1 000         210           737N9         DEFAUET         6         Climb         MaxClinatero         3 000           737N9         DEFAUET         7         AccelerateaxClinatero         1 000         250           737N9         DEFAUET         8         Climb         MaxClinatero         5 500	737N9	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	<b>€</b> off		2 014	149
737N9         DEFAUET         6         Climb         MaxClinAtero         3 000           737N9         DEFAUET         7         AccelerateaxClinAtero         1 000         250           737N9         DEFAUET         8         Climb         MaxClinAtero         5 500	737N9	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	ddff		1 511	174
737N9 DEFAUET 7 Accelerate axClinateRO 1 000 250 737N9 DEFAUET 8 Climb MaxClinateRO 5 500	737N9	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	210
737N9 DEFAUET 8 Climb MaxClimatero 5 500	737N9	DEFAU	<b>2</b> T	6	Climb	MaxCli	m <b>Z</b> ERO	3 000		
	737N9	DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250
737N9 DEFAUET 9 Climb MaxClinaterO 7 500	737N9	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>z</b> tERO	5 500		
	737N9	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>z</b> tERO	7 500		

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727)10	DEEAL	ME	10	C1: 1	N C1:	ZIED O	10.000			—
737N9	DEFAU		10	Climb	MaxCli		10 000			
737N9	DEFAU		1		MaxTak					
737N9	DEFAU		2	Climb	MaxTak		1 000			
737N9	DEFAU		3		a <b>M</b> axTak			1 851	154	
737N9	DEFAU	BT	4	Acceler	a <b>M</b> axTak	ddff .		1 388	179	
737N9	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	210	
737N9	DEFAU	BT	6	Climb	MaxCli	n <b>z</b> lERO	3 000			
737N9	DEFAU	BT	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
737N9	DEFAU	BL	8	Climb	MaxCli	m <b>z</b> lero	5 500			
737N9	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	7 500			
737N9	DEFAU	BL	10	Climb	MaxCli	n <b>z</b> lERO	10 000			
737N9	DEFAU	ИТ	1	Takeoff	MaxTak	€off				
737N9	DEFAU	<b>T</b>	2	Climb	MaxTak	eoff	1 000			
737N9	DEFAU	<b>W</b> T	3	Acceler	a <b>M</b> axTak	eoff		1 685	160	
737N9	DEFAU	<b>T</b>	4	Acceler	a <b>M</b> axTak	ddff		1 264	185	
737N9	DEFAU	<b>T</b>	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210	
737N9	DEFAU	<b>I</b>	6	Climb	MaxCli	n <b>z</b> lERO	3 000			
737N9	DEFAU	M.	7	Acceler	a <b>M</b> axCli	n <b>a</b> lero		1 000	250	
737N9	DEFAU	M. JA	8	Climb	MaxCli	n <b>a</b> lero	5 500			
737N9	DEFAU	M. JA	9	Climb	MaxCli	n <b>a</b> lero	7 500			
737N9	DEFAU	ИТ	10	Climb	MaxCli	n <b>a</b> leRO	10 000			
737QN	DEFAU	11T	1	Takeoff	MaxTak	eoff				
737QN	DEFAU	ПТ	2	Climb	MaxTak	eoff	1 000			
737QN	DEFAU	TIT T	3	Acceler	a <b>M</b> axTak	€off		2 090	146	
737QN	DEFAU	TIT T	4	Acceler	a <b>M</b> axTak	addff		1 568	171	
737QN	DEFAU	TIT T	5	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	210	
737QN	DEFAU	IIT T	6	Climb	MaxCli	n <b>z</b> lero	3 000			
737QN	DEFAU	11T	7	Acceler	a <b>M</b> axCli	n <b>z</b> lero		1 000	250	
737QN	DEFAU	11T	8	Climb	MaxCli	n <b>z</b> lero	5 500			
737QN	DEFAU	<u>I</u> IT	9	Climb	MaxCli	n <b>a</b> tero	7 500			
737QN	DEFAU	<u>1</u> 1T	10	Climb	MaxCli	n <b>a</b> leRO	10 000			
737QN	DEFAU	<b>1</b> 2T	1	Takeoff	MaxTak	€off				
	DEFAU		2	Climb	MaxTak	eoff	1 000			
	DEFAU		3		a <b>lvá</b> axTak			2 014	149	
										—

1511   174   173   174   174   173   174   174   173   174   173   174   173   174   173   174   174   175										
737QN   DEFAUET   6   Climb   MaxClintero   1 000   250   737QN   DEFAUET   7   Acceleradax Clintero   5 500   737QN   DEFAUET   9   Climb   MaxClintero   7 500   737QN   DEFAUET   10   Climb   MaxClintero   10 000   737QN   DEFAUET   11   Takeoff   MaxTakeoff   1 000   737QN   DEFAUET   12   Climb   MaxTakeoff   1 000   737QN   DEFAUET   13   Acceleradax Takeoff   1 000   1000   737QN   DEFAUET   14   Acceleradax Takeoff   1 000   1000   1000   737QN   DEFAUET   15   Acceleradax Takeoff   1 000   1	737QN	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	eddf		1 511	174
737QN   DEFAURT   7   AcceleraldaxClipiteRO   1 000   250	737QN	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	210
737QN   DEFAUET   8   Climb   MaxClinzero   5 500	737QN	DEFAU	<b>12</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737QN   DEFAU BT   9   Climb   MaxClinttero   1 000	737QN	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250
737QN   DEFAUET   10   Climb   MaxCliniteRO   10 000	737QN	DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
	737QN	DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
737QN   DEFAUBT   2   Climb   MaxTakeoff   1 000     1 851   154     1 737QN   DEFAUBT   3   Acceleral daxTakeoff   1 851   154     1 388   179     1 37QN   DEFAUBT   5   Acceleral daxCliniteRO   1 000   210     1 737QN   DEFAUBT   7   Acceleral daxCliniteRO   3 000     1 000   250     2 0 000     1 000   2 00     2 0 000     2 000     2 0 000     2 0 000     2 0 000     2 0 000     2 0 000     2 0 000     2	737QN	DEFAU	<b>12</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737QN   DEFAUBT   3   AcceleraldaxTakeoff   1 851   154     737QN   DEFAUBT   5   AcceleraldaxClinitero   1 000   210     737QN   DEFAUBT   6   Climb   MaxClinitero   3 000     737QN   DEFAUBT   7   AcceleraldaxClinitero   1 000   250     737QN   DEFAUBT   8   Climb   MaxClinitero   5 500     737QN   DEFAUBT   9   Climb   MaxClinitero   7 500     737QN   DEFAUBT   10   Climb   MaxClinitero   7 500     737QN   DEFAUBT   10   Climb   MaxClinitero   1 000     737QN   DEFAUBT   1   Takeoff   MaxTakeoff   1 000     737QN   DEFAUBT   2   Climb   MaxTakeoff   1 000     737QN   DEFAUBT   3   AcceleraldaxTakeoff   1 065   160     737QN   DEFAUBT   4   AcceleraldaxTakeoff   1 264   185     737QN   DEFAUBT   5   AcceleraldaxTakeoff   1 000   210     737QN   DEFAUBT   6   Climb   MaxClinitero   3 000     737QN   DEFAUBT   7   AcceleraldaxClinitero   5 500     737QN   DEFAUBT   8   Climb   MaxClinitero   5 500     737QN   DEFAUBT   8   Climb   MaxClinitero   5 500     737QN   DEFAUBT   9   Climb   MaxClinitero   7 500     737QN   DEFAUBT   9   Climb   MaxClinitero   7 500     737QN   DEFAUBT   9   Climb   MaxClinitero   7 500     737QN   DEFAUBT   10   Climb   MaxClinitero   1 000     74710Q   DEFAUBT   2   Climb   MaxClinitero   1 000     74710Q   DEFAUBT   3   AcceleraldaxClinitero   2 071   176     74710Q   DEFAUBT   4   AcceleraldaxClinitero   3 000     74710Q   DEFAUBT   5   Climb   MaxClinitero   3 000     74710Q   DEFAUBT   6   AcceleraldaxClinitero   3 000     74710Q   DEFAUBT   6   AcceleraldaxClinitero   3 000	737QN	DEFAU	BT	1	Takeoff	MaxTak	<b>c</b> off			
737QN   DEFAUBT   5   Acceleral axTak at Net   1 388   179   1737QN   DEFAUBT   6   Climb   MaxClinatero   3 000   1 000   250   2	737QN	DEFAU	BL	2	Climb	MaxTak	<b>c</b> off	1 000		
737QN   DEFAUBT   5   Acceleraldax Clinatero   1 000   210   737QN   DEFAUBT   7   Acceleraldax Clinatero   5 500   737QN   DEFAUBT   8   Climb   Max Clinatero   5 500   737QN   DEFAUBT   9   Climb   Max Clinatero   7 500   737QN   DEFAUBT   10   Climb   Max Clinatero   10 000   737QN   DEFAUBT   2   Climb   Max Takeoff   1 000   737QN   DEFAUBT   2   Climb   Max Takeoff   1 000   737QN   DEFAUBT   3   Acceleraldax Takeoff   1 685   160   737QN   DEFAUBT   4   Acceleraldax Takeoff   1 264   185   737QN   DEFAUBT   5   Acceleraldax Clinatero   1 000   210   737QN   DEFAUBT   5   Acceleraldax Clinatero   1 000   250   737QN   DEFAUBT   7   Acceleraldax Clinatero   1 000   250   737QN   DEFAUBT   8   Climb   Max Clinatero   5 500   737QN   DEFAUBT   8   Climb   Max Clinatero   5 500   737QN   DEFAUBT   8   Climb   Max Clinatero   5 500   737QN   DEFAUBT   9   Climb   Max Clinatero   7 500   737QN   DEFAUBT   10   Climb   Max Clinatero   1 000   250   737QN   DEFAUBT   10   Climb   Max Clinatero   1 000   74710Q   DEFAUBT   2   Climb   Max Takeoff   1 000   74710Q   DEFAUBT   3   Acceleraldax Clinatero   1 000   216   74710Q   DEFAUBT   5   Climb   Max Clinatero   1 000   216   74710Q   DEFAUBT   5   Climb   Max Clinatero   3 000   74710Q   DEFAUBT   5   Climb   Max Clinatero   1 000   250   74710Q   DEFAUBT   6   Acceleraldax Clinatero   1 000	737QN	DEFAU	BL	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 851	154
737QN   DEFAUBT   6   Climb   MaxClinatero   3 000	737QN	DEFAU	BL	4	Acceler	a <b>M</b> axTak	de de la constante de la const		1 388	179
737QN         DEFAUBT         7         AcceleraldaxClinatero         1 000         250           737QN         DEFAUBT         8         Climb         MaxClinatero         5 500           737QN         DEFAUBT         9         Climb         MaxClinatero         7 500           737QN         DEFAUBT         10         Climb         MaxTakcoff           737QN         DEFAUBT         2         Climb         MaxTakcoff           737QN         DEFAUBT         3         AcceleraldaxTakcoff         1 685         160           737QN         DEFAUBT         4         AcceleraldaxTakcoff         1 264         185           737QN         DEFAUBT         5         AcceleraldaxClinatero         1 000         210           737QN         DEFAUBT         6         Climb         MaxClinatero         1 000         250           737QN         DEFAUBT         7         AcceleraldaxClinatero         1 000         250           737QN         DEFAUBT         8         Climb         MaxClinatero         1 000         250           737QN         DEFAUBT         9         Climb         MaxClinatero         1 0000         1000           74710Q         DEFAUBT<	737QN	DEFAU	BL	5	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	210
737QN   DEFAUBT   8   Climb   MaxClinderO   5 500	737QN	DEFAU	BT	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
737QN   DEFAUBT   9   Climb   MaxClindero   7 500	737QN	DEFAU	BT	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
737QN   DEFAUET   10   Climb   MaxClinztero   10 000	737QN	DEFAU	BL	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
737QN   DEFAUHT   1   Takeoff   MaxTakeoff   1 000	737QN	DEFAU	BL	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
737QN   DEFAULT   2   Climb   MaxTakeoff   1 000	737QN	DEFAU	BT	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
737QN   DEFAUHT   3   Acceleral Max Take off   1 685   160     737QN   DEFAUHT   4   Acceleral Max Take off   1 264   185     737QN   DEFAUHT   5   Acceleral Max Clin	737QN	DEFAU	<b>W</b> T	1	Takeoff	MaxTak	<b>€</b> off			
737QN DEFAULT         4         Acceleral axTak doft         1 264         185           737QN DEFAULT         5         Acceleral axClindero         1 000         210           737QN DEFAULT         6         Climb MaxClindero         3 000           737QN DEFAULT         7         Acceleral axClindero         1 000         250           737QN DEFAULT         8         Climb MaxClindero         5 500         5 500           737QN DEFAULT         9         Climb MaxClindero         7 500         7 500           737QN DEFAULT         10         Climb MaxClindero         10 000         7 500           74710Q DEFAULT         1         Takeoff MaxTakdoff         1 000         1 000           74710Q DEFAULT         3         Acceleral axTakdoff         2 071         176           74710Q DEFAULT         4         Acceleral axClindero         1 000         216           74710Q DEFAULT         5         Climb MaxClindero         3 000         1 000         250	737QN	DEFAU	WT TW	2	Climb	MaxTak	<b>€</b> off	1 000		
737QN   DEFAULIT   5   Acceleral axClin at ERO   1 000   210     737QN   DEFAULIT   7   Acceleral axClinatero   1 000   250     737QN   DEFAULIT   8   Climb   MaxClinatero   5 500     737QN   DEFAULIT   9   Climb   MaxClinatero   7 500     737QN   DEFAULIT   10   Climb   MaxClinatero   7 500     74710Q   DEFAULIT   1   Takeoff   MaxTakeloff   1 000     74710Q   DEFAULIT   2   Climb   MaxTakeloff   1 000     74710Q   DEFAULIT   3   Acceleral axTakeloff   1 000   216   74710Q   DEFAULIT   4   Acceleral axClinatero   3 000   74710Q   DEFAULIT   5   Climb   MaxClinatero   3 000     74710Q   DEFAULIT   5   Climb   MaxClinatero   3 000     74710Q   DEFAULIT   6   Acceleral axClinatero   1 000   250     74710Q   DEFAULIT   74710Q   D	737QN	DEFAU	<b>W</b> T	3	Acceler	a <b>M</b> axTak	<b>€</b> off		1 685	160
737QN DEFAULT         6         Climb MaxClinztero         3 000           737QN DEFAULT         7         AccelerateaxClinztero         1 000 250           737QN DEFAULT         8         Climb MaxClinztero         5 500           737QN DEFAULT         9         Climb MaxClinztero         7 500           737QN DEFAULT         10         Climb MaxClinztero         10 000           74710Q DEFAULT         1         Takeoff MaxTakdoff         1 000           74710Q DEFAULT         2         Climb MaxTakdoff         2 071 176           74710Q DEFAULT         3         AccelerateaxTakdoff         2 071 176           74710Q DEFAULT         4         AccelerateaxClinztero         3 000           74710Q DEFAULT         5         Climb MaxClinztero         3 000           74710Q DEFAULT         6         AccelerateaxClinztero         1 000 250	737QN	DEFAU	<b>W</b> T	4	Acceler	a <b>M</b> axTak	ædff		1 264	185
737QN DEFAULT         7         Acceleral axClinz ERO         1 000         250           737QN DEFAULT         8         Climb MaxClinz ERO         5 500           737QN DEFAULT         9         Climb MaxClinz ERO         7 500           737QN DEFAULT         10         Climb MaxClinz ERO         10 000           74710Q DEFAULT         1         Takeoff MaxTakdoff         1 000           74710Q DEFAULT         2         Climb MaxTakdoff         2 071         176           74710Q DEFAULT         3         Acceleral axTakdoff         2 071         176           74710Q DEFAULT         4         Acceleral axClinz ERO         3 000           74710Q DEFAULT         5         Climb MaxClinz ERO         3 000           74710Q DEFAULT         6         Acceleral axClinz ERO         1 000         250	737QN	DEFAU	WT TW	5	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	210
737QN   DEFAULT   8   Climb   MaxClinZtero   5 500	737QN	DEFAU	WT TW	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
737QN DEFAULT         9         Climb MaxClinztero         7 500           737QN DEFAULT         10         Climb MaxClinztero         10 000           74710Q DEFAULT         1         Takeoff MaxTakdoff         1 000           74710Q DEFAULT         2         Climb MaxTakdoff         1 000           74710Q DEFAULT         3         AccelerateaxTakdoff         2 071         176           74710Q DEFAULT         4         AccelerateaxClinztero         1 000         216           74710Q DEFAULT         5         Climb MaxClinztero         3 000           74710Q DEFAULT         6         AccelerateaxClinztero         1 000         250	737QN	DEFAU	WT TW	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
737QN DEFAULT         10         Climb MaxClinZtero         10 000           74710Q DEFAULT         1         Takeoff MaxTaketoff         1 000           74710Q DEFAULT         2         Climb MaxTaketoff         1 000           74710Q DEFAULT         3         AccelerateaxTaketoff         2 071         176           74710Q DEFAULT         4         AccelerateaxClin5b         1 000         216           74710Q DEFAULT         5         Climb MaxClinZtero         3 000           74710Q DEFAULT         6         AccelerateaxClinZtero         1 000         250	737QN	DEFAU	WT TW	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
74710Q DEFAUIIT         1         Takeoff MaxTakdoff         1           74710Q DEFAUIIT         2         Climb MaxTakdoff         1 000           74710Q DEFAUIIT         3         Acceleral axTakdoff         2 071         176           74710Q DEFAUIIT         4         Acceleral axClimbb         1 000         216           74710Q DEFAUIIT         5         Climb MaxClimbero         3 000           74710Q DEFAUIIT         6         Acceleral axClimbero         1 000         250	737QN	DEFAU	WT TW	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
74710Q DEFAUIIT         2         Climb         MaxTakdoff         1 000           74710Q DEFAUIIT         3         Acceleral dax Takdoff         2 071         176           74710Q DEFAUIIT         4         Acceleral dax Climb         1 000         216           74710Q DEFAUIIT         5         Climb         MaxClimbero         3 000           74710Q DEFAUIIT         6         Acceleral dax Climbero         1 000         250	737QN	DEFAU	<b>W</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
74710Q DEFAUIIT         3         Acceleral ax Takel off         2 071         176           74710Q DEFAUIIT         4         Acceleral ax Clin 5b         1 000         216           74710Q DEFAUIIT         5         Climb         Max Clin 2 ERO         3 000           74710Q DEFAUIIT         6         Acceleral ax Clin 2 ERO         1 000         250	74710Q	DEFAU	ШΤ	1	Takeoff	MaxTak	doff			
74710Q DEFAUIIT         4         Acceleral ax Clin 5b         1 000         216           74710Q DEFAUIIT         5         Climb         Max Clin 2d ERO         3 000           74710Q DEFAUIIT         6         Acceleral ax Clin 2d ERO         1 000         250	74710Q	DEFAU	ШΤ	2	Climb	MaxTak	edo0ff	1 000		
74710Q DEFAUIIT         5         Climb         MaxClinzterO         3 000           74710Q DEFAUIIT         6         Acceleral axClinzterO         1 000         250	74710Q	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	edo0ff		2 071	176
74710Q DEFAUIIT 6 Acceleral Accelerate Accelera	74710Q	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	216
	74710Q	DEFAU	ШТ	5	Climb	MaxCli	n <b>z</b> leRO	3 000		
74710Q DEFAUIIT 7 Climb MaxClinzterO 5 500	74710Q	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 000	250
	74710Q	DEFAU	11T	7	Climb	MaxCli	n <b>z</b> leRO	5 500		

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74710Q DEFAULT	Γ 8	Climb	MaxCli	m#FRO	7 500		
74710Q DEFAULT		Climb	MaxCli		10 000		
74710Q DEFAUE			MaxTak		10 000		
74710Q DEFAUE		Climb	MaxTak		1 000		
74710Q DEFAUE			a <b>M</b> axTak		1 000	1 972	179
74710Q DEFAUE			a <b>M</b> axCli			1 000	219
74710Q DEFAUE		Climb	MaxCli		3 000	1 000	219
74710Q DEFAUE			a <b>M</b> axCli		3 000	1 000	250
74710Q DEFAUE		Climb	MaxCli		5 500	1 000	230
74710Q DEFAUE		Climb	MaxCli		7 500		
74710Q DEFAUE		Climb	MaxCli		10 000		
74710Q DEFAUE			MaxTak		10 000		
74710Q DEFAUB		Climb	MaxTak		1 000		
74710Q DEFAUB			a <b>M</b> axTak		1 000	1 856	183
74710Q DEFAUB			a <b>lsa</b> ax tar a <b>lsa</b> axCli			1 000	223
74710Q DEFAUBI		Climb	MaxCli		3 000	1 000	223
74710Q DEFAUBI			a <b>M</b> axCli		3 000	1 000	250
					5 500	1 000	230
747100 DEFAUE		Climb	MaxCli		5 500		
747100 DEFAUE		Climb	MaxCli		7 500		
747100 DEFAUE		Climb	MaxCli		10 000		
747100 DEFAUM			MaxTak		1 000		
74710Q DEFAUE		Climb	MaxTak		1 000	1 707	107
74710Q DEFAULT			a <b>M</b> axTak			1 727	187
74710Q DEFAUE			a <b>M</b> axCli		2 000	1 000	227
74710Q DEFAUE		Climb	MaxCli		3 000	1 000	250
74710Q DEFAUE			a <b>M</b> axCli			1 000	250
74710Q DEFAUE		Climb	MaxCli		5 500		
74710Q DEFAUE		Climb	MaxCli		7 500		
74710Q DEFAUE		Climb	MaxCli		10 000		
74710Q DEFAUS			MaxTak				
74710Q DEFAUS		Climb	MaxTak		1 000		
74710Q DEFAUE			a <b>M</b> axTak			1 445	198
74710Q DEFAUIST			a <b>M</b> axCli			750	238
74710Q DEFAUIS	Γ 5	Climb	MaxCli	n <b>zl</b> ERO	3 000		

74710Q DEFAU ST   6   Acceleraldax Clirix   750   258   74710Q DEFAU ST   7   Climb   Max Clirix   750   750   74710Q DEFAU ST   8   Climb   Max Clirix   750   750   74710Q DEFAU ST   9   Climb   Max Clirix   750   750   74710Q DEFAU ST   1   Takeoff   Max Takdoff   1   1   1000   74710Q DEFAU ST   2   Climb   Max Takdoff   1   1000   74710Q DEFAU ST   3   Acceleraldax Clirix   750   239   74710Q DEFAU ST   5   Climb   Max Clirix   750   239   74710Q DEFAU ST   5   Climb   Max Clirix   750   259   74710Q DEFAU ST   7   Climb   Max Clirix   7   7   7   7   7   7   7   7   7			1			1				
74710Q DEFAU   5T   8   Climb   MaxCli				6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		750	258
74710Q   DEFAU   ET   1   Takeoff   MaxTak   doff   1   1   1000   1   1111   199   174710Q   DEFAU   ET   2   Climb   MaxTak   doff   1   1000   174710Q   DEFAU   ET   3   Acceleral	74710Q	DEFAU	<b>15</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
74710Q   DEFAU   ET   1   Takeoff   MaxTak   doff   1   1   1000   1   1411   199   14710Q   DEFAU   ET   2   Climb   MaxTak   doff   1   1000   1411   199   14710Q   DEFAU   ET   3   Acceleral	74710Q	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
74710Q DEFAU IST   3   Acceleral MaxTak doff   1 000     1 411   199     74710Q DEFAU IST   3   Acceleral MaxClinder   3 000     750   239     74710Q DEFAU IST   5   Climb   MaxClinder   0 3 000     74710Q DEFAU IST   6   Acceleral MaxClinder   0 5 500     750   259     74710Q DEFAU IST   7   Climb   MaxClinder   0 5 500     74710Q DEFAU IST   8   Climb   MaxClinder   0 7 500     74710Q DEFAU IST   8   Climb   MaxClinder   0 7 500     747200 DEFAU IST   1   Takeoff   MaxTak doff   1 000     747200 DEFAU IST   3   Acceleral MaxTak doff   1 000   223   747200 DEFAU IST   5   Climb   MaxClinder   0 3 000     747200 DEFAU IST   5   Climb   MaxClinder   0 3 000     747200 DEFAU IST   6   Acceleral MaxClinder   0 3 000     747200 DEFAU IST   7   Climb   MaxClinder   0 5 500     747200 DEFAU IST   8   Climb   MaxClinder   0 5 500     747200 DEFAU IST   8   Climb   MaxClinder   0 5 500     747200 DEFAU IST   8   Climb   MaxClinder   0 1 000   250   747200 DEFAU IST   9   Climb   MaxClinder   0 1 000     747200 DEFAU IST   9   Climb   MaxClinder   0 1 000   226     747200 DEFAU IST   3   Acceleral MaxClinder   1 000   226     747200 DEFAU IST   3   Acceleral MaxClinder   1 000   226     747200 DEFAU IST   3   Acceleral MaxClinder   1 000   226     747200 DEFAU IST   5   Climb   MaxClinder   0 3 000     747200 DEFAU IST   5   Climb   MaxClinder   0 3 000     747200 DEFAU IST   5   Climb   MaxClinder   0 3 000     747200 DEFAU IST   6   Acceleral MaxClinder   5 500     747200 DEFAU IST   6   Acceleral MaxClinder   5 500     747200 DEFAU IST   7   Climb   MaxClinder   5 500     747200 DEFAU IST   7   Climb   MaxClinder   7 500     7 500     7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	74710Q	DEFAU	151	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
	74710Q	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	celoOff			
74710Q DEFAUIT   5   Climb   MaxClingter   750   239   74710Q DEFAUIT   7   Climb   MaxClingter   750   259   74710Q DEFAUIT   7   Climb   MaxClingter   750   259   74710Q DEFAUIT   7   Climb   MaxClingter   750   750   750   74710Q DEFAUIT   8   Climb   MaxClingter   750   750   74710Q DEFAUIT   8   Climb   MaxClingter   750   750   74710Q DEFAUIT   1   Takeoff   MaxTakdoff   747200 DEFAUIT   2   Climb   MaxTakdoff   747200 DEFAUIT   3   Acceleral MaxClingter   750   747200 DEFAUIT   4   Acceleral MaxClingter   750   747200 DEFAUIT   5   Climb   MaxClingter   750   747200 DEFAUIT   7   Climb   MaxClingter   750   747200 DEFAUIT   7   Climb   MaxClingter   750   747200 DEFAUIT   7   Climb   MaxClingter   750   747200 DEFAUIT   8   Climb   MaxClingter   7500   747200 DEFAUIT   9   Climb   MaxClingter   7500   747200 DEFAUIT   9   Climb   MaxClingter   7500   747200 DEFAUIT   9   Climb   MaxClingter   7500   747200 DEFAUIT   7   Climb   MaxClingter   7500   747200 DEFAUIT   7   Climb   MaxClingter   7500   747200 DEFAUIT   7   Acceleral MaxClingter   7500   747200 DEFAUIT   7   Acceleral MaxClingter   7500   747200 DEFAUIT   7   Climb   MaxClingter   7500   7500   7500   7500   7500   7500   7500	74710Q	DEFAU	<b>16</b> T	2	Climb	MaxTak	celo0ff	1 000		
74710Q DEFAUET   5	74710Q	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	cdo0ff		1 411	199
74710Q DEFAUET   6   Acceleral MaxClinatero   750   259   74710Q DEFAUET   8   Climb   MaxClinatero   7500   7500   74710Q DEFAUET   8   Climb   MaxClinatero   7500   74710Q DEFAUET   9   Climb   MaxClinatero   10 000   747200 DEFAUET   1   Takeoff   MaxTakdoff   1 000   747200 DEFAUET   2   Climb   MaxTakdoff   1 000   747200 DEFAUET   3   Acceleral MaxTakdoff   1 842   183   747200 DEFAUET   4   Acceleral MaxClinatero   3 000   747200 DEFAUET   5   Climb   MaxClinatero   3 000   747200 DEFAUET   6   Acceleral MaxClinatero   1 000   250   747200 DEFAUET   7   Climb   MaxClinatero   5 500   747200 DEFAUET   8   Climb   MaxClinatero   7 500   747200 DEFAUET   9   Climb   MaxClinatero   10 000   747200 DEFAUET   1   Takeoff   MaxTakdoff   1 000   747200 DEFAUET   2   Climb   MaxTakdoff   1 000   747200 DEFAUET   3   Acceleral MaxTakdoff   1 757   186   747200 DEFAUET   3   Acceleral MaxTakdoff   1 757   186   747200 DEFAUET   4   Acceleral MaxClinatero   3 000   747200 DEFAUET   5   Climb   MaxClinatero   3 000   747200 DEFAUET   5   Climb   MaxClinatero   3 000   747200 DEFAUET   6   Acceleral MaxClinatero   5 500   747200 DEFAUET   7   Climb   MaxClinatero   5 500   747200 DEFAUET   8   Climb   MaxClinatero   5 500   747200 DEFAUET   7   Climb   MaxClinatero   5 500   747200 DEFAUET   8   Climb   MaxClinatero   5 500   747200 DEFAUET   9   Climb   MaxClinatero   7 500   747200 DEFAUET   9   Climb   MaxClinatero   7 500   747200 DEFAUET   9   Climb   MaxClinatero   10 000   747200 DEFAUET   1   Takeoff   MaxTakdoff   10 000   747200 DEFAUET	74710Q	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		750	239
74710Q DEFAU 6T   7   Climb   MaxClinatero   5 500     74710Q DEFAU 6T   8   Climb   MaxClinatero   7 500     74710Q DEFAU 6T   9   Climb   MaxClinatero   10 000   747200 DEFAU IIT   1   Takeoff   MaxTakdoff   1 000   747200 DEFAU IIT   2   Climb   MaxTakdoff   1 000   223   747200 DEFAU IIT   5   Climb   MaxClinatero   3 000   747200 DEFAU IIT   6   Acceleral MaxClinatero   3 000   747200 DEFAU IIT   7   Climb   MaxClinatero   5 500   747200 DEFAU IIT   8   Climb   MaxClinatero   5 500   747200 DEFAU IIT   9   Climb   MaxClinatero   5 500   747200 DEFAU IIT   9   Climb   MaxClinatero   10 000   747200 DEFAU IIT   9   Climb   MaxTakdoff   1 000   747200 DEFAU IIT   9   Climb   MaxTakdoff   1 000   747200 DEFAU IIT   2   Climb   MaxTakdoff   1 000   747200 DEFAU IIT   3   Acceleral MaxTakdoff   1 000   747200 DEFAU IIT   4   Acceleral MaxTakdoff   1 000   747200 DEFAU IIT   5   Climb   MaxTakdoff   1 000   226   747200 DEFAU IIT   5   Climb   MaxClinatero   3 000   747200 DEFAU IIT   5   Climb   MaxClinatero   3 000   747200 DEFAU IIT   5   Climb   MaxClinatero   3 000   747200 DEFAU IIT   6   Acceleral MaxClinatero   5 500   747200 DEFAU IIT   6   Acceleral MaxClinatero   5 500   747200 DEFAU IIT   6   Acceleral MaxClinatero   5 500   747200 DEFAU IIT   7   Climb   MaxClinatero   5 500   747200 DEFAU IIT   7   Climb   MaxClinatero   7 500   747200 DEFAU IIT   9   Climb   MaxClinatero   7 500   747200 DEFAU IIT   9   Climb   MaxClinatero   7 500   747200 DEFAU IIT   9   Climb   MaxClinatero   7 500   747200 DEFAU IIT   1   Takeoff   MaxTakdoff   1 000   747200 DEFAU IIT   1   Takeoff   MaxTakdoff   1 000   747200 DEFAU IIT   2   Climb   MaxClinatero   1 000   747200 DEFAU IIT   2   Climb   MaxClinatero   1 000   7 000   747200 DEFAU IIT   2   Climb   MaxTakdoff   1 000   7 0	74710Q	DEFAU	<b>16</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
74710Q DEFAU 6T   8   Climb   MaxClinztero   7 500   74710Q DEFAU 6T   9   Climb   MaxClinztero   10 000   747200 DEFAU IIT   1   Takeoff   MaxTakdoff   1 000   747200 DEFAU IIT   2   Climb   MaxTakdoff   1 842   183   747200 DEFAU IIT   3   Acceleral MaxClinztero   3 000   747200 DEFAU IIT   5   Climb   MaxClinztero   3 000   747200 DEFAU IIT   6   Acceleral MaxClinztero   1 000   250   747200 DEFAU IIT   7   Climb   MaxClinztero   5 500   747200 DEFAU IIT   8   Climb   MaxClinztero   7 500   747200 DEFAU IIT   9   Climb   MaxClinztero   1 000   747200 DEFAU IIT   9   Climb   MaxClinztero   1 000   747200 DEFAU IIT   9   Climb   MaxTakdoff   1 000   747200 DEFAU IIT   2   Climb   MaxTakdoff   1 000   747200 DEFAU IIT   3   Acceleral MaxTakdoff   1 757   186   747200 DEFAU IIT   4   Acceleral MaxClinztero   3 000   747200 DEFAU IIT   5   Climb   MaxClinztero   3 000   747200 DEFAU IIT   5   Climb   MaxClinztero   3 000   747200 DEFAU IIT   5   Climb   MaxClinztero   3 000   747200 DEFAU IIT   6   Acceleral MaxClinztero   1 000   226   747200 DEFAU IIT   6   Acceleral MaxClinztero   5 500   747200 DEFAU IIT   6   Acceleral MaxClinztero   7 500   747200 DEFAU IIT   7   Climb   MaxClinztero   7 500   747200 DEFAU IIT   8   Climb   MaxClinztero   7 500   747200 DEFAU IIT   9   Climb   MaxClinztero   7 500   747200 DEFAU IIT   1   Takeoff   MaxTakdoff   1 000   747200 DEFAU IIT   2   Climb   MaxClinztero   1 000   7 500   747200 DEFAU IIT   2   Climb   MaxClinztero   1 000   7 500   747200 DEFAU IIT   2   Climb   MaxTakdoff   1 000   7 500   7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	74710Q	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		750	259
74710Q DEFAU IST         9         Climb         MaxClinderol         10 000         1747200         10 000	74710Q	DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
747200   DEFAU IIT   1   Takeoff   MaxTakdoff   1 000     747200   DEFAU IIT   2   Climb   MaxTakdoff   1 000     747200   DEFAU IIT   3   Acceleral   Acceleral	74710Q	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747200   DEFAUIIT   2   Climb   MaxTakdoff   1 000     1 842   183     747200   DEFAUIIT   3   Acceleral axaclino   1 000   223     747200   DEFAUIIT   5   Climb   MaxClino   1 000   250     747200   DEFAUIIT   6   Acceleral axaclino   1 000   250       747200   DEFAUIIT   7   Climb   MaxClino   1 000   250	74710Q	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
747200         DEFAUIIT         3         Acceleral dax Takdoff         1 842         183           747200         DEFAUIIT         4         Acceleral dax Cliridero         1 000         223           747200         DEFAUIIT         5         Climb         Max Cliridero         3 000           747200         DEFAUIIT         6         Acceleral dax Cliridero         1 000         250           747200         DEFAUIIT         7         Climb         Max Cliridero         5 500           747200         DEFAUIIT         9         Climb         Max Cliridero         7 500           747200         DEFAUIIT         9         Climb         Max Cliridero         10 000           747200         DEFAUIT         1         Takeoff         Max Takdoff         1 757         186           747200         DEFAUIT         3         Acceleral dax Cliridero         1 000         226           747200         DEFAUIT         5         Climb         Max Cliridero         1 000         250           747200         DEFAUIT         7         Climb         Max Cliridero         5 500         1 000         250           747200         DEFAUIT         7         Climb         Max	747200	DEFAU	ШТ	1	Takeoff	MaxTak	celo0ff			
747200         DEFAUIIT         4         Acceleral axClingtero         1 000         223           747200         DEFAUIIT         5         Climb         MaxClingtero         3 000           747200         DEFAUIIT         6         Acceleral axClingtero         1 000         250           747200         DEFAUIIT         7         Climb         MaxClingtero         5 500           747200         DEFAUIIT         8         Climb         MaxClingtero         10 000           747200         DEFAUIIT         9         Climb         MaxTakdoff         1 000           747200         DEFAUIT         2         Climb         MaxTakdoff         1 000           747200         DEFAUIT         3         Acceleral axTakdoff         1 757         186           747200         DEFAUIT         4         Acceleral axClingtero         1 000         226           747200         DEFAUIT         5         Climb         MaxClingtero         1 000         250           747200         DEFAUIT         7         Climb         MaxClingtero         5 500         1 000         250           747200         DEFAUIT         8         Climb         MaxClingtero         5 500	747200	DEFAU	ШТ	2	Climb	MaxTak	cdo0ff	1 000		
747200         DEFAUIIT         5         Climb         MaxClinatero         3 000           747200         DEFAUIIT         6         Accelerateraccinatero         1 000         250           747200         DEFAUIIT         7         Climb         MaxClinatero         5 500           747200         DEFAUIIT         8         Climb         MaxClinatero         7 500           747200         DEFAUIIT         9         Climb         MaxClinatero         10 000           747200         DEFAUIIT         1         Takeoff MaxTaketoff         1000           747200         DEFAUIT         2         Climb         MaxTaketoff         1 757         186           747200         DEFAUIT         3         Acceleraterateraccinatero         1 000         226           747200         DEFAUIT         5         Climb         MaxClinatero         1 000         250           747200         DEFAUIT         6         Accelerateraccinatero         1 000         250           747200         DEFAUIT         7         Climb         MaxClinatero         5 500           747200         DEFAUIT         8         Climb         MaxClinatero         7 500           747200	747200	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	cdo0ff		1 842	183
747200         DEFAUIIT         6         AcceleraldaxClinzero         1 000         250           747200         DEFAUIIT         7         Climb         MaxClinzero         5 500           747200         DEFAUIIT         8         Climb         MaxClinzero         7 500           747200         DEFAUIIT         9         Climb         MaxClinzero         10 000           747200         DEFAUIIT         2         Climb         MaxTakdoff         1 000           747200         DEFAUIIT         3         AcceleraldaxTakdoff         1 757         186           747200         DEFAUIIT         4         AcceleraldaxClinzero         1 000         226           747200         DEFAUIIT         5         Climb         MaxClinzero         3 000           747200         DEFAUIIT         6         AcceleraldaxClinzero         3 000           747200         DEFAUIIT         7         Climb         MaxClinzero         5 500           747200         DEFAUIIT         8         Climb         MaxClinzero         5 500           747200         DEFAUIIT         9         Climb         MaxClinzero         7 500           747200         DEFAUIIT         1	747200	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	m <b>o</b> b		1 000	223
747200 DEFAUIIT         7         Climb         MaxClinztero         5 500           747200 DEFAUIIT         8         Climb         MaxClinztero         7 500           747200 DEFAUIIT         9         Climb         MaxClinztero         10 000           747200 DEFAUZT         1         Takeoff MaxTakdoff         1 000           747200 DEFAUZT         2         Climb         MaxTakdoff         1 757         186           747200 DEFAUZT         4         AcceleraldaxClinztero         1 000         226           747200 DEFAUZT         5         Climb         MaxClinztero         1 000         250           747200 DEFAUZT         6         AcceleraldaxClinztero         5 500         1 000         250           747200 DEFAUZT         7         Climb         MaxClinztero         5 500         1 000         250           747200 DEFAUZT         8         Climb         MaxClinztero         7 500         1 000	747200	DEFAU	ШТ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
747200         DEFAUIIT         8         Climb         MaxClinztero         7 500           747200         DEFAUIIT         9         Climb         MaxClinztero         10 000           747200         DEFAUIIT         1         Takeoff         MaxTaketoff         1 000           747200         DEFAUIIT         2         Climb         MaxTaketoff         1 000           747200         DEFAUIIT         3         Acceleraterateraterateraterateraterateraterat	747200	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
747200 DEFAUIT         9         Climb         MaxClimatero         10 000           747200 DEFAUET         1         Takeoff         MaxTakdoff           747200 DEFAUET         2         Climb         MaxTakdoff         1 000           747200 DEFAUET         3         AcceleraldaxTakdoff         1 757         186           747200 DEFAUET         4         AcceleraldaxClimatero         1 000         226           747200 DEFAUET         5         Climb         MaxClimatero         1 000         250           747200 DEFAUET         7         Climb         MaxClimatero         5 500           747200 DEFAUET         8         Climb         MaxClimatero         7 500           747200 DEFAUET         9         Climb         MaxClimatero         10 000           747200 DEFAUET         1         Takeoff         MaxTakdoff           747200 DEFAUET         2         Climb         MaxTakdoff         1 000	747200	DEFAU	ШТ	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
747200         DEFAUET         1         Takeoff MaxTakdoff         1         1000 <td>747200</td> <td>DEFAU</td> <td>ШТ</td> <td>8</td> <td>Climb</td> <td>MaxCli</td> <td>n<b>a</b>tero</td> <td>7 500</td> <td></td> <td></td>	747200	DEFAU	ШТ	8	Climb	MaxCli	n <b>a</b> tero	7 500		
747200 DEFAUET         2         Climb         MaxTakdoff         1 000           747200 DEFAUET         3         Acceleral axTakdoff         1 757 186           747200 DEFAUET         4         Acceleral axClimb         1 000 226           747200 DEFAUET         5         Climb         MaxClimbero         3 000           747200 DEFAUET         6         Acceleral axClimbero         1 000 250           747200 DEFAUET         7         Climb         MaxClimbero         5 500           747200 DEFAUET         8         Climb         MaxClimbero         7 500           747200 DEFAUET         9         Climb         MaxClimbero         10 000           747200 DEFAUET         1         Takeoff         MaxTakdoff           747200 DEFAUET         2         Climb         MaxTakdoff         1 000	747200	DEFAU	ШТ	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
747200 DEFAUET         3         Acceleral ax Takeloff         1 757 186           747200 DEFAUET         4         Acceleral ax Clin b         1 000 226           747200 DEFAUET         5         Climb Max Clin le RO         3 000           747200 DEFAUET         6         Acceleral ax Clin le RO         1 000 250           747200 DEFAUET         7         Climb Max Clin le RO         5 500           747200 DEFAUET         8         Climb Max Clin le RO         7 500           747200 DEFAUET         9         Climb Max Clin le RO         10 000           747200 DEFAUET         1         Takeoff Max Takeloff         1 000           747200 DEFAUET         2         Climb Max Takeloff         1 000	747200	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	edo0ff			
747200 DEFAUET         4         Acceleral axClin b         1 000         226           747200 DEFAUET         5         Climb MaxClin ERO         3 000           747200 DEFAUET         6         Acceleral axClin ERO         1 000         250           747200 DEFAUET         7         Climb MaxClin ERO         5 500           747200 DEFAUET         8         Climb MaxClin ERO         7 500           747200 DEFAUET         9         Climb MaxClin ERO         10 000           747200 DEFAUET         1         Takeoff MaxTakeloff           747200 DEFAUET         2         Climb MaxTakeloff         1 000	747200	DEFAU	21	2	Climb	MaxTak	elo0ff	1 000		
747200 DEFAUET         5         Climb         MaxClinztero         3 000           747200 DEFAUET         6         AccelerateaxClinztero         1 000         250           747200 DEFAUET         7         Climb         MaxClinztero         5 500           747200 DEFAUET         8         Climb         MaxClinztero         7 500           747200 DEFAUET         9         Climb         MaxClinztero         10 000           747200 DEFAUET         1         Takeoff         MaxTaketoff           747200 DEFAUET         2         Climb         MaxTaketoff         1 000	747200	DEFAU	21	3	Acceler	a <b>M</b> axTak	elo0ff		1 757	186
747200 DEFAUET         6         Acceleral axClingtero         1 000 250           747200 DEFAUET         7         Climb MaxClingtero         5 500           747200 DEFAUET         8         Climb MaxClingtero         7 500           747200 DEFAUET         9         Climb MaxClingtero         10 000           747200 DEFAUET         1         Takeoff MaxTakdoff           747200 DEFAUET         2         Climb MaxTakdoff         1 000	747200	DEFAU	21	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	226
747200 DEFAUET         7         Climb MaxClinzterO 5 500           747200 DEFAUET         8         Climb MaxClinzterO 7 500           747200 DEFAUET         9         Climb MaxClinzterO 10 000           747200 DEFAUET         1         Takeoff MaxTakdoff           747200 DEFAUET         2         Climb MaxTakdoff           747200 DEFAUET         2         Climb MaxTakdoff	747200	DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
747200 DEFAUET         8         Climb         MaxClinZERO         7 500           747200 DEFAUET         9         Climb         MaxClinZERO         10 000           747200 DEFAUET         1         Takeoff MaxTakdoff         1000           747200 DEFAUET         2         Climb         MaxTakdoff         1 000	747200	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
747200 DEFAUET         9         Climb         MaxClintterO         10 000           747200 DEFAUET         1         Takeoff MaxTaketoff         1000           747200 DEFAUET         2         Climb         MaxTaketoff         1 000	747200	DEFAU	<b>12</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
747200 DEFAUBT         1         Takeoff MaxTaket@ff           747200 DEFAUBT         2         Climb MaxTaket@ff         1 000	747200	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>z</b> leRO	7 500		
747200 DEFAUBT 2 Climb MaxTakel@ff 1 000	747200	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>z</b> leRO	10 000		
	747200	DEFAU	BL	1	Takeoff	MaxTak	edo0ff			
747200 DEFAUBΓ 3 Acceleral ax Takel of 1 676 189	747200	DEFAU	BL	2	Climb	MaxTak	edo0ff	1 000		
	747200	DEFAU	BT	3	Acceler	a <b>M</b> axTak	elo0ff		1 676	189

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7.45200	DEEAT	ME	4		M. Cir	<b>7</b> 1		1.000	220
747200			4		a <b>M</b> axCli		• 05 -	1 000	229
747200			5	Climb	MaxCli		3 000		
	DEFAU		6		a <b>M</b> axCli			1 000	250
747200	DEFAU	BT	7	Climb	MaxCli	n <b>z</b> leRO	5 500		
747200	DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747200	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
747200	DEFAU	AL LA	1	Takeoff	MaxTak	edo0ff			
747200	DEFAU	<b>M</b> T	2	Climb	MaxTak	edoff	1 000		
747200	DEFAU	WT TW	3	Acceler	a <b>M</b> axTak	edo0ff		1 508	195
747200	DEFAU	TAL	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		750	235
747200	DEFAU	TAL.	5	Climb	MaxCli	n <b>z</b> HERO	3 000		
747200	DEFAU	M.	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		750	255
747200	DEFAU	ИТ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
747200	DEFAU	ИТ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747200	DEFAU	<b>I</b>	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
747200	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	celo0ff			
747200	DEFAU	<b>15</b> T	2	Climb	MaxTak	edo0ff	1 000		
747200	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	edo0ff		1 325	203
747200	DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		750	243
747200	DEFAU	<b>15</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
747200	DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		750	263
747200	DEFAU	<b>15</b> T	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
747200	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747200	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>a</b> lero	10 000		
747200	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	elooff			
747200	DEFAU	<b>16</b> T	2	Climb	MaxTak	elooff	1 000		
747200	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	celoOff		1 146	210
747200	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		500	250
747200	DEFAU	<b>16</b> T	5	Climb	MaxCli	n <b>z</b> leRO	3 000		
747200	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		500	270
747200	DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>z</b> leRO	5 500		
747200	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>z</b> leRO	7 500		
747200	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>Z</b> BERO	10 000		
747200	DEFAU	ПΓ	1	Takeoff	MaxTak	celooff			
					<u> </u>				

747200   DEFAUIT   2   Climb   MaxTakdoff   1 000     1 012   216			1							
747200   DEFAU   17	747200	DEFAU	<b>Ι</b> ΖΓ	2	Climb	MaxTak	celo0ff	1 000		
Table   Tabl	747200	DEFAU	IZΓ	3	Acceler	a <b>M</b> axTak	cdo0ff		1 012	216
747200   DEFAU III   6   Climb   MaxCli   MaxC	747200	DEFAU	IZΓ	4	Acceler	a <b>M</b> axCli	m <b>o</b> b		500	256
747200   DEFAU III   7   Climb   MaxClintero   7   500	747200	DEFAU	<b>17</b> Γ	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		500	276
TATA   DEFAU III   Takeoff   Max Tak   Max T	747200	DEFAU	<b>1</b> 77	6	Climb	MaxCli	m <b>Z</b> ERO	5 500		
Takeoff   MaxTakdoff	747200	DEFAU	IZΓ	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
74720A DEFAUIIT   2   Climb   MaxTakdoff   1 000     2 068   176     74720A DEFAUIIT   3   Acceleral daxTakdoff   2 068   176     74720A DEFAUIIT   4   Acceleral daxClin5b   1 000   239   74720A DEFAUIIT   5   Climb   MaxClin7dERO   3 000   74720A DEFAUIIT   7   Climb   MaxClin7dERO   5 500   74720A DEFAUIIT   8   Climb   MaxClin7dERO   7 500   74720A DEFAUIIT   9   Climb   MaxClin7dERO   1 000   74720A DEFAUIIT   9   Climb   MaxClin7dERO   1 000   74720A DEFAUIIT   1   Takeoff   MaxTakdoff   1 000   74720A DEFAUIIT   2   Climb   MaxTakdoff   1 000   74720A DEFAUIIT   3   Acceleral daxTakdoff   1 000   74720A DEFAUIIT   3   Acceleral daxClin7dERO   3 000   74720A DEFAUIIT   5   Climb   MaxClin7dERO   3 000   74720A DEFAUIIT   6   Acceleral daxClin7dERO   3 000   74720A DEFAUIIT   7   Climb   MaxClin7dERO   3 000   74720A DEFAUIIT   8   Climb   MaxClin7dERO   5 500   74720A DEFAUIIT   8   Climb   MaxClin7dERO   7 500   74720A DEFAUIIT   9   Climb   MaxClin7dERO   7 500   74720A DEFAUIIT   9   Climb   MaxClin7dERO   1 000   74720A DEFAUIIT   9   Climb   MaxClin7dERO   1 000   74720A DEFAUIIT   9   Climb   MaxClin7dERO   1 000   74720A DEFAUIIT   1   Takeoff   MaxTakdoff   1 000   74720A DEFAUIIT   2   Climb   MaxClin7dERO   1 000   74720A DEFAUIIT   3   Acceleral daxClin7dERO   1 000   74720A DEFAUIIT   3   Acceleral daxClin7dERO   1 000   74720A DEFAUIIT   4   Acceleral daxClin7dERO   1 000   74720A DEFAUIIT   5   Climb   MaxClin7dERO   3 000   74720A DEFAUIIT   5   Climb   MaxClin7dERO   3 000   74720A DEFAUIIT   5   Climb   MaxClin7dERO   3 000   74720A DEFAUIIT   7   Climb   MaxClin7dERO   5 500   74720A DEFAUIIT   7   Climb   MaxClin7dERO   5 500   74720A DEFAUIIT   7   Climb   MaxClin7dERO   5 500   74720A DEFAUIIT   8   Climb   MaxClin7dERO   7 500   74720A DEFAUIIT   7   Climb   MaxClin7dERO   7 500   74720A DEFAUIIT   8   Climb   MaxClin7dERO   7 500   74720A DEFAUIIT   7   Climb   MaxClin7dERO   7 500   74720A DEFAUIIT   8   Climb   MaxClin7dERO   7 500   74720A DEFAUIIT   7   Climb   MaxClin7dERO   7	747200	DEFAU	<b>1</b> 77	8	Climb	MaxCli	n <b>a</b> leRO	10 000		
74720A DEFAUIIT   3   Acceleral MaxTak doff   2 068   176   74720A DEFAUIIT   4   Acceleral MaxClindero   3 000   74720A DEFAUIIT   5   Climb   MaxClindero   3 000   74720A DEFAUIIT   7   Climb   MaxClindero   5 500   74720A DEFAUIIT   8   Climb   MaxClindero   7 500   74720A DEFAUIIT   9   Climb   MaxClindero   7 500   74720A DEFAUIIT   9   Climb   MaxClindero   1 000   74720A DEFAUIIT   9   Climb   MaxClindero   1 000   74720A DEFAUIIT   2   Climb   MaxTak doff   1 000   74720A DEFAUIIT   3   Acceleral MaxTak doff   1 000   74720A DEFAUIIT   3   Acceleral MaxTak doff   1 000   242   74720A DEFAUIIT   5   Climb   MaxClindero   3 000   74720A DEFAUIIT   5   Climb   MaxClindero   3 000   74720A DEFAUIIT   6   Acceleral MaxClindero   3 000   74720A DEFAUIIT   7   Climb   MaxClindero   5 500   74720A DEFAUIIT   8   Climb   MaxClindero   5 500   74720A DEFAUIIT   8   Climb   MaxClindero   7 500   74720A DEFAUIIT   9   Climb   MaxClindero   7 500   74720A DEFAUIIT   9   Climb   MaxClindero   7 500   74720A DEFAUIIT   9   Climb   MaxClindero   1 000   74720A DEFAUIIT   1   Takeoff   MaxTak doff   1 000   74720A DEFAUIIT   3   Acceleral MaxTak doff   1 000   74720A DEFAUIIT   3   Acceleral MaxClindero   1 000   74720A DEFAUIIT   4   Acceleral MaxClindero   1 000   74720A DEFAUIIT   5   Climb   MaxClindero   3 000   74720A DEFAUIIT   5   Climb   MaxClindero   5 500   74720A DEFAUIIT   7   Climb   MaxClindero   7 500   74720A DEFAUIIT   7   Climb   MaxClind	74720A	DEFAU	ШТ	1	Takeoff	MaxTak	cdo0ff			
T4720A DEFAUIIT   4   Acceleral MaxClin	74720A	DEFAU	шт	2	Climb	MaxTak	cdo0ff	1 000		
74720A   DEFAU III   5   Climb   MaxClinztero   3 000     1 000   259     74720A   DEFAU III   7   Climb   MaxClinztero   5 500     74720A   DEFAU III   8   Climb   MaxClinztero   7 500     74720A   DEFAU III   9   Climb   MaxClinztero   1 000   0	74720A	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	cdo0ff		2 068	176
74720A         DEFAUIIT         6         Acceleral axClinatero         1 000         259           74720A         DEFAUIIT         7         Climb         MaxClinatero         5 500           74720A         DEFAUIIT         8         Climb         MaxClinatero         7 500           74720A         DEFAUIIT         9         Climb         MaxClinatero         10 000           74720A         DEFAUIIT         1         Takeoff         MaxTaketoff         1 000           74720A         DEFAUIIT         2         Climb         MaxTaketoff         1 000           74720A         DEFAUIIT         3         Acceleral axClinatero         1 000         242           74720A         DEFAUIIT         4         Acceleral axClinatero         3 000         1 000         242           74720A         DEFAUIT         5         Climb         MaxClinatero         3 000         1 000         262           74720A         DEFAUIT         7         Climb         MaxClinatero         5 500         1 000         262           74720A         DEFAUIT         9         Climb         MaxClinatero         7 500         1 000         1 000         1 000         1 000         1 000	74720A	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	239
74720A         DEFAUIIT         7         Climb         MaxClindero         5 500           74720A         DEFAUIIT         8         Climb         MaxClindero         7 500           74720A         DEFAUIIT         9         Climb         MaxClindero         7 500           74720A         DEFAUIIT         9         Climb         MaxTakdoff         1 000           74720A         DEFAUIIT         2         Climb         MaxTakdoff         1 000           74720A         DEFAUIIT         3         AcceleraldaxTakdoff         1 950         179           74720A         DEFAUIIT         4         AcceleraldaxClindero         1 000         242           74720A         DEFAUIIT         5         Climb         MaxClindero         1 000         262           74720A         DEFAUIIT         7         Climb         MaxClindero         5 500         1 000         262           74720A         DEFAUIIT         8         Climb         MaxClindero         7 500         1 000         262           74720A         DEFAUIIT         9         Climb         MaxClindero         7 500         1 000         1 862         182           74720A         DEFAUIIT	74720A	DEFAU	ШТ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
74720A         DEFAUIIT         8         Climb         MaxClinderO         7 500         7 4720A         7 500	74720A	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	259
74720A         DEFAU IIT         9         Climb         MaxClinatero         10 000            74720A         DEFAU IIT         1         Takeoff         MaxTakdoff             74720A         DEFAU IIT         2         Climb         MaxTakdoff         1 000            74720A         DEFAU IIT         3         AcceleraldaxClinatero         1 000         242           74720A         DEFAU IIT         4         AcceleraldaxClinatero         3 000            74720A         DEFAU IIT         6         AcceleraldaxClinatero         3 000            74720A         DEFAU IIT         6         AcceleraldaxClinatero         3 000            74720A         DEFAU IIT         7         Climb         MaxClinatero         5 500            74720A         DEFAU IIT         9         Climb         MaxClinatero         10 000            74720A         DEFAU IIT         1         Takeoff         MaxTakdoff         1 000            74720A         DEFAU IIT         2         Climb         MaxTakdoff         1 000            74720A         DEFAU IIT         4	74720A	DEFAU	ШТ	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
74720A         DEFAUET         1         Takeoff MaxTakdoff         1         1000           74720A         DEFAUET         2         Climb         MaxTakdoff         1 000         179           74720A         DEFAUET         3         AcceleraMaxClimb         1 000         242           74720A         DEFAUET         4         AcceleraMaxClimbero         1 000         242           74720A         DEFAUET         5         Climb         MaxClimbero         1 000         262           74720A         DEFAUET         7         Climb         MaxClimbero         5 500         5 500           74720A         DEFAUET         8         Climb         MaxClimbero         5 500         5 500           74720A         DEFAUET         9         Climb         MaxClimbero         10 000         5 500           74720A         DEFAUET         1         Takeoff MaxTakdoff         1 000         1 000           74720A         DEFAUET         2         Climb         MaxTakdoff         1 000         1 000           74720A         DEFAUET         3         AcceleraMaxTakdoff         1 000         244           74720A         DEFAUET         4         AcceleraMaxClimbe	74720A	DEFAU	шт	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
74720A         DEFAUET         2         Climb         MaxTakdoff         1 000         179           74720A         DEFAUET         3         Acceleral dax Takdoff         1 950         179           74720A         DEFAUET         4         Acceleral dax Climb         1 000         242           74720A         DEFAUET         5         Climb         Max Climb ERO         3 000         262           74720A         DEFAUET         6         Acceleral dax Climb ERO         5 500         1 000         262           74720A         DEFAUET         7         Climb         Max Climb ERO         5 500         1 000         262           74720A         DEFAUET         8         Climb         Max Climb ERO         7 500         1 000         262           74720A         DEFAUET         9         Climb         Max Climb ERO         10 000         1 000 <td>74720A</td> <td>DEFAU</td> <td>ШТ</td> <td>9</td> <td>Climb</td> <td>MaxCli</td> <td>n<b>a</b>leRO</td> <td>10 000</td> <td></td> <td></td>	74720A	DEFAU	ШТ	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
74720A         DEFAUET         3         Acceleral axTakeloff         1 950         179           74720A         DEFAUET         4         Acceleral axClinib         1 000         242           74720A         DEFAUET         5         Climb         MaxCliniteRO         3 000           74720A         DEFAUET         6         Acceleral axCliniteRO         1 000         262           74720A         DEFAUET         7         Climb         MaxCliniteRO         5 500           74720A         DEFAUET         8         Climb         MaxCliniteRO         7 500           74720A         DEFAUET         9         Climb         MaxCliniteRO         10 000           74720A         DEFAUET         1         Takeoff         MaxTakeloff         1 000           74720A         DEFAUET         2         Climb         MaxTakeloff         1 862         182           74720A         DEFAUET         3         Acceleral axTakeloff         1 000         244           74720A         DEFAUET         4         Acceleral axCliniteRO         1 000         244           74720A         DEFAUET         5         Climb         MaxCliniteRO         1 000         264	74720A	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	edo0ff			
74720A         DEFAUET         4         Acceleral axClinde         1 000         242           74720A         DEFAUET         5         Climb         MaxClindero         3 000         1 000         262           74720A         DEFAUET         6         Acceleral axClindero         5 500         1 000         262           74720A         DEFAUET         7         Climb         MaxClindero         5 500         1 000           74720A         DEFAUET         8         Climb         MaxClindero         7 500         1 000           74720A         DEFAUET         9         Climb         MaxClindero         1 000         1 000           74720A         DEFAUBT         1         Takeoff         MaxTakdoff         1 000         1 862         182           74720A         DEFAUBT         3         Acceleral axTakdoff         1 862         182           74720A         DEFAUBT         4         Acceleral axClindero         1 000         244           74720A         DEFAUBT         5         Climb         MaxClindero         1 000         264           74720A         DEFAUBT         6         Acceleral axClindero         5 500         1 000         264      <	74720A	DEFAU	<b>2</b> T	2	Climb	MaxTak	cdo0ff	1 000		
74720A         DEFAUET         5         Climb         MaxClinztero         3 000           74720A         DEFAUET         6         Accelerate axClinztero         1 000         262           74720A         DEFAUET         7         Climb         MaxClinztero         5 500           74720A         DEFAUET         8         Climb         MaxClinztero         7 500           74720A         DEFAUET         9         Climb         MaxClinztero         10 000           74720A         DEFAUET         1         Takeoff         MaxTaketoff         1 000           74720A         DEFAUET         3         Accelerate axTaketoff         1 862         182           74720A         DEFAUET         4         Accelerate axClinztero         1 000         244           74720A         DEFAUET         5         Climb         MaxClinztero         1 000         264           74720A         DEFAUET         6         Accelerate axClinztero         5 500         1 000         264           74720A         DEFAUET         7         Climb         MaxClinztero         5 500         1 000         264	74720A	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	cdo0ff		1 950	179
74720A         DEFAUET         6         Acceleral axClinzero         1 000         262           74720A         DEFAUET         7         Climb         MaxClinzero         5 500           74720A         DEFAUET         8         Climb         MaxClinzero         7 500           74720A         DEFAUET         9         Climb         MaxTakelooff         10 000           74720A         DEFAUET         1         Takeoff MaxTakelooff         1 000         1 862           74720A         DEFAUET         2         Climb         MaxTakelooff         1 862         182           74720A         DEFAUET         3         Acceleral axTakelooff         1 000         244           74720A         DEFAUET         4         Acceleral axClinzero         3 000           74720A         DEFAUET         5         Climb         MaxClinzero         1 000         264           74720A         DEFAUET         7         Climb         MaxClinzero         5 500         1 000         264           74720A         DEFAUET         8         Climb         MaxClinzero         7 500         1 000         264	74720A	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	242
74720A DEFAUET         7         Climb         MaxClinztero         5 500           74720A DEFAUET         8         Climb         MaxClinztero         7 500           74720A DEFAUET         9         Climb         MaxClinztero         10 000           74720A DEFAUET         1         Takeoff MaxTakdoff         1 000           74720A DEFAUET         2         Climb         MaxTakdoff         1 862         182           74720A DEFAUET         3         Acceleral axClinztero         1 000         244           74720A DEFAUET         5         Climb         MaxClinztero         3 000           74720A DEFAUET         6         Acceleral axClinztero         1 000         264           74720A DEFAUET         7         Climb         MaxClinztero         5 500           74720A DEFAUET         8         Climb         MaxClinztero         7 500	74720A	DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>at</b> ERO	3 000		
74720A DEFAUET         8         Climb         MaxClinzterO         7 500           74720A DEFAUET         9         Climb         MaxClinzterO         10 000           74720A DEFAUET         1         Takeoff         MaxTakdoff         1 000           74720A DEFAUET         2         Climb         MaxTakdoff         1 862         182           74720A DEFAUET         4         AccelerateaxTakdoff         1 000         244           74720A DEFAUET         5         Climb         MaxClinzterO         3 000           74720A DEFAUET         6         AccelerateaxClinzterO         1 000         264           74720A DEFAUET         7         Climb         MaxClinzterO         5 500           74720A DEFAUET         8         Climb         MaxClinzterO         7 500	74720A	DEFAU	<b>2</b> T	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 000	262
74720A DEFAUET         9         Climb         MaxClinzterO         10 000           74720A DEFAUET         1         Takeoff MaxTakdoff         1 000           74720A DEFAUET         2         Climb         MaxTakdoff         1 000           74720A DEFAUET         3         AccelerateaxTakdoff         1 862         182           74720A DEFAUET         4         AccelerateaxClinzterO         1 000         244           74720A DEFAUET         5         Climb         MaxClinzterO         3 000           74720A DEFAUET         6         AccelerateaxClinzterO         1 000         264           74720A DEFAUET         7         Climb         MaxClinzterO         5 500           74720A DEFAUET         8         Climb         MaxClinzterO         7 500	74720A	DEFAU	<b>2</b> T	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
74720A DEFAUBT         1         Takeoff MaxTakdoff         1         1000         100	74720A	DEFAU	21	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
74720A DEFAUBT         2         Climb         MaxTakdoff         1 000           74720A DEFAUBT         3         Acceleral axTakdoff         1 862         182           74720A DEFAUBT         4         Acceleral axClim5b         1 000         244           74720A DEFAUBT         5         Climb         MaxClim5teRO         3 000           74720A DEFAUBT         6         Acceleral axClim5teRO         1 000         264           74720A DEFAUBT         7         Climb         MaxClim5teRO         5 500           74720A DEFAUBT         8         Climb         MaxClim5teRO         7 500	74720A	DEFAU	21	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
74720A DEFAUBT         3         Acceleral axTakeloff         1 862         182           74720A DEFAUBT         4         Acceleral axCling b         1 000         244           74720A DEFAUBT         5         Climb MaxCling ERO         3 000           74720A DEFAUBT         6         Acceleral axCling ERO         1 000         264           74720A DEFAUBT         7         Climb MaxCling ERO         5 500           74720A DEFAUBT         8         Climb MaxCling ERO         7 500	74720A	DEFAU	BL	1	Takeoff	MaxTak	elo0ff			
74720A DEFAUBT       4       Acceleral Max Clin 5 b       1 000 244         74720A DEFAUBT       5       Climb Max Clin 2 b ERO 3 000         74720A DEFAUBT       6       Acceleral Max Clin 2 b ERO 1 000 264         74720A DEFAUBT       7       Climb Max Clin 2 b ERO 5 500         74720A DEFAUBT       8       Climb Max Clin 2 b ERO 7 500	74720A	DEFAU	ВГ	2	Climb	MaxTak	celo0ff	1 000		
74720A DEFAUBT         5         Climb         MaxClinzterO         3 000           74720A DEFAUBT         6         AccelerateaxClinzterO         1 000         264           74720A DEFAUBT         7         Climb         MaxClinzterO         5 500           74720A DEFAUBT         8         Climb         MaxClinzterO         7 500	74720A	DEFAU	BT	3	Acceler	a <b>M</b> axTak	celo0ff		1 862	182
74720A DEFAUBT         6         Accelerate axCliniteRO         1 000         264           74720A DEFAUBT         7         Climb         MaxCliniteRO         5 500           74720A DEFAUBT         8         Climb         MaxCliniteRO         7 500	74720A	DEFAU	ВТ	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 000	244
74720A DEFAUBT         7         Climb         MaxClinzterO         5 500           74720A DEFAUBT         8         Climb         MaxClinzterO         7 500	74720A	DEFAU	BL	5	Climb	MaxCli	n <b>z</b> leRO	3 000		
74720A DEFAUBT 8 Climb MaxClinderO 7 500	74720A	DEFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	264
	74720A	DEFAU	ВТ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
74720A DEFAUBT 9 Climb MaxClinderO 10 000	74720A	DEFAU	BT	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
	74720A	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		

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74720 4	DEFAU	ИТ	1	Tokooff	MaxTak	AOFF			
							1 000		
	DEFAU		2	Climb	MaxTak		1 000	1.700	100
	DEFAU		3		a <b>M</b> axTak			1 700	188
	DEFAU		4		a <b>M</b> axCli			750	248
74720A	DEFAU	MT.	5	Climb	MaxCli		3 000		
74720A	DEFAU	<b>A</b> T	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		750	268
74720A	DEFAU	ИТ	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
74720A	DEFAU	M. LA	8	Climb	MaxCli	n <b>z</b> HERO	7 500		
74720A	DEFAU	M.	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
74720A	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	celooff			
74720A	DEFAU	<b>15</b> T	2	Climb	MaxTak	celooff	1 000		
74720A	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	edo0ff		1 520	195
74720A	DEFAU	IST	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		750	254
74720A	DEFAU	<b>15</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
74720A	DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		750	274
74720A	DEFAU	<b>15</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
74720A	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
74720A	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>z</b> leRO	10 000		
74720A	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	elooff			
74720A	DEFAU	<b>16</b> T	2	Climb	MaxTak	doff	1 000		
74720A	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	edoOff		1 313	204
74720A	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		750	264
74720A	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		750	284
74720A	DEFAU	<b>16</b> T	6	Climb	MaxCli	m <b>Z</b> BERO	5 500		
74720A	DEFAU	<b>16</b> T	7	Climb	MaxCli	m <b>Z</b> BERO	7 500		
74720A	DEFAU	<b>16</b> T	8	Climb	MaxCli	m <b>Z</b> BERO	10 000		
74720A	DEFAU	<b>1</b> 77	1	Takeoff	MaxTak	edo0ff			
74720A	DEFAU	<b>1</b> 77	2	Climb	MaxTak	edo0ff	1 000		
74720A	DEFAU	<b>1</b> 71	3	Acceler	a <b>M</b> axTak	edo0ff		1 172	210
74720A	DEFAU	IZΓ	4	Acceler	a <b>M</b> axCli	n <b>o</b> ib		750	272
74720A	DEFAU	IZΓ	5	Acceler	a <b>M</b> axCli	n <b>a</b> lero		750	292
74720A	DEFAU	IZΓ	6	Climb	MaxCli	n <b>a</b> dero	5 500		
74720A	DEFAU	<b>1</b> 77	7	Climb	MaxCli		7 500		
	DEFAU		8	Climb	MaxCli		10 000		
							- 7 - 7		

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Takeoff   MaxTakdoff   1 000   1 100   244   1			1							
74720B   DEFAU III   3   Accelerablax Tak doff   2 497   184   74720B   DEFAU III   4   Accelerablax Clinib   1 000   244   74720B   DEFAU III   5   Climb   Max Clinib   1 000   264   74720B   DEFAU III   6   Accelerablax Clinib   Max Clinib   1 000   264   74720B   DEFAU III   7   Climb   Max Clinib   Max Clinib   7500   74720B   DEFAU III   9   Climb   Max Clinib   Max Clinib   1 000   74720B   DEFAU III   9   Climb   Max Tak doff   1 000   74720B   DEFAU III   3   Accelerablax Tak doff   1 000   74720B   DEFAU III   3   Accelerablax Clinib   1 000   246   74720B   DEFAU III   4   Accelerablax Clinib   1 000   246   74720B   DEFAU III   5   Climb   Max Clinib   1 000   246   74720B   DEFAU III   5   Climb   Max Clinib   1 000   246   74720B   DEFAU III   7   Climb   Max Clinib   1 000   266   74720B   DEFAU III   7   Climb   Max Clinib   1 000   266   74720B   DEFAU III   7   Climb   Max Clinib   1 000   266   74720B   DEFAU III   7   Climb   Max Clinib   1 000   2   74720B   DEFAU III   1   Takcoff   Max Tak doff   1 000   74720B   DEFAU III   2   Climb   Max Tak doff   1 000   74720B   DEFAU III   3   Accelerablax Clinib   1 000   74720B   DEFAU III   3   Accelerablax Clinib   750   249   74720B   DEFAU III   3   Accelerablax Clinib   750   249   74720B   DEFAU III   3   Accelerablax Clinib   750   249   74720B   DEFAU III   3   Accelerablax Clinib   750   269   74720B   DEFAU III   3   Accelerablax Clinib   750   269   74720B   DEFAU III   3   Accelerablax Clinib   750   269   74720B   DEFAU III   3   Accelerablax Clinib   750   254   74720B   DEFAU III   3   Accelerablax Clinib   750   254   74720B   DEFAU III   3   Accelerablax Clinib   750   254   74720B   DEFAU III   4   Accelerablax Clinib   750   254   74720B   DEFAU III   4   Accelerablax Clinib   750   254   74720B   DEFAU III   4   Accelerablax Clinib   750   254   74720B   DEFAU III   5   Climb   Max Clinib   750   254   74720B   DEFAU III   5   Climb   Max Clinib   750   254   74720B   DEFAU III   6   Accelerablax Clinib   750   274   74720B	74720B	DEFAU	ШТ	1	Takeoff	MaxTak	celooff			
74720B   DEFAUIT   4   Acceleral MaxClinide   1 000   244   74720B   DEFAUIT   5   Climb   MaxClinide   3 000     74720B   DEFAUIT   6   Acceleral MaxClinide   7 500     74720B   DEFAUIT   7   Climb   MaxClinide   7 500     74720B   DEFAUIT   8   Climb   MaxClinide   7 500     74720B   DEFAUIT   9   Climb   MaxClinide   7 500     74720B   DEFAUIT   9   Climb   MaxClinide   7 500     74720B   DEFAUIT   2   Climb   MaxClinide   7 500     74720B   DEFAUIT   3   Acceleral MaxClinide   7 1 000   246   74720B   DEFAUIT   5   Climb   MaxClinide   7 1 000   246   74720B   DEFAUIT   5   Climb   MaxClinide   7 500     74720B   DEFAUIT   5   Climb   MaxClinide   7 500     74720B   DEFAUIT   6   Acceleral MaxClinide   7 500     74720B   DEFAUIT   7   Climb   MaxClinide   7 500     74720B   DEFAUIT   8   Climb   MaxClinide   7 500     74720B   DEFAUIT   9   Climb   MaxClinide   7 500     74720B   DEFAUIT   1   Takeoff   MaxTakdoff   1 000   74720B   DEFAUIT   3   Acceleral MaxTakdoff   2 303   190   74720B   DEFAUIT   5   Climb   MaxClinide   7 500   249   74720B   DEFAUIT   6   Acceleral MaxClinide   7 500   249   74720B   DEFAUIT   7   Climb   MaxClinide   7 500	74720B	DEFAU	ШТ	2	Climb	MaxTak	celooff	1 000		
74720B   DEFAUIT   5   Climb   MaxClinitero   3 000	74720B	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	edo0ff		2 497	184
74720B DEFAUIT   6   Acceleral MaxClinatero   1 000   264	74720B	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	244
74720B DEFAUIT   7   Climb   MaxClinatero   7 500	74720B	DEFAU	ШТ	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
74720B DEFAUIT   8   Climb   MaxClinztero   7 500   74720B DEFAUIT   9   Climb   MaxClinztero   10 000   74720B DEFAUIT   2   Climb   MaxTak doff   1 000   74720B DEFAUIT   3   AcceleraMaxTak doff   1 000   246   74720B DEFAUIT   5   Climb   MaxClinztero   3 000   74720B DEFAUIT   5   Climb   MaxClinztero   1 000   246   74720B DEFAUIT   6   AcceleraMaxClinztero   1 000   266   74720B DEFAUIT   7   Climb   MaxClinztero   5 500   74720B DEFAUIT   8   Climb   MaxClinztero   5 500   74720B DEFAUIT   9   Climb   MaxClinztero   7 500   74720B DEFAUIT   9   Climb   MaxTak doff   1 000   74720B DEFAUIT   1   Takeoff   MaxTak doff   1 000   74720B DEFAUIT   2   Climb   MaxTak doff   1 000   74720B DEFAUIT   3   AcceleraMaxTak doff   2 303   190   74720B DEFAUIT   3   AcceleraMaxClinztero   750   249   74720B DEFAUIT   5   Climb   MaxClinztero   750   249   74720B DEFAUIT   6   AcceleraMaxClinztero   750   269   74720B DEFAUIT   7   Climb   MaxClinztero   750   269   74720B DEFAUIT   8   Climb   MaxClinztero   750   269   74720B DEFAUIT   7   Climb   MaxClinztero   750   269   74720B DEFAUIT   8   Climb   MaxClinztero   750   269   74720B DEFAUIT   8   Climb   MaxClinztero   750   269   74720B DEFAUIT   8   Climb   MaxClinztero   750   269   74720B DEFAUIT   1   Takeoff   MaxTak doff   1 000   74720B DEFAUIT   2   Climb   MaxClinztero   750   254   74720B DEFAUIT   3   AcceleraMaxClinztero   750   254   74720B DEFAUIT   5   Climb   MaxClinztero   750   254   74720B DEFAUIT   5   Climb   MaxClinztero   750   254   74720B DEFAUIT   5   Climb   MaxClinztero   750   274   74720B DEFAUIT   6   AcceleraMaxClinztero   750   274   74220B DE	74720B	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	264
74720B DEFAUET   9   Climb   MaxClinatero   10 000	74720B	DEFAU	шт	7	Climb	MaxCli	n <b>z</b> lERO	5 500		
Takeoff   MaxTakdoff   1 000   1	74720B	DEFAU	ШТ	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
T4720B   DEFAU ET   2   Climb   MaxTak doff   1 000   2 397   187	74720B	DEFAU	шт	9	Climb	MaxCli	n <b>z</b> lERO	10 000		
74720B   DEFAUET   3   AcceleralMaxTakeloff   2 397   187   74720B   DEFAUET   5   Climb   MaxClinatero   3 000   74720B   DEFAUET   6   AcceleralMaxClinatero   1 000   266   74720B   DEFAUET   7   Climb   MaxClinatero   5 500   74720B   DEFAUET   8   Climb   MaxClinatero   7 500   74720B   DEFAUET   9   Climb   MaxClinatero   7 500   74720B   DEFAUET   9   Climb   MaxClinatero   1 000   6   74720B   DEFAUET   1   Takeoff   MaxTakeloff   1 000   74720B   DEFAUET   2   Climb   MaxTakeloff   1 000   74720B   DEFAUET   3   AcceleralMaxTakeloff   2 303   190   74720B   DEFAUET   4   AcceleralMaxClinatero   7 50   249   74720B   DEFAUET   5   Climb   MaxClinatero   7 50   269   74720B   DEFAUET   7   Climb   MaxClinatero   7 500   7 500   7 4720B   DEFAUET   8   Climb   MaxClinatero   7 500   7 4720B   DEFAUET   8   Climb   MaxClinatero   7 500   7 4720B   DEFAUET   9   Climb   MaxClinatero   10 000   7 4720B   DEFAUET   1   Takeoff   MaxTakeloff   1 000   7 4720B   DEFAUET   2   Climb   MaxClinatero   10 000   7 4720B   DEFAUET   2   Climb   MaxClinatero   10 000   7 4720B   DEFAUET   2   Climb   MaxTakeloff   1 000   7 4720B   DEFAUET   2   Climb   MaxTakeloff   1 000   7 4720B   DEFAUET   3   AcceleralMaxClinatero   7 50   2 54   7 4720B   DEFAUET   5   Climb   MaxClinatero   7 50   2 54   7 4720B   DEFAUET   5   Climb   MaxClinatero   7 50   2 54   7 4720B   DEFAUET   5   Climb   MaxClinatero   7 50   2 54   7 4720B   DEFAUET   5   Climb   MaxClinatero   7 50   2 54   7 4720B   DEFAUET   5   Climb   MaxClinatero   7 50   2 54   7 4720B   DEFAUET   5   Climb   MaxClinatero   7 50   2 54   7 4720B   DEFAUET   5   Climb   MaxClinatero   7 50   2 54   7 4720B   DEFAUET   5   Climb   MaxClinatero   7 50   2 54   7 4720B   DEFAUET   6   AcceleralMaxClinatero   7 50   2 7 4   7 4 4 4   7 4 4 4   7 4 4 4   7 4 4 4   7 4 4   7 4 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4 4   7 4   7 4   7 4 4   7 4 4   7 4   7 4   7 4 4   7 4   7 4   7 4   7 4   7 4	74720B	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	edo0ff			
74720B DEFAUET         4         Acceleral axClind b         1 000         246           74720B DEFAUET         5         Climb         MaxClindero         3 000	74720B	DEFAU	<b>2</b> T	2	Climb	MaxTak	edo0ff	1 000		
74720B DEFAU ET         5         Climb         MaxClinitero         3 000         266           74720B DEFAU ET         6         Acceleral MaxClinitero         1 000         266           74720B DEFAU ET         7         Climb         MaxClinitero         5 500           74720B DEFAU ET         8         Climb         MaxClinitero         7 500           74720B DEFAU ET         9         Climb         MaxClinitero         10 000           74720B DEFAU ET         1         Takeoff MaxTakdoff         1 000           74720B DEFAU ET         2         Climb         MaxTakdoff         2 303         190           74720B DEFAU ET         3         Acceleral MaxClinitero         7 50         249           74720B DEFAU ET         5         Climb         MaxClinitero         7 50         249           74720B DEFAU ET         6         Acceleral MaxClinitero         7 50         269           74720B DEFAU ET         7         Climb         MaxClinitero         7 500           74720B DEFAU ET         9         Climb         MaxClinitero         7 500           74720B DEFAU ET         1         Takeoff         MaxTakdoff         1 000           74720B DEFAU ET         2	74720B	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	doff		2 397	187
74720B DEFAUET         6         Acceleral axClinatero         1 000         266           74720B DEFAUET         7         Climb         MaxClinatero         5 500         74720B           74720B DEFAUET         8         Climb         MaxClinatero         7 500         74720B           74720B DEFAUET         9         Climb         MaxClinatero         10 000         74720B           74720B DEFAUET         1         Takeoff         MaxTakdoff         7         2 303         190           74720B DEFAUET         2         Climb         MaxClinatero         750         249           74720B DEFAUET         4         Acceleral axClinatero         750         249           74720B DEFAUET         5         Climb         MaxClinatero         750         269           74720B DEFAUET         7         Climb         MaxClinatero         750         269           74720B DEFAUET         8         Climb         MaxClinatero         750         269           74720B DEFAUET         9         Climb         MaxClinatero         750         269           74720B DEFAUET         1         Takeoff         MaxClinatero         750         269           74720B DEFAUET <t< td=""><td>74720B</td><td>DEFAU</td><td>21</td><td>4</td><td>Acceler</td><td>a<b>M</b>axCli</td><td>m<b>5</b>b</td><td></td><td>1 000</td><td>246</td></t<>	74720B	DEFAU	21	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	246
74720B DEFAUET         7         Climb         MaxClinzero         5 500           74720B DEFAUET         8         Climb         MaxClinzero         7 500           74720B DEFAUET         9         Climb         MaxTakdoff           74720B DEFAUET         1         Takeoff MaxTakdoff         1 000           74720B DEFAUET         2         Climb         MaxTakdoff         2 303         190           74720B DEFAUET         3         AcceleraldaxClinzero         7 50         249           74720B DEFAUET         5         Climb         MaxClinzero         3 000           74720B DEFAUET         6         AcceleraldaxClinzero         7 50         269           74720B DEFAUET         7         Climb         MaxClinzero         5 500           74720B DEFAUET         8         Climb         MaxClinzero         7 500           74720B DEFAUET         9         Climb         MaxClinzero         10 000           74720B DEFAUET         1         Takeoff         MaxTakdoff           74720B DEFAUET         2         Climb         MaxTakdoff         1 000           74720B DEFAUET         3         AcceleraldaxClinzero         7 50         254           74720B DEFAUET <td>74720B</td> <td>DEFAU</td> <td>21</td> <td>5</td> <td>Climb</td> <td>MaxCli</td> <td>n<b>a</b>leRO</td> <td>3 000</td> <td></td> <td></td>	74720B	DEFAU	21	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
74720B DEFAUET         8         Climb         MaxClindero         7 500           74720B DEFAUET         9         Climb         MaxClindero         10 000           74720B DEFAUBT         1         Takeoff MaxTakdoff         1000           74720B DEFAUBT         2         Climb         MaxTakdoff         1000           74720B DEFAUBT         3         AcceleraldaxTakdoff         2 303         190           74720B DEFAUBT         4         AcceleraldaxClindero         750         249           74720B DEFAUBT         5         Climb         MaxClindero         750         269           74720B DEFAUBT         7         Climb         MaxClindero         5 500         5500           74720B DEFAUBT         8         Climb         MaxClindero         7 500         6           74720B DEFAUBT         9         Climb         MaxClindero         7 500         6           74720B DEFAUBT         1         Takeoff         MaxTakdoff         1 000         6           74720B DEFAUBT         2         Climb         MaxTakdoff         2 109         196           74720B DEFAUBT         3         AcceleraldaxClindero         750         254           74720B DEFAUBT	74720B	DEFAU	<b>2</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> lero		1 000	266
74720B DEFAUET         9         Climb         MaxClindero         10 000           74720B DEFAUET         1         Takeoff MaxTakdoff         1000           74720B DEFAUET         2         Climb         MaxTakdoff         1000           74720B DEFAUET         3         AcceleraldaxClinde         2 303         190           74720B DEFAUET         4         AcceleraldaxClindero         750         249           74720B DEFAUET         5         Climb         MaxClindero         3 000         750         269           74720B DEFAUET         6         AcceleraldaxClindero         5 500         750         269           74720B DEFAUET         8         Climb         MaxClindero         5 500         750           74720B DEFAUET         9         Climb         MaxClindero         7 500         700           74720B DEFAUET         1         Takeoff         MaxTakdoff         10 000         74720B           74720B DEFAUET         2         Climb         MaxTakdoff         1 000         74720B           74720B DEFAUET         3         AcceleraldaxTakdoff         2 109         196           74720B DEFAUET         4         AcceleraldaxClindero         750         254     <	74720B	DEFAU	20	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
74720B DEFAUBT         1         Takeoff MaxTakeloff         1 000           74720B DEFAUBT         2         Climb MaxTakeloff         1 000           74720B DEFAUBT         3         AcceleraldaxTakeloff         2 303 190           74720B DEFAUBT         4         AcceleraldaxClimbb         750 249           74720B DEFAUBT         5         Climb MaxClimbero         3 000           74720B DEFAUBT         6         AcceleraldaxClimbero         750 269           74720B DEFAUBT         7         Climb MaxClimbero         5 500           74720B DEFAUBT         8         Climb MaxClimbero         7 500           74720B DEFAUBT         9         Climb MaxClimbero         10 000           74720B DEFAUBT         1         Takeoff MaxTakeloff         1 000           74720B DEFAUBT         2         Climb MaxTakeloff         2 109 196           74720B DEFAUBT         3         AcceleraldaxTakeloff         2 109 196           74720B DEFAUBT         4         AcceleraldaxClimbe         750 254           74720B DEFAUBT         5         Climb MaxClimbero         750 254           74720B DEFAUBT         6         AcceleraldaxClimbero         750 274	74720B	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> lero	7 500		
74720B DEFAUBT         2         Climb         MaxTakeloff         1 000           74720B DEFAUBT         3         AcceleraldaxTakeloff         2 303         190           74720B DEFAUBT         4         AcceleraldaxClindero         750         249           74720B DEFAUBT         5         Climb         MaxClindero         3 000           74720B DEFAUBT         6         AcceleraldaxClindero         750         269           74720B DEFAUBT         7         Climb         MaxClindero         5 500           74720B DEFAUBT         8         Climb         MaxClindero         7 500           74720B DEFAUBT         9         Climb         MaxClindero         10 000           74720B DEFAUBT         1         Takeoff         MaxTakeloff         1 000           74720B DEFAUBT         2         Climb         MaxTakeloff         2 109         196           74720B DEFAUBT         3         AcceleraldaxClindero         750         254           74720B DEFAUBT         5         Climb         MaxClindero         750         274           74720B DEFAUBT         6         AcceleraldaxClindero         750         274	74720B	DEFAU	21	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
74720B DEFAUBT         3         Acceleral axTakeloff         2 303 190           74720B DEFAUBT         4         Acceleral axClindb         750 249           74720B DEFAUBT         5         Climb MaxClindero         3 000           74720B DEFAUBT         6         Acceleral axClindero         750 269           74720B DEFAUBT         7         Climb MaxClindero         5 500           74720B DEFAUBT         8         Climb MaxClindero         7 500           74720B DEFAUBT         9         Climb MaxClindero         10 000           74720B DEFAUBT         1         Takeoff MaxTakeloff         1 000           74720B DEFAUBT         2         Climb MaxTakeloff         2 109 196           74720B DEFAUBT         3         Acceleral axClindero         750 254           74720B DEFAUBT         5         Climb MaxClindero         750 254           74720B DEFAUBT         5         Climb MaxClindero         750 254           74720B DEFAUBT         5         Climb MaxClindero         750 274	74720B	DEFAU	BL	1	Takeoff	MaxTak	doff			
74720B DEFAUBT         4         Acceleral axClim5b         750         249           74720B DEFAUBT         5         Climb         MaxClim5tero         3 000         750         269           74720B DEFAUBT         6         Acceleral axClim5tero         750         269           74720B DEFAUBT         7         Climb         MaxClim5tero         5 500           74720B DEFAUBT         8         Climb         MaxClim5tero         7 500           74720B DEFAUBT         9         Climb         MaxClim5tero         10 000           74720B DEFAUBT         1         Takeoff MaxTakdoff         1 000           74720B DEFAUBT         2         Climb         MaxTakdoff         2 109         196           74720B DEFAUBT         4         Acceleral axClim5tero         750         254           74720B DEFAUBT         5         Climb         MaxClim5tero         3 000           74720B DEFAUBT         5         Climb         MaxClim5tero         750         274	74720B	DEFAU	BL	2	Climb	MaxTak	edo0ff	1 000		
74720B DEFAUBT         5         Climb         MaxClinzero         3 000           74720B DEFAUBT         6         Acceleral axClinzero         750         269           74720B DEFAUBT         7         Climb         MaxClinzero         5 500           74720B DEFAUBT         8         Climb         MaxClinzero         7 500           74720B DEFAUBT         9         Climb         MaxClinzero         10 000           74720B DEFAUBT         1         Takeoff MaxTakdoff         1 000           74720B DEFAUBT         2         Climb         MaxTakdoff         2 109         196           74720B DEFAUBT         4         Acceleral axTakdoff         750         254           74720B DEFAUBT         5         Climb         MaxClinzero         3 000           74720B DEFAUBT         5         Climb         MaxClinzero         3 000           74720B DEFAUBT         6         Acceleral axClinzero         750         274	74720B	DEFAU	BL	3	Acceler	a <b>M</b> axTak	doff		2 303	190
74720B DEFAUBT         6         Accelerate axClinitero         750         269           74720B DEFAUBT         7         Climb MaxClinitero         5 500           74720B DEFAUBT         8         Climb MaxClinitero         7 500           74720B DEFAUBT         9         Climb MaxClinitero         10 000           74720B DEFAUBT         1         Takeoff MaxTakdoff         1 000           74720B DEFAUBT         2         Climb MaxTakdoff         1 000           74720B DEFAUBT         3         Accelerate axTakdoff         2 109         196           74720B DEFAUBT         4         Accelerate axClinite         750         254           74720B DEFAUBT         5         Climb MaxClinitero         3 000           74720B DEFAUBT         6         Accelerate axClinitero         750         274	74720B	DEFAU	BL	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		750	249
74720B DEFAUBT         7         Climb         MaxClinzero         5 500           74720B DEFAUBT         8         Climb         MaxClinzero         7 500           74720B DEFAUBT         9         Climb         MaxClinzero         10 000           74720B DEFAUBT         1         Takeoff         MaxTaketoff           74720B DEFAUBT         2         Climb         MaxTaketoff         1 000           74720B DEFAUBT         3         AccelerateaxTaketoff         2 109         196           74720B DEFAUBT         4         AccelerateaxClinzero         750         254           74720B DEFAUBT         5         Climb         MaxClinzero         3 000           74720B DEFAUBT         6         AccelerateaxClinzero         750         274	74720B	DEFAU	BL	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
74720В DEFAUBT         8         Climb         MaxClinzero         7 500           74720В DEFAUBT         9         Climb         MaxClinzero         10 000           74720В DEFAUBT         1         Takeoff MaxTaketoff         1 000           74720В DEFAUBT         2         Climb         MaxTaketoff         1 000           74720В DEFAUBT         3         AcceleratetaxTaketoff         2 109         196           74720В DEFAUBT         4         AcceleratetaxClinzero         750         254           74720В DEFAUBT         5         Climb         MaxClinzero         3 000           74720В DEFAUBT         6         AcceleratetaxClinzero         750         274	74720B	DEFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		750	269
74720В DEFAUBT         9         Climb         MaxClinZERO         10 000           74720В DEFAUBT         1         Takeoff         MaxTaketoff         1 000           74720В DEFAUBT         2         Climb         MaxTaketoff         1 000           74720В DEFAUBT         3         AccelerateaxTaketoff         2 109         196           74720В DEFAUBT         4         AccelerateaxClin5b         750         254           74720В DEFAUBT         5         Climb         MaxClinZERO         3 000           74720В DEFAUBT         6         AccelerateaxClinZERO         750         274	74720B	DEFAU	BL	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
74720В DEFAUMT       1       Takeoff MaxTakdoff       1000         74720В DEFAUMT       2       Climb MaxTakdoff       1000         74720В DEFAUMT       3       Acceleral axTakdoff       2 109       196         74720В DEFAUMT       4       Acceleral axClimb       750       254         74720В DEFAUMT       5       Climb MaxClimatero       3 000         74720В DEFAUMT       6       Acceleral axClimatero       750       274	74720B	DEFAU	BL	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
74720В DEFAUMT         2         Climb         MaxTakdoff         1 000           74720В DEFAUMT         3         Acceleral axTakdoff         2 109         196           74720В DEFAUMT         4         Acceleral axClimb         750         254           74720В DEFAUMT         5         Climb         MaxClimatero         3 000           74720В DEFAUMT         6         Acceleral axClimatero         750         274	74720B	DEFAU	ВГ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
74720В DEFAUHT       3       Acceleral dax Tak doff       2 109       196         74720В DEFAUHT       4       Acceleral dax Clin 5b       750       254         74720В DEFAUHT       5       Climb       Max Clin 2 ERO       3 000         74720В DEFAUHT       6       Acceleral dax Clin 2 ERO       750       274	74720B	DEFAU	ИТ	1	Takeoff	MaxTak	doff			
74720В DEFAUHT         4         Acceleral axClin b         750         254           74720В DEFAUHT         5         Climb         MaxClin ERO         3 000           74720В DEFAUHT         6         Acceleral axClin ERO         750         274	74720B	DEFAU	ИТ	2	Climb	MaxTak	celo0ff	1 000		
74720В DEFAUHT         5         Climb         MaxClinAteRO         3 000           74720В DEFAUHT         6         AccelerateaxClinAteRO         750         274	74720B	DEFAU	ИТ	3	Acceler	a <b>M</b> axTak	doff		2 109	196
74720B DEFAUM 6 Acceleral axClin MERO 750 274	74720B	DEFAU	ИТ	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		750	254
	74720B	DEFAU	ИТ	5	Climb	MaxCli	n <b>z</b> lERO	3 000		
74720B DEFAUMT 7 Climb MaxClinMeRO 5 500	74720B	DEFAU	ИТ	6	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		750	274
	74720B	DEFAU	ИТ	7	Climb	MaxCli	n <b>z</b> lERO	5 500		

74720B	DEFAU	WT TW	8	Climb	MaxCli	n <b>z</b> HERO	7 500			
74720B	DEFAU	M. J.M.	9	Climb	MaxCli	n <b>a</b> tero	10 000			
74720B	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	edo0ff				
74720B	DEFAU	<b>15</b> T	2	Climb	MaxTak	celooff	1 000			
74720B	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	celooff		1 900	204	
74720B	DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		750	263	
74720B	DEFAU	<b>15</b> T	5	Climb	MaxCli	n <b>a</b> leRO	3 000			
74720B	DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		750	283	
74720B	DEFAU	<b>15</b> T	7	Climb	MaxCli	n <b>a</b> tero	5 500			
74720B	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>a</b> leRO	7 500			
74720B	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>a</b> leRO	10 000			
74720B	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	doff				
74720B	DEFAU	<b>16</b> T	2	Climb	MaxTak	doff	1 000			
74720B	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	doff		1 699	211	
74720B	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		750	272	
74720B	DEFAU	<b>16</b> T	5	Climb	MaxCli	n <b>a</b> leRO	3 000			
74720B	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		750	292	
74720B	DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>z</b> lERO	5 500			
74720B	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>a</b> leRO	7 500			
74720B	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>a</b> leRO	10 000			
74720B	DEFAU	177	1	Takeoff	MaxTak	celo0ff				
74720B	DEFAU	177	2	Climb	MaxTak	doff	1 000			
74720B	DEFAU	177	3	Acceler	a <b>M</b> axTak	doff		1 547	218	
74720B	DEFAU	177	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		750	279	
74720B	DEFAU	177	5	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		750	299	
74720B	DEFAU	177	6	Climb	MaxCli	n <b>a</b> leRO	5 500			
74720B	DEFAU	177	7	Climb	MaxCli	n <b>a</b> leRO	7 500			
74720B	DEFAU	177	8	Climb	MaxCli	n <b>a</b> leRO	10 000			
747400	DEFAU	ШТ	1	Takeoff	MaxTak	doff				
747400	DEFAU	ΊΤ	2	Climb	MaxTak	æloff0	1 000			
747400	DEFAU	ПТ	3	Acceler	a <b>M</b> axCli	m110		1 533,3	190,8	
747400	DEFAU	ПТ	4	Acceler	a <b>M</b> axCli	mlb_05		1 798,9	242	
747400	DEFAU	ШТ	5	Climb	MaxCli	m <b>5</b> b	3 869			

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747400	DEFAU	ШТ	6	Acceler	a <b>lt⁄a</b> axCli	n <b>z</b> tERO		2 198,9	269
747400	DEFAU	ШΤ	7	Climb	MaxCli	mlb_00H	5 500		
747400	DEFAU	ПТ	8	Climb	MaxCli	н10 <u>0</u> ф	7 500		
747400	DEFAU	ПТ	9	Climb	MaxCli	т <u>в</u> 00Н	10 000		
747400	DEFAU	<b>2</b> T	1	Takeoff	MaxTal	cdo0ff			
747400	DEFAU	<b>2</b> T	2	Climb	MaxTal	eEoff0	1 000		
747400	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	m1 <b>6</b>		1 507,6	192,9
747400	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	mlb_05		1 718,8	244,6
747400	DEFAU	<b>2</b> T	5	Climb	MaxCli	m <u>lb</u> 01	3 756		
747400	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	mlb_00H		2 111,9	269
747400	DEFAU	<b>2</b> T	7	Climb	MaxCli	mlb_00H	5 500		
747400	DEFAU	<b>2</b> T	8	Climb	MaxCli	mlb_00H	7 500		
747400	DEFAU	<b>2</b> T	9	Climb	MaxCli	mlb_00H	10 000		
747400	DEFAU	BT	1	Takeoff	MaxTal	celo0ff			
747400	DEFAU	BT	2	Climb	MaxTal	eEoff0	1 000		
747400	DEFAU	BT	3	Acceler	a <b>M</b> axCli	m1 <b>6</b>		1 412,1	195,1
747400	DEFAU	BT	4	Acceler	a <b>M</b> axCli	mlb_05		1 660,4	247,2
747400	DEFAU	BT	5	Climb	MaxCli	m <u>lb</u> 01	3 637		
747400	DEFAU	BT	6	Acceler	a <b>M</b> axCli	n <b>a</b> tERO		2 033,6	269
747400	DEFAU	BT	7	Climb	MaxCli	mlb_00H	5 500		
747400	DEFAU	BT	8	Climb	MaxCli	mlb_00H	7 500		
747400	DEFAU	BT	9	Climb	MaxCli	mlb_00H	10 000		
747400	DEFAU	<b>W</b> T	1	Takeoff	MaxTal	celo0ff			
747400	DEFAU	WT TW	2	Climb	MaxTak	eToff0	1 000		
747400	DEFAU	<b>I</b>	3	Acceler	a <b>M</b> axCli	m <b>16</b>		1 310,5	199,4
747400	DEFAU	<b>A</b> L	4	Acceler	a <b>M</b> axCli	mlb_05		1 531,8	252,3
747400	DEFAU	ИТ	5	Climb	MaxCli	mlb_01	3 435		
747400	DEFAU	TAL.	6	Acceler	a <b>M</b> axCli	n <b>a</b> tERO		1 882,8	269

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747400	DEFAU	ИТ	7	Climb	MaxCli	mlb_00H	5 500		
747400	DEFAU	<b>M</b> T	8	Climb	MaxCli	mlb_00H	7 500		
747400	DEFAU	<b>M</b> T	9	Climb	MaxCli	mlb_00H	10 000		
747400	DEFAU	BL	1	Takeoff	MaxTak	elo0ff			
747400	DEFAU	BL	2	Climb	MaxTak	eToff0	1 000		
747400	DEFAU	TST	3	Acceler	a <b>M</b> axCli	m1 <b>6</b>		1 182,2	204,8
747400	DEFAU	IST	4	Acceler	a <b>M</b> axCli	nflb_05		1 402,6	258,4
747400	DEFAU	<b>15</b> T	5	Climb	MaxCli	mlb_01	3 199		
747400	DEFAU	ТБТ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 724,1	269
747400	DEFAU	<b>15</b> T	7	Climb	MaxCli	mlb_00H	5 500		
747400	DEFAU	<b>15</b> T	8	Climb	MaxCli	mlb_00H	7 500		
747400	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>a</b> tero	10 000		
747400	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	elo0ff			
747400	DEFAU	<b>16</b> T	2	Climb	MaxTak	eToff0	1 000		
747400	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 088,1	210,4
747400	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 372	259,5
747400	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	mlb_01		1 432,4	264,7
747400	DEFAU	<b>16</b> T	6	Climb	MaxCli	mlb_01	3 004		
747400	DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 560	269
747400	DEFAU	<b>16</b> T	8	Climb	MaxCli	mlb_00H	5 500		
747400	DEFAU	<b>16</b> T	9	Climb	MaxCli	т <u>в</u> 00Н	7 500		
747400	DEFAU	<b>16</b> T	10	Climb	MaxCli	mlb_00H	10 000		
747400	DEFAU	<b>17</b> T	1	Takeoff	MaxTak	edo0ff			
747400	DEFAU	<b>1</b> 77	2	Climb	MaxTak	eToff0H	1 000		
747400	DEFAU	<b>17</b> Γ	3	Acceler	a <b>M</b> axCli	m1 <b>16</b>		963,6	216,4
747400	DEFAU	IZΓ	4	Acceler	a <b>M</b> axCli	n <b>ī</b> b		1 114,2	259,6
747400	DEFAU	<b>Ι</b> ΖΓ	5	Climb	MaxCli	mlb_01	2 544		
747400	DEFAU	IZΓ	6	Acceler	a <b>M</b> axCli	mlb_05		1 329,4	270
747400	DEFAU	<u>17</u> Γ	7	Climb	MaxCli	mlb_00H	5 500		
747400	DEFAU	IZΓ	8	Climb	MaxCli	mlb_00H	7 500		

747400	DEFAU	177	9	Climb	MaxCli	mlp_00H	10 000		
747400	DEFAU	<b>I</b> 8T	1	Takeoff	MaxTak	cdo0ff			
747400	DEFAU	<b>I</b> 8T	2	Climb	MaxTak	eToff0H	1 000		
747400	DEFAU	<b>I</b> 8T	3	Acceler	a <b>M</b> axCli	m1 <b>6</b>		855,6	222,8
747400	DEFAU	<b>I</b> 8T	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		968,9	259,6
747400	DEFAU	<b>I</b> 8T	5	Climb	MaxCli	mlb_01	2 561		
747400	DEFAU	181	6	Acceler	a <b>M</b> axCli	mlb_01		1 173,1	270
747400	DEFAU	<b>I</b> 8T	7	Acceler	a <b>M</b> axCli	т <u>в</u> 00Н		1 260	278
747400	DEFAU	<b>I</b> 8T	8	Climb	MaxCli	mlb_00H	5 500		
747400	DEFAU	<b>I</b> 8T	9	Climb	MaxCli	mlb_00H	7 500		
747400	DEFAU	<b>I</b> 8T	10	Climb	MaxCli	mlb_00H	10 000		
747400	DEFAU	19T	1	Takeoff	MaxTak	eloff			
747400	DEFAU	191	2	Climb	MaxTak	eToff0H	1 000		
747400	DEFAU	191	3	Acceler	a <b>M</b> axCli	m1 <b>6</b>		783,8	226,8
747400	DEFAU	19T	4	Acceler	a <b>M</b> axCli	n <b>o</b> b		884,5	259,6
747400	DEFAU	191	5	Climb	MaxCli	mlb_01	2 600		
747400	DEFAU	191	6	Acceler	a <b>M</b> axCli	mlb_01		1 078,7	271,8
747400	DEFAU	191	7	Acceler	a <b>M</b> axCli	mlb_00H		1 182,6	282,7
747400	DEFAU	<b>19</b> T	8	Climb	MaxCli	т <u>в</u> 00Н	5 500		
747400	DEFAU	191	9	Climb	MaxCli	т <u>в</u> 00Н	7 500		
747400	DEFAU	<b>19</b> T	10	Climb	MaxCli	т <u>в</u> 00Н	10 000		
747400	ICAO_	A1	1	Takeoff	MaxTak	elo0ff			
747400	ICAO_	A1	2	Climb	MaxTak	eToff0	1 500		
747400	ICAO_	A1	3	Climb	MaxCli	m1 <b>16</b>	3 000		
747400	ICAO_	Al	4	Acceler	a <b>M</b> axCli	m1 <b>6</b> )		1 472,8	190
747400	ICAO_	A1	5	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 753,3	241,7
747400	ICAO_	A1	6	Climb	MaxCli	mlb_01	5 796		
747400	ICAO_	A1	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		2 158,4	268,4
747400	ICAO_	A1	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
747400	ICAO_	A1	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
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747400	ICAO_	A2	1	Takeoff	MaxTak	celooff			
747400	ICAO_	A2	2	Climb	MaxTak	eToff0	1 500		
747400	ICAO_	A2	3	Climb	MaxCli	m1160	3 000		
747400	ICAO_	A2	4	Acceler	a <b>M</b> axCli	m1160		1 412,8	192,2
747400	ICAO_	A2	5	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 689,5	244,3
747400	ICAO_	A2	6	Climb	MaxCli	m <u>lb</u> 01	5 685		
747400	ICAO_	A2	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		2 078,8	268,4
747400	ICAO_	A2	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747400	ICAO_	A2	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
747400	ICAO_	A3	1	Takeoff	MaxTak	celo0ff			
747400	ICAO_	A3	2	Climb	MaxTak	eToff0	1 500		
747400	ICAO_	A3	3	Climb	MaxCli	m1 <b>16</b>	3 000		
747400	ICAO_	A3	4	Acceler	a <b>M</b> axCli	m1160		1 353,5	194,4
747400	ICAO_	A3	5	Acceler	a <b>M</b> axCli	n <b>s</b> b		1 618,4	246,8
747400	ICAO_	A3	6	Climb	MaxCli	mlb_01	5 579		
747400	ICAO_	A3	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 995	268,4
747400	ICAO_	A3	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747400	ICAO_	A3	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
747400	ICAO_	A4	1	Takeoff	MaxTak	elo0ff			
747400	ICAO_	A4	2	Climb	MaxTak	eToff0	1 500		
747400	ICAO_	A4	3	Climb	MaxCli	m1 <b>16</b>	3 000		
747400	ICAO_	A	4	Acceler	a <b>M</b> axCli	m1160		1 249,3	198,7
747400	ICAO_	A	5	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 500,4	251,9
747400	ICAO_	A4	6	Climb	MaxCli	mlb_01	5 372		
747400	ICAO_	A	7	Acceler	a <b>M</b> axCli	n <b>Z</b> IERO		1 847,9	268,4
747400	ICAO_	A4	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747400	ICAO_	A4	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
747400	ICAO_	A5	1	Takeoff	MaxTak	celo0ff			
747400	ICAO_	A5	2	Climb	MaxTak	eToff0	1 500		
					*			*	· · · · · · · · · · · · · · · · · · ·

747400	ICAO_A	<b>A</b> 5	3	Climb	MaxCli	m1 <b>10</b>	3 000		
	ICAO		4		a <b>M</b> axCli			1	204,1
	_							131,2	,
747400	ICAO_A	<b>A</b> 5	5	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 367,5	257,8
747400	ICAO_	45	6	Climb	MaxCli	mlb_01	5 145		
747400	ICAO_A	<b>4</b> 5	7	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 686,7	268,4
747400	ICAO_	45	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
747400	ICAO_	<b>4</b> 5	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
747400	ICAO_	46	1	Takeoff	MaxTak	edo0ff			
747400	ICAO_A	46	2	Climb	MaxTak	eToff0H	1 500		
747400	ICAO_A	46	3	Climb	MaxCli	m1 <b>16</b>	3 000		
747400	ICAO_A	46	4	Acceler	a <b>M</b> axCli	m1 <b>16</b>		1 017,7	209,8
747400	ICAO_A	46	5	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 223,8	259,1
747400	ICAO_	46	6	Climb	MaxCli	mTb_01	4 508		
747400	ICAO_A	46	7	Acceler	a <b>M</b> axCli	m <u>lb</u> 01		1 416	264,3
747400	ICAO_	46	8	Climb	MaxCli	m <b>ZH</b> ERO	4 921		
747400	ICAO_	46	9	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 531	269
747400	ICAO_	46	10	Climb	MaxCli	m <b>Z</b> BERO	5 500		
747400	ICAO_	46	11	Climb	MaxCli	m <b>Z</b> BERO	7 500		
747400	ICAO_	46	12	Climb	MaxCli	m <b>Z</b> BERO	10 000		
747400	ICAO_	47	1	Takeoff	MaxTak	edo0ff			
747400	ICAO_	47	2	Climb	MaxTak	eToff0H	1 500		
747400	ICAO_	47	3	Climb	MaxCli	m1 <b>16</b>	3 000		
747400	ICAO_	47	4	Acceler	a <b>M</b> axCli	m1 <b>16</b>		908,3	215,8
747400	ICAO_A	<b>4</b> 7	5	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 082,4	259,1
747400	ICAO_A	<b>4</b> 7	6	Climb	MaxCli	m <u>lb</u> 01	4 509		
747400	ICAO_A	47	7	Acceler	a <b>M</b> axCli	nflb_01		1 308,4	269,1
747400	ICAO_A	<b>4</b> 7	8	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 365,5	271
747400	ICAO_	47	9	Climb	MaxCli	m <b>Z</b> ERO	5 500		
747400	ICAO_	47	10	Climb	MaxCli	m <b>Z</b> ERO	7 500		

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747400   ICAO   A7	-									
747400   1CAO_8   2   Climb   MaxTak & ffort   1 500	747400	ICAO_	A7	11	Climb	MaxCli	mlb_00H	10 000		
747400   CAO_A8	747400	ICAO_	A8	1	Takeoff	MaxTak	edo0ff			
T47400   ICAO_A8	747400	ICAO_	A8	2	Climb	MaxTak	eToff0H	1 500		
T47400   ICAO_A8	747400	ICAO_	<b>A</b> 8	3	Climb	MaxCli	m1 <b>6</b>	3 000		
T47400   ICAO_A8	747400	ICAO_	<b>A</b> 8	4	Acceler	a <b>M</b> axCli	m1 <b>6</b>		801,1	222,2
747400   ICAO_ 88   7	747400	ICAO_	A8	5	Acceler	a <b>M</b> axCli	m <b>5</b> b		942,7	259,1
146,3   146,3   747400   1CAO_A8	747400	ICAO_	A8	6	Climb	MaxCli	mlb_01	4 540		
747400	747400	ICAO_	A8	7	Acceler	a <b>M</b> axCli	m1b_01			267,9
T47400   ICAO_A8	747400	ICAO_	A8	8	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 230	277,7
T47400   ICAO_A8	747400	ICAO_	A8	9	Climb	MaxCli	n <b>a</b> tero	5 500		
747400         ICAO_A9         1         Takeoff MaxTakdoff         1         Total And Takeoff MaxTakdoff         1         Total And Takeoff MaxTakdoff         1         Total And Takeoff MaxTakdoff         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         2         2         2         2         1         1         2         2         3         0         0         1         2         2         3         0         0         1         2         2         3         0         0         1         2         2         3         0         0         1         2         2         3         2         1         2         2         3         2         2         1         2         3         2         2         3         2         2         3         2         2         1         2         2         3         2         2         2         2         3         2         2         2         2         2         2         2         2         2         2         2         2	747400	ICAO_	A8	10	Climb	MaxCli	mlb_00H	7 500		
747400 ICAO_A9         2         Climb MaxTak&off0H 1 500           747400 ICAO_A9         3         Climb MaxClimb 3 000           747400 ICAO_A9         4         AcceleraMaxClimb 3 000           747400 ICAO_A9         5         AcceleraMaxClimb 8 858,9 259,1           747400 ICAO_A9         6         Climb MaxClimb 01 4 590           747400 ICAO_A9         7         AcceleraMaxClimb 01 1 270,6 051,2           747400 ICAO_A9         8         AcceleraMaxClimb 00H 1 1 143 282,2           747400 ICAO_A9         9         Climb MaxClimb 00H 5 500           747400 ICAO_A9         10         Climb MaxClimb 00H 7 500           747400 ICAO_A9         11         Climb MaxClimb 00H 10 000           747400 ICAO_B1         1         Takeoff MaxTakdoff           747400 ICAO_B1         2         Climb MaxTakdoff           747400 ICAO_B1         3         AcceleraMaxTakdoff         1 646           747400 ICAO_B1         4         Climb MaxTakdoff         1 646           747400 ICAO_B1         5         AcceleraMaxClimb 05         1 788,2           747400 ICAO_B1         6         Climb MaxClimb 05         4 194           747400 ICAO_B1         7         AcceleraMaxClimb 05         4 194           747400 ICAO_B1	747400	ICAO_	A8	11	Climb	MaxCli	mlb_00H	10 000		
747400 ICAO_A9         3         Climb MaxClimib         3 000           747400 ICAO_A9         4         AcceleraldaxClimb         734,4 226,3           747400 ICAO_A9         5         AcceleraldaxClimb         858,9 259,1           747400 ICAO_A9         6         Climb MaxClimb_01 4590         4590           747400 ICAO_A9         7         AcceleraldaxClimb_01 1051,2         270,6 051,2           747400 ICAO_A9         8         AcceleraldaxClimb_00H 1143 282,2           747400 ICAO_A9         9         Climb MaxClimb_00H 5500 1143 282,2           747400 ICAO_A9         10         Climb MaxClimb_00H 7500 110 000 110	747400	ICAO_	A9	1	Takeoff	MaxTak	cdo0ff			
747400 ICAO_A9         4         Acceleral dax Clin 10         734,4         226,3           747400 ICAO_A9         5         Acceleral dax Clin 10         858,9         259,1           747400 ICAO_A9         6         Climb Max Clin 10 01         4 590           747400 ICAO_A9         7         Acceleral dax Clin 10 01         1 270,6           747400 ICAO_A9         8         Acceleral dax Clin 10 00H         1 143         282,2           747400 ICAO_A9         9         Climb Max Clin 10 00H         7 500           747400 ICAO_A9         10         Climb Max Clin 10 00H         7 500           747400 ICAO_A9         11         Climb Max Clin 10 00H         10 000           747400 ICAO_BI         1         Takeoff Max Taketoff         1 000           747400 ICAO_BI         3         Acceleral dax Taketoff         1 1 82,3           747400 ICAO_BI         4         Climb Max Taketoff         1 646           747400 ICAO_BI         5         Acceleral dax Clin 10 05         1 788,2           747400 ICAO_BI         6         Climb Max Clin 10 05         1 788,2           747400 ICAO_BI         7         Acceleral dax Clin 10 05         2 259           747400 ICAO_BI         7         Acceleral dax Clin 10 05	747400	ICAO_	A9	2	Climb	MaxTak	eToff0H	1 500		
747400 ICAO_A9         5         Acceleral dax Clin b         858,9         259,1           747400 ICAO_A9         6         Climb Max Clin b 01         4590           747400 ICAO_A9         7         Acceleral dax Clin b 01         1 270,6 051,2 27	747400	ICAO_	A9	3	Climb	MaxCli	m1 <b>16</b>	3 000		
747400 ICAO_A9         6         Climb MaxClinib_01         4 590           747400 ICAO_A9         7         AcceleraMaxClinib_01         1 051,2 051	747400	ICAO_	A9	4	Acceler	a <b>M</b> axCli	m1 <b>16</b>		734,4	226,3
747400         ICAO_A9         7         AcceleraldaxClinilb_01         1 051,2         270,6           747400         ICAO_A9         8         AcceleraldaxClinilb_00H         1 143         282,2           747400         ICAO_A9         9         Climb         MaxClinilb_00H         5 500           747400         ICAO_A9         10         Climb         MaxClinilb_00H         7 500           747400         ICAO_A9         11         Climb         MaxClinilb_00H         10 000           747400         ICAO_BI         1         Takeoff         MaxTakdoff         1 000           747400         ICAO_BI         2         Climb         MaxTakdoff         1 182,3           747400         ICAO_BI         3         AcceleraldaxTakdoff         1 646           747400         ICAO_BI         4         Climb         MaxTakdoff         1 646           747400         ICAO_BI         5         AcceleraldaxClinilb_05         1 788,2         242           747400         ICAO_BI         6         Climb         MaxClinilb_05         4 194           747400         ICAO_BI         7         AcceleraldaxClinilb_ERO         2 170,6	747400	ICAO_	A9	5	Acceler	a <b>M</b> axCli	m <b>5</b> b		858,9	259,1
747400   ICAO_A9   8   AcceleraldaxClimib_00H   1 143   282,2     747400   ICAO_A9   9   Climb   MaxClimib_00H   5 500     747400   ICAO_A9   10   Climb   MaxClimib_00H   7 500     747400   ICAO_A9   11   Climb   MaxClimib_00H   10 000     747400   ICAO_B1   1   Takeoff   MaxTakdoff     747400   ICAO_B1   2   Climb   MaxTakdoff     747400   ICAO_B1   3   AcceleraldaxTakdoff   1 000     747400   ICAO_B1   3   AcceleraldaxTakdoff   1 646     747400   ICAO_B1   5   AcceleraldaxClimib_05   1 646     747400   ICAO_B1   5   AcceleraldaxClimib_05   1 788,2     747400   ICAO_B1   6   Climb   MaxClimib_05   4 194     747400   ICAO_B1   7   AcceleraldaxClimidERO   2 259 170,6     747400   ICAO_B1   7   AcceleraldaxClimidERO   2 2 259 170,6     747400   ICAO_	747400	ICAO_	A9	6	Climb	MaxCli	mlb_01	4 590		
747400 ICAO_A9         9         Climb         MaxClimb_00H         5 500           747400 ICAO_A9         10         Climb         MaxClimb_00H         7 500           747400 ICAO_A9         11         Climb         MaxClimb_00H         10 000           747400 ICAO_BI         1         Takeoff         MaxTaketoff         1 000           747400 ICAO_BI         2         Climb         MaxTaketoff         1 182,3 890,2           747400 ICAO_BI         4         Climb         MaxTaketoff         1 646           747400 ICAO_BI         5         Acceleral axClimb_05         1 788,2           747400 ICAO_BI         6         Climb         MaxClimb_05         4 194           747400 ICAO_BI         7         Acceleral axClimater         2 259           747400 ICAO_BI         7         Acceleral axClimater         2 259           170,6         259         170,6	747400	ICAO_	A9	7	Acceler	a <b>M</b> axCli	mlb_01		_	270,6
747400 ICAO_A9         10         Climb         MaxClimb_00H         7 500           747400 ICAO_A9         11         Climb         MaxClimb_00H         10 000           747400 ICAO_BI         1         Takeoff MaxTakdoff         1 000           747400 ICAO_BI         2         Climb         MaxTakdoff         1 182,3 890,2           747400 ICAO_BI         4         Climb         MaxTakdoff         1 646           747400 ICAO_BI         5         Acceleral axClimb_05         1 788,2           747400 ICAO_BI         6         Climb         MaxClimb_05         4 194           747400 ICAO_BI         7         Acceleral axClimatero         2 259           170,6         259         170,6	747400	ICAO_	A9	8	Acceler	a <b>M</b> axCli	т <u>в</u> 00Н		1 143	282,2
747400 ICAO_A9         11         Climb MaxClimb_00H 10 000           747400 ICAO_BI         1         Takeoff MaxTaketoff           747400 ICAO_BI         2         Climb MaxTaketoff         1 000           747400 ICAO_BI         3         AccelerateaxTaketoff         1 890,2           747400 ICAO_BI         4         Climb MaxTaketoff         1 646           747400 ICAO_BI         5         AccelerateaxClimb_05         1 788,2           747400 ICAO_BI         6         Climb MaxClimb_05         4 194           747400 ICAO_BI         7         AccelerateaxClimbERO         2 259           170,6         259         170,6	747400	ICAO_	A9	9	Climb	MaxCli	mlb_00H	5 500		
747400 ICAO_BI         1         Takeoff MaxTaketoff         1           747400 ICAO_BI         2         Climb MaxTaketoff         1 000           747400 ICAO_BI         3         AccelerateaxTaketoff         1 890,2           747400 ICAO_BI         4         Climb MaxTaketoff         1 646           747400 ICAO_BI         5         AccelerateaxClimb_05         1 788,2           747400 ICAO_BI         6         Climb MaxClimb_05         4 194           747400 ICAO_BI         7         AccelerateaxClimatero         2 259           170,6         259	747400	ICAO_	A9	10	Climb	MaxCli	т <u>в</u> 00Н	7 500		
747400 ICAO_BI         2         Climb MaxTakeoff 0 1 000           747400 ICAO_BI         3         Acceleral axTakeoff 0 1 000           747400 ICAO_BI         4         Climb MaxTakeoff 1 646           747400 ICAO_BI         5         Acceleral axClimb 05         1 242           747400 ICAO_BI         6         Climb MaxClimb 05         4 194           747400 ICAO_BI         7         Acceleral axClimater 0 2 170,6         2 259           747400 ICAO_BI         7         Acceleral axClimater 0 170,6         2 259	747400	ICAO_	A9	11	Climb	MaxCli	mlb_00H	10 000		
747400 ICAO_BI         3         Accelerate ax Taketoff         1 890,2         182,3           747400 ICAO_BI         4         Climb Max Taketoff         1 646           747400 ICAO_BI         5         Accelerate ax Climb 05         1 788,2           747400 ICAO_BI         6         Climb Max Climb 05         4 194           747400 ICAO_BI         7         Accelerate ax Climb ERO         2 259 170,6	747400	ICAO_	Bl	1	Takeoff	MaxTak	eloff			
747400   ICAO_B    4   Climb   MaxTaketoff   1 646	747400	ICAO_	B1	2	Climb	MaxTak	eToff0	1 000		
747400 ICAO_BI         5         Acceleral axClinil 05         1 788,2         242           747400 ICAO_BI         6         Climb MaxClinil 05         4 194           747400 ICAO_BI         7         Acceleral axClinit ERO         2 259           170,6         259	747400	ICAO_	B1	3	Acceler	a <b>lM</b> axTak	edoff			182,3
747400 ICAO_Bl 6 Climb MaxClinflb_05 4 194 747400 ICAO_Bl 7 AccelerateaxClinfleRO 2 259 170,6	747400	ICAO_	Bl	4	Climb	MaxTak	cdo0ff	1 646		
747400 ICAO_Bl 7 AccelerateaxClin2tERO 2 259 170,6	747400	ICAO_	B1	5	Acceler	a <b>M</b> axCli	mlb_05		_	242
170,6	747400	ICAO_	Bl	6	Climb	MaxCli	mlb_05	4 194		
747400 ICAO_Bl 8 Climb MaxClin2tERO 5 500	747400	ICAO_	B1	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO			259
	747400	ICAO_	B1	8	Climb	MaxCli	n <b>z</b> tERO	5 500		

						Γ	I	Ι		
	ICAO_		9	Climb	MaxCli		7 500			
747400	ICAO_	B1	10	Climb	MaxCli	m <b>Z</b> BERO	10 000			
747400	ICAO_	B2	1	Takeoff	MaxTak	edo0ff				
747400	ICAO_	B2	2	Climb	MaxTak	eToff0	1 000			
747400	ICAO_	B2	3	Acceler	a <b>lvé</b> axTak	edoff		1 836,7	184,9	
747400	ICAO_	B2	4	Climb	MaxTak	cdo0ff	1 640			
747400	ICAO_	B2	5	Acceler	a <b>M</b> axCli	mlb_05		1 727,1	244,6	
747400	ICAO_	B2	6	Climb	MaxCli	mlb_05	4 067			
747400	ICAO_	B2	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		2 088,1	259,2	
747400	ICAO_	B2	8	Climb	MaxCli	m <b>Z</b> BERO	5 500			
747400	ICAO_	B2	9	Climb	MaxCli	m <b>Z</b> ERO	7 500			
747400	ICAO_	B2	10	Climb	MaxCli	m <b>Z</b> ERO	10 000			
747400	ICAO_	B3	1	Takeoff	MaxTak	elo0ff				
747400	ICAO_	<b>B3</b>	2	Climb	MaxTak	eToff0	1 000			
747400	ICAO_	B3	3	Acceler	a <b>lvé</b> axTak	ed@ff		1 777,6	187,5	
747400	ICAO_	B3	4	Climb	MaxTak	edo0ff	1 637			
747400	ICAO_	B3	5	Acceler	a <b>M</b> axCli	mlb_05		1 653,3	247,2	
747400	ICAO_	B3	6	Climb	MaxCli	mlb_05C	3 942			
747400	ICAO_	B3	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		2 009,7	259,2	
747400	ICAO_	B3	8	Climb	MaxCli	n <b>z</b> tERO	5 500			
747400	ICAO_	B3	9	Climb	MaxCli	n <b>a</b> tero	7 500			
747400	ICAO_	B3	10	Climb	MaxCli	n <b>a</b> tero	10 000			
747400	ICAO_	B4	1	Takeoff	MaxTak	elo0ff				
747400	ICAO_	B4	2	Climb	MaxTak	eToff0	1 000			
747400	ICAO_	B4	3	Acceler	a <b>lvé</b> axTak	ed@ff		1 653,5	192,6	
747400	ICAO_	B4	4	Climb	MaxTak	elo0ff	1 633			
747400	ICAO_	B4	5	Acceler	a <b>M</b> axCli	nflb_05		1 535,2	252,2	
747400	ICAO_	B4	6	Climb	MaxCli	т <u>в</u> 05С	3 718			

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747400	ICAO 1	R4	7	Acceler	a <b>lt4</b> axCli	n#IERO		1	259,2
7 17 100	10110_	<b>51</b>	,	11000101				858,5	209,2
747400	ICAO_	34	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
747400	ICAO_	34	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
747400	ICAO_	34	10	Climb	MaxCli	n <b>a</b> tero	10 000		
747400	ICAO_	35	1	Takeoff	MaxTak	edo0ff			
747400	ICAO_	35	2	Climb	MaxTak	eEoff0	1 000		
747400	ICAO_	35	3	Acceler	a <b>M</b> axTak	celoff		1 518,3	198,7
747400	ICAO_	35	4	Climb	MaxTak	celo0ff	1 619		
747400	ICAO_	35	5	Acceler	a <b>M</b> axCli	mlb_05		1 397,6	258,3
747400	ICAO_	35	6	Climb	MaxCli	mlb_05C	3 459		
747400	ICAO_1	35	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 685,4	259,4
747400	ICAO_	35	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
747400	ICAO_	35	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
747400	ICAO_	35	10	Climb	MaxCli	n <b>zle</b> RO	10 000		
747400	ICAO_	36	1	Takeoff	MaxTak	cdo0ff			
747400	ICAO_	36	2	Climb	MaxTak	eToff0	1 000		
747400	ICAO_	36	3	Acceler	a <b>M</b> axTak	celoff		1 394,6	205,1
747400	ICAO_	36	4	Climb	MaxTak	eToff05C	1 606		
747400	ICAO_	36	5	Acceler	a <b>M</b> axCli	mlb_05		1 346,5	264,7
747400	ICAO_	36	6	Climb	MaxCli	mlb_05C	3 217		
747400	ICAO_	36	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 560	269,2
747400	ICAO_	36	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
747400	ICAO_	36	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747400	ICAO_	36	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
747400	ICAO_	37	1	Takeoff	MaxTak	celo0ff			
747400	ICAO_	37	2	Climb	MaxTak	eToff0H	1 000		
747400	ICAO_	37	3	Acceler	a <b>M</b> axTak	celo0ff		1 271	211,9
747400	ICAO_	37	4	Climb	MaxTak	eTo_f105	1 597		
747400	ICAO_	<b>3</b> 7	5	Acceler	a <b>M</b> axCli	mlb_05		1 112,4	259,4
747400	ICAO_	<b>3</b> 7	6	Climb	MaxCli	mlb_05C	2 759		

747400	ICAO 1	B7	7	Acceler	a <b>M</b> axCli	nīlb 01		1	271,4	
, , , , , , ,	_							323,5	_,_,	
747400	ICAO_l	37	8	Climb	MaxCli	n <b>a</b> leRO	5 500			
747400	ICAO_l	37	9	Climb	MaxCli	mb_00H	7 500			
747400	ICAO_I	37	10	Climb	MaxCli	H00 <u>d</u> fm	10 000			
747400	ICAO_l	38	1	Takeoff	MaxTak	elo0ff				
747400	ICAO_l	38	2	Climb	MaxTak	eToff0H	1 000			
747400	ICAO_l	38	3	Acceler	a <b>M</b> axTak	cdo0ff		1 147	218,9	
747400	ICAO_l	38	4	Climb	MaxTak	eTofO5	1 592			
747400	ICAO_l	38	5	Acceler	a <b>M</b> axCli	mlb_05		975,2	259,6	
747400	ICAO_l	38	6	Climb	MaxCli	mlb_05C	2 755			
747400	ICAO_l	38	7	Acceler	a <b>M</b> axCli	mlb_01		1 209,5	278,4	
747400	ICAO_I	38	8	Climb	MaxCli	H00 <u>d</u> fm	5 500			
747400	ICAO_I	38	9	Climb	MaxCli	mlb_00H	7 500			
747400	ICAO_l	38	10	Climb	MaxCli	mlb_00H	10 000			
747400	ICAO_l	39	1	Takeoff	MaxTak	celoOff				
747400	ICAO_I	39	2	Climb	MaxTak	eEoff0H	1 000			
747400	ICAO_l	39	3	Acceler	a <b>M</b> axTak	cel@ff		1 070,9	223,3	
747400	ICAO_I	39	4	Climb	MaxTak	celo0ff	1 611			
747400	ICAO_1	39	5	Acceler	a <b>M</b> axCli	mlb_05		893,7	259,5	
747400	ICAO_l	39	6	Climb	MaxCli	mlb_01	2 782			
747400	ICAO_l	39	7	Acceler	a <b>M</b> axCli	mlb_01		1 119,3	282,7	
747400	ICAO_1	39	8	Climb	MaxCli	M00_dlm	5 500			
747400	ICAO_I	39	9	Climb	MaxCli	H00 <u>d</u> fm	7 500			
747400	ICAO_1	39	10	Climb	MaxCli	M00_dlm	10 000			
7478	DEFAU	ШТ	1	Takeoff	MaxTak	æoff0				
7478	DEFAU	ШТ	2	Climb	MaxTak	æoff0	1 000			
7478	DEFAU	ΊΤ	3	Acceler	a <b>M</b> aReilo	<b>elit<u>i</u> 10</b>			215	55
7478	DEFAU	ШТ	4	Acceler	a <b>M</b> aReilic	<b>elit<u>i</u> 5</b>			250	55
7478	DEFAU	ШТ	5	Acceler	a <b>M</b> aReilic	<b>elifl<u>t</u> 1</b>			260	55
7478	DEFAU	ΊΤ	6	Climb	MaxCli	n <u>Fb</u> 0	3 000			
7478	DEFAU	ШТ	7	Acceler	a <b>M</b> aReilic	<b>elit<u>i</u> 0</b>			295	50

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7478	DEFAUIIT	8	Climb MaxClinhb0 10 000		
7478	DEFAU <b>2</b> T	1	Takeoff MaxTakeoff0		
7478	DEFAU <b>Ľ</b> T	2	Climb MaxTak&off0 1 000		
7478	DEFAU <b>2</b> T	3	Acceleral Marello and 10	215	55
7478	DEFAU <b>Ľ</b> T	4	Acceleral Marelicatin 5	250	55
7478	DEFAU <b>2</b> T	5	Acceleral Marelica III	260	55
7478	DEFAU <b>2</b> T	6	Climb MaxClinFb0 3 000		
7478	DEFAU <b>2</b> T	7	Acceleral Marelica Projection 10	295	50
7478	DEFAU <b>2</b> T	8	Climb MaxClinFb_0 10 000		
7478	DEFAUBT	1	Takeoff MaxTak&off0		
7478	DEFAUBT	2	Climb MaxTak&off0 1 000		
7478	DEFAUBT	3	Acceleral Mar Relicion 10	215	55
7478	DEFAUBT	4	Acceleral Agrelical 5	250	55
7478	DEFAUBT	5	Acceleral Agrelication 1	260	55
7478	DEFAUBT	6	Climb MaxClinFb_0 3 000		
7478	DEFAUBT	7	Acceleral A a Relication 0	295	50
7478	DEFAUBT	8	Climb MaxClinFb_0 10 000		
7478	DEFAULT	1	Takeoff MaxTak&off0		
7478	DEFAULT	2	Climb MaxTak&off0 1 000		
7478	DEFAULT	3	Acceleral Marking 10	220	55
7478	DEFAULT	4	Acceleral Marchine 5	250	55
7478	DEFAULT	5	Acceleral Marchine 1	268	55
7478	DEFAULT	6	Climb MaxClinFb_0 3 000		
7478	DEFAULT	7	Acceleral Marelical 10	295	50
7478	DEFAULT	8	Climb MaxClinFb_0 10 000		
7478	DEFAU <b>I</b> ST	1	Takeoff MaxTak&off0		
7478	DEFAU <b>5</b> T	2	Climb MaxTak&off0 1 000		
7478	DEFAU <b>5</b> T	3	Acceleral Mar Relication 10	220	55
7478	DEFAU <b>5</b> T	4	AcceleraMaRelicality 5	250	55
7478	DEFAUIST	5	AcceleraMaRelicalita 1	270	55
7478	DEFAU <b>5</b> T	6	Climb MaxClinFb_0 3 000		
7478	DEFAU <b></b>	7	AcceleraMaReikerit0	295	50
7478	DEFAUIST	8	Climb MaxClinFb_0 10 000		
7478	DEFAU <b>I</b> 6T	1	Takeoff MaxTak&off0		

7478	DEFAU <b>16</b> T	2	Climb MaxTak&off	0 1 000		
7478	DEFAU <b>6</b> T	3	Acceleral AaR Elica II 1		227	55
7478	DEFAU <b>6</b> T	4	Acceleral AaRelice It 5		258	55
7478	DEFAU <b>6</b> T	5	Acceleral AaR Elicatri 1		270	55
7478	DEFAU <b>I</b> 6T	6	Climb MaxClinFb 0	3 000		
7478	DEFAU <b>I</b> 6T	7	Acceleral AaReiker 10		295	50
7478	DEFAU <b>I</b> 6T	8	Climb MaxClinFb 0	10 000		
7478	DEFAUIZT	1	Takeoff MaxTakeoff	0		
7478	DEFAUI/T	2	Climb MaxTak&off	0 1 000		
7478	DEFAUI/T	3	Acceleral Marelical 1	0	230	55
7478	DEFAUI//	4	Acceleral AaReikon 15		260	55
7478	DEFAUΙΖΓ	5	Acceleral Agrelication 1		275	55
7478	DEFAUΙΖΓ	6	Climb MaxClimb 0	3 000		
7478	DEFAUI/T	7	Acceleral Agelical 1		295	50
7478	DEFAUI <b>Z</b> T	8	Climb MaxClimb0	10 000		
7478	DEFAU <b>ß</b> T	1	Takeoff MaxTakeoff	0		
7478	DEFAU <b>ß</b> T	2	Climb MaxTakeoff	0 1 000		
7478	DEFAU <b>ß</b> T	3	Acceleral Agrelication 1	0	235	55
7478	DEFAU <b>ß</b> T	4	Acceleral Agrelical 5		265	55
7478	DEFAU <b>ß</b> T	5	Acceleral MaRelical 1		280	55
7478	DEFAU <b>ß</b> T	6	Climb MaxClinhb_0	3 000		
7478	DEFAU <b>I</b> ST	7	Acceleral MaReilical 1		295	50
7478	DEFAU <b>I</b> ST	8	Climb MaxClinhb0	10 000		
7478	DEFAU <b>19</b> T	1	Takeoff MaxTak&off	0		
7478	DEFAU <b>19</b> T	2	Climb MaxTak&off	0 1 000		
7478	DEFAU <b>19</b> T	3	Acceleral Markelical 1	0	235	55
7478	DEFAU <b>19</b> T	4	Acceleral Markelical 15		265	55
7478	DEFAU <b>19</b> T	5	Acceleral Markelical 1		280	55
7478	DEFAU <b>19</b> T	6	Climb MaxClimb 0	3 000		
7478	DEFAU <b>19</b> T	7	Acceleral Markelical 1		295	50
7478	DEFAU <b>19</b> T	8	Climb MaxClinhb_0	10 000		
7478	ICAO_Al	1	Takeoff MaxTak&off	0		
7478	ICAO_Al	2	Climb MaxTak&off	0 1 500		
7478	ICAO_Al	3	Climb MaxClimb 1	0 3 000		

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T478   ICAO_A			1				
T478   ICAO_AI	7478	ICAO_A1	4	AcceleraldaRelicalla 10		220	55
7478   ICAO_AI	7478	ICAO_Al	5	Acceleral Marelical 5		250	55
T478	7478	ICAO_Al	6	Climb MaxClinhb_1	4 700		
T478	7478	ICAO_Al	7	Acceleral Marelicant 0		276	50
7478   ICAO_A2   2   Climb   MaxTakatoff0   1 500     7478   ICAO_A2   3   Climb   MaxClintof10   3 000     7478   ICAO_A2   4   AcceleraldaRetiontof1   1   220   55     7478   ICAO_A2   5   AcceleraldaRetiontof1   1   254   55     7478   ICAO_A2   6   Climb   MaxClintof1   4 800     7478   ICAO_A2   7   AcceleraldaRetiontof1   0   275   50     7478   ICAO_A2   8   Climb   MaxClintof0   10 000     7478   ICAO_A3   1   Takeoff   MaxTakatoff0   1 500     7478   ICAO_A3   2   Climb   MaxClintof1   3 000     7478   ICAO_A3   3   Climb   MaxClintof1   3 000     7478   ICAO_A3   4   AcceleraldaRetiontof1   5   220   55     7478   ICAO_A3   5   AcceleraldaRetiontof1   2   255   55     7478   ICAO_A3   6   Climb   MaxClintof1   4 500     7478   ICAO_A3   7   AcceleraldaRetiontof1   4 500     7478   ICAO_A3   8   Climb   MaxClintof0   1 500     7478   ICAO_A3   8   Climb   MaxClintof0   1 500     7478   ICAO_A4   1   Takeoff   MaxTakatoff0   1 500     7478   ICAO_A4   2   Climb   MaxClintof0   1 500     7478   ICAO_A4   2   Climb   MaxTakatoff0   1 500     7478   ICAO_A4   3   Climb   MaxClintof1   3 000     7478   ICAO_A4   4   AcceleraldaRetiontof1   5   55     7478   ICAO_A4   5   AcceleraldaRetiontof1   5   55     7478   ICAO_A4   6   Accelerald	7478	ICAO_Al	8	Climb MaxClinhb_0	10 000		
7478   ICAO_A2   3   Climb   MaxClinito   10   3 000     7478   ICAO_A2   4   Acceleral   Accelerate   10   220   55     7478   ICAO_A2   5   Acceleral   Accelerate   11   254   55     7478   ICAO_A2   6   Climb   MaxClinito   1   4 800     7478   ICAO_A2   7   Acceleral   Accelerate   Ac	7478	ICAO_A2	1	Takeoff MaxTakeoff0			
TATR   ICAO_A2	7478	ICAO_A2	2	Climb MaxTak&off0	1 500		
7478         ICAO_A2         5         Acceleral Agretical 1         254         55           7478         ICAO_A2         6         Climb         MaxClimb 1         4 800         275         50           7478         ICAO_A2         7         Acceleral Marchial 10         275         50           7478         ICAO_A2         8         Climb         MaxClimb 10         10 000         275         50           7478         ICAO_A3         1         Takeoff         MaxTak doff0         1500         20	7478	ICAO_A2	3	Climb MaxClinFb_10	3 000		
T478   ICAO_A2   6   Climb   MaxClinhb   1   4 800     T478   ICAO_A2   7   Acceleral Marclinhb   1   0   000     T478   ICAO_A2   8   Climb   MaxClinhb   0   10 000     T478   ICAO_A3   1   Takeoff   MaxTak doff   0   1 500     T478   ICAO_A3   2   Climb   MaxClinhb   10   3 000     T478   ICAO_A3   3   Climb   MaxClinhb   10   3 000     T478   ICAO_A3   4   Acceleral Marchinh   1   255   55     T478   ICAO_A3   5   Acceleral Marchinh   1   255   55     T478   ICAO_A3   6   Climb   MaxClinhb   1   4 500     T478   ICAO_A3   7   Acceleral Marchinh   1   4 500     T478   ICAO_A3   8   Climb   MaxClinhb   0   10 000     T478   ICAO_A3   8   Climb   MaxClinhb   0   10 000     T478   ICAO_A4   1   Takeoff   MaxTak doff   0     T478   ICAO_A4   2   Climb   MaxClinhb   1   500     T478   ICAO_A4   3   Climb   MaxClinhb   10   3 000     T478   ICAO_A4   4   Acceleral Marchinh   10   220   55     T478   ICAO_A4   5   Acceleral Marchinh   10   220   55     T478   ICAO_A4   6   Acceleral Marchinh   1   275   55     T478   ICAO_A4   6   Acceleral Marchinh   1   2   2   2   2   2   2   2   2   2	7478	ICAO_A2	4	AcceleralidaReilcella 10		220	55
7478         ICAO_A2         7         Acceleral Marchiolity         275         50           7478         ICAO_A2         8         Climb         MaxClimby         10 000         10 000           7478         ICAO_A3         1         Takeoff         MaxTak doff         1500           7478         ICAO_A3         2         Climb         MaxClimby         1 500           7478         ICAO_A3         3         Climb         MaxClimby         1 220         55           7478         ICAO_A3         4         Acceleral Marchiolity         2 220         55           7478         ICAO_A3         5         Acceleral Marchiolity         4 500         275         50           7478         ICAO_A3         7         Acceleral Marchiolity         1 0000         275         50           7478         ICAO_A3         8         Climb         MaxClimby         1 0000         275         50           7478         ICAO_A4         1         Takeoff         MaxTak doff         1 500         275         50           7478         ICAO_A4         2         Climb         MaxTak doff         1 500         220         55           7478         ICAO_A4<	7478	ICAO_A2	5	Acceleralleda Reilcella 1		254	55
7478         ICAO_A2         8         Climb         MaxClimb_0         10 000           7478         ICAO_A3         1         Takeoff         MaxTakdoff           7478         ICAO_A3         2         Climb         MaxTakdoff         1 500           7478         ICAO_A3         3         Climb         MaxClimb_10         3 000           7478         ICAO_A3         4         Acceleraldarelicant_15         220         55           7478         ICAO_A3         5         Acceleraldarelicant_1         255         55           7478         ICAO_A3         6         Climb         MaxClimb_1         4 500         275         50           7478         ICAO_A3         8         Climb         MaxClimb_0         10 000         275         50           7478         ICAO_A4         1         Takeoff         MaxTakdoff0         275         50           7478         ICAO_A4         2         Climb         MaxTakdoff0         1 500         275         50           7478         ICAO_A4         3         Climb         MaxClimb_0         1 500         20         55           7478         ICAO_A4         4         Acceleraldarelicant_10	7478	ICAO_A2	6	Climb MaxClinFb_1	4 800		
7478         ICAO_A3         1         Takeoff MaxTakeoff0           7478         ICAO_A3         2         Climb MaxTakeoff0         1 500           7478         ICAO_A3         3         Climb MaxClintb_10         3 000           7478         ICAO_A3         4         Acceleraldarectionth_15         220         55           7478         ICAO_A3         5         Acceleraldarectionth_10         255         55           7478         ICAO_A3         6         Climb MaxClintb_1         4 500         275         50           7478         ICAO_A3         7         Acceleraldarectionth_0         275         50           7478         ICAO_A3         8         Climb MaxClintb_0         10 000         275         50           7478         ICAO_A4         1         Takeoff MaxTakeoff0         1 500         275         50           7478         ICAO_A4         2         Climb MaxClintb_10         3 000         220         55           7478         ICAO_A4         3         Climb MaxClintb_10         20         55           7478         ICAO_A4         4         Acceleraldarectionth_15         255         55           7478         ICAO_A4 <td< td=""><td>7478</td><td>ICAO_A2</td><td>7</td><td>AcceleralledaReilcelle 0</td><td></td><td>275</td><td>50</td></td<>	7478	ICAO_A2	7	AcceleralledaReilcelle 0		275	50
7478         ICAO_A3         2         Climb         MaxTak & foft0         1 500           7478         ICAO_A3         3         Climb         MaxClin & 10         3 000           7478         ICAO_A3         4         Acceleral & Relicitation         5         220         55           7478         ICAO_A3         5         Acceleral & Relicitation         255         55           7478         ICAO_A3         6         Climb         MaxClin & 10         275         50           7478         ICAO_A3         7         Acceleral & Relicitation         275         50           7478         ICAO_A3         8         Climb         MaxClin & 0         275         50           7478         ICAO_A4         1         Takeoff         MaxTak & 0         10 000         10 0	7478	ICAO_A2	8	Climb MaxClinhb_0	10 000		
7478         ICAO_A3         3         Climb         MaxClimb_10         3 000           7478         ICAO_A3         4         AcceleralMaReikarhi_5         220         55           7478         ICAO_A3         5         AcceleralMaReikarhi_1         255         55           7478         ICAO_A3         6         Climb         MaxClimb_1         0         275         50           7478         ICAO_A3         7         AcceleralMaReikarhi_0         275         50           7478         ICAO_A3         8         Climb         MaxClimb_0         10 000         10 000           7478         ICAO_A4         1         Takeoff         MaxTakeoff         1 500         1 500           7478         ICAO_A4         2         Climb         MaxClimb_10         3 000         220         55           7478         ICAO_A4         3         Climb         MaxClimb_10         220         55           7478         ICAO_A4         4         AcceleralMaReikarhi_15         255         55           7478         ICAO_A4         5         AcceleralMaReikarhi_15         255         55           7478         ICAO_A4         6         AcceleralMaReikarhi_15	7478	ICAO_A3	1	Takeoff MaxTak&off0			
7478         ICAO_A3         4         Acceleral arelication         5         220         55           7478         ICAO_A3         5         Acceleral arelication         255         55           7478         ICAO_A3         6         Climb         MaxClimbo         275         50           7478         ICAO_A3         7         Acceleral arelication         275         50           7478         ICAO_A3         8         Climb         MaxClimbo         10 000         275         50           7478         ICAO_A4         1         Takeoff         MaxTak off0         1500         275         50           7478         ICAO_A4         2         Climb         MaxClimbo         1500         20         55           7478         ICAO_A4         3         Climb         MaxClimbo         10         200         55           7478         ICAO_A4         4         Acceleral arelication         5         255         55           7478         ICAO_A4         5         Acceleral arelication         5         255         55           7478         ICAO_A4         6         Acceleral arelication         1         275         55 <tr< td=""><td>7478</td><td>ICAO_A3</td><td>2</td><td>Climb MaxTak&amp;off0</td><td>1 500</td><td></td><td></td></tr<>	7478	ICAO_A3	2	Climb MaxTak&off0	1 500		
7478         ICAO_A3         5         Acceleral arelication         1         255         55           7478         ICAO_A3         6         Climb         MaxClimbol         275         50           7478         ICAO_A3         7         Acceleral arelication         275         50           7478         ICAO_A3         8         Climb         MaxClimbol         10 000         10 000           7478         ICAO_A4         1         Takeoff         MaxTakeoff0         1 500         1 500           7478         ICAO_A4         2         Climb         MaxClimbol         3 000         220         55           7478         ICAO_A4         4         Acceleral arelication         10         220         55           7478         ICAO_A4         5         Acceleral arelication         5         255         55           7478         ICAO_A4         6         Acceleral arelication         1         275         55           7478         ICAO_A4         6         Acceleral arelication         1         275         55	7478	ICAO_A3	3	Climb MaxClinhb_10	3 000		
7478         ICAO_A3         6         Climb         MaxClinhb 1         4 500           7478         ICAO_A3         7         Acceleral are in the filt of the	7478	ICAO_A3	4	Acceleral Mareilo 115		220	55
7478         ICAO_A3         7         Acceleral Marchine 10         275         50           7478         ICAO_A3         8         Climb         MaxClimb 0         10 000         10 000           7478         ICAO_A4         1         Takeoff MaxTak coff 0         1 500         1 500           7478         ICAO_A4         2         Climb         MaxClimb 10         3 000         1 500           7478         ICAO_A4         4         Acceleral Marchine 10         220         55           7478         ICAO_A4         5         Acceleral Marchine 15         255         55           7478         ICAO_A4         6         Acceleral Marchine 11         275         55	7478	ICAO_A3	5	Acceleralleda Reilcella 1		255	55
7478         ICAO_A3         8         Climb         MaxClinhb 0         10 000           7478         ICAO_A4         1         Takeoff MaxTakeoff 0           7478         ICAO_A4         2         Climb         MaxTakeoff 0         1 500           7478         ICAO_A4         3         Climb         MaxClinhb 10         3 000           7478         ICAO_A4         4         Acceleral arelical 10         220         55           7478         ICAO_A4         5         Acceleral arelical 15         255         55           7478         ICAO_A4         6         Acceleral arelical 11         275         55	7478	ICAO_A3	6	Climb MaxClinFb_1	4 500		
7478         ICAO_A4         1         Takeoff MaxTakeoff 0         1         7478         ICAO_A4         2         Climb MaxTakeoff 0         1 50	7478	ICAO_A3	7	AcceleralledaReilcelle 0		275	50
7478         ICAO_A4         2         Climb         MaxTakeoff0         1 500           7478         ICAO_A4         3         Climb         MaxClimb 10         3 000           7478         ICAO_A4         4         Acceleral arelication 10         220         55           7478         ICAO_A4         5         Acceleral arelication 15         255         55           7478         ICAO_A4         6         Acceleral arelication 11         275         55	7478	ICAO_A3	8	Climb MaxClinFb_0	10 000		
7478         ICAO_A4         3         Climb         MaxClimb_10         3 000           7478         ICAO_A4         4         Acceleral arelical to 10         220         55           7478         ICAO_A4         5         Acceleral arelical to 5         255         55           7478         ICAO_A4         6         Acceleral arelical to 11         275         55	7478	ICAO_A4	1	Takeoff MaxTak&off0			
7478         ICAO_A4         4         Acceleral da Reito Ht 10         220         55           7478         ICAO_A4         5         Acceleral da Reito Ht 5         255         55           7478         ICAO_A4         6         Acceleral da Reito Ht 1         275         55	7478	ICAO_A4	2	Climb MaxTak&off0	1 500		
7478         ICAO_A4         5         Acceleral da Relical da 15         255         55           7478         ICAO_A4         6         Acceleral da Relical da 1         275         55	7478	ICAO_A4	3	Climb MaxClinFb_10	3 000		
7478 ICAO_A4 6 Acceleral <u>ARCilica III</u> 275 55	7478	ICAO_A4	4	AcceleralidaReilcerit 10		220	55
	7478	ICAO_A4	5	Acceleralleda Reilicelle 5		255	55
7478 ICAO A4 7 Climb MaxClimb 0 10 000	7478	ICAO_A4	6	Acceleralleda Reilcella 1		275	55
	7478	ICAO_A4	7	Climb MaxClinFb0	10 000		
7478 ICAO_A5 1 Takeoff MaxTaketoff0	7478	ICAO_A5	1	Takeoff MaxTak&off0			
7478 ICAO_A5 2 Climb MaxTak&off0 1 500	7478	ICAO_A5	2	Climb MaxTak&off0	1 500		
7478 ICAO_A5 3 Climb MaxClinhb_10 3 000	7478	ICAO_A5	3	Climb MaxClinFb_10	3 000		
7478 ICAO_A5 4 AcceleralMa_ReilicalH1_5 220 55	7478	ICAO_A5	4	Acceleral MaReilcoll 5		220	55
7478 ICAO_A5 5 AcceleralMa_ReilicalIt_1 255 55	7478	ICAO_A5	5	Acceleral MaReilcoll 1		255	55
7478 ICAO 45 6 A cceleral 4 a Policia H t 0 275 50	7478	ICAO_A5	6	Acceleral MaReilcoll 0		275	50

7.470	1040 45	7		10.000		
7478	ICAO_A5	7	Climb MaxClinhb0	10 000		
7478	ICAO_A6	1	Takeoff MaxTakeoff0	1.500		
7478	ICAO_A6	2	Climb MaxTak&off0	1 500		
7478	ICAO_A6	3	Climb MaxClinhb_10	3 000		
7478	ICAO_A6	4	AcceleraldaReilicants 5		225	55
7478	ICAO_A6	5	AcceleraldaReilicant 1		255	55
7478	ICAO_A6	6	AcceleraldaReilcella 0		278	50
7478	ICAO_A6	7	Climb MaxClinFb_0	10 000		
7478	ICAO_A7	1	Takeoff MaxTak&off0			
7478	ICAO_A7	2	Climb MaxTak&off0	1 500		
7478	ICAO_A7	3	Climb MaxClinFb_10	3 000		
7478	ICAO_A7	4	Acceleral Marketic 15		225	55
7478	ICAO_A7	5	AcceleraldaReilicalla 1		255	55
7478	ICAO_A7	6	AcceleraldaReilicalla 0		278	50
7478	ICAO_A7	7	Climb MaxClinFb_0	10 000		
7478	ICAO_A8	1	Takeoff MaxTak&off0			
7478	ICAO_A8	2	Climb MaxTak&off0	1 500		
7478	ICAO_A8	3	Climb MaxClinhb_10	3 000		
7478	ICAO_A8	4	Acceleral Marketical 15		230	55
7478	ICAO_A8	5	Acceleralida Reilicalita 1		265	55
7478	ICAO_A8	6	AcceleralidaReilcella 0		280	50
7478	ICAO_A8	7	Climb MaxClinFb_0	10 000		
7478	ICAO_A9	1	Takeoff MaxTakeoff0			
7478	ICAO_A9	2	Climb MaxTakeoff0	1 500		
7478	ICAO_A9	3	Climb MaxClimb 10	3 000		
7478	ICAO_A9	4	Acceleral Mare lice 15		230	55
7478	ICAO_A9	5	AcceleraldaReilicalia 1		265	55
7478	ICAO_A9	6	AcceleraldaRelicalta0		280	50
7478	ICAO_A9	7	Climb MaxClinhb0	10 000		
7478	ICAO_B1	1	Takeoff MaxTakeoff0			
7478	ICAO_B1	2	Climb MaxTak&off0	1 000		
7478	ICAO_B1	3	AcceleraldaRendentff0		210	55
7478	ICAO_Bl	4	Acceleral Area Area Area Area Area Area Area Area		250	55
7478	ICAO_Bl	5	Climb MaxTak&off	3 480		

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7478	ICAO_Bl	6	AcceleralMaRelicalIte0		280	50
7478	ICAO_Bl	7	Climb MaxClinhb_0	10 000		
7478	ICAO_B2	1	Takeoff MaxTak&off0			
7478	ICAO_B2	2	Climb MaxTak&off0	1 000		
7478	ICAO_B2	3	Acceleral <u>Aarta artiff</u> 0		223	55
7478	ICAO_B2	4	Acceleral Market and Acceleral Market Acceleral Market Acceleral Market Accelerate Accel		250	55
7478	ICAO_B2	5	Climb MaxTak&off	3 350		
7478	ICAO_B2	6	Acceleral MaRelical 10		280	50
7478	ICAO_B2	7	Climb MaxClinhb0	10 000		
7478	ICAO_B3	1	Takeoff MaxTak&off0			
7478	ICAO_B3	2	Climb MaxTak&off0	1 000		
7478	ICAO_B3	3	Acceleral AaR Trade Tittff0		223	55
7478	ICAO_B3	4	Acceleral MaRender 15		263	55
7478	ICAO_B3	5	Climb MaxTak&off	3 350		
7478	ICAO_B3	6	Acceleral Markello all 10		300	50
7478	ICAO_B3	7	Climb MaxClinhb_0	10 000		
7478	ICAO_B4	1	Takeoff MaxTak&off0			
7478	ICAO_B4	2	Climb MaxTak&off0	1 000		
7478	ICAO_B4	3	Acceleral AaR Trade Titff0		210	55
7478	ICAO_B4	4	Acceleral MaR Trade Int 15		260	55
7478	ICAO_B4	5	Climb MaxTak&off	3 480		
7478	ICAO_B4	6	Acceleral MaReilcell 0		270	50
7478	ICAO_B4	7	Climb MaxClinhb_0	10 000		
7478	ICAO_B5	1	Takeoff MaxTak&off0			
7478	ICAO_B5	2	Climb MaxTak&off0	1 000		
7478	ICAO_B5	3	Acceleral <u>area artiff</u> 0		228	55
7478	ICAO_B5	4	Acceleral MaR Trade Int 15		262	55
7478	ICAO_B5	5	Climb MaxTak&off	2 760		
7478	ICAO_B5	6	Acceleral Marketical 10		270	50
7478	ICAO_B5	7	Climb MaxClinFb_0	10 000		
7478	ICAO_B6	1	Takeoff MaxTakeoff0			
7478	ICAO_B6	2	Climb MaxTak&off0	1 000		
7478	ICAO_B6	3	Acceleral Agradum 110		231	55
7478	ICAO_B6	4	Acceleral Arta de la Rende de		264	55

7478	ICAO B6	5	Climb	MaxTak	æfoff	2 610			
7478	ICAO B6	6	Acceler	alMaReilc				300	50
7478	ICAO B6	7	Climb	MaxCli	_	10 000			
7478	ICAO B7	1		MaxTak					
7478	ICAO B7	2	Climb	MaxTak		1 000			
7478	ICAO B7	3		alled a RTE ads				231	55
7478	ICAO B7	4	Acceler	— aMataRTendo	eFatf5			270	55
7478	ICAO B7	5	Climb	— MaxTak	eFoff	2 610			
7478	ICAO B7	6	Acceler	alMaReilc	 elita 0			300	50
7478	ICAO B7	7	Climb	MaxCli	 nIFb 0	10 000			
7478	ICAO_B8	1	Takeoff	MaxTak	æfoff0				
7478	ICAO_B8	2	Climb	MaxTak	æoff0	1 000			
7478	ICAO_B8	3	Acceler	allvel <u>a</u> RErado	edFatff0			235	55
7478	ICAO_B8	4	Acceler	alMa <u>a</u> RErado	eFots			265	55
7478	ICAO_B8	5	Acceler	aMaaRTad	edFottff			275	55
7478	ICAO_B8	6	Climb	MaxCli	n <u>Fb</u> 0	10 000			
7478	ICAO_B9	1	Takeoff	MaxTak	æ <u>foff</u> 0				
7478	ICAO_B9	2	Climb	MaxTak	æ <u>foff</u> 0	1 000			
7478	ICAO_B9	3	Acceler	aMaaRTad	edFotff0			240	55
7478	ICAO_B9	4	Acceler	alled <u>a</u> RErado	edFatf5			270	55
7478	ICAO_B9	5	Acceler	alled <u>a</u> RErado	e Frat f			280	55
7478	ICAO_B9	6	Climb	MaxCli	n <u>Fb</u> 0	10 000			
747SP	DEFAUIIT	1	Takeoff	MaxTak	cdo0ff				
747SP	DEFAUIIT	2	Climb	MaxTak	celo0ff	1 000			
747SP	DEFAUIIT	3	Acceler	a <b>M</b> axTak	celo0ff		2 469	163	
747SP	DEFAUIIT	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	203	
747SP	DEFAUIIT	5	Climb	MaxCli	n <b>zl</b> ERO	3 000			
747SP	DEFAUIIT	6	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 000	250	
747SP	DEFAUIIT	7	Climb	MaxCli	n <b>z</b> lERO	5 500			
747SP	DEFAUIIT	8	Climb	MaxCli	n <b>z</b> lERO	7 500			
747SP	DEFAUIIT	9	Climb	MaxCli	n <b>z</b> lERO	10 000			
747SP	DEFAU <b>L</b> T	1	Takeoff	MaxTak	celo0ff				
747SP	DEFAU <b>L</b> T	2	Climb	MaxTak	celo0ff	1 000			
747SP	DEFAU <b>2</b> T	3	Acceler	a <b>lv4</b> axTak	celo0ff		2 326	167	

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			, 1			-			
747SP	DEFAUL		4		a <b>M</b> axCli			1 000	207
747SP	DEFAUL	2Γ	5	Climb	MaxCli	n <b>z</b> leRO	3 000		
747SP	DEFAUL	2Γ	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
747SP	DEFAUL	2Т	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
747SP	DEFAUL	2Γ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747SP	DEFAUL	2Γ	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
747SP	DEFAUL	3Т	1	Takeoff	MaxTak	cdo0ff			
747SP	DEFAUL	3Т	2	Climb	MaxTak	edo0ff	1 000		
747SP	DEFAUI	<b>3</b> T	3	Acceler	a <b>M</b> axTak	edo0ff		2 201	170
747SP	DEFAUI	3Т	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	210
747SP	DEFAUI	3Т	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
747SP	DEFAUL	3Т	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
747SP	DEFAUL	3Т	7	Climb	MaxCli	n <b>z</b> HERO	5 500		
747SP	DEFAUL	3Т	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747SP	DEFAUL	3Т	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
747SP	DEFAU	<b>4</b> T	1	Takeoff	MaxTak	doff			
747SP	DEFAU	<b>4</b> T	2	Climb	MaxTak	doff	1 000		
747SP	DEFAU	<b>4</b> T	3	Acceler	a <b>M</b> axTak	elooff		2 027	175
747SP	DEFAU	<b>4</b> T	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	215
747SP	DEFAU	<b>4</b> T	5	Climb	MaxCli	n <b>a</b> lero	3 000		
747SP	DEFAU	<b>4</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> lero		1 000	250
747SP	DEFAU	<b>4</b> Γ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
747SP	DEFAU	<b>4</b> Γ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
747SP	DEFAU	<b>4</b> T	9	Climb	MaxCli	n <b>a</b> lero	10 000		
747SP	DEFAUL	5T	1	Takeoff	MaxTak	elooff			
747SP	DEFAUL	5T	2	Climb	MaxTak	elooff	1 000		
747SP	DEFAUL	<b>5</b> T	3	Acceler	a <b>lva</b> axTak	edoOff		1 821	182
747SP	DEFAUL	5T	4	Acceler	a <b>M</b> axCli	n <b>5</b> b		1 000	222
747SP	DEFAUL	5T	5	Climb	MaxCli	n <b>Z</b> ERO	3 000		
747SP	DEFAUL	5T	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	250
747SP	DEFAUL	5T	7	Climb	MaxCli	n <b>z</b> leRO	5 500		
747SP	DEFAUL	<b>5</b> T	8	Climb	MaxCli	n <b>z</b> leRO	7 500		
747SP	DEFAUL	5T	9	Climb	MaxCli	n <b>Z</b> BERO	10 000		
747SP	DEFAUL	6Т	1	Takeoff	MaxTak	cdo0ff			

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

747SP	DEFAU	<b>16</b> T	2	Climb	MaxTal	edo0ff	1 000			
747SP	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTal	elo0ff		1 643	188	
747SP	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	m <b>o</b> b		1 000	228	
747SP	DEFAU	<b>16</b> T	5	Climb	MaxCli	n <b>a</b> tero	3 000			
747SP	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
747SP	DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>a</b> tero	5 500			
747SP	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>a</b> tero	7 500			
747SP	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>Z</b> ERO	10 000			

TABLE I-4 (PART 2)

**Default departures procedural steps** 

ACFT	I <b>P</b> rofile		Step	Step		Flap_I		Rate	End	Accelerate_Percent
		Length	Numb	erType	Rating		Point	Of	Point	(%)
							Altitud (ft)	leClimb (ft/	CAS (kt)	
							(11)	min)	(Kt)	
747SP	DEFAU	<b>1</b> 77	1	Takeoff	MaxTak	edo0ff				
747SP	DEFAU	<b>17</b> Γ	2	Climb	MaxTak	edo0ff	1 000			
747SP	DEFAU	<b>17</b> T	3	Acceler	a <b>M</b> axTak	edo0ff		1 403	196	
747SP	DEFAU	<b>17</b> T	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 000	236	
747SP	DEFAU	<b>17</b> 1	5	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250	
747SP	DEFAU	IZΓ	6	Climb	MaxCli	m <b>Z</b> BERO	5 500			
747SP	DEFAU	<b>17</b> 1	7	Climb	MaxCli	m <b>Z</b> BERO	7 500			
747SP	DEFAU	IZΓ	8	Climb	MaxCli	m <b>Z</b> BERO	10 000			
757300	DEFAU	ШТ	1	Takeoff	MaxTak	eão <u>f</u> €5				
757300	DEFAU	ШТ	2	Climb	MaxTak	æ <u>lof</u> €5	1 097			
757300	DEFAU	ШТ	3	Acceler	a <b>lM</b> axTak	eao <u>f</u> 165		2 252,1	211,8	
757300	DEFAU	ШΤ	4	Acceler	a <b>lv4</b> axTak	eEo <u>f</u> 101		2 480	215,4	
757300	DEFAU	ШТ	5	Climb	MaxTak	eEo <u>f</u> €0	2 569			
757300	DEFAU	ШТ	6	Climb	MaxCli	mlb_00	3 000			
757300	DEFAU	шт	7	Acceler	a <b>M</b> axCli	mlb_00		1 701,7	250	
757300	DEFAU	ПТ	8	Climb	MaxCli	mlb_00	5 500			
757300	DEFAU	ШТ	9	Climb	MaxCli	mlb_00	7 500			
757300	DEFAU	ПТ	10	Climb	MaxCli	mlb_00	10 000			
757300	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	eTof®5				

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757300	DEFAU	<b>2</b> T	2	Climb	MaxTak	eTo <u>f</u> 105	1 041		
757300	DEFAU	<b>12</b> T	3	Acceler	a <b>lve</b> axTak	eão <u>f</u> 05		2 154,9	213
757300	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axTak	eTof®1		2 352	218,6
757300	DEFAU	<b>2</b> T	5	Climb	MaxTak	e <u>aof</u> €0	2 412		
757300	DEFAU	<b>2</b> T	6	Climb	MaxCli	mlb_00	3 000		
757300	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	mlb_00		1 607,8	250
757300	DEFAU	<b>2</b> T	8	Climb	MaxCli	mlb_00	5 500		
757300	DEFAU	<b>2</b> T	9	Climb	MaxCli	mlb_00	7 500		
757300	DEFAU	<b>12</b> T	10	Climb	MaxCli	mlb_00	10 000		
757300	DEFAU	BL	1	Takeoff	MaxTak	eEo <u>f</u> €5			
757300	DEFAU	BL	2	Climb	MaxTak	eEo <u>f</u> €5	1 000		
757300	DEFAU	BL	3	Acceler	a <b>M</b> axTak	eTof®5		2 062	214,5
757300	DEFAU	BL	4	Acceler	a <b>M</b> axTak	eão <u>f</u> 61		2 223,5	221,8
757300	DEFAU	BL	5	Climb	MaxTak	e <u>aof</u> €0	2 275		
757300	DEFAU	BL	6	Climb	MaxCli	mlb_00	3 000		
757300	DEFAU	ВГ	7	Acceler	a <b>M</b> axCli	mlb_00		1 521,8	250
757300	DEFAU	BL	8	Climb	MaxCli	mlb_00	5 500		
757300	DEFAU	BL	9	Climb	MaxCli	mlb_00	7 500		
757300	DEFAU	BL	10	Climb	MaxCli	mlb_00	10 000		
757300	DEFAU	<b>M</b> T	1	Takeoff	MaxTak	eTof®5			
757300	DEFAU	<b>M</b> T	2	Climb	MaxTak	eEo <u>f</u> €5	1 000		
757300	DEFAU	<b>M</b> L	3	Acceler	a <b>lvé</b> axTak	eao <u>f</u> 05		1 901,4	217,4
757300	DEFAU	<b>M</b> L	4	Acceler	a <b>lvé</b> axTak	eão <u>f</u> 01		2 061,8	228
757300	DEFAU	<b>M</b> T	5	Climb	MaxTak	eEo <u>f</u> €0	2 099		
757300	DEFAU	<b>M</b> T	6	Climb	MaxCli	mlb_00	3 000		
757300	DEFAU	ИГ	7	Acceler	a <b>M</b> axCli	mlb_00		1 374,1	250
757300	DEFAU	ИГ	8	Climb	MaxCli	mlb_00	5 500		
757300	DEFAU	ИГ	9	Climb	MaxCli	mlb_00	7 500		
757300	DEFAU	ИГ	10	Climb	MaxCli	mlb_00	10 000		
757300	DEFAU	151	1	Takeoff	MaxTak	eTof®5			
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757300	DEFAU	15T	2	Climb	MaxTak	eEo_fØ5	1 000		
757300	DEFAU	T5T	3	Acceler	a <b>lve</b> axTak	æ6 <u>f</u> €5		1 729,2	221,7
757300	DEFAU	<b>15</b> T	4	Acceler	a <b>lM</b> axTak	ceTo_f001		1 881,8	236,7
757300	DEFAU	<b>15</b> T	5	Climb	MaxTak	eEof60	1 891		
757300	DEFAU	<b>15</b> T	6	Climb	MaxCli	mlb_00	3 000		
757300	DEFAU	TST	7	Acceler	a <b>M</b> axCli	mlb_00		1 227,3	250
757300	DEFAU	<b>15</b> T	8	Climb	MaxCli	mlb_00	5 500		
757300	DEFAU	<b>15</b> T	9	Climb	MaxCli	mlb_00	7 500		
757300	DEFAU	<b>15</b> T	10	Climb	MaxCli	mlb_00	10 000		
757300	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	æ6 <u>f</u> 05			
757300	DEFAU	<b>16</b> T	2	Climb	MaxTak	eEof05	1 000		
757300	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	eEof05		1 655	224
757300	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	ceTo_f101		1 836,4	240,1
757300	DEFAU	<b>16</b> T	5	Climb	MaxTak	eTo_f160	1 829		
757300	DEFAU	<b>16</b> T	6	Climb	MaxCli	mlb_00	3 000		
757300	DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 159,2	250
757300	DEFAU	<b>16</b> T	8	Climb	MaxCli	mlb_00	5 500		
757300	DEFAU	<b>16</b> T	9	Climb	MaxCli	mlb_00	7 500		
757300	DEFAU	<b>16</b> T	10	Climb	MaxCli	mlb_00	10 000		
757300	ICAO_	<b>4</b> 1	1	Takeoff	MaxTak	eTofO5			
757300	ICAO_	<b>A</b> 1	2	Climb	MaxTak	eTo_f05	1 500		
757300	ICAO_	<b>4</b> 1	3	Climb	MaxCli	mlb_05	3 000		
757300	ICAO_	<b>4</b> 1	4	Acceler	a <b>M</b> axCli	mlb_05		1 388,6	198
757300	ICAO_	41	5	Acceler	a <b>M</b> axCli	mlb_01		1 528,2	215
757300	ICAO_	<b>A</b> 1	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 693,5	250
757300	ICAO_	<b>A</b> 1	7	Climb	MaxCli	00 <u>d</u> ľm	5 500		
757300	ICAO_	<b>A</b> 1	8	Climb	MaxCli	mlb_00	7 500		
757300	ICAO_	<b>A</b> 1	9	Climb	MaxCli	mlb_00	10 000		
757300	ICAO_	42	1	Takeoff	MaxTak	eão <b>f0</b> 5			
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757300	ICAO_	A2	2	Climb	MaxTak	eTo_f105	1 500		
757300	ICAO_	A2	3	Climb	MaxCli	mlb_05	3 000		
757300	ICAO_	A2	4	Acceler	a <b>M</b> axCli	nflb_05		1 304,9	199,6
757300	ICAO_	A2	5	Acceler	a <b>M</b> axCli	mlb_01		1 441	215,6
757300	ICAO_	A2	6	Acceler	a <b>M</b> axCli	mlb_00		1 597,7	250
757300	ICAO_	A2	7	Climb	MaxCli	mlb_00	5 500		
757300	ICAO_	A2	8	Climb	MaxCli	mlb_00	7 500		
757300	ICAO_	A2	9	Climb	MaxCli	mlb_00	10 000		
757300	ICAO_	A3	1	Takeoff	MaxTak	eão <u>f</u> €5			
757300	ICAO_	A3	2	Climb	MaxTak	eTo <u>f</u> €5	1 500		
757300	ICAO_	A3	3	Climb	MaxCli	mlb_05	3 000		
757300	ICAO_	A3	4	Acceler	a <b>M</b> axCli	mlb_05		1 242,3	201,6
757300	ICAO_	A3	5	Acceler	a <b>M</b> axCli	mlb_01		1 357,6	216,7
757300	ICAO_	A3	6	Acceler	a <b>M</b> axCli	mlb_00		1 500	250
757300	ICAO_	A3	7	Climb	MaxCli	mlb_00	5 500		
757300	ICAO_	A3	8	Climb	MaxCli	mlb_00	7 500		
757300	ICAO_	A3	9	Climb	MaxCli	mlb_00	10 000		
757300	ICAO_	A4	1	Takeoff	MaxTak	eTo <u>f</u> 105			
757300	ICAO_	A4	2	Climb	MaxTak	eToff05	1 500		
757300	ICAO_	A4	3	Climb	MaxCli	mlb_05	3 000		
757300	ICAO_	A	4	Acceler	a <b>M</b> axCli	mlb_05		1 127,1	205,3
757300	ICAO_	A	5	Acceler	a <b>M</b> axCli	mlb_01		1 221,4	221,1
757300	ICAO_	A4	6	Acceler	a <b>M</b> axCli	mlb_00		1 359,4	250
757300	ICAO_	A4	7	Climb	MaxCli	mlb_00	5 500		
757300	ICAO_	A4	8	Climb	MaxCli	mlb_00	7 500		
757300	ICAO_	A4	9	Climb	MaxCli	mlb_00	10 000		
757300	ICAO_	A5	1	Takeoff	MaxTak	eToff05			
757300	ICAO_	A5	2	Climb	MaxTak	eTo <u>f</u> 1€5	1 500		
757300	ICAO_	A5	3	Climb	MaxCli	mlb_05	3 000		
757300	ICAO_	A5	4	Acceler	a <b>M</b> axCli	mlb_05		997,2	210,6

757300   CAO_AS   5   AcceleraMaxCliritb_01   1 076   227,9   757300   CAO_AS   6   AcceleraMaxCliritb_00   1 192   250   757300   CAO_AS   8   Climb   MaxCliritb_00   7 500   7 500   7 57300   CAO_AS   9   Climb   MaxCliritb_00   1 0 000   7 57300   CAO_AS   9   Climb   MaxCliritb_00   1 5 500   7 57300   CAO_AS   9   Climb   MaxTak dot_005   1 500   7 57300   CAO_AS   1   Takeoff   MaxTak dot_005   1 500   7 57300   CAO_AS   1   Climb   MaxCliritb_05   3 0 0 0   7 57300   CAO_AS   4   AcceleraMaxCliritb_05   9 45,1   213,2   7 57300   CAO_AS   4   AcceleraMaxCliritb_01   1 031,2   230,6   7 57300   CAO_AS   6   AcceleraMaxCliritb_00   1 127,9   250   127,9   250   127,9   250   127,9   250   127,9   250   127,9   250   127,9   250   127,9   250   127,9											
T57300   TCAO_AS   T   Climb   MaxClimb_00   S 500   T57300   TCAO_AS   S   Climb   MaxClimb_00   T 500   T	757300	ICAO_	<b>4</b> 5	5	Acceler	a <b>M</b> axCli	mlb_01		1 076	227,9	
T57300   TCAO_AS   S   Climb   MaxClimb_00   T 500   T 57300   TCAO_AS   S   Climb   MaxClimb_00   T 500   T 57300   TCAO_AS   S   Climb   MaxClimb_00   T 500   T 57300   TCAO_AS   S   Climb   MaxClimb_0S   S   S   S   S   S   S   S   S   S	757300	ICAO_	45	6	Acceler	a <b>M</b> axCli	mlp_00		1 192	250	
757300   ICAO_A6   9   Climb   MaxCliritb_00   10 000	757300	ICAO_	45	7	Climb	MaxCli	mlp_00	5 500			
T57300   ICAO_   K6	757300	ICAO_	45	8	Climb	MaxCli	mlb_00	7 500			
T57300   ICAO_A6   2   Climb   MaxTak & 1500   1500   157300   ICAO_A6   3   Climb   MaxClirilb_05   3 000   157300   ICAO_A6   4   Accelera MaxClirilb_05   945,1   213,2   157300   ICAO_A6   5   Accelera MaxClirilb_00   1   1   230,6   031,2   250   127,9   250   1	757300	ICAO_	45	9	Climb	MaxCli	mlb_00	10 000			
T57300   ICAO_A6	757300	ICAO_	46	1	Takeoff	MaxTak	eTof®5				
T57300   ICAO_A6	757300	ICAO_	46	2	Climb	MaxTak	eTo <u>f</u> 105	1 500			
T57300   ICAO_A6   S   Acceleral dax Climib_01   1   230,6   031,2   250   127,9   250   2	757300	ICAO_	46	3	Climb	MaxCli	mlb_05	3 000			
757300   CAO_A6   6   Acceleral   Accele	757300	ICAO_	46	4	Acceler	a <b>M</b> axCli	mlb_05		945,1	213,2	
757300   ICAO_A6   7   Climb   MaxClimib_00   5 500   7 57300   ICAO_A6   8   Climb   MaxClimib_00   7 500   7 57300   ICAO_A6   9   Climb   MaxClimib_00   10 000   7 57300   ICAO_B1   1   Takeoff   MaxTak doft5   1 097   7 57300   ICAO_B1   2   Climb   MaxTak doft5   1 097   7 57300   ICAO_B1   3   Acceleral daxTak doft5   1 097   7 57300   ICAO_B1   4   Acceleral daxTak doft5   2 2 2 11,8 252,1   7 57300   ICAO_B1   5   Climb   MaxTak doft5   2 569   1 0 0 0 0   1 0 0 0 0   1 0 0 0 0   1 0 0 0 0	757300	ICAO_A	46	5	Acceler	a <b>M</b> axCli	ml <u>b</u> 01			230,6	
757300   ICAO_A6   8   Climb   MaxClirilb_00   7 500   7 57300   ICAO_A6   9   Climb   MaxClirilb_00   10 000   7 57300   ICAO_BI   1   Takeoff   MaxTak&oft   5   1 097   7 57300   ICAO_BI   2   Climb   MaxTak&oft   5   1 097   7 57300   ICAO_BI   3   Acceleral axTak&oft   5   2 252,1   7 57300   ICAO_BI   4   Acceleral axTak&oft   1   2 480   215,4   7 57300   ICAO_BI   5   Climb   MaxTak&oft   0   2 569   7 57300   ICAO_BI   6   Climb   MaxClirilb_00   3 000   7 57300   ICAO_BI   7   Acceleral axClirilb_00   3 000   7 57300   ICAO_BI   8   Climb   MaxClirilb_00   5 500   7 57300   ICAO_BI   9   Climb   MaxClirilb_00   7 500   7 57300   ICAO_BI   9   Climb   MaxClirilb_00   7 500   7 57300   ICAO_BI   10   Climb   MaxClirilb_00   10 000   7 57300   ICAO_BI   10   Climb   MaxClirilb_00   10 000   7 57300   ICAO_BI   2   Climb   MaxTak&oft   5   1 041   7 57300   ICAO_BI   3   Acceleral axTak&oft   5   1 041   7 57300   ICAO_BI   3   Acceleral axTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   7 57300   ICAO_BI   5   Climb   MaxTak&oft   5   2 2 13   1 54,9   1 54   1 54   1 54   1 54   1 54   1 54   1 54	757300	ICAO_A	46	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		-	250	
757300   ICAO_BI   1   Takeoff   MaxTak&off05   1   1   1   1   1   1   1   1   1	757300	ICAO_	46	7	Climb	MaxCli	mlb_00	5 500			
Takeoff   MaxTak &	757300	ICAO_	46	8	Climb	MaxCli	mlb_00	7 500			
757300   ICAO_BI   2   Climb   MaxTak&oft05   1 097	757300	ICAO_	46	9	Climb	MaxCli	mlb_00	10 000			
757300   ICAO_B    3   Acceleral ax Tak & for fill   2   480   215,4     757300   ICAO_B    4   Acceleral ax Tak & for fill   2   480   215,4     757300   ICAO_B    5   Climb   Max Tak & for fill   0   2   569     757300   ICAO_B    6   Climb   Max Climib   0   3   000     757300   ICAO_B    7   Acceleral ax Climib   0   1   250     757300   ICAO_B    8   Climb   Max Climib   0   5   500     757300   ICAO_B    9   Climb   Max Climib   0   7   500     757300   ICAO_B    9   Climb   Max Climib   0   10   000     757300   ICAO_B    10   Climb   Max Climib   0   10   000     757300   ICAO_B    1   Takeoff   Max Tak & for fill   5     757300   ICAO_B    2   Climb   Max Tak & for fill   5   2     757300   ICAO_B    3   Acceleral ax Tak & for fill   2   2   2   2   3     757300   ICAO_B    4   Acceleral ax Tak & for fill   2   2   2   2   3     757300   ICAO_B    5   Climb   Max Tak & for fill   2   2   2   3     757300   ICAO_B    5   Climb   Max Tak & for fill   2   2   2   3     757300   ICAO_B    5   Climb   Max Tak & for fill   2   2   3     757300   ICAO_B    5   Climb   Max Tak & for fill   2   2   3     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    5   Climb   Max Tak & for fill   2   4     757300   ICAO_B    7   7     7573	757300	ICAO_l	31	1	Takeoff	MaxTak	eTof®5				
757300   ICAO_Bl   4   Acceleral   Accel	757300	ICAO_1	31	2	Climb	MaxTak	eTof105	1 097			
757300   ICAO_BI   5   Climb   MaxTak   60f0   2 569	757300	ICAO_l	31	3	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> €5			211,8	
757300   ICAO_BI   6   Climb   MaxClimIb_00   3 000     757300   ICAO_BI   7   Accelerate axClimIb_00   1   250   701,7   250     757300   ICAO_BI   9   Climb   MaxClimIb_00   7 500     757300   ICAO_BI   10   Climb   MaxClimIb_00   10 000     757300   ICAO_B2   1   Takeoff   MaxTaketoft   5   1 041     757300   ICAO_B2   2   Climb   MaxTaketoft   5   2   213   154,9   757300   ICAO_B2   4   Accelerate axTaketoft   2 352   218,6   757300   ICAO_B2   5   Climb   MaxTaketoft   2 352   218,6   757300   ICAO_B2   5   Climb   MaxTaketoft   2 412     757300   ICAO_B2   5   Climb   MaxTaketoft   757300   75730	757300	ICAO_I	B1	4	Acceler	a <b>M</b> axTak	æ <u>lof</u> lø1		2 480	215,4	
757300 ICAO_BI	757300	ICAO_l	31	5	Climb	MaxTak	eTo_f160	2 569			
757300   ICAO_BI   8   Climb   MaxClimib_00   5 500	757300	ICAO_l	31	6	Climb	MaxCli	mlb_00	3 000			
757300   ICAO_BI   9   Climb   MaxClimib_00   7 500     757300   ICAO_BI   10   Climb   MaxClimib_00   10 000     757300   ICAO_B2   1   Takeoff   MaxTakeoft   5   1 041     757300   ICAO_B2   2   Climb   MaxTakeoft   5   1 041     757300   ICAO_B2   3   Accelerate axTakeoft   5   2   213   154,9     757300   ICAO_B2   4   Accelerate axTakeoft   2 352   218,6   757300   ICAO_B2   5   Climb   MaxTakeoft   0   2 412     10   10   10   10   10   10   10	757300	ICAO_l	31	7	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		_	250	
757300 ICAO_BI         10         Climb         MaxClimb_00         10 000           757300 ICAO_B2         1         Takeoff MaxTakeoff05           757300 ICAO_B2         2         Climb         MaxTakeoff05         1 041           757300 ICAO_B2         3         AccelerateaxTakeoff05         2         213           757300 ICAO_B2         4         AccelerateaxTakeoff01         2 352         218,6           757300 ICAO_B2         5         Climb         MaxTakeoff00         2 412	757300	ICAO_I	B1	8	Climb	MaxCli	mlb_00	5 500			
757300 ICAO_B2	757300	ICAO_l	B1	9	Climb	MaxCli	mlb_00	7 500			
757300 ICAO_B2 2 Climb MaxTak&oft05 1 041 757300 ICAO_B2 3 AccelerateaxTak&oft05 2 213 154,9 757300 ICAO_B2 4 AccelerateaxTak&oft01 2 352 218,6 757300 ICAO_B2 5 Climb MaxTak&oft00 2 412	757300	ICAO_I	B1	10	Climb	MaxCli	mlb_00	10 000			
757300 ICAO_B2         3         Accelerate ax Tak exoft 5         2	757300	ICAO_I	32	1	Takeoff	MaxTak	eTof105				
757300 ICAO_B2	757300	ICAO_l	32	2	Climb	MaxTak	eTof®5	1 041			
757300 ICAO_B2	757300	ICAO_l	32	3	Acceler	a <b>M</b> axTak	æ6 <u>f</u> 05			213	
	757300	ICAO_l	32	4	Acceler	a <b>M</b> axTak	eão <u>f</u> 101		2 352	218,6	
757300 ICAO_B2 6 Climb MaxClimb_00 3 000	757300	ICAO_1	32	5	Climb	MaxTak	eao <u>f</u> 160	2 412			
	757300	ICAO_l	32	6	Climb	MaxCli	mlb_00	3 000			

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757300	ICAO 1	<b>3</b> 7	7	Acceler	a <b>M</b> axCli	00 dFm		1	250
737300	10/10_1		,	71000101	allacen	.m <u>o_</u> 00		607,8	230
757300	ICAO_l	32	8	Climb	MaxCli	mlb_00	5 500		
757300	ICAO_l	32	9	Climb	MaxCli	mlb_00	7 500		
757300	ICAO_l	32	10	Climb	MaxCli	mlb_00	10 000		
757300	ICAO_l	33	1	Takeoff	MaxTak	eTo_f05			
757300	ICAO_l	33	2	Climb	MaxTak	eEof05	1 000		
757300	ICAO_l	33	3	Acceler	a <b>M</b> axTak	eEo <u>f</u> 05		2 062	214,5
757300	ICAO_l	33	4	Acceler	a <b>M</b> axTak	æ6 <u>f</u> 01		2 223,5	221,8
757300	ICAO_l	33	5	Climb	MaxTak	eTo_f100	2 275		
757300	ICAO_l	33	6	Climb	MaxCli	mlb_00	3 000		
757300	ICAO_l	33	7	Acceler	a <b>M</b> axCli	mlb_00		1 521,8	250
757300	ICAO_l	33	8	Climb	MaxCli	mlb_00	5 500		
757300	ICAO_l	33	9	Climb	MaxCli	mlb_00	7 500		
757300	ICAO_l	33	10	Climb	MaxCli	mlb_00	10 000		
757300	ICAO_l	34	1	Takeoff	MaxTak	eTo_f05			
757300	ICAO_l	34	2	Climb	MaxTak	eTo_f05	1 000		
757300	ICAO_l	34	3	Acceler	a <b>M</b> axTak	æ6 <u>f</u> 05		1 901,4	217,4
757300	ICAO_l	34	4	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> €1		2 061,8	228
757300	ICAO_l	34	5	Climb	MaxTak	eTo_f00	2 099		
757300	ICAO_l	B4	6	Climb	MaxCli	mlp_00	3 000		
757300	ICAO_l	34	7	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 374,1	250
757300	ICAO_l	B4	8	Climb	MaxCli	mlp_00	5 500		
757300	ICAO_l	B4	9	Climb	MaxCli	00 <u>d</u> fm	7 500		
757300	ICAO_l	B4	10	Climb	MaxCli	00 <u>d</u> fm	10 000		
757300	ICAO_l	35	1	Takeoff	MaxTak	eTo_f05			
757300	ICAO_l	35	2	Climb	MaxTak	eTo_f05	1 000		
757300	ICAO_l	35	3	Acceler	a <b>M</b> axTak	celo <u>f</u> 05		1 729,2	221,7
757300	ICAO_l	35	4	Acceler	a <b>lM</b> axTak	æ <u>lof</u> 101		1 881,8	236,7
757300	ICAO_l	35	5	Climb	MaxTak	eEof60	1 891		

757200	1040.1	5-		C1: 1	M (01)	<b>71</b> 00	2 000			
	ICAO_1		6	Climb	MaxCli	_	3 000	_		
757300	ICAO_l	35	7	Acceler	a <b>M</b> axCli	mlb_00		1 227,3	250	
757300	ICAO_l	B5	8	Climb	MaxCli	mlb_00	5 500			
757300	ICAO_l	35	9	Climb	MaxCli	mlb_00	7 500			
757300	ICAO_l	35	10	Climb	MaxCli	mlb_00	10 000			
757300	ICAO_l	36	1	Takeoff	MaxTak	eEo <u>f</u> 105				
757300	ICAO_l	36	2	Climb	MaxTak	eTof®5	1 000			
757300	ICAO_l	36	3	Acceler	a <b>M</b> axTak	eTof®5		1 655	224	
757300	ICAO_l	36	4	Acceler	a <b>lM</b> axTak	eão <u>f</u> 601		1 836,4	240,1	
757300	ICAO_l	36	5	Climb	MaxTak	eao <u>f</u> €0	1 829			
757300	ICAO_1	36	6	Climb	MaxCli	mlb_00	3 000			
757300	ICAO_l	36	7	Acceler	a <b>M</b> axCli	mlb_00		1 159,2	250	
757300	ICAO_l	36	8	Climb	MaxCli	mlb_00	5 500			
757300	ICAO_l	36	9	Climb	MaxCli	mlb_00	7 500			
757300	ICAO_l	36	10	Climb	MaxCli	mlb_00	10 000			
757PW	DEFAU	ШΤ	1	Takeoff	MaxTak	<b>E</b> off				
757PW	DEFAU	шт	2	Climb	MaxTak	<b>€</b> off	1 000			
757PW	DEFAU	ШΤ	3	Acceler	a <b>M</b> axCli	mlb_05		1 471	190,1	
757PW	DEFAU	ПТ	4	Acceler	a <b>M</b> axCli	mlb_01		1 636,4	206	
757PW	DEFAU	шт	5	Climb	MaxCli	mlb_00	3 000			
757PW	DEFAU	ПТ	6	Acceler	a <b>M</b> axCli	mlb_00		1 822,2	250	
757PW	DEFAU	ШΤ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			
757PW	DEFAU	ПТ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500			
757PW	DEFAU	ΊΤ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000			
757PW	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	<b>&amp;</b> off				
757PW	DEFAU	227	2	Climb	MaxTak	<b>c</b> off	1 000			
757PW	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	mlb_05		1 403,6	191,4	
757PW	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	mlb_01		1 568,2	208,7	
757PW	DEFAU	<b>12</b> T	5	Climb	MaxCli	mlb_00	3 000			

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757PW	DEFAU	<b>2</b> T	6	Acceler	a <b>M</b> axCli	mTb 00		1	250
						_		742,7	
757PW	DEFAU	<b>12</b> T	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
757PW	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
757PW	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
757PW	DEFAU	BL	1	Takeoff	MaxTal	<b>&amp;</b> off			
757PW	DEFAU	BL	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
757PW	DEFAU	BL	3	Acceler	a <b>M</b> axCli	mlb_05		1 339,2	193
757PW	DEFAU	ВГ	4	Acceler	a <b>M</b> axCli	mlb_01		1 495,9	211,1
757PW	DEFAU	ВГ	5	Acceler	a <b>M</b> axCli	mlb_00		1 666,7	211,6
757PW	DEFAU	BL	6	Climb	MaxCli	mTb_00	3 000		
757PW	DEFAU	BL	7	Acceler	a <b>M</b> axCli	mTb_00		1 661	250
757PW	DEFAU	BL	8	Climb	MaxCli	n <b>zt</b> ERO	5 500		
757PW	DEFAU	BL	9	Climb	MaxCli	n <b>zt</b> ERO	7 500		
757PW	DEFAU	BL	10	Climb	MaxCli	n <b>z</b> BERO	10 000		
757PW	DEFAU	<b>M</b> T	1	Takeoff	MaxTal	<b>&amp;</b> off			
757PW	DEFAU	<b>M</b> T	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
757PW	DEFAU	ИГ	3	Acceler	a <b>M</b> axCli	mlb_05		1 213,5	196,4
757PW	DEFAU	ИГ	4	Acceler	a <b>M</b> axCli	mlb_01		1 353,6	213,7
757PW	DEFAU	ИГ	5	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 460,3	217,4
757PW	DEFAU	<b>M</b> T	6	Climb	MaxCli	mlb_00	3 000		
757PW	DEFAU	ИГ	7	Acceler	a <b>M</b> axCli	mlb_00		1 510,6	250
757PW	DEFAU	<b>M</b> T	8	Climb	MaxCli	n <b>zt</b> ERO	5 500		
757PW	DEFAU	<b>I</b> IT	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
757PW	DEFAU	<b>M</b> T	10	Climb	MaxCli	n <b>zt</b> ERO	10 000		
757PW	DEFAU	15T	1	Takeoff	MaxTal	c <b>é</b> off			
757PW	DEFAU	<b>15</b> T	2	Climb	MaxTak	c <b>é</b> off	1 000		
757PW	DEFAU	ТБТ	3	Acceler	a <b>M</b> axCli	mlb_05		1 082,9	200,8
757PW	DEFAU	IST	4	Acceler	a <b>M</b> axCli	mlb_01		1 212	218,5

		,			Υ	,			
757PW	DEFAU	<b>15</b> T	5	Acceler	a <b>lte</b> axCli	m <u>lb_</u> 00		1 291,1	224,3
757PW	DEFAU	IST	6	Climb	MaxCli	mlb_00	3 000		
757PW	DEFAU	БГ	7	Acceler	a <b>M</b> axCli	00 <u>d</u> lm		1 352,4	250
757PW	DEFAU	<b>15</b> T	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
757PW	DEFAU	<b>15</b> T	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
757PW	DEFAU	<b>15</b> T	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
757PW	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	<b>€</b> off			
757PW	DEFAU	<b>16</b> T	2	Climb	MaxTak	<b>€</b> off	1 000		
757PW	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axCli	mlb_05		1 005,7	203,9
757PW	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	mlb_01		1 124,3	221,9
757PW	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	mlb_00		1 220	228,7
757PW	DEFAU	<b>16</b> T	6	Climb	MaxCli	mlb_00	3 000		
757PW	DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 259,5	250
757PW	DEFAU	<b>16</b> T	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
757PW	DEFAU	<b>16</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
757PW	DEFAU	<b>16</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
757PW	DEFAU	<b>17</b> Γ	1	Takeoff	MaxTak	<b>c</b> off			
757PW	DEFAU	<b>17</b> Γ	2	Climb	MaxTak	<b>c</b> off	1 000		
757PW	DEFAU	<b>17</b> Γ	3	Acceler	a <b>M</b> axCli	mlb_05		938,1	207
757PW	DEFAU	IZΓ	4	Acceler	a <b>M</b> axCli	mlb_01		1 052,4	225,2
757PW	DEFAU	<b>17</b> Γ	5	Acceler	a <b>M</b> axCli	nflb_00		1 134,5	233,3
757PW	DEFAU	<b>17</b> Г	6	Climb	MaxCli	mlb_00	3 000		
757PW	DEFAU	<b>17</b> 1	7	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 172,9	250
757PW	DEFAU	<b>17</b> Γ	8	Climb	MaxCli	n <b>z</b> tERO	5 500		
757PW	DEFAU	<b>17</b> Γ	9	Climb	MaxCli	n <b>z</b> lERO	7 500		
757PW	DEFAU	<b>17</b> Γ	10	Climb	MaxCli	n <b>z</b> tERO	10 000		
757PW	ICAO_	A1	1	Takeoff	MaxTak	<b>E</b> off			
757PW	ICAO_	A1	2	Climb	MaxTak	<b>€</b> off	1 500		
757PW	ICAO_	A1	3	Climb	MaxCli	mlb_05	3 000		

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					1	1			
757PW	ICAO_	A1	4	Acceler	a <b>M</b> axCli	m <u>lb</u> 05		1 399,5	188
757PW	ICAO_	Al	5	Acceler	a <b>M</b> axCli	mlb_01		1 605,4	205,8
757PW	ICAO_	Al	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 804,8	250
757PW	ICAO_	A1	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
757PW	ICAO_	A1	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
757PW	ICAO_	A1	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
757PW	ICAO_	A2	1	Takeoff	MaxTak	<b>E</b> off			
757PW	ICAO_	A2	2	Climb	MaxTak	<b>&amp;</b> off	1 500		
757PW	ICAO_	A2	3	Climb	MaxCli	mlb_05	3 000		
757PW	ICAO_	A2	4	Acceler	a <b>M</b> axCli	mlb_05		1 337,7	189,5
757PW	ICAO_	A2	5	Acceler	a <b>M</b> axCli	mlb_01		1 522,3	207,2
757PW	ICAO_	A2	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 725,5	250
757PW	ICAO_	A2	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
757PW	ICAO_	A2	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
757PW	ICAO_	A2	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
757PW	ICAO_	A3	1	Takeoff	MaxTak	<b>&amp;</b> off			
757PW	ICAO_	A3	2	Climb	MaxTak	<b>&amp;</b> off	1 500		
757PW	ICAO_	A3	3	Climb	MaxCli	m <b>5</b> b	3 000		
757PW	ICAO_	A3	4	Acceler	a <b>M</b> axCli	nflb_05		1 271,9	191,1
757PW	ICAO_	A3	5	Acceler	a <b>M</b> axCli	mlb_01		1 451,8	208,2
757PW	ICAO_	A3	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 638	250
757PW	ICAO_	A3	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
757PW	ICAO_	A3	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
757PW	ICAO_	A3	9	Climb	MaxCli	n <b>a</b> tero	10 000		
757PW	ICAO_	A4	1	Takeoff	MaxTak	<b>E</b> off			
757PW	ICAO_	A4	2	Climb	MaxTak	<b>&amp;</b> off	1 500		
757PW	ICAO_	A4	3	Climb	MaxCli	n <b>o</b> ib	3 000		
757PW	ICAO_	A	4	Acceler	a <b>M</b> axCli	mlb_05		1 153,8	194,7

					1	1				
757PW	ICAO_	<b>4</b> 4	5	Acceler	a <b>M</b> axCli	m <u>lb</u> 01		1 312,6	212,2	
757PW	ICAO_	<del>\</del> 4	6	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		1 486	250	
757PW	ICAO_	44	7	Climb	MaxCli	n <b>zt</b> ERO	5 500			
757PW	ICAO_	44	8	Climb	MaxCli	n <b>zt</b> ERO	7 500			
757PW	ICAO_	44	9	Climb	MaxCli	n <b>zt</b> ERO	10 000			
757PW	ICAO_	<b>4</b> 5	1	Takeoff	MaxTak	€off				
757PW	ICAO_	45	2	Climb	MaxTak	<b>&amp;</b> off	1 500			
757PW	ICAO_	45	3	Climb	MaxCli	m <b>5</b> b	3 000			
757PW	ICAO_	<b>A</b> 5	4	Acceler	a <b>M</b> axCli	mlb_05		1 028,8	199,2	
757PW	ICAO_	<b>A</b> 5	5	Acceler	a <b>M</b> axCli	mlb_01		1 171,1	217,2	
757PW	ICAO_	<b>4</b> 5	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 325,6	250	
757PW	ICAO_	45	7	Climb	MaxCli	n <b>zt</b> ERO	5 500			
757PW	ICAO_	45	8	Climb	MaxCli	n <b>zt</b> ERO	7 500			
757PW	ICAO_	45	9	Climb	MaxCli	n <b>zt</b> ERO	10 000			
757PW	ICAO_	46	1	Takeoff	MaxTak	€off				
757PW	ICAO_	46	2	Climb	MaxTak	<b>€</b> off	1 500			
757PW	ICAO_	46	3	Climb	MaxCli	m <b>o</b> b	3 000			
757PW	ICAO_	46	4	Acceler	a <b>M</b> axCli	mlb_05		953,4	202,5	
757PW	ICAO_	46	5	Acceler	a <b>M</b> axCli	mlb_01		1 087,8	220,6	
757PW	ICAO_	46	6	Acceler	a <b>M</b> axCli	n <b>a</b> tERO		1 225,5	250	
757PW	ICAO_	46	7	Climb	MaxCli	n <b>z</b> BERO	5 500			
757PW	ICAO_	46	8	Climb	MaxCli	n <b>zt</b> ERO	7 500			
757PW	ICAO_	46	9	Climb	MaxCli	n <b>zt</b> ERO	10 000			
757PW	ICAO_	47	1	Takeoff	MaxTak	c <b>é</b> off				
757PW	ICAO_	47	2	Climb	MaxTak	c <b>é</b> off	1 500			
757PW	ICAO_	47	3	Climb	MaxCli	m <b>5</b> b	3 000			
757PW	ICAO_	47	4	Acceler	a <b>M</b> axCli	mlb_05		886,5	205,7	
757PW	ICAO_	47	5	Acceler	a <b>M</b> axCli	mTb_01		1 012,8	224	
757PW	ICAO_A	47	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 140,1	250	

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757PW	ICAO_/	47	7	Climb	MaxCli	n <b>a</b> leRO	5 500			
757PW	ICAO_	47	8	Climb	MaxCli	n <b>a</b> leRO	7 500			
757PW	ICAO_	47	9	Climb	MaxCli	n <b>a</b> leRO	10 000			
757PW	ICAO_I	31	1	Takeoff	MaxTak	€off				
757PW	ICAO_I	31	2	Climb	MaxTak	€off	1 000			
757PW	ICAO_I	31	3	Acceler	a <b>M</b> axTak	<b>E</b> off		1 970,1	206	
757PW	ICAO_I	31	4	Climb	MaxCli	n <b>a</b> leRO	3 000			
757PW	ICAO_I	31	5	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 821,5	250	
757PW	ICAO_I	31	6	Climb	MaxCli	n <b>a</b> tero	5 500			
757PW	ICAO_I	31	7	Climb	MaxCli	n <b>a</b> leRO	7 500			
757PW	ICAO_I	31	8	Climb	MaxCli	n <b>a</b> leRO	10 000			
757PW	ICAO_I	32	1	Takeoff	MaxTak	<b>E</b> off				
757PW	ICAO_I	32	2	Climb	MaxTak	<b>E</b> off	1 000			
757PW	ICAO_I	32	3	Acceler	a <b>lM</b> axTak	<b>€</b> off		1 899,2	208,7	
757PW	ICAO_I	32	4	Climb	MaxCli	n <b>a</b> leRO	3 000			
757PW	ICAO_I	32	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 743,3	250	
757PW	ICAO_I	32	6	Climb	MaxCli	n <b>z</b> lERO	5 500			
757PW	ICAO_I	32	7	Climb	MaxCli	n <b>a</b> tero	7 500			
757PW	ICAO_I	32	8	Climb	MaxCli	n <b>a</b> tero	10 000			
757PW	ICAO_I	33	1	Takeoff	MaxTak	€off				
757PW	ICAO_I	33	2	Climb	MaxTak	€off	1 000			
757PW	ICAO_I	83	3	Acceler	a <b>M</b> axTak	€off		1 825,8	211,6	
757PW	ICAO_I	33	4	Climb	MaxCli	n <b>z</b> lERO	3 000			
757PW	ICAO_I	33	5	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 659,4	250	
757PW	ICAO_I	33	6	Climb	MaxCli	n <b>a</b> tero	5 500			
757PW	ICAO_I	33	7	Climb	MaxCli	n <b>a</b> tero	7 500			
757PW	ICAO_I	33	8	Climb	MaxCli	n <b>a</b> leRO	10 000			
757PW	ICAO_I	34	1	Takeoff	MaxTak	€off				
757PW	ICAO_I	34	2	Climb	MaxTak	€off	1 000			
757PW	ICAO_I	34	3	Acceler	a <b>M</b> axTak	€off		1 690,7	217,4	

757PW	ICAO_B4	4	Climb	MaxCli	n <b>zi</b> ERO	3 000			
757PW	ICAO_B4	5	Accelei	a <b>M</b> axCli	n <b>z</b> tERO		1 512,3	250	
757PW	ICAO_B4	6	Climb	MaxCli	n <b>a</b> tero	5 500			
757PW	ICAO_B4	7	Climb	MaxCli	n <b>z</b> BERO	7 500			
757PW	ICAO_B4	8	Climb	MaxCli	n <b>zi</b> ERO	10 000			
757PW	ICAO_B5	1	Takeoff	MaxTak	<b>&amp;</b> off				
757PW	ICAO_B5	2	Climb	MaxTak	<b>&amp;</b> off	1 000			
757PW	ICAO_B5	3	Accelei	a <b>M</b> axTak	€off		1 543,6	224,1	
757PW	ICAO_B5	4	Climb	MaxCli	n <b>zt</b> ERO	3 000			
757PW	ICAO_B5	5	Accelei	a <b>M</b> axCli	n <b>a</b> tero		1 351,8	250	
757PW	ICAO_B5	6	Climb	MaxCli	n <b>zi</b> ERO	5 500			
757PW	ICAO_B5	7	Climb	MaxCli	n <b>zt</b> ERO	7 500			
757PW	ICAO_B5	8	Climb	MaxCli	n <b>zt</b> ERO	10 000			
757PW	ICAO_B6	1	Takeoff	MaxTak	<b>€</b> off				
757PW	ICAO_B6	2	Climb	MaxTak	<b>€</b> off	1 000			
757PW	ICAO_B6	3	Accelei	a <b>M</b> axTak	€off		1 458,3	228,7	
757PW	ICAO_B6	4	Climb	MaxCli	m <b>Z</b> BERO	3 000			
757PW	ICAO_B6	5	Accelei	a <b>M</b> axCli	n <b>z</b> tERO		1 257,5	250	
757PW	ICAO_B6	6	Climb	MaxCli	m <b>Z</b> BERO	5 500			
757PW	ICAO_B6	7	Climb	MaxCli	m <b>Z</b> ERO	7 500			
757PW	ICAO_B6	8	Climb	MaxCli	m <b>Z</b> ERO	10 000			
757PW	ICAO_B7	1	Takeoff	MaxTak	<b>€</b> off				
757PW	ICAO_B7	2	Climb	MaxTak	<b>E</b> off	1 000			
757PW	ICAO_B7	3	Accelei	a <b>M</b> axTak	<b>€</b> off		1 380,6	233,3	
757PW	ICAO_B7	4	Climb	MaxCli	n <b>a</b> tero	3 000			
757PW	ICAO_B7	5	Accelei	a <b>M</b> axCli	n <b>a</b> tERO		1 173,6	250	
757PW	ICAO_B7	6	Climb	MaxCli	n <b>zi</b> ERO	5 500			
757PW	ICAO_B7	7	Climb	MaxCli	n <b>zi</b> ERO	7 500			
757PW	ICAO_B7	8	Climb	MaxCli	n <b>zi</b> ERO	10 000			
757RR	DEFAUL	Γ 1	Takeoff	MaxTak	€off				
		,							

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				<u> </u>	1		1		
757RR	DEFAU	шт	2	Climb	MaxTal	c <b>é</b> off	1 000		
757RR	DEFAU	ШТ	3	Acceler	a <b>M</b> axCli	mlb_05		1 613,9	192,4
757RR	DEFAU	шт	4	Acceler	a <b>M</b> axCli	mlb_01		1 779,7	206,3
757RR	DEFAU	ШТ	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
757RR	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 966,1	250
757RR	DEFAU	ПТ	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
757RR	DEFAU	ШТ	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
757RR	DEFAU	ПТ	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
757RR	DEFAU	<b>2</b> T	1	Takeoff	MaxTal	€off			
757RR	DEFAU	<b>2</b> T	2	Climb	MaxTal	<b>€</b> off	1 000		
757RR	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	mlb_05		1 544,6	193,9
757RR	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	mlb_01		1 703,3	209,2
757RR	DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
757RR	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 879,3	250
757RR	DEFAU	<b>2</b> T	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
757RR	DEFAU	<b>2</b> T	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
757RR	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
757RR	DEFAU	BL	1	Takeoff	MaxTal	<b>€</b> off			
757RR	DEFAU	BL	2	Climb	MaxTal	<b>€</b> off	1 000		
757RR	DEFAU	ВГ	3	Acceler	a <b>M</b> axCli	mlb_05		1 474,6	195,5
757RR	DEFAU	BL	4	Acceler	a <b>M</b> axCli	mlb_01		1 627,6	212,2
757RR	DEFAU	BL	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
757RR	DEFAU	BL	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 787,2	250
757RR	DEFAU	BL	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
757RR	DEFAU	BL	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
757RR	DEFAU	BL	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
757RR	DEFAU	<b>M</b> T	1	Takeoff	MaxTal	<b>&amp;</b> off			
757RR	DEFAU	<b>M</b> T	2	Climb	MaxTal	€off	1 000		

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757RR	DEFAU	<b>M</b> T	3	Acceler	a <b>M</b> axCli	mlb_05		1 338	199
757RR	DEFAU	<b>M</b> L	4	Acceler	a <b>M</b> axCli	mTb_01		1 484,6	216,4
757RR	DEFAU	ИГ	5	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 560	218,3
757RR	DEFAU	ИГ	6	Climb	MaxCli	n <b>z</b> BERO	3 000		
757RR	DEFAU	ИГ	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 623,1	250
757RR	DEFAU	ИГ	8	Climb	MaxCli	mlb_00	5 500		
757RR	DEFAU	ИТ	9	Climb	MaxCli	mlb_00	7 500		
757RR	DEFAU	ИТ	10	Climb	MaxCli	mlb_00	10 000		
757RR	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	<b>E</b> off			
757RR	DEFAU	<b>15</b> T	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
757RR	DEFAU	TET	3	Acceler	a <b>M</b> axCli	mlb_05		1 196,6	203,7
757RR	DEFAU	TET	4	Acceler	a <b>M</b> axCli	mlb_01		1 325,3	221,1
757RR	DEFAU	BL	5	Acceler	a <b>M</b> axCli	mlb_00		1 400	225,7
757RR	DEFAU	<b>15</b> T	6	Climb	MaxCli	n <b>zi</b> ERO	3 000		
757RR	DEFAU	ТЕТ	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 447,1	250
757RR	DEFAU	BL	8	Climb	MaxCli	mlb_00	5 500		
757RR	DEFAU	BL	9	Climb	MaxCli	mlb_00	7 500		
757RR	DEFAU	IST	10	Climb	MaxCli	n <b>zi</b> ERO	10 000		
757RR	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	<b>&amp;</b> off			
757RR	DEFAU	<b>16</b> T	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
757RR	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axCli	mlb_05		1 142,2	205,8
757RR	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	mlb_01		1 258	223,4
757RR	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	mlb_00		1 329,6	228,9
757RR	DEFAU	<b>16</b> T	6	Climb	MaxCli	m <b>Z</b> ERO	3 000		
757RR	DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 377,4	250
757RR	DEFAU	<b>16</b> T	8	Climb	MaxCli	00 <u>d</u> fm	5 500		
757RR	DEFAU	<b>16</b> T	9	Climb	MaxCli	mlb_00	7 500		
757RR	DEFAU	<b>16</b> T	10	Climb	MaxCli	m <b>Z</b> BERO	10 000		
757RR	DEFAU	<b>1</b> 77	1	Takeoff	MaxTak	<b>€</b> off			

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	DEEAL			G1: 1	) ( T. 1	<b>5</b> CC	1 000			
757RR			2	Climb	MaxTak		1 000			
757RR	DEFAU	<b>I</b> ZT	3	Acceler	a <b>M</b> axCli	m1b_05		1 071,3	208,8	
757RR	DEFAU	IZΓ	4	Acceler	a <b>M</b> axCli	mlb_01		1 181,5	226,7	
757RR	DEFAU	IZΓ	5	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 265,9	233,3	
757RR	DEFAU	IZΓ	6	Climb	MaxCli	n <b>Z</b> ERO	3 000			
757RR	DEFAU	IZΓ	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 287,6	250	
757RR	DEFAU	<b>17</b> Γ	8	Climb	MaxCli	mlb_00	5 500			
757RR	DEFAU	<b>17</b> Γ	9	Climb	MaxCli	n <b>z</b> BERO	7 500			
757RR	DEFAU	<b>17</b> Γ	10	Climb	MaxCli	n <b>z</b> BERO	10 000			
757RR	ICAO_	<b>A</b> 1	1	Takeoff	MaxTak	<b>&amp;</b> off				
757RR	ICAO_	<b>A</b> 1	2	Climb	MaxTak	<b>&amp;</b> off	1 500			
757RR	ICAO_	<b>A</b> 1	3	Climb	MaxCli	m <b>5</b> b	3 000			
757RR	ICAO_	A1	4	Acceler	a <b>M</b> axCli	mlb_05		1 543,3	190,3	
757RR	ICAO_	<b>A</b> 1	5	Acceler	a <b>M</b> axCli	mlb_01		1 735,6	206,1	
757RR	ICAO_	<b>A</b> 1	6	Acceler	a <b>M</b> axCli	nflb_00		1 959,8	250	
757RR	ICAO_	<b>A</b> 1	7	Climb	MaxCli	n <b>Z</b> ERO	5 500			
757RR	ICAO_	<b>A</b> 1	8	Climb	MaxCli	n <b>a</b> tero	7 500			
757RR	ICAO_	<b>A</b> 1	9	Climb	MaxCli	m <b>Z</b> ERO	10 000			
757RR	ICAO_	<b>A</b> 2	1	Takeoff	MaxTak	<b>€</b> off				
757RR	ICAO_	<b>A</b> 2	2	Climb	MaxTak	<b>E</b> off	1 500			
757RR	ICAO_	<b>A</b> 2	3	Climb	MaxCli	m <b>5</b> b	3 000			
757RR	ICAO_	A2	4	Acceler	a <b>M</b> axCli	mlb_05		1 472,7	191,9	
757RR	ICAO_	A2	5	Acceler	a <b>M</b> axCli	mlb_01		1 660,2	208,9	
757RR	ICAO_	42	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 876	250	
757RR	ICAO_	42	7	Climb	MaxCli	n <b>z</b> lERO	5 500			
757RR	ICAO_	42	8	Climb	MaxCli	n <b>z</b> lERO	7 500			
757RR	ICAO_	42	9	Climb	MaxCli	n <b>Z</b> ERO	10 000			
757RR	ICAO_	<b>A3</b>	1	Takeoff	MaxTak	<b>€</b> off				

757RR	ICAO_A	43	2	Climb	MaxTak	eoff	1 500		
757RR	ICAO_A	43	3	Climb	MaxCli	m <b>5</b> b	3 000		
757RR	ICAO_	43	4	Acceler	a <b>M</b> axCli	mlb_05		1 401	193,6
757RR	ICAO_A	43	5	Acceler	a <b>M</b> axCli	mlb_01		1 590,6	211,5
757RR	ICAO_A	43	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 769,2	250
757RR	ICAO_	43	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
757RR	ICAO_	43	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
757RR	ICAO_	43	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
757RR	ICAO_	<b>4</b> 4	1	Takeoff	MaxTak	<b>c</b> off			
757RR	ICAO_	44	2	Climb	MaxTak	<b>c</b> off	1 500		
757RR	ICAO_	44	3	Climb	MaxCli	m <b>5</b> b	3 000		
757RR	ICAO_A	<b>\</b> 4	4	Acceler	a <b>M</b> axCli	mlb_05		1 271,5	197,3
757RR	ICAO_	<b>4</b> 4	5	Acceler	a <b>M</b> axCli	mlb_01		1 436	214,5
757RR	ICAO_A	<b>\</b> 4	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 593,3	250
757RR	ICAO_A	<b>4</b> 4	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
757RR	ICAO_	<b>4</b> 4	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
757RR	ICAO_	<b>4</b> 4	9	Climb	MaxCli	00 <u>d</u> ľm	10 000		
757RR	ICAO_	45	1	Takeoff	MaxTak	<b>c</b> off			
757RR	ICAO_	45	2	Climb	MaxTak	<b>c</b> off	1 500		
757RR	ICAO_A	45	3	Climb	MaxCli	m <b>o</b> b	3 000		
757RR	ICAO_A	45	4	Acceler	a <b>M</b> axCli	mlb_05		1 134,7	202,1
757RR	ICAO_A	45	5	Acceler	a <b>M</b> axCli	mlb_01		1 278,3	219,8
757RR	ICAO_A	45	6	Acceler	a <b>M</b> axCli	mlb_00		1 416,8	250
757RR	ICAO_A	45	7	Climb	MaxCli	n <b>z</b> leRO	5 500		
757RR	ICAO_A	45	8	Climb	MaxCli	n <b>z</b> leRO	7 500		
757RR	ICAO_A	45	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
757RR	ICAO_A	46	1	Takeoff	MaxTak	<b>€</b> off			
757RR	ICAO_	46	2	Climb	MaxTak	<b>c</b> off	1 500		
757RR	ICAO_	46	3	Climb	MaxCli	n <b>5</b> b	3 000		

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ICAO_A	46	4	Acceler	a <b>lsa</b> axCli	mlb_05		1 083,2	204,3
ICAO_A	46	5	Acceler	a <b>M</b> axCli	mlb_01		1 218,6	222,1
ICAO_A	46	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 348,5	250
ICAO_/	46	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
ICAO_/	46	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
ICAO_/	46	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
ICAO_/	47	1	Takeoff	MaxTak	<b>€</b> off			
ICAO_/	47	2	Climb	MaxTak	<b>c</b> off	1 500		
ICAO_/	<b>4</b> 7	3	Climb	MaxCli	m <b>5</b> b	3 000		
ICAO_A	47	4	Acceler	a <b>M</b> axCli	mlb_05		1 013,1	207,4
ICAO_A	47	5	Acceler	a <b>M</b> axCli	mlb_01		1 137,3	225,4
ICAO_A	47	6	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 256,7	250
ICAO_/	47	7	Climb	MaxCli	n <b>a</b> lero	5 500		
ICAO_	47	8	Climb	MaxCli	n <b>z</b> HERO	7 500		
ICAO_/	47	9	Climb	MaxCli	n <b>a</b> lero	10 000		
ICAO_I	31	1	Takeoff	MaxTak	<b>€</b> off			
ICAO_I	31	2	Climb	MaxTak	<b>€</b> off	1 000		
ICAO_I	31	3	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> 05		2 227,2	201,9
ICAO_I	31	4	Acceler	a <b>lM</b> axTak	ceTo_f101		2 474,2	206,3
ICAO_I	31	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
ICAO_I	31	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 965,3	250
ICAO_I	31	7	Climb	MaxCli	n <b>z</b> leRO	5 500		
ICAO_I	31	8	Climb	MaxCli	n <b>z</b> leRO	7 500		
ICAO_I	31	9	Climb	MaxCli	n <b>z</b> leRO	10 000		
ICAO_I	32	1	Takeoff	MaxTak	<b>c</b> off			
ICAO_I	32	2	Climb	MaxTak	<b>c</b> off	1 000		
ICAO_I	32	3	Acceler	a <b>lM</b> axTak	eelo <u>f</u> 105		2 139,9	203
ICAO_I	32	4	Acceler	a <b>M</b> axTak	eTo_fO1		2 400	209,2
	ICAO_A ICAO_B IC	ICAO_A6 ICAO_A6 ICAO_A6 ICAO_A6 ICAO_A6 ICAO_A6 ICAO_A6 ICAO_A7 ICAO_A7 ICAO_A7 ICAO_A7 ICAO_A7 ICAO_A7 ICAO_B1	ICAO_A6 5 ICAO_A6 6 ICAO_A6 6 ICAO_A6 7 ICAO_A6 8 ICAO_A6 9 ICAO_A7 1 ICAO_A7 1 ICAO_A7 2 ICAO_A7 3 ICAO_A7 5 ICAO_A7 6 ICAO_A7 6 ICAO_A7 6 ICAO_A7 8 ICAO_A7 8 ICAO_B1 1 ICAO_B1 1 ICAO_B1 2 ICAO_B1 3 ICAO_B1 5 ICAO_B1 5 ICAO_B1 6 ICAO_B1 6 ICAO_B1 7 ICAO_B1 5 ICAO_B1 6 ICAO_B1 9 ICAO_B1 9 ICAO_B1 9 ICAO_B1 9 ICAO_B2 1 ICAO_B2 1 ICAO_B2 1	ICAO_A6 5 Acceler  ICAO_A6 6 Acceler  ICAO_A6 7 Climb  ICAO_A6 8 Climb  ICAO_A6 9 Climb  ICAO_A7 1 Takeoff  ICAO_A7 1 Takeoff  ICAO_A7 3 Climb  ICAO_A7 4 Acceler  ICAO_A7 5 Acceler  ICAO_A7 6 Acceler  ICAO_A7 7 Climb  ICAO_A7 7 Climb  ICAO_A7 8 Climb  ICAO_A7 9 Climb  ICAO_B1 1 Takeoff  ICAO_B1 1 Takeoff  ICAO_B1 2 Climb  ICAO_B1 3 Acceler  ICAO_B1 4 Acceler  ICAO_B1 5 Climb  ICAO_B1 5 Climb  ICAO_B1 6 Acceler  ICAO_B1 7 Climb  ICAO_B1 7 Climb  ICAO_B1 8 Climb  ICAO_B1 8 Climb  ICAO_B1 9 Climb  ICAO_B1 9 Climb  ICAO_B1 9 Climb  ICAO_B2 1 Takeoff  ICAO_B2 1 Takeoff  ICAO_B2 2 Climb	ICAO_A6 5 AcceleralMaxCli ICAO_A6 6 AcceleralMaxCli ICAO_A6 7 Climb MaxCli ICAO_A6 8 Climb MaxCli ICAO_A6 9 Climb MaxCli ICAO_A7 1 Takeoff MaxTak ICAO_A7 2 Climb MaxCli ICAO_A7 3 Climb MaxCli ICAO_A7 3 Climb MaxCli ICAO_A7 4 AcceleralMaxCli ICAO_A7 5 AcceleralMaxCli ICAO_A7 6 AcceleralMaxCli ICAO_A7 7 Climb MaxCli ICAO_A7 7 Climb MaxCli ICAO_A7 8 Climb MaxCli ICAO_A7 9 Climb MaxCli ICAO_B1 1 Takeoff MaxTak ICAO_B1 2 Climb MaxTak ICAO_B1 3 AcceleralMaxTak ICAO_B1 4 AcceleralMaxTak ICAO_B1 5 Climb MaxCli ICAO_B1 6 AcceleralMaxTak ICAO_B1 6 AcceleralMaxTak ICAO_B1 7 Climb MaxCli ICAO_B1 6 AcceleralMaxCli ICAO_B1 7 Climb MaxCli ICAO_B1 8 Climb MaxCli ICAO_B1 9 Climb MaxCli ICAO_B1 1 Takeoff MaxTak ICAO_B1 1 Takeoff MaxCli ICAO_B1 1 Takeoff MaxCli ICAO_B1 1 Takeoff MaxCli ICAO_B1 1 Takeoff MaxCli ICAO_B1 2 Climb MaxCli ICAO_B1 3 AcceleralMaxCli ICAO_B1 1 Takeoff MaxCli ICAO_B1 2 Climb MaxCli ICAO_B2 1 Takeoff MaxTak ICAO_B2 1 Takeoff MaxTak ICAO_B2 2 Climb MaxCli ICAO_B2 1 Takeoff MaxTak ICAO_B2 2 Climb MaxCli ICAO_B2 3 AcceleralMaxTak	ICAO_A6 5 AcceleralMaxClinflb_01 ICAO_A6 6 AcceleralMaxClinflb_00 ICAO_A6 7 Climb MaxClinfleRO ICAO_A6 8 Climb MaxClinfleRO ICAO_A6 9 Climb MaxClinfleRO ICAO_A7 1 Takeoff MaxTakeoff ICAO_A7 2 Climb MaxClinflb_05 ICAO_A7 3 Climb MaxClinflb_05 ICAO_A7 4 AcceleralMaxClinflb_05 ICAO_A7 5 AcceleralMaxClinflb_01 ICAO_A7 6 AcceleralMaxClinflb_01 ICAO_A7 7 Climb MaxClinfleRO ICAO_A7 8 Climb MaxClinfleRO ICAO_A7 9 Climb MaxClinfleRO ICAO_B1 1 Takeoff MaxTakeoff ICAO_B1 1 Takeoff MaxTakeoff ICAO_B1 2 Climb MaxClinfleRO ICAO_B1 3 AcceleralMaxTakeoff ICAO_B1 3 AcceleralMaxTakeoff ICAO_B1 4 AcceleralMaxTakeoff ICAO_B1 5 Climb MaxClinfleRO ICAO_B1 6 AcceleralMaxTakeoff ICAO_B1 7 Climb MaxClinfleRO ICAO_B1 7 Climb MaxClinfleRO ICAO_B1 8 Climb MaxClinfleRO ICAO_B1 9 Climb MaxClinfleRO ICAO_B1 9 Climb MaxClinfleRO ICAO_B1 9 Climb MaxClinfleRO ICAO_B2 1 Takeoff MaxTakeoff ICAO_B2 1 Takeoff MaxTakeoff ICAO_B2 1 Takeoff MaxTakeoff ICAO_B2 1 Takeoff MaxTakeoff ICAO_B2 3 AcceleralMaxTakeoff ICAO_B2 3 AcceleralMaxTakeoff ICAO_B2 3 AcceleralMaxTakeoff ICAO_B2 3 AcceleralMaxTakeoff	ICAO_A6   5	ICAO_A6   5   Acceleral MaxClinitle_01   1   218,6   ICAO_A6   6   Acceleral MaxClinitle_00   1   348,5   ICAO_A6   7   Climb   MaxClinitle_RO   5 500   ICAO_A6   8   Climb   MaxClinitle_RO   7 500   ICAO_A6   9   Climb   MaxClinitle_RO   10 000   ICAO_A7   1   Takeoff   MaxTakeoff   1 500   ICAO_A7   2   Climb   MaxClinitle_D0   3 000   ICAO_A7   3   Climb   MaxClinitle_D0   3 000   ICAO_A7   4   Acceleral MaxClinitle_D0   1   137,3   ICAO_A7   5   Acceleral MaxClinitle_D0   1   137,3   ICAO_A7   6   Acceleral MaxClinitle_RO   1   256,7   ICAO_A7   7   Climb   MaxClinitle_RO   5 500   ICAO_A7   8   Climb   MaxClinitle_RO   7 500   ICAO_A7   9   Climb   MaxClinitle_RO   10 000   ICAO_B1   1   Takeoff   MaxTakeoff   1 000   ICAO_B1   2   Climb   MaxClinitle_RO   3 000   ICAO_B1   3   Acceleral MaxTakeoff   1 000   ICAO_B1   4   Acceleral MaxTakeoff   1 000   ICAO_B1   5   Climb   MaxClinitle_RO   3 000   ICAO_B1   6   Acceleral MaxClinitle_RO   1   965,3   ICAO_B1   7   Climb   MaxClinitle_RO   7 500   ICAO_B1   8   Climb   MaxClinitle_RO   7 500   ICAO_B1   9   Climb   MaxClinitle_RO   7 500   ICAO_B2   1   Takeoff   MaxTakeoff   1 000   ICAO_B2   2   Climb   MaxClinitle_RO   1 0 000   ICAO_B2   2   Climb   MaxClinitle_RO   1 0 000   ICAO_B2   2   Climb   MaxClinitle_RO   1 0 000   ICAO_B2   3   Acceleral MaxTakeoff   1 000   ICAO_B3   3   A

757DD	ICAO	m	_	C1:1	MC1:	-MED ()	2 000		
	ICAO_		5	Climb	MaxCli		3 000	1	250
757RR	ICAO_	B2	6	Acceler	a <b>M</b> axCli	mb_00		1 876,9	250
757RR	ICAO_	B2	7	Climb	MaxCli	mlb_00	5 500		
757RR	ICAO_	B2	8	Climb	MaxCli	n <b>a</b> tero	7 500		
757RR	ICAO_	B2	9	Climb	MaxCli	n <b>a</b> tero	10 000		
757RR	ICAO_	B3	1	Takeoff	MaxTak	<b>&amp;</b> off			
757RR	ICAO_	B3	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
757RR	ICAO_	B3	3	Acceler	a <b>M</b> axTak	eEo <u>f</u> 165		2 051,2	204,3
757RR	ICAO_	B3	4	Acceler	a <b>M</b> axTak	eTof®1		2 300	212,1
757RR	ICAO_	B3	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
757RR	ICAO_	B3	6	Acceler	a <b>M</b> axCli	mlb_00		1 788	250
757RR	ICAO_	B3	7	Climb	MaxCli	mlb_00	5 500		
757RR	ICAO_	B3	8	Climb	MaxCli	mlb_00	7 500		
757RR	ICAO_	B3	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
757RR	ICAO_	B4	1	Takeoff	MaxTak	<b>&amp;</b> off			
757RR	ICAO_	B4	2	Climb	MaxTak	<b>&amp;</b> off	1 000		
757RR	ICAO_	B4	3	Acceler	a <b>M</b> axTak	eão <u>f</u> 05		1 884,9	207,3
757RR	ICAO_	B4	4	Acceler	a <b>lvá</b> axTak	eEo <u>f</u> 101		2 135,6	218,4
757RR	ICAO_	B4	5	Climb	MaxCli	mlb_00	3 000		
757RR	ICAO_	B4	6	Acceler	a <b>M</b> axCli	nflb_00		1 621,6	250
757RR	ICAO_	B4	7	Climb	MaxCli	mlb_00	5 500		
757RR	ICAO_	B4	8	Climb	MaxCli	mlb_00	7 500		
757RR	ICAO_	B4	9	Climb	MaxCli	mlb_00	10 000		
757RR	ICAO_	B5	1	Takeoff	MaxTak	<b>€</b> off			
757RR	ICAO_	B5	2	Climb	MaxTak	<b>€</b> off	1 000		
757RR	ICAO_	B5	3	Acceler	a <b>M</b> axTak	eBo <u>f</u> 105		1 713,8	211,3
757RR	ICAO_	B5	4	Acceler	a <b>M</b> axTak	eEo <u>f</u> 101		1 935,5	225,8
757RR	ICAO_	B5	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
757RR	ICAO_	B5	6	Acceler	a <b>M</b> axCli	nflb_00		1 447,1	250

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757RR	ICAO_	B5	7	Climb	MaxCli	mlb_00	5 500		
757RR	ICAO_	B5	8	Climb	MaxCli	mlb_00	7 500		
757RR	ICAO_	B5	9	Climb	MaxCli	00 <u>d</u> fm	10 000		
757RR	ICAO_	B6	1	Takeoff	MaxTak	<b>E</b> off			
757RR	ICAO_	B6	2	Climb	MaxTak	<b>c</b> off	1 000		
757RR	ICAO_	B6	3	Acceler	a <b>lM</b> axTak	eao <u>f</u> 05		1 646,9	213,1
757RR	ICAO_	B6	4	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> €1		1 872,3	228,9
757RR	ICAO_	B6	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
757RR	ICAO_	B6	6	Acceler	a <b>M</b> axCli	00_dlm		1 379,1	250
757RR	ICAO_	B6	7	Climb	MaxCli	mlb_00	5 500		
757RR	ICAO_	B6	8	Climb	MaxCli	mlb_00	7 500		
757RR	ICAO_	B6	9	Climb	MaxCli	mlb_00	10 000		
757RR	ICAO_	B7	1	Takeoff	MaxTak	<b>c</b> off			
757RR	ICAO_	B7	2	Climb	MaxTak	<b>c</b> off	1 000		
757RR	ICAO_	B7	3	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> 65		1 562,1	215,8
757RR	ICAO_	B7	4	Acceler	a <b>lvé</b> axTak	ceTo <u>f</u> 101		1 781,3	233,3
757RR	ICAO_	B7	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
757RR	ICAO_	B7	6	Acceler	a <b>M</b> axCli	m <u>lb</u> 00		1 287,6	250
757RR	ICAO_	B7	7	Climb	MaxCli	mlb_00	5 500		
757RR	ICAO_	B7	8	Climb	MaxCli	mlb_00	7 500		
757RR	ICAO_	B7	9	Climb	MaxCli	mlb_00	10 000		
767300	DEFAU	ШТ	1	Takeoff	MaxTak	e <b>do</b> ff			
767300	DEFAU	ШТ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
767300	DEFAU	шт	3	Acceler	a <b>M</b> axTak	doff		2 198	152
767300	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	<b>c</b> off		2 198	172
767300	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>hN</b> T		1 000	215
767300	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	235
767300	DEFAU	ШТ	7	Climb	MaxCli	n <b>Z</b> BERO	3 000		
767300	DEFAU	шт	8	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 000	250
767300	DEFAU	ШТ	9	Climb	MaxCli	n <b>z</b> tERO	5 500		

Total	-					1					
Takeoff   MaxTakdoff	767300	DEFAU	<u>11</u> T	10	Climb			7 500			
767300   DEFAUET   2   Climb   MaxTakdoff   1 000	767300	DEFAU	ПТ	11	Climb	MaxCli	m <b>Z</b> ERO	10 000			
767300   DEFAUET   3   Acceleral MaxTak doff   2   112   155   1767300   DEFAUET   4   Acceleral MaxTak doff   2   112   175   1767300   DEFAUET   5   Acceleral MaxCliniANT   1   1   1   1   1   1   1   1   1	767300	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	e <b>do</b> ff				
767300         DEFAUET         4         AccelerablaxTak coff         2 112         175           767300         DEFAUET         5         AccelerablaxCliniter         1 000         218           767300         DEFAUET         6         AccelerablaxCliniter         1 000         238           767300         DEFAUET         7         Climb         MaxCliniter         3 000         767300           767300         DEFAUET         9         Climb         MaxCliniter         5 500         767300           767300         DEFAUET         10         Climb         MaxCliniter         7 500         767300           767300         DEFAUET         11         Climb         MaxCliniter         7 500         767300           767300         DEFAUET         1         Takeoff         MaxTakdoff         1 000         1 000           767300         DEFAUET         2         Climb         MaxTakdoff         2 029         158           767300         DEFAUET         3         AccelerablaxTakdoff         2 029         178           767300         DEFAUET         5         AccelerablaxCliniter         1 000         241           767300         DEFAUET         7	767300	DEFAU	<b>12</b> T	2	Climb	MaxTak	e <b>do</b> ff	1 000			
767300   DEFAUET   5   Acceleral MaxClinitNT   1 000   218	767300	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		2 112	155	
767300         DEFAUET         6         AcceleraldaxClinatero         1 000         238           767300         DEFAUET         7         Climb         MaxClinatero         3 000         1 000         250           767300         DEFAUET         9         Climb         MaxClinatero         5 500         1 000         250           767300         DEFAUET         10         Climb         MaxClinatero         5 500         1 000         2 029         1 000         1 000         2 029         1 000         2 029         1 000         2 029         1 000         2 029         1 000         2 029         1 000         2 029         1 000         2 029         1 000         2 029         1 000         2 029	767300	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	<b>E</b> off		2 112	175	
767300   DEFAUET   7   Climb   MaxClinitero   3 000     1 000   250   767300   DEFAUET   9   Climb   MaxClinitero   5 500     767300   DEFAUET   10   Climb   MaxClinitero   7 500   767300   DEFAUET   11   Climb   MaxClinitero   7 500   767300   DEFAUET   11   Climb   MaxClinitero   7 500   767300   DEFAUET   11   Takeoff   MaxTakdoff   1 000   767300   DEFAUET   2   Climb   MaxTakdoff   1 000   767300   DEFAUET   3   AcceleraldaxTakdoff   2 029   158   767300   DEFAUET   4   AcceleraldaxTakdoff   2 029   178   767300   DEFAUET   5   AcceleraldaxClinitero   1 000   221   767300   DEFAUET   6   AcceleraldaxClinitero   1 000   241   767300   DEFAUET   7   Climb   MaxClinitero   3 000   767300   DEFAUET   8   AcceleraldaxClinitero   5 500   767300   DEFAUET   9   Climb   MaxClinitero   7 500   767300   DEFAUET   10   Climb   MaxClinitero   7 500   767300   DEFAUET   11   Climb   MaxClinitero   7 500   767300   DEFAUET   11   Climb   MaxClinitero   1 000   250   767300   DEFAUET   12   Climb   MaxClinitero   1 000   767300   DEFAUET   13   AcceleraldaxTakdoff   1 000   767300   DEFAUET   2   Climb   MaxTakdoff   1 000   767300   DEFAUET   2   Climb   MaxTakdoff   1 000   767300   DEFAUET   3   AcceleraldaxTakdoff   1 895   163   767300   DEFAUET   5   AcceleraldaxTakdoff   1 895   163   767300   DEFAUET   5   AcceleraldaxTakdoff   1 895   183   767300   DEFAUET   5   AcceleraldaxClinitero   1 000   225   767300   DEFAUET   7   Climb   MaxClinitero   3 000   767300   DEFAUET   8   AcceleraldaxClinitero   5 500   767300   DEFAUET   8   AcceleraldaxClinitero   5 500   767300   DEFAUET   8   AcceleraldaxClinitero   5 500   767300   DEFAUET   9   Climb   MaxClinitero   5 500   767300   DEFAUET   9   C	767300	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	218	
Receive	767300	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	238	
Territorial   Takeoff	767300	DEFAU	<b>12</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	3 000			
Territorial   Takeoff   MaxClinatero   Territorial   Takeoff   Territorial   Territo	767300	DEFAU	<b>12</b> T	8	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
767300         DEFAUET         11         Climb         MaxClinatero         10 000         10 000           767300         DEFAUET         1         Takeoff         MaxTakeoff         1 000           767300         DEFAUET         2         Climb         MaxTakeoff         1 000           767300         DEFAUET         3         AcceleraldaxTakeoff         2 029         158           767300         DEFAUET         5         AcceleraldaxClinatero         1 000         221           767300         DEFAUET         6         AcceleraldaxClinatero         1 000         241           767300         DEFAUET         7         Climb         MaxClinatero         1 000         241           767300         DEFAUET         7         Climb         MaxClinatero         1 000         250           767300         DEFAUET         9         Climb         MaxClinatero         5 500         5 500           767300         DEFAUET         10         Climb         MaxClinatero         5 500         5 500           767300         DEFAUET         11         Climb         MaxClinatero         1 000         1 895         163           767300         DEFAUET         1 </td <td>767300</td> <td>DEFAU</td> <td><b>2</b>T</td> <td>9</td> <td>Climb</td> <td>MaxCli</td> <td>m<b>Z</b>ERO</td> <td>5 500</td> <td></td> <td></td> <td></td>	767300	DEFAU	<b>2</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	5 500			
767300         DEFAUBT         1         Takeoff MaxTakdoff         1         1000           767300         DEFAUBT         2         Climb MaxTakdoff         1000         2029         158           767300         DEFAUBT         3         AcceleraldaxTakdoff         2029         178           767300         DEFAUBT         4         AcceleraldaxClinder         2029         178           767300         DEFAUBT         5         AcceleraldaxClinder         1000         221           767300         DEFAUBT         6         AcceleraldaxClinder         0         1000         241           767300         DEFAUBT         7         Climb MaxClinder         3000         0         250           767300         DEFAUBT         8         AcceleraldaxClinder         5 500         0         0           767300         DEFAUBT         10         Climb MaxClinder         5 500         0         0           767300         DEFAUBT         11         Climb MaxClinder         0 1000         0         0         0           767300         DEFAUBT         1         Takeoff MaxTakdoff         1 895         163         163         163         0         0         0 </td <td>767300</td> <td>DEFAU</td> <td><b>2</b>T</td> <td>10</td> <td>Climb</td> <td>MaxCli</td> <td>m<b>Z</b>ERO</td> <td>7 500</td> <td></td> <td></td> <td></td>	767300	DEFAU	<b>2</b> T	10	Climb	MaxCli	m <b>Z</b> ERO	7 500			
767300         DEFAUBT         2         Climb         MaxTakdoff         1 000         1 000           767300         DEFAUBT         3         AcceleraldaxTakdoff         2 029         158           767300         DEFAUBT         4         AcceleraldaxTakdoff         2 029         178           767300         DEFAUBT         5         AcceleraldaxClinith         1 000         221           767300         DEFAUBT         6         AcceleraldaxClinithERO         1 000         241           767300         DEFAUBT         7         Climb         MaxClinithERO         3 000           767300         DEFAUBT         8         AcceleraldaxClinithERO         1 000         250           767300         DEFAUBT         9         Climb         MaxClinithERO         7 500           767300         DEFAUBT         10         Climb         MaxClinithERO         7 500           767300         DEFAUBT         1         Takeoff         MaxTakdoff         1 000           767300         DEFAUBT         2         Climb         MaxTakdoff         1 895         163           767300         DEFAUBT         3         AcceleraldaxTakdoff         1 895         183 <tr< td=""><td>767300</td><td>DEFAU</td><td><b>12</b>T</td><td>11</td><td>Climb</td><td>MaxCli</td><td>n<b>a</b>tero</td><td>10 000</td><td></td><td></td><td></td></tr<>	767300	DEFAU	<b>12</b> T	11	Climb	MaxCli	n <b>a</b> tero	10 000			
767300         DEFAUBT         3         Acceleral axtak doff         2 029         158           767300         DEFAUBT         4         Acceleral axtak doff         2 029         178           767300         DEFAUBT         5         Acceleral axclinition         1 000         221           767300         DEFAUBT         6         Acceleral axclinitier         1 000         241           767300         DEFAUBT         7         Climb         Maxcliniter         3 000           767300         DEFAUBT         8         Acceleral axcliniter         0 1 000         250           767300         DEFAUBT         9         Climb         Maxcliniter         5 500         0           767300         DEFAUBT         10         Climb         Maxcliniter         7 500         0           767300         DEFAUBT         11         Climb         Maxcliniter         10000         0           767300         DEFAUBT         2         Climb         Maxcliniter         1 895         163           767300         DEFAUBT         3         Acceleral axcliniter         1 895         163           767300         DEFAUBT         5         Acceleral axcliniter         1 000 <td>767300</td> <td>DEFAU</td> <td>BT</td> <td>1</td> <td>Takeoff</td> <td>MaxTak</td> <td>e<b>do</b>ff</td> <td></td> <td></td> <td></td> <td></td>	767300	DEFAU	BT	1	Takeoff	MaxTak	e <b>do</b> ff				
767300         DEFAUBT         4         Acceleral Max Take off         2 029         178           767300         DEFAUBT         5         Acceleral Max Clinith         1 000         221           767300         DEFAUBT         6         Acceleral Max Clinite         1 000         241           767300         DEFAUBT         7         Climb         Max Clinite         3 000         1 000         250           767300         DEFAUBT         8         Acceleral Max Clinite         0         1 000         250           767300         DEFAUBT         9         Climb         Max Clinite         0         5 500           767300         DEFAUBT         10         Climb         Max Clinite         0         0         0           767300         DEFAUBT         1         Takeoff         Max Takeoff         1 000         0         0           767300         DEFAUBT         2         Climb         Max Takeoff         1 895         163         163           767300         DEFAUBT         3         Acceleral Max Takeoff         1 895         183           767300         DEFAUBT         4         Acceleral Max Clinith         1 000         225	767300	DEFAU	BL	2	Climb	MaxTak	e <b>do</b> ff	1 000			
767300         DEFAUBT         5         Acceleral axClinibit         1 000         221           767300         DEFAUBT         6         Acceleral axClinibit         1 000         241           767300         DEFAUBT         7         Climb         MaxClinit         3 000           767300         DEFAUBT         8         Acceleral axClinit         1 000         250           767300         DEFAUBT         9         Climb         MaxClinit         7 500           767300         DEFAUBT         10         Climb         MaxClinit         7 500           767300         DEFAUBT         11         Climb         MaxClinit         10 000           767300         DEFAUBT         1         Takeoff         MaxTakdoff         1 000           767300         DEFAUBT         2         Climb         MaxTakdoff         1 895         163           767300         DEFAUBT         3         Acceleral axTakeoff         1 895         183           767300         DEFAUBT         5         Acceleral axClinibit         1 000         225           767300         DEFAUBT         6         Acceleral axClinit         1 000         245           767300         DE	767300	DEFAU	BT	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		2 029	158	
767300   DEFAUBT   6   Acceleral axClin	767300	DEFAU	BT	4	Acceler	a <b>M</b> axTak	<b>&amp;</b> off		2 029	178	
767300 DEFAUBT         7         Climb         MaxClindero         3 000           767300 DEFAUBT         8         Acceleral axClindero         1 000         250           767300 DEFAUBT         9         Climb         MaxClindero         5 500           767300 DEFAUBT         10         Climb         MaxClindero         7 500           767300 DEFAUBT         11         Climb         MaxClindero         10 000           767300 DEFAUBT         1         Takeoff         MaxTakdoff           767300 DEFAUBT         2         Climb         MaxTakdoff         1 895         163           767300 DEFAUBT         3         Acceleral axTakeoff         1 895         183           767300 DEFAUBT         4         Acceleral axClindero         1 000         225           767300 DEFAUBT         5         Acceleral axClindero         1 000         245           767300 DEFAUBT         7         Climb         MaxClindero         3 000           767300 DEFAUBT         8         Acceleral axClindero         5 500	767300	DEFAU	BT	5	Acceler	a <b>M</b> axCli	n <b>ib</b> T		1 000	221	
767300 DEFAUET         8         Acceleral axClin HERO         1 000         250           767300 DEFAUET         9         Climb         MaxClin HERO         5 500           767300 DEFAUET         10         Climb         MaxClin HERO         7 500           767300 DEFAUET         11         Climb         MaxClin HERO         10 000           767300 DEFAUET         1         Takeoff MaxTakeloff         1 000           767300 DEFAUET         2         Climb         MaxTakeloff         1 895         163           767300 DEFAUET         3         Acceleral axTakeloff         1 895         183           767300 DEFAUET         5         Acceleral axClin HINT         1 000         225           767300 DEFAUET         6         Acceleral axClin HERO         1 000         245           767300 DEFAUET         7         Climb         MaxClin HERO         3 000           767300 DEFAUET         8         Acceleral axClin HERO         5 500	767300	DEFAU	BT	6	Acceler	a <b>M</b> axCli	n <b>z</b> BERO		1 000	241	
767300 DEFAUBT         9         Climb         MaxClinzero         5 500           767300 DEFAUBT         10         Climb         MaxClinzero         7 500           767300 DEFAUBT         11         Climb         MaxTakeloff         10 000           767300 DEFAUBT         1         Takeoff MaxTakeloff         1 000           767300 DEFAUBT         2         Climb         MaxTakeloff         1 895         163           767300 DEFAUBT         3         AcceleraleaxTakeloff         1 895         183           767300 DEFAUBT         5         AcceleraleaxClinzero         1 000         225           767300 DEFAUBT         6         AcceleraleaxClinzero         1 000         245           767300 DEFAUBT         7         Climb         MaxClinzero         3 000           767300 DEFAUBT         8         AcceleraleaxClinzero         1 000         250           767300 DEFAUBT         9         Climb         MaxClinzero         5 500	767300	DEFAU	BT	7	Climb	MaxCli	n <b>a</b> tero	3 000			
767300   DEFAUET   10   Climb   MaxClim和ERO   7 500     767300   DEFAUET   1   Takeoff   MaxTakdoff     767300   DEFAUET   2   Climb   MaxTakdoff   1 000     767300   DEFAUET   3   Acceleral axTakdoff   1 895   163     767300   DEFAUET   4   Acceleral axTakdoff   1 895   183     767300   DEFAUET   5   Acceleral axClimant   1 000   225     767300   DEFAUET   5   Acceleral axClimant   1 000   245     767300   DEFAUET   7   Climb   MaxClimatero   3 000     767300   DEFAUET   8   Acceleral axClimatero   1 000   250     767300   DEFAUET   8   Acceleral axClimatero   1 000   250     767300   DEFAUET   9   Climb   MaxClimatero   5 500	767300	DEFAU	BT	8	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
767300         DEFAUBT         11         Climb         MaxClinZero         10 000           767300         DEFAUBT         1         Takeoff         MaxTakdoff         1 000           767300         DEFAUBT         2         Climb         MaxTakdoff         1 895         163           767300         DEFAUBT         3         AcceleralMaxTakdoff         1 895         183           767300         DEFAUBT         5         AcceleralMaxClinZero         1 000         225           767300         DEFAUBT         6         AcceleralMaxClinZero         1 000         245           767300         DEFAUBT         7         Climb         MaxClinZero         1 000         250           767300         DEFAUBT         8         AcceleralMaxClinZero         5 500         1 000         250           767300         DEFAUBT         9         Climb         MaxClinZero         5 500         1 000         250	767300	DEFAU	BT	9	Climb	MaxCli	n <b>a</b> tero	5 500			
767300 DEFAUMT         1         Takeoff MaxTakeloff         1000           767300 DEFAUMT         2         Climb MaxTakeloff         1000           767300 DEFAUMT         3         Acceleral axTakeloff         1895           767300 DEFAUMT         4         Acceleral axTakeloff         1895           767300 DEFAUMT         5         Acceleral axClimatero         1000           767300 DEFAUMT         6         Acceleral axClimatero         1000           767300 DEFAUMT         7         Climb MaxClimatero         1000           767300 DEFAUMT         8         Acceleral axClimatero         1000           767300 DEFAUMT         9         Climb MaxClimatero         5 500	767300	DEFAU	BT	10	Climb	MaxCli	n <b>a</b> tero	7 500			
767300 DEFAUMT         2         Climb MaxTakdoff         1 000           767300 DEFAUMT         3         Acceleral axTakdoff         1 895         163           767300 DEFAUMT         4         Acceleral axTakdoff         1 895         183           767300 DEFAUMT         5         Acceleral axClimitat         1 000         225           767300 DEFAUMT         6         Acceleral axClimitateRO         1 000         245           767300 DEFAUMT         7         Climb MaxClimiteRO         3 000           767300 DEFAUMT         8         Acceleral axClimiteRO         1 000         250           767300 DEFAUMT         9         Climb MaxClimiteRO         5 500	767300	DEFAU	BT	11	Climb	MaxCli	n <b>z</b> BERO	10 000			
767300 DEFAUMT         3         Acceleral dax Take off         1 895         163           767300 DEFAUMT         4         Acceleral dax Take off         1 895         183           767300 DEFAUMT         5         Acceleral dax Climitat         1 000         225           767300 DEFAUMT         6         Acceleral dax Climitatero         1 000         245           767300 DEFAUMT         7         Climb Max Climitero         3 000           767300 DEFAUMT         8         Acceleral dax Climitero         1 000         250           767300 DEFAUMT         9         Climb Max Climitero         5 500	767300	DEFAU	ИТ	1	Takeoff	MaxTak	e <b>do</b> ff				
767300 DEFAUHT       4       Acceleral Max Take off       1 895       183         767300 DEFAUHT       5       Acceleral Max Climit NT       1 000       225         767300 DEFAUHT       6       Acceleral Max Climit ERO       1 000       245         767300 DEFAUHT       7       Climb Max Climit ERO       3 000         767300 DEFAUHT       8       Acceleral Max Climit ERO       1 000       250         767300 DEFAUHT       9       Climb Max Climit ERO       5 500	767300	DEFAU	ИТ	2	Climb	MaxTak	e <b>do</b> ff	1 000			
767300 DEFAUHT         5         Acceleral axClinit NT         1 000         225           767300 DEFAUHT         6         Acceleral axClinit ERO         1 000         245           767300 DEFAUHT         7         Climb MaxClinit ERO         3 000           767300 DEFAUHT         8         Acceleral axClinit ERO         1 000         250           767300 DEFAUHT         9         Climb MaxClinit ERO         5 500	767300	DEFAU	<b>W</b> T	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 895	163	
767300 DEFAUMT         6         Acceleral axClin dero         1 000 245           767300 DEFAUMT         7         Climb MaxClin dero         3 000           767300 DEFAUMT         8         Acceleral axClin dero         1 000 250           767300 DEFAUMT         9         Climb MaxClin dero         5 500	767300	DEFAU	<b>W</b> T	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 895	183	
767300 DEFAUHT         7         Climb MaxClinzteRO 3 000           767300 DEFAUHT         8         Accelerate axClinzteRO 1 000 250           767300 DEFAUHT         9         Climb MaxClinzteRO 5 500	767300	DEFAU	<b>W</b> T	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> T		1 000	225	
767300 DEFAUHT         8         Acceleral Max Climitero         1 000 250           767300 DEFAUHT         9         Climb Max Climitero         5 500	767300	DEFAU	ML JA	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 000	245	
767300 DEFAUMT 9 Climb MaxClimatero 5 500	767300	DEFAU	ML JA	7	Climb	MaxCli	n <b>z</b> tERO	3 000			
	767300	DEFAU	<b>I</b> II	8	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 000	250	
767300 DEFAULT 10 Climb MaxClinzteRO 7 500	767300	DEFAU	ML UR	9	Climb	MaxCli	n <b>z</b> tERO	5 500			
	767300	DEFAU	ML JA	10	Climb	MaxCli	n <b>z</b> tERO	7 500			

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767300   DEFAU IST   1		Г		-						
Total   Default   Total   To	767300	DEFAU	MT.	11	Climb	MaxCli	n <b>zl</b> ERO	10 000		
1744   169   1744   169   1743   169   1744   169   1743   169   1743   169   1744   189   1743   189   1744   189   1743   189	767300	DEFAU	15T	1	Takeoff	MaxTak	e <b>do</b> ff			
Total   Default   Total   To	767300	DEFAU	151	2	Climb	MaxTak	edoff	1 000		
Total	767300	DEFAU	IST	3	Acceler	a <b>M</b> axTak	celosff		1 744	169
767300   DEFAUIST   6   Acceleral MaxClinateRO   1 000   251   767300   DEFAUIST   7   Climb   MaxClinateRO   3 000   767300   DEFAUIST   9   Climb   MaxClinateRO   7 500   767300   DEFAUIST   10   Climb   MaxClinateRO   7 500   767300   DEFAUIST   10   Climb   MaxClinateRO   10 000   767300   DEFAUIST   2   Climb   MaxTakdofff   1 000   767300   DEFAUIST   3   Acceleral MaxTakdofff   1 602   175   767300   DEFAUIST   4   Acceleral MaxClinateRO   1 000   237   767300   DEFAUIST   5   Acceleral MaxClinateRO   1 000   257   767300   DEFAUIST   7   Climb   MaxClinateRO   1 000   257   767300   DEFAUIST   8   Climb   MaxClinateRO   3 000   767300   DEFAUIST   9   Climb   MaxClinateRO   7 500   767300   DEFAUIST   9   Climb   MaxClinateRO   1 0 000   767300   DEFAUIST   1   Takcoff   MaxTakdofff   1 0 000   767300   DEFAUIST   2   Climb   MaxClinateRO   1 0 000   767300   DEFAUIST   2   Climb   MaxClinateRO   1 0 000   767300   DEFAUIST   3   Acceleral MaxTakdofff   1 0 1 542   178   767300   DEFAUIST   5   Acceleral MaxTakdofff   1 1 542   178   767300   DEFAUIST   5   Acceleral MaxClinateRO   1 0 000   240   767300   DEFAUIST   5   Acceleral MaxClinateRO   1 0 000   240   767300   DEFAUIST   6   Acceleral MaxClinateRO   5 500   767300   DEFAUIST   7   Climb   MaxClinateRO   5 500   767300   DEFAUIST   8   Climb   MaxClinateRO   5 500   767300   DEFAUIST   8   Climb   MaxClinateRO   5 500   767300   DEFAUIST   9   Climb   MaxClinateRO   7 500   767300   DEFAUIST   9   Climb   MaxClinateRO   7 500   767300   DEFAUIST   9   Climb   MaxClinateRO   7 500   767300   DEFAUIST   10   Climb   MaxClinateRO   10 000   767300	767300	DEFAU	IST	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 744	189
767300   DEFAUET   7   Climb   MaxClinitero   3 000	767300	DEFAU	IST	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	231
Record   R	767300	DEFAU	IST	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	251
Territorial   Takeoff	767300	DEFAU	IST T	7	Climb	MaxCli	n <b>a</b> leRO	3 000		
Total   Default   Takeoff   MaxClinztero   10 000   Takeoff   Takeoff   MaxTakdoff   Total   Takeoff   MaxTakdoff   Total	767300	DEFAU	IST T	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
Takeoff MaxTakdoff	767300	DEFAU	<b>I</b> 5T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
767300   DEFAU IST   3   Acceleral Max Tak dosff   1 000	767300	DEFAU	<b>15</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
Acceleral Accelerate Accele	767300	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	edoff			
767300   DEFAU 6T   4   Acceleral dax Take off   1 602   195     767300   DEFAU 6T   5   Acceleral dax Clinis NT   1 000   237     767300   DEFAU 6T   6   Acceleral dax Clinis ERO   1 000   257     767300   DEFAU 6T   7   Climb   Max Clinis ERO   3 000     767300   DEFAU 6T   8   Climb   Max Clinis ERO   5 500     767300   DEFAU 6T   9   Climb   Max Clinis ERO   7 500     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   1   Take off   Max Take off   1 000     767300   DEFAU 6T   2   Climb   Max Take off   1 000     767300   DEFAU 6T   3   Acceleral dax Take off   1 542   178     767300   DEFAU 6T   4   Acceleral dax Take off   1 542   198     767300   DEFAU 6T   5   Acceleral dax Clinis T   1 000   240     767300   DEFAU 6T   6   Acceleral dax Clinis ERO   1 000   260     767300   DEFAU 6T   7   Climb   Max Clinis ERO   3 000     767300   DEFAU 6T   8   Climb   Max Clinis ERO   5 500     767300   DEFAU 6T   9   Climb   Max Clinis ERO   7 500     767300   DEFAU 6T   9   Climb   Max Clinis ERO   7 500     767300   DEFAU 6T   9   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   9   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   9   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T   10   Climb   Max Clinis ERO   10 000     767300   DEFAU 6T	767300	DEFAU	<b>16</b> T	2	Climb	MaxTak	celosff	1 000		
767300   DEFAUIST   5   Acceleral axClinibit   1 000   237   767300   DEFAUIST   7   Climb   MaxClinibit   3 000   767300   DEFAUIST   8   Climb   MaxClinibit   7 5 00   767300   DEFAUIST   9   Climb   MaxClinibit   7 5 00   767300   DEFAUIST   1 0   Climb   MaxClinibit   7 5 00   767300   DEFAUIST   1   Takeoff   MaxTakdoff   1 000   767300   DEFAUIST   2   Climb   MaxTakdoff   1 000   767300   DEFAUIST   3   Acceleral axTakdoff   1 542   178   767300   DEFAUIST   3   Acceleral axTakdoff   1 542   198   767300   DEFAUIST   5   Acceleral axClinibit   1 000   240   767300   DEFAUIST   5   Acceleral axClinibit   1 000   240   767300   DEFAUIST   6   Acceleral axClinibit   1 000   260   767300   DEFAUIST   7   Climb   MaxClinibit   5 500   767300   DEFAUIST   8   Climb   MaxClinibit   5 500   767300   DEFAUIST   9   Climb   MaxClinibit   7 500   767300   DEFAUIST   9   Climb   MaxClinibit   7 500   767300   DEFAUIST   9   Climb   MaxClinibit   7 500   767300   DEFAUIST   10   Climb   MaxClinibit   7 500	767300	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	celosff		1 602	175
767300   DEFAUIGT   6   Acceleral MaxClinia ERO   1 000   257     767300   DEFAUIGT   7   Climb   MaxClinia ERO   3 000     767300   DEFAUIGT   8   Climb   MaxClinia ERO   5 500     767300   DEFAUIGT   9   Climb   MaxClinia ERO   7 500     767300   DEFAUIGT   10   Climb   MaxClinia ERO   10 000     767300   DEFAUIGT   1   Takeoff   MaxTakdofff     767300   DEFAUIGT   2   Climb   MaxTakdofff   1 000     767300   DEFAUIGT   3   Acceleral MaxTakdofff   1 542   178     767300   DEFAUIGT   4   Acceleral MaxTakdofff   1 542   198     767300   DEFAUIGT   5   Acceleral MaxClinia ERO   1 000   240     767300   DEFAUIGT   6   Acceleral MaxClinia ERO   1 000   260     767300   DEFAUIGT   7   Climb   MaxClinia ERO   5 500     767300   DEFAUIGT   8   Climb   MaxClinia ERO   7 500     767300   DEFAUIGT   9   Climb   MaxClinia ERO   7 500     767300   DEFAUIGT   9   Climb   MaxClinia ERO   10 000     767300   DEFAUIGT   10   Climb   MaxClinia ERO   10 000     767400   DEFAUIGT   1   Takeoff   MaxTakdoff   10 000     767400   DEFAUIGT   10   Takeoff   MaxTa	767300	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 602	195
767300         DEFAUIST         7         Climb         MaxClinzero         3 000           767300         DEFAUIST         8         Climb         MaxClinzero         5 500           767300         DEFAUIST         9         Climb         MaxClinzero         7 500           767300         DEFAUIST         10         Climb         MaxTakdosff         10 000           767300         DEFAUIST         2         Climb         MaxTakdosff         1 500           767300         DEFAUIST         3         AcceleralerataxTakdosff         1 542         178           767300         DEFAUIST         4         AcceleralerataxTakdosff         1 542         198           767300         DEFAUIST         5         AcceleralerataxClinzero         1 000         240           767300         DEFAUIST         6         AcceleralerataxClinzero         1 000         260           767300         DEFAUIST         7         Climb         MaxClinzero         3 000           767300         DEFAUIST         8         Climb         MaxClinzero         5 500           767300         DEFAUIST         9         Climb         MaxClinzero         7 500           767400         D	767300	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> T		1 000	237
767300   DEFAUET   9   Climb   MaxClinZero   7 500     767300   DEFAUET   10   Climb   MaxClinZero   10 000     767300   DEFAUET   1   Takeoff   MaxTakdoff   1 000     767300   DEFAUET   2   Climb   MaxTakdoff   1 000     767300   DEFAUET   3   Acceleral axTakdoff   1 542   178   767300   DEFAUET   4   Acceleral axTakdoff   1 542   198   767300   DEFAUET   5   Acceleral axClinIn   1 000   240   767300   DEFAUET   6   Acceleral axClinIn   1 000   260   767300   DEFAUET   7   Climb   MaxClinZero   3 000   767300   DEFAUET   8   Climb   MaxClinZero   5 500   767300   DEFAUET   8   Climb   MaxClinZero   7 500   767300   DEFAUET   9   Climb   MaxClinZero   7 500   767300   DEFAUET   10   Climb   MaxClinZero   10 000   767400   DEFAUET   10   Climb   MaxClinZero   10 000   767400   DEFAUET   10   Climb   MaxClinZero   10 000   767400   DEFAUET   11   Takeoff   MaxTakdoff   20 U	767300	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	257
767300         DEFAU6T         9         Climb         MaxClinztero         7 500           767300         DEFAU6T         10         Climb         MaxClinztero         10 000           767300         DEFAU7T         1         Takeoff         MaxTakdoff         1 000           767300         DEFAU7T         2         Climb         MaxTakdoff         1 542         178           767300         DEFAU7T         3         Acceleral axTakdoff         1 542         198           767300         DEFAU7T         4         Acceleral axClintibly         1 000         240           767300         DEFAU7T         5         Acceleral axClintibly         1 000         240           767300         DEFAU7T         6         Acceleral axClintibly         1 000         260           767300         DEFAU7T         7         Climb         MaxClintibly         5 500           767300         DEFAU7T         9         Climb         MaxClintibly         7 500           767300         DEFAU7T         10         Climb         MaxClintibly         10 000           767400         DEFAU7T         1         Takeoff         MaxTakdoff         10 000	767300	DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	3 000		
767300   DEFAURT   10   Climb   MaxClimatero   10 000	767300	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
767300   DEFAUIT   1   Takeoff   MaxTakdoff   1 000   767300   DEFAUIT   2   Climb   MaxTakdoff   1 000   767300   DEFAUIT   3   Acceleral axTakdoff   1 542   178   767300   DEFAUIT   4   Acceleral axTakdoff   1 542   198   767300   DEFAUIT   5   Acceleral axClimit	767300	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
767300   DEFAURT   2   Climb   MaxTakdoff   1 000	767300	DEFAU	<b>16</b> T	10	Climb	MaxCli	m <b>Z</b> BERO	10 000		
767300         DEFAUIT         3         Acceleral axTake off         1 542         178           767300         DEFAUIT         4         Acceleral axTake off         1 542         198           767300         DEFAUIT         5         Acceleral axClinial T         1 000         240           767300         DEFAUIT         6         Acceleral axClinial ERO         1 000         260           767300         DEFAUIT         7         Climb         MaxClinial ERO         3 000           767300         DEFAUIT         8         Climb         MaxClinial ERO         5 500           767300         DEFAUIT         9         Climb         MaxClinial ERO         7 500           767300         DEFAUIT         10         Climb         MaxClinial ERO         10 000           767400         DEFAUIT         1         Takeoff         MaxTakeoff         U	767300	DEFAU	<b>17</b> Γ	1	Takeoff	MaxTak	e <b>do</b> ff			
767300         DEFAUIT         4         Acceleral axTake off         1 542         198           767300         DEFAUIT         5         Acceleral axClimit NT         1 000         240           767300         DEFAUIT         6         Acceleral axClimit ERO         1 000         260           767300         DEFAUIT         7         Climb         MaxClimit ERO         3 000           767300         DEFAUIT         8         Climb         MaxClimit ERO         5 500           767300         DEFAUIT         9         Climb         MaxClimit ERO         7 500           767300         DEFAUIT         10         Climb         MaxClimit ERO         10 000           767400         DEFAUIT         1         Takeoff         MaxTakeoff 20_U	767300	DEFAU	177	2	Climb	MaxTak	e <b>do</b> ff	1 000		
767300         DEFAUIT         5         Acceleral axCliniant         1 000         240           767300         DEFAUIT         6         Acceleral axCliniant         1 000         260           767300         DEFAUIT         7         Climb         MaxCliniant         3 000           767300         DEFAUIT         8         Climb         MaxCliniant         5 500           767300         DEFAUIT         9         Climb         MaxCliniant         7 500           767300         DEFAUIT         10         Climb         MaxCliniant         10 000           767400         DEFAUIT         1         Takeoff         MaxTakeoff         U	767300	DEFAU	177	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 542	178
767300         DEFAUIT         6         Acceleral ax Clinitero         1 000         260           767300         DEFAUIT         7         Climb         Max Clinitero         3 000           767300         DEFAUIT         8         Climb         Max Clinitero         5 500           767300         DEFAUIT         9         Climb         Max Clinitero         7 500           767300         DEFAUIT         10         Climb         Max Clinitero         10 000           767400         DEFAUIT         1         Takeoff         Max Takeoff 20_U	767300	DEFAU	<b>17</b> Γ	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 542	198
767300         DEFAUIT         7         Climb         MaxClinzterO         3 000           767300         DEFAUIT         8         Climb         MaxClinzterO         5 500           767300         DEFAUIT         9         Climb         MaxClinzterO         7 500           767300         DEFAUIT         10         Climb         MaxClinzterO         10 000           767400         DEFAUIT         1         Takeoff         MaxTakeoft         U	767300	DEFAU	<b>17</b> T	5	Acceler	a <b>M</b> axCli	n <b>liN</b> T		1 000	240
767300 DEFAUIT         8         Climb MaxClinZterO 5 500           767300 DEFAUIT         9         Climb MaxClinZterO 7 500           767300 DEFAUIT         10         Climb MaxClinZterO 10 000           767400 DEFAUIT         1         Takeoff MaxTakeoff20_U	767300	DEFAU	<b>1</b> 7Γ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	260
767300 DEFAUIT         9         Climb MaxClinztero         7 500           767300 DEFAUIT         10         Climb MaxClinztero         10 000           767400 DEFAUIT         1         Takeoff MaxTakeoft 0_U	767300	DEFAU	<b>17</b> Γ	7	Climb	MaxCli	n <b>zl</b> ERO	3 000		
767300 DEFAUIT         10         Climb         MaxClinZERO         10 000           767400 DEFAUIT         1         Takeoff MaxTakeoft 0_U	767300	DEFAU	<b>17</b> Γ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
767400 DEFAUIIT 1 Takeoff MaxTakeoff 20_U	767300	DEFAU	<b>17</b> Γ	9	Climb	MaxCli	n <b>z</b> leRO	7 500		
	767300	DEFAU	<b>17</b> Γ	10	Climb	MaxCli	n <b>z</b> leRO	10 000		
767400 DEFAUIIT 2 Climb MaxTakeoff0_U1000	767400	DEFAU	ШТ	1	Takeoff	MaxTak	æ <u>fo</u> f <b>2</b> 0_U	ſ		
	767400	DEFAU	ШТ	2	Climb	MaxTak	eTof20_U	1 000		

767400 I									· · · · · · · · · · · · · · · · · · ·
	DEFAU	ШТ	3	Acceler	a <b>M</b> axCli	m1b_05_U	Ţ	1 695,3	215,4
767400 I	DEFAU	ШΤ	4	Climb	MaxCli	mlb_00_U	3 000		
767400 I	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	2 123,3	250
767400 I	DEFAU	ШΤ	6	Climb	MaxCli	mlb_00_U	5 500		
767400 I	DEFAU	ШΤ	7	Climb	MaxCli	mlb_00_U	7 500		
767400 I	DEFAU	ШΤ	8	Climb	MaxCli	mlb_00_U	10 000		
767400 I	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	æ <u>fo</u> f <b>2</b> 0_U	ſ		
767400 I	DEFAU	<b>2</b> T	2	Climb	MaxTak	e6of220_U	1 000		
767400 I	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	mlb_05_U	ſ	1 648,7	217,9
767400 I	DEFAU	<b>2</b> T	4	Climb	MaxCli	mlb_00_U	3 000		
767400 I	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	m <u>lb_</u> 00_U	ſ	2 040,6	250
767400 I	DEFAU	<b>2</b> T	6	Climb	MaxCli	mlb_00_U	5 500		
767400 I	DEFAU	<b>2</b> T	7	Climb	MaxCli	mlb_00_U	7 500		
767400 I	DEFAU	<b>2</b> T	8	Climb	MaxCli	mlb_00_U	10 000		
767400 I	DEFAU	BL	1	Takeoff	MaxTak	æ <u>fo</u> f <b>2</b> 0_U	ſ		
767400 I	DEFAU	BL	2	Climb	MaxTak	æ6 <u>6</u> f <b>2</b> 0_U	1 000		
767400 I	DEFAU	BL	3	Acceler	a <b>M</b> axCli	mlb_05_U	ſ	1 584,9	220,5
767400 I	DEFAU	BL	4	Climb	MaxCli	mlb_00_U	3 000		
767400 I	DEFAU	BL	5	Acceler	a <b>M</b> axCli	mlb_00_U	ſ	1 953,3	250
767400 I	DEFAU	BL	6	Climb	MaxCli	mlb_00_U	5 500		
767400 I	DEFAU	BL	7	Climb	MaxCli	mlb_00_U	7 500		
767400 I	DEFAU	BL	8	Climb	MaxCli	mlb_00_U	10 000		
767400 I	DEFAU	AL	1	Takeoff	MaxTak	eao <u>f</u> 270_U	ſ		
767400 I	DEFAU	<b>A</b> L	2	Climb	MaxTak	eao <u>f</u> 270_U	1 000		
767400 I	DEFAU	ИТ	3	Acceler	a <b>M</b> axCli	mlb_05_U	Ţ	1 482,5	225,1
767400 I	DEFAU	<b>L</b> T	4	Climb	MaxCli	mlb_00_U	3 000		
767400 I	DEFAU	ИТ	5	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	1 821,8	250
767400 I	DEFAU	<b>L</b> T	6	Climb	MaxCli	mlb_00_U	5 500		
767400 I	DEFAU	<b>A</b> L	7	Climb	MaxCli	mlb_00_U	7 500		

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767400	DEFAU	WT TW	8	Climb	MaxCli	mlb_00_U	10 000			
767400	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	æ <u>lof</u> 220_U	Ī			
767400	DEFAU	<b>15</b> T	2	Climb	MaxTak	æ6 <u>6</u> f270_U	1 000			
767400	DEFAU	T5T	3	Acceler	a <b>M</b> axCli	m1b_05_U	Ī	1 360,1	230,5	
767400	DEFAU	<b>15</b> T	4	Climb	MaxCli	mlb_00_U	3 000			
767400	DEFAU	IST	5	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	1 661,5	250	
767400	DEFAU	<b>15</b> T	6	Climb	MaxCli	mlb_00_U	5 500			
767400	DEFAU	<b>15</b> T	7	Climb	MaxCli	mlb_00_U	7 500			
767400	DEFAU	<b>15</b> T	8	Climb	MaxCli	mlb_00_U	10 000			
767400	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	æ6 <u>6</u> f <b>2</b> 0_U	ſ			
767400	DEFAU	<b>16</b> T	2	Climb	MaxTak	æ6 <u>6</u> f270_U	1 000			
767400	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axCli	mlb_05_U	ſ	1 246,4	236	
767400	DEFAU	<b>16</b> T	4	Climb	MaxCli	mlb_00_U	3 000			
767400	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	mlb_00_U	ſ	1 508	250	
767400	DEFAU	<b>16</b> T	6	Climb	MaxCli	mlb_00_U	5 500			
767400	DEFAU	<b>16</b> T	7	Climb	MaxCli	mlb_00_U	7 500			
767400	DEFAU	<b>16</b> T	8	Climb	MaxCli	mlb_00_U	10 000			
767400	DEFAU	ΤΓ	1	Takeoff	MaxTak	æ16 <u>f</u> 270_U	ſ			
767400	DEFAU	ПΓ	2	Climb	MaxTak	e6of220_U	1 000			
767400	DEFAU	TT	3	Acceler	a <b>M</b> axCli	mlb_05_U	ſ	1 091,3	244,3	
767400	DEFAU	ТΓ	4	Climb	MaxCli	mlb_00_U	3 000			
767400	DEFAU	TTT	5	Acceler	a <b>M</b> axCli	mlb_00_U	ſ	1 303,8	250	
767400	DEFAU	177	6	Climb	MaxCli	mlb_00_U	5 500			
767400	DEFAU	ТГ	7	Climb	MaxCli	mlb_00_U	7 500			
767400	DEFAU	ΤΓ	8	Climb	MaxCli	mlb_00_U	10 000			
767400	ICAO_	<b>A</b> 1	1	Takeoff	MaxTak	æ16 <u>f</u> 220_U	ſ			
767400	ICAO_	<b>A</b> 1	2	Climb	MaxTak	æ16 <u>f</u> 270_U	1 500			
767400	ICAO_	<b>A</b> 1	3	Climb	MaxCli	mlb_20_U	3 000			
767400	ICAO_A	<b>A</b> 1	4	Acceler	a <b>M</b> axCli	nflb_05A		1 659,9	215,1	
767400	ICAO_A	<b>A</b> 1	5	Climb	MaxCli	mlb_00_U	4 616			

	1	1			1	1	Г		
767400	ICAO_	A1	6	Acceler	a <b>lte</b> axCli	m1b_00_U	Ţ	2 098,5	250
767400	ICAO_	Al	7	Climb	MaxCli	mlb_00_U	5 500		
767400	ICAO_	Al	8	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_	Al	9	Climb	MaxCli	mlb_00_U	10 000		
767400	ICAO_	A2	1	Takeoff	MaxTak	eToff20_U	Ţ		
767400	ICAO_	A2	2	Climb	MaxTak	eTof#20_U	1 500		
767400	ICAO_	A2	3	Climb	MaxCli	mlb_20_U	3 000		
767400	ICAO_	A2	4	Acceler	a <b>M</b> axCli	mlb_05A		1 600	217,6
767400	ICAO_	A2	5	Climb	MaxCli	mlb_00_U	14 536		
767400	ICAO_	A2	6	Acceler	a <b>M</b> axCli	mlb_00_U	J	2 008	250
767400	ICAO_	A2	7	Climb	MaxCli	mlb_00_U	5 500		
767400	ICAO_	A2	8	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_	A2	9	Climb	MaxCli	mlb_00_U	10 000		
767400	ICAO_	A3	1	Takeoff	MaxTak	eEo_f270_U	Ţ		
767400	ICAO_	A3	2	Climb	MaxTak	eao <u>f</u> 270_U	1 500		
767400	ICAO_	A3	3	Climb	MaxCli	mlb_20_U	3 000		
767400	ICAO_	A3	4	Acceler	a <b>M</b> axCli	mlb_05B		1 536,2	220,4
767400	ICAO_	A3	5	Climb	MaxCli	mlb_00_U	4 454		
767400	ICAO_	A3	6	Acceler	a <b>M</b> axCli	mlb_00_U	J	1 935,8	250
767400	ICAO_	A3	7	Climb	MaxCli	mlb_00_U	5 500		
767400	ICAO_	A3	8	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_	A3	9	Climb	MaxCli	mlb_00_U	10 000		
767400	ICAO_	A4	1	Takeoff	MaxTak	eão£270_U	J		
767400	ICAO_	A4	2	Climb	MaxTak	e6o <u>f</u> 270_U	1 500		
767400	ICAO_	A4	3	Climb	MaxCli	mlb_20_U	3 000		
767400	ICAO_	A	4	Acceler	a <b>M</b> axCli	mlb_05B		1 434,4	224,8
767400	ICAO_	A4	5	Climb	MaxCli	mlb_00_U	4 323		
767400	ICAO_	A	6	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	1 796,6	250
767400	ICAO_	A4	7	Climb	MaxCli	mlb_00_U	5 500		
767400	ICAO_	A4	8	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_	A4	9	Climb	MaxCli	mlb_00_U	10 000		
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7(7400	ICAO AS	1	T-1 6	MT-1	T-2000 I	r			
	ICAO_A5			MaxTak					
	ICAO_A5		Climb		eaof20_U				
	ICAO_A5		Climb		mlb_20_U	3 000			
767400	ICAO_A5	4	Acceler	a <b>M</b> axCli	mlb_05B		1 318,8	230,2	
767400	ICAO_A5	5	Climb	MaxCli	mlb_00_U	4 173			
767400	ICAO_A5	6	Acceler	a <b>M</b> axCli	mlb_00_U	J	1 640	250	
767400	ICAO_A5	7	Climb	MaxCli	mlb_00_U	5 500			
767400	ICAO_A5	8	Climb	MaxCli	mlb_00_U	7 500			
767400	ICAO_A5	9	Climb	MaxCli	mlb_00_U	10 000			
767400	ICAO_A6	1	Takeoff	MaxTak	eao <u>f</u> 220_U	J			
767400	ICAO_A6	2	Climb	MaxTak	eTof#20_U	1 500			
767400	ICAO_A6	3	Climb	MaxCli	mlb_20_U	3 000			
767400	ICAO_A6	4	Acceler	a <b>M</b> axCli	mlb_05B		1 258,5	250	
767400	ICAO_A6	5	Climb	MaxCli	mlb_00_U	5 500			
767400	ICAO_A6	6	Climb	MaxCli	mlb_00_U	7 500			
767400	ICAO_A6	7	Climb	MaxCli	mlb_00_U	10 000			
767400	ICAO_A7	1	Takeoff	MaxTak	e6o <u>f</u> 270_U	J			
767400	ICAO_A7	2	Climb	MaxTak	eao <u>f</u> 270_U	1 500			
767400	ICAO_A7	3	Climb	MaxCli	mlb_20_U	3 000			
767400	ICAO_A7	4	Acceler	a <b>M</b> axCli	mlb_05B		1 073	250	
767400	ICAO_A7	5	Climb	MaxCli	mlb_00_U	5 500			
767400	ICAO_A7	6	Climb	MaxCli	mlb_00_U	7 500			
767400	ICAO_A7	7	Climb	MaxCli	mlb_00_U	10 000			
767400	ICAO_B1	1	Takeoff	MaxTak	eTof#20_U	J			
767400	ICAO_B1	2	Climb	MaxTak	eTof#20_U	1 000			
767400	ICAO_Bl	3	Acceler	a <b>M</b> axTak	eão <u>f</u> 105_U	J	2 330,5	215,3	
767400	ICAO_B1	4	Climb	MaxTak	eEof®0_U	3 491			
767400	ICAO_B1	5	Acceler	a <b>M</b> axCli	mlb_00_U	J	2 147	250	
767400	ICAO_B1	6	Climb	MaxCli	mlb_00_U	5 000			
767400	ICAO_B1	7	Climb	MaxCli	mlb_00_U	7 500			
767400	ICAO_B1	8	Climb	MaxCli	mlb_00_U	10 000			
767400	ICAO_B2	1	Takeoff	MaxTak	eTof20_U	J			
			1						

					,				
767400	ICAO_l	32	2	Climb	MaxTak	eao_f20_U	1 000		
767400	ICAO_l	32	3	Acceler	a <b>M</b> axTak	ceTo_f105_U		2 267,2	217,9
767400	ICAO_l	32	4	Climb	MaxTak	e#o_f#0_U	3 393		
767400	ICAO_l	32	5	Acceler	a <b>M</b> axCli	mlb_00_U	ſ	2 080,9	250
767400	ICAO_l	32	6	Climb	MaxCli	mlb_00_U	5 000		
767400	ICAO_l	32	7	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_l	32	8	Climb	MaxCli	mlb_00_U	10 000		
767400	ICAO_l	33	1	Takeoff	MaxTak	æ <u>lof</u> 220_U	Ī		
767400	ICAO_l	33	2	Climb	MaxTak	æ <u>lof</u> 220_U	1 000		
767400	ICAO_l	33	3	Acceler	a <b>lM</b> axTak	ceTo_f105_U	Ţ	2 183,7	220,6
767400	ICAO_I	33	4	Climb	MaxTak	e <b>a</b> o_ <b>f</b> 00_U	3 292		
767400	ICAO_l	33	5	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	1 975,7	250
767400	ICAO_l	33	6	Climb	MaxCli	mlb_00_U	5 000		
767400	ICAO_l	33	7	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_l	33	8	Climb	MaxCli	mlb_00_U	10 000		
767400	ICAO_l	B4	1	Takeoff	MaxTak	æ <u>fo</u> f <b>2</b> 0_U	ſ		
767400	ICAO_l	B4	2	Climb	MaxTak	æ6 <u>6</u> f270_U	1 000		
767400	ICAO_l	34	3	Acceler	a <b>M</b> axTak	ceTo_f105_U	Ī	2 054,4	225
767400	ICAO_l	34	4	Climb	MaxTak	e#o_f#00_U	3 128		
767400	ICAO_l	34	5	Acceler	a <b>M</b> axCli	mlb_00_U		1 850,9	250
767400	ICAO_l	34	6	Climb	MaxCli	mlb_00_U	5 000		
767400	ICAO_l	B4	7	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_l	B4	8	Climb	MaxCli	mlb_00_U	10 000		
767400	ICAO_l	35	1	Takeoff	MaxTak	æ <u>lof</u> 220_U	ſ		
767400	ICAO_l	35	2	Climb	MaxTak	æ <u>lof</u> 220_U	1 000		
767400	ICAO_l	35	3	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> 665_U	Ţ	1 908,2	230,4
767400	ICAO_l	35	4	Climb	MaxTak	æ16 <u>f</u> 160_U	2 944		
767400	ICAO_l	35	5	Climb	MaxCli	mlb_00_U	3 000		
767400	ICAO_l	35	6	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	1 653,1	250

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767400	ICAO_I	35	7	Climb	MaxCli	mlb_00_U	5 000		
767400	ICAO_I	35	8	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_E	35	9	Climb	MaxCli	mlb_00_U	10 000		
767400	ICAO_E	36	1	Takeoff	MaxTak	æ6 <u>6</u> f270_U	Ţ		
767400	ICAO_I	36	2	Climb	MaxTak	æ <u>lof</u> 220_U	1 000		
767400	ICAO_F	36	3	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> 665_U	Ţ	1 771,1	236
767400	ICAO_I	36	4	Climb	MaxTak	ceTo_f160_U	2 766		
767400	ICAO_I	36	5	Climb	MaxCli	mlb_00_U	3 000		
767400	ICAO_I	36	6	Acceler	a <b>M</b> axCli	mlb_00_U	ſ	1 521,4	250
767400	ICAO_I	36	7	Climb	MaxCli	mlb_00_U	5 000		
767400	ICAO_I	36	8	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_I	36	9	Climb	MaxCli	mlb_00_U	10 000		
767400	ICAO_I	37	1	Takeoff	MaxTak	eao <u>f</u> 220_U	ſ		
767400	ICAO_I	37	2	Climb	MaxTak	eao <u>f</u> 220_U	1 000		
767400	ICAO_I	37	3	Acceler	a <b>M</b> axTak	æ <u>lof</u> 105_U	ſ	1 560,3	239,8
767400	ICAO_I	37	4	Climb	MaxTak	e66_f60_U	2 111		
767400	ICAO_I	37	5	Acceler	a <b>M</b> axTak	ceTo_f160_U	ſ	1 840	244,3
767400	ICAO_I	37	6	Climb	MaxTak	e66_f60_U	12 523		
767400	ICAO_I	37	7	Climb	MaxCli	mlb_00_U	3 000		
767400	ICAO_E	37	8	Acceler	a <b>M</b> axCli	mlb_00_U	ſ	1 303,8	250
767400	ICAO_I	37	9	Climb	MaxCli	mlb_00_U	5 000		
767400	ICAO_I	37	10	Climb	MaxCli	mlb_00_U	7 500		
767400	ICAO_I	37	11	Climb	MaxCli	mlb_00_U	10 000		
767CF6	DEFAU	ШТ	1	Takeoff	MaxTak	e <b>do</b> ff			
767CF6	DEFAU	ПТ	2	Climb	MaxTak	edoff	1 000		
767CF6	DEFAU	ПТ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 913	144
767CF6	DEFAU	ПТ	4	Acceler	a <b>M</b> axTak	€off		1 913	164
767CF6	DEFAU	ПТ	5	Acceler	a <b>M</b> axCli	mlb		1 000	204
767CF6	DEFAU	ПТ	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	224
767CF6	DEFAU	ПТ	7	Climb	MaxCli	n <b>z</b> leRO	3 000		
767CF6	DEFAU	ПТ	8	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	250
									1

767CF6 DEFAUIT         9         Climb         MaxClinzero         5 500			,			1				
767CF6   DEFAUIT   11   Climb   MaxClinter   10 000	767CF6	DEFAU	ШТ	9	Climb	MaxCli	n <b>z</b> tERO	5 500		
Takeoff   MaxTal	767CF6	DEFAU	ШТ	10	Climb	MaxCli	n <b>a</b> tero	7 500		
767CF6   DEFAU ET   2   Climb   MaxTak doff   1 000   1 840   147   167CF6   DEFAU ET   3   Accelerablax Tak doff   1 840   167   167CF6   DEFAU ET   5   Accelerablax Tak doff   1 000   206   226   767CF6   DEFAU ET   5   Accelerablax Climb   1 000   226   767CF6   DEFAU ET   7   Climb   MaxClimatero   3 000   767CF6   DEFAU ET   8   Accelerablax Climatero   3 000   767CF6   DEFAU ET   9   Climb   MaxClimatero   5 500   767CF6   DEFAU ET   10   Climb   MaxClimatero   7 500   767CF6   DEFAU ET   11   Climb   MaxClimatero   7 500   767CF6   DEFAU ET   11   Climb   MaxClimatero   7 500   767CF6   DEFAU ET   11   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   2   Climb   MaxTak doff   1 000   767CF6   DEFAU ET   3   Accelerablax Tak doff   1 769   150   767CF6   DEFAU ET   4   Accelerablax Tak doff   1 769   170   767CF6   DEFAU ET   5   Accelerablax Tak doff   1 000   229   767CF6   DEFAU ET   7   Climb   MaxClimatero   3 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   250   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   250   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   1   Takeoff   MaxTak doff   1 000   767CF6   DEFAU ET   1   1	767CF6	DEFAU	ШТ	11	Climb	MaxCli	n <b>zl</b> ERO	10 000		
767CF6   DEFAU ZI	767CF6	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	e <b>do</b> ff			
767CFG   DEFAUET   4   Acceleral MaxTak coff   1 840   167	767CF6	DEFAU	<b>12</b> T	2	Climb	MaxTak	celosff	1 000		
767CFG   DEFAUET   5   Acceleral MaxClinitis   1 000   206     767CFG   DEFAUET   7   Climb   MaxClinitieRO   1 000   226     767CFG   DEFAUET   8   Acceleral MaxClinitieRO   1 000   250     767CFG   DEFAUET   9   Climb   MaxClinitieRO   5 500     767CFG   DEFAUET   10   Climb   MaxClinitieRO   7 500     767CFG   DEFAUET   11   Climb   MaxClinitieRO   1 000     767CFG   DEFAUET   11   Climb   MaxClinitieRO   1 000     767CFG   DEFAUET   1   Takeoff   MaxTal dofft   1 000     767CFG   DEFAUET   2   Climb   MaxTal dofft   1 769   150     767CFG   DEFAUET   3   Acceleral MaxTal dofft   1 769   170     767CFG   DEFAUET   5   Acceleral MaxClinitieRO   1 000   209     767CFG   DEFAUET   6   Acceleral MaxClinitieRO   1 000   229     767CFG   DEFAUET   7   Climb   MaxClinitieRO   1 000   229     767CFG   DEFAUET   8   Acceleral MaxClinitieRO   1 000   250     767CFG   DEFAUET   9   Climb   MaxClinitieRO   1 000   250     767CFG   DEFAUET   9   Climb   MaxClinitieRO   7 500     767CFG   DEFAUET   10   Climb   MaxClinitieRO   1 000   250     767CFG   DEFAUET   11   Climb   MaxClinitieRO   1 000   250     767CFG   DEFAUET   11   Climb   MaxClinitieRO   1 000   250     767CFG   DEFAUET   1   Takeoff   MaxTal dofft   1 656   155     767CFG   DEFAUET   2   Climb   MaxTal dofft   1 656   175     767CFG   DEFAUET   5   Acceleral MaxTal dofft   1 656   175     767CFG   DEFAUET   5   Acceleral MaxClinitieRO   1 000   214     767CFG   DEFAUET   5   Acceleral MaxClinitieRO   1 000   234     767CFG   DEFAUET   5   Acceleral MaxClinitieRO   1 000   234     767CFG   DEFAUET   5   Acceleral MaxClinitieRO   1 000   234     767CFG   DEFAUET   7   Climb   MaxClinitieRO   1 000   234     767CFG   DEFAUET   8   Acceleral MaxClinitieRO   1 000   234     767CFG   DEFAUET   8   Accele	767CF6	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	celosff		1 840	147
767CF6   DEFAU ET   6   Acceleral MaxClin MERO   1 000   226	767CF6	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 840	167
767CF6   DEFAUET   7   Climb   MaxClinitero   3 000   250	767CF6	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	mlb		1 000	206
767CF6   DEFAU ET   9   Climb   MaxClinatero   1 000   250   767CF6   DEFAU ET   10   Climb   MaxClinatero   7 500   767CF6   DEFAU ET   11   Climb   MaxClinatero   1 000   767CF6   DEFAU ET   11   Climb   MaxClinatero   10 000   767CF6   DEFAU ET   1   Takeoff   MaxTakdoff   1 000   767CF6   DEFAU ET   2   Climb   MaxTakdoff   1 769   150   767CF6   DEFAU ET   3   Acceleral and axTakdoff   1 769   170   767CF6   DEFAU ET   5   Acceleral and axClinatero   1 000   209   767CF6   DEFAU ET   5   Acceleral and axClinatero   1 000   229   767CF6   DEFAU ET   7   Climb   MaxClinatero   1 000   250   767CF6   DEFAU ET   9   Climb   MaxClinatero   5 500   767CF6   DEFAU ET   9   Climb   MaxClinatero   5 500   767CF6   DEFAU ET   9   Climb   MaxClinatero   7 500   767CF6   DEFAU ET   1   Climb   MaxClinatero   7 500   767CF6   DEFAU ET   1   Takeoff   MaxTakdoff   1 000   767CF6   DEFAU ET   1   Takeoff   MaxTakdoff   1 000   767CF6   DEFAU ET   2   Climb   MaxClinatero   1 000   767CF6   DEFAU ET   3   Acceleral and axTakdoff   1 000   767CF6   DEFAU ET   3   Acceleral and axTakdoff   1 656   155   767CF6   DEFAU ET   3   Acceleral and axTakdoff   1 656   175   767CF6   DEFAU ET   5   Acceleral and axTakdoff   1 656   175   767CF6   DEFAU ET   5   Acceleral and axClinatero   1 000   234   767CF6   DEFAU ET   5   Acceleral and axClinatero   1 000   234   767CF6   DEFAU ET   7   Climb   MaxClinatero   1 000   250   767CF6   DEFAU ET   5   Acceleral and axClinatero   1 000   234   767CF6   DEFAU ET   7   Climb   MaxClinatero   1 000   25	767CF6	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	226
Temporary   Temp	767CF6	DEFAU	<b>12</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	3 000		
767CF6 DEFAUET         10         Climb         MaxClindero         7 500         7 500           767CF6 DEFAUET         11         Climb         MaxClindero         10 000         7 500	767CF6	DEFAU	<b>12</b> T	8	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
767CF6 DEFAUBT         11         Climb         MaxClindero         10 000         10 000           767CF6 DEFAUBT         1         Takeoff         MaxTakdoff         1000         1000           767CF6 DEFAUBT         2         Climb         MaxTakdoff         1 769         150           767CF6 DEFAUBT         3         AcceleraldaxTakdoff         1 769         170           767CF6 DEFAUBT         4         AcceleraldaxClindero         1 000         209           767CF6 DEFAUBT         5         AcceleraldaxClindero         1 000         229           767CF6 DEFAUBT         7         Climb         MaxClindero         1 000         229           767CF6 DEFAUBT         8         AcceleraldaxClindero         1 000         250           767CF6 DEFAUBT         9         Climb         MaxClindero         5 500           767CF6 DEFAUBT         10         Climb         MaxClindero         7 500           767CF6 DEFAUBT         1         Takeoff         MaxTakdoff         1 000           767CF6 DEFAUBT         1         Takeoff         1 000         1 656         155           767CF6 DEFAUBT         3         AcceleraldaxTakdoff         1 656         155         155 </td <td>767CF6</td> <td>DEFAU</td> <td><b>12</b>T</td> <td>9</td> <td>Climb</td> <td>MaxCli</td> <td>m<b>Z</b>ERO</td> <td>5 500</td> <td></td> <td></td>	767CF6	DEFAU	<b>12</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	5 500		
767CF6 DEFAUBT         1         Takeoff MaxTakdoff         1000           767CF6 DEFAUBT         2         Climb MaxTakdoff         1000           767CF6 DEFAUBT         3         AcceleraMaxTakdoff         1769         150           767CF6 DEFAUBT         4         AcceleraMaxTakdoff         1769         170           767CF6 DEFAUBT         5         AcceleraMaxClindero         1000         209           767CF6 DEFAUBT         6         AcceleraMaxClindero         1000         229           767CF6 DEFAUBT         7         Climb MaxClindero         3000         229           767CF6 DEFAUBT         8         AcceleraMaxClindero         1000         250           767CF6 DEFAUBT         9         Climb MaxClindero         5 500         5 500           767CF6 DEFAUBT         10         Climb MaxClindero         10 000         600           767CF6 DEFAUBT         1         Takeoff MaxTakdoff         10 000         600           767CF6 DEFAUBT         2         Climb MaxTakdoff         1 656         155           767CF6 DEFAUBT         3         AcceleraMaxTakdoff         1 656         155           767CF6 DEFAUBT         4         AcceleraMaxClindero         1 000         214	767CF6	DEFAU	<b>12</b> T	10	Climb	MaxCli	m <b>Z</b> ERO	7 500		
767CF6 DEFAUBT         2         Climb MaxTakdoff         1 000           767CF6 DEFAUBT         3         AcceleraldaxTakdoff         1 769 150           767CF6 DEFAUBT         4         AcceleraldaxTakdoff         1 769 170           767CF6 DEFAUBT         5         AcceleraldaxClinde         1 000 209           767CF6 DEFAUBT         6         AcceleraldaxClindero         1 000 229           767CF6 DEFAUBT         7         Climb MaxClindero         3 000           767CF6 DEFAUBT         8         AcceleraldaxClindero         1 000 250           767CF6 DEFAUBT         9         Climb MaxClindero         5 500           767CF6 DEFAUBT         10         Climb MaxClindero         7 500           767CF6 DEFAUBT         11         Climb MaxClindero         10 000           767CF6 DEFAUBT         1         Takeoff MaxTakdoff         1 000           767CF6 DEFAUBT         2         Climb MaxTakdoff         1 656 155           767CF6 DEFAUBT         3         AcceleraldaxTakdoff         1 656 155           767CF6 DEFAUBT         4         AcceleraldaxClindero         1 000 214           767CF6 DEFAUBT         5         AcceleraldaxClindero         1 000 234           767CF6 DEFAUBT         6	767CF6	DEFAU	<b>12</b> T	11	Climb	MaxCli	m <b>Z</b> BERO	10 000		
767CF6 DEFAUBT         3         Acceleral ax Tak doff         1 769         150           767CF6 DEFAUBT         4         Acceleral ax Tak doff         1 769         170           767CF6 DEFAUBT         5         Acceleral ax Climite         1 000         209           767CF6 DEFAUBT         6         Acceleral ax Climitero         1 000         229           767CF6 DEFAUBT         7         Climb Max Climitero         1 000         250           767CF6 DEFAUBT         9         Climb Max Climitero         1 000         250           767CF6 DEFAUBT         10         Climb Max Climitero         7 500         1000           767CF6 DEFAUBT         11         Climb Max Climitero         10 000         1000           767CF6 DEFAUBT         1         Takeoff Max Tak doff         1 000         1000           767CF6 DEFAUBT         2         Climb Max Tak doff         1 656         155           767CF6 DEFAUBT         3         Acceleral ax Tak doff         1 656         175           767CF6 DEFAUBT         4         Acceleral ax Tak doff         1 656         175           767CF6 DEFAUBT         5         Acceleral ax Tak doff         1 000         214           767CF6 DEFAUBT         6	767CF6	DEFAU	BL	1	Takeoff	MaxTak	celosff			
767CF6 DEFAUBT         4         Acceleral axTakeoff         1 769         170           767CF6 DEFAUBT         5         Acceleral axClinith         1 000         209           767CF6 DEFAUBT         6         Acceleral axCliniteRO         1 000         229           767CF6 DEFAUBT         7         Climb MaxCliniteRO         3 000           767CF6 DEFAUBT         8         Acceleral axCliniteRO         1 000         250           767CF6 DEFAUBT         9         Climb MaxCliniteRO         5 500         5 500           767CF6 DEFAUBT         10         Climb MaxCliniteRO         10 000         5 500           767CF6 DEFAUBT         11         Climb MaxCliniteRO         10 000         5 500           767CF6 DEFAUBT         1         Takeoff MaxTakeoff         10 000         5 500           767CF6 DEFAUBT         2         Climb MaxTakeoff         1 000         1 656         155           767CF6 DEFAUBT         3         Acceleral axTakeoff         1 656         175           767CF6 DEFAUBT         5         Acceleral axCliniteRO         1 000         214           767CF6 DEFAUBT         6         Acceleral axCliniteRO         1 000         234           767CF6 DEFAUBT         7	767CF6	DEFAU	BL	2	Climb	MaxTak	edosff	1 000		
767CF6 DEFAUBT         5         Acceleral axClimb         1 000         209           767CF6 DEFAUBT         6         Acceleral axClimbero         1 000         229           767CF6 DEFAUBT         7         Climb         MaxClimbero         3 000           767CF6 DEFAUBT         8         Acceleral axClimbero         1 000         250           767CF6 DEFAUBT         9         Climb         MaxClimbero         5 500           767CF6 DEFAUBT         10         Climb         MaxClimbero         7 500           767CF6 DEFAUBT         11         Climb         MaxTakdoff         10 000           767CF6 DEFAUBT         2         Climb         MaxTakdoff         1 656         155           767CF6 DEFAUBT         3         Acceleral axTakdoff         1 656         175           767CF6 DEFAUBT         4         Acceleral axTakdoff         1 656         175           767CF6 DEFAUBT         5         Acceleral axTakdoff         1 000         214           767CF6 DEFAUBT         6         Acceleral axClimbero         1 000         234           767CF6 DEFAUBT         7         Climb         MaxClimbero         1 000         234           767CF6 DEFAUBT         8         A	767CF6	DEFAU	BL	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 769	150
767CF6 DEFAUBT         6         Acceleral axClin dero         1 000         229           767CF6 DEFAUBT         7         Climb         MaxClin dero         3 000         1 000         250           767CF6 DEFAUBT         8         Acceleral axClin dero         1 000         250         1 000         250           767CF6 DEFAUBT         9         Climb         MaxClin dero         5 500         1 000 <t< td=""><td>767CF6</td><td>DEFAU</td><td>BL</td><td>4</td><td>Acceler</td><td>a<b>M</b>axTak</td><td><b>€</b>off</td><td></td><td>1 769</td><td>170</td></t<>	767CF6	DEFAU	BL	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 769	170
767CF6 DEFAUBT         7         Climb         MaxClinzero         3 000           767CF6 DEFAUBT         8         AcceleramaxClinzero         1 000         250           767CF6 DEFAUBT         9         Climb         MaxClinzero         5 500           767CF6 DEFAUBT         10         Climb         MaxClinzero         7 500           767CF6 DEFAUBT         11         Climb         MaxClinzero         10 000           767CF6 DEFAUBT         1         Takeoff MaxTakdoff         1 000           767CF6 DEFAUBT         2         Climb         MaxTakdoff         1 656         155           767CF6 DEFAUBT         3         AcceleramaxTakdoff         1 656         175           767CF6 DEFAUBT         4         AcceleramaxClinzero         1 000         214           767CF6 DEFAUBT         5         AcceleramaxClinzero         1 000         234           767CF6 DEFAUBT         7         Climb         MaxClinzero         3 000           767CF6 DEFAUBT         8         AcceleramaxClinzero         1 000         250	767CF6	DEFAU	BL	5	Acceler	a <b>M</b> axCli	mlb		1 000	209
767CF6 DEFAUBT         8         Acceleral axClin aero         1 000         250           767CF6 DEFAUBT         9         Climb MaxClin aero         5 500	767CF6	DEFAU	BL	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	229
767CF6 DEFAUBT         9         Climb         MaxClinzero         5 500           767CF6 DEFAUBT         10         Climb         MaxClinzero         7 500           767CF6 DEFAUBT         11         Climb         MaxClinzero         10 000           767CF6 DEFAUBT         1         Takeoff MaxTakdoff         1 000           767CF6 DEFAUBT         2         Climb         MaxTakdoff         1 656         155           767CF6 DEFAUBT         3         Acceleral axTakdoff         1 656         175           767CF6 DEFAUBT         4         Acceleral axClinzero         1 000         214           767CF6 DEFAUBT         5         Acceleral axClinzero         1 000         234           767CF6 DEFAUBT         7         Climb         MaxClinzero         3 000           767CF6 DEFAUBT         8         Acceleral axClinzero         1 000         250	767CF6	DEFAU	BL	7	Climb	MaxCli	m <b>Z</b> ERO	3 000		
767CF6 DEFAUBT         10         Climb         MaxClinZteRO         7 500           767CF6 DEFAUBT         11         Climb         MaxClinZteRO         10 000           767CF6 DEFAUBT         1         Takeoff MaxTakdoff         1 000           767CF6 DEFAUBT         2         Climb         MaxTakdoff         1 656         155           767CF6 DEFAUBT         3         AccelerateaxTakcoff         1 656         175           767CF6 DEFAUBT         4         AccelerateaxClimb         1 000         214           767CF6 DEFAUBT         5         AccelerateaxClimZteRO         1 000         234           767CF6 DEFAUBT         7         Climb         MaxClinZteRO         3 000           767CF6 DEFAUBT         8         AccelerateaxClinZteRO         1 000         250	767CF6	DEFAU	BL	8	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
767CF6 DEFAUBT         11         Climb         MaxClinZeRO         10 000            767CF6 DEFAUBT         1         Takeoff MaxTakeoff               767CF6 DEFAUBT         2         Climb         MaxTakeoff         1 000             767CF6 DEFAUBT         3         Acceleral axTakeoff         1 656         155            767CF6 DEFAUBT         4         Acceleral axClinZeRO         1 000         214           767CF6 DEFAUBT         6         Acceleral axClinZeRO         1 000         234           767CF6 DEFAUBT         7         Climb         MaxClinZeRO         3 000           767CF6 DEFAUBT         8         Acceleral axClinZeRO         1 000         250	767CF6	DEFAU	BL	9	Climb	MaxCli	m <b>Z</b> ERO	5 500		
767CF6 DEFAUMT         1         Takeoff MaxTakdoff         1 000           767CF6 DEFAUMT         2         Climb MaxTakdoff         1 000           767CF6 DEFAUMT         3         Acceleral axTakdoff         1 656         155           767CF6 DEFAUMT         4         Acceleral axTakdoff         1 656         175           767CF6 DEFAUMT         5         Acceleral axClimatero         1 000         214           767CF6 DEFAUMT         6         Acceleral axClimatero         1 000         234           767CF6 DEFAUMT         7         Climb MaxClimatero         3 000           767CF6 DEFAUMT         8         Acceleral axClimatero         1 000         250	767CF6	DEFAU	BL	10	Climb	MaxCli	m <b>Z</b> ERO	7 500		
767CF6 DEFAUMT         2         Climb MaxTakdoff         1 000           767CF6 DEFAUMT         3         Acceleral axTakdoff         1 656         155           767CF6 DEFAUMT         4         Acceleral axTakdoff         1 656         175           767CF6 DEFAUMT         5         Acceleral axClimb         1 000         214           767CF6 DEFAUMT         6         Acceleral axClimbero         1 000         234           767CF6 DEFAUMT         7         Climb MaxClimbero         3 000           767CF6 DEFAUMT         8         Acceleral axClimbero         1 000         250	767CF6	DEFAU	BL	11	Climb	MaxCli	m <b>Z</b> BERO	10 000		
767CF6 DEFAUMT       3       Acceleral Max Take off       1 656       155         767CF6 DEFAUMT       4       Acceleral Max Take off       1 656       175         767CF6 DEFAUMT       5       Acceleral Max Climit       1 000       214         767CF6 DEFAUMT       6       Acceleral Max Climit ERO       1 000       234         767CF6 DEFAUMT       7       Climb Max Climit ERO       3 000         767CF6 DEFAUMT       8       Acceleral Max Climit ERO       1 000       250	767CF6	DEFAU	MT.	1	Takeoff	MaxTak	celosff			
767CF6 DEFAUMT       4       Acceleral Max Take off       1 656       175         767CF6 DEFAUMT       5       Acceleral Max Climb       1 000       214         767CF6 DEFAUMT       6       Acceleral Max Climbero       1 000       234         767CF6 DEFAUMT       7       Climb       Max Climbero       3 000         767CF6 DEFAUMT       8       Acceleral Max Climbero       1 000       250	767CF6	DEFAU	<b>I</b>	2	Climb	MaxTak	edosff	1 000		
767CF6 DEFAUMT         5         Acceleral Max Clinib         1 000         214           767CF6 DEFAUMT         6         Acceleral Max Clinia ERO         1 000         234           767CF6 DEFAUMT         7         Climb Max Clinia ERO         3 000           767CF6 DEFAUMT         8         Acceleral Max Clinia ERO         1 000         250	767CF6	DEFAU	<b>I</b>	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 656	155
767CF6 DEFAULT         6         Acceleral axClin を ERO         1 000         234           767CF6 DEFAULT         7         Climb MaxClinを ERO         3 000           767CF6 DEFAULT         8         Acceleral axClinを ERO         1 000         250	767CF6	DEFAU	<b>M</b> T	4	Acceler	a <b>M</b> axTak	<b>E</b> off		1 656	175
767CF6 DEFAUMT 7 Climb MaxClin MeRO 3 000 1 000 250	767CF6	DEFAU	ИГ	5	Acceler	a <b>M</b> axCli	mlb		1 000	214
767CF6 DEFAUM 8 AcceleraMaxClinAERO 1 000 250	767CF6	DEFAU	ИГ	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	234
	767CF6	DEFAU	<b>IA</b> L	7	Climb	MaxCli	n <b>zl</b> ERO	3 000		
767CF6 DEFAUMT 9 Climb MaxClinderO 5 500	767CF6	DEFAU	<b>IA</b> L	8	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
	767CF6	DEFAU	ИΓ	9	Climb	MaxCli	n <b>zl</b> ERO	5 500		

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767CF6	DEFAU	M. LA	10	Climb	MaxCli	n <b>z</b> HERO	7 500		
767CF6	DEFAU	ИТ	11	Climb	MaxCli	n <b>zl</b> ERO	10 000		
767CF6	DEFAU	151	1	Takeoff	MaxTak	celosff			
767CF6	DEFAU	<b>15</b> T	2	Climb	MaxTak	celosff	1 000		
767CF6	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	edosff		1 529	160
767CF6	DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axTak	e <b>€</b> off		1 529	180
767CF6	DEFAU	<b>15</b> T	5	Acceler	a <b>M</b> axCli	mlb		1 000	219
767CF6	DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	239
767CF6	DEFAU	<b>15</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	3 000		
767CF6	DEFAU	<b>15</b> T	8	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
767CF6	DEFAU	15T	9	Climb	MaxCli	n <b>a</b> leRO	5 500		
767CF6	DEFAU	<b>15</b> T	10	Climb	MaxCli	n <b>a</b> tero	7 500		
767CF6	DEFAU	<b>15</b> T	11	Climb	MaxCli	n <b>a</b> leRO	10 000		
767CF6	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	e <b>do</b> ff			
767CF6	DEFAU	<b>16</b> T	2	Climb	MaxTak	e <b>do</b> ff	1 000		
767CF6	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	celosff		1 407	166
767CF6	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	€off		1 407	186
767CF6	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	mlb		1 000	225
767CF6	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	245
767CF6	DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>a</b> tero	3 000		
767CF6	DEFAU	<b>16</b> T	8	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250
767CF6	DEFAU	<b>16</b> T	9	Climb	MaxCli	m <b>Z</b> BERO	5 500		
767CF6	DEFAU	<b>16</b> T	10	Climb	MaxCli	m <b>Z</b> BERO	7 500		
767CF6	DEFAU	<b>16</b> T	11	Climb	MaxCli	n <b>at</b> ERO	10 000		
767CF6	DEFAU	IZΓ	1	Takeoff	MaxTak	edosff			
767CF6	DEFAU	IZΓ	2	Climb	MaxTak	edosff	1 000		
767CF6	DEFAU	IZΓ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 345	169
767CF6	DEFAU	IZΓ	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 345	189
767CF6	DEFAU	IZΓ	5	Acceler	a <b>M</b> axCli	mlb		1 000	228
767CF6	DEFAU	<b>17</b> Γ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	248
767CF6	DEFAU	IZΓ	7	Climb	MaxCli	n <b>a</b> leRO	3 000		
767CF6	DEFAU	ĪΖΓ	8	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 000	250
767CF6	DEFAU	IZΓ	9	Climb	MaxCli	n <b>a</b> leRO	5 500		
767CF6	DEFAU	177	10	Climb	MaxCli	n <b>zl</b> ERO	7 500		

767UF   DEFAUIT   11   Climb   MaxClinideRO   10 000			1			Γ				
767JT9   DEFAUIIT   2   Climb   MaxTaldoff   1 000   1 1879   145   167JT9   DEFAUIIT   3   Accelerable xTaldoff   1 879   145   167JT9   DEFAUIIT   5   Accelerable xClinib   1 000   204   767JT9   DEFAUIIT   6   Accelerable xClinib   1 000   224   767JT9   DEFAUIIT   7   Climb   MaxClinib   1 000   224   767JT9   DEFAUIIT   8   Accelerable xClinib   3 000   767JT9   DEFAUIIT   9   Climb   MaxClinib   2 500   767JT9   DEFAUIIT   10   Climb   MaxClinib   2 500   767JT9   DEFAUIIT   11   Climb   MaxClinib   2 600   767JT9   DEFAUIIT   11   Climb   MaxClinib   1 000   767JT9   DEFAUIIT   11   Climb   MaxTaldoff   1 000   767JT9   DEFAUIIT   2   Climb   MaxTaldoff   1 000   767JT9   DEFAUIIT   3   Accelerable xClinib   1 000   207   767JT9   DEFAUIIT   5   Accelerable xClinib   1 000   207   767JT9   DEFAUIIT   5   Accelerable xClinib   1 000   207   767JT9   DEFAUIIT   7   Climb   MaxClinib   1 000   207   767JT9   DEFAUIIT   8   Accelerable xClinib   1 000   207   767JT9   DEFAUIIT   8   Accelerable xClinib   1 000   207   767JT9   DEFAUIIT   8   Accelerable xClinib   1 000   207   767JT9   DEFAUIIT   10   Climb   MaxClinib   1 000   250   767JT9   DEFAUIIT   10   Climb   MaxClinib   1 000   250   767JT9   DEFAUIIT   11   Climb   MaxClinib   1 000   250   767JT9   DEFAUIIT   11   Climb   MaxClinib   1 000   250   767JT9   DEFAUIIT   11   Climb   MaxClinib   1 000   1   767JT9   DEFAUIIT   11   Climb   MaxClinib   1 000   1   767JT9   DEFAUIIT   11   Climb   MaxClinib   1 000   1   767JT9   DEFAUIIT   3   Accelerable xClinib   1 000   2 10   767JT9   DEFAUIIT   5   Accelerable xClinib   1 000   2 10   767JT9   DEFAUIIT   5   Accelerable xClinib   1 000   2 10   767JT9   DEFAUIIT   5   Accelerable xClinib   1 000   2 10   767JT9   DEFAUIIT   5   Accelerable xClinib   1 000   2 10   767JT9   DEFAUIIT   5   Accelerable xClinib   1 000   2 10   767JT9   DEFAUIIT   7   Climb   MaxClinib   1 000   2 10   767JT9   DEFAUIIT   8   Accelerable xClinib   1 000   2 10   767JT9   DEFAUIIT   8   Accelerable xClinib   1 000	767CF6	DEFAU	<b>17</b> Γ	11	Climb	MaxCli	n <b>zl</b> ERO	10 000		
Refult	767JT9	DEFAU	ШТ	1	Takeoff	MaxTak	e <b>do</b> ff			
767JT9   DEFAU IIT   4   Acceleral MaxTal & Soff   1 879   165	767JT9	DEFAU	ШТ	2	Climb	MaxTak	edoff	1 000		
767JT9   DEFAU IIT   5   Acceleral MaxClimit   1 000   204   767JT9   DEFAU IIT   7   Climb   MaxClimit   Record   1 000   224   767JT9   DEFAU IIT   7   Climb   MaxClimit   Record   1 000   250   767JT9   DEFAU IIT   9   Climb   MaxClimit   Record   1 000   250   767JT9   DEFAU IIT   10   Climb   MaxClimit   Record   1 000   767JT9   DEFAU IIT   11   Climb   MaxClimit   Record   1 000   767JT9   DEFAU IIT   11   Climb   MaxClimit   Record   1 000   767JT9   DEFAU IIT   1   Takeoff   MaxTak   defit   1 000   767JT9   DEFAU IIT   3   Acceleral MaxTak   defit   1 807   148   767JT9   DEFAU IIT   5   Acceleral MaxClimit   1 000   207   767JT9   DEFAU IIT   5   Acceleral MaxClimit   1 000   207   767JT9   DEFAU IIT   7   Climb   MaxClimit   1 000   227   767JT9   DEFAU IIT   8   Acceleral MaxClimit   1 000   250   767JT9   DEFAU IIT   8   Acceleral MaxClimit   1 000   250   767JT9   DEFAU IIT   8   Acceleral MaxClimit   1 000   250   767JT9   DEFAU IIT   1 0   Climb   MaxClimit   1 000   250   767JT9   DEFAU IIT   1 0   Climb   MaxClimit   1 000   250   767JT9   DEFAU IIT   1 0   Climb   MaxClimit   1 000   767JT9   DEFAU IIT   1 0   Climb   MaxClimit   1 000   767JT9   DEFAU IIT   1 0   Climb   MaxClimit   1 000   767JT9   DEFAU IIT   3   Acceleral MaxTak   defit   1 000   767JT9   DEFAU IIT   3   Acceleral MaxTak   defit   1 000   767JT9   DEFAU IIT   3   Acceleral MaxTak   defit   1 000   767JT9   DEFAU IIT   4   Acceleral MaxTak   defit   1 000   767JT9   DEFAU IIT   5   Acceleral MaxClimit   1 000   210   767JT9   DEFAU IIT   5   Acceleral MaxClimit   1 000   210   2	767JT9	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 879	145
767JT9   DEFAUIT   7   Climb   MaxCliniteRO   1 000   224   767JT9   DEFAUIT   7   Climb   MaxCliniteRO   1 000   250   767JT9   DEFAUIT   9   Climb   MaxCliniteRO   7 500   767JT9   DEFAUIT   10   Climb   MaxCliniteRO   1 000   767JT9   DEFAUIT   11   Climb   MaxCliniteRO   1 000   767JT9   DEFAUIT   11   Climb   MaxCliniteRO   1 000   767JT9   DEFAUIT   1   Takeoff   MaxTaldoff   1 000   767JT9   DEFAUIT   3   AcceleralMaxTaldoff   1 807   148   767JT9   DEFAUIT   5   AcceleralMaxCliniteRO   1 000   207   767JT9   DEFAUIT   5   AcceleralMaxCliniteRO   1 000   227   767JT9   DEFAUIT   7   Climb   MaxCliniteRO   1 000   227   767JT9   DEFAUIT   8   AcceleralMaxCliniteRO   1 000   227   767JT9   DEFAUIT   8   AcceleralMaxCliniteRO   1 000   250   767JT9   DEFAUIT   9   Climb   MaxCliniteRO   1 000   250   767JT9   DEFAUIT   9   Climb   MaxCliniteRO   1 000   250   767JT9   DEFAUIT   10   Climb   MaxCliniteRO   1 000   250   767JT9   DEFAUIT   11   Climb   MaxCliniteRO   1 000   250   767JT9   DEFAUIT   11   Climb   MaxCliniteRO   1 000   250   767JT9   DEFAUIT   12   Climb   MaxCliniteRO   1 000   250   767JT9   DEFAUIT   13   AcceleralMaxTaldoff   1 000   210   767JT9   DEFAUIT   3   AcceleralMaxTaldoff   1 000   210   767JT9   DEFAUIT   5   AcceleralMaxTaldoff   1 000   210   767JT9   DEFAUIT   5   AcceleralMaxTaldoff   1 000   210   767JT9   DEFAUIT   5   AcceleralMaxTaldoff   1 000   230   767JT9   DEFAUIT   5   AcceleralMaxCliniteRO   1 000   230   767JT9   DEFAUIT   7   Climb   MaxCliniteRO   1 000   230   767JT9   DEFAUIT   7   Climb   MaxCliniteRO   1 000   230   767JT9   DEFAUIT   8   AcceleralMaxCliniteRO   1 000   250   767JT9   DEFAUIT   7   Climb   MaxCliniteRO   1 000   250   767JT9   DEFAUIT   7   Climb   MaxCliniteRO   1 000   250   767JT9   DEFAUIT   9   Cli	767JT9	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	e <b>c</b> off		1 879	165
767JT9   DEFAUIIT   7   Climb   MaxClinderO   3 000	767JT9	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	шb		1 000	204
767JT9   DEFAU IIT   8   Acceleral MaxClin MERO   5 500   767JT9   DEFAU IIT   10   Climb   MaxClin MERO   7 500   767JT9   DEFAU IIT   11   Climb   MaxClin MERO   10 000   767JT9   DEFAU IIT   11   Takeoff   MaxTakdoff   767JT9   DEFAU IIT   12   Climb   MaxTakdoff   1 000   767JT9   DEFAU IIT   3   Acceleral MaxTakdoff   1 807   148   767JT9   DEFAU IIT   5   Acceleral MaxTakdoff   1 807   168   767JT9   DEFAU IIT   5   Acceleral MaxClin MERO   1 000   227   767JT9   DEFAU IIT   7   Climb   MaxClin MERO   3 000   767JT9   DEFAU IIT   7   Climb   MaxClin MERO   3 000   767JT9   DEFAU IIT   8   Acceleral MaxClin MERO   5 500   767JT9   DEFAU IIT   10   Climb   MaxClin MERO   7 500   767JT9   DEFAU IIT   10   Climb   MaxClin MERO   7 500   767JT9   DEFAU IIT   11   Climb   MaxClin MERO   7 500   767JT9   DEFAU IIT   11   Takeoff   MaxTakdoff   1 000   767JT9   DEFAU IIT   11   Takeoff   MaxTakdoff   1 000   767JT9   DEFAU IIT   11   Takeoff   MaxTakdoff   1 000   767JT9   DEFAU IIT   3   Acceleral MaxTakdoff   1 738   150   767JT9   DEFAU IIT   3   Acceleral MaxTakdoff   1 738   170   767JT9   DEFAU IIT   5   Acceleral MaxTakdoff   1 738   170   767JT9   DEFAU IIT   5   Acceleral MaxClin MERO   1 000   230   767JT9   DEFAU IIT   5   Acceleral MaxClin MERO   1 000   230   767JT9   DEFAU IIT   5   Acceleral MaxClin MERO   1 000   230   767JT9   DEFAU IIT   5   Acceleral MaxClin MERO   1 000   250   767JT9   DEFAU IIT   6   Acceleral MaxClin MERO   1 000   250   767JT9   DEFAU IIT   7   Climb   MaxClin MERO   1 000   250   767JT9   DEFAU IIT   7   Climb   MaxClin MERO   5 500   767JT9   DEFAU IIT   9   Climb   MaxClin MERO   5 500   767JT9   DEFAU IIT   9   Climb   MaxClin MERO   5 500   767JT9   DEFAU IIT   9   Climb   MaxClin MERO   7 500   767JT9   DEFAU IIT   9   Climb   MaxClin MERO   7 500   767JT9   DEFAU IIT   9   Climb   MaxClin MERO   7 500   767JT9   DEFAU IIT   9   Climb   MaxClin MERO   7 500   767JT9   DEFAU IIT   10   Climb   MaxClin MERO   7 500   767JT9   DEFAU IIT   9   Climb   MaxClin MexClin M	767JT9	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	224
Territory   Terr	767JT9	DEFAU	ШТ	7	Climb	MaxCli	m <b>Z</b> ERO	3 000		
Territor    767JT9	DEFAU	ШТ	8	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250	
Territor    767JT9	DEFAU	ШТ	9	Climb	MaxCli	n <b>a</b> leRO	5 500			
Takeoff   MaxTakdoff   1 000   1	767JT9	DEFAU	ШТ	10	Climb	MaxCli	m <b>Z</b> BERO	7 500		
767JT9         DEFAUZT         2         Climb         MaxTakdoff         1 000         1 807         148           767JT9         DEFAUZT         4         AcceleraldaxTakdoff         1 807         168           767JT9         DEFAUZT         5         AcceleraldaxClimb         1 000         207           767JT9         DEFAUZT         6         AcceleraldaxClimbero         1 000         227           767JT9         DEFAUZT         7         Climb         MaxClimbero         3 000         250           767JT9         DEFAUZT         8         AcceleraldaxClimbero         1 000         250           767JT9         DEFAUZT         9         Climb         MaxClimbero         5 500           767JT9         DEFAUZT         10         Climb         MaxClimbero         7 500           767JT9         DEFAUZT         11         Climb         MaxClimbero         7 500           767JT9         DEFAUBT         1         Takeoff         MaxTakdoff         1 000           767JT9         DEFAUBT         2         Climb         MaxTakdoff         1 738         150           767JT9         DEFAUBT         3         AcceleraldaxTakdoff         1 738         17	767JT9	DEFAU	шт	11	Climb	MaxCli	n <b>zl</b> ERO	10 000		
767JT9   DEFAUET   3   Acceleral axTakdoff   1 807   148     767JT9   DEFAUET   4   Acceleral axTakdoff   1 807   168     767JT9   DEFAUET   5   Acceleral axClimid   1 000   207     767JT9   DEFAUET   6   Acceleral axClimid   1 000   227     767JT9   DEFAUET   7   Climb   MaxClimid   MaxClim	767JT9	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	celosff			
767JT9         DEFAUET         4         Acceleral axtakeoff         1 807         168           767JT9         DEFAUET         5         Acceleral axtakeoff         1 000         207           767JT9         DEFAUET         6         Acceleral axtakeoff         1 000         227           767JT9         DEFAUET         7         Climb         MaxClinatero         1 000         250           767JT9         DEFAUET         8         Acceleral axtakeoff         1 000         250           767JT9         DEFAUET         10         Climb         MaxClinatero         5 500           767JT9         DEFAUET         10         Climb         MaxClinatero         7 500           767JT9         DEFAUET         11         Climb         MaxClinatero         10 000           767JT9         DEFAUET         1         Takeoff         MaxTakeoff         1 000           767JT9         DEFAUET         2         Climb         MaxTakeoff         1 738         150           767JT9         DEFAUET         4         Acceleral axtakeoff         1 738         170           767JT9         DEFAUET         5         Acceleral axtakeoff         1 000         230	767JT9	DEFAU	<b>2</b> T	2	Climb	MaxTak	celosff	1 000		
767JT9         DEFAU ZT         5         Acceleral axClinition         1 000         207           767JT9         DEFAU ZT         6         Acceleral axClinition         1 000         227           767JT9         DEFAU ZT         7         Climb         MaxClinition         3 000         250           767JT9         DEFAU ZT         8         Acceleral axClinition         1 000         250           767JT9         DEFAU ZT         9         Climb         MaxClinition         5 500           767JT9         DEFAU ZT         10         Climb         MaxClinition         7 500           767JT9         DEFAU ZT         11         Climb         MaxClinition         10 000           767JT9         DEFAU ZT         1         Takeoff         MaxTakdoff         1 000           767JT9         DEFAU ZT         1         Takeoff         MaxTakdoff         1 738         150           767JT9         DEFAU ZT         3         Acceleral axTakdoff         1 738         150           767JT9         DEFAU ZT         4         Acceleral axTakdoff         1 738         170           767JT9         DEFAU ZT         5         Acceleral axClinition         1 000         230	767JT9	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 807	148
767JT9         DEFAUET         6         Acceleral axClinzero         1 000         227           767JT9         DEFAUET         7         Climb         MaxClinzero         3 000         1 000         250           767JT9         DEFAUET         8         Acceleral axClinzero         5 500         1 000         250           767JT9         DEFAUET         9         Climb         MaxClinzero         5 500         1 000           767JT9         DEFAUET         10         Climb         MaxClinzero         7 500         1 000           767JT9         DEFAUET         11         Climb         MaxClinzero         10 000         1 000           767JT9         DEFAUET         1         Takeoff         MaxTakeoff         1 000         1 738         150           767JT9         DEFAUET         3         Acceleral axTakeoff         1 738         150           767JT9         DEFAUET         4         Acceleral axTakeoff         1 738         170           767JT9         DEFAUET         5         Acceleral axClinzero         1 000         230           767JT9         DEFAUET         7         Climb         MaxClinzero         3 000         1 000         250	767JT9	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 807	168
767JT9         DEFAUET         7         Climb         MaxClinztero         3 000         250           767JT9         DEFAUET         8         AcceleraMaxClinztero         1 000         250           767JT9         DEFAUET         9         Climb         MaxClinztero         5 500           767JT9         DEFAUET         10         Climb         MaxClinztero         7 500           767JT9         DEFAUET         11         Climb         MaxClinztero         10 000           767JT9         DEFAUET         1         Takeoff         MaxTaketoff         1 000           767JT9         DEFAUET         2         Climb         MaxTaketoff         1 738         150           767JT9         DEFAUET         3         AcceleraMaxTaketoff         1 738         170           767JT9         DEFAUET         4         AcceleraMaxClintero         1 000         210           767JT9         DEFAUET         6         AcceleraMaxClinztero         1 000         230           767JT9         DEFAUET         7         Climb         MaxClinztero         1 000         250           767JT9         DEFAUET         9         Climb         MaxClinztero         5 500 <t< td=""><td>767JT9</td><td>DEFAU</td><td><b>12</b>T</td><td>5</td><td>Acceler</td><td>a<b>M</b>axCli</td><td>mlb</td><td></td><td>1 000</td><td>207</td></t<>	767JT9	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	mlb		1 000	207
767JT9         DEFAUZT         8         Acceleral axClinatero         1 000         250           767JT9         DEFAUZT         9         Climb         MaxClinatero         5 500           767JT9         DEFAUZT         10         Climb         MaxClinatero         7 500           767JT9         DEFAUZT         11         Climb         MaxClinatero         10 000           767JT9         DEFAUBT         1         Takeoff         MaxTakdoff         1 000           767JT9         DEFAUBT         2         Climb         MaxTakdoff         1 738         150           767JT9         DEFAUBT         3         Acceleral axTakdoff         1 738         170           767JT9         DEFAUBT         4         Acceleral axClinatero         1 000         210           767JT9         DEFAUBT         5         Acceleral axClinatero         1 000         230           767JT9         DEFAUBT         7         Climb         MaxClinatero         1 000         250           767JT9         DEFAUBT         8         Acceleral axClinatero         5 500         1 000         250           767JT9         DEFAUBT         9         Climb         MaxClinatero         7 500	767JT9	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	227
767JT9         DEFAUET         9         Climb         MaxClinzterO         5 500           767JT9         DEFAUET         10         Climb         MaxClinzterO         7 500           767JT9         DEFAUET         11         Climb         MaxTakdoff         10 000           767JT9         DEFAUET         2         Climb         MaxTakdoff         1 000           767JT9         DEFAUET         3         AcceleralMaxTakdoff         1 738         150           767JT9         DEFAUET         4         AcceleralMaxTakdoff         1 738         170           767JT9         DEFAUET         5         AcceleralMaxClinzterO         1 000         210           767JT9         DEFAUET         6         AcceleralMaxClinzterO         1 000         230           767JT9         DEFAUET         7         Climb         MaxClinzterO         1 000         250           767JT9         DEFAUET         9         Climb         MaxClinzterO         5 500           767JT9         DEFAUET         10         Climb         MaxClinzterO         7 500	767JT9	DEFAU	<b>12</b> T	7	Climb	MaxCli	n <b>a</b> leRO	3 000		
767JT9         DEFAUET         10         Climb         MaxClinztero         7 500           767JT9         DEFAUET         11         Climb         MaxClinztero         10 000           767JT9         DEFAUET         1         Takeoff         MaxTakdoff         1 000           767JT9         DEFAUET         2         Climb         MaxTakdoff         1 738         150           767JT9         DEFAUET         3         AccelerateaxTakdoff         1 738         170           767JT9         DEFAUET         4         AccelerateaxClinter         1 000         210           767JT9         DEFAUET         5         AccelerateaxClinztero         1 000         230           767JT9         DEFAUET         7         Climb         MaxClinztero         1 000         250           767JT9         DEFAUET         9         Climb         MaxClinztero         5 500           767JT9         DEFAUET         10         Climb         MaxClinztero         7 500	767JT9	DEFAU	<b>12</b> T	8	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
767JT9         DEFAUET         11         Climb         MaxClinzero         10 000           767JT9         DEFAUET         1         Takeoff         MaxTakdoff         1 000           767JT9         DEFAUET         2         Climb         MaxTakdoff         1 000           767JT9         DEFAUET         3         Acceleral axTakdoff         1 738         150           767JT9         DEFAUET         4         Acceleral axTakdoff         1 738         170           767JT9         DEFAUET         5         Acceleral axClinzero         1 000         210           767JT9         DEFAUET         6         Acceleral axClinzero         1 000         230           767JT9         DEFAUET         7         Climb         MaxClinzero         3 000           767JT9         DEFAUET         9         Climb         MaxClinzero         5 500           767JT9         DEFAUET         10         Climb         MaxClinzero         7 500	767JT9	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>a</b> tero	5 500		
767JT9         DEFAUBT         1         Takeoff MaxTakdoff         1         1         Takeoff MaxTakdoff         1         1         000         1         1         1         000         1         1         000         1         1         000         1         1         000         1         0         1         000         1         0	767JT9	DEFAU	<b>12</b> T	10	Climb	MaxCli	n <b>a</b> leRO	7 500		
767JT9         DEFAUBT         2         Climb         MaxTaketoff         1 000         1 738         150           767JT9         DEFAUBT         3         Accelerate ax Taketoff         1 738         150           767JT9         DEFAUBT         4         Accelerate ax Taketoff         1 738         170           767JT9         DEFAUBT         5         Accelerate ax Climatero         1 000         210           767JT9         DEFAUBT         6         Accelerate ax Climatero         1 000         230           767JT9         DEFAUBT         7         Climb         Max Climatero         1 000         250           767JT9         DEFAUBT         9         Climb         Max Climatero         5 500           767JT9         DEFAUBT         10         Climb         Max Climatero         7 500	767JT9	DEFAU	<b>2</b> T	11	Climb	MaxCli	n <b>a</b> leRO	10 000		
767JT9         DEFAUBT         3         Acceleral axTake off         1 738         150           767JT9         DEFAUBT         4         Acceleral axTake off         1 738         170           767JT9         DEFAUBT         5         Acceleral axClin ax Clin	767JT9	DEFAU	BL	1	Takeoff	MaxTak	e <b>do</b> ff			
767JT9         DEFAUBT         4         Acceleral axTakeoff         1 738         170           767JT9         DEFAUBT         5         Acceleral axClimit         1 000         210           767JT9         DEFAUBT         6         Acceleral axClimit         1 000         230           767JT9         DEFAUBT         7         Climb         MaxClimit         3 000           767JT9         DEFAUBT         8         Acceleral axClimit         1 000         250           767JT9         DEFAUBT         9         Climb         MaxClimit         5 500           767JT9         DEFAUBT         10         Climb         MaxClimit         7 500	767JT9	DEFAU	BL	2	Climb	MaxTak	elosff	1 000		
767JT9         DEFAUBT         5         Acceleral axClimit         1 000         210           767JT9         DEFAUBT         6         Acceleral axClimit ERO         1 000         230           767JT9         DEFAUBT         7         Climb         MaxClimit ERO         3 000           767JT9         DEFAUBT         8         Acceleral axClimit ERO         1 000         250           767JT9         DEFAUBT         9         Climb         MaxClimit ERO         5 500           767JT9         DEFAUBT         10         Climb         MaxClimit ERO         7 500	767JT9	DEFAU	BL	3	Acceler	a <b>M</b> axTak	elosff		1 738	150
767JT9         DEFAUBT         6         Acceleral ax Clinitero         1 000         230           767JT9         DEFAUBT         7         Climb         Max Clinitero         3 000         1 000         250           767JT9         DEFAUBT         8         Acceleral ax Clinitero         1 000         250           767JT9         DEFAUBT         9         Climb         Max Clinitero         5 500           767JT9         DEFAUBT         10         Climb         Max Clinitero         7 500	767JT9	DEFAU	BL	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 738	170
767JT9         DEFAUBT         7         Climb         MaxClinzterO         3 000	767JT9	DEFAU	BL	5	Acceler	a <b>M</b> axCli	mlb		1 000	210
767JT9 DEFAUBT         8         Acceleral ax Clinit ERO         1 000         250           767JT9 DEFAUBT         9         Climb Max Clinit ERO         5 500           767JT9 DEFAUBT         10         Climb Max Clinit ERO         7 500	767JT9	DEFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	230
767JT9 DEFAUBT         9         Climb MaxClinzterO         5 500           767JT9 DEFAUBT         10         Climb MaxClinzterO         7 500	767JT9	DEFAU	BL	7	Climb	MaxCli	n <b>zl</b> ERO	3 000		
767JT9 DEFAUBT 10 Climb MaxClinZERO 7 500	767JT9	DEFAU	BL	8	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
	767JT9	DEFAU	BL	9	Climb	MaxCli	n <b>z</b> leRO	5 500		
767JT9 DEFAUBT 11 Climb MaxClindeRO 10 000	767JT9	DEFAU	BL	10	Climb	MaxCli	n <b>z</b> leRO	7 500		
	767JT9	DEFAU	BL	11	Climb	MaxCli	n <b>zl</b> ERO	10 000		

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767JT9	DEFAU	<b>I</b> II	1	Takeoff	MaxTak	e <b>do</b> ff			
767JT9	DEFAU	ИГ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
767JT9	DEFAU	ИТ	3	Acceler	a <b>M</b> axTak	elosff		1 626	155
767JT9	DEFAU	ИТ	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 626	175
767JT9	DEFAU	ИТ	5	Acceler	a <b>M</b> axCli	mlb		1 000	214
767JT9	DEFAU	ИГ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	234
767JT9	DEFAU	ИT	7	Climb	MaxCli	n <b>zl</b> ERO	3 000		
767JT9	DEFAU	ИГ	8	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
767JT9	DEFAU	ИГ	9	Climb	MaxCli	n <b>zl</b> ERO	5 500		
767JT9	DEFAU	ИT	10	Climb	MaxCli	n <b>zl</b> ERO	7 500		
767JT9	DEFAU	ИТ	11	Climb	MaxCli	n <b>a</b> leRO	10 000		
767JT9	DEFAU	IST	1	Takeoff	MaxTak	celosff			
767JT9	DEFAU	<b>15</b> T	2	Climb	MaxTak	edoff	1 000		
767JT9	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	edoff		1 499	161
767JT9	DEFAU	IST	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 499	181
767JT9	DEFAU	IST	5	Acceler	a <b>M</b> axCli	mlb		1 000	220
767JT9	DEFAU	IST	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	240
767JT9	DEFAU	<b>15</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	3 000		
767JT9	DEFAU	IST	8	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
767JT9	DEFAU	IST T	9	Climb	MaxCli	n <b>a</b> tero	5 500		
767JT9	DEFAU	IST T	10	Climb	MaxCli	n <b>a</b> tero	7 500		
767JT9	DEFAU	IST T	11	Climb	MaxCli	n <b>a</b> leRO	10 000		
767JT9	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	elosff			
767JT9	DEFAU	<b>16</b> T	2	Climb	MaxTak	e <b>do</b> ff	1 000		
767JT9	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	celosff		1 379	167
767JT9	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	€off		1 379	187
767JT9	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	mlb		1 000	226
767JT9	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	246
767JT9	DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	3 000		
767JT9	DEFAU	<b>16</b> T	8	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
767JT9	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	5 500		
767JT9	DEFAU	<b>16</b> T	10	Climb	MaxCli	n <b>a</b> leRO	7 500		
767JT9	DEFAU	<b>16</b> T	11	Climb	MaxCli	n <b>zl</b> ERO	10 000		
767JT9	DEFAU	<b>17</b> Γ	1	Takeoff	MaxTak	celosff			

767JT9	DEFAU	<b>1</b> 7Γ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
767JT9	DEFAU	IZΓ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 328	170
767JT9	DEFAU	IZΓ	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 328	190
767JT9	DEFAU	IZΓ	5	Acceler	a <b>M</b> axCli	mlb		1 000	228
767JT9	DEFAU	IZΓ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	248
767JT9	DEFAU	<b>1</b> 77	7	Climb	MaxCli	n <b>a</b> tero	3 000		
767JT9	DEFAU	<b>1</b> 77	8	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250
767JT9	DEFAU	IZΓ	9	Climb	MaxCli	m <b>Z</b> ERO	5 500		
767JT9	DEFAU	<b>1</b> 77	10	Climb	MaxCli	n <b>a</b> tero	7 500		
767JT9	DEFAU	IZΓ	11	Climb	MaxCli	n <b>zl</b> ERO	10 000		
777200	DEFAU	ШТ	1	Takeoff	MaxTak	eTof105			
777200	DEFAU	ШТ	2	Climb	MaxTak	eToff05C	1 089		
777200	DEFAU	ПТ	3	Acceler	a <b>M</b> axCli	mlb_01		1 583,4	205,9
777200	DEFAU	ПТ	4	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 744,7	213,7
777200	DEFAU	ШΤ	5	Climb	MaxCli	mlb_00	3 000		
777200	DEFAU	ПТ	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 856,6	250
777200	DEFAU	ШΤ	7	Climb	MaxCli	mlb_00	5 500		
777200	DEFAU	ШΤ	8	Climb	MaxCli	mlb_00	7 500		
777200	DEFAU	ШТ	9	Climb	MaxCli	mlb_00	10 000		
777200	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	eTof105			
777200	DEFAU	<b>12</b> T	2	Climb	MaxTak	eToff05C	1 057		
777200	DEFAU	ĽΓ	3	Acceler	a <b>M</b> axCli	mlb_01		1 526,8	206,6
777200	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	mlb_00		1 681	215,6
777200	DEFAU	<b>12</b> T	5	Climb	MaxCli	mlb_00	3 000		
777200	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	00 <u>d</u> lm		1 791,2	250
777200	DEFAU	<b>2</b> T	7	Climb	MaxCli	mlb_00	5 500		
777200	DEFAU	<b>2</b> T	8	Climb	MaxCli	mlb_00	7 500		
777200	DEFAU	<b>12</b> T	9	Climb	MaxCli	mlb_00	10 000		
777200	DEFAU	BT	1	Takeoff	MaxTak	eToff05			
777200		TYTE	_	C1: 1	) ( T 1	T 00.5.C	1.022		
///200	DEFAU	131	2	Climb	MaxTak	CEROTIOS C	1 022		

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777200	DEFAU	BL	3	Acceler	a <b>M</b> axCli	m <u>lb</u> 01		1 468,5	207,3
777200	DEFAU	BL	4	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 618,3	217,7
777200	DEFAU	BL	5	Climb	MaxCli	mlb_00	3 000		
777200	DEFAU	BL	6	Acceler	a <b>M</b> axCli	nflb_00		1 725,7	250
777200	DEFAU	BL	7	Climb	MaxCli	mlb_00	5 500		
777200	DEFAU	BL	8	Climb	MaxCli	mlb_00	7 500		
777200	DEFAU	BL	9	Climb	MaxCli	mlb_00	10 000		
777200	DEFAU	ИТ	1	Takeoff	MaxTak	eToff05			
777200	DEFAU	ИТ	2	Climb	MaxTak	eToff05C	1 000		
777200	DEFAU	ИΤ	3	Acceler	a <b>M</b> axCli	mlb_01		1 363,3	208,9
777200	DEFAU	<b>L</b> T	4	Acceler	a <b>M</b> axCli	mlb_00		1 510,5	221,7
777200	DEFAU	ИТ	5	Climb	MaxCli	mlb_00	3 000		
777200	DEFAU	ИΤ	6	Acceler	a <b>M</b> axCli	mlb_00		1 601,3	250
777200	DEFAU	ИТ	7	Climb	MaxCli	mlb_00	5 500		
777200	DEFAU	ИТ	8	Climb	MaxCli	mlb_00	7 500		
777200	DEFAU	ИТ	9	Climb	MaxCli	mlb_00	10 000		
777200	DEFAU	BT	1	Takeoff	MaxTak	eão <u>f</u> €5			
777200	DEFAU	<b>15</b> T	2	Climb	MaxTak	eToff05C	1 000		
777200	DEFAU	ТБТ	3	Acceler	a <b>M</b> axCli	mlb_01		1 247,5	211
777200	DEFAU	IST	4	Acceler	a <b>M</b> axCli	mlb_00		1 389,1	225,5
777200	DEFAU	<b>15</b> T	5	Climb	MaxCli	mlb_00	3 000		
777200	DEFAU	ТЕТ	6	Acceler	a <b>M</b> axCli	mlb_00		1 467,1	250
777200	DEFAU	IST	7	Climb	MaxCli	mlb_00	5 500		
777200	DEFAU	<b>I</b> 5T	8	Climb	MaxCli	mlb_00	7 500		
777200	DEFAU	<b>15</b> T	9	Climb	MaxCli	mlb_00	10 000		
777200	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	eTo <u>f</u> 105			
777200	DEFAU	<b>16</b> T	2	Climb	MaxTak	eToff05C	1 000		
777200	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axCli	mlb_01		1 136,7	213,4

	ı	1			T	T	ı	ı	
777200	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axCli	_		1 275	231,5
777200	DEFAU	<b>16</b> T	5	Climb	MaxCli	mlp_00	3 000		
777200	DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	m <u>lb</u> 00		1 337,6	250
777200	DEFAU	<b>16</b> T	7	Climb	MaxCli	nTb_00	5 500		
777200	DEFAU	<b>16</b> T	8	Climb	MaxCli	mlb_00	7 500		
777200	DEFAU	<b>16</b> T	9	Climb	MaxCli	mlb_00	10 000		
777200	DEFAU	<b>17</b> T	1	Takeoff	MaxTak	eEo <u>f</u> €5			
777200	DEFAU	177	2	Climb	MaxTak	eToff05C	1 000		
777200	DEFAU	IZΓ	3	Acceler	a <b>M</b> axCli	m1b_01		1 032,4	216,2
777200	DEFAU	<b>17</b> Γ	4	Acceler	a <b>M</b> axCli	mlb_00		1 147	228,5
777200	DEFAU	IZΓ	5	Acceler	a <b>M</b> axCli	mlb_00		1 189,4	236,6
777200	DEFAU	<b>17</b> T	6	Climb	MaxCli	mlb_00	3 000		
777200	DEFAU	IZΓ	7	Acceler	a <b>M</b> axCli	mlb_00		1 215,6	250
777200	DEFAU	<b>17</b> Γ	8	Climb	MaxCli	mlb_00	5 500		
777200	DEFAU	<b>17</b> Γ	9	Climb	MaxCli	mlb_00	7 500		
777200	DEFAU	177	10	Climb	MaxCli	mlb_00	10 000		
777200	DEFAU	<b>I</b> 8T	1	Takeoff	MaxTak	eTof®5			
777200	DEFAU	<b>I</b> 8T	2	Climb	MaxTak	eEo <u>f</u> €5C	1 000		
777200	DEFAU	<b>I</b> 8T	3	Acceler	a <b>M</b> axCli	mlb_01		931,9	219,4
777200	DEFAU	181	4	Acceler	a <b>M</b> axCli	mlb_00H		1 033,1	232,5
777200	DEFAU	181	5	Acceler	a <b>M</b> axCli	mlb_00H		1 088,7	242
777200	DEFAU	<b>I</b> 8T	6	Climb	MaxCli	mlb_00H	3 000		
777200	DEFAU	181	7	Acceler	a <b>M</b> axCli	mlb_00H		1 101,5	250
777200	DEFAU	<b>I</b> 8T	8	Climb	MaxCli	mlb_00H	5 500		
777200	DEFAU	<b>I</b> 8T	9	Climb	MaxCli	т <u>в</u> 00Н	7 500		
777200	DEFAU	<b>I</b> 8T	10	Climb	MaxCli	т <u>в</u> 00Н	10 000		
777200	DEFAU	<b>19</b> T	1	Takeoff	MaxTak	eTo <u>f</u> 1€5			
777200	DEFAU	<b>19</b> T	2	Climb	MaxTak	eToff05C	1 000		
777200	DEFAU	<b>19</b> T	3	Acceler	a <b>M</b> axCli	mlb_01		874,9	221,7
777200	DEFAU	<b>19</b> T	4	Acceler	a <b>M</b> axCli	т <u>в</u> 00Н		969,4	235,4
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777200   DEFAUBT   6   Climb   MaxClimb_00H   3 000   1   250   031,1   250   2			1			1	Г	1		
777200   DEFAL BT	777200	DEFAU	<b>19</b> T	5	Acceler	a <b>M</b> axCli	mlb_00H		_	245,6
	777200	DEFAU	<b>19</b> T	6	Climb	MaxCli	mlp_00H	3 000		
777200   DEFAURT   9   Climb   MaxCliritb_00H   7 500     777200   DEFAURT   10   Climb   MaxCliritb_00H   10 000     777200   ICAO_Al   1   Takeoff   MaxTak 60f05     1 500     777200   ICAO_Al   3   Climb   MaxCliritb_01   3 000     777200   ICAO_Al   4   AcceleraMaxCliritb_05   1 500     1 504   203,3   777200   ICAO_Al   5   AcceleraMaxCliritb_01   1 700   213,4   777200   ICAO_Al   6   AcceleraMaxCliritb_00   1 856,1   250   856,1   777200   ICAO_Al   8   Climb   MaxCliritb_00   7 500     777200   ICAO_Al   9   Climb   MaxCliritb_00   7 500     777200   ICAO_Al   9   Climb   MaxCliritb_00   10 000     777200   ICAO_Al   9   Climb   MaxCliritb_01   3 000     777200   ICAO_Al   2   Climb   MaxCliritb_01   3 000     777200   ICAO_Al   3   Climb   MaxCliritb_01   3 000     777200   ICAO_Al   4   AcceleraMaxCliritb_01   3 000     777200   ICAO_Al   4   AcceleraMaxCliritb_01   3 000     777200   ICAO_Al   4   AcceleraMaxCliritb_01   1	777200	DEFAU	191	7	Acceler	a <b>M</b> axCli	mlb_00H			250
T77200   DEFAUBT   10   Climb   MaxClintb_00H   10 000	777200	DEFAU	191	8	Climb	MaxCli	mlb_00H	5 500		
T77200   ICAO_AI   1   Takeoff   MaxTakaoff5   1 500   1 777200   ICAO_AI   3   Climb   MaxClintlo 01   3 000   1 777200   ICAO_AI   4   Acceleral MaxClintlo 05   1 504   203,3   777200   ICAO_AI   5   Acceleral MaxClintlo 01   1 700   213,4   777200   ICAO_AI   6   Acceleral MaxClintlo 00   1 856,1   250   856,1   777200   ICAO_AI   7   Climb   MaxClintlo 00   5 500   777200   ICAO_AI   8   Climb   MaxClintlo 00   7 500   777200   ICAO_AI   9   Climb   MaxClintlo 00   7 500   777200   ICAO_AI   9   Climb   MaxClintlo 00   1 0 000   777200   ICAO_AI   9   Climb   MaxClintlo 01   1 0 000   777200   ICAO_AI   9   Climb   MaxTakaoff05   1 500   777200   ICAO_AI   2   Climb   MaxTakaoff05   1 500   777200   ICAO_AI   3   Climb   MaxClintlo 01   3 000   777200   ICAO_AI   4   Acceleral MaxClintlo 01   3 000   777200   ICAO_AI   4   Acceleral MaxClintlo 01   1	777200	DEFAU	191	9	Climb	MaxCli	т <u>в</u> 00Н	7 500		
T77200   ICAO_A    2   Climb   MaxTak &	777200	DEFAU	<b>19</b> T	10	Climb	MaxCli	mlb_00H	10 000		
T77200   ICAO_AI   3   Climb   MaxClimb_01   3 000	777200	ICAO_	A1	1	Takeoff	MaxTal	eToff05			
T77200   ICAO_Al	777200	ICAO_	A1	2	Climb	MaxTal	eToff05C	1 500		
777200   ICAO_AI	777200	ICAO_	A1	3	Climb	MaxCli	m <u>lb</u> 01	3 000		
777200   ICAO_AI   6   Acceleral axClirit   00   1   856,1   250   777200   ICAO_AI   7   Climb   MaxClirit   00   5 500   777200   ICAO_AI   8   Climb   MaxClirit   00   7 500   7 500   7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	777200	ICAO_	A1	4	Acceler	a <b>M</b> axCli	mlb_05A		1 504	203,3
	777200	ICAO_	A1	5	Acceler	a <b>M</b> axCli	mlb_01		1 700	213,4
777200   ICAO_Al   8   Climb   MaxClinflb_00   7 500	777200	ICAO_	Al	6	Acceler	a <b>M</b> axCli	mlb_00		-	250
777200 ICAO_A1 9 Climb MaxClinflb_00 10 000  777200 ICAO_A2 1 Takeoff MaxTak&of05	777200	ICAO_	A1	7	Climb	MaxCli	mlb_00	5 500		
777200         ICAO_A2         1         Takeoff MaxTak & f005         1         777200         ICAO_A2         2         Climb MaxTak & f005         1         500         1         777200         ICAO_A2         3         Climb MaxClimb_01         3 000         1         204         4         1         204         4         451,9         204         451,9         204         451,9         215,4         633,4         215,4         633,4         215,4         633,4         215,4         633,4         250         777200         ICAO_A2         6         Acceleral axClimb_00         1         250         789,9         250         789,9         250         777200         ICAO_A2         7         Climb MaxClimb_00         5 500         5 500         777200         ICAO_A2         8         Climb MaxClimb_00         7 500         7 500         777200         ICAO_A2         9         Climb MaxClimb_00         10 000         10 000         777200         ICAO_A3         1         Takeoff MaxTak & f0005         1 500         777200         ICAO_A3         2         Climb MaxClimb_01         3 000         777200         ICAO_A3         3         Climb MaxClimb_05A         1         204,9         395,1         204,9         395,1         204,9	777200	ICAO_	A1	8	Climb	MaxCli	mlb_00	7 500		
777200 ICAO_A2         2         Climb MaxTakeof05C         1 500           777200 ICAO_A2         3         Climb MaxClimib_01         3 000           777200 ICAO_A2         4         AcceleralMaxClimib_05A         1 204 451,9           777200 ICAO_A2         5         AcceleralMaxClimib_01         1 633,4           777200 ICAO_A2         6         AcceleralMaxClimib_00         1 789,9           777200 ICAO_A2         7         Climb MaxClimib_00         5 500           777200 ICAO_A2         8         Climb MaxClimib_00         7 500           777200 ICAO_A2         9         Climb MaxClimib_00         10 000           777200 ICAO_A3         1         Takeoff MaxTakeof05         777200           777200 ICAO_A3         2         Climb MaxClimib_01         3 000           777200 ICAO_A3         2         Climb MaxClimib_01         3 000           777200 ICAO_A3         3         Climb MaxClimib_01         3 000           777200 ICAO_A3         4         AcceleralMaxClimib_05A         1 395,1           777200 ICAO_A3         4         AcceleralMaxClimib_05A         1 395,1	777200	ICAO_	A1	9	Climb	MaxCli	mlb_00	10 000		
777200 ICAO_A2	777200	ICAO_	A2	1	Takeoff	MaxTal	eToff05			
777200   ICAO_A2   4   Acceleral axClimib_05A   1   204   451,9   204   451,9   204   451,9   205   205,4   633,4   215,4   633,4   215,4   633,4   215,4   633,4   215,4   633,4   215,4   633,4   215,4   633,4   250   789,9   250   777200   ICAO_A2   7   Climb   MaxClimib_00   5 500   777200   ICAO_A2   8   Climb   MaxClimib_00   7 500   777200   ICAO_A2   9   Climb   MaxClimib_00   10 000   777200   ICAO_A3   1   Takeoff   MaxTak eto ft 5	777200	ICAO_	A2	2	Climb	MaxTak	eToff€5C	1 500		
777200   ICAO_A2   5   Acceleral axClimib_01   1   215,4   633,4     777200   ICAO_A2   6   Acceleral axClimib_00   1   250   789,9   250     777200   ICAO_A2   7   Climb   MaxClimib_00   5 500     777200   ICAO_A2   8   Climb   MaxClimib_00   7 500     777200   ICAO_A2   9   Climb   MaxClimib_00   10 000     777200   ICAO_A3   1   Takeoff   MaxTakeoft   55     777200   ICAO_A3   2   Climb   MaxTakeoft   55   1 500     777200   ICAO_A3   3   Climb   MaxClimib_01   3 000     777200   ICAO_A3   3   Climb   MaxClimib_01   3 000     777200   ICAO_A3   4   Acceleral axClimib_05A   1   204,9   395,1   204,9   395,1   3   3   3   3   3   3   3   3   3	777200	ICAO_	A2	3	Climb	MaxCli	mlb_01	3 000		
777200   ICAO_A2   6   Acceleral axClimib_00   1   789,9   250   777200   ICAO_A2   7   Climb   MaxClimib_00   5 500   777200   ICAO_A2   8   Climb   MaxClimib_00   7 500   777200   ICAO_A2   9   Climb   MaxClimib_00   10 000   777200   ICAO_A3   1   Takeoff   MaxTakeoff   55   777200   ICAO_A3   2   Climb   MaxClimib_01   3 000   777200   ICAO_A3   3   Climb   MaxClimib_01   3 000   777200   ICAO_A3   4   Acceleral axClimib_05A   1   204,9   395,1   204,9   395,1   3 000	777200	ICAO_	A2	4	Acceler	a <b>M</b> axCli	mlb_05A			204
777200 ICAO_A2 7 Climb MaxClimb_00 5 500 777200 ICAO_A2 8 Climb MaxClimb_00 7 500 777200 ICAO_A2 9 Climb MaxClimb_00 10 000 777200 ICAO_A3 1 Takeoff MaxTakeoff	777200	ICAO_	A2	5	Acceler	a <b>M</b> axCli	mlb_01			215,4
777200 ICAO_A2         8         Climb MaxClimb_00         7 500           777200 ICAO_A2         9         Climb MaxClimb_00         10 000           777200 ICAO_A3         1         Takeoff MaxTakeoff55           777200 ICAO_A3         2         Climb MaxTakeoff55C         1 500           777200 ICAO_A3         3         Climb MaxClimb_01         3 000           777200 ICAO_A3         4         AcceleraMaxClimb_05A         1 204,9 395,1	777200	ICAO_	A2	6	Acceler	a <b>M</b> axCli	mlb_00			250
777200 ICAO_A2         9         Climb MaxClimlb_00         10 000           777200 ICAO_A3         1         Takeoff MaxTak&oft 5           777200 ICAO_A3         2         Climb MaxTak&oft 5C         1 500           777200 ICAO_A3         3         Climb MaxClimlb_01         3 000           777200 ICAO_A3         4         Acceleral axClimlb_05A         1 204,9 395,1	777200	ICAO_	A2	7	Climb	MaxCli	mlb_00	5 500		
777200 ICAO_A3         1         Takeoff MaxTak doft 55           777200 ICAO_A3         2         Climb MaxTak doft 5C         1 500           777200 ICAO_A3         3         Climb MaxClimb_01         3 000           777200 ICAO_A3         4         Acceleral axClimb_05A         1 204,9 395,1	777200	ICAO_	A2	8	Climb	MaxCli	mlb_00	7 500		
777200 ICAO_A3         2         Climb MaxTak doff05C 1 500           777200 ICAO_A3         3         Climb MaxClimb_01 3 000           777200 ICAO_A3         4         Acceleral axClimb_05A 1395,1	777200	ICAO_	A2	9	Climb	MaxCli	mlb_00	10 000		
777200 ICAO_A3	777200	ICAO_	A3	1	Takeoff	MaxTal	eTof®5			
777200 ICAO_A3	777200	ICAO_	A3	2	Climb	MaxTal	eToff05C	1 500		
395,1	777200	ICAO_	A3	3	Climb	MaxCli	mlb_01	3 000		
777200 ICAO A3 5 Accelera Max Climib 01 1 575 217 3	777200	ICAO_	A3	4	Acceler	a <b>M</b> axCli	mlb_05A		-	204,9
	777200	ICAO_	A3	5	Acceler	a <b>M</b> axCli	mlb_01		1 575	217,3

777200	ICAO_	<b>A</b> 3	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 719,4	250
777200	ICAO .	A3	7	Climb	MaxCli	mTb 00	5 500	, 12, 1	
	ICAO .		8	Climb	MaxCli	_	7 500		
777200	ICAO .	A3	9	Climb	MaxCli	 mlb 00	10 000		
777200	ICAO .	<b>4</b> 4	1	Takeoff	MaxTak	 eTof05			
777200	ICAO_	<b>4</b> 4	2	Climb	MaxTak	eToff05C	1 500		
777200	ICAO_	<b>4</b> 4	3	Climb	MaxCli	mlb_01	3 000		
777200	ICAO_	<b>4</b> 4	4	Acceler	a <b>M</b> axCli	nflb_05A		1 295,2	206,6
777200	ICAO_	<b>4</b> 4	5	Acceler	a <b>M</b> axCli	nflb_01		1 477,7	221,3
777200	ICAO_	<b>4</b> 4	6	Acceler	a <b>M</b> axCli	mlb_00		1 592,4	250
777200	ICAO_	<b>4</b> 4	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_	<b>4</b> 4	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	<b>4</b> 4	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_	<b>A</b> 5	1	Takeoff	MaxTak	eTof®5			
777200	ICAO_	<b>A</b> 5	2	Climb	MaxTak	eToff05C	1 500		
777200	ICAO_	<b>A</b> 5	3	Climb	MaxCli	mlb_01	3 000		
777200	ICAO_	<b>A</b> 5	4	Acceler	a <b>M</b> axCli	nflb_05A		1 182,6	208,8
777200	ICAO_	A5	5	Acceler	a <b>M</b> axCli	mlb_01		1 346,3	222,1
777200	ICAO_	<b>A</b> 5	6	Acceler	a <b>M</b> axCli	nflb_00		1 451,1	250
777200	ICAO_	A5	7	Climb	MaxCli	m <u>lb</u> 00	5 500		
777200	ICAO_	<b>A</b> 5	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	A5	9	Climb	MaxCli	m <u>lb</u> 00	10 000		
777200	ICAO_	46	1	Takeoff	MaxTak	eEo <u>f</u> €5			
777200	ICAO_	46	2	Climb	MaxTak	eEofØ5C	1 500		
777200	ICAO_	<b>4</b> 6	3	Climb	MaxCli	mlb_01	3 000		
777200	ICAO_	46	4	Acceler	a <b>M</b> axCli	mlb_05		1 075,6	211,4
777200	ICAO_	46	5	Acceler	a <b>M</b> axCli	mlb_01		1 217,4	223,4
777200	ICAO_	46	6	Acceler	a <b>M</b> axCli	00 <u>d</u> lm		1 316,4	250

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	1010	1.6		CI: 1	) ( CI:	<b>77.</b> 00	5.500		
	ICAO_		7	Climb	MaxCli	_	5 500		
	ICAO_		8	Climb	MaxCli	_	7 500		
	ICAO_		9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_	A7	1	Takeoff	MaxTak	eEo_f05			
777200	ICAO_	A7	2	Climb	MaxTak	eToff05C	1 500		
777200	ICAO_	A7	3	Climb	MaxCli	mlb_01	3 000		
777200	ICAO_	A7	4	Acceler	a <b>M</b> axCli	mlb_05		973,3	214,3
777200	ICAO_	A7	5	Acceler	a <b>M</b> axCli	mlb_01		1 104,3	227,2
777200	ICAO_	A7	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 188,2	250
777200	ICAO_	A7	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_	A7	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	A7	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_	A8	1	Takeoff	MaxTak	eTof®5			
777200	ICAO_	A8	2	Climb	MaxTak	eToff05CH	H1 500		
777200	ICAO_	A8	3	Climb	MaxCli	mlb_01	3 000		
777200	ICAO_	<b>A</b> 8	4	Acceler	a <b>M</b> axCli	mlb_05		877,9	217,6
777200	ICAO_	<b>A</b> 8	5	Acceler	a <b>M</b> axCli	mlb_01		997,4	231,4
777200	ICAO_	A8	6	Acceler	a <b>M</b> axCli	mlb_00H		1 071,6	250
777200	ICAO_	<b>A</b> 8	7	Climb	MaxCli	mlb_00H	5 500		
777200	ICAO_	<b>A</b> 8	8	Climb	MaxCli	mlb_00H	7 500		
777200	ICAO_	A8	9	Climb	MaxCli	mlb_00H	10 000		
777200	ICAO_	A9	1	Takeoff	MaxTak	eTofO5			
777200	ICAO_	A9	2	Climb	MaxTak	eToff05CH	I1 500		
777200	ICAO_	A9	3	Climb	MaxCli	mlb_05	3 000		
777200	ICAO_	A9	4	Acceler	a <b>M</b> axCli	mlb_05		820,9	220
777200	ICAO_	A9	5	Acceler	a <b>M</b> axCli	mlb_01		930,3	234,3
777200	ICAO_	A9	6	Acceler	a <b>M</b> axCli	mlb_00H		1 000	250
777200	ICAO_	A9	7	Climb	MaxCli	- mlb_00H	5 500		
777200	ICAO_	A9	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	A9	9	Climb	MaxCli	mlb_00	10 000		
	ICAO_		1		MaxTak	_			
	ICAO		2	Climb	MaxTak	_	1 089		

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777200	ICAO_	B1	3	Acceler	a <b>lve</b> axTak	eao <u>f</u> 105A		2 183,5	193,8
777200	ICAO_	B1	4	Acceler	a <b>M</b> axTak	æ <u>lof</u> 101		1 783,1	213,6
777200	ICAO_	B1	5	Climb	MaxCli	mlb_00	3 000		
777200	ICAO_	B1	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 857,4	250
777200	ICAO_	B1	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_	B1	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	B1	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_	B2	1	Takeoff	MaxTak	eToff05			
777200	ICAO_	B2	2	Climb	MaxTak	eToff05C	1 057		
777200	ICAO_	B2	3	Acceler	a <b>M</b> axTak	æ6 <u>f</u> 05A		2 121,3	195,8
777200	ICAO_	B2	4	Acceler	a <b>M</b> axTak	æ6 <u>f</u> Ø1		1 722,3	215,5
777200	ICAO_	B2	5	Climb	MaxCli	mlb_00	3 000		
777200	ICAO_	B2	6	Acceler	a <b>M</b> axCli	00 <u>d</u> fm		1 789,8	250
777200	ICAO_	B2	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_	B2	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	B2	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_	83	1	Takeoff	MaxTak	eTof105			
777200	ICAO_	83	2	Climb	MaxTak	eToff05C	1 022		
777200	ICAO_	B3	3	Acceler	a <b>lM</b> axTak	æ <u>of</u> f05A		2 059,4	197,9
777200	ICAO_	B3	4	Acceler	a <b>lM</b> axTak	eao <u>f</u> 01		1 664,2	217,6
777200	ICAO_	33	5	Climb	MaxCli	mlb_00	3 000		
777200	ICAO_	B3	6	Acceler	a <b>M</b> axCli	mlp_00		1 723	250
777200	ICAO_	B3	7	Climb	MaxCli	mlp_00	5 500		
777200	ICAO_	33	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	B3	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_	B4	1	Takeoff	MaxTak	eTo_f05			
777200	ICAO_	B4	2	Climb	MaxTak	eToff05C	1 000		
777200	ICAO_	B4	3	Acceler	a <b>lM</b> axTak	æ <u>66</u> 665A		1 940,1	201,8

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777200	ICAO_	B4	4	Acceler	a <b>lve</b> axTak	eao <u>f</u> 161		1 555,7	221,6
777200	ICAO_	B4	5	Climb	MaxCli	mlb_00	3 000		
777200	ICAO_	B4	6	Acceler	a <b>M</b> axCli	mlb_00		1 602,1	250
777200	ICAO_	B4	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_	B4	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	B4	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_	B5	1	Takeoff	MaxTak	eTof®5			
777200	ICAO_	B5	2	Climb	MaxTak	eEo <u>f</u> €5C	1 000		
777200	ICAO_	B5	3	Acceler	a <b>lM</b> axTak	eEo <u>f</u> 65A		1 809,2	206,7
777200	ICAO_	B5	4	Acceler	al <b>M</b> axTak	eão <u>f</u> 161		1 431,6	226,5
777200	ICAO_	B5	5	Climb	MaxCli	mlb_00	3 000		
777200	ICAO_	B5	6	Acceler	a <b>M</b> axCli	mlb_00		1 466,4	250
777200	ICAO_	B5	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_	B5	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	B5	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_	B6	1	Takeoff	MaxTak	eão <u>f</u> €5			
777200	ICAO_	B6	2	Climb	MaxTak	eToff€5C	1 000		
777200	ICAO_	B6	3	Acceler	al <b>M</b> axTak	eToff05A		1 683,9	211,6
777200	ICAO_	B6	4	Acceler	a <b>M</b> axTak	æ <u>lof</u> 101		1 315,7	231,4
777200	ICAO_	B6	5	Climb	MaxCli	mlb_00	3 000		
777200	ICAO_	B6	6	Acceler	a <b>M</b> axCli	mlb_00		1 337,6	250
777200	ICAO_	B6	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_	B6	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_	B6	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_	B7	1	Takeoff	MaxTak	eTof®5			
777200	ICAO_	B7	2	Climb	MaxTak	eToff€5C	1 000		
777200	ICAO_	B7	3	Acceler	a <b>M</b> axTak	eão <u>f</u> €5A		1 562,2	216,6
777200	ICAO_	B7	4	Acceler	al <b>M</b> axTak	æ6 <u>f</u> 61		1 197,4	236,5

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	ICAO_		5	Climb	MaxCli	_	3 000		
777200	ICAO_1	B7	6	Acceler	a <b>M</b> axCli	mlb_00		1 214,8	250
777200	ICAO_	B7	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_1	B7	8	Climb	MaxCli	nTb_00	7 500		
777200	ICAO_1	B7	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_1	B8	1	Takeoff	MaxTal	eEo <u>f</u> €5			
777200	ICAO_1	B8	2	Climb	MaxTal	eTof®5C	1 000		
777200	ICAO_	B8	3	Acceler	a <b>lM</b> axTal	eEo <u>f</u> 05A		1 450,3	222,2
777200	ICAO_	B8	4	Acceler	a <b>lve</b> axTal	eao <u>f</u> 061		1 090,6	241,9
777200	ICAO_1	B8	5	Climb	MaxCli	mlb_00	3 000		
777200	ICAO_	B8	6	Acceler	a <b>M</b> axCli	mlb_00		1 101,5	250
777200	ICAO_1	B8	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_1	B8	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_1	B8	9	Climb	MaxCli	mlb_00	10 000		
777200	ICAO_1	B9	1	Takeoff	MaxTal	eão <u>f</u> €5			
777200	ICAO_1	<b>B</b> 9	2	Climb	MaxTak	eToff05C	1 000		
777200	ICAO_	B9	3	Acceler	al <b>M</b> axTal	eToff05A		1 381,9	225,8
777200	ICAO_	B9	4	Acceler	a <b>M</b> axTal	æ <u>lof</u> 101		1 025,7	245,6
777200	ICAO_1	B9	5	Climb	MaxCli	mlb_00	3 000		
777200	ICAO_	B9	6	Acceler	a <b>M</b> axCli	mlb_00		1 031,1	250
777200	ICAO_1	B9	7	Climb	MaxCli	mlb_00	5 500		
777200	ICAO_1	B9	8	Climb	MaxCli	mlb_00	7 500		
777200	ICAO_1	B9	9	Climb	MaxCli	mlb_00	10 000		
777300	DEFAU	ПТ	1	Takeoff	MaxTal	eTof₹0_U	J		
777300	DEFAU	шт	2	Climb	MaxTak	eTof#20_U	1 068		
777300	DEFAU	ПТ	3	Acceler	a <b>M</b> axCli	mlb_05_U	J	1 471,6	215,4
777300	DEFAU	шт	4	Climb	MaxCli	mlb_00_U	3 000		
777300	DEFAU	ПТ	5	Acceler	a <b>M</b> axCli	mlb_00_U	J	1 779,1	250

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777300	DEFAU	ШΤ	6	Climb	MaxCli	n <u>l</u> 00_U	5 000		
777300	DEFAU	TIT	7	Climb	MaxCli	mlb_00_U	7 500		
777300	DEFAU	ШТ	8	Climb	MaxCli	n <u>lb</u> 00_U	10 000		
777300	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	eTof#20_U	J		
777300	DEFAU	<b>12</b> T	2	Climb	MaxTak	eTof20_U	1 064		
777300	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	mlb_05_U	J	1 418	217,8
777300	DEFAU	<b>12</b> T	4	Climb	MaxCli	mlb_00_U	3 000		
777300	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	mlb_00_U	Ī	1 713,9	250
777300	DEFAU	<b>12</b> T	6	Climb	MaxCli	mlb_00_U	5 000		
777300	DEFAU	<b>12</b> T	7	Climb	MaxCli	mlb_00_U	7 500		
777300	DEFAU	<b>12</b> T	8	Climb	MaxCli	mlb_00_U	10 000		
777300	DEFAU	BL	1	Takeoff	MaxTak	e6o <u>f</u> 270_U	J		
777300	DEFAU	BT	2	Climb	MaxTak	eTof#20_U	1 062		
777300	DEFAU	BL	3	Acceler	a <b>M</b> axCli	mlb_05_U	J	1 368	220,3
777300	DEFAU	BT	4	Climb	MaxCli	mlb_00_U	3 000		
777300	DEFAU	BL	5	Acceler	a <b>M</b> axCli	mlb_00_U	J	1 638,9	250
777300	DEFAU	BT	6	Climb	MaxCli	mlb_00_U	5 000		
777300	DEFAU	BL	7	Climb	MaxCli	mlb_00_U	7 500		
777300	DEFAU	BT	8	Climb	MaxCli	mlb_00_U	10 000		
777300	DEFAU	TAL.	1	Takeoff	MaxTak	eTof#20_U	J		
777300	DEFAU	ИТ	2	Climb	MaxTak	eão£20_U	1 058		
777300	DEFAU	ИТ	3	Acceler	a <b>M</b> axCli	mlb_05_U	J	1 279	224,3
777300	DEFAU	TAL.	4	Climb	MaxCli	mlb_00_U	3 000		
777300	DEFAU	<b>I</b> II	5	Acceler	a <b>M</b> axCli	mlb_00_U	J	1 519,4	250
777300	DEFAU	<b>W</b> T	6	Climb	MaxCli	mlb_00_U	5 000		
777300	DEFAU	WT TW	7	Climb	MaxCli	mlb_00_U	7 500		
777300	DEFAU	ИТ	8	Climb	MaxCli	mlb_00_U	10 000		
777300	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	e6o <u>f</u> 270_U	J		
777300	DEFAU	<b>15</b> T	2	Climb	MaxTak	e6o <u>f</u> 270_U	1 053		
777300	DEFAU	IST	3	Acceler	a <b>M</b> axCli	mlb_05_U	Ţ	1 179,2	229,4
777300	DEFAU	<b>15</b> T	4	Climb	MaxCli	m1b_00_U	3 000		

T77300   DEFAUIST   S   Acceleral MaxClirift_00_U   1   392,1   250   392,1   277300   DEFAUIST   7   Climb   MaxClirift_00_U 7 500     777300   DEFAUIST   8   Climb   MaxClirift_00_U 10 000     777300   DEFAUIST   2   Climb   MaxClirift_00_U 10 000   777300   DEFAUIST   2   Climb   MaxClirift_00_U 10 000   777300   DEFAUIST   3   Acceleral MaxClirift_00_U 10 049   777300   DEFAUIST   5   Acceleral MaxClirift_00_U 10 040   777300   DEFAUIST   6   Climb   MaxClirift_00_U 10 040   777300   DEFAUIST   6   Climb   MaxClirift_00_U 10 040   777300   DEFAUIST   7   Climb   MaxClirift_00_U 10 040   777300   DEFAUIST   8   Climb   MaxClirift_00_U 10 040   777300   CAO_Al   1   Takeoff   MaxTak&off0_U 1 565   777300   CAO_Al   3   Climb   MaxClirift_00_U 10 040   7762,5   250   777300   CAO_Al   6   Acceleral MaxClirift_00_U 10 040   7762,5   250   777300   CAO_Al   7   Climb   MaxClirift_00_U 10 040   7762,5   250   777300   CAO_Al   8   Climb   MaxClirift_00_U 10 040   7762,5   250   777300   CAO_Al   8   Climb   MaxClirift_00_U 10 040   7762,5   250   777300   CAO_Al   9   Climb   MaxClirift_00_U 10 040   7762,5   250   777300   CAO_Al   9   Climb   MaxClirift_00_U 10 040   7762,5   250   777300   CAO_Al   9   Climb   MaxClirift_00_U 10 040   7762,5   250   777300   CAO_Al   9   Climb   Ma	-		1			1				
777300   DEFAU   ST   7   Climb   MaxClirifb_00_U   7 500   7 77300   DEFAU   ST   8   Climb   MaxClirifb_00_U   1 0 000   7 77300   DEFAU   ST   3   AcceleraMaxClirifb_05_U   1 049   7 77300   DEFAU   ST   4   Climb   MaxClirifb_00_U   5 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   5 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   5 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   5 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   1 260   250   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   1 0 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   1 0 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   1 0 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   1 0 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   3 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   3 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   3 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   5 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   5 000   7 77300   DEFAU   ST   7   Climb   MaxClirifb_00_U   7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	777300	DEFAU	IST	5	Acceler	a <b>lte</b> axCli	m1b_00_U	Ţ		250
	777300	DEFAU	IST T	6	Climb	MaxCli	mlb_00_U	5 000		
	777300	DEFAU	<b>15</b> T	7	Climb	MaxCli	mlb_00_U	7 500		
777300   DEFAU   1   2   Climb   MaxTak &   2   1   049	777300	DEFAU	<b>15</b> T	8	Climb	MaxCli	mlb_00_U	10 000		
777300   DEFAU   1   3   Acceleral   Acc	777300	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	eao <u>f</u> 270_U	ſ		
	777300	DEFAU	<b>16</b> T	2	Climb	MaxTak	eEo <u>f</u> 220_U	1 049		
	777300	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axCli	mlb_05_U	Ţ	_	234,4
777300   DEFAU   6   Climb   MaxClintl   00   U   5 000	777300	DEFAU	<b>16</b> T	4	Climb	MaxCli	mlb_00_U	3 000		
777300   DEFAU   1   Takeoff   MaxClintle_00_U   7 500     777300   DEFAU   1   Takeoff   MaxTakeoff   0_U   10 000     777300   DEFAU   1   Takeoff   MaxTakeoff   0_U   10 000     777300   DEFAU   1   Takeoff   MaxTakeoff   0_U   10 000     777300   DEFAU   1   3   Acceleral   MaxClintle_05_U   911,6   243,4     777300   DEFAU   1   4   Climb   MaxClintle_00_U   3 000     777300   DEFAU   1   5   Acceleral   MaxClintle_00_U   5 000     777300   DEFAU   1   7   Climb   MaxClintle_00_U   7 500     777300   DEFAU   1   Takeoff   MaxClintle_00_U   1 0 000     777300   DEFAU   1   Takeoff   MaxTakeoff   0_U   1 5 65     777300   ICAO_A    1   Takeoff   MaxTakeoff   0_U   1 5 65     777300   ICAO_A    3   Climb   MaxClintle_00_U   1 5 65     777300   ICAO_A    4   Acceleral   Ac	777300	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	mlb_00_U	ſ	1 260	250
777300 DEFAUIT	777300	DEFAU	<b>16</b> T	6	Climb	MaxCli	mlb_00_U	5 000		
T77300   DEFAU   II     Takeoff   MaxTak   30   ICAO_AI	777300	DEFAU	<b>16</b> T	7	Climb	MaxCli	mlb_00_U	7 500		
777300   DEFAUIT   2   Climb   MaxTak&of20_U 1 042   911,6   243,4   777300   DEFAUIT   4   Climb   MaxClirilb_00_U 3 000   777300   DEFAUIT   5   AcceleraMaxClirilb_00_U 5 000   060,3   777300   DEFAUIT   7   Climb   MaxClirilb_00_U 7 500   777300   DEFAUIT   8   Climb   MaxClirilb_00_U 10 000   777300   DEFAUIT   8   Climb   MaxClirilb_00_U 10 000   777300   ICAO_Al   1   Takeoff   MaxClirilb_00_U 1 565   777300   ICAO_Al   3   Climb   MaxClirilb_00_U 1 565   777300   ICAO_Al   4   AcceleraMaxClirilb_05_U   1   565   777300   ICAO_Al   4   AcceleraMaxClirilb_05_U   1   1   215,2   420,7   777300   ICAO_Al   5   Climb   MaxClirilb_00_U 4 117   777300   ICAO_Al   6   AcceleraMaxClirilb_00_U 4 117   777300   ICAO_Al   6   AcceleraMaxClirilb_00_U 5 000   777300   ICAO_Al   8   Climb   MaxClirilb_00_U 7 500   777300   ICAO_Al   8   Climb   MaxClirilb_00_U 7 500   777300   ICAO_Al   8   Climb   MaxClirilb_00_U 7 500   777300   ICAO_Al   9   Climb   MaxClirilb_00_U 10 000   777300   ICAO_Al   1   Takeoff   MaxTak&of20_U U   1	777300	DEFAU	<b>16</b> T	8	Climb	MaxCli	mlb_00_U	10 000		
777300   DEFAUIT   3   AcceleraMaxClinflb_05_U   911,6   243,4     777300   DEFAUIT   4   Climb   MaxClinflb_00_U   3 000     777300   DEFAUIT   5   AcceleraMaxClinflb_00_U   1 060,3     777300   DEFAUIT   6   Climb   MaxClinflb_00_U   5 000     777300   DEFAUIT   7   Climb   MaxClinflb_00_U   7 500     777300   DEFAUIT   8   Climb   MaxClinflb_00_U   10 000     777300   ICAO_Al   1   Takeoff   MaxTak&oft0_U   1 565     777300   ICAO_Al   2   Climb   MaxClinflb_00_U   1 565     777300   ICAO_Al   3   Climb   MaxClinflb_00_U   1 565     777300   ICAO_Al   4   AcceleraMaxClinflb_05_U   1 215,2     777300   ICAO_Al   5   Climb   MaxClinflb_00_U   4 117     777300   ICAO_Al   6   AcceleraMaxClinflb_00_U   4 117     777300   ICAO_Al   7   Climb   MaxClinflb_00_U   5 000     777300   ICAO_Al   8   Climb   MaxClinflb_00_U   7 500     777300   ICAO_Al   8   Climb   MaxClinflb_00_U   7 500     777300   ICAO_Al   9   Climb   MaxClinflb_00_U   10 000     777300   ICAO_Al   1   Takeoff   MaxTak&oft0_0_U   10 000     777300   ICAO_Al   1   Takeoff   MaxTak&o	777300	DEFAU	<b>17</b> T	1	Takeoff	MaxTak	eEo <u>f</u> 220_U	ſ		
777300 DEFAUIT	777300	DEFAU	<b>17</b> T	2	Climb	MaxTak	eEo <u>f</u> 220_U	1 042		
777300   DEFAUIT   5   Acceleral MaxClinib_00_U   1   060,3   250     777300   DEFAUIT   6   Climb   MaxClinib_00_U 5 000     777300   DEFAUIT   7   Climb   MaxClinib_00_U 7 500     777300   DEFAUIT   8   Climb   MaxClinib_00_U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U 1 565     777300   ICAO_Al   2   Climb   MaxClinib_00_U 1 565     777300   ICAO_Al   3   Climb   MaxClinib_00_U 3 000     777300   ICAO_Al   4   Acceleral MaxClinib_05_U   1   215,2     777300   ICAO_Al   5   Climb   MaxClinib_00_U 4 117     777300   ICAO_Al   6   Acceleral MaxClinib_00_U 4 117     777300   ICAO_Al   6   Acceleral MaxClinib_00_U 5 000     777300   ICAO_Al   7   Climb   MaxClinib_00_U 5 000     777300   ICAO_Al   8   Climb   MaxClinib_00_U 7 500     777300   ICAO_Al   9   Climb   MaxClinib_00_U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777300   ICAO_Al   1   Takeoff   MaxTak & OffO_U U 10 000     777	777300	DEFAU	177	3	Acceler	a <b>M</b> axCli	mlb_05_U	ſ	911,6	243,4
	777300	DEFAU	<b>17</b> T	4	Climb	MaxCli	mlb_00_U	3 000		
777300 DEFAU DT	777300	DEFAU	IZΓ	5	Acceler	a <b>M</b> axCli	mlb_00_U	Ī	_	250
777300 DEFAUIT         8         Climb         MaxClimb_00_U 10 000           777300 ICAO_Al         1         Takeoff MaxTakeoff0_U           777300 ICAO_Al         2         Climb         MaxTakeoff0_U 1 565           777300 ICAO_Al         3         Climb MaxClimb_20_U 3 000           777300 ICAO_Al         4         AcceleraMaxClimb_05_U         1         215,2           777300 ICAO_Al         5         Climb         MaxClimb_00_U 4 117         250           777300 ICAO_Al         6         AcceleraMaxClimb_00_U 5 000         1         250           777300 ICAO_Al         7         Climb         MaxClimb_00_U 5 000         1           777300 ICAO_Al         8         Climb         MaxClimb_00_U 7 500         1           777300 ICAO_Al         9         Climb         MaxClimb_00_U 10 000         1           777300 ICAO_Al         9         Climb         MaxClimb_00_U 10 000         1           777300 ICAO_Al         9         Climb         MaxTakeoff0_U U         1	777300	DEFAU	<b>1</b> 77	6	Climb	MaxCli	mlb_00_U	5 000		
777300 ICAO_AI         1         Takeoff MaxTakeoftO_U           777300 ICAO_AI         2         Climb MaxTakeoftO_U 1 565           777300 ICAO_AI         3         Climb MaxClimflb_20_U 3 000           777300 ICAO_AI         4         AcceleralMaxClimflb_05_U 1 420,7           777300 ICAO_AI         5         Climb MaxClimflb_00_U 4 117           777300 ICAO_AI         6         AcceleralMaxClimflb_00_U 1 1 762,5           777300 ICAO_AI         7         Climb MaxClimflb_00_U 5 000           777300 ICAO_AI         8         Climb MaxClimflb_00_U 7 500           777300 ICAO_AI         9         Climb MaxClimflb_00_U 10 000           777300 ICAO_A2         1         Takeoff MaxTakeoft 0_U	777300	DEFAU	177	7	Climb	MaxCli	mlb_00_U	7 500		
777300 ICAO_Al 2 Climb MaxTak&offO_U 1 565  777300 ICAO_Al 3 Climb MaxClimb_20_U 3 000  777300 ICAO_Al 4 AcceleraMaxClimb_05_U 1 215,2 420,7  777300 ICAO_Al 5 Climb MaxClimb_00_U 4 117  777300 ICAO_Al 6 AcceleraMaxClimb_00_U 1 250  777300 ICAO_Al 7 Climb MaxClimb_00_U 5 000  777300 ICAO_Al 8 Climb MaxClimb_00_U 7 500  777300 ICAO_Al 9 Climb MaxClimb_00_U 10 000  777300 ICAO_Al 9 Climb MaxClimb_00_U 10 000  777300 ICAO_Al 1 7 Takeoff MaxTak&offO_U 10 000	777300	DEFAU	<b>17</b> Γ	8	Climb	MaxCli	mlb_00_U	10 000		
777300 ICAO_Al	777300	ICAO_	A1	1	Takeoff	MaxTak	eEo <u>f</u> 220_U	ſ		
777300 ICAO_Al	777300	ICAO_	A1	2	Climb	MaxTak	eEo <u>f</u> 220_U	1 565		
777300   ICAO_Al   5   Climb   MaxClimlb_00_U4   117     777300   ICAO_Al   6   Acceleral axClimlb_00_U   1   250   762,5     777300   ICAO_Al   7   Climb   MaxClimlb_00_U5   000     777300   ICAO_Al   8   Climb   MaxClimlb_00_U7   500     777300   ICAO_Al   9   Climb   MaxClimlb_00_U10   000     777300   ICAO_Al   9   Climb   MaxClimlb_00_U10   000     777300   ICAO_A2   1   Takeoff   MaxTaketoft0_U	777300	ICAO_	A1	3	Climb	MaxCli	mlb_20_U	3 000		
777300 ICAO_Al         6         Acceleral axClinflb_00_U         1	777300	ICAO_	Al	4	Acceler	a <b>M</b> axCli	mlb_05_U	Ţ		215,2
762,5 777300 ICAO_Al 7 Climb MaxClinflb_00_U 5 000 777300 ICAO_Al 8 Climb MaxClinflb_00_U 7 500 777300 ICAO_Al 9 Climb MaxClinflb_00_U 10 000 777300 ICAO_A2 1 Takeoff MaxTaketoft0_U	777300	ICAO_	A1	5	Climb	MaxCli	mlb_00_U	4 117		
777300 ICAO_Al         8         Climb MaxClinflb_00_U 7 500           777300 ICAO_Al         9         Climb MaxClinflb_00_U 10 000           777300 ICAO_A2         1         Takeoff MaxTakeoff20_U	777300	ICAO_	Al	6	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	-	250
777300 ICAO_Al 9 Climb MaxClinflb_00_U 10 000 777300 ICAO_A2 1 Takeoff MaxTak&oft20_U	777300	ICAO_	A1	7	Climb	MaxCli	mlb_00_U	5 000		
777300 ICAO_A2	777300	ICAO_	A1	8	Climb	MaxCli	mlb_00_U	7 500		
	777300	ICAO_	A1	9	Climb	MaxCli	mlb_00_U	10 000		
777300 ICAO_A2 2 Climb MaxTakeof20_U 1 563	777300	ICAO_	A2	1	Takeoff	MaxTak	eao <u>f</u> 270_U	T		
	777300	ICAO_	A2	2	Climb	MaxTak	eEo <u>f</u> 220_U	1 563		

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777300   ICAO   R		1				1		1			
777300   ICAO_A2   5   Climb   MaxClirifb_00_U   4 014   777300   ICAO_A2   6   AcceleraMaxClirifb_00_U   1 691,8   250 691,8   777300   ICAO_A2   8   Climb   MaxClirifb_00_U   7 500   777300   ICAO_A2   9   Climb   MaxClirifb_00_U   1 0 000   777300   ICAO_A3   1   Takeoff   MaxTak&off0_U   1 561   777300   ICAO_A3   2   Climb   MaxClirifb_00_U   1 561   777300   ICAO_A3   3   Climb   MaxClirifb_00_U   1 561   777300   ICAO_A3   3   Climb   MaxClirifb_00_U   1 561   777300   ICAO_A3   4   AcceleraMaxClirifb_05_U   1 320,6   777300   ICAO_A3   5   Climb   MaxClirifb_00_U   1 616   250   777300   ICAO_A3   6   AcceleraMaxClirifb_00_U   1 616   250   777300   ICAO_A3   7   Climb   MaxClirifb_00_U   1 616   250   777300   ICAO_A3   8   Climb   MaxClirifb_00_U   1 0 000   777300   ICAO_A3   8   Climb   MaxClirifb_00_U   1 0 000   777300   ICAO_A3   9   Climb   MaxClirifb_00_U   1 0 000   777300   ICAO_A4   1   Takeoff   MaxTak&off0_U   U 1 0 000   777300   ICAO_A4   2   Climb   MaxClirifb_00_U   1 557   777300   ICAO_A4   3   Climb   MaxClirifb_00_U   1 557   777300   ICAO_A4   4   AcceleraMaxClirifb_00_U   1 250   320,5   777300   ICAO_A4   5   Climb   MaxClirifb_00_U   1 0 000   777300   ICAO_A4   6   Climb   MaxClirifb_00_U   1 0 000   777300   ICAO_A5   7   Climb   MaxClirifb_00_U   1 553   777300   ICAO_A5   1   Takeoff   MaxTak&off0_U   1 0 000   777300   ICAO_A5   2   Climb   MaxClirifb_00_U   1 553   777300   ICAO_A5   2   Climb   MaxClirifb_00_U   1 553   777300   ICAO_A5   3   Climb   MaxClirifb_00_U   1 553   777300   ICAO_A5   4   AcceleraMaxClirifb_00_U   1 553   777300   ICAO_A5   4   AcceleraMaxClirifb_00_U   1 553   777300   ICAO_A5   5   Climb   MaxClirifb_00_U   1 553   777300   ICAO_A5   5   Climb   MaxClirifb_00_U   1 553   199,11   199,11   1000	777300	ICAO_	A2	3	Climb	MaxCli	mlb_20_U	3 000			
777300 ICAO_A2	777300	ICAO_	A2	4	Acceler	a <b>M</b> axCli	mlb_05_U	Ī		217,6	
	777300	ICAO_	A2	5	Climb	MaxCli	mlb_00_U	4 014			
T77300   TCAO_A2   8   Climb   MaxClintb_00_U   7 500	777300	ICAO_	A2	6	Acceler	a <b>M</b> axCli	mlb_00_U	J		250	
T77300   ICAO_A3	777300	ICAO_	A2	7	Climb	MaxCli	mlb_00_U	5 000			
777300 ICAO_A3	777300	ICAO_	A2	8	Climb	MaxCli	mlb_00_U	7 500			
777300   ICAO_A3   2   Climb   MaxTak&0fT0_U1 561   320,6   777300   ICAO_A3   3   Climb   MaxClimb_00_U 3 000   320,6   777300   ICAO_A3   5   Climb   MaxClimb_00_U 4 041   320,6   777300   ICAO_A3   6   AcceleraMaxClimb_00_U 4 041   1 616   250   777300   ICAO_A3   7   Climb   MaxClimb_00_U 5 000   777300   ICAO_A3   8   Climb   MaxClimb_00_U 7 500   777300   ICAO_A3   9   Climb   MaxClimb_00_U 10 000   777300   ICAO_A4   1   Takeoff   MaxTak&0fT0_U 1 557   777300   ICAO_A4   2   Climb   MaxClimb_00_U 1 557   777300   ICAO_A4   3   Climb   MaxClimb_00_U 1 557   777300   ICAO_A4   4   AcceleraMaxClimb_00_U 1 5000   777300   ICAO_A4   5   Climb   MaxClimb_00_U 5 000   777300   ICAO_A4   6   Climb   MaxClimb_00_U 7 500   777300   ICAO_A4   7   Climb   MaxClimb_00_U 1 553   777300   ICAO_A5   1   Takeoff   MaxTak&0fT0_U 1 553   777300   ICAO_A5   2   Climb   MaxClimb_00_U 1 553   777300   ICAO_A5   3   Climb   MaxClimb_00_U 1 553   777300   ICAO_A5   3   Climb   MaxClimb_00_U 1 553   777300   ICAO_A5   4   AcceleraMaxClimb_00_U 1 553   777300   ICAO_A5   4   AcceleraMaxClimb_00_U 1 553   777300   ICAO_A5   5   Climb   MaxClimb_00_U 1 553   777300   ICAO_A5   5   Climb   MaxClimb_00_U 1 5000   777300   ICAO_A5   5   Climb   MaxClimb_00_U 1 5000   777300   ICAO_A5   5   Climb   MaxClimb_00_U 1 5000   777300   ICAO_A5   5   Climb   MaxClimb_00_U 1 7 500   777300   ICAO_A5   6   Climb   MaxClimb_00_U 1 7 500   777300   ICAO_A5   7   Climb   MaxClimb_00_U 1 7 500   777300   IC	777300	ICAO_	A2	9	Climb	MaxCli	mlb_00_U	10 000			
777300   ICAO_A3   3   Climb   MaxClintle_20_U 3 000   320,6   220   377300   ICAO_A3   5   Climb   MaxClintle_00_U 4 041   777300   ICAO_A3   6   AcceleraMaxClintle_00_U 4 041   1 616   250   777300   ICAO_A3   7   Climb   MaxClintle_00_U 5 000   777300   ICAO_A3   8   Climb   MaxClintle_00_U 7 500   777300   ICAO_A3   9   Climb   MaxClintle_00_U 10 000   777300   ICAO_A4   1   Takeoff   MaxTak&off0_U 1 557   777300   ICAO_A4   2   Climb   MaxClintle_20_U 1 557   777300   ICAO_A4   3   Climb   MaxClintle_20_U 3 000   777300   ICAO_A4   4   AcceleraMaxClintle_00_U 5 000   777300   ICAO_A4   5   Climb   MaxClintle_00_U 5 000   777300   ICAO_A4   6   Climb   MaxClintle_00_U 7 500   777300   ICAO_A4   6   Climb   MaxClintle_00_U 7 500   777300   ICAO_A4   7   Climb   MaxClintle_00_U 7 500   777300   ICAO_A5   1   Takeoff   MaxTak&off05_U 1 553   777300   ICAO_A5   2   Climb   MaxClintle_00_U 1 553   777300   ICAO_A5   3   Climb   MaxClintle_00_U 1 553   777300   ICAO_A5   3   Climb   MaxClintle_00_U 1 553   777300   ICAO_A5   4   AcceleraMaxClintle_00_U 1 553   777300   ICAO_A5   5   Climb   MaxClintle_00_U 1 5000   777300   ICAO_A5   5   Climb   MaxClintle_00_U 5000   777300   ICAO_A5   5   Climb   MaxClintle_00_U 7 500   777300   ICAO_A5   6   Climb   MaxClintle_00_U 7 500   777300   ICAO_A5   7   Climb   MaxClintle_00_U 7 500   7   7   7   7   7   7   7   7   7	777300	ICAO_	A3	1	Takeoff	MaxTak	eao <u>f</u> 220_U	J			
T77300   ICAO_A3	777300	ICAO_	A3	2	Climb	MaxTak	eao <u>f</u> 220_U	1 561			
	777300	ICAO_	A3	3	Climb	MaxCli	mlb_20_U	3 000			
777300 ICAO_A3	777300	ICAO_	A3	4	Acceler	a <b>M</b> axCli	mlb_05_U	J	_	220	
777300 ICAO_A3	777300	ICAO_	A3	5	Climb	MaxCli	mlb_00_U	4 041			
777300   ICAO_A3	777300	ICAO_	A3	6	Acceler	a <b>M</b> axCli	mlb_00_U	J	1 616	250	
777300 ICAO_A3 9 Climb MaxClinflb_00_U 10 000  777300 ICAO_A4 1 Takeoff MaxTakeoff20_U  777300 ICAO_A4 2 Climb MaxClinflb_00_U 1 557  777300 ICAO_A4 3 Climb MaxClinflb_00_U 3 000  777300 ICAO_A4 4 AcceleraMaxClinflb_00_U 1 1 250  777300 ICAO_A4 5 Climb MaxClinflb_00_U 7 500  777300 ICAO_A4 6 Climb MaxClinflb_00_U 7 500  777300 ICAO_A4 7 Climb MaxClinflb_00_U 10 000  777300 ICAO_A5 1 Takeoff MaxTakeoff05_U  777300 ICAO_A5 2 Climb MaxClinflb_00_U 1 553  777300 ICAO_A5 3 Climb MaxClinflb_00_U 1 553  777300 ICAO_A5 5 Climb MaxClinflb_00_U 1 5000  777300 ICAO_A5 6 Climb MaxClinflb_00_U 1 5000  777300 ICAO_A5 7 Climb MaxClinflb_00_U 5 000  777300 ICAO_A5 7 Climb MaxClinflb_00_U 7 500	777300	ICAO_	A3	7	Climb	MaxCli	mlb_00_U	5 000			
777300         ICAO_A4         1         Takeoff MaxTakeoft0_U           777300         ICAO_A4         2         Climb MaxTakeoft0_U 1 557           777300         ICAO_A4         3         Climb MaxClinflb_20_U 3 000           777300         ICAO_A4         4         AcceleraMaxClinflb_00_U 5 000           777300         ICAO_A4         5         Climb MaxClinflb_00_U 5 000           777300         ICAO_A4         6         Climb MaxClinflb_00_U 7 500           777300         ICAO_A4         7         Climb MaxClinflb_00_U 10 000           777300         ICAO_A5         1         Takeoff MaxTakeoft05_U           777300         ICAO_A5         2         Climb MaxClinflb_00_U 1 553           777300         ICAO_A5         3         Climb MaxClinflb_00_U 3 000           777300         ICAO_A5         4         AcceleraMaxClinflb_00_U 5 000           777300         ICAO_A5         5         Climb MaxClinflb_00_U 5 000           777300         ICAO_A5         6         Climb MaxClinflb_00_U 7 500           777300         ICAO_A5         7         Climb MaxClinflb_00_U 10 000	777300	ICAO_	A3	8	Climb	MaxCli	mlb_00_U	7 500			
777300 ICAO_A4 2 Climb MaxTak&0f20_U 1 557  777300 ICAO_A4 3 Climb MaxClimb_20_U 3 000  777300 ICAO_A4 4 AcceleraMaxClimb_00_U 1 320,5  777300 ICAO_A4 5 Climb MaxClimb_00_U 5 000  777300 ICAO_A4 6 Climb MaxClimb_00_U 7 500  777300 ICAO_A4 7 Climb MaxClimb_00_U 10 000  777300 ICAO_A5 1 Takeoff MaxTak&0f20_U 1 553  777300 ICAO_A5 2 Climb MaxClimb_00_U 1 553  777300 ICAO_A5 3 Climb MaxClimb_00_U 1 553  777300 ICAO_A5 4 AcceleraMaxClimb_00_U 1 1199,1  777300 ICAO_A5 5 Climb MaxClimb_00_U 5 000  777300 ICAO_A5 6 Climb MaxClimb_00_U 7 500  777300 ICAO_A5 7 Climb MaxClimb_00_U 7 500  777300 ICAO_A5 7 Climb MaxClimb_00_U 10 000	777300	ICAO_	A3	9	Climb	MaxCli	mlb_00_U	10 000			
777300 ICAO_A4	777300	ICAO_	A4	1	Takeoff	MaxTak	eEo <u>f</u> 220_U	J			
777300 ICAO_A4	777300	ICAO_	A4	2	Climb	MaxTak	eEo <u>f</u> 220_U	1 557			
	777300	ICAO_	A4	3	Climb	MaxCli	mlb_20_U	3 000			
777300 ICAO_A4         6         Climb MaxClimib_00_U 7 500           777300 ICAO_A4         7         Climb MaxClimib_00_U 10 000           777300 ICAO_A5         1         Takeoff MaxTakeoft5_U           777300 ICAO_A5         2         Climb MaxTakeoft0_U 1 553           777300 ICAO_A5         3         Climb MaxClimib_20_U 3 000           777300 ICAO_A5         4         AccelerateaxClimib_00_U 1 199,1           777300 ICAO_A5         5         Climb MaxClimib_00_U 5 000           777300 ICAO_A5         6         Climb MaxClimib_00_U 7 500           777300 ICAO_A5         7         Climb MaxClimib_00_U 10 000	777300	ICAO_	A4	4	Acceler	a <b>M</b> axCli	mlb_00_U	J		250	
777300 ICAO_A4         7         Climb MaxClimib_00_U 10 000           777300 ICAO_A5         1         Takeoff MaxTak&oft 5_U           777300 ICAO_A5         2         Climb MaxTak&oft 0_U 1 553           777300 ICAO_A5         3         Climb MaxClimib_20_U 3 000           777300 ICAO_A5         4         AccelerateaxClimib_00_U 1 199,1           777300 ICAO_A5         5         Climb MaxClimib_00_U 5 000           777300 ICAO_A5         6         Climb MaxClimib_00_U 7 500           777300 ICAO_A5         7         Climb MaxClimib_00_U 10 000	777300	ICAO_	A4	5	Climb	MaxCli	mlb_00_U	5 000			
777300 ICAO_A5         1         Takeoff MaxTakeoff 5_U           777300 ICAO_A5         2         Climb MaxTakeoff 0_U 1 553           777300 ICAO_A5         3         Climb MaxClinflb 20_U 3 000           777300 ICAO_A5         4         Acceleral axClinflb 00_U 1 199,1           777300 ICAO_A5         5         Climb MaxClinflb 00_U 5 000           777300 ICAO_A5         6         Climb MaxClinflb 00_U 7 500           777300 ICAO_A5         7         Climb MaxClinflb 00_U 10 000	777300	ICAO_	A4	6	Climb	MaxCli	mlb_00_U	7 500			
777300 ICAO_A5         2         Climb MaxTak&foft20_U 1 553           777300 ICAO_A5         3         Climb MaxClimb_20_U 3 000           777300 ICAO_A5         4         AcceleraMaxClimb_00_U 199,1           777300 ICAO_A5         5         Climb MaxClimb_00_U 5 000           777300 ICAO_A5         6         Climb MaxClimb_00_U 7 500           777300 ICAO_A5         7         Climb MaxClimb_00_U 10 000	777300	ICAO_	A4	7	Climb	MaxCli	mlb_00_U	10 000			
777300 ICAO_A5         3         Climb MaxClinflb_20_U 3 000           777300 ICAO_A5         4         AcceleraMaxClinflb_00_U 199,1           777300 ICAO_A5         5         Climb MaxClinflb_00_U 5 000           777300 ICAO_A5         6         Climb MaxClinflb_00_U 7 500           777300 ICAO_A5         7         Climb MaxClinflb_00_U 10 000	777300	ICAO_	A5	1	Takeoff	MaxTak	eEo_fØ5_U	J			
777300 ICAO_A5         4         Acceleral axClinflb_00_U         1 199,1         250           777300 ICAO_A5         5         Climb MaxClinflb_00_U 5 000         777300 ICAO_A5         6         Climb MaxClinflb_00_U 7 500           777300 ICAO_A5         7         Climb MaxClinflb_00_U 10 000         10 000	777300	ICAO_	A5	2	Climb	MaxTak	eao <u>f</u> 270_U	1 553			
199,1   199,1     1777300   ICAO_A5   5   Climb   MaxClinflb_00_U 5 000     1777300   ICAO_A5   6   Climb   MaxClinflb_00_U 7 500     1777300   ICAO_A5   7   Climb   MaxClinflb_00_U 10 000     1777300   ICAO_A5   7   Climb   ICAO_A5   7   Climb   ICAO_A5   7   I	777300	ICAO_	A5	3	Climb	MaxCli	mlb_20_U	3 000			
777300 ICAO_A5 6 Climb MaxClinflb_00_U 7 500 777300 ICAO_A5 7 Climb MaxClinflb_00_U 10 000	777300	ICAO_	A5	4	Acceler	a <b>M</b> axCli	mlb_00_U	J		250	
777300 ICAO_A5 7 Climb MaxClinflb_00_U 10 000	777300	ICAO_	A5	5	Climb	MaxCli	mlb_00_U	5 000			
	777300	ICAO_	A5	6	Climb	MaxCli	mlb_00_U	7 500			
777300 ICAO_A6 1 Takeoff MaxTakeoff MaxTakeoff U_U	777300	ICAO_	A5	7	Climb	MaxCli	mlb_00_U	10 000			
	777300	ICAO_	A6	1	Takeoff	MaxTak	eao <u>f</u> 220_U	J			

777300	ICAO_	<b>A</b> 6	2	Climb	MaxTak	æ6 <u>6</u> f270_U	1 553		
777300	ICAO_	A6	3	Climb	MaxCli	m1b_20_U	3 000		
777300	ICAO_	A6	4	Acceler	a <b>M</b> axCli	mlb_00_U	J	1 083,7	250
777300	ICAO_	<b>A</b> 6	5	Climb	MaxCli	mlb_00_U	5 000		
777300	ICAO_	<b>A</b> 6	6	Climb	MaxCli	mlb_00_U	7 500		
777300	ICAO_	<b>A</b> 6	7	Climb	MaxCli	J_00_dlm	10 000		
777300	ICAO_	A7	1	Takeoff	MaxTak	eao <u>f</u> 270_U	J		
777300	ICAO_	A7	2	Climb	MaxTak	eao <u>f</u> 270_U	1 553		
777300	ICAO_	A7	3	Climb	MaxCli	mlb_20_U	3 000		
777300	ICAO_	A7	4	Acceler	a <b>M</b> axCli	J_00_dlm	J	889	250
777300	ICAO_	A7	5	Climb	MaxCli	mlb_00_U	5 000		
777300	ICAO_	A7	6	Climb	MaxCli	mlb_00_U	7 500		
777300	ICAO_	A7	7	Climb	MaxCli	mlb_00_U	10 000		
777300	ICAO_	B1	1	Takeoff	MaxTak	æ <u>lof</u> 220_U	J		
777300	ICAO_	B1	2	Climb	MaxTak	æTo <u>f</u> 270_U	1 000		
777300	ICAO_	B1	3	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> 665_U	J	2 149,6	215,4
777300	ICAO_	B1	4	Climb	MaxTak	e <b>a</b> o <u>f</u> ∎0_U	3 416		
777300	ICAO_	B1	5	Acceler	a <b>M</b> axCli	mlb_00_U	J	1 800	250
777300	ICAO_	B1	6	Climb	MaxCli	mlb_00_U	5 000		
777300	ICAO_	B1	7	Climb	MaxCli	mlb_00_U	7 500		
777300	ICAO_	B1	8	Climb	MaxCli	mlb_00_U	10 000		
777300	ICAO_	B2	1	Takeoff	MaxTak	æ <u>lo</u> f <b>2</b> 0_U	J		
777300	ICAO_	B2	2	Climb	MaxTak	æ <u>lo</u> f <b>2</b> 0_U	1 000		
777300	ICAO_	B2	3	Acceler	a <b>lM</b> axTak	æ6 <u>f</u> 665_U	J	2 086,3	217,9
777300	ICAO_	B2	4	Climb	MaxTak	æ <u>fo</u> f€0_U	3 205		
777300	ICAO_	B2	5	Acceler	a <b>M</b> axCli	mlb_00_U	J	1 772,6	250
777300	ICAO_	B2	6	Climb	MaxCli	mlb_00_U	5 000		
777300	ICAO_	B2	7	Climb	MaxCli	mlb_00_U	7 500		
777300	ICAO_	B2	8	Climb	MaxCli	u_00_dlm	10 000		
777300	ICAO_	B3	1	Takeoff	MaxTak	eao <u>f</u> 270_U	J		
777300	ICAO_	B3	2	Climb	MaxTak	æ6 <u>6</u> f270_U	1 000		

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777300	ICAO_l	33	3	Acceler	a <b>lM</b> axTak	ce6o <u>f</u> 165_U	Ī	2 020,6	220,3
777300	ICAO_l	33	4	Climb	MaxTak	ce6o_f60_U	3 076		
777300	ICAO_l	33	5	Acceler	a <b>M</b> axCli	mlb_00_U	ſ	1 708,6	250
777300	ICAO_l	33	6	Climb	MaxCli	mlb_00_U	5 000		
777300	ICAO_l	33	7	Climb	MaxCli	mlb_00_U	7 500		
777300	ICAO_l	33	8	Climb	MaxCli	mlb_00_U	10 000		
777300	ICAO_l	34	1	Takeoff	MaxTak	æ <u>lof</u> 20_U	ſ		
777300	ICAO_l	34	2	Climb	MaxTak	eaof <b>2</b> 0_U	1 000		
777300	ICAO_l	34	3	Acceler	a <b>lM</b> axTak	ceTo_f1€5_U	Ţ	1 895,3	226,3
777300	ICAO_l	34	4	Climb	MaxTak	æ <u>fo</u> f <b>®</b> 0_U	2 894		
777300	ICAO_l	34	5	Climb	MaxCli	mlb_00_U	3 000		
777300	ICAO_l	34	6	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	1 525,8	250
777300	ICAO_l	34	7	Climb	MaxCli	mlb_00_U	5 000		
777300	ICAO_l	34	8	Climb	MaxCli	mlb_00_U	7 500		
777300	ICAO_I	34	9	Climb	MaxCli	J_00_dlm	10 000		
777300	ICAO_l	35	1	Takeoff	MaxTak	eao <u>f</u> 270_U	ſ		
777300	ICAO_l	35	2	Climb	MaxTak	æ <u>lo</u> f <b>2</b> 0_U	1 000		
777300	ICAO_l	35	3	Acceler	a <b>lM</b> axTak	ceTo_f105_U	Ţ	1 768,6	229,4
777300	ICAO_l	35	4	Climb	MaxTak	e <b>a</b> o_f <b>0</b> 0_U	2 679		
777300	ICAO_l	35	5	Climb	MaxCli	mlb_00_U	3 000		
777300	ICAO_l	35	6	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	1 387,7	250
777300	ICAO_l	35	7	Climb	MaxCli	mlb_00_U	5 000		
777300	ICAO_l	35	8	Climb	MaxCli	mlb_00_U	7 500		
777300	ICAO_l	35	9	Climb	MaxCli	u_00_dlm	10 000		
777300	ICAO_l	36	1	Takeoff	MaxTak	æ16 <u>f</u> 270_U	Г		
777300	ICAO_l	<b>3</b> 6	2	Climb	MaxTak	æ16 <u>f</u> 270_U	1 000		
777300	ICAO_l	36	3	Acceler	al <b>M</b> axTak	ceTo_f105_U	Ī	1 639,4	235,5
777300	ICAO_I	36	4	Climb	MaxTak	eao_f600_U	2 402		
777300	ICAO_l	36	5	Climb	MaxCli	mlb_00_U	3 000		

		L				<b>-</b>	L			
777300	ICAO_	B6	6	Acceler	a <b>lk4</b> axCli	mlb_00_U		1 271,6	250	
777300	ICAO_	B6	7	Climb	MaxCli	mlb_00_U	5 000			
777300	ICAO_	B6	8	Climb	MaxCli	mlb_00_U	7 500			
777300	ICAO_	B6	9	Climb	MaxCli	mlb_00_U	10 000			
777300	ICAO_	B7	1	Takeoff	MaxTak	e6o <u>f</u> 270_U	ſ			
777300	ICAO_	B7	2	Climb	MaxTak	eao <u>f</u> 270_U	1 000			
777300	ICAO_	B7	3	Acceler	a <b>M</b> axTak	eão <u>f</u> €5_U	ſ	1 491	244,4	
777300	ICAO_	B7	4	Climb	MaxTak	eEof160_U	2 216			
777300	ICAO_	B7	5	Climb	MaxCli	mlb_00_U	3 000			
777300	ICAO_	B7	6	Acceler	a <b>M</b> axCli	mlb_00_U	Ţ	1 271,6	250	
777300	ICAO_	B7	7	Climb	MaxCli	mlb_00_U	5 000			
777300	ICAO_	B7	8	Climb	MaxCli	mlb_00_U	7 500			
777300	ICAO_	B7	9	Climb	MaxCli	mlb_00_U	10 000			
7773ER	DEFAU	шт	1	Takeoff	MaxTak	ædfAP_:	5			
7773ER	DEFAU	ШТ	2	Climb	MaxTak	ædfAP_:	51 434			
7773ER	DEFAU	ШТ	3	Acceler	a <b>M</b> aReilo	entiLAP_:	5		200	55
7773ER	DEFAU	ШТ	4	Acceler	a <b>M</b> aReilo	entiLAP_1	1		223	50
7773ER	DEFAU	ШТ	5	Climb	MaxCli	nFUAP_(	03 000			
7773ER	DEFAU	ШТ	6	Acceler	a <b>M</b> aReilo	e#HLAP_(	)		250	50
7773ER	DEFAU	ШТ	7	Climb	MaxCli	nFUAP_(	010 000			
7773ER	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	ædfAP_:	5			
7773ER	DEFAU	<b>12</b> T	2	Climb	MaxTak	ædfAP_:	51 434			
7773ER	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> aRedic	entilAP_:	5		200	55
7773ER	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> aReilic		1		225	50
7773ER	DEFAU	<b>12</b> T	5	Climb	MaxCli	nFUAP_(	03 000			
7773ER	DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> aReilic	e#BLAP_(	)		250	50
7773ER	DEFAU	<b>12</b> T	7	Climb	MaxCli	nFUAP_(	010 000			
7773ER	DEFAU	BL	1	Takeoff	MaxTak	æfdfAP_:	5			
7773ER	DEFAU	BL	2	Climb	MaxTak	æfdfAP_:	51 355			
7773ER	DEFAU	BL	3	Acceler	a <b>M</b> aReilic	eMLAP_:	5		204	55
7773ER	DEFAU	BL	4	Acceler	a <b>M</b> aReilo	eliti.AP_	1		228	50
7773ER	DEFAU	BT	5	Climb	MaxCli	nFUAP_(	03 000			
7773ER	DEFAU	BL	6	Acceler	a <b>M</b> aReilic	elitiLAP_(	)		250	50

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7773ER DEFAUBT	7	Climb MaxClinHLAP 010 000		
7773ER DEFAUИГ	1	Takeoff MaxTak & Takeoff MaxTak		
7773ER DEFAUИГ	2	Climb MaxTak & GfAP 51 289		
7773ER DEFAUИГ	3	Acceleral da Reiki a H.A.P. 5	205	55
7773ER DEFAUИГ	4	Acceleral Marello and AP_1	230	50
7773ER DEFAUИГ	5	Climb MaxClinttLAP_03 000		
7773ER DEFAUИГ	6	Acceleral Ma Reiko HILAP 0	250	50
7773ER DEFAUMT	7	Climb MaxClimetLAP_010 000		
7773ER DEFAUIST	1	Takeoff MaxTakedfAP_5		
7773ER DEFAUST	2	Climb MaxTakedfAP_51 214		
7773ER DEFAUST	3	Acceleral Markita PLAP_5	210	55
7773ER DEFAUБГ	4	Acceleral Marchine HLAP_1	235	50
7773ER DEFAUIST	5	Climb MaxClinHbLAP_03 000		
7773ER DEFAUI5Γ	6	Acceleral Marketic and LAP_0	250	50
7773ER DEFAUIST	7	Climb MaxClinFbLAP_010 000		
7773ER DEFAUI6T	1	Takeoff MaxTakedfAP_5		
7773ER DEFAUI6T	2	Climb MaxTakedfAP_51 142		
7773ER DEFAUI6T	3	Acceleral Marcilia HLAP_5	215	55
7773ER DEFAUI6T	4	Acceleral Marello and LAP_1	240	50
7773ER DEFAUI6T	5	Climb MaxClinHLAP_03 000		
7773ER DEFAUI6T	6	Acceleral Markita AP_0	250	50
7773ER DEFAUI6T	7	Climb MaxClinFbAP_010 000		
7773ER DEFAUIT	1	Takeoff MaxTakedfAP_5		
7773ER DEFAUIT	2	Climb MaxTak & AP_51 067		
7773ER DEFAUIT	3	Acceleral Marketical PLAP_5	222	55
7773ER DEFAUET	4	Acceleral Marketic and LAP_1	248	50
7773ER DEFAUET	5	Climb MaxClinttLAP_03 000		
7773ER DEFAUIT	6	Acceleral Marketical Hard AP_0	250	50
7773ER DEFAUIT	7	Climb MaxClinttLAP_010 000		
7773ER DEFAUBT	1	Takeoff MaxTak & Takeoff MaxTak		
7773ER DEFAUBT	2	Climb MaxTak & GfAP_51 000		
7773ER DEFAUBT	3	Acceleral Agrello and AP_5	222	55
7773ER DEFAU®T	4	Acceleral Agrello and AP_1	255	50
7773ER DEFAUET	5	Climb MaxClinFlLAP_03 000		

7773ER DEFAUST	6	Acceleral Mareita HILAP_0	256	50
7773ER DEFAUST	7	Climb MaxClinFbLAP_010 000		
7773ER DEFAU <b>9</b> T	1	Takeoff MaxTakedfAP_5		
7773ER DEFAU <b>9</b> T	2	Climb MaxTakedfAP_51 000		
7773ER DEFAU <b>9</b> T	3	Acceleral Agenti AP_5	226	55
7773ER DEFAU <b>9</b> T	4	Acceleral Agencia Artical AP_1	261	50
7773ER DEFAU <b>9</b> T	5	Climb MaxClinFbLAP_03 000		
7773ER DEFAU <b>9</b> T	6	Acceleral Agencia Acceleral Agencia Acceleral Agencia Accelerate Agencia Accelerate Agencia Accelerate Accelerate Agencia Accelerate	261,1	50
7773ER DEFAU <b>9</b> T	7	Climb MaxClinFbLAP_010 000		
7773ER ICAO_Al	1	Takeoff MaxTak & AP_5		
7773ER ICAO_Al	2	Climb MaxTak & GAFAP_51 500		
7773ER ICAO_Al	3	Climb MaxClinFbLAP_53 000		
7773ER ICAO_Al	4	Acceleral Agenti AP_5	210	55
7773ER ICAO_Al	5	Acceleral Marketic and LAP_1	220	55
7773ER ICAO_Al	6	Climb MaxClinFbLAP_14 400		
7773ER ICAO_Al	7	Acceleral Markello and LAP_0	250	50
7773ER ICAO_Al	8	Climb MaxClinFbLAP_010 000		
7773ER ICAO_A2	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_A2	2	Climb MaxTakedfAP_51 500		
7773ER ICAO_A2	3	Climb MaxClinFbLAP_53 000		
7773ER ICAO_A2	4	Acceleral Marchinell LAP_5	220	55
7773ER ICAO_A2	5	Acceleral Marchinell LAP_1	230	55
7773ER ICAO_A2	6	Climb MaxClinFbLAP_14 300		
7773ER ICAO_A2	7	Acceleral Marelical LAP_0	250	50
7773ER ICAO_A2	8	Climb MaxClinFbLAP_010 000		
7773ER ICAO_A3	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_A3	2	Climb MaxTakedfAP_51 500		
7773ER ICAO_A3	3	Climb MaxClinFbLAP_53 000		
7773ER ICAO_A3	4	Acceleral Marelica Fil. AP_5	220	55
7773ER ICAO_A3	5	Acceleral Mareilian H.AP_1	230	55
7773ER ICAO_A3	6	Climb MaxClinftLAP_14 200		
7773ER ICAO_A3	7	Acceleral Mareilouth AP_0	250	50
7773ER ICAO_A3	8	Climb MaxClinftLAP_010 000		
7773ER ICAO_A	1	Takeoff MaxTakedfAP_5		

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7773ER ICAO_A	2	Climb MaxTakedfAP_51 500		
7773ER ICAO_A	3	Climb MaxClinFbLAP_53 000		
7773ER ICAO_A	4	Acceleral ARElical AP_5	220	55
7773ER ICAO_A	5	Acceleral Agencia AP_1	230	55
7773ER ICAO_A	6	Climb MaxClimeLAP_14 100		
7773ER ICAO_A	7	Acceleral Arelical AP_0	250	50
7773ER ICAO_A4	8	Climb MaxClinHLAP_010 000		
7773ER ICAO_A5	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_A5	2	Climb MaxTak&dfAP_51 500		
7773ER ICAO_A5	3	Climb MaxClimbLAP_53 000		
7773ER ICAO_A5	4	Acceleral Agencia Ap_5	220	55
7773ER ICAO_A5	5	Acceleral ARElical AP_I	230	55
7773ER ICAO_A5	6	AcceleraMaReiliaHiLAP_0	250	50
7773ER ICAO_A5	7	Climb MaxClinHLAP_010 000		
7773ER ICAO_A6	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_A6	2	Climb MaxTakedfAP_51 500		
7773ER ICAO_A6	3	Climb MaxClimbLAP_53 000		
7773ER ICAO_A6	4	Acceleral AP_5	220	55
7773ER ICAO_A6	5	Acceleral Marchical LAP_1	230	55
7773ER ICAO_A6	6	AcceleraMaReiliaHiLAP_0	250	50
7773ER ICAO_A6	7	Climb MaxClinHLAP_010 000		
7773ER ICAO_A7	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_A7	2	Climb MaxTakedfAP_51 500		
7773ER ICAO_A7	3	Climb MaxClimbLAP_53 000		
7773ER ICAO_A7	4	AcceleraMaReiliaHiLAP_5	220	55
7773ER ICAO_A7	5	Acceleral Marchical LAP_1	230	55
7773ER ICAO_A7	6	Acceleral AP_0	250	50
7773ER ICAO_A7	7	Climb MaxClinHLAP_010 000		
7773ER ICAO_A8	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_A8	2	Climb MaxTakedfAP_51 500		
7773ER ICAO_A8	3	Climb MaxClinHLAP_53 000		
7773ER ICAO_A8	4	Acceleral AP ACCELERATE AP _ 5	220	55
7773ER ICAO_A8	5	Acceleral AP_1	230	55
7773ER ICAO_A8	6	Acceleral AP_0	255	50

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7773ER ICAO_A8 7 Climb MaxTak&tifAP_5					
7773ER   CAO_PO   2   Climb   MaxTakddffAP_5   1 500	7773ER ICAO_A8	7	Climb MaxClinFbLAP_010 000		
7773ER   ICAO_A9   3   Climb   MaxClinHLAP_5   3000	7773ER ICAO_A9	1	Takeoff MaxTakedfAP_5		
7773ER	7773ER ICAO_A9	2	Climb MaxTak & dfAP_51 500		
7773ER   ICAO_A0	7773ER ICAO_A9	3	Climb MaxClinFULAP_53 000		
7773ER ICAO_A9         6         AcceleradaReikarii.AP_0         260         50           7773ER ICAO_A9         7         Climb         MaxClinib.AP_010 000         7           7773ER ICAO_BI         1         Takeoff         MaxTakdrifAP_5         2           7773ER ICAO_BI         2         Climb         MaxTakdrifAP_51 434         7           7773ER ICAO_BI         3         AcceleradaReikariiAP_5 5         223         55           7773ER ICAO_BI         4         Climb         MaxTakdrifAP_1 3 564         7         240         50           7773ER ICAO_BI         5         AcceleradaReikarii.AP_0         240         50         250         50           7773ER ICAO_BI         7         Climb         MaxClinib.AP_0         250         50         50           7773ER ICAO_BI         7         Climb         MaxTakdrifAP_5         250         50           7773ER ICAO_BI         1         Takeoff MaxTakdrifAP_5         225         55           7773ER ICAO_BI         3         AcceleradaReikartifAP_5         225         55           7773ER ICAO_BI         4         Climb         MaxTakdrifAP_13 442         42         50           7773ER ICAO_BI         7         Climb	7773ER ICAO_A9	4	Acceleral 4a Reiki alth AP_5	230	55
7773ER ICAO_89 7 Climb MaxClintB_AP_010 000 7773ER ICAO_B1 1 Takeoff MaxTak ddfAP_5 7773ER ICAO_B1 3 AcceleraMaReitathAP_5 223 55 7773ER ICAO_B1 4 Climb MaxTak ddfAP_13 564 7773ER ICAO_B1 5 AcceleraMaReitathAP_0 240 50 7773ER ICAO_B1 7 Climb MaxTak ddfAP_13 564 7773ER ICAO_B1 7 Climb MaxClintB_AP_0 0 250 50 7773ER ICAO_B2 1 Takeoff MaxTak ddfAP_5 7773ER ICAO_B2 1 Takeoff MaxTak ddfAP_5 5 7773ER ICAO_B2 2 Climb MaxTak ddfAP_5 5 7773ER ICAO_B2 3 AcceleraMaReitathAP_5 225 55 7773ER ICAO_B2 4 Climb MaxTak ddfAP_1 3 442 7773ER ICAO_B2 5 AcceleraMaReitathAP_0 240 50 7773ER ICAO_B2 6 AcceleraMaReitathAP_0 250 50 7773ER ICAO_B2 7 Climb MaxTak ddfAP_1 3 442 7773ER ICAO_B2 7 Climb MaxClintB_AP_0 0 250 50 7773ER ICAO_B2 7 Climb MaxClintB_AP_0 0 250 50 7773ER ICAO_B3 1 Takeoff MaxTak ddfAP_5 1 355 7773ER ICAO_B3 1 Takeoff MaxTak ddfAP_5 1 355 7773ER ICAO_B3 3 AcceleraMaReitathAP_5 228 55 7773ER ICAO_B3 6 AcceleraMaReitathAP_0 250 50 7773ER ICAO_B3 7 Climb MaxTak ddfAP_1 3 314 7773ER ICAO_B3 6 AcceleraMaReitathAP_0 250 50 7773ER ICAO_B3 7 Climb MaxTak ddfAP_1 3 314 7773ER ICAO_B3 7 Climb MaxTak ddfAP_5 1 289 7773ER ICAO_B4 1 Takeoff MaxTak ddfAP_5 1 289 7773ER ICAO_B4 2 Climb MaxTak ddfAP_5 1 289 7773ER ICAO_B4 1 Takeoff MaxTak ddfAP_5 1 289 7773ER ICAO_B4 2 Climb MaxTak ddfAP_5 1 289 7773ER ICAO_B4 1 Takeoff MaxTak ddfAP_5 1 289 7773ER ICAO_B4 2 Climb MaxTak ddfAP_5 1 289 7773ER ICAO_B4 1 Takeoff MaxTak ddfAP_5 1 289 7773ER ICAO_B4 2 Climb MaxTak ddfAP_5 1 289 7773ER ICAO_B4 1 Climb MaxTak ddfAP_5 1 289 7773ER ICAO_B4 2 Climb MaxTak ddfAP_5 1 289 7773ER ICAO_B4 1 Climb MaxTak ddfAP_5 1 289 7773ER ICAO_B4 1 Climb MaxTak ddfAP_5 1 289	7773ER ICAO_A9	5	Acceleral 4 a Reiki a HiLAP_1	240	55
Takeoff MaxTakdtfAP_5	7773ER ICAO_A9	6	Acceleral da Reiki alth AP_0	260	50
7773ER   ICAO_B    2   Climb   MaxTak diffAP_5  1434   223   55     7773ER   ICAO_B    3   Acceleral MaR diffAP_1   3 564     7773ER   ICAO_B    4   Climb   MaxTak diffAP_1   3 564     7773ER   ICAO_B    5   Acceleral MarchinitiAP_0   250   50     7773ER   ICAO_B    7   Climb   MaxClimb   AP_0   0   250   50     7773ER   ICAO_B    7   Climb   MaxClimb   AP_0   0   000     7773ER   ICAO_B    7   Climb   MaxTak diffAP_5   3 366     7773ER   ICAO_B    2   Climb   MaxTak diffAP_5   3 366     7773ER   ICAO_B    3   Acceleral MarchinitiAP_5   225   55     7773ER   ICAO_B    4   Climb   MaxTak diffAP_1   3 442     7773ER   ICAO_B    5   Acceleral MarchinitiAP_0   250   50     7773ER   ICAO_B    6   Acceleral MarchinitiAP_0   250   50     7773ER   ICAO_B    7   Climb   MaxTak diffAP_5   3 342     7773ER   ICAO_B    7   Climb   MaxTak diffAP_5   3 355     7773ER   ICAO_B    7   Climb   MaxTak diffAP_5   3 355     7773ER   ICAO_B    7   Climb   MaxTak diffAP_5   3 314     7773ER   ICAO_B    7   Climb   MaxTak diffAP_1   3 314     7773ER   ICAO_B    7   Climb   MaxTak diffAP_6   3 314     7773ER   ICAO_B    7   Climb   MaxTak diffAP_5   3 314     7773ER   ICAO_B  3   7   Climb   MaxTak diffAP_5   3 314     7773ER   ICAO_B  4   7   Climb   MaxTak diffAP_5   3 314     7773ER   ICAO_B  4   7   Climb   MaxTak diffAP_5   3 314     7773ER   ICAO_B  4   7   Climb   MaxTak diffAP_5   3 314     7773ER   ICAO_B  4   7   Climb   MaxTak diffAP_5   3 3104     7773ER   ICAO_B  4   7   Climb   MaxTak diffAP_5   3 3104     7773ER   ICAO_B  4   7   Climb   MaxTak diffAP_5   3 3104     7773ER   ICAO_B  4   7   Climb   MaxTak diffAP_5   3 3104     7773ER   ICAO_B  4   7   Climb   MaxTak diff	7773ER ICAO_A9	7	Climb MaxClinFLAP_010 000		
7773ER   ICAO_B    3   AcceleralMarkinshitifAP_5   223   55     7773ER   ICAO_B    4   Climb   MaxTakidifAP_1   3 564     7773ER   ICAO_B    5   AcceleralMarkinshitifAP_0   240   50     7773ER   ICAO_B    6   AcceleralMarkinshitIAP_0   250   50     7773ER   ICAO_B    7   Climb   MaxClinib.AP_0   0 000     7773ER   ICAO_B    1   Takeoff   MaxTakidifAP_5     7773ER   ICAO_B    2   Climb   MaxTakidifAP_5   396     7773ER   ICAO_B    3   AcceleralMarkinshitifAP_5   225   55     7773ER   ICAO_B    4   Climb   MaxTakidifAP_1   3 442     7773ER   ICAO_B    5   AcceleralMarkinshitIAP_0   240   50     7773ER   ICAO_B    6   AcceleralMarkinshitIAP_0   250   50     7773ER   ICAO_B    7   Climb   MaxClinib.AP_0   0 000     7773ER   ICAO_B    7   Climb   MaxTakidifAP_5     7773ER   ICAO_B    1   Takeoff   MaxTakidifAP_5     7773ER   ICAO_B    3   AcceleralMarkinshitifAP_5   228   55     7773ER   ICAO_B    5   AcceleralMarkinshitifAP_5   228   55     7773ER   ICAO_B    6   AcceleralMarkinshitifAP_5   228   55     7773ER   ICAO_B    7   Climb   MaxTakidifAP_1   3 314     7773ER   ICAO_B    7   Climb   MaxTakidifAP_5   220   50     7773ER   ICAO_B    7   Climb   MaxTakidifAP_5   250   50     7773ER   ICAO_B    7   Climb   MaxClinib.AP_0   0   250   50     7773ER   ICAO_B    7   Climb   MaxTakidifAP_5   250   50     7773ER   ICAO_B    7   Climb   MaxTakidifAP_5   250   50     7773ER   ICAO_B    7   Climb   MaxTakidifAP_5   231   55     7773ER   ICAO_B    7   Climb   MaxTakidifAP_6   3 104       7773ER   ICAO_B    7   Climb   MaxTakidifAP_6   3 104	7773ER ICAO_Bl	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_BI	7773ER ICAO_Bl	2	Climb MaxTak & dfAP_51 434		
7773ER ICAO_BI         5         Acceleraldar Citabili. AP_0         240         50           7773ER ICAO_BI         6         Acceleral dar Citabili. AP_0         250         50           7773ER ICAO_BI         7         Climb         MaxClimbi. AP_010 000         77           7773ER ICAO_BI         1         Takeoff         MaxTak ddfAP_5         77           7773ER ICAO_BI         2         Climb         MaxTak ddfAP_51 396         77           7773ER ICAO_BI         3         Acceleral dar Citabili. AP_5         225         55           7773ER ICAO_BI         4         Climb         MaxTak ddfAP_13 442         77         77         78         77         78         78         78         79	7773ER ICAO_Bl	3	Acceleralda Real and APP 5	223	55
7773ER ICAO_BI         6         Acceleraldarelizatil.AP_0         250         50           7773ER ICAO_BI         7         Climb         MaxClimbi.AP_010 000         773ER ICAO_B2         1         Takeoff MaxTakddfAP_5         773ER ICAO_B2         2         Climb         MaxTakddfAP_5         396         773ER ICAO_B2         2         Climb         MaxTakddfAP_5         396         773ER ICAO_B2         4         Climb         MaxTakddfAP_5         225         55         7773ER ICAO_B2         4         Climb         MaxTakddfAP_13 442         7         773ER ICAO_B2         5         Acceleraldarelizatil.AP_0         240         50         50         50         7773ER ICAO_B2         6         Acceleraldarelizatil.AP_0         250         50         50         7773ER ICAO_B3         1         Takeoff MaxTakddfAP_5         773ER ICAO_B3         1         Takeoff MaxTakddfAP_5         773ER ICAO_B3         2         Climb         MaxTakddfAP_5         228         55           7773ER ICAO_B3         3         Acceleraldarelizatil.AP_0         240         50           7773ER ICAO_B3         4         Climb         MaxTakddfAP_13 314         7           7773ER ICAO_B3         7         Climb         MaxClimbi.AP_0         250         50           7773	7773ER ICAO_Bl	4	Climb MaxTak ddfAP_13 564		
7773ER ICAO_B1 7 Climb MaxClintiLAP_010 000  7773ER ICAO_B2 1 Takeoff MaxTak&dfAP_5  7773ER ICAO_B2 2 Climb MaxTak&dfAP_51 396  7773ER ICAO_B2 3 AcceleraMaR&ndodifAP_51 396  7773ER ICAO_B2 4 Climb MaxTak&dfAP_13 442  7773ER ICAO_B2 5 AcceleraMaR&ndodifAP_13 442  7773ER ICAO_B2 6 AcceleraMaR&ndodifAP_0 250  7773ER ICAO_B2 7 Climb MaxClintiLAP_0 250  7773ER ICAO_B3 1 Takeoff MaxTak&dfAP_5  7773ER ICAO_B3 2 Climb MaxTak&dfAP_51 355  7773ER ICAO_B3 3 AcceleraMaR&ndodifAP_5 228  7773ER ICAO_B3 4 Climb MaxTak&dfAP_13 314  7773ER ICAO_B3 5 AcceleraMaR&ndodifAP_0 250  7773ER ICAO_B3 6 AcceleraMaR&ndodifAP_0 250  7773ER ICAO_B3 7 Climb MaxClintiLAP_0 250  7773ER ICAO_B4 1 Takeoff MaxTak&dfAP_5  7773ER ICAO_B4 1 Takeoff MaxTak&dfAP_5  7773ER ICAO_B4 2 Climb MaxClintiLAP_5  7773ER ICAO_B4 3 AcceleraMaR&ndoditfAP_5  7773ER ICAO_B4 4 Climb MaxTak&dfAP_5	7773ER ICAO_Bl	5	Acceleralda Relical LAP_0	240	50
7773ER ICAO_B2         1         Takeoff MaxTak&dfAP_5           7773ER ICAO_B2         2         Climb MaxTak&dfAP_51 396           7773ER ICAO_B2         3         AcceleraMaR&ddfAP_51 396           7773ER ICAO_B2         4         Climb MaxTak&dfAP_1 3 442           7773ER ICAO_B2         5         AcceleraMaR@dolfaH_AP_0         240 50           7773ER ICAO_B2         6         AcceleraMaR@dolfaH_AP_0         250 50           7773ER ICAO_B2         7         Climb MaxClimHLAP_010 000         7773ER ICAO_B3         1           7773ER ICAO_B3         1         Takeoff MaxTak&dfAP_5         228 55           7773ER ICAO_B3         2         Climb MaxTak&dfAP_51 355         7773ER ICAO_B3         3         AcceleraMaR@dolfAP_51 355           7773ER ICAO_B3         4         Climb MaxTak&dfAP_13 314         240 50         50           7773ER ICAO_B3         5         AcceleraMaR@dolfAP_13 314         240 50         50           7773ER ICAO_B3         6         AcceleraMaR@dolfAP_51 289         50         50           7773ER ICAO_B4         1         Takeoff MaxTak&dfAP_51 289         50         50           7773ER ICAO_B4         2         Climb MaxTak&dfAP_51 289         50         50           7773ER ICAO_B4	7773ER ICAO_Bl	6	Acceleral Marketic and AP_0	250	50
7773ER ICAO_B2         2         Climb         MaxTaketiffAP_51 396           7773ER ICAO_B2         3         AcceleraldaretricitifAP_5         225 55           7773ER ICAO_B2         4         Climb         MaxTaketiffAP_13 442           7773ER ICAO_B2         5         AcceleraldaretricitifAP_0         240 50           7773ER ICAO_B2         6         AcceleraldaretricitifAP_0         250 50           7773ER ICAO_B2         7         Climb         MaxClintLAP_010 000           7773ER ICAO_B3         1         Takeoff MaxTaketiffAP_5         228 55           7773ER ICAO_B3         2         Climb         MaxTaketiffAP_13 314         228 55           7773ER ICAO_B3         3         AcceleraldaretricitifAP_13 314         240 50           7773ER ICAO_B3         5         AcceleraldaretricitifAP_13 314         240 50           7773ER ICAO_B3         6         AcceleraldaretricitifAP_0         250 50           7773ER ICAO_B3         7         Climb         MaxClintLAP_0         250 50           7773ER ICAO_B4         1         Takeoff MaxTaketiffAP_5         250 50           7773ER ICAO_B4         2         Climb         MaxTaketiffAP_5         231 55           7773ER ICAO_B4         3         AcceleraldaretricitifAP_5	7773ER ICAO_Bl	7	Climb MaxClinttLAP_010 000		
7773ER ICAO_B2	7773ER ICAO_B2	1	Takeoff MaxTak & dfAP_5		
7773ER ICAO_B2	7773ER ICAO_B2	2	Climb MaxTak & dfAP_51 396		
7773ER ICAO_B2	7773ER ICAO_B2	3	Acceleral And a Report of Acceleral And a Report of Accelerate And a Report of Accelerate Accelerat	225	55
7773ER ICAO_B2         6         Acceleral Mareikanii. AP_0         250         50           7773ER ICAO_B2         7         Climb         MaxClimii. AP_010 000         7773ER ICAO_B3         1         Takeoff MaxTak ddfAP_5         2           7773ER ICAO_B3         2         Climb         MaxTak ddfAP_51 355         228         55           7773ER ICAO_B3         3         Acceleral Mareikanii AP_5         228         55           7773ER ICAO_B3         4         Climb         MaxTak ddfAP_13 314         240         50           7773ER ICAO_B3         5         Acceleral Mareikanii AP_0         240         50           7773ER ICAO_B3         7         Climb         MaxClimii AP_010 000         250         50           7773ER ICAO_B4         1         Takeoff MaxTak ddfAP_5         231         55           7773ER ICAO_B4         2         Climb         MaxTak ddfAP_5         231         55           7773ER ICAO_B4         3         Acceleral Marein artifaP_5         231         55           7773ER ICAO_B4         4         Climb         MaxTak ddfAP_13 104         231         55	7773ER ICAO_B2	4	Climb MaxTak & dfAP_13 442		
7773ER ICAO_B2 7 Climb MaxClimHLAP_010 000 7773ER ICAO_B3 1 Takeoff MaxTakedfAP_5 7773ER ICAO_B3 2 Climb MaxTakedfAP_51 355 7773ER ICAO_B3 3 AcceleraMarendalifAP_5 228 55 7773ER ICAO_B3 4 Climb MaxTakedfAP_13 314 7773ER ICAO_B3 5 AcceleraMarelicatilAP_0 240 50 7773ER ICAO_B3 6 AcceleraMarelicatilAP_0 250 50 7773ER ICAO_B3 7 Climb MaxClimHLAP_0 250 50 7773ER ICAO_B3 7 Climb MaxClimHLAP_0 000 7773ER ICAO_B4 1 Takeoff MaxTakedfAP_5 7773ER ICAO_B4 2 Climb MaxTakedfAP_5 231 55 7773ER ICAO_B4 3 AcceleraMarendalitAP_5 231 55 7773ER ICAO_B4 4 Climb MaxTakedfAP_13 104	7773ER ICAO_B2	5	Acceleral Marchin AP_0	240	50
7773ER ICAO_B3         1         Takeoff MaxTak&dfAP_5           7773ER ICAO_B3         2         Climb MaxTak&dfAP_51 355           7773ER ICAO_B3         3         AcceleralMaR&dfAP_5 314           7773ER ICAO_B3         4         Climb MaxTak&dfAP_13 314           7773ER ICAO_B3         5         AcceleralMaR&dfAP_13 314           7773ER ICAO_B3         6         AcceleralMaR&dfAP_0         240 50           7773ER ICAO_B3         7         Climb MaxClimbLAP_0         250 50           7773ER ICAO_B4         1         Takeoff MaxTak&dfAP_5         250 50           7773ER ICAO_B4         2         Climb MaxTak&dfAP_5         231 55           7773ER ICAO_B4         3         AcceleralMaR&dfAP_13 104         231 55	7773ER ICAO_B2	6	Acceleral Markita AP_0	250	50
7773ER ICAO_B3         2         Climb         MaxTakedfAP_51 355           7773ER ICAO_B3         3         AcceleraldaRendriffAP_5         228         55           7773ER ICAO_B3         4         Climb         MaxTakedfAP_13 314         240         50           7773ER ICAO_B3         5         AcceleraldaRelicalfLAP_0         240         50           7773ER ICAO_B3         6         AcceleraldaRelicalfLAP_0         250         50           7773ER ICAO_B3         7         Climb         MaxClinflLAP_010 000         7773ER ICAO_B4         1         Takeoff         MaxTakedfAP_5         231         55           7773ER ICAO_B4         2         Climb         MaxTakedfAP_5         231         55           7773ER ICAO_B4         3         AcceleraldaRendaritfAP_5         231         55           7773ER ICAO_B4         4         Climb         MaxTakedfAP_13 104         55	7773ER ICAO_B2	7	Climb MaxClinFbLAP_010 000		
7773ER ICAO_B3         3         Acceleral da Rentantiff AP_5         228         55           7773ER ICAO_B3         4         Climb MaxTakedf AP_13 314         240         50           7773ER ICAO_B3         5         Acceleral da Rentantifica AP_0         240         50           7773ER ICAO_B3         6         Acceleral da Rentantifica AP_0         250         50           7773ER ICAO_B3         7         Climb MaxClink LAP_0         010 000         000           7773ER ICAO_B4         1         Takeoff MaxTakedf AP_5         231         55           7773ER ICAO_B4         2         Climb MaxTakedf AP_5         231         55           7773ER ICAO_B4         3         Acceleral da Rentantiff AP_5         231         55           7773ER ICAO_B4         4         Climb MaxTakedf AP_13 104         55	7773ER ICAO_B3	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_B3         4         Climb         MaxTakedfAP_13 314           7773ER ICAO_B3         5         AcceleralMaReitonHLAP_0         240         50           7773ER ICAO_B3         6         AcceleralMaReitonHLAP_0         250         50           7773ER ICAO_B3         7         Climb         MaxClinHLAP_010 000         70         70           7773ER ICAO_B4         1         Takeoff         MaxTakedfAP_5         70         70         70           7773ER ICAO_B4         2         Climb         MaxTakedfAP_51 289         70 </td <td>7773ER ICAO_B3</td> <td>2</td> <td>Climb MaxTakedfAP_51 355</td> <td></td> <td></td>	7773ER ICAO_B3	2	Climb MaxTakedfAP_51 355		
7773ER ICAO_B3         5         Acceleral arelical LAP_0         240         50           7773ER ICAO_B3         6         Acceleral arelical LAP_0         250         50           7773ER ICAO_B3         7         Climb MaxClink LAP_010 000         70	7773ER ICAO_B3	3	Acceleral And a Render of the Acceleral Accelerated a Render of the Accelerated a Rend	228	55
7773ER ICAO_B3         6         Acceleral arelical ILAP_0         250         50           7773ER ICAO_B3         7         Climb MaxClimHLAP_010 000         700	7773ER ICAO_B3	4	Climb MaxTakedfAP_13 314		
7773ER ICAO_B3         7         Climb         MaxClimHLAP_010 000           7773ER ICAO_B4         1         Takeoff         MaxTakedfAP_5           7773ER ICAO_B4         2         Climb         MaxTakedfAP_51 289           7773ER ICAO_B4         3         AcceleraldaRendalifAP_5         231         55           7773ER ICAO_B4         4         Climb         MaxTakedfAP_13 104         4	7773ER ICAO_B3	5	Acceleral Markita AP_0	240	50
7773ER ICAO_B4         1         Takeoff MaxTakedfAP_5           7773ER ICAO_B4         2         Climb MaxTakedfAP_51 289           7773ER ICAO_B4         3         AcceleraldaRendentfAP_5         231 55           7773ER ICAO_B4         4         Climb MaxTakedfAP_13 104	7773ER ICAO_B3	6	Acceleral Markita AP_0	250	50
7773ER ICAO_B4         2         Climb         MaxTakedfAP_51 289           7773ER ICAO_B4         3         Acceleral da RenderiffAP_5         231         55           7773ER ICAO_B4         4         Climb         MaxTakedfAP_13 104         3104         MaxTakedfAP_13 104	7773ER ICAO_B3	7	Climb MaxClinFtLAP_010 000		
7773ER ICAO_B4         3         Acceleral are not in the property of the control of the property of	7773ER ICAO_B4	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_B4 4 Climb MaxTakedffAP_13 104	7773ER ICAO_B4	2	Climb MaxTak&dfAP_51 289		
	7773ER ICAO_B4	3	Acceleral Agran Gran Art AP_5	231	55
7773ER ICAO_B4 5 AcceleralMaReiticaHLAP_0 240 50	7773ER ICAO_B4	4	Climb MaxTakedfAP_13 104		
	7773ER ICAO_B4	5	AcceleralMaRelicalHLAP_0	240	50

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777350 1010 04		A 1 M DOI: HI AD 0	250	50
7773ER ICAO_B4	6	Acceleral Ageilo HLAP_0	250	50
7773ER ICAO_B4	7	Climb MaxClinHLAP_010 000		
7773ER ICAO_B5	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_B5	2	Climb MaxTakedfAP_51 214		
7773ER ICAO_B5	3	Acceleral <u>a</u> R Francis (AP_5	236	55
7773ER ICAO_B5	4	Climb MaxTakedfAP_13 000		
7773ER ICAO_B5	5	Acceleral Marketical HLAP_0	245	50
7773ER ICAO_B5	6	Acceleral Marking AP_0	250	50
7773ER ICAO_B5	7	Climb MaxClinHLAP_010 000		
7773ER ICAO_B6	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_B6	2	Climb MaxTakedfAP_51 138		
7773ER ICAO_B6	3	Acceleral Marketilf AP_5	241	55
7773ER ICAO_B6	4	Climb MaxTakedfAP_13 000		
7773ER ICAO_B6	5	Acceleral Marketical Hi.AP_0	250	50
7773ER ICAO_B6	6	Climb MaxClimbLAP_010 000		
7773ER ICAO_B7	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_B7	2	Climb MaxTakedfAP_51 067		
7773ER ICAO_B7	3	Acceleral Agree and Acceleral Agree Acceleral Agree Acceleral Agree Accelerate Accel	249	55
7773ER ICAO_B7	4	Climb MaxTakedfAP_12 451		
7773ER ICAO_B7	5	Acceleral 4 a Reilicel HLAP_1	250	55
7773ER ICAO_B7	6	Climb MaxClimHLAP_03 000		
7773ER ICAO_B7	7	Climb MaxClimHLAP_010 000		
7773ER ICAO_B8	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_B8	2	Climb MaxTakedfAP_51 000		
7773ER ICAO_B8	3	Acceleral 4a Render of AP_5	257	55
7773ER ICAO_B8	4	Climb MaxTakedfAP_12 280		
7773ER ICAO_B8	5	Acceleral Marketical HLAP_1	257	55
7773ER ICAO_B8	6	Climb MaxClinHLAP_03 000		
7773ER ICAO_B8	7	Climb MaxClinHLAP_010 000		
7773ER ICAO_B9	1	Takeoff MaxTakedfAP_5		
7773ER ICAO_B9	2	Climb MaxTak&dfAP_51 000		
7773ER ICAO_B9	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated Accele	261	55
7773ER ICAO_B9	4	Climb MaxTak&dfAP_12 180		
7773ER ICAO B9	5	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler	262	55

7773ER   CAO_BD   6   Climb   MaxClinhBAP_03 000					
7878R   DEFAU III	7773ER	ICAO_B9	6	Climb MaxClinHLAP_03 000	
7878R   DEFAUIIT   2   Climb   MaxTal driffAP   51 000	7773ER	ICAO_B9	7	Climb MaxClinFbLAP_010 000	
7878R   DEFAUIIT   3   Acceleralda   Religibit   AP_5   214   55     7878R   DEFAUIIT   4   Acceleralda   Religibit   AP_1   225   55     7878R   DEFAUIIT   5   Climb   MaxClimb   AP_0   000     7878R   DEFAUIIT   7   Climb   MaxClimb   AP_0   000     7878R   DEFAUIIT   7   Climb   MaxClimb   AP_0   000     7878R   DEFAUIIT   7   Climb   MaxClimb   AP_5   000     7878R   DEFAUIIT   2   Climb   MaxTak   diff   AP_5   000     7878R   DEFAUIIT   3   Acceleralda   Religibit   AP_5   000     7878R   DEFAUIIT   4   Acceleralda   Religibit   AP_5   000     7878R   DEFAUIIT   5   Climb   MaxTak   diff   AP_0   000     7878R   DEFAUIIT   5   Climb   MaxClimb   AP_0   000     7878R   DEFAUIIT   6   Acceleralda   Religibit   AP_0   000     7878R   DEFAUIIT   7   Climb   MaxTak   diff   AP_0   000     7878R   DEFAUIIT   1   Takeoff   MaxTak   diff   AP_0   000     7878R   DEFAUIIT   2   Climb   MaxTak   diff   AP_0   000     7878R   DEFAUIIT   3   Acceleralda   Religibit   AP_0   000     7878R   DEFAUIIT   4   Acceleralda   Religibit   AP_0   000     7878R   DEFAUIIT   5   Climb   MaxClimb   AP_0   000     7878R   DEFAUIIT   6   Acceleralda   Religibit   AP_0   000     7878R   DEFAUIIT   7   Climb   MaxClimb   AP_0   000     7878R   DEFAUIIT   1   Takeoff   MaxTak   diff   AP_0   000     7878R   DEFAUIIT   2   Climb   MaxClimb   AP_0   000     7878R   DEFAUIIT   3   Acceleralda   Religibit   AP_0   000     7878R   DEFAUIIT   3   Acceleralda   Religibit   AP_0   000     7878R   DEFAUIIT   4   Acceleralda   Religibit   AP_0   000     7878R   DEFAUIIT   5   Climb   MaxClimb   AP_0   000     7878R   DEFAUIIT   6   Acceleralda   Religibit   AP_0   000     7878R   DEFAUIIT   7   Climb   MaxClimb   AP_0   000     7878R   DEFAUIIT   6   Acceleralda   Religibit   AP_0   000     7878R   DEFAUIIT   7   Climb   MaxClimb   AP_0   000     7878R	7878R	DEFAUIIT	1	Takeoff MaxTakedfAP_5	
7878R   DEFAUIT   4   Acceleral   Accele	7878R	DEFAUIIT	2	Climb MaxTakedfAP_51 000	
7878R   DEFAUIIT   5   Climb   MaxClinib.AP_0   3 000	7878R	DEFAUIIT	3	Acceleral Arcidenti AP_5 214	55
7878R   DEFAUIT   6   Acceleral   Accele	7878R	DEFAUIIT	4	Acceleral AP_1 225	55
7878R   DEFAUET   1   Takeoff   MaxTaketifAP_5	7878R	DEFAUIIT	5	Climb MaxClintBLAP_03 000	
Takeoff   MaxTakedifAP_5	7878R	DEFAUIIT	6	Acceleral Areita HLAP_0 250	50
7878R   DEFAUET   2   Climb   MaxTak ddfAP_51 000	7878R	DEFAUIIT	7	Climb MaxClinttLAP_010 000	
7878R   DEFAUET   3   AcceleralMaReikonHi.AP   5   214   55     7878R   DEFAUET   5   Climb   MaxClinHi.AP   0   250   50     7878R   DEFAUET   6   AcceleralMaReikonHi.AP   0   250   50     7878R   DEFAUET   7   Climb   MaxClinHi.AP   0   250   50     7878R   DEFAUET   7   Climb   MaxClinHi.AP   5   000     7878R   DEFAUET   1   Takeoff   MaxTak ddfAP   5   000     7878R   DEFAUET   2   Climb   MaxTak ddfAP   5   000     7878R   DEFAUET   3   AcceleralMaReikonHi.AP   5   215   55     7878R   DEFAUET   5   Climb   MaxClinHi.AP   0   250   50     7878R   DEFAUET   5   Climb   MaxClinHi.AP   0   250   50     7878R   DEFAUET   6   AcceleralMaReikonHi.AP   0   250   50     7878R   DEFAUET   7   Climb   MaxClinHi.AP   5   000     7878R   DEFAUET   1   Takeoff   MaxTak ddfAP   5   000     7878R   DEFAUET   2   Climb   MaxTak ddfAP   5   000     7878R   DEFAUET   3   AcceleralMaReikonHi.AP   5   215   55     7878R   DEFAUET   5   Climb   MaxClinHi.AP   5   215   55     7878R   DEFAUET   5   Climb   MaxClinHi.AP   5   215   55     7878R   DEFAUET   5   Climb   MaxClinHi.AP   0   250   50     7878R   DEFAUET   6   AcceleralMaReikonHi.AP   0   250   50     7878R   DEFAUET   7   Climb   MaxClinHi.AP   5   250   50     7878R   DEFAUET   1   Takeoff   MaxTak ddfAP   5   1000   50     7878R   DEFAUET   2   Climb   MaxTak ddfAP   5   1000   50     7878R   DEFAUET   3   AcceleralMaReikonHi.AP   5   218   55	7878R	DEFAU <b>Ľ</b> T	1	Takeoff MaxTakedfAP_5	
7878R   DEFAU   2T   4   Acceleral   Acc	7878R	DEFAU <b>Ľ</b> T	2	Climb MaxTak edfAP_51 000	
7878R   DEFAUET   5   Climb   MaxClinHLAP_03 000     250   50     7878R   DEFAUET   7   Climb   MaxClinHLAP_01 000     7878R   DEFAUET   7   Climb   MaxClinHLAP_01 000     7878R   DEFAUET   1   Takeoff   MaxTakdtfAP_5     7878R   DEFAUET   2   Climb   MaxTakdtfAP_5   215   55   7878R   DEFAUET   3   AcceleraldaReitaHLAP_5   230   55   7878R   DEFAUET   4   AcceleraldaReitaHLAP_1   230   55   7878R   DEFAUET   5   Climb   MaxClinHLAP_03 000     7878R   DEFAUET   6   AcceleraldaReitaHLAP_0   250   50   7878R   DEFAUET   7   Climb   MaxClinHLAP_5   250   50   7878R   DEFAUET   1   Takeoff   MaxTakdtfAP_5   7878R   DEFAUET   2   Climb   MaxTakdtfAP_5   215   55   7878R   DEFAUET   3   AcceleraldaReitaHLAP_5   215   55   7878R   DEFAUET   3   AcceleraldaReitaHLAP_1   228   55   7878R   DEFAUET   5   Climb   MaxClinHLAP_03 000   7878R   DEFAUET   5   Climb   MaxClinHLAP_03 000   7878R   DEFAUET   5   Climb   MaxClinHLAP_03 000   7878R   DEFAUET   6   AcceleraldaReitaHLAP_0   250   50   7878R   DEFAUET   7   Climb   MaxClinHLAP_03 000   7878R   DEFAUET   7   Climb   MaxClinHLAP_0   250   50   7878R   DEFAUET   7   Climb   MaxClinHLAP_0   000   7878R   DEFAUET   7   Climb   MaxClinHLAP_5   7878R   DEFAUET	7878R	DEFAU <b>Ľ</b> T	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	55
7878R         DEFAUET         6         Acceleral and a Reit with LAP_0         250         50           7878R         DEFAUET         7         Climb         MaxClimb LAP_010 000         7878R         DEFAUET         1         Takeoff MaxTak d dfAP_5         7878R         DEFAUET         2         Climb         MaxTak d dfAP_5         215         55         7878R         DEFAUET         3         Acceleral and a Reit with LAP_5         215         55         7878R         DEFAUET         4         Acceleral and a Reit with LAP_1         230         55         7878R         DEFAUET         5         Climb         MaxClimb LAP_03 000         000 <t< td=""><td>7878R</td><td>DEFAU<b>Ľ</b>T</td><td>4</td><td>Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele</td><td>55</td></t<>	7878R	DEFAU <b>Ľ</b> T	4	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	55
7878R         DEFAUET         7         Climb         MaxClinHLAP_010 000           7878R         DEFAUET         1         Takeoff         MaxTakedfAP_5           7878R         DEFAUET         2         Climb         MaxTakedfAP_51 000           7878R         DEFAUET         3         AcceleraldaReitoHLAP_5         215         55           7878R         DEFAUET         4         AcceleraldaReitoHLAP_1         230         55           7878R         DEFAUET         5         Climb         MaxClinHLAP_03         000         000           7878R         DEFAUET         7         Climb         MaxClinHLAP_010         000         000           7878R         DEFAUET         1         Takeoff         MaxTakedfAP_5         000         000           7878R         DEFAUET         2         Climb         MaxTakedfAP_5         215         55           7878R         DEFAUET         3         AcceleraldaReitoHLAP_5         215         55           7878R         DEFAUET         4         AcceleraldaReitoHLAP_6         228         55           7878R         DEFAUET         5         Climb         MaxClinHLAP_0         250         50           7878R <td>7878R</td> <td>DEFAU<b>Ľ</b>T</td> <td>5</td> <td>Climb MaxClintBLAP_03 000</td> <td></td>	7878R	DEFAU <b>Ľ</b> T	5	Climb MaxClintBLAP_03 000	
7878R         DEFAUBT         1         Takeoff MaxTaketifAP_5         2         1         7878R DEFAUBT         2         Climb MaxTaketifAP_51 000         2         215         55           7878R         DEFAUBT         3         AcceleraldareticalitAP_5         215         55           7878R         DEFAUBT         4         AcceleraldareticalitAP_0         230         55           7878R         DEFAUBT         5         Climb MaxClimitAP_03 000         250         50           7878R         DEFAUBT         7         Climb MaxClimitAP_010 000         250         50           7878R         DEFAUBT         1         Takeoff MaxTaketifAP_5         250         50           7878R         DEFAUBT         2         Climb MaxTaketifAP_5         215         55           7878R         DEFAUBT         3         AcceleraldareticalitAP_5         215         55           7878R         DEFAUBT         4         AcceleraldareticalitAP_5         215         55           7878R         DEFAUBT         5         Climb MaxClimitAP_0         250         50           7878R         DEFAUBT         6         AcceleraldareticalitAP_5         250         50           7878R         DEF	7878R	DEFAU <b>Ľ</b> T	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	50
7878R   DEFAUBT   2   Climb   MaxTakedfAP_51 000	7878R	DEFAU <b>Ľ</b> T	7	Climb MaxClintBLAP_010 000	
7878R         DEFAUET         3         Acceleral are in the LAP_5         215         55           7878R         DEFAUET         4         Acceleral are in the LAP_0         230         55           7878R         DEFAUET         5         Climb         MaxClinhe LAP_0         0         250         50           7878R         DEFAUET         6         Acceleral are in the LAP_0         0         250         50           7878R         DEFAUET         7         Climb         MaxClinhe LAP_0         0         250         50           7878R         DEFAUET         1         Takeoff         MaxTak etitaP_5         215         55           7878R         DEFAUET         2         Climb         MaxTak etitaP_5         215         55           7878R         DEFAUET         4         Acceleral all are in the LAP_0         20         250         50           7878R         DEFAUET         5         Climb         MaxClinhe LAP_0         250         50           7878R         DEFAUET         7         Climb         MaxClinhe LAP_0         250         50           7878R         DEFAUET         7         Climb         MaxClinhe LAP_0         250         50 </td <td>7878R</td> <td>DEFAUBT</td> <td>1</td> <td>Takeoff MaxTakedfAP_5</td> <td></td>	7878R	DEFAUBT	1	Takeoff MaxTakedfAP_5	
7878R         DEFAUBT         4         Acceleral Marchite AP_I         230         55           7878R         DEFAUBT         5         Climb         MaxClint LAP_03 000         250         50           7878R         DEFAUBT         6         Acceleral Marchite AP_010 000         250         50           7878R         DEFAUBT         7         Climb         MaxClint LAP_010 000         250         50           7878R         DEFAUHT         1         Takeoff MaxTak & Grap AP_5         20         250         50           7878R         DEFAUHT         2         Climb         MaxTak & Grap AP_5         215         55           7878R         DEFAUHT         3         Acceleral Marchite AP_5         215         55           7878R         DEFAUHT         4         Acceleral Marchite AP_1         228         55           7878R         DEFAUHT         5         Climb         MaxClint LAP_0         3000         250         50           7878R         DEFAUHT         7         Climb         MaxClint LAP_0         250         50           7878R         DEFAUHT         7         Climb         MaxTak & HAP_5         250         50           7878R         D	7878R	DEFAUBT	2	Climb MaxTakedfAP_51 000	
7878R         DEFAUBT         5         Climb         MaxClimbLAP_03 000         250         50           7878R         DEFAUBT         6         Acceleral Religibility AP_0         250         50           7878R         DEFAUBT         7         Climb         MaxClimbLAP_0         010 000         000           7878R         DEFAUBT         1         Takeoff         MaxTakedfAP_5         000         000           7878R         DEFAUBT         3         Acceleral Marelight AP_5         215         55           7878R         DEFAUBT         4         Acceleral Marelight AP_1         228         55           7878R         DEFAUBT         5         Climb         MaxClimbLAP_03 000         000           7878R         DEFAUBT         6         Acceleral Marelight AP_5         250         50           7878R         DEFAUBT         7         Climb         MaxClimbLAP_010 000         000           7878R         DEFAUBT         7         Climb         MaxTakedfAP_5         010 000           7878R         DEFAUBT         2         Climb         MaxTakedfAP_5         218         55           7878R         DEFAUBT         2         Climb         MaxTakedfAP_5	7878R	DEFAUBT	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	55
7878R         DEFAUBT         6         Acceleral arelication and arelication and are	7878R	DEFAUBT	4	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	55
7878R         DEFAUBT         7         Climb         MaxClimbLAP_010 000         1           7878R         DEFAUBT         1         Takeoff         MaxTakedfAP_5         1           7878R         DEFAUBT         2         Climb         MaxTakedfAP_51 000         215         55           7878R         DEFAUBT         3         Acceleral Marelical LAP_5         215         55           7878R         DEFAUBT         4         Acceleral Marelical LAP_1         228         55           7878R         DEFAUBT         5         Climb         MaxClimbLAP_03 000         250         50           7878R         DEFAUBT         7         Climb         MaxClimbLAP_010 000         250         50           7878R         DEFAUBT         1         Takeoff         MaxTakedfAP_5         2         218         55           7878R         DEFAUBT         2         Climb         MaxTakedfAP_51 000         2         218         55	7878R	DEFAUBT	5	Climb MaxClintBLAP_03 000	
7878R         DEFAUMT         1         Takeoff MaxTakedfAP_5         2         7878R         DEFAUMT         2         Climb MaxTakedfAP_51 000         215         55           7878R         DEFAUMT         3         Acceleral arelication AP_5         215         55           7878R         DEFAUMT         4         Acceleral arelication AP_1         228         55           7878R         DEFAUMT         5         Climb MaxClimit AP_03 000         250         50           7878R         DEFAUMT         7         Climb MaxClimit AP_010 000         250         50           7878R         DEFAUMT         7         Climb MaxTakedfAP_5         2         7878R         1         Takeoff MaxTakedfAP_5         2         2         2         2         2         2         2         2         2         2         2         2         2         3         3         3         3         3         3         3         3         4         3         4         3         4         3         4         3         4         3         4         3         4         3         4         3         4         3         4         3         4         4         4         4	7878R	DEFAUBT	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	50
7878R   DEFAUMT   2   Climb   MaxTakedfAP_51 000	7878R	DEFAUBT	7	Climb MaxClintBLAP_010 000	
7878R   DEFAULIT   3   Acceleral MaReitic HiLAP   5   215   55     7878R   DEFAULIT   4   Acceleral MaReitic HiLAP   1   228   55     7878R   DEFAULIT   5   Climb   MaxClin HiLAP   03 000     7878R   DEFAULIT   6   Acceleral MaReitic HiLAP   0   250   50     7878R   DEFAULIT   7   Climb   MaxClin HiLAP   010 000     7878R   DEFAULIT   1   Takeoff   MaxTaket April Ap	7878R	DEFAU <b>Ľ</b> Γ	1	Takeoff MaxTakedfAP_5	
7878R   DEFAULT   4   Acceleral Mar Religibility AP_1   228   55     7878R   DEFAULT   5   Climb   Max Clim N LAP_03 000     7878R   DEFAULT   6   Acceleral Mar Religibility AP_0   250   50     7878R   DEFAULT   7   Climb   Max Clim N LAP_010 000     7878R   DEFAULT   1   Takeoff   Max Take	7878R	DEFAU <b>Ľ</b> Γ	2	Climb MaxTakedfAP_51 000	
7878R         DEFAUMT         5         Climb         MaxClimHLAP_03 000         250         50           7878R         DEFAUMT         6         AcceleralMaReitichHLAP_0         250         50           7878R         DEFAUMT         7         Climb         MaxClimHLAP_010 000         7878R         DEFAUMT         1         Takeoff MaxTakedfAP_5         7878R         DEFAUMT         2         Climb         MaxTakedfAP_51 000         7878R         DEFAUMT         3         AcceleralMaReitichHLAP_5         218         55	7878R	DEFAU <b>Ľ</b> IT	3	Acceleral Arcidenti AP_5 215	55
7878R         DEFAUMT         6         Acceleral da Reiton HLAP_0         250         50           7878R         DEFAUMT         7         Climb         MaxClin HLAP_010 000         000           7878R         DEFAUMT         1         Takeoff MaxTakedfAP_5         000           7878R         DEFAUMT         2         Climb         MaxTakedfAP_51 000           7878R         DEFAUMT         3         Acceleral da Reiton HLAP_5         218         55	7878R	DEFAU <b>Ľ</b> T	4	Acceleral APCI 228	55
7878R         DEFAUET         7         Climb         MaxClimHLAP_010 000           7878R         DEFAUET         1         Takeoff         MaxTakedfAP_5           7878R         DEFAUET         2         Climb         MaxTakedfAP_51 000           7878R         DEFAUET         3         Acceleral are like HLAP_5         218         55	7878R	DEFAU <b>Ľ</b> T	5	Climb MaxClintBLAP_03 000	
7878R         DEFAUIST         1         Takeoff MaxTakedfAP_5           7878R         DEFAUIST         2         Climb MaxTakedfAP_51 000           7878R         DEFAUIST         3         AcceleraldaRelicalitaP_5         218         55	7878R	DEFAULT	6	Acceleral Mareilian HLAP_0 250	50
7878R DEFAUIST         2         Climb MaxTakedfAP_51 000           7878R DEFAUIST         3         Acceleral are in the AP_5         218         55	7878R	DEFAU <b>Ľ</b> T	7	Climb MaxClinHLAP_010 000	
7878R DEFAUISΓ 3 Acceleral APCilical AP_5 218 55	7878R	DEFAU <b>5</b> T	1	Takeoff MaxTakedfAP_5	
	7878R	DEFAU <b>5</b> T	2	Climb MaxTakedfAP_51 000	
7878R DEFAUISΓ 4 Acceleral Acceleral APLI 235 55	7878R	DEFAU <b>5</b> T	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler	55
	7878R	DEFAU <b>5</b> T	4	Acceleral Acceleral AP_1 235	55

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7878B	DEFAU <b>5</b> T	5	Climb MaxClinFbLAP_03 000		
	DEFAUIST	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler	250	50
	DEFAUIST	7	Climb MaxClinFbLAP_010 000	230	30
7878R		1	Takeoff MaxTakedfAP 5		
	DEFAUI6T	2	Climb MaxTakedfAP_51 000		
	DEFAUI6T	3	Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accel	220	55
	DEFAUI6T	4	Acceleranda Reidenth AP_1	238	55
	DEFAUI6T	5	Climb MaxClinFbLAP_03 000	236	33
	DEFAUI6T	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler	250	50
	DEFAUI6T	7	Climb MaxClinFbLAP_010 000	230	30
	DEFAUIT	1	Takeoff MaxTakedfAP 5		
	DEFAUIT	2	Climb MaxTakedfAP_51 000		
	DEFAUIT	3	Accelerate a Relia a R	224	55
	DEFAUIT	4	Accelerated a Religibility AP_1	243	55
	DEFAUIT	5	Climb MaxClinFbLAP_03 000	243	
	DEFAUIT	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler	250	50
	DEFAUIT	7	Climb MaxClinFbLAP_010 000	230	30
-	DEFAU <b>I</b> ST	1	Takeoff MaxTakedfAP_5		
	DEFAU <b>I</b> ST	2	Climb MaxTakedfAP_51 000		
	DEFAU <b>S</b> T	3	Accelerate APCilicant AP_5	226	55
	DEFAU <b>B</b> T	4	Accelerated a Relia and AP_1	246	55
	DEFAU <b>B</b> T	5	Climb MaxClinFbLAP_03 000	2.10	
	DEFAU <b>B</b> T	6	Accelerate AP 0	250	50
	DEFAU <b>ß</b> T	7	Climb MaxClinHLAP 010 000		
7878R	DEFAU <b>9</b> T	1	Takeoff MaxTakedfAP 5		
7878R	DEFAU <b>9</b> T	2	Climb MaxTakedfAP 51 000		
7878R	DEFAU <b>9</b> T	3	Acceleral da Reiko HiLAP_5	230	55
7878R	DEFAU <b>9</b> T	4	Acceleral Marello atti AP_1	245	55
7878R	DEFAU <b>9</b> T	5	Climb MaxClint AP 03 000		
7878R	DEFAU <b>9</b> T	6	Acceleral Marello atti AP ()	250	50
7878R	DEFAU <b>9</b> T	7	Climb MaxClinttLAP_010 000		
7878R	ICAO Al	1	Takeoff MaxTakedfAP 5		
7878R	ICAO Al	2	Climb MaxTakedfAP 51 500		
7878R	ICAO Al	3	Climb MaxClinh AP 53 000		
	_				

Tarrecolor   Tar	7070D	ICAO A1	4	A analogo Ma Deligiti A D. 5	220	55
7878R   ICAO_A				AcceleraMaReikaRLAP_5	220	33
7		_			250	50
Takeoff   MaxTal driffAP_5					250	30
7878R   ICAO_A2   2   Climb   MaxTal diffAP_51 500		_				
7878R   ICAO_A2   3   Climb   MaxClinHi.AP_5   3 000		_				
7878R   ICAO_A2						
7878R   ICAO_A2   5   Climb   MaxClinfiLAP_   4 400   250   50     7878R   ICAO_A2   7   Climb   MaxClinfiLAP_   0   0   0   0     7878R   ICAO_A3   1   Takeoff   MaxTak dtftAP_   5   5     7878R   ICAO_A3   2   Climb   MaxClinfiLAP_   5   5   0     7878R   ICAO_A3   3   Climb   MaxClinfiLAP_   5   5   0     7878R   ICAO_A3   4   Acceleralda Recision III.AP_   5   5   220   55     7878R   ICAO_A3   5   Climb   MaxClinfiLAP_   5   2   2   5     7878R   ICAO_A3   6   Acceleralda Recision III.AP_   0   0   2   5     7878R   ICAO_A3   7   Climb   MaxClinfiLAP_   0   0   0     7878R   ICAO_A4   1   Takeoff   MaxTak dtftAP_   5   5     7878R   ICAO_A4   2   Climb   MaxClinfiLAP_   5   5     7878R   ICAO_A4   3   Climb   MaxClinfiLAP_   5   5     7878R   ICAO_A4   4   Acceleralda Recision III.AP_   5   2   2   5     7878R   ICAO_A4   5   Climb   MaxClinfiLAP_   5   2   2   5     7878R   ICAO_A4   6   Acceleralda Recision III.AP_   0   2   5     7878R   ICAO_A4   7   Climb   MaxClinfiLAP_   5   0     7878R   ICAO_A5   1   Takeoff   MaxTak dtftAP_   5   5     7878R   ICAO_A5   2   Climb   MaxClinfiLAP_   5   5     7878R   ICAO_A5   3   Climb   MaxClinfiLAP_   5   5     7878R   ICAO_A5   4   Acceleralda Recision III.AP_   5   5     7878R   ICAO_A5   5   Climb   MaxClinfiLAP_   5   5     7878R   ICAO_A5   6   Acceleralda Recision III.AP_   5   5     7878R   ICAO_A5   6   Acceleralda Recision III.AP_   5   5     7878R   ICAO_A5   7   Climb   MaxClinfiLAP_   1   2   2     7878R   ICAO_A5   7   Climb   MaxClinfiLAP_   1   2   2     7878R   ICAO_A5   7   Climb   MaxClinfiLAP_   5   5     7878R   ICAO_A6   1   Takeoff   MaxTak dtftAP_   5   5     7878R   ICAO_A6   1   Takeoff   MaxTak dtftAP_		_				
R878R   ICAO_A2   6   Acceleralda_RecionHi_AP_0   0   250   50					220	55
7878R   ICAO_A3	7878R	ICAO_A2	5			
Takeoff   MaxTak   ddfAP_5	7878R	ICAO_A2	6	Acceleral Agencia HLAP_0	250	50
7878R   ICAO_A3   3   Climb   MaxTak ddfAP_51 500	7878R	ICAO_A2	7	Climb MaxClinFbLAP_010 000		
7878R   ICAO_A3   3   Climb   MaxClinhii.AP_53 000	7878R	ICAO_A3	1	Takeoff MaxTakedfAP_5		
R878R   ICAO_A3   4   Acceleral Architecture   Acceleral Architecture	7878R	ICAO_A3	2	Climb MaxTak & AP_51 500		
7878R   ICAO_A3   5   Climb   MaxClinHiLAP_   4 400   250   50     7878R   ICAO_A3   6   AcceleraldaRelicinHLAP_   0   250   50     7878R   ICAO_A3   7   Climb   MaxClinHiLAP_   0   000     7878R   ICAO_A4   1   Takeoff   MaxTak&dfAP_   5   500     7878R   ICAO_A4   2   Climb   MaxClinHiLAP_   5   500     7878R   ICAO_A4   3   Climb   MaxClinHiLAP_   5   3000     7878R   ICAO_A4   4   AcceleraldaRelicinHLAP_   5   220   55     7878R   ICAO_A4   5   Climb   MaxClinHiLAP_   4 300     7878R   ICAO_A4   6   AcceleraldaRelicinHLAP_   0   250   50     7878R   ICAO_A4   7   Climb   MaxClinHiLAP_   0   000     7878R   ICAO_A5   1   Takeoff   MaxTak&dfAP_   5   500     7878R   ICAO_A5   2   Climb   MaxClinHiLAP_   5   500     7878R   ICAO_A5   3   Climb   MaxClinHiLAP_   5   500     7878R   ICAO_A5   4   AcceleraldaRelicinHLAP_   5   224   55     7878R   ICAO_A5   5   Climb   MaxClinHiLAP_   4 200     7878R   ICAO_A5   6   AcceleraldaRelicinHLAP_   0   250   50     7878R   ICAO_A5   7   Climb   MaxClinHiLAP_   0   250   50     7878R   ICAO_A5   7   Climb   MaxClinHiLAP_   0   000     7878R   ICAO_A5   7   Climb   MaxClinHiLAP_   0   000     7878R   ICAO_A5   7   Climb   MaxClinHiLAP_   0   000     7878R   ICAO_A6   1   Takeoff   MaxTak&dfAP_   5	7878R	ICAO_A3	3	Climb MaxClinHLAP_53 000		
7878R         ICAO_A3         6         Acceleral are in the AP_0         250         50           7878R         ICAO_A3         7         Climb         MaxClimble AP_0         010 000         000           7878R         ICAO_A4         1         Takeoff MaxTaketiffAP_5         000         000           7878R         ICAO_A4         2         Climb         MaxClimble AP_5         000           7878R         ICAO_A4         3         Climb         MaxClimble AP_5         000           7878R         ICAO_A4         4         Acceleral are in the AP_14 300         000           7878R         ICAO_A4         5         Climb         MaxClimble AP_14 300         000           7878R         ICAO_A4         6         Acceleral are in the AP_14 300         000         000           7878R         ICAO_A4         7         Climb         MaxClimble AP_0         000         000           7878R         ICAO_A5         1         Takeoff MaxTaketiffAP_5         000         000           7878R         ICAO_A5         3         Climb         MaxClimble AP_53 000         000           7878R         ICAO_A5         4         Acceleral are in the AP_53 000         000         000     <	7878R	ICAO_A3	4	Acceleral And a Reilion H.AP_5	220	55
7878R         ICAO_A3         7         Climb         MaxClinHLAP_010 000           7878R         ICAO_A4         1         Takeoff MaxTakedfAP_5           7878R         ICAO_A4         2         Climb         MaxTakedfAP_51 500           7878R         ICAO_A4         3         Climb         MaxClinHLAP_53 000           7878R         ICAO_A4         4         AcceleraldaRelicinHLAP_5         220         55           7878R         ICAO_A4         5         Climb         MaxClinHLAP_0         250         50           7878R         ICAO_A4         6         AcceleraldaRelicinHLAP_0         0         250         50           7878R         ICAO_A5         1         Takeoff MaxTakedfAP_5         5         50           7878R         ICAO_A5         2         Climb         MaxClinHLAP_5         5         50           7878R         ICAO_A5         3         Climb         MaxClinHLAP_53         3000         50           7878R         ICAO_A5         4         AcceleraldaRelicinHLAP_5         224         55           7878R         ICAO_A5         5         Climb         MaxClinHLAP_14 200         250         50           7878R         ICAO_A5	7878R	ICAO_A3	5	Climb MaxClinFb_AP_14 400		
7878R         ICAO_A4         1         Takeoff MaxTakedfAP_5	7878R	ICAO_A3	6	Acceleral Ageilian AP_0	250	50
7878R         ICAO_A4         2         Climb         MaxTak&dfAP_51 500           7878R         ICAO_A4         3         Climb         MaxClintLAP_53 000           7878R         ICAO_A4         4         AcceleralMaReliciathLAP_5         220         55           7878R         ICAO_A4         5         Climb         MaxClintLAP_14 300         250         50           7878R         ICAO_A4         6         AcceleralMaReliciathLAP_0         250         50           7878R         ICAO_A4         7         Climb         MaxClintLAP_010 000         250         50           7878R         ICAO_A5         1         Takeoff MaxTak&dfAP_5         2         2         Climb         MaxClintLAP_5 1500         2         2         7         2         Climb         MaxClintLAP_5 200         2         224         55         2         7	7878R	ICAO_A3	7	Climb MaxClinFbLAP_010 000		
7878R         ICAO_A4         3         Climb         MaxClimbLAP_53 000           7878R         ICAO_A4         4         AcceleraMaRelicabiLAP_5         220         55           7878R         ICAO_A4         5         Climb         MaxClimbLAP_14 300         250         50           7878R         ICAO_A4         6         AcceleraMaRelicabiLAP_0         250         50           7878R         ICAO_A4         7         Climb         MaxClimbLAP_010 000         250         50           7878R         ICAO_A5         1         Takeoff         MaxTakedfAP_5         2         2         Climb         MaxTakedfAP_51 500         2         2         7         20         2         2         2         2         2         1         3         0 <t< td=""><td>7878R</td><td>ICAO_A4</td><td>1</td><td>Takeoff MaxTakedfAP_5</td><td></td><td></td></t<>	7878R	ICAO_A4	1	Takeoff MaxTakedfAP_5		
7878R         ICAO_A4         4         Acceleral arelication and APC in the AP_5         220         55           7878R         ICAO_A4         5         Climb         MaxClimb AP_14 300         250         50           7878R         ICAO_A4         6         Acceleral are in the AP_010 000         250         50           7878R         ICAO_A4         7         Climb         MaxClimb AP_010 000         250         50           7878R         ICAO_A5         1         Takeoff         MaxTak & df AP_5         5         2         Climb         MaxClimb AP_51 500         2         2         7         7         7         Climb         MaxClimb AP_53 000         2         2         24         55         224         55         224         55         224         55         224         55         224         55         224         55         224         55         250         50         250         50         50         250         50         50         250         50         250         50         250         50         250         50         250         50         250         50         250         50         250         50         250         50         250	7878R	ICAO_A4	2	Climb MaxTakedfAP_51 500		
7878R         ICAO_A4         5         Climb         MaxClimHLAP_14 300           7878R         ICAO_A4         6         AcceleralMaRelicaHLAP_0         250         50           7878R         ICAO_A4         7         Climb         MaxClimHLAP_010 000         7878R ICAO_A5         1         Takeoff MaxTakedfAP_5         7878R ICAO_A5         2         Climb         MaxTakedfAP_51 500         7878R ICAO_A5         3         Climb         MaxClimHLAP_53 000         7878R ICAO_A5         4         AcceleralMaRelicaHLAP_5         224         55           7878R         ICAO_A5         5         Climb         MaxClimHLAP_14 200         250         50           7878R         ICAO_A5         6         AcceleralMaRelicaHLAP_0         250         50           7878R         ICAO_A5         7         Climb         MaxClimHLAP_010 000         250         50           7878R         ICAO_A6         1         Takeoff MaxTakedfAP_5         100000         100000	7878R	ICAO_A4	3	Climb MaxClinHLAP_53 000		
7878R         ICAO_A4         6         Acceleral are in the AP_0         250         50           7878R         ICAO_A4         7         Climb         MaxClimble AP_010 000         1           7878R         ICAO_A5         1         Takeoff         MaxTaketifAP_5         1           7878R         ICAO_A5         2         Climb         MaxClimble AP_53 000         1           7878R         ICAO_A5         3         Climb         MaxClimble AP_53 000         224         55           7878R         ICAO_A5         4         Acceleral are in the AP_14 200         224         55           7878R         ICAO_A5         5         Climb         MaxClimble AP_14 200         250         50           7878R         ICAO_A5         7         Climb         MaxClimble AP_010 000         250         50           7878R         ICAO_A5         7         Climb         MaxClimble AP_010 000         250         50           7878R         ICAO_A6         1         Takeoff         MaxTaketifAP_5         5         50	7878R	ICAO_A4	4	Acceleral Agelical LAP_5	220	55
7878R         ICAO_A4         7         Climb         MaxClimHLAP_010 000           7878R         ICAO_A5         1         Takeoff         MaxTaketIfAP_5           7878R         ICAO_A5         2         Climb         MaxTaketIfAP_51 500           7878R         ICAO_A5         3         Climb         MaxClimHLAP_53 000           7878R         ICAO_A5         4         AcceleralMaReticaHLAP_5         224         55           7878R         ICAO_A5         5         Climb         MaxClimHLAP_14 200         250         50           7878R         ICAO_A5         6         AcceleralMaReticaHLAP_0         250         50           7878R         ICAO_A5         7         Climb         MaxClimHLAP_010 000         250         50           7878R         ICAO_A6         1         Takeoff         MaxTaketIfAP_5         3         3	7878R	ICAO_A4	5	Climb MaxClinHLAP_14 300		
7878R         ICAO_A4         7         Climb         MaxClinHLAP_010 000           7878R         ICAO_A5         1         Takeoff         MaxTakedfAP_5           7878R         ICAO_A5         2         Climb         MaxTakedfAP_51 500           7878R         ICAO_A5         3         Climb         MaxClinHLAP_53 000           7878R         ICAO_A5         4         AcceleraldaRelicaHLAP_5         224         55           7878R         ICAO_A5         5         Climb         MaxClinHLAP_14 200         250         50           7878R         ICAO_A5         6         AcceleraldaRelicaHLAP_0         250         50           7878R         ICAO_A5         7         Climb         MaxClinHLAP_010 000         250         50           7878R         ICAO_A6         1         Takeoff         MaxTakedfAP_5         100000         100000         100000         100000         100000         100000         100000         100000         100000         100000         100000         100000         1000000         100000         100000         100000         100000         100000         100000         100000         100000         100000         1000000         1000000         1000000         1000000 </td <td>7878R</td> <td>ICAO_A4</td> <td>6</td> <td>Acceleral Mareilo and LAP_0</td> <td>250</td> <td>50</td>	7878R	ICAO_A4	6	Acceleral Mareilo and LAP_0	250	50
7878R         ICAO_A5         2         Climb         MaxTakedfAP_51 500           7878R         ICAO_A5         3         Climb         MaxClinHLAP_53 000           7878R         ICAO_A5         4         Acceleral arelical LAP_5         224         55           7878R         ICAO_A5         5         Climb         MaxClinHLAP_14 200         250         50           7878R         ICAO_A5         6         Acceleral arelical LAP_0         0         250         50           7878R         ICAO_A5         7         Climb         MaxClinHLAP_010 000         250         50           7878R         ICAO_A6         1         Takeoff         MaxTakedfAP_5         1         1	7878R	ICAO_A4	7			
7878R         ICAO_A5         3         Climb         MaxClimHLAP_53 000           7878R         ICAO_A5         4         AcceleralMaRelicaHLAP_5         224         55           7878R         ICAO_A5         5         Climb         MaxClimHLAP_14 200         250         50           7878R         ICAO_A5         6         AcceleralMaRelicaHLAP_0         250         50           7878R         ICAO_A5         7         Climb         MaxClimHLAP_010 000         250         50           7878R         ICAO_A6         1         Takeoff         MaxTakedfAP_5         3         MaxClimHLAP_5         3	7878R	ICAO_A5	1	Takeoff MaxTakedfAP_5		
7878R         ICAO_A5         4         Acceleral arelical LAP_5         224         55           7878R         ICAO_A5         5         Climb         MaxClimbLAP_14 200         250         50           7878R         ICAO_A5         6         Acceleral arelical LAP_0         250         50           7878R         ICAO_A5         7         Climb         MaxClimbLAP_010 000         250         50           7878R         ICAO_A6         1         Takeoff         MaxTakedfAP_5         3         3	7878R	ICAO_A5	2	Climb MaxTakedfAP_51 500		
7878R         ICAO_A5         5         Climb         MaxClimHLAP_14 200	7878R	ICAO_A5	3	Climb MaxClinFbLAP_53 000		
7878R         ICAO_A5         6         Acceleral da Religibilit. AP_0         250         50           7878R         ICAO_A5         7         Climb         MaxClinkl. AP_010 000         000           7878R         ICAO_A6         1         Takeoff MaxTakedfAP_5         000	7878R	ICAO_A5	4	Acceleral Agencia AP_5	224	55
7878R         ICAO_A5         7         Climb         MaxClimHLAP_010 000           7878R         ICAO_A6         1         Takeoff         MaxTakedfAP_5	7878R	ICAO_A5	5	Climb MaxClimbLAP_14 200		
7878R ICAO_A6 1 Takeoff MaxTakedfAP_5	7878R	ICAO_A5	6	Acceleral Areiki artiLAP_0	250	50
7878R ICAO_A6 1 Takeoff MaxTakedfAP_5	7878R	ICAO_A5	7	Climb MaxClimetLAP_010 000		
	7878R	ICAO_A6	1			
		_	2	_		

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7878R	ICAO A6	3	Climb	MaxClinFbLAP_53 000		
	ICAO A6	4		alle a Reidia Hill AP_5	226	55
	ICAO_A6	5		MaxClinFbLAP 14 100	220	
	ICAO_A6	6		alled a Reilicellit LAP 0	250	50
	ICAO_A6	7		MaxClinFbLAP_010 000	230	
	ICAO_A7	1		MaxTakedfAP 5		
	ICAO_A7	2		MaxTakedfAP_51 500		
	ICAO_A7	3		MaxClinFbLAP_53 000		
	ICAO_A7	4		alleda Relicional LAP_5	232	55
	ICAO_A7	5		MaxClinFbLAP_14 000		
	ICAO_A7	6		alle a Reile a little AP_0	250	50
	ICAO_A7	7		MaxClinHbLAP_010 000		
	ICAO_A8	1		MaxTakedfAP 5		
	ICAO_A8	2		MaxTakedfAP_51 500		
	ICAO_A8	3		MaxClinHLAP_53 000		
	ICAO_A8	4	Accelera	alle a Relicion III. AP_5	232	55
7878R	ICAO_A8	5	Climb	MaxClinFbLAP_14 000		
7878R	ICAO_A8	6	Accelera	alleda Reilicallit. AP_0	250	50
7878R	ICAO_A8	7	Climb	MaxClinFbLAP_010 000		
7878R	ICAO_A9	1	Takeoff	MaxTak&dfAP_5		
7878R	ICAO_A9	2	Climb	MaxTakedfAP_51 500		
7878R	ICAO_A9	3	Climb	MaxClinFbLAP_53 000		
7878R	ICAO_A9	4	Accelera	alled a Redicional LAP_5	235	55
7878R	ICAO_A9	5	Climb	MaxClinFbLAP_14 000		
7878R	ICAO_A9	6	Accelera	alleda Reilicellet AP_0	250	50
7878R	ICAO_A9	7	Climb	MaxClinFbLAP_010 000		
7878R	ICAO_B1	1	Takeoff	MaxTak&dfAP_5		
7878R	ICAO_B1	2	Climb	MaxTakedfAP_51 000		
7878R	ICAO_B1	3	Accelera	alle a Read and the P_5	220	55
7878R	ICAO_B1	4	Climb	MaxTakedfAP_12 700		
7878R	ICAO_Bl	5	Climb	MaxClinHLAP_03 000		
7878R	ICAO_Bl	6	Accelera	alled a Reilice and LAP_0	250	50
7878R	ICAO_Bl	7	Climb	MaxClinFbLAP_010 000		
7878R	ICAO_B2	1	Takeoff	MaxTakedfAP_5		

7878R	ICAO_B2	2	Climb   MaxTak & GfAP_51 000	
7878R	ICAO_B2	3	Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accel	5
7878R	ICAO_B2	4	Climb MaxTak & AP_12 700	
7878R	ICAO_B2	5	Climb MaxClinFib.AP_03 000	
7878R	ICAO_B2	6	Accelerated a Reite and LAP_0 250 50	0
7878R	ICAO_B2	7	Climb MaxClinFbLAP_010 000	
7878R	ICAO_B3	1	Takeoff MaxTak & AP_5	
7878R	ICAO_B3	2	Climb MaxTak edfAP_51 000	
7878R	ICAO_B3	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	5
7878R	ICAO_B3	4	Climb MaxTak & AP_12 700	
7878R	ICAO_B3	5	Climb MaxClinhtLAP_03 000	
7878R	ICAO_B3	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	0
7878R	ICAO_B3	7	Climb MaxClinFbLAP_010 000	
7878R	ICAO_B4	1	Takeoff MaxTak & GfAP_5	
7878R	ICAO_B4	2	Climb MaxTak & GfAP_51 000	
7878R	ICAO_B4	3	Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accel	5
7878R	ICAO_B4	4	Climb MaxTak edfAP_12 600	
7878R	ICAO_B4	5	Climb MaxClinttLAP_03 000	
7878R	ICAO_B4	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	0
7878R	ICAO_B4	7	Climb MaxClinetLAP_010 000	
7878R	ICAO_B5	1	Takeoff MaxTak & GfAP_5	
7878R	ICAO_B5	2	Climb MaxTak & GfAP_51 000	
7878R	ICAO_B5	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	5
7878R	ICAO_B5	4	Climb MaxTak & AP_12 500	
7878R	ICAO_B5	5	Climb MaxClinttLAP_03 000	
7878R	ICAO_B5	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accele	0
7878R	ICAO_B5	7	Climb MaxClinetLAP_010 000	
7878R	ICAO_B6	1	Takeoff MaxTak & April 1975	
7878R	ICAO_B6	2	Climb MaxTak & AP_51 000	
7878R	ICAO_B6	3	Acceleral Accelerate Art	5
7878R	ICAO_B6	4	Climb MaxTak & AP_12 400	
7878R	ICAO_B6	5	Climb MaxClinttLAP_03 000	
7878R	ICAO_B6	6	Acceleral Arcidentil AP_0 250 50	0
7878R	ICAO_B6	7	Climb MaxClinttLAP_010 000	

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7878R         ICAO_B7         1         Takeoff MaxTaketdfAP_5         2           7878R         ICAO_B7         2         Climb MaxTaketdfAP_51 000         235         55           7878R         ICAO_B7         3         AcceleratedaRethaetitfAP_5         235         55           7878R         ICAO_B7         4         Climb MaxClinttLAP_03 000         250         50           7878R         ICAO_B7         6         AcceleratedaRethaetitAP_00         250         50           7878R         ICAO_B7         7         Climb MaxClinttLAP_010 000         250         50           7878R         ICAO_B8         1         Takeoff MaxTaketdfAP_5         20         50           7878R         ICAO_B8         2         Climb MaxTaketdfAP_51 000         240         55           7878R         ICAO_B8         3         AcceleratedaRethaetitAP_5         240         55           7878R         ICAO_B8         4         Climb MaxClinttLAP_03 000         250         50           7878R         ICAO_B8         6         AcceleratedaRethaetitAP_5         250         50           7878R         ICAO_B8         7         Climb MaxClinttLAP_010 000         250         50           7878R
7878R         ICAO_B7         3         Acceleral Mar Ender HTAP_5         235         55           7878R         ICAO_B7         4         Climb         Max Tak & GTAP_12 200         1200           7878R         ICAO_B7         5         Climb         Max Climb LAP_03 000         250         50           7878R         ICAO_B7         6         Acceleral Mar Ender HTAP_010 000         250         50           7878R         ICAO_B8         1         Takeoff Max Tak & GTAP_5         200         250         50           7878R         ICAO_B8         2         Climb         Max Tak & GTAP_5         240         55           7878R         ICAO_B8         3         Acceleral Mar & Ender HTAP_5         240         55           7878R         ICAO_B8         4         Climb         Max Tak & GTAP_12 100         250         50           7878R         ICAO_B8         5         Climb         Max Climb LAP_0 3 000         250         50           7878R         ICAO_B8         7         Climb         Max Climb LAP_0 10 000         250         50           7878R         ICAO_B8         7         Climb         Max Climb LAP_0 10 000         250         50           7878R
7878R         ICAO_B7         4         Climb         MaxTakedfAP_12 200           7878R         ICAO_B7         5         Climb         MaxClimbLAP_03 000           7878R         ICAO_B7         6         AcceleralMaRedicableAP_010 000         250         50           7878R         ICAO_B7         7         Climb         MaxClimbLAP_010 000         000
7878R         ICAO_B7         5         Climb         MaxClinFbLAP_03 000         250         50           7878R         ICAO_B7         6         AcceleralMaReikinFbLAP_0         250         50           7878R         ICAO_B7         7         Climb         MaxClinFbLAP_010 000         7878R         ICAO_B8         1         Takeoff MaxTakefdfAP_5         7878R         ICAO_B8         2         Climb         MaxTakefdfAP_51 000         240         55           7878R         ICAO_B8         3         AcceleralMaReidfAP_5         240         55           7878R         ICAO_B8         4         Climb         MaxTakefdfAP_12 100         240         55           7878R         ICAO_B8         5         Climb         MaxClinFbLAP_03 000         250         50           7878R         ICAO_B8         6         AcceleralMaReidfAP_5         250         50           7878R         ICAO_B8         7         Climb         MaxClinFbLAP_010 000         250         50           7878R         ICAO_B9         1         Takeoff MaxTakefdfAP_5         10         250         50
7878R         ICAO_B7         6         Acceleral are idea in LAP_0         250         50           7878R         ICAO_B7         7         Climb         MaxClimb LAP_010 000         000           7878R         ICAO_B8         1         Takeoff MaxTak in LAP_5         000         000           7878R         ICAO_B8         2         Climb         MaxTak in LAP_5         240         55           7878R         ICAO_B8         4         Climb         MaxTak in LAP_12 100         000           7878R         ICAO_B8         5         Climb         MaxClim LAP_03 000         000           7878R         ICAO_B8         6         Acceleral are in LAP_01 000         250         50           7878R         ICAO_B8         7         Climb         MaxClim LAP_010 000         000           7878R         ICAO_B9         1         Takeoff MaxTak in LAP_5         0         250         50
7878R         ICAO_B7         7         Climb         MaxClimbLAP_010 000           7878R         ICAO_B8         1         Takeoff MaxTakedfAP_5           7878R         ICAO_B8         2         Climb         MaxTakedfAP_51 000           7878R         ICAO_B8         3         AcceleralMaRendedifAP_5         240         55           7878R         ICAO_B8         4         Climb         MaxTakedfAP_12 100         7           7878R         ICAO_B8         5         Climb         MaxClimbLAP_03 000         250         50           7878R         ICAO_B8         6         AcceleralMaRedicabilitAP_0         250         50           7878R         ICAO_B8         7         Climb         MaxClimbLAP_010 000         7           7878R         ICAO_B9         1         Takeoff MaxTakedfAP_5         5
7878R         ICAO_B8         1         Takeoff MaxTaketifAP_5           7878R         ICAO_B8         2         Climb MaxTaketifAP_51 000           7878R         ICAO_B8         3         AcceleraldaRendentifAP_5         240 55           7878R         ICAO_B8         4         Climb MaxTaketifAP_12 100           7878R         ICAO_B8         5         Climb MaxClimHLAP_03 000           7878R         ICAO_B8         6         AcceleraldaRelicentLAP_0         250 50           7878R         ICAO_B8         7         Climb MaxClimHLAP_010 000           7878R         ICAO_B9         1         Takeoff MaxTaketifAP_5
7878R         ICAO_B8         2         Climb         MaxTakedfAP_51 000           7878R         ICAO_B8         3         Acceleral are in the faith AP_5         240         55           7878R         ICAO_B8         4         Climb         MaxTakedfAP_12 100         12 100           7878R         ICAO_B8         5         Climb         MaxClimbLAP_03 000         250         50           7878R         ICAO_B8         6         Acceleral are in the AP_010 000         250         50           7878R         ICAO_B8         7         Climb         MaxClimbLAP_010 000         7878R         ICAO_B9         1         Takeoff         MaxTakedfAP_5         1
7878R         ICAO_B8         3         Accelerate are initial Probability AP_5         240         55           7878R         ICAO_B8         4         Climb         MaxTak & If AP_12 100         12 100           7878R         ICAO_B8         5         Climb         MaxClimb LAP_03 000         250           7878R         ICAO_B8         6         Accelerate are initial AP_0         250         50           7878R         ICAO_B8         7         Climb         MaxClimb LAP_010 000         250         50           7878R         ICAO_B9         1         Takeoff MaxTak & IfAP_5         5         10
7878R         ICAO_B8         4         Climb         MaxTaketifAP_12 100           7878R         ICAO_B8         5         Climb         MaxClimbLAP_03 000           7878R         ICAO_B8         6         AcceleraldarectionhLAP_0         250         50           7878R         ICAO_B8         7         Climb         MaxClimbLAP_010 000         7878R         ICAO_B9         1         Takeoff         MaxTaketifAP_5         1
7878R         ICAO_B8         5         Climb         MaxClimbLAP_03 000           7878R         ICAO_B8         6         Acceleral arctical transportation a
7878R         ICAO_B8         6         Acceleral da Reilia HLAP_0         250         50           7878R         ICAO_B8         7         Climb         MaxClimHLAP_010 000         000           7878R         ICAO_B9         1         Takeoff MaxTak ddfAP_5         000
7878R         ICAO_B8         7         Climb         MaxClimbLAP_010 000           7878R         ICAO_B9         1         Takeoff         MaxTakedfAP_5
7878R ICAO_B9 1 Takeoff MaxTak&dfAP_5
7878R ICAO B9 2 Climb Max Tak & HDAP 51 000
-   -   -   -   -   -   -   -   -   -
7878R ICAO_B9 3 Acceleral Agreement April 164 245 55
7878R ICAO_B9 4 Climb MaxTak&dfAP_12 100
7878R ICAO_B9 5 Climb MaxClimHLAP_03 000
7878R ICAO_B9 6 Acceleral <u>ABElical LAP_0</u> 250 50
7878R ICAO_B9 7 Climb MaxClimHbLAP_010 000
A300-62DRFAUIIT 1 Takeoff MaxTakdoff00
A300-62DIRFAUIIT 2 Climb MaxTakdosf00 1 000
A300-62DRFAUIIT 3 Accelerated ax Takdo 500 1 185,3 419,5
A300-62DIRFAUIIT 4 Climb MaxClimb 3 000
A300-62DIRFAUIIT 5 Acceleral MaxClin 6b 1 275 250
A300-62DIRFAUIIT 6 Climb MaxClim0b 5 500
A300-62DIRFAUIIT 7 Climb MaxClim0b 7 500
A300-62DIRFAUIIT 8 Climb MaxClim0b 10 000
A300-62DIRFAUET 1 Takeoff MaxTakdoff00
A300-62DRFAUΣΓ 2 Climb MaxTakdoff00 1 000
A300-62DIRFAUET 3 Accelerated ax Tak do \$100 1 1 361,3 189,3
A300-62DIRFAUET 4 Climb MaxClimb 3 000

			1				1		
A300-62	2 <b>DR</b> FAU	ΈΓ	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 216,8	250
A300-6	<b>2DR</b> FAU	<b>P</b> T	6	Climb	MaxCli	n <b>0</b> 1b	5 500		
A300-6	<b>2DR</b> FAU	<b>12</b> T	7	Climb	MaxCli	m <b>0</b> b	7 500		
A300-6	<b>2DR</b> FAU	<b>2</b> T	8	Climb	MaxCli	m@b	10 000		
A300-6	<b>2DR</b> FAU	BT	1	Takeoff	MaxTak	edo <b>\$1</b> 00			
A300-6	<b>2DR</b> FAU	BT	2	Climb	MaxTak	do <b>\$1</b> 00	1 000		
A300-62	<b>2DR</b> FAU	BL	3	Acceler	a <b>lM</b> axTak	edo <b>ff</b> 00		1 303,7	193,2
A300-6	<b>2DR</b> FAU	BT	4	Climb	MaxCli	n <b>0</b> 1b	3 000		
A300-62	<b>2DR</b> FAU	BL	5	Acceler	a <b>M</b> axCli	m0b		1 159,4	250
A300-6	<b>2DR</b> FAU	BT	6	Climb	MaxCli	m00b	5 500		
A300-6	<b>2DR</b> FAU	BT	7	Climb	MaxCli	m@b	7 500		
A300-6	<b>2DR</b> FAU	BL	8	Climb	MaxCli	m@b	10 000		
A300-6	<b>2DR</b> FAU	ИТ	1	Takeoff	MaxTak	edo <b>\$1</b> 00			
A300-6	<b>2DR</b> FAU	M.	2	Climb	MaxTak	do <b>\$1</b> 00	1 000		
A300-62	<b>2DR</b> FAU	M.	3	Acceler	a <b>lM</b> axTak	edo <b>ff</b> 00		1 210,4	200,1
A300-6	<b>2DR</b> FAU	ИТ	4	Climb	MaxCli	n <b>0</b> 1b	3 000		
A300-62	<b>2DR</b> FAU	TAL.	5	Acceler	a <b>M</b> axCli	m0b		1 065,5	250
A300-6	<b>2DR</b> FAU	ИТ	6	Climb	MaxCli	n <b>0</b> 1b	5 500		
A300-6	<b>2DR</b> FAU	ИТ	7	Climb	MaxCli	n <b>0</b> 1b	7 500		
A300-6	<b>2DR</b> FAU	ИТ	8	Climb	MaxCli	m00b	10 000		
A300-6	<b>2DR</b> FAU	<b>15</b> T	1	Takeoff	MaxTak	edo <b>\$1</b> 00			
A300-6	<b>2DR</b> FAU	<b>15</b> T	2	Climb	MaxTak	edo <b>\$1</b> 00	1 000		
A300-62	<b>2DR</b> FAU	<b>15</b> T	3	Acceler	a <b>lM</b> axTak	edo <b>ff</b> 00		1 099,6	209,1
A300-6	<b>2DR</b> FAU	<b>15</b> T	4	Climb	MaxCli	m@b	3 000		
A300-6	<b>2DR</b> FAU	<b>15</b> T	5	Acceler	a <b>M</b> axCli	m@b		953,9	250
A300-6	<b>2DR</b> FAU	<b>15</b> T	6	Climb	MaxCli	n <b>0</b> 1b	5 500		
A300-6	<b>2DR</b> FAU	<b>15</b> T	7	Climb	MaxCli	n <b>0</b> 1b	7 500		
A300-6	<b>2DR</b> FAU	<b>15</b> T	8	Climb	MaxCli	n <b>0</b> 1b	10 000		
A300-6	<b>2DR</b> FAU	<b>16</b> T	1	Takeoff	MaxTak	do <b>\$</b> 00			
A300-6	<b>2DR</b> FAU	<b>16</b> T	2	Climb	MaxTak	do <b>\$1</b> 00	1 000		

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A300-6	2 <b>01</b> EFAU	<b>16</b> T	3	Acceler	a <b>lM</b> axTak	celoss00		1 015,3	216,4
A300-6	2 <b>DR</b> FAU	<b>16</b> T	4	Climb	MaxCli	n <b>0</b> 1b	3 000		
A300-6	2 <b>DIR</b> FAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	m@b		870,9	250
A300-6	2 <b>DIR</b> FAU	<b>16</b> T	6	Climb	MaxCli	n <b>0</b> lb	5 500		
A300-6	2 <b>DIR</b> FAU	<b>16</b> T	7	Climb	MaxCli	n <b>0</b> 1b	7 500		
A300-6	2 <b>DIR</b> FAU	<b>16</b> T	8	Climb	MaxCli	n <b>0</b> 1b	10 000		
A300-6	2 <b>10.</b> RAO	A1	1	Takeoff	MaxTak	do <b>ff</b> 00			
A300-6	2 <b>10.</b> RAO	A1	2	Climb	MaxTak	do <b>\$1</b> 00	1 500		
A300-6	2 <b>10</b> 8AO	A1	3	Climb	MaxCli	mb500	3 000		
A300-6	2 <b>10.</b> RAO	A1	4	Acceler	a <b>M</b> axCli	mb500		979,6	185,2
A300-6	2 <b>00</b> RAO	Al	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 107,6	204,5
A300-6	2 <b>10</b> 1840	Al	6	Acceler	a <b>M</b> axCli	m0b		1 303,7	250
A300-6	2 <b>10</b> 8AO	A1	7	Climb	MaxCli	n <b>0</b> 1b	5 500		
A300-6	2 <b>10</b> RAO	A1	8	Climb	MaxCli	m@b	7 500		
A300-6	2 <b>10</b> 8AO	A1	9	Climb	MaxCli	n <b>0</b> 1b	10 000		
A300-6	2 <b>10.</b> RAO	A2	1	Takeoff	MaxTak	do <b>\$1</b> 00			
A300-6	2 <b>10.</b> RAO	A2	2	Climb	MaxTak	do <b>ff</b> 00	1 500		
A300-6	2 <b>10.</b> RAO	A2	3	Climb	MaxCli	mb500	3 000		
A300-6	2 <b>10.</b> RAO	A2	4	Acceler	a <b>M</b> axCli	mb500		935	189,1
A300-6	2 <b>00</b> RAO	A2	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 059,7	207,3
A300-6	2 <b>00</b> RAO	A2	6	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 241,6	250
A300-6	2 <b>10.</b> RAO	A2	7	Climb	MaxCli	n <b>0</b> 1b	5 500		
A300-6	2 <b>10.</b> RAO	A2	8	Climb	MaxCli	n <b>0</b> 1b	7 500		
A300-6	2 <b>10.</b> RAO	A2	9	Climb	MaxCli	n <b>0</b> lb	10 000		
A300-6	2 <b>10.</b> RAO	A3	1	Takeoff	MaxTak	edo <b>\$1</b> 00			
A300-6	2 <b>10</b> 8AO	A3	2	Climb	MaxTak	do <b>\$1</b> 00	1 500		
A300-6	2 <b>10.</b> RAO	A3	3	Climb	MaxCli	mb500	3 000		
A300-6	2 <b>10</b> 18AO	A3	4	Acceler	a <b>M</b> axCli	mb500		890,5	193,1
A300-6	2 <b>00</b> 8AO_	A3	5	Acceler	a <b>M</b> axCli	11 <b>0</b> 1b		1 012,1	210,1
A300-6	2 <b>00</b> 8AO	A3	6	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 180,8	250

+ 2 0 0 ch 777 + 0 12			)	OI.	7.500			
A300-621117AO_A3	7	Climb	MaxCli		5 500			
A300-62000A3	8	Climb	MaxCli		7 500			
A300-62000A3	9	Climb	MaxCli	nØb	10 000			
A300-62111RAO_A4	1	Takeoff	MaxTak	do <b>\$</b> 100				
A300-62111RAO_A4	2	Climb	MaxTak	do <b>ff</b> 00	1 500			
A300-621117AO_A4	3	Climb	MaxCli	mb500	3 000			
A300-62111RAO_A4	4	Acceler	a <b>M</b> axCli	mb500		817,4	200	
A300-62100AO_A4	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		933,4	215,2	
A300-621178AO_A4	6	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 081,4	250	
A300-62000AO_A4	7	Climb	MaxCli	n <b>0</b> b	5 500			
A300-6200RAO_A4	8	Climb	MaxCli	nØb	7 500			
A300-6200RAO_A4	9	Climb	MaxCli	n <b>0</b> b	10 000			
A300-62111RAO_A5	1	Takeoff	MaxTak	do <b>ff</b> 00				
A300-62MRAO_A5	2	Climb	MaxTak	do <b>ff</b> 00	1 500			
A300-62MRAO_A5	3	Climb	MaxCli	mb500	3 000			
A300-62MRAO_A5	4	Acceler	a <b>M</b> axCli	mb500		729	208,9	
A300-62111RAO_A5	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		839,1	222,1	
A300-62111RAO_A5	6	Acceler	a <b>M</b> axCli	n <b>0</b> b		963,8	250	
A300-62111RAO_A5	7	Climb	MaxCli	n <b>0</b> b	5 500			
A300-62111RAO_A5	8	Climb	MaxCli	n <b>0</b> b	7 500			
A300-62MRAO_A5	9	Climb	MaxCli	n <b>0</b> b	10 000			
A300-62111RAO_A6	1	Takeoff	MaxTak	do <b>\$</b> 100				
A300-62111RAO_A6	2	Climb	MaxTak	do <b>\$</b> 100	1 500			
A300-62111RAO_A6	3	Climb	MaxCli	mb500	3 000			
A300-62111RAO_A6	4	Acceler	a <b>M</b> axCli	mb500		660,6	216,3	
A300-62111RAO_A6	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		765,7	227,9	
A300-62111RAO_A6	6	Acceler	a <b>M</b> axCli	n <b>0</b> b		876,5	250	
A300-62111RAO_A6	7	Climb	MaxCli	n <b>0</b> b	5 500			
A300-62111RAO_A6	8	Climb	MaxCli	n <b>0</b> b	7 500			
A300-62111RAO_A6	9	Climb	MaxCli	n <b>0</b> b	10 000			
A300-62MRAO_B1	1	Takeoff	MaxTak	do <b>ff</b> 00				
A300-62MRAO_B1	2	Climb	MaxTak	doff00	1 000			
A300-62MRAO_B1	3	Acceler	a <b>lM</b> axTak	do <b>\$1</b> 00		1 419,5	185,3	

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A300-62100AO_BI	
4.200 CDDDA O DI 5 A - 1-3-4CU:CU 1.275 2.50	
A300-62000AO_B1	
A300-62IRAO_B1 6 Climb MaxClimb 5 500	
A300-62RRAO_B1 7 Climb MaxClimb 7 500	
A300-62RRAO_B1 8 Climb MaxClimb 10 000	
A300-62RRAO_B2 1 Takeoff MaxTakdoff00	
A300-62ECRAO_B2 2 Climb MaxTakdoff00 1 000	
A300-62RRAO_B2 3 AcceleralMaxTakdosf00 1 189,3 361,3	
A300-62100AO_B2 4 Climb MaxClin0b 3 000	
A300-62IRAO_B2 5 AcceleralMaxClin0b 1 216,8 250	
A300-62DCRAO_B2 6 Climb MaxClimb 5 500	
A300-62100RAO_B2 7 Climb MaxClin0b 7 500	
A300-6210RAO_B2 8 Climb MaxClimb 10 000	
A300-62MRAO_B3 1 Takeoff MaxTakdoff00	
A300-62MRAO_B3 2 Climb MaxTakdoff00 1 000	
A300-62RRAO_B3 3 AcceleralMaxTakdoff00 1 193,2 303,7	
A300-62ICRAO_B3 4 Climb MaxClimbb 3 000	
A300-62IRAO_B3 5 AcceleralMaxClin0b 1 159,4 250	
A300-62RRAO_B3 6 Climb MaxClimb 5 500	
A300-6200RAO_B3 7 Climb MaxClimb 7 500	
A300-62100AO_B3 8 Climb MaxClim0b 10 000	
A300-62MRAO_B4 1 Takeoff MaxTakdoff00	
A300-62MRAO_B4 2 Climb MaxTakdoff00 1 000	
A300-62IIRAO_B4 3 AcceleraMaxTakdoff00 1 210,4 200,1	
A300-62RRAO_B4 4 Climb MaxClimb 3 000	
A300-6200RAO_B4 5 AcceleralMaxClin0b 1 250 065,5	
A300-62IRAO_B4 6 Climb MaxClimb 5 500	
A300-62100RAO_B4 7 Climb MaxClim0b 7 500	
A300-6200RAO_B4 8 Climb MaxClimb 10 000	
A300-62RRAO_B5 1 Takeoff MaxTakdoff00	

A300-6207AO   S   2   Climb   MaxTakdoff00   1 000				1	1	1		
A300-6   DIRAO   BS   4   Climb   MaxClimbb   3 000	A300-6200RAO_B5	2	Climb	MaxTal	edo <b>\$1</b> 00	1 000		
A3006-200	A300-62117AO_B5	3	Acceler	a <b>M</b> axTal	edo <b>s</b> f00			209,1
A300-62   A300	A300-6200RAO_B5	4	Climb	MaxCli	n(0)b	3 000		
A300-62    RAO_BS   8   Climb   MaxClinbb   10 000	A300-6200RAO_B5	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		953,9	250
A300-62URAO_BS   8   Climb   MaxClimb   10 000	A300-6200RAO_B5	6	Climb	MaxCli	n(0)b	5 500		
A300-62trao_b6	A300-6200RAO_B5	7	Climb	MaxCli	n <b>0</b> b	7 500		
A300-62     RAO_B6   2   Climb   MaxTakdo\$00   1 000	A300-6200RAO_B5	8	Climb	MaxCli	n <b>0</b> b	10 000		
A300-62     RAO_B6	A300-6210RAO_B6	1	Takeoff	MaxTal	edo <b>f</b> 100			
A300-62RRAO_B6	A300-6210RAO_B6	2	Climb	MaxTak	edo <b>\$1</b> 00	1 000		
A300-62   A300	A300-62RRAO_B6	3	Acceler	a <b>lve</b> axTal	edo <b>\$1</b> 00			216,4
A300-62    RAO_B6   6   Climb   MaxClimbb   5 500	A300-6200RAO_B6	4	Climb	MaxCli	n(0)b	3 000		
A300-62    RAO_B6   7   Climb   MaxClimbb   7 500	A300-6200RAO_B6	5	Acceler	a <b>M</b> axCli	n(0)b		870,9	250
A3006-12RAO_B6   8   Climb   MaxClimbb   10 000     A3008-12RFAU IIT   1   Takeoff   MaxTak&off   1 000     A3008-12RFAU IIT   2   Climb   MaxTak&off   1 000     A3008-12RFAU IIT   3   AcceleraMaxTak&off   1 830   189     A3008-12RFAU IIT   5   AcceleraMaxClimatero   1 000   209     A3008-12RFAU IIT   6   Climb   MaxClimatero   1 000   209     A3008-12RFAU IIT   7   AcceleraMaxClimatero   1 000   250     A3008-12RFAU IIT   8   Climb   MaxClimatero   5 500     A3008-12RFAU IIT   9   Climb   MaxClimatero   7 500     A3008-12RFAU IIT   9   Climb   MaxClimatero   7 500     A3008-12RFAU IIT   10   Climb   MaxClimatero   10 000     A3008-12RFAU IIT   1   Takeoff   MaxTak&off   1 000     A3008-12RFAU IIT   2   Climb   MaxClimatero   1 000     A3008-12RFAU IIT   3   AcceleraMaxTak&off   2 268   174     A3008-12RFAU IIT   4   AcceleraMaxTak&off   1 701   194     A3008-12RFAU IIT   5   AcceleraMaxTak&off   1 701   194     A3008-12RFAU IIT   5   AcceleraMaxClimatero   1 000   214     A3008-12RFAU IIT   7   AcceleraMaxClimatero   1 000   250     A300R-12RFAU IIT   10   10   10   10   10   10   10   1	A300-6200RAO_B6	6	Climb	MaxCli	n(0)b	5 500		
A300B412HFAUIIT 1 Takeoff MaxTak&off 1 000  A300B412HFAUIIT 2 Climb MaxTak&off 1 000  A300B412HFAUIIT 3 AcceleraMaxTak&off 2 440 169  A300B412HFAUIIT 4 AcceleraMaxTak&off 1 830 189  A300B412HFAUIIT 5 AcceleraMaxClinztero 1 000 209  A300B412HFAUIIT 6 Climb MaxClinztero 3 000  A300B412HFAUIIT 7 AcceleraMaxClinztero 5 500  A300B412HFAUIIT 8 Climb MaxClinztero 5 500  A300B412HFAUIIT 9 Climb MaxClinztero 7 500  A300B412HFAUIIT 10 Climb MaxClinztero 10 000  A300B412HFAUIIT 1 Takeoff MaxTak&off 1 000  A300B412HFAUIIT 2 Climb MaxClinztero 10 000  A300B412HFAUIIT 3 AcceleraMaxTak&off 1 000  A300B412HFAUIIT 3 AcceleraMaxTak&off 1 1 000  A300B412HFAUIIT 4 AcceleraMaxTak&off 1 1 701 194  A300B412HFAUIIT 5 AcceleraMaxClinztero 3 000  A300B412HFAUIIT 5 AcceleraMaxClinztero 1 000 214  A300B412HFAUIIT 6 Climb MaxClinztero 3 000  A300B412HFAUIIT 7 AcceleraMaxClinztero 1 000 250	A300-6200RAO_B6	7	Climb	MaxCli	n <b>0</b> b	7 500		
A300B412HFAU IIT   2   Climb   MaxTak&off   1 000     A300B412HFAU IIT   3   Acceleral axTak&off   2 440   169     A300B412HFAU IIT   4   Acceleral axTak&off   1 830   189     A300B412HFAU IIT   5   Acceleral axClin axERO   1 000   209     A300B412HFAU IIT   6   Climb   MaxClinaxERO   3 000     A300B412HFAU IIT   7   Acceleral axClinaxERO   1 000   250     A300B412HFAU IIT   8   Climb   MaxClinaxERO   5 500     A300B412HFAU IIT   9   Climb   MaxClinaxERO   7 500     A300B412HFAU IIT   10   Climb   MaxClinaxERO   10 000     A300B412HFAU IIT   1   Takeoff   MaxTak&off     A300B412HFAU IIT   2   Climb   MaxTak&off   1 000     A300B412HFAU IIT   3   Acceleral axTak&off   2 268   174     A300B412HFAU IIT   4   Acceleral axTak&off   1 701   194     A300B412HFAU IIT   5   Acceleral axTak&off   1 000   214     A300B412HFAU IIT   5   Acceleral axClinaxERO   1 000   250     A300B412HFAU IIT   6   Climb   MaxClinaxERO   3 000     A300B412HFAU IIT   7   Acceleral axClinaxERO   1 000   250     A300B412HFAU IIT   3   Acceleral axClina	A300-6200RAO_B6	8	Climb	MaxCli	n <b>0</b> b	10 000		
A300B412HFAUIIT   3   AcceleraMaxTak&off   2 440   169     A300B412HFAUIIT   4   AcceleraMaxTak&off   1 830   189     A300B412HFAUIIT   5   AcceleraMaxClinzHERO   1 000   209     A300B412HFAUIIT   6   Climb   MaxClinzHERO   3 000     A300B412HFAUIIT   7   AcceleraMaxClinzHERO   1 000   250     A300B412HFAUIIT   8   Climb   MaxClinzHERO   5 500     A300B412HFAUIIT   9   Climb   MaxClinzHERO   7 500     A300B412HFAUIIT   10   Climb   MaxClinzHERO   10 000     A300B412HFAUIIT   1   Takeoff   MaxTak&off     A300B412HFAUIIT   2   Climb   MaxTak&off   1 000     A300B412HFAUIIT   3   AcceleraMaxTak&off   2 268   174     A300B412HFAUIIT   4   AcceleraMaxTak&off   1 701   194     A300B412HFAUIIT   5   AcceleraMaxTak&off   1 000   214     A300B412HFAUIIT   6   Climb   MaxClinzHERO   3 000     A300B412HFAUIIT   6   Climb   MaxClinzHERO   3 000     A300B412HFAUIIT   7   AcceleraMaxClinzHERO   1 000   250	A300B412EFAULT	1	Takeoff	MaxTal	&off			
A300B4120FAUIIT   4   AcceleraMaxTakdoff   1830   189     A300B4120FAUIIT   5   AcceleraMaxClinzeRO   1000   209     A300B4120FAUIIT   6   Climb   MaxClinzeRO   3000     A300B4120FAUIIT   7   AcceleraMaxClinzeRO   1000   250     A300B4120FAUIIT   8   Climb   MaxClinzeRO   5500     A300B4120FAUIIT   9   Climb   MaxClinzeRO   7500     A300B4120FAUIIT   10   Climb   MaxClinzeRO   1000     A300B4120FAUIIT   1   Takeoff   MaxTak&off     A300B4120FAUIIT   2   Climb   MaxTak&off   1000     A300B4120FAUIIT   3   AcceleraMaxTak&off   2268   174     A300B4120FAUIIT   4   AcceleraMaxTak&off   1701   194     A300B4120FAUIIT   5   AcceleraMaxClinzeRO   1000   214     A300B4120FAUIIT   6   Climb   MaxClinzeRO   3000     A300B4120FAUIIT   7   AcceleraMaxClinzeRO   1000   250	A300B412EFAULT	2	Climb	MaxTal	&off	1 000		
A300B412HFAU   IIT   5   AcceleraMaxClinztero   1 000   209     A300B412HFAU   IIT   7   AcceleraMaxClinztero   1 000   250     A300B412HFAU   IIT   8   Climb   MaxClinztero   5 500     A300B412HFAU   IIT   9   Climb   MaxClinztero   7 500     A300B412HFAU   IIT   10   Climb   MaxClinztero   10 000     A300B412HFAU   IIT   10   Climb   MaxClinztero   10 000     A300B412HFAU   IIT   1   Takeoff   MaxTak&off   1 000     A300B412HFAU   IIT   3   AcceleraMaxTak&off   2 268   174     A300B412HFAU   IIT   4   AcceleraMaxTak&off   1 701   194     A300B412HFAU   IIT   5   AcceleraMaxClinztero   1 000   214     A300B412HFAU   IIT   6   Climb   MaxClinztero   3 000     A300B412HFAU   IIT   7   AcceleraMaxClinztero   1 000   250     A300B412HFAU   IIT   10   IIT	A300B412EFAUIIT	3	Acceler	a <b>M</b> axTal	&off		2 440	169
A300B412BFAUIIT   6   Climb   MaxClimatero   3 000     A300B412BFAUIIT   7   AccelerateaxClimatero   1 000   250     A300B412BFAUIIT   8   Climb   MaxClimatero   5 500     A300B412BFAUIIT   9   Climb   MaxClimatero   7 500     A300B412BFAUIIT   10   Climb   MaxClimatero   10 000     A300B412BFAUIIT   1   Takeoff   MaxTak&off     A300B412BFAUIT   2   Climb   MaxTak&off   1 000     A300B412BFAUIT   3   AccelerateaxTak&off   2 268   174     A300B412BFAUIT   4   AccelerateaxTak&off   1 701   194     A300B412BFAUIT   5   AccelerateaxClimatero   1 000   214     A300B412BFAUIT   6   Climb   MaxClimatero   3 000     A300B412BFAUIT   7   AccelerateaxClimatero   1 000   250     A300BFAUIT   7   AccelerateaxClimatero   1 00	A300B412EFAULT	4	Acceler	a <b>M</b> axTal	doff		1 830	189
A300B4DEFAUET   7   Acceleral AxClinZero   1 000   250     A300B4DEFAUET   8   Climb   MaxClinZero   5 500     A300B4DEFAUET   9   Climb   MaxClinZero   7 500     A300B4DEFAUET   10   Climb   MaxClinZero   10 000     A300B4DEFAUET   1   Takeoff   MaxTak&off     A300B4DEFAUET   2   Climb   MaxTak&off   1 000     A300B4DEFAUET   3   Acceleral AxTak&off   2 268   174     A300B4DEFAUET   4   Acceleral AxTak&off   1 701   194     A300B4DEFAUET   5   Acceleral AxClinZero   1 000   214     A300B4DEFAUET   6   Climb   MaxClinZero   3 000     A300B4DEFAUET   7   Acceleral AxClinZero   1 000   250     A300B4DEFAUET   7   Acceleral	A300B412EFAUIIT	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	209
A300B4DEFAUIT   8   Climb   MaxClinZerO   5 500     A300B4DEFAUIT   9   Climb   MaxClinZerO   7 500     A300B4DEFAUIT   10   Climb   MaxClinZerO   10 000     A300B4DEFAUZT   1   Takeoff   MaxTak&off     A300B4DEFAUZT   2   Climb   MaxTak&off   1 000     A300B4DEFAUZT   3   Acceleral axTak&off   2 268   174     A300B4DEFAUZT   4   Acceleral axTak&off   1 701   194     A300B4DEFAUZT   5   Acceleral axClinZerO   1 000   214     A300B4DEFAUZT   6   Climb   MaxClinZerO   3 000     A300B4DEFAUZT   7   Acceleral axClinZerO   1 000   250     A300B4DEFAUZT   7   Acceleral	A300B412EFAUIIT	6	Climb	MaxCli	n <b>zt</b> ERO	3 000		
A300B412EFAUIT   9   Climb   MaxClinZERO   7 500     A300B412EFAUIT   10   Climb   MaxClinZERO   10 000     A300B412EFAUIT   1   Takeoff   MaxTak&off     A300B412EFAUIT   2   Climb   MaxTak&off   1 000     A300B412EFAUIT   3   Acceleral axTak&off   2 268   174     A300B412EFAUIT   4   Acceleral axTak&off   1 701   194     A300B412EFAUIT   5   Acceleral axClinZERO   1 000   214     A300B412EFAUIT   6   Climb   MaxClinZERO   3 000     A300B412EFAUIT   7   Acceleral axClinZERO   1 000   250     A300B412EFAUIT   7   Acceleral axClinZERO   1 0	A300B412ffFAUIIT	7	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		1 000	250
A300B4126FAUET   10   Climb   MaxClinZeRO   10 000	A300B412EFAUIIT	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
A300B412EFAUET   1   Takeoff MaxTak&off	A300B412EFAULT	9	Climb	MaxCli	n <b>z</b> tERO	7 500		
A300B4I2EFAUET         2         Climb         MaxTak&off         1 000           A300B4I2EFAUET         3         Acceleral axTak&off         2 268         174           A300B4I2EFAUET         4         Acceleral axTakdoff         1 701         194           A300B4I2EFAUET         5         Acceleral axClimatero         1 000         214           A300B4I2EFAUET         6         Climb         MaxClimatero         3 000           A300B4I2EFAUET         7         Acceleral axClimatero         1 000         250	A300B412ffFAUIIT	10	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A300B4I2EFAUET       3       Acceleral axTakeoff       2 268       174         A300B4I2EFAUET       4       Acceleral axTakeoff       1 701       194         A300B4I2EFAUET       5       Acceleral axClin ERO       1 000       214         A300B4I2EFAUET       6       Climb       MaxClin ERO       3 000         A300B4I2EFAUET       7       Acceleral axClin ERO       1 000       250	A300B412EFAU2T	1	Takeoff	MaxTal	&off			
A300B4I2EFAUET       4       Acceleral axTakdoff       1 701       194         A300B4I2EFAUET       5       Acceleral axClin axCl	A300B412EFAU12T	2	Climb	MaxTal	&off	1 000		
A300B4I2EFAUZT         5         Acceleral axCliniteRO         1 000         214           A300B4I2EFAUZT         6         Climb         MaxCliniteRO         3 000           A300B4I2EFAUZT         7         Acceleral axCliniteRO         1 000         250	A300B412EFAU2T	3	Acceler	a <b>M</b> axTal	&off		2 268	174
A300B412EFAUET         6         Climb         MaxClin2ERO         3 000           A300B412EFAUET         7         Acceleral axClin2ERO         1 000         250	A300B412EFAU2T	4	Acceler	a <b>M</b> axTal	doff		1 701	194
A300B412EFAUET 7 AcceleraMaxClinateRO 1 000 250	A300B412EFAU2T	5	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 000	214
	A300B412EFAU2T	6	Climb	MaxCli	n <b>z</b> BERO	3 000		
A300B412EFAU ZT 8 Climb MaxClin ZERO 5 500	A300B412EFAU2T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250
	А300В412ВБА U Z Г	8	Climb	MaxCli	n <b>zt</b> ERO	5 500		

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A300B4 <b>12</b> £FAUET	9	Climb	MaxClin <b>z</b> tE	ERO 7 500		
A300B4 <b>12</b> £FAUET	10	Climb	MaxClin <b>z</b> b			
A300B412BFAUBT	1		MaxTak&of			
A300B412BFAUBT	2	Climb	MaxTak&of			
A300B412BFAUBT	3		a <b>lva</b> axTak&of		2 137	178
A300B4I2BFAUBT	4		a <b>M</b> axTakelof		1 603	198
A300B4I2BFAUBT	5	Acceler	a <b>M</b> axClin <b>z</b> lE	ERO	1 000	218
A300B4I2EFAUBT	6	Climb	MaxClin <b>z</b> lE	ERO 3 000		
A300B412fbFAUBT	7	Acceler	a <b>M</b> axClin <b>7</b> bE	ERO	1 000	250
A300B412fbFAUBT	8	Climb	MaxClin <b>7</b> tE	ERO 5 500		
A300B412fbFAUBT	9	Climb	MaxClin <b>7</b> lE	ERO 7 500		
A300B412ffFAUBT	10	Climb	MaxClin <b>z</b> lE	ERO 10 000		
A300B4 <b>12</b> BFAULT	1	Takeoff	MaxTak&of	ff		
A300B412EFAUET	2	Climb	MaxTak&of	ff 1 000		
А300В412ЮБАЦИТ	3	Acceler	a <b>M</b> axTak&of	ff	1 912	186
А300В412ЮБАЦИТ	4	Acceler	a <b>M</b> axTakelof	ff	1 434	206
A300В4 <b>12</b> Ю <b>.</b> FAU <b>U</b> Г	5	Acceler	a <b>M</b> axClin <b>z</b> lE	ERO	1 000	226
A300B412fbFAULT	6	Climb	MaxClin <b>z</b> lE	ERO 3 000		
A300B412fbFAULT	7	Acceler	a <b>M</b> axClin <b>7</b> 1E	ERO	1 000	250
A300B412fbFAULT	8	Climb	MaxClin <b>z</b> lE	ERO 5 500		
A300B412fbFAULT	9	Climb	MaxClin <b>z</b> lE	ERO 7 500		
A300B412EFAUET	10	Climb	MaxClin <b>z</b> tE	ERO 10 000		
A300B4 <b>12</b> £FAUET	1	Takeoff	MaxTak&of	ff		
A300B4 <b>12</b> £FAU5T	2	Climb	MaxTak&of	ff 1 000		
A300B412fbFAUf5T	3	Acceler	a <b>M</b> axTak&of	ff	1 688	194
A300B412fbFAUf5T	4	Acceler	a <b>M</b> axTakelof	ff	1 266	214
A300B412fbFAU15T	5	Acceler	a <b>M</b> axClin <b>z</b> bE	ERO	1 000	234
A300B412fbFAU15T	6	Climb	MaxClin <b>zt</b> E	ERO 3 000		
A300B412fbFAU15T	7	Acceler	a <b>M</b> axClin <b>z</b> bE	ERO	1 000	250
A300B412fbFAU15T	8	Climb	MaxClin <b>z</b> tE	ERO 5 500		
A300B412fbFAU15T	9	Climb	MaxClin <b>zt</b> E	ERO 7 500		
A300B412fbFAU15T	10	Climb	MaxClin <b>zt</b> E	ERO 10 000		
A310-30DEFAUIT	1	Takeoff	MaxTakeo <b>s</b>	<b>50</b> 0		
A310-30DEFAUIIT	2	Climb	MaxTakdof	<b>50</b> 0 1 000		

A310-3	O <b>⊅</b> EFAU	ПТ	3	Acceler	a <b>lve</b> axTak	edo <b>\$1</b> 00		1 475,7	179,5
A310-3	O <b>₽</b> EFAU	ПТ	4	Climb	MaxCli	n <b>0</b> 1b	3 000		
A310-3	O <b>⊅</b> EFAU	ПТ	5	Acceler	a <b>M</b> axCli	<b>n0</b> b		1 454,9	250
A310-3	0 <b>₽</b> EFAU	ПТ	6	Climb	MaxCli	n <b>0</b> lb	5 500		
A310-3	0 <b>⊉</b> EFAU	11T	7	Climb	MaxCli	m00b	7 500		
A310-3	0 <b>⊉</b> EFAU	IIT	8	Climb	MaxCli	n <b>0</b> 1b	10 000		
A310-3	0 <b>⊉</b> EFAU	<b>2</b> T	1	Takeoff	MaxTak	do <b>\$1</b> 00			
A310-3	0 <b>⊉</b> EFAU	<b>1</b> 2T	2	Climb	MaxTak	do <b>\$1</b> 00	1 000		
A310-3	O <b>⊅</b> EFAU	<b>12</b> T	3	Acceler	a <b>lM</b> axTak	edo <b>ff</b> 00		1 415,7	183
A310-3	0 <b>⊉</b> EFAU	<b>12</b> T	4	Climb	MaxCli	m@1b	3 000		
A310-3	O <b>⊅</b> EFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 392,7	250
A310-3	0 <b>⊉</b> EFAU	<b>12</b> T	6	Climb	MaxCli	n <b>0</b> 1b	5 500		
A310-3	0 <b>⊉</b> EFAU	<b>1</b> 2T	7	Climb	MaxCli	m00b	7 500		
A310-3	0 <b>⊉</b> EFAU	<b>1</b> 2T	8	Climb	MaxCli	n <b>0</b> 1b	10 000		
A310-3	0 <b>⊉</b> EFAU	BT	1	Takeoff	MaxTak	do <b>\$1</b> 00			
A310-3	0 <b>⊉</b> EFAU	BL	2	Climb	MaxTak	do <b>\$1</b> 00	1 000		
A310-3	O <b>⊉</b> EFAU	BL	3	Acceler	a <b>M</b> axTak	do <b>\$1</b> 00		1 357	186,6
A310-3	O <b>⊉</b> EFAU	BL	4	Climb	MaxCli	n <b>0</b> 1b	3 000		
A310-3	O <b>⊅</b> EFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 332,3	250
A310-3	0 <b>⊉</b> EFAU	BL	6	Climb	MaxCli	n <b>0</b> 1b	5 500		
A310-3	0 <b>⊉</b> EFAU	BL	7	Climb	MaxCli	m@1b	7 500		
A310-3	O <b>₽</b> EFAU	BL	8	Climb	MaxCli	n <b>0</b> 1b	10 000		
A310-3	O <b>⊉</b> EFAU	TAL	1	Takeoff	MaxTak	do <b>\$1</b> 00			
A310-3	0 <b>₽</b> EFAU	WT TW	2	Climb	MaxTak	do <b>ff</b> 00	1 000		
A310-3	O <b>⊉</b> EFAU	<b>I</b>	3	Acceler	a <b>M</b> axTak	edo <b>ff</b> 00		1 262,8	192,8
A310-3	0 <b>₽</b> EFAU	<b>L</b> T	4	Climb	MaxCli	n <b>0</b> lb	3 000		
A310-3	O <b>⊅</b> EFAU	<b>A</b> T	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 234,1	250
A310-3	0 <b>₽</b> EFAU	M.	6	Climb	MaxCli	m@b	5 500		
A310-3	0 <b>₽</b> EFAU	M.	7	Climb	MaxCli	n <b>0</b> lb	7 500		
A310-3	O <b>⊅</b> EFAU	ИТ	8	Climb	MaxCli	n <b>0</b> 1b	10 000		

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A310-3	O <b>D</b> EFAU	<b>15</b> T	1	Takeoff	MaxTak	doff00			
A310-3	O <b>⊅</b> EFAU	<b>15</b> T	2	Climb	MaxTak	doff00	1 000		
A310-3	O <b>⊅</b> EFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	celoss00		1 151,8	200,9
A310-3	0 <b>₽</b> EFAU	<b>15</b> T	4	Climb	MaxCli	m00b	3 000		
A310-3	0 <b>⊉</b> EFAU	TST	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 117,9	250
A310-3	0 <b>₽</b> EFAU	<b>15</b> T	6	Climb	MaxCli	m@b	5 500		
A310-3	0 <b>₽</b> EFAU	<b>15</b> T	7	Climb	MaxCli	m@b	7 500		
A310-3	0 <b>₽</b> EFAU	<b>15</b> T	8	Climb	MaxCli	m@b	10 000		
A310-3	0 <b>₽</b> EFAU	<b>16</b> T	1	Takeoff	MaxTak	doff00			
A310-3	O <b>₽</b> EFAU	<b>16</b> T	2	Climb	MaxTak	do <b>ff</b> 00	1 000		
A310-3	0 <b>₽</b> EFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	doff00		990,5	214,3
A310-3	0 <b>₽</b> EFAU	<b>16</b> T	4	Climb	MaxCli	m@b	3 000		
A310-3	0 <b>₽</b> EFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	m@b		944,8	250
A310-3	0 <b>₽</b> EFAU	<b>16</b> T	6	Climb	MaxCli	m@b	5 500		
A310-3	0 <b>₽</b> EFAU	<b>16</b> T	7	Climb	MaxCli	m@b	7 500		
A310-3	0 <b>₽</b> EFAU	<b>16</b> T	8	Climb	MaxCli	n <b>0</b> b	10 000		
A310-3	OKCAO_A	<b>A</b> 1	1	Takeoff	MaxTak	do <b>\$1</b> 00			
A310-3	OKCAO_A	<b>A</b> 1	2	Climb	MaxTak	do <b>\$1</b> 00	1 500		
A310-3	OMCAO_A	<b>A</b> 1	3	Climb	MaxCli	mb500	3 000		
A310-3	O#CAO_A	<b>A</b> 1	4	Acceler	a <b>M</b> axCli	mb500		1 167,6	179,4
A310-3	OKCAO_A	<b>A</b> 1	5	Acceler	a <b>M</b> axCli	nØb		1 273,6	200,4
A310-3	OKCAO_A	<b>A</b> 1	6	Acceler	a <b>M</b> axCli	nØb		1 496,6	250
A310-3	OKCAO_A	<b>A</b> 1	7	Climb	MaxCli	m@b	5 500		
A310-3	OKCAO_A	<b>A</b> 1	8	Climb	MaxCli	m@b	7 500		
A310-3	OKCAO_A	<b>A</b> 1	9	Climb	MaxCli	m@b	10 000		
A310-3	OKCAO_A	42	1	Takeoff	MaxTak	do <b>ff</b> 00			
A310-3	OKCAO_A	42	2	Climb	MaxTak	doff00	1 500		
A310-3	OMCAO_A	42	3	Climb	MaxCli	mb500	3 000		
A310-3	O#CAO_A	42	4	Acceler	a <b>M</b> axCli	mlb500		1 115,8	182,9
A310-3	O#CAO_A	42	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 222,3	202,8

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A310-3	OMCAO_	A2	6	Acceler	a <b>M</b> axCli	m <b>0</b> b		1 430,5	250
A310-3	OMCAO_	A2	7	Climb	MaxCli	n <b>0</b> b	5 500		
A310-3	OMCAO_	A2	8	Climb	MaxCli	n <b>0</b> b	7 500		
A310-3	OKCAO_	A2	9	Climb	MaxCli	n <b>0</b> b	10 000		
A310-3	OKCAO_	A3	1	Takeoff	MaxTak	do <b>ff</b> 00			
A310-3	OMCAO_	A3	2	Climb	MaxTak	do <b>f</b> 00	1 500		
A310-3	OKCAO_	A3	3	Climb	MaxCli	mb500	3 000		
A310-3	OKCAO_	A3	4	Acceler	a <b>M</b> axCli	mb500		1 065,4	186,5
A310-3	OKCAO_	A3	5	Acceler	a <b>M</b> axCli	m <b>0</b> b		1 172,6	205,3
A310-3	OKCAO_	A3	6	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 366,6	250
A310-3	OKCAO_	A3	7	Climb	MaxCli	n <b>0</b> b	5 500		
A310-3	OKCAO_	A3	8	Climb	MaxCli	n <b>0</b> b	7 500		
A310-3	OKCAO_	A3	9	Climb	MaxCli	n <b>0</b> b	10 000		
A310-3	OKCAO_	A4	1	Takeoff	MaxTak	do <b>f</b> f00			
A310-3	OKCAO_	A4	2	Climb	MaxTak	do <b>ff</b> 00	1 500		
A310-3	OKCAO_	A4	3	Climb	MaxCli	mb500	3 000		
A310-3	OMCAO_	A4	4	Acceler	a <b>M</b> axCli	mb500		984,3	192,7
A310-3	OKCAO_	A	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 091,4	209,7
A310-3	OKCAO_	A	6	Acceler	a <b>M</b> axCli	m <b>0</b> b		1 262,9	250
A310-3	OMCAO_	A4	7	Climb	MaxCli	n <b>0</b> b	5 500		
A310-3	OMCAO_	A4	8	Climb	MaxCli	n <b>0</b> b	7 500		
A310-3	OMCAO_	A4	9	Climb	MaxCli	n <b>0</b> 1b	10 000		
A310-3	OMCAO_	A5	1	Takeoff	MaxTak	edo <b>\$1</b> 00			
A310-3	OMCAO_	A5	2	Climb	MaxTak	do <b>f</b> 00	1 500		
A310-3	OMCAO_	A5	3	Climb	MaxCli	mb500	3 000		
A310-3	OMCAO_	A5	4	Acceler	a <b>M</b> axCli	mb500		888,4	200,8
A310-3	OMCAO_	A5	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		994,5	215,7
A310-3	OKCAO_	A5	6	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 140,7	250
A310-3	OKCAO_	A5	7	Climb	MaxCli	n <b>0</b> b	5 500		
A310-3	OMCAO_	A5	8	Climb	MaxCli	n <b>0</b> b	7 500		
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A310-30HC	10	<b>A5</b>	9	Climb	MaxCli	126No	10 000		
			-				10 000		
A310-30HC			1		MaxTak		1.700		
A310-30HC			2	Climb	MaxTak		1 500		
A310-30HC			3	Climb	MaxCli		3 000		
A310-30AC	AO_/	46	4	Acceler	a <b>M</b> axCli	mb500		747,4	214,2
A310-30HC	AO_	46	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		848,6	226,2
A310-30HC	AO_	46	6	Acceler	a <b>M</b> axCli	m01b		959,5	250
A310-30HC	AO_	46	7	Climb	MaxCli	m00b	5 500		
A310-30HC	AO_	46	8	Climb	MaxCli	n <b>0</b> b	7 500		
A310-30HC	AO_	46	9	Climb	MaxCli	m00b	10 000		
A310-30HC	AO_l	31	1	Takeoff	MaxTak	doff00			
A310-30HC	AO_l	31	2	Climb	MaxTak	doff00	1 000		
A310-30HC	AO_l	31	3	Acceler	a <b>M</b> axTak	doff00		1 475,7	179,5
A310-30HC	AO_l	31	4	Climb	MaxCli	n <b>0</b> b	3 000		
A310-30HC	AO_l	31	5	Acceler	a <b>M</b> axCli	nØb		1 454,9	250
A310-30HC	AO_l	31	6	Climb	MaxCli	n <b>0</b> b	5 500		
A310-30HC	AO_l	31	7	Climb	MaxCli	n <b>0</b> b	7 500		
A310-30HC	AO_l	31	8	Climb	MaxCli	n <b>0</b> lb	10 000		
A310-30HC	AO_l	32	1	Takeoff	MaxTak	doff00			
A310-30HC	AO_l	32	2	Climb	MaxTak	doff00	1 000		
A310-30HC	AO_l	32	3	Acceler	a <b>lM</b> axTak	celoss00		1 415,7	183
A310-30HC	AO_I	32	4	Climb	MaxCli	m@b	3 000		
A310-30HC	AO_l	32	5	Acceler	a <b>M</b> axCli	nØb		1 392,7	250
A310-30HC	AO_l	32	6	Climb	MaxCli	m@b	5 500		
A310-30HC	AO_l	32	7	Climb	MaxCli	m@b	7 500		
A310-30HC	AO_l	32	8	Climb	MaxCli	m@b	10 000		
A310-30HC	AO_l	33	1	Takeoff	MaxTak	doff00			
A310-30HC	AO_l	33	2	Climb	MaxTak	doff00	1 000		
A310-30HC	AO_l	33	3	Acceler	a <b>M</b> axTak	doff00		1 357	186,6
A310-30HC	AO_l	33	4	Climb	MaxCli	n <b>0</b> b	3 000		
A310-30HC	AO_l	33	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 332,3	250

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A310-30HC			6	Climb	MaxCli		5 500		
A310-30HC	AO_I	33	7	Climb	MaxCli		7 500		
A310-30HC	AO_I	33	8	Climb	MaxCli	m00b	10 000		
A310-30HC	AO_I	34	1	Takeoff	MaxTak	doff00			
A310-30HC	AO_I	34	2	Climb	MaxTak	do <b>ff</b> 00	1 000		
A310-30KC	AO_I	34	3	Acceler	a <b>M</b> axTak	celoss00		1 262,8	192,8
A310-30HC	AO_I	34	4	Climb	MaxCli	m <b>0</b> b	3 000		
A310-30KC	AO_I	34	5	Acceler	a <b>M</b> axCli	n <b>0</b> b		1 234,1	250
A310-30HC	AO_I	34	6	Climb	MaxCli	m00b	5 500		
A310-30HC	AO_I	34	7	Climb	MaxCli	m00b	7 500		
A310-30HC	AO_I	34	8	Climb	MaxCli	m@b	10 000		
A310-30HC	AO_I	35	1	Takeoff	MaxTak	doff00			
A310-30HC	AO_I	35	2	Climb	MaxTak	doff00	1 000		
A310-30MC	AO_I	35	3	Acceler	a <b>lM</b> axTak	edoff00		1 151,8	200,9
A310-30HC	AO_I	35	4	Climb	MaxCli	m@b	3 000		
A310-30MC	AO_I	35	5	Acceler	a <b>M</b> axCli	nØb		1 117,9	250
A310-30HC	AO_I	35	6	Climb	MaxCli	m00b	5 500		
A310-30HC	AO_I	35	7	Climb	MaxCli	m@b	7 500		
A310-30HC	AO_I	35	8	Climb	MaxCli	m00b	10 000		
A310-30HC	AO_I	36	1	Takeoff	MaxTak	doff00			
A310-30HC	AO_I	36	2	Climb	MaxTak	do <b>ff</b> 00	1 000		
A310-30HC	AO_I	36	3	Acceler	a <b>M</b> axTak	do <b>ff</b> 00		990,5	214,3
A310-30HC	AO_I	36	4	Climb	MaxCli	m@b	3 000		
A310-30HC	AO_I	36	5	Acceler	a <b>M</b> axCli	m@b		944,8	250
A310-30HC	AO_I	36	6	Climb	MaxCli	m@b	5 500		
A310-30HC	AO_I	36	7	Climb	MaxCli	m@b	7 500		
A310-30HC	AO_I	36	8	Climb	MaxCli	n <b>0</b> b	10 000		
A319-13IDI	EFAU	ПТ	1	Takeoff	MaxTak	doff			
A319-13IDI	EFAU	ПТ	2	Climb	MaxTak	doff	1 000		
A319-13DI	EFAU	ШТ	3	Acceler	a <b>lv</b> axTak	doff		1 042,6	181,6

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A319-13	MEEAL	пт	4	A agalam	a <b>M</b> axTak	doff		1	200.7
A319-13	BWEFAU	ш	4	Acceler	alletax Tak	Celo11		177,5	200,7
A319-13	BIDEFAU	ПТ	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
A319-13	BDEFAU	ПТ	6	Acceler	a <b>M</b> axCli	n <b>a</b> tERO		1 320,8	250
A319-13	BDEFAU	11T	7	Climb	MaxCli	n <b>z</b> BERO	5 500		
A319-13	BDEFAU	ШΤ	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A319-13	BDEFAU	ПТ	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A319-13	BDEFAU	<b>2</b> T	1	Takeoff	MaxTak	cdoff			
A319-13	BDEFAU	<b>2</b> T	2	Climb	MaxTak	cdoff	1 000		
A319-13	BDEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	cdoff		997,1	185,3
A319-13	BDEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	doff		1 128,9	203,3
A319-13	BDEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
A319-13	BDEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	n <b>z</b> BERO		1 264	250
A319-13	BDEFAU	<b>2</b> T	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A319-13	BDEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A319-13	BDEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A319-13	BDEFAU	BL	1	Takeoff	MaxTak	cdoff			
A319-13	BDEFAU	BT	2	Climb	MaxTak	cdoff	1 000		
A319-13	BDEFAU	BL	3	Acceler	a <b>M</b> axTak	cdoff		952,7	189
A319-13	BDEFAU	BT	4	Acceler	a <b>M</b> axTak	doff		1 081	206
A319-13	BDEFAU	BL	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
A319-13	BDEFAU	BT	6	Acceler	a <b>M</b> axCli	n <b>a</b> tERO		1 208,7	250
A319-13	BDEFAU	BL	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A319-1	BIDEFAU	BL	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A319-13	BDEFAU	BL	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A319-13	BDEFAU	ИТ	1	Takeoff	MaxTak	cdoff			
A319-13	BDEFAU	<b>L</b> T	2	Climb	MaxTak	cdoff	1 000		
A319-13	BDEFAU	<b>L</b> T	3	Acceler	a <b>M</b> axTak	cdoff		880,8	195,6
A319-13	BDEFAU	MI.	4	Acceler	a <b>M</b> axTak	doff		1 001,7	210,8
A319-13	BDEFAU	<b>L</b> T	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
A319-13	BDEFAU	MT.	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 119,6	250

A319-1	3DEFAU	ИТ	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
A319-1	3DEFAU	ИТ	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A319-1	3DEFAU	<b>M</b> T	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
A319-1	3DEFAU	151	1	Takeoff	MaxTak	doff			
A319-1	3DEFAU	BT	2	Acceler	a <b>M</b> axTak	celoff		735,2	169,7
A319-1	3DEFAU	BT	3	Climb	MaxTak	celoff	1 000		
A319-1	3DEFAU	151	4	Acceler	a <b>M</b> axTak	doff		793,4	208,8
A319-1	3DEFAU	BT	5	Acceler	a <b>M</b> axTak	ZERO		860	221,2
A319-1	3DEFAU	BT	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A319-1	3DEFAU	BT	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		964,2	250
A319-1	3DEFAU	BT	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A319-1	3DEFAU	BT	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A319-1	3DEFAU	<b>15</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A319-1	3IICAO_	A1	1	Takeoff	MaxTak	celoff			
A319-1	3IICAO_	A1	2	Climb	MaxTak	celoff	1 500		
A319-1	3IICAO_	A1	3	Climb	MaxCli	ml <del>b</del> F	3 000		
A319-1	3IICAO_	A1	4	Acceler	a <b>M</b> axCli	ml <del>b</del> F		822,7	181,4
A319-1	3IICAO_	A1	5	Acceler	a <b>M</b> axCli	mlb		972,3	196,5
A319-1	3IICAO_	A1	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 162,8	223,8
A319-1	3IICAO_	Al	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 374,2	250
A319-1	3IICAO_	A1	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A319-1	3IICAO_	A1	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A319-1	3IICAO_	A1	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
A319-1	3IICAO_	<b>A2</b>	1	Takeoff	MaxTak	celoff			
A319-1	3IICAO_	<b>A2</b>	2	Climb	MaxTak	celoff	1 500		
A319-1	3IICAO_	42	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A319-1	3IICAO_	<b>A2</b>	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		786,5	185,2
A319-1	3IICAO_	42	5	Acceler	a <b>M</b> axCli	mlb		935,4	199,4
A319-1	3IICAO_	A2	6	Acceler	a <b>M</b> axCli	mZERO		1 115,9	225,3
A319-1	3IICAO_	A2	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 312,1	250
A319-1	3IICAO_	A2	8	Climb	MaxCli	n <b>z</b> tERO	5 500		

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A319-130CAO_A2   9   Climb   MaxClinttero   7 500									1
A319-13ICAO_A3   1   Takeoff MaxTakdoff   1 500	A319-13IIC	CAO_A2	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A319-13  CAO_A3   2   Climb   MaxTal doff   1 500	A319-13IIC	AO_A2	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A319-13  CAO_A3   3   Climb   MaxClimbF   3 000     A319-13  CAO_A3   4   AcceleralMaxClimbF   751,1   188,9     A319-13  CAO_A3   5   AcceleralMaxClimbF   899,4   202,4     A319-13  CAO_A3   6   AcceleralMaxClimbERO   1   226,9     070,2   226,9     070,2   250     A319-13  CAO_A3   7   AcceleralMaxClimbERO   1 252   250     A319-13  CAO_A3   8   Climb   MaxClimbERO   5 500     A319-13  CAO_A3   9   Climb   MaxClimbERO   7 500     A319-13  CAO_A3   10   Climb   MaxClimbERO   10 000     A319-13  CAO_A4   1   Takeoff   MaxTakdoff   1 500     A319-13  CAO_A4   2   Climb   MaxClimbF   3 000     A319-13  CAO_A4   3   Climb   MaxClimbF   693,7   195,4     A319-13  CAO_A4   4   AcceleralMaxClimbF   693,7   195,4     A319-13  CAO_A4   5   AcceleralMaxClimbF   840,2   207,6     A319-13  CAO_A4   6   AcceleralMaxClimbERO   996,8   230     A319-13  CAO_A4   8   Climb   MaxClimbERO   5 500     A319-13  CAO_A4   8   Climb   MaxClimbERO   5 500     A319-13  CAO_A4   9   Climb   MaxClimbERO   7 500     A319-13  CAO_A5   1   Takeoff   MaxTakdoff   735,2   169,7     A319-13  CAO_A5   3   Climb   MaxClimbERO   7 735,2   169,7     A319-13  CAO_A5   4   Climb   MaxClimbF   3 000     A319-13  CAO_A5   5   AcceleralMaxClimbF   5 00,7     A319-13  CAO_A5   5   AcceleralMaxClimbF   5 00,7     A319-13  CAO_A5   5   AcceleralMaxClimbF   6 0,7,2   208,7     A319-13  CAO_A5   5   AcceleralMaxClimbF   6 0,	A319-13IIC	CAO_A3	1	Takeoff	MaxTak	edoff			
A319-13  CAO_A3	A319-13IIC	CAO_A3	2	Climb	MaxTak	celoff	1 500		
A319-13  CAO_A3   5   AcceleralMaxClintb   899,4   202,4     A319-13  CAO_A3   6   AcceleralMaxClintdERO   1   226,9     A319-13  CAO_A3   7   AcceleralMaxClintdERO   1   252   250     A319-13  CAO_A3   8   Climb   MaxClintdERO   5   500     A319-13  CAO_A3   9   Climb   MaxClintdERO   7   500     A319-13  CAO_A3   10   Climb   MaxClintdERO   10   000     A319-13  CAO_A4   1   Takeoff   MaxTakdoff   1   500     A319-13  CAO_A4   2   Climb   MaxClintlEF   3   000     A319-13  CAO_A4   3   Climb   MaxClintlEF   693,7   195,4     A319-13  CAO_A4   4   AcceleralMaxClintlEF   693,7   195,4     A319-13  CAO_A4   5   AcceleralMaxClintlERO   996,8   230     A319-13  CAO_A4   6   AcceleralMaxClintdERO   996,8   230     A319-13  CAO_A4   7   AcceleralMaxClintdERO   1   250     155,3   A319-13  CAO_A4   9   Climb   MaxClintdERO   7   500     A319-13  CAO_A4   10   Climb   MaxClintdERO   7   500     A319-13  CAO_A5   1   Takeoff   MaxTakdoff     7   7   7   7     A319-13  CAO_A5   1   Takeoff   MaxTakdoff   7   7   7   7   7   7   7   7   7	A319-13IIC	CAO_A3	3	Climb	MaxCli	nlb∙F	3 000		
A319-13ICAO_A3 6 AcceleraldaxClinitERO 1252 250  A319-13ICAO_A3 7 AcceleraldaxClinitERO 1252 250  A319-13ICAO_A3 8 Climb MaxClinitERO 5 500  A319-13ICAO_A3 9 Climb MaxClinitERO 7 500  A319-13ICAO_A3 10 Climb MaxClinitERO 10 000  A319-13ICAO_A4 1 Takeoff MaxTakdoff 1 500  A319-13ICAO_A4 2 Climb MaxClinitEF 3 000  A319-13ICAO_A4 3 Climb MaxClinitEF 693,7 195,4  A319-13ICAO_A4 4 AcceleraldaxClinitEF 693,7 195,4  A319-13ICAO_A4 5 AcceleraldaxClinitERO 996,8 230  A319-13ICAO_A4 6 AcceleraldaxClinitERO 996,8 230  A319-13ICAO_A4 7 AcceleraldaxClinitERO 996,8 230  A319-13ICAO_A4 8 Climb MaxClinitERO 1155,3  A319-13ICAO_A4 9 Climb MaxClinitERO 7 500  A319-13ICAO_A4 10 Climb MaxClinitERO 7 500  A319-13ICAO_A5 1 Takeoff MaxTakdoff 7 750  A319-13ICAO_A5 1 Takeoff MaxTakdoff 7 735,2 169,7  A319-13ICAO_A5 3 Climb MaxClinitERO 1 500  A319-13ICAO_A5 5 1 Takeoff MaxTakdoff 7 735,2 169,7  A319-13ICAO_A5 5 1 Climb MaxClinitERO 1 500  A319-13ICAO_A5 5 1 Takeoff MaxTakdoff 1 500  A319-13ICAO_A5 5 1 Takeoff MaxTakdoff 1 500  A319-13ICAO_A5 5 1 Climb MaxClinitERO 1 500	A319-13IIC	CAO_A3	4	Acceler	a <b>M</b> axCli	nlb∙F		751,1	188,9
A319-13  CAO_A3   7   AcceleralMaxClinitERO   1 252   250	A319-13IIC	CAO_A3	5	Acceler	a <b>M</b> axCli	mlb		899,4	202,4
A319-13ICAO_A3	A319-13IIC	CAO_A3	6	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		_	226,9
A319-13ICAO_A3   9   Climb   MaxClinztero   7 500     A319-13ICAO_A3   10   Climb   MaxClinztero   10 000     A319-13ICAO_A4   1   Takeoff   MaxTakdoff     A319-13ICAO_A4   2   Climb   MaxTakdoff   1 500     A319-13ICAO_A4   3   Climb   MaxClintlb   F   3 000     A319-13ICAO_A4   4   AcceleraldaxClintlb   F   693,7   195,4     A319-13ICAO_A4   5   AcceleraldaxClinztero   996,8   230     A319-13ICAO_A4   6   AcceleraldaxClinztero   996,8   230     A319-13ICAO_A4   7   AcceleraldaxClinztero   1   250     155,3     A319-13ICAO_A4   8   Climb   MaxClinztero   7 500     A319-13ICAO_A4   9   Climb   MaxClinztero   7 500     A319-13ICAO_A4   10   Climb   MaxClinztero   7 500     A319-13ICAO_A5   1   Takeoff   MaxTakdoff   7 35,2   169,7     A319-13ICAO_A5   3   Climb   MaxClintlb   7 35,2   169,7     A319-13ICAO_A5   4   Climb   MaxClintlb   7 3 000     A319-13ICAO_A5   5   AcceleraldaxClintlb   7 3 000	A319-13IIC	CAO_A3	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 252	250
A319-13ICAO_A3 10 Climb MaxClinitERO 10 000  A319-13ICAO_A4 1 Takeoff MaxTakdoff 1 500  A319-13ICAO_A4 2 Climb MaxClinibF 3 000  A319-13ICAO_A4 3 Climb MaxClinibF 3 000  A319-13ICAO_A4 4 AcceleraldaxClinibF 693,7 195,4  A319-13ICAO_A4 5 AcceleraldaxClinib 840,2 207,6  A319-13ICAO_A4 6 AcceleraldaxClinitBERO 996,8 230  A319-13ICAO_A4 7 AcceleraldaxClinitERO 1 155,3  A319-13ICAO_A4 8 Climb MaxClinitERO 5 500  A319-13ICAO_A4 9 Climb MaxClinitERO 7 500  A319-13ICAO_A4 10 Climb MaxClinitERO 10 000  A319-13ICAO_A5 1 Takeoff MaxTakdoff 1 500  A319-13ICAO_A5 2 AcceleraldaxTakdoff 1 500  A319-13ICAO_A5 3 Climb MaxClinitBF 3 000  A319-13ICAO_A5 5 AcceleraldaxTakdoff 1 500  A319-13ICAO_A5 5 AcceleraldaxTakdoff 1 500  A319-13ICAO_A5 5 AcceleraldaxTakdoff 1 500  A319-13ICAO_A5 5 AcceleraldaxClinibF 3 000  A319-13ICAO_A5 5 AcceleraldaxClinibF 3 000	A319-13IIC	CAO_A3	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A319-13  CAO_A4   1   Takeoff MaxTakdoff   1 500     A319-13  CAO_A4   2   Climb   MaxClimb   F   3 000     A319-13  CAO_A4   3   Climb   MaxClimb   F   3 000     A319-13  CAO_A4   4   Acceleral	A319-13IIC	CAO_A3	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
A319-13  CAO_A4   2   Climb   MaxTakdoff   1 500     A319-13  CAO_A4   3   Climb   MaxClimb   F   3 000     A319-13  CAO_A4   4   Acceleral   Accele	A319-13IIC	CAO_A3	10	Climb	MaxCli	n <b>a</b> tero	10 000		
A319-13  CAO_A     Acceleral axClimb   F   3 000     A319-13  CAO_A     Acceleral axClimb   F   693,7   195,4     A319-13  CAO_A     5   Acceleral axClimb   840,2   207,6     A319-13  CAO_A     6   Acceleral axClimatero   996,8   230     A319-13  CAO_A     7   Acceleral axClimatero   1   250     A319-13  CAO_A     8   Climb   MaxClimatero   5 500     A319-13  CAO_A     9   Climb   MaxClimatero   7 500     A319-13  CAO_A     10   Climb   MaxClimatero   10 000     A319-13  CAO_A     10   Climb   MaxClimatero   10 000     A319-13  CAO_A     2   Acceleral axClimatero   735,2   169,7     A319-13  CAO_A     3   Climb   MaxTakdoff   1 500     A319-13  CAO_A     4   Climb   MaxClimb   1 500     A319-13  CAO_A     5   Acceleral axClimb   5   3 000     A319-13  CAO_A     5   Acceleral axClimb   637,2   208,7	A319-13IIC	CAO_A4	1	Takeoff	MaxTak	doff			
A319-13  CAO_A4	A319-13IIC	AO_A	2	Climb	MaxTak	doff	1 500		
A319-13ICAO_A4	A319-13IIC	AO_A	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A319-13ICAO_A4 6 Acceleral axClinzterO 996,8 230  A319-13ICAO_A4 7 Acceleral axClinzterO 1 155,3  A319-13ICAO_A4 8 Climb MaxClinzterO 5 500  A319-13ICAO_A4 9 Climb MaxClinzterO 7 500  A319-13ICAO_A4 10 Climb MaxClinzterO 10 000  A319-13ICAO_A5 1 Takeoff MaxTakdoff 735,2 169,7  A319-13ICAO_A5 3 Climb MaxClinter 1 500  A319-13ICAO_A5 4 Climb MaxClinter 3 000  A319-13ICAO_A5 5 Acceleral axClinter 3 000  A319-13ICAO_A5 5 Acceleral axClinter 5 3 000	A319-13IIC	CAO_A4	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		693,7	195,4
A319-13ICAO_A4	A319-13IIC	CAO_A4	5	Acceler	a <b>M</b> axCli	mlb		840,2	207,6
A319-13ICAO_A4   8   Climb   MaxClinZtERO   5 500	A319-13IIC	CAO_A	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		996,8	230
A319-13ICAO_A4   9   Climb   MaxClimatero   7 500     A319-13ICAO_A4   10   Climb   MaxClimatero   10 000     A319-13ICAO_A5   1   Takeoff   MaxTakdoff     A319-13ICAO_A5   2   Accelerate axTakdoff   735,2   169,7     A319-13ICAO_A5   3   Climb   MaxTakdoff   1 500     A319-13ICAO_A5   4   Climb   MaxClimb   F   3 000     A319-13ICAO_A5   5   Accelerate axClimb   F   637,2   208,7	A319-13IIC	CAO_A4	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		_	250
A319-13ICAO_A4	A319-13IIC	CAO_A4	8	Climb	MaxCli	n <b>a</b> tero	5 500		
A319-13ICAO_A5	A319-13IIC	CAO_A4	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A319-13ICAO_A5 2 Acceleral axTakdoff 735,2 169,7  A319-13ICAO_A5 3 Climb MaxTakdoff 1 500  A319-13ICAO_A5 4 Climb MaxClimbF 3 000  A319-13ICAO_A5 5 Acceleral axClimbF 637,2 208,7	A319-13IIC	AO_A	10	Climb	MaxCli	n <b>a</b> tero	10 000		
A319-13ICAO_A5 3 Climb MaxTakdoff 1 500 A319-13ICAO_A5 4 Climb MaxClimbF 3 000 A319-13ICAO_A5 5 AcceleraMaxClimbF 637,2 208,7	A319-13IIC	CAO_A5	1	Takeoff	MaxTak	doff			
A319-13ICAO_A5	A319-13IIC	CAO_A5	2	Acceler	a <b>M</b> axTak	cdoff		735,2	169,7
A319-13ICAO_A5 5 AcceleraMaxClinlbF 637,2 208,7	A319-13IIC	CAO_A5	3	Climb	MaxTak	doff	1 500		
	A319-13IIC	CAO_A5	4	Climb	MaxCli	ml <del>b</del> -F	3 000		
A319-13ICAO_A5 6 AcceleraMaxClimb 733,4 218,7	A319-13IIC	CAO_A5	5	Acceler	a <b>M</b> axCli	ml <del>b</del> F		637,2	208,7
	A319-13IIC	CAO_A5	6	Acceler	a <b>M</b> axCli	mlb		733,4	218,7
A319-13ICAO_A5 7 AcceleraMaxClinatERO 869,2 237,4	A319-13IIC	CAO_A5	7	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		869,2	237,4
A319-13IICAO_A5 8 AcceleraMaxClinatERO 987,8 250	A319-13IIC	CAO_A5	8	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		987,8	250
A319-13IICAO_A5 9 Climb MaxClinidERO 5 500	A319-13IIC	AO_A5	9	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A319-13IICAO_A5 10 Climb MaxClinidERO 7 500	A319-13IIC	AO_A5	10	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A319-13IICAO_A5 11 Climb MaxClinidERO 10 000	A319-13IIC	CAO_A5	11	Climb	MaxCli	n <b>zi</b> ERO	10 000		

A319-130CAO_B  2 Climb   MaxTakdoff  1 000										
A319-13  CAO_B    3   AcceleralMaxTalkdoff   1   1042,6   181,6   042,6   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   177,5   200,7   20	A319-1	3IICAO_	B1	1	Takeoff	MaxTak	doff			
A319-13ICAO_BI   A   AcceleraMaxTakdoff   1   177,5   200,7   177,5   A319-13ICAO_BI   5   Climb   MaxClindero   3 000   A319-13ICAO_BI   6   AcceleraMaxClindero   1   250   320,8   A319-13ICAO_BI   7   Climb   MaxClindero   5 500   A319-13ICAO_BI   8   Climb   MaxClindero   7 500   A319-13ICAO_BI   9   Climb   MaxClindero   7 500   A319-13ICAO_BI   9   Climb   MaxTakdoff   1 000   A319-13ICAO_BI   2   Climb   MaxTakdoff   1 000   A319-13ICAO_BI   3   AcceleraMaxTakdoff   1 000   A319-13ICAO_BI   3   AcceleraMaxTakdoff   1 000   A319-13ICAO_BI   3   AcceleraMaxTakdoff   1 000   A319-13ICAO_BI   5   Climb   MaxClindero   3 000   A319-13ICAO_BI   5   Climb   MaxClindero   5 500   A319-13ICAO_BI   6   AcceleraMaxClindero   1 264   250   A319-13ICAO_BI   7   Climb   MaxClindero   7 500   A319-13ICAO_BI   8   Climb   MaxClindero   7 500   A319-13ICAO_BI   8   Climb   MaxClindero   7 500   A319-13ICAO_BI   8   Climb   MaxClindero   1 000   A319-13ICAO_BI   9   Climb   MaxClindero   1 000   A319-13ICAO_BI   3   AcceleraMaxTakdoff   1 000   A319-13ICAO_BI   4   AcceleraMaxTakdoff   1 000   A319-13ICAO_BI   5   Climb   MaxClindero   5 500   A319-13ICAO_BI   6   AcceleraMaxTakdoff   1 081   206   A319-13ICAO_BI   6   AcceleraMaxClindero   5 500   A319-13ICAO_BI   6   AcceleraMaxClindero   5 500   A319-13ICAO_BI   7   Climb   MaxClindero   5 500   A319-13ICAO_BI   7   Climb   MaxClindero   5 500   A319-13ICAO_BI   8   Climb   MaxClindero   5 500   A319-13ICAO_BI   7   Climb   MaxClindero   7   500   A319-13ICAO_BI   7	A319-1	BIICAO_	B1	2	Climb	MaxTak	celoff	1 000		
A319-13ICAO_B    5   Climb   MaxCliniteRO   3 000	A319-1	3IICAO_	B1	3	Acceler	a <b>M</b> axTak	celoff			181,6
A319-13  CAO_B    6   AcceleralMaxClinatero   1   320,8   250   320,8   3219-13  CAO_B    7   Climb   MaxClinatero   5 500     A319-13  CAO_B    8   Climb   MaxClinatero   7 500     A319-13  CAO_B    9   Climb   MaxClinatero   10 000     A319-13  CAO_B    2   Climb   MaxTakdoff   1 000     A319-13  CAO_B    3   AcceleralMaxTakdoff   1 000     A319-13  CAO_B    3   AcceleralMaxTakdoff   1 000     A319-13  CAO_B    4   AcceleralMaxTakdoff   1 000     A319-13  CAO_B    5   Climb   MaxClinatero   3 000     A319-13  CAO_B    5   Climb   MaxClinatero   3 000     A319-13  CAO_B    7   Climb   MaxClinatero   5 500     A319-13  CAO_B    8   Climb   MaxClinatero   7 500     A319-13  CAO_B    8   Climb   MaxClinatero   1 0 000     A319-13  CAO_B    9   Climb   MaxClinatero   1 0 000     A319-13  CAO_B    3   AcceleralMaxTakdoff   1 000     A319-13  CAO_B    3   AcceleralMaxTakdoff   1 000     A319-13  CAO_B    3   AcceleralMaxTakdoff   1 000   A319-13  CAO_B    3   AcceleralMaxTakdoff   1 000   A319-13  CAO_B    3   AcceleralMaxTakdoff   1 081   206   A319-13  CAO_B    5   Climb   MaxClinatero   5 500   A319-13  CAO_B    6   AcceleralMaxTakdoff   1 081   206   A319-13  CAO_B    6   AcceleralMaxClinatero   5 500   A319-13  CAO_B    7   Climb   MaxClinatero   5 500   A319-13  CAO_B    8   Climb   MaxClinatero   5 500   A319-13  CAO_B    7   Climb   MaxClinatero   7 500   A319-13  CAO_B    8   Climb   MaxClinatero   7 500   A319-13  CAO_B    9   Climb   MaxClinatero   1 000   A319-13  CAO_B    9   Climb	A319-1	3IICAO_	B1	4	Acceler	a <b>lM</b> axTak	doff			200,7
A319-13  CAO_B    7   Climb   MaxClinitero   5 500	A319-1	3IICAO_	B1	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A319-13  CAO_B    8   Climb   MaxClinateRO   7 500	A319-1	3IICAO_	B1	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		_	250
A319-13  CAO_B    9   Climb   MaxClinder   10000     A319-13  CAO_B    1   Takeoff   MaxTakdoff   1000     A319-13  CAO_B    2   2   Climb   MaxTakdoff   1000     A319-13  CAO_B    3   Acceleral MaxTakdoff   1000     A319-13  CAO_B    4   Acceleral MaxTakdoff   1203,3     A319-13  CAO_B    5   Climb   MaxClinder   3000     A319-13  CAO_B    6   Acceleral MaxClinder   1264   250     A319-13  CAO_B    7   Climb   MaxClinder   5500     A319-13  CAO_B    8   Climb   MaxClinder   1000     A319-13  CAO_B    9   Climb   MaxClinder   1000     A319-13  CAO_B    1   Takeoff   MaxTakdoff   1000     A319-13  CAO_B    3   Acceleral MaxTakdoff   1000     A319-13  CAO_B    3   Acceleral MaxTakdoff   1081   206     A319-13  CAO_B    5   Climb   MaxClinder   3000     A319-13  CAO_B    6   Acceleral MaxTakdoff   1081   206     A319-13  CAO_B    7   Climb   MaxClinder   5500     A319-13  CAO_B    7   Climb   MaxClinder   5500     A319-13  CAO_B    7   Climb   MaxClinder   5500     A319-13  CAO_B    8   Climb   MaxClinder   7500     A319-13  CAO_B    1   Takeoff   MaxTakdoff   1000     A319-13  CAO_B    2   Climb   MaxClinder   1000     A319-13  CAO_B    3   Cli	A319-1	3IICAO_	B1	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A319-13  CAO_B2   1   Takeoff   MaxTakdoff   1 000     A319-13  CAO_B2   2   Climb   MaxTakdoff   1 000     A319-13  CAO_B2   3   AcceleraldaxTakdoff   997,1   185,3     A319-13  CAO_B2   4   AcceleraldaxTakdoff   1 128,9     A319-13  CAO_B2   5   Climb   MaxCliniteRO   3 000     A319-13  CAO_B2   6   AcceleraldaxCliniteRO   1 264   250     A319-13  CAO_B2   7   Climb   MaxCliniteRO   5 500     A319-13  CAO_B2   8   Climb   MaxCliniteRO   7 500     A319-13  CAO_B2   9   Climb   MaxCliniteRO   10 000     A319-13  CAO_B3   1   Takeoff   MaxTakdoff   1 000     A319-13  CAO_B3   2   Climb   MaxCliniteRO   952,7   189     A319-13  CAO_B3   3   AcceleraldaxTakdoff   1 081   206     A319-13  CAO_B3   5   Climb   MaxCliniteRO   3 000     A319-13  CAO_B3   6   AcceleraldaxCliniteRO   1 081   206     A319-13  CAO_B3   7   Climb   MaxCliniteRO   5 500     A319-13  CAO_B3   8   Climb   MaxCliniteRO   5 500     A319-13  CAO_B3   8   Climb   MaxCliniteRO   7 500     A319-13  CAO_B3   9   Climb   MaxCliniteRO   7 500     A319-13  CAO_B3   9   Climb   MaxCliniteRO   1 000     A319-13  CAO_B4   1   Takeoff   MaxTakdoff   1 000	A319-1	3IICAO_	B1	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A319-13  CAO_B2   2   Climb   MaxTakdoff   1 000     A319-13  CAO_B2   3   Acceleral daxTakdoff   997,1 185,3     A319-13  CAO_B2   4   Acceleral daxTakdoff   1 203,3 128,9     A319-13  CAO_B2   5   Climb   MaxClinitero   3 000     A319-13  CAO_B2   6   Acceleral daxClinitero   1 264 250     A319-13  CAO_B2   7   Climb   MaxClinitero   5 500     A319-13  CAO_B2   8   Climb   MaxClinitero   7 500     A319-13  CAO_B2   9   Climb   MaxClinitero   10 000     A319-13  CAO_B3   1   Takeoff   MaxTakdoff   1 000     A319-13  CAO_B3   2   Climb   MaxClinitero   1 000     A319-13  CAO_B3   3   Acceleral daxTakdoff   952,7 189     A319-13  CAO_B3   4   Acceleral daxTakdoff   1 081 206     A319-13  CAO_B3   5   Climb   MaxClinitero   3 000     A319-13  CAO_B3   6   Acceleral daxClinitero   1 081 206     A319-13  CAO_B3   7   Climb   MaxClinitero   5 500     A319-13  CAO_B3   8   Climb   MaxClinitero   5 500     A319-13  CAO_B3   8   Climb   MaxClinitero   7 500     A319-13  CAO_B3   9   Climb   MaxClinitero   10 000     A319-13  CAO_B3   9   Climb   MaxClinitero   10 000     A319-13  CAO_B4   1   Takeoff   MaxTakdoff   1 000     A319-13  CAO_B4   2   Climb   MaxClinitero   1 000     A319-13  CAO_B4   2   Climb   MaxClinitero   1 000     A319-13  CAO_B4   2   Climb   MaxClinitero   1 000     A319-13  CAO_B4   2   Climb   MaxTakdoff   1 000	A319-1	3IICAO_	B1	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A319-13ICAO_B2	A319-1	3IICAO_	B2	1	Takeoff	MaxTak	celoff			
A319-13  CAO_B2	A319-1	3IICAO_	B2	2	Climb	MaxTak	doff	1 000		
A319-13ICAO_B2   5   Climb   MaxClinitERO   3 000     A319-13ICAO_B2   6   AcceleralMaxClinitERO   1 264   250     A319-13ICAO_B2   7   Climb   MaxClinitERO   5 500     A319-13ICAO_B2   8   Climb   MaxClinitERO   7 500     A319-13ICAO_B2   9   Climb   MaxClinitERO   10 000     A319-13ICAO_B3   1   Takeoff   MaxTakdoff   1 000     A319-13ICAO_B3   2   Climb   MaxTakdoff   1 000     A319-13ICAO_B3   3   AcceleralMaxTakdoff   1 081   206     A319-13ICAO_B3   5   Climb   MaxClinitERO   3 000     A319-13ICAO_B3   6   AcceleralMaxClinitERO   1 081   250     A319-13ICAO_B3   7   Climb   MaxClinitERO   5 500     A319-13ICAO_B3   8   Climb   MaxClinitERO   7 500     A319-13ICAO_B3   9   Climb   MaxClinitERO   10 000     A319-13ICAO_B3   9   Climb   MaxClinitERO   10 000     A319-13ICAO_B4   1   Takeoff   MaxTakdoff   1 000     A319-13ICAO_B4   2   Climb   MaxTakdoff   1 000	A319-1	3IICAO_	B2	3	Acceler	a <b>M</b> axTak	celoff		997,1	185,3
A319-13ICAO_B2 6 AcceleraMaxClinzterO 1264 250  A319-13ICAO_B2 7 Climb MaxClinzterO 5 500  A319-13ICAO_B2 8 Climb MaxClinzterO 7 500  A319-13ICAO_B2 9 Climb MaxClinzterO 10 000  A319-13ICAO_B3 1 Takeoff MaxTakdoff 1 000  A319-13ICAO_B3 2 Climb MaxTakdoff 952,7 189  A319-13ICAO_B3 3 AcceleraMaxTakdoff 1 081 206  A319-13ICAO_B3 5 Climb MaxClinzterO 3 000  A319-13ICAO_B3 6 AcceleraMaxClinzterO 1 250  A319-13ICAO_B3 7 Climb MaxClinzterO 5 500  A319-13ICAO_B3 8 Climb MaxClinzterO 7 500  A319-13ICAO_B3 9 Climb MaxClinzterO 10 000  A319-13ICAO_B3 9 Climb MaxClinzterO 10 000  A319-13ICAO_B3 1 Takeoff MaxTakdoff 1 000	A319-1	3IICAO_	B2	4	Acceler	a <b>lM</b> axTak	doff			203,3
A319-13  CAO_B2   7   Climb   MaxClinz  ERO   5 500     A319-13  CAO_B2   8   Climb   MaxClinz  ERO   7 500     A319-13  CAO_B2   9   Climb   MaxClinz  ERO   10 000     A319-13  CAO_B3   1   Takeoff   MaxTakdoff   1 000     A319-13  CAO_B3   2   Climb   MaxTakdoff   1 000     A319-13  CAO_B3   3   Acceleral   Accel	A319-1	3IICAO_	B2	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
A319-13ICAO_B2 8 Climb MaxClinZtERO 7 500  A319-13ICAO_B2 9 Climb MaxClinZtERO 10 000  A319-13ICAO_B3 1 Takeoff MaxTakdoff 1 000  A319-13ICAO_B3 2 Climb MaxTakdoff 1 000  A319-13ICAO_B3 3 AcceleratedaxTakdoff 952,7 189  A319-13ICAO_B3 4 AcceleratedaxTakdoff 1 081 206  A319-13ICAO_B3 5 Climb MaxClinZtERO 3 000  A319-13ICAO_B3 6 AcceleratedaxClinZtERO 1 250 208,7  A319-13ICAO_B3 7 Climb MaxClinZtERO 5 500  A319-13ICAO_B3 8 Climb MaxClinZtERO 7 500  A319-13ICAO_B3 9 Climb MaxClinZtERO 10 000  A319-13ICAO_B3 1 Takeoff MaxTakdoff 1 000	A319-1	3IICAO_	B2	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 264	250
A319-13ICAO_B2   9   Climb   MaxClinZtERO   10 000     A319-13ICAO_B3   1   Takeoff   MaxTakdoff     A319-13ICAO_B3   2   Climb   MaxTakdoff   1 000     A319-13ICAO_B3   3   Acceleral axTakdoff   952,7   189     A319-13ICAO_B3   4   Acceleral axTakdoff   1 081   206     A319-13ICAO_B3   5   Climb   MaxClinZtERO   3 000     A319-13ICAO_B3   6   Acceleral axClinZtERO   1 250     208,7     A319-13ICAO_B3   7   Climb   MaxClinZtERO   5 500     A319-13ICAO_B3   8   Climb   MaxClinZtERO   7 500     A319-13ICAO_B3   9   Climb   MaxClinZtERO   10 000     A319-13ICAO_B4   1   Takeoff   MaxTakdoff     A319-13ICAO_B4   2   Climb   MaxTakdoff   1 000     A319-13ICAO_B4   2   Climb   MaxTakdoff   1 000   Climb   MaxTakdoff   1 000   Climb   MaxTakdoff   1 000   Climb   MaxTakdoff   1 000   Climb	A319-1	3IICAO_	B2	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
A319-13ICAO_B3   1   Takeoff MaxTakdoff   1 000     A319-13ICAO_B3   2   Climb MaxTakdoff   1 000     A319-13ICAO_B3   3   Accelerate axTakdoff   952,7   189     A319-13ICAO_B3   4   Accelerate axTakdoff   1 081   206     A319-13ICAO_B3   5   Climb MaxClinateRO   3 000     A319-13ICAO_B3   6   Accelerate axClinateRO   1 250     208,7   208,7     A319-13ICAO_B3   7   Climb MaxClinateRO   5 500     A319-13ICAO_B3   8   Climb MaxClinateRO   7 500     A319-13ICAO_B3   9   Climb MaxClinateRO   10 000     A319-13ICAO_B4   1   Takeoff MaxTakdoff   1 000     A319-13ICAO_B4   2   Climb MaxTakdoff   1 000	A319-1	3IICAO_	B2	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
A319-13IICAO_B3   2   Climb   MaxTakdoff   1 000     A319-13IICAO_B3   3   Acceleral daxTakdoff   952,7   189     A319-13IICAO_B3   4   Acceleral daxTakdoff   1 081   206     A319-13IICAO_B3   5   Climb   MaxClinatero   3 000     A319-13IICAO_B3   6   Acceleral daxClinatero   1 250     208,7   250     A319-13IICAO_B3   7   Climb   MaxClinatero   5 500     A319-13IICAO_B3   8   Climb   MaxClinatero   7 500     A319-13IICAO_B3   9   Climb   MaxClinatero   10 000     A319-13IICAO_B4   1   Takeoff   MaxTakdoff   1 000     A319-13IICAO_B4   2   Climb   MaxTak	A319-1	3IICAO_	B2	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A319-13ICAO_B3   3   Acceleral axTakeloff   952,7   189     A319-13ICAO_B3   4   Acceleral axTakeloff   1 081   206     A319-13ICAO_B3   5   Climb   MaxClinz ERO   3 000     A319-13ICAO_B3   6   Acceleral axClinz ERO   1 250     208,7   250     A319-13ICAO_B3   7   Climb   MaxClinz ERO   5 500     A319-13ICAO_B3   8   Climb   MaxClinz ERO   7 500     A319-13ICAO_B3   9   Climb   MaxClinz ERO   10 000     A319-13ICAO_B4   1   Takeoff   MaxTakeloff   1 000     A319-13ICAO_B4   2   Climb   MaxTakeloff   1 000   Climb   MaxTakeloff   1 000   Climb   MaxTakeloff   1 000   Climb   MaxTakeloff   1 000   Climb   Cli	A319-1	3IICAO_	83	1	Takeoff	MaxTak	eloff			
A319-13ICAO_B3	A319-1	3IICAO_	B3	2	Climb	MaxTak	cdoff	1 000		
A319-13ICAO_B3   5   Climb   MaxClinZtERO   3 000     A319-13ICAO_B3   6   Accelerate axClinZtERO   1 250 208,7     A319-13ICAO_B3   7   Climb   MaxClinZtERO   5 500     A319-13ICAO_B3   8   Climb   MaxClinZtERO   7 500     A319-13ICAO_B3   9   Climb   MaxClinZtERO   10 000     A319-13ICAO_B4   1   Takeoff   MaxTakdoff     A319-13ICAO_B4   2   Climb   MaxTakdoff   1 000	A319-1	3IICAO_	83	3	Acceler	a <b>M</b> axTak	celoff		952,7	189
A319-13ICAO_B3 6 AcceleralMaxClinitERO 1 208,7  A319-13ICAO_B3 7 Climb MaxClinitERO 5 500  A319-13ICAO_B3 8 Climb MaxClinitERO 7 500  A319-13ICAO_B3 9 Climb MaxClinitERO 10 000  A319-13ICAO_B4 1 Takeoff MaxTakdoff	A319-1	3IICAO_	B3	4	Acceler	a <b>M</b> axTak	doff		1 081	206
A319-13ICAO_B3 7 Climb MaxClinZtERO 5 500  A319-13ICAO_B3 8 Climb MaxClinZtERO 7 500  A319-13ICAO_B3 9 Climb MaxClinZtERO 10 000  A319-13ICAO_B4 1 Takeoff MaxTakdoff	A319-1	3IICAO_	B3	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
A319-13ICAO_B3 8 Climb MaxClinZtERO 7 500  A319-13ICAO_B3 9 Climb MaxClinZtERO 10 000  A319-13ICAO_B4 1 Takeoff MaxTakdoff  A319-13ICAO_B4 2 Climb MaxTakdoff 1 000	A319-1	3IICAO_	B3	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		_	250
A319-13ICAO_B3 9 Climb MaxClinidERO 10 000 A319-13ICAO_B4 1 Takeoff MaxTakdoff  A319-13ICAO_B4 2 Climb MaxTakdoff 1 000	A319-1	3IICAO_	83	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A319-13ICAO_B4 1 Takeoff MaxTakdoffF A319-13ICAO_B4 2 Climb MaxTakdoffF 1 000	A319-1	3IICAO_	B3	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A319-13ICAO_B4 2 Climb MaxTakdoff 1 000	A319-1	3IICAO_	B3	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
	A319-1	3IICAO_	B4	1	Takeoff	MaxTak	cdoff			
A319-13ICAO_B4 3 Acceleral axTakdoff 880,8 195,6	A319-1	3IICAO_	B4	2	Climb	MaxTak	doff	1 000		
	A319-1	3IICAO_	B4	3	Acceler	a <b>lve</b> axTak	edo <del>f</del> fF		880,8	195,6

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A319-13IICAO_	B4	4	Acceler	a <b>M</b> axTak	edoff		1 001,7	210,8
A319-13IICAO_	B4	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
A319-13IICAO_	B4	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 119,6	250
A319-13IICAO_	B4	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A319-13IICAO_	B4	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A319-13IICAO_	B4	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A319-13IICAO_	B5	1	Takeoff	MaxTak	cdoff			
A319-13IICAO_	B5	2	Acceler	a <b>M</b> axTak	cdoff		735,2	169,7
A319-13IICAO_	B5	3	Climb	MaxTak	cdoff	1 000		
A319-13IICAO_	B5	4	Acceler	a <b>M</b> axTak	cdoff		793,4	208,8
A319-13IICAO_	B5	5	Acceler	a <b>M</b> axTak	<b>€ZOEFR</b> O		860	221,2
A319-13IICAO_	B5	6	Climb	MaxCli	n <b>zt</b> ERO	3 000		
A319-13IICAO_	B5	7	Acceler	a <b>M</b> axCli	n <b>z</b> BERO		964,2	250
A319-13IICAO_	B5	8	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A319-13IICAO_	B5	9	Climb	MaxCli	n <b>z</b> BERO	7 500		
A319-13IICAO_	B5	10	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A320-2 IDEFAU	ШТ	1	Takeoff	MaxTak	cdoff			
A320-2 IDEFAU	ШТ	2	Climb	MaxTak	celoff	1 000		
A320-2 IDEFAU	ШТ	3	Acceler	a <b>M</b> axTak	cdoff		1 150,5	186,2
A320-2 IDEFAU	ШТ	4	Acceler	a <b>M</b> axTak	doff		1 300,7	208,1
A320-2 IDEFAU	шт	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
A320-2 IDEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>a</b> tERO		1 230,7	250
A320-2 IDEFAU	ШТ	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A320-2 IDEFAU	ПТ	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A320-2 IDEFAU	шт	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A320-21DEFAU	<b>12</b> T	1	Takeoff	MaxTak	cdoff			
A320-21DEFAU	<b>12</b> T	2	Climb	MaxTak	cdoff	1 000		
A320-2 IDEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	cdoff		1 098,5	190,2
A320-21DEFAU	<b>12</b> T	4	Acceler	a <b>lvé</b> axTak	doff		1 243,7	210,7
A320-21DEFAU	<b>12</b> T	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
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A320-2	1 <b>D</b> EFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	n <b>z</b> HERO		1 171	250
A320-2	1 <b>D</b> EFAU	<b>12</b> T	7	Climb	MaxCli	n <b>z</b> lERO	5 500		
A320-2	1 <b>D</b> EFAU	<b>2</b> T	8	Climb	MaxCli	n <b>z</b> lERO	7 500		
A320-2	1 <b>D</b> EFAU	<b>1</b> 2T	9	Climb	MaxCli	n <b>a</b> tero	10 000		
A320-2	1 <b>D</b> EFAU	BT	1	Takeoff	MaxTak	doff			
A320-2	1 <b>D</b> EFAU	BT	2	Climb	MaxTak	doff	1 000		
A320-2	1 <b>D</b> EFAU	BL	3	Acceler	al <b>M</b> axTak	doff		1 049,6	194,3
A320-2	1 <b>D</b> EFAU	BL	4	Acceler	al <b>M</b> axTak	doff		1 189,2	213,5
A320-2	1 <b>D</b> EFAU	BL	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A320-2	1 <b>D</b> EFAU	BL	6	Acceler	a <b>M</b> axCli	mZERO		1 113,9	250
A320-2	1 <b>D</b> EFAU	BL	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A320-2	1 <b>D</b> EFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A320-2	1 <b>D</b> EFAU	BT	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A320-2	1 <b>D</b> EFAU	<b>W</b> T	1	Takeoff	MaxTak	doff			
A320-2	1 <b>D</b> EFAU	<b>T</b>	2	Climb	MaxTak	doff	1 000		
A320-2	1 <b>D</b> EFAU	<b>W</b> T	3	Acceler	a <b>M</b> axTak	doff		972,6	201,4
A320-2	1 <b>D</b> EFAU	ИТ	4	Acceler	a <b>M</b> axTak	doff		1 101	218,7
A320-2	1 <b>D</b> EFAU	ИТ	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
A320-2	1 <b>D</b> EFAU	ИТ	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 021	250
A320-2	1 <b>D</b> EFAU	M.	7	Climb	MaxCli	n <b>a</b> lero	5 500		
A320-2	1 <b>D</b> EFAU	ИТ	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
A320-2	1 <b>D</b> EFAU	M.	9	Climb	MaxCli	n <b>a</b> lero	10 000		
A320-2	1 <b>D</b> EFAU	<b>15</b> T	1	Takeoff	MaxTak	doff			
A320-2	1 <b>D</b> EFAU	<b>15</b> T	2	Climb	MaxTak	doff	1 000		
A320-2	1 <b>D</b> EFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	doff		933,1	205,1
A320-2	1 <b>D</b> EFAU	<b>15</b> T	4	Acceler	a <b>M</b> axTak	doff		1 056	221,4
A320-2	1 <b>D</b> EFAU	<b>15</b> T	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
A320-2	1 <b>D</b> EFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> lero		973,2	250
A320-2	1 <b>D</b> EFAU	<b>15</b> T	7	Climb	MaxCli	n <b>a</b> tero	5 500		
A320-2	1 <b>D</b> EFAU	15T	8	Climb	MaxCli	n <b>z</b> lERO	7 500		
A320-2	1 <b>D</b> EFAU	<b>15</b> T	9	Climb	MaxCli	n <b>z</b> lERO	10 000		
A320-2	1 <b>I</b> CAO_	41	1	Takeoff	MaxTak	doff			

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	17010		•	GI' 1	) ( T)	4 .000	1 700		
	1 <b>II</b> CAO_		2	Climb	MaxTak		1 500		
A320-2	l <b>I</b> ICAO_	Al	3	Climb	MaxCli		3 000		
A320-2	l <b>II</b> CAO_	A1	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		812,1	186,1
A320-2	l <b>II</b> CAO_	A1	5	Acceler	a <b>M</b> axCli	mlb		933,5	201,2
A320-2	1IICAO	Al	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 119,7	228,2
A320-2	IICAO_	Al	7	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 240,5	250
A320-2	l <b>I</b> CAO_	A1	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A320-2	l <b>I</b> CAO_	A1	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A320-2	1ICAO_	A1	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A320-2	1 <b>I</b> CAO_	A2	1	Takeoff	MaxTak	celoff			
A320-2	1 <b>I</b> CAO_	A2	2	Climb	MaxTak	doff	1 500		
A320-2	1ICAO_	A2	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A320-2	1 <b>I</b> CAO_	A2	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		769,5	190,1
A320-2	1ICAO_	A2	5	Acceler	a <b>M</b> axCli	mlb		899,8	204,3
A320-2	1 <b>I</b> CAO_	A2	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1	229,9
								069,9	
A320-2	1 <b>11</b> CAO	A2	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		069,9 1 176,4	250
	111CAO		7 8	Acceler	a <b>M</b> axCli MaxCli		5 500	1	250
A320-2	_	A2				m <b>Z</b> ERO	5 500 7 500	1	250
A320-2 A320-2	11ICAO_	A2 A2	8	Climb	MaxCli	madero madero		1	250
A320-2 A320-2 A320-2	11ICAO	A2 A2 A2	8 9	Climb Climb	MaxCli MaxCli	natero matero natero	7 500	1	250
A320-2 A320-2 A320-2 A320-2	11ICAO 11ICAO 11ICAO	A2 A2 A2 A3	8 9 10	Climb Climb	MaxCli MaxCli MaxCli	madero madero madero madero celentif	7 500	1	250
A320-2 A320-2 A320-2 A320-2 A320-2	111CAO 111CAO 111CAO	A2 A2 A2 A3 A3	8 9 10 1	Climb Climb Climb Takeoff	MaxCli MaxCli MaxCli MaxTak	nätero nätero nätero dotti	7 500 10 000	1	250
A320-2 A320-2 A320-2 A320-2 A320-2	IIICAO IIICAO IIICAO IIICAO IIICAO	A2 A2 A2 A3 A3 A3	8 9 10 1 2	Climb Climb Takeoff Climb Climb	MaxCli MaxCli MaxCli MaxTak MaxTak	natero na	7 500 10 000 1 500	1	194,1
A320-2 A320-2 A320-2 A320-2 A320-2 A320-2	IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO	A2 A2 A2 A3 A3 A3 A3	8 9 10 1 2 3	Climb Climb Takeoff Climb Climb Acceler	MaxCli MaxCli MaxCli MaxTak MaxTak	natero na	7 500 10 000 1 500	1 176,4	
A320-2 A320-2 A320-2 A320-2 A320-2 A320-2 A320-2	IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO	A2 A2 A3 A3 A3 A3 A3	8 9 10 1 2 3 4	Climb Climb Takeoff Climb Climb Acceler Acceler	MaxCli MaxCli MaxTak MaxTak MaxCli a <b>M</b> axCli	natero na	7 500 10 000 1 500	730,3	194,1
A320-2 A320-2 A320-2 A320-2 A320-2 A320-2 A320-2 A320-2	IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO	A2 A2 A3 A3 A3 A3 A3 A3	8 9 10 1 2 3 4 5	Climb Climb Takeoff Climb Climb Acceler Acceler	MaxCli MaxCli MaxTak MaxTak MaxCli alMaxCli	natero natero natero natero natero natero natero	7 500 10 000 1 500	1 176,4 730,3 868 1	194,1 207,6
A320-2 A320-2 A320-2 A320-2 A320-2 A320-2 A320-2 A320-2 A320-2	IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO IIICAO	A2 A2 A3 A3 A3 A3 A3 A3 A3	8 9 10 1 2 3 4 5 6	Climb Climb Takeoff Climb Climb Acceler Acceler	MaxCli MaxCli MaxTak MaxTak MaxCli alMaxCli alMaxCli	natero natero natero natero natero natero natero	7 500 10 000 1 500	730,3 868 1 021,8	194,1 207,6 231,7
A320-2	IIICAO	A2 A2 A3 A3 A3 A3 A3 A3 A3	8 9 10 1 2 3 4 5 6	Climb Climb Takeoff Climb Climb Acceler Acceler Acceler	MaxCli MaxCli MaxTak MaxTak MaxCli alMaxCli alMaxCli alMaxCli	natero	7 500 10 000 1 500 3 000	730,3 868 1 021,8	194,1 207,6 231,7
A320-2	IIICAO	A2 A2 A3 A3 A3 A3 A3 A3 A3 A3	8 9 10 1 2 3 4 5 6	Climb Climb Takeoff Climb Climb Acceler Acceler Acceler Climb	MaxCli MaxCli MaxTak MaxTak MaxCli almaxCli almaxCli almaxCli almaxCli	natero	7 500 10 000 1 500 3 000 5 500	730,3 868 1 021,8	194,1 207,6 231,7
A320-2	IIICAO	A2 A2 A3	8 9 10 1 2 3 4 5 6 7	Climb Climb Takeoff Climb Climb Acceler Acceler Acceler Climb Climb Climb	MaxCli MaxCli MaxTak MaxTak MaxCli alMaxCli alMaxCli alMaxCli MaxCli MaxCli	natero	7 500 10 000 1 500 3 000 5 500 7 500	730,3 868 1 021,8	194,1 207,6 231,7

A320-2	1 <b>1I</b> CAO_ <i>A</i>	44	2	Climb	MaxTak	edoff	1 500		
A320-2	1 <b>1I</b> CAO_ <i>A</i>	<b>44</b>	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A320-2	1 <b>I</b> CAO_	<b>4</b> 4	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		670,3	201,2
A320-2	1 <b>I</b> CAO_	44	5	Acceler	a <b>M</b> axCli	mlb		816,4	213,5
A320-2	1 <b>1</b> CAO_	44	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		942	235,2
A320-2	1 <b>1</b> CAO_ <i>A</i>	<b>4</b> 4	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 017,5	250
A320-2	1 <b>I</b> CAO_	44	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A320-2	1 <b>I</b> CAO_	44	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A320-2	1 <b>I</b> CAO_	44	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A320-2	1 <b>1</b> CAO_	45	1	Takeoff	MaxTak	celoff			
A320-2	1 <b>I</b> CAO_	45	2	Climb	MaxTak	celoff	1 500		
A320-2	1 <b>I</b> CAO_	45	3	Climb	MaxCli	ml <del>b</del> F	3 000		
A320-2	1 <b>I</b> CAO_	45	4	Acceler	a <b>M</b> axCli	ml <del>b</del> F		640,5	205
A320-2	1 <b>I</b> CAO_	45	5	Acceler	a <b>M</b> axCli	mlb		789,5	216,6
A320-2	1 <b>I</b> CAO_	45	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		899,5	237,1
A320-2	1 <b>II</b> CAO_	45	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		968,2	250
A320-2	1 <b>I</b> CAO_	45	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A320-2	1 <b>I</b> CAO_	45	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A320-2	1 <b>I</b> CAO_	45	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A320-2	1 <b>I</b> CAO_1	31	1	Takeoff	MaxTak	cdoff			
A320-2	1 <b>1</b> CAO_1	31	2	Climb	MaxTak	celoff	1 000		
A320-2	1 <b>1</b> CAO_1	31	3	Acceler	a <b>lM</b> axTak	celoff		1 150,5	186,2
A320-2	1 <b>1</b> CAO_1	31	4	Acceler	a <b>lM</b> axTak	doff		1 300,7	208,1
A320-2	1 <b>II</b> CAO_l	B1	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
A320-2	1 <b>11</b> CAO_1	31	6	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		1 230,7	250
A320-2	1 <b>II</b> CAO_1	31	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
A320-2	1 <b>1</b> CAO_1	B1	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A320-2	1 <b>I</b> CAO_1	31	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
A320-2	1 <b>I</b> CAO_1	32	1	Takeoff	MaxTak	doff			
A320-2	1 <b>I</b> CAO_1	32	2	Climb	MaxTak	cdoff	1 000		
A320-2	1 <b>1</b> CAO_1	32	3	Acceler	a <b>lM</b> axTak	celoff		1 098,5	190,2

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A320-2	1ICAO_	B2	4	Acceler	a <b>lM</b> axTak	doff		1 243,7	210,7
A320-2	1 <b>1</b> CAO_1	82	5	Climb	MaxCli	n <b>a</b> dero	3 000		
A320-2	1 <b>1</b> CAO_1	B2	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 171	250
A320-2	1 <b>1</b> CAO_1	B2	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A320-2	1IICAO_	32	8	Climb	MaxCli	n <b>z</b> leRO	7 500		
A320-2	1 <b>I</b> CAO_	B2	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A320-2	1 <b>I</b> CAO_	33	1	Takeoff	MaxTak	celoff			
A320-2	1 <b>1</b> CAO_	33	2	Climb	MaxTak	doff	1 000		
A320-2	1ICAO_	B3	3	Acceler	al <b>M</b> axTak	edo <del>l</del> lf		1 049,6	194,3
A320-2	1 <b>1</b> CAO_1	B3	4	Acceler	a <b>lv4</b> axTal	doff		1 189,2	213,5
A320-2	1ICAO_	B3	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A320-2	1 <b>1</b> CAO_1	B3	6	Acceler	a <b>M</b> axCli	mZERO		1 113,9	250
A320-2	1 <b>I</b> CAO_	33	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A320-2	1 <b>1</b> CAO_	33	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A320-2	1 <b>1</b> CAO_	33	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A320-2	1 <b>I</b> CAO_	B4	1	Takeoff	MaxTak	celoff			
A320-2	1IICAO_	B4	2	Climb	MaxTak	celoff	1 000		
A320-2	1IICAO_	B4	3	Acceler	a <b>M</b> axTak	cdoff		972,6	201,4
A320-2	1ICAO_	B4	4	Acceler	a <b>M</b> axTak	doff		1 101	218,7
A320-2	1 <b>1</b> CAO_1	B4	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A320-2	1 <b>1</b> CAO_1	B4	6	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		1 021	250
A320-2	1 <b>1</b> CAO_1	B4	7	Climb	MaxCli	n <b>zle</b> RO	5 500		
A320-2	1 <b>1</b> CAO_1	B4	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A320-2	1 <b>1</b> CAO_1	B4	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A320-2	1 <b>1</b> CAO_1	B5	1	Takeoff	MaxTak	doff			
A320-2	1 <b>I</b> CAO_	B5	2	Climb	MaxTak	doff	1 000		
A320-2	1 <b>1</b> CAO_1	B5	3	Acceler	a <b>M</b> axTak	doff		933,1	205,1
A320-2	1 <b>1</b> CAO_1	B5	4	Acceler	a <b>M</b> axTak	doff		1 056	221,4
A320-2	1 <b>1</b> CAO_1	B5	5	Climb	MaxCli	n <b>zle</b> RO	3 000		
A320-2	1 <b>1</b> CAO_1	B5	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		973,2	250
A320-2	1 <b>I</b> ICAO_	B5	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		

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A320-2	1 <b>I</b> CAO_	B5	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A320-2	1ICAO_	B5	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A320-2	3 <b>D</b> EFAU	ШТ	1	Takeoff	MaxTak	doff			
A320-2	3 <b>D</b> EFAU	шт	2	Climb	MaxTak	doff	1 000		
A320-2	3 <b>D</b> EFAU	ШТ	3	Acceler	al <b>M</b> axTak	edodf		1 219,6	185,5
A320-2	3 <b>D</b> EFAU	ШТ	4	Acceler	al <b>M</b> axTak	doff		1 372,6	208,6
A320-2	3 <b>D</b> EFAU	шт	5	Climb	MaxCli	n <b>zi</b> ERO	3 000		
A320-2	3 <b>D</b> EFAU	ШТ	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 192,1	250
A320-2	3 <b>D</b> EFAU	ШТ	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A320-2	3 <b>D</b> EFAU	ШТ	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A320-2	3 <b>D</b> EFAU	ШТ	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
A320-2	3 <b>D</b> EFAU	<b>2</b> T	1	Takeoff	MaxTak	doff			
A320-2	3 <b>D</b> EFAU	<b>2</b> T	2	Climb	MaxTak	doff	1 000		
A320-2	3 <b>D</b> EFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	doff		1 167,9	189,3
A320-2	3 <b>D</b> EFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	doff		1 315,7	211
A320-2	3 <b>D</b> EFAU	<b>12</b> T	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
A320-2	3 <b>D</b> EFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 137,4	250
A320-2	3 <b>D</b> EFAU	<b>12</b> T	7	Climb	MaxCli	n <b>Z</b> ERO	5 500		
A320-2	3 <b>D</b> EFAU	<b>12</b> T	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
A320-2	3 <b>D</b> EFAU	<b>12</b> T	9	Climb	MaxCli	n <b>Z</b> ERO	10 000		
A320-2	3 <b>D</b> EFAU	BL	1	Takeoff	MaxTak	doff			
A320-2	3 <b>D</b> EFAU	BL	2	Climb	MaxTak	doff	1 000		
A320-2	3 <b>D</b> EFAU	BL	3	Acceler	a <b>M</b> axTak	doff		1 118,6	193,2
A320-2	3 <b>D</b> EFAU	BL	4	Acceler	a <b>M</b> axTak	doff		1 260,6	213,6
A320-2	3 <b>D</b> EFAU	BT	5	Climb	MaxCli	n <b>Z</b> ERO	3 000		
A320-2	3 <b>D</b> EFAU	ВГ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 085,2	250
A320-2	3 <b>D</b> EFAU	BT	7	Climb	MaxCli	n <b>Z</b> ERO	5 500		
A320-2	3 <b>D</b> EFAU	BL	8	Climb	MaxCli	n <b>z</b> tERO	7 500		

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A320-23DEFAUBT       9       Climb       MaxClinAERO       10 000         A320-23DEFAUBT       1       Takeoff       MaxTakdoff         A320-23DEFAUBT       2       Climb       MaxTakdoff       1 000         A320-23DEFAUBT       3       Acceleral axTakdoff       1 199,9 040,6         A320-23DEFAUBT       4       Acceleral axTakdoff       1 218,4 170,7         A320-23DEFAUBT       5       Climb       MaxClinAERO       3 000
A320-23DEFAUHT       2       Climb       MaxTakdoff       1 000         A320-23DEFAUHT       3       AcceleraMaxTakdoff       1 199,9 040,6         A320-23DEFAUHT       4       AcceleraMaxTakdoff       1 170,7         A320-23DEFAUHT       5       Climb       MaxClinAERO       3 000
A320-23DEFAUUT         3         Acceleral ax Takdoff         1 040,6         199,9           A320-23DEFAUUT         4         Acceleral ax Takdoff         1 170,7         218,4           A320-23DEFAUUT         5         Climb         Max Climatero         3 000
A320-23DEFAULT   4   Acceleral Max Takeloff   1   218,4   170,7
A320-23DEFAULT 5 Climb MaxClinAteRO 3 000
A320-23DEFAULT 6 Accelerate axClinateRO 1 250 001,5
A320-23DEFAUHГ 7 Climb MaxClindERO 5 500
A320-23DEFAULT 8 Climb MaxClindERO 7 500
A320-23DEFAULT 9 Climb MaxClindERO 10 000
A320-23DEFAUIST 1 Takeoff MaxTakdoff
A320-23DEFAUIST 2 Climb MaxTakdoff 1 000
A320-23DEFAUIST 3 Accelerate ax Takeloff 921,9 210,9
A320-23DEFAUIST 4 AcceleraMaxTakdoff 1 226,5 033,9
A320-23DEFAUIST 5 Climb MaxClinAteRO 3 000
A320-23DEFAUIST 6 AcceleraMaxClinateRO 876,3 250
A320-23DEFAUIST 7 Climb MaxClindERO 5 500
A320-23DEFAUIST 8 Climb MaxClinAteRO 7 500
A320-23DEFAUIST 9 Climb MaxClinAteRO 10 000
A320-23ICAO_Al 1 Takeoff MaxTakdoff
A320-23ICAO_Al 2 Climb MaxTakdoff 1 500
A320-23ICAO_Al 3 Climb MaxClimbF 3 000
A320-23ICAO_Al 4 AcceleraMaxClintbF 776,1 185,4
A320-23ICAO_Al 5 AcceleralMaxClin1b 906,7 200,1
A320-23ICAO_Al 6 AcceleralMaxClinatERO 1 062 226
A320-23ICAO_Al 7 Acceleral axClinateRO 1 218,7 250
A320-23ICAO_Al 8 Climb MaxClinitERO 5 500
A320-23ICAO_Al 9 Climb MaxClinitERO 7 500
A320-23ICAO_Al 10 Climb MaxClinitERO 10 000
A320-23ICAO_A2 1 Takeoff MaxTakeoff
A320-23ICAO_A2 2 Climb MaxTakdoff 1 500

A320-2	BICAO_	42	3	Climb	MaxCli	ml <del>b</del> -F	3 000			
A320-2	3 <b>1</b> CAO_	42	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		739,7	189,1	
A320-2	3ICAO_	42	5	Acceler	a <b>M</b> axCli	mlb		870	203	
A320-2	3ECAO_A	42	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 015,7	227,5	
A320-2	3 <b>1</b> CAO_2	42	7	Acceler	a <b>M</b> axCli	mZERO		1 160,7	250	
A320-2	3ICAO_	42	8	Climb	MaxCli	n <b>a</b> leRO	5 500			
A320-2	3 <b>1</b> CAO_	42	9	Climb	MaxCli	m <b>Z</b> ERO	7 500			
A320-2	3ICAO_	42	10	Climb	MaxCli	n <b>zl</b> ERO	10 000			
A320-2	3ICAO_	43	1	Takeoff	MaxTak	doff				
A320-2	3 <b>1</b> CAO_	43	2	Climb	MaxTak	celoff	1 500			
A320-2	3ICAO_	43	3	Climb	MaxCli	ml <del>b</del> -F	3 000			
A320-2	3 <b>1</b> CAO_	43	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		705	193	
A320-2	3 <b>1</b> CAO_	43	5	Acceler	a <b>M</b> axCli	mlb		834,6	206,1	
A320-2	3 <b>1</b> CAO_	43	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		971,6	229,2	
A320-2	3 <b>I</b> CAO_	43	7	Acceler	a <b>M</b> axCli	mZERO		1 105,4	250	
A320-2	3ICAO_	43	8	Climb	MaxCli	n <b>zl</b> ERO	5 500			
A320-2	3ICAO_	43	9	Climb	MaxCli	n <b>zl</b> ERO	7 500			
A320-2	3ICAO_	43	10	Climb	MaxCli	n <b>zl</b> ERO	10 000			
A320-2	3ICAO_	44	1	Takeoff	MaxTak	eloff				
A320-2	3ICAO_	44	2	Climb	MaxTak	celoff	1 500			
A320-2	3 <b>1</b> CAO_	44	3	Climb	MaxCli	ml <del>b</del> -F	3 000			
A320-2	3ICAO_	44	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		650,5	199,8	
-	3 <b>1</b> CAO_		5	Acceler	a <b>M</b> axCli	mlb		776,9	211,6	
A320-2	3ECAO_	<b>4</b> 4	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		901,1	232,6	
A320-2	3 <b>I</b> CAO_	<del>\</del>	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 016,8	250	
A320-2	3ICAO_	44	8	Climb	MaxCli	n <b>zl</b> ERO	5 500			
A320-2	3ECAO_	44	9	Climb	MaxCli	n <b>z</b> leRO	7 500			
A320-2	3ECAO_	44	10	Climb	MaxCli	n <b>z</b> leRO	10 000			
A320-2	3 <b>1</b> CAO_	<b>A</b> 5	1	Takeoff	MaxTak	doff				
A320-2	3 <b>1</b> CAO_	<b>A</b> 5	2	Climb	MaxTak	doff	1 500			
A320-2	3 <b>1</b> CAO_	45	3	Climb	MaxCli	ml <del>b</del> -F	3 000			

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	1	,			1	Y	1		
A320-2	BICAO_	A5	4	Acceler	a <b>M</b> axCli	ml <del>b-</del> F		568,3	210,7
A320-2	BICAO_	A5	5	Acceler	a <b>M</b> axCli	mlb		687,3	220,6
A320-2	BICAO_	A5	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		794,5	238,5
A320-2	BICAO_	A5	7	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		884,4	250
A320-2	BICAO_	A5	8	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A320-2	BICAO_	A5	9	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A320-2	3ICAO_	A5	10	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A320-2	BICAO_	Bl	1	Takeoff	MaxTal	cdoff			
A320-2	BICAO_	Bl	2	Climb	MaxTak	cdoff	1 000		
A320-2	3 <b>1</b> CAO_	B1	3	Acceler	al <b>M</b> axTal	edoff		1 219,6	185,5
A320-2	3 <b>1</b> CAO_	B1	4	Acceler	al <b>M</b> axTal	doff		1 372,6	208,6
A320-2	BICAO_	Bl	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
A320-2	3 <b>1</b> CAO_	B1	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 192,1	250
A320-2	3ICAO_	B1	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A320-2	BICAO_	B1	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A320-2	3ICAO_	B1	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A320-2	3ICAO_	B2	1	Takeoff	MaxTal	cdoff			
A320-2	3ICAO_	B2	2	Climb	MaxTak	cdoff	1 000		
A320-2	3 <b>1</b> CAO_	B2	3	Acceler	a <b>M</b> axTal	celoff		1 167,9	189,3
A320-2	3ICAO_	B2	4	Acceler	a <b>M</b> axTal	doff		1 315,7	211
A320-2	BICAO_	B2	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
A320-2	3ICAO_	B2	6	Acceler	a <b>M</b> axCli	m <b>z</b> tERO		1 137,4	250
A320-2	3ICAO_	B2	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A320-2	3ICAO_	B2	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
A320-2	BCAO_	B2	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
A320-2	BICAO_	B3	1	Takeoff	MaxTal	cdoff			
A320-2	BICAO_	B3	2	Climb	MaxTak	cdoff	1 000		
A320-2	3 <b>1</b> CAO_	B3	3	Acceler	a <b>M</b> axTal	cdoff		1 118,6	193,2
A320-2	3 <b>1</b> CAO_	B3	4	Acceler	a <b>M</b> axTal	doff		1 260,6	213,6

**Status:** EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

A320-2	BICAO_	B3	5	Climb	MaxCli	n <b>z</b> lERO	3 000			
A320-2	3 <b>1</b> CAO_1	B3	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 085,2	250	
A320-2	BICAO_	83	7	Climb	MaxCli	n <b>a</b> leRO	5 500			
A320-2	BICAO_	83	8	Climb	MaxCli	n <b>a</b> leRO	7 500			
A320-2	3 <b>1</b> CAO_1	B3	9	Climb	MaxCli	m <b>Z</b> ERO	10 000			

## TABLE I-4 (PART 3)

**Default departures procedural steps** 

ACFT	IProfile		Step Numb	Step erType	Thrust Rating	Flap_l	Point	Rate Of leClimb (ft/ min)	End Point CAS (kt)	Accelerate_Percer
A320-2	BICAO_I	34	1	Takeoff	MaxTak	doff		,		
A320-2	BICAO_I	34	2	Climb	MaxTak	doff	1 000			
A320-2	BICAO_I	34	3	Acceler	a <b>M</b> axTak	edoff		1 040,6	199,9	
A320-2	BICAO_I	34	4	Acceler	a <b>M</b> axTak	doff		1 170,7	218,4	
A320-2	BICAO_I	34	5	Climb	MaxCli	n <b>zl</b> ERO	3 000			
A320-2	BICAO_I	34	6	Acceler	a <b>M</b> axCli	mZERO		1 001,5	250	
A320-2	BICAO_I	34	7	Climb	MaxCli	n <b>z</b> lERO	5 500			
A320-2	BICAO_I	34	8	Climb	MaxCli	m <b>Z</b> ERO	7 500			
A320-2	BICAO_I	34	9	Climb	MaxCli	n <b>zl</b> ERO	10 000			
A320-2	BICAO_I	35	1	Takeoff	MaxTak	doff				
A320-2	BICAO_I	35	2	Climb	MaxTak	doff	1 000			
A320-2	BICAO_I	35	3	Acceler	a <b>M</b> axTak	doff		921,9	210,9	
A320-2	BICAO_I	35	4	Acceler	a <b>M</b> axTak	doff		1 033,9	226,5	
A320-2	BICAO_I	35	5	Climb	MaxCli	m <b>Z</b> ERO	3 000			
A320-2	BICAO_I	35	6	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		876,3	250	
A320-2	BICAO_I	35	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			
A320-2	BICAO_I	35	8	Climb	MaxCli	n <b>zl</b> ERO	7 500			
A320-2	BICAO_I	35	9	Climb	MaxCli	n <b>Z</b> ERO	10 000			
A321-2	3 <b>D</b> EFAU	ШТ	1	Takeoff	MaxTak	doff				
A321-2	3 <b>D</b> EFAU	ШΤ	2	Climb	MaxTak	doff	1 000			

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A321-2	3 <b>D</b> EFAU	ПТ	3	Acceler	a <b>M</b> axTak	dolf		1 235,6	195
A321-2	3 <b>D</b> EFAU	ПТ	4	Acceler	a <b>M</b> axTak	doff		1 376	219,7
A321-2	3 <b>D</b> EFAU	ШТ	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
A321-2	3 <b>D</b> EFAU	ПТ	6	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		1 127,8	250
A321-2	3 <b>D</b> EFAU	ШТ	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A321-2	3 <b>D</b> EFAU	ШТ	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A321-2	3 <b>D</b> EFAU	ШΤ	9	Climb	MaxCli	m <b>ZH</b> ERO	10 000		
A321-2	3 <b>D</b> EFAU	<b>12</b> T	1	Takeoff	MaxTak	celoff			
A321-2	3 <b>D</b> EFAU	<b>2</b> T	2	Climb	MaxTak	cdoff	1 000		
A321-2	3 <b>D</b> EFAU	<b>12</b> T	3	Acceler	al <b>M</b> axTak	edo <del>ll</del> f		1 180,9	199
A321-2	3 <b>D</b> EFAU	<b>2</b> T	4	Acceler	al <b>M</b> axTak	doff		1 316,8	222,2
A321-2	3 <b>D</b> EFAU	<b>2</b> T	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
A321-2	3 <b>D</b> EFAU	ĽΓ	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 070,3	250
A321-2	3 <b>D</b> EFAU	<b>12</b> T	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A321-2	3 <b>D</b> EFAU	<b>2</b> T	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A321-2	3 <b>D</b> EFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A321-2	3 <b>D</b> EFAU	BL	1	Takeoff	MaxTak	cdoff			
A321-2	3 <b>D</b> EFAU	BL	2	Climb	MaxTak	doff	1 000		
A321-2	3 <b>D</b> EFAU	BL	3	Acceler	a <b>M</b> axTak	edoff		1 127,9	203
A321-2	3 <b>D</b> EFAU	BL	4	Acceler	a <b>M</b> axTak	doff		1 259,2	224,8
A321-2	3 <b>D</b> EFAU	BL	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
A321-2	3 <b>D</b> EFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 015,1	250
A321-2	3 <b>D</b> EFAU	BL	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A321-2	3 <b>D</b> EFAU	BL	8	Climb	MaxCli	n <b>zi</b> ERO	7 500		
A321-2	3 <b>D</b> EFAU	BL	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A321-2	3 <b>D</b> EFAU	ИГ	1	Takeoff	MaxTak	cdoff			
A321-2	3 <b>D</b> EFAU	ИГ	2	Climb	MaxTak	cdoff	1 000		
A321-2	3 <b>D</b> EFAU	ИΓ	3	Acceler	a <b>M</b> axTak	cdoff		1 039	209
					1				

A321-2	3 <b>D</b> EFAU	ИГ	4	Acceler	a <b>lva</b> axTak	doff		1	228,6
11321 2	<b>DE</b> ITTO		•	71000101	all are a real are	<b>LG</b> OTI		161,6	220,0
A321-2	3 <b>D</b> EFAU	<b>W</b> T	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
A321-2	3 <b>D</b> EFAU	ИТ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		923,7	250
A321-2	3 <b>D</b> EFAU	<b>W</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
A321-2	3 <b>D</b> EFAU	ИТ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A321-2	3 <b>D</b> EFAU	ИТ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A321-2	3 <b>D</b> EFAU	<b>15</b> T	1	Takeoff	MaxTak	celoff			
A321-2	3 <b>D</b> EFAU	<b>15</b> T	2	Climb	MaxTak	celoff	1 000		
A321-2	3 <b>D</b> EFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	cdoff		889,6	210
A321-2	3 <b>D</b> EFAU	<b>15</b> T	4	Acceler	a <b>M</b> axTak	doff		969,1	226,5
A321-2	3 <b>D</b> EFAU	<b>15</b> T	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
A321-2	3 <b>D</b> EFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		752,3	250
A321-2	3 <b>D</b> EFAU	<b>15</b> T	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
A321-2	3 <b>D</b> EFAU	<b>15</b> T	8	Climb	MaxCli	n <b>z</b> HERO	7 500		
A321-2	3 <b>D</b> EFAU	<b>15</b> T	9	Climb	MaxCli	n <b>z</b> leRO	10 000		
A321-2	3 <b>1</b> CAO_	<b>A</b> 1	1	Takeoff	MaxTak	cdoff			
A321-2	3 <b>1</b> CAO_	<b>A</b> 1	2	Climb	MaxTak	celoff	1 500		
A321-2	3 <b>1</b> CAO_	<b>A</b> 1	3	Climb	MaxCli	ml <del>b</del> F	3 000		
A321-2	3 <b>1</b> CAO_	<b>A</b> 1	4	Acceler	a <b>M</b> axCli	ml <del>b</del> F		819,7	194,9
A321-2	3 <b>1</b> CAO_	<b>A</b> 1	5	Acceler	a <b>M</b> axCli	mlb		920,7	210,8
A321-2	3 <b>12</b> CAO_ <i>A</i>	<b>A1</b>	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 039,9	234,6
A321-2	3 <b>1</b> CAO_2	41	7	Acceler	a <b>M</b> axCli	mZERO		1 125,4	250
A321-2	3 <b>1</b> CAO_	<b>A</b> 1	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A321-2	3 <b>1</b> CAO_	<b>A</b> 1	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A321-2	3 <b>1</b> CAO_	<b>A</b> 1	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A321-2	3 <b>1</b> CAO_	42	1	Takeoff	MaxTak	eloff			
A321-2	3 <b>1</b> CAO_	42	2	Climb	MaxTak	cdoff	1 500		
A321-2	3 <b>1</b> CAO_	42	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A321-2	3 <b>1</b> CAO_	42	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		778,4	198,9
A321-2	3 <b>1</b> CAO_	42	5	Acceler	a <b>M</b> axCli	mlb		874,3	213,7
A321-2	3 <b>1</b> CAO_	42	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		987,1	236,1

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A321-2	3ICAO_A	<b>A2</b>	7	Acceler	a <b>lt4</b> axCli	n <b>a</b> tero		1	250
								066,3	
A321-2	3 <b>1</b> CAO_	A2	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A321-2	3ICAO_	<b>A2</b>	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A321-2	3 <b>1</b> CAO_	<b>A2</b>	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A321-2	3 <b>1</b> CAO_	A3	1	Takeoff	MaxTak	celoff			
A321-2	3 <b>1</b> CAO_	A3	2	Climb	MaxTak	celoff	1 500		
A321-2	3 <b>1</b> CAO_	A3	3	Climb	MaxCli	nlb∙F	3 000		
A321-2	3 <b>1</b> CAO_	A3	4	Acceler	a <b>M</b> axCli	nlb∙F		737,9	202,9
A321-2	3ICAO_	<b>A3</b>	5	Acceler	a <b>M</b> axCli	mlb		829,1	216,7
A321-2	3 <b>1</b> CAO_	<b>A3</b>	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		936,1	237,7
A321-2	3 <b>1</b> CAO_	A3	7	Acceler	a <b>M</b> axCli	mZERO		1 009,5	250
A321-2	3 <b>1</b> CAO_	<b>A3</b>	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A321-2	3 <b>1</b> CAO_	<b>A3</b>	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A321-2	3 <b>1</b> CAO_	<b>A3</b>	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	1	Takeoff	MaxTak	doff			
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	2	Climb	MaxTak	doff	1 500		
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		670,5	209,9
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	5	Acceler	a <b>M</b> axCli	mlb		754,2	222,1
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		852,9	240,9
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		917,2	250
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A321-2	3 <b>1</b> CAO_	<b>4</b> 4	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A321-2	3 <b>1</b> CAO_	A5	1	Takeoff	MaxTak	doff			
A321-2	3 <b>I</b> CAO_	A5	2	Climb	MaxTak	doff	1 500		
A321-2	3 <b>1</b> CAO_	<b>A</b> 5	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A321-2	3 <b>1</b> CAO_	A5	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		551,5	210
A321-2	3 <b>1</b> CAO_	A5	5	Acceler	a <b>M</b> axCli	mlb		604,9	219,9
A321-2	3 <b>1</b> CAO_	<b>A</b> 5	6	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		685,2	235,3
A321-2	3 <b>I</b> CAO_	<b>A</b> 5	7	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		749,8	250
A321-2	3 <b>1</b> CAO_	<b>A</b> 5	8	Climb	MaxCli	n <b>z</b> leRO	5 500		
A321-2	3 <b>1</b> CAO_	A5	9	Climb	MaxCli	n <b>Z</b> BERO	7 500		

A321-2	3 <b>1</b> CAO_	A5	10	Climb	MaxCli	m <b>z</b> lERO	10 000		
A321-2	BICAO_	B1	1	Takeoff	MaxTak	edo <del>f</del> f			
A321-2	BICAO_	B1	2	Climb	MaxTak	doff	1 000		
A321-2	3 <b>1</b> CAO_	B1	3	Acceler	a <b>lM</b> axTak	dolf		1 235,6	195
A321-2	BICAO_	Bl	4	Acceler	a <b>M</b> axTak	doff		1 376	219,7
A321-2	BICAO_	Bl	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
A321-2	3 <b>1</b> CAO_1	B1	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 127,8	250
A321-2	3 <b>1</b> CAO_	B1	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A321-2	3 <b>1</b> CAO_	B1	8	Climb	MaxCli	n <b>z</b> lERO	7 500		
A321-2	3 <b>I</b> CAO_	B1	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A321-2	3ICAO_	B2	1	Takeoff	MaxTak	doff			
A321-2	3 <b>I</b> CAO_	B2	2	Climb	MaxTak	doff	1 000		
A321-2	3 <b>I</b> CAO_	B2	3	Acceler	a <b>lM</b> axTak	doff		1 180,9	199
A321-2	3ICAO_	B2	4	Acceler	a <b>M</b> axTak	doff		1 316,8	222,2
A321-2	3ICAO_	B2	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A321-2	3ICAO_	B2	6	Acceler	a <b>M</b> axCli	mZERO		1 070,3	250
A321-2	3 <b>1</b> CAO_	B2	7	Climb	MaxCli	n <b>z</b> lERO	5 500		
A321-2	3ICAO_	B2	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A321-2	3 <b>1</b> CAO_	B2	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A321-2	3 <b>1</b> CAO_	B3	1	Takeoff	MaxTak	doff			
A321-2	3 <b>I</b> CAO_	B3	2	Climb	MaxTak	doff	1 000		
A321-2	3 <b>1</b> CAO_	B3	3	Acceler	a <b>lM</b> axTak	doff		1 127,9	203
A321-2	3ICAO_	B3	4	Acceler	a <b>M</b> axTak	doff		1 259,2	224,8
A321-2	BICAO_	B3	5	Climb	MaxCli	madero	3 000		
A321-2	3ICAO_	B3	6	Acceler	a <b>M</b> axCli	mÆTERO		1 015,1	250
A321-2	3ICAO_	B3	7	Climb	MaxCli	n <b>z</b> lERO	5 500		
A321-2	3ICAO_	B3	8	Climb	MaxCli	n <b>z</b> lERO	7 500		
A321-2	3 <b>I</b> CAO_	B3	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
A321-2	3 <b>1</b> CAO_	B4	1	Takeoff	MaxTak	doff			
									· · · · · · · · · · · · · · · · · · ·

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A321-23ICAO_B4   2   Climb   MaxTakdoff   1 000     A321-23ICAO_B4   3   AcceleraMaxTakdoff   1 039   209     A321-23ICAO_B4   4   AcceleraMaxTakdoff   1 039   209     A321-23ICAO_B4   5   Climb   MaxClinifero   3 000     A321-23ICAO_B4   6   AcceleraMaxClinifero   923,7   250     A321-23ICAO_B4   7   Climb   MaxClinifero   923,7   250     A321-23ICAO_B4   8   Climb   MaxClinifero   7 500     A321-23ICAO_B4   9   Climb   MaxClinifero   10 000     A321-23ICAO_B5   1   Takeoff   MaxTakdoff   1 000     A321-23ICAO_B5   2   Climb   MaxClinifero   889,6   210     A321-23ICAO_B5   3   AcceleraMaxTakdoff   969,1   226,5     A321-23ICAO_B5   5   Climb   MaxClinifero   7 500     A321-23ICAO_B5   6   AcceleraMaxClinifero   7 500     A321-23ICAO_B5   7   Climb   MaxClinifero   7 500     A321-23ICAO_B5   8   Climb   MaxClinifero   7 500     A321-23ICAO_B5   9   Climb   MaxClinifero   1 0 000     A321-23ICAO_B5   9   Climb   MaxClinifero   1 0 000     A321-23ICAO_B5   9   Climb   MaxClinifero   1 0 000     A330-30IDEFAUIIT   1   Takeoff   MaxTakdoff   1 0 000     A330-30IDEFAUIIT   2   Climb   MaxClinifero   1 0 000     A330-30IDEFAUIIT   5   Climb   MaxClinifero   1 0 000     A330-30IDEFAUIIT   5   Climb   MaxClinifero   1 0 000     A330-30IDEFAUIIT   5   Climb   MaxClinifero   1 0 000     A330-30IDEFAUIIT   7   Climb   MaxClinifero   5 500     A330-30IDEFAUIIT   8   Climb   MaxClinifero   5 500     A330-30IDEFAUIIT   8   Climb   MaxClinifero   5 500     A330-30IDEFAUIIT   8   Climb   MaxClinifero   5 500     A330-30IDEFAUIIT   9   Climb   MaxClinifero   7 500     A330-30IDEFAUIIT   9   Climb   MaxClinifero   7 500     A330-30IDEFAUIIT   9   Climb   MaxClinifero   1 0 000	A 221 2	PPC A O	D4	2	Climb	MovTol	alahr.	1 000			
A321-23EAO_B4		_			Climb			1 000	1.020	200	
A321-23ICAO_B4   5   Climb   MaxClinidero   923,7   250		_									
A321-23ICAO_B4   6   AcceleraMaxCliritteRO   3 000	A321-2	BICAO_I	B4	4	Acceler	a <b>lv4</b> axTak	doff		-	228,6	
A321-23ICAO_B4   7   Climb   MaxCliniteRO   5 500	A321-2	3 <b>1</b> CAO 1	B <b>4</b>	5	Climb	MaxCli	n#TERO	3 000	101,0		
A321-23ICAO_B4   7   Climb   MaxCliriztero   5 500     A321-23ICAO_B4   8   Climb   MaxCliriztero   7 500     A321-23ICAO_B5   9   Climb   MaxCliriztero   10 000     A321-23ICAO_B5   1   Takeoff   MaxTakdoff     A321-23ICAO_B5   2   Climb   MaxTakdoff   1 000     A321-23ICAO_B5   3   AcceleralMaxTakdoff   889,6   210     A321-23ICAO_B5   4   AcceleralMaxTakdoff   969,1   226,5     A321-23ICAO_B5   5   Climb   MaxCliriztero   3 000     A321-23ICAO_B5   6   AcceleralMaxCliriztero   752,3   250     A321-23ICAO_B5   7   Climb   MaxCliriztero   5 500     A321-23ICAO_B5   8   Climb   MaxCliriztero   7 500     A321-23ICAO_B5   9   Climb   MaxCliriztero   10 000     A330-30IDEFAUIIT   1   Takeoff   MaxTakdoff   1 000     A330-30IDEFAUIIT   2   Climb   MaxTakdoff   1 000     A330-30IDEFAUIIT   3   AcceleralMaxTakdoff   1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		_							923.7	250	
A321-23ICAO_B4   8   Climb   MaxClinztero   7 500     A321-23ICAO_B4   9   Climb   MaxClinztero   10 000     A321-23ICAO_B5   1   Takeoff   MaxTakdoff     A321-23ICAO_B5   2   Climb   MaxTakdoff   1 000     A321-23ICAO_B5   3   Acceleral axTakdoff   889,6   210     A321-23ICAO_B5   4   Acceleral axTakdoff   969,1   226,5     A321-23ICAO_B5   5   Climb   MaxClinztero   3 000     A321-23ICAO_B5   6   Acceleral axClinztero   752,3   250     A321-23ICAO_B5   7   Climb   MaxClinztero   5 500     A321-23ICAO_B5   8   Climb   MaxClinztero   7 500     A321-23ICAO_B5   9   Climb   MaxClinztero   10 000     A330-30IDEFAUIIT   1   Takeoff   MaxTakdoff   1 000     A330-30IDEFAUIIT   2   Climb   MaxTakdoff   1 000     A330-30IDEFAUIIT   3   Acceleral axTakdoff   1 100,7     A330-30IDEFAUIIT   5   Climb   MaxClinztero   3 000     A330-30IDEFAUIIT   5   Climb   MaxClinztero   3 000     A330-30IDEFAUIIT   5   Climb   MaxClinztero   3 000     A330-30IDEFAUIIT   7   Climb   MaxClinztero   5 500     A330-30IDEFAUIIT   7   Climb   MaxClinztero   5 500     A330-30IDEFAUIIT   8   Climb   MaxClinztero   7 500     A330-30IDEFAUIIT   8   Climb   MaxClinzt		_						5 500	, 20,,		
A321-23ICAO_B\$   9   Climb   MaxClinztero   10 000     A321-23ICAO_B\$   1   Takeoff   MaxTakdoff   1 000     A321-23ICAO_B\$   2   Climb   MaxTakdoff   1 000     A321-23ICAO_B\$   3   AcceleraMaxTakdoff   889,6   210     A321-23ICAO_B\$   4   AcceleraMaxTakdoff   969,1   226,5     A321-23ICAO_B\$   5   Climb   MaxClinztero   3 000     A321-23ICAO_B\$   6   AcceleraMaxClinztero   752,3   250     A321-23ICAO_B\$   7   Climb   MaxClinztero   5 500     A321-23ICAO_B\$   8   Climb   MaxClinztero   7 500     A321-23ICAO_B\$   9   Climb   MaxClinztero   7 500     A321-23ICAO_B\$   9   Climb   MaxClinztero   10 000     A330-30IDEFAUIIT   1   Takeoff   MaxTakdoff   1 000     A330-30IDEFAUIIT   2   Climb   MaxTakdoff   1 000     A330-30IDEFAUIIT   3   AcceleraMaxTakdoff   1 000     A330-30IDEFAUIIT   5   Climb   MaxClinztero   3 000     A330-30IDEFAUIIT   5   Climb   MaxClinztero   3 000     A330-30IDEFAUIIT   6   AcceleraMaxClinztero   5 500     A330-30IDEFAUIIT   7   Climb   MaxClinztero   5 500     A330-30IDEFAUIIT   8   Climb   MaxClinztero   7 500		_									
A321-23ICAO_BS   1   Takeoff MaxTakdoff   1 000		_									
A321-23ICAO_BS   2   Climb   MaxTakdoff   1 000     A321-23ICAO_BS   3   Acceleral axTakdoff   889,6   210     A321-23ICAO_BS   4   Acceleral axTakdoff   969,1   226,5     A321-23ICAO_BS   5   Climb   MaxClin axTero   3 000     A321-23ICAO_BS   6   Acceleral axClin axTero   752,3   250     A321-23ICAO_BS   7   Climb   MaxClin axTero   7500     A321-23ICAO_BS   8   Climb   MaxClin axTero   7 500     A321-23ICAO_BS   9   Climb   MaxClin axTero   10 000     A330-30IDEFAU IIT   1   Takeoff   MaxTakdoff   1 000     A330-30IDEFAU IIT   2   Climb   MaxTakdoff   1 000     A330-30IDEFAU IIT   3   Acceleral axTakdoff   1 100,7     A330-30IDEFAU IIT   5   Climb   MaxClin axTakdoff   1 207,4     A330-30IDEFAU IIT   5   Climb   MaxClin axTakdoff   1 207,4     A330-30IDEFAU IIT   6   Acceleral axTakdoff   1 250     A330-30IDEFAU IIT   7   Climb   MaxClin axTero   5 500     A330-30IDEFAU IIT   8   Climb   MaxClin axTero   5 500     A330-30IDEFAU IIT   8   Climb   MaxClin axTero   7 500		_						10 000			
A321-23ICAO_BS   3   Acceleral axTak doff   889,6   210		_						1 000			
A321-231CAO_BS   4   Acceleral AxTak doff   969,1   226,5     A321-231CAO_BS   5   Climb   MaxClinatero   3 000     A321-231CAO_BS   6   Acceleral AxClinatero   752,3   250     A321-231CAO_BS   7   Climb   MaxClinatero   5 500     A321-231CAO_BS   8   Climb   MaxClinatero   7 500     A321-231CAO_BS   9   Climb   MaxClinatero   10 000     A330-301DEFAUIIT   1   Takeoff   MaxTakdoff   1 000     A330-301DEFAUIIT   2   Climb   MaxTakdoff   1 000     A330-301DEFAUIIT   3   Acceleral MaxTakdoff   1 100,7     A330-301DEFAUIIT   4   Acceleral MaxTakdoff   1 207,4     A330-301DEFAUIIT   5   Climb   MaxClinatero   3 000     A330-301DEFAUIIT   6   Acceleral MaxClinatero   1 250     A330-301DEFAUIIT   7   Climb   MaxClinatero   5 500     A330-301DEFAUIIT   8   Climb   MaxClinatero   7 500		_							889.6	210	
A321-23ICAO_B5   5   Climb   MaxClinitERO   3 000     A321-23ICAO_B5   6   AcceleraMaxClinitERO   752,3   250     A321-23ICAO_B5   7   Climb   MaxClinitERO   5 500     A321-23ICAO_B5   8   Climb   MaxClinitERO   7 500     A321-23ICAO_B5   9   Climb   MaxClinitERO   10 000     A330-30IDEFAUIIT   1   Takeoff   MaxTakdoff   1 000     A330-30IDEFAUIIT   2   Climb   MaxTakdoff   1 000     A330-30IDEFAUIIT   3   AcceleraMaxTakdoff   1 170,7     A330-30IDEFAUIIT   4   AcceleraMaxTakdoff   1 207,4     A330-30IDEFAUIIT   5   Climb   MaxClinitERO   3 000     A330-30IDEFAUIIT   6   AcceleraMaxClinitERO   1 250     A330-30IDEFAUIIT   7   Climb   MaxClinitERO   5 500     A330-30IDEFAUIIT   8   Climb   MaxClinitERO   7 500		_									
A321-23ICAO_B5   6   AcceleraMaxClinZtero   752,3   250     A321-23ICAO_B5   7   Climb   MaxClinZtero   5 500     A321-23ICAO_B5   8   Climb   MaxClinZtero   7 500     A321-23ICAO_B5   9   Climb   MaxClinZtero   10 000     A330-30IDEFAU IIT   1   Takeoff   MaxTakdoff   1 000     A330-30IDEFAU IIT   2   Climb   MaxTakdoff   1 000     A330-30IDEFAU IIT   3   AcceleraMaxTakdoff   1 100,7     A330-30IDEFAU IIT   4   AcceleraMaxTakdoff   1 207,4     A330-30IDEFAU IIT   5   Climb   MaxClinZtero   3 000     A330-30IDEFAU IIT   6   AcceleraMaxClinZtero   1 250     A330-30IDEFAU IIT   7   Climb   MaxClinZtero   5 500     A330-30IDEFAU IIT   8   Climb   MaxClinZtero   7 500		_						3 000	,	- 9-	
A321-23ECAO_BS   7   Climb   MaxClinZterO   5 500     A321-23ECAO_BS   8   Climb   MaxClinZterO   7 500     A321-23ECAO_BS   9   Climb   MaxClinZterO   10 000     A330-30DEFAUIIT   1   Takeoff   MaxTakdoff   1 000     A330-30DEFAUIIT   2   Climb   MaxTakdoff   1 000     A330-30DEFAUIIT   3   Accelerate axTakdoff   1 100,7 160,6     A330-30DEFAUIIT   4   Accelerate axTakdoff   1 207,4 267,7     A330-30DEFAUIIT   5   Climb   MaxClinZterO   3 000     A330-30DEFAUIIT   6   Accelerate axClinZterO   1 250 218,2     A330-30DEFAUIIT   7   Climb   MaxClinZterO   5 500     A330-30DEFAUIIT   8   Climb   MaxClinZterO   7 500		_							752,3	250	
A321-23ICAO_BS   8   Climb   MaxClinZtERO   7 500     A321-23ICAO_BS   9   Climb   MaxClinZtERO   10 000     A330-30IDEFAUIIT   1   Takeoff   MaxTakdoff   1 000     A330-30IDEFAUIIT   3   Acceleral axTakdoff   1 100     A330-30IDEFAUIIT   4   Acceleral axTakdoff   1 100     A330-30IDEFAUIIT   5   Climb   MaxClinZtERO   3 000     A330-30IDEFAUIIT   6   Acceleral axClinZtERO   1 250     A330-30IDEFAUIIT   7   Climb   MaxClinZtERO   5 500     A330-30IDEFAUIIT   8   Climb   MaxClinZtERO   7 500		_		7	Climb	MaxCli	n <b>a</b> tero	5 500	,		
A321-23ICAO_B5   9   Climb   MaxClinZERO   10 000     A330-30IDEFAUIIT   1   Takeoff   MaxTakdoff   1 000     A330-30IDEFAUIIT   2   Climb   MaxTakdoff   1 000     A330-30IDEFAUIIT   3   Acceleral axTakdoff   1 160,6     A330-30IDEFAUIIT   4   Acceleral axTakdoff   1 207,4     A330-30IDEFAUIIT   5   Climb   MaxClinZERO   3 000     A330-30IDEFAUIIT   6   Acceleral axClinZERO   1 250     A330-30IDEFAUIIT   7   Climb   MaxClinZERO   5 500     A330-30IDEFAUIIT   8   Climb   MaxClinZERO   7 500		_		8	Climb	MaxCli	n <b>a</b> tero	7 500			
A330-30  DEFAUIIT   2   Climb   MaxTakdoff   1 000     A330-30  DEFAUIIT   3   Acceleral axTakdoff   1 160,6     A330-30  DEFAUIIT   4   Acceleral axTakdoff   1 207,4     A330-30  DEFAUIIT   5   Climb   MaxClinz   ERO   3 000     A330-30  DEFAUIIT   6   Acceleral axClinz   ERO   1 250     A330-30  DEFAUIIT   7   Climb   MaxClinz   ERO   5 500     A330-30  DEFAUIIT   8   Climb   MaxClinz   ERO   7 500     A330-30  DEFAUIT   8   Climb   MaxClinz   ERO   7 500     A330-30  DEFAUIT   8   Climb   MaxClinz   ERO   7 500     A330-30  DEFAUIT   8   Climb   ERO		_		9	Climb	MaxCli	m <b>Z</b> BERO	10 000			<del></del>
A330-30  DEFAUIIT   3   Acceleral axTakdoff   1   170,7   160,6     A330-30  DEFAUIIT   4   Acceleral axTakdoff   1   207,4   267,7     A330-30  DEFAUIIT   5   Climb   MaxClinz   ERO   3 000     A330-30  DEFAUIIT   6   Acceleral axClinz   ERO   1   250     A330-30  DEFAUIIT   7   Climb   MaxClinz   ERO   5 500     A330-30  DEFAUIIT   8   Climb   MaxClinz   ERO   7 500	A330-3	ODEFAU	TIT T	1	Takeoff	MaxTak	celoff				
A330-30  DEFAU  IT   4   Acceleral MaxTakeloff   1   207,4   267,7	A330-3	O <b>D</b> EFAU	ШΤ	2	Climb	MaxTak	celoff	1 000			
A330-30  DEFAUIIT   4   Acceleral axTakdoff   1 267,7   207,4   267,7	A330-3	ODEFAU	11/1	3	Acceler	a <b>lvá</b> axTak	cdoff		-	170,7	
A330-30IDEFAUIIT         5         Climb         MaxClinztero         3 000           A330-30IDEFAUIIT         6         AccelerateaxClinztero         1 250 218,2           A330-30IDEFAUIIT         7         Climb         MaxClinztero         5 500           A330-30IDEFAUIIT         8         Climb         MaxClinztero         7 500	A330-3	ODEFAU	шт	4	Acceler	a <b>lva</b> axTak	doff		1	207,4	
A330-30IDEFAUIIT         6         Acceleral axCliniteRO         1 218,2         250           A330-30IDEFAUIIT         7         Climb         MaxCliniteRO         5 500           A330-30IDEFAUIIT         8         Climb         MaxCliniteRO         7 500		OTDEEAL	TIT.		C1: 1	M C1:	ZEDO	2.000	267,7		
A330-30  DEFAUIIT   7   Climb   MaxClinzterO   5 500     A330-30  DEFAUIIT   8   Climb   MaxClinzterO   7 500								3 000	1	250	
A330-30IDEFAUIIT 8 Climb MaxClinideRO 7 500	A330-3	OWEFAC	11/1	6	Acceler	ameraxCII				250	
	A330-3	ODEFAU	ШТ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			
A330-30 DEFAULT 9 Climb MaxClin DERO 10 000	A330-3	ODEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500			
	A330-3	ODEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000			
A330-30DEFAUET 1 Takeoff MaxTakdoff	A330-3	O <b>D</b> EFAU	<b>12</b> T	1	Takeoff	MaxTak	celoff				
A330-30IDEFAUIZI 2 Climb MaxTakdoff 1 000	A330-3	ODEFAU	<b>12</b> T	2	Climb	MaxTak	celoff	1 000			
A330-30IDEFAUIZI 3 Accelerate ax Takedoff 1 173,4 121,7	A330-3	ODEFAU	<b>12</b> T	3	Acceler	a <b>lM</b> axTak	celotff		_	173,4	
A330-30IDEFAUIZT 4 Accelerate ax Takedoff 1 228,7 208,6	A330-3	ODEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	doff		_	208,6	

A330-30IDEFA	U <b>2</b> T	5	Climb	MaxCli	m <b>ZE</b> RO	3 000		
A330-30DEFA	U <b>Z</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 176	250
A330-30DEFA	U <b>Ľ</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
A330-30DEFA	U <b>Ľ</b> T	8	Climb	MaxCli	n <b>zi</b> ERO	7 500		
A330-30DEFA	U <b>Ľ</b> T	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
A330-30DEFA	ПВL	1	Takeoff	MaxTak	doff			
A330-30DEFA	И <b>В</b> Г	2	Climb	MaxTak	doff	1 000		
A330-30IDEFA	UBT	3	Acceler	a <b>M</b> axTak	edodf		1 083,6	176,1
A330-30IDEFA	UBT	4	Acceler	a <b>M</b> axTal	doff		1 190,2	209,8
A330-30DEFA	UBT	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
A330-30IDEFA	UBT	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 134,5	250
A330-30DEFA	UВГ	7	Climb	MaxCli	n <b>a</b> tero	5 500		
A330-30DEFA	UBL	8	Climb	MaxCli	n <b>zi</b> ERO	7 500		
A330-30DEFA	UBL	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
A330-30DEFA	UML	1	Takeoff	MaxTak	doff			
A330-30DEFA	UML	2	Climb	MaxTak	doff	1 000		
A330-30IDEFA	UML	3	Acceler	a <b>M</b> axTal	edoff		1 022,6	180,8
A330-30IDEFA	UML	4	Acceler	a <b>M</b> axTak	doff		1 126,6	212,1
A330-30DEFA	UML	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
A330-30IDEFA	UML	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 066,4	250
A330-30DEFA	UИГ	7	Climb	MaxCli	n <b>Z</b> ERO	5 500		
A330-30DEFA	U <b>Ľ</b> T	8	Climb	MaxCli	n <b>Z</b> ERO	7 500		
A330-30DEFA	UML	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A330-30DEFA	ULST	1	Takeoff	MaxTak	doff			
A330-30DEFA	U <b>I</b> ST	2	Climb	MaxTak	doff	1 000		
A330-30DEFA	U <b>I</b> ST	3	Acceler	a <b>lvá</b> axTak	doff		951,6	186,7
A330-30DEFA	UIST	4	Acceler	a <b>M</b> axTak	doff		1 051,7	215,3
A330-30DEFA	U <b>I</b> ST	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
A330-30DEFA	U <b>I</b> 5T	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		986,6	250
A330-30DEFA	U <b>I</b> ST	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
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A330-30IDEFAUIST	8	Climb	MaxCli		7 500			
A330-30IDEFAUIST	9	Climb	MaxCli	natero	10 000			
A330-30IDEFAUI6Т	1	Takeoff	MaxTak	doff				
A330-30IDEFAUI6Г	2	Climb	MaxTak	doff	1 000			
A330-30DEFAU16T	3	Acceler	a <b>M</b> axTak	doff		883,9	193	
А330-30IDEFAUI6Т	4	Acceler	a <b>M</b> axTak	doff		978,1	218,9	
A330-30DEFAU16Г	5	Climb	MaxCli	n <b>a</b> tero	3 000			
A330-30DEFAU16Г	6	Acceler	a <b>M</b> axClii	n <b>a</b> tero		908,7	250	
A330-30DEFAU16Г	7	Climb	MaxCli	n <b>a</b> tero	5 500			
A330-30IDEFAUI6T	8	Climb	MaxCli	n <b>a</b> ERO	7 500			
A330-30IDEFAUI6T	9	Climb	MaxCli	n <b>a</b> ERO	10 000			
A330-30DEFAUIZT	1	Takeoff	MaxTak	doff				
A330-30IDEFAUIZT	2	Climb	MaxTak	doff	1 000			
A330-30IDEFAUIZT	3	Acceler	a <b>M</b> axTak	doff		864,2	195	
A330-30IDEFAUIZT	4	Acceler	a <b>M</b> axTak	doff		956,5	220,1	
A330-30DEFAUIZT	5	Climb	MaxCli	n <b>zi</b> ERO	3 000			
A330-30DEFAUIZT	6	Acceler	a <b>M</b> axClir	n <b>a</b> tero		885,7	250	
A330-30IDEFAUIZT	7	Climb	MaxCli	n <b>a</b> tero	5 500			
A330-30IDEFAUIZT	8	Climb	MaxCli	n <b>a</b> tero	7 500			
A330-30IDEFAUIZI	9	Climb	MaxCli	n <b>a</b> tero	10 000			
A330-30IICAO_A1	1	Takeoff	MaxTak	doff				
A330-30IICAO_A1	2	Climb	MaxTak	doff	1 500			
A330-30IICAO_Al	3	Climb	MaxCli	nl <del>b</del> F	3 000			
A330-30IICAO_Al	4	Acceler	a <b>M</b> axCli	nl <del>b</del> F		722,8	170,7	
A330-30IICAO_A1	5	Acceler	a <b>M</b> axCli	nlb		783,9	193	
A330-30IICAO_A1	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		965	210,2	
A330-30IICAO_Al	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1	250	
						210,9		
A330-30IICAO_Al	8	Climb	MaxCli		5 500			
A330-30IICAO_Al	9	Climb	MaxCli		7 500			
A330-30IICAO_Al	10	Climb	MaxCli		10 000			
A330-30IICAO_A2	1		MaxTak					
A330-30IICAO_A2	2	Climb	MaxTak		1 500			
A330-30IICAO_A2	3	Climb	MaxCli	nlb-F	3 000			

A330-30ICAO_A2								
A330-30ICAO   A2   6   AcceleraldaxClinitERO   938   211,3	A330-30IICAO_A2	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		694,4	173,3
A330-30ICAO_A2	A330-30IICAO_A2	5	Acceler	a <b>M</b> axCli	mlb		758,4	194,7
A330-30ICAO_A2	A330-30IICAO_A2	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		938	211,3
A330-3 DICAO_A2	A330-30IICAO_A2	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		-	250
A330-3 DICAO_A3	A330-30IICAO_A2	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A330-3   DICAO_A3   1   Takeoff   MaxTakdoff   1 500	A330-30IICAO_A2	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A330-3   DICAO_A3   2   Climb   MaxTakdoff   1 500	A330-30IICAO_A2	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A330-30    CAO_A3	A330-30IICAO_A3	1	Takeoff	MaxTak	doff			
A330-30     CAO_A3	A330-30IICAO_A3	2	Climb	MaxTak	doff	1 500		
A330-30ICAO_A3	A330-30IICAO_A3	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A330-30ICAO_A3 6 AcceleraldaxClinateRO 911,9 212,4 A330-30ICAO_A3 7 AcceleraldaxClinateRO 1 126,3 A330-30ICAO_A3 8 Climb MaxClinateRO 5 500 A330-30ICAO_A3 9 Climb MaxClinateRO 7 500 A330-30ICAO_A3 10 Climb MaxClinateRO 10 000 A330-30ICAO_A4 1 Takeoff MaxTakdoff 1 500 A330-30ICAO_A4 2 Climb MaxClinateR 1 500 A330-30ICAO_A4 3 Climb MaxClinateR 1 500 A330-30ICAO_A4 4 AcceleraldaxClinateF 622 180,8 A330-30ICAO_A4 5 AcceleraldaxClinateF 622 180,8 A330-30ICAO_A4 6 AcceleraldaxClinateRO 871,8 214,9 A330-30ICAO_A4 7 AcceleraldaxClinateRO 1 057,8 A330-30ICAO_A4 8 Climb MaxClinateRO 5 500 A330-30ICAO_A4 8 Climb MaxClinateRO 7 500 A330-30ICAO_A4 9 Climb MaxClinateRO 7 500 A330-30ICAO_A4 10 Climb MaxClinateRO 7 500 A330-30ICAO_A5 1 Takeoff MaxTakdoff 1 500 A330-30ICAO_A5 1 Takeoff MaxTakdoff 1 500 A330-30ICAO_A5 1 Takeoff MaxTakdoff 1 500 A330-30ICAO_A5 4 AcceleraldaxClinateR 5 569,3 186,8	A330-30IICAO_A3	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		668,3	176
A330-30IICAO_A3	A330-30IICAO_A3	5	Acceler	a <b>M</b> axCli	mlb		734,4	196,4
A330-30IICAO_A3	A330-30IICAO_A3	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		911,9	212,4
A330-30ICAO_A3 9 Climb MaxCliniteRO 7 500  A330-30ICAO_A3 10 Climb MaxCliniteRO 10 000  A330-30ICAO_A4 1 Takeoff MaxTakdoff 1 500  A330-30ICAO_A4 2 Climb MaxClinibF 3 000  A330-30ICAO_A4 3 Climb MaxClinibF 622 180,8  A330-30ICAO_A4 5 AcceleraldaxClinib 698,3 199,8  A330-30ICAO_A4 6 AcceleraldaxClinib 698,3 199,8  A330-30ICAO_A4 7 AcceleraldaxCliniteRO 871,8 214,9  A330-30ICAO_A4 7 AcceleraldaxCliniteRO 1 057,8  A330-30ICAO_A4 8 Climb MaxCliniteRO 5 500  A330-30ICAO_A4 9 Climb MaxCliniteRO 7 500  A330-30ICAO_A4 10 Climb MaxCliniteRO 10 000  A330-30ICAO_A5 1 Takeoff MaxTakdoff 1 500  A330-30ICAO_A5 2 Climb MaxCliniteF 3 000  A330-30ICAO_A5 4 AcceleraldaxCliniteF 5 569,3 186,8	A330-30IICAO_A3	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		-	250
A330-30ICAO_A3 10 Climb MaxClinZtERO 10 000  A330-30ICAO_A4 1 Takeoff MaxTakdoff 1 500  A330-30ICAO_A4 2 Climb MaxClintbF 3 000  A330-30ICAO_A4 3 Climb MaxClintbF 622 180,8  A330-30ICAO_A4 5 AcceleralMaxClintb 698,3 199,8  A330-30ICAO_A4 6 AcceleralMaxClinZtERO 871,8 214,9  A330-30ICAO_A4 7 AcceleralMaxClinZtERO 1057,8  A330-30ICAO_A4 8 Climb MaxClinZtERO 5 500  A330-30ICAO_A4 9 Climb MaxClinZtERO 7 500  A330-30ICAO_A4 10 Climb MaxClinZtERO 10 000  A330-30ICAO_A5 1 Takeoff MaxTakdoff 1 500  A330-30ICAO_A5 2 Climb MaxClinZtERO 1 569,3 186,8  A30-30ICAO_A5 4 AcceleralMaxClintbF 569,3 186,8	A330-30IICAO_A3	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
A330-30ICAO_A4	A330-30IICAO_A3	9	Climb	MaxCli	n <b>a</b> tero	7 500		
A330-30IICAO_A4 2 Climb MaxTakdoff 1 500  A330-30IICAO_A4 3 Climb MaxClimbF 3 000  A330-30IICAO_A4 4 AcceleraMaxClimbF 622 180,8  A330-30IICAO_A4 5 AcceleraMaxClimb 698,3 199,8  A330-30IICAO_A4 6 AcceleraMaxClimbERO 871,8 214,9  A330-30IICAO_A4 7 AcceleraMaxClimbERO 1 250 057,8  A330-30IICAO_A4 8 Climb MaxClimbERO 5 500  A330-30IICAO_A4 9 Climb MaxClimbERO 7 500  A330-30IICAO_A4 10 Climb MaxClimbERO 10 000  A330-30IICAO_A5 1 Takeoff MaxTakdoff 1 500  A330-30IICAO_A5 2 Climb MaxClimbF 3 000  A330-30IICAO_A5 3 Climb MaxClimbF 3 000  A330-30IICAO_A5 4 AcceleraMaxClimbF 569,3 186,8	A330-30IICAO_A3	10	Climb	MaxCli	n <b>a</b> tero	10 000		
A330-30IICAO_A4	A330-30IICAO_A4	1	Takeoff	MaxTak	doff			
A330-30ICAO_A4	A330-30IICAO_A4	2	Climb	MaxTak	doff	1 500		
A330-30ICAO_A4	A330-30IICAO_A4	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A330-30IICAO_A4 6 AcceleralMaxClinZtERO 871,8 214,9  A330-30IICAO_A4 7 AcceleralMaxClinZtERO 1 057,8  A330-30IICAO_A4 8 Climb MaxClinZtERO 5 500  A330-30IICAO_A4 9 Climb MaxClinZtERO 7 500  A330-30IICAO_A4 10 Climb MaxClinZtERO 10 000  A330-30IICAO_A5 1 Takeoff MaxTakdoff 1 500  A330-30IICAO_A5 2 Climb MaxClinIbF 3 000  A330-30IICAO_A5 3 Climb MaxClinIbF 3 000  A330-30IICAO_A5 4 AcceleralMaxClinIbF 569,3 186,8	A330-30IICAO_A4	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		622	180,8
A330-30IICAO_A4	A330-30IICAO_A4	5	Acceler	a <b>M</b> axCli	mlb		698,3	199,8
A330-30IICAO_A4	A330-30IICAO_A4	6	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		871,8	214,9
A330-30ICAO_A4   9   Climb   MaxClimZtERO   7 500     A330-30ICAO_A4   10   Climb   MaxClimZtERO   10 000     A330-30ICAO_A5   1   Takeoff   MaxTakdoff   1 500     A330-30ICAO_A5   2   Climb   MaxTakdoff   1 500     A330-30ICAO_A5   3   Climb   MaxClimb   F   3 000     A330-30ICAO_A5   4   Accelerate axClimb   F   569,3   186,8	A330-30IICAO_A4	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		-	250
A330-30IICAO_A4         10         Climb         MaxClimzterO         10 000           A330-30IICAO_A5         1         Takeoff MaxTakdoff           A330-30IICAO_A5         2         Climb         MaxTakdoff         1 500           A330-30IICAO_A5         3         Climb         MaxClimb F         3 000           A330-30IICAO_A5         4         Accelerate axClimb F         569,3         186,8	A330-30IICAO_A4	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A330-30IICAO_A5	A330-30IICAO_A4	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A330-30IICAO_A5 2 Climb MaxTakdoff 1 500  A330-30IICAO_A5 3 Climb MaxClimbF 3 000  A330-30IICAO_A5 4 AcceleraMaxClimbF 569,3 186,8	A330-30IICAO_A4	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A330-30IICAO_A5 3 Climb MaxClimbF 3 000 A330-30IICAO_A5 4 AcceleraMaxClimbF 569,3 186,8	A330-30IICAO_A5	1	Takeoff	MaxTak	doff			
A330-30IICAO_A5 4 AcceleralMaxClimbF 569,3 186,8	A330-30IICAO_A5	2	Climb	MaxTak	doff	1 500		
	A330-30IICAO_A5	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A330-30IICAO_A5 5 AcceleralMaxClimb 663,1 204,4	A330-30IICAO_A5	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		569,3	186,8
	A330-30IICAO_A5	5	Acceler	a <b>M</b> axCli	mlb		663,1	204,4

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A330-3	OIICAO_	A5	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		827,1	218,4
A330-3	OIICAO_	A5	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		977,1	250
A330-3	OIICAO_	A5	8	Climb	MaxCli	n <b>z</b> tERO	5 500		
A330-3	OIICAO	A5	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A330-3	OIICAO	A5	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A330-3	OIICAO_	A6	1	Takeoff	MaxTak	cdoff			
A330-3	OIICAO	A6	2	Climb	MaxTak	celoff	1 500		
A330-3	OIICAO	A6	3	Climb	MaxCli	ml <del>b</del> F	3 000		
A330-3	OIICAO	A6	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		519,8	193
A330-3	OIICAO	A6	5	Acceler	a <b>M</b> axCli	mlb		634,2	209,3
A330-3	OIICAO	A6	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		781	222,2
A330-3	OIICAO	A6	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		898,1	250
A330-3	OIICAO	A6	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A330-3	OIICAO	A6	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A330-3	OIICAO	A6	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
A330-3	OIICAO_	A7	1	Takeoff	MaxTak	doff			
A330-3	OIICAO	A7	2	Climb	MaxTak	doff	1 500		
A330-3	OIICAO	A7	3	Climb	MaxCli	ml <del>b</del> F	3 000		
A330-3	OIICAO_	A7	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		506,2	194,9
A330-3	OIICAO	A7	5	Acceler	a <b>M</b> axCli	mlb		625,8	210,8
A330-3	OIICAO	A7	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		766,4	223,5
A330-3	OIICAO	A7	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		875,2	250
A330-3	OIICAO	A7	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
A330-3	OIICAO	A7	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A330-3	OIICAO	A7	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A330-3	OIICAO_1	B1	1	Takeoff	MaxTak	celoff			
A330-3	OIICAO_1	B1	2	Climb	MaxTak	celoff	1 000		
A330-30	OIICAO_1	B1	3	Acceler	a <b>lM</b> axTak	celoff		1 160,6	170,7
A330-3	OIICAO_1	B1	4	Acceler	a <b>lM</b> axTak	doff		1 267,7	207,4
A330-3	OIICAO_I	B1	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A330-30	OIICAO_1	B1	6	Acceler	a <b>M</b> axCli	mZERO		1 218,2	250
A330-3	OIICAO_1	B1	7	Climb	MaxCli	n <b>a</b> lero	5 500		

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A330-30IICAO	_B1	8	Climb	MaxCli	n <b>zt</b> ERO	7 500			
A330-30IICAO	_B1	9	Climb	MaxCli	m <b>Z</b> ERO	10 000			
A330-30IICAO	_B2	1	Takeoff	MaxTak	edoff				
A330-30IICAO	_B2	2	Climb	MaxTak	edoff	1 000			
A330-30IICAO	_B2	3	Acceler	a <b>lve</b> axTak	dolf		1 121,7	173,4	
A330-30IICAO	_B2	4	Acceler	a <b>M</b> axTak	doff		1 228,7	208,6	
A330-30IICAO	_B2	5	Climb	MaxCli	n <b>a</b> tero	3 000			
A330-30IICAO	_B2	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 176	250	
A330-30IICAO	_B2	7	Climb	MaxCli	n <b>a</b> tero	5 500			
A330-30IICAO	_B2	8	Climb	MaxCli	n <b>zi</b> ERO	7 500			
A330-30IICAO	_B2	9	Climb	MaxCli	n <b>Z</b> ERO	10 000			
A330-30IICAO	_B3	1	Takeoff	MaxTak	doff				
A330-30IICAO	_B3	2	Climb	MaxTak	doff	1 000			
A330-30IICAO	_B3	3	Acceler	a <b>M</b> axTak	edodf		1 083,6	176,1	
A330-30IICAO	_B3	4	Acceler	a <b>M</b> axTak	doff		1 190,2	209,8	
A330-30IICAO	_B3	5	Climb	MaxCli	n <b>z</b> BERO	3 000			
A330-30IICAO	_B3	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 134,5	250	
A330-30IICAO	_B3	7	Climb	MaxCli	m <b>Z</b> BERO	5 500			
A330-30IICAO	_B3	8	Climb	MaxCli	m <b>Z</b> BERO	7 500			
A330-30IICAO	_B3	9	Climb	MaxCli	n <b>z</b> tERO	10 000			
A330-30IICAO	_B4	1	Takeoff	MaxTak	edoff				
A330-30IICAO	_B4	2	Climb	MaxTak	edoff	1 000			
A330-30IICAO	_B4	3	Acceler	a <b>M</b> axTak	edoff		1 022,6	180,8	
A330-30IICAO	_B4	4	Acceler	a <b>M</b> axTak	doff		1 126,6	212,1	
A330-30IICAO	_B4	5	Climb	MaxCli	m <b>Z</b> ERO	3 000			
A330-30IICAO	_B4	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 066,4	250	
A330-30IICAO	_B4	7	Climb	MaxCli	m <b>Z</b> BERO	5 500			
A330-30IICAO	_B4	8	Climb	MaxCli	n <b>z</b> tERO	7 500			
A330-30IICAO	_B4	9	Climb	MaxCli	m <b>Z</b> ERO	10 000			
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A330-3	OIICAO I	35	1	Takeoff	MaxTak	doff			
A330-3	OIICAO I	35	2	Climb	MaxTak	eloff	1 000		
A330-3	OIICAO I	35	3	Acceler	a <b>lvá</b> axTak	edoff		951,6	186,7
A330-3	OIICAO I	35	4	Acceler	a <b>M</b> axTak	doff		1	215,3
	_							051,7	
A330-3	OIICAO_I	35	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
A330-3	OIICAO_I	35	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		986,6	250
A330-3	OIICAO_I	35	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
A330-3	OIICAO_I	35	8	Climb	MaxCli	n <b>a</b> tero	7 500		
A330-3	OIICAO_I	35	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
A330-3	OIICAO_I	36	1	Takeoff	MaxTak	doff			
A330-3	OIICAO_I	36	2	Climb	MaxTak	doff	1 000		
A330-3	OIICAO_I	36	3	Acceler	a <b>M</b> axTak	edoff		883,9	193
A330-3	OIICAO_I	36	4	Acceler	a <b>M</b> axTak	doff		978,1	218,9
A330-3	OIICAO_I	36	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
A330-3	OIICAO_I	36	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		908,7	250
A330-3	OIICAO_I	36	7	Climb	MaxCli	n <b>a</b> tero	5 500		
A330-3	OIICAO_I	36	8	Climb	MaxCli	n <b>a</b> tero	7 500		
A330-3	OIICAO_I	36	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
A330-3	OIICAO_I	37	1	Takeoff	MaxTak	doff			
A330-3	OIICAO_I	37	2	Climb	MaxTak	doff	1 000		
A330-3	OIICAO_I	37	3	Acceler	a <b>M</b> axTak	doff		864,2	195
A330-3	OIICAO_I	37	4	Acceler	a <b>M</b> axTak	doff		956,5	220,1
A330-3	OIICAO_I	37	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
A330-3	OIICAO_I	37	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		885,7	250
A330-3	OIICAO_I	37	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A330-3	OIICAO_I	37	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A330-3	OIICAO_I	37	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A330-3	4 <b>B</b> EFAU	ПТ	1	Takeoff	MaxTak	doff			
A330-3	4 <b>B</b> EFAU	ПТ	2	Climb	MaxTak	eloff	1 000		
A330-3	4 <b>B</b> EFAU	ПТ	3	Acceler	a <b>M</b> axTak	doff		1 273,5	174,9
A330-3	4 <b>B</b> EFAU	ПТ	4	Acceler	a <b>M</b> axTak	doff		1 384,8	213,9
A330-3	4 <b>B</b> EFAU	IIT	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		

	1	1	T		ı	1			
A330-3	4 <b>B</b> EFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 268,1	250
A330-3	4 <b>B</b> EFAU	ШT	7	Climb	MaxCli	m <b>ZH</b> ERO	5 500		
A330-3	4 <b>B</b> EFAU	ШΤ	8	Climb	MaxCli	n <b>a</b> tero	7 500		
A330-3	4 <b>B</b> EFAU	ШТ	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
A330-3	4 <b>B</b> EFAU	<b>2</b> T	1	Takeoff	MaxTak	doff			
A330-3	4 <b>B</b> EFAU	<b>2</b> T	2	Climb	MaxTak	doff	1 000		
A330-3	4 <b>B</b> EFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	dolf		1 218,9	177,7
A330-3	4 <b>B</b> EFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	doff		1 340,4	215
A330-3	4 <b>B</b> EFAU	<b>2</b> T	5	Climb	MaxCli	n <b>a</b> tero	3 000		
A330-3	4 <b>B</b> EFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 223,6	250
A330-3	4 <b>B</b> EFAU	<b>2</b> T	7	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A330-3	4 <b>B</b> EFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> tero	7 500		
A330-3	4 <b>B</b> EFAU	<b>2</b> T	9	Climb	MaxCli	n <b>a</b> tero	10 000		
A330-3	4 <b>B</b> EFAU	BL	1	Takeoff	MaxTak	doff			
A330-3	4 <b>B</b> EFAU	BL	2	Climb	MaxTak	doff	1 000		
A330-3	4 <b>B</b> EFAU	ВГ	3	Acceler	a <b>M</b> axTak	edodf		1 181,2	180,4
A330-3	4 <b>B</b> EFAU	ВГ	4	Acceler	al <b>M</b> axTak	doff		1 296,6	216,1
A330-3	4 <b>B</b> EFAU	BL	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
A330-3	4 <b>B</b> EFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>zi</b> ERO		1 180	250
A330-3	4 <b>B</b> EFAU	BT	7	Climb	MaxCli	n <b>a</b> tero	5 500		
A330-3	4 <b>B</b> EFAU	BT	8	Climb	MaxCli	n <b>a</b> tero	7 500		
A330-3	4 <b>B</b> EFAU	BL	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A330-3	4 <b>B</b> EFAU	<b>M</b> T	1	Takeoff	MaxTak	edoff			
A330-3	4 <b>B</b> EFAU	<b>M</b> T	2	Climb	MaxTak	edoff	1 000		
A330-3	4 <b>B</b> EFAU	ИГ	3	Acceler	a <b>lM</b> axTak	doff		1 115,2	185,2
A330-3	4 <b>B</b> EFAU	ИΓ	4	Acceler	a <b>lM</b> axTak	doff		1 224,1	218,3
A330-3	4 <b>B</b> EFAU	¥Г	5	Climb	MaxCli	n <b>a</b> tero	3 000		
A330-3	4 <b>B</b> EFAU	ИГ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> HERO		1 108,4	250

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A330-34 <b>В</b> ЕFAUИ	$\Gamma$ 7	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			
A330-34BEFAU	$\Gamma$ 8	3	Climb	MaxCli	m <b>Z</b> ERO	7 500			
A330-34BEFAU	г 9	)	Climb	MaxCli	m <b>Z</b> ERO	10 000			
A330-34BEFAU5	5T 1		Takeoff	MaxTak	doff				
A330-34BEFAUS	$\Gamma$ 2	2	Climb	MaxTak	edo <del>f</del> f	1 000			
A330-34DEFAU	5Γ 3	3	Acceler	a <b>lM</b> axTak	edo <del>l</del> fF		1 038,3	191,3	
A330-34BEFAUIS	ST 4	ļ	Acceler	a <b>lM</b> axTak	doff		1 139,2	221,4	
A330-34DEFAU5	5T 5	5	Climb	MaxCli	n <b>a</b> lero	3 000			
A330-34DEFAUS	5T 6	)	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 025,2	250	
A330-34BEFAU	5T 7	7	Climb	MaxCli	n <b>a</b> tero	5 500			
A330-34DEFAU5	T 8	3	Climb	MaxCli	n <b>a</b> lero	7 500			
A330-34DEFAU5	ST 9	)	Climb	MaxCli	n <b>a</b> leRO	10 000			
A330-34DEFAU	iΓ 1		Takeoff	MaxTak	doff				
A330-34DEFAU	5T 2	2	Climb	MaxTak	doff	1 000			
A330-34BEFAU	5Т 3	3	Acceler	a <b>M</b> axTak	doff		962,8	197,3	
A330-34BEFAU	5T 4	ļ.	Acceler	a <b>lM</b> axTak	doff		1 054,3	224,5	
A330-34BEFAU	5T 5	5	Climb	MaxCli	n <b>z</b> lERO	3 000			
A330-34DEFAU	δT 6	,	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		943,3	250	
A330-34DEFAU	ST 7	7	Climb	MaxCli	n <b>zl</b> ERO	5 500			
A330-34DEFAU	ST 8	3	Climb	MaxCli	n <b>zl</b> ERO	7 500			
A330-34BEFAU	ST 9	)	Climb	MaxCli	n <b>zl</b> ERO	10 000			
A330-34BEFAU	7T 1		Takeoff	MaxTak	doff				
A330-34BEFAU	<i>Τ</i> Γ 2	2	Climb	MaxTak	doff	1 000			
A330-34BEFAU	<u>л</u> 3	3	Acceler	a <b>lva</b> axTak	doff		869,5	200,8	
A330-34BEFAU	<i>Τ</i> Γ 4	ļ	Acceler	a <b>M</b> axTak	doff		948,6	225	
A330-34BEFAU	<i>Ι</i> Γ 5	5	Climb	MaxCli	n <b>zl</b> ERO	3 000			
A330-34BEFAU	T 6	5	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		842	250	
A330-34 <b>B</b> EFAU	л 7	7	Climb	MaxCli	n <b>a</b> leRO	5 500			
A330-34BEFAU	T 8	3	Climb	MaxCli	n <b>z</b> lERO	7 500			
A330-34BEFAU	<u>т</u> 9	)	Climb	MaxCli	n <b>z</b> lERO	10 000			
A330-34BCAO_A1	. 1	-	Takeoff	MaxTak	doff				

A330-34BCAO_A1	2	Climb	MaxTak	doff	1 500		
A330-34BCAO_A1	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A330-34BCAO_A1	4	Acceler	a <b>M</b> axCli	ml <del>b</del> ∙F		839,6	174,8
A330-34BCAO_A1	5	Acceler	a <b>M</b> axCli	mlb		914,2	200,1
A330-34BCAO_Al	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 103,7	218,9
A330-34BCAO_Al	7	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		1 253,2	250
A330-34BCAO_A1	8	Climb	MaxCli	n <b>z</b> tERO	5 500		
A330-34BCAO_A1	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A330-34BCAO_A1	10	Climb	MaxCli	n <b>z</b> tERO	10 000		
A330-34BCAO_A2	1	Takeoff	MaxTak	edoff			
A330-34BCAO_A2	2	Climb	MaxTak	edoff	1 500		
A330-34BCAO_A2	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A330-34BCAO_A2	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		801,5	177,5
A330-34BCAO_A2	5	Acceler	a <b>M</b> axCli	mlb		885,4	201,7
A330-34RCAO_A2	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 068,3	219,8
A330-34RCAO_A2	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 208,4	250
A330-34BCAO_A2	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A330-34BCAO_A2	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A330-34BCAO_A2	10	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A330-34BCAO_A3	1	Takeoff	MaxTak	eloff			
A330-34BCAO_A3	2	Climb	MaxTak	doff	1 500		
A330-34BCAO_A3	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A330-34ICAO_A3	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		766,4	180,3
A330-34BCAO_A3	5	Acceler	a <b>M</b> axCli	mlb		857,9	203,5
A330-34BCAO_A3	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 033,8	220,9
A330-34RCAO_A3	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 164,8	250
A330-34BCAO_A3	8	Climb	MaxCli	n <b>z</b> tERO	5 500		
A330-34BCAO_A3	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A330-34BCAO_A3	10	Climb	MaxCli	n <b>z</b> tERO	10 000		
A330-34BCAO_A4	1	Takeoff	MaxTak	doff			
110000 0 1100 1100 111		Luncon	1.1u/11ur				

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A330-34BCAO A4	2	Climb	MaxTak	daff	1 500		
A330-34BCAO A4	3	Climb	MaxCli		3 000		
A330-34BCAO A4	4		a <b>M</b> axCli		3 000	717,5	185,3
A330-34BCAO A4	5		a <b>M</b> axCli			814,6	206,8
A330-34BCAO A4	6		a <b>M</b> axCli			977,3	223
A330-34BCAO A4	7		a <b>M</b> axCli			1	250
A330-3-BCAO_A	/	Accelei	awaaacii	IMILICO		093,5	230
A330-34BCAO_A4	8	Climb	MaxCli	n <b>Z</b> ERO	5 500		
A330-34BCAO_A4	9	Climb	MaxCli	n <b>Z</b> ERO	7 500		
A330-34BCAO_A4	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A330-34BCAO_A5	1	Takeoff	MaxTak	edoff			
A330-34BCAO_A5	2	Climb	MaxTak	edoff	1 500		
A330-34BCAO_A5	3	Climb	MaxCli	ml <del>b</del> -F	3 000		
A330-34BCAO_A5	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		661,1	191,5
A330-34BCAO_A5	5	Acceler	a <b>M</b> axCli	mlb		767	211,2
A330-34BCAO_A5	6	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		910,6	226,1
A330-34BCAO_A5	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 011	250
A330-34BCAO_A5	8	Climb	MaxCli	n <b>zt</b> ERO	5 500		
A330-34BCAO_A5	9	Climb	MaxCli	n <b>z</b> BERO	7 500		
A330-34BCAO_A5	10	Climb	MaxCli	n <b>a</b> tero	10 000		
A330-34BCAO_A6	1	Takeoff	MaxTak	doff			
A330-34BCAO_A6	2	Climb	MaxTak	edoff	1 500		
A330-34BCAO_A6	3	Climb	MaxCli	ml <del>b</del> ∙F	3 000		
A330-34BCAO_A6	4	Acceler	a <b>M</b> axCli	ml <del>b</del> ∙F		607,1	197,4
A330-34BCAO_A6	5	Acceler	a <b>M</b> axCli	mlb		717	215,3
A330-34BCAO_A6	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		840,3	228,8
A330-34BCAO_A6	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		929,9	250
A330-34BCAO_A6	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A330-34BCAO_A6	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A330-34BCAO_A6	10	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A330-34BCAO_A7	1	Takeoff	MaxTak	edoff			
A330-34BCAO_A7	2	Climb	MaxTak	edoff	1 500		
A330-34BCAO_A7	3	Climb	MaxCli	ml <del>b-</del> F	3 000		
A330-34BCAO_A7	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		538	200,4

A330-34BCAO_A7	5	Accelerate
A330-34BCAO_A7	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler
A330-34BCAO_A7	7	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler
A330-34BCAO_A7	8	Climb MaxClinzdERO 5 500
A330-34BCAO_A7	9	Climb MaxClinzdERO 7 500
A330-34BCAO_A7	10	Climb MaxClinzdERO 10 000
A330-34BCAO_Bl	1	Takeoff MaxTakdoff
A330-34BCAO_B1	2	Climb MaxTakdoff 1 000
A330-34ECAO_B1	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accelera
A330-34ECAO_B1	4	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated Accelerate
A330-34BCAO_B1	5	Climb MaxClinztERO 3 000
A330-34ECAO_B1	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accelerat
A330-34BCAO_BI	7	Climb MaxClinzdERO 5 500
A330-34BCAO_Bl	8	Climb MaxClinzdERO 7 500
A330-34BCAO_BI	9	Climb MaxClinzdERO 10 000
A330-34BCAO_B2	1	Takeoff MaxTakdoff
A330-34BCAO_B2	2	Climb MaxTakdoff 1 000
A330-34ECAO_B2	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated
A330-34ECAO_B2	4	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated Accelerate
A330-34BCAO_B2	5	Climb MaxClinzdERO 3 000
A330-34ECAO_B2	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accelera
A330-34BCAO_B2	7	Climb MaxClinzdERO 5 500
A330-34BCAO_B2	8	Climb MaxClinztERO 7 500
A330-34BCAO_B2	9	Climb MaxClinztERO 10 000
A330-34BCAO_B3	1	Takeoff MaxTakdoff
A330-34BCAO_B3	2	Climb MaxTakdoff 1 000
A330-34ECAO_B3	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated
A330-34BCAO_B3	4	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated Accelerate
A330-34BCAO_B3	5	Climb MaxClinzdERO 3 000
<del></del>	<del>.</del>	

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A330-34FCAO_B3   6   AcceleraldaxClinZERO   5 500									
A330-34ECAO_B   B   Climb   MaxCliniteRO   7 500	A330-34ECAO_B3	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 180	250	
A330-34ECAO_B3   9   Climb   MaxClintterO   10 000	A330-34BCAO_B3	7	Climb	MaxCli	n <b>a</b> tero	5 500			
A330-34ECAO_B4   1   Takeoff MaxTaldoff   1 000	A330-34BCAO_B3	8	Climb	MaxCli	n <b>a</b> TERO	7 500			
A330-34ECAO_B4   2   Climb   MaxTakdoff   1 000	A330-34BCAO_B3	9	Climb	MaxCli	n <b>a</b> tero	10 000			
A330-34ECAO_B4   3   AcceleralMaxTakdoff   1   15,2   185,2   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,2   183,3   115,3   115,2   183,3   115,3   115,2   183,3   115,3   115,2   183,3   115,3	A330-34BCAO_B4	1	Takeoff	MaxTak	doff				
A330-34ECAO_B4	A330-34BCAO_B4	2	Climb	MaxTak	doff	1 000			
A330-34ECAO_B4   5   Climb   MaxClinztero   3 000	A330-34BCAO_B4	3	Acceler	a <b>lM</b> axTak	dolf		-	185,2	
A330-34ECAO_B4	A330-34BCAO_B4	4	Acceler	a <b>lM</b> axTak	doff		_	218,3	
A330-34RCAO_B4	A330-34BCAO_B4	5	Climb	MaxCli	n <b>a</b> tero	3 000			
A330-34ECAO_B4	A330-34BCAO_B4	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		_	250	
A330-34ECAO_B5	A330-34BCAO_B4	7	Climb	MaxCli	n <b>a</b> tero	5 500			
A330-34ECAO_BS	A330-34BCAO_B4	8	Climb	MaxCli	n <b>a</b> tero	7 500			
A330-34BCAO_BS 2 Climb MaxTakdoff 1 000  A330-34BCAO_BS 3 AcceleraldaxTakdoff 1 1000  A330-34BCAO_BS 4 AcceleraldaxTakdoff 1 139,2  A330-34BCAO_BS 5 Climb MaxCliniteRO 3 000  A330-34BCAO_BS 6 AcceleraldaxCliniteRO 1 025,2  A330-34BCAO_BS 7 Climb MaxCliniteRO 5 500  A330-34BCAO_BS 8 Climb MaxCliniteRO 7 500  A330-34BCAO_BS 9 Climb MaxCliniteRO 10 000  A330-34BCAO_BS 9 Climb MaxCliniteRO 10 000  A330-34BCAO_BS 9 Climb MaxCliniteRO 10 000  A330-34BCAO_BS 1 Takeoff MaxTakdoff 1 000  A330-34BCAO_BS 2 Climb MaxTakdoff 1 000  A330-34BCAO_BS 3 AcceleraldaxTakdoff 962,8 197,3  A330-34BCAO_BS 5 Climb MaxCliniteRO 962,8 197,3  A330-34BCAO_BS 5 Climb MaxCliniteRO 962,8 197,3  A330-34BCAO_BS 6 Climb MaxCliniteRO 963,3 224,5  A330-34BCAO_BS 7 Climb MaxCliniteRO 943,3 250  A330-34BCAO_BS 7 Climb MaxCliniteRO 943,3 250	A330-34BCAO_B4	9	Climb	MaxCli	n <b>a</b> lero	10 000			
A330-34BCAO_BS	A330-34BCAO_B5	1	Takeoff	MaxTak	doff				
A330-34FCAO_B5	A330-34BCAO_B5	2	Climb	MaxTak	doff	1 000			
A330-34BCAO_B5   5   Climb   MaxClinZtERO   3 000	A330-34BCAO_B5	3	Acceler	a <b>lM</b> axTak	dolf		_	191,3	
A330-34RCAO_B5 6 Acceleral AxClimatero 1 025,2 250 025,2 A330-34RCAO_B5 7 Climb MaxClimatero 5 500 A330-34RCAO_B5 8 Climb MaxClimatero 7 500 A330-34RCAO_B5 9 Climb MaxClimatero 10 000 A330-34RCAO_B6 1 Takeoff MaxTakdotff 1 000 A330-34RCAO_B6 2 Climb MaxTakdotff 1 000 A330-34RCAO_B6 3 Acceleral AxTakdotff 962,8 197,3 A330-34RCAO_B6 4 Acceleral AxTakdotff 1 224,5 054,3 A330-34RCAO_B6 5 Climb MaxClimatero 3 000 A330-34RCAO_B6 6 Acceleral AxClimatero 943,3 250 A330-34RCAO_B6 7 Climb MaxClimatero 5 500	A330-34BCAO_B5	4	Acceler	a <b>lM</b> axTak	doff			221,4	
A330-34ECAO_B5   7   Climb   MaxClimatero   5 500     A330-34ECAO_B5   8   Climb   MaxClimatero   7 500     A330-34ECAO_B5   9   Climb   MaxClimatero   10 000     A330-34ECAO_B6   1   Takeoff   MaxTakdoff   1 000     A330-34ECAO_B6   2   Climb   MaxTakdoff   1 000     A330-34ECAO_B6   3   AccelerateaxTakdoff   962,8   197,3     A330-34ECAO_B6   4   AccelerateaxTakdoff   1 224,5     A330-34ECAO_B6   5   Climb   MaxClimatero   3 000     A330-34ECAO_B6   6   AccelerateaxClimatero   943,3   250     A330-34ECAO_B6   7   Climb   MaxClimatero   5 500	A330-34BCAO_B5	5	Climb	MaxCli	n <b>a</b> lero	3 000			
A330-34BCAO_B5         8         Climb         MaxClinztero         7 500           A330-34BCAO_B5         9         Climb         MaxClinztero         10 000           A330-34BCAO_B6         1         Takeoff MaxTakdoff         1 000           A330-34BCAO_B6         2         Climb         MaxTakdoff         1 000           A330-34BCAO_B6         3         Acceleral axTakdoff         962,8 197,3           A330-34BCAO_B6         4         Acceleral axTakdoff         1 224,5 054,3           A330-34BCAO_B6         5         Climb         MaxClinztero         3 000           A330-34BCAO_B6         6         Acceleral axClinztero         943,3 250           A330-34BCAO_B6         7         Climb         MaxClinztero         5 500	A330-34BCAO_B5	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		_	250	
A330-34RCAO_B5         9         Climb         MaxClinZtERO         10 000           A330-34RCAO_B6         1         Takeoff         MaxTakeleft           A330-34RCAO_B6         2         Climb         MaxTakeleft         1 000           A330-34RCAO_B6         3         Acceleral axTakeleft         962,8         197,3           A330-34RCAO_B6         4         Acceleral axTakeleft         1         224,5           054,3         224,5         054,3         224,5           A330-34RCAO_B6         5         Climb         MaxClinZtERO         3 000           A330-34RCAO_B6         6         Acceleral axClinZtERO         943,3         250           A330-34RCAO_B6         7         Climb         MaxClinZtERO         5 500	A330-34BCAO_B5	7	Climb	MaxCli	n <b>a</b> tero	5 500			
A330-34RCAO_B6         1         Takeoff MaxTakdoff           A330-34RCAO_B6         2         Climb MaxTakdoff         1 000           A330-34RCAO_B6         3         Acceleral axTakdoff         962,8 197,3           A330-34RCAO_B6         4         Acceleral axTakdoff         1 224,5 054,3           A330-34RCAO_B6         5         Climb MaxClin leRO         3 000           A330-34RCAO_B6         6         Acceleral axClin leRO         943,3 250           A330-34RCAO_B6         7         Climb MaxClin leRO         5 500	A330-34BCAO_B5	8	Climb	MaxCli	n <b>a</b> tero	7 500			
A330-34RCAO_B6         2         Climb         MaxTakdoff         1 000           A330-34RCAO_B6         3         Acceleral axTakdoff         962,8         197,3           A330-34RCAO_B6         4         Acceleral axTakdoff         1 054,3         224,5 054,3           A330-34RCAO_B6         5         Climb         MaxClin leRO         3 000           A330-34RCAO_B6         6         Acceleral axClin leRO         943,3         250           A330-34RCAO_B6         7         Climb         MaxClin leRO         5 500	A330-34BCAO_B5	9	Climb	MaxCli	n <b>a</b> tero	10 000			
A330-34RCAO_B6         3         Acceleral axTak doff         962,8         197,3           A330-34RCAO_B6         4         Acceleral axTak doff         1         224,5           A330-34RCAO_B6         5         Climb         MaxClin  ERO         3 000           A330-34RCAO_B6         6         Acceleral axClin  ERO         943,3         250           A330-34RCAO_B6         7         Climb         MaxClin  ERO         5 500	A330-34ECAO_B6	1	Takeoff	MaxTak	doff				
A330-34RCAO_B6       4       Acceleral axTakeloff       1 054,3       224,5         A330-34RCAO_B6       5       Climb       MaxClin ERO       3 000         A330-34RCAO_B6       6       Acceleral axClin ERO       943,3       250         A330-34RCAO_B6       7       Climb       MaxClin ERO       5 500	A330-34BCAO_B6	2	Climb	MaxTak	doff	1 000			
A330-34RCAO_B6   5   Climb   MaxClinZERO   3 000	A330-34BCAO_B6	3	Acceler	a <b>M</b> axTak	doff		962,8	197,3	
A330-34RCAO_B6 6 AcceleraMaxClinitERO 943,3 250 A330-34RCAO_B6 7 Climb MaxClinitERO 5 500	A330-34ECAO_B6	4	Acceler	a <b>M</b> axTak	doff		_	224,5	
A330-34RCAO_B6 7 Climb MaxClinidERO 5 500	A330-34ICAO_B6	5	Climb	MaxCli	n <b>a</b> tero	3 000			
_	A330-34BCAO_B6	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		943,3	250	
A330-34PCAO_B6 8 Climb MaxClinZHERO 7 500	A330-34BCAO_B6	7	Climb	MaxCli	n <b>a</b> tero	5 500			
	A330-34BCAO_B6	8	Climb	MaxCli	n <b>zi</b> ERO	7 500			

A330-3	4ICAO_1	<b>B</b> 6	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A330-3	4BCAO_1	B7	1	Takeoff	MaxTak	edoff			
A330-3	4BCAO_1	<b>B</b> 7	2	Climb	MaxTak	edoff	1 000		
A330-3	4BCAO_1	B <b>7</b>	3	Acceler	a <b>M</b> axTak	edoff		869,5	200,8
A330-3	4BCAO_1	B7	4	Acceler	a <b>M</b> axTak	doff		948,6	225
A330-3	4BCAO_1	B7	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
A330-3	4BCAO_1	B7	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		842	250
A330-3	4BCAO_1	<b>B</b> 7	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A330-3	4BCAO_1	<b>B</b> 7	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A330-3	4BCAO_1	<b>B</b> 7	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A340-2	1 <b>D</b> EFAU	шт	1	Takeoff	MaxTak	edoff			
A340-2	1 <b>D</b> EFAU	ШТ	2	Climb	MaxTak	edoff	1 000		
A340-2	1DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	doff		1 019,3	177,6
A340-2	1DEFAU	ПТ	4	Acceler	a <b>lM</b> axTak	doff		1 101,1	215,2
A340-2	1 <b>D</b> EFAU	шт	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
A340-2	1DEFAU	ПТ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 165,6	250
A340-2	1 <b>D</b> EFAU	ПТ	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A340-2	1 <b>D</b> EFAU	ПТ	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A340-2	1 <b>D</b> EFAU	ШТ	9	Climb	MaxCli	n <b>z</b> BERO	10 000		
A340-2	1 <b>D</b> EFAU	<b>2</b> T	1	Takeoff	MaxTak	doff			
A340-2	1 <b>D</b> EFAU	<b>2</b> T	2	Climb	MaxTak	doff	1 000		
A340-2	1 <b>D</b> EFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	doff		973,9	180,5
A340-2	1DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	doff		1 061,1	216,3
A340-2	1 <b>D</b> EFAU	<b>2</b> T	5	Climb	MaxCli	n <b>z</b> BERO	3 000		
A340-2	1 <b>D</b> EFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 120,6	250
A340-2	1 <b>D</b> EFAU	<b>12</b> T	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A340-2	1 <b>D</b> EFAU	<b>12</b> T	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A340-2	1 <b>D</b> EFAU	<b>12</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A340-2	1 <b>D</b> EFAU	BL	1	Takeoff	MaxTak	edoff			
A340-2	1 <b>D</b> EFAU	BL	2	Climb	MaxTak	doff	1 000		
A340-2	1 <b>D</b> EFAU	ВГ	3	Acceler	a <b>M</b> axTak	edo#fF		930,2	183,1

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A340-2	1 <b>D</b> EFAU	BL	4	Acceler	a <b>lM</b> axTak	doff		1 021,2	217,3
A340-2	IDEFAU	ВТ	5	Climb	MaxCli	n <b>a</b> tero	3 000	021,2	
A340-2	IDEFAU	BL	6	Acceler	a <b>M</b> axCli	nZERO		1 076,1	250
A340-2	IDEFAU	BT	7	Climb	MaxCli	nadero	5 500		
A340-2	IDEFAU	BT	8	Climb	MaxCli	n <b>z</b> lERO	7 500		
A340-2	IDEFAU	BL	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
A340-2	1 <b>D</b> EFAU	ИT	1	Takeoff	MaxTak	doff			
A340-2	IDEFAU	ИТ	2	Climb	MaxTak	doff	1 000		
A340-2	IDEFAU	ИТ	3	Acceler	a <b>M</b> axTak	doff		860,1	188,2
A340-2	1 <b>D</b> EFAU	ИT	4	Acceler	a <b>lv4</b> axTak	doff		955,9	219,5
A340-2	I <b>D</b> EFAU	WT TW	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A340-2	I <b>D</b> EFAU	Т	6	Acceler	a <b>M</b> axCli	mZERO		1 003,9	250
A340-2	IDEFAU	<b>I</b>	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A340-2	IDEFAU	<b>M</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A340-2	IDEFAU	ML UR	9	Climb	MaxCli	n <b>z</b> lERO	10 000		
A340-2	I <b>D</b> EFAU	<b>15</b> T	1	Takeoff	MaxTak	doff			
A340-2	I <b>D</b> EFAU	<b>15</b> T	2	Climb	MaxTak	doff	1 000		
A340-2	IDEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	doff		779,4	194,9
A340-2	I <b>D</b> EFAU	<b>15</b> T	4	Acceler	a <b>lv4</b> axTak	doff		879,4	222,9
A340-2	I <b>D</b> EFAU	<b>15</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A340-2	I <b>D</b> EFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		920,2	250
A340-2	1 <b>D</b> EFAU	<b>15</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A340-2	I <b>D</b> EFAU	<b>15</b> T	8	Climb	MaxCli	n <b>z</b> lERO	7 500		
A340-2	1 <b>D</b> EFAU	<b>15</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A340-2	1 <b>D</b> EFAU	<b>16</b> T	1	Takeoff	MaxTak	doff			
A340-2	1 <b>D</b> EFAU	<b>16</b> T	2	Climb	MaxTak	doff	1 000		
A340-2	I <b>D</b> EFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	doff		705,2	199,2
A340-2	I <b>D</b> EFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	doff		802	224,4
A340-2	I <b>D</b> EFAU	<b>16</b> T	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
A340-2	IDEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		836,4	250
A340-2	IDEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>z</b> lERO	5 500		
A340-2	IDEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>a</b> leRO	7 500		

A340-2	1 <b>D</b> EFAU	<b>16</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A340-2	1 <b>D</b> EFAU	<b>1</b> 77	1	Takeoff	MaxTak	cdoff			
A340-2	1 <b>D</b> EFAU	<b>1</b> 7Γ	2	Climb	MaxTak	doff	1 000		
A340-2	1 <b>D</b> EFAU	<b>17</b> Γ	3	Acceler	a <b>M</b> axTak	doff		519,8	199,2
A340-2	1 <b>D</b> EFAU	<b>17</b> Γ	4	Acceler	a <b>M</b> axTak	doff		591,5	218,2
A340-2	1 <b>D</b> EFAU	<b>17</b> Γ	5	Acceler	a <b>M</b> axTak	doff		653,7	223,4
A340-2	1 <b>D</b> EFAU	<b>17</b> Γ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A340-2	1 <b>D</b> EFAU	<b>17</b> Γ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		622,6	250
A340-2	1 <b>D</b> EFAU	<b>17</b> Γ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A340-2	1 <b>D</b> EFAU	<b>17</b> Γ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A340-2	1 <b>D</b> EFAU	<b>17</b> Γ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A340-2	1 <b>I</b> CAO	<b>A</b> 1	1	Takeoff	MaxTak	doff			
A340-2	1 <b>I</b> CAO_	<b>A</b> 1	2	Climb	MaxTak	doff	1 500		
A340-2	1 <b>I</b> CAO	<b>A</b> 1	3	Climb	MaxCli	ml <del>b</del> F	3 000		
A340-2	1IICAO_	<b>A</b> 1	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		832,3	177,4
A340-2	1 <b>I</b> CAO	<b>A</b> 1	5	Acceler	a <b>M</b> axCli	mlb		890,6	206,8
A340-2	1 <b>1</b> CAO	A1	6	Acceler	a <b>M</b> axCli	n <b>a</b> lero		1 039,6	227,9
A340-2	1IICAO	Al	7	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		1 154,4	250
A340-2	1IICAO	<b>A</b> 1	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A340-2	1IICAO	<b>A</b> 1	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A340-2	1 <b>I</b> CAO_	<b>A</b> 1	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A340-2	1IICAO	42	1	Takeoff	MaxTak	eloff			
A340-2	1IICAO_	<b>A2</b>	2	Climb	MaxTak	celoff	1 500		
A340-2	1 <b>I</b> CAO	42	3	Climb	MaxCli	ml <del>b</del> F	3 000		
A340-2	1 <b>I</b> CAO_	42	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		793	180,4
A340-2	1IICAO	<b>A2</b>	5	Acceler	a <b>M</b> axCli	mlb		855,5	208,3
A340-2	1 <b>I</b> CAO_	42	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		999,1	228,5
A340-2	1 <b>1</b> CAO_	A2	7	Acceler	a <b>M</b> axCli	mZERO		1 109,1	250
A340-2	1 <b>I</b> CAO	42	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A340-2	1ICAO_	A2	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A340-2	1ICAO_	A2	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A340-2	1 <b>1</b> CAO	<b>A3</b>	1	Takeoff	MaxTak	cdoff			
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A 340-2	IIICAO A	3	2	Climb	MaxTak	eledff	1 500			
	IIICAO A		3	Climb	MaxCli		3 000			
	IIICAO A		4		a <b>M</b> axCli		3 000	754,7	183	
	IIICAO A		5		a <b>lsa</b> axCli			820,5	209,4	
	IIICAO A		6		a <b>M</b> axCli			959,1	228,8	
	IIICAO A		7		a <b>M</b> axCli			1	250	
A3+0-2			'	Accelei	abaaacii	IMILICO		064,5	250	
A340-2	IICAO_A	3	8	Climb	MaxCli	n <b>a</b> leRO	5 500			
A340-2	IIICAO_A	3	9	Climb	MaxCli	n <b>a</b> leRO	7 500			
A340-2	IIICAO_A	3	10	Climb	MaxCli	n <b>a</b> lero	10 000			
A340-2	IIICAO_A	4	1	Takeoff	MaxTak	doff				
A340-2	IICAO_A	4	2	Climb	MaxTak	doff	1 500			
A340-2	I <b>I</b> CAO_A	4	3	Climb	MaxCli	ml <del>b</del> -F	3 000			
A340-2	IICAO_A	4	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		690,8	188,1	
A340-2	IIICAO_A	4	5	Acceler	a <b>M</b> axCli	mlb		763	212,2	
A340-2	IICAO_A	4	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		893,8	230	
A340-2	IICAO_A	4	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		991,5	250	
A340-2	IICAO_A	4	8	Climb	MaxCli	n <b>a</b> leRO	5 500			
A340-2	IIICAO_A	4	9	Climb	MaxCli	n <b>a</b> leRO	7 500			
A340-2	IICAO_A	4	10	Climb	MaxCli	n <b>a</b> leRO	10 000			
A340-2	IICAO_A	5	1	Takeoff	MaxTak	doff				
A340-2	1 <b>1</b> ICAO_A	5	2	Climb	MaxTak	doff	1 500			
A340-2	IICAO_A	5	3	Climb	MaxCli	ml <del>b</del> F	3 000			
A340-2	IICAO_A	5	4	Acceler	a <b>M</b> axCli	ml <del>b</del> F		621,5	194,8	
A340-2	IIICAO_A	5	5	Acceler	a <b>M</b> axCli	mlb		695,5	216,1	
A340-2	IICAO_A	5	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		818,3	232,2	
A340-2	IIICAO_A	5	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		906,8	250	
A340-2	IICAO_A	5	8	Climb	MaxCli	n <b>a</b> leRO	5 500			
A340-2	IICAO_A	5	9	Climb	MaxCli	n <b>a</b> leRO	7 500			
A340-2	IICAO_A	5	10	Climb	MaxCli	n <b>a</b> leRO	10 000			
A340-2	IICAO_A	6	1	Takeoff	MaxTak	doff				
A340-2	IICAO_A	6	2	Climb	MaxTak	doff	1 500			
A340-2	IICAO_A	6	3	Climb	MaxCli	ml <del>b</del> F	3 000			
A340-2	IICAO_A	6	4	Acceler	a <b>M</b> axCli	n1 <del>b</del> F		555,3	199,2	

		,			,				
A340-2	IICAO_	<b>A</b> 6	5	Acceler	a <b>M</b> axCli	mlb		627,4	218,1
A340-2	IICAO_	<b>A</b> 6	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		742,5	232,6
A340-2	IICAO_	46	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		824,1	250
A340-2	IICAO_	46	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A340-2	IICAO_	46	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A340-2	IICAO_	46	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A340-2	IICAO_	<b>A</b> 7	1	Takeoff	MaxTak	doff			
A340-2	IICAO_	<b>A</b> 7	2	Climb	MaxTak	doff	1 500		
A340-2	IICAO_	<b>A</b> 7	3	Climb	MaxCli	ml <del>b</del> F	3 000		
A340-2	IICAO_	<b>A</b> 7	4	Acceler	a <b>M</b> axCli	ml <del>b</del> -F		388,7	199,2
A340-2	IICAO_	<b>A</b> 7	5	Acceler	a <b>M</b> axCli	mlb		444,2	212,8
A340-2	IICAO_	<b>A</b> 7	6	Acceler	a <b>M</b> axCli	mlb		500,7	224,8
A340-2	IICAO_	A7	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		555,6	235,4
A340-2	IICAO_	A7	8	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		623	250
A340-2	IICAO_	A7	9	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A340-2	IICAO_	<b>A</b> 7	10	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A340-2	IICAO_	A7	11	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A340-2	IICAO_	B1	1	Takeoff	MaxTak	doff			
A340-2	IICAO_	B1	2	Climb	MaxTak	doff	1 000		
A340-2	IICAO_	B1	3	Acceler	a <b>M</b> axTak	celoff		1 019,3	177,6
A340-2	IICAO_	B1	4	Acceler	a <b>M</b> axTak	doff		1 101,1	215,2
A340-2	IICAO_	B1	5	Climb	MaxCli	n <b>a</b> lero	3 000		
A340-2	IICAO_	B1	6	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		1 165,6	250
A340-2	IICAO_	B1	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A340-2	IICAO_	B1	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A340-2	IICAO_	B1	9	Climb	MaxCli	n <b>a</b> lero	10 000		
A340-2	IICAO_	32	1	Takeoff	MaxTak	doff			
A340-2	IICAO_	B2	2	Climb	MaxTak	doff	1 000		
A340-2	IICAO_	B2	3	Acceler	a <b>M</b> axTak	doff		973,9	180,5
A340-2	l <b>I</b> ICAO_l	B2	4	Acceler	a <b>lM</b> axTak	doff		1 061,1	216,3
A340-2	IICAO_	B2	5	Climb	MaxCli	n <b>z</b> lERO	3 000		

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A340-2	1ICAO_	B2	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 120,6	250
A340-2	1ICAO_	B2	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
A340-2	1 <b>I</b> CAO_1	B2	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A340-2	1 <b>I</b> CAO_1	B2	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A340-2	1ICAO_	33	1	Takeoff	MaxTak	doff			
A340-2	1 <b>I</b> CAO_1	B3	2	Climb	MaxTak	edoff	1 000		
A340-2	1 <b>I</b> CAO_1	B3	3	Acceler	a <b>M</b> axTak	edoff		930,2	183,1
A340-2	l <b>l</b> CAO_l	B3	4	Acceler	a <b>M</b> axTak	doff		1 021,2	217,3
A340-2	1 <b>I</b> CAO_1	B3	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
A340-2	l <b>l</b> CAO_l	<b>B3</b>	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 076,1	250
A340-2	1ICAO_1	B3	7	Climb	MaxCli	n <b>a</b> tero	5 500		
A340-2	1 <b>I</b> CAO_1	B3	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
A340-2	1 <b>I</b> CAO_1	B3	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A340-2	1 <b>I</b> CAO_1	B4	1	Takeoff	MaxTak	edoff			
A340-2	1 <b>I</b> CAO_1	B4	2	Climb	MaxTak	edoff	1 000		
A340-2	1 <b>I</b> CAO_1	B4	3	Acceler	a <b>M</b> axTak	edoff		860,1	188,2
A340-2	1 <b>I</b> CAO_1	B4	4	Acceler	a <b>M</b> axTak	doff		955,9	219,5
A340-2	1 <b>I</b> CAO_1	B4	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
A340-2	1IICAO_1	B4	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 003,9	250
A340-2	1 <b>I</b> CAO_1	B4	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
A340-2	1 <b>I</b> CAO_1	B4	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A340-2	1 <b>I</b> CAO_1	B4	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A340-2	1 <b>I</b> CAO_1	B5	1	Takeoff	MaxTak	doff			
A340-2	1 <b>I</b> CAO_1	B5	2	Climb	MaxTak	doff	1 000		
A340-2	1 <b>I</b> CAO_1	B5	3	Acceler	a <b>M</b> axTak	edoff		779,4	194,9
A340-2	1 <b>I</b> CAO_1	B5	4	Acceler	a <b>M</b> axTak	edoff		879,4	222,9
A340-2	1 <b>I</b> CAO_1	B5	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
A340-2	1 <b>I</b> CAO_1	B5	6	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		920,2	250
A340-2	1 <b>I</b> CAO_1	B5	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A340-2	1 <b>I</b> CAO_1	B5	8	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A340-2	1 <b>I</b> CAO_1	B5	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		

	1							
A340-2 IICAO_I	36	1	Takeoff	MaxTak	:doff			
A340-2 IIICAO_I	36	2	Climb	MaxTak	doff	1 000		
A340-2 IIICAO_I	36	3	Acceler	a <b>M</b> axTak	:doff		705,2	199,2
A340-2 IIICAO_I	36	4	Acceler	a <b>M</b> axTak	doff		802	224,4
A340-2 IIICAO_I	36	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
A340-2 IIICAO_I	36	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		836,4	250
A340-2 IIICAO_I	36	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
A340-2 IIICAO_I	36	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
A340-2 IIICAO_I	36	9	Climb	MaxCli	n <b>a</b> leRO	10 000		
A340-2 IIICAO_I	37	1	Takeoff	MaxTak	doff			
A340-2 IIICAO_I	37	2	Climb	MaxTak	doff	1 000		
A340-2111CAO_I	37	3	Acceler	a <b>M</b> axTak	doff		519,8	199,2
A340-2 IIICAO_I	37	4	Acceler	a <b>M</b> axTak	doff		591,5	218,2
A340-2111CAO_I	37	5	Acceler	a <b>M</b> axTak	doff		653,7	223,4
A340-2 IIICAO_I	37	6	Climb	MaxCli	n <b>z</b> lERO	3 000		
A340-2 IICAO_I	37	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		622,6	250
A340-2 IICAO_I	37	8	Climb	MaxCli	n <b>a</b> tero	5 500		
A340-2 IICAO_I	37	9	Climb	MaxCli	n <b>a</b> tero	7 500		
A340-2 IICAO_I	37	10	Climb	MaxCli	n <b>a</b> tero	10 000		
A340-64DEFAU	ШΤ	1	Takeoff	MaxTak	doff			
A340-64DEFAU	ШΤ	2	Acceler	a <b>lM</b> axTak	edo <del>lf</del> f		1 518,1	178,9
A340-64DEFAU	ШΤ	3	Climb	MaxTak	doff	1 000		
A340-64DEFAU	ШΤ	4	Acceler	all <b>ve</b> axTak	dolf		1 534,7	191,5
A340-64DEFAU	ШΤ	5	Acceler	al <b>M</b> axTak	doff		1 638,4	240,3
A340-64DEFAU	llТ	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
A340-64DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 461,4	250
A340-64DEFAU	llТ	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
A340-64DEFAU	ШΤ	9	Climb	MaxCli	n <b>a</b> tero	7 500		
A340-64DEFAU	ШΤ	10	Climb	MaxCli	n <b>z</b> lERO	10 000		
A340-64DEFAU	<b>2</b> T	1	Takeoff	MaxTak	doff			
A340-64DEFAU	27	2	Acceler	a <b>M</b> axTak	doff		1 481	178,3

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A 2 40 C	IDEE A L	<b>P</b> TF	2	C1:1	MT-1	1-100	1 000		
	4DEFAU		3	Climb	MaxTak		1 000		1016
A340-6	4 <b>D</b> EFAU	<b>Σ</b> Γ	4	Acceler	a <b>M</b> axTak	edo <del>tli</del> f		1 452,6	194,6
A340-6	4 <b>d</b> efau	ΈΓ	5	Acceler	a <b>lv4</b> axTak	doff		1 595,8	241,6
A340-6	4 <b>D</b> EFAU	<b>12</b> T	6	Climb	MaxCli	n <b>a</b> tero	3 000		
A340-6	4 <b>D</b> EFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 415	250
A340-6	4 <b>D</b> EFAU	<b>12</b> T	8	Climb	MaxCli	n <b>a</b> tero	5 500		
A340-6	4 <b>D</b> EFAU	<b>12</b> T	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A340-6	4 <b>D</b> EFAU	<b>12</b> T	10	Climb	MaxCli	n <b>zi</b> ERO	10 000		
A340-6	4 <b>D</b> EFAU	BL	1	Takeoff	MaxTak	doff			
A340-6	4 <b>D</b> EFAU	BL	2	Acceler	a <b>M</b> axTak	doff		1 444,1	177,7
A340-6	4 <b>D</b> EFAU	BL	3	Climb	MaxTak	doff	1 000		
A340-6	4 <b>D</b> EFAU	BL	4	Acceler	a <b>M</b> axTak	edoff		1 382,6	197,7
A340-6	4 <b>D</b> EFAU	BL	5	Acceler	a <b>M</b> axTak	doff		1 554,9	243
A340-6	4 <b>D</b> EFAU	BL	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
A340-6	4 <b>D</b> EFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 374,5	250
A340-6	4 <b>D</b> EFAU	BL	8	Climb	MaxCli	n <b>z</b> tERO	5 500		
A340-6	4 <b>D</b> EFAU	BL	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A340-6	4 <b>D</b> EFAU	BL	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A340-6	4 <b>D</b> EFAU	<b>M</b> L	1	Takeoff	MaxTak	doff			
A340-6	4 <b>D</b> EFAU	<b>I</b> IT	2	Acceler	a <b>lv4</b> axTal	edoff		1 383,2	176,9
A340-6	4 <b>D</b> EFAU	<b>M</b> L	3	Climb	MaxTak	doff	1 000		
A340-6	4 <b>D</b> EFAU	<b>M</b> T	4	Acceler	a <b>M</b> axTak	doff		1 292	203
A340-6	4 <b>D</b> EFAU	ИΓ	5	Acceler	a <b>M</b> axTak	doff		1 478,5	245,2
A340-6	4 <b>D</b> EFAU	ИГ	6	Climb	MaxCli	n <b>Z</b> ERO	3 000		
A340-6	4 <b>D</b> EFAU	ИТ	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 320,3	250
A340-6	4 <b>D</b> EFAU	<b>M</b> T	8	Climb	MaxCli	n <b>z</b> tERO	5 500		
A340-6	4 <b>D</b> EFAU	ИТ	9	Climb	MaxCli	n <b>Z</b> ERO	7 500		
A340-6	4 <b>D</b> EFAU	ИТ	10	Climb	MaxCli	n <b>Z</b> ERO	10 000		

1240 (1755)	<b>7</b> TD		T. 1	) ( T)	1 .00			
A340-64DEFAUE		1		MaxTak				
A340-64DEFAUE	5Γ :	2	Acceler	a <b>lM</b> axTak	doff		1 327,9	180,6
A340-64DEFAUE	5T	3	Climb	MaxTak	doff	1 000		
A340-64DEFAUE	<b>5</b> Γ .	4	Acceler	a <b>lM</b> axTak	dolf		1 209,7	210,1
A340-64DEFAUE	5Γ	5	Acceler	a <b>lM</b> axTak	doff		1 373,5	248,4
A340-64DEFAUE	5T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A340-64DEFAUE	5T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> IERO		1 410,4	250
A340-64DEFAUE	5T	8	Climb	MaxCli	n <b>z</b> lERO	5 500		
A340-64DEFAUE	5T	9	Climb	MaxCli	n <b>z</b> lERO	7 500		
A340-64DEFAUE	5T	10	Climb	MaxCli	n <b>z</b> lERO	10 000		
A340-64DEFAU	6Т	1	Takeoff	MaxTak	doff			
A340-64DEFAU	6Т	2	Acceler	a <b>M</b> axTak	doff		1 185	185,4
A340-64DEFAU	6Т	3	Climb	MaxTak	doff	1 000		
A340-64DEFAUL	6Г	4	Acceler	a <b>M</b> axTak	doff		1 126,6	214,9
A340-64DEFAUL	6Г	5	Acceler	a <b>M</b> axTak	doff		1 268,8	249,8
A340-64DEFAUL	6Т	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A340-64DEFAUK	6Г	7	Acceler	a <b>M</b> axCli	mZERO		2 048,9	250
A340-64DEFAUL	6T	8	Climb	MaxCli	n <b>a</b> lero	5 500		
A340-64DEFAU	6Т	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A340-64DEFAU	6Т	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A340-64DEFAUL	7Γ	1	Takeoff	MaxTak	doff			
A340-64DEFAUL	<b>7</b> Γ	2	Climb	MaxTak	doff	1 000		
A340-64DEFAUL	<b>7</b> Γ	3	Acceler	a <b>M</b> axTak	doff		868,2	214,9
A340-64DEFAUL	<b>7</b> Γ	4	Acceler	a <b>M</b> axTak	doff		929,6	241,1
A340-64DEFAUL	7Γ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A340-64DEFAUL	7Γ	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		748,4	250
A340-64DEFAUL	<b>7</b> Γ	7	Climb	MaxCli	n <b>a</b> leRO	5 500		
A340-64DEFAUL	<b>7</b> Γ	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
A340-64DEFAUL	<b>7</b> Γ	9	Climb	MaxCli	n <b>z</b> lERO	10 000		
	1	1	Takeoff	M T 1	100			

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A340-6	4 <b>1</b> CAO_	A1	2	Acceler	a <b>M</b> axTal	edo <del>f</del> ff		1 518,1	178,9
A340-6	4 <b>1</b> CAO_	A1	3	Climb	MaxTak	celoff	1 500		
A340-6	4 <b>1</b> CAO_	A1	4	Climb	MaxCli	ml <del>b</del> -F	3 000		
A340-6	4 <b>2</b> CAO_	A1	5	Acceler	a <b>M</b> axCli	ml <del>b</del> F		1 110,7	191,6
A340-6	4 <b>1</b> CAO_	A1	6	Acceler	a <b>M</b> axCli	n1b		1 176,6	225,9
A340-6	4 <b>1</b> CAO_	A1	7	Acceler	a <b>M</b> axCli	mlb		1 342,4	250
A340-6	4 <b>1</b> CAO_	A1	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
A340-6	4 <b>1</b> CAO_	A1	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A340-6	4 <b>1</b> CAO_	A1	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A340-6	4 <b>1</b> CAO_	A2	1	Takeoff	MaxTal	celoff			
A340-6	4 <b>1</b> CAO_	A2	2	Acceler	a <b>M</b> axTal	celoff		1 481	178,3
A340-6	4 <b>1</b> CAO_	A2	3	Climb	MaxTal	doff	1 500		
A340-6	4 <b>1</b> CAO_	A2	4	Climb	MaxCli	ml <del>b</del> -F	3 000		
A340-6	4 <b>1</b> CAO_	A2	5	Acceler	a <b>M</b> axCli	nl <del>b</del> F		1 053,1	194,6
A340-6	4 <b>2</b> CAO_	A2	6	Acceler	a <b>M</b> axCli	mlb		1 135,6	227,4
A340-6	4 <b>2</b> CAO_	A2	7	Acceler	a <b>M</b> axCli	mlb		1 292,5	250
A340-6	4 <b>1</b> CAO_	A2	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A340-6	4 <b>1</b> CAO_	A2	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
A340-6	4 <b>1</b> CAO_	A2	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A340-6	4 <b>1</b> CAO_	A3	1	Takeoff	MaxTal	doff			
A340-6	4 <b>2</b> CAO_	A3	2	Acceler	al <b>M</b> axTal	edo <del>l</del> ff		1 444,1	177,7
A340-6	4 <b>1</b> CAO_	A3	3	Climb	MaxTak	celoff	1 500		
A340-6	4 <b>1</b> CAO_	A3	4	Climb	MaxCli	ml <del>b</del> -F	3 000		
A340-6	4 <b>1</b> CAO_	A3	5	Acceler	a <b>M</b> axCli	nl <del>b</del> F		1 002,2	197,7
A340-6	4 <b>1</b> CAO_	A3	6	Acceler	a <b>M</b> axCli	mlb		1 095,6	228,9
A340-6	4 <b>1</b> CAO_	A3	7	Acceler	a <b>M</b> axCli	mlb		1 243,9	250
A340-6	4DCAO_	A3	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		

A340-64ICAO_A3   9   Climb   MaxClinitERO   7 500     A340-64ICAO_A3   10   Climb   MaxClinitERO   10 000     A340-64ICAO_A4   1   Takeoff   MaxTakdoff   1 500     A340-64ICAO_A4   3   Climb   MaxClinitBF   3 000     A340-64ICAO_A4   4   Climb   MaxClinitBF   925,2   203,3     A340-64ICAO_A4   5   AcceleralMaxClinitB   1 502   232     A340-64ICAO_A4   6   AcceleralMaxClinitB   1 164   250     A340-64ICAO_A4   7   AcceleralMaxClinitB   1 164   250     A340-64ICAO_A4   8   Climb   MaxClinitERO   5 500     A340-64ICAO_A4   9   Climb   MaxClinitERO   7 500     A340-64ICAO_A4   9   Climb   MaxClinitERO   7 500     A340-64ICAO_A5   1   Takeoff   MaxTakdoff   1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
A340-64ICAO_A4
A340-64ICAO_A4
A340-64ICAO_A4   3   Climb   MaxTakdoff   1 500     A340-64ICAO_A4   4   Climb   MaxClimbF   3 000     A340-64ICAO_A4   5   AcceleralMaxClimbF   925,2   203,3     A340-64ICAO_A4   6   AcceleralMaxClimb   1   232     A340-64ICAO_A4   7   AcceleralMaxClimb   1 164   250     A340-64ICAO_A4   8   Climb   MaxClimatero   5 500     A340-64ICAO_A4   9   Climb   MaxClimatero   7 500     A340-64ICAO_A5   1   Takeoff   MaxTakdoff   1 0 000     A340-64ICAO_A5   2   AcceleralMaxTakdoff   1 500     A340-64ICAO_A5   3   Climb   MaxClimbF   3 000     A340-64ICAO_A5   4   Climb   MaxClimbF   3 000     A340-64ICAO_A5   5   AcceleralMaxClimbF   848,8   210,8     A340-64ICAO_A5   6   AcceleralMaxClimbF   950,4   236,5     A340-64ICAO_A5   7   AcceleralMaxClimb   1 250
A340-64ICAO_A4
A340-64ICAO_A4
A340-64ICAO_A4 6 AcceleraldaxClimb 1 1029,9 232 A340-64ICAO_A4 7 AcceleraldaxClimb 1 164 250 A340-64ICAO_A4 8 Climb MaxClimHERO 5 500 A340-64ICAO_A4 9 Climb MaxClimHERO 7 500 A340-64ICAO_A4 10 Climb MaxClimHERO 10 000 A340-64ICAO_A5 1 Takeoff MaxTakdoff 1 10 000 A340-64ICAO_A5 2 AcceleraldaxTakdoff 1 1500 A340-64ICAO_A5 3 Climb MaxClimHeF 3 000 A340-64ICAO_A5 4 Climb MaxClimHeF 3 000 A340-64ICAO_A5 5 AcceleraldaxClimHeF 848,8 210,8 A340-64ICAO_A5 6 AcceleraldaxClimHe 950,4 236,5 A340-64ICAO_A5 7 AcceleraldaxClimHe 1 250
A340-64ICAO_A4
A340-64ICAO_A4
A340-64ICAO_A4
A340-64ICAO_A5
A340-64ICAO_A5         1         Takeoff MaxTakdoff         1         180,6           A340-64ICAO_A5         2         Acceleral axTakdoff         1 500         180,6         327,9           A340-64ICAO_A5         3         Climb MaxTakdoff         1 500         1 50
A340-64ICAO_A5 2 Acceleral axTakdoff 1 1 180,6 327,9 A340-64ICAO_A5 3 Climb MaxTakdoff 1 500 A340-64ICAO_A5 4 Climb MaxClimb F 3 000 A340-64ICAO_A5 5 Acceleral axClimb F 848,8 210,8 A340-64ICAO_A5 6 Acceleral axClimb 950,4 236,5 A340-64ICAO_A5 7 Acceleral axClimb 1 250
A340-64ICAO_A5   3   Climb   MaxTakdoff   1 500
A340-64ICAO_A5         4         Climb         MaxClimbF         3 000           A340-64ICAO_A5         5         Acceleral axClimbF         848,8         210,8           A340-64ICAO_A5         6         Acceleral axClimb         950,4         236,5           A340-64ICAO_A5         7         Acceleral axClimb         1         250
A340-64ICAO_A5
A340-64ICAO_A5 6 AcceleralMaxClimb 950,4 236,5 A340-64ICAO_A5 7 AcceleralMaxClimb 1 250
A340-64ICAO_A5 7 Acceleral axClimb 1 250
A340-64ICAO_A5 8 Climb MaxCliniteRO 5 500
A340-64DCAO_A5 9 Climb MaxClinateRO 7 500
A340-64ECAO_A5 10 Climb MaxClin2tERO 10 000
A340-64DCAO_A6 1 Takeoff MaxTakdoff
A340-64ICAO_A6 2 AcceleralMaxTakdoff 1 185 185,4
A340-64ICAO_A6 3 Climb MaxTakdoff 1 500
A340-64ICAO_A6 4 Climb MaxClimbF 3 000
A340-64ICAO_A6 5 AcceleralMaxClinlb·F 780,5 219
A340-64ICAO_A6 6 AcceleraMaxClinb 875,9 242
A340-64ICAO_A6 7 Accelerate axClintb 975,3 250
A340-64ICAO_A6 8 Climb MaxClinZtERO 5 500
A340-64ICAO_A6 9 Climb MaxClinateRO 7 500

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A340-64ICAO	_A6	10	Climb	MaxCli	m <b>a</b> tero	10 000			
A340-641CAO	_A7	1	Takeoff	MaxTal	doff				
A340-64ICAO	_A7	2	Climb	MaxTak	doff	1 500			
A340-64ICAO	_A7	3	Climb	MaxCli	ml <del>b</del> -F	3 000			
A340-64ICAO	_A7	4	Acceler	a <b>M</b> axCli	ml <del>b-</del> F		556,7	214,9	
A340-64ICAO	_A7	5	Acceler	a <b>M</b> axCli	mlb		601,9	231,3	
A340-64ICAO	_A7	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		681,8	244	
A340-64ICAO	_A7	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		729,1	250	
A340-64ICAO	_A7	8	Climb	MaxCli	m <b>Z</b> BERO	5 500			
A340-64ICAO	_A7	9	Climb	MaxCli	m <b>Z</b> BERO	7 500			
A340-64ICAO	_A7	10	Climb	MaxCli	m <b>Z</b> BERO	10 000			
A340-64ICAO	_B1	1	Takeoff	MaxTal	edoff				
A340-64ICAO	_B1	2	Acceler	a <b>lve</b> axTal	doff		1 518,1	178,9	
A340-64ICAO	_B1	3	Climb	MaxTal	doff	1 000			
A340-64ICAO	_B1	4	Acceler	a <b>lve</b> axTal	doff		1 534,7	191,5	
A340-64ICAO	_B1	5	Acceler	a <b>M</b> axTal	doff		1 638,4	240,3	
A340-64ICAO	_B1	6	Climb	MaxCli	n <b>zi</b> ERO	3 000			
A340-64ICAO	_B1	7	Acceler	a <b>M</b> axCli	n <b>z</b> (ERO		1 461,4	250	
A340-64ICAO	_B1	8	Climb	MaxCli	m <b>Z</b> BERO	5 500			
A340-64ICAO	_B1	9	Climb	MaxCli	n <b>a</b> tero	7 500			
A340-64ICAO	_B1	10	Climb	MaxCli	n <b>zt</b> ERO	10 000			
A340-64ICAO	_B2	1	Takeoff	MaxTal	doff				
A340-64ICAO	_B2	2	Acceler	a <b>M</b> axTal	doff		1 481	178,3	
A340-64ICAO	_B2	3	Climb	MaxTak	doff	1 000			
A340-64ICAO	_B2	4	Acceler	a <b>M</b> axTal	dolf		1 452,6	194,6	
A340-64ICAO	_B2	5	Acceler	a <b>M</b> axTal	doff		1 595,8	241,6	
A340-64ICAO	_B2	6	Climb	MaxCli	n <b>zi</b> ERO	3 000			
A340-64ICAO	_B2	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 415	250	
A340-64ICAO	_B2	8	Climb	MaxCli	m <b>Z</b> ERO	5 500			
A340-64ICAO	_B2	9	Climb	MaxCli	n <b>zi</b> ERO	7 500			

A340-6	4 <b>1</b> CAO 1	B2	10	Climb	MaxCli	n <b>z</b> tERO	10 000		
	4 <b>1</b> CAO 1		1		MaxTak				
	411CAO_1		2	Acceler	a <b>M</b> axTak	doff		1 444,1	177,7
A340-6	4 <b>1</b> CAO_1	33	3	Climb	MaxTak	doff	1 000		
A340-6	4ICAO_1	B3	4	Acceler	a <b>lv4</b> axTal	edoff		1 382,6	197,7
A340-6	4ICAO_1	B3	5	Acceler	a <b>lv4</b> axTak	doff		1 554,9	243
A340-6	4 <b>1</b> CAO_1	B3	6	Climb	MaxCli	n <b>zt</b> ERO	3 000		
A340-6	4ICAO_1	B3	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 374,5	250
A340-6	4 <b>1</b> CAO_1	33	8	Climb	MaxCli	n <b>zi</b> ERO	5 500		
A340-6	4 <b>1</b> CAO_1	33	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A340-6	4 <b>1</b> CAO_1	33	10	Climb	MaxCli	n <b>z</b> BERO	10 000		
A340-6	4 <b>1</b> CAO_1	B4	1	Takeoff	MaxTak	doff			
A340-6	4 <b>1</b> CAO_1	B4	2	Acceler	al <b>M</b> axTak	edodf		1 383,2	176,9
A340-6	4 <b>1</b> CAO_1	B4	3	Climb	MaxTak	doff	1 000		
A340-6	4 <b>1</b> CAO_1	B4	4	Acceler	a <b>M</b> axTak	edoff		1 292	203
A340-6	4 <b>1</b> CAO_1	B4	5	Acceler	al <b>M</b> axTak	doff		1 478,5	245,2
A340-6	4 <b>1</b> CAO_1	B4	6	Climb	MaxCli	n <b>z</b> BERO	3 000		
A340-6	4 <b>1</b> CAO_1	B4	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 320,3	250
A340-6	4 <b>1</b> CAO_1	B4	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
A340-6	4 <b>1</b> CAO_1	B4	9	Climb	MaxCli	n <b>z</b> BERO	7 500		
A340-6	4 <b>1</b> CAO_1	B4	10	Climb	MaxCli	n <b>z</b> BERO	10 000		
A340-6	4 <b>1</b> CAO_1	B5	1	Takeoff	MaxTak	doff			
A340-6	4 <b>1</b> CAO_1	B5	2	Acceler	al <b>M</b> axTak	edodf		1 327,9	180,6
A340-6	4 <b>1</b> CAO_1	B5	3	Climb	MaxTak	doff	1 000		
A340-6	4 <b>1</b> CAO_1	B5	4	Acceler	a <b>M</b> axTak	cdoff		1 209,7	210,1
A340-6	4 <b>1</b> CAO_1	B5	5	Acceler	a <b>M</b> axTak	doff		1 373,5	248,4
A340-6	4 <b>1</b> CAO_1	B5	6	Climb	MaxCli	m <b>Z</b> ERO	3 000		

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A340-64	ICAO_I	35	7	Acceler	a <b>M</b> axCli	n <b>Z</b> lERO		1 410,4	250
A340-64	ECAO I	35	8	Climb	MaxCli	m <b>Z</b> BERO	5 500	,.	
A340-64	ECAO I	35	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
A340-64	ECAO_1	35	10	Climb	MaxCli	n <b>Z</b> BERO	10 000		
A340-64	ECAO_l	36	1	Takeoff	MaxTak	doff			
A340-64	ICAO_I	36	2	Acceler	a <b>M</b> axTak	eloff		1 185	185,4
A340-64	ICAO_I	36	3	Climb	MaxTak	doff	1 000		
A340-64	ICAO_I	36	4	Acceler	a <b>M</b> axTak	edofff		1 126,6	214,9
A340-64	ICAO_I	36	5	Acceler	a <b>M</b> axTak	doff		1 268,8	249,8
A340-64	ICAO_I	36	6	Climb	MaxCli	n <b>a</b> tero	3 000		
A340-64	ICAO_I	36	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		2 048,9	250
A340-64	ICAO_I	36	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
A340-64	ICAO_I	36	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
A340-64	ICAO_I	36	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A340-64	ICAO_I	37	1	Takeoff	MaxTak	eloff			
A340-64	ICAO_I	37	2	Climb	MaxTak	eloff	1 000		
A340-64	ICAO_I	37	3	Acceler	a <b>M</b> axTak	edoff		868,2	214,9
A340-64	ICAO_l	37	4	Acceler	a <b>M</b> axTak	doff		929,6	241,1
A340-64	ICAO_I	37	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
A340-64	ICAO_I	37	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		748,4	250
A340-64	ICAO_l	37	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
A340-64	ICAO_I	37	8	Climb	MaxCli	n <b>a</b> leRO	7 500		
A340-64	ICAO_l	37	9	Climb	MaxCli	n <b>a</b> tero	10 000		
A380-84	<b>D</b> EFAU	11T	1	Takeoff	MaxTak	<b>€0</b> <u>ff</u> l+F			
A380-84	<b>D</b> EFAU	ПТ	2	Climb	MaxTak	<b>€0</b> <u>f</u> ff+F	1 000		
A380-84	<b>D</b> EFAU	ПТ	3	Acceler	a <b>M</b> axTak	<b>€0</b> <u>f</u> ff+F		1 085	175,1
A380-84	<b>D</b> EFAU	11T	4	Acceler	a <b>M</b> axTak	€D <u>ff</u> l		1 306	238,9
A380-84	<b>D</b> EFAU	11T	5	Climb	MaxCli	n <b>hD</b> b_1	3 000		
A380-84	<b>D</b> EFAU	ПТ	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 497,8	250
A380-84	<b>D</b> EFAU	ПТ	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-84	<b>D</b> EFAU	<b>12</b> T	1	Takeoff	MaxTak	<b>€</b> 0 <u>ff</u> 1+F			

1200 0	ADDE A L	<b>70</b>		G1: 1	) ( T) 1	D CO . E	1 000		
A380-8			2	Climb	MaxTak	_	1 000		
A380-8	4DEFAU	<b>12</b> T	3		a <b>M</b> axTak	_		1 054	177,6
A380-84	4DEFAU	12Γ	4	Acceler	a <b>lve</b> axTak	æ <u>f</u> fl		1 262,8	238,9
A380-8	4DEFAU	<b>12</b> T	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-8	4DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 444,8	250
A380-8	4DEFAU	<b>12</b> T	7	Climb	MaxCli	n <b>a</b> leRO	10 000		
A380-8	4DEFAU	BL	1	Takeoff	MaxTak	<u>fff+</u> F			
A380-8	4DEFAU	BL	2	Climb	MaxTak	<u>fff+</u> F	1 000		
A380-8	4DEFAU	BL	3	Acceler	a <b>M</b> axTak	<u>ff</u> f+F		1 022,1	180,2
A380-8	4DEFAU	BL	4	Acceler	a <b>M</b> axTak	<u>adoff</u> f		1 220,9	239,1
A380-8	4DEFAU	BT	5	Climb	MaxCli	nDb_1	3 000		
A380-8	4DEFAU	BL	6	Acceler	a <b>M</b> axCli	m <b>Z</b> IERO		1 394,3	250
A380-8	4DEFAU	BT	7	Climb	MaxCli	n <b>a</b> lero	10 000		
A380-8	4DEFAU	ИТ	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-8	4DEFAU	ИТ	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-8	4DEFAU	ИТ	3	Acceler	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		975,4	184,8
A380-8	4DEFAU	<b>A</b> T	4	Acceler	a <b>M</b> axTak	<u>ff</u> f		1 152,5	239,6
A380-8	4DEFAU	ИТ	5	Climb	MaxCli	nhDb_1	3 000		
A380-8	4DEFAU	<b>I</b> IT	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 313,6	250
A380-8	4DEFAU	<b>W</b> T	7	Climb	MaxCli	n <b>z</b> lERO	10 000		
A380-8	4DEFAU	<b>15</b> T	1	Takeoff	MaxTak	æ <u>f</u> ff+F			
A380-8	4DEFAU	<b>15</b> T	2	Climb	MaxTak	æ <u>f</u> ff+F	1 000		
A380-8	4DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	æ <u>f</u> ff+F		908,1	190,6
A380-8	4DEFAU	IST	4	Acceler	a <b>lM</b> axTak	<u>ab</u> ff		1 072,2	240,8
A380-8	4DEFAU	<b>15</b> T	5	Climb	MaxCli	n <b>h</b> Db_1	3 000		
A380-8	4DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 220,7	250
A380-8	4DEFAU	<b>15</b> T	7	Climb	MaxCli	nadero	10 000		
		<b>1</b> 6T	1	Takeoff				<b></b>	

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A380-8	4DEFAU	<b>16</b> T	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-8	4DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		843	196,7
A380-8	4DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	<u>ff</u> f		994,4	242,4
A380-8	4DEFAU	<b>16</b> T	5	Climb	MaxCli	n <b>hDb_</b> 1	3 000		
A380-8	4DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 134,1	250
A380-8	4DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>a</b> leRO	10 000		
A380-8	4DEFAU	IZΓ	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-8	4DEFAU	ΤΓ	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-8	4DEFAU	IZΓ	3	Acceler	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		783	202,7
A380-8	4DEFAU	IZΓ	4	Acceler	a <b>M</b> axTak	£ <b>∂</b> ffl		925	244,4
A380-8	4DEFAU	IZΓ	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-8	4DEFAU	IZΓ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 065,1	250
A380-8	4DEFAU	177	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-8	4DEFAU	181	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-8	4DEFAU	181	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-8	4DEFAU	181	3	Acceler	a <b>M</b> axTak	<u>fff+F</u>		622,4	220
A380-8	4DEFAU	181	4	Acceler	a <b>M</b> axTak	<u>ff</u> f		744,8	251,7
A380-8	4DEFAU	181	5	Climb	MaxCli	n <b>D</b> b_1	3 000		
A380-8	4DEFAU	181	6	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-8	4IICAO_	<b>A</b> 1	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-8	4IICAO_	<b>A</b> 1	2	Climb	MaxTak	<u>fff+F</u>	1 500		
A380-8	4IICAO_	<b>A</b> 1	3	Climb	MaxCli	nh10b_1+F	3 000		
A380-8	4IICAO_A	<b>4</b> 1	4	Acceler	a <b>M</b> axCli	mDb_1		1 049,1	175,1
A380-8	4IICAO_	<b>4</b> 1	5	Acceler	a <b>M</b> axCli	nhDb_1		1 257,9	233,9
A380-8	4IICAO_	<b>A</b> 1	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 403,3	250
A380-8	4IICAO_	<b>A</b> 1	7	Climb	MaxCli	madeRO	10 000		
A380-8	4IICAO_	42	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-8	4IICAO_	42	2	Climb	MaxTak	æ <u>f</u> ff+F	1 500		
A380-8	4IICAO_	42	3	Climb	MaxCli	n10b_1+F	3 000		
A380-8	4IICAO_	42	4	Acceler	a <b>M</b> axCli	mDb_1		1 005,4	177,7

A380-8	4IICAO_	A2	5	Acceler	a <b>M</b> axCli	nhDb_1		1 217,2	234,1
A380-8	4IICAO_	A2	6	Acceler	a <b>M</b> axCli	n <b>Z</b> IERO		1 355,3	250
A380-8	4IICAO_	A2	7	Climb	MaxCli	n <b>Z</b> ERO	10 000		
A380-8	4IICAO_	A3	1	Takeoff	MaxTal	<b>€</b> ∂ <u>ff</u> f+F			
A380-8	4IICAO_	A3	2	Climb	MaxTak	<b>€</b> 0 <u>ff</u> 1+F	1 500		
A380-8	4IICAO_	A3	3	Climb	MaxCli	n <b>Db_</b> 1+F	3 000		
A380-8	4IICAO_	A3	4	Acceler	a <b>M</b> axCli	n <b>10</b> b_1		965,1	180,3
A380-8	4IICAO_	A3	5	Acceler	a <b>M</b> axCli	m10b_1		1 177,8	234,5
A380-8	4IICAO_	A3	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 308,6	250
A380-8	4IICAO_	A3	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A380-8	4IICAO_	A4	1	Takeoff	MaxTal	<b>€</b> 0 <u>ff</u> f+F			
A380-8	4IICAO_	A4	2	Climb	MaxTak	<b>€</b> 0 <u>ff</u> f+F	1 500		
A380-8	4IICAO_	A4	3	Climb	MaxCli	n <b>hb_</b> 1+F	3 000		
A380-8	4IICAO_	A4	4	Acceler	a <b>M</b> axCli	n <b>10</b> b_1		912,3	184,9
A380-8	4IICAO_	A	5	Acceler	a <b>M</b> axCli	m10b_1		1 113,9	235,4
A380-8	4IICAO_	A	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 231,9	250
A380-8	4IICAO_	A4	7	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A380-8	4IICAO_	A5	1	Takeoff	MaxTal	<b>€</b> 0 <u>f</u> ff+F			
A380-8	4IICAO_	A5	2	Climb	MaxTak	<b>€</b> ∂ <u>ff</u> f+F	1 500		
A380-8	4IICAO_	A5	3	Climb	MaxCli	n <b>hb_</b> 1+F	3 000		
A380-8	4IICAO_	A5	4	Acceler	a <b>M</b> axCli	n 10b_1		850,1	190,8
A380-8	4IICAO_	A5	5	Acceler	a <b>M</b> axCli	m10b_1		1 038,8	237,1
A380-8	4IICAO_	A5	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 141,2	250
A380-8	4IICAO_	A5	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A380-8	4IICAO_	A6	1	Takeoff	MaxTal	<b>₽</b> fff+F			
A380-8	4IICAO_	<b>A</b> 6	2	Climb	MaxTal	<b>₽</b> <u>ff</u> f+F	1 500		
A380-8	4IICAO_	<b>A</b> 6	3	Climb	MaxCli	n <b>10</b> b_1+F	3 000		
A380-8	4IICAO_	<b>A</b> 6	4	Acceler	a <b>M</b> axCli	n <b>10</b> 5_1		789,5	196,9
A380-8	4IICAO_	<b>A</b> 6	5	Acceler	a <b>M</b> axCli	nhDb_1		965,9	239,1
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								,	
A380-84IICAO_A	<b>V</b> 6	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 053	250	
A380-84IICAO_	<b>Y</b> 6	7	Climb	MaxCli	m <b>Z</b> BERO	10 000			
A380-84IICAO_	<b>V</b> 7	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>				
A380-84IICAO_	<b>V</b> 7	2	Climb	MaxTak	<b>ф</b> ff + F	1 500			
A380-84IICAO_	<b>V</b> 7	3	Climb	MaxCli	nhDb_1+F	3 000			
A380-84IICAO_	<b>V</b> 7	4	Acceler	a <b>M</b> axCli	nDb_1		735,4	203,1	
A380-84IICAO_	<b>V</b> 7	5	Acceler	a <b>M</b> axCli	n <b>10</b> b_1		900,3	241,6	
A380-84IICAO_	<b>V</b> 7	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		973,7	250	
A380-84IICAO_	<b>V</b> 7	7	Climb	MaxCli	n <b>a</b> leRO	10 000			
A380-84IICAO_	18	1	Takeoff	MaxTak	<u>ф</u> ff+F				
A380-84IICAO_	18	2	Climb	MaxTak	<b>€0ff</b> +F	1 500			
A380-84IICAO_	18	3	Climb	MaxCli	nhDb_1+F	3 000			
A380-84IICAO_	<b>V</b> 8	4	Acceler	a <b>M</b> axCli	n <b>10</b> b_1		587,9	220	
A380-84IICAO_	18	5	Acceler	a <b>M</b> axCli	nDb_1		722,8	249,2	
A380-84IICAO_	18	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		762,6	250	
A380-84IICAO_	18	7	Climb	MaxCli	n <b>zl</b> ERO	10 000			
A380-84IICAO_E	31	1	Takeoff	MaxTak	<b>€0ff</b> +F				
A380-84IICAO_E	31	2	Climb	MaxTak	<b>€</b> 0 <u>ff</u> +F	1 000			
A380-84IICAO_E	31	3	Acceler	a <b>M</b> axTak	<b>€</b> 0 <u>ff</u> +F		1 085	175,1	
A380-84IICAO_E	31	4	Acceler	a <b>M</b> axTak	æ <u>ff</u> f		1 306	238,9	
A380-84IICAO_E	31	5	Climb	MaxCli	naDb_1	3 000			
A380-84IICAO_E	31	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 497,8	250	
A380-84ICAO E	21	7	Climb	MaxCli	MED ()	10 000	497,0		
A380-84ICAO E		1		MaxTak		10 000			
A380-84ICAO E		2	Climb	MaxTak	_	1 000			
A380-84ICAO E		3		a <b>lse</b> axTak		1 000	1 054	177,6	
A380-84ICAO E		4		alledax Tak	_		1 034	238,9	
A360-64ICAO_E	×	4	Accelei	alledax Tak	7470-TII		262,8	230,9	
A380-84IICAO_E	32	5	Climb	MaxCli	n <b>hDb</b> _1	3 000			
A380-84IICAO_E	22	6	Acceler	a <b>M</b> axCli	nÆTERO		1 444,8	250	
A380-84IICAO_E	32	7	Climb	MaxCli	n <b>z</b> leRO	10 000			
A380-84IICAO_E	33	1	Takeoff	MaxTak	<b>₽</b> fff+F				
A380-84IICAO_E	33	2	Climb	MaxTak	<b>€ £ ff</b> + F	1 000			

					,				
A380-8	4IICAO_	B3	3	Acceler	a <b>M</b> axTak	<b>€0</b> <u>f</u> ff+F		1 022,1	180,2
A380-8	4IICAO_	B3	4	Acceler	a <b>M</b> axTak	æ <u>ff</u> f		1 220,9	239,1
A380-8	4IICAO_	B3	5	Climb	MaxCli	n <b>hDb_</b> 1	3 000		
A380-8	4IICAO_	B3	6	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 394,3	250
A380-8	4IICAO_	B3	7	Climb	MaxCli	n <b>Z</b> ERO	10 000		
A380-8	4IICAO_	B4	1	Takeoff	MaxTak	<b>€</b> ∂ <u>ff</u> l+F			
A380-8	4IICAO_	B4	2	Climb	MaxTak	<b>€</b> 0 <u>f</u> ff+F	1 000		
A380-8	4IICAO_	B4	3	Acceler	a <b>M</b> axTak	<b>€</b> 0 <u>ff</u> f+F		975,4	184,8
A380-8	4IICAO_	B4	4	Acceler	a <b>M</b> axTak	æ <u>ff</u> f		1 152,5	239,6
A380-8	4IICAO_	B4	5	Climb	MaxCli	n <b>10</b> b_1	3 000		
A380-8	4IICAO_	B4	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 313,6	250
A380-8	4IICAO_	B4	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
A380-8	4IICAO_	B5	1	Takeoff	MaxTak	<b>€</b> 0 <u>f</u> ff+F			
A380-8	4IICAO_	B5	2	Climb	MaxTak	<b>€</b> 0 <u>f</u> ff+F	1 000		
A380-8	4IICAO_	B5	3	Acceler	a <b>M</b> axTak	<b>₽</b> <u>ff</u> f+F		908,1	190,6
A380-8	4IICAO_	B5	4	Acceler	a <b>M</b> axTak	æ <u>ff</u> f		1 072,2	240,8
A380-8	4IICAO_	B5	5	Climb	MaxCli	n <b>10</b> b_1	3 000		
A380-8	4IICAO_	B5	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 220,7	250
A380-8	4IICAO_	B5	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A380-8	4IICAO_	B6	1	Takeoff	MaxTak	<b>₽</b> <u>ff</u> f+F			
A380-8	4IICAO_	B6	2	Climb	MaxTak	<b>₽</b> <u>ff</u> f+F	1 000		
A380-8	4IICAO_	B6	3	Acceler	a <b>M</b> axTak	<b>€</b> 0 <u>ff</u> f+F		843	196,7
A380-8	4IICAO_	B6	4	Acceler	a <b>M</b> axTak	€D <u>ff</u> f		994,4	242,4
A380-8	4IICAO_	B6	5	Climb	MaxCli	n <b>10</b> 5_1	3 000		
A380-8	4IICAO_	B6	6	Acceler	a <b>M</b> axCli	n <b>Z</b> tERO		1 134,1	250
A380-8	4IICAO_	B6	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A380-8	4IICAO_	B7	1	Takeoff	MaxTak	<b>€0ffl</b> +F			
A380-8	4IICAO_	B7	2	Climb	MaxTak	<b>€0</b> <u>ff</u> l+F	1 000		
A380-8	4IICAO_	В7	3	Acceler	a <b>M</b> axTak	<b>€</b> 0 <u>ff</u> f+F		783	202,7

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A380-8	4IICAO I	37	4	Acceler	a <b>M</b> axTak	æ ffi		925	244,4
A380-8	4IICAO 1	37	5	Climb	MaxCli	 nbDo 1	3 000		
A380-8	 411CAO_1	37	6	Acceler	a <b>M</b> axCli	mZdERO		1 065,1	250
A380-8	4IICAO_I	37	7	Climb	MaxCli	n <b>a</b> lero	10 000		
A380-8	4IICAO_I	38	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-8	4IICAO_I	38	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-8	4IICAO_I	38	3	Acceler	a <b>M</b> axTak	<u>fff+F</u>		622,4	220
A380-8	4IICAO_I	38	4	Acceler	a <b>M</b> axTak	æ <u>ff</u> f		744,8	251,7
A380-8	4IICAO_I	38	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-8	4IICAO_I	38	6	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-8	6DEFAU	ШΤ	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-8	6DDEFAU	ПТ	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-8	6DEFAU	ШΤ	3	Acceler	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		1 086	175,1
A380-8	6DEFAU	ПТ	4	Acceler	a <b>lM</b> axTak	€ <u>ff</u> f		1 312,2	239,2
A380-8	6DDEFAU	ПТ	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-8	6DEFAU	ПТ	6	Acceler	a <b>M</b> axCli	mZERO		1 499,1	250
A380-8	6DEFAU	ПТ	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-8	6DEFAU	<b>2</b> T	1	Takeoff	MaxTak	æ <u>f</u> ff+F			
A380-8	6DEFAU	<b>12</b> T	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-8	6DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		1 056	177,6
A380-8	6DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	æ <u>f</u> ff		1 269	239,2
A380-8	6DEFAU	<b>12</b> T	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-8	6DEFAU	<b>12</b> T	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 446,4	250
A380-8	6DEFAU	<b>12</b> T	7	Climb	MaxCli	n <b>z</b> lERO	10 000		
A380-8	6DEFAU	BL	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-8	6DEFAU	BL	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-8	6DEFAU	BL	3	Acceler	all <b>ve</b> axTak	<u>ff</u> f+F		1 024,4	180,2
A380-8	6DEFAU	BL	4	Acceler	al <b>M</b> axTak	<u>€0ff</u> l		1 226,4	239,2
A380-8	6DDEFAU	BL	5	Climb	MaxCli	n <b>hDb_</b> 1	3 000		
A380-8	6DEFAU	BL	6	Acceler	a <b>M</b> axCli	mZtERO		1 394,9	250

A380-86DEFAUBT         7         Climb         MaxClinZERO         10 000                                       A380-86DEFAUBT         1         Takeoff         MaxTak Abff + F									
A380-86  DEFAU   IT   2   Climb   MaxTak   dafit   F   1 000	A380-86DEFAU	BL	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-86  DEFAU   HT	A380-86DEFAU	<b>A</b> T	1	Takeoff	MaxTak	<b>€0ff</b> +F			
A380-86  DEFAU   HT	A380-86DEFAU	<b>M</b> T	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-86  DEFAU   BT	A380-86DEFAU	<b>L</b> T	3	Acceler	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		972,5	184,7
A380-86  DEFAU  T    6   Accelera  MaxClinz  TERO    1   315,9   250   315,9	A380-86DEFAU	ИТ	4	Acceler	a <b>lM</b> axTak	<u>ff</u> f		-	239,8
A380-86DEFAUIST   Takeoff   MaxClinidero   10 000	A380-86DEFAU	<b>A</b> T	5	Climb	MaxCli	nDb_1	3 000		
A380-86  DEFAU   ET	A380-86DEFAU	AL	6	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		-	250
A380-86  DEFAU  ST   3   AcceleralMaxTak   Abfil + F   1 000     906,2   190,4     A380-86  DEFAU  ST   4   AcceleralMaxTak   Abfil + F   906,2   190,4     A380-86  DEFAU  ST   5   Climb   MaxClinib_1   3 000       A380-86  DEFAU  ST   6   AcceleralMaxClinib_1   3 000       A380-86  DEFAU  ST   7   Climb   MaxClinib_1   3 000       A380-86  DEFAU  ST   7   Climb   MaxClinib_1   5   10 000       A380-86  DEFAU  ST   2   Climb   MaxTak   Abfil + F   1 000       A380-86  DEFAU  ST   3   AcceleralMaxTak   Abfil + F   1 000       A380-86  DEFAU  ST   3   AcceleralMaxTak   Abfil + F   840   196,4     A380-86  DEFAU  ST   5   Climb   MaxClinib_1   3 000       A380-86  DEFAU  ST   5   Climb   MaxClinib_1   3 000       A380-86  DEFAU  ST   6   AcceleralMaxClinib_1   3 000       A380-86  DEFAU  ST   7   Climb   MaxClinib_1   5   10 000       A380-86  DEFAU  ST   2   Climb   MaxClinib_1   5   10 000       A380-86  DEFAU  ST   2   Climb   MaxTak   Abfil + F   10 00       A380-86  DEFAU  ST   3   AcceleralMaxTak   Abfil + F   10 00       A380-86  DEFAU  ST   3   AcceleralMaxTak   Abfil + F   777,6   202,7     A380-86  DEFAU  ST   5   Climb   MaxClinib_1   3 000       A380-86  DEFAU  ST   6   AcceleralMaxClinib_1   3 000       A380-86  DEFAU  ST   7   Climb   MaxClinib_1   3 000       A380-86  DEFAU  ST   7   Climb   MaxClinib_1   5 000       A380-86  DEFAU  ST   7   Climb   MaxClinib_1   5 000       A380-86  DEFAU  ST   7   Climb   MaxClinib_1   5 000       A380-86  DEFAU  ST   1   Takeoff   MaxTak   Abfil + F   5 000       A380-86  DEFAU  ST   1   Takeoff   MaxTak   Abfil + F   5 000       A380-86  DEFAU  ST   1   Takeoff   MaxTak   Abfil + F   5 000       A380-86  DEFAU  ST   1   Takeoff   MaxTak   Abfil + F   5 000       A380-86  DEFAU  ST   1   Takeoff   MaxTak   Abfil + F   5 000       A380-86  DEFAU  ST   1   Takeoff   MaxTak   Abfil + F   5	A380-86DEFAU	<b>L</b> T	7	Climb	MaxCli	n <b>a</b> leRO	10 000		
A380-86  DEFAU   ST   Acceleral   Accele	A380-86DEFAU	IST	1	Takeoff	MaxTak	<b>€0ff</b> +F			
A380-86DEFAUIST 4 Acceleral MaxClinib_1 3 000  A380-86DEFAUIST 5 Climb MaxClinib_1 3 000  A380-86DEFAUIST 6 Acceleral MaxClinib_1 1 000  A380-86DEFAUIST 7 Climb MaxClinib_1 1 000  A380-86DEFAUIST 1 Takeoff MaxTakdoffi+F 1 000  A380-86DEFAUIST 2 Climb MaxClinib_1 1 000  A380-86DEFAUIST 3 Acceleral MaxTakdoffi+F 840 196,4  A380-86DEFAUIST 4 Acceleral MaxTakdoffi 1 1003 242,5  A380-86DEFAUIST 5 Climb MaxClinib_1 3 000  A380-86DEFAUIST 6 Acceleral MaxTakdoffi+F 1 000  A380-86DEFAUIST 7 Climb MaxClinib_1 3 000  A380-86DEFAUIST 7 Climb MaxClinib_1 1 000  A380-86DEFAUIST 1 Takeoff MaxTakdoffi+F 1 000  A380-86DEFAUIST 2 Climb MaxClinib_1 1 000  A380-86DEFAUIST 3 Acceleral MaxTakdoffi+F 1 000  A380-86DEFAUIST 4 Acceleral MaxTakdoffi+F 1 000  A380-86DEFAUIST 5 Climb MaxClinib_1 3 000  A380-86DEFAUIST 7 Climb MaxClinib_1 3 000	A380-86DEFAU	IST T	2	Climb	MaxTak	<b>€0ff</b> +F	1 000		
A380-86DEFAUIST   5   Climb   MaxClinide_1   3 000	A380-86DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	<u>ф</u> ff+F		906,2	190,4
A380-86  DEFAU  ST   7   Climb   MaxClinitero   1   225,2   250	A380-86DEFAU	БТ	4	Acceler	a <b>lM</b> axTak	<u>teoff</u> f		-	240,9
A380-86  DEFAU   BT	A380-86DEFAU	<b>15</b> T	5	Climb	MaxCli	nDb_1	3 000		
A380-86DEFAU IST   1   Takeoff MaxTak & fil+F   1 000     A380-86DEFAU IST   2   Climb MaxTak & fil+F   1 000     A380-86DEFAU IST   3   Acceleral daxTak & fil+F   1 000     A380-86DEFAU IST   4   Acceleral daxTak & fil+F   1 003   242,5     A380-86DEFAU IST   5   Climb MaxClinite	A380-86DEFAU	<b>15</b> T	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO			250
A380-86  DEFAU  6T   2   Climb   MaxTak   20   fff + F   1 000     A380-86  DEFAU  6T   3   Acceleral   Accelera	A380-86DEFAU	<b>15</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-86  DEFAU  6     3   Acceleral   Ac	A380-86DEFAU	<b>16</b> T	1	Takeoff	MaxTak	<b>₽</b> <u>ff</u> f+F			
A380-86  DEFAU  6	A380-86DEFAU	<b>16</b> T	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-86  DEFAU  6     5     Climb   MaxClim  6     1   139   250     A380-86  DEFAU  6     7     Climb   MaxClim  6     1   139   250     A380-86  DEFAU  7     1     Takeoff   MaxTak     A380-86  DEFAU  7     2     Climb   MaxTak     A380-86  DEFAU  7     3     Acceleral   Acceleral   A380-86  DEFAU  7     4     Acceleral   A380-86  DEFAU  7     5     Climb   MaxClim  6     1   3   000     A380-86  DEFAU  7     6     Acceleral   Acceleral   A380-86  DEFAU  7     6     Acceleral   A380-86  DEFAU  7     7     Climb   MaxClim  7  ERO   1   063,2     A380-86  DEFAU  7     7     Climb   MaxClim  7  ERO   10 000     A380-86  DEFAU  7     7     Climb   MaxClim  7  ERO   10 000     A380-86  DEFAU  7     7     Climb   MaxClim  7  ERO   10 000     A380-86  DEFAU  7     7     Climb   MaxClim  7  ERO   10 000     A380-86  DEFAU  7     7     Climb   MaxClim  7  ERO   10 000     A380-86  DEFAU  7     7     Climb   MaxClim  7  ERO   10 000	A380-86DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		840	196,4
A380-86  DEFAUET    7   Climb   MaxClimatero   1   139   250	A380-86DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	æ <u>ff</u> f		1 003	242,5
A380-86  DEFAU  T    Takeoff   MaxTakeoff  +F	A380-86DEFAU	<b>16</b> T	5	Climb	MaxCli	n <b>10</b> b_1	3 000		
A380-86DEFAUET   1   Takeoff   MaxTak	A380-86DEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 139	250
A380-86  DEFAU  T    2   Climb   MaxTakeD  ff  +F   1 000     A380-86  DEFAU  T    3   Accelerate axTakeD  ff  +F   777,6   202,7     A380-86  DEFAU  T    4   Accelerate axTakeD  ff    930,4   244,6     A380-86  DEFAU  T    5   Climb   MaxClimD   1   3 000     A380-86  DEFAU  T    6   Accelerate axClimatero   1   063,2     A380-86  DEFAU  T    7   Climb   MaxClimatero   10 000     A380-86  DEFAU  T    1   Takeoff   MaxTakeD  ff  +F	A380-86DEFAU	<b>16</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-86  DEFAU  T    3   Acceleral   Acc	A380-86DEFAU	IZΓ	1	Takeoff	MaxTak	<u>ф</u> ff+F			
A380-86  DEFAU  T    4   Acceleral   Acceleral   A380-86  DEFAU  T    5   Climb   MaxClimid   1   3 000     A380-86  DEFAU  T    6   Acceleral   Acc	A380-86DEFAU	IZΓ	2	Climb	MaxTak	<b>€</b> 0 <u>ff</u> +F	1 000		
A380-86DEFAUIT         5         Climb         MaxClimD_1         3 000           A380-86DEFAUIT         6         Acceleral axClimatero         1 063,2           A380-86DEFAUIT         7         Climb         MaxClimatero         10 000           A380-86DEFAUIT         1         Takeoff         MaxTak doff +F	A380-86DEFAU	IZΓ	3	Acceler	a <b>M</b> axTak	<b>€0ff</b> +F		777,6	202,7
A380-86  DEFAU   T    6   Acceleral   Ac	A380-86DEFAU	IZΓ	4	Acceler	a <b>M</b> axTak	e <b>to</b> <u>ff</u>		930,4	244,6
A380-86DEFAUET   7   Climb   MaxClin HERO   10 000	A380-86DEFAU	IZΓ	5	Climb	MaxCli	n <b>hDb_</b> 1	3 000		
A380-86DEFAUET 1 Takeoff MaxTak Dff +F	A380-86DEFAU	IZΓ	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		-	250
_	A380-86DEFAU	IZΓ	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-86DEFAUET 2 Climb   MaxTak @ff +F   1 000	A380-86DEFAU	<b>I</b> 8T	1	Takeoff	MaxTak	æ <u>ff</u> f+F			
	A380-86DEFAU	<b>I</b> 8L	2	Climb	MaxTak	<b>€0ff</b> +F	1 000		

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4.200 0 CDEPA H	2		) ( T 1	D.CC. E		610.5	220
A380-86DEFAUET	3		a <b>M</b> axTak	_		618,5	220
A380-86DEFAUET	4	Acceler	a <b>M</b> axTak	æ <u>ff</u> f		746,6	251,8
A380-86DEFAUBT	5	Climb	MaxCli	nb10b_1	3 000		
A380-86DEFAUET	6	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A380-86IICAO_A1	1	Takeoff	MaxTak	<b>₽</b> <u>ff</u> f+F			
A380-86IICAO_A1	2	Climb	MaxTak	<b>€</b> 0 <u>f</u> ff+F	1 500		
A380-86IICAO_Al	3	Climb	MaxCli	n <b>Db_</b> 1+F	3 000		
A380-86IICAO_Al	4	Acceler	a <b>M</b> axCli	m10b_1		1 057,7	175,1
A380-86IICAO_Al	5	Acceler	a <b>M</b> axCli	m10b_1		1 257,2	233,9
A380-86IICAO_Al	6	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 386,8	250
A380-86IICAO_Al	7	Climb	MaxCli	n <b>a</b> tero	10 000		
A380-86IICAO_A2	1	Takeoff	MaxTak	<b>€</b> 0 <u>ff</u> 1+F			
A380-86IICAO_A2	2	Climb	MaxTak	<b>€</b> 0 <u>ff</u> f+F	1 500		
A380-86IICAO_A2	3	Climb	MaxCli	n <b>bb_</b> 1+F	3 000		
A380-86IICAO_A2	4	Acceler	a <b>M</b> axCli	m10b_1		1 012,5	177,6
A380-86IICAO_A2	5	Acceler	a <b>M</b> axCli	mDb_1		1 208,1	233,8
A380-86IICAO_A2	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 339,4	250
A380-86IICAO_A2	7	Climb	MaxCli	m <b>Z</b> BERO	10 000		
A380-86IICAO_A3	1	Takeoff	MaxTak	<b>€</b> 0 <u>ff</u> f+F			
A380-86IICAO_A3	2	Climb	MaxTak	<b>€</b> 0 <u>ff</u> 1+F	1 500		
A380-86IICAO_A3	3	Climb	MaxCli	n <b>10</b> b_1+F	3 000		
A380-86IICAO_A3	4	Acceler	a <b>M</b> axCli	n <b>10</b> b_1		970	180,2
A380-86IICAO_A3	5	Acceler	a <b>M</b> axCli	m10b_1		1 168,2	234,1
A380-86IICAO_A3	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 293	250
A380-86IICAO_A3	7	Climb	MaxCli	n <b>Z</b> ERO	10 000		
A380-86IICAO_A4	1	Takeoff	MaxTak	<b>₽</b> fff+F			
A380-86IICAO_A4	2	Climb	MaxTak	<b>₽</b> fff+F	1 500		
A380-86ICAO_A4	3	Climb	MaxCli	nf1b_1+F	3 000		
A380-86ICAO_A4	4	Acceler	a <b>M</b> axCli	nhDb_1		908,4	184,8
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A380-86ICAO_A4   5   AcceleraldaxClinitb_1   1   10,55   235   235   236,880-86ICAO_A4   7   Climb   MaxCliniteRO   1   10 000   216,8   250   216,5   226,5   229,6   236,5   236									
A380-86ICAO   A4	A380-86IICAC	)_ <b>A</b> 4	5	Acceler	a <b>M</b> axCli	n <b>hD</b> b_1		-	235
A380-86ICAO_85   1   Takeoff MaxTak doff + F   1 500     A380-86ICAO_85   2   Climb MaxClindo_1+F   3 000     A380-86ICAO_85   3   Climb MaxClindo_1+F   3 000     A380-86ICAO_85   4   Acceleral (AxClindo_1)   1   1   236,5     A380-86ICAO_85   5   Acceleral (AxClindo_1)   1   1   250     A380-86ICAO_85   6   Acceleral (AxClindo_1)   1   1   250     A380-86ICAO_85   7   Climb MaxClindo (HF)   F     A380-86ICAO_85   7   Climb MaxClindo (HF)   F     A380-86ICAO_86   1   Takeoff MaxTak doff   F     A380-86ICAO_86   1   Takeoff MaxClindo (HF)   F     A380-86ICAO_86   3   Climb MaxClindo (HF)   F     A380-86ICAO_86   3   Climb MaxClindo (HF)   F     A380-86ICAO_86   4   Acceleral (AxClindo (HF)   F     A380-86ICAO_86   6   Acceleral (AxClindo (HF)   F     A380-86ICAO_86   6   Acceleral (AxClindo (HF)   F     A380-86ICAO_86   7   Climb MaxClindo (HF)   F     A380-86ICAO_87   1   Takeoff MaxTak doff   F     A380-86ICAO_87   2   Climb MaxClindo (HF)   F     A380-86ICAO_87   3   Climb MaxClindo (HF)   F     A380-86ICAO_87   4   Acceleral (AxClindo (HF)   F     A380-86ICAO_87   5   Acceleral (AxClindo (HD)   F     A380-86ICAO_87   5   Acceleral (AxClindo (HD)   F     A380-86ICAO_87   6   Acceleral (AxClindo (HD)   F     A380-86ICAO_87   7   Climb MaxClindo (HF)   F     A380-86ICAO_87   7   Climb MaxClindo (HF)   F     A380-86ICAO_88   1   Takeoff MaxTak doff   F     A380-86ICAO_88   2   Climb MaxClindo (HF)   F     A380-86ICAO_88   3   Climb MaxClindo (HF)   F     A380-86ICAO_88	A380-86IICAC	)_A4	6	Acceler	a <b>M</b> axCli	m <b>z</b> tERO		*	250
A380-86ICAO_A5   2   Climb   MaxTakatofff+F   1 500	A380-86IICAC	)_A4	7	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A380-86ICAO_A5   3   Climb   MaxClinib_1+F   3 000     A380-86ICAO_A5   4   AcceleralMaxClinib_1   847,3   190,5     A380-86ICAO_A5   5   AcceleralMaxClinib_1   129,4   250     A380-86ICAO_A5   6   AcceleralMaxClinidERO   129,4   250     A380-86ICAO_A5   7   Climb   MaxClinidERO   10 000     A380-86ICAO_A6   1   Takeoff   MaxTakabffl+F   1 500     A380-86ICAO_A6   2   Climb   MaxClinib_1+F   3 000     A380-86ICAO_A6   3   Climb   MaxClinib_1+F   3 000     A380-86ICAO_A6   4   AcceleralMaxClinib_1   786   196,7     A380-86ICAO_A6   6   AcceleralMaxClinib_1   955,7   238,5     A380-86ICAO_A6   6   AcceleralMaxClinib_1   955,7   238,5     A380-86ICAO_A6   6   AcceleralMaxClinidERO   1 000     A380-86ICAO_A6   7   Climb   MaxClinidERO   10 000     A380-86ICAO_A7   1   Takeoff   MaxTakabffl+F   1 500     A380-86ICAO_A7   2   Climb   MaxClinib_1+F   3 000     A380-86ICAO_A7   3   Climb   MaxClinib_1+F   3 000     A380-86ICAO_A7   4   AcceleralMaxClinib_1   728,1   203,1     A380-86ICAO_A7   5   AcceleralMaxClinib_1   886,1   241,1     A380-86ICAO_A7   6   AcceleralMaxClinidERO   959,3   250     A380-86ICAO_A7   7   Climb   MaxClinidERO   959,3   250     A380-86ICAO_A8   1   Takeoff   MaxTakabffl+F   1 500     A380-86ICAO_A8   2   Climb   MaxClinidERO   10 000     A380-86ICAO_A8   3   Climb   MaxClinidERO   10 000	A380-86IICAC	)_A5	1	Takeoff	MaxTal	<b>€0ff</b> +F			
A380-8   SICAO_AS   4   Acceleral   Acce	A380-86IICAC	)_A5	2	Climb	MaxTal	<b>€</b> 0 <u>f</u> ff+F	1 500		
A380-86  CAO_A5    5   Acceleral daxClinit   1   1   029,6   236,5   029,6   A380-86  CAO_A5    6   Acceleral daxClinit   ERO   1   129,4   250   129,4	A380-86IICAC	)_A5	3	Climb	MaxCli	n <b>10</b> 5_1+F	3 000		
A380-86  CAO_A5	A380-86IICAC	)_A5	4	Acceler	a <b>M</b> axCli	m10b_1		847,3	190,5
A380-86  CAO_A6	A380-86IICAC	)_A5	5	Acceler	a <b>M</b> axCli	n <b>h</b> Db_1		*	236,5
A380-86  CAO_A6   1   Takeoff   MaxTakdoff   +F   1 500     A380-86  CAO_A6   2   Climb   MaxClindo_1+F   1 500     A380-86  CAO_A6   3   Climb   MaxClindo_1+F   3 000     A380-86  CAO_A6   4   AcceleraldaxClindo_1   786   196,7     A380-86  CAO_A6   5   AcceleraldaxClindo_1   955,7   238,5     A380-86  CAO_A6   6   AcceleraldaxClindo_1   955,7   238,5     A380-86  CAO_A6   7   Climb   MaxClindoen   10 000     A380-86  CAO_A7   1   Takeoff   MaxTakdoff   +F     A380-86  CAO_A7   2   Climb   MaxClindoen   1 500     A380-86  CAO_A7   3   Climb   MaxClindoen   1 728,1   203,1     A380-86  CAO_A7   4   AcceleraldaxClindoen   1 728,1   203,1     A380-86  CAO_A7   5   AcceleraldaxClindoen   1 886,1   241,1     A380-86  CAO_A7   6   AcceleraldaxClindoen   1 886,1   241,1     A380-86  CAO_A7   7   Climb   MaxClindoen   1 959,3   250     A380-86  CAO_A8   1   Takeoff   MaxTakdoff   +F     A380-86  CAO_A8   2   Climb   MaxClindoen   1 500     A380-86  CAO_A8   2   Climb   MaxTakdoff   +F     A380-86  CAO_A8   3   Climb   MaxClindoen   1 500     A380-86  CAO_A8   3	A380-86IICAC	)_A5	6	Acceler	a <b>M</b> axCli	m <b>z</b> tERO			250
A380-86ICAO_A6 2 Climb MaxTakaoffl+F 1 500  A380-86ICAO_A6 3 Climb MaxClimb_1+F 3 000  A380-86ICAO_A6 4 AcceleraldaxClimb_1 786 196,7  A380-86ICAO_A6 5 AcceleraldaxClimb_1 955,7 238,5  A380-86ICAO_A6 6 AcceleraldaxClimb_1 955,7 238,5  A380-86ICAO_A6 7 Climb MaxClimbERO 10 000  A380-86ICAO_A7 1 Takeoff MaxTakaoffl+F 1 500  A380-86ICAO_A7 2 Climb MaxClimb_1+F 3 000  A380-86ICAO_A7 3 Climb MaxClimb_1+F 3 000  A380-86ICAO_A7 4 AcceleraldaxClimb_1 728,1 203,1  A380-86ICAO_A7 5 AcceleraldaxClimb_1 886,1 241,1  A380-86ICAO_A7 6 AcceleraldaxClimb_1 886,1 241,1  A380-86ICAO_A7 7 Climb MaxClimbERO 959,3 250  A380-86ICAO_A8 1 Takeoff MaxTakaoffl+F  A380-86ICAO_A8 1 Takeoff MaxTakaoffl+F  A380-86ICAO_A8 2 Climb MaxClimb_1+F 1 500  A380-86ICAO_A8 2 Climb MaxClimb_1+F 1 500  A380-86ICAO_A8 3 Climb MaxClimb_1+F 1 500	A380-86IICAC	)_A5	7	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A380-86ICAO_A6	A380-86IICAC	)_A6	1	Takeoff	MaxTal	<b>₽</b> <u>ff</u> f+F			
A380-86IICAO_A6	A380-86IICAC	)_A6	2	Climb	MaxTal	<b>₽</b> <u>ff</u> f+F	1 500		
A380-86IICAO_A6	A380-86IICAC	)_A6	3	Climb	MaxCli	n <b>lib_</b> 1+F	3 000		
A380-86  CAO_A6	A380-86IICAC	)_A6	4	Acceler	a <b>M</b> axCli	n <b>10</b> b_1		786	196,7
A380-86ICAO_A6	A380-86IICAC	)_A6	5	Acceler	a <b>M</b> axCli	n <b>10</b> b_1		955,7	238,5
A380-86IICAO_A7         1         Takeoff MaxTakeoff+F           A380-86IICAO_A7         2         Climb MaxTakeoff+F         1 500           A380-86IICAO_A7         3         Climb MaxClimbo_1+F         3 000           A380-86IICAO_A7         4         AcceleraleaxClimbo_1         728,1         203,1           A380-86IICAO_A7         5         AcceleraleaxClimbo_1         886,1         241,1           A380-86IICAO_A7         6         AcceleraleaxClimbeRO         959,3         250           A380-86IICAO_A7         7         Climb MaxClimbeRO         10 000           A380-86IICAO_A8         1         Takeoff MaxTakeoff+F         1 500           A380-86IICAO_A8         2         Climb MaxTakeoff+F         1 500           A380-86IICAO_A8         3         Climb MaxClimbo_1+F         3 000	A380-86IICAC	)_A6	6	Acceler	a <b>M</b> axCli	m <b>z</b> tERO		*	250
A380-86ICAO_A7	A380-86IICAC	)_A6	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A380-86ICAO_A7	A380-86IICAC	)_A7	1	Takeoff	MaxTal	€ <u>0</u> ffl+F			
A380-86ICAO_A7	A380-86IICAC	)_A7	2	Climb	MaxTal	<b>€</b> 0 <u>f</u> ff+F	1 500		
A380-86ICAO_A7         5         Acceleral axClinit 1         886,1         241,1           A380-86ICAO_A7         6         Acceleral axClinit ERO         959,3         250           A380-86ICAO_A7         7         Climb         MaxClinit ERO         10 000           A380-86ICAO_A8         1         Takeoff         MaxTak off I+F           A380-86ICAO_A8         2         Climb         MaxTak off I+F         1 500           A380-86ICAO_A8         3         Climb         MaxClinit 1+F         3 000	A380-86IICAC	)_A7	3	Climb	MaxCli	n <b>10</b> b_1+F	3 000		
A380-86ICAO_A7 6 AccelerateaxClinateRO 959,3 250  A380-86ICAO_A7 7 Climb MaxClinateRO 10 000  A380-86ICAO_A8 1 Takeoff MaxTaketoffl+F  A380-86ICAO_A8 2 Climb MaxTaketoffl+F 1 500  A380-86ICAO_A8 3 Climb MaxClinato_1+F 3 000	A380-86IICAC	)_A7	4	Acceler	a <b>M</b> axCli	n <b>10</b> b_1		728,1	203,1
A380-86ICAO_A7         7         Climb         MaxClindERO         10 000           A380-86ICAO_A8         1         Takeoff         MaxTakeoffI+F           A380-86ICAO_A8         2         Climb         MaxTakeoffI+F         1 500           A380-86ICAO_A8         3         Climb         MaxClinto_1+F         3 000	A380-86IICAC	)_A7	5	Acceler	a <b>M</b> axCli	n <b>10</b> b_1		886,1	241,1
A380-86IICAO_A8	A380-86IICAC	)_A7	6	Acceler	a <b>M</b> axCli	n <b>z</b> BERO		959,3	250
A380-86ICAO_A8 2 Climb MaxTakeofff+F 1 500 A380-86ICAO_A8 3 Climb MaxClimbo_1+F 3 000	A380-86IICAC	)_A7	7	Climb	MaxCli	n <b>zt</b> ERO	10 000		
A380-86TCAO_A8 3 Climb MaxClint0b_1+F 3 000	A380-86IICAC	)_A8	1	Takeoff	MaxTal	€ <u>0</u> fff+F			
	A380-86IICAC	)_A8	2	Climb	MaxTal	€ <u>0</u> fff+F	1 500		
A380-86IICAO_A8 4 Accelerate ax Clinto 1 577,2 220	A380-86IICAC	)_A8	3	Climb	MaxCli	n <b>aDb_</b> 1+F	3 000		
	A380-86IICAC	)_A8	4	Acceler	a <b>M</b> axCli	m10b_1		577,2	220
A380-86IICAO_A8 5 Accelerated ax Clintol 1 705,6 248,6	A380-86IICAC	)_A8	5	Acceler	a <b>M</b> axCli	m10b_1		705,6	248,6
A380-86IICAO_A8 6 AccelerateaxClinateRO 749,1 250	A380-86IICAC	)_A8	6	Acceler	a <b>M</b> axCli	m <b>ZH</b> ERO		749,1	250
A380-86ICAO_A8 7 Climb MaxClin2dERO 10 000	A380-86IICAC	)_A8	7	Climb	MaxCli	m <b>Z</b> BERO	10 000		

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A380-86IICAO BI	1	Takeoff	MaxTak	-A∂ff+F			
A380-86IICAO BI	2		MaxTak		1 000		
A380-86IICAO B1	3	Accelera			1 000	1 086	175,1
A380-86IICAO B1	4	Accelera				1	239,2
						312,2	
A380-86IICAO_B1	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-86IICAO_B1	6	Accelera	a <b>M</b> axCli	m <b>Z</b> IERO		1 499,1	250
A380-86IICAO_Bl	7	Climb	MaxCli	n <b>a</b> leRO	10 000		
A380-86IICAO_B2	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-86IICAO_B2	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-86IICAO_B2	3	Accelera	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		1 056	177,6
A380-86IICAO_B2	4	Accelera	a <b>M</b> axTak	<u>€Dff</u> f		1 269	239,2
A380-86IICAO_B2	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-86IICAO_B2	6	Accelera	a <b>M</b> axCli	n <b>Z</b> ERO		1 446,4	250
A380-86IICAO_B2	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A380-86IICAO_B3	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-86IICAO_B3	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-86IICAO_B3	3	Accelera	a <b>M</b> axTak	<u>f</u> ff+F		1 024,4	180,2
A380-86IICAO_B3	4	Accelera	a <b>M</b> axTak	æ <u>ff</u> f		1 226,4	239,2
A380-86IICAO_B3	5	Climb	MaxCli	m10b_1	3 000		
A380-86ICAO_B3	6	Accelera	a <b>M</b> axCli	n <b>z</b> lERO		1 394,9	250
A380-86IICAO_B3	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
A380-86IICAO_B4	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-86IICAO_B4	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-86IICAO_B4	3	Accelera	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		972,5	184,7
A380-86ICAO_B4	4	Accelera	a <b>M</b> axTak	<u>ff</u> f		1 158,3	239,8
A380-86IICAO_B4	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-86IICAO_B4	6	Accelera	a <b>M</b> axCli	m <b>Z</b> ERO		1 315,9	250
A380-86IICAO_B4	7	Climb	MaxCli	madeRO	10 000		
A380-86IICAO_B5	1	Takeoff	MaxTak	(1) <u>ff</u> +F			

	ı	1	1			1	
A380-86IICAO_B5	2	Climb	MaxTak		1 000		
A380-86IICAO_B5	3	Acceler	a <b>M</b> axTak	<b>€0ff</b> +F		906,2	190,4
A380-86IICAO_B5	4	Acceler	a <b>lv4</b> axTak	<u>€0ff</u> f		1 080,4	240,9
A380-86IICAO_B5	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-86IICAO_B5	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 225,2	250
A380-86IICAO_B5	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-86IICAO_B6	1	Takeoff	MaxTak	<u>fff+F</u>			
A380-86IICAO_B6	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-86IICAO_B6	3	Acceler	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		840	196,4
A380-86IICAO_B6	4	Acceler	a <b>M</b> axTak	<u>ff</u> f		1 003	242,5
A380-86IICAO_B6	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-86IICAO_B6	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 139	250
A380-86IICAO_B6	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-86IICAO_B7	1	Takeoff	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>			
A380-86IICAO_B7	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-86IICAO_B7	3	Acceler	a <b>M</b> axTak	<u>fff+F</u>		777,6	202,7
A380-86IICAO_B7	4	Acceler	a <b>M</b> axTak	æ <u>ff</u> f		930,4	244,6
A380-86IICAO_B7	5	Climb	MaxCli	n <b>D</b> b_1	3 000		
A380-86IICAO_B7	6	Acceler	a <b>M</b> axCli	mZERO		1 063,2	250
A380-86IICAO_B7	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
A380-86IICAO_B8	1	Takeoff	MaxTak	<u>fff</u> +F			
A380-86IICAO_B8	2	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 000		
A380-86IICAO_B8	3	Acceler	a <b>M</b> axTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>		618,5	220
A380-86IICAO_B8	4	Acceler	a <b>M</b> axTak	æ <u>f</u> ff		746,6	251,8
A380-86IICAO_B8	5	Climb	MaxCli	n <b>Db_</b> 1	3 000		
A380-86IICAO_B8	6	Climb	MaxCli	n <b>zl</b> ERO	10 000		
BAC111DEFAUIIT	1	Takeoff	MaxTak	æff			
BAC111DEFAUIIT	2	Climb	MaxTak	æff	1 000		
BAC111DEFAUIIT	3	Acceler	a <b>M</b> axTak	&off		1 942	158
BAC111DEFAUIIT	4	Acceler	a <b>M</b> axTak	ddff 1		1 457	178
BAC111DEFAUIIT	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> T1		1 000	198
	1	Climb	MaxCli		3 000		<del>                                     </del>

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BAC111DEFAUIIT	7	Acceler	a <b>M</b> axClin <b>7</b> ERO		1 000	250
BAC111DEFAUIIT	8	Climb	MaxClin <b>z</b> tERO		1 000	230
BAC111DEFAUIIT	9		MaxClin <b>z</b> tERO			
		Climb				
BAC111DEFAUIIT	10	Climb	MaxClin <b>z</b> tERO	10 000		
BAC111DEFAU2T	1		MaxTak&off	1.000		
BAC111DEFAU2T	2	Climb	MaxTak&off	1 000		
BAC111DEFAU2T	3		aMaaxTak&off		1 809	163
BAC111DEFAU2T	4		a <b>M</b> axTak <b>dMf</b> 1		1 357	183
BAC111DEFAU2T	5	Acceler	aMaxClimINT1		1 000	203
BAC111DEFAU2T	6	Climb	MaxClin <b>zt</b> ERO	3 000		
BAC111DEFAU2T	7	Acceler	a <b>M</b> axClin <b>zi</b> ERO		1 000	250
BAC111DEFAUZT	8	Climb	MaxClin <b>Zt</b> ERO	5 500		
BAC111DEFAUET	9	Climb	MaxClin <b>ZE</b> RO	7 500		
BAC111DEFAU2T	10	Climb	MaxClin <b>ZE</b> RO	10 000		
BAC111DEFAUBT	1	Takeoff	MaxTak&off			
BAC111DEFAUBT	2	Climb	MaxTak&off	1 000		
BAC111DEFAUBT	3	Acceler	a <b>M</b> axTak&off		1 665	169
BAC111DEFAUBT	4	Acceler	a <b>M</b> axTak <b>dMf</b> 1		1 249	189
BAC111DEFAUBT	5	Acceler	alletaxClinlillyT1		1 000	209
BAC111DEFAUBT	6	Climb	MaxClin <b>ZE</b> RO	3 000		
BAC111DEFAUBT	7	Acceler	a <b>M</b> axClin <b>z</b> ERO		1 000	250
BAC111DEFAUBT	8	Climb	MaxClin <b>Z</b> ERO	5 500		
BAC111DEFAUBT	9	Climb	MaxClin <b>Z</b> ERO	7 500		
BAC111DEFAUBT	10	Climb	MaxClin <b>Z</b> ERO	10 000		
BAE146DEFAUIIT	1	Takeoff	MaxTakel@ff			
BAE146DEFAUIIT	2	Climb	MaxTakel@ff	1 000		
BAE146DEFAUIIT	3	Acceler	a <b>M</b> axTakel®ff		970	171
BAE146DEFAUIIT	4	Acceler	a <b>M</b> axClin <b>Z</b> ERO		900	201
BAE146DEFAUIIT	5	Climb	MaxClin <b>ZE</b> RO	3 000		
BAE146DEFAUIIT	6	Acceler	a <b>M</b> axClin <b>Z</b> ERO		900	250
BAE146DEFAUIIT	7	Climb	MaxClin <b>ZE</b> RO	5 500		
BAE146DEFAUIIT	8	Climb	MaxClin <b>ZE</b> RO	7 500		
BAE146DEFAUIIT	9	Climb	MaxClin <b>Z</b> ERO			
BAE146DEFAUZT	1		MaxTakel&ff			
		- 3110011				

BAE146DEFAUET	2	Climb	MaxTak	el&ff	1 000		
BAE146DEFAUZT	3		alledax Tak		1 000	801	178
BAE146DEFAUZT	4	-	a <b>M</b> axCli			750	208
BAE146DEFAUZT	5	Climb	MaxCli		3 000	730	200
BAE146DEFAUZT	6	-	a <b>M</b> axCli		3 000	750	250
BAE146DEFAUZT	7	Climb	MaxCli		5 500	730	230
BAE146DEFAUZT	8	Climb	MaxCli		7 500		
BAE146DEFAUZT	9	Climb	MaxCli		10 000		
BAE146DEFAUBT	1	-	MaxTak		10 000		
BAE146DEFAUBT	2				1 000		
		Climb	MaxTak		1 000	(71	104
BAE146DEFAUBT	3	-	a <b>M</b> axTak			671	184
BAE146DEFAUBT	4		a <b>M</b> axCli		2 000	500	214
BAE146DEFAUBT	5	Climb	MaxCli		3 000		
BAE146DEFAUBT	6	-	a <b>M</b> axCli			500	250
BAE146DEFAUBT	7	Climb	MaxCli		5 500		
BAE146DEFAUBT	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
BAE146DEFAUBT	9	Climb	MaxCli	madero	10 000		
BAE300DEFAUIIT	1	Takeoff	MaxTak	ed&ff			
BAE300DEFAUIIT	2	Climb	MaxTak	ed&ff	1 000		
BAE300DEFAUIIT	3	Acceler	a <b>lva</b> axTak	ed&ff		920	176
BAE300DEFAUIIT	4	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		900	206
BAE300DEFAUIIT	5	Climb	MaxCli	n <b>zt</b> ERO	3 000		
BAE300DEFAUIIT	6	Acceler	a <b>M</b> axCli	n <b>z</b> BERO		900	250
BAE300DEFAUIIT	7	Climb	MaxCli	n <b>z</b> BERO	5 500		
BAE300DEFAUIIT	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
BAE300DEFAUIIT	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
BAE300DEFAU2Γ	1	Takeoff	MaxTak	d&ff			
BAE300DEFAU2Γ	2	Climb	MaxTak	d&ff	1 000		
BAE300DEFAU2Γ	3	Acceler	a <b>M</b> axTak	d&ff		762	183
BAE300DEFAUZT	4	Acceler	a <b>M</b> axCli	n <b>z</b> BERO		750	213
BAE300DEFAU2T	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
BAE300DEFAUZT	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		750	250
BAE300DEFAUZT	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
BAE300DEFAUZT	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
					l		

 $Commission\ Directive\ (EU)\ 2015/996\ of\ 19\ May\ 2015\ establishing\ common\ noise\ assessment\ methods...$ 

ANNEX

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BAE30	ODEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>Z</b> BERO	10 000		
BAE30	DEFAU	ВГ	1	Takeoff	MaxTak	el&ff			
BAE30	DEFAU	ВГ	2	Climb	MaxTak	d&ff	1 000		
BAE30	DEFAU	ВГ	3	Acceler	a <b>lva</b> axTak	d&ff		622	189
BAE30	DEFAU	ВГ	4	Acceler	a <b>M</b> axCli	n <b>z</b> lero		500	219
BAE30	ODEFAU	BT	5	Climb	MaxCli	n <b>a</b> tero	3 000		
BAE30	ODEFAU	BT	6	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		500	250
BAE30	ODEFAU	BT	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
BAE30	ODEFAU	ВГ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
BAE30	ODEFAU	BL	9	Climb	MaxCli	n <b>z</b> leRO	10 000		
BEC58	PDEFAU	ШТ	1	Takeoff	MaxTak	eTcOF			
BEC58	PDEFAU	шт	2	Acceler	a <b>M</b> axTak	eEcOF		1 040	115
BEC58	PDEFAU	шт	3	Climb	MaxTak	eEcOF	1 000		
BEC58	PDEFAU	ШТ	4	Acceler	a <b>lt⁄a</b> axTak	eEcOF		1 040	130
BEC58	PDEFAU	ШТ	5	Climb	MaxCli	n <b>a</b> leRO	3 000		
BEC58	PDEFAU	ШТ	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
BEC58	PDEFAU	ШТ	7	Climb	MaxCli	n <b>a</b> tero	7 500		
BEC58	PDEFAU	ШТ	8	Climb	MaxCli	n <b>a</b> tero	10 000		
CIT3	DEFAU	ШТ	1	Takeoff	MaxTak	<b>200</b> ff			
CIT3	DEFAU	ШТ	2	Acceler	a <b>lva</b> axTak	<b>200</b> ff		1 146	149
CIT3	DEFAU	шт	3	Climb	MaxTak	<b>200</b> ff	1 500		
CIT3	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	edo0ff		1 146	174
CIT3	DEFAU	ШТ	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
CIT3	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 503	250
CIT3	DEFAU	ШТ	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
CIT3	DEFAU	ШТ	8	Climb	MaxCli	n <b>zt</b> ERO	7 500		
CIT3	DEFAU	ШТ	9	Climb	MaxCli	n <b>a</b> tero	10 000		
CL600	DEFAU	ШТ	1	Takeoff	MaxTak	<b>200</b> ff			
CL600	DEFAU	ШТ	2	Acceler	a <b>lva</b> axTak	200ff		1 554	163
CL600	DEFAU	ШТ	3	Climb	MaxTak	<b>200</b> ff	1 500		
CL600	DEFAU	ШТ	4	Acceler	a <b>lva</b> axTak	edo0ff		1 554	200
CL600	DEFAU	ШТ	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
CL600	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 771	250
CL600	DEFAU	шт	7	Climb	MaxCli	m <b>Z</b> BERO	5 500		

-										
CL600	DEFAU	ШТ	8	Climb	MaxCli	m <b>Z</b> ERO	7 500			
CL600	DEFAU	ШТ	9	Climb	MaxCli	n <b>z</b> tERO	10 000			
CL601	DEFAU	ШТ	1	Takeoff	MaxTak	200ff				
CL601	DEFAU	ШТ	2	Acceler	a <b>M</b> axTak	200ff		1 673	177	
CL601	DEFAU	ШТ	3	Climb	MaxTak	200ff	1 500			
CL601	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	edo0ff		1 673	200	
CL601	DEFAU	ШТ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000			
CL601	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 724	250	
CL601	DEFAU	ШТ	7	Climb	MaxCli	n <b>a</b> leRO	5 500			
CL601	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500			
CL601	DEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000			
CNA17	2DEFAU	ШТ	1	Takeoff	MaxTak	ZERO- C				
CNA17	2DEFAU	ШТ	2	Acceler	a <b>M</b> axTak	ZHRO- C		500	75	
CNA17	2DEFAU	ШТ	3	Climb	MaxTak	ZERO- C	1 000			
CNA17	2DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	ZHRO- C		500	80	
CNA17	2DEFAU	ШТ	5	Climb	MaxCli	n <b>zl</b> ERO-	3 000			
CNA17	2DEFAU	ШТ	6	Climb	MaxCli	n <b>zl</b> ERO-	5 000			
CNA17	2DEFAU	ШТ	7	Climb	MaxCli	n <b>zle</b> RO-	8 000			_
CNA18	2DEFAU	шт	1	Takeoff	MaxTak	<b>€</b> 0 <b>2</b> 0D				
CNA18	2DEFAU	шт	2	Acceler	a <b>M</b> axTak	<b>€</b> 0 <b>2</b> 0D		500	80	
CNA18	2DEFAU	ШТ	3	Climb	MaxTak	ZERO	1 000			_
CNA18	2DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	ZERO		500	85	_
CNA18	2DEFAU	ШТ	5	Climb	MaxCli	n <b>z</b> leRO	3 000			
CNA18	2DEFAU	ШТ	6	Climb	MaxCli	n <b>Z</b> ERO	5 000			
CNA18	2DEFAU	шт	7	Climb	MaxCli	n <b>z</b> leRO	8 000			
CNA18	2DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	10 000			
CNA20	8DEFAU	ШТ	1	Takeoff	MaxTak	æ€0 <b>£</b> 00D				_
CNA20	8DEFAU	ШТ	2	Acceler	a <b>M</b> axTak	<b>€</b> 0 <b>2</b> 0D		915	104	_
CNA20	8DEFAU	ШТ	3	Climb	MaxTak	ZERO	1 000			_
CNA20	8DEFAU	ПТ	4	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		846	115	

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CNA208DEFAUIIT	5	Climb	MaxCli	AED O	2 000		
					2 000		
CNA208DEFAUIIT	6	Climb	MaxCli		4 000		
CNA208DEFAUIIT	7	Climb	MaxCli		6 000		
CNA208DEFAUIIT	8	Climb	MaxCli		8 000		
CNA208DEFAUIIT	9	Climb	MaxCli		10 000		
CNA44 IDEFAULT	1		MaxTak				
CNA44 IDEFAUIIT	2		a <b>M</b> axTak			1 216	120
CNA44 IDEFAUIIT	3	Acceler	a <b>M</b> axTak	ZŒRO		1 216	140
CNA44 IDEFAU LIT	4	Climb	MaxTak	ZŒRO	3 000		
CNA44 IDEFAUIIT	5	Climb	MaxCli	m <b>Z</b> BERO	5 500		
CNA44 IDEFAUIIT	6	Climb	MaxCli	m <b>Z</b> BERO	7 500		
CNA44 IDEFAUIIT	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
CNA500DEFAUIIT	1	Takeoff	MaxTak	d2ff			
CNA500DEFAUIIT	2	Acceler	a <b>M</b> axTak	doff		997	131
CNA500DEFAUIIT	3	Climb	MaxTak	doff	1 500		
CNA500DEFAUILT	4	Acceler	a <b>M</b> axTak	doff		997	200
CNA500DEFAUILT	5	Climb	MaxCli	m <b>Z</b> BERO	3 000		
CNA500DEFAUIIT	6	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 459	250
CNA500DEFAUIIT	7	Climb	MaxCli	n <b>z</b> tERO	5 500		
CNA500DEFAUIIT	8	Climb	MaxCli	n <b>Z</b> ERO	7 500		
CNA500DEFAUIIT	9	Climb	MaxCli	n <b>z</b> tERO	10 000		
CNA510DEFAUIIT	1	Takeoff	MaxTak	<b>€0£11</b> 5			
CNA510DEFAUIIT	2	Climb	MaxTak	<b>€0£11</b> 5	535		
CNA510DEFAUIIT	3	Acceler	a <b>M</b> axTak	<b>€</b> 0 <u>ff</u> 15		1 500	138,3
CNA510DEFAUIIT	4	Climb	MaxTak	<b>€</b> 0 <u>ff</u> 15	1 500		
CNA510DEFAUIIT	5	Acceler	a <b>M</b> axCli	mZERO_	C	1 500	171
CNA510DEFAUIIT	6	Climb	MaxCli	mZHERO_	<b>3</b> 000		
CNA510DEFAUIIT	7	Acceler	a <b>M</b> axCli	mZHERO_	C	1 000	250
CNA510DEFAUIIT	8	Climb	MaxCli	mZHERO_	C 500		
CNA510DEFAUIIT	9	Climb	MaxCli	madero_	<b>C</b> 7 500		
CNA510DEFAUIIT	10	Climb	MaxCli	n <b>zi</b> ERO	000 OD		
CNA510FLAPS_0	1	Takeoff	MaxTak	ZOERO	D		
CNA510FLAPS 0	2	Climb	MaxTak	ZOERO	<b>D</b> 601		
CNA510FLAPS 0	3		a <b>lvá</b> axTak	_	D	1 500	138,3
				_	1		

CNA510FLAPS	_0	4	Climb	MaxTak	ZERO_	<b>D</b> 500		
CNA510FLAPS	_0	5	Acceler	a <b>M</b> axCli	mZBERO_	C	1 500	171
CNA510FLAPS	_0	6	Climb	MaxCli	madero_	G 000		
CNA510FLAPS	_0	7	Acceler	a <b>M</b> axCli	m2dERO_	C	1 000	250
CNA510FLAPS	_0	8	Climb	MaxCli	nadero_	C 500		
CNA510FLAPS	_0	9	Climb	MaxCli	madero_	C7 500		
CNA510FLAPS	_0	10	Climb	MaxCli	nadero_	000 0D		
CNA510FLAPS	_15	1	Takeoff	MaxTak	<u>ф</u> ff 5			
CNA510FLAPS	_15	2	Climb	MaxTak	<u>ф</u> ff 5	535		
CNA510FLAPS	_15	3	Acceler	a <b>M</b> axTak	<u>ф</u> ff 5		1 500	138,3
CNA510FLAPS	_15	4	Climb	MaxTak	<u>ф</u> ff 5	1 500		
CNA510FLAPS	_15	5	Acceler	a <b>M</b> axCli	nadero_	C	1 500	171
CNA510FLAPS	_15	6	Climb	MaxCli	mZERO_	G 000		
CNA510FLAPS	_15	7	Acceler	a <b>M</b> axCli	madero_	C	1 000	250
CNA510FLAPS	_15	8	Climb	MaxCli	madero_	C 500		
CNA510FLAPS	_15	9	Climb	MaxCli	mZBERO_	C7 500		
CNA510FLAPS	_15	10	Climb	MaxCli	madero_	000 0D		
CNA52500EFAU	ΊΤ	1	Takeoff	MaxTak	doff5			
CNA52500EFAU	ШT	2	Climb	MaxTak	æff5	482,5		
CNA52500EFAU	ΊΤ	3	Acceler	a <b>M</b> axTak	doff5		1 500	140,3
CNA52500EFAU	ΊΤ	4	Climb	MaxTak	doff5	1 500		
CNA52500EFAU	ШΤ	5	Acceler	a <b>M</b> axCli	nadero_	C	1 500	171
CNA52500EFAU	ПТ	6	Climb	MaxCli	nadero_	<b>3</b> 000		
CNA52500EFAU	ШТ	7	Acceler	a <b>M</b> axCli	nadero_	C	1 000	250
CNA52500EFAU	ПТ	8	Climb	MaxCli	nadero_	C 500		
CNA52500EFAU	ПТ	9	Climb	MaxCli	nadero_	C7 500		
CNA52500EFAU	ШT	10	Climb	MaxCli	mZBERO_	000 0D		
CNA55BDEFAU	ΊΤ	1	Takeoff	MaxTak	<b>€0£11</b> 5			
CNA55BDEFAU	ΊΤ	2	Climb	MaxTak	<b>€0£11</b> 5	379		
CNA55BDEFAU	ШT	3	Acceler	a <b>M</b> axTak	€ <u>0</u> ff15		1 500	146,5
CNA55BDEFAU	ПТ	4	Climb	MaxTak	<b>€ 6 6 6 6 6 6 6 6 6 6</b>	1 500		
CNA55BDEFAU	ПТ	5	Acceler	a <b>M</b> axCli	madero_	C	1 500	171,5
CNA55BDEFAU	ПΤ	6	Climb	MaxCli	madero_	G 000		
CNA55BDEFAU	ПΤ	7	Acceler	a <b>M</b> axCli	nadeRO_	C	1 000	250

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CNA55BDEFAUIIT	8	Climb MaxClin2dERO C 500
CNA55BDEFAUIIT	9	Climb MaxClinzteRO C 500
	1	
CNA55ELARG 0	10	Climb MaxClinZtERO_Q 0 000
CNA55FLAPS 0	1	Takeoff MaxTakeoffRO_D
CNA55FLAPS 0	2	Climb MaxTakætfRO_D20
CNA55FLAPS_0	3	Acceleral ax Tak &
CNA55FLAPS_0	4	Climb MaxTak & TERO_D 500
CNA55FLAPS_0	5	Acceleral ax Clinater C
CNA55FLAPS_0	6	Climb MaxClinZtERO_G 000
CNA55BFLAPS_0	7	Acceleral ax Clin AERO_C 1 000 250
CNA55BFLAPS_0	8	Climb MaxClinateRO_C 500
CNA55BFLAPS_0	9	Climb MaxClinateRO_C 500
CNA55FLAPS_0	10	Climb MaxClindERO_0000
CNA55FLAPS_15	1	Takeoff MaxTak 15
CNA55FLAPS_15	2	Climb MaxTak (1) 179
CNA55BFLAPS_15	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accelerat
CNA55BFLAPS_15	4	Climb MaxTak@ffl 5 1 500
CNA55FLAPS_15	5	Acceleral Acceleration Accelerat
CNA55FLAPS_15	6	Climb MaxClinAteRO_G 000
CNA55FLAPS_15	7	Acceleral Acceleration Accelerat
CNA55EFLAPS_15	8	Climb MaxClinateRO_C 500
CNA55BFLAPS_15	9	Climb MaxClinateRO_C 500
CNA55EFLAPS_15	10	Climb MaxClinateRO_0000
CNA560DEFAUIIT	1	Takeoff MaxTakeloff
CNA5601EEFAUIIT	2	Climb MaxTakeloff 277
CNA5601EEFAUIIT	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleration Accele
CNA5601DEFAUILT	4	Climb MaxTakdoff 1 500
CNA560DEFAUIIT	5	Acceleral Accelerate
CNA560DEFAUIIT	6	Climb MaxClinAERO 3 000
CNA5601DEFAUIIT	7	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Accelerat
CNA5601DEFAUIIT	8	Climb MaxClin MERO 5 500
CNA5601DEFAUIIT	9	Climb MaxClin MERO 7 500
CNA560DEFAUIIT	10	Climb MaxClin MERO 10 000
CNA560IDEFAUIIT	1	Takeoff MaxTakeoff

CNA560DEFAUIIT   2   Acceleral at Artacloff   1 200   148	
CNA560DEFAUIIT         4         Acceleral axtal axterior         1 500         175           CNA560DEFAUIIT         5         Climb         MaxClinatero         3 000           CNA560DEFAUIIT         6         Acceleral axclinatero         1 500         250           CNA560DEFAUIIT         7         Climb         MaxClinatero         5 500           CNA560DEFAUIIT         8         Climb         MaxClinatero         7 500           CNA560DEFAUIIT         9         Climb         MaxClinatero         10 000           CNA560DEFAUIIT         1         Takeoff         MaxTakdoff           CNA560DEFAUIIT         2         Acceleral axtakdoff         1 500         158           CNA560DEFAUIIT         3         Climb         MaxTakdoff         1 500         185           CNA560DEFAUIIT         4         Acceleral axclinatero         1 500         185           CNA560DEFAUIIT         5         Climb         MaxClinatero         1 500         250           CNA680DEFAUIIT         7         Climb         MaxTakdoff         1 000         140,6           CNA680DEFAUIIT         2         Climb         MaxTakdoff         1 000         140,6	
CNA560DEFAUIIT 5 Climb MaxClinZERO 3 000  CNA560DEFAUIIT 7 Climb MaxClinZERO 5 500  CNA560DEFAUIIT 8 Climb MaxClinZERO 7 500  CNA560DEFAUIIT 9 Climb MaxClinZERO 10 000  CNA560DEFAUIIT 1 Takeoff MaxTakdofff  CNA560DEFAUIIT 2 AcceleraMaxTakdofff 1 500  CNA560DEFAUIIT 3 Climb MaxClinZERO 1 500  CNA560DEFAUIIT 3 Climb MaxTakdofff 1 500  CNA560DEFAUIIT 4 AcceleraMaxClinZERO 1 500  CNA560DEFAUIIT 5 Climb MaxClinZERO 1 500  CNA560DEFAUIIT 6 AcceleraMaxClinZERO 1 500  CNA560DEFAUIIT 7 Climb MaxClinZERO 1 500  CNA560DEFAUIIT 7 Climb MaxClinZERO 1 500  CNA680DEFAUIIT 1 Takeoff MaxTakdofff  CNA680DEFAUIIT 2 Climb MaxTakdofff  CNA680DEFAUIIT 2 Climb MaxTakdofff 386  CNA680DEFAUIIT 3 AcceleraMaxTakdofff 1 1 000 140,6	
CNA560DEFAUIIT 7 Climb MaxClinZHERO 5 500  CNA560DEFAUIIT 8 Climb MaxClinZHERO 7 500  CNA560DEFAUIIT 9 Climb MaxClinZHERO 10 000  CNA560DEFAUIIT 1 Takeoff MaxTakdoff 1 500 158  CNA560DEFAUIIT 2 AcceleralMaxTakdoff 1 500 158  CNA560DEFAUIIT 3 Climb MaxTakdoff 1 500 158  CNA560DEFAUIIT 4 AcceleralMaxClinZHERO 1 500 185  CNA560DEFAUIIT 5 Climb MaxClinZHERO 1 500 185  CNA560DEFAUIIT 6 AcceleralMaxClinZHERO 1 500 250  CNA560DEFAUIIT 7 Climb MaxClinZHERO 1 0000  CNA680DEFAUIIT 1 Takeoff MaxTakdoff 1 386  CNA680DEFAUIIT 2 Climb MaxTakdoff 386  CNA680DEFAUIIT 2 Climb MaxTakdoff 1 386  CNA680DEFAUIIT 3 AcceleralMaxTakdoff 1 386	
CNA560DEFAUIIT         7         Climb         MaxClinztero         5 500           CNA560DEFAUIIT         8         Climb         MaxClinztero         7 500           CNA560DEFAUIIT         9         Climb         MaxClinztero         10 000           CNA560DEFAUIIT         1         Takeoff         MaxTakdoff         1 500         158           CNA560DEFAUIIT         2         AcceleraldaxClinztero         1 500         185           CNA560DEFAUIIT         4         AcceleraldaxClinztero         1 500         185           CNA560DEFAUIIT         5         Climb         MaxClinztero         1 500         250           CNA560DEFAUIIT         7         Climb         MaxClinztero         10 000         1 500         250           CNA680DEFAUIIT         1         Takeoff         MaxTakdoff         1 000         140,6           CNA680DEFAUIIT         2         Climb         MaxTakdoff         1 000         140,6	
CNA560DEFAUIIT         8         Climb         MaxClinZERO         7 500           CNA560DEFAUIIT         9         Climb         MaxClinZERO         10 000           CNA560DXEFAUIIT         1         Takeoff         MaxTakdoff           CNA560DXEFAUIIT         2         AcceleraleaxTakdoff         1 500           CNA560DXEFAUIIT         3         Climb         MaxTakdoff         1 500           CNA560DXEFAUIIT         4         AcceleraleaxClinZERO         1 500         185           CNA560DXEFAUIIT         5         Climb         MaxClinZERO         1 500         250           CNA560DXEFAUIIT         7         Climb         MaxClinZERO         10 000         1 500         250           CNA680DEFAUIIT         1         Takeoff         MaxTakdoff         1 000         140,6           CNA680DEFAUIIT         2         Climb         MaxTakdoff         1 000         140,6	
CNA560DXEFAUIIT         9         Climb         MaxClinZero         10 000           CNA560DXEFAUIIT         1         Takeoff         MaxTakdoff         1 500         158           CNA560DXEFAUIIT         2         AcceleralMaxTakdoff         1 500         158           CNA560DXEFAUIIT         3         Climb         MaxTakdoff         1 500         185           CNA560DXEFAUIIT         5         Climb         MaxClinZero         3 000         1 500         250           CNA560DXEFAUIIT         6         AcceleralMaxClinZero         1 500         250           CNA560DXEFAUIIT         7         Climb         MaxClinZero         10 000           CNA680DEFAUIIT         1         Takeoff         MaxTakdoff         CNA680DEFAUIIT         2           CNA680DEFAUIIT         3         AcceleralMaxTakdoff         1 000         140,6	
CNA560DXIEFAU IIT         1         Takeoff MaxTakdoff         1 500         158           CNA560DXIEFAU IIT         3         Climb MaxTakdoff         1 500         158           CNA560DXIEFAU IIT         4         AcceleralMaxClinz/IERO         1 500         185           CNA560DXIEFAU IIT         5         Climb MaxClinz/IERO         3 000         1 500         250           CNA560DXIEFAU IIT         6         AcceleralMaxClinz/IERO         1 500         250           CNA560DXIEFAU IIT         7         Climb MaxClinz/IERO         10 000           CNA680DEFAU IIT         1         Takeoff MaxTakdoff         CNA680DEFAU IIT           CNA680DEFAU IIT         2         Climb MaxTakdoff         386           CNA680DEFAU IIT         3         AcceleralMaxTakdoff         1 000         140,6	
CNA560DXEFAUIIT         2         Acceleral axTakeloff         1 500         158           CNA560DXEFAUIIT         3         Climb         MaxTakeloff         1 500         1 500           CNA560DXEFAUIIT         4         Acceleral axClin a	
CNA560DXEFAUIIT         3         Climb         MaxTakdoff         1 500           CNA560DXEFAUIIT         4         AcceleraMaxClinZERO         1 500         185           CNA560DXEFAUIIT         5         Climb         MaxClinZERO         3 000           CNA560DXEFAUIIT         6         AcceleraMaxClinZERO         1 500         250           CNA560DXEFAUIIT         7         Climb         MaxClinZERO         10 000           CNA680DEFAUIIT         1         Takeoff         MaxTakdoff           CNA680DEFAUIIT         2         Climb         MaxTakdoff         386           CNA680DEFAUIIT         3         AcceleraMaxTakdoff         1 000         140,6	
CNA560DXEFAUIIT         4         Acceleral axClin a	
CNA560DXEFAUIIT         5         Climb         MaxClinZERO         3 000           CNA560DXEFAUIIT         6         Acceleral axClinZERO         1 500         250           CNA560DXEFAUIIT         7         Climb         MaxClinZERO         10 000           CNA680DEFAUIIT         1         Takeoff MaxTakeloff         386           CNA680DEFAUIIT         2         Climb         MaxTakeloff         386           CNA680DEFAUIIT         3         Acceleral axTakeloff         1 000         140,6	
CNA560DXEFAUIIT         6         Acceleral axClin AERO         1 500         250           CNA560DXEFAUIIT         7         Climb         MaxClin AERO         10 000         000           CNA680DEFAUIIT         1         Takeoff         MaxTakeloff         000         000           CNA680DEFAUIIT         2         Climb         MaxTakeloff         386         000         000         140,6	
CNA560DXEFAUIIT 7 Climb MaxClimAterO 10 000  CNA680DEFAUIIT 1 Takeoff MaxTakdoff  CNA680DEFAUIIT 2 Climb MaxTakdoff 386  CNA680DEFAUIIT 3 AcceleraldaxTakdoff 1 000 140,6	
CNA680DEFAUIIT 1 Takeoff MaxTakeloff CNA680DEFAUIIT 2 Climb MaxTakeloff 386  CNA680DEFAUIIT 3 Acceleral axTakeloff 1 000 140,6	
CNA680DEFAUIIT 2 Climb MaxTakdofff 386 CNA680DEFAUIIT 3 AcceleraMaxTakdofff 1 000 140,6	
CNA680DEFAUIIT 3 Acceleral axTakeloff 1 000 140,6	
CNA680DEFAUIIT   4   Climb   MaxTakelofff   1 500	
CNA680DEFAUIIT 5 Acceleral axClimb 1 500 175	
CNA680DEFAUIIT 6 Climb MaxClinateRO 3 000	
CNA680DEFAUIIT 7 Accelerate axClinateRO 1 500 250	
CNA680DEFAUIIT 8 Climb MaxClinzterO 5 500	
CNA68 ODEFAUIIT 9 Climb MaxClin TERO 7 500	
CNA68 ODEFAUIIT 10 Climb MaxClin TERO 10 000	
CNA75 ODEFAUIIT 1 Takeoff MaxTaketoff	
CNA75 ODEFAUIIT 2 Climb MaxTakeloff 277	
CNA75 ODEFAUIIT 3 Acceleral Aax Takeloff 1 500 161,7	
CNA750DEFAUIIT 4 Climb MaxTaketoff 1 500	
CNA750DEFAUIIT 5 Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated as Clin 15 1500 186,7	
CNA750DEFAUIIT 6 Climb MaxClinaterO 3 000	
CNA750DEFAUIIT 7 Accelerate axClinateRO 1 000 250	
CNA750DEFAUIIT 8 Climb MaxClinaterO 5 500	
CNA750DEFAUIIT 9 Climb MaxClinaterO 7 500	

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CNA75     FLAP_										
CNA75   FLAP	CNA75	ODEFAU	ШТ	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
CNA75	CNA75	OFLAP_	15	1	Takeoff	MaxTak	e <b>do</b> ff			
CNA750FLAP_   5	CNA75	OFLAP_	15	2	Climb	MaxTak	e <b>do</b> ff	277		
CNA750FLAP_    5	CNA75	OFLAP_	15	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 500	161,7
CNA75   FLAP_   5	CNA75	OFLAP_	15	4	Climb	MaxTak	e <b>do</b> ff	1 500		
CNA75   FLAP   5	CNA75	OFLAP_	15	5	Acceler	a <b>M</b> axCli	m16		1 500	186,7
CNA750FLAP_    5	CNA75	OFLAP_	15	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
CNA750FLAP_	CNA75	OFLAP_	15	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
CNA750FLAP_51   1	CNA75	OFLAP_	15	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
CNA750FLAP_51	CNA75	OFLAP_	15	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
CNA750FLAP_51   2   Climb   MaxTak&off   285     CNA750FLAP_51   3   AcceleralMaxTak&off   1500   168,9     CNA750FLAP_51   4   Climb   MaxTak&off   1500   193,9     CNA750FLAP_51   5   AcceleralMaxClimob   1500   193,9     CNA750FLAP_51   6   Climb   MaxClimoteRO   3 000     CNA750FLAP_51   7   AcceleralMaxClimoteRO   1 000   250     CNA750FLAP_51   8   Climb   MaxClimoteRO   5 500     CNA750FLAP_51   9   Climb   MaxClimoteRO   7 500     CNA750FLAP_51   10   Climb   MaxClimoteRO   1 0 000     CRJ9- DEFAUIIT   1   Takeoff   MaxTak&off   595     CRJ9- DEFAUIIT   2   Climb   MaxTak&off   595     CRJ9- DEFAUIIT   3   Climb   MaxTak&off   1 000     CRJ9- DEFAUIIT   4   AcceleralMaxClimote204   500   204     CRJ9- DEFAUIIT   5   Climb   MaxClimote204   500   250     CRJ9- DEFAUIIT   6   AcceleralMaxClimote250   500   250     CRJ9- DEFAUIIT   7   Climb   MaxClimoteRO   10 000     CRJ9- DEFAUIIT   10   Climb   MaxClimoteRO   10 000     C	CNA75	OFLAP_	15	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
CNA750FLAP_51   3   Acceleral axTakeoff   1 500   168,9     CNA750FLAP_51   4   Climb   MaxTakeoff   1 500     CNA750FLAP_51   5   Acceleral axClimb   1 500   193,9     CNA750FLAP_51   6   Climb   MaxClimatero   3 000     CNA750FLAP_51   7   Acceleral axClimatero   1 000   250     CNA750FLAP_51   8   Climb   MaxClimatero   5 500     CNA750FLAP_51   9   Climb   MaxClimatero   7 500     CNA750FLAP_51   10   Climb   MaxClimatero   10 000     CRJ9- DEFAUIIT   1   Takeoff   MaxTakeoff   595     ER   CRJ9- DEFAUIIT   2   Climb   MaxTakeoff   595     CRJ9- DEFAUIIT   3   Climb   CRJ9- DEFAUIIT   4   Acceleral axClimole 204   500   204     CRJ9- DEFAUIIT   5   Climb   CRJ9- DEFAUIIT   5   Climb   CRJ9- DEFAUIIT   6   Acceleral axClimole 250   500   250     CRJ9- DEFAUIIT   6   Acceleral axClimole 250   500   250     CRJ9- DEFAUIIT   7   Climb   MaxClimatero   10 000	CNA75	OFLAP_:	51	1	Takeoff	MaxTak	<b>c</b> off			
CNA750FLAP_51	CNA75	OFLAP_:	51	2	Climb	MaxTak	<b>c</b> off	285		
CNA750FLAP_51   5	CNA75	OFLAP_:	51	3	Acceler	a <b>M</b> axTak	<b>c</b> off		1 500	168,9
CNA750FLAP_\$1	CNA75	OFLAP_:	51	4	Climb	MaxTak	<b>c</b> off	1 500		
CNA750FLAP_51 7 Acceleral Accelerate Accele	CNA75	OFLAP_:	51	5	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 500	193,9
CNA750FLAP_51   8   Climb   MaxClinZtero   5 500     CNA750FLAP_51   9   Climb   MaxClinZtero   7 500     CNA750FLAP_51   10   Climb   MaxClinZtero   10 000     CRJ9-   DEFAUIIT   1   Takeoff   MaxTak doff   595     ER     CRJ9-   DEFAUIIT   2   Climb   MaxTak doff   595     ER   CRJ9-   DEFAUIIT   3   Climb   MaxTak doff   1 000     ER   CRJ9-   DEFAUIIT   4   Accelerate axClinote 204   500   204     ER   CRJ9-   DEFAUIIT   5   Climb   MaxClinZtero   3 000     ER   CRJ9-   DEFAUIIT   6   Accelerate axClinote 250   500   250     ER   CRJ9-   DEFAUIIT   7   Climb   MaxClinZtero   10 000	CNA75	OFLAP_:	51	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
CNA750FLAP_51   9   Climb   MaxClinzterO   7 500     CNA750FLAP_51   10   Climb   MaxClinzterO   10 000     CRJ9-   DEFAUIIT   1   Takeoff   MaxTak	CNA75	OFLAP_:	51	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 000	250
CNA750FLAP_51	CNA75	OFLAP_:	51	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
CRJ9-   DEFAUIIT   1   Takeoff   MaxTak & 48	CNA75	OFLAP_:	51	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
ER         CRJ9- ER         DEFAUILT         2         Climb         MaxTak doff         595           CRJ9- ER         DEFAUILT         3         Climb         MaxTak doff         1 000           CRJ9- ER         DEFAUILT         4         Acceleral dax Climb 204         500         204           CRJ9- ER         DEFAUILT         5         Climb         Max Climb 250         3 000         250           CRJ9- ER         DEFAUILT         6         Acceleral dax Climb 250         500         250           CRJ9- ER         DEFAUILT         7         Climb         Max Climb 260         10 000	CNA75	OFLAP_:	51	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
ER         CRJ9-         DEFAUIIT         3         Climb         MaxTak doff         1 000           CRJ9-         DEFAUIIT         4         Acceleral ax Climb 204         500         204           CRJ9-         DEFAUIIT         5         Climb         Max Climb 250         3 000           CRJ9-         DEFAUIIT         6         Acceleral ax Climb 250         500         250           CRJ9-         DEFAUIIT         7         Climb         Max Climb 250         10 000		DEFAU	ШТ	1	Takeoff	MaxTak	€ <b>0</b> -f8			
ER         Acceleral dax Clino 204         500         204           CRJ9- ER         DEFAUILT         5         Climb         Max Clino 204         3 000           CRJ9- ER         DEFAUILT         6         Acceleral dax Clino 250         500         250           CRJ9- ER         DEFAUILT         7         Climb         Max Clino 250         10 000		DEFAU	шт	2	Climb	MaxTak	£048	595		
ER         CRJ9-         DEFAUILT         5         Climb         MaxClindeRO         3 000           CRJ9-         DEFAUILT         6         Acceleral axClinde 250         500         250           CRJ9-         DEFAUILT         7         Climb         MaxClindeRO         10 000		DEFAU	ШТ	3	Climb	MaxTak	c <b>€</b> Φ <b>-18</b>	1 000		
ER         Acceleral ax Clin 0 = 250           CRJ9- ER         6         Acceleral ax Clin 0 = 250           CRJ9- DEFAUIT         7         Climb         Max Clin 2 = RO           Max Clin 2 = RO         10 000		DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	n <b>0</b> 1=204		500	204
ER CRJ9- DEFAUIT 7 Climb MaxClinztERO 10 000		DEFAU	ШТ	5	Climb	MaxCli	n <b>Z</b> ERO	3 000		
		DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>0</b> le250		500	250
	CRJ9- ER	DEFAU	шт	7	Climb	MaxCli	nZlERO	10 000		
CRJ9- DEFAUET 1 Takeoff MaxTake048		DEFAU	<b>12</b> T	1	Takeoff	MaxTak	€ <b>0</b> -18			

		·	·		Y	·			
CRJ9- ER	DEFAU	<b>12</b> T	2	Climb	MaxTal	<b>3</b> 048	555		
CRJ9- ER	DEFAU	21	3	Climb	MaxTak	<b>₹</b> Ф <b>18</b>	1 000		
CRJ9- ER	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axCli	n <b>0</b> 15204		500	204
CRJ9- ER	DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
CRJ9- ER	DEFAU	<b>2</b> T	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- ER	DEFAU	<b>2</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
CRJ9- ER	DEFAU	BL	1	Takeoff	MaxTal	<b>ED18</b>			
CRJ9- ER	DEFAU	BL	2	Climb	MaxTal	<b>ED18</b>	525		
CRJ9- ER	DEFAU	BL	3	Climb	MaxTal	<b>₫</b> ₫4 <b>%</b>	1 000		
CRJ9- ER	DEFAU	BL	4	Acceler	a <b>M</b> axCli	n <b>0</b> l∋204		500	204
CRJ9- ER	DEFAU	BL	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
CRJ9- ER	DEFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- ER	DEFAU	BL	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
CRJ9- ER	DEFAU	ИТ	1	Takeoff	MaxTal	<b>ED-18</b>			
CRJ9- ER	DEFAU	ИТ	2	Climb	MaxTal	<b>4048</b>	485		
CRJ9- ER	DEFAU	ИТ	3	Climb	MaxTal	<b>₫</b> ₫4 <b>%</b>	1 000		
CRJ9- ER	DEFAU	ИТ	4	Acceler	a <b>M</b> axCli	n <b>0</b> 1∋204		500	204
CRJ9- ER	DEFAU	ИТ	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
CRJ9- ER	DEFAU	ИТ	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- ER	DEFAU	ИТ	7	Climb	MaxCli	n <b>a</b> tERO	10 000		

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CD IO	DEEAL	IET.	1	Talvage	MayTal	DW				
CRJ9- ER	DEFAU	ы	1	такеоп	MaxTak	CEOHA				
CRJ9- ER	DEFAU	151	2	Climb	MaxTak	€ <b>0</b> -18	465			
CRJ9- ER	DEFAU	<b>15</b> T	3	Climb	MaxTak	<b>€</b> Ø4 <b>8</b>	1 000			
CRJ9- ER	DEFAU	БГ	4	Acceler	a <b>M</b> axCli	n <b>0</b> 1e204		500	204	
CRJ9- ER	DEFAU	БГ	5	Climb	MaxCli	n <b>0</b> le204	3 000			
CRJ9- ER	DEFAU	БГ	6	Acceler	a <b>M</b> axCli	n <b>0</b> le250		500	250	
CRJ9- ER	DEFAU	ГБГ	7	Climb	MaxCli	n <b>a</b> tero	10 000			
CRJ9- ER	ICAO_	Al	1	Takeoff	MaxTak	<b>ED48</b>				
CRJ9- ER	ICAO_	Al	2	Climb	MaxTak	<b>ED48</b>	595			
CRJ9- ER	ICAO_	Al	3	Climb	MaxTak	<b>€</b> Ø4 <b>8</b>	1 500			
CRJ9- ER	ICAO_	Al	4	Climb	MaxCli	nUb-8	3 000			
CRJ9- ER	ICAO_	Al	5	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250	
CRJ9- ER	ICAO_	Al	6	Climb	MaxCli	m <b>Z</b> ERO	10 000			
CRJ9- ER	ICAO_	A2	1	Takeoff	MaxTak	£048				
CRJ9- ER	ICAO_	A2	2	Climb	MaxTak	£048	555			
CRJ9- ER	ICAO_	A2	3	Climb	MaxTak	<b>₫</b> ₫ <b>4</b> 8	1 500			
CRJ9- ER	ICAO_	A2	4	Climb	MaxCli	nUb-8	3 000			
CRJ9- ER	ICAO_	A2	5	Acceler	a <b>M</b> axCli	m0le250		500	250	
CRJ9- ER	ICAO_	A2	6	Climb	MaxCli	n <b>z</b> tERO	10 000			
CRJ9- ER	ICAO_	<b>A</b> 3	1	Takeoff	MaxTak	ۯ48				

	1									—
CRJ9- ER	ICAO_	A3	2	Climb	MaxTak	£ <b>€</b> 04 <b>%</b>	525			
CRJ9- ER	ICAO_	A3	3	Climb	MaxTak	<b>€</b> Ф <b>18</b>	1 500			
CRJ9- ER	ICAO_	A3	4	Climb	MaxCli	nUb-8	3 000			
CRJ9- ER	ICAO_	A3	5	Acceler	a <b>M</b> axCli	n <b>0</b> le250		500	250	
CRJ9- ER	ICAO_	A3	6	Climb	MaxCli	m <b>Z</b> ERO	10 000			
CRJ9- ER	ICAO_	A	1	Takeoff	MaxTak	£048				
CRJ9- ER	ICAO_	A	2	Climb	MaxTak	€ <b>0</b> -f8	485			_
CRJ9- ER	ICAO_	A	3	Climb	MaxTak	<b>€</b> Ø4 <b>8</b>	1 500			
CRJ9- ER	ICAO_	A	4	Climb	MaxCli	nUb-8	3 000			_
CRJ9- ER	ICAO_	A4	5	Acceler	a <b>M</b> axCli	n0le250		500	250	
CRJ9- ER	ICAO_	A4	6	Climb	MaxCli	n <b>z</b> tERO	10 000			
CRJ9- ER	ICAO_	A5	1	Takeoff	MaxTak	£048				_
CRJ9- ER	ICAO_	A5	2	Climb	MaxTak	ۯ-f8	465			
CRJ9- ER	ICAO_	A5	3	Climb	MaxTak	<b>€</b> Ø4 <b>8</b>	1 500			_
CRJ9- ER	ICAO_	A5	4	Climb	MaxCli	nUb-8	3 000			_
CRJ9- ER	ICAO_	A5	5	Acceler	a <b>M</b> axCli	n0le250		500	250	
CRJ9- ER	ICAO_	A5	6	Climb	MaxCli	n <b>Z</b> ERO	10 000			_
CRJ9- ER	ICAO_	B1	1	Takeoff	MaxTak	£048				_
CRJ9- ER	ICAO_	B1	2	Climb	MaxTak	£0-18	595			_
CRJ9- ER	ICAO_	Bl	3	Climb	MaxTak	<b>€</b> Ø4 <b>%</b>	1 000			

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CRJ9-	ICAO	RI	4	Acceler	a <b>M</b> axTak	<b>കാ</b> 904		500	204
ER	10710_		<b>T</b>	Treceici	alba ax Tar	<b>10020</b>		300	204
CRJ9- ER	ICAO_	Bl	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
CRJ9- ER	ICAO_	Bl	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- ER	ICAO_	Bl	7	Climb	MaxCli	m <b>Z</b> IERO	10 000		
CRJ9- ER	ICAO_	B2	1	Takeoff	MaxTak	£0-18			
CRJ9- ER	ICAO_	B2	2	Climb	MaxTak	€ <b>0</b> -18	555		
CRJ9- ER	ICAO_	B2	3	Climb	MaxTak	<b>₹</b> Ф <b>18</b>	1 000		
CRJ9- ER	ICAO_	B2	4	Acceler	a <b>M</b> axTak	<b>€⊝2</b> 104		500	204
CRJ9- ER	ICAO_	B2	5	Climb	MaxCli	n <b>Z</b> ERO	3 000		
CRJ9- ER	ICAO_	B2	6	Acceler	a <b>M</b> axCli	n <b>0</b> 1e250		500	250
CRJ9- ER	ICAO_	B2	7	Climb	MaxCli	n <b>Z</b> BERO	10 000		
CRJ9- ER	ICAO_	B3	1	Takeoff	MaxTak	£048			
CRJ9- ER	ICAO_	B3	2	Climb	MaxTak	£048	525		
CRJ9- ER	ICAO_	B3	3	Climb	MaxTak	<b>€</b> Ф4 <b>8</b>	1 000		
CRJ9- ER	ICAO_	B3	4	Acceler	a <b>M</b> axTak	<b>€</b> 9 <b>2</b> 104		500	204
CRJ9- ER	ICAO_	B3	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
CRJ9- ER	ICAO_	B3	6	Acceler	a <b>M</b> axCli	n <b>0</b> 1e250		500	250
CRJ9- ER	ICAO_	B3	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
CRJ9- ER	ICAO_	B4	1	Takeoff	MaxTak	ۯ-f8			
CRJ9- ER	ICAO_	B4	2	Climb	MaxTak	<b>ED18</b>	485		

	1	7	1		1	·			
CRJ9- ER	ICAO_	B4	3	Climb	MaxTal	<b>₫</b> ₫4 <b>8</b>	1 000		
CRJ9- ER	ICAO_	B4	4	Acceler	a <b>lve</b> axTal	<b>€⊝2</b> 104		500	204
CRJ9- ER	ICAO_	B4	5	Climb	MaxCli	n <b>z</b> (ERO	3 000		
CRJ9- ER	ICAO_	B4	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- ER	ICAO_	B4	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
CRJ9- ER	ICAO_	B5	1	Takeoff	MaxTal	ۯ48			
CRJ9- ER	ICAO_	B5	2	Climb	MaxTal	ۯ48	465		
CRJ9- ER	ICAO_	B5	3	Climb	MaxTal	<b>₫</b> ₫\$	1 000		
CRJ9- ER	ICAO_	B5	4	Acceler	a <b>M</b> axTal	<b>€</b> 9 <b>2</b> 104		500	204
CRJ9- ER	ICAO_	B5	5	Climb	MaxCli	n <b>Z</b> BERO	3 000		
CRJ9- ER	ICAO_	B5	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- ER	ICAO_	B5	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
CRJ9- LR	DEFAU	шт	1	Takeoff	MaxTal	<b>ED-18</b>			
CRJ9- LR	DEFAU	шт	2	Climb	MaxTal	<b>ED-18</b>	615		
CRJ9- LR	DEFAU	шт	3	Climb	MaxTal	<b>₫</b> ₫\$	1 000		
CRJ9- LR	DEFAU	шт	4	Acceler	a <b>M</b> axCli	n <b>0</b> l∋204		500	204
CRJ9- LR	DEFAU	шт	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
CRJ9- LR	DEFAU	шт	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- LR	DEFAU	шт	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
CRJ9- LR	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	<b>8160</b>			

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		I				- m	l		
CRJ9- LR	DEFAU	121	2	Climb	MaxTak	<b>₹₽₽</b>	575		
CRJ9- LR	DEFAU	<b>2</b> T	3	Climb	MaxTal	<b>€</b> Ø4 <b>8</b>	1 000		
CRJ9- LR	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axCli	n <b>0</b> 1e204		500	204
CRJ9- LR	DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>a</b> tERO	3 000		
CRJ9- LR	DEFAU	<b>2</b> T	6	Acceler	a <b>M</b> axCli	n <b>0</b> le250		500	250
CRJ9- LR	DEFAU	<b>2</b> T	7	Climb	MaxCli	n <b>a</b> tero	10 000		
CRJ9- LR	DEFAU	BT	1	Takeoff	MaxTal	<b>ED-18</b>			
CRJ9- LR	DEFAU	BT	2	Climb	MaxTal	<b>ED-18</b>	545		
CRJ9- LR	DEFAU	BT	3	Climb	MaxTal	<b>₫</b> ₫4 <b>%</b>	1 000		
CRJ9- LR	DEFAU	BT	4	Acceler	a <b>M</b> axCli	n <b>0</b> l∋204		500	204
CRJ9- LR	DEFAU	BL	5	Climb	MaxCli	n <b>0</b> 1∋204	3 000		
CRJ9- LR	DEFAU	BT	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- LR	DEFAU	BT	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
CRJ9- LR	DEFAU	ИT	1	Takeoff	MaxTal	<b>ED-18</b>			
CRJ9- LR	DEFAU	ИТ	2	Climb	MaxTal	ۯ-f8	505		
CRJ9- LR	DEFAU	ИТ	3	Climb	MaxTal	<b>₫</b> ₫4 <b>%</b>	1 000		
CRJ9- LR	DEFAU	ИТ	4	Acceler	a <b>M</b> axCli	n <b>0</b> l∋204		500	204
CRJ9- LR	DEFAU	ИТ	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
CRJ9- LR	DEFAU	ИТ	6	Acceler	a <b>M</b> axCli	n <b>0</b> le250		500	250
CRJ9- LR	DEFAU	<b>M</b> T	7	Climb	MaxCli	n <b>0</b> 1∋250	10 000		

	1	1	1	1	1	1	1	1		
CRJ9- LR	DEFAU	151	1	Takeoff	MaxTak	<b>ED-18</b>				
CRJ9- LR	DEFAU	БГ	2	Climb	MaxTak	<b>ED18</b>	455			
CRJ9- LR	DEFAU	БГ	3	Climb	MaxTak	<b>€</b> Ø4 <b>8</b>	1 000			
CRJ9- LR	DEFAU	БГ	4	Acceler	a <b>M</b> axCli	n <b>0</b> 1∋204		500	204	
CRJ9- LR	DEFAU	ТБГ	5	Climb	MaxCli	n <b>a</b> tero	3 000			
CRJ9- LR	DEFAU	БГ	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250	
CRJ9- LR	DEFAU	151	7	Climb	MaxCli	n <b>z</b> tERO	10 000			
CRJ9- LR	ICAO_	Al	1	Takeoff	MaxTak	<b>ED18</b>				
CRJ9- LR	ICAO_	Al	2	Climb	MaxTak	<b>ED18</b>	615			
CRJ9- LR	ICAO_	Al	3	Climb	MaxTak	<b>₫</b> ₫4 <b>%</b>	1 500			
CRJ9- LR	ICAO_	Al	4	Climb	MaxCli	nUb-8	3 000			
CRJ9- LR	ICAO_	Al	5	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250	
CRJ9- LR	ICAO_	Al	6	Climb	MaxCli	n <b>z</b> tERO	10 000			
CRJ9- LR	ICAO_	A2	1	Takeoff	MaxTak	<b>ED18</b>				
CRJ9- LR	ICAO_	A2	2	Climb	MaxTak	<b>ED-18</b>	575			
CRJ9- LR	ICAO_	A2	3	Climb	MaxTak	<b>€</b> Ø4 <b>8</b>	1 500			
CRJ9- LR	ICAO_	A2	4	Climb	MaxCli	nUb-8	3 000			
CRJ9- LR	ICAO_	A2	5	Acceler	a <b>M</b> axCli	nUb-8		500	250	
CRJ9- LR	ICAO_	A2	6	Climb	MaxCli	m <b>Z</b> BERO	10 000			
CRJ9- LR	ICAO_	A3	1	Takeoff	MaxTak	€ <b>€</b> 048				

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	1						1		1
CRJ9- LR	ICAO_	A3	2	Climb	MaxTak	£€048	545		
CRJ9- LR	ICAO_	A3	3	Climb	MaxTak	ۯ4 <b>8</b>	1 500		
CRJ9- LR	ICAO_	A3	4	Climb	MaxCli	nUb-8	3 000		
CRJ9- LR	ICAO_	A3	5	Acceler	a <b>M</b> axCli	nUb-8		500	250
CRJ9- LR	ICAO_	A3	6	Climb	MaxCli	n <b>Z</b> ERO	10 000		
CRJ9- LR	ICAO_	A	1	Takeoff	MaxTak	ۯ48			
CRJ9- LR	ICAO_	A4	2	Climb	MaxTak	£048	505		
CRJ9- LR	ICAO_	A	3	Climb	MaxTak	<b>€</b> Ø4 <b>8</b>	1 500		
CRJ9- LR	ICAO_	A4	4	Climb	MaxCli	nUb-8	3 000		
CRJ9- LR	ICAO_	A4	5	Acceler	a <b>M</b> axCli	nUb-8		500	250
CRJ9- LR	ICAO_	A	6	Climb	MaxCli	n <b>z</b> tERO	10 000		
CRJ9- LR	ICAO_	A5	1	Takeoff	MaxTak	£048			
CRJ9- LR	ICAO_	A5	2	Climb	MaxTak	ۯ-f8	455		
CRJ9- LR	ICAO_	A5	3	Climb	MaxTak	<b>€</b> Ø4 <b>8</b>	1 500		
CRJ9- LR	ICAO_	A5	4	Climb	MaxCli	nUb-8	3 000		
CRJ9- LR	ICAO_	A5	5	Acceler	a <b>M</b> axCli	n0le250		500	250
CRJ9- LR	ICAO_	A5	6	Climb	MaxCli	n <b>Z</b> ERO	10 000		
CRJ9- LR	ICAO_	B1	1	Takeoff	MaxTak	£048			
CRJ9- LR	ICAO_	B1	2	Climb	MaxTak	£0-18	615		
CRJ9- LR	ICAO_	B1	3	Climb	MaxTak	<b>€</b> Ø <b>18</b>	1 000		

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	1				T		I	1	
CRJ9- LR	ICAO_	B1	4	Acceler	a <b>M</b> axTal	<b>.€0∙21</b> 04		500	204
CRJ9- LR	ICAO_	B1	5	Climb	MaxCli	n <b>a</b> tERO	3 000		
CRJ9- LR	ICAO_	B1	6	Acceler	a <b>M</b> axCli	n <b>0</b> 1e250		500	250
CRJ9- LR	ICAO_	B1	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
CRJ9- LR	ICAO_	B2	1	Takeoff	MaxTal	<b>ED18</b>			
CRJ9- LR	ICAO_	B2	2	Climb	MaxTal	<b>ED-18</b>	575		
CRJ9- LR	ICAO_	B2	3	Climb	MaxTal	<b>₫</b> ₫4 <b>%</b>	1 000		
CRJ9- LR	ICAO_	B2	4	Acceler	a <b>M</b> axTal	<b>€92</b> 04		500	204
CRJ9- LR	ICAO_	B2	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
CRJ9- LR	ICAO_	B2	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- LR	ICAO_	B2	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
CRJ9- LR	ICAO_	B3	1	Takeoff	MaxTal	<b>4048</b>			
CRJ9- LR	ICAO_	B3	2	Climb	MaxTal	<b>ED18</b>	545		
CRJ9- LR	ICAO_	B3	3	Climb	MaxTal	<b>€</b> Ø4 <b>8</b>	1 000		
CRJ9- LR	ICAO_	B3	4	Acceler	a <b>M</b> axTal	<b>€</b> 9 <b>2</b> 104		500	204
CRJ9- LR	ICAO_	B3	5	Climb	MaxCli	n <b>z</b> tERO	3 000		
CRJ9- LR	ICAO_	B3	6	Acceler	a <b>M</b> axCli	n <b>0</b> l∋250		500	250
CRJ9- LR	ICAO_	B3	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
CRJ9- LR	ICAO_	B4	1	Takeoff	MaxTal	<b>ED-18</b>			
CRJ9- LR	ICAO_	B4	2	Climb	MaxTal	<b>31-018</b>	505		

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			1				I			
CRJ9- LR	ICAO_I	34	3	Climb	MaxTak	ۯ18	1 000			
CRJ9- LR	ICAO_I	34	4	Acceler	a <b>M</b> axTak	<b>€⊝2</b> 104		500	204	
CRJ9- LR	ICAO_I	34	5	Climb	MaxCli	n <b>z</b> tERO	3 000			
CRJ9- LR	ICAO_I	34	6	Acceler	a <b>M</b> axCli	n <b>0</b> le250		500	250	
CRJ9- LR	ICAO_I	34	7	Climb	MaxCli	n <b>z</b> tERO	10 000			
CRJ9- LR	ICAO_I	35	1	Takeoff	MaxTak	<b>ED18</b>				
CRJ9- LR	ICAO_I	35	2	Climb	MaxTak	£048	455			
CRJ9- LR	ICAO_I	35	3	Climb	MaxTak	<b>€</b> Ø4 <b>8</b>	1 000			
CRJ9- LR	ICAO_I	35	4	Acceler	al <b>M</b> axTak	<b>€</b> 9 <b>2</b> 104		500	204	
CRJ9- LR	ICAO_I	35	5	Climb	MaxCli	m <b>Z</b> ERO	3 000			
CRJ9- LR	ICAO_I	35	6	Acceler	a <b>M</b> axCli	n <b>0</b> 1e250		500	250	
CRJ9- LR	ICAO_I	35	7	Climb	MaxCli	n <b>z</b> (ERO	10 000			
CVR58	0DEFAU	11T	1	Takeoff	MaxTak	cdo0ff				
CVR58	0DEFAU	ПТ	2	Climb	MaxTak	elo0ff	1 000			
CVR58	0DEFAU	IIT	3	Acceler	a <b>M</b> axTak	cdo0ff		1 907	130	
CVR58	0DEFAU	IIT	4	Acceler	a <b>M</b> axCli	n <b>il</b> NTR		1 430	150	
CVR58	0DEFAU	IIT	5	Climb	MaxCli	m <b>Z</b> ERO	3 000			
CVR58	0DEFAU	IIT	6	Climb	MaxCli	m <b>Z</b> BERO	5 500			
CVR58	0DEFAU	IIT	7	Climb	MaxCli	n <b>Z</b> ERO	7 500			
CVR58	0DEFAU	<u>1</u> 1T	8	Climb	MaxCli	m <b>Z</b> BERO	10 000			
CVR58	0DEFAU	<b>D</b> T	1	Takeoff	MaxTak	cdo0ff				
CVR58	0DEFAU	<b>D</b> T	2	Climb	MaxTak	elo0ff	1 000			
CVR58	0DEFAU	<b>D</b> T	3	Acceler	a <b>M</b> axTak	doff		1 557	136	
CVR58	0DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axCli	niNTR		1 168	156	
CVR58	0DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>z</b> tERO	3 000			
CVR58	0DEFAU	<b>12</b> T	6	Climb	MaxCli	m <b>Z</b> BERO	5 500			

CVR580DEFAU	<b>2</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
CVR580DEFAU	<b>2</b> T	8	Climb	MaxCli	m <b>Z</b> BERO	10 000		
CVR580DEFAU	BL	1	Takeoff	MaxTak	edo0ff			
CVR580DEFAU	BL	2	Climb	MaxTak	elooff	1 000		
CVR580DEFAU	BL	3	Acceler	a <b>M</b> axTak	elooff		1 321	140
CVR580DEFAU	BL	4	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		991	160
CVR580DEFAU	BL	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
CVR580DEFAU	BL	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
CVR580DEFAU	BL	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
CVR580DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC1010DEFAU	шт	1	Takeoff	MaxTak	elooff			
DC1010DEFAU	шт	2	Climb	MaxTak	elooff	1 000		
DC1010DEFAU	ПТ	3	Acceler	a <b>lv4</b> axTak	celo0ff		1 904	159
DC1010DEFAU	ПТ	4	Acceler	a <b>lv4</b> axTak	<b>€</b> off		1 428	174
DC1010DEFAU	ПТ	5	Acceler	a <b>M</b> axCli	niiNT		1 000	189
DC1010DEFAU	ПТ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC1010DEFAU	ПТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC1010DEFAU	ПТ	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
DC1010DEFAU	ПТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC1010DEFAU	ПТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC1010DEFAU	<b>2</b> T	1	Takeoff	MaxTak	celo0ff			
DC1010DEFAU	<b>2</b> T	2	Climb	MaxTak	celo0ff	1 000		
DC1010DEFAU	<b>2</b> T	3	Acceler	a <b>lv4</b> axTak	edo0ff		1 799	163
DC1010DEFAU	<b>2</b> T	4	Acceler	a <b>lv4</b> axTak	<b>€</b> off		1 350	178
DC1010DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> T		1 000	193
DC1010DEFAU	<b>2</b> T	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
DC1010DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC1010DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>zle</b> RO	5 500		
DC1010DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC1010DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>z</b> lERO	10 000		
DC1010DEFAU	ВГ	1	Takeoff	MaxTak	edo0ff			
DC1010DEFAU	ВГ	2	Climb	MaxTak	edo0ff	1 000		
DC1010DEFAU	BL	3	Acceler	a <b>M</b> axTak	edo0ff		1 670	167
DC1010DEFAU	ВТ	4	Acceler	a <b>lve</b> axTak	<b>€</b> off		1 253	182

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		_ 1						
DC1010DEFAU		5	Acceler	a <b>M</b> axCli			1 000	197
DC1010DEFAU	BT	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC1010DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC1010DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC1010DEFAU	BL	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC1010DEFAU	BL	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
DC1010DEFAU	<b>I</b>	1	Takeoff	MaxTak	edo0ff			
DC1010DEFAU	TAL.	2	Climb	MaxTak	edo0ff	1 000		
DC1010DEFAU	WT TW	3	Acceler	a <b>lv4</b> axTak	cdo0ff		1 494	174
DC1010DEFAU	M.	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 121	189
DC1010DEFAU	AL LA	5	Acceler	a <b>M</b> axCli	n <b>lil</b> NT		1 000	204
DC1010DEFAU	<b>M</b>	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC1010DEFAU	ИТ	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC1010DEFAU	ИТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC1010DEFAU	ИТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC1010DEFAU	ИТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC1010DEFAU	<b>15</b> T	1	Takeoff	MaxTak	elooff			
DC1010DEFAU	<b>15</b> T	2	Climb	MaxTak	celo0ff	1 000		
DC1010DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	elooff		1 335	180
DC1010DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 002	195
DC1010DEFAU	<b>15</b> T	5	Acceler	a <b>M</b> axCli	nMT		1 000	210
DC1010DEFAU	<b>15</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC1010DEFAU	<b>15</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC1010DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC1010DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC1010DEFAU	<b>15</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC1010DEFAU	<b>16</b> T	1	Takeoff	MaxTak	celo0ff			
DC1010DEFAU	<b>16</b> T	2	Climb	MaxTak	celo0ff	1 000		
DC1010DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	celo0ff		1 191	186
DC1010DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	<b>c</b> off		894	201
DC1010DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> IT		800	216
DC1010DEFAU	<b>16</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC1010DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		800	250
DC1010DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
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DC1010  DEFAU IST   10   Climb   MaxClinteer   1000   DC1040  DEFAU IST   1   Takeoff   MaxTakdoff   1000   DC1040  DEFAU IST   2   Climb   MaxTakdoff   1000   DC1040  DEFAU IST   2   Climb   MaxTakdoff   1000   DC1040  DEFAU IST   3   Acceleradax Takdoff   1   692   190   DC1040  DEFAU IST   5   Acceleradax Climb   Takeoff   1   692   190   DC1040  DEFAU IST   5   Acceleradax Climb   Takeoff   1   692   190   DC1040  DEFAU IST   7   Acceleradax Climb   Takeoff   1   600   250   DC1040  DEFAU IST   9   Climb   MaxClinteer   5   500   DC1040  DEFAU IST   9   Climb   MaxClinteer   1   600   250   DC1040  DEFAU IST   9   Climb   MaxClinteer   1   600   0   DC1040  DEFAU IST   9   Climb   MaxClinteer   1   600   0   DC1040  DEFAU IST   1   Takeoff   MaxTakdoff   1   600   DC1040  DEFAU IST   2   Climb   MaxClinteer   1   600   DC1040  DEFAU IST   3   Acceleradax Takdoff   1   600   DC1040  DEFAU IST   3   Acceleradax Takdoff   1   600   2   DC1040  DEFAU IST   3   Acceleradax Takdoff   1   600   2   DC1040  DEFAU IST   5   Acceleradax Takdoff   1   600   2   DC1040  DEFAU IST   5   Acceleradax Takdoff   1   600   2   DC1040  DEFAU IST   5   Acceleradax Climb   Takeoff   1   610   193   DC1040  DEFAU IST   7   Acceleradax Climb   Takeoff   1   600   2   DC1040  DEFAU IST   7   Acceleradax Climb   Takeoff   1   600   2   DC1040  DEFAU IST   1   Climb   MaxClinteer   1   600   DC1040  DEFAU IST   1   Climb   MaxClinteer   1   1   1   1   1   1   1   1   1									
DC1040 DEFAUIIT   1	DC1010DEFAU	6T	9	Climb	MaxCli	n <b>z</b> lERO	7 500		
DC1040 DEFAUIT   2   Climb   MaxTakdoff   1 000	DC1010DEFAU	5T	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
DC1040  DEFAUIT   3	DC1040DEFAUII	lT	1	Takeoff	MaxTak	edoff			
DC1040 DEFAUIIT	DC1040DEFAUII	lT	2	Climb	MaxTak	edoff	1 000		
DC1040 DEFAUIT   5   AcceleralMaxClinibit   1 000 205	DC1040DEFAUII	lT	3	Acceler	a <b>M</b> axTak	doff		2 255	175
DC1040 DEFAUIT   6	DC1040DEFAUII	lT	4	Acceler	a <b>M</b> axTak	€off		1 692	190
DC1040 DEFAU IIT   7   Acceleral MaxClinatero   1 000   250	DC1040DEFAUII	lT	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> IT		1 000	205
DC1040 DEFAUIIT   8	DC1040DEFAUII	lT	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC1040 DEFAU IIT   9   Climb   MaxClinitero   7 500   DC1040 DEFAU IIT   10   Climb   MaxClinitero   10 000   DC1040 DEFAU IIT   1   Takeoff   MaxTakdofff   1 000   DC1040 DEFAU IIT   2   Climb   MaxTakdofff   1 000   DC1040 DEFAU IIT   3   Acceleral MaxTakdofff   1 610   193   DC1040 DEFAU IIT   5   Acceleral MaxClinitor   1 000   208   DC1040 DEFAU IIT   6   Climb   MaxClinitero   3 000   DC1040 DEFAU IIT   7   Acceleral MaxClinitor   1 000   250   DC1040 DEFAU IIT   8   Climb   MaxClinitero   5 500   DC1040 DEFAU IIT   9   Climb   MaxClinitero   7 500   DC1040 DEFAU IIT   9   Climb   MaxClinitero   1 000   DC1040 DEFAU IIT   1 Takeoff   MaxTakdofff   1 000   DC1040 DEFAU IIT   1   Takeoff   MaxTakdofff   1 000   DC1040 DEFAU IIT   2   Climb   MaxTakdofff   1 000   DC1040 DEFAU IIT   3   Acceleral MaxTakdofff   1 538   196   DC1040 DEFAU IIT   4   Acceleral MaxTakdofff   1 538   196   DC1040 DEFAU IIT   5   Acceleral MaxTakdofff   1 538   196   DC1040 DEFAU IIT   6   Climb   MaxClinitero   1 000   250   DC1040 DEFAU IIT   6   Climb   MaxClinitero   1 000   250   DC1040 DEFAU IIT   6   Climb   MaxClinitero   5 500   DC1040 DEFAU IIT   7   Acceleral MaxClinitero   5 500   DC1040 DEFAU IIT   8   Climb   MaxClinitero   5 500   DC1040 DEFAU IIT   9   Climb   MaxClinitero   5 500   DC1040 DEFAU IIT   9   Climb   MaxClinitero   5 500   DC1040 DEFAU IIT   1   Takeoff   MaxClinitero   7 500   DC1040 DEFAU IIT   1   Takeoff   MaxClinitero   10 000   DC1040 DEFAU IIT   1   Takeoff   MaxTakdofff   10 000   DC1040 DEFAU I	DC1040DEFAUII	lT	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC1040 DEFAU IIT   10   Climb   MaxClinzterO   10 000   DC1040 DEFAU IIT   1   Takeoff   MaxTak dofff   1 000   DC1040 DEFAU IIT   2   Climb   MaxTak dofff   1 000   DC1040 DEFAU IIT   3   Acceleral MaxTak dofff   1 610   193   DC1040 DEFAU IIT   5   Acceleral MaxClinzterO   3 000   DC1040 DEFAU IIT   7   Acceleral MaxClinzterO   3 000   DC1040 DEFAU IIT   7   Acceleral MaxClinzterO   5 500   DC1040 DEFAU IIT   9   Climb   MaxClinzterO   7 500   DC1040 DEFAU IIT   10   Climb   MaxClinzterO   1 000   250   DC1040 DEFAU IIT   10   Climb   MaxClinzterO   1 000   DC1040 DEFAU IIT   10   Climb   MaxClinzterO   1 000   DC1040 DEFAU IIT   1   Takeoff   MaxTak dofff   DC1040 DEFAU IIT   1   Takeoff   MaxTak dofff   1 000   DC1040 DEFAU IIT   3   Acceleral MaxTak dofff   1 538   196   DC1040 DEFAU IIT   4   Acceleral MaxTak dofff   1 538   196   DC1040 DEFAU IIT   5   Acceleral MaxClinzterO   3 000   DC1040 DEFAU IIT   6   Climb   MaxClinzterO   3 000   DC1040 DEFAU IIT   6   Climb   MaxClinzterO   3 000   DC1040 DEFAU IIT   7   Acceleral MaxClinzterO   1 000   250   DC1040 DEFAU IIT   8   Climb   MaxClinzterO   5 500   DC1040 DEFAU IIT   8   Climb   MaxClinzterO   5 500   DC1040 DEFAU IIT   9   Climb   MaxClinzterO   5 500   DC1040 DEFAU IIT   9   Climb   MaxClinzterO   5 500   DC1040 DEFAU IIT   9   Climb   MaxClinzterO   7 500   DC1040 DEFAU IIT   10   Climb   MaxClinzterO   7 500   DC1040 DEFAU IIT   10   Climb   MaxClinzterO   7 500   DC1040 DEFAU IIT   10   Climb   MaxClinzterO   10 000   DC1040 DEFAU IIT   10   Climb	DC1040DEFAUII	lT	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
DC1040  DEFAU   ET   2   Climb   MaxTakdofff   1 000	DC1040DEFAUII	lT	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
DC1040 DEFAU ET   2   Climb   MaxTakdoff   1 000   DC1040 DEFAU ET   3   Acceleral dax Takdoff   2 146   178   DC1040 DEFAU ET   4   Acceleral dax Takdoff   1 610   193   DC1040 DEFAU ET   5   Acceleral dax Climb	DC1040DEFAUII	lT	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
DC1040 DEFAU ET   3	DC1040DEFAUE	2Т	1	Takeoff	MaxTak	doff			
DC1040 DEFAUET   4   Acceleral dax Take off   1 610   193	DC1040DEFAUE	2T	2	Climb	MaxTak	doff	1 000		
DC1040 DEFAU ET   5	DC1040DEFAUE	2T	3	Acceler	a <b>M</b> axTak	doff		2 146	178
DC1040 DEFAU ET   7   Acceleral Max Cliniter	DC1040DEFAUE	2Т	4	Acceler	a <b>lv4</b> axTak	<b>E</b> off		1 610	193
DC1040 DEFAUET   7   Acceleral dax Clin de RO   1 000   250	DC1040DEFAUE	2T	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> IT		1 000	208
DC1040 DEFAUET   8   Climb   MaxClinderO   5 500	DC1040DEFAUE	2Т	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC1040 DEFAU ET   9   Climb   MaxClin HERO   7 500     DC1040 DEFAU ET   10   Climb   MaxClin HERO   10 000     DC1040 DEFAU ET   1   Takeoff   MaxTakdoff     DC1040 DEFAU ET   2   Climb   MaxTakdoff   1 000     DC1040 DEFAU ET   3   Acceleral AtaxTakdoff   2 050   181     DC1040 DEFAU ET   4   Acceleral AtaxTakdoff   1 538   196     DC1040 DEFAU ET   5   Acceleral AtaxClin INT   1 000   211     DC1040 DEFAU ET   6   Climb   MaxClin HERO   3 000     DC1040 DEFAU ET   7   Acceleral AtaxClin HERO   1 000   250     DC1040 DEFAU ET   8   Climb   MaxClin HERO   5 500     DC1040 DEFAU ET   9   Climb   MaxClin HERO   7 500     DC1040 DEFAU ET   10   Climb   MaxClin HERO   10 000     DC1040 DEFAU ET   10   Climb   MaxClin HERO   10 000     DC1040 DEFAU ET   10   Climb   MaxClin HERO   10 000     DC1040 DEFAU ET   10   Climb   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   11   Takeoff   MaxTakdoff   12   MaxClin HERO   10 000     DC1040 DEFAU ET   12   MaxClin HERO   10 000     DC1040 DEFAU ET   12   MaxClin HERO   10 000     DC1040 DEFAU ET   12   MaxClin HERO   10 000     DC1040 DEFAU	DC1040DEFAUE	2Т	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC1040 DEFAUBT   10   Climb   MaxClinztero   10 000     DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   1 000     DC1040 DEFAUBT   2   Climb   MaxTakdoff   1 000     DC1040 DEFAUBT   3   Acceleral axTakdoff   2 050   181     DC1040 DEFAUBT   4   Acceleral axTakdoff   1 538   196     DC1040 DEFAUBT   5   Acceleral axClinter   1 000   211     DC1040 DEFAUBT   6   Climb   MaxClinztero   3 000     DC1040 DEFAUBT   7   Acceleral axClinztero   1 000   250   DC1040 DEFAUBT   8   Climb   MaxClinztero   5 500   DC1040 DEFAUBT   9   Climb   MaxClinztero   7 500   DC1040 DEFAUBT   9   Climb   MaxClinztero   7 500   DC1040 DEFAUBT   10   Climb   MaxClinztero   10 000   DC1040 DEFAUBT   10   Climb   MaxClinztero   10 000   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff     Takeoff   MaxTakdoff     DC1040 DEFAUBT   1   Takeoff   MaxTakdoff     DC1040 DEFAUBT   1   Takeoff   MaxTakdoff     DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   MaxTakdoff   DC1040 DEFAUBT   1   Takeoff   DC1040 DEFAUBT	DC1040DEFAUE	2T	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
DC1040DEFAUBT   1   Takeoff MaxTakdoff   1 000	DC1040DEFAUE	2Т	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
DC1040 DEFAUBT   2   Climb   MaxTakdofff   1 000     DC1040 DEFAUBT   3   Accelerate axTakdofff   2 050   181     DC1040 DEFAUBT   4   Accelerate axTakdofff   1 538   196     DC1040 DEFAUBT   5   Accelerate axClimits	DC1040DEFAUE	2T	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
DC1040DEFAUBT         3         Acceleral axTake off         2 050         181           DC1040DEFAUBT         4         Acceleral axTake off         1 538         196           DC1040DEFAUBT         5         Acceleral axCliniant         1 000         211           DC1040DEFAUBT         6         Climb         MaxCliniant         0 000         250           DC1040DEFAUBT         7         Acceleral axCliniant         0 5 500         0 000         250           DC1040DEFAUBT         8         Climb         MaxCliniant         7 500         0 000         0 000           DC1040DEFAUBT         10         Climb         MaxCliniant         10 000         0 000         0 000           DC1040DEFAUBT         1         Takeoff         MaxTakeloff         10 000         0 000         0 000         0 000	DC1040DEFAUE	3T	1	Takeoff	MaxTak	doff			
DC1040DEFAUBT         4         Acceleral axTake off         1 538 196           DC1040DEFAUBT         5         Acceleral axCliniant         1 000 211           DC1040DEFAUBT         6         Climb         MaxCliniant         3 000           DC1040DEFAUBT         7         Acceleral axCliniant         1 000 250           DC1040DEFAUBT         8         Climb         MaxCliniant         5 500           DC1040DEFAUBT         9         Climb         MaxCliniant         7 500           DC1040DEFAUBT         10         Climb         MaxCliniant         10 000           DC1040DEFAUBT         1         Takeoff         MaxTakeoff	DC1040DEFAUE	<b>3</b> T	2	Climb	MaxTak	doff	1 000		
DC1040DEFAUBT         5         Acceleral axClinis NT         1 000         211           DC1040DEFAUBT         6         Climb         MaxClinis ERO         3 000           DC1040DEFAUBT         7         Acceleral axClinis ERO         1 000         250           DC1040DEFAUBT         8         Climb         MaxClinis ERO         5 500           DC1040DEFAUBT         9         Climb         MaxClinis ERO         7 500           DC1040DEFAUBT         10         Climb         MaxClinis ERO         10 000           DC1040DEFAUBT         1         Takeoff         MaxTakeoff	DC1040DEFAUE	3Т	3	Acceler	a <b>M</b> axTak	doff		2 050	181
DC1040DEFAUBT         6         Climb         MaxClinztero         3 000           DC1040DEFAUBT         7         AccelerateaxClinztero         1 000         250           DC1040DEFAUBT         8         Climb         MaxClinztero         5 500           DC1040DEFAUBT         9         Climb         MaxClinztero         7 500           DC1040DEFAUBT         10         Climb         MaxClinztero         10 000           DC1040DEFAUBT         1         Takeoff         MaxTaketoff	DC1040DEFAUE	3T	4	Acceler	a <b>M</b> axTak	<b>E</b> off		1 538	196
DC1040DEFAUBT         7         Acceleral axClinitero         1 000         250           DC1040DEFAUBT         8         Climb         MaxClinitero         5 500           DC1040DEFAUBT         9         Climb         MaxClinitero         7 500           DC1040DEFAUBT         10         Climb         MaxClinitero         10 000           DC1040DEFAUBT         1         Takeoff         MaxTakeoff	DC1040DEFAUE	3Т	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> T		1 000	211
DC1040DEFAUBT         8         Climb         MaxClinzterO         5 500           DC1040DEFAUBT         9         Climb         MaxClinzterO         7 500           DC1040DEFAUBT         10         Climb         MaxClinzterO         10 000           DC1040DEFAUBT         1         Takeoff         MaxTaketoff	DC1040DEFAUE	3Т	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC1040DEFAUBT 9 Climb MaxClinZERO 7 500  DC1040DEFAUBT 10 Climb MaxClinZERO 10 000  DC1040DEFAUBT 1 Takeoff MaxTakeoff	DC1040DEFAUE	3Т	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC1040 DEFAUBT 10 Climb MaxClinZERO 10 000  DC1040 DEFAUBT 1 Takeoff MaxTakeoff	DC1040 DEFAUE	3T	8	Climb	MaxCli	n <b>z</b> lERO	5 500		
DC1040DEFAUИГ 1 Takeoff MaxTaketoff	DC1040 DEFAUE	3T	9	Climb	MaxCli	n <b>z</b> lERO	7 500		
	DC1040 DEFAUE	3T	10	Climb	MaxCli	n <b>z</b> lERO	10 000		
DC1040 DEFAUMT 2 Climb MaxTaketoff 1 000	DC1040 DEFAUE	<b>4</b> T	1	Takeoff	MaxTak	doff			
	DC1040DEFAUE	<b>4</b> T	2	Climb	MaxTak	doff	1 000		

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DC1040DEFAU	MT TH	3	Acceler	a <b>M</b> axTak	edoff		1 859	187
DC1040DEFAU	TAL.	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 395	202
DC1040DEFAU	<b>M</b> T	5	Acceler	a <b>M</b> axCli	n <b>ilN</b> T		1 000	217
DC1040DEFAU	TAL.	6	Climb	MaxCli	n <b>z</b> tERO	3 000		
DC1040DEFAU	ИТ	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC1040DEFAU	ИТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC1040DEFAU	ИT	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC1040DEFAU	ИТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC1040DEFAU	<b>15</b> T	1	Takeoff	MaxTak	edoff			
DC1040DEFAU	<b>15</b> T	2	Climb	MaxTak	celosff	1 000		
DC1040DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	celosff		1 639	195
DC1040DEFAU	<b>15</b> T	4	Acceler	a <b>lv4</b> axTak	e <b>c</b> off		1 229	210
DC1040DEFAU	<b>15</b> T	5	Acceler	a <b>M</b> axCli	n <b>hly</b> T		1 000	225
DC1040DEFAU	<b>15</b> T	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
DC1040DEFAU	<b>15</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
DC1040DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC1040DEFAU	<b>15</b> T	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
DC1040DEFAU	<b>15</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC1040DEFAU	<b>16</b> T	1	Takeoff	MaxTak	celosff			
DC1040DEFAU	<b>16</b> T	2	Climb	MaxTak	celosff	1 000		
DC1040DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 436	203
DC1040DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 077	218
DC1040DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	n <b>hN</b> T		1 000	233
DC1040DEFAU	<b>16</b> T	6	Climb	MaxCli	n <b>a</b> lero	3 000		
DC1040DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	n <b>a</b> lero		1 000	250
DC1040DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>a</b> lero	5 500		
DC1040DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>a</b> lero	7 500		
DC1040DEFAU	<b>16</b> T	10	Climb	MaxCli	n <b>a</b> lero	10 000		
DC1040DEFAU	IZΓ	1	Takeoff	MaxTak	e <b>do</b> ff			
DC1040DEFAU	IZΓ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC1040DEFAU	IZΓ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 170	211
DC1040DEFAU	ТΓ	4	Acceler	a <b>M</b> axTak	€off		878	226
DC1040DEFAU	ПΓ	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		800	241
DC1040DEFAU	ТΓ	6	Climb	MaxCli	n <b>z</b> leRO	3 000		

DC1040 DEFAU IIT   8   Climb   MaxClinidero   5 500   DC1040 DEFAU IIT   9   Climb   MaxClinidero   7 500   DC1040 DEFAU IIT   10   Climb   MaxClinidero   10 000   DC3   DEFAU IIT   2   Climb   MaxClinidero   3 000   DC3   DEFAU IIT   3   Climb   MaxClinidero   3 000   DC3   DEFAU IIT   4   Acceleral adaxClinidero   5 500   DC3   DEFAU IIT   5   Climb   MaxClinidero   5 500   DC3   DEFAU IIT   6   Climb   MaxClinidero   7 500   DC3   DEFAU IIT   7   Climb   MaxClinidero   7 500   DC3   DEFAU IIT   7   Climb   MaxClinidero   10 000   DC3   DEFAU IIT   7   Climb   MaxClinidero   10 000   DC3   DEFAU IIT   2   Climb   MaxClinidero   3 000   DC3   DEFAU IIT   2   Climb   MaxClinidero   3 000   DC3   DEFAU IIT   3   Climb   MaxClinidero   3 000   DC3   DEFAU IIT   3   Climb   MaxClinidero   3 000   DC3   DEFAU IIT   4   Acceleral adaxClinidero   5 500   DC3   DEFAU IIT   5   Climb   MaxClinidero   5 500   DC3   DEFAU IIT   6   Climb   MaxClinidero   5 500   DC3   DEFAU IIT   6   Climb   MaxClinidero   7 500   DC3   DEFAU IIT   6   Climb   MaxClinidero   7 500   DC3   DEFAU IIT   7   Climb   MaxClinidero   7 500   DC3   DEFAU IIT   2   Climb   MaxClinidero   3 000   DC3   DEFAU IIT   2   Climb   MaxClinidero   3 000   DC3   DEFAU IIT   2   Climb   MaxClinidero   3 000   DC3   DEFAU IIT   3   Climb   MaxClinidero   7 500   DC3   DEFAU IIT   4   Acceleral adaxClinidero   7 500   DC3   DEFAU IIT   5   Climb   MaxClinidero   7 500   DC3   DEFAU IIT   4   Acceleral adaxClinidero   7 500   DC3   DEFAU IIT   5   Climb   MaxClinidero   7 500   DC3   DEFAU IIT   6   Climb   MaxClinidero   7 500   DC3   DEFAU IIT   1   Takeoff   MaxTak & COFF   10 000   DC3   DEFAU IIT   1   Takeoff   MaxTak & COFF   10 000   DC6   DEFAU IIT   1   Takeoff   MaxTak & COFF   10 000   DC6   DEFAU IIT   1   Takeoff   MaxTak & COFF   10 000   DC6   DEFAU IIT   1   Takeoff   MaxTak & COFF   10 000   DC6   DEFAU IIT   1   Takeoff   MaxTak & COFF   10 000   DC7   DC7						1	1			
DC1040  DEFAUIT   9   Climb   MaxClindero   7 500   DC1040  DEFAUIT   10   Climb   MaxClindero   10 000   DC3   DEFAUIT   1   Takeoff   MaxTak & 00				7	Acceler				800	250
DC1040  DEFAUIT   10   Climb   MaxClinidero   10 000       DC3   DEFAUIT   2   Climb   MaxTak & 00   400       DC3   DEFAUIT   3   Climb   MaxClinidero   3 000       DC3   DEFAUIT   4   Acceleral & Acceleral	DC1040	DEFAU	<b>17</b> Γ	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
DC3	DC1040	DEFAU	<b>I</b> ZT	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC3   DEFAUIIT   2   Climb   MaxTak&&&F   400     DC3   DEFAUIIT   3   Climb   MaxClinderO   3 000     DC3   DEFAUIIT   4   AcceleralMaxClinderO   1 000   126     DC3   DEFAUIIT   5   Climb   MaxClinderO   5 500     DC3   DEFAUIIT   7   Climb   MaxClinderO   7 500     DC3   DEFAUIIT   7   Climb   MaxClinderO   7 500     DC3   DEFAUIIT   7   Climb   MaxTak&&&F     DC3   DEFAUIIT   2   Climb   MaxTak&&&F     DC3   DEFAUIT   3   Climb   MaxClinderO   3 000     DC3   DEFAUIT   3   Climb   MaxClinderO   3 000     DC3   DEFAUIT   5   Climb   MaxClinderO   5 500     DC3   DEFAUIT   5   Climb   MaxClinderO   5 500     DC3   DEFAUIT   6   Climb   MaxClinderO   7 500     DC3   DEFAUIT   7   Climb   MaxClinderO   7 500     DC3   DEFAUIT   7   Climb   MaxClinderO   10 000     DC3   DEFAUIT   1   Takeoff   MaxTak&&&F     DC3   DEFAUIT   2   Climb   MaxTak&&&F     DC3   DEFAUIT   3   Climb   MaxClinderO   400     DC3   DEFAUIT   3   Climb   MaxClinderO   400     DC3   DEFAUIT   4   AcceleralMaxClinderO   633   134     DC3   DEFAUIT   5   Climb   MaxClinderO   7 500     DC3   DEFAUIT   5   Climb   MaxClinderO   7 500     DC3   DEFAUIT   6   Climb   MaxClinderO   7 500     DC3   DEFAUIT   7   Takeoff   MaxTak&&OF   7 500     DC3   DEFAUIT   1   Takeoff   MaxClinderO   7 500     DC3   DEFAUIT   1   Takeoff   MaxClinderO   10 000     DC4   DEFAUIT   1   Takeoff   MaxTak&&OF   10 000     DC6   DEFAUIIT   1   Takeoff   MaxTak&&OF   10 000     DC6   DEFAUIIT   1   Takeoff   MaxTak&&OF   10 000     DC7   DEFAUIIT   1   Takeoff   MaxTak&&OF   10 000     DC8   DEFAUIIT   1   Takeoff   MaxTak&&OF   10 000     DC9	DC1040	DEFAU	<b>1</b> 7Γ	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
DC3   DEFAUIIT   3   Climb   MaxClinatero   3 000     DC3   DEFAUIIT   4   Accelerateractic   1 000   126     DC3   DEFAUIIT   5   Climb   MaxClinatero   5 500     DC3   DEFAUIIT   6   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   7   Climb   MaxClinatero   10 000     DC3   DEFAUIIT   1   Takeoff   MaxTaketoff     DC3   DEFAUIIT   2   Climb   MaxClinatero   400     DC3   DEFAUIIT   3   Climb   MaxClinatero   800   130     DC3   DEFAUIIT   5   Climb   MaxClinatero   800   130     DC3   DEFAUIIT   5   Climb   MaxClinatero   5 500     DC3   DEFAUIIT   6   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   7   Climb   MaxClinatero   10 000     DC3   DEFAUIIT   7   Climb   MaxClinatero   10 000     DC3   DEFAUIIT   1   Takeoff   MaxTaketoff   400     DC3   DEFAUIIT   2   Climb   MaxClinatero   3 000     DC3   DEFAUIIT   3   Climb   MaxClinatero   633   134     DC3   DEFAUIIT   5   Climb   MaxClinatero   633   134     DC3   DEFAUIIT   5   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   5   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   5   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   6   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   7   Takeoff   MaxClinatero   10 000     DC3   DEFAUIIT   1   Takeoff   MaxClinatero   10 000     DC4   DEFAUIIT   1   Takeoff   MaxClinatero   10 000     DC5   DEFAUIIT   1   Takeoff   MaxClinatero   10 000     DC6   DEFAUIIT   1   Takeoff   MaxClinatero   10 000     DC7   DEFAUIIT   1   Takeoff   MaxClinatero   10 000     DC8   DEFAUIIT   1   Takeoff   MaxClinatero   10 000     DC9	DC3	DEFAU	ПТ	1	Takeoff	MaxTak	eEcOOf			
DC3   DEFAUIIT   4   Acceleral axClinatero   1 000   126     DC3   DEFAUIIT   5   Climb   MaxClinatero   5 500     DC3   DEFAUIIT   6   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   7   Climb   MaxClinatero   10 000     DC3   DEFAUIIT   1   Takeoff   MaxTaketoff     DC3   DEFAUIIT   2   Climb   MaxClinatero   3 000     DC3   DEFAUIIT   3   Climb   MaxClinatero   3 000     DC3   DEFAUIIT   4   Acceleral axClinatero   5 500     DC3   DEFAUIIT   5   Climb   MaxClinatero   5 500     DC3   DEFAUIIT   6   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   7   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   1   Takeoff   MaxTaketoff     DC3   DEFAUIIT   2   Climb   MaxClinatero   3 000     DC3   DEFAUIIT   2   Climb   MaxTaketoff   400     DC3   DEFAUIIT   3   Climb   MaxClinatero   3 000     DC3   DEFAUIIT   4   Acceleral axClinatero   6 33   134     DC3   DEFAUIIT   5   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   6   Climb   MaxClinatero   7 500     DC3   DEFAUIIT   7   Takeoff   MaxClinatero   7 500     DC3   DEFAUIIT   1   Takeoff   MaxClinatero   10 000     DC4   DEFAUIIT   1   Takeoff   MaxClinatero   10 000     DC6   DEFAUIIT   1   Takeoff   MaxTaketoff   10 000     DC6   DEFAUIIT   1   Takeoff   MaxTaketoff   10 000     DC7   DEFAUIIT   1   Takeoff   MaxTaketoff   10 000     DC8   DEFAUIIT   1   Takeoff   MaxTaketoff   10 000     DC9   DC	DC3	DEFAU	ШΤ	2	Climb	MaxTak	eEcOOF	400		
DC3	DC3	DEFAU	ШТ	3	Climb	MaxCli	n <b>a</b> tero	3 000		
DC3   DEFAUIIT   6   Climb   MaxClinztero   7 500     DC3   DEFAUIIT   7   Climb   MaxClinztero   10 000     DC3   DEFAUIIT   1   Takeoff   MaxTak&&ff   400     DC3   DEFAUIIT   2   Climb   MaxClinztero   3 000     DC3   DEFAUIIT   3   Climb   MaxClinztero   3 000     DC3   DEFAUIIT   4   Acceleratero   Acceleratero   800   130     DC3   DEFAUIIT   5   Climb   MaxClinztero   5 500     DC3   DEFAUIIT   6   Climb   MaxClinztero   7 500     DC3   DEFAUIIT   7   Climb   MaxClinztero   10 000     DC3   DEFAUIIT   1   Takeoff   MaxTak&&ff   400     DC3   DEFAUIIT   2   Climb   MaxClinztero   3 000     DC3   DEFAUIIT   3   Climb   MaxClinztero   3 000     DC3   DEFAUIIT   3   Climb   MaxClinztero   3 000     DC3   DEFAUIIT   5   Climb   MaxClinztero   7 500     DC3   DEFAUIIT   5   Climb   MaxClinztero   7 500     DC3   DEFAUIIT   5   Climb   MaxClinztero   7 500     DC3   DEFAUIIT   6   Climb   MaxClinztero   10 000     DC4   DEFAUIIT   1   Takeoff   MaxTak&&ff   10 000     DC6   DEFAUIIT   1   Takeoff   MaxTak&&ff   10 000     DC7   DC8   DEFAUIIT   1   Takeoff   MaxTak&&ff   10 000     DC8   DEFAUIIT   1   Takeoff   MaxTak&&ff   10 000     DC9	DC3	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	126
DC3   DEFAUET   1   Takeoff   MaxClinztero   10 000     DC3   DEFAUET   2   Climb   MaxTaketoff   400     DC3   DEFAUET   3   Climb   MaxClinztero   3 000     DC3   DEFAUET   4   Acceleratera   Accel	DC3	DEFAU	ШТ	5	Climb	MaxCli	n <b>z</b> tERO	5 500		
DC3         DEFAUET         1         Takeoff MaxTaketor           DC3         DEFAUET         2         Climb MaxClinzterO         400           DC3         DEFAUET         3         Climb MaxClinzterO         800         130           DC3         DEFAUET         4         Accelerateraterateratero         5 500         800         130           DC3         DEFAUET         5         Climb MaxClinzterO         5 500         5 500           DC3         DEFAUET         6         Climb MaxClinzterO         7 500         5 500           DC3         DEFAUET         7         Climb MaxClinzterO         10 000         10 000           DC3         DEFAUET         2         Climb MaxClinzterO         400         10 000           DC3         DEFAUET         3         Climb MaxClinzterO         633         134           DC3         DEFAUET         4         Accelerateraterateratero         7 500         633         134           DC3         DEFAUET         5         Climb MaxClinzterO         7 500         633         134           DC3         DEFAUET         6         Climb MaxClinzterO         7 500         633         134           DC3	DC3	DEFAU	ШТ	6	Climb	MaxCli	m <b>Z</b> BERO	7 500		
DC3   DEFAUET   2   Climb   MaxTakeROF   400     DC3   DEFAUET   3   Climb   MaxClinZERO   3 000     DC3   DEFAUET   4   AcceleraMaxClinZERO   800   130     DC3   DEFAUET   5   Climb   MaxClinZERO   5 500     DC3   DEFAUET   6   Climb   MaxClinZERO   7 500     DC3   DEFAUET   7   Climb   MaxClinZERO   10 000     DC3   DEFAUET   1   Takeoff   MaxTakeROF   400     DC3   DEFAUET   2   Climb   MaxClinZERO   3 000     DC3   DEFAUET   3   Climb   MaxClinZERO   3 000     DC3   DEFAUET   4   AcceleraMaxClinZERO   633   134     DC3   DEFAUET   5   Climb   MaxClinZERO   7 500     DC3   DEFAUET   5   Climb   MaxClinZERO   7 500     DC3   DEFAUET   6   Climb   MaxClinZERO   10 000     DC4   DEFAUET   1   Takeoff   MaxTakeROFf	DC3	DEFAU	ШТ	7	Climb	MaxCli	n <b>z</b> tERO	10 000		
DC3   DEFAUET   3   Climb   MaxClinztero   3 000     DC3   DEFAUET   4   AccelerateaxClinztero   800   130     DC3   DEFAUET   5   Climb   MaxClinztero   5 500     DC3   DEFAUET   6   Climb   MaxClinztero   7 500     DC3   DEFAUET   7   Climb   MaxClinztero   10 000     DC3   DEFAUET   1   Takeoff   MaxTaketoff     DC3   DEFAUET   2   Climb   MaxTaketoff   400     DC3   DEFAUET   3   Climb   MaxClinztero   3 000     DC3   DEFAUET   4   AccelerateaxClinztero   633   134     DC3   DEFAUET   5   Climb   MaxClinztero   7 500     DC3   DEFAUET   6   Climb   MaxClinztero   7 500     DC3   DEFAUET   6   Climb   MaxClinztero   10 000     DC4   DEFAUET   1   Takeoff   MaxTaketoff	DC3	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	eEcOF			
DC3   DEFAUET   4   Accelerate axClinatero   800   130     DC3   DEFAUET   5   Climb   MaxClinatero   5 500     DC3   DEFAUET   6   Climb   MaxClinatero   7 500     DC3   DEFAUET   7   Climb   MaxClinatero   10 000     DC3   DEFAUET   1   Takeoff   MaxTaketoff     DC3   DEFAUET   2   Climb   MaxTaketoff   400     DC3   DEFAUET   3   Climb   MaxClinatero   3 000     DC3   DEFAUET   4   Accelerate axClinatero   633   134     DC3   DEFAUET   5   Climb   MaxClinatero   7 500     DC3   DEFAUET   6   Climb   MaxClinatero   7 500     DC3   DEFAUET   6   Climb   MaxClinatero   10 000     DC6   DEFAUET   1   Takeoff   MaxTaketoff	DC3	DEFAU	<b>2</b> T	2	Climb	MaxTak	eEcOf	400		
DC3         DEFAUET         5         Climb         MaxClinztero         5 500           DC3         DEFAUET         6         Climb         MaxClinztero         7 500           DC3         DEFAUET         7         Climb         MaxClinztero         10 000           DC3         DEFAUET         1         Takeoff         MaxTaketoff           DC3         DEFAUET         2         Climb         MaxClinztero         3 000           DC3         DEFAUET         3         Climb         MaxClinztero         633         134           DC3         DEFAUET         5         Climb         MaxClinztero         7 500           DC3         DEFAUET         5         Climb         MaxClinztero         10 000           DC3         DEFAUET         6         Climb         MaxClinztero         10 000           DC3         DEFAUET         6         Climb         MaxClinztero         10 000           DC6         DEFAUET         1         Takeoff         MaxTaketoff	DC3	DEFAU	<b>12</b> T	3	Climb	MaxCli	m <b>Z</b> ERO	3 000		
DC3         DEFAUET         6         Climb         MaxClinzero         7 500           DC3         DEFAUET         7         Climb         MaxClinzero         10 000           DC3         DEFAUET         1         Takeoff MaxTaketoff         400           DC3         DEFAUET         2         Climb         MaxClinzero         3 000           DC3         DEFAUET         3         Climb         MaxClinzero         633         134           DC3         DEFAUET         5         Climb         MaxClinzero         7 500           DC3         DEFAUET         6         Climb         MaxClinzero         10 000           DC3         DEFAUET         6         Climb         MaxClinzero         10 000           DC4         DEFAUET         1         Takeoff MaxTaketoff         10 000	DC3	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		800	130
DC3         DEFAUET         7         Climb         MaxClinzterO         10 000           DC3         DEFAUBT         1         Takeoff MaxTaketoff         400           DC3         DEFAUBT         2         Climb         MaxClinzterO         3 000           DC3         DEFAUBT         3         Climb         MaxClinzterO         633         134           DC3         DEFAUBT         4         AccelerateaxClinzterO         7 500         633         134           DC3         DEFAUBT         5         Climb         MaxClinzterO         7 500         000           DC3         DEFAUBT         6         Climb         MaxClinzterO         10 000         000           DC6         DEFAUIT         1         Takeoff MaxTaketoff         10 000         000	DC3	DEFAU	<b>12</b> T	5	Climb	MaxCli	m <b>Z</b> BERO	5 500		
DC3         DEFAUBT         1         Takeoff MaxTaketoff         400           DC3         DEFAUBT         2         Climb         MaxTaketoff         400           DC3         DEFAUBT         3         Climb         MaxClinztero         3 000           DC3         DEFAUBT         4         AccelerateaxClinztero         633         134           DC3         DEFAUBT         5         Climb         MaxClinztero         7 500           DC3         DEFAUBT         6         Climb         MaxClinztero         10 000           DC6         DEFAUIT         1         Takeoff         MaxTaketoff	DC3	DEFAU	<b>12</b> T	6	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC3         DEFAUBT         2         Climb         MaxTaketoff         400           DC3         DEFAUBT         3         Climb         MaxClinzterO         3 000           DC3         DEFAUBT         4         Accelerateraction accelerateraction accelerateracter         633         134           DC3         DEFAUBT         5         Climb         MaxClinzterO         7 500           DC3         DEFAUBT         6         Climb         MaxClinzterO         10 000           DC6         DEFAUIT         1         Takeoff         MaxTaketoff	DC3	DEFAU	<b>12</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
DC3         DEFAUBT         3         Climb         MaxClinatero         3 000           DC3         DEFAUBT         4         AccelerateaxClinatero         633         134           DC3         DEFAUBT         5         Climb         MaxClinatero         7 500           DC3         DEFAUBT         6         Climb         MaxClinatero         10 000           DC6         DEFAUIT         1         Takeoff         MaxTaketoff	DC3	DEFAU	BL	1	Takeoff	MaxTak	eEcOf			
DC3 DEFAUBT 4 AcceleraMaxClinAERO 633 134  DC3 DEFAUBT 5 Climb MaxClinAERO 7 500  DC3 DEFAUBT 6 Climb MaxClinAERO 10 000  DC6 DEFAUIT 1 Takeoff MaxTakeoff	DC3	DEFAU	BL	2	Climb	MaxTak	eEcOF	400		
DC3 DEFAUBT 5 Climb MaxClinAERO 7 500  DC3 DEFAUBT 6 Climb MaxClinAERO 10 000  DC6 DEFAUIT 1 Takeoff MaxTakeOff	DC3	DEFAU	BL	3	Climb	MaxCli	m <b>Z</b> BERO	3 000		
DC3 DEFAUBT 6 Climb MaxClinZtERO 10 000  DC6 DEFAUILT 1 Takeoff MaxTakettff	DC3	DEFAU	BL	4	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		633	134
DC6 DEFAUIIT 1 Takeoff MaxTakettff	DC3	DEFAU	BL	5	Climb	MaxCli	n <b>z</b> tERO	7 500		
	DC3	DEFAU	BL	6	Climb	MaxCli	n <b>z</b> tERO	10 000		
	DC6	DEFAU	ШΤ	1	Takeoff	MaxTak	eEcOF			
DC6 DEFAUIIT 2 Climb MaxTaketot 1500	DC6	DEFAU	ШТ	2	Climb	MaxTak	eEcOF	1 500		
DC6 DEFAUILT 3 AcceleralMaxTakeCOF 818 135	DC6	DEFAU	ШΤ	3	Acceler	a <b>M</b> axTak	eEcOF		818	135
DC6 DEFAUILT 4 Climb MaxClin2teRO 3 000	DC6	DEFAU	ШТ	4	Climb	MaxCli	n <b>a</b> tero	3 000		
DC6 DEFAUILT 5 Climb MaxClinateRO 5 500	DC6	DEFAU	ШТ	5	Climb	MaxCli	n <b>a</b> tero	5 500		
DC6 DEFAUILT 6 Climb MaxClinzteRO 7 500	DC6	DEFAU	ШТ	6	Climb	MaxCli	n <b>Z</b> ERO	7 500		
DC6 DEFAULT 7 Climb MaxClinateRO 10 000	DC6	DEFAU	ПТ	7	Climb	MaxCli	m <b>Z</b> ERO	10 000		
DC6 DEFAUIZT 1 Takeoff MaxTaketOff	DC6	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	eToOf			
DC6 DEFAUET 2 Climb MaxTaketoff 1 500	DC6	DEFAU	<b>2</b> T	2	Climb	MaxTak	eTcOff	1 500		
DC6 DEFAUET 3 Accelerate ax Take COFF 643 143	DC6	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	eToOF		643	143

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DC6	DEFAU	pг	4	Climb	MaxCli	~ÆD∩	3 000		
$\frac{DC6}{DC6}$	DEFAU		5	Climb	MaxCli		5 500		
			_		MaxCli				
$\frac{DC6}{DC6}$	DEFAU		6	Climb			7 500		
DC6	DEFAU		7	Climb	MaxCli		10 000		
DC6	DEFAU		1		MaxTak				
DC6	DEFAU		2	Climb	MaxTak		1 500		
DC6	DEFAU		3		a <b>M</b> axTak			498	149
DC6	DEFAU	BT	4	Climb	MaxCli	n <b>a</b> tero	3 000		
DC6	DEFAU	BL	5	Climb	MaxCli	m <b>Z</b> ERO	5 500		
DC6	DEFAU	BT	6	Climb	MaxCli	n <b>z</b> HERO	7 500		
DC6	DEFAU	BL	7	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC850	DEFAU	ШТ	1	Takeoff	MaxTak	e <b>do</b> ff			
DC850	DEFAU	ШТ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC850	DEFAU	ШΤ	3	Acceler	a <b>M</b> axTak	celosff		2 205	149
DC850	DEFAU	ШΤ	4	Acceler	a <b>M</b> axTak	doff.		1 654	169
DC850	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>liN</b> T		1 000	189
DC850	DEFAU	ШТ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC850	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC850	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC850	DEFAU	ШТ	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC850	DEFAU	ПТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC850	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	elosff			
DC850	DEFAU	<b>12</b> T	2	Climb	MaxTak	elosff	1 000		
DC850	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	elosff		2 089	153
DC850	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axTak	eddff		1 567	173
DC850	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>iiN</b> T		1 000	193
DC850	DEFAU	<b>12</b> T	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
DC850	DEFAU	<b>12</b> T	7		a <b>M</b> axCli			1 000	250
DC850	DEFAU		8	Climb	MaxCli		5 500		
DC850	DEFAU		9	Climb	MaxCli		7 500		
DC850	DEFAU		10	Climb	MaxCli		10 000		
DC850	DEFAU		1		MaxTak				
DC850	DEFAU		2	Climb	MaxTak		1 000		
DC850	DEFAU		3		alled ax Tak		1 000	1 930	158
	DLIAU	D1	J	11000101	uwan 1 ar	QUII		1 /30	130

DC850   DEFAU BT   S   Accelerable ACINITOR   1 000   198										
DC850   DEFAU BT   6   Climb   MaxCliniter   0   1 000   250   DC850   DEFAU BT   7   Accelerable   1 000   250   DC850   DEFAU BT   9   Climb   MaxCliniter   0   1 000   DC850   DEFAU BT   10   Climb   MaxCliniter   0   1 000   DC850   DEFAU BT   1   Takeoff   MaxTak doff   1 000   DC850   DEFAU BT   2   Climb   MaxTak doff   1 000   DC850   DEFAU BT   3   Accelerable   Acce	DC850	DEFAU	BL	4	Acceler	a <b>M</b> axTak	teoff.		1 448	178
DC850   DEFAU BT	DC850	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>hib</b> iT		1 000	198
DC850   DEFAUBT   S   Climb   MaxClinterro   5 500	DC850	DEFAU	BL	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC850   DEFAUBT   10   Climb   MaxClinterro   7 500	DC850	DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250
DC850   DEFAUIT   10   Climb   MaxClinder   10 000	DC850	DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC850   DEFAUHT   1   Takeoff   MaxTak doff   1 000	DC850	DEFAU	BL	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
DC850   DEFAUET   2   Climb   MaxTakdoff   1 000     1 743   165	DC850	DEFAU	BL	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC850   DEFAUET   3   Acceleral MaxTak doff   1 743   165	DC850	DEFAU	ИТ	1	Takeoff	MaxTak	e <b>do</b> ff			
DC850   DEFAULIT   4   AcceleralMaxTakdoff   1 308   185     DC850   DEFAULIT   5   AcceleralMaxClinibIT   1 000   205     DC850   DEFAULIT   7   AcceleralMaxClinibERO   3 000     DC850   DEFAULIT   7   AcceleralMaxClinibERO   1 000   250     DC850   DEFAULIT   8   Climb   MaxClinibERO   5 500     DC850   DEFAULIT   9   Climb   MaxClinibERO   7 500     DC850   DEFAULIT   10   Climb   MaxClinibERO   1 000     DC850   DEFAULIT   1   Takeoff   MaxTakdoff   1 000     DC850   DEFAULIT   2   Climb   MaxTakdoff   1 000     DC850   DEFAULIT   3   AcceleralMaxTakdoff   1 1541   173     DC850   DEFAULIT   4   AcceleralMaxTakdoff   1 156   193     DC850   DEFAULIT   5   AcceleralMaxClinibIT   1 000   213     DC850   DEFAULIT   6   Climb   MaxClinibERO   3 000     DC850   DEFAULIT   7   AcceleralMaxClinibERO   3 000     DC850   DEFAULIT   8   Climb   MaxClinibERO   5 500     DC850   DEFAULIT   9   Climb   MaxClinibERO   7 500     DC850   DEFAULIT   10   Climb   MaxClinibERO   7 500     DC850   DEFAULIT   10   Climb   MaxClinibERO   1 000     DC850   DEFAULIT   1   Takeoff   MaxTakdoff   1 000     DC850   DEFAULIT   2   Climb   MaxTakdoff   1 000     DC850   DEFAULIT   3   AcceleralMaxTakdoff   1 000     DC850   DEFAULIT   5   AcceleralMaxClinibIT   1 000     DC850   DEFAULIT   5   AcceleralMaxClinibIT   1 000     DC850   DEFAULIT   6   Climb   MaxClinibIT   1 000	DC850	DEFAU	ИТ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC850   DEFAULIT   5   Acceleral A	DC850	DEFAU	ИТ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 743	165
DC850   DEFAU LT   6   Climb   MaxClinitero   3 000	DC850	DEFAU	ИТ	4	Acceler	a <b>M</b> axTak	ddff		1 308	185
DC850   DEFAURT   7   Acceleral acclinatero   1 000   250	DC850	DEFAU	ИТ	5	Acceler	a <b>M</b> axCli	nMT		1 000	205
DC850   DEFAUHT   8   Climb   MaxClinatero   5 500	DC850	DEFAU	ИT	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC850   DEFAULT   9   Climb   MaxClinitero   7 500	DC850	DEFAU	ИТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC850   DEFAUET   10   Climb   MaxClinidero   10 000	DC850	DEFAU	ИТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC850   DEFAUIST   1   Takeoff   MaxTakeloff   1 000	DC850	DEFAU	ИТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC850   DEFAUIST   2   Climb   MaxTakelofff   1 000	DC850	DEFAU	ИТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC850   DEFAUIST   3   Acceleral dax Takel of St   1 541   173	DC850	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	celosff			
DC850   DEFAU IST   4   Acceleral AxTak doff   1 156 193	DC850	DEFAU	<b>15</b> T	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC850   DEFAUIST   5   Acceleral axClimit NT   1 000   213	DC850	DEFAU	<b>15</b> T	3	Acceler	a <b>lv4</b> axTak	edoff		1 541	173
DC850   DEFAUIST   6   Climb   MaxClinZterO   3 000       DC850   DEFAUIST   7   Accelerate axClinZterO   1 000   250     DC850   DEFAUIST   8   Climb   MaxClinZterO   5 500     DC850   DEFAUIST   9   Climb   MaxClinZterO   7 500     DC850   DEFAUIST   10   Climb   MaxClinZterO   10 000     DC850   DEFAUIST   1   Takeoff   MaxTakdofff     DC850   DEFAUIST   2   Climb   MaxTakdofff   1 000     DC850   DEFAUIST   3   Accelerate axTakdofff   1 397   180     DC850   DEFAUIST   4   Accelerate axTakdoff   1 048   200     DC850   DEFAUIST   5   Accelerate axClintotT   1 000   220     DC850   DEFAUIST   6   Climb   MaxClinZterO   3 000	DC850	DEFAU	151	4	Acceler	a <b>lv4</b> axTak	ddff		1 156	193
DC850         DEFAUIST         7         Acceleral axClinitero         1 000         250           DC850         DEFAUIST         8         Climb         MaxClinitero         5 500           DC850         DEFAUIST         9         Climb         MaxClinitero         7 500           DC850         DEFAUIST         10         Climb         MaxClinitero         10 000           DC850         DEFAUIST         1         Takeoff         MaxTakeoff           DC850         DEFAUIST         2         Climb         MaxTakeoff         1 000           DC850         DEFAUIST         3         Acceleral axTakeoff         1 397         180           DC850         DEFAUIST         4         Acceleral axTakeoff         1 048         200           DC850         DEFAUIST         5         Acceleral axCliniter         1 000         220           DC850         DEFAUIST         6         Climb         MaxClinitero         3 000         000	DC850	DEFAU	BT	5	Acceler	a <b>M</b> axCli	nMT		1 000	213
DC850         DEFAUIST         8         Climb         MaxClinZERO         5 500           DC850         DEFAUIST         9         Climb         MaxClinZERO         7 500           DC850         DEFAUIST         10         Climb         MaxClinZERO         10 000           DC850         DEFAUIST         1         Takeoff         MaxTakeoff         1 000           DC850         DEFAUIST         2         Climb         MaxTakeoff         1 397         180           DC850         DEFAUIST         3         Acceleral axTakeoff         1 048         200           DC850         DEFAUIST         5         Acceleral axClinINT         1 000         220           DC850         DEFAUIST         6         Climb         MaxClinZERO         3 000	DC850	DEFAU	BT	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC850         DEFAUIST         9         Climb         MaxClinZERO         7 500           DC850         DEFAUIST         10         Climb         MaxClinZERO         10 000           DC850         DEFAUIST         1         Takeoff         MaxTakeoff         1 000           DC850         DEFAUIST         2         Climb         MaxTakeoff         1 397         180           DC850         DEFAUIST         3         Acceleral axTakeoff         1 048         200           DC850         DEFAUIST         4         Acceleral axClinINT         1 000         220           DC850         DEFAUIST         6         Climb         MaxClinZERO         3 000	DC850	DEFAU	151	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 000	250
DC850         DEFAUIST         10         Climb         MaxClinZERO         10 000           DC850         DEFAUIST         1         Takeoff         MaxTakdoff         1000           DC850         DEFAUIST         2         Climb         MaxTakdoff         1 000           DC850         DEFAUIST         3         Acceleral axTakdoff         1 397         180           DC850         DEFAUIST         4         Acceleral axTakdoff         1 048         200           DC850         DEFAUIST         5         Acceleral axClinINT         1 000         220           DC850         DEFAUIST         6         Climb         MaxClinZERO         3 000	DC850	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC850         DEFAUIST         1         Takeoff MaxTakeoff         1         000	DC850	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC850         DEFAUIST         2         Climb         MaxTakdoff         1 000           DC850         DEFAUIST         3         Acceleral axTakdoff         1 397         180           DC850         DEFAUIST         4         Acceleral axTakdoff         1 048         200           DC850         DEFAUIST         5         Acceleral axClimit NT         1 000         220           DC850         DEFAUIST         6         Climb         MaxClimit ERO         3 000	DC850	DEFAU	<b>15</b> T	10	Climb	MaxCli	n <b>Z</b> BERO	10 000		
DC850         DEFAUIST         3         Acceleral axTaketoff         1 397         180           DC850         DEFAUIST         4         Acceleral axTaketoff         1 048         200           DC850         DEFAUIST         5         Acceleral axClinit NT         1 000         220           DC850         DEFAUIST         6         Climb         MaxClinit ERO         3 000	DC850	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	celosff			
DC850         DEFAUIST         4         Acceleral axTak et of f         1 048 200           DC850         DEFAUIST         5         Acceleral axClinit NT         1 000 220           DC850         DEFAUIST         6         Climb         MaxClinit ERO         3 000	DC850	DEFAU	<b>16</b> T	2	Climb	MaxTak	edoff	1 000		
DC850 DEFAUIST 5 Accelerate axClintiNT 1 000 220 DC850 DEFAUIST 6 Climb MaxClintiERO 3 000	DC850	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	celosff		1 397	180
DC850 DEFAUIST 6 Climb MaxCliniteRO 3 000	DC850	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	ddff		1 048	200
	DC850	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	n <b>hN</b> T		1 000	220
DC850 DEFAUIST 7 Acceleral axClin TERO 1 000 250	DC850	DEFAU	<b>16</b> T	6	Climb	MaxCli	n <b>Z</b> BERO	3 000		
	DC850	DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 000	250

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DC850	DEFAU	<b>16</b> T	8	Climb	MaxCli	m <b>Z</b> BERO	5 500			
DC850	DEFAU	<b>16</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	7 500			
DC850	DEFAU	<b>16</b> T	10	Climb	MaxCli	m <b>Z</b> ERO	10 000			
DC860	DEFAU	ШТ	1	Takeoff	MaxTak	d2ff				
DC860	DEFAU	ШТ	2	Climb	MaxTak	d2ff	1 000			
DC860	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	d2ff		2 055	160	
DC860	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	ædff		1 541	180	
DC860	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>il</b> NT		1 000	200	
DC860	DEFAU	ШТ	6	Climb	MaxCli	m <b>Z</b> ERO	3 000			
DC860	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
DC860	DEFAU	ШТ	8	Climb	MaxCli	n <b>a</b> tero	5 500			
DC860	DEFAU	ШТ	9	Climb	MaxCli	m <b>Z</b> ERO	7 500			
DC860	DEFAU	ШТ	10	Climb	MaxCli	n <b>a</b> tero	10 000			
DC860	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	doff				
DC860	DEFAU	<b>2</b> T	2	Climb	MaxTak	edo2ff	1 000			
DC860	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	doff		1 959	164	
DC860	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	ddff		1 470	184	
DC860	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>ib</b> T		1 000	204	
DC860	DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>a</b> tero	3 000			
DC860	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		1 000	250	
DC860	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> tero	5 500			
DC860	DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>zt</b> ERO	7 500			
DC860	DEFAU	<b>2</b> T	10	Climb	MaxCli	m <b>Z</b> ERO	10 000			
DC860	DEFAU	BT	1	Takeoff	MaxTak	d2ff				
DC860	DEFAU	BT	2	Climb	MaxTak	d2ff	1 000			
DC860	DEFAU	BT	3	Acceler	a <b>M</b> axTak	d2ff		1 827	168	
DC860	DEFAU	BL	4	Acceler	a <b>M</b> axTak	æðff		1 371	188	
DC860	DEFAU	BT	5	Acceler	a <b>M</b> axCli	n <b>ib</b> T		1 000	208	
DC860	DEFAU	BT	6	Climb	MaxCli	m <b>Z</b> BERO	3 000			
DC860	DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
DC860	DEFAU	BT	8	Climb	MaxCli	m <b>Z</b> ERO	5 500			
DC860	DEFAU	BT	9	Climb	MaxCli	n <b>zt</b> ERO	7 500			
DC860	DEFAU	BL	10	Climb	MaxCli	n <b>a</b> tero	10 000			
DC860	DEFAU	<b>I</b> IT	1	Takeoff	MaxTak	doff				

DC860	DEFAU	MT.	2	Climb	MaxTak	ed@ff	1 000		
DC860	DEFAU	<b>I</b>	3	Acceler	a <b>M</b> axTak	edo2ff		1 668	175
DC860	DEFAU	<b>I</b>	4	Acceler	a <b>M</b> axTak	ddff		1 251	195
DC860	DEFAU	<b>M</b> T	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> T		1 000	215
DC860	DEFAU	ИГ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC860	DEFAU	<b>M</b> T	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250
DC860	DEFAU	ИГ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC860	DEFAU	ИГ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC860	DEFAU	ИТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC860	DEFAU	<b>I</b> 5T	1	Takeoff	MaxTak	d2ff			
DC860	DEFAU	IST	2	Climb	MaxTak	d2ff	1 000		
DC860	DEFAU	IST	3	Acceler	a <b>M</b> axTak	d2ff		1 491	182
DC860	DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axTak	ddff		1 118	202
DC860	DEFAU	<b>15</b> T	5	Acceler	a <b>M</b> axCli	nliNT		1 000	222
DC860	DEFAU	<b>15</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC860	DEFAU	<b>15</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC860	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC860	DEFAU	IST	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC860	DEFAU	<b>15</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC860	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	d2ff			
DC860	DEFAU	<b>16</b> T	2	Climb	MaxTak	d2ff	1 000		
DC860	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	d2ff		1 394	187
DC860	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	æðff		1 046	207
DC860	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	niiNT		1 000	227
DC860	DEFAU	<b>16</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC860	DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC860	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC860	DEFAU	<b>16</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC860	DEFAU	<b>16</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC860	DEFAU	<b>17</b> Γ	1	Takeoff	MaxTak	doff			
DC860	DEFAU	<b>17</b> Г	2	Climb	MaxTak	doff	1 000		
DC860	DEFAU	<b>17</b> Γ	3	Acceler	a <b>M</b> axTak	doff		1 275	192
DC860	DEFAU	<b>17</b> Γ	4	Acceler	a <b>M</b> axTak	ddff		956	212
DC860	DEFAU	<b>17</b> Г	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		900	232

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	55544			GI' 1	) f G!:	den o	2 000		
DC860	DEFAU		6	Climb	MaxCli		3 000		
DC860	DEFAU		7		a <b>M</b> axCli			900	250
DC860	DEFAU	IZΓ	8	Climb	MaxCli	n <b>at</b> ERO	5 500		
DC860	DEFAU	IΖΓ	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC860	DEFAU	IZΓ	10	Climb	MaxCli	n <b>z</b> tERO	10 000		
DC870	DEFAU	ПТ	1	Takeoff	MaxTak	doff			
DC870	DEFAU	ШΤ	2	Climb	MaxTak	ed@ff	1 000		
DC870	DEFAU	ПТ	3	Acceler	a <b>M</b> axTak	edo2ff		2 405	160
DC870	DEFAU	ПΤ	4	Acceler	a <b>M</b> axTak	doff.		1 804	180
DC870	DEFAU	ПТ	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> T		1 000	200
DC870	DEFAU	11T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC870	DEFAU	11T	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 000	250
DC870	DEFAU	ПТ	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
DC870	DEFAU	ΊΤ	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC870	DEFAU	ШΤ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC870	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	doff			
DC870	DEFAU	<b>2</b> T	2	Climb	MaxTak	do2ff	1 000		
DC870	DEFAU	<b>2</b> T	3	Acceler	a <b>lva</b> axTak	do2ff		2 289	164
DC870	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axTak	eddff		1 717	184
DC870	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	204
DC870	DEFAU	<b>2</b> T	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
DC870	DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
DC870	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>z</b> tERO	5 500		
DC870	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>z</b> leRO	7 500		
DC870	DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>a</b> tero	10 000		
DC870	DEFAU	BT	1	Takeoff	MaxTak	d2ff			
DC870	DEFAU	BT	2	Climb	MaxTak	daff	1 000		
DC870	DEFAU	BL	3	Acceler	a <b>lva</b> axTak	d2ff		2 129	168
DC870	DEFAU	BL	4	Acceler	a <b>lva</b> axTak	eddff		1 597	188
DC870	DEFAU	BL	5	Acceler	a <b>M</b> axCli	nliNT		1 000	208
DC870	DEFAU	BL	6	Climb	MaxCli	m <b>Z</b> ERO	3 000		
DC870	DEFAU	BL	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250
DC870	DEFAU	BL	8	Climb	MaxCli	n <b>Z</b> ERO	5 500		
DC870	DEFAU	BT	9	Climb	MaxCli	n <b>Z</b> ERO	7 500		

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DC870		_	10	Climb	MaxCli		10 000		
DC870	DEFAU		1		MaxTak				
DC870	DEFAU		2	Climb	MaxTak		1 000		
DC870	DEFAU	<b>M</b> T	3		a <b>M</b> axTak			1 938	175
DC870	DEFAU	<b>A</b> L	4	Acceler	a <b>lM</b> axTak	ddff		1 454	195
DC870	DEFAU	<b>M</b> T	5	Acceler	a <b>M</b> axCli	n <b>hN</b> T		1 000	215
DC870	DEFAU	<b>M</b> T	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC870	DEFAU	ИТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC870	DEFAU	ИТ	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
DC870	DEFAU	<b>M</b> T	9	Climb	MaxCli	n <b>z</b> tERO	7 500		
DC870	DEFAU	<b>M</b> T	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
DC870	DEFAU	IST	1	Takeoff	MaxTak	daff			
DC870	DEFAU	151	2	Climb	MaxTak	cdo2ff	1 000		
DC870	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	cdo2ff		1 727	182
DC870	DEFAU	<b>15</b> T	4	Acceler	a <b>M</b> axTak	ddff		1 295	202
DC870	DEFAU	<b>15</b> T	5	Acceler	a <b>M</b> axCli	n <b>hN</b> T		1 000	222
DC870	DEFAU	<b>15</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC870	DEFAU	<b>15</b> T	7	Acceler	a <b>M</b> axCli	n <b>z</b> HERO		1 000	250
DC870	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>z</b> HERO	5 500		
DC870	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>z</b> HERO	7 500		
DC870	DEFAU	БТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC870	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	elo2ff			
DC870	DEFAU	<b>16</b> T	2	Climb	MaxTak	elo2ff	1 000		
DC870	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	cdo2ff		1 611	187
DC870	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	de Off		1 209	207
DC870	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	n <b>hN</b> T		1 000	227
DC870	DEFAU	<b>16</b> T	6	Climb	MaxCli	n <b>Z</b> BERO	3 000		
DC870	DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 000	250
DC870	DEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>Z</b> BERO	5 500		
DC870	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>a</b> lero	7 500		
DC870	DEFAU	<b>16</b> T	10	Climb	MaxCli	n <b>a</b> lero	10 000		
DC870	DEFAU	IZΓ	1	Takeoff	MaxTak	doff			
DC870	DEFAU	<b>Ι</b> ΖΓ	2	Climb	MaxTak	doff	1 000		
	DEFAU		3		a <b>lvá</b> axTak	celo2ff		1 470	192

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DC870	DEFAU	IZΓ	4	Acceler	a <b>M</b> axTak	eddff		1 103	212
DC870	DEFAU	<b>1</b> 77	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	232
DC870	DEFAU	IZΓ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC870	DEFAU	IZΓ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC870	DEFAU	IZΓ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC870	DEFAU	IZΓ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC870	DEFAU	<b>17</b> Γ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC8QN	DEFAU	ШТ	1	Takeoff	MaxTak	daff			
DC8QN	DEFAU	ШТ	2	Climb	MaxTak	doff	1 000		
DC8QN	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	daff		2 055	160
DC8QN	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	ddff		1 541	180
DC8QN	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	nMT		1 000	200
DC8QN	DEFAU	ШТ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC8QN	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC8QN	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC8QN	DEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC8QN	DEFAU	ШТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC8QN	DEFAU	21	1	Takeoff	MaxTak	daff			
DC8QN	DEFAU	21	2	Climb	MaxTak	doff	1 000		
DC8QN	DEFAU	21	3	Acceler	a <b>M</b> axTak	doff		1 959	164
DC8QN	DEFAU	21	4	Acceler	a <b>M</b> axTak	eddff		1 470	184
DC8QN	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>liN</b> T		1 000	204
DC8QN	DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC8QN	DEFAU	20	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC8QN	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
DC8QN	DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC8QN	DEFAU	21	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC8QN	DEFAU	BL	1	Takeoff	MaxTak	daff			
DC8QN	DEFAU	BL	2	Climb	MaxTak	doff	1 000		
DC8QN	DEFAU	BL	3	Acceler	a <b>M</b> axTak	doff		1 827	168
DC8QN	DEFAU	BL	4	Acceler	a <b>M</b> axTak	eddff		1 371	188
DC8QN	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	208
DC8QN	DEFAU	BL	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC8QN	DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 000	250

DC8QN DEI	FAUBT	8	Climb	MaxCli	m <b>Z</b> ERO	5 500		
DC8QN DEI	FAUBT	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC8QN DEI	FAUBT	10	Climb	MaxCli	n <b>a</b> tero	10 000		
DC8QN DEI	FAULT	1	Takeoff	MaxTak	d2ff			
DC8QN DEI	FAULT	2	Climb	MaxTak	d2ff	1 000		
DC8QN DEI	FAULIT	3	Acceler	a <b>M</b> axTak	d2ff		1 668	175
DC8QN DEI	FAULT	4	Acceler	a <b>M</b> axTak	eddff		1 251	195
DC8QN DEI	FAULT	5	Acceler	a <b>M</b> axCli	n <b>ib</b> T		1 000	215
DC8QN DEI	FAULIT	6	Climb	MaxCli	n <b>a</b> tero	3 000		
DC8QN DEI	FAULT	7	Acceler	a <b>M</b> axCli	n <b>z</b> BERO		1 000	250
DC8QN DEI	FAULIT	8	Climb	MaxCli	n <b>a</b> tero	5 500		
DC8QN DEI	FAULIT	9	Climb	MaxCli	n <b>a</b> tero	7 500		
DC8QN DEI	FAULT	10	Climb	MaxCli	n <b>z</b> BERO	10 000		
DC8QN DEI	FAUIST	1	Takeoff	MaxTak	doff			
DC8QN DEI	FAUIST	2	Climb	MaxTak	d2ff	1 000		
DC8QN DEI	FAUIST	3	Acceler	a <b>M</b> axTak	d2ff		1 491	182
DC8QN DEI	FAUI5T	4	Acceler	a <b>M</b> axTak	ædff		1 118	202
DC8QN DEI	FAUI5T	5	Acceler	a <b>M</b> axCli	nMT		1 000	222
DC8QN DEI	FAUI5T	6	Climb	MaxCli	n <b>z</b> BERO	3 000		
DC8QN DEI	FAUI5T	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250
DC8QN DEI	FAUI5T	8	Climb	MaxCli	n <b>z</b> BERO	5 500		
DC8QN DEI	FAUI5T	9	Climb	MaxCli	n <b>z</b> tERO	7 500		
DC8QN DEI	FAUI5T	10	Climb	MaxCli	n <b>z</b> BERO	10 000		
DC8QN DEI	FAU <b>I</b> 6T	1	Takeoff	MaxTak	d2ff			
DC8QN DEI	FAU <b>I</b> 6T	2	Climb	MaxTak	daff	1 000		
DC8QN DEI	FAU <b>I</b> 6T	3	Acceler	a <b>M</b> axTak	doff		1 394	187
DC8QN DEI	FAU <b>I</b> 6T	4	Acceler	a <b>M</b> axTak	ddff		1 046	207
DC8QN DEI	FAU <b>I</b> 6T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	227
DC8QN DEI	FAU <b>I</b> 6T	6	Climb	MaxCli	m <b>Z</b> ERO	3 000		
DC8QN DEI	FAU <b>I</b> 6T	7	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 000	250
DC8QN DEI	FAU <b>I</b> 6T	8	Climb	MaxCli	n <b>z</b> lERO	5 500		
DC8QN DEI	FAU <b>I</b> 6T	9	Climb	MaxCli	n <b>Z</b> ERO	7 500		
DC8QN DEI	FAU <b>I</b> 6T	10	Climb	MaxCli	n <b>Z</b> ERO	10 000		
DC8QN DEI	FAUI <b>Z</b> T	1	Takeoff	MaxTak	d2ff			

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DC8ON	DEFAU	17T	2	Climb	MaxTak	elΩff	1 000		
	DEFAU		3		a <b>M</b> axTak			1 275	192
	DEFAU		4		a <b>M</b> axTak			956	212
	DEFAU		5		a <b>M</b> axCli			900	232
	DEFAU		6	Climb	MaxCli	madero	3 000		
	DEFAU		7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		900	250
DC8QN	DEFAU	IZΓ	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
DC8QN	DEFAU	ТГΓ	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
DC8QN	DEFAU	ПΓ	10	Climb	MaxCli	n <b>z</b> leRO	10 000		
DC910	DEFAU	ШТ	1	Takeoff	MaxTak	elosff			
DC910	DEFAU	ПТ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC910	DEFAU	ПΤ	3	Acceler	a <b>M</b> axTak	edosff		2 296	136
DC910	DEFAU	ΊΤ	4	Acceler	a <b>M</b> axTak	€off		1 722	146
DC910	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>ilN</b> T		1 000	181
DC910	DEFAU	ШΤ	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC910	DEFAU	ШΤ	7	Acceler	a <b>M</b> axCli	n <b>z</b> leRO		1 000	250
DC910	DEFAU	11T	8	Climb	MaxCli	n <b>z</b> HERO	5 500		
DC910	DEFAU	<b>1</b> 1T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC910	DEFAU	ΊΤ	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
DC910	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	e <b>do</b> ff			
DC910	DEFAU	<b>12</b> T	2	Climb	MaxTak	celosff	1 000		
DC910	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	celosff		2 070	143
DC910	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 553	153
DC910	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	188
DC910	DEFAU	<b>12</b> T	6	Climb	MaxCli	n <b>z</b> HERO	3 000		
DC910	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>zle</b> RO		1 000	250
DC910	DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC910	DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>z</b> leRO	7 500		
DC910	DEFAU	<b>12</b> T	10	Climb	MaxCli	m <b>Z</b> ERO	10 000		
DC910	DEFAU	BL	1	Takeoff	MaxTak	edoff			
DC910	DEFAU	BL	2	Climb	MaxTak	edosff	1 000		
DC910	DEFAU	BL	3	Acceler	a <b>M</b> axTak	celosff		1 901	149
DC910	DEFAU	BL	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 426	159
DC910	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>lib</b> T		1 000	194

DC910   DEFAU BT   6   Climb   MaxClintERO   3 000	-									
DC910   DEFAUBT   8   Climb   MaxClinifero   7 500   DEFAUBT   10   Climb   MaxClinifero   10 000   DEFAUBT   10   Climb   MaxClinifero   10 000   DEFAUBT   10   Climb   MaxClinifero   10 000   DEFAUBT   10   Climb   MaxTakdoff   1000   DEFAUBT   10000   DEFAUBT   10000   DEFAUBT   10000   DEFAUBT   10000   DEFAUBT   10000   DEFAUBT   10000	DC910	DEFAU	BL	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC910   DEFAU BT   9   Climb   MaxCli nitero   7 500	DC910	DEFAU	BL	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
DC910   DEFAUET   10   Climb   MaxClinztero   10 000	DC910	DEFAU	BL	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
DC930   DEFAU IIT   1   Takeoff   MaxTak doff   1 000   1 00	DC910	DEFAU	BL	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
DC930   DEFAUIIT   2   Climb   MaxTakdoff   1 000	DC910	DEFAU	BL	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC930   DEFAUIIT   3   AcceleraldaxTakdoff   1 741   154	DC930	DEFAU	ШТ	1	Takeoff	MaxTak	e <b>do</b> ff			
DC930   DEFAUIIT   4   AcceleraMaxTakeoff   1 306   164	DC930	DEFAU	ШТ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC930   DEFAUIIT   5   Acceleral MaxClinibit   1 000   199	DC930	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	elosff		1 741	154
DC930   DEFAUIIT   6   Climb   MaxClinitero   3 000     1 000   250	DC930	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 306	164
DC930   DEFAUIIT   7   Acceleral MaxClingtero   1 000   250	DC930	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>liN</b> T		1 000	199
DC930   DEFAU IIT   8   Climb   MaxClinterO   5 500     DC930   DEFAU IIT   9   Climb   MaxClinterO   7 500   DC930   DEFAU IIT   10   Climb   MaxClinterO   10 000   DC930   DEFAU IIT   1   Takeoff   MaxTakdoff   1 000   DC930   DEFAU IIT   2   Climb   MaxTakdoff   1 000   DC930   DEFAU IIT   3   AcceleralMaxTakdoff   1 1 559   161   DC930   DEFAU IIT   4   AcceleralMaxTakdoff   1 1 169   171   DC930   DEFAU IIT   5   AcceleralMaxClinterO   1 000   206   DC930   DEFAU IIT   6   Climb   MaxClinterO   3 000   DC930   DEFAU IIT   7   AcceleralMaxClinterO   1 000   250   DC930   DEFAU IIT   9   Climb   MaxClinterO   5 500   DC930   DEFAU IIT   9   Climb   MaxClinterO   7 500   DC930   DEFAU IIT   9   Climb   MaxClinterO   1 000   DC930   DEFAU IIT   1 Takeoff   MaxTakdoff   1 000   DC930   DEFAU IIT   1 Takeoff   MaxTakdoff   1 000   DC930   DEFAU IIT   2   Climb   MaxTakdoff   1 000   DC930   DEFAU IIT   3   AcceleralMaxTakdoff   1 000   DC930   DEFAU IIT   4   AcceleralMaxTakdoff   1 000   DC930   DEFAU IIT   4   AcceleralMaxTakdoff   1 055   178   DC930   DEFAU IIT   4   AcceleralMaxTakdoff   1 055   178   DC930   DEFAU IIT   5   AcceleralMaxClinterO   3 000   DC930   DEFAU IIT   6   Climb   MaxClinterO   5 500   DC930   DEFAU IIT   8   Climb   MaxClinterO   5 500	DC930	DEFAU	ШТ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC930   DEFAUIIT   9   Climb   MaxClinatero   7 500     DC930   DEFAUIIT   10   Climb   MaxClinatero   10 000   DC930   DEFAUZT   1   Takeoff   MaxTakdoff   1 000   DC930   DEFAUZT   2   Climb   MaxTakdoff   1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	DC930	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC930   DEFAUET   1	DC930	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC930   DEFAUET   1   Takeoff   MaxTakdoff   1 000	DC930	DEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC930   DEFAUET   2   Climb   MaxTakdoff   1 000	DC930	DEFAU	ШТ	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
DC930   DEFAUET   3   Acceleral dax Takeloff   1 1 559   161	DC930	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	celosff			
DC930   DEFAUET   4   Acceleral dax Take off   1 169   171	DC930	DEFAU	<b>12</b> T	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC930   DEFAUET   5   Acceleral MaxClinit NT   1 000   206	DC930	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	elosff		1 559	161
DC930   DEFAUET   6   Climb   MaxClinatero   3 000	DC930	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 169	171
DC930   DEFAUET   7   Acceleral Max Climatero   1 000   250	DC930	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>liN</b> T		1 000	206
DC930   DEFAUET   8   Climb   MaxClinztero   5 500     DC930   DEFAUET   9   Climb   MaxClinztero   7 500     DC930   DEFAUET   10   Climb   MaxClinztero   10 000     DC930   DEFAUET   1   Takeoff   MaxTakdoff     DC930   DEFAUET   2   Climb   MaxTakdoff   1 000     DC930   DEFAUET   3   AccelerateaxTakdoff   1 406   168     DC930   DEFAUET   4   AccelerateaxTakdoff   1 055   178     DC930   DEFAUET   5   AccelerateaxClinter   1 000   213     DC930   DEFAUET   6   Climb   MaxClinztero   3 000     DC930   DEFAUET   7   AccelerateaxClinztero   1 000   250     DC930   DEFAUET   8   Climb   MaxClinztero   5 500	DC930	DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC930   DEFAUET   9   Climb   MaxClinZteRO   7 500     DC930   DEFAUET   10   Climb   MaxClinZteRO   10 000     DC930   DEFAUET   1   Takeoff   MaxTakdoff     DC930   DEFAUET   2   Climb   MaxTakdoff   1 000     DC930   DEFAUET   3   Accelerate axTakdoff   1 406   168     DC930   DEFAUET   4   Accelerate axTakdoff   1 055   178     DC930   DEFAUET   5   Accelerate axClintint   1 000   213     DC930   DEFAUET   6   Climb   MaxClinZteRO   3 000     DC930   DEFAUET   7   Accelerate axClinZteRO   1 000   250     DC930   DEFAUET   8   Climb   MaxClinZteRO   5 500	DC930	DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC930         DEFAUET         10         Climb         MaxClinZERO         10 000           DC930         DEFAUBT         1         Takeoff         MaxTakeoff         1 000           DC930         DEFAUBT         2         Climb         MaxTakeoff         1 000           DC930         DEFAUBT         3         AccelerateaxTakeoff         1 055         178           DC930         DEFAUBT         4         AccelerateaxClintbt         1 000         213           DC930         DEFAUBT         5         AccelerateaxClinztero         3 000           DC930         DEFAUBT         6         Climb         MaxClinztero         1 000         250           DC930         DEFAUBT         8         Climb         MaxClinztero         5 500	DC930	DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
DC930         DEFAUBT         1         Takeoff MaxTakdoff         1         1         Takeoff MaxTakdoff         1 </td <td>DC930</td> <td>DEFAU</td> <td><b>2</b>T</td> <td>9</td> <td>Climb</td> <td>MaxCli</td> <td>n<b>zl</b>ERO</td> <td>7 500</td> <td></td> <td></td>	DC930	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC930         DEFAUBT         2         Climb         MaxTakdoff         1 000           DC930         DEFAUBT         3         Acceleral axTakdoff         1 406         168           DC930         DEFAUBT         4         Acceleral axTakdoff         1 055         178           DC930         DEFAUBT         5         Acceleral axClimater         1 000         213           DC930         DEFAUBT         6         Climb         MaxClimater         3 000           DC930         DEFAUBT         7         Acceleral axClimater         1 000         250           DC930         DEFAUBT         8         Climb         MaxClimater         5 500	DC930	DEFAU	<b>12</b> T	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
DC930         DEFAUBT         3         Acceleral axTake off         1 406         168           DC930         DEFAUBT         4         Acceleral axTake off         1 055         178           DC930         DEFAUBT         5         Acceleral axClimater         1 000         213           DC930         DEFAUBT         6         Climb         MaxClimatero         3 000           DC930         DEFAUBT         7         Acceleral axClimatero         1 000         250           DC930         DEFAUBT         8         Climb         MaxClimatero         5 500	DC930	DEFAU	BL	1	Takeoff	MaxTak	e <b>do</b> ff			
DC930         DEFAUBT         4         AccelerateaxTakeoff         1 055         178           DC930         DEFAUBT         5         AccelerateaxClinitNT         1 000         213           DC930         DEFAUBT         6         Climb         MaxClinitERO         3 000           DC930         DEFAUBT         7         AccelerateaxClinitERO         1 000         250           DC930         DEFAUBT         8         Climb         MaxClinitERO         5 500	DC930	DEFAU	BL	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC930         DEFAUBT         5         Accelerate axClinityT         1 000         213           DC930         DEFAUBT         6         Climb         MaxCliniteRO         3 000           DC930         DEFAUBT         7         Accelerate axCliniteRO         1 000         250           DC930         DEFAUBT         8         Climb         MaxCliniteRO         5 500	DC930	DEFAU	BL	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 406	168
DC930 DEFAUBT 6 Climb MaxClinAterO 3 000  DC930 DEFAUBT 7 AccelerateaxClinAterO 1 000 250  DC930 DEFAUBT 8 Climb MaxClinAterO 5 500	DC930	DEFAU	BL	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 055	178
DC930 DEFAUBT 7 Accelerate axClinateRO 1 000 250 DC930 DEFAUBT 8 Climb MaxClinateRO 5 500	DC930	DEFAU	BL	5	Acceler	a <b>M</b> axCli	niiNT		1 000	213
DC930 DEFAUBT 8 Climb MaxClimaterO 5 500	DC930	DEFAU	BL	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
	DC930	DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC930 DEFAUBT 9 Climb MaxClin2teRO 7 500	DC930	DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
	DC930	DEFAU	BL	9	Climb	MaxCli	n <b>a</b> leRO	7 500		

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DC930	DEFAU	ВТ	10	Climb	MaxCli	m#FRO	10 000		
DC93LV			1		MaxTak		10 000		
DC93LV			2	Climb	MaxTak		1 000		
DC93LV			3		a <b>M</b> axTak		1 000	1 741	154
DC93LV			4		a <b>lka</b> axTak			1 306	164
DC93LV			5		a <b>M</b> axCli			1 000	199
DC93LV			6	Climb	MaxCli		3 000	1 000	199
DC93LV			7		a <b>M</b> axCli		3 000	1 000	250
			8				5.500	1 000	230
DC93LV				Climb	MaxCli		5 500		
DC93LV			9	Climb	MaxCli		7 500		
DC93LV			10	Climb	MaxCli		10 000		
DC93LV			1		MaxTak				
DC93LV			2	Climb	MaxTak		1 000		
DC93LV			3		a <b>M</b> axTak			1 559	161
DC93LV			4		a <b>M</b> axTak			1 169	171
DC93L	<b>W</b> DEFAU	27	5	Acceler	a <b>M</b> axCli	nMT		1 000	206
DC93L	<b>W</b> DEFAU	<b>2</b> T	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
DC93L	<b>V</b> DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC93LV	<b>W</b> DEFAU	27	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC93L	<b>V</b> DEFAU	27	9	Climb	MaxCli	m <b>Z</b> ERO	7 500		
DC93L	<b>W</b> DEFAU	<b>D</b> T	10	Climb	MaxCli	m <b>Z</b> BERO	10 000		
DC93L	<b>V</b> DEFAU	BL	1	Takeoff	MaxTak	e <b>do</b> ff			
DC93LV	<b>V</b> DEFAU	BT	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC93LV	<b>V</b> DEFAU	BL	3	Acceler	a <b>M</b> axTak	celosff		1 406	168
DC93LV	<b>V</b> DEFAU	BL	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 055	178
DC93LV	<b>W</b> DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>hN</b> T		1 000	213
DC93LV	<b>W</b> DEFAU	BL	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC93LV	<b>W</b> DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC93LV	<b>W</b> DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC93LV	<b>V</b> DEFAU	BL	9	Climb	MaxCli	n <b>z</b> leRO	7 500		
DC93LV	<b>V</b> DEFAU	BL	10	Climb	MaxCli	n <b>z</b> leRO	10 000		
DC950	DEFAU	IIT	1	Takeoff	MaxTak	e <b>do</b> ff			
DC950	DEFAU	ПТ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC950	DEFAU	ПТ	3	Acceler	a <b>M</b> axTak	edosff		1 983	159

DC950	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	eoff		1 487	169
DC950	DEFAU	шт	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	204
DC950	DEFAU	ШТ	6	Climb	MaxCli	n <b>z</b> tERO	3 000		
DC950	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC950	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC950	DEFAU	ШТ	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
DC950	DEFAU	ШТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC950	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	elosff			
DC950	DEFAU	<b>2</b> T	2	Climb	MaxTak	elosff	1 000		
DC950	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 843	164
DC950	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 382	174
DC950	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	209
DC950	DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DC950	DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC950	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
DC950	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC950	DEFAU	<b>12</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC950	DEFAU	BL	1	Takeoff	MaxTak	edoff			
DC950	DEFAU	BL	2	Climb	MaxTak	edoff	1 000		
DC950	DEFAU	BL	3	Acceler	a <b>M</b> axTak	elosff		1 698	170
DC950	DEFAU	BL	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 274	180
DC950	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	215
DC950	DEFAU	BL	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC950	DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC950	DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC950	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC950	DEFAU	BL	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC95H	<b>W</b> DEFAU	ШТ	1	Takeoff	MaxTak	edoff			
DC95H	<b>W</b> DEFAU	ШТ	2	Climb	MaxTak	edoff	1 000		
DC95H	WDEFAU	ПТ	3	Acceler	a <b>M</b> axTak	celosff		1 983	159
DC95H	<b>W</b> DEFAU	шт	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 487	169
DC95H	<b>W</b> DEFAU	шт	5	Acceler	a <b>M</b> axCli	n <b>hN</b> TR		1 000	204
DC95H	WDEFAU	ШТ	6	Climb	MaxCli	n <b>z</b> leRO	3 000		
DC95H	WDEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250

 $Commission\ Directive\ (EU)\ 2015/996\ of\ 19\ May\ 2015\ establishing\ common\ noise\ assessment\ methods...$ 

ANNEX

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DC95H	<b>W</b> DEFAU	пт	8	Climb	MaxCli	nÆRO	5 500		
	WDEFAU		9	Climb	MaxCli		7 500		
	<b>W</b> DEFAU		10	Climb	MaxCli		10 000		
DC95H	WDEFAU	<b>2</b> T	1		MaxTak	elosff			
	<b>W</b> DEFAU		2	Climb	MaxTak		1 000		
DC95H	WDEFAU	<b>12</b> T	3	Acceler	a <b>lva</b> axTak	edoff		1 843	164
DC95H	WDEFAU	<b>12</b> T	4	Acceler	a <b>lva</b> axTak	æoff		1 382	174
DC95H	WDEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>ilN</b> TR		1 000	209
DC95H	<b>W</b> DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>a</b> lero	3 000		
DC95H	<b>W</b> DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	n <b>a</b> lero		1 000	250
DC95H	<b>W</b> DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
DC95H	<b>W</b> DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>z</b> lero	7 500		
DC95H	<b>W</b> DEFAU	<b>12</b> T	10	Climb	MaxCli	n <b>z</b> lERO	10 000		
DC95H	<b>W</b> DEFAU	ВГ	1	Takeoff	MaxTak	elosff			
DC95H	<b>W</b> DEFAU	BT	2	Climb	MaxTak	edoff	1 000		
DC95H	<b>W</b> DEFAU	BL	3	Acceler	a <b>M</b> axTak	edoff		1 698	170
DC95H	WDEFAU	BT	4	Acceler	a <b>M</b> axTak	€off		1 274	180
DC95H	<b>W</b> DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> TR		1 000	215
DC95H	<b>W</b> DEFAU	BL	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC95H	<b>W</b> DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC95H	<b>W</b> DEFAU	ВГ	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
DC95H	<b>W</b> DEFAU	BL	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
DC95H	WDEFAU	BL	10	Climb	MaxCli	n <b>a</b> tero	10 000		
DC9Q7	DEFAU	ШТ	1	Takeoff	MaxTak	edoff			
DC9Q7	DEFAU	шт	2	Climb	MaxTak	edoff	1 000		
DC9Q7	DEFAU	шт	3	Acceler	a <b>M</b> axTak	edoff		2 296	136
DC9Q7	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	eoff		1 722	146
DC9Q7	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> IT		1 000	181
DC9Q7	DEFAU	ШТ	6	Climb	MaxCli	n <b>a</b> tero	3 000		
DC9Q7	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>z</b> lERO		1 000	250
DC9Q7	DEFAU	ШТ	8	Climb	MaxCli	n <b>z</b> HERO	5 500		
DC9Q7	DEFAU	ШТ	9	Climb	MaxCli		7 500		
DC9Q7	DEFAU	ШТ	10	Climb	MaxCli	n <b>z</b> HERO	10 000		
DC9Q7	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	edoff			

DC9Q7	DEFAU	<b>12</b> T	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC9Q7	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		2 070	143
DC9Q7	DEFAU	<b>12</b> T	4	Acceler	a <b>M</b> axTak	e <b>€</b> off		1 553	153
DC9Q7	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> iT		1 000	188
DC9Q7	DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC9Q7	DEFAU	<b>2</b> T	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC9Q7	DEFAU	<b>12</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC9Q7	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
DC9Q7	DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
DC9Q7	DEFAU	BL	1	Takeoff	MaxTak	celosff			
DC9Q7	DEFAU	BT	2	Climb	MaxTak	celosff	1 000		
DC9Q7	DEFAU	BL	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 901	149
DC9Q7	DEFAU	BL	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 426	159
DC9Q7	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>liN</b> T		1 000	194
DC9Q7	DEFAU	BT	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC9Q7	DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
DC9Q7	DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC9Q7	DEFAU	BL	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DC9Q7	DEFAU	BL	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DC9Q9	DEFAU	ШТ	1	Takeoff	MaxTak	celosff			
DC9Q9	DEFAU	ШТ	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC9Q9	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 741	154
DC9Q9	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	<b>€</b> off		1 306	164
DC9Q9	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>lib</b> iT		1 000	199
DC9Q9	DEFAU	ШТ	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
DC9Q9	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
DC9Q9	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DC9Q9	DEFAU	ШТ	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
DC9Q9	DEFAU	ШТ	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
DC9Q9	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	e <b>do</b> ff			
DC9Q9	DEFAU	<b>12</b> T	2	Climb	MaxTak	e <b>do</b> ff	1 000		
DC9Q9	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 559	161
DC9Q9	DEFAU	<b>12</b> T	4	Acceler	a <b>lv4</b> axTak	<b>€</b> off		1 169	171
DC9Q9	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> iT		1 000	206

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DC9Q9	DEFAU	<b>12</b> T	6	Climb	MaxCli	nadero	3 000			
DC9Q9	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>a</b> lero		1 000	250	
DC9Q9	DEFAU	<b>12</b> T	8	Climb	MaxCli	nadero	5 500			
DC9Q9	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>a</b> leRO	7 500			
DC9Q9	DEFAU	<b>12</b> T	10	Climb	MaxCli	n <b>a</b> tero	10 000			
DC9Q9	DEFAU	BL	1	Takeoff	MaxTak	doff				
DC9Q9	DEFAU	BL	2	Climb	MaxTak	edoff	1 000			
DC9Q9	DEFAU	ВТ	3	Acceler	a <b>lv4</b> axTak	eloff		1 406	168	
DC9Q9	DEFAU	BT	4	Acceler	a <b>M</b> axTak	€off		1 055	178	
DC9Q9	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>ilb</b> IT		1 000	213	
DC9Q9	DEFAU	BT	6	Climb	MaxCli	n <b>z</b> lERO	3 000			
DC9Q9	DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250	
DC9Q9	DEFAU	BT	8	Climb	MaxCli	n <b>a</b> leRO	5 500			
DC9Q9	DEFAU	BT	9	Climb	MaxCli	n <b>a</b> leRO	7 500			
DC9Q9	DEFAU	BT	10	Climb	MaxCli	n <b>a</b> leRO	10 000			
DHC6	DEFAU	ПТ	1	Takeoff	MaxTak	eTcOF				
DHC6	DEFAU	11T	2	Climb	MaxTak	eToOF	1 000			
DHC6	DEFAU	ПТ	3	Acceler	a <b>M</b> axTak	eTcOF		952	98	
DHC6	DEFAU	шт	4	Climb	MaxCli	n <b>z</b> lERO	3 000			
DHC6	DEFAU	ПТ	5	Climb	MaxCli	n <b>z</b> lERO	5 500			
DHC6	DEFAU	ПТ	6	Climb	MaxCli	n <b>z</b> lERO	7 500			
DHC6	DEFAU	ШТ	7	Climb	MaxCli	m <b>z</b> lERO	10 000			
DHC6Q	<b>D</b> EFAU	ШТ	1	Takeoff	MaxTak	eEGOOF				
DHC6Q	<b>D</b> EFAU	ШТ	2	Climb	MaxTak	eEGOOF	1 000			
DHC6Q	<b>D</b> EFAU	ШТ	3	Acceler	a <b>M</b> axTak	eEGOOF		952	98	
DHC6Q	<b>D</b> EFAU	ШТ	4	Climb	MaxCli	n <b>a</b> tero	3 000			
DHC6Q	<b>D</b> EFAU	ШТ	5	Climb	MaxCli	n <b>z</b> HERO	5 500			
DHC6Q	<b>D</b> EFAU	ШТ	6	Climb	MaxCli		7 500			
DHC6Q	<b>D</b> EFAU	ШΤ	7	Climb	MaxCli	n <b>z</b> HERO	10 000			
DHC7	DEFAU	ШТ	1	Takeoff	MaxTak	<b>25</b> ff				
DHC7	DEFAU	ШТ	2	Climb	MaxTak	:25ff	1 000			
DHC7	DEFAU	ШТ	3	Acceler	a <b>lv4</b> axTak	<b>25</b> ff		933	102	
DHC7	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	edoff		700	122	
DHC7	DEFAU	шт	5	Climb	MaxCli	n <b>z</b> tERO	3 000			

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DHC7	DEFAU	ПТ	6	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		700	160	
DHC7	DEFAU	ΊΤ	7	Climb	MaxCli	n <b>z</b> tERO	5 500			
DHC7	DEFAU	ШТ	8	Climb	MaxCli	n <b>zi</b> ERO	7 500			
DHC7	DEFAU	ПТ	9	Climb	MaxCli	n <b>zt</b> ERO	10 000			
DHC8	DEFAU	ΊΤ	1	Takeoff	MaxTak	e <b>do</b> ff				
DHC8	DEFAU	ШТ	2	Climb	MaxTak	e <b>do</b> ff	1 000			
DHC8	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 491	110	
DHC8	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 119	125	
DHC8	DEFAU	ПТ	5	Climb	MaxCli	n <b>a</b> tero	3 000			
DHC8	DEFAU	ШТ	6	Acceler	a <b>M</b> axCli	n <b>z</b> BERO		1 119	165	
DHC8	DEFAU	ПТ	7	Climb	MaxCli	n <b>a</b> tero	5 500			
DHC8	DEFAU	ПТ	8	Climb	MaxCli	n <b>a</b> tero	7 500			
DHC8	DEFAU	ШТ	9	Climb	MaxCli	n <b>z</b> tERO	10 000			

TABLE I-4 (PART 4)

**Default departures procedural steps** 

ACFTI	Profile	_ <b>Mo</b> age	Step	Step	Thrust	Flap_I	DEnd	Rate	End	Accelerate_Percent
		Length	Numb	erType	Rating		Point	Of	Point	(%)
								leClimb (ft/	CAS	
							(ft)	min)	(kt)	
DHC830	DEFAU	ΊΤ	1	Takeoff	MaxTak	elo0ff				
DHC830	DEFAU	ПТ	2	Climb	MaxTak	elo0ff	1 000			
DHC830	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	elo0ff		1 280	122	
DHC830	DEFAU	ПТ	4	Acceler	a <b>M</b> axCli	n <b>o</b> b		960	137	
DHC830	DEFAU	ШТ	5	Climb	MaxCli	n <b>z</b> BERO	3 000			
DHC830	DEFAU	ПТ	6	Acceler	a <b>M</b> axCli	n <b>a</b> tero		960	179	
DHC830	DEFAU	ПТ	7	Climb	MaxCli	n <b>a</b> tero	5 500			
DHC830	DEFAU	ШТ	8	Climb	MaxCli	n <b>z</b> BERO	7 500			
DHC830	DEFAU	ПТ	9	Climb	MaxCli	n <b>a</b> tero	10 000			
DO228	DEFAU	ШT	1	Takeoff	MaxTak	ÆdfAPS	1			
DO228	DEFAU	ПТ	2	Acceler	a <b>M</b> axTak	ÆdfAPS	1	1 000	101	
DO228	DEFAU	ШТ	3	Climb	MaxTak	ZŒRO	1 000			
DO228	DEFAU	ΊΤ	4	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	122	
DO228	DEFAU	ΊΤ	5	Climb	MaxCli	n <b>zi</b> ERO	2 000			
DO228	DEFAU	ΊΤ	6	Climb	MaxCli	m <b>Z</b> ERO	4 000			

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DO228	DEFAU	ШΤ	7	Climb	MaxCli	n <b>z</b> tERO	6 000		
DO228	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	8 000		
DO228	DEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DO328	DEFAU	ΊΤ	1	Takeoff	MaxTak	æfolf2-D			
DO328	DEFAU	ΊΤ	2	Acceler	a <b>M</b> axTak	æfolf2-D		1 000	120
DO328	DEFAU	ΊΤ	3	Climb	MaxTak	ZERO	1 000		
DO328	DEFAU	ШT	4	Acceler	a <b>M</b> axTak	ZERO		1 000	130
DO328	DEFAU	ΊΤ	5	Climb	MaxCli	n <b>zl</b> ERO	2 000		
DO328	DEFAU	ШТ	6	Climb	MaxCli	n <b>zl</b> ERO	4 000		
DO328	DEFAU	ШТ	7	Climb	MaxCli	n <b>zl</b> ERO	6 000		
DO328	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	8 000		
DO328	DEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
ECLIPS	SIESHOIO AU	ΊΤ	1	Takeoff	MaxTak	eEcOF_DN			
ECLIPS	SIESHOIOAU	ШТ	2	Climb	MaxTak	etcor_DN	200		
ECLIPS	SIESHOIOAU	ШТ	3	Climb	MaxTak	eEcOF_UP	400		
ECLIPS	SIESTOTO A U	ПТ	4	Acceler	a <b>M</b> axCli	nUBP_UP		1 972,9	114
ECLIPS	SIESHOIO AU	ПТ	5	Acceler	a <b>M</b> axCli	ntUbP_UP		2 153,3	130,7
ECLIPS	SIESHOIOAU	ШТ	6	Acceler	a <b>M</b> axCli	ntubP_UP		2 276	145,3
ECLIPS	SIESTOTO A U	ПТ	7	Acceler	a <b>M</b> axCli	ntubP_UP		2 313,3	158,2
ECLIPS	SIESTOTO A U	ПТ	8	Acceler	a <b>M</b> axCli	ntUbP_UP		2 288,2	170
ECLIPS	SIESHOIOAU	ШТ	9	Climb	Reduce	CWIPnbUP	6 000		
ECLIPS	SIESHOIOAU	ШТ	10	Climb	Reduce	CWiPnbUP	8 000		
ECLIPS	SIESHOIOAU	ШТ	11	Climb	Reduce	CWiPnbUP	10 000		
ECLIPS	SIESHOIOAU	<b>12</b> T	1	Takeoff	MaxTak	etcor_DN	-		
ECLIPS	SIESHOIOAU	<b>12</b> T	2	Climb	MaxTak	etcor_DN	200		
ECLIPS	SEESHOJOAU	<b>12</b> T	3	Climb	MaxTak	eEGOF_UP	400		
ECLIPS	SIESTOTO A U	<b>12</b> T	4	Acceler	a <b>M</b> axCli	ntUbP_UP		1 803,3	114,8
ECLIPS	SIESTOTO A U	<b>12</b> T	5	Acceler	a <b>M</b> axCli	nNDP_UP		1 971,7	131,2
ECLIPS	SIESTOTO A U	<b>12</b> T	6	Acceler	a <b>M</b> axCli	nNBP_UP		2 087,6	145,6

ECLIPS	<b>EXHOIO</b> AU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	nUbP_UP		2 124,1	158,4
ECLIPS	<b>EMODA</b> U	<b>12</b> T	8	Acceler	a <b>M</b> axCli	nUBP_UP		2 102,8	170
ECLIPS	<b>EXTOTO</b> AU	<b>12</b> T	9	Climb	Reduce	CWiPn_bUP	6 000		
ECLIPS	<b>EXHODA</b> U	<b>12</b> T	10	Climb	Reduce	CWiPn_bUP	8 000		
ECLIPS	<b>EXTOTO</b> AU	<b>12</b> T	11	Climb	Reduce	CWIPnLUP	10 000		
ECLIPS	<b>EMOIO</b> AU	BL	1	Takeoff	MaxTak	eEcOF_DN	-		
ECLIPS	<b>EMOIO</b> AU	BL	2	Climb	MaxTak	eEcOF_DN	200		
ECLIPS	<b>EXHODA</b> U	BL	3	Climb	MaxTak	eEcOF_UP	400		
ECLIPS	<b>EXMO</b> AU	BL	4	Acceler	a <b>M</b> axCli	ntUbP_UP		1 760,4	115
ECLIPS	<b>EXMO</b> AU	BL	5	Acceler	a <b>M</b> axCli	ntUbP_UP		1 926,2	131,4
ECLIPS	<b>EXHOIO</b> AU	BL	6	Acceler	a <b>M</b> axCli	ntUbP_UP		2 039,6	145,7
ECLIPS	<b>EXHOIO</b> AU	BT	7	Acceler	a <b>M</b> axCli	ntubP_UP		2 075,3	158,4
ECLIPS	<b>EXMO</b> AU	BL	8	Acceler	a <b>M</b> axCli	ntUbP_UP		2 054,5	170
ECLIPS	<b>EXHODA</b> U	BL	9	Climb	Reduce	CWiPhlUP	6 000		
ECLIPS	<b>EXHOIO</b> AU	BL	10	Climb	Reduce	CWiPhlUP	8 000		
ECLIPS	<b>EXTOTO</b> AU	BL	11	Climb	Reduce	CWiPn_bUP	10 000		
ECLIPS	<b>EH</b> 0 <b>0</b> AL7	71	1	Takeoff	MaxTak	eEcOF_DN	-		
ECLIPS	<b>EH</b> 0 <b>0</b> AL7	71	2	Climb	MaxTak	eEcOF_DN	200		
ECLIPS	EETO(ALT	71	3	Climb	MaxTak	eEcOF_UP	400		
ECLIPS	<b>ECI</b> 0(AL)	71	4	Acceler	a <b>R</b> æduce	Clift <u>t</u> UP		1 798,3	113,9
ECLIPS	<b>EC</b> 00AL7	71	5	Acceler	aRæduce(	CUIP <u>h</u> UP		1 951,8	130,7
ECLIPS	ECO (ALT	71	6	Acceler	a <b>R</b> æduce(	CUP UP		2 043,9	145,3
ECLIPS	ETO (ALT	71	7	Acceler	a <b>R</b> æduce(	CUIP <u>h</u> UP		2 054,7	158,2
ECLIPS	EEIO&LI	71	8	Acceler	a <b>R</b> æduce	CUIP <u>h</u> UP		1 998,7	170
ECLIPS	<b>EH</b> 0 <b>(A</b> L)	Γ1	9	Climb	Reduce	CWiPntUP	6 000		
ECLIPS	<b>EH</b> 0 <b>0A</b> L7	71	10	Climb	Reduce	CWiPnLUP	8 000		

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ECLIPS ECO	OA T T	C1	11	Climb	Dadwaa	OIL I POULLE	10.000		
			11	Climb		CUIPHLUP			
ECLIPS <b>ET</b> 0			1			etcor_DN			
ECLIPS <b>ET</b> 0			2	Climb		etcor_DN			
ECLIPS <b>ET</b> 0	<b>A</b> L	Γ2	3	Climb	MaxTak	eEGOOF_UP	400		
ECLIPS <b>ET</b> 0	<b>A</b> L	72	4	Acceler	a <b>R</b> educe	CWiPntUP		1 637	114,8
ECLIPS <b>ES</b> 0	<b>A</b> LT	72	5	Acceler	a <b>R</b> æduce	CUP <u>H</u> UP		1 780,8	131,2
ECLIPS ESTO	<b>A</b> LT	72	6	Acceler	a <b>R</b> æduce	CUP <u>H</u> UP		1 868,3	145,6
ECLIPS <b>ES</b> 0	<b>A</b> LT	72	7	Acceler	a <b>R</b> æduce	CUP <u>H</u> UP		1 880,3	158,4
ECLIPS <b>ES</b> 0	<b>A</b> LT	72	8	Acceler	a <b>R</b> æduce	CUP <u>H</u> UP		1 838,2	170
ECLIPS <b>ET</b> 0	<b>A</b> L	72	9	Climb	Reduce	CWIPnEUP	6 000		
ECLIPS <b>E</b> 50	<b>A</b> LI	Γ2	10	Climb	Reduce	CWIPnLUP	8 000		
ECLIPS <b>E</b> 50	<b>A</b> LI	Γ2	11	Climb	Reduce	CWIPnLUP	10 000		
ECLIPS <b>E</b> 50	<b>A</b> L	Г3	1	Takeoff	MaxTak	eEcOF_DN	-		
ECLIPS <b>E</b> 50	<b>A</b> L	T3	2	Climb	MaxTak	etcor_DN	200		
ECLIPS <b>ET</b> 0	<b>A</b> LI	Γ3	3	Climb	MaxTak	eEcOF_UP	400		
ECLIPS ESTO	<b>A</b> LT	T3	4	Acceler	a <b>R</b> æduce	CUIP <u>h</u> UP		1 595,5	115
ECLIPS <b>ES</b> 00	<b>A</b> LT	Γ3	5	Acceler	a <b>R</b> æduce	ClifntUP		1 736,8	131,4
ECLIPS ENO	<b>A</b> LT	T3	6	Acceler	a <b>R</b> æduce	CUPLUP		1 823,1	145,6
ECLIPS <b>ES</b> 0	<b>A</b> LT	T3	7	Acceler	a <b>R</b> æduce	CUIP <u>h</u> tUP		1 835,6	158,4
ECLIPS <b>ES</b> 00	<b>A</b> LT	Γ3	8	Acceler	a <b>R</b> æduce	CUIP <u>h</u> LUP		1 794,8	170
ECLIPS <b>E</b> E	<b>A</b> L	Γ3	9	Climb	Reduce	CWP1UP	6 000		
ECLIPS <b>ET</b> 0	AL	T3	10	Climb	Reduce	CWiPnbUP	8 000		
ECLIPS <b>ET</b> 0	<b>A</b> L	T3	11	Climb	Reduce	CWiPnbUP	10 000		
EMB120DEF	FAU	ШТ	1	Takeoff	MaxTak	celosff			
EMB120DEF	AU	ШТ	2	Climb	MaxTak	celosff	1 000		
EMB120DEF	FAU	ШТ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		460	130
EMB120DEF	AU	ПТ	4	Acceler	a <b>M</b> axTak	ZERO		345	135
EMB120DEF	AU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	143

EMB12 ODEFAU	ПТ	6	Climb	MaxCli	m <b>Z</b> ERO	3 000		
EMB12 ODEFAU	ПТ	7	Climb	MaxCli	m <b>Z</b> ERO	5 500		
EMB120DEFAU	ПТ	8	Climb	MaxCli	m <b>Z</b> ERO	7 500		
EMB120DEFAU	11T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
EMB145DEFAU	ПТ	1	Takeoff	MaxTak	eoff GEAR			
EMB145DEFAU	11T	2	Climb	MaxTak	<b>co</b> ff	1 000		
EMB145DEFAU	11T	3	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 367	220
EMB145DEFAU	11T	4	Climb	MaxCli	n <b>zl</b> ERO	3 000		
EMB145DEFAU	11T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
EMB145DEFAU	11T	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
EMB145DEFAU	ШΤ	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
EMB145DEFAU	11T	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
EMB145DEFAU	<b>12</b> T	1	Takeoff	MaxTak	eeff GEAR			
EMB145DEFAU	<b>12</b> T	2	Climb	MaxTak	<b>co</b> ff	1 000		
EMB145DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 334	220
EMB145DEFAU	<b>12</b> T	4	Climb	MaxCli	m <b>Z</b> BERO	3 000		
EMB145DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
EMB145DEFAU	<b>12</b> T	6	Climb	MaxCli	m <b>Z</b> BERO	5 500		
EMB145DEFAU	<b>12</b> T	7	Climb	MaxCli	m <b>Z</b> BERO	7 500		
EMB145DEFAU	<b>12</b> T	8	Climb	MaxCli	m <b>Z</b> ERO	10 000		
EMB145DEFAU	BL	1	Takeoff	MaxTak	eeff GEAR			
EMB145DEFAU	BL	2	Climb	MaxTak	<b>e</b> off	1 000		
EMB145DEFAU	BL	3	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 315	220
EMB145DEFAU	BL	4	Climb	MaxCli	m <b>Z</b> BERO	3 000		
EMB145DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 000	250
EMB145DEFAU	BL	6	Climb	MaxCli	n <b>z</b> tERO	5 500		
EMB145DEFAU	BL	7	Climb	MaxCli	m <b>Z</b> BERO	7 500		
EMB145DEFAU	BL	8	Climb	MaxCli	m <b>Z</b> ERO	10 000		
EMB145DEFAU	<b>I</b> II	1	Takeoff	MaxTak	eeff GEAR			
EMB145DEFAU	<b>T</b>	2	Climb	MaxTak	<b>O</b> off	1 000		
EMB145DEFAU	ИТ	3	Acceler	a <b>lté</b> axCli	m <b>Z</b> ERO		1 293	220

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EMB14 <b>5</b>	DEFAU	<b>M</b> T	4	Climb	MaxCli	m <b>Z</b> ERO	3 200		
EMB145	DEFAU	<b>M</b> T	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
EMB145	DEFAU	<b>M</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
EMB145	DEFAU	<b>L</b> I	7	Climb	MaxCli	m <b>Z</b> ERO	7 500		
EMB145	DEFAU	<b>L</b> T	8	Climb	MaxCli	m <b>Z</b> BERO	10 000		
EMB14II	DEFAU	ШТ	1	Takeoff	MaxTak	eeff GEAR			
EMB14II	DEFAU	ШΤ	2	Climb	MaxTak	e <b>9</b> off	1 000		
EMB14II	DEFAU	ШΤ	3	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 465	220
EMB14II	DEFAU	ШΤ	4	Climb	MaxCli	m <b>Z</b> ERO	3 000		
EMB14II	DEFAU	ШΤ	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250
EMB14II	DEFAU	ШΤ	6	Climb	MaxCli	m <b>Z</b> ERO	5 500		
EMB14II	DEFAU	ШΤ	7	Climb	MaxCli	m <b>Z</b> ERO	7 500		
EMB14II	DEFAU	ШΤ	8	Climb	MaxCli	m <b>Z</b> BERO	10 000		
EMB14II	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	eeff GEAR			
EMB14II	DEFAU	27	2	Climb	MaxTak	<b>co</b> ff	1 000		
EMB14II	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 420	220
EMB14II	DEFAU	<b>2</b> T	4	Climb	MaxCli	m <b>Z</b> ERO	3 000		
EMB14II	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250
EMB14II	DEFAU	<b>2</b> T	6	Climb	MaxCli	m <b>Z</b> BERO	5 500		
EMB14II	DEFAU	<b>2</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	7 500		
EMB14II	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>z</b> tERO	10 000		
EMB14II	DEFAU	BL	1	Takeoff	MaxTak	eeff GEAR			
EMB14II	DEFAU	BL	2	Climb	MaxTak	e <b>∂</b> off	1 000		
EMB14II	DEFAU	BT	3	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 395	220
EMB14II	DEFAU	BT	4	Climb	MaxCli	m <b>Z</b> ERO	3 000		
EMB14II	DEFAU	BT	5	Acceler	a <b>M</b> axCli	n <b>z</b> tERO		1 000	250
EMB14II	DEFAU	BL	6	Climb	MaxCli	m <b>Z</b> BERO	5 500		
EMB14II	DEFAU	BL	7	Climb	MaxCli	n <b>z</b> tERO	7 500		
EMB14II	DEFAU	BL	8	Climb	MaxCli	m <b>Z</b> ERO	10 000		
EMB14II	DEFAU	ИГ	1	Takeoff	MaxTak	eeff GEAR			
ЕМВ14П	DEFAU	<b>L</b> I	2	Climb	MaxTak	<b>co</b> off	1 000		

EMB14IDEFAU	TAL.	3	Acceler	a <b>M</b> axCli	m <b>ZH</b> ERO		1 366	220
EMB14IDEFAU	ИТ	4	Climb	MaxCli	n <b>zl</b> ERO	3 000		
EMB14IDEFAU	ИТ	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
EMB14IDEFAU	ИT	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
EMB14IDEFAU	ИТ	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
EMB14IDEFAU	ИТ	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
EMB14IDEFAU	151	1	Takeoff	MaxTak	æff GEAR			
EMB14IDEFAU	<b>15</b> T	2	Climb	MaxTak	<b>O</b> off	1 000		
EMB14IDEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 335	220
EMB14IDEFAU	<b>15</b> T	4	Climb	MaxCli	n <b>z</b> tERO	3 000		
EMB14IDEFAU	<b>15</b> T	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250
EMB14IDEFAU	<b>15</b> T	6	Climb	MaxCli	m <b>Z</b> ERO	5 500		
EMB14IDEFAU	<b>15</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	7 500		
EMB14IDEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
EMB14IDEFAU	<b>16</b> T	1	Takeoff	MaxTak	eeff GEAR			
EMB14IDEFAU	<b>16</b> T	2	Climb	MaxTak	<b>O</b> off	1 000		
EMB14IDEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 298	220
EMB14IDEFAU	<b>16</b> T	4	Climb	MaxCli	m <b>Z</b> ERO	3 000		
EMB14IDEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
EMB14IDEFAU	<b>16</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
EMB14IDEFAU	<b>16</b> T	7	Climb	MaxCli	m <b>Z</b> ERO	7 500		
EMB14IDEFAU	<b>16</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
EMB170DEFAU	ПТ	1	Takeoff	MaxTak	doff			
EMB170DEFAU	ШТ	2	Climb	MaxTak	doff	1 000		
EMB170DEFAU	ПТ	3	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 936	196
EMB170DEFAU	ШТ	4	Climb	MaxCli	n <b>zi</b> ERO	3 000		
EMB170DEFAU	ПТ	5	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		2 339	240
EMB170DEFAU	ПТ	6	Climb	MaxCli	n <b>z</b> leRO	5 500		
EMB170DEFAU	ШТ	7	Climb	MaxCli	n <b>zi</b> ERO	7 500		
EMB170DEFAU	ПТ	8	Climb	MaxCli	m <b>Z</b> ERO	10 000		
EMB170DEFAU	21	1	Takeoff	MaxTak	doff			
EMB170DEFAU	<b>12</b> T	2	Climb	MaxTak	doff	1 000		
EMB170DEFAU	27	3	Acceler	a <b>lté</b> axCli	m <b>Z</b> ERO		1 836	197,1

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EMB170DEFAUIZT	4	Climb MaxClimateRO 3 000
EMB170DEFAU2T	5	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleration Accele
EMB170DEFAU2T	6	Climb MaxClinztERO 5 500
EMB17@EFAU2T	7	Climb MaxClimatero 7 500
EMB170DEFAU2T	8	Climb MaxClimatero 10 000
EMB17@EFAUBT	1	Takeoff MaxTakdoff
EMB17@DEFAUBT	2	Climb MaxTakdoff 1 000
EMB17@DEFAUBT	3	Accelerate
EMB170DEFAUBT	4	Climb MaxClimatero 3 000
EMB17@EFAUBT	5	Acceleral Max Clim TERO 2 120 240
	6	
EMB170DEFAURT		
EMB17 DEFAUBT	7	Climb MaxClinzteRO 7 500
EMB170DEFAUBT	8	Climb MaxClinztERO 10 000
EMB17QCAO_Al	1	Takeoff MaxTakdoff
EMB170CAO_Al	2	Climb MaxTakdoff 1 500
EMB170CAO_Al	3	Climb MaxClimb 3 000
EMB170CAO_Al	4	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler
EMB170ICAO_Al	5	Accelerate
EMB170ICAO_Al	6	Climb MaxClinztERO 5 500
EMB170ICAO_Al	7	Climb MaxClinztERO 7 500
EMB170ICAO_Al	8	Climb MaxClinztERO 10 000
EMB170CAO_A2	1	Takeoff MaxTakdoff
EMB170CAO_A2	2	Climb MaxTakdoff 1 500
EMB170ICAO_A2	3	Climb MaxClimb 3 000
EMB170CAO_A2	4	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler
EMB170CAO_A2	5	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler
EMB170CAO_A2	6	Climb MaxClinzdERO 5 500
EMB170CAO_A2	7	Climb MaxClinzdERO 7 500
EMB170CAO_A2	8	Climb MaxClinzdERO 10 000
EMB170CAO_A3	1	Takeoff MaxTakdoff
EMB170CAO_A3	2	Climb MaxTakdoff 1 500
EMB170CAO_A3	3	Climb MaxClimb 3 000
EMB170CAO_A3	4	AcceleraMaxClimAERO 1 546 200,4
EMB170ICAO_A3	5	AcceleralMaxClinZERO 1 850 240

EMB17 CCAO_A3	6	Climb	MaxClin <b>zt</b> ERO	5 500		
EMB170CAO_A3	7	Climb	MaxClin <b>zt</b> ERO	7 500		
EMB170CAO_A3	8	Climb	MaxClin <b>2</b> tERO	10 000		
EMB170ICAO_B1	1	Takeoff	MaxTakdoff			
EMB170CAO_B1	2	Climb	MaxTakdoff	1 000		
EMB170ICAO_B1	3	Acceler	alMaxTak ØdERO		1 899	195,5
EMB170CAO_B1	4	Climb	MaxClin <b>zt</b> ERO	3 000		
EMB170CAO_B1	5	Acceler	a <b>M</b> axClin <b>z</b> tERO		2 301	240
EMB170ICAO_B1	6	Climb	MaxClin <b>z</b> tERO	5 500		
EMB170CAO_B1	7	Climb	MaxClin <b>zt</b> ERO	7 500		
EMB170CAO_B1	8	Climb	MaxClin <b>zt</b> ERO	10 000		
EMB170ICAO_B2	1	Takeoff	MaxTakdoff			
EMB170CAO_B2	2	Climb	MaxTakdoff	1 000		
EMB170CAO_B2	3	Acceler	a <b>M</b> axTak <b>z</b> OERO		1 823	198,2
EMB170CAO_B2	4	Climb	MaxClin <b>zt</b> ERO	3 000		
EMB170CAO_B2	5	Acceler	alletaxClinztERO		2 195	240
EMB170CAO_B2	6	Climb	MaxClin <b>Z</b> tERO	5 500		
EMB170CAO_B2	7	Climb	MaxClin <b>z</b> tERO	7 500		
EMB170CAO_B2	8	Climb	MaxClin <b>z</b> tERO	10 000		
EMB170CAO_B3	1	Takeoff	MaxTakdoff			
EMB170CAO_B3	2	Climb	MaxTakdoff	1 000		
EMB170CAO_B3	3	Acceler	a <b>M</b> axTak <b>ZoffR</b> O		1 743	201
EMB170CAO_B3	4	Climb	MaxClin <b>zt</b> ERO	3 000		
EMB170CAO_B3	5	Acceler	alle axClinal ERO		2 085	240
EMB170CAO_B3	6	Climb	MaxClin <b>zt</b> ERO	5 500		
EMB170CAO_B3	7	Climb	MaxClin <b>zt</b> ERO	7 500		
EMB170CAO_B3	8	Climb	MaxClin <b>z</b> tERO	10 000		
EMB175DEFAUIIT	1	Takeoff	MaxTakdoff			
EMB175DEFAUIIT	2	Climb	MaxTakdoff	1 000		
EMB175DEFAUIIT	3	Acceler	alletaxClinztERO		1 900	196
EMB175DEFAUIIT	4	Climb	MaxClin <b>Zl</b> ERO	3 000		
EMB175DEFAUIIT	5	Acceler	a <b>M</b> axClin <b>Z</b> ERO		2 308	240
EMB175DEFAUIIT	6	Climb	MaxClin <b>Z</b> tERO	5 500		
EMB175DEFAUIIT	7	Climb	MaxClin <b>Zl</b> ERO	7 500		
	*			*	*	

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EMB17 SDEFAUIT	8	Climb	MaxClin	ZERO	10 000			
EMB175DEFAUIT	1	Takeoff	MaxTake	loff				
EMB175DEFAUIZT	2	Climb	MaxTake	loff	1 000			
EMB175DEFAUIZT	3	Accelera	a <b>M</b> axClini	<b>MERO</b>		1 823	198,1	
EMB175DEFAUET	4	Climb	MaxClin	<b>MERO</b>	3 000			
EMB175DEFAUIZT	5	Accelera	a <b>M</b> axClinz	<b>MERO</b>		2 190	240	
EMB175DEFAUET	6	Climb	MaxClin	<b>MERO</b>	5 500			
EMB175DEFAUET	7	Climb	MaxClin	<b>MERO</b>	7 500			
EMB175DEFAUET	8	Climb	MaxClin	<b>MERO</b>	10 000			
EMB175DEFAUBT	1	Takeoff	MaxTake	loff				
EMB175DEFAUBT	2	Climb	MaxTake	loff	1 000			
EMB175DEFAUBT	3	Accelera	a <b>M</b> axClina	ZERO		1 745	200,3	
EMB175DEFAUBT	4	Climb	MaxClina	ZERO	3 000			
EMB175DEFAUBT	5	Accelera	a <b>M</b> axClina	ZERO		2 086	240	
EMB175DEFAUBT	6	Climb	MaxClin	<b>MERO</b>	5 500			
EMB175DEFAUBT	7	Climb	MaxClina	ZERO	7 500			
EMB175DEFAUBT	8	Climb	MaxClina	ZERO	10 000			
EMB175CAO_Al	1	Takeoff	MaxTaké	loff				
EMB175CAO_Al	2	Climb	MaxTaké	loff	1 500			
EMB175CAO_Al	3	Climb	MaxClin	ib	3 000			
EMB175CAO_Al	4	Accelera	a <b>M</b> axClina	ZERO		1 634	195	
EMB175CAO_Al	5	Accelera	a <b>M</b> axClina	<b>ZERO</b>		1 979	240	
EMB175CAO_Al	6	Climb	MaxClin	<b>MERO</b>	5 500			
EMB175CAO_Al	7	Climb	MaxClina	ZERO	7 500			
EMB175CAO_Al	8	Climb	MaxClin	<b>MERO</b>	10 000			
EMB175CAO_A2	1	Takeoff	MaxTaké	loff				
EMB175CAO_A2	2	Climb	MaxTaké	loff	1 500			
EMB175CAO_A2	3	Climb	MaxClin	ib	3 000			
EMB175CAO_A2	4	Accelera	a <b>M</b> axClin	ZERO		1 568	198,5	
EMB175CAO_A2	5	Accelera	a <b>M</b> axClin	ZERO		1 885	240	
EMB175CAO_A2	6	Climb	MaxClin	MERO	5 500			
EMB175CAO_A2	7	Climb	MaxClin	ZERO	7 500			
EMB175CAO_A2	8	Climb	MaxClin	ZERO	10 000			
EMB175CAO_A3	1	Takeoff	MaxTake	loff				

EMB17SCAO_AS         2         Climb         MaxTakdoff         1 500            EMB17SCAO_AS         3         Climb         MaxClintb         3 000            EMB17SCAO_AS         4         AccelerablaxClintera          1 499         201,3           EMB17SCAO_AS         5         AccelerablaxClintera          1 794         240           EMB17SCAO_AS         6         Climb         MaxClintera         5 500            EMB17SCAO_AS         7         Climb         MaxClintera         7 500            EMB17SCAO_BI         1         Takeoff         MaxTakdoff         1 000            EMB17SCAO_BI         2         Climb         MaxTakdoff         1 000            EMB17SCAO_BI         3         AccelerablaxClintera         3 000            EMB17SCAO_BI         4         Climb         MaxClintera         3 000            EMB17SCAO_BI         5         AccelerablaxClintera         0 500             EMB17SCAO_BI         6         Climb         MaxClintera         0 7 500             EMB17SCAO_BI								
EMB17 CAO_AS         4         Accelerablax Clinteron         1 499         201,3           EMB17 CAO_AS         5         Accelerablax Clinteron         1 794         240           EMB17 CAO_AS         6         Climb         Max Clinteron         5 500           EMB17 CAO_AS         7         Climb         Max Clinteron         7 500           EMB17 CAO_AS         8         Climb         Max Clinteron         10 000           EMB17 CAO_BI         1         Takeoff         Max Takdoff         1 000           EMB17 CAO_BI         2         Climb         Max Clinteron         1 818         195,5           EMB17 CAO_BI         3         Accelerablax Takeoff         1 000         1 818         195,5           EMB17 CAO_BI         4         Climb         Max Clinteron         2 202         240           EMB17 CAO_BI         5         Accelerablax Clinteron         5 500         1         1 818         195,5           EMB17 CAO_BI         6         Climb         Max Clinteron         5 500         1         1 1000         1           EMB17 CAO_BI         7         Climb         Max Clinteron         1 000         1         1 1000         1         1 1000         1	EMB175CAO_A3	2	Climb	MaxTak	doff	1 500		
EMBIT SCAO_A3         5         AcceleraldaxClipzero         1 794         240           EMBIT SCAO_A3         6         Climb         MaxClipzero         5 500         EMBIT SCAO_A3         7         Climb         MaxClipzero         7 500         EMBIT SCAO_A3         8         Climb         MaxClipzero         7 500         EMBIT SCAO_A3         8         Climb         MaxClipzero         7 500         EMBIT SCAO_B1         1         Takcoff         MaxClipzero         1 000         EMBIT SCAO_B1         2         Climb         MaxTakdoff         1 000         EMBIT SCAO_B1         2         Climb         MaxClipzero         3 000         1 818         195,5         EMBIT SCAO_B1         4         Climb         MaxClipzero         3 000         2 202         240         EMBIT SCAO_B1         4         Climb         MaxClipzero         5 500         5 500         EMBIT SCAO_B1         6         Climb         MaxClipzero         5 500         5 500         EMBIT SCAO_B2         1         Takcoff         MaxClipzero         5 500         5 500         EMBIT SCAO_B2         2         Climb         MaxClipzero         5 500         1 744         197,1         EMBIT SCAO_B2         2         Climb         MaxClipzero         7 500         1 744         197,1	EMB175CAO_A3	3	Climb	MaxCli	mlb	3 000		
EMB17 SCAO_A3         6         Climb         MaxClinzero         5 500            EMB17 SCAO_A3         7         Climb         MaxClinzero         7 500            EMB17 SCAO_A3         8         Climb         MaxTakdoff         10 000            EMB17 SCAO_B1         1         Takcoff         MaxTakdoff         1000            EMB17 SCAO_B1         2         Climb         MaxTakdoff         1818         195,5           EMB17 SCAO_B1         3         Acceleraldax Takotffor         1818         195,5           EMB17 SCAO_B1         4         Climb         MaxClinzero         3 000           EMB17 SCAO_B1         5         Acceleraldax Takotffor         5 500           EMB17 SCAO_B1         7         Climb         MaxClinzero         5 500           EMB17 SCAO_B2         1         Takcoff         MaxTakdoff         1 000           EMB17 SCAO_B2         2         Climb         MaxTakdoff         1 000           EMB17 SCAO_B2         3         Acceleraldax Takotffor         1 744         197,1           EMB17 SCAO_B2         4         Climb         MaxClinzero         3 000         1 744         197,1           EMB	EMB175CAO_A3	4	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 499	201,3
EMB17 SCAO_A3         7         Climb         MaxClinzero         7 500            EMB17 SCAO_A3         8         Climb         MaxClinzero         10 000            EMB17 SCAO_B1         1         Takeoff         MaxTakdoff         1 000            EMB17 SCAO_B1         2         Climb         MaxTakdoff         1 000            EMB17 SCAO_B1         3         AcceleradaxTakzetero         1 818         195,5           EMB17 SCAO_B1         4         Climb         MaxClinzero         3 000            EMB17 SCAO_B1         5         AcceleradaxClinzero         5 500             EMB17 SCAO_B1         6         Climb         MaxClinzero         5 500             EMB17 SCAO_B1         7         Climb         MaxClinzero         7 500              EMB17 SCAO_B2         1         Takeoff         MaxTakdoff         1 000              1 744         197,1              1 744         197,1               1 744<	EMB175CAO_A3	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 794	240
EMB17SCAO_83         8         Climb         MaxClinderol         10000         10000           EMB17SCAO_B1         1         Takeoff         MaxTakdoff         1000         1818         195,5           EMB17SCAO_B1         2         Climb         MaxTakdoff         1000         1818         195,5           EMB17SCAO_B1         4         Climb         MaxClindero         3000         2202         240           EMB17SCAO_B1         5         AcceleraldaxClindero         5500         2202         240           EMB17SCAO_B1         6         Climb         MaxClindero         5500         6           EMB17SCAO_B1         7         Climb         MaxClindero         7500         6           EMB17SCAO_B2         1         Takeoff         MaxTakdoff         1000         6           EMB17SCAO_B2         2         Climb         MaxTakdoff         1000         6           EMB17SCAO_B2         3         AcceleraldaxTakdoff         1000         6         1744         197,1           EMB17SCAO_B2         4         Climb         MaxClindero         2099         240           EMB17SCAO_B2         5         AcceleraldaxClindero         500         6	EMB175CAO_A3	6	Climb	MaxCli	n <b>a</b> tero	5 500		
EMB17 SCAO_BI         1         Takcoff MaxTakdoff         1         1000         1         EMB17 SCAO_BI         2         Climb MaxTakdoff         1 000         1 818         195,5         EMB17 SCAO_BI         3         AcceleraldaxTakdoffRO         1 818         195,5         EMB17 SCAO_BI         4         Climb MaxClinateRO         3 000         2 202         240         EMB17 SCAO_BI         5         AcceleraldaxClinateRO         5 500         EMB17 SCAO_BI         6         Climb MaxClinateRO         7 500         EMB17 SCAO_BI         7 Climb MaxClinateRO         7 500         EMB17 SCAO_BI         8 Climb MaxClinateRO         10 000         EMB17 SCAO_BI         1 Takcoff MaxTakdoff         1 000         EMB17 SCAO_BI         2 Climb MaxClinateRO         1 744         197,1         EMB17 SCAO_BI         3 AcceleraldaxTakdoffRO         1 744         197,1         EMB17 SCAO_BI         4 Climb MaxClinateRO         2 099         240         EMB17 SCAO_BI         5 AcceleraldaxClinateRO         2 099         240         EMB17 SCAO_BI         5 AcceleraldaxClinateRO         5 500         EMB17 SCAO_BI         6 Climb MaxClinateRO         7 500         EMB17 SCAO_BI         8 Climb MaxClinateRO         1 000         EMB17 SCAO_BI         1 Takcoff MaxTakdoff         1 000         EMB17 SCAO_BI         1 Takcoff MaxTakdoff         1 000         EMB17 SCAO_BI	EMB175CAO_A3	7	Climb	MaxCli	n <b>a</b> tero	7 500		
EMB17SCAO_BI         2         Climb         MaxTak doff         1 000         1 818         195,5           EMB17SCAO_BI         3         Acceleral dax Tak differ         1 818         195,5           EMB17SCAO_BI         4         Climb         MaxClinder         3 000           EMB17SCAO_BI         5         Acceleral dax Clinder         2 202         240           EMB17SCAO_BI         6         Climb         MaxClinder         5 500         1           EMB17SCAO_BI         8         Climb         MaxClinder         7 500         1           EMB17SCAO_BI         8         Climb         MaxClinder         1 000         1           EMB17SCAO_BI         8         Climb         MaxTak doff         1 000         1           EMB17SCAO_BI         1         Takeoff         MaxTak doff         1 000         1           EMB17SCAO_BI         2         Climb         MaxTak doff         1 000         1           EMB17SCAO_BI         3         Acceleral daxClinder         2 099         240           EMB17SCAO_BI         5         Acceleral daxClinder         7 500         1           EMB17SCAO_BI         1         Takeoff         MaxTak doff         1 000	EMB175CAO_A3	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
EMB17SCAO_BI         3         AcceleraldaxTak&ffRO         1818         195,5           EMB17SCAO_BI         4         Climb         MaxClinzteRO         3 000           EMB17SCAO_BI         5         AcceleraldaxClinzteRO         2 202         240           EMB17SCAO_BI         6         Climb         MaxClinzteRO         5 500           EMB17SCAO_BI         7         Climb         MaxClinzteRO         7 500           EMB17SCAO_BI         8         Climb         MaxClinzteRO         10 000           EMB17SCAO_BI         8         Climb         MaxClinzteRO         10 000           EMB17SCAO_BI         8         Climb         MaxClinzteRO         1 000           EMB17SCAO_BI         1         Takeoff         MaxTakdoff         1 000           EMB17SCAO_BI         2         Climb         MaxClinzteRO         1 744         197,1           EMB17SCAO_BI         3         AcceleraldaxClinzteRO         2 099         240           EMB17SCAO_BI         5         AcceleraldaxClinzteRO         2 099         240           EMB17SCAO_BI         6         Climb         MaxClinzteRO         7 500           EMB17SCAO_BI         1         Takeoff         MaxTakdoff	EMB175ICAO_B1	1	Takeoff	MaxTak	doff			
EMB17 SCAO_BI         4         Climb         MaxClinatero         3 000         2 202         240           EMB17 SCAO_BI         5         Accelerateratero interesco         5 500         2 202         240           EMB17 SCAO_BI         6         Climb         MaxClinatero         5 500         5 500           EMB17 SCAO_BI         7         Climb         MaxClinatero         7 500         5 500           EMB17 SCAO_BI         8         Climb         MaxClinatero         7 500         5 500           EMB17 SCAO_BI         1         Takeoff MaxTak doff         1 000         5 500         5 500           EMB17 SCAO_BI         2         Climb         MaxTak doff         1 000         5 500         5 500           EMB17 SCAO_BI         3         Accelerateraterateratero         3 000         5 500         5 500         5 500           EMB17 SCAO_BI         5         Accelerateraterateratero         5 500         5 500         5 500         5 500           EMB17 SCAO_BI         1         Takeoff MaxTak doff         1 000         5 500         5 500         5 500         5 500         5 500         5 500         5 500         5 500         5 500         5 500         5 500         5 500	EMB175CAO_Bl	2	Climb	MaxTak	doff	1 000		
EMB17 SCAO_BI         5         Acceleraldax Clinatero         2 202         240           EMB17 SCAO_BI         6         Climb         MaxClinatero         5 500            EMB17 SCAO_BI         7         Climb         MaxClinatero         7 500            EMB17 SCAO_BI         8         Climb         MaxClinatero         10 000            EMB17 SCAO_BI         1         Takeoff         MaxTakdoff             EMB17 SCAO_BI         2         Climb         MaxTakdoff         1 000            EMB17 SCAO_BI         3         AcceleraldaxTakattero         1 744         197,1            EMB17 SCAO_BI         4         Climb         MaxClinatero         2 099         240           EMB17 SCAO_BI         5         AcceleraldaxClinatero         2 099         240           EMB17 SCAO_BI         7         Climb         MaxClinatero         7 500           EMB17 SCAO_BI         1         Takeoff         MaxTakdoff         1 000           EMB17 SCAO_BI         2         Climb         MaxTakdoff         1 000           EMB17 SCAO_BI         3         AcceleraldaxTakattero         1 668         200,8      <	EMB175CAO_Bl	3	Acceler	a <b>M</b> axTak	ZERO		1 818	195,5
EMB17 SCAO_BI         6         Climb         MaxClinatero         5 500           EMB17 SCAO_BI         7         Climb         MaxClinatero         7 500           EMB17 SCAO_BI         8         Climb         MaxClinatero         10 000           EMB17 SCAO_BI         1         Takeoff         MaxTakdoff         1 000           EMB17 SCAO_BI         2         Climb         MaxTakdoff         1 000           EMB17 SCAO_BI         3         AcceleraldaxTakdiffro         1 744         197,1           EMB17 SCAO_BI         4         Climb         MaxClinatero         3 000           EMB17 SCAO_BI         5         AcceleraldaxClinatero         2 099         240           EMB17 SCAO_BI         6         Climb         MaxClinatero         5 500           EMB17 SCAO_BI         7         Climb         MaxClinatero         7 500           EMB17 SCAO_BI         1         Takeoff         MaxTakdoff         1 000           EMB17 SCAO_BI         2         Climb         MaxTakdoff         1 000           EMB17 SCAO_BI         3         AcceleraldaxClinatero         1 668         200,8           EMB17 SCAO_BI         4         Climb         MaxClinatero         1 996	EMB175CAO_Bl	4	Climb	MaxCli	n <b>a</b> leRO	3 000		
EMB17 SCAO_BI         7         Climb         MaxClindtero         7 500           EMB17 SCAO_BI         8         Climb         MaxClindtero         10 000           EMB17 SCAO_B2         1         Takeoff MaxTakdoff         1 000           EMB17 SCAO_B2         2         Climb         MaxTakdoff         1 744         197,1           EMB17 SCAO_B2         4         Climb         MaxClindtero         2 099         240           EMB17 SCAO_B2         5         AcceleraldaxClindtero         2 099         240           EMB17 SCAO_B2         6         Climb         MaxClindtero         5 500           EMB17 SCAO_B2         7         Climb         MaxClindtero         7 500           EMB17 SCAO_B2         8         Climb         MaxTakdoff           EMB17 SCAO_B3         1         Takeoff MaxTakdoff         1 000           EMB17 SCAO_B3         2         Climb         MaxClindtero         1 668         200,8           EMB17 SCAO_B3         3         AcceleraldaxTakdoff         1 000         1 996         240           EMB17 SCAO_B3         5         AcceleraldaxClindtero         1 996         240           EMB17 SCAO_B3         6         Climb         MaxClindtero <td>EMB175CAO_Bl</td> <td>5</td> <td>Acceler</td> <td>a<b>M</b>axCli</td> <td>n<b>a</b>leRO</td> <td></td> <td>2 202</td> <td>240</td>	EMB175CAO_Bl	5	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		2 202	240
EMB175CAO_B1         8         Climb         MaxClinatero         10 000           EMB175CAO_B2         1         Takeoff         MaxTakdoff           EMB175CAO_B2         2         Climb         MaxTakdoff         1 000           EMB175CAO_B2         3         AcceleraldaxTakoffRO         1 744         197,1           EMB175CAO_B2         4         Climb         MaxClinatero         3 000           EMB175CAO_B2         5         AcceleraldaxClinatero         2 099         240           EMB175CAO_B2         6         Climb         MaxClinatero         5 500           EMB175CAO_B2         7         Climb         MaxClinatero         7 500           EMB175CAO_B3         1         Takeoff         MaxTakdoff           EMB175CAO_B3         2         Climb         MaxTakdoff           EMB175CAO_B3         3         AcceleraldaxTakottero         1 668         200,8           EMB175CAO_B3         4         Climb         MaxClinatero         1 996         240           EMB175CAO_B3         5         AcceleraldaxClinatero         7 500         1 996         240           EMB175CAO_B3         6         Climb         MaxClinatero         7 500         1 996	EMB175CAO_B1	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
EMB17SCAO_B2         1         Takeoff MaxTakdoff         1         1         1         Takeoff MaxTakdoff         1<	EMB175CAO_B1	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
EMB17SCAO_B2         2         Climb         MaxTakdoff         1 000           EMB17SCAO_B2         3         Acceleral at	EMB175CAO_Bl	8	Climb	MaxCli	n <b>a</b> leRO	10 000		
EMB17 SICAO_B2         3         Acceleral axtal axterior         1 744         197,1           EMB17 SICAO_B2         4         Climb         MaxCliniteRO         3 000           EMB17 SICAO_B2         5         Acceleral axtal axterior         2 099         240           EMB17 SICAO_B2         6         Climb         MaxCliniteRO         5 500           EMB17 SICAO_B2         7         Climb         MaxCliniteRO         7 500           EMB17 SICAO_B3         1         Takeoff         MaxTakdoff           EMB17 SICAO_B3         2         Climb         MaxTakdoff         1 000           EMB17 SICAO_B3         3         Acceleral axtak axterior         1 668         200,8           EMB17 SICAO_B3         4         Climb         MaxCliniteRO         1 996         240           EMB17 SICAO_B3         5         Acceleral axterior         5 500         1 996         240           EMB17 SICAO_B3         6         Climb         MaxCliniteRO         7 500         1 996         240           EMB17 SICAO_B3         7         Climb         MaxCliniteRO         7 500         1 996         240           EMB17 SICAO_B3         8         Climb         MaxCliniteRO         1 000 <td< td=""><td>EMB175CAO_B2</td><td>1</td><td>Takeoff</td><td>MaxTak</td><td>doff</td><td></td><td></td><td></td></td<>	EMB175CAO_B2	1	Takeoff	MaxTak	doff			
EMB17 SCAO_B2         4         Climb         MaxClinzero         3 000           EMB17 SCAO_B2         5         Acceleral axClinzero         2 099         240           EMB17 SCAO_B2         6         Climb         MaxClinzero         5 500           EMB17 SCAO_B2         7         Climb         MaxClinzero         7 500           EMB17 SCAO_B2         8         Climb         MaxClinzero         10 000           EMB17 SCAO_B3         1         Takeoff         MaxTakeoff           EMB17 SCAO_B3         2         Climb         MaxClinzero         1 668         200,8           EMB17 SCAO_B3         4         Climb         MaxClinzero         3 000         1 996         240           EMB17 SCAO_B3         5         Acceleral axClinzero         5 500         1 996         240           EMB17 SCAO_B3         6         Climb         MaxClinzero         5 500         1 996         240           EMB17 SCAO_B3         7         Climb         MaxClinzero         7 500         1 996         240           EMB17 SCAO_B3         8         Climb         MaxClinzero         1 0 000         1 0 000         1 0 000           EMB19 ODEFAUIT         1         Takeoff	EMB175CAO_B2	2	Climb	MaxTak	doff	1 000		
EMB175CAO_B2         5         Acceleral axClinatero         2 099 240           EMB175CAO_B2         6         Climb         MaxClinatero         5 500           EMB175CAO_B2         7         Climb         MaxClinatero         7 500           EMB175CAO_B2         8         Climb         MaxClinatero         10 000           EMB175CAO_B3         1         Takeoff MaxTakdoff         1 000           EMB175CAO_B3         2         Climb         MaxTakdoff         1 668 200,8           EMB175CAO_B3         3         Acceleral axTakdoff         1 668 200,8           EMB175CAO_B3         4         Climb         MaxClinatero         1 996 240           EMB175CAO_B3         5         Acceleral axClinatero         5 500           EMB175CAO_B3         6         Climb         MaxClinatero         5 500           EMB175CAO_B3         7         Climb         MaxClinatero         7 500           EMB190DEFAUIT         1         Takeoff MaxTakdoff         1 000           EMB190DEFAUIT         2         Climb         MaxTakdoff         1 000	EMB175CAO_B2	3	Acceler	a <b>M</b> axTak	ZERO		1 744	197,1
EMB17SCAO_B2         6         Climb         MaxClinzero         5 500           EMB17SCAO_B2         7         Climb         MaxClinzero         7 500           EMB17SCAO_B2         8         Climb         MaxClinzero         10 000           EMB17SCAO_B3         1         Takeoff MaxTakdoff         1 000           EMB17SCAO_B3         2         Climb         MaxTakdoff         1 668         200,8           EMB17SCAO_B3         3         AcceleraleaxTakaceffro         1 668         200,8           EMB17SCAO_B3         4         Climb         MaxClinzero         1 996         240           EMB17SCAO_B3         5         AcceleraleaxClinzero         5 500         1 996         240           EMB17SCAO_B3         6         Climb         MaxClinzero         5 500         1 996         240           EMB17SCAO_B3         7         Climb         MaxClinzero         7 500         1 996         240           EMB19OEFAUIIT         1         Takeoff         MaxTakdoff         1 000         1 000	EMB175CAO_B2	4	Climb	MaxCli	n <b>zl</b> ERO	3 000		
EMB17SCAO_B2         7         Climb         MaxClinztero         7 500           EMB17SCAO_B2         8         Climb         MaxClinztero         10 000           EMB17SCAO_B3         1         Takeoff MaxTakdoff         1 000           EMB17SCAO_B3         2         Climb         MaxTakdoff         1 000           EMB17SCAO_B3         3         Acceleral axtak axterinztero         1 668 200,8           EMB17SCAO_B3         4         Climb         MaxClinztero         3 000           EMB17SCAO_B3         5         Acceleral axterinztero         1 996 240           EMB17SCAO_B3         6         Climb         MaxClinztero         5 500           EMB17SCAO_B3         7         Climb         MaxClinztero         7 500           EMB17SCAO_B3         8         Climb         MaxClinztero         10 000           EMB19ODEFAUIIT         1         Takeoff MaxTakdoff         1 000	EMB175CAO_B2	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		2 099	240
EMB175CAO_B2         8         Climb         MaxClimatero         10 000           EMB175CAO_B3         1         Takeoff MaxTakdoff         1000           EMB175CAO_B3         2         Climb         MaxTakdoff         1000           EMB175CAO_B3         3         Acceleral MaxTakdoff RO         1668         200,8           EMB175CAO_B3         4         Climb         MaxClimatero         3000           EMB175CAO_B3         5         Acceleral MaxClimatero         1996         240           EMB175CAO_B3         6         Climb         MaxClimatero         5500           EMB175CAO_B3         7         Climb         MaxClimatero         7500           EMB175CAO_B3         8         Climb         MaxClimatero         10000           EMB190DEFAUIIT         1         Takeoff MaxTakdoff         1000	EMB175CAO_B2	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
EMB17 SCAO_B3         1         Takeoff MaxTakdoff         1         1000	EMB175CAO_B2	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
EMB175CAO_B3         2         Climb         MaxTakdoff         1 000           EMB175CAO_B3         3         Acceleral axTak of the RO         1 668         200,8           EMB175CAO_B3         4         Climb         MaxClimatero         3 000           EMB175CAO_B3         5         Acceleral axClimatero         1 996         240           EMB175CAO_B3         6         Climb         MaxClimatero         5 500           EMB175CAO_B3         7         Climb         MaxClimatero         7 500           EMB190DEFAUIIT         1         Takeoff         MaxTakdoff           EMB190DEFAUIIT         2         Climb         MaxTakdoff         1 000	EMB175CAO_B2	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
EMB175CAO_B3         3         Acceleral axTak of the RO         1 668         200,8           EMB175CAO_B3         4         Climb         MaxClimatero         3 000           EMB175CAO_B3         5         Acceleral axClimatero         1 996         240           EMB175CAO_B3         6         Climb         MaxClimatero         5 500           EMB175CAO_B3         7         Climb         MaxClimatero         7 500           EMB175CAO_B3         8         Climb         MaxClimatero         10 000           EMB190DEFAUIIT         1         Takeoff MaxTakdoff         1 000           EMB190DEFAUIIT         2         Climb         MaxTakdoff         1 000	EMB175CAO_B3	1	Takeoff	MaxTak	doff			
EMB17SICAO_B3         4         Climb         MaxClinzterO         3 000           EMB17SICAO_B3         5         AccelerateaxClinzterO         1 996         240           EMB17SICAO_B3         6         Climb         MaxClinzterO         5 500           EMB17SICAO_B3         7         Climb         MaxClinzterO         7 500           EMB17SICAO_B3         8         Climb         MaxClinzterO         10 000           EMB19ODEFAUIIT         1         Takeoff         MaxTakdoff           EMB19ODEFAUIIT         2         Climb         MaxTakdoff         1 000	EMB175CAO_B3	2	Climb	MaxTak	doff	1 000		
EMB17SICAO_B3         5         Acceleral axClimatero         1 996         240           EMB17SICAO_B3         6         Climb         MaxClimatero         5 500           EMB17SICAO_B3         7         Climb         MaxClimatero         7 500           EMB17SICAO_B3         8         Climb         MaxClimatero         10 000           EMB19CDEFAUIIT         1         Takeoff         MaxTakdoff           EMB19CDEFAUIIT         2         Climb         MaxTakdoff         1 000	EMB175CAO_B3	3	Acceler	a <b>M</b> axTak	ZERO		1 668	200,8
EMB17SICAO_B3         6         Climb         MaxClinztero         5 500           EMB17SICAO_B3         7         Climb         MaxClinztero         7 500           EMB17SICAO_B3         8         Climb         MaxClinztero         10 000           EMB19ODEFAUIIT         1         Takeoff         MaxTakdoff           EMB19ODEFAUIIT         2         Climb         MaxTakdoff         1 000	EMB175CAO_B3	4	Climb	MaxCli	n <b>Z</b> ERO	3 000		
EMB17SICAO_B3 7 Climb MaxClimzterO 7 500  EMB17SICAO_B3 8 Climb MaxClimzterO 10 000  EMB19ODEFAUIIT 1 Takeoff MaxTakdoff  EMB19ODEFAUIIT 2 Climb MaxTakdoff 1 000	EMB175CAO_B3	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 996	240
EMB175ICAO_B3 8 Climb MaxClimZtERO 10 000  EMB190DEFAUIIT 1 Takeoff MaxTakdoff  EMB190DEFAUIIT 2 Climb MaxTakdoff 1 000	EMB175CAO_B3	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
EMB190DEFAUIIT 1 Takeoff MaxTakdoff EMB190DEFAUIIT 2 Climb MaxTakdoff 1 000	EMB175CAO_B3	7	Climb	MaxCli	n <b>Z</b> BERO	7 500		
EMB190DEFAUIIT 2 Climb MaxTakdoff 1 000	EMB175CAO_B3	8	Climb	MaxCli	n <b>Z</b> BERO	10 000		
	EMB19@DEFAUIIT	1	Takeoff	MaxTak	doff			
EMB190DEFAUIIT 3 Acceleral axClin 2 ERO 1 685 194,5	EMB19@DEFAUIIT	2	Climb	MaxTak	doff	1 000		
	EMB19@DEFAUIIT	3	Acceler	a <b>M</b> axCli	n <b>z</b> IERO		1 685	194,5

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EMB190DEFAUIIT	4	Climb	MaxClir	AERO	3 000		
EMB19@DEFAUIIT	5		a <b>M</b> axClir			2 041	250
EMB190DEFAUIIT	6	Climb	MaxClir		5 500		
EMB190DEFAUIIT	7	Climb	MaxClir	zHERO	7 500		
EMB19@DEFAUIIT	8	Climb	MaxClir		10 000		
EMB190DEFAUIT	1	Takeoff	MaxTak	doff			
EMB190DEFAUIT	2	Climb	MaxTak	doff	1 000		
EMB190DEFAU2T	3	Acceler	a <b>M</b> axClir	ZERO		1 616	197,1
EMB19@DEFAU2T	4	Climb	MaxClir	ZERO	3 000		
EMB19@DEFAU2T	5	Acceler	a <b>M</b> axClir	z ERO		1 944	250
EMB190DEFAU2T	6	Climb	MaxClir	izlero	5 500		
EMB190DEFAU12T	7	Climb	MaxClir	ZERO	7 500		
EMB190DEFAU12T	8	Climb	MaxClir	ZERO	10 000		
EMB19@DEFAUBT	1	Takeoff	MaxTak	doff			
EMB19@DEFAUBT	2	Climb	MaxTak	doff	1 000		
EMB19@DEFAUBT	3	Acceler	a <b>M</b> axClir	iz ERO		1 546	199,7
EMB19@DEFAUBT	4	Climb	MaxClir	izlero	3 000		
EMB19@DEFAUBT	5	Acceler	a <b>M</b> axClir	ZERO		1 850	250
EMB19@DEFAUBT	6	Climb	MaxClir	ZERO	5 500		
EMB190DEFAUBT	7	Climb	MaxClir	<b>MERO</b>	7 500		
EMB19@DEFAUBT	8	Climb	MaxClir	ZERO	10 000		
EMB19@DEFAULT	1	Takeoff	MaxTak	doff			
EMB190DEFAULT	2	Climb	MaxTak	doff	1 000		
EMB190DEFAULT	3	Acceler	a <b>M</b> axClir	ZERO		1 416	205,2
EMB190DEFAULT	4	Climb	MaxClir	ZERO	3 000		
EMB190DEFAULT	5	Acceler	a <b>M</b> axClir	ZERO		1 677	250
EMB190DEFAULT	6	Climb	MaxClir	MERO	5 500		
EMB19@DEFAULT	7	Climb	MaxClir	<b>MERO</b>	7 500		
EMB19 ODEFAULT	8	Climb	MaxClir	ZERO	10 000		
EMB19 CCAO_Al	1	Takeoff	MaxTak	doff			
EMB19 CCAO_Al	2	Climb	MaxTak	doff	1 500		
EMB19 CAO_Al	3	Climb	MaxClir	nlb	3 000		
EMB190CAO_Al	4	Acceler	a <b>M</b> axClir	ZERO		1 652	194,1
EMB190ICAO_A1	5	Acceler	a <b>M</b> axClir	ZERO		2 012	250

EMB190CAO_Al	6	Climb	MaxClin <b>zt</b> ERO	5 500		
EMB190CAO_Al	7	Climb	MaxClin <b>zt</b> ERO	7 500		
EMB190ICAO_Al	8	Climb	MaxClin <b>2</b> tERO	10 000		
EMB190ICAO_A2	1	Takeoff	MaxTakdoff			
EMB190CAO_A2	2	Climb	MaxTakdoff	1 500		
EMB190ICAO_A2	3	Climb	MaxClimb	3 000		
EMB190ICAO_A2	4	Acceler	alletaxClin2dERO		1 582	196,6
EMB190CAO_A2	5	Acceler	alletaxClin2dERO		1 918	250
EMB190ICAO_A2	6	Climb	MaxClin <b>2</b> tERO	5 500		
EMB190CAO_A2	7	Climb	MaxClin <b>zt</b> ERO	7 500		
EMB190ICAO_A2	8	Climb	MaxClin <b>zt</b> ERO	10 000		
EMB190ICAO_A3	1	Takeoff	MaxTakdoff			
EMB190CAO_A3	2	Climb	MaxTakdoff	1 500		
EMB190ICAO_A3	3	Climb	MaxClimb	3 000		
EMB190ICAO_A3	4	Acceler	a <b>M</b> axClin <b>z</b> ERO		1 513	199,4
EMB19@CAO_A3	5	Acceler	a <b>M</b> axClin <b>zt</b> ERO		1 826	250
EMB190CAO_A3	6	Climb	MaxClin <b>zt</b> ERO	5 500		
EMB19QCAO_A3	7	Climb	MaxClin <b>zt</b> ERO	7 500		
EMB19@CAO_A3	8	Climb	MaxClin <b>zt</b> ERO	10 000		
EMB190CAO_A4	1	Takeoff	MaxTakdoff			
EMB190CAO_A4	2	Climb	MaxTakdoff	1 500		
EMB190CAO_A4	3	Climb	MaxClimb	3 000		
EMB190CAO_A4	4	Acceler	a <b>M</b> axClin <b>z</b> ERO		1 382	204,8
EMB190CAO_A4	5	Acceler	alletaxClinzlERO		1 658	250
EMB19@CAO_A4	6	Climb	MaxClin <b>zt</b> ERO	7 500		
EMB190CAO_A4	7	Climb	MaxClin <b>zt</b> ERO	10 000		
EMB19@CAO_Bl	1	Takeoff	MaxTakdoff			
EMB19@CAO_Bl	2	Climb	MaxTakdoff	1 000		
EMB19@CAO_Bl	3	Acceler	a <b>M</b> axTakÆÆRO		1 899	194,4
EMB19@CAO_BI	4	Climb	MaxClin <b>zt</b> ERO	3 000		
EMB19@CAO_Bl	5	Acceler	alle axClinzle ERO		2 171	250
EMB19@CAO_BI	6	Climb	MaxClin <b>zt</b> ERO	5 500		
EMB19@CAO_BI	7	Climb	MaxClin <b>zt</b> ERO	7 500		
EMB19@CAO_Bl	8	Climb	MaxClin <b>zt</b> ERO	10 000		

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EMB190CAO_B2	1	Takeoff	MaxTak	doff				
EMB190CAO_B2	2	Climb	MaxTak	doff	1 000			
EMB190CAO_B2	3	Acceler	a <b>lvá</b> axTak	ZERO		1 824	197	
EMB190ICAO_B2	4	Climb	MaxClin	<b>MERO</b>	3 000			
EMB190ICAO_B2	5	Acceler	a <b>M</b> axClin	<b>MERO</b>		2 069	250	
EMB190CAO_B2	6	Climb	MaxClir	ZERO	5 500			
EMB190CAO_B2	7	Climb	MaxClin	ZERO	7 500			
EMB190CAO_B2	8	Climb	MaxClir	ZERO	10 000			
EMB190CAO_B3	1	Takeoff	MaxTak	doff				
EMB190CAO_B3	2	Climb	MaxTak	doff	1 000			
EMB190CAO_B3	3	Acceler	a <b>M</b> axTak	ZERO		1 628	199,7	
EMB190CAO_B3	4	Climb	MaxClir	<b>MERO</b>	3 000			
EMB190CAO_B3	5	Acceler	a <b>M</b> axClin	ZERO		1 969	250	
EMB190CAO_B3	6	Climb	MaxClin	ZERO	5 500			
EMB190CAO_B3	7	Climb	MaxClir	ZERO	7 500			
EMB190CAO_B3	8	Climb	MaxClin	ZERO	10 000			
EMB190CAO_B4	1	Takeoff	MaxTak	doff				
EMB190CAO_B4	2	Climb	MaxTak	doff	1 000			
EMB190CAO_B4	3	Acceler	a <b>M</b> axTak	ZHRO		1 603	205,1	
EMB190CAO_B4	4	Climb	MaxClir	ZERO	3 000			
EMB190CAO_B4	5	Acceler	a <b>M</b> axClin	ZERO		1 784	250	
EMB190CAO_B4	6	Climb	MaxClir	ZERO	5 500			
EMB190CAO_B4	7	Climb	MaxClin	ZERO	7 500			
EMB190CAO_B4	8	Climb	MaxClir	ZERO	10 000			
EMB195DEFAUIIT	1	Takeoff	MaxTak	doff				
EMB195DEFAUIIT	2	Climb	MaxTak	doff	1 000			
EMB195DEFAUIIT	3	Acceler	a <b>M</b> axClin	ZERO		1 622	195	
EMB195DEFAUIIT	4	Climb	MaxClin	MERO	3 000			
EMB195DEFAUIIT	5	Acceler	a <b>M</b> axClin	<b>MERO</b>		1 965	250	
EMB195DEFAUIIT	6	Climb	MaxClin	MERO	5 500			
EMB195DEFAUIIT	7	Climb	MaxClir	<b>MERO</b>	7 500			
EMB195DEFAUIIT	8	Climb	MaxClin	ZERO	10 000			
EMB195DEFAUET	1	Takeoff	MaxTak	doff				
EMB195DEFAUZT	2	Climb	MaxTak	doff	1 000			

EMB19 DEFAU ZT         3         Accelerablax Clinzero         1 556         197,6           EMB19 DEFAU ZT         4         Climb         MaxClinzero         3 000         2           EMB19 DEFAU ZT         5         Accelerablax Clinzero         5 500								
EMB19 DEFAU ET         5         Accelerabax Cli züer O         1872         250           EMB19 DEFAU ET         6         Climb         MaxCli züer O         5 500         —           EMB19 DEFAU ET         7         Climb         MaxCli züer O         7 500         —           EMB19 DEFAU ET         8         Climb         MaxCli züer O         10 000         —           EMB19 DEFAU ET         1         Takeoff MaxTak doff         1 000         —         —           EMB19 DEFAU ET         2         Climb         MaxCli züer O         1 489         200,2         —           EMB19 DEFAU ET         4         Climb         MaxCli züer O         1 781         250         —           EMB19 DEFAU ET         5         Accelerabax Cli züer O         5 500         —         —           EMB19 DEFAU ET         7         Climb         MaxCli züer O         7 500         —           EMB19 DEFAU ET         1         Takeoff Max Takdoff         1 000         —         —           EMB19 DEFAU ET         2         Climb         Max Takdoff         1 000         —         —           EMB19 DEFAU ET         3         Accelerabax Cli züer O         3 000         —         —	EMB195DEFAUIZT	3	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 556	197,6
EMB19 DEFAL ET         6         Climb         MaxClinzero         5 500                     EMB19 DEFAL ET         7         Climb         MaxClinzero         7 500                     EMB19 DEFAL ET         8         Climb         MaxClinzero         7 500                     EMB19 DEFAL ET         1         Takeoff MaxTakdoff         1 000                               EMB19 DEFAL ET         2         Climb         MaxTakdoff         1 000                               EMB19 DEFAL ET         3         AcceleradaxClinzero         3 000	EMB195DEFAUIZT	4	Climb	MaxCli	m <b>Z</b> BERO	3 000		
EMB19 DEFAL DT         7         Climb         MaxCli MERO         7 500            EMB19 DEFAL DT         8         Climb         MaxCli MERO         10 000            EMB19 DEFAL DT         1         Takeoff MaxTal doff         1 000            EMB19 DEFAL DT         2         Climb         MaxCli MERO         1 489         200,2           EMB19 DEFAL DT         3         Acceleraldax Cli MERO         3 000             EMB19 DEFAL DT         5         Acceleraldax Cli MERO         5 500             EMB19 DEFAL DT         6         Climb         MaxCli MERO         7 500             EMB19 DEFAL DT         7         Climb         MaxCli MERO         7 500             EMB19 DEFAL DT         1         Takeoff MaxTakdoff         1 000              EMB19 DEFAL DT         2         Climb         MaxTakdoff         1 000             EMB19 DEFAL DT         3         Acceleraldax Cli MERO         1 1615         250            EMB19 DEFAL DT         4         Climb         MaxCli MERO         1 000 <td>EMB195DEFAUIZT</td> <td>5</td> <td>Acceler</td> <td>a<b>M</b>axCli</td> <td>n<b>a</b>tero</td> <td></td> <td>1 872</td> <td>250</td>	EMB195DEFAUIZT	5	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 872	250
EMB19DEFAUET         8         Climb         MaxClinder         10000           EMB19DEFAUBT         1         Takeoff         MaxTakdoff         1000           EMB19DEFAUBT         2         Climb         MaxTakdoff         1000           EMB19DEFAUBT         3         AcceleraldaxClinderO         1489         200,2           EMB19DEFAUBT         4         Climb         MaxClinderO         1781         250           EMB19DEFAUBT         6         Climb         MaxClinderO         5500         1781         250           EMB19DEFAUBT         7         Climb         MaxClinderO         5500         1781         250           EMB19DEFAUBT         8         Climb         MaxClinderO         5500         10000         1000         1000         1000         <	EMB195DEFAUZT	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
EMB19SDEFAUBT         1         Takcoff MaxTakdoff         1         1000           EMB19SDEFAUBT         2         Climb         MaxTakdoff         1 000         1 489         200,2           EMB19SDEFAUBT         4         Climb         MaxClinderO         1 489         200,2           EMB19SDEFAUBT         5         AcceleraMaxClinderO         3 000         1 781         250           EMB19SDEFAUBT         6         Climb         MaxClinderO         5 500         1 781         250           EMB19SDEFAUBT         7         Climb         MaxClinderO         5 500         1 600	EMB195DEFAUZT	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
EMB19 DEFAUBT         2         Climb         MaxTakdoff         1 000           EMB19 DEFAUBT         3         Acceleraldax Clinder O         1 489         200,2           EMB19 DEFAUBT         4         Climb         MaxClinder O         3 000           EMB19 DEFAUBT         5         Acceleraldax Clinder O         3 000           EMB19 DEFAUBT         6         Climb         MaxClinder O         5 500           EMB19 DEFAUBT         7         Climb         MaxClinder O         7 500           EMB19 DEFAUBT         8         Climb         MaxTakdoff         1 000           EMB19 DEFAUBT         1         Takeoff MaxTakdoff         1 000           EMB19 DEFAUBT         2         Climb         MaxClinder O         1 364         205,7           EMB19 DEFAUBT         3         Acceleraldax Clinder O         3 000         1 615         250           EMB19 DEFAUBT         4         Climb         MaxClinder O         1 615         250           EMB19 DEFAUBT         5         Acceleraldax Clinder O         1 615         250           EMB19 DEFAUBT         7         Climb         MaxClinder O         1 000           EMB19 DEFAUBT         7         Climb         MaxCli	EMB195DEFAUZT	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
EMB19 DEFAUBT         3         AcceleraldaxClinaterO         1 489         200,2           EMB19 DEFAUBT         4         Climb         MaxClinaterO         3 000           EMB19 DEFAUBT         5         AcceleraldaxClinaterO         1 781         250           EMB19 DEFAUBT         6         Climb         MaxClinaterO         5 500           EMB19 DEFAUBT         7         Climb         MaxClinaterO         7 500           EMB19 DEFAUBT         8         Climb         MaxClinaterO         10 000           EMB19 DEFAUBT         1         Takeoff         MaxTakdoff         1 000           EMB19 DEFAUBT         2         Climb         MaxClinaterO         1 364         205,7           EMB19 DEFAUBT         3         AcceleraldaxClinaterO         1 615         250           EMB19 DEFAUBT         5         AcceleraldaxClinaterO         1 615         250           EMB19 DEFAUBT         6         Climb         MaxClinaterO         1 615         250           EMB19 DEFAUBT         7         Climb         MaxClinaterO         7 500         EMB19 DEFAUBT         7         Climb         MaxClinaterO         1 615         250           EMB19 DEFAUBT         7         Climb	EMB195DEFAUBT	1	Takeoff	MaxTak	doff			
EMB19 DEFAUBT         4         Climb         MaxClinterO         3 000           EMB19 DEFAUBT         5         AcceleraldaxClinterO         1 781         250           EMB19 DEFAUBT         6         Climb         MaxClinterO         5 500           EMB19 DEFAUBT         7         Climb         MaxClinterO         7 500           EMB19 DEFAUBT         8         Climb         MaxClinterO         1 000           EMB19 DEFAUBT         1         Takeoff         MaxTakdoff         1 000           EMB19 DEFAUBT         2         Climb         MaxClinterO         1 364         205,7           EMB19 DEFAUBT         3         AcceleraldaxClinterO         3 000         EMB19 DEFAUBT         5         AcceleraldaxClinterO         1 615         250           EMB19 DEFAUBT         5         AcceleraldaxClinterO         1 615         250         EMB19 DEFAUBT         5         AcceleraldaxClinterO         1 615         250           EMB19 DEFAUBT         6         Climb         MaxClinterO         1 500         EMB19 DEFAUBT         7         Climb         MaxClinterO         1 500         EMB19 DEFAUBT         7         Climb         MaxClinterO         1 500         EMB19 DEFAUBT         7         Climb	EMB195DEFAUBT	2	Climb	MaxTak	doff	1 000		
EMB19 DEFAUBT         5         Acceleral axclinatero         1 781         250           EMB19 DEFAUBT         6         Climb         MaxClinatero         5 500         EBB19 DEFAUBT         7         Climb         MaxClinatero         7 500         EBB19 DEFAUBT         8         Climb         MaxClinatero         7 500         EBB19 DEFAUBT         8         Climb         MaxClinatero         10 000         EBB19 DEFAUBT         1         Takeoff MaxTakdoff         I 000         EBB19 DEFAUBT         2         Climb         MaxTakdoff         I 000         I 364         205,7         EBB19 DEFAUBT         4         Climb         MaxClinatero         3 000         I 615         250         I 615         250         EBB19 DEFAUBT         5         Acceleral axclinatero         7 500         I 615         250         EBB19 DEFAUBT         7         Climb         MaxClinatero         7 500         I 615         250         EBB19 DEFAUBT         7         Climb         MaxClinatero         7 500         I 615         250         I 615         I 615         I 615         I 615         I 615 <t< td=""><td>EMB195DEFAUBT</td><td>3</td><td>Acceler</td><td>a<b>M</b>axCli</td><td>n<b>a</b>leRO</td><td></td><td>1 489</td><td>200,2</td></t<>	EMB195DEFAUBT	3	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 489	200,2
EMB19 DEFAUBT         6         Climb         MaxClinzero         5 500           EMB19 DEFAUBT         7         Climb         MaxClinzero         7 500           EMB19 DEFAUBT         8         Climb         MaxClinzero         10 000           EMB19 DEFAUBT         1         Takeoff MaxTakdoff         1 000           EMB19 DEFAUBT         2         Climb         MaxClinzero         1 364         205,7           EMB19 DEFAUBT         3         AcceleraldaxClinzero         3 000         1 615         250           EMB19 DEFAUBT         5         AcceleraldaxClinzero         7 500         1 615         250           EMB19 DEFAUBT         6         Climb         MaxClinzero         7 500         1 615         250           EMB19 DEFAUBT         7         Climb         MaxClinzero         1 0000         1 615         250           EMB19 DEFAUBT         7         Climb         MaxClinzero         1 500         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 605         1 605         1 605         1 605         1 605         1 605         1 605         1 605         1 605         1 605         1 605         1 605         1 605 <td>EMB195DEFAUBT</td> <td>4</td> <td>Climb</td> <td>MaxCli</td> <td>n<b>zl</b>ERO</td> <td>3 000</td> <td></td> <td></td>	EMB195DEFAUBT	4	Climb	MaxCli	n <b>zl</b> ERO	3 000		
EMB19 DEFAU BT         7         Climb         MaxClinitero         7 500           EMB19 DEFAU BT         8         Climb         MaxClinitero         10 000           EMB19 DEFAU BT         1         Takeoff         MaxTakdoff         1 000           EMB19 DEFAU BT         2         Climb         MaxClinitero         1 364         205,7           EMB19 DEFAU BT         3         Acceleral MaxClinitero         3 000         1 615         250           EMB19 DEFAU BT         5         Acceleral MaxClinitero         7 500         1 615         250           EMB19 DEFAU BT         6         Climb         MaxClinitero         1 0 000         1 615         250           EMB19 DEFAU BT         7         Climb         MaxClinitero         1 0 000         1 615         250           EMB19 DEFAU BT         7         Climb         MaxClinitero         1 0 000         1 615         250           EMB19 DEFAU BT         7         Climb         MaxClinitero         1 500         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 600         1 600	EMB195DEFAUBT	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 781	250
EMB19SDEFAUBT         8         Climb         MaxClinderon         10 000           EMB19SDEFAUBT         1         Takeoff         MaxTakdoff           EMB19SDEFAUBT         2         Climb         MaxTakdoff         1 000           EMB19SDEFAUBT         3         AcceleraldaxClindero         1 364         205,7           EMB19SDEFAUBT         4         Climb         MaxClindero         3 000           EMB19SDEFAUBT         5         AcceleraldaxClindero         1 615         250           EMB19SDEFAUBT         6         Climb         MaxClindero         7 500            EMB19SDEFAUBT         7         Climb         MaxClindero         1 000            EMB19SDEFAUBT         7         Climb         MaxClindero         1 000            EMB19SCAO_AI         1         Takeoff         MaxTakdoff              EMB19SCAO_AI         2         Climb         MaxClindero         1 930         250           EMB19SCAO_AI         5         AcceleraldaxClindero         1 930         250           EMB19SCAO_AI         7         Climb         MaxTakdoff          1 500           EMB19SCAO_AI <td< td=""><td>EMB195DEFAUBT</td><td>6</td><td>Climb</td><td>MaxCli</td><td>n<b>a</b>leRO</td><td>5 500</td><td></td><td></td></td<>	EMB195DEFAUBT	6	Climb	MaxCli	n <b>a</b> leRO	5 500		
EMB19SDEFAUHT         1         Takeoff MaxTakdoff         1 000           EMB19SDEFAUHT         2         Climb MaxTakdoff         1 000           EMB19SDEFAUHT         3         AcceleraMaxClirateRO         1 364 205,7           EMB19SDEFAUHT         4         Climb MaxClirateRO         3 000           EMB19SDEFAUHT         5         AcceleraMaxClirateRO         1 615 250           EMB19SDEFAUHT         6         Climb MaxClirateRO         7 500           EMB19SDEFAUHT         7         Climb MaxClirateRO         10 000           EMB19SCAO_AI         1         Takeoff MaxTakdoff         1 500           EMB19SCAO_AI         2         Climb MaxClirateRO         1 605 196,5           EMB19SCAO_AI         4         AcceleraMaxClirateRO         1 930 250           EMB19SCAO_AI         5         AcceleraMaxClirateRO         1 930 250           EMB19SCAO_AI         7         Climb MaxClirateRO         1 0000           EMB19SCAO_AI         7         Climb MaxTakdoff         1 500           EMB19SCAO_A2         1         Takeoff MaxTakdoff         1 500           EMB19SCAO_A2         2         Climb MaxClirateRO         1 538 198,1           EMB19SCAO_A2         3         Climb MaxClirateRO	EMB195DEFAUBT	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
EMB19 DEFAUHT         2         Climb         MaxTakdoff         1 000           EMB19 DEFAUHT         3         AcceleraldaxClinztero         1 364         205,7           EMB19 DEFAUHT         4         Climb         MaxClinztero         3 000           EMB19 DEFAUHT         5         AcceleraldaxClinztero         1 615         250           EMB19 DEFAUHT         6         Climb         MaxClinztero         7 500           EMB19 DEFAUHT         7         Climb         MaxClinztero         10 000           EMB19 DEFAUHT         7         Climb         MaxClinztero         10 000           EMB19 DEFAUHT         7         Climb         MaxClinztero         10 000           EMB19 DEFAUHT         7         Climb         MaxTakdoff         1 500           EMB19 DEFAUHT         7         Climb         MaxClinztero         1 605         196,5           EMB19 DEFAUHT         7         Climb         MaxClinztero         1 605         196,5           EMB19 DEFAUHT         7         Climb         MaxClinztero         1 900         1 900           EMB19 DEFAUHT         7         Climb         MaxClinztero         1 500         1 506,5           EMB19 DEFAUHT <t< td=""><td>EMB195DEFAUBT</td><td>8</td><td>Climb</td><td>MaxCli</td><td>n<b>a</b>leRO</td><td>10 000</td><td></td><td></td></t<>	EMB195DEFAUBT	8	Climb	MaxCli	n <b>a</b> leRO	10 000		
EMB19 DEFAULT         3         Acceleral axClinatero         1 364 205,7           EMB19 DEFAULT         4         Climb MaxClinatero         3 000           EMB19 DEFAULT         5         Acceleral axClinatero         1 615 250           EMB19 DEFAULT         6         Climb MaxClinatero         7 500           EMB19 DEFAULT         7         Climb MaxClinatero         10 000           EMB19 DEFAULT         7         Climb MaxClinatero         10 000           EMB19 DEFAULT         7         Climb MaxClinatero         1 600           EMB19 DEFAULT         7         Climb MaxClinatero         1 605           EMB19 DEFAULT         7         Climb MaxClinatero         1 605           EMB19 DEFAULT         7         Climb MaxClinatero         1 605           EMB19 DEFAULT         4         Acceleral axClinatero         1 605           EMB19 DEFAULT         5         Acceleral axClinatero         1 930           EMB19 DEFAULT         6         Climb MaxClinatero         1 000           EMB19 DEFAULT         7         Climb MaxClinatero         1 500           EMB19 DEFAULT         7         Climb MaxClinatero         1 538         198,1           EMB19 DEFAULT         7         Climb	EMB195DEFAULT	1	Takeoff	MaxTak	doff			
EMB19 SDEFAU HT         4         Climb         MaxClinzero         3 000           EMB19 SDEFAU HT         5         Accelera MaxClinzero         1 615         250           EMB19 SDEFAU HT         6         Climb         MaxClinzero         7 500           EMB19 SDEFAU HT         7         Climb         MaxClinzero         10 000           EMB19 SCAO_Al         1         Takeoff MaxTakdoff         1 500           EMB19 SCAO_Al         2         Climb         MaxClinzero         1 605         196,5           EMB19 SCAO_Al         4         Accelera MaxClinzero         1 605         196,5           EMB19 SCAO_Al         5         Accelera MaxClinzero         1 930         250           EMB19 SCAO_Al         6         Climb         MaxClinzero         10 000           EMB19 SCAO_Al         7         Climb         MaxTakdoff         1 500           EMB19 SCAO_Al         2         Climb         MaxTakdoff         1 500           EMB19 SCAO_Al         3         Climb         MaxClinzero         1 538         198,1           EMB19 SCAO_Al         4         Accelera MaxClinzero         1 538         198,1           EMB19 SCAO_Al         5         Accelera MaxClinzero	EMB195DEFAULT	2	Climb	MaxTak	doff	1 000		
EMB19 SDEFAULT         5         Acceleral ax Clinitero         1 615         250           EMB19 SDEFAULT         6         Climb         Max Clinitero         7 500           EMB19 SDEFAULT         7         Climb         Max Clinitero         10 000           EMB19 SDEFAULT         7         Climb         Max Takdoff           EMB19 SDCAO_Al         1         Takeoff Max Takdoff         1 500           EMB19 SDCAO_Al         2         Climb         Max Clinitero         1 605         196,5           EMB19 SDCAO_Al         4         Acceleral ax Clinitero         1 930         250           EMB19 SDCAO_Al         6         Climb         Max Clinitero         7 500           EMB19 SDCAO_Al         7         Climb         Max Clinitero         10 000           EMB19 SDCAO_Al         1         Takeoff         Max Takdoff           EMB19 SDCAO_Al         2         Climb         Max Takdoff           EMB19 SDCAO_Al         3         Climb         Max Clinitero           EMB19 SDCAO_Al         3         Climb         Max Clinitero         1 538         198,1           EMB19 SDCAO_Al         4         Acceleral ax Clinitero         1 538         198,1           EMB19 S	EMB195DEFAULT	3	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 364	205,7
EMB19 DEFAUMT         6         Climb         MaxClinMeRO         7 500           EMB19 DEFAUMT         7         Climb         MaxClinMeRO         10 000           EMB19 DCAO_AI         1         Takeoff MaxTakdoff         1 500           EMB19 DCAO_AI         2         Climb         MaxClinMe         3 000           EMB19 DCAO_AI         4         Acceleral Acceleral MaxClinMeRO         1 605         196,5           EMB19 DCAO_AI         5         Acceleral MaxClinMeRO         1 930         250           EMB19 DCAO_AI         6         Climb         MaxClinMeRO         7 500           EMB19 DCAO_AI         7         Climb         MaxClinMeRO         10 000           EMB19 DCAO_AI         1         Takeoff MaxTakdoff         1 500           EMB19 DCAO_AI         2         Climb         MaxTakdoff         1 500           EMB19 DCAO_AI         3         Climb         MaxClinMeRO         1 538         198,1           EMB19 DCAO_AI         4         Acceleral MaxClinMeRO         1 538         198,1           EMB19 DCAO_AI         5         Acceleral MaxClinMeRO         1 871         250	EMB195DEFAULT	4	Climb	MaxCli	n <b>zl</b> ERO	3 000		
EMB19SDEFAULT         7         Climb         MaxClinztero         10 000           EMB19SCAO_Al         1         Takeoff         MaxTakdoff           EMB19SCAO_Al         2         Climb         MaxClindb         3 000           EMB19SCAO_Al         3         Climb         MaxClinztero         1 605         196,5           EMB19SCAO_Al         5         AcceleralMaxClinztero         1 930         250           EMB19SCAO_Al         6         Climb         MaxClinztero         7 500           EMB19SCAO_Al         7         Climb         MaxClinztero         10 000           EMB19SCAO_Al         1         Takeoff         MaxTakdoff           EMB19SCAO_Al         2         Climb         MaxClinztero         1 500           EMB19SCAO_Al         3         Climb         MaxClinztero         1 538         198,1           EMB19SCAO_Al         4         AcceleralMaxClinztero         1 538         198,1           EMB19SCAO_Al         5         AcceleralMaxClinztero         1 871         250	EMB195DEFAULT	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 615	250
EMB19SICAO_AI         1         Takeoff MaxTakdoff         1           EMB19SICAO_AI         2         Climb MaxTakdoff         1 500           EMB19SICAO_AI         3         Climb MaxClimb         3 000           EMB19SICAO_AI         4         AcceleralMaxClimatero         1 605         196,5           EMB19SICAO_AI         5         AcceleralMaxClimatero         1 930         250           EMB19SICAO_AI         6         Climb MaxClimatero         7 500           EMB19SICAO_AI         7         Climb MaxClimatero         10 000           EMB19SICAO_A2         1         Takeoff MaxTakdoff           EMB19SICAO_A2         2         Climb MaxClimb         3 000           EMB19SICAO_A2         3         Climb MaxClimb         3 000           EMB19SICAO_A2         4         AcceleralMaxClimatero         1 538         198,1           EMB19SICAO_A2         5         AcceleralMaxClimatero         1 871         250	EMB195DEFAULT	6	Climb	MaxCli	n <b>a</b> tero	7 500		
EMB195CAO_AI         2         Climb         MaxTakdoff         1 500           EMB195CAO_AI         3         Climb         MaxClimb         3 000           EMB195CAO_AI         4         Acceleral axClimatero         1 605         196,5           EMB195CAO_AI         5         Acceleral axClimatero         1 930         250           EMB195CAO_AI         6         Climb         MaxClimatero         7 500           EMB195CAO_AI         7         Climb         MaxClimatero         10 000           EMB195CAO_AI         1         Takeoff         1 500           EMB195CAO_AI         2         Climb         MaxTakdoff           EMB195CAO_AI         3         Climb         MaxTakdoff           EMB195CAO_AI         4         Acceleral axClimatero         1 538         198,1           EMB195CAO_AI         4         Acceleral axClimatero         1 538         198,1           EMB195CAO_AI         5         Acceleral axClimatero         1 871         250	EMB195DEFAULT	7	Climb	MaxCli	n <b>a</b> leRO	10 000		
EMB195CAO_Al         3         Climb         MaxClimb         3 000           EMB195CAO_Al         4         Acceleral axClimatero         1 605         196,5           EMB195CAO_Al         5         Acceleral axClimatero         1 930         250           EMB195CAO_Al         6         Climb         MaxClimatero         7 500           EMB195CAO_Al         7         Climb         MaxClimatero         10 000           EMB195CAO_Al         1         Takeoff         MaxTakdoff           EMB195CAO_Al         2         Climb         MaxTakdoff         1 500           EMB195CAO_Al         3         Climb         MaxClimatero         1 538         198,1           EMB195CAO_Al         4         Acceleral axClimatero         1 871         250	EMB195CAO_Al	1	Takeoff	MaxTak	doff			
EMB19SICAO_Al         4         Acceleral axClinziero         1 605         196,5           EMB19SICAO_Al         5         Acceleral axClinziero         1 930         250           EMB19SICAO_Al         6         Climb         MaxClinziero         7 500           EMB19SICAO_Al         7         Climb         MaxClinziero         10 000           EMB19SICAO_Al         1         Takeoff         MaxTakdoff           EMB19SICAO_Al         2         Climb         MaxClinib         3 000           EMB19SICAO_Al         4         Acceleral axClinziero         1 538         198,1           EMB19SICAO_Al         5         Acceleral axClinziero         1 871         250	EMB195CAO_Al	2	Climb	MaxTak	doff	1 500		
EMB19SICAO_AI         5         Acceleral ax Clinziero         1930 250           EMB19SICAO_AI         6         Climb Max Clinziero         7 500           EMB19SICAO_AI         7         Climb Max Clinziero         10 000           EMB19SICAO_A2         1         Takeoff Max Takeloff           EMB19SICAO_A2         2         Climb Max Takeloff         1 500           EMB19SICAO_A2         3         Climb Max Clinziero         3 000           EMB19SICAO_A2         4         Acceleral ax Clinziero         1 538 198,1           EMB19SICAO_A2         5         Acceleral ax Clinziero         1 871 250	EMB195CAO_Al	3	Climb	MaxCli	mlb	3 000		
EMB19SICAO_Al         6         Climb         MaxClinZtero         7 500           EMB19SICAO_Al         7         Climb         MaxClinZtero         10 000           EMB19SICAO_A2         1         Takeoff MaxTakdoff         1 500           EMB19SICAO_A2         2         Climb         MaxClimb         3 000           EMB19SICAO_A2         3         Climb         MaxClimb         3 000           EMB19SICAO_A2         4         Accelerate axClinZtero         1 538 198,1           EMB19SICAO_A2         5         Accelerate axClinZtero         1 871 250	EMB195CAO_Al	4	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 605	196,5
EMB19SICAO_Al         7         Climb         MaxClinZtero         10 000           EMB19SICAO_A2         1         Takeoff MaxTakdoff         1500           EMB19SICAO_A2         2         Climb         MaxTakdoff         1500           EMB19SICAO_A2         3         Climb         MaxClimb         3 000           EMB19SICAO_A2         4         Accelerate axClinZtero         1 538 198,1           EMB19SICAO_A2         5         Accelerate axClinZtero         1 871 250	EMB195CAO_Al	5	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 930	250
EMB195ICAO_A2         1         Takeoff MaxTakdoff           EMB195ICAO_A2         2         Climb MaxTakdoff         1 500           EMB195ICAO_A2         3         Climb MaxClimb         3 000           EMB195ICAO_A2         4         Acceleral axClimatero         1 538 198,1           EMB195ICAO_A2         5         Acceleral axClimatero         1 871 250	EMB195CAO_Al	6	Climb	MaxCli	n <b>a</b> tero	7 500		
EMB19SICAO_A2         2         Climb         MaxTakdoff         1 500           EMB19SICAO_A2         3         Climb         MaxClimb         3 000           EMB19SICAO_A2         4         Acceleral axClimatero         1 538 198,1           EMB19SICAO_A2         5         Acceleral axClimatero         1 871 250	EMB195CAO_Al	7	Climb	MaxCli	n <b>a</b> tero	10 000		
EMB19SICAO_A2         3         Climb         MaxClimb         3 000           EMB19SICAO_A2         4         Acceleral axClimatero         1 538 198,1           EMB19SICAO_A2         5         Acceleral axClimatero         1 871 250	EMB195CAO_A2	1	Takeoff	MaxTak	doff			
EMB195ICAO_A2         4         Acceleral axClinit ERO         1 538 198,1           EMB195ICAO_A2         5         Acceleral axClinit ERO         1 871 250	EMB195CAO_A2	2	Climb	MaxTak	doff	1 500		
EMB195ICAO_A2 5 AcceleraMaxClinidERO 1871 250	EMB195ICAO_A2	3	Climb	MaxCli	mlb	3 000		
	EMB195ICAO_A2	4	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 538	198,1
EMB195ICAO_A2 6 Climb MaxClinzIERO 7 500	EMB195ICAO_A2	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 871	250
	EMB195CAO_A2	6	Climb	MaxCli	n <b>zl</b> ERO	7 500		

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EMD104CAO 40	7	Climb	MCl:-ZED	10,000		
EMB195CAO_A2	7	Climb	MaxClin <b>z</b> tERO	0 10 000		
EMB195CAO_A3	1		MaxTakdoff	1.700		
EMB195CAO_A3	2	Climb	MaxTakdoff	1 500		
EMB195ICAO_A3	3	Climb	MaxClimb	3 000		
EMB195ICAO_A3	4	Acceler	alMaxClinzlER(	)	1 467	201,3
EMB195ICAO_A3	5	Acceler	alMaxClinzlER(	)	1 768	250
EMB195ICAO_A3	6	Climb	MaxClin <b>z</b> tER(	7 500		
EMB195ICAO_A3	7	Climb	MaxClin <b>zt</b> ERO	10 000		
EMB195ICAO_A4	1	Takeoff	MaxTakdoff			
EMB195ICAO_A4	2	Climb	MaxTakdoff	1 500		
EMB195CAO_A4	3	Climb	MaxClimb	3 000		
EMB195CAO_A4	4	Acceler	alMaxClinZlER(	)	1 336	206,2
EMB195ICAO_A4	5	Acceler	a <b>M</b> axClin <b>z</b> ER(	)	1 607	250
EMB195ICAO_A4	6	Climb	MaxClin <b>Z</b> ERO	7 500		
EMB195ICAO_A4	7	Climb	MaxClin <b>Z</b> ERO	10 000		
EMB195ICAO_BI	1	Takeoff	MaxTakeoff			
EMB195ICAO_Bl	2	Climb	MaxTakeoff	1 000		
EMB195ICAO_B1	3	Acceler	alMaxTakÆER(	)	1 732	194,8
EMB195ICAO_BI	4	Climb	MaxClin <b>ZE</b> R(	3 000		
EMB195ICAO_Bl	5	Acceler	alMaxClinZlER(	)	1 988	250
EMB195ICAO_Bl	6	Climb	MaxClin <b>z</b> ER(	5 500		
EMB195ICAO_Bl	7	Climb	MaxClin <b>z</b> ER(	7 500		
EMB195ICAO_B1	8	Climb	MaxClin <b>z</b> ER(	10 000		
EMB195ICAO_B2	1	Takeoff	MaxTakeoff			
EMB195ICAO_B2	2	Climb	MaxTakeoff	1 000		
EMB195ICAO_B2	3	Acceler	a <b>M</b> axTakÆÆR(	)	1 664	197
EMB195ICAO_B2	4	Climb	MaxClin <b>Z</b> ER(	3 000		
EMB195ICAO B2	5	Acceler	a <b>M</b> axClin <b>z</b> ER(	)	1 895	250
EMB195ICAO_B2	6	Climb	MaxClin <b>Z</b> ER(	5 500		
EMB195ICAO B2	7	Climb	MaxClin <b>Z</b> ER(	7 500		
EMB195ICAO B2	8	Climb	MaxClin <b>Z</b> ER(	10 000		
EMB195ICAO B3	1		MaxTakeoff			
EMB195ICAO B3	2	Climb	MaxTakeoff	1 000		
EMB195ICAO B3	3		a <b>M</b> axTake <b>ZoER</b> (		1 485	195
	-	- 1000101		-	1 .00	

		,						
EMB195CA	O_B3	4	Climb	MaxCli	m <b>Z</b> BERO	3 000		
EMB195ICA	.O_B3	5	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 800	250
EMB1951CA	.O_B3	6	Climb	MaxCli	n <b>zt</b> ERO	5 500		
EMB1951CA	.O_B3	7	Climb	MaxCli	n <b>zt</b> ERO	7 500		
EMB195CA	.O_B3	8	Climb	MaxCli	n <b>zt</b> ERO	10 000		
EMB1951CA	.O_B4	1	Takeoff	MaxTal	doff			
EMB1951CA	.O_B4	2	Climb	MaxTal	doff	1 000		
EMB1951CA	.O_B4	3	Acceler	a <b>M</b> axTal	æZo⊞RO		1 468	205,4
EMB195CA	.O_B4	4	Climb	MaxCli	n <b>zt</b> ERO	3 000		
EMB195CA	.O_B4	5	Acceler	a <b>M</b> axCli	n <b>zt</b> ERO		1 631	250
EMB1951CA	.O_B4	6	Climb	MaxCli	n <b>zt</b> ERO	5 500		
EMB1951CA	.O_B4	7	Climb	MaxCli	n <b>zt</b> ERO	7 500		
EMB1951CA	.O_B4	8	Climb	MaxCli	n <b>z</b> BERO	10 000		
F10062 DEI	FAUIIT	1	Takeoff	MaxTal	eEcOF			
F10062 DEI	FAUIIT	2	Climb	MaxTak	eEcOF	1 000		
F10062 DEI	FAUIIT	3	Acceler	a <b>M</b> axTal	eEcOF		2 196	154
F10062 DEI	FAUIIT	4	Acceler	a <b>M</b> axTal	eEcOF		1 647	169
F10062 DEI	FAUIIT	5	Acceler	a <b>M</b> axCli	nīllO		1 000	184
F10062 DEI	FAUIIT	6	Climb	MaxCli	Ollin	3 000		
F10062 DEI	FAUIIT	7	Acceler	a <b>M</b> axCli	Odfr		1 000	250
F10062 DEI	FAUIIT	8	Climb	MaxCli	Ollin	5 500		
F10062 DEI	FAUIIT	9	Climb	MaxCli	Ollin	7 500		
F10062 DEI	FAUIIT	10	Climb	MaxCli	Ollin	10 000		
F10062 DEI	FAU <b>L</b> T	1	Takeoff	MaxTal	eEcOF			
F10062 DEI	FAU <b>L</b> T	2	Climb	MaxTak	eEcOF	1 000		
F10062 DEI	FAU <b>L</b> T	3	Acceler	a <b>M</b> axTal	eEcOOF		1 982	161
F10062 DEI	FAU <b>Ľ</b> T	4	Acceler	a <b>M</b> axTal	eTcOF		1 487	176
F10062 DEI	FAU <b>L</b> T	5	Acceler	a <b>M</b> axCli	mTlO		1 000	191
F10062 DEI	FAU <b>L</b> T	6	Climb	MaxCli	nīllO	3 000		
F10062 DEI	FAU <b>Ľ</b> T	7	Acceler	a <b>M</b> axCli	Olfm		1 000	250
F10062 DEI	FAU <b>Ľ</b> T	8	Climb	MaxCli	Ollin	5 500		
F10062 DEI	FAU <b>Ľ</b> T	9	Climb	MaxCli	Olfm	7 500		
F10062 DEI	FAU <b>Ľ</b> T	10	Climb	MaxCli	Ollin	10 000		
F10062 DEI	FAUBT	1	Takeoff	MaxTal	eEcOF			
								1

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E10062	DEFAU	рт	2	Climb	MaxTak	ÆÆ	1 000		
							1 000	1.010	167
	DEFAU		3		allwataxTak			1 819	167
	DEFAU		4		alled ax Tak			1 364	182
	DEFAU		5		alled axCli		2 000	1 000	197
	DEFAU		6	Climb	MaxCli		3 000		
	DEFAU		7		a <b>M</b> axCli			1 000	250
F10062	DEFAU	BT	8	Climb	MaxCli		5 500		
F10062	DEFAU	BT	9	Climb	MaxCli	mIlO	7 500		
F10062	DEFAU	BL	10	Climb	MaxCli	mIlO Ollin	10 000		
F10065	DEFAU	ШТ	1	Takeoff	MaxTak	eEGOF			
F10065	DEFAU	ШТ	2	Climb	MaxTak	eEcOOF	1 000		
F10065	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	ceTcOOf		2 446	157
F10065	DEFAU	ПТ	4	Acceler	a <b>lv4</b> axTal	eEcOOF		1 835	172
F10065	DEFAU	ШΤ	5	Acceler	a <b>M</b> axCli	ollin		1 000	187
F10065	DEFAU	ΊΤ	6	Climb	MaxCli	Ollin	3 000		
F10065	DEFAU	ШT	7	Acceler	a <b>M</b> axCli	n <b>īlo</b>		1 000	250
F10065	DEFAU	11T	8	Climb	MaxCli	ollin	5 500		
F10065	DEFAU	ШΤ	9	Climb	MaxCli	ollin	7 500		
F10065	DEFAU	ШТ	10	Climb	MaxCli	ollin	10 000		
F10065	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	eEcOF			
F10065	DEFAU	<b>2</b> T	2	Climb	MaxTak	eEcOOF	1 000		
F10065	DEFAU	<b>2</b> T	3	Acceler	a <b>lv4</b> axTak	eEcOOF		2 218	165
F10065	DEFAU	<b>2</b> T	4	Acceler	a <b>lv4</b> axTak	eEcOOF		1 664	180
F10065	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	mIlO		1 000	195
F10065	DEFAU	<b>12</b> T	6	Climb	MaxCli	m <b>il</b> lO	3 000		
F10065	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	m <b>il</b> lO		1 000	250
F10065	DEFAU	<b>12</b> T	8	Climb	MaxCli	mllO	5 500		
F10065	DEFAU	<b>12</b> T	9	Climb	MaxCli	n <b>il</b> O	7 500		
F10065	DEFAU	<b>12</b> T	10	Climb	MaxCli	mllO	10 000		
F10065	DEFAU	ВТ	1	Takeoff	MaxTak	eEcOOF			
F10065	DEFAU	ВТ	2	Climb	MaxTak	eEcOOF	1 000		
F10065	DEFAU	ВТ	3	Acceler	a <b>lva</b> axTak	eEcOOF		2 021	171
	DEFAU		4	Acceler	a <b>lva</b> axTak	eEGODF		1 516	186
	DEFAU		5		a <b>M</b> axCli			1 000	201
			-						-

F10065   DEFAUBT   6   Climb   MaxClirillo   3 000     F10065   DEFAUBT   7   Acceleral axClirillo   1 000   250     F10065   DEFAUBT   8   Climb   MaxClirillo   5 500     F10065   DEFAUBT   9   Climb   MaxClirillo   7 500     F10065   DEFAUBT   10   Climb   MaxClirillo   10 000     F28MK   DEFAUBT   1   Takeoff   MaxTak   60ff   1 000     F28MK   DEFAUBT   2   Climb   MaxTak   60ff   2 229   155     F28MK   DEFAUBT   3   Acceleral
F10065 DEFAUBT   8   Climb   MaxClimito   5 500     F10065 DEFAUBT   9   Climb   MaxClimito   7 500     F10065 DEFAUBT   10   Climb   MaxClimito   10 000     F28MK DEFAUIT   1   Takeoff   MaxTak coff     F28MK DEFAUIT   2   Climb   MaxTak coff   1 000     F28MK DEFAUIT   3   Accelerate axTak coff   2 229   155     F28MK DEFAUIT   4   Accelerate axTak coff   1 672   170     F28MK DEFAUIT   5   Accelerate axClimiteRO   1 000   185     F28MK DEFAUIT   6   Climb   MaxClimiteRO   3 000     F28MK DEFAUIT   7   Accelerate axClimiteRO   1 000   250     F28MK DEFAUIT   8   Climb   MaxClimiteRO   5 500     F28MK DEFAUIT   9   Climb   MaxClimiteRO   7 500     F28MK DEFAUIT   10   Climb   MaxClimiteRO   10 000     F28MK DEFAUIT   10   Climb   MaxClimiteRO   10 000
F10065 DEFAUBT   9   Climb   MaxClim160   7 500     F10065 DEFAUBT   10   Climb   MaxClim160   10 000     F28MK2DEFAUILT   1   Takeoff   MaxTak 60ff     F28MK2DEFAUILT   2   Climb   MaxTak 60ff   1 000     F28MK2DEFAUILT   3   Acceleral axTak 60ff   2 229   155     F28MK2DEFAUILT   4   Acceleral axTak 60ff   0 1 672   170     F28MK2DEFAUILT   5   Acceleral axClim21ERO   1 000   185     F28MK2DEFAUILT   6   Climb   MaxClim21ERO   3 000     F28MK2DEFAUILT   7   Acceleral axClim21ERO   1 000   250     F28MK2DEFAUILT   8   Climb   MaxClim21ERO   5 500     F28MK2DEFAUILT   9   Climb   MaxClim21ERO   7 500     F28MK2DEFAUILT   10   Climb   MaxClim21ERO   10 000     F28MK2DEFAUILT   10   Climb   Ma
F10065 DEFAUBT   10   Climb   MaxClimBO   10 000     F28MKZDEFAUIIT   1   Takeoff   MaxTak coff     F28MKZDEFAUIIT   2   Climb   MaxTak coff   1 000     F28MKZDEFAUIIT   3   Acceleral axTak coff   2 229   155     F28MKZDEFAUIIT   4   Acceleral axTak coff   1 672   170     F28MKZDEFAUIIT   5   Acceleral axClimZterO   1 000   185     F28MKZDEFAUIIT   6   Climb   MaxClimZterO   3 000     F28MKZDEFAUIIT   7   Acceleral axClimZterO   1 000   250     F28MKZDEFAUIIT   8   Climb   MaxClimZterO   5 500     F28MKZDEFAUIIT   9   Climb   MaxClimZterO   7 500     F28MKZDEFAUIIT   10   Climb   MaxClimZterO   10 000     F28MKZDEFAUIT   10   Climb   MaxClimZ
F28MK 2DEFAUIIT         1         Takeoff MaxTak 60ff         1 000           F28MK 2DEFAUIIT         2         Climb MaxTak 60ff         1 000           F28MK 2DEFAUIIT         3         Acceleral axTak 60ff         2 229         155           F28MK 2DEFAUIIT         4         Acceleral axTak 60ff RO         1 672         170           F28MK 2DEFAUIIT         5         Acceleral axClin 2dERO         1 000         185           F28MK 2DEFAUIIT         6         Climb MaxClin 2dERO         3 000         1 000         250           F28MK 2DEFAUIIT         8         Climb MaxClin 2dERO         5 500         1 000         250           F28MK 2DEFAUIIT         9         Climb MaxClin 2dERO         7 500         1 000         1 000           F28MK 2DEFAUIIT         10         Climb MaxClin 2dERO         1 0 000         1 000         1 000
F28MK2DEFAUIIT         2         Climb         MaxTak coff         1 000           F28MK2DEFAUIIT         3         Acceleral axTak coff         2 229         155           F28MK2DEFAUIIT         4         Acceleral axTak coffRO         1 672         170           F28MK2DEFAUIIT         5         Acceleral axClinz ERO         1 000         185           F28MK2DEFAUIIT         6         Climb         MaxClinz ERO         3 000           F28MK2DEFAUIIT         7         Acceleral axClinz ERO         1 000         250           F28MK2DEFAUIIT         8         Climb         MaxClinz ERO         5 500           F28MK2DEFAUIIT         9         Climb         MaxClinz ERO         7 500           F28MK2DEFAUIIT         10         Climb         MaxClinz ERO         10 000
F28MK2DEFAUIIT         3         Acceleral axTak coff         2 229         155           F28MK2DEFAUIIT         4         Acceleral axTak coff         1 672         170           F28MK2DEFAUIIT         5         Acceleral axClinziero         1 000         185           F28MK2DEFAUIIT         6         Climb         MaxClinziero         3 000           F28MK2DEFAUIIT         7         Acceleral axClinziero         1 000         250           F28MK2DEFAUIIT         8         Climb         MaxClinziero         5 500           F28MK2DEFAUIIT         9         Climb         MaxClinziero         7 500           F28MK2DEFAUIIT         10         Climb         MaxClinziero         10 000
F28MK 2DEFAUIIT         4         Acceleral axTak 20 FRO         1 672         170           F28MK 2DEFAUIIT         5         Acceleral axClin 2 FRO         1 000         185           F28MK 2DEFAUIIT         6         Climb         MaxClin 2 FRO         3 000           F28MK 2DEFAUIIT         7         Acceleral axClin 2 FRO         1 000         250           F28MK 2DEFAUIIT         8         Climb         MaxClin 2 FRO         5 500           F28MK 2DEFAUIIT         9         Climb         MaxClin 2 FRO         7 500           F28MK 2DEFAUIIT         10         Climb         MaxClin 2 FRO         10 000
F28MK2DEFAUIIT         5         Acceleral axClinziero         1 000         185           F28MK2DEFAUIIT         6         Climb         MaxClinziero         3 000           F28MK2DEFAUIIT         7         Acceleral axClinziero         1 000         250           F28MK2DEFAUIIT         8         Climb         MaxClinziero         5 500           F28MK2DEFAUIIT         9         Climb         MaxClinziero         7 500           F28MK2DEFAUIIT         10         Climb         MaxClinziero         10 000
F28MK2DEFAUIIT         6         Climb         MaxClinztero         3 000           F28MK2DEFAUIIT         7         AccelerateaxClinztero         1 000         250           F28MK2DEFAUIIT         8         Climb         MaxClinztero         5 500           F28MK2DEFAUIIT         9         Climb         MaxClinztero         7 500           F28MK2DEFAUIIT         10         Climb         MaxClinztero         10 000
F28MK2DEFAUIIT         7         AcceleraMaxClinZERO         1 000         250           F28MK2DEFAUIIT         8         Climb         MaxClinZERO         5 500           F28MK2DEFAUIIT         9         Climb         MaxClinZERO         7 500           F28MK2DEFAUIIT         10         Climb         MaxClinZERO         10 000
F28MK2DEFAUIIT         8         Climb         MaxClinatero         5 500           F28MK2DEFAUIIT         9         Climb         MaxClinatero         7 500           F28MK2DEFAUIIT         10         Climb         MaxClinatero         10 000
F28MK 2DEFAUIIT 9 Climb MaxClin 20ERO 7 500 F28MK 2DEFAUIIT 10 Climb MaxClin 20ERO 10 000
F28MK2DEFAUIIT 10 Climb MaxClin2dERO 10 000
F28MK2DEFAUIZT 1 Takeoff MaxTakcoff
F28MK2DEFAUET 2 Climb MaxTakcoff 1 000
F28MK2DEFAUET 3 AcceleraMaxTakcoff 2 011 162
F28MK2DEFAUET 4 AcceleraMaxTakeoffRO 1 508 177
F28MK2DEFAUET 5 AcceleraMaxClin2MERO 1 000 192
F28MK2DEFAUET 6 Climb MaxClin2dERO 3 000
F28MK2DEFAUET 7 AcceleraMaxClin2MERO 1 000 250
F28MK 2DEFAUET 8 Climb MaxClin2dERO 5 500
F28MK2DEFAUET 9 Climb MaxClin2dERO 7 500
F28MK 2DEFAUET 10 Climb MaxClin26ERO 10 000
F28MK4DEFAUIIT 1 Takeoff MaxTakcoff
F28MK4DEFAUIIT 2 Climb MaxTakcoff 1 000
F28MK4DEFAUIIT 3 AcceleraMaxTakcoff 2 103 152
F28MK4DEFAUIIT 4 AcceleraMaxTake6HRO 1 578 167
F28MK4DEFAUIIT 5 AcceleraMaxClin7ERO 1 000 182
F28MK4DEFAUIIT 6 Climb MaxClindERO 3 000
F28MK4DEFAUIIT 7 Accelerate axClinateRO 1 000 250
F28MK4DEFAUIIT 8 Climb MaxClin2ERO 5 500
F28MK4DEFAUIIT 9 Climb MaxClinateRO 7 500

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F28MK	4DEFAU	шт	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
F28MK	4DEFAU	21	1	Takeoff	MaxTak	<b>c</b> off			
F28MK	4DEFAU	<b>2</b> T	2	Climb	MaxTak	<b>c</b> off	1 000		
F28MK	4DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	<b>6</b> off		1 941	157
F28MK	4DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axTak	ZERO		1 456	172
F28MK	4DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	187
F28MK	4DEFAU	21	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
F28MK	4DEFAU	21	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
F28MK	4DEFAU	21	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
F28MK	4DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
F28MK	4DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
F28MK	4DEFAU	ВГ	1	Takeoff	MaxTak	<b>€</b> off			
F28MK	4DEFAU	ВГ	2	Climb	MaxTak	<b>€</b> off	1 000		
F28MK	4DEFAU	BL	3	Acceler	a <b>M</b> axTak	<b>c</b> off		1 743	165
F28MK	4DEFAU	BL	4	Acceler	a <b>M</b> axTak	<b>c</b> off		1 307	180
F28MK	4DEFAU	ВГ	5	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	195
F28MK	4DEFAU	BL	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
F28MK	4DEFAU	BL	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
F28MK	4DEFAU	BL	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
F28MK	4DEFAU	BL	9	Climb	MaxCli	m <b>Z</b> BERO	7 500		
F28MK	4DEFAU	BT	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
FAL20	DEFAU	шт	1	Takeoff	MaxTak	celooff			
FAL20	DEFAU	ШΤ	2	Acceler	a <b>M</b> axTak	doff		1 388	152
FAL20	DEFAU	шт	3	Climb	MaxTak	cdo0ff	1 500		
FAL20	DEFAU	ПТ	4	Acceler	a <b>M</b> axTak	celo0ff		1 388	162
FAL20	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	niiNTR		1 041	177
FAL20	DEFAU	ПТ	6	Climb	MaxCli	m <b>Z</b> BERO	3 000		
FAL20	DEFAU	ШΤ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 432	250
FAL20	DEFAU	шт	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
FAL20	DEFAU	шт	9	Climb	MaxCli	n <b>z</b> leRO	7 500		
FAL20	DEFAU	шт	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
GII	DEFAU	ПТ	1	Takeoff	Reduce	T <b>ak20</b> ff D			
GII	DEFAU	ПТ	2	Climb	Reduce	T <b>ak20</b> ff D	35		

GII	DEFAU	ШТ	3	Acceler	a <b>R</b> educe	Tak20ff D		1 500	162	
GII	DEFAU	ШТ	4	Climb	Reduce	Tak20ff D	400			
GII	DEFAU	ШТ	5	Climb	Reduce	C <b>TinhO-</b> U	520			
GII	DEFAU	ШТ	6	Climb	Reduce	CTinhO- U	1 500			
GII	DEFAU	ШТ	7	Climb	Reduce	C <b>TinhO-</b> U	3 000			
GII	DEFAU	шт	8	Acceler	a <b>M</b> axCli	mlb0-U		1 675	192	
GII	DEFAU	ПТ	9	Acceler	a <b>M</b> axCli	mlb0-U		1 775	250	
GII	DEFAU	ПТ	10	Climb	MaxCli	mlb0-U	5 500			
GII	DEFAU	ПТ	11	Climb	MaxCli	mlb0-U	7 500			
GII	DEFAU	ПТ	12	Climb	MaxCli	mlb0-U	10 000			
GII	QF_FU	LIL	1	Takeoff	MaxTal	eEo£0- D				
GII	QF_FU	LIL	2	Climb	MaxTal	eTo£10- D	35			
GII	QF_FU	LIL	3	Acceler	al <b>M</b> axTal	eTo£10- D		1 500	162	
GII	QF_FU	LIL	4	Climb	MaxTal	eTo£10- D	400			
GII	QF_FU	LIL	5	Climb	Reduce	С <b>ГінћФ-</b> U	520			
GII	QF_FU	LIL	6	Climb	Reduce	С <b>ТінһФ-</b> U	1 500			
GII	QF_FU	LIL	7	Climb	Reduce	С <b>ГінћФ-</b> U	3 000			
GII	QF_FU	LIL	8	Acceler	a <b>M</b> axCli	mlb0-U		1 675	192	
GII	QF_FU	LIL	9	Acceler	a <b>M</b> axCli	mlb0-U		1 775	250	
GII	QF_FU	LIL	10	Climb	MaxCli	mlb0-U	5 500			
GII	QF_FU	LIL	11	Climb	MaxCli	mlb0-U	7 500			
GII	QF_FU	LIL	12	Climb	MaxCli	<b>ո1</b> Ե0-U	10 000			
GIIB	DEFAU	ШТ	1	Takeoff	Reduce	Tak20ff D				
GIIB	DEFAU	ШТ	2	Climb	Reduce	Tak20ff D	35			

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GIIB	DEFAU	шт	3	Acceler	aRæduce'	T <b>ak20</b> ff D		1 500	156
GIIB	DEFAU	шт	4	Climb	Reduce	Tak20ff D	400		
GIIB	DEFAU	шт	5	Climb	Reduce	<b>СТићФ-</b> U	520		
GIIB	DEFAU	шт	6	Climb	Reduce	<b>СТінһФ-</b> U	1 500		
GIIB	DEFAU	шт	7	Climb	Reduce	<b>СТін110)-</b> U	3 000		
GIIB	DEFAU	ШТ	8	Acceler	a <b>M</b> axCli	mlb0-U		1 675	192
GIIB	DEFAU	ШТ	9	Acceler	a <b>M</b> axCli	mlb0-U		1 775	250
GIIB	DEFAU	ШТ	10	Climb	MaxCli	mlb0-U	5 500		
GIIB	DEFAU	ШТ	11	Climb	MaxCli	n <b>īb0-</b> U	7 500		
GIIB	DEFAU	ШТ	12	Climb	MaxCli	mlb0-U	10 000		
GIIB	QF_FU	LIL	1	Takeoff	MaxTal	eelo- <u>f</u> 20- D			
GIIB	QF_FU	LIL	2	Climb	MaxTal	eelo- <u>f</u> f0- D	35		
GIIB	QF_FU	LIL	3	Acceler	a <b>lvá</b> axTal	eelo-f20- D		1 500	156
GIIB	QF_FU	LIL	4	Climb	MaxTal	eEo£10- D	400		
GIIB	QF_FU	LIL	5	Climb	Reduce	<b>СТінһФ-</b> U	520		
GIIB	QF_FU	LIL	6	Climb	Reduce	<b>СТін110)-</b> U	1 500		
GIIB	QF_FU	LIL	7	Climb	Reduce	<b>СТін110)-</b> U	3 000		
GIIB	QF_FU	LIL	8	Acceler	a <b>M</b> axCli	nīb0-U		1 675	192
GIIB	QF_FU		9	Acceler	a <b>M</b> axCli	mlb0-U		1 775	250
GIIB	QF_FU	LIL	10	Climb	MaxCli	mlb0-U	5 500		
GIIB	QF_FU	LIL	11	Climb	MaxCli	mlb0-U	7 500		
GIIB	QF_FU		12	Climb	MaxCli	mlb0-U	10 000		
GIV	DEFAU	ПТ	1	Takeoff	MaxTal	eTo-1210- D			
GIV	DEFAU	ПТ	2	Climb	MaxTal	eTo-ETO- D	35		

GIV	DEFAU	шт	3	Acceler	a <b>lt⁄a</b> axTal	eTo£10- D		1 800	159,2
GIV	DEFAU	шт	4	Climb	MaxTal	eao-£aro- U	400		
GIV	DEFAU	ШТ	5	Climb	MaxCli	ศ <b>ไ</b> ษ20- U	600		
GIV	DEFAU	шт	6	Climb	MaxCli	ท <b>ี</b> 1520- U	750		
GIV	DEFAU	ШТ	7	Climb	MaxCli	ท <b>ี</b> ไอ10- U	1 850		
GIV	DEFAU	ШТ	8	Climb	MaxCli	ท์ <b>ไ</b> ษ10- U	3 000		
GIV	DEFAU	ШТ	9	Acceler	a <b>M</b> axCli	mlb0-U		1 750	250
GIV	DEFAU	ШТ	10	Climb	MaxCli	mlb0-U	5 000		
GIV	DEFAU	ШТ	11	Climb	MaxCli	mlb0-U	6 000		
GIV	DEFAU	ШТ	12	Climb	MaxCli	<b>пЪ0-</b> U	7 000		
GIV	DEFAU	ШТ	13	Climb	MaxCli	<b>пЪ0-</b> U	8 000		
GIV	DEFAU	ШТ	14	Climb	MaxCli	mlb0-U	9 000		
GIV	DEFAU	ШТ	15	Climb	MaxCli	mlb0-U	10 000		
GV	DEFAU	ШТ	1	Takeoff	MaxTal	eTo-ETO- D			
GV	DEFAU	ШТ	2	Climb	MaxTal	eTo-1270- D	35		
GV	DEFAU	ШТ	3	Acceler	a <b>M</b> axTal	eTo-£70- D		1 500	165,7
GV	DEFAU	ШТ	4	Climb	MaxTal	eTo-1270- U	400		
GV	DEFAU	ШТ	5	Climb	MaxCli	ท <b>ไ</b> ษ20- U	600		
GV	DEFAU	ШТ	6	Climb	MaxCli	ท <b>ี</b> 1๒20- U	750		
GV	DEFAU	ШТ	7	Climb	MaxCli	ท <b>ี่ไ</b> ช10- U	1 800		
GV	DEFAU	ШТ	8	Climb	MaxCli	т <b>в</b> 10- U	3 000		
GV	DEFAU	ПТ	9	Acceler	a <b>M</b> axCli	mlb0-U		1 750	250
GV	DEFAU	ПТ	10	Climb	MaxCli	mlb0-U	5 000		
GV	DEFAU	ПТ	11	Climb	MaxCli	mlb0-U	6 000		
GV	DEFAU	ШТ	12	Climb	MaxCli	mlb0-U	7 000		

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GV	DEFAUI	1T	13	Climb	MaxCli	Mb0-II	8 000		
GV	DEFAUI		14	Climb	MaxCli		9 000		
GV	DEFAUI		15	Climb	MaxCli		10 000		
	ADEFAUI		1		MaxTak		10 000		
	ADEFAUI		2	Climb	MaxTak		1 000		
	ADEFAUI		3		a <b>lsa</b> axTak		1 000	917	127
	ADEFAUI		4		a <b>M</b> axCli			688	147
	ADEFAUI		5	Climb	MaxCli		3 000	000	147
	ADEFAUI		6	Climb	MaxCli		5 500		
	ADEFAUI		7				7 500		
				Climb	MaxCli				
	DEFAUL		8	Climb	MaxCli		10 000		
	DEFAUI		1		MaxTak			1.004	1.62
	DEFAUI		2		alletaxTak		1.500	1 094	163
	DEFAUI		3	Climb	MaxTak		1 500		100
	DEFAUI		4		a <b>M</b> axTak			1 094	188
IA1125	DEFAUI		5	Climb	MaxCli		3 000		
IA1125	DEFAUI		6	Acceler	a <b>M</b> axCli			1 286	250
IA1125	DEFAUI	1T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
IA1125	DEFAUI	1T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
IA1125	DEFAUI	1T	9	Climb	MaxCli	m <b>Z</b> BERO	10 000		
L1011	DEFAUI	1T	1	Takeoff	MaxTak	edo0ff			
L1011	DEFAUI	1T	2	Climb	MaxTak	edo0ff	1 000		
L1011	DEFAUI	1T	3	Acceler	a <b>M</b> axTak	celoOff		2 145	162
L1011	DEFAUI	1T	4	Acceler	a <b>M</b> axTak	e <b>doff</b> R		1 609	182
L1011	DEFAUI	1T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	202
L1011	DEFAUI	1T	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
L1011	DEFAUI	1T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
L1011	DEFAUI	1T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
L1011	DEFAUI	1T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
L1011	DEFAUI	1T	10	Climb	MaxCli	n <b>z</b> leRO	10 000		
L1011	DEFAUI	2Γ	1	Takeoff	MaxTak	edo0ff			
L1011	DEFAUI	2Γ	2	Climb	MaxTak	edo0ff	1 000		
L1011	DEFAUI	2Γ	3	Acceler	a <b>M</b> axTak	edoff		2 068	165
L1011	DEFAUI	2Γ	4	Acceler	a <b>lve</b> axTak	<b>doff</b> R		1 551	185
					l				

				·					
L1011	DEFAU <b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>iib</b> TR		1 000	205	
L1011	DEFAU <b>2</b> T	6	Climb	MaxCli	n <b>zi</b> ERO	3 000			
L1011	DEFAU <b>2</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> ERO		1 000	250	
L1011	DEFAU <b>L</b> T	8	Climb	MaxCli	m <b>Z</b> ERO	5 500			
L1011	DEFAU <b>L</b> T	9	Climb	MaxCli	m <b>Z</b> ERO	7 500			
L1011	DEFAU <b>L</b> T	10	Climb	MaxCli	m <b>Z</b> ERO	10 000			
L1011	DEFAUBT	1	Takeoff	MaxTak	cdo0ff				
L1011	DEFAUBT	2	Climb	MaxTak	cdo0ff	1 000			
L1011	DEFAUBT	3	Acceler	a <b>M</b> axTak	cdo0ff		1 959	168	
L1011	DEFAUBT	4	Acceler	a <b>M</b> axTak	e <b>edf</b> R		1 469	188	
L1011	DEFAUBT	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	208	
L1011	DEFAUBT	6	Climb	MaxCli	n <b>a</b> tero	3 000			
L1011	DEFAUBT	7	Acceler	a <b>M</b> axCli	n <b>Z</b> ERO		1 000	250	
L1011	DEFAUBT	8	Climb	MaxCli	n <b>Z</b> ERO	5 500			
L1011	DEFAUBT	9	Climb	MaxCli	n <b>a</b> tero	7 500			
L1011	DEFAUBT	10	Climb	MaxCli	n <b>Z</b> ERO	10 000			
L1011	DEFAUM	1	Takeoff	MaxTak	cdo0ff				
L1011	DEFAUM	2	Climb	MaxTak	elo0ff	1 000			
L1011	DEFAUM	3	Acceler	a <b>M</b> axTak	cdo0ff		1 857	171	
L1011	DEFAUM	4	Acceler	a <b>M</b> axTak	<b>eddf</b> R		1 393	191	
L1011	DEFAUM	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	211	
L1011	DEFAUM	6	Climb	MaxCli	n <b>Z</b> ERO	3 000			
L1011	DEFAUM	7	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	250	
L1011	DEFAUM	8	Climb	MaxCli	n <b>a</b> tero	5 500			
L1011	DEFAU	9	Climb	MaxCli	m <b>Z</b> ERO	7 500			
L1011	DEFAU	10	Climb	MaxCli	m <b>Z</b> ERO	10 000			
L1011	DEFAU <b>5</b> T	1	Takeoff	MaxTak	cdo0ff				
L1011	DEFAU <b>5</b> T	2	Climb	MaxTak	cdo0ff	1 000			
L1011	DEFAU <b>5</b> T	3	Acceler	a <b>M</b> axTak	cdo0ff		1 669	178	
L1011	DEFAUIST	4	Acceler	a <b>lv4</b> axTak	<b>ddf</b> R		1 252	198	
L1011	DEFAU <b>5</b> T	5	Acceler	a <b>M</b> axCli	nliNTR		1 000	218	
L1011	DEFAU <b>5</b> T	6	Climb	MaxCli	n <b>zi</b> ERO	3 000			
L1011	DEFAU <b>5</b> T	7	Acceler	a <b>M</b> axCli	n <b>Z</b> BERO		1 000	250	
L1011	DEFAU <b>5</b> T	8	Climb	MaxCli	n <b>zi</b> ERO	5 500			

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L1011	DEFAU	IST T	9	Climb	MaxCli	n <b>a</b> tero	7 500		
L1011	DEFAU	IST	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
L1011	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	elo0ff			
L1011	DEFAU	<b>16</b> T	2	Climb	MaxTak	celo0ff	1 000		
L1011	DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	celo0ff		1 501	184
L1011	DEFAU	<b>16</b> T	4	Acceler	a <b>M</b> axTak	<b>doff</b> R		1 126	204
L1011	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	niiNTR		1 000	224
L1011	DEFAU	<b>16</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
L1011	DEFAU	<b>16</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
L1011	DEFAU	<b>16</b> T	8	Climb	MaxCli	m <b>Z</b> BERO	5 500		
L1011	DEFAU	<b>16</b> T	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
L1011	DEFAU	<b>16</b> T	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
L10115	DEFAU	ШТ	1	Takeoff	MaxTak	celo0ff			
L10115	DEFAU	ШТ	2	Climb	MaxTak	elooff	1 000		
L10115	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	celo0ff		2 632	166
L10115	DEFAU	ШТ	4	Acceler	a <b>M</b> axTak	e <b>ddf</b> R		1 974	186
L10115	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	206
L10115	DEFAU	ШТ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
L10115	DEFAU	ШТ	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
L10115	DEFAU	ШТ	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
L10115	DEFAU	ШТ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
L10115	DEFAU	ШТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
L10115	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	celo0ff			
L10115	DEFAU	<b>2</b> T	2	Climb	MaxTak	celo0ff	1 000		
L10115	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	celo0ff		2 547	168
L10115	DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axTak	<b>doff</b> R		1 911	188
L10115	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	208
L10115	DEFAU	<b>12</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
L10115	DEFAU	<b>12</b> T	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
L10115	DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
L10115	DEFAU	<b>2</b> T	9	Climb	MaxCli	n <b>z</b> leRO	7 500		
L10115	DEFAU	<b>2</b> T	10	Climb	MaxCli	n <b>Z</b> ERO	10 000		
L10115	DEFAU	BT	1	Takeoff	MaxTak	edo0ff			
L10115	DEFAU	BT	2	Climb	MaxTak	edo0ff	1 000		
									<u> </u>

L10115   DEFAU   BT						1				
L10115   DEFAUBT   5   Acceleradax Climby Tr   1 000   211	L10115	DEFAU	BT	3	Acceler	a <b>M</b> axTak	cdo0ff		2 428	171
L10115   DEFAU BT   6   Climb   MaxClintero   1 000   250	L10115	DEFAU	BL	4	Acceler	a <b>M</b> axTak	e <b>doff</b> R		1 821	191
L10115   DEFAUBT   7   Acceleral MaxCli ratero   5 500     L10115   DEFAUBT   9   Climb   MaxCli ratero   7 500   L10115   DEFAUBT   10   Climb   MaxCli ratero   10 000   L10115   DEFAUBT   1   Takeoff   MaxTakdoff   1 000   L10115   DEFAUBT   2   Climb   MaxTakdoff   1 000   L10115   DEFAUBT   3   Acceleral MaxTakdoff   1 000   2 317   175   L10115   DEFAUBT   4   Acceleral MaxCli ratero   3 000   L10115   DEFAUBT   5   Acceleral MaxCli ratero   3 000   L10115   DEFAUBT   7   Acceleral MaxCli ratero   3 000   L10115   DEFAUBT   8   Climb   MaxCli ratero   5 500   L10115   DEFAUBT   9   Climb   MaxCli ratero   7 500   L10115   DEFAUBT   9   Climb   MaxCli ratero   7 500   L10115   DEFAUBT   10   Climb   MaxCli ratero   7 500   L10115   DEFAUBT   10   Climb   MaxCli ratero   7 500   L10115   DEFAUBT   10   Climb   MaxCli ratero   10 000   L10115   DEFAUBT   1   Takeoff   MaxTakdoff   1 000   L10115   DEFAUBT   2   Climb   MaxTakdoff   1 000   L10115   DEFAUBT   3   Acceleral MaxTakdoff   1 000   L10115   DEFAUBT   4   Acceleral MaxTakdoff   1 1 000   L10115   DEFAUBT   5   Acceleral MaxTakdoff   1 1 000   221   L10115   DEFAUBT   5   Acceleral MaxCli ratero   3 000   L10115   DEFAUBT   5   Acceleral MaxCli ratero   5 500   L10115   DEFAUBT   5   Acceleral MaxCli ratero   5 500   L10115   DEFAUBT   7   Acceleral MaxCli ratero   5 500   L10115   DEFAUBT   8   Climb   MaxCli ratero   5 500   L10115   DEFAUBT   8   Climb   MaxCli ratero   5 500   L10115   DEFAUBT   8   Climb   MaxCli ratero   7 500   L10115   DEFAUBT   1   Takeoff   MaxCli ratero   1 000   250   L10115   DEFAUBT   1   Takeoff   MaxCli ratero   1 000   L101	L10115	DEFAU	BL	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	211
L10115   DEFAU BT   8   Climb   MaxClinztero   7 500	L10115	DEFAU	BL	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
L10115   DEFAUBT   9   Climb   MaxClintero   7 500	L10115	DEFAU	BL	7	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 000	250
L10115   DEFAUBT   10   Climb   MaxClinitero   10 000	L10115	DEFAU	BL	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
L10115   DEFAU III   1	L10115	DEFAU	ВГ	9	Climb	MaxCli	n <b>zl</b> ERO	7 500		
L10115   DEFAURT   2   Climb   MaxTakdoff   1 000	L10115	DEFAU	BL	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
L10115   DEFAU III   3	L10115	DEFAU	ИТ	1	Takeoff	MaxTak	elo0ff			
L10115   DEFAU III	L10115	DEFAU	ИТ	2	Climb	MaxTak	elo0ff	1 000		
L10115   DEFAULIT   5   Acceleral dax Climids   TREERO   3 000	L10115	DEFAU	ИТ	3	Acceler	a <b>M</b> axTak	celo0ff		2 317	175
L10115   DEFAUHT   6   Climb   MaxClindero   1 000   250	L10115	DEFAU	<b>M</b> L	4	Acceler	a <b>M</b> axTak	e <b>ddf</b> R		1 738	195
L10115   DEFAURT   7   Acceleral dax Clipatero   1 000   250	L10115	DEFAU	ИТ	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	215
L10115   DEFAULT   8   Climb   MaxClinter   7 500     L10115   DEFAULT   9   Climb   MaxClinter   7 500     L10115   DEFAULT   10   Climb   MaxClinter   10 000     L10115   DEFAULT   1   Takeoff   MaxTakdoff   L10115   DEFAULT   2   Climb   MaxTakdoff   1 000     L10115   DEFAULT   3   Acceleral axTakdoff   2 125   181   L10115   DEFAULT   4   Acceleral axTakdoff   1 594   201   L10115   DEFAULT   5   Acceleral axClinter   1 000   221   L10115   DEFAULT   6   Climb   MaxClinter   0 3 000   L10115   DEFAULT   7   Acceleral axClinter   0 3 000   L10115   DEFAULT   8   Climb   MaxClinter   0 5 500   L10115   DEFAULT   9   Climb   MaxClinter   0 7 500   L10115   DEFAULT   9   Climb   MaxClinter   0 7 500   L10115   DEFAULT   10   Climb   MaxClinter   0 10 000   L10115   DEFAULT   1   Takeoff   MaxTakdoff   1 000   L10115   DEFAULT   2   Climb   MaxClinter   1 000   L10115   DEFAULT   3   Acceleral axTakdoff   1 1 000   L10115   DEFAULT   3   Acceleral axTakdoff   1 953   186   L10115   DEFAULT   4   Acceleral axTakdoff   1 953   186   L10115   DEFAULT   5   Acceleral axTakdoff   1 465   206   L10115   DEFAULT   5   Acceleral axTakdoff   1 000   226   L10115   DEFAULT   5   Acceleral axClinter   1 000   226   L10115   DEFAULT   5   Acceleral axClinter   1 000   226   L10115   DEFAULT   1 000   226   L10115   DEFAULT   1 000   226   L10115   DEFAULT   1 000   226   L10115   L10115   L10115   L10115   L10115   L10115   L10115   L10115	L10115	DEFAU	ИТ	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		
L10115   DEFAUET   9   Climb   MaxClinitero   7 500	L10115	DEFAU	<b>M</b> L	7	Acceler	a <b>M</b> axCli	n <b>a</b> leRO		1 000	250
L10115   DEFAUET   10   Climb   MaxClinZero   10 000	L10115	DEFAU	ИТ	8	Climb	MaxCli	n <b>a</b> leRO	5 500		
L10115 DEFAUIST   1   Takeoff MaxTakdoff   1 000	L10115	DEFAU	<b>M</b> L	9	Climb	MaxCli	n <b>a</b> leRO	7 500		
L10115   DEFAUIST   2   Climb   MaxTakeloff   1 000     L10115   DEFAUIST   3   Acceleral daxTakeloff   2 125   181     L10115   DEFAUIST   4   Acceleral daxTakeloff   1 594   201     L10115   DEFAUIST   5   Acceleral daxClimits   TR   1 000   221     L10115   DEFAUIST   6   Climb   MaxClimiter   1 000   250     L10115   DEFAUIST   7   Acceleral daxClimiter   1 000   250     L10115   DEFAUIST   8   Climb   MaxClimiter   5 500     L10115   DEFAUIST   9   Climb   MaxClimiter   7 500     L10115   DEFAUIST   10   Climb   MaxClimiter   1 000     L10115   DEFAUIST   1   Takeoff   MaxTakeloff   1 000     L10115   DEFAUIST   2   Climb   MaxTakeloff   1 000     L10115   DEFAUIST   3   Acceleral daxTakeloff   1 953   186     L10115   DEFAUIST   4   Acceleral daxTakeloff   1 465   206     L10115   DEFAUIST   5   Acceleral daxClimits   1 000   226     L10115   L101	L10115	DEFAU	ИТ	10	Climb	MaxCli	n <b>zl</b> ERO	10 000		
L10115 DEFAUIST   3   Acceleral MaxTakel Off   2 125   181     L10115 DEFAUIST   4   Acceleral MaxTakel Off   1 594   201     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   221     L10115 DEFAUIST   6   Climb   MaxClinis IERO   3 000     L10115 DEFAUIST   7   Acceleral MaxClinis IERO   1 000   250     L10115 DEFAUIST   8   Climb   MaxClinis IERO   5 500     L10115 DEFAUIST   9   Climb   MaxClinis IERO   7 500     L10115 DEFAUIST   10   Climb   MaxClinis IERO   10 000     L10115 DEFAUIST   1   Takeoff   MaxTakel Off   1 000     L10115 DEFAUIST   2   Climb   MaxTakel Off   1 953   186     L10115 DEFAUIST   4   Acceleral MaxTakel Off   1 465   206     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226     L10115 DEFAUIST   5   Acceleral MaxClinis INTR   1 000   226	L10115	DEFAU	<b>15</b> T	1	Takeoff	MaxTak	cdo0ff			
L10115   DEFAUIST   4   Acceleral Max Tak doff R   1 594   201     L10115   DEFAUIST   5   Acceleral Max Climin NTR   1 000   221     L10115   DEFAUIST   6   Climb   Max Climin NTR   1 000   250     L10115   DEFAUIST   7   Acceleral Max Climin NTERO   1 000   250     L10115   DEFAUIST   8   Climb   Max Climin NTERO   5 500     L10115   DEFAUIST   9   Climb   Max Climin NTERO   7 500     L10115   DEFAUIST   10   Climb   Max Climin NTERO   10 000     L10115   DEFAUIST   1   Takeoff   Max Takedoff   1 000     L10115   DEFAUIST   2   Climb   Max Takedoff   1 953   186     L10115   DEFAUIST   3   Acceleral Max Takedoff   1 465   206     L10115   DEFAUIST   4   Acceleral Max Takedoff   1 465   206     L10115   DEFAUIST   5   Acceleral Max Climin NTR   1 000   226     L10115   DEFAUIST   5   Acceleral Max Climin NTR   1 000   226     L10115   DEFAUIST   5   Acceleral Max Climin NTR   1 000   226     L10115   DEFAUIST   5   Acceleral Max Climin NTR   1 000   226     L10115   DEFAUIST   5   Acceleral Max Climin NTR   1 000   226     L10115   DEFAUIST   5   Acceleral Max Climin NTR   1 000   226     L10115   DEFAUIST   5   Acceleral Max Climin NTR   1 000   226     L10115   L10115	L10115	DEFAU	15T	2	Climb	MaxTak	edo0ff	1 000		
L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   221     L10115   DEFAUIST   6   Climb   MaxClimatero   3 000     L10115   DEFAUIST   7   Acceleral axClimatero   1 000   250     L10115   DEFAUIST   8   Climb   MaxClimatero   5 500     L10115   DEFAUIST   9   Climb   MaxClimatero   7 500     L10115   DEFAUIST   10   Climb   MaxClimatero   10 000     L10115   DEFAUIST   1   Takeoff   MaxTakdoff   1 000     L10115   DEFAUIST   2   Climb   MaxTakdoff   1 000     L10115   DEFAUIST   3   Acceleral axTakdoff   1 953   186     L10115   DEFAUIST   4   Acceleral axTakdoff   1 465   206     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115   DEFAUIST   5   Acceleral axClimit NTR   1 000   226     L10115    L10115	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	cdo0ff		2 125	181	
L10115 DEFAUIST   6   Climb   MaxClinZterO   3 000	L10115	DEFAU	15T	4	Acceler	a <b>M</b> axTak	e <b>ddf</b> R		1 594	201
L10115 DEFAUIST   7   AcceleralMaxClinZtERO   1 000   250	L10115	DEFAU	15T	5	Acceler	a <b>M</b> axCli	n <b>lib</b> TR		1 000	221
L10115 DEFAUIST   8   Climb   MaxClinZterO   5 500     L10115 DEFAUIST   9   Climb   MaxClinZterO   7 500     L10115 DEFAUIST   10   Climb   MaxClinZterO   10 000     L10115 DEFAUIST   1   Takeoff   MaxTakdoff     L10115 DEFAUIST   2   Climb   MaxTakdoff   1 000     L10115 DEFAUIST   3   Accelerate axTakdoff   1 953   186     L10115 DEFAUIST   4   Accelerate axTakdoff   1 465   206     L10115 DEFAUIST   5   Accelerate axClintintTr   1 000   226	L10115	DEFAU	<b>15</b> T	6	Climb	MaxCli	n <b>a</b> leRO	3 000		
L10115 DEFAUIST   9   Climb   MaxClinZtero   7 500     L10115 DEFAUIST   10   Climb   MaxClinZtero   10 000     L10115 DEFAUIST   1   Takeoff   MaxTakdoff	L10115	DEFAU	<b>15</b> T	7	Acceler	a <b>M</b> axCli	m <b>Z</b> BERO		1 000	250
L10115 DEFAUIST   10   Climb   MaxClinZERO   10 000	L10115	DEFAU	<b>15</b> T	8	Climb	MaxCli	n <b>zl</b> ERO	5 500		
L10115 DEFAUIST   1   Takeoff MaxTakdoff	L10115	DEFAU	<b>15</b> T	9	Climb	MaxCli	n <b>a</b> tero	7 500		
L10115 DEFAUIST   2   Climb   MaxTakdoff   1 000	L10115	DEFAU	15T	10	Climb	MaxCli	n <b>a</b> leRO	10 000		
L10115 DEFAUIST         3         Acceleral axTake doff         1 953 186           L10115 DEFAUIST         4         Acceleral axTake doff R         1 465 206           L10115 DEFAUIST         5         Acceleral axClimit NTR         1 000 226	L10115	DEFAU	<b>16</b> T	1	Takeoff	MaxTak	celo0ff			
L10115 DEFAUIST         4         Acceleral axTak d Off R         1 465         206           L10115 DEFAUIST         5         Acceleral axClimit NTR         1 000         226	L10115	DEFAU	<b>16</b> T	2	Climb	MaxTak	celo0ff	1 000		
L10115 DEFAUIST 5 Acceleral Acceleration 1000 226	L10115	DEFAU	<b>16</b> T	3	Acceler	a <b>lv4</b> axTak	celo0ff		1 953	186
	L10115	DEFAU	<b>16</b> T	4	Acceler	a <b>lv4</b> axTak	<b>ddf</b> R		1 465	206
L10115 DEFAUI6T 6 Climb MaxClinzteRO 3 000	L10115	DEFAU	<b>16</b> T	5	Acceler	a <b>M</b> axCli	nlibiTR		1 000	226
	L10115	DEFAU	<b>16</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	3 000		

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L10115 DEFAUET   7   Acceleral axClinatero   1 000   250	
L10115 DEFAUIST   9   Climb   MaxClinZtero   7 500     L10115 DEFAUIST   10   Climb   MaxClinZtero   10 000     L10115 DEFAUIST   1   Takeoff   MaxTakdoff   1 000     L10115 DEFAUIST   2   Climb   MaxTakdoff   1 000     L10115 DEFAUIST   3   Accelerate axTakdoff   1 790   192     L10115 DEFAUIST   4   Accelerate axTakdoff   1 343   212     L10115 DEFAUIST   5   Accelerate axClintostero   1 000   232     L10115 DEFAUIST   6   Climb   MaxClinZtero   3 000     L10115 DEFAUIST   7   Accelerate axClinZtero   1 000   250     L10115 DEFAUIST   8   Climb   MaxClinZtero   5 500     L10115 DEFAUIST   9   Climb   MaxClinZtero   7 500	
L10115 DEFAUET   10   Climb   MaxClinZERO   10 000     L10115 DEFAUET   1   Takeoff   MaxTaketoff   1 000     L10115 DEFAUET   2   Climb   MaxTaketoff   1 000     L10115 DEFAUET   3   Accelerate axTaketoff   1 790   192   L10115 DEFAUET   4   Accelerate axTaketoff   1 343   212   L10115 DEFAUET   5   Accelerate axClintate   1 000   232   L10115 DEFAUET   6   Climb   MaxClinZERO   3 000   L10115 DEFAUET   7   Accelerate axClinZERO   1 000   250   L10115 DEFAUET   8   Climb   MaxClinZERO   5 500   L10115 DEFAUET   9   Climb   MaxClinZERO   7 500     Climb   MaxClinZERO   7 500   Climb   MaxClinZERO   7 500   Climb   MaxClinZERO   7 500   Climb   MaxClinZERO   7 500   Climb   MaxClinZERO   7 500   Climb   MaxClinZERO   7 500   Climb   MaxClinZERO   7 500   Climb   MaxClinZERO   7 500   Climb   MaxClinZERO   7 500   Climb   Clim	
L10115   DEFAULT   1   Takeoff   MaxTaketoff   1 000	
L10115 DEFAUET   2   Climb   MaxTakdoff   1 000	
L10115 DEFAUIT   3   Accelerate ax Take off   1 790   192   L10115 DEFAUIT   4   Accelerate ax Take off R   1 343   212   L10115 DEFAUIT   5   Accelerate ax Clinin TR   1 000   232   L10115 DEFAUIT   6   Climb   Max Clinin ERO   3 000   L10115 DEFAUIT   7   Accelerate ax Clinin ERO   1 000   250   L10115 DEFAUIT   8   Climb   Max Clinin ERO   5 500   L10115 DEFAUIT   9   Climb   Max Clinin ERO   7 500	
L10115 DEFAUIT	
L10115 DEFAUIT   5   Accelerate axClinit NTR   1 000   232     L10115 DEFAUIT   6   Climb   MaxClinit ERO   3 000     L10115 DEFAUIT   7   Accelerate axClinit ERO   1 000   250   L10115 DEFAUIT   8   Climb   MaxClinit ERO   5 500   L10115 DEFAUIT   9   Climb   MaxClinit ERO   7 500	
L10115   DEFAUET   6   Climb   MaxClinZERO   3 000	
L10115   DEFAULT   7   Accelerate axClinatero   1 000   250     L10115   DEFAULT   8   Climb   MaxClinatero   5 500     L10115   DEFAULT   9   Climb   MaxClinatero   7 500	
L10115 DEFAUIT 8 Climb MaxCliniteRO 5 500 L10115 DEFAUIT 9 Climb MaxCliniteRO 7 500	
L10115 DEFAUIT 9 Climb MaxClimatero 7 500	
L188 DEFAUIIT 1 Takeoff MaxTak 7889%	
L188 DEFAUIT 2 Climb MaxTak & 1 000	
L188 DEFAUIIT 3 Accelerate ax Tak & Sept. 1 653 133	
L188 DEFAUIT 4 Accelerate axClinit TR 1 240 153	
L188 DEFAUIIT 5 Climb MaxCliniteRO 3 000	
L188 DEFAUIIT 6 Climb MaxCliniteRO 5 500	
L188 DEFAUIIT 7 Climb MaxClinateRO 7 500	
L188 DEFAUIIT 8 Climb MaxClinZtERO 10 000	
L188 DEFAUIZT 1 Takeoff MaxTak 6881%	
L188 DEFAUIZT 2 Climb MaxTak 6884% 1 000	
L188 DEFAUET 3 Acceleral ax Tak 6896% 1 309 139	
L188 DEFAUIZT 4 Accelerate ax Climin TR 982 159	
L188 DEFAUZT 5 Climb MaxClinzterO 3 000	
L188 DEFAUZT 6 Climb MaxClinateRO 5 500	
L188 DEFAUZT 7 Climb MaxClinidERO 7 500	
L188 DEFAUET 8 Climb MaxClinaterO 10 000	
L188 DEFAUBT 1 Takeoff MaxTake	
L188 DEFAUBT 2 Climb MaxTak 60849% 1 000	
L188 DEFAUBT 3 Acceleral axTak 60846% 905 147	
L188 DEFAUBT 4 Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated accelerat	

L188   DEFAU   BT   6   Climb   MaxClintERO   3 000	-									
LI88   DEFAU BT   7   Climb   MaxClinder   7500	L188	DEFAU	BT	5	Climb	MaxCli	m <b>Z</b> ERO	3 000		
LEAR2SDEFAU III	L188	DEFAU	BL	6	Climb	MaxCli	m <b>Z</b> ERO	5 500		
LEAR2SDEFAUIT   1   Takeoff   MaxTak & & & & & & & & & & & & & & & & & & &	L188	DEFAU	BL	7	Climb	MaxCli	m <b>Z</b> ERO	7 500		
LEAR2SDEFAUIT   2   Acceleral MaxTak a	L188	DEFAU	BT	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
LEAR2SDEFAUIIT   3   Climb   MaxTak	LEAR2	5DEFAU	11T	1	Takeoff	MaxTak	<b>20</b> ff			
LEAR2   DEFAUIIT   4   Acceleradax   Takefoff   1 698   196	LEAR2	5DEFAU	11T	2	Acceler	a <b>M</b> axTak	<b>20</b> ff		1 698	171
LEAR2   SDEFAUIIT   5   Climb   MaxClinatero   3 000     2 075   250	LEAR2	5DEFAU	ΊΤ	3	Climb	MaxTak	<b>20</b> 0ff	1 500		
LEAR2  SDEFAUIIT   7   Climb   MaxClint/ERO   5 500	LEAR2	5DEFAU	11T	4	Acceler	a <b>M</b> axTak	eloff		1 698	196
LEAR2   SDEFAU IIT   7   Climb   MaxClingtero   5 500	LEAR2	5DEFAU	11T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
LEAR2   SDEFAU IIT   9   Climb   MaxClingtero   7 500     LEAR3   SDEFAU IIT   1   Takeoff   MaxTakadoff     LEAR3   SDEFAU IIT   2   Acceleradax Takadoff   1 493   158     LEAR3   SDEFAU IIT   3   Climb   MaxClingtero   1 500     LEAR3   SDEFAU IIT   4   Acceleradax Takadoff   1 493   183     LEAR3   SDEFAU IIT   5   Climb   MaxClingtero   3 000     LEAR3   SDEFAU IIT   6   Acceleradax Clingtero   1 706   250     LEAR3   SDEFAU IIT   7   Climb   MaxClingtero   5 500     LEAR3   SDEFAU IIT   8   Climb   MaxClingtero   7 500     LEAR3   SDEFAU IIT   9   Climb   MaxClingtero   10 000     MD11G   IDEFAU IIT   1   Takeoff   MaxTakadoff   1 000     MD11G   IDEFAU IIT   3   Acceleradax Takadoff   1 000     MD11G   IDEFAU IIT   4   Climb   MaxClingtero   1 500   211     MD11G   IDEFAU IIT   5   Climb   MaxClingtero   1 500   250     MD11G   IDEFAU IIT   6   Acceleradax Takadoff   1 000     MD11G   IDEFAU IIT   7   Climb   MaxClingtero   1 500   250     MD11G   IDEFAU IIT   7   Climb   MaxClingtero   1 500   250     MD11G   IDEFAU IIT   7   Climb   MaxClingtero   1 500   250     MD11G   IDEFAU IIT   7   Climb   MaxClingtero   1 500   250     MD11G   IDEFAU IIT   7   Climb   MaxTakadoff   1 000     MD11G   IDEFAU IIT   7   Climb   MaxTakadoff   1 000     MD11G   IDEFAU IIT   7   Climb   MaxTakadoff   1 000     MD11G   IDEFAU IIT   3   Acceleradax Clingtero   1 500   250     MD11G   IDEFAU IIT   3   Acceleradax Takadoff   1 000     MD11G   IDEFAU IIT   4   Climb   MaxTakadoff   1 000     MD11G   IDEFAU IIT   4   Climb   MaxTakadoff   1 000	LEAR2	5DEFAU	11T	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		2 075	250
LEAR25DEFAU   IT   1   Takeoff   MaxTakaoff   1   493   158     LEAR35DEFAU   IT   2   Acceleral axtakaoff   1   500     LEAR35DEFAU   IT   3   Climb   MaxTakaoff   1   500     LEAR35DEFAU   IT   4   Acceleral axtakaoff   1   493   183     LEAR35DEFAU   IT   5   Climb   MaxClirateRO   3   3   3   3     LEAR35DEFAU   IT   6   Acceleral axclirateRO   1   706   250     LEAR35DEFAU   IT   7   Climb   MaxClirateRO   5   500     LEAR35DEFAU   IT   8   Climb   MaxClirateRO   7   500     LEAR35DEFAU   IT   8   Climb   MaxClirateRO   10   000     MD11GEDEFAU   IT   1   Takeoff   MaxTakaoff   1   000     MD11GEDEFAU   IT   2   Climb   MaxClirateRO   1   500   211     MD11GEDEFAU   IT   4   Climb   MaxClirateRO   1   500   250     MD11GEDEFAU   IT   5   Climb   MaxClirateRO   1   500   250     MD11GEDEFAU   IT   6   Acceleral axClirateREFE   1   500   250     MD11GEDEFAU   IT   7   Climb   MaxClirateREFE   1   500   250     MD11GEDEFAU   IT   3   Acceleral axClirateREFE   1   500   210     MD11GEDEFAU   IT   4   Climb   MaxClirateREFE   1   500   210     MD11GETAU   IT   4   Climb   MaxClirateREFE   1   500   50     MD11	LEAR2	5DEFAU	11T	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
LEAR3 5DEFAU IIT   1	LEAR2	5DEFAU	11T	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
LEAR3   DEFAUIT   2   Acceleral   Accele	LEAR2	5DEFAU	ΊΤ	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
LEAR3   DEFAUIIT   4   Acceleral   Accel	LEAR3	5DEFAU	ПТ	1	Takeoff	MaxTak	<b>20</b> ff			
LEAR3  SDEFAU   IT	LEAR3	5DEFAU	11T	2	Acceler	a <b>M</b> axTak	<b>20</b> ff		1 493	158
LEAR3   SDEFAU   IIT   5   Climb   MaxClin	LEAR3	5DEFAU	ΊΤ	3	Climb	MaxTak	<b>20</b> 0ff	1 500		
LEAR3 5DEFAUIIT   6   Acceleral dax Clin	LEAR3	5DEFAU	ПТ	4	Acceler	a <b>M</b> axTak	elo0ff		1 493	183
LEAR35DEFAUIIT   7   Climb   MaxClinZtero   5 500     LEAR35DEFAUIIT   8   Climb   MaxClinZtero   7 500     LEAR35DEFAUIIT   9   Climb   MaxClinZtero   10 000     MD11GEDEFAUIIT   1   Takeoff   MaxTak 25ff   1 000     MD11GEDEFAUIIT   2   Climb   MaxTak 25ff   1 000     MD11GEDEFAUIIT   3   Acceleral (AxTak 25ff   1 500   211     MD11GEDEFAUIIT   4   Climb   MaxClin (6)EXT   2 000     MD11GEDEFAUIIT   5   Climb   MaxClin (6)EXT   3 000     MD11GEDEFAUIIT   6   Acceleral (AxClin (6)EXT   1 500   250     MD11GEDEFAUIIT   7   Climb   MaxClin (6)EXT   10 000     MD11GEDEFAUIIT   7   Climb   MaxClin (6)EXT   10 000     MD11GEDEFAUIIT   1   Takeoff   MaxTak 25ff   1 000     MD11GEDEFAUIIT   3   Acceleral (AxClin (6)EXT   1 500   210     MD11GEDEFAUIIT   3   Acceleral (AxClin (6)EXT   2 000   1 500   210     MD11GEDEFAUIIT   4   Climb   MaxClin (6)EXT   2 000	LEAR3	5DEFAU	ПТ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
LEAR35DEFAU   LIT   9   Climb   MaxClin   Ma	LEAR3	5DEFAU	ΊΤ	6	Acceler	a <b>M</b> axCli	n <b>zl</b> ERO		1 706	250
LEAR35DEFAUIIT   9   Climb   MaxClimatero   10 000	LEAR3	5DEFAU	ПΤ	7	Climb	MaxCli	n <b>zl</b> ERO	5 500		
MD11GEDEFAULIT         1         Takeoff MaxTak@5ff         1 000           MD11GEDEFAULIT         2         Climb MaxTak@5ff         1 000           MD11GEDEFAULIT         3         AcceleralMaxTak@5ffXT         1 500         211           MD11GEDEFAULIT         4         Climb MaxClimbexT         2 000           MD11GEDEFAULIT         5         Climb MaxClimbexT         3 000           MD11GEDEFAULIT         6         AcceleralMaxClimbexT         1 500         250           MD11GEDEFAULIT         7         Climb MaxClimbexT         10 000           MD11GEDEFAULT         1         Takeoff MaxTak@5ff         1 000           MD11GEDEFAULT         2         Climb MaxTak@5ff         1 000           MD11GEDEFAULT         3         AcceleralMaxTak@5ffXT         1 500         210           MD11GEDEFAULT         4         Climb MaxClimbexXT         2 000	LEAR3	5DEFAU	ΊΤ	8	Climb	MaxCli	n <b>zl</b> ERO	7 500		
MD11GIDEFAUIIT         2         Climb         MaxTak 25ff         1 000           MD11GIDEFAUIIT         3         Acceleral axTak 25fEXT         1 500         211           MD11GIDEFAUIIT         4         Climb         MaxClimbeXT         2 000           MD11GIDEFAUIIT         5         Climb         MaxClimbeXT         3 000           MD11GIDEFAUIIT         6         Acceleral axClimbeRET         1 500         250           MD11GIDEFAUIT         7         Climb         MaxClimbeRET         10 000           MD11GIDEFAUIT         1         Takeoff         MaxTak 25ff           MD11GIDEFAUIT         2         Climb         MaxTak 25ff         1 000           MD11GIDEFAUIT         3         Acceleral axTak 25ff         1 500         210           MD11GIDEFAUIT         4         Climb         MaxClimbeXT         2 000	LEAR3	5DEFAU	11T	9	Climb	MaxCli	n <b>zl</b> ERO	10 000		
MD11GIDEFAUIIT         3         Acceleral axTak exiftxt         1 500         211           MD11GIDEFAUIIT         4         Climb         MaxClim 6/6EXT         2 000           MD11GIDEFAUIIT         5         Climb         MaxClim 6/6EXT         3 000           MD11GIDEFAUIIT         6         Acceleral axClim 6/6RET         1 500         250           MD11GIDEFAUIIT         7         Climb         MaxClim 6/6RET         10 000           MD11GIDEFAUIT         1         Takeoff         MaxTak 25ff         1 000           MD11GIDEFAUIT         2         Climb         MaxTak 25ff         1 000           MD11GIDEFAUIT         3         Acceleral ax Tak 25ff         1 500         210           MD11GIDEFAUIT         4         Climb         MaxClim 6/6EXT         2 000	MD11G	<b>D</b> EFAU	11T	1	Takeoff	MaxTak	<b>2</b> 5ff			
MD11GIDEFAUIIT         4         Climb         MaxClimbext         2 000           MD11GIDEFAUIIT         5         Climb         MaxClimbext         3 000           MD11GIDEFAUIIT         6         Acceleral axClimbert         1 500         250           MD11GIDEFAUIIT         7         Climb         MaxClimbert         10 000           MD11GIDEFAUIT         1         Takeoff         MaxTak 25ff           MD11GIDEFAUIT         2         Climb         MaxTak 25ff         1 000           MD11GIDEFAUIT         3         Acceleral axTak 25ff         1 500         210           MD11GIDEFAUIT         4         Climb         MaxClimbext         2 000	MD110	<b>D</b> EFAU	ПТ	2	Climb	MaxTak	<b>2</b> 5ff	1 000		
MD11GIDEFAUIIT         5         Climb         MaxClimbext         3 000           MD11GIDEFAUIIT         6         Acceleral axClimbert         1 500         250           MD11GIDEFAUIIT         7         Climb         MaxClimbert         10 000           MD11GIDEFAUIT         1         Takeoff         MaxTak 25ff           MD11GIDEFAUIT         2         Climb         MaxTak 25ff         1 000           MD11GIDEFAUIT         3         Acceleral axTak 25ff         1 500         210           MD11GIDEFAUIT         4         Climb         MaxClimbext         2 000	MD110	<b>D</b> EFAU	ПΤ	3	Acceler	a <b>M</b> axTak	<b>€</b> Ø <b>H</b> XT		1 500	211
MD11GIDEFAUIIT         6         Acceleral axCliroloRET         1 500         250           MD11GIDEFAUIIT         7         Climb         MaxCliroloRET         10 000           MD11GIDEFAUIT         1         Takeoff         MaxTake0ff           MD11GIDEFAUIT         2         Climb         MaxTake0ff         1 000           MD11GIDEFAUIT         3         Acceleral axTake0ffXT         1 500         210           MD11GIDEFAUIT         4         Climb         MaxCliroloEXT         2 000	MD110	<b>D</b> EFAU	ПΤ	4	Climb	MaxCli	n <b>o</b> lbEXT	2 000		
MD11GIDEFAUIIT         7         Climb         MaxClimber 10 000           MD11GIDEFAUIT         1         Takeoff MaxTak@5ff         1 000           MD11GIDEFAUIT         2         Climb         MaxTak@5ff         1 000           MD11GIDEFAUIT         3         AcceleraldaxTak@fXT         1 500         210           MD11GIDEFAUIT         4         Climb         MaxClimbeXT         2 000	MD110	<b>D</b> EFAU	ПТ	5	Climb	MaxCli	n016EXT	3 000		
MD11GIDEFAUET         1         Takeoff MaxTak@ff         1000           MD11GIDEFAUET         2         Climb MaxTak@ff         1000           MD11GIDEFAUET         3         AcceleraldaxTak@fEXT         1500         210           MD11GIDEFAUET         4         Climb MaxClimbEXT         2000	MD110	<b>D</b> EFAU	ПТ	6	Acceler	a <b>M</b> axCli	n <b>ol</b> bRET		1 500	250
MD11GIDEFAUET 2 Climb MaxTak 25ff 1 000  MD11GIDEFAUET 3 Acceleral axTak 25ff 1 500 210  MD11GIDEFAUET 4 Climb MaxClim 66EXT 2 000	MD110	<b>D</b> EFAU	ΊΤ	7	Climb	MaxCli	n <b>ob</b> RET	10 000		
MD11GIDEFAUET 3 Accelerate ax Tak ex FEXT 1 500 210  MD11GIDEFAUET 4 Climb MaxClim 6 EXT 2 000	MD116	<b>E</b> DEFAU	<b>2</b> T	1	Takeoff	MaxTak	<b>2</b> 5ff			
MD11GIDEFAUZT 4 Climb MaxClim06EXT 2 000	MD116	<b>E</b> DEFAU	<b>D</b> T	2	Climb	MaxTak	<b>2</b> 5ff	1 000		
	MD116	<b>E</b> DEFAU	<b>D</b> T	3	Acceler	a <b>M</b> axTak	<b>C</b> ON <b>E</b> EXT		1 500	210
MD11GIDEFAUIT 5 Climb MaxClin06EXT 3 000	MD110	<b>E</b> DEFAU	<b>D</b> T	4	Climb	MaxCli	n <b>ol</b> bEXT	2 000		
	MD116	<b>I</b> DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>ol</b> bEXT	3 000		

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MD11GIDEFAU	<b>P</b> E	(	A a a a l a m	a <b>M</b> axCli	-AVD ET		1.500	250
		6				10.000	1 500	250
MD11GEDEFAU		7	Climb	MaxCli		10 000		
MD11GEDEFAU		1		MaxTak				
MD11GIDEFAU		2	Climb	MaxTak		1 000		
MD11GIDEFAU		3		a <b>M</b> axTak			1 500	210
MD11GIDEFAU	IBL	4	Climb	MaxCli	n616EXT	2 000		
MD11GIDEFAU	BL	5	Climb	MaxCli	n@lbEXT	3 000		
MD11GEDEFAU	BL	6	Acceler	a <b>M</b> axCli	n <b>ol</b> bRET		1 500	250
MD11GEDEFAU	BT	7	Climb	MaxCli	n616RET	10 000		
MD11GIDEFAU	<b>IA</b> L	1	Takeoff	MaxTak	2 <b>5</b> ff			
MD11GIDEFAU	<b>IAL</b>	2	Climb	MaxTak	2 <b>5</b> ff	1 000		
MD11GEDEFAU	<b>I</b>	3	Acceler	a <b>M</b> axTak	<b>CONFIE</b> XT		1 500	209
MD11GEDEFAU	ИТ	4	Climb	MaxCli	n@bEXT	2 000		
MD11GIDEFAU	<b>I</b>	5	Climb	MaxCli	n016EXT	3 000		
MD11GEDEFAU	<b>I</b>	6	Acceler	a <b>M</b> axCli	n016RET		1 500	250
MD11GEDEFAU	<b>I</b>	7	Climb	MaxCli	n <b>ol</b> bRET	10 000		
MD11GEDEFAU	J <b>I</b> ST	1	Takeoff	MaxTak	<b>2</b> 5ff			
MD11GEDEFAU	JET T	2	Climb	MaxTak	<b>2</b> 5ff	1 000		
MD11GIDEFAU	IST	3	Acceler	a <b>M</b> axTak	<b>CONFEXT</b>		1 500	208
MD11GIDEFAU	IST	4	Climb	MaxCli	n616EXT	2 000		
MD11GIDEFAU	IST T	5	Climb	MaxCli	n@bEXT	3 000		
MD11GIDEFAU	IST	6	Acceler	a <b>M</b> axCli	n6016RET		1 500	250
MD11GIDEFAU	IST	7	Climb	MaxCli	n616RET	10 000		
MD11GIDEFAU	J <b>6</b> T	1	Takeoff	MaxTak	205ff			
MD11GIDEFAU	<b>16</b> T	2	Climb	MaxTak	<b>25</b> ff	1 000		
MD11GIDEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	<b>CONFIX</b> T		1 500	208
MD11GIDEFAU	<b>16</b> T	4	Climb	MaxCli	n@lbEXT	2 000		
MD11GEDEFAU	<b>16</b> T	5	Climb	MaxCli	n@bEXT	3 000		
MD11GEDEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n016RET		1 500	250
MD11GEDEFAU	<b>16</b> T	7	Climb	MaxCli	n@bRET	10 000		
MD11GEDEFAU	<b>17</b> Γ	1	Takeoff	MaxTak	<b>25</b> ff			
MD11GIDEFAU	IZΓ	2	Climb	MaxTak	<b>20</b> 5ff	1 000		
MD11GIDEFAU	IZΓ	3	Acceler	a <b>lvá</b> axTak	COO'HXT		1 500	207
MD11GIDEFAU		4	Climb	MaxCli		2 000		
						-		

MD11GEFFAUTT   5   Climb   MaxClindrext   3 000			
MD11GEDEFAU IT   7   Climb   MaxCli   MAX   ASSIT   1 0 0 0 0	MD11GEDEFAUET	5	Climb MaxClin0bEXT 3 000
MD11PWEFAUIT   1	MD11GEDEFAUET	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerate Acceler
MD11PWDEFAUIT   2   Climb   MaxTak asit   1 000	MD11GEDEFAUET	7	Climb MaxClin0bRET 10 000
MD11PWDEFAUIT   3   AcceleralMaxTale 66FRXT   2 000   MD11PWDEFAUIT   5   Climb   MaxCliri06EXT   2 000   MD11PWDEFAUIT   5   Climb   MaxCliri06EXT   3 000   MD11PWDEFAUIT   7   Climb   MaxCliri06EXT   10 000   MD11PWDEFAUIT   7   Climb   MaxTale 65FT   1 000   MD11PWDEFAUIT   3   AcceleralMaxTale 65FT   1 000   MD11PWDEFAUIT   3   AcceleralMaxTale 65FT   1 000   MD11PWDEFAUIT   4   Climb   MaxCliri06EXT   2 000   MD11PWDEFAUIT   5   Climb   MaxCliri06EXT   2 000   MD11PWDEFAUIT   5   Climb   MaxCliri06EXT   3 000   MD11PWDEFAUIT   7   Climb   MaxCliri06EXT   1 0 000   MD11PWDEFAUIT   7   Climb   MaxCliri06EXT   1 0 000   MD11PWDEFAUIT   7   Climb   MaxCliri06EXT   1 0 000   MD11PWDEFAUIT   3   AcceleralMaxTale 65FT   1 0 000   MD11PWDEFAUIT   3   AcceleralMaxTale 65FT   1 0 000   MD11PWDEFAUIT   3   AcceleralMaxTale 65FT   1 0 000   MD11PWDEFAUIT   3   AcceleralMaxCliri06EXT   3 000   MD11PWDEFAUIT   5   Climb   MaxCliri06EXT   3 000   MD11PWDEFAUIT   5   Climb   MaxCliri06EXT   3 000   MD11PWDEFAUIT   1   Takeoff   MaxTale 65FT   1 0 000   MD11PWDEFAUIT   1   Takeoff   MaxTale 65FT   1 0 000   MD11PWDEFAUIT   2   Climb   MaxCliri06EXT   2 000   MD11PWDEFAUIT   3   AcceleralMaxTale 65FT   1 0 000   MD11PWDEFAUIT   3   AcceleralMaxTale 65FT   1 0 000   MD11PWDEFAUIT   5   Climb   MaxCliri06EXT   2 000   MD11PWDEFAUIT   7   Climb   MaxCliri06EXT   1 0 000   MD11PWDEFAUIT   7   Climb	MD11PWDEFAUIIT	1	Takeoff MaxTak 205ff
MD11PWDEFAUIT   4   Climb   MaxClindeXT   2 000	MD11PWDEFAUIIT	2	Climb MaxTak 25ff 1 000
MD11PWDEFAUIT   5	MD11PWDEFAUIIT	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleration Acc
MD11PWDEFAUIT   6   AcceleralMaxClinbleRET   1 500   250   MD11PWDEFAUIT   7   Climb   MaxClinbleRET   10 000   MD11PWDEFAUIT   1   Takeoff   MaxTaka5ff   1 000   MD11PWDEFAUIT   3   AcceleralMaxTaka5ff   1 000   MD11PWDEFAUIT   5   Climb   MaxClinbleXT   2 000   MD11PWDEFAUIT   5   Climb   MaxClinbleXT   3 000   MD11PWDEFAUIT   6   AcceleralMaxClinbleRET   1 500   250   MD11PWDEFAUIT   7   Climb   MaxClinbleRET   1 0 000   MD11PWDEFAUIT   7   Climb   MaxClinbleRET   1 0 000   MD11PWDEFAUIT   2   Climb   MaxTaka5ff   1 000   MD11PWDEFAUIT   3   AcceleralMaxTaka5ff   1 000   MD11PWDEFAUIT   3   AcceleralMaxTaka5ff   1 000   MD11PWDEFAUIT   4   Climb   MaxClinbleXT   2 000   MD11PWDEFAUIT   5   Climb   MaxClinbleXT   3 000   MD11PWDEFAUIT   5   Climb   MaxClinbleXT   3 000   MD11PWDEFAUIT   6   AcceleralMaxClinbleXT   3 000   MD11PWDEFAUIT   7   Climb   MaxClinbleXT   1 500   250   MD11PWDEFAUIT   1   Takeoff   MaxTaka5ff   1 000   MD11PWDEFAUIT   1   Takeoff   MaxTaka5ff   1 000   MD11PWDEFAUIT   2   Climb   MaxClinbleXT   1 500   205   MD11PWDEFAUIT   3   AcceleralMaxTaka5ff   1 000   MD11PWDEFAUIT   4   Climb   MaxClinbleXT   2 000   MD11PWDEFAUIT   5   Climb   MaxClinbleXT   2 000   MD11PWDEFAUIT   5   Climb   MaxClinbleXT   3 000   MD11PWDEFAUIT   5   Climb   MaxClinbleXT   3 000   MD11PWDEFAUIT   5   Climb   MaxClinbleXT   3 000   MD11PWDEFAUIT   6   AcceleralMaxClinbleXT   3 000   MD11PWDEFAUIT   7   Climb   MaxClinbleXT   3 000   MD11PWDEFAUIT   7   Climb   MaxClinbleXT   1 500   250   MD11PWDEFAUIT   7   Climb   MaxClinbleXT   1 000   MD11PWDEFAUIT   7	MD11PWDEFAUIIT	4	Climb MaxClin0bEXT 2 000
MD11PWDEFAUET   1   Takeoff MaxTakasif   1 000	MD11PWDEFAUIIT	5	Climb MaxClin0bEXT 3 000
MD11PWDEFAUET   1	MD11PWDEFAUIIT	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated Accelerate
MD11PWDEFAUET   2   Climb   MaxTak@ffXT   1 000	MD11PWDEFAUIIT	7	Climb MaxClin0bRET 10 000
MD11PWDEFAUET   3   Acceleral MaxTak & MEXT   2 000	MD11PWDEFAUZT	1	Takeoff MaxTak 25ff
MD11PWDEFAUET   4   Climb   MaxClindbEXT   2 000   MD11PWDEFAUET   5   Climb   MaxClindbEXT   3 000   MD11PWDEFAUET   6   AcceleraMaxClindbRET   1 500   250   MD11PWDEFAUET   7   Climb   MaxClindbRET   10 000   MD11PWDEFAUET   2   Climb   MaxTakassif   1 000   MD11PWDEFAUET   3   AcceleraMaxTakassif   1 500   205   MD11PWDEFAUET   4   Climb   MaxClindbEXT   2 000   MD11PWDEFAUET   5   Climb   MaxClindbEXT   3 000   MD11PWDEFAUET   5   Climb   MaxClindbEXT   3 000   MD11PWDEFAUET   7   Climb   MaxClindbRET   1 500   250   MD11PWDEFAUET   1   Takeoff   MaxTakassif   MD11PWDEFAUET   2   Climb   MaxClindbEXT   1 000   MD11PWDEFAUET   2   Climb   MaxTakassif   1 000   MD11PWDEFAUET   3   AcceleraMaxTakassif   1 000   MD11PWDEFAUET   4   Climb   MaxClindbEXT   2 000   MD11PWDEFAUET   4   Climb   MaxClindbEXT   2 000   MD11PWDEFAUET   5   Climb   MaxClindbEXT   3 000   MD11PWDEFAUET   6   AcceleraMaxClindbEXT   1 500   250   MD11PWDEFAUET   7   Climb   MaxClindbEXT   1 500   250   MD11PWDEFAUET   7   Climb   MaxClindbEXT   1 000   MD11PWDEFAUET   2   Climb   MaxClin	MD11PWDEFAUZT	2	Climb MaxTak 25ff 1 000
MD11PWDEFAUET   5   Climb   MaxClindbext   3 000   MD11PWDEFAUET   6   Acceleral MaxClindbext   1 500   250   MD11PWDEFAUET   7   Climb   MaxClindbext   10 000   MD11PWDEFAUET   1   Takeoff   MaxTak	MD11PWDEFAUZT	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleration
MD11PWDEFAUET         6         Acceleral dax Clino 6RET         1 500         250           MD11PWDEFAUET         7         Climb         Max Clino 6RET         10 000           MD11PWDEFAUET         1         Takeoff         Max Takeoff         1 000           MD11PWDEFAUET         2         Climb         Max Takeoff         1 000           MD11PWDEFAUET         3         Acceleral dax Takeoff         2 000           MD11PWDEFAUET         5         Climb         Max Clino 6EXT         2 000           MD11PWDEFAUET         6         Acceleral dax Clino 6EXT         3 000           MD11PWDEFAUET         7         Climb         Max Clino 6EXT         1 500         250           MD11PWDEFAUET         1         Takeoff         Max Takeoff         1 500         250           MD11PWDEFAUET         2         Climb         Max Takeoff         1 500         205           MD11PWDEFAUET         3         Acceleral dax Takeoff         1 500         205           MD11PWDEFAUET         4         Climb         Max Clino 6EXT         2 000           MD11PWDEFAUET         5         Climb         Max Clino 6EXT         3 000           MD11PWDEFAUET         6         Acceleral dax Clino 6E	MD11PWDEFAUZT	4	Climb MaxClin0bEXT 2 000
MD11PWDEFAUBT         7         Climb         MaxClindbRET         10 000           MD11PWDEFAUBT         1         Takeoff         MaxTakeoff           MD11PWDEFAUBT         2         Climb         MaxTakeoffXT         1 500           MD11PWDEFAUBT         3         AcceleraldaxTakeoffXT         1 500         205           MD11PWDEFAUBT         4         Climb         MaxClindbEXT         2 000           MD11PWDEFAUBT         5         Climb         MaxClindbRET         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClindbRET         10 000         1 500         250           MD11PWDEFAUBT         1         Takeoff         MaxTakeoff         1 000         1 500         205           MD11PWDEFAUBT         2         Climb         MaxTakeoff         1 000         1 500         205           MD11PWDEFAUBT         3         AcceleraldaxTakeoffXT         1 500         205           MD11PWDEFAUBT         5         Climb         MaxClindbEXT         2 000           MD11PWDEFAUBT         5         Climb         MaxClindbEXT         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClindbEXT         10 000	MD11PWDEFAUZT	5	Climb MaxClin0bEXT 3 000
MD11PWDEFAUBT         1         Takeoff MaxTak 25ff         1 000           MD11PWDEFAUBT         2         Climb MaxTak 25ff         1 000           MD11PWDEFAUBT         3         AcceleraldaxTak 25ff         1 500         205           MD11PWDEFAUBT         4         Climb MaxClimbleXT         2 000           MD11PWDEFAUBT         5         Climb MaxClimbleXT         3 000           MD11PWDEFAUBT         6         AcceleraldaxClimbleRET         1 500         250           MD11PWDEFAUBT         7         Climb MaxClimbleRET         10 000           MD11PWDEFAUBT         2         Climb MaxTak 25ff         1 000           MD11PWDEFAUBT         3         Acceleraldax Tak 25ff         1 500         205           MD11PWDEFAUBT         4         Climb MaxClimbleXT         2 000         1 500         205           MD11PWDEFAUBT         5         Climb MaxClimbleXT         3 000         1 500         250           MD11PWDEFAUBT         6         Acceleraldax ClimbleXT         1 500         250           MD11PWDEFAUBT         7         Climb MaxClimbleXT         1 000           MD11PWDEFAUBT         7         Climb MaxClimbleXT         10 000           MD11PWDEFAUBT         7	MD11PWDEFAUZT	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated Accelera
MD11PWDEFAUBT         2         Climb         MaxTak 25ff         1 000           MD11PWDEFAUBT         3         AcceleraMaxTak 25ffXT         1 500         205           MD11PWDEFAUBT         4         Climb         MaxClimbEXT         2 000           MD11PWDEFAUBT         5         Climb         MaxClimbEXT         3 000           MD11PWDEFAUBT         6         AcceleraMaxClimbRET         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClimbRET         10 000           MD11PWDEFAUBT         2         Climb         MaxTak 25ff         1 000           MD11PWDEFAUBT         3         AcceleraMaxTak 25ff         1 000         1 500         205           MD11PWDEFAUBT         4         Climb         MaxClimbEXT         2 000         1 500         205           MD11PWDEFAUBT         5         Climb         MaxClimbEXT         3 000         1 500         250           MD11PWDEFAUBT         6         AcceleraMaxClimbRET         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClimbRET         10 000           MD11PWDEFAUBT         1         Takeoff MaxTak 25ff         1 000	MD11PWDEFAUZT	7	Climb MaxClin0bRET 10 000
MD11PWDEFAUBT         3         AcceleraldaxTak 60/BXT         1 500         205           MD11PWDEFAUBT         4         Climb         MaxClim06EXT         2 000           MD11PWDEFAUBT         5         Climb         MaxClim06EXT         3 000           MD11PWDEFAUBT         6         AcceleraldaxClim06RET         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClim06RET         10 000           MD11PWDEFAUBT         1         Takeoff MaxTak 25ff         1 000           MD11PWDEFAUBT         2         Climb         MaxClim06EXT         1 500         205           MD11PWDEFAUBT         4         Climb         MaxClim06EXT         2 000         1 500         205           MD11PWDEFAUBT         5         Climb         MaxClim06EXT         3 000         1 500         250           MD11PWDEFAUBT         6         AcceleraldaxClim06RET         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClim06RET         10 000           MD11PWDEFAUBT         1         Takeoff MaxTak 25ff         1 000           MD11PWDEFAUBT         2         Climb         MaxTak 25ff         1 000	MD11PWDEFAUBT	1	Takeoff MaxTak@ff
MD11PWDEFAUBT         4         Climb         MaxClindbEXT         2 000           MD11PWDEFAUBT         5         Climb         MaxClindbEXT         3 000           MD11PWDEFAUBT         6         AcceleralMaxClindbRET         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClindbRET         10 000           MD11PWDEFAUBT         1         Takeoff MaxTak@ff         1 000           MD11PWDEFAUBT         2         Climb         MaxClindbEXT         1 500         205           MD11PWDEFAUBT         4         Climb         MaxClindbEXT         2 000         1 500         250           MD11PWDEFAUBT         5         Climb         MaxClindbEXT         3 000         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClindbEXT         10 000         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClindbEXT         10 000         1 500         250           MD11PWDEFAUBT         1         Takeoff         MaxTak@ff         1 000         1 000	MD11PWDEFAUBT	2	Climb MaxTak 25ff 1 000
MD11PWDEFAUBT         5         Climb         MaxClimbbext         3 000           MD11PWDEFAUBT         6         Acceleral axClimbberet         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClimbberet         10 000           MD11PWDEFAUBT         1         Takeoff         MaxTak asff           MD11PWDEFAUBT         2         Climb         MaxTak asff         1 000           MD11PWDEFAUBT         3         Acceleral axTak asff         1 500         205           MD11PWDEFAUBT         4         Climb         MaxClimbext         2 000           MD11PWDEFAUBT         5         Climb         MaxClimbert         1 500         250           MD11PWDEFAUBT         6         Acceleral axClimbert         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClimbert         10 000           MD11PWDEFAUBT         1         Takeoff         MaxTak asff         1 000	MD11PWDEFAUBT	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleration
MD11PWDEFAUBT         6         Acceleral axClind bRET         1500         250           MD11PWDEFAUBT         7         Climb         MaxClind bRET         10000           MD11PWDEFAUBT         1         Takeoff         MaxTake 5ff           MD11PWDEFAUBT         2         Climb         MaxTake 5ff         1000           MD11PWDEFAUBT         3         Acceleral axTake 5ff         1500         205           MD11PWDEFAUBT         4         Climb         MaxClind bEXT         2000           MD11PWDEFAUBT         5         Climb         MaxClind bEXT         3 000           MD11PWDEFAUBT         6         Acceleral axClind bRET         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClind bRET         10 000           MD11PWDEFAUBT         1         Takeoff         MaxTake 5ff           MD11PWDEFAUBT         2         Climb         MaxTake 5ff         1 000	MD11PWDEFAUBT	4	Climb MaxClin0bEXT 2 000
MD11PWDEFAUBT         7         Climb         MaxClimbbRET         10 000           MD11PWDEFAUBT         1         Takeoff         MaxTake5ff           MD11PWDEFAUBT         2         Climb         MaxTake5ff         1 000           MD11PWDEFAUBT         3         AcceleralMaxTake5ff         1 500         205           MD11PWDEFAUBT         4         Climb         MaxClimbEXT         2 000           MD11PWDEFAUBT         5         Climb         MaxClimbEXT         3 000           MD11PWDEFAUBT         6         AcceleralMaxClimbBRET         1 500         250           MD11PWDEFAUBT         7         Climb         MaxClimbBRET         10 000           MD11PWDEFAUBT         1         Takeoff         MaxTake35ff           MD11PWDEFAUBT         2         Climb         MaxTake35ff         1 000	MD11PWDEFAUBT	5	Climb MaxClin0bEXT 3 000
MD11P WDEFAU ИТ         1         Takeoff MaxTakedsff         1 000           MD11P WDEFAU ИТ         2         Climb MaxTakedsff         1 000           MD11P WDEFAU ИТ         3         Acceleral daxTakedsffXT         1 500         205           MD11P WDEFAU ИТ         4         Climb MaxClimbleXT         2 000           MD11P WDEFAU ИТ         5         Climb MaxClimbleXT         3 000           MD11P WDEFAU ИТ         6         Acceleral daxClimble RET         1 500         250           MD11P WDEFAU ИТ         7         Climb MaxClimble RET         10 000           MD11P WDEFAU ИТ         1         Takeoff MaxTakedsff         1 000           MD11P WDEFAU ИТ         2         Climb MaxTakedsff         1 000	MD11PWDEFAUBT	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated accelerate
MD11P WDEFAU ИТ         2         Climb         MaxTak 25ff         1 000           MD11P WDEFAU ИТ         3         Acceleral ax Tak 20 FEXT         1 500         205           MD11P WDEFAU ИТ         4         Climb         MaxClimble XT         2 000           MD11P WDEFAU ИТ         5         Climb         MaxClimble XT         3 000           MD11P WDEFAU ИТ         6         Acceleral ax Climble XT         1 500         250           MD11P WDEFAU ИТ         7         Climb         MaxClimble XET         10 000           MD11P WDEFAU ИТ         1         Takeoff MaxTak 25ff         1 000           MD11P WDEFAU ИТ         2         Climb         MaxTak 25ff         1 000	MD11PWDEFAUBT	7	Climb MaxClin0bRET 10 000
MD11PWDEFAUHT         3         Acceleral axTak exiftxt         1 500         205           MD11PWDEFAUHT         4         Climb         MaxClimblext         2 000           MD11PWDEFAUHT         5         Climb         MaxClimblext         3 000           MD11PWDEFAUHT         6         Acceleral axClimble RET         1 500         250           MD11PWDEFAUHT         7         Climb         MaxClimble RET         10 000           MD11PWDEFAUHT         1         Takeoff         MaxTak exift           MD11PWDEFAUHT         2         Climb         MaxTak exift         1 000	MD11PWDEFAULT	1	Takeoff MaxTak 25ff
MD11PWDEFAUMT         4         Climb         MaxClimbext         2 000           MD11PWDEFAUMT         5         Climb         MaxClimbext         3 000           MD11PWDEFAUMT         6         Acceleral axClimber         1 500         250           MD11PWDEFAUMT         7         Climb         MaxClimber         10 000           MD11PWDEFAUMT         1         Takeoff         MaxTake35ff           MD11PWDEFAUMT         2         Climb         MaxTake35ff         1 000	MD11PWDEFAULT	2	Climb MaxTak 25ff 1 000
MD11PWDEFAUMT         5         Climb         MaxClimbext         3 000           MD11PWDEFAUMT         6         Acceleral axClimberet         1 500         250           MD11PWDEFAUMT         7         Climb         MaxClimbert         10 000           MD11PWDEFAUMT         1         Takeoff         MaxTak 25ff           MD11PWDEFAUMT         2         Climb         MaxTak 25ff         1 000	MD11PWDEFAUET	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated accelera
MD11PWDEFAUMT 6 Accelerate axClimbtre 1 500 250  MD11PWDEFAUMT 7 Climb MaxClimbtre 10 000  MD11PWDEFAUMT 1 Takeoff MaxTak 25ff  MD11PWDEFAUMT 2 Climb MaxTak 25ff 1 000	MD11PWDEFAUET	4	Climb MaxClin0bEXT 2 000
MD11PWDEFAUIST 1 Takeoff MaxTak@5ff 10000  MD11PWDEFAUIST 2 Climb MaxTak@5ff 1000	MD11PWDEFAULT	5	Climb MaxClin0bEXT 3 000
MD11PWDEFAUIST 1 Takeoff MaxTak@5ff   MD11PWDEFAUIST 2 Climb MaxTak@5ff 1 000	MD11PWDEFAULT	6	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleration Acc
MD11PWDEFAUIST 2 Climb MaxTak@35ff 1 000	MD11PWDEFAULT	7	Climb MaxClin0bRET 10 000
	MD11PWDEFAUIST	1	Takeoff MaxTake05ff
MD11PWDEFAUIST 3 AcceleralMaxTakeOffEXT 1 500 205	MD11PWDEFAUIST	2	Climb MaxTak 25ff 1 000
	MD11PWDEFAUIST	3	Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Acceleral Accelerated accelera

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	TARRATI	TET.	4	Cl:l	MaxCli	-OI/EXT	2 000		
	WDEFAU		4	Climb			2 000		
	WDEFAU		5	Climb	MaxCli		3 000		
	WDEFAU		6		a <b>M</b> axCli			1 500	250
	WDEFAU		7	Climb	MaxCli		10 000		
MD11P	WDEFAU	<b>16</b> T	1	Takeoff	MaxTak	<b>20</b> 5ff			
MD11P	WDEFAU	<b>16</b> T	2	Climb	MaxTak	<b>20</b> ff	1 000		
MD11P	<b>W</b> DEFAU	<b>16</b> T	3	Acceler	a <b>M</b> axTak	<b>EXE</b>		1 500	206
MD11P	<b>W</b> DEFAU	<b>16</b> T	4	Climb	MaxCli	n <b>ol</b> bEXT	2 000		
MD11P	<b>W</b> DEFAU	<b>16</b> T	5	Climb	MaxCli	n <b>ol</b> bEXT	3 000		
MD11P	WDEFAU	<b>16</b> T	6	Acceler	a <b>M</b> axCli	n <b>ol</b> bRET		1 500	250
MD11P	<b>W</b> EFAU	<b>16</b> T	7	Climb	MaxCli	nolloRET	10 000		
MD11P	<b>W</b> EFAU	IIΓ	1	Takeoff	MaxTak	2 <b>5</b> ff			
MD11P	<b>W</b> DEFAU	IZΓ	2	Climb	MaxTak	<b>25</b> ff	1 000		
MD11P	<b>W</b> DEFAU	IZΓ	3	Acceler	a <b>M</b> axTak	<b>CONFIX</b> T		1 500	207
MD11P	<b>W</b> DEFAU	IZΓ	4	Climb	MaxCli	n616EXT	2 000		
MD11P	<b>W</b> DEFAU	177	5	Climb	MaxCli	n@bEXT	3 000		
MD11P	<b>W</b> DEFAU	177	6	Acceler	a <b>M</b> axCli	n016RET		1 500	250
MD11P	<b>W</b> DEFAU	177	7	Climb	MaxCli	n016RET	10 000		
MD81	DEFAU	ШT	1	Takeoff	MaxTak	eEoff5			
MD81	DEFAU	ШT	2	Climb	MaxTak	eEoff5	1 000		
MD81	DEFAU	ПТ	3	Acceler	a <b>M</b> axCli	nflb_INT		1 434,2	214,1
MD81	DEFAU	11T	4	Climb	MaxCli	mlb_ZER	OB 000		
MD81	DEFAU	ПТ	5	Acceler	a <b>M</b> axCli	nflb_ZER(	О	1 866,9	250
MD81	DEFAU	ШТ	6	Climb	MaxCli	mb_ZER	O\$ 500		
MD81	DEFAU	ШТ	7	Climb	MaxCli	mb_ZER	07 500		
MD81	DEFAU	ШТ	8	Climb	MaxCli	mlb_ZER	010 000		
MD81	DEFAU	<b>12</b> T	1	Takeoff	MaxTak	eToff5			
MD81	DEFAU	<b>2</b> T	2	Climb	MaxTak	eToff5	1 000		
MD81	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	mlb_INT		1 346,9	218,7
MD81	DEFAU	<u>12</u> T	4	Climb	MaxCli	mlb ZER	08 000		
MD81	DEFAU		5		a <b>M</b> axCli	_		1 745	250
MD81	DEFAU		6	Climb		nflb ZER		2 / 10	
	DLIAU	141	0		IVIUACII		<i>w</i> 500		

MD81	DEFAU	<b>12</b> T	7	Climb	MaxCli	mb_ZER	07 500		
MD81	DEFAU	<b>2</b> T	8	Climb	MaxCli	mb_ZER	010 000		
MD81	DEFAU	BL	1	Takeoff	MaxTak	eToff5			
MD81	DEFAU	BL	2	Climb	MaxTak	eEoff5	1 000		
MD81	DEFAU	BL	3	Acceler	a <b>M</b> axCli	mlb_INT		1 266	223,2
MD81	DEFAU	BL	4	Climb	MaxCli	mb_ZER	OB 000		
MD81	DEFAU	BL	5	Acceler	a <b>M</b> axCli	mlb_ZER(	0	1 643,2	250
MD81	DEFAU	BL	6	Climb	MaxCli	mlb_ZER	OS 500		
MD81	DEFAU	BL	7	Climb	MaxCli	mlb_ZER	<b>07</b> 500		
MD81	DEFAU	BL	8	Climb	MaxCli	mb_ZER	010 000		
MD81	DEFAU	<b>M</b> T	1	Takeoff	MaxTak	eEoff5			
MD81	DEFAU	ИТ	2	Climb	MaxTak	eEoff5	1 000		
MD81	DEFAU	<b>I</b>	3	Acceler	a <b>M</b> axCli	nflb_INT		1 211,7	226,3
MD81	DEFAU	<b>M</b> T	4	Climb	MaxCli	mlb_ZER	OB 000		
MD81	DEFAU	<b>M</b> L	5	Acceler	a <b>M</b> axCli	nflb_ZER(	0	1 577,9	250
MD81	DEFAU	ИТ	6	Climb	MaxCli	mlb_ZER	O\$ 500		
MD81	DEFAU	<b>M</b> L	7	Climb	MaxCli	mb_ZER	07 500		
MD81	DEFAU	<b>M</b> T	8	Climb	MaxCli	mlb_ZER	010 000		
MD81	ICAO_A	A1	1	Takeoff	MaxTak	eEoff5			
MD81	ICAO_A	A1	2	Climb	MaxTak	eEoff5	1 500		
MD81	ICAO_A	A1	3	Climb	MaxCli	mTb_15	3 000		
MD81	ICAO_A	A1	4	Acceler	a <b>M</b> axCli	nflb_ZER(	О	1 169,8	250
MD81	ICAO_A	A1	5	Climb	MaxCli	mlb_ZER	OS 500		
MD81	ICAO_A	A1	6	Climb	MaxCli	mlb_ZER	07 500		
MD81	ICAO_A	A1	7	Climb	MaxCli	ml <u>b</u> ZER	010 000		
MD81	ICAO_A	42	1	Takeoff	MaxTak	eToff5			
MD81	ICAO_A	<b>A2</b>	2	Climb	MaxTak	eEoff5	1 500		
MD81	ICAO_A	42	3	Climb	MaxCli	mlb_15	3 000		
MD81	ICAO_A	42	4	Acceler	a <b>M</b> axCli	nflb_ZER	0	1 089,3	250
MD81	ICAO_A	42	5	Climb	MaxCli	mb_ZER	O5 500		
MD81	ICAO_A	A2	6	Climb	MaxCli	mlb_ZER	07 500		

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MD81	ICAO_A2	7	Climb	MaxCli	ml <u>b</u> ZER	010 000			
MD81	ICAO_A3	1	Takeoff	MaxTal	eToff5				
MD81	ICAO_A3	2	Climb	MaxTak	eToff5	1 500			
MD81	ICAO_A3	3	Climb	MaxCli	m <u>lb</u> 15	3 000			
MD81	ICAO_A3	4	Acceler	a <b>M</b> axCli	mb_ZER	0	1 049,8	250	
MD81	ICAO_A3	5	Climb	MaxCli	mlb_ZER	O5 500			
MD81	ICAO_A3	6	Climb	MaxCli	ml <u>b</u> ZER	07 500			
MD81	ICAO_A3	7	Climb	MaxCli	ml <u>b</u> ZER	010 000			
MD81	ICAO_A4	1	Takeoff	MaxTal	eToff5				
MD81	ICAO_A4	2	Climb	MaxTak	eEoff5	1 500			
MD81	ICAO_A4	3	Climb	MaxCli	mlb_15	3 000			
MD81	ICAO_A4	4	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	0	998,8	250	
MD81	ICAO_A4	5	Climb	MaxCli	nīb_ZER	O5 500			
MD81	ICAO_A4	6	Climb	MaxCli	ml <u>b</u> ZER	07 500			
MD81	ICAO_A4	7	Climb	MaxCli	nīb_ZER	010 000			
MD81	ICAO_B1	1	Takeoff	MaxTal	eToff5				
MD81	ICAO_B1	2	Climb	MaxTal	eToff5	1 000			
MD81	ICAO_B1	3	Acceler	a <b>M</b> axTal	elo <u>f</u> fNT		1 434,8	218,8	
MD81	ICAO_B1	4	Climb	MaxCli	ml <u>b</u> ZER	OB 000			
MD81	ICAO_B1	5	Acceler	a <b>M</b> axCli	mb_ZER	0	1 900,5	250	
MD81	ICAO_B1	6	Climb	MaxCli	ml <u>b</u> ZER	O5 500			
MD81	ICAO_B1	7	Climb	MaxCli	ml <u>b</u> ZER	07 500			
MD81	ICAO_Bl	8	Climb	MaxCli	nīb_ZER	010 000			
MD81	ICAO_B2	1	Takeoff	MaxTal	eToff5				
MD81	ICAO_B2	2	Climb	MaxTak	eToff5	1 000			
MD81	ICAO_B2	3	Acceler	a <b>M</b> axTal	elo <u>f</u> fNT		1 345,2	223	
MD81	ICAO_B2	4	Climb	MaxCli	mlb_ZER	O3 000			
MD81	ICAO_B2	5	Acceler	a <b>M</b> axCli	mlb_ZER	О	1 779,8	250	
MD81	ICAO_B2	6	Climb	MaxCli	mlb_ZER	O5 500			
MD81	ICAO_B2	7	Climb	MaxCli	mlb_ZER	07 500			
MD81	ICAO_B2	8	Climb	MaxCli	ml <u>b</u> ZER	010 000			

MD81 I	$r \sim r \sim 1$								
	ICAO_I	33	1	Takeoff	MaxTak	æ6ff5			
MD81 I	ICAO_E	33	2	Climb	MaxTak	eToff5	1 000		
MD81 I	ICAO_I	33	3	Acceler	a <b>lM</b> axTak	edo <u>f</u> fNT		1 264,5	227,4
MD81 I	ICAO_I	33	4	Climb	MaxCli	mb_ZER	OB 000		
MD81 I	ICAO_F	33	5	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	О	1 664,2	250
MD81 I	ICAO_I	33	6	Climb	MaxCli	mlb_ZER	O\$ 500		
MD81 I	ICAO_I	33	7	Climb	MaxCli	mb_ZER	07 500		
MD81 I	ICAO_I	33	8	Climb	MaxCli	mb_ZER	010 000		
MD81 I	ICAO_I	34	1	Takeoff	MaxTak	æloff5			
MD81 I	ICAO_I	34	2	Climb	MaxTak	æloff5	1 000		
MD81 I	ICAO_F	34	3	Acceler	a <b>lM</b> axTak	æ <u>foff</u> NT		1 211,1	230,2
MD81 I	ICAO_I	34	4	Climb	MaxCli	mlb_ZER	OB 000		
MD81 I	ICAO_I	34	5	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	0	1 594,3	250
MD81 I	ICAO_I	34	6	Climb	MaxCli	mb_ZER	O5 500		
MD81 I	ICAO_I	34	7	Climb	MaxCli	mlb_ZER	<b>07</b> 500		
MD81 I	ICAO_I	34	8	Climb	MaxCli	mlb_ZER	010 000		
MD82 I	DEFAU	llТ	1	Takeoff	MaxTak	eToff5			
MD82 I	DEFAU	ШΤ	2	Climb	MaxTak	æloff5	1 000		
MD82 I	DEFAU	ШΤ	3	Acceler	a <b>M</b> axCli	niibiT4		1 247,7	216,4
MD82 I	DEFAU	llТ	4	Climb	MaxCli	nINT3	3 000		
MD82 I	DEFAU	ШΤ	5	Acceler	a <b>M</b> axCli	mb_ZER	O	1 933	250
MD82 I	DEFAU	llТ	6	Climb	MaxCli	mlb_ZER	O\$ 500		
MD82 I	DEFAU	ШΤ	7	Climb	MaxCli	mlb_ZER	07 500		
MD82 I	DEFAU	llТ	8	Climb	MaxCli	mlb_ZER	010 000		
MD82 I	DEFAU	27	1	Takeoff	MaxTak	eToff5			
MD82 I	DEFAU	27	2	Climb	MaxTak	eToff5	1 000		
MD82 I	DEFAU	<b>12</b> T	3	Acceler	a <b>M</b> axCli	milNT4		1 169,5	220,7
MD82 I	DEFAU	<b>2</b> T	4	Climb	MaxCli	nINT3	3 000		
MD82 I	DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	mlb_ZER	О	1 805,5	250
MD82 I	DEFAU	<b>Ľ</b> T	6	Climb	MaxCli	mlb_ZER	O5 500		

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MD82	DEFAU	<b>12</b> T	7	Climb	MaxCli	mlb_ZER	07 500			
MD82	DEFAU	<b>P</b> T	8	Climb	MaxCli	mlb_ZER	010 000			
MD82	DEFAU	BL	1	Takeoff	MaxTak	eToff5				
MD82	DEFAU	BL	2	Climb	MaxTak	eToff5	1 000			
MD82	DEFAU	BT	3	Acceler	a <b>M</b> axCli	niibiT4		1 099,1	225,1	
MD82	DEFAU	BT	4	Climb	MaxCli	nllNT3	3 000			
MD82	DEFAU	BT	5	Acceler	a <b>M</b> axCli	mlb_ZER(	0	1 710,9	250	
MD82	DEFAU	BL	6	Climb	MaxCli	ml <u>b</u> ZER	O\$ 500			
MD82	DEFAU	BL	7	Climb	MaxCli	ml <u>b</u> ZER	07 500			
MD82	DEFAU	BL	8	Climb	MaxCli	ml <u>b</u> ZER	010 000			
MD82	DEFAU	<b>I</b> IT	1	Takeoff	MaxTak	eToff5				
MD82	DEFAU	<b>A</b> L	2	Climb	MaxTak	eToff5	1 000			
MD82	DEFAU	<b>I</b>	3	Acceler	a <b>M</b> axCli	nliNT4		989,5	231,9	
MD82	DEFAU	<b>I</b> IT	4	Climb	MaxCli	nllNT3	3 000			
MD82	DEFAU	M.	5	Acceler	a <b>M</b> axCli	mlb_ZER(	0	1 563,6	250	
MD82	DEFAU	ИТ	6	Climb	MaxCli	ml <u>b</u> ZER	O\$ 500			
MD82	DEFAU	ИТ	7	Climb	MaxCli	ml <u>b</u> ZER	07 500			
MD82	DEFAU	<b>A</b> L	8	Climb	MaxCli	ml <u>b</u> ZER	010 000			
MD82	DEFAU	IST T	1	Takeoff	MaxTak	eToff5				
MD82	DEFAU	IST T	2	Climb	MaxTak	eToff5	1 000			
MD82	DEFAU	IST T	3	Acceler	a <b>M</b> axCli	niibT4		950,4	234,2	
MD82	DEFAU	IST T	4	Climb	MaxCli	n <b>ib</b> T3	3 000			
MD82	DEFAU	<b>I</b> 5T	5	Acceler	a <b>M</b> axCli	mlb_ZER(	0	1 518,1	250	
MD82	DEFAU	IST T	6	Climb	MaxCli	mlb_ZER	O\$ 500			
MD82	DEFAU	IST T	7	Climb	MaxCli	mlb_ZER	07 500			
MD82	DEFAU	IST T	8	Climb	MaxCli	mlb_ZER	010 000			
MD82	ICAO_A	41	1	Takeoff	MaxTak	eToff5				
MD82	ICAO_A	41	2	Climb	MaxTak	eToff5	1 500			
MD82	ICAO_A	41	3	Climb	MaxCli	mlb_INT	3 000			
MD82	ICAO_/	41	4	Acceler	a <b>M</b> axCli	mlb_ZER	O	1 200	250	
MD82	ICAO_A	41	5	Climb	MaxCli	mlb_ZER	O\$ 500			

MD82	ICAO_	A1	6	Climb	MaxCli	ml <u>b</u> ZER	07 500			
MD82	ICAO_	A1	7	Climb	MaxCli	mlb_ZER	010 000			
MD82	ICAO_	A2	1	Takeoff	MaxTak	eToff5				
MD82	ICAO_	A2	2	Climb	MaxTak	eToff5	1 500			
MD82	ICAO_	A2	3	Climb	MaxCli	mTb_15	3 000			
MD82	ICAO_	A2	4	Acceler	a <b>M</b> axCli	mlb_ZER(	O	1 120,6	250	
MD82	ICAO_	A2	5	Climb	MaxCli	mlb_ZER	O\$ 500			
MD82	ICAO_	A2	6	Climb	MaxCli	mlb_ZER	07 500			
MD82	ICAO_	A2	7	Climb	MaxCli	mlb_ZER	010 000			
MD82	ICAO_	A3	1	Takeoff	MaxTak	eToff5				
MD82	ICAO_	<b>A3</b>	2	Climb	MaxTak	eToff5	1 500			
MD82	ICAO_	A3	3	Climb	MaxCli	mlb_15	3 000			
MD82	ICAO_	<b>A</b> 3	4	Acceler	a <b>M</b> axCli	nflb_ZER(	0	1 051,4	250	
MD82	ICAO_	A3	5	Climb	MaxCli	mlb_ZER	O5 500			
MD82	ICAO_	A3	6	Climb	MaxCli	mlb_ZER	07 500			
MD82	ICAO_	<b>A3</b>	7	Climb	MaxCli	mlb_ZER	010 000			
MD82	ICAO_	<b>A</b> 4	1	Takeoff	MaxTak	eToff5				
MD82	ICAO_	<b>A</b> 4	2	Climb	MaxTak	eToff5	1 500			
MD82	ICAO_	<b>4</b> 4	3	Climb	MaxCli	mTb_15	3 000			
MD82	ICAO_	<b>A</b> 4	4	Acceler	a <b>M</b> axCli	mlb_ZER	O	939,4	250	
MD82	ICAO_	<b>4</b> 4	5	Climb	MaxCli	mlb_ZER	O\$ 500			
MD82	ICAO_	<b>4</b> 4	6	Climb	MaxCli	mlb_ZER	07 500			
MD82	ICAO_	<b>4</b> 4	7	Climb	MaxCli	ml <u>b</u> ZER	010 000			
MD82	ICAO_	A5	1	Takeoff	MaxTak	eToff5				
MD82	ICAO_	A5	2	Climb	MaxTak	eToff5	1 500			
MD82	ICAO_	A5	3	Climb	MaxCli	mlb_15	3 000			
MD82	ICAO_	<b>A</b> 5	4	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	0	900	250	
MD82	ICAO_	A5	5	Climb	MaxCli	mlb_ZER	O5 500			
MD82	ICAO_	A5	6	Climb	MaxCli	ml <u>b</u> ZER	07 500			
MD82	ICAO_	<b>A</b> 5	7	Climb	MaxCli	mlb_ZER	010 000			
MD82	ICAO_	B1	1	Takeoff	MaxTak	eToff5				
MD82	ICAO_	B1	2	Climb	MaxTak	eEoff5	1 000			

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MD82	ICAO BI	3	Aggalan	a <b>lv</b> axTal	æ <b>æ</b>		1	210.7	
MD82	ICAO_BI	3	Accelei	alkaaxiar	COOTIN I		447,7	218,7	
MD82	ICAO_B1	4	Climb	MaxCli	nīb_ZER	O3 000			
MD82	ICAO_B1	5	Acceler	a <b>M</b> axCli	mb_ZER	0	1 952,8	250	
MD82	ICAO_B1	6	Climb	MaxCli	nīb_ZER	O5 500			
MD82	ICAO_B1	7	Climb	MaxCli	mlb_ZER	07 500			
MD82	ICAO_B1	8	Climb	MaxCli	ml <u>b</u> ZER	010 000			
MD82	ICAO_B2	1	Takeoff	MaxTal	eEoff5				
MD82	ICAO_B2	2	Climb	MaxTal	eEoff5	1 000			
MD82	ICAO_B2	3	Acceler	a <b>lM</b> axTal	eão <u>f</u> fNT		1 360,4	222,9	
MD82	ICAO_B2	4	Climb	MaxCli	nīb_ZER	OB 000			
MD82	ICAO_B2	5	Acceler	a <b>M</b> axCli	mlb_ZER	0	1 838,2	250	
MD82	ICAO_B2	6	Climb	MaxCli	ml <u>b</u> ZER	O5 500			
MD82	ICAO_B2	7	Climb	MaxCli	mlb_ZER	07 500			
MD82	ICAO_B2	8	Climb	MaxCli	mlb_ZER	010 000			
MD82	ICAO_B3	1	Takeoff	MaxTal	eEoff5				
MD82	ICAO_B3	2	Climb	MaxTal	eEoff5	1 000			
MD82	ICAO_B3	3	Acceler	a <b>M</b> axTal	eão <u>f</u> fNT		1 279,8	227,2	
MD82	ICAO_B3	4	Climb	MaxCli	mlb_ZER	OB 000			
MD82	ICAO_B3	5	Acceler	a <b>M</b> axCli	m <u>b</u> ZER	O	1 732,3	250	
MD82	ICAO_B3	6	Climb	MaxCli	nīb_ZER	O5 500			
MD82	ICAO_B3	7	Climb	MaxCli	nīb_ZER	07 500			
MD82	ICAO_B3	8	Climb	MaxCli	mlb_ZER	010 000			
MD82	ICAO_B4	1	Takeoff	MaxTal	eEoff5				
MD82	ICAO_B4	2	Climb	MaxTak	eEoff5	1 000			
MD82	ICAO_B4	3	Acceler	a <b>lM</b> axTal	eão <u>f</u> fNT		1 160,8	233,9	
MD82	ICAO_B4	4	Climb	MaxCli	mlb_ZER	OB 000			
MD82	ICAO_B4	5	Acceler	a <b>M</b> axCli	mlb_ZER	0	1 564,9	250	
MD82	ICAO_B4	6	Climb	MaxCli	ml <u>b</u> ZER	O5 500			
MD82	ICAO_B4	7	Climb	MaxCli	ml <u>b</u> ZER	07 500			

MD82   ICAO_B\$   8   Climb   MaxClirifb_ZERQ10 000											
MD82   ICAO_BS   2   Climb   MaxTak&ffS   1 000	MD82	ICAO_E	34	8	Climb	MaxCli	ml <u>b</u> ZER	010 000			
MD82   ICAO_BS   3	MD82	ICAO_E	35	1	Takeoff	MaxTak	eToff5				
MD82   ICAO_B\$   4   Climb   MaxClirifb_ZERO   000	MD82	ICAO_E	35	2	Climb	MaxTak	eToff5	1 000			
MD82   ICAO_BS   5	MD82	ICAO_E	35	3	Acceler	all <b>ve</b> axTak	eTo <u>f</u> TNT			236,1	
MD82   ICAO_BS   6   Climb   MaxClinflb_ZERO 500	MD82	ICAO_E	35	4	Climb	MaxCli	ml <u>b</u> ZER	OB 000			
MD82   ICAO_BS   7   Climb   MaxClintlb_ZERCV 500	MD82	ICAO_F	35	5	Acceler	a <b>M</b> axCli	mlb_ZER(	0	-	250	
MD82   ICAO_BS   8	MD82	ICAO_I	35	6	Climb	MaxCli	ml <u>b</u> ZER	O\$ 500			
MD83   DEFAUIIT   1   Takeoff   MaxTak doff   5   1 000	MD82	ICAO_E	35	7	Climb	MaxCli	mlb_ZER	07 500			
MD83   DEFAUIIT   2   Climb   MaxTak doft5   1 000       MD83   DEFAUIIT   3   Acceleral MaxClintlb_INT   1 319   218,1     MD83   DEFAUIIT   4   Climb   MaxClintlb_ZERO 000       MD83   DEFAUIIT   5   Acceleral MaxClintlb_ZERO 500       MD83   DEFAUIIT   6   Climb   MaxClintlb_ZERO 500       MD83   DEFAUIIT   7   Climb   MaxClintlb_ZERO 500       MD83   DEFAUIIT   8   Climb   MaxClintlb_ZERO 500       MD83   DEFAUIIT   8   Climb   MaxTak doft5       MD83   DEFAUIIT   2   Climb   MaxTak doft5   1 000       MD83   DEFAUIIT   3   Acceleral MaxClintlb_INT   1	MD82	ICAO_I	35	8	Climb	MaxCli	mlb_ZER	010 000			
MD83   DEFAUIIT   3   Acceleral MaxCliritle_INT   1 319   218,1	MD83	DEFAU	ШΤ	1	Takeoff	MaxTak	eToff5				
MD83   DEFAUIIT   4   Climb   MaxClirifb_ZERO   000   033,2   00	MD83	DEFAU	ШΤ	2	Climb	MaxTak	eToff5	1 000			
MD83         DEFAUIIT         5         Acceleral dax Clinit ZERO         2 033,2         250           MD83         DEFAUIIT         6         Climb         Max Clinit ZERO 500         000           MD83         DEFAUIIT         7         Climb         Max Clinit ZERO 500         000           MD83         DEFAUIIT         8         Climb         Max Tak coff 5         000           MD83         DEFAUIT         1         Takeoff Max Tak coff 5         1000           MD83         DEFAUIT         2         Climb Max Clinit Int Int Int Int Int Int Int Int Int In	MD83	DEFAU	ШТ	3	Acceler	a <b>M</b> axCli	mlb_INT		1 319	218,1	
MD83   DEFAUIIT   6   Climb   MaxClinflb_ZERO 500   MD83   DEFAUIIT   7   Climb   MaxClinflb_ZERO 500   MD83   DEFAUIIT   8   Climb   MaxClinflb_ZERO 000   MD83   DEFAUIIT   2   Climb   MaxTak&off 5   1 000   MD83   DEFAUIIT   3   AcceleralMaxClinflb_INT   1   222,2   239,2   MD83   DEFAUIIT   4   Climb   MaxClinflb_ZERO 000   MD83   DEFAUIIT   5   AcceleralMaxClinflb_ZERO 000   MD83   DEFAUIIT   6   Climb   MaxClinflb_ZERO 500   MD83   DEFAUIIT   7   Climb   MaxClinflb_ZERO 500   MD83   DEFAUIIT   8   Climb   MaxClinflb_ZERO 500   MD83   DEFAUIIT   8   Climb   MaxClinflb_ZERO 500   MD83   DEFAUIIT   8   Climb   MaxClinflb_ZERO 1000   MD83   DEFAUIIT   8   Climb   MaxClinflb_ZERO 1000   MD83   DEFAUIIT   1   Takeoff   MaxTak&off 5   MaxTak&off 5   MD83   DEFAUIIT   2   Climb   MaxClinflb_INT   1   1   226,6   MD83   DEFAUIIT   3   AcceleralMaxClinflb_INT   1   158,7   MD83   DEFAUIIT   4   Climb   MaxClinflb_ZERO 000   MD83   DEFAUIIT   4   Climb   MaxClinflb_ZERO 000   MD83   DEFAUIIT   3   AcceleralMaxClinflb_INT   1   158,7   MD83   DEFAUIIT   4   Climb   MaxClinflb_ZERO 000   MD83   DEFA	MD83	DEFAU	ШΤ	4	Climb	MaxCli	mlb_ZER	OB 000			
MD83         DEFAUIIT         7         Climb         MaxClinib_ZERO 500           MD83         DEFAUIIT         8         Climb         MaxClinib_ZERO 000           MD83         DEFAUET         1         Takeoff         MaxTak&off 5           MD83         DEFAUET         2         Climb         MaxTak&off 5         1 000           MD83         DEFAUET         3         AcceleraMaxClinib_INT         1 222,2         239,2           MD83         DEFAUET         4         Climb         MaxClinib_ZERO 000         1 250           MD83         DEFAUET         5         AcceleraMaxClinib_ZERO 500         921,8         250           MD83         DEFAUET         6         Climb         MaxClinib_ZERO 500         0           MD83         DEFAUET         7         Climb         MaxClinib_ZERO 500         0           MD83         DEFAUET         8         Climb         MaxClinib_ZERO 0000         0           MD83         DEFAUET         1         Takeoff MaxTak&off 5         1         000           MD83         DEFAUET         2         Climb         MaxClinib_INT         1 226,6           MD83         DEFAUET         3         AcceleraMaxClinib_INT <t< td=""><td>MD83</td><td>DEFAU</td><td>ШТ</td><td>5</td><td>Acceler</td><td>a<b>M</b>axCli</td><td>ml<u>b</u>ZER</td><td>О</td><td></td><td>250</td><td></td></t<>	MD83	DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	О		250	
MD83   DEFAUET   1   Takeoff   MaxClinflb_ZERO10 000     MD83   DEFAUET   2   Climb   MaxTak&off   5     MD83   DEFAUET   3   AcceleraMaxClinflb_INT   1   222,2   239,2     MD83   DEFAUET   4   Climb   MaxClinflb_ZERO3 000     MD83   DEFAUET   5   AcceleraMaxClinflb_ZERO   1   250     MD83   DEFAUET   6   Climb   MaxClinflb_ZERO   500     MD83   DEFAUET   7   Climb   MaxClinflb_ZERO3   500     MD83   DEFAUET   8   Climb   MaxClinflb_ZERO3   500     MD83   DEFAUET   8   Climb   MaxClinflb_ZERO3   500     MD83   DEFAUET   8   Climb   MaxClinflb_ZERO3   500     MD83   DEFAUET   2   Climb   MaxTak&off   5     MD83   DEFAUET   2   Climb   MaxTak&off   5     MD83   DEFAUET   3   AcceleraMaxClinflb_INT   1   226,6     MD83   DEFAUET   4   Climb   MaxClinflb_ZERO3   000	MD83	DEFAU	ШΤ	6	Climb	MaxCli	mlb_ZER	O5 500			
MD83         DEFAUET         1         Takeoff MaxTak&ff5         1         000           MD83         DEFAUET         2         Climb MaxTak&ff5         1 000         1           MD83         DEFAUET         3         AcceleraMaxClimib_INT         1 239,2         222,2           MD83         DEFAUET         4         Climb MaxClimib_ZERO 000         1 250           MD83         DEFAUET         5         AcceleraMaxClimib_ZERO 500         921,8           MD83         DEFAUET         6         Climb MaxClimib_ZERO 500         000           MD83         DEFAUET         7         Climb MaxClimib_ZERO 000         000           MD83         DEFAUET         8         Climb MaxTak&ff5         000           MD83         DEFAUET         2         Climb MaxTak&ff5         1 000           MD83         DEFAUET         3         AcceleraMaxClimib_INT         1 158,7           MD83         DEFAUET         4         Climb MaxClimib_ZERO 000         000	MD83	DEFAU	ШΤ	7	Climb	MaxCli	mlb_ZER	07 500			
MD83         DEFAUET         2         Climb         MaxTak doff 5         1 000           MD83         DEFAUET         3         Acceleral axClimb INT         1 239,2           MD83         DEFAUET         4         Climb         MaxClimb ZERO 000           MD83         DEFAUET         5         Acceleral axClimb ZERO 500           MD83         DEFAUET         6         Climb         MaxClimb ZERO 500           MD83         DEFAUET         7         Climb         MaxClimb ZERO 500           MD83         DEFAUET         8         Climb         MaxClimb ZERO 000           MD83         DEFAUET         1         Takeoff MaxTak doff 5         1           MD83         DEFAUET         2         Climb         MaxTak doff 5         1           MD83         DEFAUET         3         Acceleral axClimb INT         1         226,6           MD83         DEFAUET         4         Climb         MaxClimb ZERO 000         0	MD83	DEFAU	ШΤ	8	Climb	MaxCli	mlb_ZER	010 000			
MD83         DEFAUET         3         Acceleral ax Climb INT         1 239,2         222,2           MD83         DEFAUET         4         Climb Max Climb ZERO 000         1 250           MD83         DEFAUET         5         Acceleral ax Climb ZERO 500         1 250           MD83         DEFAUET         6         Climb Max Climb ZERO 500         1 250           MD83         DEFAUET         7         Climb Max Climb ZERO 500         1 250           MD83         DEFAUET         8         Climb Max Climb ZERO 000         1 250           MD83         DEFAUET         1         Takeoff Max Tak Etoff 5         1 000           MD83         DEFAUET         2         Climb Max Tak Etoff 5         1 000           MD83         DEFAUET         3         Acceleral ax Climb INT         1 158,7           MD83         DEFAUET         4         Climb Max Climb ZERO 000	MD83	DEFAU	<b>2</b> T	1	Takeoff	MaxTak	eToff5				
MD83   DEFAUET   4   Climb   MaxClimB_ZERO   000	MD83	DEFAU	<b>2</b> T	2	Climb	MaxTak	eToff5	1 000			
MD83         DEFAUET         5         Acceleral ax Clinib ZERO         1 250 921,8           MD83         DEFAUET         6         Climb Max Clinib ZERO 500           MD83         DEFAUET         7         Climb Max Clinib ZERO 500           MD83         DEFAUET         8         Climb Max Clinib ZERO 000           MD83         DEFAUET         1         Takeoff Max Tak & off 5           MD83         DEFAUET         2         Climb Max Tak & off 5         1 000           MD83         DEFAUET         3         Acceleral ax Clinib INT         1 158,7           MD83         DEFAUET         4         Climb Max Clinib ZERO 000	MD83	DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axCli	ml <u>b</u> INT		-	222,2	
MD83   DEFAUET   6   Climb   MaxClinflb_ZERO 500     MD83   DEFAUET   7   Climb   MaxClinflb_ZERO 500     MD83   DEFAUET   8   Climb   MaxClinflb_ZERO 000     MD83   DEFAUET   1   Takeoff   MaxTakeoff 5     MD83   DEFAUET   2   Climb   MaxTakeoff 5   1 000     MD83   DEFAUET   3   Acceleral axClinflb_INT   1   158,7     MD83   DEFAUET   4   Climb   MaxClinflb_ZERO 000	MD83	DEFAU	<b>2</b> T	4	Climb	MaxCli	mlb_ZER	OB 000			
MD83         DEFAUET         7         Climb         MaxClimb_ZERO 500           MD83         DEFAUET         8         Climb         MaxClimb_ZERO 000           MD83         DEFAUBT         1         Takeoff MaxTakeoff 5           MD83         DEFAUBT         2         Climb         MaxTakeoff 5         1 000           MD83         DEFAUBT         3         Acceleral axClimb_INT         1 158,7         226,6           MD83         DEFAUBT         4         Climb         MaxClimb_ZERO 000         000	MD83	DEFAU	<b>12</b> T	5	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	О		250	
MD83         DEFAUET         8         Climb         MaxClimb_ZERQ10 000           MD83         DEFAUBT         1         Takeoff MaxTakeoff 5           MD83         DEFAUBT         2         Climb         MaxTakeoff 5         1 000           MD83         DEFAUBT         3         AcceleraMaxClimb_INT         1 158,7         226,6           MD83         DEFAUBT         4         Climb         MaxClimb_ZERQ3 000         000	MD83	DEFAU	27	6	Climb	MaxCli	ml <u>b</u> ZER	O\$ 500			
MD83         DEFAUBT         1         Takeoff MaxTakeoff 5           MD83         DEFAUBT         2         Climb MaxTakeoff 5         1 000           MD83         DEFAUBT         3         Accelerate axClinflb_INT         1 158,7           MD83         DEFAUBT         4         Climb MaxClinflb_ZERO3 000	MD83	DEFAU	<b>2</b> T	7	Climb	MaxCli	mlb_ZER	07 500			
MD83         DEFAUBT         2         Climb         MaxTakeoff 5         1 000           MD83         DEFAUBT         3         Accelerate ax Climb INT         1 158,7           MD83         DEFAUBT         4         Climb         Max Climb ZEROS 000	MD83	DEFAU	<b>2</b> T	8	Climb	MaxCli	mlb_ZER	010 000			
MD83         DEFAUBT         3         Accelerate axClintle INT         1 158,7         226,6           MD83         DEFAUBT         4         Climb         MaxClintle ZEROS 000         000	MD83	DEFAU	BL	1	Takeoff	MaxTak	eToff5				
MD83 DEFAUBT 4 Climb MaxClimib ZERO 000	MD83	DEFAU	BL	2	Climb	MaxTak	eToff5	1 000			
	MD83	DEFAU	BL	3	Acceler	a <b>M</b> axCli	ml <u>b</u> INT		_	226,6	
MD83 DEFAUBT 5 Accelerate axClimb_ZERO 1810 250	MD83	DEFAU	BL	4	Climb	MaxCli	ml <u>b</u> ZER	OB 000			
	MD83	DEFAU	BL	5	Acceler	a <b>M</b> axCli	mlb_ZER	O	1 810	250	

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MD83	DEFAU	BT	6	Climb	MaxCli	ml <u>b</u> ZER	O5 500			
MD83	DEFAU	BL	7	Climb	MaxCli	nīb_ZER	07 500			
MD83	DEFAU	BL	8	Climb	MaxCli	ml <u>b</u> ZER	010 000			
MD83	DEFAU	ML JA	1	Takeoff	MaxTal	eToff5				
MD83	DEFAU	ИТ	2	Climb	MaxTak	eEoff5	1 000			
MD83	DEFAU	<b>I</b> IT	3	Acceler	a <b>M</b> axCli	mlb_INT		1 049,7	233,6	
MD83	DEFAU	WT TW	4	Climb	MaxCli	ml <u>b</u> ZER	OB 000			
MD83	DEFAU	WT TW	5	Acceler	a <b>M</b> axCli	ml <u>b</u> ZER	O	1 649	250	
MD83	DEFAU	WT TW	6	Climb	MaxCli	ml <u>b</u> ZER	O5 500			
MD83	DEFAU	<b>W</b> T	7	Climb	MaxCli	mlb_ZER	07 500			
MD83	DEFAU	WT TW	8	Climb	MaxCli	ml <u>b</u> ZER	010 000			
MD83	DEFAU	<b>15</b> T	1	Takeoff	MaxTal	eToff5				
MD83	DEFAU	<b>15</b> T	2	Climb	MaxTal	eToff5	1 000			
MD83	DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axCli	mlb_INT		929,7	241,3	
MD83	DEFAU	<b>15</b> T	4	Climb	MaxCli	mlb_ZER	OB 000			
MD83	DEFAU	IST	5	Acceler	a <b>M</b> axCli	mlb_ZER	0	1 482,4	250	
MD83	DEFAU	<b>15</b> T	6	Climb	MaxCli	ml <u>b</u> ZER	O5 500			
MD83	DEFAU	<b>15</b> T	7	Climb	MaxCli	mlb_ZER	07 500			
MD83	DEFAU	<b>15</b> T	8	Climb	MaxCli	mlb_ZER	010 000			
MD83	ICAO_	<b>A</b> 1	1	Takeoff	MaxTal	eToff5				
MD83	ICAO_	<b>A</b> 1	2	Climb	MaxTak	eToff5	1 500			
MD83	ICAO_	<b>A</b> 1	3	Climb	MaxCli	mlb_15	3 000			
MD83	ICAO_A	<b>A</b> 1	4	Acceler	a <b>M</b> axCli	mlb_INT		1 269,6	250	
MD83	ICAO_A	<b>A</b> 1	5	Climb	MaxCli	mlb_ZER	O\$ 500			
MD83	ICAO_A	<b>A</b> 1	6	Climb	MaxCli	ml <u>b</u> ZER	07 500			
MD83	ICAO_	<b>A</b> 1	7	Climb	MaxCli	mlb_ZER	010 000			
MD83	ICAO_	42	1	Takeoff	MaxTal	eToff5				
MD83	ICAO_	42	2	Climb	MaxTak	eToff5	1 500			
MD83	ICAO_	42	3	Climb	MaxCli	mlb_15	3 000			
MD83	ICAO_A	42	4	Acceler	a <b>M</b> axCli	mlb_INT		1 188,7	250	
MD83	ICAO_	42	5	Climb	MaxCli	mlb_ZER	O5 500			
	1				l	l .	I.	L	ı	

MD83         ICAO_A2         6         Climb         MaxClinflb_ZERO7 500           MD83         ICAO_A3         1         Takeoff         MaxTak & foff 5           MD83         ICAO_A3         2         Climb         MaxTak & foff 5         1 500           MD83         ICAO_A3         3         Climb         MaxClinflb_15         3 000           MD83         ICAO_A3         4         Acceleral MaxClinflb_INT         1 109,5         250           MD83         ICAO_A3         5         Climb         MaxClinflb_ZERO 500         MaxClinflb_ZERO 500           MD83         ICAO_A3         6         Climb         MaxClinflb_ZERO 500         MaxClinflb_ZERO 500           MD83         ICAO_A4         1         Takeoff         MaxTak & foff 5         1 500           MD83         ICAO_A4         2         Climb         MaxClinflb_IS         3 000           MD83         ICAO_A4         3         Climb         MaxClinflb_IS         3 000           MD83         ICAO_A4         4         Acceleral MaxClinflb_IS         3 000           MD83         ICAO_A4         5         Climb         MaxClinflb_ZERO 500           MD83         ICAO_A5         1         Takeoff
MD83         ICAO_A3         1         Takeoff MaxTak&off5         1           MD83         ICAO_A3         2         Climb MaxTak&off5         1 500           MD83         ICAO_A3         3         Climb MaxClinflb_15         3 000           MD83         ICAO_A3         4         AcceleraMaxClinflb_INT         1 109,5           MD83         ICAO_A3         5         Climb MaxClinflb_ZERO 500           MD83         ICAO_A3         6         Climb MaxClinflb_ZERO 500           MD83         ICAO_A3         7         Climb MaxClinflb_ZERO 000           MD83         ICAO_A4         1         Takeoff MaxTak&off5           MD83         ICAO_A4         2         Climb MaxClinflb_IS         3 000           MD83         ICAO_A4         3         Climb MaxClinflb_INT         989,8         250           MD83         ICAO_A4         4         AcceleraMaxClinflb_INT         989,8         250           MD83         ICAO_A4         5         Climb MaxClinflb_ZERO 500           MD83         ICAO_A4         7         Climb MaxClinflb_ZERO 500           MD83         ICAO_A5         1         Takeoff MaxTak&off5           MD83         ICAO_A5         2         Climb MaxClin
MD83         ICAO_A3         2         Climb         MaxTak&oft5         1 500           MD83         ICAO_A3         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A3         4         AcceleraMaxClimb_INT         1 09,5           MD83         ICAO_A3         5         Climb         MaxClimb_ZERO 500           MD83         ICAO_A3         6         Climb         MaxClimb_ZERO 500           MD83         ICAO_A3         7         Climb         MaxClimb_ZERO 000           MD83         ICAO_A4         1         Takeoff MaxTak&oft5         1 500           MD83         ICAO_A4         2         Climb         MaxClimb_ITS         989,8         250           MD83         ICAO_A4         4         AcceleraMaxClimb_INT         989,8         250           MD83         ICAO_A4         4         AcceleraMaxClimb_INT         989,8         250           MD83         ICAO_A4         5         Climb         MaxClimb_ZERO 500         1           MD83         ICAO_A5         1         Takeoff         MaxClimb_ZERO 500         1           MD83         ICAO_A5         2         Climb         MaxClimb_ZERO 0000         1
MD83         ICAO_A3         3         Climb         MaxClinflb_15         3 000           MD83         ICAO_A3         4         Acceleral axClinflb_INT         1 250           MD83         ICAO_A3         5         Climb         MaxClinflb_ZEROF 500           MD83         ICAO_A3         6         Climb         MaxClinflb_ZEROF 500           MD83         ICAO_A3         7         Climb         MaxClinflb_ZEROF 500           MD83         ICAO_A4         1         Takeoff MaxTak doff 5           MD83         ICAO_A4         2         Climb         MaxClinflb_15         3 000           MD83         ICAO_A4         3         Climb         MaxClinflb_INT         989,8         250           MD83         ICAO_A4         4         Acceleral axclinflb_INT         989,8         250           MD83         ICAO_A4         5         Climb         MaxClinflb_ZEROF 500           MD83         ICAO_A4         7         Climb         MaxClinflb_ZEROF 500           MD83         ICAO_A5         1         Takeoff MaxTak doff 5           MD83         ICAO_A5         2         Climb         MaxClinflb_ID T         880,1         250           MD83         ICAO_A5
MD83         ICAO_A3         4         Acceleral axClinflb_INT         1 109,5         250           MD83         ICAO_A3         5         Climb         MaxClinflb_ZERO 500         MaxClinflb_ZERO 500           MD83         ICAO_A3         6         Climb         MaxClinflb_ZERO 0000         MaxClinflb_ZERO 0000           MD83         ICAO_A4         1         Takeoff MaxTak&off 5         MaxClinflb_IX         MaxClinflb_IX           MD83         ICAO_A4         2         Climb         MaxClinflb_IX         989,8         250           MD83         ICAO_A4         3         Climb         MaxClinflb_IXT         989,8         250           MD83         ICAO_A4         4         Acceleral axClinflb_IXT         989,8         250           MD83         ICAO_A4         5         Climb         MaxClinflb_ZERO 500         MaxClinflb_ZERO 500           MD83         ICAO_A4         7         Climb         MaxClinflb_ZERO 500         MaxClinflb_ZERO 500           MD83         ICAO_A5         1         Takeoff MaxTak&off 5         MaxClinflb_ZERO 500           MD83         ICAO_A5         2         Climb         MaxTak&off 5         1 500           MD83         ICAO_A5         3         Climb MaxCli
MD83   ICAO_A3   5   Climb   MaxClimb_ZERO 500
MD83         ICAO_A3         6         Climb         MaxClinflb_ZERO7 500           MD83         ICAO_A3         7         Climb         MaxClinflb_ZERO10 000           MD83         ICAO_A4         1         Takeoff MaxTak&oft5           MD83         ICAO_A4         2         Climb         MaxClinflb_15         3 000           MD83         ICAO_A4         3         Climb         MaxClinflb_INT         989,8         250           MD83         ICAO_A4         4         AcceleraMaxClinflb_INT         989,8         250           MD83         ICAO_A4         5         Climb         MaxClinflb_ZERO5 500           MD83         ICAO_A4         6         Climb         MaxClinflb_ZERO5 500           MD83         ICAO_A5         1         Takeoff MaxTak&oft5           MD83         ICAO_A5         2         Climb         MaxTak&oft5         1           MD83         ICAO_A5         2         Climb         MaxClinflb_15         3 000           MD83         ICAO_A5         3         Climb         MaxClinflb_1NT         880,1         250           MD83         ICAO_A5         4         AcceleraMaxClinflb_INT         880,1         250
MD83         ICAO_A3         7         Climb         MaxClimb_ZERO10 000           MD83         ICAO_A4         1         Takeoff MaxTak&off 5         1           MD83         ICAO_A4         2         Climb         MaxClimb_15         1 500           MD83         ICAO_A4         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A4         4         AcceleraMaxClimb_INT         989,8         250           MD83         ICAO_A4         5         Climb         MaxClimb_ZERO5 500         1           MD83         ICAO_A4         6         Climb         MaxClimb_ZERO7 500         1           MD83         ICAO_A5         1         Takeoff MaxTak&off 5         1           MD83         ICAO_A5         2         Climb         MaxTak&off 5         1 500           MD83         ICAO_A5         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A5         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A5         4         AcceleraMaxClimb_INT         880,1         250
MD83         ICAO_A4         1         Takeoff MaxTakeoff 5           MD83         ICAO_A4         2         Climb MaxClimfb 15         1 500           MD83         ICAO_A4         3         Climb MaxClimfb 15         3 000           MD83         ICAO_A4         4         AcceleralMaxClimfb INT         989,8 250           MD83         ICAO_A4         5         Climb MaxClimfb ZERO 500           MD83         ICAO_A4         6         Climb MaxClimfb ZERO 500           MD83         ICAO_A4         7         Climb MaxClimfb ZERO 000           MD83         ICAO_A5         1         Takeoff MaxTakeoff 5           MD83         ICAO_A5         2         Climb MaxTakeoff 5           MD83         ICAO_A5         3         Climb MaxClimfb 15         3 000           MD83         ICAO_A5         3         Climb MaxClimfb 15         3 000           MD83         ICAO_A5         4         AcceleralMaxClimfb INT         880,1         250
MD83         ICAO_A4         2         Climb         MaxTak&off5         1 500           MD83         ICAO_A4         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A4         4         AcceleralMaxClimb_INT         989,8         250           MD83         ICAO_A4         5         Climb         MaxClimb_INT         989,8         250           MD83         ICAO_A4         6         Climb         MaxClimb_INT         500           MD83         ICAO_A4         7         Climb         MaxClimb_INT         000           MD83         ICAO_A5         1         Takeoff         MaxTak&off5         1           MD83         ICAO_A5         2         Climb         MaxClimb_15         1         500           MD83         ICAO_A5         3         Climb         MaxClimb_15         3         000           MD83         ICAO_A5         4         AcceleralMaxClimb_INT         880,1         250
MD83         ICAO_A4         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A4         4         AcceleralMaxClimb_INT         989,8         250           MD83         ICAO_A4         5         Climb         MaxClimb_ZERO5 500           MD83         ICAO_A4         6         Climb         MaxClimb_ZERO5 500           MD83         ICAO_A4         7         Climb         MaxClimb_ZERO5 500           MD83         ICAO_A5         1         Takeoff MaxClimb_ZERO10 000           MD83         ICAO_A5         1         Takeoff MaxTakeoff 5           MD83         ICAO_A5         2         Climb         MaxTakeoff 5         1 500           MD83         ICAO_A5         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A5         4         AcceleralMaxClimb_INT         880,1         250
MD83         ICAO_A4         4         AcceleraMaxClinflb_INT         989,8         250           MD83         ICAO_A4         5         Climb         MaxClinflb_ZERO5 500           MD83         ICAO_A4         6         Climb         MaxClinflb_ZERO7 500           MD83         ICAO_A4         7         Climb         MaxClinflb_ZERO10 000           MD83         ICAO_A5         1         Takeoff MaxTak&off 5           MD83         ICAO_A5         2         Climb         MaxTak&off 5         1 500           MD83         ICAO_A5         3         Climb         MaxClinflb_15         3 000           MD83         ICAO_A5         4         AcceleraMaxClinflb_INT         880,1         250
MD83         ICAO_A4         5         Climb         MaxClimb_ZERO 500           MD83         ICAO_A4         6         Climb         MaxClimb_ZERO 500           MD83         ICAO_A4         7         Climb         MaxClimb_ZERO 000           MD83         ICAO_A5         1         Takeoff MaxTakeoff 5           MD83         ICAO_A5         2         Climb         MaxTakeoff 5         1 500           MD83         ICAO_A5         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A5         4         Acceleral axClimb_INT         880,1         250
MD83         ICAO_A4         6         Climb         MaxClimb_ZERO7 500           MD83         ICAO_A4         7         Climb         MaxClimb_ZERO10 000           MD83         ICAO_A5         1         Takeoff MaxTakeoff 5           MD83         ICAO_A5         2         Climb         MaxTakeoff 5         1 500           MD83         ICAO_A5         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A5         4         AcceleralMaxClimb_INT         880,1         250
MD83         ICAO_A4         7         Climb         MaxClimb_ZERO10 000           MD83         ICAO_A5         1         Takeoff MaxTakeoff 5           MD83         ICAO_A5         2         Climb         MaxTakeoff 5         1 500           MD83         ICAO_A5         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A5         4         AcceleralMaxClimb_INT         880,1         250
MD83         ICAO_A5         1         Takeoff MaxTakeoff 5           MD83         ICAO_A5         2         Climb         MaxTakeoff 5         1 500           MD83         ICAO_A5         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A5         4         Acceleral axClimb_INT         880,1         250
MD83         ICAO_A5         2         Climb         MaxTakeoff 5         1 500           MD83         ICAO_A5         3         Climb         MaxClimb_15         3 000           MD83         ICAO_A5         4         Acceleral axClimb_INT         880,1         250
MD83         ICAO_A5         3         Climb         MaxClinflb_15         3 000           MD83         ICAO_A5         4         Acceleral axClinflb_INT         880,1         250
MD83 ICAO_A5 4 AcceleraMaxClirilb_INT 880,1 250
MD92 ICAO AS 5 Climb MayClist 7EDG 500
MD83   ICAO_A5   5   Climb   MaxClimb_ZERO 500
MD83 ICAO_A5 6 Climb MaxClimb_ZERO 500
MD83 ICAO_A5 7 Climb MaxClimb_ZERQ10 000
MD83 ICAO_Bl 1 Takeoff MaxTakeoff 5
MD83 ICAO_Bl 2 Climb MaxTakeoff5 1 000
MD83 ICAO_Bl 3 AcceleraMaxTakeoffNT 1 221,1 546,8
MD83 ICAO_Bl 4 Climb MaxClimb_ZERO 000
MD83 ICAO_Bl 5 AcceleraMaxClinflb_ZERO 2 250 056,2
MD83 ICAO_Bl 6 Climb MaxClimb_ZERO 500
MD83 ICAO_Bl 7 Climb MaxClimb_ZERO 500
MD83 ICAO_Bl 8 Climb MaxClimb_ZERQ10 000
MD83 ICAO_B2 1 Takeoff MaxTakeoff 5

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					1	Γ	1		
MD83	ICAO_B2		2	Climb	MaxTak	eToff5	1 000		
MD83	ICAO_B2	;	3	Acceler	a <b>M</b> axTak	eToffNT		1 462	225,1
MD83	ICAO_B2	,	4	Climb	MaxCli	mlb_ZER	OB 000		
MD83	ICAO_B2	!	5	Acceler	a <b>M</b> axCli	mlb_ZER	О	1 941,6	250
MD83	ICAO B2	<u>,</u>	6	Climb	MaxCli	mlb ZER	05 500		
MD83	ICAO B2	-	7	Climb	MaxCli	 mlb ZER	07 500		
MD83	ICAO B2		8	Climb	MaxCli	 mlb ZER	010 000		
MD83	ICAO B3		1	Takeoff	MaxTak	eToff5			
MD83	ICAO B3		2	Climb	MaxTak	eToff5	1 000		
MD83	ICAO_B3		3	Acceler	a <b>lM</b> axTak	eto <u>f</u> fNT		1 376,3	229,2
MD83	ICAO B3		4	Climb	MaxCli	mlb ZER	OB 000		
MD83	ICAO_B3		5	Acceler	a <b>M</b> axCli	 mlb_ZER(	0	1 837,5	250
MD83	ICAO_B3		6	Climb	MaxCli	mlb_ZER	05 500		
MD83	ICAO_B3	,	7	Climb	MaxCli	mlb_ZER	07 500		
MD83	ICAO_B3		8	Climb	MaxCli	ml <u>b</u> ZER	010 000		
MD83	ICAO_B4		1	Takeoff	MaxTak	eToff5			
MD83	ICAO_B4		2	Climb	MaxTak	eToff5	1 000		
MD83	ICAO_B4		3	Acceler	a <b>lM</b> axTak	eToffNT		1 249,5	236,1
MD83	ICAO_B4		4	Climb	MaxCli	ml <u>b</u> ZER	OB 000		
MD83	ICAO_B4		5	Acceler	a <b>M</b> axCli	nfl <u>b</u> ZER(	0	1 671,1	250
MD83	ICAO_B4		6	Climb	MaxCli	mlb_ZER	05 500		
MD83	ICAO_B4		7	Climb	MaxCli	ml <u>b</u> ZER	07 500		
MD83	ICAO_B4		8	Climb	MaxCli	ml <u>b</u> ZER	010 000		
MD83	ICAO_B5	;	1	Takeoff	MaxTak	eToff5			
MD83	ICAO_B5	;	2	Climb	MaxTak	eToff5	1 000		
MD83	ICAO_B5	i	3	Acceler	a <b>M</b> axTak	elo <u>f</u> fNT		1 130,3	243,6
MD83	ICAO_B5		4	Climb	MaxCli	mlb_ZER	OB 000		
MD83	ICAO_B5		5	Acceler	a <b>M</b> axCli	nflb_ZER(	O	1 504,9	250
MD83	ICAO_B5	;	6	Climb	MaxCli	mlb_ZER	O5 500		
MD83	ICAO_B5	;	7	Climb	MaxCli	mlb_ZER	07 500		
					L	L	L	L	

MD83	ICAO_	B5	8	Climb	MaxCli	mlb_ZER	000 010		
MD902	5DEFAU	ШТ	1	Takeoff	MaxTak	æ <b>æXf</b> T/11			
MD902	5DEFAU	ШТ	2	Climb	MaxTak	æ <b>æXf</b> T/11	1 000		
MD902	5DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	eRoJETT/O		2 280	194
MD902	5DEFAU	ПТ	4	Climb	MaxCli	nMET/0	3 000		
MD902	5DEFAU	ШТ	5	Acceler	a <b>M</b> axCli	nMaET/0		1 000	250
MD902	5DEFAU	шт	6	Climb	MaxCli	nMET/0	10 000		
MD902	5DEFAU	<b>12</b> T	1	Takeoff	MaxTak	æXfT/11			
MD902	5DEFAU	<b>2</b> T	2	Climb	MaxTak	æXfT/11	1 000		
MD902	5DEFAU	<b>2</b> T	3	Acceler	a <b>M</b> axTak	eRoJEST/0		2 150	193
MD902	5DEFAU	<b>2</b> T	4	Climb	MaxCli	nMET/0	3 000		
MD902	5DEFAU	<b>2</b> T	5	Acceler	a <b>M</b> axCli	nMET/0		1 000	250
MD902	5DEFAU	<b>2</b> T	6	Climb	MaxCli	nMET/0	10 000		
MD902	5DEFAU	BL	1	Takeoff	MaxTak	eEoXfT/11			
MD902	5DEFAU	BT	2	Climb	MaxTak	æXfT/11	1 000		
MD902	5DEFAU	BL	3	Acceler	a <b>lv4</b> axTak	eRMETT/0		2 031	192
MD902	5DEFAU	BL	4	Climb	MaxCli	nMET/0	3 000		
MD902	5DEFAU	BL	5	Acceler	a <b>M</b> axCli	nlikteT/0		1 000	250
MD902	5DEFAU	BL	6	Climb	MaxCli	nlikteT/0	10 000		
MD902	5DEFAU	<b>I</b> II	1	Takeoff	MaxTak	eEoXfT/11			
MD902	5DEFAU	<b>I</b>	2	Climb	MaxTak	eEoXfT/11	1 000		
MD902	5DEFAU	<b>I</b> AL	3	Acceler	a <b>M</b> axTak	eRoJETT/O		1 916	191
MD902	5DEFAU	<b>I</b> YT	4	Climb	MaxCli	nMaET/0	3 000		
MD902	5DEFAU	<b>I</b>	5	Acceler	a <b>M</b> axCli	n MEET/O		1 000	250
MD902	5DEFAU	<b>I</b> AL	6	Climb	MaxCli	nMaET/0	10 000		
MD902	5DEFAU	1 <b>5</b> T	1	Takeoff	MaxTak	æXfT/11			
MD902	5DEFAU	151	2	Climb	MaxTak	eEoXfT/11	1 000		
MD902	5DEFAU	IST T	3	Acceler	a <b>M</b> axTak	eRoJEST/0		1 840	190
MD902	5DEFAU	151	4	Climb	MaxCli	nMET/0	3 000		
MD902	5DEFAU	IST	5	Acceler	a <b>M</b> axCli	nMET/0		1 000	250
MD902	5DEFAU	IST	6	Climb	MaxCli	nMET/0	10 000		
MD902	8DEFAU	ПТ	1	Takeoff	MaxTak	æ€o <b>X</b> fT/11			
MD902	8DEFAU	ПТ	2	Climb	MaxTak	eEXXfT/11	1 000		
MD902	8DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	eRoJEST/0		2 666	196

 $Commission\ Directive\ (EU)\ 2015/996\ of\ 19\ May\ 2015\ establishing\ common\ noise\ assessment\ methods...$ 

ANNEX

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MD9028DEFAU	ПТ	4	Climb	MaxCli	n <b>k</b> lFT/0	3 000		
MD9028DEFAU		5		a <b>M</b> axCli		3 000	1 000	250
MD9028DEFAU		6	Climb	MaxCli		10 000	1 000	230
MD9028DEFAU		1			eEoXfT/11	10 000		
MD9028DEFAU		2	Climb		eEoXfT/11	1 000		
				a <b>lv</b> ax rak		1 000	2.525	104
MD9028DEFAU		3				2.000	2 525	194
MD9028DEFAU		4	Climb	MaxCli		3 000	1.000	250
MD9028DEFAU		5		a <b>M</b> axCli		10.000	1 000	250
MD9028DEFAU		6	Climb	MaxCli		10 000		
MD9028DEFAU		1			eEoXfT/11			
MD9028DEFAU		2	Climb		eEoXfT/11	1 000		
MD9028DEFAU	BT	3	Acceler	a <b>M</b> axTak	eRoJETT/O		2 391	193
MD9028DEFAU	BL	4	Climb	MaxCli	nMeET/0	3 000		
MD9028DEFAU	BT	5	Acceler	a <b>M</b> axCli	nMaET/0		1 000	250
MD9028DEFAU	BL	6	Climb	MaxCli	nMeET/O	10 000		
MD9028DEFAU	TAL.	1	Takeoff	MaxTak	<b>æ</b> 6 <b>Xf</b> T/11			
MD9028DEFAU	AL LA	2	Climb	MaxTak	eEoXfT/11	1 000		
MD9028DEFAU	<b>I</b>	3	Acceler	a <b>M</b> axTak	eRoJETT/O		2 263	192
MD9028DEFAU	<b>T</b>	4	Climb	MaxCli	nMaET/0	3 000		
MD9028DEFAU	TAL	5	Acceler	a <b>M</b> axCli	nMaET/0		1 000	250
MD9028DEFAU	<b>M</b>	6	Climb	MaxCli	nMET/0	10 000		
MD9028DEFAU	<b>15</b> T	1	Takeoff	MaxTak	eEoXfT/11			
MD9028DEFAU	<b>15</b> T	2	Climb	MaxTak	eEXXfT/11	1 000		
MD9028DEFAU	<b>15</b> T	3	Acceler	a <b>M</b> axTak	eRoJETT/O		2 180	189
MD9028DEFAU	<b>15</b> T	4	Climb	MaxCli	n Mater 1/0	3 000		
MD9028DEFAU	<b>15</b> T	5	Acceler	a <b>M</b> axCli	nMaET/0		1 000	250
MD9028DEFAU	<b>15</b> T	6	Climb	MaxCli	nMateT/0	10 000		
MU3001DEFAU	ПΤ	1	Takeoff	MaxTak	celo0ff			
MU300 IDEFAU	ПТ	2	Acceler	a <b>lvá</b> axTak	cdo0ff		1 130	142
MU300 IDEFAU	TIT	3	Climb	MaxTak	doff	1 500		
MU300 IDEFAU		4		a <b>lve</b> axTak			1 130	200
MU3001DEFAU		5	Climb	MaxCli		3 000		
MU3001DEFAU		6		a <b>M</b> axCli			1 555	250
MU300 IDEFAU		7	Climb	MaxCli		5 500		
	-W.I	,		IVIUACII		2 200		

MU300   DEFAUIIT   8   Climb   MaxClinZERO   7 500		T				1	1			
PA30	MU300	1DEFAU	ШΤ	8	Climb	MaxCli	n <b>z</b> tERO	7 500		
PA30   DEFAUIIT   2   Acceleral ax Takdo File   500   113	MU300	1DEFAU	ШТ	9	Climb	MaxCli	m <b>Z</b> ERO	10 000		
PA30   DEFAUIIT   3   Acceleral axtal doi:10   500   113     PA30   DEFAUIIT   4   Climb   MaxTal add:10   1 500   D     PA30   DEFAUIIT   5   Climb   MaxClimatero   5 500   D     PA30   DEFAUIIT   7   Climb   MaxClimatero   5 500   D     PA30   DEFAUIIT   8   Climb   MaxClimatero   7 500   D     PA30   DEFAUIIT   8   Climb   MaxClimatero   10 000   D     PA42   DEFAUIIT   1   Takeoff   MaxTal add:10   D     PA42   DEFAUIIT   2   Acceleral axtal add:10   D     PA42   DEFAUIIT   3   Climb   MaxClimatero   1 000   118     PA42   DEFAUIIT   4   Acceleral axtal add:10   D     PA42   DEFAUIIT   5   Climb   MaxClimatero   1 000   154     PA42   DEFAUIIT   6   Climb   MaxClimatero   3 000   D     PA42   DEFAUIIT   7   Climb   MaxClimatero   4 000   D     PA42   DEFAUIIT   8   Climb   MaxClimatero   8 000   D     PA42   DEFAUIIT   8   Climb   MaxClimatero   8 000   D     PA42   DEFAUIIT   9   Climb   MaxClimatero   1 000   S     PA430   DEFAUIIT   1   Takeoff   MaxTal additi   1 000   S     SD330   DEFAUIIT   2   Climb   MaxClimatero   1 000   S     SD330   DEFAUIIT   3   Acceleral adaxTal additi   971   117   S     SD330   DEFAUIIT   5   Climb   MaxClimatero   5 500   S     SD330   DEFAUIIT   6   Climb   MaxClimatero   5 500   S     SD330   DEFAUIIT   7   Climb   MaxClimatero   5 500   S     SD330   DEFAUIIT   8   Climb   MaxClimatero   5 500   S     SD330   DEFAUIIT   8   Climb   MaxClimatero   5 500   S     SD330   DEFAUIIT   8   Climb   MaxClimatero   7 500   S     SD330   DEFAUIIT   1   Takeoff   MaxTal additi   S	PA30	DEFAU	ШТ	1	Takeoff	MaxTak	edoffD			
PA30   DEFAUIIT   4   Climb   MaxTak & EFRO   1 500   D	PA30	DEFAU	ШТ	2	Acceler	a <b>M</b> axTak	elosffD		415	79
PA30   DEFAUIIT   5   Climb   MaxClindero   5 500   D	PA30	DEFAU	ШΤ	3	Acceler	a <b>M</b> axTak	edoffD		500	113
PA30   DEFAUIIT   6   Climb   MaxClinidero   5 500   D	PA30	DEFAU	ШТ	4	Climb	MaxTak		1 500		
PA30   DEFAUIIT   7   Climb   MaxClinZERO-   7 500   D	PA30	DEFAU	ПТ	5	Climb	MaxTak	_	3 000		
PA30   DEFAUIIT   8   Climb   MaxClinidero   10 000   D   D   D   D   D   D   D   D	PA30	DEFAU	ПТ	6	Climb	MaxCli	_	5 500		
PA42   DEFAUIIT   1   Takeoff   MaxTak & CHFRDN	PA30	DEFAU	ПТ	7	Climb	MaxCli		7 500		
DN	PA30	DEFAU	ПТ	8	Climb	MaxCli	_	10 000		
PA42   DEFAUIIT   3   Climb   MaxTak&MFR   1 000   DN	PA42	DEFAU	ПТ	1	Takeoff	MaxTak				
DN	PA42	DEFAU	ШТ	2	Acceler	a <b>M</b> axTak			1 000	118
PA42         DEFAUIIT         5         Climb         MaxClinztero         3 000           PA42         DEFAUIIT         6         Climb         MaxClinztero         4 000           PA42         DEFAUIIT         7         Climb         MaxClinztero         6 000           PA42         DEFAUIIT         8         Climb         MaxClinztero         8 000           PA42         DEFAUIIT         9         Climb         MaxClinztero         10 000           SD330         DEFAUIIT         1         Takeoff         MaxTakdoff         971         117           SD330         DEFAUIIT         2         Climb         MaxClinztero         971         117           SD330         DEFAUIIT         4         Accelerateraterateratero         3 000         971         117           SD330         DEFAUIIT         5         Climb         MaxClinztero         3 000         3 000           SD330         DEFAUIIT         6         Climb         MaxClinztero         5 500         5 500           SD330         DEFAUIIT         7         Climb         MaxClinztero         7 500         5 500           SD330         DEFAUIIT         8         Climb         MaxCl	PA42	DEFAU	ПТ	3	Climb	MaxTak		1 000		
PA42         DEFAUIIT         6         Climb         MaxClinzero         4 000           PA42         DEFAUIIT         7         Climb         MaxClinzero         6 000           PA42         DEFAUIIT         8         Climb         MaxClinzero         8 000           PA42         DEFAUIIT         9         Climb         MaxClinzero         10 000           SD330         DEFAUIIT         1         Takeoff         MaxTakdoff           SD330         DEFAUIIT         2         Climb         MaxTakdoff         971         117           SD330         DEFAUIIT         4         Acceleral axTakdoff         971         117           SD330         DEFAUIIT         5         Climb         MaxClinzero         3 000           SD330         DEFAUIIT         6         Climb         MaxClinzero         5 500           SD330         DEFAUIIT         7         Climb         MaxClinzero         7 500           SD330         DEFAUIIT         8         Climb         MaxClinzero         10 000           SF340         DEFAUIIT         1         Takeoff         MaxTakdoff	PA42	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	n <b>a</b> tero		1 000	154
PA42         DEFAUIIT         7         Climb         MaxClindero         6 000           PA42         DEFAUIIT         8         Climb         MaxClindero         8 000           PA42         DEFAUIIT         9         Climb         MaxClindero         10 000           SD330         DEFAUIIT         1         Takeoff         MaxTaketoff         1 000           SD330         DEFAUIIT         3         Accelerate at axTaketoff         971         117           SD330         DEFAUIIT         4         Accelerate at axClindero         728         137           SD330         DEFAUIIT         5         Climb         MaxClindero         3 000           SD330         DEFAUIIT         6         Climb         MaxClindero         5 500           SD330         DEFAUIIT         7         Climb         MaxClindero         7 500           SD330         DEFAUIIT         8         Climb         MaxClindero         10 000           SF340         DEFAUIIT         1         Takeoff         MaxTaketoff	PA42	DEFAU	ШТ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
PA42         DEFAUIIT         8         Climb         MaxClinztero         8 000           PA42         DEFAUIIT         9         Climb         MaxClinztero         10 000           SD330         DEFAUIIT         1         Takeoff MaxTakdoff         1 000           SD330         DEFAUIIT         2         Climb         MaxTakdoff         971         117           SD330         DEFAUIIT         4         Acceleraterateraterateraterateraterateraterat	PA42	DEFAU	ШТ	6	Climb	MaxCli	n <b>a</b> tero	4 000		
PA42         DEFAUIIT         9         Climb         MaxClinztero         10 000           SD330         DEFAUIIT         1         Takeoff MaxTakdoff         1 000           SD330         DEFAUIIT         2         Climb         MaxTakdoff         1 000           SD330         DEFAUIIT         3         AcceleraldaxTakdoff         971         117           SD330         DEFAUIIT         4         AcceleraldaxClinitNTR         728         137           SD330         DEFAUIIT         5         Climb         MaxClinztero         3 000           SD330         DEFAUIIT         6         Climb         MaxClinztero         5 500           SD330         DEFAUIIT         7         Climb         MaxClinztero         7 500           SD330         DEFAUIIT         8         Climb         MaxClinztero         10 000           SF340         DEFAUIIT         1         Takeoff MaxTakdoff         10 000	PA42	DEFAU	ШТ	7	Climb	MaxCli	n <b>a</b> tero	6 000		
SD330   DEFAUIIT   1   Takeoff   MaxTakdoff   1 000	PA42	DEFAU	ШТ	8	Climb	MaxCli	n <b>a</b> tero	8 000		
SD330   DEFAUIIT   2   Climb   MaxTakdoff   1 000     SD330   DEFAUIIT   3   Accelerate axTakdoff   971   117   SD330   DEFAUIIT   4   Accelerate axClimb/TR   728   137   SD330   DEFAUIIT   5   Climb   MaxClimatero   3 000   SD330   DEFAUIIT   6   Climb   MaxClimatero   5 500   SD330   DEFAUIIT   7   Climb   MaxClimatero   7 500   SD330   DEFAUIIT   8   Climb   MaxClimatero   10 000   SF340   DEFAUIIT   1   Takeoff   MaxTakdoff     Takeoff   MaxTakdoff	PA42	DEFAU	ШТ	9	Climb	MaxCli	n <b>zt</b> ERO	10 000		
SD330         DEFAUIIT         3         AccelerateaxTakdoff         971         117           SD330         DEFAUIIT         4         AccelerateaxClimbitR         728         137           SD330         DEFAUIIT         5         Climb         MaxClimatero         3 000           SD330         DEFAUIIT         6         Climb         MaxClimatero         5 500           SD330         DEFAUIIT         7         Climb         MaxClimatero         7 500           SD330         DEFAUIIT         8         Climb         MaxClimatero         10 000           SF340         DEFAUIIT         1         Takeoff         MaxTakdoff	SD330	DEFAU	ШТ	1	Takeoff	MaxTak	edo0ff			
SD330         DEFAUIIT         4         Accelerate acclimation TR         728         137           SD330         DEFAUIIT         5         Climb         MaxClimatero         3 000           SD330         DEFAUIIT         6         Climb         MaxClimatero         5 500           SD330         DEFAUIIT         7         Climb         MaxClimatero         7 500           SD330         DEFAUIIT         8         Climb         MaxClimatero         10 000           SF340         DEFAUIIT         1         Takeoff         MaxTakdoff	SD330	DEFAU	ШТ	2	Climb	MaxTak	edo0ff	1 000		
SD330         DEFAUIIT         5         Climb         MaxClimatero         3 000           SD330         DEFAUIIT         6         Climb         MaxClimatero         5 500           SD330         DEFAUIIT         7         Climb         MaxClimatero         7 500           SD330         DEFAUIIT         8         Climb         MaxClimatero         10 000           SF340         DEFAUIIT         1         Takeoff         MaxTakdoff	SD330	DEFAU	ШТ	3	Acceler	a <b>M</b> axTak	cdo0ff		971	117
SD330         DEFAUIIT         6         Climb         MaxClimatero         5 500           SD330         DEFAUIIT         7         Climb         MaxClimatero         7 500           SD330         DEFAUIIT         8         Climb         MaxClimatero         10 000           SF340         DEFAUIIT         1         Takeoff         MaxTakdoff	SD330	DEFAU	ШТ	4	Acceler	a <b>M</b> axCli	n <b>ilb</b> TR		728	137
SD330 DEFAUIIT 7 Climb MaxClimMeRO 7 500 SD330 DEFAUIIT 8 Climb MaxClimMeRO 10 000 SF340 DEFAUIIT 1 Takeoff MaxTakdoff	SD330	DEFAU	ШТ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
SD330 DEFAUIIT 8 Climb MaxClimHERO 10 000 SF340 DEFAUIIT 1 Takeoff MaxTakdoff	SD330	DEFAU	шт	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
SF340 DEFAUIIT 1 Takeoff MaxTakdoff	SD330	DEFAU	ШТ	7	Climb	MaxCli	n <b>z</b> leRO	7 500		
	SD330	DEFAU	ШТ	8	Climb	MaxCli	n <b>z</b> lERO	10 000		
SF340 DEFAUIIT 2 Climb MaxTakdoff 1 000	SF340	DEFAU	ШТ	1	Takeoff	MaxTak	e <b>do</b> ff			
	SF340	DEFAU	ШΤ	2	Climb	MaxTak	edosff	1 000		

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DEFAU	ПТ	3	Acceler	a <b>M</b> axTak	e <b>do</b> ff		1 821	127
DEFAU	ШΤ	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 366	147
DEFAU	ШΤ	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DEFAU	ШΤ	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DEFAU	ШΤ	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DEFAU	ШΤ	8	Climb	MaxCli	n <b>zl</b> ERO	10 000		
DEFAU	<b>2</b> T	1	Takeoff	MaxTak	celosff			
DEFAU	<b>2</b> T	2	Climb	MaxTak	edoff	1 000		
DEFAU	<b>2</b> T	3	Acceler	a <b>lv4</b> axTak	edoff		1 450	133
DEFAU	<b>2</b> T	4	Acceler	a <b>M</b> axCli	m <b>5</b> b		1 088	153
DEFAU	<b>2</b> T	5	Climb	MaxCli	n <b>zl</b> ERO	3 000		
DEFAU	<b>2</b> T	6	Climb	MaxCli	n <b>zl</b> ERO	5 500		
DEFAU	<b>2</b> T	7	Climb	MaxCli	n <b>zl</b> ERO	7 500		
DEFAU	<b>2</b> T	8	Climb	MaxCli	n <b>a</b> leRO	10 000		
	DEFAU	DEFAUIT	DEFAUIT 5 DEFAUIT 5 DEFAUIT 7 DEFAUIT 7 DEFAUIT 8 DEFAUIT 1 DEFAUIT 2 DEFAUIT 2 DEFAUIT 3 DEFAUIT 3 DEFAUIT 5 DEFAUIT 6 DEFAUIT 7	DEFAUIT 4 Acceler DEFAUIT 5 Climb DEFAUIT 7 Climb DEFAUIT 8 Climb DEFAUIT 1 Takeoff DEFAUIT 2 Climb DEFAUIT 3 Acceler DEFAUIT 4 Acceler DEFAUIT 5 Climb DEFAUIT 7 Climb DEFAUIT 7 Climb	DEFAUIT 4 Accelerate axCli DEFAUIT 5 Climb MaxCli DEFAUIT 7 Climb MaxCli DEFAUIT 8 Climb MaxCli DEFAUIT 8 Climb MaxCli DEFAUIT 1 Takeoff MaxTak DEFAUIT 2 Climb MaxTak DEFAUIT 3 Accelerate axTak DEFAUIT 4 Accelerate axTak DEFAUIT 5 Climb MaxCli DEFAUIT 5 Climb MaxCli DEFAUIT 7 Climb MaxCli DEFAUIT 7 Climb MaxCli DEFAUIT 7 Climb MaxCli	DEFAUIT 5 Climb MaxClimatero DEFAUIT 7 Climb MaxClimatero DEFAUIT 7 Climb MaxClimatero DEFAUIT 8 Climb MaxClimatero DEFAUIT 8 Climb MaxClimatero DEFAUIT 1 Takeoff MaxTakdoff DEFAUIT 2 Climb MaxTakdoff DEFAUIT 3 AccelerateaxTakdoff DEFAUIT 4 AccelerateaxClimbb DEFAUIT 5 Climb MaxClimatero DEFAUIT 5 Climb MaxClimatero DEFAUIT 7 Climb MaxClimatero DEFAUIT 7 Climb MaxClimatero DEFAUIT 7 Climb MaxClimatero	DEFAUIT 5 Climb MaxClinzterO 3 000 DEFAUIT 6 Climb MaxClinzterO 5 500 DEFAUIT 7 Climb MaxClinzterO 7 500 DEFAUIT 8 Climb MaxClinzterO 10 000 DEFAUIT 1 Takeoff MaxTakdoff DEFAUIT 2 Climb MaxTakdoff 1 000 DEFAUIT 3 AccelerateaxTakdoff DEFAUIT 4 AccelerateaxTakdoff DEFAUIT 5 Climb MaxClinzterO 3 000 DEFAUIT 5 Climb MaxClinzterO 3 000 DEFAUIT 7 Climb MaxClinzterO 5 500 DEFAUIT 7 Climb MaxClinzterO 7 500	DEFAUIIT   4   Accelerate axClin5b   1 366     DEFAUIIT   5   Climb   MaxClin7dero   3 000     DEFAUIIT   6   Climb   MaxClin7dero   5 500     DEFAUIIT   7   Climb   MaxClin7dero   7 500     DEFAUIIT   8   Climb   MaxClin7dero   10 000     DEFAUIIT   1   Takeoff   MaxTaketoff     DEFAUIIT   2   Climb   MaxTaketoff   1 000     DEFAUIIT   3   Accelerate axTaketoff   1 450     DEFAUIIT   4   Accelerate axClin5b   1 088     DEFAUIIT   5   Climb   MaxClin7dero   3 000     DEFAUIIT   6   Climb   MaxClin7dero   5 500     DEFAUIIT   7   Climb   MaxClin7dero   7 500     DEFAUIT   7   Climb   MaxClin7dero   7 500

TABLE I-5

**Default fixed points profiles** 

ACI	ТДДзс				_										altuteral
		Тур	e of Eng		s Cat	eg(dby	(lb)		dinga Lev Stat Thr (lb)	el ic	pter	Para			ct <b>Dil</b> rectivity ss Identifier
1900	DBeech 1900I PT6A	<b>D</b> /	prop	Large	Com	nl <b>6</b> rcia 950	all 4 940	1 696	3 367	1	PT6A	<b>167</b> NT (lb)	213	109	Prop
707	Boein 707-1 JT3C		4	Heav	yCom:	<b>nsen≥</b> ia 400	all 88 900	6 682	10 120	1	JT4A	CNT (lb)	208	107	Wing
7071	2 <b>B</b> oein 707-1 JT3D	20B/	4	Heav	yCom:	<b>n3€n2</b> ia 400	all 88 900	6 893	14 850	1	JT3E	CNT (lb)	208	107	Wing
7073	2 <b>B</b> oein 707-3 JT3D	20B/	4	Heav	yCom:	n <b>3∂r4</b> cia 000	1247 000	5 622	19 000	1	JT3E	CNT (lb)	208	107	Wing
707Ç	<b>B</b> oein 707-3 JT3D	20B/	4	Heav	yCom:	n3e3n4eia 000	a247 000	5 622	19 000	2	JT3E	<b>Q</b> NT (lb)	208	106	Wing
7172	0 <b>B</b> oein 717-2		2	Large	Com	nl <b>≙</b> rtia 000	all 10 000	4 600	18 000	3	BR7	©NT (lb)	203	105	Fuselage

	BR 715														
720	Boein 720/ JT3C		4	Large	eCom	n <b>a⊘n</b> &ia 500	all 55 600	4 871	10 120	1	JT4A	CNT (lb)	208	107	Wing
720B	Boeii 720B JT3D	/	4	Large	eCom:	n <b>2∂r4</b> eia 000	all 75 000	5 717	18 000	1	JT3E	CNT (lb)	208	107	Wing
7271	0 <b>B</b> oeii 727-1 JT8D	00/	3	Large	eCom	n <b>l€1%</b> ia 500	all 42 500	4 867	14 000	1	3ЈТ8	DCNT (lb)	201	101	Fuselage
7272	0 <b>B</b> oeii 727-2 JT8D	200/	3	Large	eCom	n2etricia 600	all 63 300	5 571	11 895	1	3JT8	DCNT (lb)	201	101	Fuselage
727D	<b>B</b> oeii 727-2 JT8D	200/	3	Large	eCom	n <b>261&amp;</b> ia	all 69 000	4 922	15 500	1	3JT8	DCNT (lb)	201	101	Fuselage
727D	<b>B</b> oeii 727-2 JT8D	200/	3	Large	eCom	n <b>2€1&amp;</b> ia 000	all 69 000	5 444	16 000	2	3JT8	DONT (lb)	201	101	Fuselage
727E	MED: 727-1 JT8D	00/	3	Large	eCom	nl <b>€r</b> &ia 500	all 42 500	4 867	14 000	3	3JT8	H7NT (lb)	201	101	Fuselage
727E	<b>МЕ</b> О 727-2 JT8D	200/	3	Large	eCom	n <b>261&amp;</b> ia	all 69 000	4 922	15 500	3	3JT8	H3NT (lb)	201	101	Fuselage
727Q	<b>B</b> oeii 727-2 JT8D		3 N	Large	eCom	n <b>261&amp;</b> ia	all 69 000	4 922	15 500	2	3JT8	DONT (lb)	201	101	Fuselage
727Q	Boeii 727-1 JT8D		3	Large	eCom	nl <b>€r</b> &ia 500	all 42 500	4 867	14 000	2	3JT8	DONT (lb)	201	101	Fuselage
727Q	Boeii 727-2 JT8D	200/	3	Large	eCom	nl <b>e</b> rbia 000	all 60 000	5 444	14 500	2	3JT8	DOONT (lb)	201	101	Fuselage
727Q	TUPS 727-1 22C 25C		3	Large	eCom	n <b>l€f</b> &ia 000	all 42 500	4 448	15 380	3	TAY	6ENT (lb)	201	101	Fuselage
737	Boein 737/ JT8D		2	Large	eCom	n <b>l€1%</b> ia 000	a98 000	3 900	14 500	1	2JT8	DOWNT (lb)	201	101	Wing
7373	0 <b>B</b> oeii 737-3 CFM		2	Large	eCom	n <b>lens</b> ia 000	all 14 000	4 580	20 000	3	CFM	<b>568</b> )T (lb)	202	102	Wing

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,	<b>B</b> oein <b>!</b> 737-30 CFM5	00/	2	Large	Com	nl&r⊗ia 500	all 14 000	4 580	22 000	3	CFM	<b>568</b> \T (lb)	202	102	Wing
73740	Boein <u></u> 737-40 CFM5	et 00/	2	Large	Com	<b>160</b> ia 000	all 24 000	5 062	23 500	3	CFM	<b>568</b> T (lb)	202	102	Wing
,	Boein <u>s</u> 737-50 CFM5	00/	2 -1	Large	Com	11 <b>813</b> 2ia 500	all 11 000	4 551	20 000	3	CFM	<b>568</b> T (lb)	202	102	Wing
,	Boein <u>!</u> 737-70 CFM5	00/	2 24	Large	eCom <sub>1</sub>	nl <b>€r4</b> ia 500	all 29 200	4 445	24 000	3	CF56	<b>TUB</b> NT (lb)	203	104	Wing
,	Boein <u></u> 737-80 CFM5	00/	2 26	Large	Com	nl∂r4eia 200	all 46 300	5 435	26 300	3	CF56	(lb)	203	104	Wing
,	<b>B</b> oein <b>½</b> 737-20 JT8D-	00/	2	Large	Com	nl <b>≙r4</b> ia 000	all 07 000	4 244	16 000	2	2JT8	QOANT (lb)	201	101	Wing
	Boeing 737-20 JT8D- Nordan B737 LGW Hushk	00/ 17 m	2	Large	eCom:	nl <b>≙r</b> &ia 000	all 07 000	4 244	16 000	3	2JT8	DONNT (lb)	202	104	Wing
	Boein 737/ JT8D-9 Nordan B737 LGW Hushk	9 m	2	Large	eComi	<b>1€9</b> 2ia 000	198 000	3 900	14 500	3	2ЈТ8	DONT (lb)	202	104	Wing
(	Boein <u></u> 737/ JT8D-9		2	Large	Com	<b>169</b> ia 000	a98 000	3 900	14 500	2	2JT8	QUANT (lb)	201	101	Wing
,	Boein 747-10 JT9DE	00/	4	Heav	yComi	1 <b>78</b> 132ia 000	1516 600	5 727	33 042	2	JT9E	BDT (lb)	209	107	Wing
,	<b>R</b> oein <b>!</b> 747-10 JT9D-	00/	4	Heav	yComi	1 <b>78</b> 132ia 000	1564 000	6 200	45 500	3	JT9E	EINT (lb)	207	107	Wing
,	Boein <b>§</b> 747-20 JT9D-	00/	4	Heav	yComi	า <i>ฟิส</i> ร์เล 000	1564 000	6 200	45 500	3	JT9E	EINT (lb)	207	107	Wing

74720Boeinget 747-200/ JT9D-7A	4	Heav	yCom:	n <b>7⊗15</b> cia 000	a564 000	6 200	46 300	3	JT9D	TQNT (lb)	207	107	Wing
74720 <b>B</b> oein <b>J</b> et 747-200/ JT9D-7Q	4	Heav	yCom:	n <b>&amp;e)@</b> ia 000	ab30 000	6 200	53 000	3	JT9D	TQNT (lb)	207	107	Wing
74740BoeinJet 747-400/ PW4056	4	Heav	yCom:	n&5/15cia 000	ab52 000	6 989	56 800	3	PW4	058/T (lb)	207	107	Wing
7478 Boein <b>s</b> et 747-8F/ GEnx-2B6	4	Heav	yCom:	n <b>9&amp;</b> 7cia 000	al757 000	7 900	68 000	4	GEN	<b>X67</b> T (lb)	205	107	Wing
747SPBoeinget 747SP/ JT9D-7	4	Heav	yCom	n <b>7€12</b> ia 000	1475 000	5 911	45 500	3	JT9E	EINT (lb)	207	107	Wing
75730Boeinget 757-300/ RB211-53	2 5E4B	Large	eCom	n <b>2∂h5</b> eia 000	a224 000	5 651	43 100	3	RR53	SOENT (lb)	203	103	Wing
757P Woein Let 757-200/ PW2037	2	Largo	eCom:	n <b>2&amp;15</b> cia 000	1210 000	4 790	38 300	3	PW2	037NT (lb)	203	103	Wing
757R Boein Let 757-200/ RB211-53	2 5E4	Large	eCom:	n <b>2&amp;15</b> cia 000	210 000	4 640	40 100	3	RR53	SENT (lb)	203	103	Wing
76730Boeinget 767-300/ PW4060	2	Heav	yCom:	n <b>4e</b> r&ia 000	aB20 000	4 710	60 000	3	2CF6	<b>80</b> NT (lb)	203	103	Wing
76740Boeinget 767-400E1 CF6-80C2	1.	Heav	yCom	n4&100ia 000	aB40 000	6 000	58 685	3	CF68	OCNT (lb)	205	102	Wing
767C Effoein Let 767-200/ CF6-80A	2	Heav	yCom	n3dn5cia 500	a270 000	4 700	48 000	3	2CF6	(lb)	203	103	Wing
767J <b>TB</b> oein <b>J</b> et 767-200/ JT9D-7R4	2 D	Heav	yCom:	n3€rbia 000	a270 000	4 744	48 000	3	2CF6	(lb)	203	103	Wing
77720Boeinget 777-200/ GE90-76E	2	Heav	yCom:	n <b>6516</b> ia 000	1470 000	4 450	90 000	3	GE90	OCNT (lb)	205	105	Wing
77730Boeinget 777-300/ Trent 892	2	Heav	yCom:	16660ia 000	ab24 000	6 012	77 000	0	TRE	NINT (lb)	203	105	Wing
7773 HBoeinget 777-300E	2	Heav	yCom:		a554 000	5 805	115 000	3	GE90	) <b>C3</b> NT (lb)	204	107	Wing

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GE9 EIS	90-1151	<b>B-</b>												
7878 Boo 787 T10 C/0 Fan Plan Cer	-8/ 000- 1 nily	2	Heav	yCom.	<b>15012</b> ia	aB80 000	5 090	70 000	4	T1K	BENT (lb)	205	103	Wing
	<b>Mas</b> et 00-6221 4158	2	Heav	yCom:	n <b>3€1&amp;</b> ia 533	aB08 647	4 735	58 000	3	PW4	168/T (lb)	202	103	Wing
	<b>303</b> et 00B4-20 5-50C2	200/	Heav	yCom:	n <b>3€r4</b> ia 000	a <b>2</b> 95 000	5 367	52 500	3	2CF6	<b>500</b> NT (lb)	203	103	Wing
GE	buset   0-304/   5-80C2		Heav	yCom:	n <b>3∉n6</b> ia 126	a273 373	4 682	53 500	3	A310	CNT (lb)	204	103	Wing
	ouset 19-131/ 522-	2	Large	Com	n <b>l&amp;6</b> ia 449	all 37 789	4 364	22 000	3	V252	<b>(lb)</b>	205	103	Wing
	ouset 20-211/ M56-5 <i>A</i>	2	Large	Com	nl <b>€r</b> %ia 756	all 42 198	4 753	25 000	3	CFM	<b>56N</b> T (lb)	202	103	Wing
	buset 20-232/ 527-	2	Large	•Com	n <b>l&amp;</b> 1&ia 756	all 45 505	4 917	26 500	3	V252	(lb)	205	103	Wing
IAE	21-232/	2	Large	eCom	n <b>106</b> ia 211	all 66 449	5 587	30 000	3	V253	CNT (lb)	202	103	Wing
GE	30-301/ 5-80	2	Heav	yCom:	n4€18eia 400	aB83 604	5 966	67 500	3	CF68	OENT (lb)	202	102	Wing
A330-A46 A33 RR Tre: 772	30-343/ nt	2	Heav	yCom:	n <b>5</b> elr&ia 677	1412 264	5 512	71 100	3	TRE	NCINT (lb)	205	102	Wing

						,	1				,	
A340- <b>Airbuse</b> A340-2 CFM56	11/	HeavyCon	mm <b>5&amp;</b> 1&i 200	aB99 036	5 900	31 200	3	CF56	MONT (lb)	206	107	Wing
A340-A412 use A340-6 RR Trent 556		HeavyCon	nn <b>&amp;⊕</b> 4ei 687	аБ64 383	6 919	56 000	4	TRE	VIINT (lb)	205	102	Wing
A380-& tbuse A380-8 RR Trent 970		HeavyCo	nmerci 254 430	aB62 007	6 752	70 000	4	TRE	VINT (lb)	205	105	Wing
A380-&\(\delta\)buse A380-8 EA GP7270	61/	HeavyCon	nnlerci 254 430	aB62 007	6 837	70 000	4	GP72	ZONT (lb)	206	105	Wing
BAC IBAC Je 111/ SPEY MK511		LargeCo	nn&9rci 600	a82 000	4 449	11 400	2	2JT8	ICNT (lb)	201	101	Fuselage
BAE BAE Je 146-200 ALF 502	)/	LargeCo	nn <b>9&amp;</b> rci 000	aB1 000	3 770	6 970	3	AL50	(lb)	206	108	Wing
BAE3 <b>B</b> (Ae Je 146-300 ALF502	)/	LargeCo	mn <b>%</b> rci 500	a84 500	3 960	6 970	3	AL50	<b>(lb)</b>	206	108	Wing
BEC5RBythPo BARON 58P/ TS10-52 L	N	SmallGe Avi	nerfal ati <b>b0</b> 0	6 100	733	779	0	TSIC	62NT (% of Max Static	;	109	Prop
CIT3 Cessnate Citation III/ TFE731	I		ner <b>20</b> ati <b>00</b> 0	17 000	2 770	3 650	3	TF73	13NT (lb)	216	113	Fuselage
CL60©anadæ CL-600 ALF502	/	Large Ger Avi	ner <b>36</b> ati <b>00</b> 0	33 000	3 300	7 500	3	AL50	OLINT (lb)	216	113	Fuselage
CL60 Canada CL-601 CF34-3	/	Large Ger Avi	ner <b>4</b> B ati <b>b0</b> 0	36 000	3 550	9 220	3	CF34	CNT (lb)	216	113	Fuselage
CNA K7@ssnRi 172R/ Lycomi		Small Ger Avi	neral ati <b>45</b> 10	2 450	1 695	436	0	IO36	OENT (% of Max	215	109	Prop

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IO-360- L2A					Static Thrust)		
CNA K&essnRiston1 182H/ Continental O-470- R	Small General 2 Aviati800 800	0 544	965 2	O470	RENT 215 (lb)	113 P	rop
CNA 206ssnRistonl 206H/ Lycoming IO-540- AC	Small General 3 Aviation 600	0 880	798 (	) IO54	Other 215 (RPM)	109 P	rop
CNA 20&ssna Turboprop 208/ PT6A-114	Small General 8 Aviation 500	0 740	300	B PT6A	(lb) 210	109 P	rop
CNA 20 dissnitistion 1 T206H/ Lycoming TIO-540- AJ1A	Small General 3 Aviation 600	0 880	825 (	) TIO5	<b>40</b> ther 215 (RPM)	109 P	rop
CNA42dssnaTurboprop CONQUEST II / TPE331-8	SmallComperciaD 900 400	0 939	1 535	) TPE3	©INT 210 (% of Max Static Thrust)	111 P	rop
CNA 500 ssn Jet Citation II/ JT15D-4	Large General 14 Aviation 000		2 500	3 JT15	216 (lb)	113 F	uselage
CNA Clessnatet 2 Mustang Model 510/ PW615F	SmallComn&ercial7 645 200	0 010	1 466	PW6	16NT 203 (lb)	113 F	uselage
CNA 5256 Snatet 2 Citation CJ4 525C / FJ44-4A	SmallCommerciall 5 950 500		3 600	4 FJ44-	<b>£</b> NT 235 (lb)	136 F	uselage
CNA 538 snaket 2 550 Citation Bravo/PW530A	Large General 13 Aviatism 500		2 863	PW5	30NT 203 (lb)	113 F	uselage
CNA 560 Sentatet 2 Citation 2	Small Commerciall 3 300 686		3 3 3	3 2PW	53NT 238 (lb)	138 F	uselage

	Encore 560/ PW535A													
CNA	5664shatet Citation Ultra 560/ JT15D-5D	2	Smal	lCom	nl <b>é</b> rcia 300	all 3 680	2 700	3 029	3	2J15:	<b>O</b> NT (lb)	237	113	Fuselage
CNA	Citation Excel 560/ PW545A	2	Smal	lCom	n <b>2e</b> rcia 000	all 6 830	3 000	3 824	3	PW5	<b>45 N</b> T (lb)	238	137	Fuselage
CNA	680/ PW306C	2	Smal	lCom	n <b>3e</b> rcia 000	a24 390	3 010	5 749	3	PW3	0 <b>613</b> T (lb)	236	136	Fuselage
CNA	750ssnaet Citation X/ Rolls Royce Allison AE3007C	2	Large	Gene Avia		31 800	3 500	6 407	3	AE30	OCNT (lb)	202	105	Fuselage
CON	CRADicolate/ OLY 593	4	Heav	yCom	n <b>400</b> ia 000	1245 000	10 600	38 100	0	OLY	5 <b>93</b> NT (lb)	206	106	Wing
CRJ9 ER	Bomblettie CL-600-21 CL-600-21 CF34-8C5	15/	Large	Com	n&⊉rcia 500	al73 500	5 779	13 525	3	CF34	(lb)	216	113	Fuselage
CRJ9 LR	Bomblettie CL-600-21 CL-600-21 CF34-8C5	15/	Large	Com	n&ercia 500	al75 100	5 680	13 525	3	CF34	(lb)	216	113	Fuselage
CVR	580nvaFurbo CV-580/ ALL 501- D15	ортор	Large	Com	n5&rcia 000	a52 000	4 256	8 100	0	501D	OBNT (% of Max Static	;	112	Prop
DC10	OMCDolettel Douglas DC10-10/ CF6-6D	13	Heav	yCom	n4e5t5cia 000	aB63 000	5 820	40 000	3	CF66	DONT (lb)	203	101	Wing
DC1	0 <b>M</b> cDo <b>let</b> el Douglas	3	Heav	yCom	n <b>5∂n2</b> ia 000		5 418	53 200	3	CF66	IDNT (lb)	203	101	Wing

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	DC10 CF6-														
DC10	DAOCD Doug DC10 JT9D	las )-40/	3	Heav	yCom:	ი <b>ნტინ</b> აi 000	aH03 000	6 020	49 400	3	CF66	DNT (lb)	203	101	Wing
DC3	Doug DC-3 R182	/	n2	Large	eCom:	n2&rcia 000	24 500	2 222	3 120	0	2R28	000NT (% of Max Statio	;	110	Prop
DC6	Doug DC-6 R280 CB17	0-	n4	Large	eCom:	n <b>le)6</b> ia	a95 000	3 010	4 180	0	4R28	00NT (% of Max Static	;	110	Prop
DC82	2 <b>D</b> oug DC-8 JT4A		4	Heav	yCom:	n3drčia 600	all 94 400	6 527	11 850	1	JT4A	CNT (lb)	208	107	Wing
DC8:	5 <b>D</b> oug DC-8 JT3D	-50/	4	Heav	yCom:	n3⊖215cia 000	1240 000	5 400	18 000	1	JT3D	CNT (lb)	208	107	Wing
DC86	6 <b>D</b> oug DC-8 JT3D	-60/	4	Heav	yCom:	ი <b>პლნ</b> ან 000	275 000	5 310	19 000	1	JT3E	CNT (lb)	208	107	Wing
DC8	7 <b>D</b> oug DC-8 CFM		4 2-5	Heav	yCom:	13 <b>615</b> ia 000	a258 000	6 500	22 000	3	CFM	562NT (lb)	206	106	Wing
DC80	Doug DC-8 JT8D		4	Heav	yCom:	n <b>3&amp;15</b> ia 000	275 000	5 310	19 000	2	JT3D	<b>Q</b> NT (lb)	208	106	Wing
DC9	lMcDoug Doug DC-9 JT8D	las -10/	2	Large	eCom:	n <b>9e</b> rcia 700	aB1 700	5 030	14 000	1	2JT8	ICNT (lb)	201	101	Fuselage
DC93	McDoug Doug DC-9 JT8D	las -30/	2	Large	eCom:	nldr&ia 000	all 02 000	4 680	14 500	1	2JT8	ICNT (lb)	201	101	Fuselage
DC93	Doug DC-9 JT8D w/ ABS	las -30/	2	Large	eCom	ndr£ia 000	all 02 000	4 680	14 500	3	2JT8	<b>DI</b> NT (lb)	201	101	Fuselage

	Lightweig hushkit	ght												
DC95	McDolette Douglas DC-9-50/ JT8D-17		Large	eCom	ml&r¢ia 000	all 10 000	4 880	16 000	2	2JT8	DONT (lb)	201	101	Fuselage
DC95	Douglas DC-9-50/ JT8D17 w/ ABS Heavywei		Large	eCom	nl∂rbia 000	all 10 000	4 880	16 000	3	2ЈТ8	DHNT (lb)	201	101	Fuselage
DC90	McDolette Douglas DC-9-10/ JT8D-7Q		Large	eCom:	n <b>9e</b> rcia 700	181 700	5 030	14 000	2	2JT8	DONT (lb)	201	101	Fuselage
DC90	Oncolorate Douglas DC-9-30/ JT8D-9Q1		Large	eCom	mldr&ia 000	all 02 000	4 680	14 500	2	2JT8	DONT (lb)	201	101	Fuselage
DHC	De Turl Havilland DASH 6/ PT6A-27	офгор	Smal	lCom	nl∂rcia 500	all 2 300	1 500	2 000	0	PT6A	©NT (% of Max Static	;	109	Prop
DHC	Havilland DASH 6/ PT6A-27 Raisbeck Quiet PropMod	оо≱гор	Smal	lCom	nl∂rcia 500	all 2 300	1 500	2 000	0	RAIS	OPNT (% of Max Static Thrus	;	109	Prop
DHC	TDe Turk Havilland DASH 7/ PT6A-50	o∳rop	Large	eCom:	naktreia 000	aB9 000	2 150	2 850	3	PT6A	60NT (% of Max Static	;	112	Prop
DHC	Bomb <b>and</b> de Havilland DASH 8-100/ PW121	1	Large	eCom	n <b>3et</b> rcia 500	aB3 900	3 000	4 750	3	PW1	20NT (% of Max Static	;	112	Prop

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DHC	830mbardl de Havilland DASH 8-300/ PW123		Large	•Com	n4&rcia	aH2 000	3 500	4 918	3	PW1	20NT (% of Max Static	;	112	Prop
DO22	2Bornia iurl 228-202/ TPE 311-5	офгор	Large	eCom	ml&rcia 669	all 3 448	375	2 240	3	TPE3	(lb)	216	110	Prop
DO32	2Bornia Turl 328-100/ PW119C	офгор	Large	eCom	n <b>3e</b> rcia 843	129 167	3 825	6 745	3	PW1	1 <b>91</b> 0T (lb)	214	109	Prop
ECLI	PS/Fip 900-t 500/ PW610F	2	Smal	lGene Avia		5 600	2 389	1 031	3	PW6	1 <b>0N</b> T (lb)	201	103	Fuselage
EMB	120 120 ER/ Pratt & Whitney PW118	рофгор	Large	Com	126rcia 433	125 794	5 571	4 000	3	EPW	ICNT (lb)	213	109	Prop
EMB	Elfabraet 145 ER/ Allison AE3007	2	Large	Com	n4&rcia 420	aH1 230	4 232	7 500	3	AE30	<b>)©7</b> NT (lb)	216	113	Fuselage
EMB	Lambraet 145 LR/ Allison AE3007A	2	Large	Com	n4&rcia 500	aH2 550	4 232	7 500	3	AE30	<b>(lb)</b>	216	113	Fuselage
EMB	<b>15/0</b> /bra <b>/et</b> ERJ170-1	00	Large	Com	n&≙rcia 012	аГ/2 312	4 029	13 800	3	CF34	(lb)	216	113	Wing
EMB	Ænfabralet ERJ170-2	00	Large	Com	n&€rcia 517	174 957	4 130	13 800	3	CF34	&ENT (lb)	216	113	Wing
EMB	<b>190</b> 0br <b>det</b> ERJ190-1	2 00	Large	Com	nl <b>dr&amp;</b> ia 199	197 003	4 081	18 500	3	CF34	(lb)	205	105	Wing
EMB	IPs braet ERJ190-2	2 00	Large	Com	nlehteia 280	1100 972	4 183	18 500	3	CF34	(lb)	205	105	Wing
F100	620kkefet 100/ TAY 620-15	2	Large	Com	n <b>9€</b> rcia 000	aB5 500	4 560	13 900	3	TAY	6 <b>20</b> NT (lb)	201	101	Fuselage

F100	6 <b>5</b> 0kk	ełet	2	Large	Com	n <b>9&amp;</b> rcia	188	4	15	3	TAY	6 <b>60</b> NT	201	101	Fuselage
1100	100/ TAY 650-		2	Luige	Com	000	000	704	100	3	1711	(lb)	201	101	ruserage
F28N	l	elet -2000/ 33MK	555	Large	eCom	n <b>6€</b> rcia 000	159 000	3 540	9 850	2	RB18	BENT (lb)	216	104	Fuselage
F28N	l	elet 4000/ 33MK	555	Large	eCom	n¶&rcia 000	164 000	3 546	9 900	2	RB18	(lb)	216	104	Fuselage
FAL2	Dass FALO 20/ CF70		2 -2	Large	eGene Aviat		27 300	2 490	4 500	2	CF70	©NT (lb)	203	113	Fuselage
GII	Gulfs GII/ SPEX 511-8		2	Large	Gene Aviat		58 500	3 200	11 400	2	SPEY	(lb)	216	104	Fuselage
GIIB	Gulfs GIIB GIII SPEX 511-8	 Y	2	Large	eGene Aviat		58 500	3 250	11 400	2	SPEY	(lb)	216	104	Fuselage
GIV	Gulfs GIV- SP/ TAY 611-8	st <b>re</b> am	2	Large	eGene Aviat		66 000	3 190	13 850	3	TAYO	GENT (lb)	203	113	Fuselage
GV	Gulfs GV/ BR 710	s <b>tlet</b> am	2	Large	eGene Aviat		75 300	2 760	14 750	3	BR7	(lb)	205	105	Fuselage
HS74	Sidde HS-7 DAR MK5	48/ T	prop	Large	eCom	AlGreia 500	nH3 000	3 360	5 150	2	RDA	532/T (% of Max Static Thrus	;	110	Prop
IA11	2 <b>5</b> AI-1 AST TFE?		2 A	Large	eGene Aviat		20 700	3 689	3 700	3	TF73	I3NT (lb)	216	113	Fuselage
L101	ILock Mart L-10 RB2	in	3	Heav	yCom	n4l&n@ia 000	aB58 000	5 693	42 000	3	RB2	(lb)	203	101	Wing
L101	ll5ock Mart		3	Heav	yCom	n <b>5dr@</b> ia 000	B68 000	6 800	50 000	3	RB2	(lb)	203	101	Wing

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	L-10 11-500 RB2 1-224													
L188	Lockheudo L-188C/ ALL 501- D13	o∯rop	Large	eCom	n1d1&ia	100	4 960	8 000	0	T56A	©NT (% of Max Statio	;	112	Prop
LEA	R126arjelet 25/ CJ610-8	2	Large	Gene Avia		13 500	2 620	2 950	2	CJ61	CNT (lb)	202	113	Fuselage
LEA	RB6arjelet 36/ TFE731-2	2	Large	Gene Avia		15 300	3 076	3 500	3	TF73	12NT (lb)	216	113	Fuselage
MD1	Douglas MD-11/ CF6-80C2		Heav	yCom	n <b>6&amp;12</b> ia 400	аН33 300	5 131	61 500	3	2CF6	(lb)	203	103	Wing
MD1	IMWDolentel Douglas MD-11/ PW 4460	13	Heav	yCom	n <b>6&amp;12</b> ia 400	aH33 300	4 681	60 000	3	PW4	460NT (lb)	203	103	Wing
MD8	IMcDolettel Douglas MD-81/ JT8D-209	12	Large	Com	n <b>let@</b> ia 000	all 28 000	4 860	19 300	3	2JT8	102NT (lb)	204	104	Fuselage
MD8	2McDolentel Douglas MD-82/ JT8D-217/		Large	Com	n <b>ler®</b> ia 500	all 30 000	4 920	20 900	3	2JT8	<b>D02N</b> T (lb)	204	104	Fuselage
MD8	3McDolettel Douglas MD-83/ JT8D-219	12	Large	Com	nl <b>&amp;</b> @ia	all 39 500	5 200	21 700	3	2JT8	<b>102</b> NT (lb)	204	104	Fuselage
MD9	OM&Dolettel Douglas MD-90/ V2525- D5	12	Large	eCom	nl <b>&amp;6</b> 6ia 000	all 42 000	3 000	25 000	3	V252	CNT (lb)	205	105	Fuselage
MD9	OM&Dolettel Douglas MD-90/ V2528- D5	12	Large	eCom	nl <b>&amp;r6</b> ia 000	all 42 000	3 000	28 000	3	V252	CNT (lb)	205	105	Fuselage
MU3	<b>0011</b> tsu <b>bės</b> hi MU300-10		Large	Gene Avia		13 200	2 800	2 500	3	JT15	1925NT (lb)	203	113	Fuselage

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

	Diam II/ JT15														
PA28	Piper Warr PA-2 O-32 D3G	ior 8-161.		Smal	lGene Aviat		2 325	1 695	400	0	O320	D3her (RPN		113	Prop
PA30	Piper Twin Coma PA-3 IO-32 B1A	anche 0/	n2	Smal	lGene Aviat		3 600	1 654	777	0	IO32	OBNT (lb)	213	113	Prop
PA31	Piper Nava Chief PA-3 TIO-	jo Itain 1-350		Smal	lGene Aviat		7 000	1 850	1 481	0	TIO5	42ther (RPN		109	Prop
PA42	Piper PA-4 PT6	2/	ортор	Smal	lGene Aviat		10 330	3 300	1 800	3	PT6A	<b>ÆN</b> T (lb)	213	109	Prop
SAB	RISIA Sabre 80	Jet eliner	2	Large	Gene Aviat		27 290	2 490	3 962	2	CF70	CNT (lb)	203	113	Fuselage
SD33	SD3-	Turbo 30/ A-45A		Large	eCom	n2⊘rcia 900	a22 600	3 650	2 670	3	PT6A	OF Of Max Station Thrus	;	109	Prop
SF34	%aab SF34 CT7-	0B/	ортор	Large	eCom	n2∂rcia 300	a26 500	3 470	4 067	3	CT75	CNT (% of Max Statio	<b>;</b>	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

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707	2	200,000
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
	I.	

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

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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
	1	1

	T -	T
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
	1	1

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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
	<u> </u>	

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

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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
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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         1         435 100           777300         2         449 700           777300         3         465 300           777300         4         493 100           777300         5         527 700           7773ER         1         503 600           7773ER         1         503 600           7773ER         2         519 100           7773ER         3         536 100           7773ER         4         565 800           7773ER <t< th=""><th></th><th></th><th></th></t<>			
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           7773ER         1         503 600           7773ER         1         503 600           7773ER         2         519 100           7773ER         3         565 800           7773ER         4         565 800           7773ER         5         602 700           7773ER         6         642 600           7773ER <t< td=""><td>767JT9</td><td>5</td><td>284 600</td></t<>	767JT9	5	284 600
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DHC7	1	38 950
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GV	1	76 925
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LEAR35	1	18 300
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MD82	1	120 383
MD82	2	127 379
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Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

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
		ļ

TABLE I-7

## Jet engine coefficients

ACFT	DThrust rating		F (lb/ kt)	Ga (lb/ ft)	Gb (lb/ ft <sup>2</sup> )	H (lb/ °C)	K1 (lb/ EPR)	K2 (lb/ EPR <sup>2</sup> )	K3 (lb/ (N1/ √θ))	$K4  (lb/ (N1/ \sqrt{\theta})^2)$
1900D	MaxCli	m2db 548,8	- 6,7075	- 0,014	0	-0,72				

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1900D	MaxTal	€off 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	MaxCli	m <b>l5</b> 943,8	- 13,9584	0,1672	5,7074E	E <b>0</b> 06			
707320	MaxTal	d <b>&amp;</b> ff 044,7	- 15,7976	0,1893	6,4595H	E <b>00</b> 6			
707QN	General	- 25 447,4	- 6,79039	_ 0,01775	0	0	33 299,8	- 5 817	
707QN	MaxCli	m <b>l5</b> 943,8	- 13,9584	0,1672	5,7074E	E <b>0</b> 06			
707QN	MaxTal	d <b>&amp;</b> ff 044,7	- 15,7976	0,1893	6,4595E	E <b>0</b> 06			
717200	MaxCli	m <b>l5</b> 541,5	- 17,8282	0,25349	<b>(3</b> 0)	0			
717200	MaxCli	n <b>2121-12312</b> er	<del>пр</del> 18,025	- 0,201	0	-218			
717200	MaxTal	d <b>ø</b> ff 542,7	- 19,588	0,23498	D	0			
717200	MaxTk	o <b>££</b> HiTen 280,7	n <del>p</del> 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	MaxCli	ml <del>l</del> 540,1	- 13,4149		8,78264	<b>ID</b> -06			
720B	MaxTal	e <b>d6</b> ff 768,6	- 15,471	0,14017	<b>2</b> ,0559E	E <b>00</b> 6			
727100	General	- 14 205,5	- 4,53212	0	0	0	16 602,8	-1 403,02	
727100	MaxCli	mla 029,2	- 7,99864	- 0,05203	5,44617	<b>ID</b> -06			
727100	MaxTal	d <b>3</b> ff 218,9	- 8,78972	_ 0,05717	5,9848E	E <b>0</b> 06			
727D15	General	- 14 773,7	- 5,09534	0	0	0	17 717,3	-1 845,07	
727D15	MaxCli	ml <del>l</del> 249,6	- 8,103	- 0,0436	0	- 103			
727D15	MaxTal	edelff 935,3	- 7,459	0,3337	0	- 14,78			

727D15	MaxTko	o <b>fß</b> HiTen 524,3	n <del>p</del> 7,066	0	0	- 32,38			
727D17	General	- 14 773,7	- 5,09534	0	0	0	17 717,3	- 1 845,07	
727D17	MaxCli	m <b>1B</b> 812,7	- 7,52948	0,20770	2- 0,00002	0 5939			
727D17	MaxTak	<b>do</b> ff 519,8	- 8,46009	0,23337	3- 0,00002	0 9145			
727EM	lMaxCli	mla 029,2	- 7,99864	- -0,05203	5,44617	<b>ID</b> -06			
727EM	1MaxTak	adoff 218,9	- 8,78972	- 0,05717	5,9848E	E <b>0</b> 06			
727EM2	2General	- 14 773,7	- 5,09534	0	0	0	17 717,3	- 1 845,07	
727EM2	2MaxCli	ml <del>d</del> 249,6	- 8,103	- 0,0436	0	- 103			
727EM2	2MaxTak	ede/ff 935,3	- 7,459	0,3337	0	- 14,78			
727EM2	2MaxTko	o <b>fß</b> HiTen 524,3	n <del>p</del> 7,066	0	0	- 32,38			
727Q15	General	- 14 773,7	- 5,09534	0	0	0	17 717,3	- 1 845,07	
727Q15	MaxCli	ml <del>d</del> 249,6	- 8,103	- 0,0436	0	- 103			
727Q15	MaxTak	edøff 935,3	- 7,459	0,3337	0	- 14,78			
727Q15	MaxTko	o <b>ff</b> HiTen 524,3	1 <del>p</del> 7,066	0	0	- 32,38			
727Q7	General	- 14 205,5	- 4,53212	0	0	0	16 602,8	- 1 403,02	
727Q7	MaxCli	mla 029,2	- 7,99864	- -0,05203	5,44617	<b>ID</b> -06			
727Q7	MaxTak	d <b>3</b> ff 218,9	- 8,78972	_ 0,05717	5,9848E	E <b>0</b> 06			
727Q9	General	- 14 095,4	- 4,77532	0	0	0	16 666,2	- 1 490,42	
727Q9	MaxCli	ml원 746,2	- 8,11613	- 0,00049	- 4,53384	0 E-06			
727Q9	MaxTak	d <b>3</b> ff 705,6	- 8,72702	- 0,00053	- 4,8751E	0 E-06			

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							1	1	1	
727QF	General		_	_	_	0	10	2		
		908	23,3571	0,0723	0,00000	138	929,8	380,86		
727QF	MaxCli	mlb 266	_	0,16929		0				
			9,335		4,70391	E-06				
727QF	MaxCli	m1819id@r	<del>пр</del> 9,335	0	0	<b>- 90</b>				
727QF	MaxCo	n <b>t#id&amp;7</b> m	p- 9,335	0	0	<b>- 90</b>				
727QF	MaxCo	n <b>t</b> ih <b>980</b> s	- 9,335	0,15800	1⊢ 4,70391	0 E-06				
727QF	MaxTak	døffi00	- 12,25	0,1495	- 0,00001	0 175				
727QF	MaxTko	o <b>ff&amp;1800</b> n	1 <del>p</del> 12,25	0	0	- 90				
737	General	- 14 095,4	- 4,77532	0	0	0	16 666,2	- 1 490,42		
737	MaxCli	m <b>1</b> ପ୍ର 740,1	- 7,93589	- 0,02662	– 4,2762E	0 E-07				
737	MaxTak	e <b>dô</b> ff 847,9	- 8,62596	- 0,02894	- -4,648E-	0 07				
737300	General	11 106	- 10,09	- 0,0409	0	0			- 369,8	4,835
737300	MaxCli	ท <b>1</b> ชี 383,1	- 15,6072	0,14804	3- 0,00000	- 24,2 1				
737300	MaxCli	n <b>210</b> HiTer 363,9		- 0,06578	- 0,00000	- 119 1				
737300	MaxTak	doff847	- 25,8689	0,45649	9- 0,00001	- 1124,78				
737300	MaxTko	o <b>2</b> fHiTen 143,7	n <del>p</del> 26,2402	0,39845	1- 0,00001	- <b>4</b> 79,95				
7373B2	General	11 106	- 10,09	- 0,0409	0	0			- 369,8	4,835
7373B2	MaxCli	ml\8 623,5	_ 16,4797	0,16967	40	- 9,126				
7373B2	MaxCli	n <b>2l</b> lHiTer 906,6		_ 0,07536	0	- 132,5				
7373B2	MaxTak	ædff 480,7	- 25,888	0,22579	D	- 8,441				
7373B2	MaxTko	25HiTen 393,2	n <del>p</del> 25,7175	- 0,0246	0	- 141,3				

737400	General	21 384	- 13,79	- 0,0435	0	0			- 615,8	6,409
737400	MaxCli	m <b>19</b> 662,2	- 18,221	0,20723	70	0				
737400	MaxCli	n <b>ab</b> HiTer 875,1	<del>пр</del> 18,001	- 0,07615	0	- 124,7				
737400	MaxTak	116,3	_ 26,0175	0,25944	20	0				
737400	MaxTko	2 <b>26</b> HiTen 883,2		- 0,04324	0	- 159,7				
737500	General	11 106	- 10,09	0,0409	0	0			- 369,8	4,835
737500	MaxCli	กใช้ 530,9	- 16,3556	0,15399	7- 0,00000	- 123,39				
737500	MaxCli	n <b>210</b> HiTen 510,5		- 0,07687	_ 0,00000	- 0142,3				
737500	MaxTak	cd <b>0</b> ff 629,4	- 26,7504	0,55043	3- 0,00002	- 177,999				
737500	MaxTko	636,2	n <del>p</del> 28,0937		30,00004	. <del>09</del> 105,6				
737700	MaxCli	n <b>212</b> 106,7	_ 23,7147		<b>6</b> ,00000	605				
737700	MaxCli	n <b>219</b> HiTer 618,1	<del>пр</del> 24,596	- 0,273	0	- 249,1				
737700	MaxTak	23ff 534,8	_ 29,3547	0,30840	070	0				
737700	MaxTko	29HiTen 335,5	1 <del>p</del> 28,632	- 0,105	0	- 195,6				
737800	MaxCli	ന്മിമ 403,5	- 27,2645	0,30560	30	0				
737800	MaxCli	n <b>216</b> HiTer 593,3	<del>пр</del> 26,293	- 0,078	0	- 174,4				
737800	MaxTak	<b>26</b> ff 089,1	- 29,1098	0,14355	90	0				
737800	MaxTko	<b>BO</b> HiTen 143,2	n <del>p</del> 29,773	- 0,029	0	- 145,2				
737D17	General	- 14 773,7	- 5,09534	0	0	0	17 717,3	- 1 845,07		
737D17	MaxCli	mlB 083,2	- 7,13185	0,19673	3- 0,00002	0 4569				

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737D17	MaxTak	d <b>o</b> ff 519,8	- 8,46009	0,23337	3- 0,00002	0 9145			
737N17	General	- 14 773,7	- 5,09534	0	0	0	17 717,3	-1 845,07	
737N17	MaxCli	mB 083,2	- 7,13185	0,19673	3- 0,00002	0 4569			
737N17	MaxTak	<b>do</b> ff 519,8	- 8,46009	0,23337	3- 0,00002	0 9145			
737N9	General	- 14 095,4	- 4,77532	0	0	0	16 666,2	-1 490,42	
737N9	MaxCli	ո <b>ւն</b> 740,1	- 7,93589	- 0,02662	– 4,2762E	0 E-07			
737N9	MaxTak	e <b>dô</b> ff 847,9	- 8,62596	_ 0,02894	- -4,648E-	0 07			
737QN	General	- 14 095,4	- 4,77532	0	0	0	16 666,2	-1 490,42	
737QN	MaxCli	m <b>ା</b> ଥି 740,1	- 7,93589	_ 0,02662	– 4,2762Е	0 E-07			
737QN	MaxTak	e <b>dô</b> ff 847,9	- 8,62596	_ 0,02894	- -4,648E-	0 07			
74710Q	General	- 141 079	- 11,7298	- 0,02833	0	0	201 105	- 53 843	
74710Q	MaxCli	n <b>316</b> 791,4	- 43,5074	0,3004	- 0,00000	0 92			
74710Q	MaxTak	<b>€102</b> ff 780,7	- 50,59	0,34927	9- 0,00001	0 0697			
747200	General	- 141 079	- 11,7298	- 0,02833	0	0	201 105	- 53 843	
747200	MaxCli	n <b>316</b> 791,4	- 43,5074	0,3004	- 0,00000	0 92			
747200	MaxTak	<b>42</b> ff 780,7	- 50,59	0,34927	9- 0,00001	0 0697			
74720A	General	$-32 \\ 370$	- 7,83	- 0,02105	0	0	47 590	0	
74720A	MaxCli	n <b>314</b> 860	- 35	0,4962	0	0			
74720A	MaxTak	<b>4018</b> 70	- 40,11	0,4435	0	0			
74720B	General	- 28 110	- 10,05	- 0,03543	0	0	46 375	0	
74720B	MaxCli	1319 594	- 38,08	0,5262	0	0			

74720B	MaxTak	ce18666	- 43,68	0,6641	0	0			
747400	General	- 49 250	0	0	0	0	62 210	0	
747400	MaxCli	m <del>18</del> 157,4	- 42,6142	0,63577	<b>(2)</b>	0			
747400	MaxCli	n <b>56</b> HiTer 826,2		- 0,20856	0	- 392,3			
747400	MaxTak	63ff 290,5	- 53,434	0,60628	30	0			
747400	MaxTko	o <b>66</b> HiTen 921,4	n <del>p</del> 54,5627	- 0,1278	0	- 410,2			
7478	IdleApp	1508210	- 19,02	0,225	0	0			
7478	MaxCli	n <b>510</b> 523	- 39,8663	0,84243	7- 0,00001	0 5			
7478	MaxCli	n <b>56</b> HiTer 739,2	<del>пр</del> 27,469	- 0,1411	- 0,00001	_ <b>5</b> 43,137			
7478	MaxTak	64ff 247,2	- 66,0662		<b>2</b> 0,00000	40			
7478	MaxTko	923,7		- 0,30655	- 0,00001	- 520,464			
747SP	General	- 141 079	- 11,7298	- 0,02833	0	0	201 105	- 53 843	
747SP	MaxCli	n <b>316</b> 791,4	- 43,5074	0,3004	- 0,00000	0			
747SP	MaxTak	<b>42</b> ff 780,7	- 50,59	0,34927	9- 0,00001	0 0697			
757300	MaxCli	n <b>219</b> 549,2	- 30,6086	0,39817	90	0			
757300	MaxCli	n <b>316</b> H <i>i</i> 517er		- 0,16465	0	- 250,7			
757300	MaxTak	<b>40</b> 0ff 175,5	- 35,323	- 0,11328	0	0			
757300	MaxTko	o <b>#6</b> HiTen 892,4		_ '0,53031	0	- 241,7			
757PW	General	- 44 951	- 0,83	0,0198	0	0	52 972	0	
757PW	MaxCli	n <b>න</b> ් 775,1	- 27,6876	0,38172	30	0			

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	Г				T .		ı	Г		
757PW	MaxCli	n <b>3l4</b> HiTer		- 10.16641	0	- 250.7				
		748,3	29,9467	0,16641		250,7				
757PW	MaxTal	214,8	- 48,2704	0,90804	140	0				
757PW	MaxTk	o <b>#f</b> HiTen 592,5	n <del>p</del> 49,7383	0,21320	8)	- 290,6				
757RR	General	- 44 907	- 21,97	- 0,0589	0	0	46 999	0		
757RR	MaxCli	n <b>310</b> 065,2	- 32,4779	0,39732	D	0				
757RR	MaxCli	<b>1316</b> НіТег 735,1	<del>пр</del> 32,445	- 0,16871	0	- 258,4				
757RR	MaxTal	802,1	- 38,2839	0,52718	D	0				
757RR	MaxTk	o <b>#5</b> HiTen 336,5		- 0,00514	0	- 257,4				
767300	General	- 49 250	0	0	0	0	62 210	0		
767300	MaxCli	m <b>45</b> 480	-41,9	0,559	0	0				
767300	MaxTal	666fB70	- 53	0,251	0	0				
767400	MaxCli	n <b>45</b> 902,7	- 39,5895	0,63344	60	0				
767400	MaxCli	n <b>68</b> HiTer 647,5	п <del>р</del> 41,082	- 0,55	0	- 562,3				
767400	MaxTal	60ff 475,4	- 56,8041	0,47878	88)	0				
767400	MaxTk	o <b>₩2</b> HiTen 425,5	n <del>p</del> 55,569	- 0,236	0	- 416,2				
767CF6	General	62 790	- 35,03	- 0,1177	0	0			- 1 610,37	14
767CF6	MaxCli	<b>138</b> 057	- 43,24	0,705	0	0				
767CF6	MaxTal	elelff/69	- 48,34	0,5	0	0				
767JT9	General	- 39 777	- 17,367	- 0,0467	0	0	56 550	0		
767JT9	MaxCli	m <b>318</b> 700	- 34,5	0,49	0	0				
767JT9	MaxTal	<b>€</b> 66ff190	- 38,3	0,876	0	0				
777200	General	32 710	0	0	0	0			-1 258	16,16

777200	MaxCli	n <b>6</b> 17 093,7	- 85,7553	1,8498	- 0,00007	0			
777200	MaxCli	n <b>812</b> HiTer 096,7		- 0,32818	- 0,00001	- 637 79			
777200	MaxTak	636ff 672,6	- 122,251	1,1818	- 0,00008	0			
777200	MaxTko	o <b>ffI4</b> iTen 758,6	n <del>p</del> 125,38	- 0,159	- 0,00002	- 602,4			
777300	MaxCli	n <b>6/4</b> 636,2	- 70,833	0,88007	30	0			
777300	MaxCli	n <b>916</b> HiTer 015,1	<del>пр</del> 70,745	- 0,852	0	- 823			
777300	MaxTak	833,8	- 97,7894	0,27543	0	0			
777300	MaxTko	o <b>ff03</b> iTen 835,2	n <del>p</del> 97,831	- 0,632	0	- 549,1			
7773ER	IdleApp	01808car	- 27,25	0,131	0	0			
7773ER	MaxCli	m <b>912</b> 110	- 119	1,14	- 0,00000	0			
7773ER	MaxCli	n <b>916H5i51</b> @r	np69,4	- 0,542	- 0,00005	- 533			
7773ER	MaxTak	eddff 250	- 120	0,713	- 0,00011	0			
7878R	IdleApp	1304215	- 12,03	0,0955	0	0			
7878R	MaxCli	n <b>6b</b> 142,6	- 78,8116	1,21980	1- 0,00003	0			
7878R	MaxCli	n <b>615H0iO</b> (@r	np55	0,1	- 0,00002	_ 404,274			
7878R	MaxTak	edff 214,6	- 93,4796		<b>2</b> 0,00000	20			
7878R	MaxTko	9 <b>86</b> HiTen 784,2	1 <del>p</del> 92	- 0,27021	- 0,00001	- 520,488			
A300-6	2 <b>ØR</b> neral	- 148 952	-6,71	-0,03	0	0	203 740	- 50 104,7	
A300-6	2 <b>kR</b> eApp	180ach 432,8	- 47,7662	0,75052	3- 0,00005	0 9071			
A300-6	2 <b>R:R</b> eApp	180achHi 432,8	Temp 47,7662	0,75052	3- 0,00005	0 9071			

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							I	1	1	
A300-6	2 <b>M</b> axCli		_ 45 770	0,73550		0				
		457,2	45,778		0,00001					
A300-6	2 <b>M</b> axCli	n <b>51</b> 2HiTer		0	0	-271				
		183,7	44,1929							
A300-6	2 <b>Ma</b> xTak		- 50.0157	0,40563		0				
		307,1	50,9157		2,0986E					
A300-6	21MRaxTko	o <b>6</b> fHiTen		0	0	− 192				
		250,3	51,5373							
A300B4	1 <b>-220</b> 3eral		_	-  -	4,02686	<b>10</b> -07			2	_
-		687	30,4092	0,10796					535,75	8,23842
A300B4	1-121003xCli		-35	-	6,27209	<b>10</b> -07				
		416,5		0,12523						
A300B4	1-1 <b>210</b> 3:Tak		_	_	7,12738	<b>10</b> -07				
		336,9	39,8243	0,14231						
A310-3	0 <b>G</b> eneral	41 317	- 32,9	_	_	0	- 1	11,8		
				0,0857	0,00000	16	131,6			
A310-3	0HdleApp	r <b>⁄</b> bach	_	0,08213	3-	0				
		613,2	22,0136		2,7376E	E-06				
A310-3	 O¥dleApr	r⁄bachHi	Temn	0,08213	3-	0				
		613,2	22,0136	,	2,7376E	-				
A310-3	OMaxCli	n413 008	_	1,64076		0				
11310 3	or <b>viu</b> zi e ii	1112 000	49,5706		0,00004	-				
A 3 1 0 3 0	DM/avCli	n <b>56</b> HiTer		0	0	- 505				
A310-3	or <del>t</del> iaxCii	143,3	37,4839		U	- 303				
A 2 1 0 2	OMaxTak		-,,:			0				
A310-3	U <del>rv</del> iax i ar	530,5	51,1538	1,26398	0,00001					
A 210, 2	OMA TI	,			-					
A310-3	UAVIAXIK	o <b>f</b> fHiTen 457,7	n <del>p</del> 50,7768	0	0	− 608				
		-					1.10	40		
A319-1.	3General	1 – 105 513	-6,58	0,00682	8- 8,055E-	0	149 900	$-42 \\ 300$		
							900	300		
A319-1	3 <b>Il</b> dleApp		_ 	0,15426		0				
		219,5	7,22737		0,00000	17955				
A319-1	3 <b>Il</b> dleApp	rbachHi		0,15426		0				
		219,5	7,22737		0,00000	7955				
A319-1	3MaxCli		1,71654	0,44259		0				
		957,2			0,00001	3824				
A319-1	3MaxCli	m <b>l2</b> HiTer	nlp8,5906	20	0	- 78,7				
		977,6	_							
A319-1	3MaxTak	c <b>∂</b> dff	_	0,30946	5,26125	<b>10</b> -05				
		435,4	21,3236							
	<u> </u>				1		I			

A 210 1	OM (C. 721	60 I.T		0	0	7(0				
A319-1.	3NIax I Ko	9 <b>26</b> HiTen 853,8	1 <del>p</del> 18,7311	0	0	- 76,8				
A320-2	1 <b>G</b> eneral	24 380	- 18,534	_ 0,07842	– 2,509E-	0 07			- 669,457	6,9451
A320-2	l <b>l</b> ldleApp	20ach 858,8	- 14,7325	0,09653	7- 6,7861E	0 E-06				
A320-2	l <b>l</b> ldleApp	n2oachHi 858,8	Temp 14,7325	0,09653	7- 6,7861E	0 E-06				
A320-2	1MaxCli	m <b>16</b> 859,1	- 4,3786	0,18357	<b>@</b> ,9851E	E <b>0</b> 06				
A320-2	1 <b>M</b> axCli	m <b>l9</b> HiTer 148,5	<del>пр</del> 6,50173	0	0	<b>- 95</b>				
A320-2	1MaxTak	<b>23</b> ff 652,9	- 22,9338	0,29587	9- 5,4631E	0 E-06				
A320-2	1MaxTk	o <b>2fH386</b> n	n <del>p</del> 23,3	0	0	- 132				
A320-2	3 <b>©</b> eneral	-65 $083,3$	- 7,25	- 0,01918	2,575E-	008	87 817,6	- 18 693,1		
A320-2	3 <b>I</b> dleApp	rbach 138,9	- 6,52566	0,1667	- 9,2579E	0 E-06				
A320-2	3 <b>I</b> dleApp	rbachHi 138,9	Temp 6,52566	0,1667	- 9,2579E	0 E-06				
A320-2	3 <b>M</b> axCli	m <b>l5</b> 539,2	- 4,08932	0,43833	1- 0,00001	0 439				
A320-2	3MaxCli	ml <b>4</b> HiTer 111,4	nlp0,6795	3)	0	- 82,2				
A320-2	3MaxTak	æ4ff 746,2	- 25,2473		<b>9</b> ,24511	E <b>0</b> 06				
A320-2	3 <b>M</b> axTko	506,5 ± 506,5	n <del>p</del> 24,4165	0	0	- 139				
A321-2	3 <b>©</b> eneral	- 26 190,2	-6,6	- 0,0197	- 3,408E-	0 07	33 032,2	0		
A321-2	3 <b>I</b> dleApp	orbach 274,1	- 7,34054	0,17518	7- 0,00001	0 1478				
A321-2	3 <b>I</b> dleApp	rbachHi 274,1	Temp 7,34054	0,17518	7- 0,00001	0 1478				
A321-2	3MaxCli	n <b>2b</b> 870,8	- 21,4867	0,38064	7 5,5566E	0 E-06				
A321-2	3MaxCli	n <b>2l4</b> HiTer 158,5	<del>пр</del> 16,8504	0	0	- 147				
A321-2	3MaxTak	<b>28</b> ff 636,4	- 26,7318	0,24978	2- 3,9163E	0 E-06				

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A321-2	3 <b>M</b> axTko	608,2	n <del>p</del> 25,9736	0	0	- 114				
A330-3	)General	-	- 31,32	- 0,1297	0	0			484,645	4,0056
A330-3	OlldleApp	76ach 572,4	- 26,0005		D,8669E	E <b>0</b> 06				
A330-3	OldleApp	r&achHi 572,4	Temp 26,0005		2,8669E	E <b>0</b> 06				
A330-3	0MaxCli	n <b>3l4</b> 249,9	25,9859	0,76415	7- 8,1437E	0 E-07				
A330-3	0MaxCli	n <b>46</b> HiTer 667,8	nlp0,5127	20	0	- 346				
A330-3	OMaxTak	6dff 384,5	- 48,4678	0,58282	1⊢ 6,2628E	0 E-06				
A330-3	0MaxTko	0 <b>69H0T&amp;</b> n	n <del>p</del> 46,465	0	0	- 288				
A330-3	4 <b>G</b> eneral	- 127 410	-9,31	- 0,0386	0,00000	<b>00</b> 569	162 922	- 29 498,6		
A330-3	4BdleApp	rach 134,3	- 13,0338		8,7155E	E <b>0</b> 06				
A330-3	4BdleApp	ъасhНі 134,3	Temp 13,0338		8,7155E	E <b>00</b> 6				
A330-3	4 <b>M</b> axCli	mald 462	- 12,031	0,71102	<b>6</b> ,12762	<b>ID</b> -06				
A330-3	4 <b>M</b> axCli	n <b>68</b> HiTer 522,4	<del>пр</del> 50,7504	0	0	- <b>411</b>				
A330-3	4 <b>M</b> axTal	69f831	- 77,9676	0,88295	5- 0,00002	0 6894				
A330-3	4 <b>M</b> axTko	<b>85</b> HiTen 732,2	n <del>p</del> 78,8957	0	0	<b>-451</b>				
A340-2	1 <b>G</b> eneral	19 716	- 17,65	- 0,0878	0	0			- 590,77	7,341
A340-2	1 <b>ll</b> dleApp	rabach 019,5	- 20,508	- 0,02271	1,16972	<b>ID</b> -05				
A340-2	1 <b>l</b> ldleApp	rtoachHi 019,5	Temp 20,508	- 0,02271	1,16972	10-05				
A340-2	1MaxCli	n <b>216</b> 802,9	- 28,8264		3,50144	<b>ID</b> -06				
A340-2	1 <b>M</b> axCli	<b>13</b> вНiТег 091,8	<del>пр</del> 31,4492	0	0	- 160				

A340-2	l <b>M</b> axTak	2 <b>9</b> ff 929,8	- 30,7732	0,29922	– 4,1757E	0 E-06		
A340-2	1 <b>M</b> axTko	594,4	n <del>p</del> 30,094	0	0	- 175		
A340-6	4 <b>2</b> dleApp	160ach 529,4	- 29,9521	0,27215	5- 0,00002	0.0281		
A340-6	4 <b>I</b> dleApp	166achHi 529,4	Temp 29,9521	0,27215	5- 0,00002	0 0281		
A340-6	4MaxCli	m412 621,6	- 44,2784		<b>4</b> ,668E-	007		
A340-6	4MaxCli	n <b>510</b> Hi11 <b>2</b> er	<del>пр</del> 60,5262	0	0	- 212		
A340-6	4MaxTak	248,1	- 61,4744	0,50696	8- 9,6324E	0 E-06		
A340-6	4MaxTko	o <b>63</b> HiTen 276,8	n <del>p</del> 59,6458	0	0	- 300		
A380-8	4lldleApp	orb@ach 914,8	- 31,2899	_ 2,1424	0,00026	<b>0</b> 0636		
A380-8	4lldleApp	rb@achHi 914,8	Temp 31,2899	_ 2,1424	0,00026	<b>0</b> 0636		
A380-8	4MaxCli	<b>168</b> 586,2	- 53,9292	1,23082	- 0,00003	0 343		
A380-8	4MaxCli	m <b>12</b> HiTer 974,3	<del>пр</del> 52,6993	0	0	- 420		
A380-8	4MaxTak	ædff 176,1	- 84,4052		90,00042	<b>8</b> 39		
A380-8	4MaxTko	9 <b>0</b> HiTen 820,8	n <del>p</del> 94,5354	0	0	- 610		
A380-8	6 <b>l</b> dleApp	%ach 921,7	- 30,2153	- 0,87777	0,00010	<b>4</b> 691		
A380-8	6 <b>l</b> dleApp	‰achHi 921,7		- 0,87777	0,00010	<b>4</b> 691		
A380-8	6MaxCli	n <b>6/6</b> 053,2	- 61,754	0,97718	3- 0,00002	0 5178		
A380-8	6MaxCli	т <b>В</b> НіТег 729,7	<del>пр</del> 65,1895	0	0	- 324		
A380-8	6MaxTak	053,6	- 76,0931	0,83879	4- 0,00001	0 0766		
A380-8	6MaxTko	<b>8</b> 3HiTen 320,5	n <del>p</del> 82,3362	0	0	-432		

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BAC11	lMaxCli	n9h	_	_	0	0		
		827,9	5,89674	0,01966	-			
BAC11	l MaxTak	eddff 168,1	- 6,70084	- 0,02234	0	0		
BAE14	6General	- 13 783	- 9,9585	0,05605	7 1,23124	0 E-05	304,295	- 0,84327
BAE14	6MaxCli	n <b>o</b> b 339,4	- 9,9585	0,05605	7- 0,00000	0		
BAE14	6MaxTak	60ff 542,4	- 9,9585	0,05605	7- 0,00000	0		
BAE30	)General	- 13 783	- 9,9585	0,05605	7- 1,23124	0 E-05	304,295	0,84327
BAE30	0MaxCli	n <b>o</b> b 339,4	- 9,9585	0,05605	7- 0,00000	0		
BAE30	0MaxTak	60ff 542,4	- 9,9585	0,05605	7- 0,00000	0		
CIT3	MaxCli	n2db 987,4	- 3,4992	0,06123	– 1,1664F	0 E-06		
CIT3	MaxTak	eoff 319,3	- 3,888	0,06803	2- 0,00000	0 1296		
CL600	MaxCli	n <b>5</b> b 543,3	- 5,6542	0,08442	0	0		
CL600	MaxTak	60ff 159,2	- 6,2824	0,0938	0	0		
CL601	MaxCli	n <b>6</b> b 517,3	- 6,6476	0,09776	0	0		
CL601	MaxTak	æoff 241,4	- 7,3862	0,10862	0	0		
CNA20	8MaxCli	n2db 953,9	- 8,581	- 0,00453	- 7,2035F	- 1,44 E-07		
CNA20	8MaxTak	eoff 245,2	- 11,69	- 0,01053	– 6,777E-	- 1,62 07		
CNA50	0General	1 743,1	- 1,64678	- 0,00201	- 1,5642F	0 E-07	- 49,6794	0,545
CNA50	0MaxCli	nib 919,5	- 1,99614	0,0615	- 2,40502	0 E-06		
CNA50	0MaxTak	æoff 132,8	- 2,21793	0,06833	3- 2,67224	0 E-06		
CNA51	0General	4 234,6	- 1,68388	0,00104	7- 5,78019	0 E-08	- 103,817	0,811333

CNA510MaxCli	mlM86	_	0	_	0		
CIVISIONIAXCII	110100	1,60533		1,04748			
CNA510MaxTak	doff 492,8	- 1,87734	0	- 2,55208	0 E-06		
CNA525General	1 528,4	- 2,83667	_ 0,00013	2,55648	10-07	_ 51,5051	0,724013467 2788
CNA525MaxCli	n3b 001,7	_ 2,38854	0,00458	5- 1,4045E	0 E-07		
CNA525MaxTak	eoff 464,1	- 2,5254	0,00198	1,46353	0 E-06		
CNA55 General	1 373,8	- 2,2903	- 8,9E-05	3,2273E	8008	- 44,861	0,66327
CNA55BMaxCli	m2b 323,1	- 2,4386	0,00215	9- 2,1456E	0 E-07		
CNA55BMaxTak	20ff 658,7	- 2,6269	- 0,00359	1,7262H	E407		
CNA560General	1 533,4	- 2,49247	0,01197	3- 6,90894	0 E-07	- 53,9835	0,839574
CNA560MaxCli	n3b 194,3	_ 2,53358		2,70832	10-07		
CNA560MaxTak	eoff 316,5	_ 2,7005	0,04349	- 6,52616	0 E-07		
CNA560MaxCli	m2b 597,5	_ 2,22178		ъ,12239	<b>10</b> -08		
CNA560MaxTak	æ0 <b>9</b> 20	- 2,0264	0,02513	<b>2</b> ,95314	<b>10</b> -07		
CNA560MaxCli	n3b 454,5	- 3,98132	- 0,0704	0	0		
CNA560MaxTak	eoff 838,3	- 4,42368	- 0,07823	0	0		
CNA680General	2 904,8	- 4,80092	- 0,00174	5,62892	10-07	_ 101,327	1,3401
CNA680MaxCli	n <b>o</b> b 520,2	- 5,32711	- 0,02377	1,89918	<b>ID</b> -06		
CNA680MaxTak	£0 <b>6</b> 83	- 6,55907	_ 0,00159	8,72971	<b>1</b> 0-07		
CNA750General	4 778,6	- 6,56521	0,00067	1 <del>-</del> 4,11321	0 E-07	_ 146,712	1,9748
CNA750MaxCli	no6b 097,8	- 7,0102	- 0,00528	3,74689	<b>10</b> -08		

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		c 00						
CNA75	0MaxTak	127,8	- 7,07624	- 0,00394	3,95764	HO-08		
CONCE	<b>M</b> axCli	ൻ 252,1	-26,6	0,2328	0	0		
CONCE	R <b>M</b> axTak	c <b>e9</b> f653	- 31,722	0,2776	0	0		
CRJ9- ER	General	6 087,3	- 9,35507	_ 0,04736	1,55476	E-07 1,4767	- 183,92	2,785981 66
CRJ9- ER	IdleApp	rbach 163,1	- 4,5855	- 0,0238	1,63611	E-06 0,0249		
CRJ9- ER	MaxCli	m <b>16</b> 438,3	- 9,64192	0,15855	3,00077	_ Д <b>.,00</b> 95		
CRJ9- ER	MaxCli	m <b>12</b> HiTer 973,4		- 0,05589	3,05523	E-07 100,415		
CRJ9- ER	MaxTak	d <b>3</b> ff 260,6	- 16,6244	0,19849	7,00045	- H-,6 <b>0</b> 24		
CRJ9- ER	MaxTko	<b>ff6</b> HiTen 247,3	n <del>p</del> 17,4575	0,07734		_ НФ5219		
CRJ9- LR	General	6 087,3	- 9,35507	_ 0,04736	1,55476	E-07 1,4767	183,92	2,785981 66
CRJ9- LR	IdleApp	orbach 163,1	- 4,5855	- 0,0238	1,63611	E-06 0,0249		
CRJ9- LR	MaxCli	m <b>lb</b> 438,3	- 9,64192	0,15855	3,00077	_ Т. <b>.90</b> 95		
CRJ9- LR	MaxCli	m <b>12</b> HiTer 973,4		- 0,05589	3,05523	E-07 100,415		
CRJ9- LR	MaxTak	d <b>3</b> ff 260,6	- 16,6244	0,19849	7,00045	- H-,6 <b>8</b> 24		
CRJ9- LR	MaxTko	<b>ff6</b> HiTen 247,3	n <del>p</del> 17,4575	0,07734		_ НФ5219		
DC1010	)General	25 027,6	- 27,4313	- 0,07828	0	0	- 694,55	8,02362
DC1010	)MaxCli	n <b>310</b> 596	- 28,4416	- 0,10164	5,09021	2007		
DC1010	)MaxTak	<b>e65</b> ff 985,4	- 30,9909	- 0,11075	5,5465I	E <b>0</b> 07		
DC1030	)MaxCli	m318 520	- 29,38	0,49	0	0		
DC1030	)MaxTak	elogfB10	- 42,42	0,61	0	0		

DC1040	)General	-143 602	- 14,4996	- 0,05026	0	0	204 567	- 54 761,9		
DC1040	)MaxCli	n <b>3l4</b> 087,9	- 12,9859	- 0,04641	2,3241E	E <b>0</b> 07				
DC1040	)MaxTak	edff 594,9	- 22,3071	- 0,07971	3,9923E	E <b>0</b> 07				
DC850	General	-22 $582,8$	- 6,58409	- 0,02081	0	0	29 070,9	- 4 341,84		
DC850	MaxCli	ml <del>l</del> 243,5	- 5,6565	- 0,02021	1,0123E	E <b>0</b> 07				
DC850	MaxTak	670,3	- 5,8955	- 0,02107	1,0551E	E <b>0</b> 07				
DC860	General	- 27 959,5	- 6,35297	_ 0,01835	0	0	35 850,3	- 6 157,74		
DC860	MaxCli	m <b>l5</b> 558,7	- 7,2339	- 0,02585	1,2947F	E <b>0</b> 07				
DC860	MaxTak	<b>do</b> ff 740,5	- 4,9394	- 0,01765	8,8401H	E <b>40</b> 8				
DC870	General	11 106	- 10,09	- 0,0409	0	0			- 369,8	4,835
DC870	MaxCli	m <b>18</b> 859	- 17,91	0,1953	0	- 2,034				
DC870	MaxTak	<b>20</b> 1758	- 20,65	0,2173	0	0				
DC8QN	General	- 27 959,5	- 6,35297	_ 0,01835	0	0	35 850,3	- 6 157,74		
DC8QN	MaxCli	n <b>lb</b> 558,7	- 7,2339	- 0,02585	1,2947E	E <b>0</b> 07				
DC8QN	MaxTak	d <b>6</b> ff 740,5	- 4,9394	- 0,01765	8,8401E	E <b>00</b> 8				
DC910	General	- 10 596,5	- 1,51369	- 0,00525	0	0	11 541,7	162,698		
DC910	MaxCli	mb 194,3	- 3,0274	- 0,01082	5,4181E	E <b>00</b> 8				
DC910	MaxTak	d@ff 308,2	- 0,478	0,00170	<b>8</b> ,55E-0	90				
DC930	General	- 13 523,2	- 2,66888	- 0,00925	0	0	15 803,6	- 1 257,94		
DC930	MaxCli	ո <b>ւն</b> 561,8	- 2,94773	- 0,01053	5,2756E	E <b>00</b> 8				

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DC930	MaxTak	d <b>2</b> f972	- 2 31038	- 0,00826	4,1349E	8008				
DC93L	<b>W</b> General	- 13 523,2	_	- 3 0,00925	0	0	15 803,6	- 1 257,94		
DC93L	<b>W</b> MaxCli	-	_	0,01053	5,2756E	8008	,	,		
DC93L	<b>W</b> MaxTak	daf972	- 2,31038	- 0,00826	4,1349E	E <b>00</b> 8				
DC950	General	- 13 523,2	- 2,66888	- 0,00925	0	0	15 803,6	- 1 257,94		
DC950	MaxCli	m <b>b</b> 365,4	- 2,54939	- 0,00911	4,5627E	E <b>00</b> 8				
DC950	MaxTak	dølff 698,5	- 2,13511	- 0,00763	3,8212E	E4008				
DC95H	Weneral	- 13 523,2	- 2,66888	- 0,00925	0	0	15 803,6	- 1 257,94		
DC95H	<b>W</b> MaxCli	n112 365,4	_ 2,54939	- 0,00911	4,5627H	8008				
DC95H	<b>W</b> MaxTak	edølff 698,5	- 2,13511	- 0,00763	3,8212E	8008				
DC9Q7	General	- 10 596,5	- 1,51369	- 0,00525	0	0	11 541,7	162,698		
DC9Q7	MaxCli	mlb 194,3	- 3,0274	- 0,01082	5,4181E	8008				
DC9Q7	MaxTak	d <b>2</b> ff 308,2	- 0,478	0,00170	<b>8</b> ,55E-0	90				
DC9Q9	General	- 13 523,2	- 2,66888	- 0,00925	0	0	15 803,6	- 1 257,94		
DC9Q9	MaxCli	n <b>1b</b> 561,8	- 2,94773	- 0,01053	5,2756E	8008				
DC9Q9	MaxTak	cel@f972	- 2,31038	- 0,00826	4,1349E	8008				
DHC8	General	2 010,7	- 19,409	0,07743	0	0			54,6666	0,0828
DHC8	MaxCli	n <b>6</b> b 323,6	- 21,4445	0,08823	20	0				
DHC8	MaxTak	æoff 026,2	- 23,8272	0,09803	6	0				
DHC83	0General	1 623,1	- 18,411	0,07510	40	0			72,6356	

		,							
DHC83	0MaxCli	n <b>6</b> b679	- 21,9919	0,09030	50	0			
DHC83	0MaxTal	€off 421,1	- 24,4354	0,10033	90	0			
DO228	MaxCli	m2b571	- 7,9721	0,07004	 4,9292Е	0 E-06			
DO228	MaxTal	eoff 524,3	- 8,067	0,06042	– 6,8678E	0 E-06			
DO328	MaxCli	m7b 752,5	-23,2	0,225	- 0,00001	0 58			
DO328	MaxTal	&off 138,2	-28,1	0,199	- 0,00002	0			
ECLIPS	<b>EMMON</b> Cli	n9147,7	- 0,73662		<b>7</b> 2,63346	E-07 0,0571			
ECLIPS	<b>E S 200</b> Cli	mbHiTer 077,4	<del>пр</del> 1,20966	- 0,00912	1,28125	E-07 9,84248			
ECLIPS	<b>E∕50</b> €0Tal	doff 039,2	- 1,57439	0,03476	9- 0,00000	- 202,03 <u>4</u> 23			
ECLIPS	<b>E∕S</b> €O€Tk	o <b>f</b> fHiTen 258,9	1,6144	- 0,00748	3,13285	E-08 10,7499			
ECLIPS	<b>R500</b> 0ce	Cllimb 084,2	- 1,38862		47,08687	<b>10,04</b> 857	9		
ECLIPS	<b>R500</b> 0ce	CllimbHi' 168,6		_ 0,01586	3,07776	E-07 11,2558			
EMB12	0MaxCli	n <del>1</del> b668	- 11,932	0,0664	0	- 5,663			
EMB12	0MaxTal	c€oÆfl 2	- 12,45	0,0728	0	- 6,87			
EMB14	5MaxCli	n <b>5</b> b 554,3	- 6,86092	0,06541	60	- 4,036			
EMB14	5MaxTal	€off 499,5	- 9,12812	0,04556	30	- 22,89			
EMB14	IMaxCli	n <b>6</b> b 432,5	- 7,56929	0,06900	4)	- 5,419			
EMB14	IMaxTal	€off 246,1	- 8,61031	0,23282	<b>5</b> 0	- 0,9689			
EMB17	adleApp	1904a@h	-3,5	-0,01	0	0			
EMB17	0MaxCli	mlb 716	- 13,423	0,25	- 0,00001	0 9			
EMB17	0MaxTal	cdoff850	- 17,43	0,1875	- 0,00001	-4,47 3			

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		1						1	
EMB17	5IdleApp	n 1904a Sch	-3,5	-0,01	0	0			
EMB17	5MaxCli	mlb 716	- 13,423	0,25	- 0,00001	0 9			
EMB17	5MaxTal	cd&fB50	- 17,43	0,1875	- 0,00001	-4,47 3			
EMB19	(IdleApp	orb <b>080</b>	-3,65	0,011	0	0			
EMB19	0MaxCli	m <b>l5</b> 137	- 14,3	0,239	- 0,00001	0 87			
EMB19	0MaxTal	edo/fA99	- 18,99	0,3207	- 0,00002	- 4,29 1			
EMB19	<b>5</b> dleApp	orb <b>.0810</b>	- 3,65	0,011	0	0			
EMB19	5MaxCli	m <b>l5</b> 137	- 14,3	0,239	- 0,00001	0 87			
EMB19	5MaxTal	edoff199	- 18,99	0,3207	- 0,00002	-4,29 1			
F10062	MaxCli	m <b>16</b> 472	- 9,57	0,137	0	0			
F10062	MaxTal	cd&f551	- 16,56	0,2804	0	0			
F10065	MaxCli	m <b>16</b> 970	- 10,52	0,1238	0	0			
F10065	MaxTal	edølf814	- 16,72	0,065	0	0			
F28MK	2MaxCli	n <b>8</b> b408	-4,72	0,1048	0	0			
F28MK	2MaxTal	c <b>©</b> 0 <b>8</b> 51	- 7,68	0,0889	0	0			
F28MK	<b>4</b> MaxCli	n&b459	- 4,874	0,0997	0	0			
F28MK	<b>4</b> MaxTal	c <b>2</b> 0 <b>9</b> 05	- 7,445	0,0765	0	0			
FAL20	MaxCli	m4b102	- 2,3831	- 0,11465	1,02126	<b>ID</b> -05			
FAL20	MaxTal	eloff 017,4	- 3,4567	0,05802	4- 2,49247	0 E-06			
GII	MaxCli	m9b 827,9	- 5,89674	- 0,01966	0	0			
GII	MaxTal	eddfB24	- 9,697	0,1539	- 0,00000	0			
GII	MaxTk	o <b>ff218T</b> 8n	n <del>p</del> 8,35	0,0346	- 0,00000	- 474,58			
GII	Reduce	C6i0360	0	- 0,0081	0,00000	002			

GII	Reduce	191060ff	- 7,27	0,121	_	0			
					0,00000	93			
GII	ReduTk	olf <b>0H2i6l6</b> e1	ър6,25	0,0277	- 0,00000	- 59,7 003			
GIIB	MaxCli	n <del>9</del> b 827,9	- 5,89674	- -0,01966	0	0			
GIIB	MaxTal	eddfB24	- 9,697	0,1539	- 0,00000	0			
GIIB	MaxTk	o <b>ff2H8T</b> 8n	n <del>p</del> 8,35	0,0346	- 0,00000	- 1474,58			
GIIB	Reduce	Ciibes	0	- 0,0081	0	0			
GIIB	Reduce	Tako60ff	-7,27	0,121	- 0,00000	0			
GIIB	ReduTk	df <b>Ø12</b> 66e1	пр6,25	0,0277	- 0,00000	- 59,7 003			
GIV	MaxCli	m <b>lo</b> 770	- 10,96	0,1784	0,00000	0			
GIV	MaxCli	m <b>161-8/015</b> er	ър9,4	- 0,0624	0	- 89			
GIV	MaxTal	d&ff725	- 18,2	0,3189	- 0,00002	0			
GIV	MaxTk	o <b>ffH1720</b> n	17,6	- 0,0472	0,00000	03114			
GV	MaxCli	ml 2400	- 11,6	0,12	0	0			
GV	MaxCli	m1141191010er	<del>пр</del> 11,2	-0,11	0	- 107			
GV	MaxTal	edelf600	- 18,86	0,1649	0	0			
GV	MaxTk	o <b>ff81970</b> n	n <del>p</del> 18,4	- 0,115	0	- 126,5			
IA1125	MaxCli	ൻb 114,4	- 3,4992	0,04125	_ 2,81988	0 E-06			
IA1125	MaxTal	&off 460,5	- 3,888	0,04583	4- 3,1332E	0 E-06			
L1011	General	- 80 222,2	- 25,0263	0	0	0	92 893,5	- 10 186,1	
L1011	MaxCli	m314 204,8	- 43,8172		<b>2</b> ,0153E	E <b>0</b> 06			
L1011	MaxTal	<b>ce10</b> 11720	- 52,1633		<b>2</b> ,3992F	E <b>0</b> 06			

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		,				Υ	1		 
L10115	MaxCli	1 <b>319</b> 532,9	- 44,0258		2,02494	<b>10</b> -06			
L10115	MaxTak	<b>e66f8</b> 40	- 52,1633		<b>2</b> ,3992F	<b>10</b> 06			
LEAR2	5MaxCli	n2db 560,9	- 1,8352	- 0,01509	1,95912	<b>ID</b> -06			
LEAR2	5MaxTak	eoff 845,4	_ 2,03911	- 0,01677	2,1768F	<b>.</b> 006			
LEAR3	5MaxCli	n <b>3</b> b071	- 3,4992	- 0,00397	1,38915	<b>10</b> -06			
LEAR3	5MaxTak	&off 412,2	- 3,888	- 0,00441	1,5435H	<b>100</b> 6			
MD11G	MaxCli	m47 037	- 45,71	0,854	0	- 368,1			
MD11G	<b>M</b> axTak	<b>&amp;7ff</b> 56	- 42,73	0,303	0	- 357,5			
MD11P	<b>W</b> IaxCli	n <b>5</b> th 197	- 59,27	0,416	0	- 357			
MD11P	<b>W</b> IaxTal	<b>&amp;</b> 7f661	- 51,3	0,513	0	- 426,6			
MD81	General	- 15 384	- 10	0,019	0	0	17 917	0	
MD81	MaxCli	m <b>18</b> 040,9	- 8,83022	- 0,02993	0	- 114,3			
MD81	MaxCli	n <b>2b</b> HiTer 047,1		- 0,07163	0	- 151,8			
MD81	MaxTak	ed&ff 810,5	- 11,1271	0,09262	20	- 2,101			
MD81	MaxTko	<b>22</b> HiTen 678,5	1 <del>p</del> 14,546	- 0,05823	0	- 138,4			
MD82	General	- 13 488	- 10	0,025	0	0	16 750	0	
MD82	MaxCli	m <b>16</b> 810,1	- 5,36467	0,04833	40	- 60,8			
MD82	MaxCli	n <b>212</b> HiTer 606,4		- 0,09177	0	- 168,1			
MD82	MaxTak	d <b>0</b> ff 344,5	- 15,5531	0,33316	4)	- 1,031			
MD82	MaxTko	o <b>⊉44</b> 7€n	n <del>p</del> 16,6869	0,00571	10	- 162,5			

							1	T		
MD83	General	- 13 845	- 13,33	0,019	0	0	17 500	0		
MD83	MaxCli	ml <b>8</b> 075,2	- 7,63873	0,05891	<b>5</b> 0	- 64,7				
MD83	MaxCli	n <b>21</b> 3HiTer 181,6		- 0,09344	0	- 164				
MD83	MaxTak	200ff 080,8	- 11,9047	0,19109	90	- 4,078				
MD83	MaxTko	25HiTen 460,4		- 0,05468	0	- 176,1				
MD902	5General	- 31 899	- 8,5718	- 0,0276	0	0	37 206	0		
MD902	5MaxCli	m <b>213</b> 881	- 30,625	0,2551	0	0				
MD902	5MaxCli	m <b>217</b> HiTer 078,4	<del>пр</del> 30,625	0	0	- 213,2				
MD902	5MaxTak	23fD66	- 23,5769	0,3147	0	0				
MD902	5MaxTko	<b>£8</b> HiTen 697,1	n <del>p</del> 23,5769	0	0	- 225,2				
MD902	8General	- 31 899	- 8,5718	- 0,0276	0	0	37 206	0		
MD902	8MaxCli	m213 421	- 26,5453	0,2599	0	0				
MD902	8MaxCli	n <b>216</b> HiTer 678,6	<del>пр</del> 26,5453	0	0	_ 217,2				
MD902	8MaxTak	<b>26</b> ff656	- 25,3418	0,2419	0	0				
MD902	8MaxTko	3 <b>80H5Z0</b> n	n <del>p</del> 25,3418	0	0	- 194,6				
MU300	1General	1 743,1	- 1,64678	- 0,00201	_ 1,5642E	0 E-07			- 49,6794	0,545
MU300	1MaxCli	n1b 919,5	- 1,99614	0,0615	- 2,40502	0 E-06				
MU300	1MaxTak	20ff 132,8	_ 2,21793	0,06833	3- 2,67224	0 E-06				
PA42	MaxCli	nab 295,2	- 6,6307	0,04191	₺,8567E	E <b>0</b> 07				
PA42	MaxTak	20ff 219,6	- 5,9898	0,04446	<b>2</b> ,8008E	E <b>0</b> 07				

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## 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

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

NPD Moise C	Op Pow	erL_20	0 <b>f</b> t_40	0 <b>f</b> t_63	0ft_1(	0 <b>0</b> ft2(	0 <b>0</b> ft4(	00 <b>0</b> ft63	0 <b>0</b> ft1(	0 <b>0</b> 0ft6	0 <b>0</b> 0£
metricty	ype setting 'Pow Para field in the 'Airo spection the power setting type and	ng(the er meter eraft'ta fies er	7			0412	1000	0.00		V42011	V 1012.
CF65 <b>0</b> AmaxA	10 000,0	99,2	91,9	86,7	81,0	72,1	63,0	56,7	49,6	41,6	33,1
2CF65 <b>0</b> AmaxA	25 000,0	105,3	98,3	93,4	88,0	79,5	70,5	64,3	57,4	49,7	41,5
2CF65 <b>0</b> AmaxD	25 000,0	105,3	98,3	93,4	88,0	79,5	70,5	64,3	57,4	49,7	41,5
2CF65 <b>0</b> AmaxD	40 000,0	109,1	102,3	97,6	92,5	84,3	75,4	69,3	62,6	55,1	47,2
2CF65 <b>8</b> EL A	10 000,0	99,9	95,0	91,4	87,5	81,3	74,6	69,7	64,2	57,7	50,7
2CF65 <b>8</b> EL A	25 000,0	103,7	99,3	96,1	92,7	87,1	80,6	75,8	70,5	64,3	57,5
2CF65 <b>8</b> EL D	25 000,0	103,7	99,3	96,1	92,7	87,1	80,6	75,8	70,5	64,3	57,5
2CF65 <b>8</b> EL D	40 000,0		102,9	100,1	97,1	92,0	85,8	81,0	75,9	69,9	63,4
2CF68 <b>0</b> AmaxA	7 000,0	96,3	89,8	85,2	80,2	71,9	63,2	56,9	50,8	44,1	37,7
2CF68 <b>Q</b> AmaxA	12 000,0	97,5	90,9	86,3	81,3	73,0	64,4	58,3	52,3	45,8	39,6
2CF68 <b>Q</b> AmaxD	17 000,0	98,2	91,5	87,0	82,1	74,2	65,8	59,7	53,6	46,9	40,4

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2CF68 <b>Q</b> Amax	Ð	25 000,0	98,5	92,6	88,3	83,7	76,4	68,0	62,0	55,6	48,7	41,8
2CF680Amax	Ð	33 000,0	101,5	95,8	91,7	87,3	80,2	71,8	65,8	59,4	52,5	45,5
2CF68DAmax	Ð	41 000,0	104,4	99,0	95,2	91,0	84,1	75,8	69,7	63,2	56,0	48,8
2CF68 <b>8</b> EL	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 <b>8</b> EL .	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 <b>8</b> EL	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 <b>6</b> EL	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 <b>6</b> EL	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 <b>6</b> EL	D	41 000,0	106,2	103,1	100,8	98,2	93,6	87,6	83,1	78,1	72,5	66,8
2CF68DAmax	A	10 020,0	97,7	91,0	85,8	81,1	73,0	64,5	58,5	51,7	44,8	38,3
2CF68DAmax	A	23 190,0	103,3	96,5	91,5	86,5	77,5	68,3	61,7	54,6	47,5	40,4
2CF68DAmax	Ð	25 940,0	101,9	94,6	89,8	85,0	77,5	68,9	62,6	55,3	47,5	37,2
2CF68DAmax	Ð	39 180,0	104,2	97,6	93,1	89,0	81,7	73,4	66,8	60,1	52,2	42,2
2CF68DAmax	Ð	51 530,0	108,4	102,1	97,8	93,5	86,7	78,9	72,8	66,3	58,7	49,2
2CF68DAmax	Ð	55 500,0	111,4	105,1	100,8	96,5	88,7	82,4	76,3	70,3	62,7	54,0
2CF68 <b>B</b> EL .	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 <b>B</b> EL .	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 <b>5</b> EL	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 <b>D</b> EL	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 <b>D</b> EL	D	51 530,0	110,2	106,2	103,4	100,7	96,2	90,7	86,2	81,2	75,2	67,2

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2CF68	B <b>B</b> EL	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	<b>D</b> .Ama	ıxA	500,0	87,0	79,3	74,0	68,2	59,0	49,2	42,4	35,2	27,6	20,0
2J155	<b>D</b> Ama	ıxΑ	1 000,0	92,9	85,4	80,2	74,6	65,6	56,0	49,4	42,4	35,0	27,6
2J155	<b>D</b> .Ama	Œ	1 500,0	98,3	90,9	85,7	80,1	71,2	61,7	55,1	48,1	40,7	33,4
2J155	<b>D</b> LAma	Œ	2 400,0	103,2	97,1	92,5	87,5	79,2	70,0	63,4	56,3	48,7	41,1
2J155	<b>D</b> Ama	Œ	2 800,0	107,7	101,4	96,9	91,8	83,5	74,2	67,7	60,6	53,0	45,4
2J155	<b>IS</b> EL	A	500,0	87,3	81,9	78,1	73,8	66,9	59,3	54,0	48,3	42,3	36,2
2J155	<b>IS</b> EL	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	<b>IS</b> EL	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	<b>IS</b> EL	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	<b>IS</b> EL	D	2 800,0	109,9	106,0	102,9	99,4	93,3	86,4	81,3	75,7	69,6	63,4
2JT8E	DLAma	ıxA	3 000,0	102,6	94,6	88,6	82,3	73,8	64,5	58,0	51,0	42,8	34,4
2JT8E	DLAma	ıxΑ	6 000,0	105,4	97,9	91,5	85,8	77,2	68,5	61,9	55,1	47,1	38,5
2JT8E	DLAma	Œĸ	8 000,0	108,6	100,7	95,6	89,9	81,8	73,2	66,5	59,9	52,0	43,8
2JT8E	DLAma	Œĸ	10 000,0	111,6	104,3	99,5	94,6	86,3	77,7	71,8	64,9	57,2	48,9
2JT8E	DLAma	Œĸ	12 000,0	115,9	108,9	104,3	99,4	91,1	82,8	76,8	70,1	62,8	54,6
2JT8L	DLAma	Œ	14 000,0	120,8	113,4	109,4	104,5	96,4	88,2	82,3	75,8	68,6	60,9
2JT8E	DSEL	A	3 000,0	102,3	97,2	92,9	88,5	82,8	75,6	70,9	65,4	58,8	51,8
2JT8E	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
2JT8E	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
2JT8E	DSEL	D	10 000,0	111,4	107,2	104,3	101,1	95,7	89,5	85,0	79,8	73,5	66,7

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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
2JT8D <b>L</b> Ama	xA	4 000,0	89,8	82,7	78,0	73,2	65,6	57,3	51,1	44,5	37,7	31,3
2JT8D <b>L</b> Ama	xA	4 667,0	90,8	83,6	79,0	74,2	66,6	58,2	52,0	45,4	38,6	32,2
2JT8D <b>L</b> Ama	xA	5 333,0	91,8	84,6	79,9	75,1	67,5	59,1	52,9	46,3	39,4	33,0
2JT8D <b>L</b> Ama	xA	6 000,0	92,9	85,6	80,9	76,1	68,4	60,0	53,8	47,1	40,3	33,9
2JT8D <b>L</b> Ama	æ	9 000,0	100,6	93,9	89,5	84,8	77,3	69,0	62,9	56,1	49,2	42,5
2JT8D <b>L</b> Ama	æ	11 000,0	103,0	96,3	91,9	87,2	79,6	71,2	65,0	58,2	51,2	44,4
2JT8D <b>L</b> Ama	æ	13 000,0	105,4	98,7	94,2	89,5	81,8	73,3	67,1	60,2	53,1	46,3
2JT8D <b>L</b> Ama	xD	15 000,0	107,8	101,1	96,6	91,8	84,1	75,5	69,2	62,2	55,1	48,2
2JT8D <b>L</b> Ama	xD	17 000,0	110,2	103,5	99,0	94,2	86,4	77,6	71,3	64,2	57,0	50,1
2JT8D <b>L</b> Ama	xD	19 000,0	112,6	105,9	101,4	96,5	88,6	79,8	73,4	66,2	59,0	52,0
2JT8D <b>S</b> EL	A	4 000,0	91,5	87,5	84,7	81,9	77,1	71,6	67,2	62,4	57,5	52,9
2JT8D <b>S</b> EL	A	4 667,0	92,6	88,5	85,8	82,9	78,1	72,6	68,2	63,4	58,5	53,8
2JT8D <b>S</b> EL	A	5 333,0	93,7	89,6	86,8	83,9	79,1	73,6	69,2	64,4	59,4	54,8
2JT8D <b>S</b> EL	A	6 000,0	94,7	90,6	87,8	84,9	80,1	74,6	70,2	65,4	60,4	55,7
2JT8D <b>3</b> EL	D	9 000,0	100,1	96,3	93,7	91,0	86,3	80,8	76,6	71,6	66,5	61,7
2JT8D <b>S</b> EL	D	11 000,0	102,4	98,7	96,1	93,3	88,6	83,0	78,7	73,7	68,7	63,8
2JT8D <b>3</b> EL	D	13 000,0	104,8	101,0	98,5	95,6	90,9	85,2	80,9	75,9	70,8	65,9
2JT8D <b>S</b> EL	D	15 000,0	107,1	103,4	100,8	98,0	93,1	87,4	83,1	78,0	72,9	68,0

2JT8D\$EL D 17 000,0 109,5 105,7 103,2 100,3 95,4 89,6 85,2 80,2 75,0 000,0 111,8 108,1 105,5 102,7 97,7 91,8 87,4 82,3 77,2 000,0 88,6 83,0 76,9 71,2 62,7 54,1 48,0 41,2 33,4 000,0 93,9 88,7 84,5 79,9 72,5 64,0 57,8 50,8 42,9 2JT8D\$HAma\$\Delta\$ 8 101,1 94,5 90,0 85,2 77,5 68,8 62,5 55,4 47,3 000,0 103,5 96,9 92,5 87,7 79,9 71,2 64,8 57,6 49,6 2JT8D\$HAma\$\Delta\$ 12 000,0 103,5 96,9 92,5 87,7 79,9 71,2 64,8 57,6 49,6 2JT8D\$HAma\$\Delta\$ 12 000,0 101,4 97,0 92,2 84,5 75,8 69,4 62,4 54,4 000,0 14 110,7 104,2 99,8 95,1 87,5 79,0 72,8 65,9 58,2	70,1 72,2 25,2 34,3 38,7 41,2 45,9
2JT8DHAmaxA 3 88,6 83,0 76,9 71,2 62,7 54,1 48,0 41,2 33,4 000,0 93,9 88,7 84,5 79,9 72,5 64,0 57,8 50,8 42,9 2JT8DHAmaxD 8 101,1 94,5 90,0 85,2 77,5 68,8 62,5 55,4 47,3 2JT8DHAmaxD 10 103,5 96,9 92,5 87,7 79,9 71,2 64,8 57,6 49,6 2JT8DHAmaxD 12 108,0 101,4 97,0 92,2 84,5 75,8 69,4 62,4 54,4 2JT8DHAmaxD 14 110,7 104,2 99,8 95,1 87,5 79,0 72,8 65,9 58,2	25,2 34,3 38,7 41,2 45,9
2JT8DHAmaxA 6 93,9 88,7 84,5 79,9 72,5 64,0 57,8 50,8 42,9 000,0 85,2 77,5 68,8 62,5 55,4 47,3 000,0 103,5 96,9 92,5 87,7 79,9 71,2 64,8 57,6 49,6 2JT8DHAmaxD 12 108,0 101,4 97,0 92,2 84,5 75,8 69,4 62,4 54,4 2JT8DHAmaxD 14 110,7 104,2 99,8 95,1 87,5 79,0 72,8 65,9 58,2	34,3 38,7 41,2 45,9
2JT8DHAmaxD 8 101,1 94,5 90,0 85,2 77,5 68,8 62,5 55,4 47,3 000,0 103,5 96,9 92,5 87,7 79,9 71,2 64,8 57,6 49,6 2JT8DHAmaxD 12 108,0 101,4 97,0 92,2 84,5 75,8 69,4 62,4 54,4 000,0 2JT8DHAmaxD 14 110,7 104,2 99,8 95,1 87,5 79,0 72,8 65,9 58,2	38,7 41,2 45,9
2JT8DHAmaxD 10 103,5 96,9 92,5 87,7 79,9 71,2 64,8 57,6 49,6 000,0 12 108,0 101,4 97,0 92,2 84,5 75,8 69,4 62,4 54,4 000,0 14 110,7 104,2 99,8 95,1 87,5 79,0 72,8 65,9 58,2	41,2
2JT8DHAmaD 12 108,0 101,4 97,0 92,2 84,5 75,8 69,4 62,4 54,4 000,0 14 110,7 104,2 99,8 95,1 87,5 79,0 72,8 65,9 58,2	45,9
2JT8DHAmaxD 14 110,7 104,2 99,8 95,1 87,5 79,0 72,8 65,9 58,2	
	50,0
2JT8D SIEL A 3 000,0 92,6 88,5 85,0 81,2 75,5 69,0 64,1 58,5 51,9	44,9
2JT8D SIEL A 6 000,0 97,9 93,6 90,8 87,9 83,0 76,7 71,7 65,9 59,2	51,8
2JT8D <b>S</b> IEL D 8 000,0 99,5 95,8 93,2 90,3 85,4 79,0 73,8 67,9 61,1	53,6
2JT8D <b>S</b> IEL D 10 000,0 103,6 99,9 97,3 94,4 89,5 83,0 77,8 71,8 65,0	57,7
2JT8D <b>S</b> IEL D 12 107,2 103,5 100,9 98,0 93,1 86,7 81,5 75,6 68,9	61,5
2JT8D <b>S</b> IEL D 14 000,0 110,8 107,2 104,6 101,8 97,0 90,6 85,6 79,9 73,4	66,4
2JT8DLAmaxA 3 000,0 92,7 85,7 80,8 75,8 67,8 59,0 52,6 45,4 37,2	28,7
2JT8DLAmaxA 6 000,0 96,7 89,9 85,3 80,4 72,4 63,6 57,2 50,0 41,8	33,2
2JT8DLAmaxD 8 102,0 95,2 90,7 85,8 77,8 69,0 62,6 55,5 47,3	38,7
2JT8DLAmaxD 10 105,7 98,5 93,9 89,0 81,0 72,2 65,8 58,6 50,6	42,0
2JT8DLAmaxD 12 109,3 102,5 98,0 93,2 85,3 76,5 70,0 62,9 54,9	46,4
2JT8DLAmaxD 14 000,0 112,5 105,8 101,3 96,4 88,5 79,5 72,9 65,7 57,6	49,1

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2JT8D <b>S</b> EL	A	3 000,0	94,7	90,2	87,0	83,7	78,4	71,7	66,5	60,4	53,5	46,1
2JT8D <b>S</b> EL	A	6 000,0	97,9	94,0	91,2	88,2	83,0	76,5	71,2	65,2	58,3	50,8
2JT8D <b>S</b> EL	D	8 000,0	101,2	97,3	94,5	91,5	86,3	79,7	74,5	68,5	61,6	54,1
2JT8D <b>S</b> EL	D	10 000,0	104,6	101,3	98,4	95,3	90,1	83,6	78,3	72,4	65,5	58,1
2JT8D <b>S</b> EL	D	12 000,0	108,1	104,7	101,9	99,0	94,0	87,4	82,1	76,2	69,4	62,1
2JT8D <b>S</b> EL	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	ıxA	3 000,0	90,6	84,2	79,7	74,9	67,3	59,2	53,6	47,7	41,5	35,4
2JT8DNAma	ıxA	5 000,0	95,8	89,3	84,8	80,0	72,4	64,3	58,8	52,9	46,6	40,5
2JT8DNAma	Ckr	6 000,0	96,8	90,8	86,5	81,8	74,1	65,8	59,9	53,7	47,0	40,4
2JT8DNAma	Ckr	8 000,0	101,2	95,2	90,9	86,1	78,5	70,2	64,4	58,2	51,6	45,0
2JT8DNAma	Œ	10 000,0	105,1	99,1	94,7	90,0	82,3	73,8	67,9	61,6	54,8	48,0
2JT8DNAma	Ckr	12 000,0	108,5	102,5	98,1	93,3	85,5	77,0	71,0	64,6	57,8	51,0
2JT8DNAma	Ckr	14 000,0	111,4	105,4	101,0	96,3	88,5	80,1	74,1	67,8	60,9	54,2
2JT8DNAma	Ok.	16 000,0	113,8	107,8	103,4	98,7	90,9	82,5	76,5	70,1	63,3	56,6
2JT8D <b>S</b> EL	A	3 000,0	94,0	90,4	87,5	84,2	78,4	71,7	66,7	61,3	55,3	49,3
2JT8D <b>S</b> EL	A	5 000,0	98,5	94,9	92,1	88,8	83,0	76,3	71,4	66,0	60,0	53,9
2JT8D <b>S</b> EL	D	6 000,0	98,6	94,8	92,0	88,8	83,4	77,4	73,0	68,3	63,1	57,9
2JT8D <b>S</b> EL	D	8 000,0	102,7	99,0	96,1	92,9	87,6	81,5	77,2	72,5	67,4	62,3
2JT8D <b>S</b> EL	D	10 000,0	106,6	102,9	100,0	96,8	91,3	85,1	80,7	75,9	70,6	65,3
2JT8D <b>S</b> EL	D	12 000,0	110,2	106,4	103,5	100,2	94,7	88,4	83,9	79,0	73,7	68,3

2JT8E	SEL	D	14 000,0	113,1	109,5	106,7	103,5	98,0	91,8	87,3	82,4	77,0	71,6
2JT8E	SEL	D	16 000,0	115,9	112,3	109,5	106,3	100,8	94,6	90,1	85,2	79,8	74,4
2JT8E	<b>Q</b> Ama	A	3 000,0	94,9	88,2	83,6	78,6	70,8	62,3	56,1	49,2	41,3	32,8
2JT8E	<b>Q</b> Ama	xA	6 000,0	99,1	92,4	87,8	82,8	75,0	66,5	60,3	53,4	45,5	37,0
2JT8E	<b>Q</b> Ama	Œ	8 000,0	104,1	97,4	92,7	87,8	80,0	71,6	65,5	58,6	50,9	42,6
2JT8I	<b>Q</b> Ama	Œ	10 000,0	109,2	102,5	98,4	92,8	85,2	76,8	70,8	64,1	56,5	48,5
2JT8E	<b>Q</b> Ama	æ	12 000,0	114,6	107,9	103,3	98,2	90,5	82,3	76,4	69,7	62,4	54,6
2ЈТ8Г	<b>Q</b> Ama	Æ	14 000,0	120,1	113,4	108,8	104,0	96,1	87,9	82,1	75,6	68,4	60,9
2ЈТ8Г	<b>Q</b> EL	A	3 000,0	94,6	90,8	87,9	84,8	79,8	73,4	69,0	63,6	57,2	50,2
2JT8E	<b>Q</b> EL	A	6 000,0	99,8	96,0	93,1	90,0	85,0	78,9	74,2	68,8	62,4	55,4
2JT8E	<b>Q</b> EL	D	8 000,0	104,3	100,6	97,7	94,7	89,7	83,7	79,1	73,8	67,6	60,8
2JT8E	<b>Q</b> EL	D	10 000,0	109,0	105,2	102,5	99,5	94,6	88,6	84,1	79,0	72,9	66,3
2JT8E	<b>Q</b> EL	D	12 000,0	113,8	110,1	107,4	104,5	99,6	93,8	89,3	84,2	78,4	72,1
2ЈТ8Г	<b>Q</b> EL	D	14 000,0	119,1	115,4	112,8	110,0	105,1	99,4	95,0	90,1	84,4	78,4
2JT8E	<b>)</b> WAma	xA	3 000,0	102,6	94,6	88,6	82,3	73,8	64,5	58,0	51,0	42,8	34,4
2JT8E	<b>)</b> WAma	A	6 000,0	105,4	97,9	91,5	85,8	77,2	68,5	61,9	55,1	47,1	38,5
2JT8E	<b>)W</b> Ama	Æ	8 000,0	108,6	100,7	95,6	89,9	81,8	73,2	66,5	59,9	52,0	43,8
2ЈТ8Г	<b>)</b> WAma	Æ	10 000,0	111,6	104,3	99,5	94,6	86,3	77,7	71,8	64,9	57,2	48,9
2ЈТ8Г	<b>M</b> Ama	Æ	12 000,0	115,9	108,9	104,3	99,4	91,1	82,8	76,8	70,1	62,8	54,6
2JT8E	<b>M</b> Ama	æ	14 000,0	120,8	113,4	109,4	104,5	96,4	88,2	82,3	75,8	68,6	60,9

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2JT8D	SWEL	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	SWEL	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	SWEL	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	SWEL	D	10 000,0	111,4	107,2	104,3	101,1	95,7	89,5	85,0	79,8	73,5	66,7
2JT8D	SWEL	D	12 000,0	115,1	111,1	108,4	105,5	100,2	94,3	89,9	85,0	78,8	72,1
2JT8D	SWEL	D	14 000,0	119,8	115,9	113,3	110,5	105,4	99,7	95,3	90,3	84,5	78,4
2JT8Q	<b>W</b> Ama	xA	3 000,0	94,9	88,2	83,6	78,6	70,8	62,3	56,1	49,2	41,3	32,8
2JT8Q	<b>W</b> Ama	xA.	6 000,0	99,1	92,4	87,8	82,8	75,0	66,5	60,3	53,4	45,5	37,0
2JT8Q	<b>W</b> Ama	Æ	8 000,0	104,1	97,4	92,7	87,8	80,0	71,6	65,5	58,6	50,9	42,6
2JT8Q	<b>W</b> Ama	Æ	10 000,0	109,2	102,5	98,4	92,8	85,2	76,8	70,8	64,1	56,5	48,5
2JT8Q	<b>W</b> Ama	Æ	12 000,0	114,6	107,9	103,3	98,2	90,5	82,3	76,4	69,7	62,4	54,6
2JT8Q	<b>W</b> Ama	Æ	14 000,0	120,1	113,4	108,8	104,0	96,1	87,9	82,1	75,6	68,4	60,9
2JT8Q	SWEL	A	3 000,0	94,6	90,8	87,9	84,8	79,8	73,4	69,0	63,6	57,2	50,2
2JT8Q	SWEL	A	6 000,0	99,8	96,0	93,1	90,0	85,0	78,9	74,2	68,8	62,4	55,4
2JT8Q	SWEL	D	8 000,0	104,3	100,6	97,7	94,7	89,7	83,7	79,1	73,8	67,6	60,8
2JT8Q	SWEL	D	10 000,0	109,0	105,2	102,5	99,5	94,6	88,6	84,1	79,0	72,9	66,3
2JT8Q	SWEL	D	12 000,0	113,8	110,1	107,4	104,5	99,6	93,8	89,3	84,2	78,4	72,1
2JT8Q	SVEL	D	14 000,0	119,1	115,4	112,8	110,0	105,1	99,4	95,0	90,1	84,4	78,4
2PW5	<b>3</b> 5Ama	xA.	500,0	89,5	81,8	76,3	70,3	60,6	50,0	42,6	34,6	26,2	17,7
2PW5	<b>3</b> 5Ama	xA	700,0	89,6	82,2	76,9	71,1	61,6	51,2	43,9	36,1	28,7	19,5
2PW5	<b>3</b> 5Ama	æ	1 200,0	96,1	87,5	81,6	75,4	65,6	55,3	48,3	40,9	33,2	25,6

2PW5 <b>35</b> AmaxD	1	99,2	89,9	83,7	77,2	67,2	57,0	50,2	43,1	35,8	28,8
2DW/CZCA D	600,0		02.2	06.4	00.2	70.0	(1.1	544	47.4	40.2	22.1
2PW5 <b>35</b> AmaxD	2 000,0	100,7	92,2	86,4	80,3	70,9	61,1	54,4	47,4	40,2	33,1
2PW5 35AmaxD	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
2PW5385EL 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
2R280 <b>©</b> AmaxA	30,0	92,6	86,1	81,7	77,0	69,5	61,3	55,5	49,6	43,4	36,6
2R280 <b>Q</b> AmaxA	100,0	103,5	97,2	92,9	88,4	81,3	73,6	68,0	61,9	55,3	47,9
2R280 <b>0</b> AmaxD	30,0	92,6	86,1	81,7	77,0	69,5	61,3	55,5	49,6	43,4	36,6
2R280 <b>0</b> AmaxD	100,0	103,5	97,2	92,9	88,4	81,3	73,6	68,0	61,9	55,3	47,9
2R280 <b>6</b> EL A	30,0	96,9	92,7	89,7	86,5	81,3	75,3	71,0	66,6	61,9	56,6
2R280 <b>6</b> EL A	100,0	107,5	103,0	99,9	96,6	91,3	85,4	81,0	76,2	70,7	64,5
2R280 <b>6</b> EL D	30,0	96,9	92,7	89,7	86,5	81,3	75,3	71,0	66,6	61,9	56,6
2R280 <b>6</b> EL D	100,0	107,5	103,0	99,9	96,6	91,3	85,4	81,0	76,2	70,7	64,5
3JT8DLAmaxA	3 000,0	104,6	96,6	90,6	84,3	75,8	66,5	60,0	53,0	44,8	36,4
3JT8DLAmaxA	6 000,0	107,4	98,9	93,5	87,8	79,2	70,5	63,9	57,1	49,1	40,5
3JT8DLAmaxD	8 000,0		102,7	97,6	91,9	83,8	75,2	68,5	61,9	54,0	45,8
3JT8DLAmaxD	10 000,0		106,3	101,5	96,6	88,3	79,7	73,8	66,9	59,2	50,9
3JT8DLAmaxD	12 000,0		110,9	106,3	101,4	93,1	84,8	78,8	72,1	64,8	56,6
3JT8DLAmaxD	14 000,0		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

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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
3JT8DQAma	ıxA	3 000,0	96,9	90,2	85,6	80,6	72,8	64,3	58,1	51,2	43,3	34,8
3JT8DQAma	ıxA	6 000,0	101,1	94,4	89,8	84,8	77,0	68,5	62,3	55,4	47,5	39,0
3JT8DQAma	Œĸ	8 000,0	106,1	99,4	94,8	89,8	82,0	73,6	67,5	60,6	52,9	44,6
3JT8DQAma	Œĸ	10 000,0	111,2	104,5	99,9	95,0	87,2	78,8	72,8	66,1	58,5	50,5
3JT8DQAma	Œ	12 000,0	116,6	109,9	105,3	100,4	92,5	84,3	78,4	71,7	64,4	56,6
3JT8DQAma	Œ	14 000,0	122,1	115,4	110,8	106,0	98,1	89,9	84,1	77,6	70,4	62,9
3JT8D <b>Q</b> EL	A	3 000,0	96,6	92,8	89,8	86,8	81,8	75,4	71,0	65,6	59,2	52,2
3JT8D <b>Q</b> EL	A	6 000,0	101,8	98,0	95,1	92,0	87,0	80,9	76,2	70,8	64,4	57,4
3JT8D <b>Q</b> EL	D	8 000,0	106,3	102,6	99,7	96,7	91,7	85,7	81,1	75,8	69,6	62,8
3JT8D <b>Q</b> EL	D	10 000,0	111,0	107,2	104,5	101,5	96,6	90,6	86,1	81,0	74,9	68,3
3JT8D <b>Q</b> EL	D	12 000,0	115,8	112,1	109,4	106,5	101,6	95,8	91,3	86,2	80,4	74,1
3JT8D <b>Q</b> EL	D	14 000,0	121,1	117,4	114,8	112,0	107,1	101,4	97,0	92,1	86,4	80,4
3JT8E <b>5</b> LAma	ıxA	3 000,0	96,4	89,3	84,5	79,3	71,3	62,6	56,1	49,0	41,0	32,0
3JT8E <b>5</b> LAma	ıxA	5 000,0	98,0	91,3	86,7	81,8	74,0	65,4	59,1	52,2	44,3	35,6
3JT8E <b>5</b> LAma	Œĸ	7 000,0	104,7	97,8	93,0	87,8	79,5	70,3	63,4	55,8	47,3	38,0

3JT8E	<b>L</b> Ama	Œ	10 000,0	109,2	102,3	97,5	92,4	84,2	75,1	68,4	61,3	53,3	44,7
3JT8E	<b>5</b> Ama	<b>G</b> kı	12 000,0	112,1	105,3	100,6	95,6	87,7	79,3	73,2	66,7	59,5	51,5
3JT8E	<b>L</b> Ama	Œ	14 000,0	115,5	108,7	104,1	99,1	91,4	83,1	77,1	70,9	63,9	56,2
3JT8E	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	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	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	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	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	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	LAma	ıxA	3 000,0	95,1	88,3	84,0	78,3	70,1	61,1	54,4	47,2	39,2	30,4
3JT8E	LAma	ıxA	5 000,0	98,1	91,3	86,5	81,3	73,1	64,1	57,4	50,2	42,2	33,4
3JT8E	LAma	Ckr	7 000,0	103,9	97,0	92,2	87,0	78,7	69,5	62,6	55,0	46,5	37,2
3JT8E	LAma	Ckr	10 000,0	109,1	102,2	97,4	92,2	83,9	74,7	68,0	60,8	52,9	44,0
3JT8E	LAma	Ckr	12 000,0	111,9	105,2	100,4	95,4	87,4	78,6	72,1	65,1	57,0	47,9
3JT8E	LAma	Ok	14 000,0	114,6	107,9	103,2	98,2	90,3	81,7	75,2	68,3	60,5	51,7
3JT8E	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	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	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	<b>B</b> EL	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	<b>B</b> EL	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	<b>B</b> EL	D	14	116,4	112,0	108,8	105,4	99,8	93,5	88,6	83,2	77,0	69,7
			000,0										
4R280	<b>10</b> Ama	ıxA.	30,0	95,6	89,1	84,7	80,0	72,5	64,3	58,5	52,6	46,4	39,6
4R280	<b>0</b> Ama	ıxA	100,0	106,5	100,2	95,9	91,4	84,3	76,6	71,0	64,9	58,3	50,9
4R280	<b>10</b> Ama	<b>G</b> kı	30,0	95,6	89,1	84,7	80,0	72,5	64,3	58,5	52,6	46,4	39,6
4R280	<b>)L</b> Ama	dx.	100,0	106,5	100,2	95,9	91,4	84,3	76,6	71,0	64,9	58,3	50,9
4R280	<b>S</b> EL	A	30,0	99,9	95,7	92,7	89,5	84,3	78,3	74,0	69,6	64,9	59,6
4R280	<b>S</b> EL	A	100,0	110,5	106,0	102,9	99,6	94,3	88,4	84,0	79,2	73,7	67,5
4R280	<b>S</b> EL	D	30,0	99,9	95,7	92,7	89,5	84,3	78,3	74,0	69,6	64,9	59,6
4R280	<b>S</b> EL	D	100,0	110,5	106,0	102,9	99,6	94,3	88,4	84,0	79,2	73,7	67,5
501D	l <b>B</b> Ama	ı <b>x</b> A	30,0	93,0	86,4	81,8	76,9	68,9	59,4	52,0	44,0	36,2	28,6
501D	l <b>B</b> Ama	ı <b>x</b> A	100,0	96,8	90,3	85,9	81,3	74,3	67,0	62,1	57,0	51,5	45,4
501D	l <b>B</b> Ama	Ok.	30,0	93,0	86,4	81,8	76,9	68,9	59,4	52,0	44,0	36,2	28,6
501D	l <b>B</b> Ama	Cki	100,0	96,8	90,3	85,9	81,3	74,3	67,0	62,1	57,0	51,5	45,4
501D	<b>S</b> EL	A	30,0	95,0	90,7	87,6	84,2	78,4	71,2	65,3	58,8	52,5	46,4
501D	<b>S</b> EL	A	100,0	97,1	92,8	89,9	86,8	82,0	77,0	73,6	69,9	66,0	61,4
501D	<b>S</b> EL	D	30,0	95,0	90,7	87,6	84,2	78,4	71,2	65,3	58,8	52,5	46,4
501D	<b>S</b> EL	D	100,0	97,1	92,8	89,9	86,8	82,0	77,0	73,6	69,9	66,0	61,4
A310	LAma	ı <b>x</b> 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	LAma	ıxA	12 000,0	95,5	89,4	84,4	79,2	70,8	61,9	55,6	48,6	40,8	32,6
A310	LAma	Œ	20 000,0	101,6	93,8	88,6	82,7	73,0	63,1	56,1	48,3	40,1	31,8
A310	LAma	Ckr	30 000,0	103,4	95,3	89,9	84,2	75,4	66,1	59,6	52,5	44,5	36,1
A310	LAma	Ok.	40 000,0	104,4	96,9	91,9	86,6	78,3	69,2	62,7	55,7	48,0	39,7
A310	LAma	Œ	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

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
AE30	0IZAma	ıxA	2 000,0	85,5	78,7	74,2	69,3	61,5	52,7	46,4	39,3	31,2	22,7
AE30	0IZAma	ıxA	3 000,0	90,4	83,5	78,7	73,5	65,5	56,8	50,6	43,6	35,4	26,9
AE30	0IZAma	Œ	4 000,0	90,8	84,3	79,8	75,1	67,5	58,9	52,6	45,5	37,4	28,6
AE30	0IZAma	Œ	5 000,0	93,0	86,6	82,1	77,4	69,8	61,2	54,9	47,8	39,8	31,3
AE30	0IZAma	Œ	6 000,0	96,0	89,5	85,0	80,3	72,6	64,0	57,7	50,6	42,5	34,0
AE30	0 <b>S</b> EL	A	2 000,0	89,8	85,6	82,7	79,5	74,1	67,8	63,2	57,7	51,4	44,3
AE30	0 <b>S</b> EL	A	3 000,0	92,7	88,6	85,6	82,3	77,0	70,9	66,3	61,0	54,8	47,9
AE30	0 <b>S</b> EL	D	4 000,0	91,7	88,1	85,4	82,5	77,7	72,0	67,6	62,4	56,1	49,1
AE30	0 <b>S</b> EL	D	5 000,0	93,6	90,0	87,4	84,6	79,8	74,2	69,9	64,8	58,7	51,9
AE30	0 <b>S</b> EL	D	6 000,0	96,7	93,0	90,3	87,5	82,8	77,2	72,8	67,7	61,6	54,9
AE30	0 <b>I</b> CAma	ıxΑ	1 100,0	88,6	80,4	74,8	69,0	59,9	50,4	44,0	37,0	30,4	23,6
AE30	0 <b>I</b> CAma	ıxA	1 400,0	88,6	80,4	74,8	69,0	59,9	50,4	44,0	37,0	30,4	23,6
AE30	0 <b>I</b> CAma	ıxΑ	1 900,0	88,6	80,7	75,3	69,5	60,6	51,3	44,9	38,1	31,3	24,5
AE30	0 <b>I</b> CAma	Œĸ	3 500,0	90,6	83,5	78,4	73,1	64,4	55,2	48,7	42,0	34,7	27,5
AE30	0 <b>I</b> CAma	Œ	4 500,0	92,7	85,7	80,7	75,5	67,1	58,1	51,9	45,2	38,3	31,4
AE30	0 <b>I</b> CAma	Ckr	5 500,0	94,7	88,0	83,3	78,2	69,9	60,9	54,7	47,9	40,9	33,9
AE30	0 <b>6</b> EL	A	1 100,0	91,1	86,1	82,6	78,7	72,5	65,8	61,1	56,0	50,8	45,5
AE30	0 <b>%</b> EL	A	1 400,0	91,1	86,1	82,6	78,7	72,5	65,8	61,1	56,0	50,8	45,5

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AE300SEL	A	1 900,0	92,5	87,1	83,3	79,4	73,1	66,4	61,8	56,7	51,8	46,8
AE300SEL	D	3 500,0	92,9	88,2	84,7	80,8	74,4	67,2	62,1	56,7	50,6	44,6
AE300SEL	D	4 500,0	95,2	90,4	87,0	83,2	77,1	70,4	65,7	60,6	55,2	49,8
AE300SEL	D	5 500,0	96,6	92,4	89,3	85,7	79,7	72,9	68,0	62,7	57,0	51,2
AL502 <b>L</b> Ama	ixA	1 900,0	88,4	81,5	76,6	71,3	62,7	53,2	46,4	39,1	31,4	23,2
AL502 <b>L</b> Ama	xA	5 000,0	98,0	91,5	86,9	82,2	74,4	65,8	59,4	52,6	45,1	36,8
AL502LAma	<b>G</b> kr	1 900,0	88,4	81,5	76,6	71,3	62,7	53,2	46,4	39,1	31,4	23,2
AL502LAma	Œ	5 000,0	98,0	91,5	86,9	82,2	74,4	65,8	59,4	52,6	45,1	36,8
AL502\$EL	A	1 900,0	90,2	85,5	82,1	78,3	72,0	64,7	59,4	53,6	47,4	40,7
AL502\$EL	A	5 000,0	101,1	96,8	93,8	90,5	85,0	78,6	73,8	68,4	62,5	55,6
AL502\$EL	D	1 900,0	90,2	85,5	82,1	78,3	72,0	64,7	59,4	53,6	47,4	40,7
AL502\$EL	D	5 000,0	101,1	96,8	93,8	90,5	85,0	78,6	73,8	68,4	62,5	55,6
AL502RAma	xA	1 600,0	91,2	84,5	79,7	74,5	66,3	57,0	50,1	42,3	33,7	25,0
AL502RAma	xA	5 200,0	101,6	94,8	89,8	84,6	76,3	67,5	61,2	54,3	47,0	39,7
AL502RAma	Ckr	1 600,0	91,2	84,5	79,7	74,5	66,3	57,0	50,1	42,3	33,7	25,0
AL502RAma	Ckr	5 200,0	101,6	94,8	89,8	84,6	76,3	67,5	61,2	54,3	47,0	39,7
AL502SEL	A	1 600,0	92,9	89,0	86,0	82,7	77,3	70,4	65,0	58,7	51,6	44,3
AL502SEL	A	5 200,0	102,3	98,4	95,4	92,1	86,8	80,4	75,6	70,3	64,4	58,7
AL502SEL	D	1 600,0	92,9	89,0	86,0	82,7	77,3	70,4	65,0	58,7	51,6	44,3
AL502SEL	D	5 200,0	102,3	98,4	95,4	92,1	86,8	80,4	75,6	70,3	64,4	58,7

BR710LAmaxA	1 830,0	87,7	80,6	75,8	70,7	62,6	54,0	47,8	41,1	33,7	26,0
BR710LAmaxA	2 000,0	87,9	80,7	75,9	70,7	62,7	54,0	47,9	41,2	33,7	25,9
BR710LAmaxA	3 000,0	88,9	81,7	76,7	71,5	63,4	54,8	48,6	41,7	34,1	26,1
BR710LAmaxA	4 000,0	90,1	82,9	77,9	72,7	64,6	55,9	49,7	42,8	35,1	27,1
BR710LAmaxA	5 000,0	92,5	85,3	80,4	75,0	66,6	57,6	51,1	44,0	35,9	27,5
BR710LAmaxA	6 000,0	94,7	87,7	82,7	77,3	68,8	59,8	53,3	46,0	37,9	29,3
BR710LAmaxA	7 000,0	96,7	89,7	84,7	79,3	70,9	61,8	55,2	47,9	39,7	31,1
BR710LAmaxA	8 000,0	98,4	91,5	86,5	81,1	72,7	63,6	57,1	49,8	41,6	32,9
BR710LAmaxA	9 000,0	99,9	93,0	88,0	82,7	74,4	65,3	58,8	51,5	43,3	34,7
BR710LAmaxA	10 000,0	101,0	94,1	89,3	84,0	75,8	66,8	60,4	53,2	45,0	36,5
BR710LAmaxA	11 000,0	101,6	95,0	90,2	85,1	77,0	68,2	61,8	54,7	46,7	38,3
BR710LAmaxA	12 000,0	102,6	95,6	90,9	85,9	78,0	69,3	63,1	56,1	48,3	40,1
BR710LAmaxA	12 900,0	102,9	95,9	91,3	86,4	78,7	70,3	64,1	57,3	49,7	41,7
BR710LAmaxD	4 000,0	90,0	82,7	77,7	72,5	64,1	55,2	48,9	41,8	33,9	25,7
BR710LAmaxD	5 000,0	92,5	85,3	80,4	75,0	66,6	57,6	51,1	44,0	35,9	27,5
BR710LAmaxD	6 000,0	94,7	87,7	82,7	77,3	68,8	59,8	53,3	46,0	37,9	29,3
BR710LAmaxD	7 000,0	96,7	89,7	84,7	79,3	70,9	61,8	55,2	47,9	39,7	31,1
BR710LAmaxD	8 000,0	98,4	91,5	86,5	81,1	72,7	63,6	57,1	49,8	41,6	32,9
BR710LAmaxD	9 000,0	99,9	93,0	88,0	82,7	74,4	65,3	58,8	51,5	43,3	34,7
BR710LAmaxD	10 000,0	101,0	94,1	89,3	84,0	75,8	66,8	60,4	53,2	45,0	36,5

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BR710LAma	<b>G</b> ke	11 000,0	101,6	95,0	90,2	85,1	77,0	68,2	61,8	54,7	46,7	38,3
BR710LAma	axD	12 000,0	102,6	95,6	90,9	85,9	78,0	69,3	63,1	56,1	48,3	40,1
BR710LAma	dx	12 900,0	102,9	95,9	91,3	86,4	78,7	70,3	64,1	57,3	49,7	41,7
BR710SEL	A	1 830,0	90,3	85,8	82,8	79,6	74,3	68,3	63,8	58,7	53,0	46,8
BR710SEL	A	2 000,0	90,3	85,9	82,9	79,7	74,4	68,4	63,9	58,8	53,0	46,8
BR710SEL	A	3 000,0	91,0	86,6	83,6	80,3	75,0	69,1	64,6	59,5	53,6	47,2
BR710SEL	A	4 000,0	92,2	87,6	84,5	81,2	76,0	70,1	65,7	60,6	54,7	48,2
BR710SEL	A	5 000,0	92,7	88,5	85,6	82,3	76,9	70,8	66,3	61,1	54,9	48,1
BR710SEL	A	6 000,0	94,7	90,5	87,6	84,2	78,8	72,7	68,1	62,9	56,7	49,9
BR710SEL	A	7 000,0	96,5	92,4	89,4	86,1	80,6	74,5	69,9	64,7	58,5	51,7
BR710SEL	A	8 000,0	98,1	94,1	91,1	87,8	82,3	76,2	71,7	66,4	60,3	53,5
BR710SEL	A	9 000,0	99,6	95,6	92,6	89,4	83,9	77,9	73,4	68,1	62,0	55,3
BR710SEL	A	10 000,0	100,9	96,9	94,0	90,8	85,5	79,5	75,0	69,8	63,8	57,1
BR710SEL	A	11 000,0	102,1	98,1	95,3	92,2	86,9	81,0	76,6	71,5	65,5	58,9
BR710SEL	A	12 000,0	103,1	99,1	96,4	93,4	88,3	82,5	78,1	73,1	67,2	60,7
BR710SEL	A	12 900,0	103,8	99,9	97,3	94,4	89,5	83,8	79,5	74,5	68,7	62,3
BR710SEL	D	4 000,0	90,5	86,4	83,5	80,2	74,9	68,9	64,4	59,2	53,0	46,2
BR710SEL	D	5 000,0	92,7	88,5	85,6	82,3	76,9	70,8	66,3	61,1	54,9	48,1
BR710SEL	D	6 000,0	94,7	90,5	87,6	84,2	78,8	72,7	68,1	62,9	56,7	49,9
BR710SEL	D	7 000,0	96,5	92,4	89,4	86,1	80,6	74,5	69,9	64,7	58,5	51,7

BR71	0SEL	D	8 000,0	98,1	94,1	91,1	87,8	82,3	76,2	71,7	66,4	60,3	53,5
BR71	0SEL	D	9 000,0	99,6	95,6	92,6	89,4	83,9	77,9	73,4	68,1	62,0	55,3
BR71	0SEL	D	10 000,0	100,9	96,9	94,0	90,8	85,5	79,5	75,0	69,8	63,8	57,1
BR71	0SEL	D	11 000,0	102,1	98,1	95,3	92,2	86,9	81,0	76,6	71,5	65,5	58,9
BR71	0SEL	D	12 000,0	103,1	99,1	96,4	93,4	88,3	82,5	78,1	73,1	67,2	60,7
BR71	0SEL	D	12 900,0	103,8	99,9	97,3	94,4	89,5	83,8	79,5	74,5	68,7	62,3
BR71	5LAma	ıxA	4 250,0	89,2	81,6	76,8	71,6	63,4	54,6	48,3	41,6	34,7	28,2
BR71	5LAma	ıxΑ	5 000,0	89,6	82,4	77,5	72,4	64,2	55,4	49,1	42,3	35,5	28,9
BR71	5LAma	ıxA	5 750,0	89,9	83,0	78,2	73,0	64,9	56,1	49,7	43,0	36,1	29,6
BR71	5LAma	ıxA	9 875,0	93,8	87,0	82,4	77,6	69,8	61,4	55,3	48,6	41,8	35,3
BR71	5LAma	Œ	11 000,0	95,7	88,9	84,3	79,5	71,7	63,1	57,0	50,2	43,4	36,9
BR71	5LAma	Œ	13 000,0	98,6	91,9	87,3	82,5	74,6	66,0	59,8	52,9	46,0	39,4
BR71	5LAma	Œ	15 000,0	101,2	94,5	90,0	85,1	77,2	68,5	62,2	55,3	48,3	41,6
BR71	5LAma	Œ	17 000,0	103,5	97,0	92,4	87,5	79,6	70,7	64,4	57,4	50,4	43,7
BR71	5LAma	Œ	19 000,0	106,4	99,9	95,3	90,4	82,4	73,4	67,0	60,0	52,9	46,2
BR71	5LAma	Œ	19 750,0	,	101,0	96,5	91,6	83,5	74,5	68,1	61,1	53,9	47,2
BR71	5SEL	A	4 250,0	91,9	87,1	84,1	80,7	75,2	69,0	64,4	59,4	54,2	49,4
BR71	5SEL	A	5 000,0	92,2	88,0	84,9	81,5	76,1	69,9	65,3	60,3	55,2	50,3
BR71	5SEL	A	5 750,0	92,5	88,6	85,6	82,2	76,8	70,6	66,0	61,0	55,9	51,1
BR71	5SEL	A	9 875,0	95,7	91,5	88,7	85,6	80,5	74,8	70,5	65,6	60,7	56,0

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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	LAma	ıxA	2 000,0	87,3	80,7	76,0	71,1	63,0	54,1	47,6	40,6	33,0	24,6
CF34	LAma	ıxA	3 000,0	90,6	83,8	79,0	73,9	65,6	56,5	49,8	42,7	34,9	26,5
CF34	LAma	Œ	4 000,0	93,1	86,3	81,5	76,5	68,4	59,6	53,1	46,0	38,2	29,6
CF34	LAma	Œ	5 000,0	95,0	88,2	83,5	78,6	70,6	61,9	55,6	48,7	40,9	32,3
CF34	LAma	Œ	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	l <b>QÆ</b> ma	ıx <b>A</b>	3 000,0	90,1	83,6	79,1	74,4	66,9	58,6	52,6	45,7	37,9	29,5
CF34	l <b>QÆ</b> ma	ıxA	5 000,0	91,9	85,3	80,7	75,9	68,3	59,9	53,9	47,2	39,6	31,4
CF34	l <b>QÆ</b> ma	Œ	8 000,0	94,9	88,5	84,0	79,3	71,9	63,7	57,7	51,0	43,3	34,8
CF341	l <b>OF</b> Ama	Œĸ	10 000,0	97,6	91,1	86,6	81,9	74,3	66,0	60,2	53,4	45,6	37,1

CF34101	Ama	<b>G</b> kı	15 000,0	103,3	96,8	92,3	87,5	79,8	71,3	65,1	58,3	50,4	42,0
CF34161	EL	A	3 000,0	92,5	88,8	86,1	83,2	78,4	72,7	68,3	63,3	57,2	50,5
CF34181	EL	A	5 000,0	93,9	90,1	87,4	84,4	79,5	73,9	69,6	64,7	58,9	52,4
CF34181	EL	D	8 000,0	95,9	92,2	89,6	86,7	81,8	76,3	72,1	67,1	61,2	54,5
CF34181	EL	D	10 000,0	98,6	94,9	92,1	89,2	84,4	78,8	74,6	69,9	63,9	57,2
CF34181	EL	D	15 000,0	103,8	100,2	97,5	94,6	89,8	84,1	79,9	74,9	69,1	62,6
CF348C	<b>A</b> ma	ıxA	2 500,0	89,7	83,1	78,6	73,8	66,2	57,6	51,3	44,1	36,0	27,3
CF348C	<b>A</b> ma	ıxA	7 250,0	91,3	84,7	80,2	75,4	67,6	58,9	52,6	45,5	37,6	29,2
CF348C	<b>A</b> ma	Œ	7 250,0	94,5	87,9	83,5	78,7	71,0	62,3	56,0	48,8	40,5	31,7
CF348C	<b>A</b> ma	<b>G</b> kı	16 250,0	103,6	97,1	92,6	87,9	80,2	71,6	65,3	58,3	50,3	42,0
CF348 <b>6</b>	БL	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 <b>6</b>	БL	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 <b>6</b>	<b>B</b> L	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 <b>6</b>	<b>B</b> L	D	16 250,0	104,7	100,9	98,2	95,3	90,4	84,4	79,6	74,0	67,6	60,7
CF348E	Ama	ı <b>x</b> A	3 000,0	91,1	84,4	79,8	74,8	66,8	57,8	51,3	44,0	35,9	27,5
CF348E.	Ama	ıxA	4 000,0	92,0	85,3	80,7	75,8	67,8	59,0	52,5	45,5	37,6	29,6
CF348E	Ama	Ck:	7 000,0	95,5	88,9	84,3	79,4	71,5	62,8	56,5	49,5	41,6	33,5
CF348E.	Ama	Ckr	9 000,0	99,3	92,7	88,2	83,4	75,5	66,8	60,6	53,7	46,0	38,0
CF348E.	Ama	<b>G</b> kı	11 000,0	103,3	96,6	92,0	87,1	79,2	70,3	64,0	57,2	49,6	41,8
CF348 <b>E</b>	EL	A	3 000,0	93,5	89,6	86,7	83,5	78,2	72,0	67,2	61,6	55,3	48,6

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CF348 <b>E</b> EL	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 <b>E</b> EL	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 <b>E</b> EL	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 <b>E</b> EL	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 <b>C</b> Ama	ı <b>x</b> A	3 000,0	93,3	86,6	82,1	77,3	69,7	61,5	55,6	48,9	41,5	33,6
CF565CAma	ıxA	5 000,0	94,2	87,3	82,5	77,6	69,9	61,6	55,6	49,0	41,5	33,6
CF565CAma	<b>G</b> kı	12 500,0	98,9	89,4	82,8	76,4	67,3	57,8	51,3	44,2	36,3	27,7
CF565CAma	<b>G</b> kı	20 000,0	103,4	95,3	89,8	83,9	75,3	66,2	59,9	53,0	45,0	36,3
CF565CAma	Œ	27 500,0	106,9	99,4	94,4	89,3	81,0	71,9	65,4	58,3	50,2	41,5
CF565 <b>©</b> EL	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 <b>S</b> EL	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 <b>©</b> EL	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 <b>©</b> EL	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 <b>S</b> EL	D	27 500,0	108,0	103,5	100,5	97,4	92,1	86,2	81,7	76,2	70,7	64,6
CF567BAma	ıxA	3 000,0	93,0	85,9	81,1	76,1	68,0	59,2	52,5	45,6	37,5	29,3
CF567BAma	ıxA	4 000,0	93,6	86,5	81,7	76,6	68,7	59,9	53,4	46,6	37,8	29,7
CF567BAma	ıxA	5 000,0	94,1	87,0	82,2	77,2	69,2	60,5	54,1	47,4	39,0	31,1
CF567BAma	ıxA	6 000,0	94,6	87,5	82,7	77,6	69,7	61,1	54,7	48,1	40,4	32,9
CF567BAma	ıxA	7 000,0	95,0	87,9	83,0	78,0	70,1	61,5	55,2	48,7	41,8	34,5
CF567BAma	Œ	10 000,0	95,2	87,9	83,6	78,8	71,3	63,0	57,3	50,4	44,2	36,9

CF567BAma	Œĸ	13 000,0	98,1	91,0	86,7	82,0	74,5	66,3	60,7	53,9	46,9	39,6
CF567BAma	Œĸ	16 000,0	100,5	93,7	89,3	84,6	77,3	69,2	63,5	56,8	49,4	42,1
CF567BAma	Œĸ	19 000,0	102,7	96,0	91,7	87,1	79,7	71,7	66,1	59,5	52,2	44,9
CF567BAma	<b>G</b> kı	23 500,0	107,2	100,9	96,5	91,9	84,7	76,8	71,4	64,6	57,7	50,4
CF567 <b>B</b> EL	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 <b>B</b> EL	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 <b>B</b> EL	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 <b>B</b> EL	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 <b>B</b> EL	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 <b>B</b> EL	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 <b>B</b> EL	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 <b>B</b> EL	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 <b>B</b> EL	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 <b>B</b> EL	D	23 500,0	108,4	104,5	102,0	99,3	95,0	89,9	86,4	81,5	75,5	69,5
CF66DLAma	ıxA	8 000,0	99,2	92,0	86,6	81,0	72,1	63,0	56,5	49,1	40,8	32,5
CF66DLAma	ıxA	14 000,0	102,1	95,0	89,9	84,5	76,0	67,0	60,6	53,3	45,1	37,1
CF66DLAma	Œ	20 000,0	104,5	97,6	92,7	87,5	79,3	70,4	64,1	56,9	48,9	41,0
CF66DLAma	Œ	28 000,0	106,2	99,4	94,6	89,5	81,5	72,6	66,4	59,3	51,3	43,6
CF66DLAma	Œ	36 000,0	107,8	101,1	96,5	91,5	83,7	74,9	68,7	61,7	53,8	46,2
CF66DSEL	A	8 000,0	100,7	95,5	91,7	87,5	81,1	74,0	68,8	63,0	56,3	49,7

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CF66DSEL	A	14 000,0	104,4	99,5	95,9	92,0	85,9	79,0	73,9	68,3	61,7	55,2
CF66DSEL	D	20 000,0	106,8	102,2	98,7	95,0	89,0	82,3	77,3	71,8	65,4	58,9
CF66DSEL	D	28 000,0	109,3	104,8	101,4	98,0	92,2	85,6	80,7	75,3	69,0	62,6
CF66DSEL	D	36 000,0	110,9	106,6	103,3	100,0	94,3	87,8	83,0	77,6	71,4	65,1
CF680CAma	ıxA	5 500,0	94,4	87,4	82,8	78,0	70,4	61,9	55,7	48,8	40,9	31,7
CF680CAma	ıxA	7 000,0	95,3	88,1	83,5	78,5	70,7	62,1	55,8	49,0	40,9	31,4
CF680CAma	ıxA	12 000,0	95,9	88,8	84,1	79,1	71,3	62,7	56,4	49,6	41,7	32,5
CF680CAma	ıx <b>A</b>	15 000,0	98,9	91,2	86,2	80,7	72,3	63,4	57,0	50,1	42,0	32,1
CF680CAma	Ckr	17 000,0	101,6	93,6	87,8	81,4	71,6	62,2	55,8	48,8	40,6	30,5
CF680CAma	Ok.	21 000,0	100,8	93,1	87,6	81,7	72,6	63,6	57,4	50,7	42,7	33,0
CF680CAma	<b>G</b> kı	25 000,0	100,6	93,1	87,8	82,3	73,8	65,0	59,0	52,4	44,7	35,2
CF680CAma	Ckr	33 000,0	101,3	94,2	89,3	84,2	76,3	67,9	62,1	55,7	48,2	39,2
CF680CAma	Ckr	41 000,0	103,1	96,3	91,5	86,7	79,1	70,9	65,1	58,9	51,5	42,6
CF680CAma	Œ	54 000,0	109,7	103,2	98,8	94,0	86,4	78,2	72,5	66,2	59,0	50,4
CF680SEL	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 <b>S</b> EL	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 <b>S</b> EL	A	12 000,0	98,0	94,9	91,8	88,5	83,0	76,9	72,2	67,1	61,0	53,9
CF680SEL	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 <b>S</b> EL	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 <b>S</b> EL	D	21 000,0	103,1	98,4	94,7	90,5	83,7	76,8	72,3	67,3	61,4	53,9

CF680SEL D 25 000,0 102,5 98,0 94,6 90,8 84,6 78,2 73,8 69,1 63	4 56,2
CF680SEL D 33 102,6 98,5 95,5 92,1 86,7 80,9 76,9 72,3 66,9	9 60,1
CF680SEL D 41 104,0 100,1 97,3 94,2 89,2 83,8 79,9 75,4 70,	1 63,5
CF680SEL D 54 109,8 106,1 103,6 100,8 96,1 90,8 86,9 82,6 77	5 71,2
CF680EAmaxA 6 000,0 93,8 86,6 82,0 77,2 69,6 61,4 55,4 48,7 41,	1 33,0
CF680EAmaxA 12 96,7 89,2 84,3 79,1 71,0 62,4 56,2 49,2 41,	6 33,5
CF680EAmaxD 34 000,0 105,5 97,4 92,0 86,3 77,7 68,4 61,8 54,3 46,	2 37,4
CF680EAmaxD 42 106,0 98,2 93,2 88,0 79,8 70,7 64,2 56,9 48,	8 40,1
CF680EAmaxD 52 107,5 100,1 95,2 90,2 82,3 73,8 67,6 60,6 52,	7 44,0
CF680EAmaxD 62 111,7 104,4 99,6 94,5 86,6 78,4 72,4 65,6 57	6 48,8
CF680EEL A 6 000,0 99,1 93,5 90,3 87,1 81,9 76,1 71,7 66,6 60,	3 53,7
CF680EEL A 12 100,0 94,8 91,5 88,2 82,8 76,9 72,3 67,1 60,	8 54,2
CF680EEL D 34 000,0 106,7 101,4 98,1 94,5 88,6 82,2 77,6 72,2 65,	9 58,9
CF680EEL D 42 107,2 102,4 99,4 96,0 90,6 84,4 79,9 74,6 68,	4 61,5
CF680EEL D 52 108,4 104,1 101,2 98,2 93,2 87,4 83,0 77,6 71,	6 64,8
CF680EEL D 62 112,7 108,3 105,4 102,5 97,6 91,9 87,7 82,5 76,	5 70,4
CF700LAmaxA 850,0 98,2 90,6 84,9 78,7 68,7 59,1 52,4 45,3 37,	6 29,2
CF700LAmaxA 1 100,5 93,5 88,6 83,5 74,6 64,9 57,6 49,7 41,	7 33,0
CF700LAmaxD 2 101,0 94,0 89,1 84,0 75,9 66,9 60,2 52,8 44,	8 36,1
CF700LAmaxD 3 108,6 101,4 96,3 91,0 82,4 72,6 65,3 57,2 48,	4 38,9
CF700SEL A 850,0 100,7 95,3 91,2 86,4 78,7 71,4 66,2 60,5 54,	4 47,4

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CF700SEL	A	1 500,0	102,8	97,8	94,1	90,0	83,4	75,9	70,1	63,7	57,2	50,0
CF700SEL	D	2 500,0	104,2	99,5	96,1	92,5	86,7	79,9	74,7	68,9	62,3	55,1
CF700SEL	D	3 750,0	111,3	106,4	102,8	99,0	92,6	85,1	79,2	72,7	65,4	57,4
CFM5 <b>62</b> Ama	axA	5 000,0	96,4	89,8	85,2	80,4	72,6	64,0	57,5	50,3	42,1	33,4
CFM5 <b>62</b> Ama	ıxA	10 000,0	100,5	94,0	89,2	84,4	76,7	68,7	61,8	54,7	46,5	37,8
CFM5 <b>62</b> Ama	Œ	10 000,0	100,5	94,0	89,2	84,4	76,7	68,7	61,8	54,7	46,5	37,8
CFM5 <b>62</b> Ama	<b>G</b> kı	15 500,0	106,1	99,5	94,8	89,9	82,3	73,9	67,8	60,8	52,6	43,9
CFM562EL	A	5 000,0	97,9	93,5	90,4	87,1	81,9	75,6	70,7	64,9	58,2	51,0
CFM562EL	A	10 000,0	101,5	97,2	94,2	91,0	85,9	79,8	75,0	69,3	62,6	55,4
CFM562EL	D	10 000,0	101,5	97,2	94,2	91,0	85,9	79,8	75,0	69,3	62,6	55,4
CFM562EL	D	15 500,0	106,5	102,5	99,6	96,5	91,6	85,7	81,0	75,5	68,9	61,6
CFM563Ama	ıxA	2 500,0	93,4	85,7	80,8	75,6	67,4	58,2	51,5	44,0	36,5	29,1
CFM563Ama	xA	3 500,0	94,5	86,7	81,8	76,5	68,2	59,1	52,5	45,1	37,6	30,4
CFM5 <b>63</b> Ama	ıxA	4 500,0	95,8	88,0	83,0	77,7	69,5	60,4	53,9	46,6	39,2	32,1
CFM563Ama	ıxA	5 500,0	97,2	89,3	84,4	79,1	71,0	62,0	55,6	48,3	41,0	33,9
CFM563Ama	Ckr	6 500,0	95,8	89,1	84,5	79,6	71,7	63,2	56,9	49,8	42,5	35,7
CFM5 <b>63</b> Ama	<b>C</b> kr	9 000,0	97,0	90,3	85,8	80,9	73,2	64,8	58,6	51,6	44,5	37,8
CFM563Ama	<b>G</b> kı	11 500,0	98,6	92,0	87,4	82,7	75,0	66,7	60,6	53,8	46,8	40,2
CFM5 <b>63</b> Ama	<b>G</b> kı	14 000,0	100,4	93,8	89,3	84,5	77,0	68,8	62,8	56,0	49,2	42,7
CFM5 <b>6</b> 3Ama	<b>G</b> kı	16 500,0	102,2	95,7	91,2	86,5	79,0	70,9	65,0	58,4	51,6	45,3

CFM56	3Ama	. Ckr	19 000,0	104,4	97,9	93,5	88,9	81,5	73,5	67,6	61,1	54,5	48,3
CFM56	EL	A	2 500,0	94,7	90,2	87,1	83,7	78,1	71,5	66,7	61,1	55,4	49,8
CFM56	<b>E</b> L	A	3 500,0	96,3	91,5	88,3	84,7	79,0	72,5	67,7	62,2	56,6	51,2
CFM56	<b>E</b> L	A	4 500,0	97,6	92,8	89,5	85,8	80,1	73,7	69,0	63,6	58,1	52,8
CFM56	<b>E</b> L	A	5 500,0	98,8	93,9	90,6	86,9	81,4	75,0	70,4	65,1	59,7	54,4
CFM56	SEL	D	6 500,0	96,4	92,3	89,3	86,1	80,9	75,2	70,8	65,6	60,3	55,4
CFM56	<b>E</b> L	D	9 000,0	97,9	93,7	90,7	87,5	82,4	76,8	72,5	67,5	62,5	57,7
CFM56	ŒL	D	11 500,0	99,5	95,4	92,5	89,3	84,3	78,9	74,7	69,9	64,9	60,3
CFM56	ŒL	D	14 000,0	101,1	97,2	94,4	91,3	86,5	81,2	77,1	72,3	67,5	63,0
CFM56	ŒL	D	16 500,0	102,8	99,0	96,3	93,5	88,8	83,6	79,6	74,9	70,2	65,8
CFM56	ŒL	D	19 000,0	104,7	101,2	98,7	96,0	91,5	86,4	82,5	78,0	73,4	69,1
CFM56	5 <b>5</b> Ama	ı <b>x</b> A	2 700,0	91,7	84,4	79,7	74,8	67,0	58,5	52,2	45,3	37,5	29,5
CFM56	5 <b>5</b> Ama	ıxA	6 000,0	93,8	86,1	80,9	75,6	67,4	58,7	52,4	45,5	37,7	29,7
CFM56	5 <b>5</b> Ama	Œ	12 000,0	100,3	92,0	86,2	80,3	71,1	61,7	55,4	48,6	40,9	33,1
CFM56	5 <b>5</b> Ama	Œ	15 500,0	102,5	94,9	89,5	83,6	74,0	65,0	58,8	52,1	44,7	36,8
CFM56	5 <b>5</b> Ama	<b>G</b> kı	19 000,0	104,3	96,6	91,1	85,7	77,2	68,2	62,2	55,5	47,9	40,0
CFM56	5 <b>5</b> Ama	Ok.	22 500,0	105,9	98,9	94,1	88,9	80,9	72,5	66,1	59,4	51,7	43,3
CFM56	SEL	A	2 700,0	96,6	90,5	87,5	84,2	78,9	72,8	68,2	62,9	56,8	50,3
CFM56	SEL	A	6 000,0	97,4	91,6	88,2	84,8	79,3	73,1	68,5	63,3	57,1	50,6
CFM56	SEL	D	12 000,0	100,9	96,2	92,4	88,3	81,9	75,5	71,1	66,0	60,0	53,8

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CFM5	6£L	D	15 500,0	103,6	99,0	95,3	91,5	85,6	79,3	74,9	69,9	64,2	57,9
CFM5	65EL	D	19 000,0	104,7	100,5	97,3	93,9	88,3	82,4	78,1	73,2	67,3	61,0
CFM5	65EL	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	ıxA	700,0	98,5	91,9	87,3	82,4	74,3	65,0	58,0	50,1	41,3	31,6
CJ610	LAma	ıxA	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	Œ	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	Œ	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	ıxA.	30,0	86,9	80,5	76,1	71,6	64,5	57,0	51,6	45,6	38,6	30,9
CT75	LAma	ıxA	75,0	88,1	81,7	77,4	73,0	66,0	58,5	53,3	47,6	41,3	34,5
CT75	LAma	Œ	75,0	88,1	81,7	77,4	73,0	66,0	58,5	53,3	47,6	41,3	34,5
CT75	LAma	Cki	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
EPW1	<b>I</b> &Ama	ıxA	700,0	88,9	82,0	77,1	71,9	63,6	55,2	49,3	42,9	34,7	27,0
EPW1	<b>I</b> &Ama	ıxA	1 000,0	88,3	81,5	76,8	71,8	64,0	55,5	49,4	42,4	33,5	25,1
EPW1	<b>I</b> &Ama	<b>G</b> kı	2 000,0	85,8	79,2	74,8	70,2	63,0	55,2	49,6	43,2	35,4	28,1
EPW1	<b>I</b> &Ama	<b>G</b> kı	3 000,0	86,4	79,9	75,6	71,1	64,0	56,6	51,3	45,6	38,7	32,1
EPW1	<b>I</b> &Ama	<b>G</b> kı	3 800,0	92,0	85,7	81,5	77,1	70,4	63,3	58,4	53,0	46,2	39,7
EPW1	<b>S</b> EL	A	700,0	94,5	87,5	82,7	77,5	69,2	60,7	54,9	48,4	40,3	32,6

EPW188EI	A	1 000,0	94,9	88,1	83,4	78,4	70,6	62,1	56,0	49,0	40,2	31,7
EPW188EI	D	2 000,0	98,4	91,9	87,4	82,8	75,6	67,8	62,2	55,9	48,1	40,7
EPW188EI	D	3 000,0	98,7	92,3	87,9	83,4	76,4	68,9	63,7	58,0	51,0	44,5
EPW188EI	D	3 800,0	100,9	94,6	90,4	86,0	79,3	72,2	67,3	61,9	55,0	48,6
FJ44-4LA	maxA	600,0	86,7	79,1	73,8	68,1	59,1	49,4	42,7	35,7	28,2	20,8
FJ44-4LA	maxA	900,0	89,1	81,8	76,6	70,9	61,7	51,7	44,6	37,1	29,1	21,1
FJ44-4LA	Okam	1 700,0	96,4	88,4	82,8	76,9	67,6	57,7	50,9	43,7	36,2	28,8
FJ44-4LA	maxD	2 400,0	98,2	91,8	87,1	81,8	73,2	63,5	56,7	49,3	41,3	33,4
FJ44-4LA	maxD	3 000,0	101,5	95,2	90,6	85,4	76,8	67,3	60,5	53,1	45,2	37,3
FJ44-4LA	maxD	3 300,0	103,8	97,4	92,7	87,5	78,9	69,4	62,7	55,4	47,6	39,8
FJ44-4SEI	_ A	600,0	87,3	82,8	79,5	75,9	70,0	63,4	58,8	53,9	48,6	43,3
FJ44-4SEI	_ A	900,0	90,4	85,5	82,0	78,1	71,8	64,9	60,0	54,8	49,2	43,6
FJ44-4SEI	D	1 700,0	94,2	90,0	86,8	83,2	77,2	70,5	65,7	60,6	55,0	49,3
FJ44-4SEI	D	2 400,0	98,2	94,4	91,5	88,2	82,5	76,0	71,3	66,1	60,5	54,8
FJ44-4SEI	D	3 000,0	102,0	98,5	95,7	92,5	86,9	80,4	75,7	70,5	64,9	59,1
FJ44-4SEI	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 LA	maxA	12 000,0	94,2	86,8	81,8	76,8	68,9	60,3	54,1	47,5	40,8	34,5
GE90 LA	maxA	17 000,0	95,3	87,9	82,9	77,9	69,9	61,2	55,0	48,3	41,5	35,1
GE90 LA	maxA	22 000,0	96,6	89,0	84,0	78,9	70,7	62,0	55,6	48,9	42,0	35,6
GE90 LA	maxA	27 000,0	97,9	90,0	84,9	79,7	71,4	62,5	56,2	49,4	42,5	36,0
GE90 LA	Txam	31 000,0	97,5	90,7	86,0	80,8	72,8	63,8	57,5	50,4	43,3	36,4
GE90 LA	Mxam	41 000,0	98,8	92,0	87,3	82,2	74,2	65,3	59,0	52,1	45,1	38,4

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CEOO	т 4	Ъ	<i>5</i> 1	100.6	02.0	00.2	0.4.1	76.0	67.3	<i>C</i> 1 1	542	47.5	40.0
GE90	LAma	OKI.	51 000,0	100,6	93,8	89,2	84,1	76,2	67,3	61,1	54,3	47,5	40,9
GE90	LAma	Œ	61 000,0	102,8	96,0	91,4	86,4	78,5	69,7	63,6	56,9	50,1	43,5
GE90	LAma	Œ	71 000,0	105,0	98,3	93,7	88,7	80,8	72,1	66,1	59,4	52,7	46,3
GE90	LAma	Œ	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	lБAma	ıxΑ	12 000,0	96,1	88,9	84,3	79,4	71,6	63,2	57,1	50,5	43,8	37,5
GE90	lБAma	ıxΑ	17 333,0	96,5	89,3	84,6	79,7	71,9	63,4	57,3	50,7	43,9	37,6
GE90	lБAma	ıxΑ	22 667,0	97,2	90,0	85,3	80,3	72,5	63,9	57,6	51,0	44,1	37,7
GE90	lБAma	ıxA	28 000,0	98,2	90,9	86,1	81,1	73,2	64,5	58,1	51,4	44,4	37,9
GE90	lБАma	Œ	39 000,0	100,4	93,2	88,4	83,4	75,3	66,5	60,1	52,9	45,6	38,6
GE90	lБAma	Œ	50 600,0	101,8	94,7	89,9	84,8	76,6	67,7	61,5	54,5	47,4	40,6

GE901БАтахD	62 200,0	103,5	96,6	91,8	86,7	78,5	69,6	63,3	56,4	49,4	42,7
GE90 lbAmaxD	73 800,0	105,5	98,6	93,8	88,7	80,5	71,7	65,4	58,6	51,7	45,0
GE90 lbAmaxD	85 400,0	108,5	101,7	96,9	91,9	83,8	75,1	68,9	62,1	55,3	48,8
GE90 1БАтахD	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
GE901 <b>S</b> EL 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
GE901 <b>S</b> EL D	39 000,0	102,7	97,8	94,4	90,9	85,3	78,9	74,3	68,9	63,5	58,3
GE901 <b>S</b> EL D	50 600,0	103,6	98,9	95,7	92,3	86,7	80,4	75,9	70,7	65,5	60,6
GE901 <b>S</b> EL D	62 200,0	105,0	100,5	97,4	94,1	88,5	82,3	77,9	72,9	67,8	63,0
GE901 <b>S</b> EL D	73 800,0	106,6	102,3	99,2	96,0	90,5	84,4	80,0	75,1	70,1	65,4
GE901 <b>S</b> EL D	85 400,0	109,3	105,0	102,1	98,9	93,6	87,7	83,4	78,6	73,7	69,1
GE901 <b>S</b> EL D	97 000,0	114,7	110,6	107,7	104,7	99,7	94,1	89,9	85,1	80,2	75,6
GENX <b>b</b> AmaxA	7 000,0	99,0	91,8	87,0	82,2	74,4	65,9	59,6	52,8	45,9	39,4
GENX <b>b</b> AmaxA	12 000,0	99,6	92,4	87,6	82,8	75,0	66,5	60,2	53,3	46,4	39,9
GENX <b>b</b> AmaxA	17 000,0	100,0	92,8	88,0	83,2	75,3	66,7	60,4	53,5	46,5	40,0
GENX <b>b</b> AmaxA	22 000,0	100,4	93,2	88,3	83,4	75,4	66,8	60,4	53,5	46,5	39,9
GENX6AmaxD	17 000,0	101,0	94,3	89,7	84,9	77,2	68,7	62,5	55,5	48,4	41,5
GENX <b>b</b> AmaxD	25 000,0	101,5	94,8	90,2	85,3	77,5	68,8	62,6	55,6	48,4	41,6

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GENY	<b>Љ</b> Ата	Œ	33 000,0	102,9	96,2	91,5	86,6	78,7	70,0	63,7	56,6	49,5	42,6
GENY	<b>∕β</b> Ama	Œ	41 000,0	104,8	98,0	93,4	88,5	80,5	71,7	65,4	58,3	51,0	44,1
GENY	<b>∕β</b> Ama	Œ	49 000,0	107,0	100,2	95,5	90,6	82,6	73,8	67,4	60,2	53,0	46,0
GENY	K <b>A</b> ma	Œ	57 000,0	110,1	103,4	98,7	93,8	85,8	76,9	70,5	63,2	55,9	49,0
GENY	KSEL	A	7 000,0	101,0	96,8	93,9	90,9	85,7	79,7	75,1	70,0	64,9	60,1
GENX	KSEL	A	12 000,0	101,6	97,4	94,5	91,4	86,2	80,2	75,6	70,5	65,3	60,4
GENY	KSEL	A	17 000,0	102,3	98,0	95,0	91,9	86,6	80,6	75,9	70,7	65,4	60,5
GENY	K <b>SE</b> L	A	22 000,0	102,8	98,5	95,5	92,3	86,9	80,8	76,1	70,8	65,4	60,4
GENY	KSEL	D	17 000,0	102,0	98,1	95,3	92,4	87,4	81,7	77,3	72,1	66,9	61,8
GENY	KBEL	D	25 000,0	102,6	98,6	95,8	92,8	87,6	81,7	77,3	72,1	66,9	61,8
GENY	K <b>SE</b> L	D	33 000,0	103,9	99,9	97,1	94,0	88,8	82,8	78,4	73,2	68,0	62,9
GENY	KBEL	D	41 000,0	105,5	101,6	98,8	95,7	90,5	84,5	80,1	74,9	69,7	64,7
GENY	KSEL	D	49 000,0	107,4	103,5	100,7	97,7	92,5	86,6	82,2	77,0	71,8	66,8
GENY	K <b>SE</b> L	D	57 000,0	110,1	106,3	103,5	100,6	95,5	89,7	85,3	80,2	75,1	70,2
GP72	7DAma	ıxA	5 500,0	92,0	86,2	81,9	77,4	69,8	61,4	55,3	48,6	41,2	33,5
GP72	7DAma	ıxA	7 500,0	92,4	86,4	82,1	77,5	69,9	61,6	55,5	48,8	41,3	33,5
GP72	7DAma	ıx <b>A</b>	12 000,0	93,4	87,0	82,5	77,9	70,3	61,9	55,8	49,1	41,6	33,7
GP72′	7 <b>D</b> Ama	ıxA	14 000,0	94,0	87,5	82,9	78,1	70,4	62,0	55,9	49,2	41,7	33,9
GP72	7DAma	Œ	40 000,0	99,3	92,8	88,5	83,7	75,9	67,2	60,9	53,9	45,9	37,3
GP72′	7DAma	Œĸ	50 000,0	102,0	95,9	91,3	86,5	78,7	70,1	63,8	56,8	48,8	40,2

GP727DAmaxD 80 111,3 105,6 101,7 97,1 90,0 81,7 75,5 68,2 61,1 :	52,5 54,2
GP7279EL         A         5         96,8         92,6         89,8         86,7         81,6         75,7         71,2         66,2         60,4         3	
	54,2
GP7278EL A 7 500,0 97,3 93,0 90,0 86,9 81,8 75,9 71,5 66,4 60,6 3	54,3
GP7278EL A 12 98,4 93,9 90,8 87,6 82,4 76,4 72,0 66,9 61,0 3	54,6
GP7279EL A 14 99,0 94,3 91,2 88,0 82,7 76,8 72,3 67,2 61,3 3	54,8
GP7278EL D 40 102,6 98,2 95,0 91,8 86,5 80,6 76,1 71,0 64,9 3	58,2
GP7278EL D 50 000,0 105,6 101,0 97,9 94,8 89,7 83,8 79,5 74,3 68,3 0	61,6
GP7278EL D 60 107,7 103,5 100,5 97,4 92,2 86,4 82,0 76,9 70,8 0	54,1
GP7278EL D 80 114,8 111,0 108,5 105,6 100,6 94,9 90,6 85,5 79,6	72,7
IO320 B.AmaxA   55,0   79,0   72,6   68,2   63,6   56,4   48,5   43,0   36,8   30,0   2	22,9
IO320BAmaxA 107,0 79,8 73,3 68,9 64,3 56,8 48,3 42,1 35,3 27,9 2	20,6
IO320 B. AmaxD 201,0 86,6 79,8 75,1 70,0 62,5 54,3 48,3 41,6 34,2 2	26,7
IO320 B. AmaxD 214,0 89,5 82,6 77,8 72,7 64,6 56,2 50,1 43,4 35,8 2	28,1
IO320 B.AmaxD 339,0 96,1 89,0 84,0 78,6 70,2 61,5 55,3 48,3 40,5 1	32,3
IO320 <b>B</b> EL A 55,0 82,3 78,4 75,7 72,9 68,2 62,8 58,8 54,3 49,2	14,1
IO320 <b>B</b> EL A 107,0 83,5 79,8 77,1 74,2 69,1 63,0 58,5 53,5 48,0	12,8
IO320 <b>B</b> EL D 201,0 90,2 85,8 82,8 79,6 74,3 68,3 63,9 58,8 53,0 4	17,2
IO320 <b>B</b> EL D 214,0 93,9 89,0 85,7 82,2 76,6 70,4 65,9 60,7 54,7	18,6
IO320 <b>B</b> EL D 339,0 98,8 94,5 91,4 88,1 82,5 76,1 71,4 66,1 60,0 :	53,5
IO360 LAmaxA 26,6 71,6 64,2 59,7 55,0 47,7 39,8 34,4 28,5 22,4	16,9
IO360 LAmaxA 58,2 78,8 72,2 67,7 62,9 55,2 46,7 40,7 34,1 27,0 2	20,3
IO360 LAmaxD 59,6 82,7 75,6 71,1 66,4 58,9 50,8 45,0 38,6 31,7 2	24,5
IO360 LAmaxD 100,0 84,6 77,8 73,2 68,2 60,4 52,0 46,2 39,9 33,5 2	25,6
IO360ISEL A 26,6 73,0 68,7 65,8 63,0 58,6 53,6 50,0 46,2 42,4 1	38,8
IO360BEL A 58,2 79,3 75,3 72,7 69,9 65,1 59,6 55,5 51,1 46,3	43,0
IO360ISEL D 59,6 83,5 79,8 77,2 74,4 69,7 64,1 59,9 55,3 50,3	45,8
IO360SEL D 100,0 84,9 81,4 78,9 76,0 71,2 65,5 61,3 56,5 51,8	16,3

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IOS40   LAmax   2												
IOS40   LAmax   2	IO540 LAmaxA		82,2	75,8	71,7	67,3	60,6	53,5	48,7	43,4	37,7	31,6
TOS40 LAMaxD   2   92,0   85,6   81,2   76,7   69,5   62,0   56,8   51,3   45,2   38,8     TOS40 LAMaxD   2   99,0   92,6   88,3   83,8   76,6   68,7   63,1   56,9   50,0   42,7     TOS40 SEL   A   2   2   400,0   82,7   79,3   77,0   74,6   70,8   66,6   63,5   60,1   56,1   51,7     TOS40 SEL   A   2   2   86,6   83,2   80,8   78,4   74,4   70,2   67,1   63,7   59,8   55,4     TOS40 SEL   A   2   92,9   89,5   87,2   84,6   80,5   75,8   72,2   68,2   63,6   58,4     TOS40 SEL   D   2   91,8   88,3   85,8   83,2   78,9   74,1   70,8   67,1   63,0   58,3     TOS40 SEL   D   2   96,8   93,5   91,1   88,6   84,3   79,4   75,7   71,5   66,7   61,4     TISDLAmax   300,0   83,2   76,3   71,5   66,5   58,6   50,1   43,9   37,1   29,5   21,0     TISDLAmax   300,0   85,7   78,8   74,0   69,0   61,1   52,6   46,4   39,6   32,0   23,5     TISDLAmaxD   1   99,3   88,6   83,9   79,0   71,1   62,3   55,7   48,4   40,1   31,0     TISDSEL   A   300,0   86,8   82,2   78,9   75,4   69,7   63,5   58,8   53,5   47,4   40,4     JTISDSEL   A   600,0   86,8   82,2   78,9   75,4   69,7   63,5   58,8   53,5   47,4   40,4     JTISDSEL   D   1   96,4   91,7   88,2   84,5   78,3   71,4   66,3   60,6   54,2   47,1     JTISDEAmax   101,3   94,4   89,6   84,4   75,8   67,2   61,3   54,4   46,4   37,5     JTISDEAmaxD   1   101,3   94,4   89,6   84,4   75,8   67,2   61,3   54,4   46,4   37,5     JTISDEAmaxD   2   100,0   103,7   97,2   92,6   87,8   80,1   72,0   66,0   59,2   51,1   42,2	IO540 LAmaxA		86,4	80,1	75,9	71,5	64,7	57,6	52,7	47,4	41,7	35,6
IOS40 LAMAXD   2	IO540 LAmaxA		94,6	88,2	83,8	79,3	72,0	63,9	58,2	52,2	45,6	38,8
TOS40 SEL   A   2	IO540 LAmaxD		92,0	85,6	81,2	76,7	69,5	62,0	56,8	51,3	45,2	38,8
Horse   Hors	IO540 LAmaxD		99,0	92,6	88,3	83,8	76,6	68,7	63,1	56,9	50,0	42,7
S00,0   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     JT15D LAmax   300,0   83,2   76,3   71,5   66,5   58,6   50,1   43,9   37,1   29,5   21,0     JT15D LAmax   600,0   85,7   78,8   74,0   69,0   61,1   52,6   46,4   39,6   32,0   23,5     JT15D LAmax   1   200,0   93,2   86,2   81,3   76,0   67,6   58,4   51,8   44,6   36,7   28,1     JT15D SEL   A   300,0   85,6   81,0   77,7   74,2   68,5   62,3   57,6   52,3   46,2   39,2     JT15D SEL   A   600,0   86,8   82,2   78,9   75,4   69,7   63,5   58,8   53,5   47,4   40,4     JT15D 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     JT15D EAmax   670,0   90,2   82,7   77,2   71,2   61,7   52,0   45,5   38,5   30,7   21,2     JT15D EAmax   670,0   90,2   82,7   77,2   71,2   61,7   52,0   45,5   38,5   30,7   21,2     JT15D EAmax   1   101,3   94,4   89,6   84,4   75,8   67,2   61,3   54,4   46,4   37,5     JT15D EAmax   2   100,0   101,3   94,4   89,6   84,4   75,8   67,2   61,3   54,4   46,4   37,5     JT15D EAmax   2   100,0   103,7   97,2   92,6   87,8   80,1   72,0   66,0   59,2   51,1   42,2     JT15D EAmax   2   100,0   103,7   97,2   92,6   87,8   80,1   72,0   66,0   59,2   51,1   42,2     JT15D EAmax   2   100,0   103,7   97,2   92,6   87,8   80,1   72,0   66,0   59,2   51,1   42,2     JT15D EAmax   2   100,0   103,7   97,2   92,6   87,8   80,1   72,0   66,0   59,2   51,1   42,2     JT15D EAmax   2   100,0   103,7   97,2   92,6   87,8   80,1   72,0   66,0   59,2   51,1   42,2     JT15D EAmax   2   100,0   103,7   97,2   92,6   87,8   80,1   72,0   66,0   59,2   51,1   42,2     JT15D EAMax   3   3   3   3   3   3   3   3   3	IO540 SEL A		82,7	79,3	77,0	74,6	70,8	66,6	63,5	60,1	56,1	51,7
TOS40 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 A		86,6	83,2	80,8	78,4	74,4	70,2	67,1	63,7	59,8	55,4
S00,0   S00,	IO540 SEL A		92,9	89,5	87,2	84,6	80,5	75,8	72,2	68,2	63,6	58,4
T15DLAmax   300,0   83,2   76,3   71,5   66,5   58,6   50,1   43,9   37,1   29,5   21,0	IO540 SEL D		91,8	88,3	85,8	83,2	78,9	74,1	70,8	67,1	63,0	58,3
JT15DLAmax    G00,0   85,7   78,8   74,0   G9,0   G1,1   52,6   46,4   39,6   32,0   23,5     JT15DLAmax    J1	IO540 SEL D		96,8	93,5	91,1	88,6	84,3	79,4	75,7	71,5	66,7	61,4
JT15DLAmad   JT1	JT15DLAmaxA	300,0	83,2	76,3	71,5	66,5	58,6	50,1	43,9	37,1	29,5	21,0
JT15DLAmaxD	JT15DLAmaxA	600,0	85,7	78,8	74,0	69,0	61,1	52,6	46,4	39,6	32,0	23,5
JT15D\$EL A   300,0 85,6 81,0 77,7 74,2 68,5 62,3 57,6 52,3 46,2 39,2   JT15D\$EL A   600,0 86,8 82,2 78,9 75,4 69,7 63,5 58,8 53,5 47,4 40,4   JT15D\$EL D   1 96,4 91,7 88,2 84,5 78,3 71,4 66,3 60,6 54,2 47,1   JT15D\$EL D   1 98,0 93,6 90,4 87,0 81,4 74,8 69,7 63,9 57,1 49,5   550,0 90,2 82,7 77,2 71,2 61,7 52,0 45,5 38,5 30,7 21,2   JT15D\$Amax   1 101,3 94,4 89,6 84,4 75,8 67,2 61,3 54,4 46,4 37,5   JT15D\$Amax   1 101,3 94,4 89,6 84,4 75,8 67,2 61,3 54,4 46,4 37,5   JT15D\$Amax   2 100,0 97,2 92,6 87,8 80,1 72,0 66,0 59,2 51,1 42,2	JT15DLAmaxD		93,2	86,2	81,3	76,0	67,6	58,4	51,8	44,6	36,7	28,1
JT15D\$EL         A         600,0         86,8         82,2         78,9         75,4         69,7         63,5         58,8         53,5         47,4         40,4           JT15D\$EL         D         1         96,4         91,7         88,2         84,5         78,3         71,4         66,3         60,6         54,2         47,1           JT15D\$EL         D         1         98,0         93,6         90,4         87,0         81,4         74,8         69,7         63,9         57,1         49,5           JT15D\$EAmaxA         670,0         90,2         82,7         77,2         71,2         61,7         52,0         45,5         38,5         30,7         21,2           JT15D\$EAmaxA         1         101,3         94,4         89,6         84,4         75,8         67,2         61,3         54,4         46,4         37,5           JT15D\$EAmaxD         1         101,3         94,4         89,6         84,4         75,8         67,2         61,3         54,4         46,4         37,5           JT15D\$EAmaxD         2         100,0         103,7         97,2         92,6         87,8         80,1         72,0         66,0         59,2	JT15DLAmaxD		95,3	88,6	83,9	79,0	71,1	62,3	55,7	48,4	40,1	31,0
JT15D\$EL         D         1 200,0         96,4         91,7         88,2         84,5         78,3         71,4         66,3         60,6         54,2         47,1           JT15D\$EL         D         1 98,0         93,6         90,4         87,0         81,4         74,8         69,7         63,9         57,1         49,5           JT15D\$EAmaxA         670,0         90,2         82,7         77,2         71,2         61,7         52,0         45,5         38,5         30,7         21,2           JT15D\$EAmaxA         1 101,3         94,4         89,6         84,4         75,8         67,2         61,3         54,4         46,4         37,5           JT15D\$EAmaxD         1 101,3         94,4         89,6         84,4         75,8         67,2         61,3         54,4         46,4         37,5           JT15D\$EAmaxD         2 100,0         103,7         97,2         92,6         87,8         80,1         72,0         66,0         59,2         51,1         42,2	JT15D\$EL A	300,0	85,6	81,0	77,7	74,2	68,5	62,3	57,6	52,3	46,2	39,2
JT15D\$EL   D   1	JT15D\$EL A	600,0	86,8	82,2	78,9	75,4	69,7	63,5	58,8	53,5	47,4	40,4
JT15DEAmaxA       550,0       8       670,0       90,2       82,7       77,2       71,2       61,7       52,0       45,5       38,5       30,7       21,2         JT15DEAmaxA       1 500,0       101,3       94,4       89,6       84,4       75,8       67,2       61,3       54,4       46,4       37,5         JT15DEAmaxD       1 500,0       101,3       94,4       89,6       84,4       75,8       67,2       61,3       54,4       46,4       37,5         JT15DEAmaxD       2 103,7       97,2       92,6       87,8       80,1       72,0       66,0       59,2       51,1       42,2	JT15D\$EL D		96,4	91,7	88,2	84,5	78,3	71,4	66,3	60,6	54,2	47,1
JT15DEAmaxA       1 500,0       101,3 94,4 89,6 84,4 75,8 67,2 61,3 54,4 46,4 37,5         JT15DEAmaxD       1 101,3 94,4 89,6 84,4 75,8 67,2 61,3 54,4 46,4 37,5         JT15DEAmaxD       2 100,0 103,7 97,2 92,6 87,8 80,1 72,0 66,0 59,2 51,1 42,2	JT15D\$EL D		98,0	93,6	90,4	87,0	81,4	74,8	69,7	63,9	57,1	49,5
JT15DEAmaxD     1 101,3 94,4 89,6 84,4 75,8 67,2 61,3 54,4 46,4 37,5       JT15DEAmaxD     2 100,0 103,7 97,2 92,6 87,8 80,1 72,0 66,0 59,2 51,1 42,2	JT15DEAmaxA	670,0	90,2	82,7	77,2	71,2	61,7	52,0	45,5	38,5	30,7	21,2
JT15DEAmaxD 2 100,0 97,2 92,6 87,8 80,1 72,0 66,0 59,2 51,1 42,2	JT15DEAmaxA		101,3	94,4	89,6	84,4	75,8	67,2	61,3	54,4	46,4	37,5
100,0	JT15DEAmaxD		101,3	94,4	89,6	84,4	75,8	67,2	61,3	54,4	46,4	37,5
JT15DSEL A 670,0 90,2 85,6 82,2 78,4 72,3 65,3 60,3 54,7 48,4 41,4	JT15DEAmaxD		103,7	97,2	92,6	87,8	80,1	72,0	66,0	59,2	51,1	42,2
	JT15D <b>S</b> EL A	670,0	90,2	85,6	82,2	78,4	72,3	65,3	60,3	54,7	48,4	41,4

JT15D <b>S</b> EL	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 <b>S</b> EL	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 <b>S</b> EL	D	2 100,0		102,4	99,7	96,8	91,6	85,7	81,2	75,9	69,3	61,8
JT3D LAma	ıxA	4 000,0	111,8	104,5	98,9	93,0	81,8	67,8	59,2	50,9	41,8	32,9
JT3D LAma	xA	6 000,0		106,8	101,5	95,5	84,6	71,3	63,3	55,3	46,4	37,2
JT3D LAma	Ckr	8 000,0		109,0	103,7	98,0	87,6	75,4	67,7	59,8	51,1	42,1
JT3D LAma	Ckr	10 000,0	117,5	110,8	105,6	100,0	90,4	79,5	71,8	63,8	55,2	46,5
JT3D LAma	Ckr	12 000,0	118,2	111,5	106,4	101,0	92,1	82,0	74,5	66,8	58,6	49,7
JT3D LAma	Ckr	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		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
JT3DQLAma	xA	3 000,0	102,8	95,2	89,6	83,1	74,3	65,0	58,4	51,0	42,6	34,0
JT3DQLAma	xA	5 000,0	105,2	96,2	89,9	84,4	75,7	66,2	59,5	52,1	43,9	35,5
JT3DQLAma	Ckr	11 000,0		100,8	96,3	91,4	83,5	75,0	68,7	61,7	53,6	45,3
JT3DQLAma	Ckr	15 500,0	114,2	107,7	103,2	98,7	91,4	83,7	78,2	72,0	64,9	57,3
JT3DQ8EL	A	3 000,0	104,4	99,4	95,6	91,4	84,8	77,8	72,6	66,7	59,9	52,7

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JT3D0	QSEL	A	5 000,0	105,1	100,0	96,2	91,9	85,4	78,4	73,2	67,3	60,6	53,7
JT3D0	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
JT3D0	QSEL	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	LAma	ıxA	4 000,0	109,2	101,7	96,3	90,5	80,6	69,0	61,7	54,5	45,7	36,9
JT4A	LAma	ıxA	6 000,0	111,1	103,6	98,2	92,5	82,7	71,2	63,7	56,3	48,1	39,5
JT4A	LAma	Œ	10 000,0	116,5	109,3	104,1	98,5	89,3	79,0	71,6	63,7	54,5	45,4
JT4A	LAma	Œ	12 000,0	119,6	112,4	107,4	102,0	93,1	82,9	75,3	67,4	58,4	48,8
JT4A	LAma	Œĸ	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
JT9D	7 <b>Q</b> Ama	ıxA	8 560,0	101,8	95,4	91,0	86,3	78,6	69,9	63,6	56,7	49,0	40,9
JT9D	7 <b>Q</b> Ama	ıxA	14 000,0	103,3	96,8	92,2	87,1	79,2	70,5	64,2	57,5	49,9	41,9
JT9D	7 <b>Q</b> Ama	Ok	24 370,0	106,3	99,8	95,3	90,3	82,6	74,2	68,1	61,6	54,2	46,4
JT9D	7 <b>Q</b> Ama	Œ	34 850,0	110,0	103,8	99,4	94,7	87,2	78,7	72,7	66,0	58,6	50,8
JT9D	7 <b>Q</b> Ama	Œ	40 240,0	112,5	106,3	102,0	97,3	89,9	81,4	75,3	68,6	61,2	53,4
JT9D	7 <b>Q</b> Ama	Œ	44 940,0	115,3	109,1	104,8	100,0	92,6	84,2	78,0	71,4	63,9	56,1
JT9D′	7 <b>Q</b> EL	A	8 560,0	103,6	99,5	96,6	93,5	88,1	81,7	77,0	71,6	65,5	58,9

JT9D7 <b>©</b> EL	A	14 000,0	105,1	100,9	97,8	94,3	88,7	82,3	77,6	72,4	66,4	59,9
JT9D7 <b>Q</b> EL	D	24 370,0	108,1	103,9	100,9	97,5	92,1	86,0	81,5	76,5	70,7	64,4
JT9D7 <b>©</b> EL	D	34 850,0	111,8	107,9	105,0	101,9	96,7	90,5	86,1	80,9	75,1	68,8
JT9D7 <b>©</b> EL	D	40 240,0	114,3	110,4	107,6	104,5	99,4	93,2	88,7	83,5	77,7	71,4
JT9D7 <b>Q</b> EL	D	44 940,0	117,1	113,2	110,4	107,2	102,1	96,0	91,4	86,3	80,4	74,1
JT9DBIDAma	ıxA	8 000,0	106,5	99,5	94,5	89,0	79,8	69,1	61,2	53,2	44,9	36,3
JT9DBIDAma	ıxA	14 000,0	111,0	104,0	99,0	93,5	84,3	73,6	65,7	57,7	49,4	40,8
JT9DBIDAma	<b>G</b> kı	20 000,0	114,3	107,2	102,1	96,5	87,1	76,9	69,8	62,3	54,2	45,4
JT9DBIDAma	Ok.	28 000,0	116,4	109,3	104,2	98,5	89,0	79,1	72,3	65,0	57,0	48,0
JT9DBIDAma	Ckr	36 000,0	117,9	110,8	105,7	100,0	90,5	80,6	73,8	66,5	58,5	49,7
JT9DB\$EL	A	8 000,0	108,2	103,5	99,9	96,0	89,1	80,6	74,2	67,6	60,9	53,7
JT9DB\$EL	A	14 000,0	113,2	108,5	104,9	101,0	94,1	85,6	79,2	72,6	65,9	58,7
JT9DB\$EL	D	20 000,0	116,6	111,8	108,1	104,0	96,9	89,0	83,4	77,3	70,7	63,4
JT9DB\$EL	D	28 000,0	118,7	113,9	110,2	106,0	98,8	91,2	85,9	80,0	73,5	66,2
JT9DB\$EL	D	36 000,0	120,2	115,4	111,7	107,5	100,3	92,7	87,4	81,5	75,0	67,7
JT9DFLAma	ıxA	8 000,0	103,0	95,5	90,2	84,3	75,1	66,0	59,7	52,6	44,5	35,6
JT9DFLAma	ıxA	16 000,0	107,1	99,6	94,3	88,4	79,2	70,1	63,8	56,7	48,6	39,7
JT9DFLAma	Ckr	24 000,0	110,6	103,1	97,8	92,1	83,3	74,5	68,3	61,5	53,7	45,4
JT9DFLAma	Ckr	32 000,0	113,5	105,9	100,6	95,1	86,5	77,9	71,9	65,3	57,7	49,7
JT9DFLAma	Œ	40 000,0	115,7	108,1	102,8	97,3	88,7	80,1	74,1	67,5	59,9	51,9

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53,3
57,3
62,8
66,5
68,5
15,9
16,6
18,0
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43,7
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49,2
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34,3
39,8
40,2

O470RSEL	D	533,0	87 Q	83,8	81,1	78,2	73,6	68,2	64,2	59,6	54,2	48,4
	D		- 1	91,3		-						
O470RSEL		640,0			88,5	85,4	80,3	74,1	69,2	63,4	56,5	49,3
OLY593Ama	xA	10 000,0	115,8	109,2	104,6	99,8	92,0	83,2	76,5	68,8	60,3	50,7
OLY593Ama	xA.	20 000,0	126,4	119,4	113,3	109,2	101,2	92,4	85,9	78,7	70,2	60,7
OLY593Ama	Æ	20 000,0	126,4	119,4	113,3	109,2	101,2	92,4	85,9	78,7	70,2	60,7
OLY593Ama	Œ	28 000,0	132,1	124,8	119,6	114,3	106,1	97,3	90,8	83,6	75,1	65,3
OLY593Ama	æ	32 000,0	134,0	126,7	121,4	116,0	107,8	98,9	92,4	85,2	76,7	67,3
OLY59SEL	A	10 000,0	117,7	113,4	110,3	107,0	101,5	94,8	89,6	83,5	76,5	68,3
OLY59SEL	A	20 000,0	130,3	125,5	122,0	118,3	112,6	106,1	101,1	95,3	88,3	80,3
OLY59SEL	D	20 000,0	130,3	125,5	122,0	118,3	112,6	106,1	101,1	95,3	88,3	80,3
OLY59SEL	D	28 000,0	136,4	131,3	127,6	123,8	118,0	111,4	106,4	100,6	93,7	85,7
OLY59SEL	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 IIL <b>A</b> ma	xA.	400,0	90,0	83,6	79,4	75,0	68,0	60,4	54,8	48,3	40,5	31,7
PT6A IIL Ama	xA	427,0	90,0	83,6	79,4	75,0	68,0	60,4	54,8	48,3	40,5	31,7
PT6A III. Ama	xA.	463,0	90,3	84,0	79,7	75,2	68,2	60,6	55,1	48,7	41,1	32,6
PT6A lIL <b>A</b> ma	æ	1 009,0	88,2	82,0	77,8	73,5	66,7	59,1	53,5	47,1	39,4	30,8
PT6A IIL <b>A</b> ma	Œ	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 ISHL	D	1 899,0	89,7	85,8	83,2	80,4	75,9	70,9	67,1	62,6	57,1	50,9
PT6A2T7Ama	xA.	30,0	90,9	84,6	80,4	76,0	69,1	61,6	56,0	49,8	42,6	34,0
PT6A2I7Ama	xA.	100,0	95,6	89,5	85,3	81,0	74,3	67,0	61,6	55,6	49,0	41,4
PT6A2T7Ama	dk.	30,0	90,9	84,6	80,4	76,0	69,1	61,6	56,0	49,8	42,6	34,0

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DELC 1 OFF 1		1000	0.7.6	00.5	0.5.0	01.0		( <b>7</b> 0	61.6		40.0	44.4
PT6A2I7Ama	Ok	100,0	95,6	89,5	85,3	81,0	74,3	67,0	61,6	55,6	49,0	41,4
PT6A25EL	A	30,0	91,3	87,2	84,4	81,6	76,9	71,7	67,6	62,9	57,2	50,0
PT6A2SEL	A	100,0	95,9	92,0	89,3	86,5	82,0	77,0	73,1	68,6	63,5	57,4
PT6A25EL	D	30,0	91,3	87,2	84,4	81,6	76,9	71,7	67,6	62,9	57,2	50,0
PT6A25EL	D	100,0	95,9	92,0	89,3	86,5	82,0	77,0	73,1	68,6	63,5	57,4
PT6A4IIAma	axA	300,0	83,6	77,2	72,8	68,2	60,9	52,8	47,0	40,4	32,8	24,9
PT6A4IIAma	axA	311,0	83,6	77,2	72,8	68,2	60,9	52,8	47,0	40,4	32,8	24,9
PT6A4LAma	Okr	820,0	85,2	78,9	74,7	70,3	63,5	56,0	50,6	44,4	37,2	29,1
PT6A4IIAma	axD	1 153,0	87,2	81,0	76,9	72,6	65,9	58,6	53,4	47,5	40,6	32,9
PT6A4SEL	A	300,0	87,8	83,6	80,7	77,6	72,5	66,7	62,3	57,3	51,3	44,8
PT6A4SEL	A	311,0	87,8	83,6	80,7	77,6	72,5	66,7	62,3	57,3	51,3	44,8
PT6A4SEL	D	820,0	86,6	82,5	79,8	77,0	72,3	67,1	63,2	58,5	52,8	46,3
PT6A4SEL	D	1 153,0	88,6	84,7	82,0	79,2	74,8	69,8	66,0	61,6	56,2	50,0
PT6A45Ama	axA	35,0	87,2	81,0	76,7	72,4	65,1	57,7	52,9	48,0	41,9	35,1
PT6A45Ama	axA	65,0	87,8	81,4	77,0	72,5	64,9	57,4	52,4	47,4	41,7	35,5
PT6A45Ama	GK:	65,0	87,8	81,4	77,0	72,5	64,9	57,4	52,4	47,4	41,7	35,5
PT6A45Ama	<b>G</b> k	100,0	94,9	88,6	84,4	80,0	72,6	65,2	60,3	55,4	49,4	42,4
PT6A4SEL	A	35,0	88,0	84,0	81,3	78,5	74,0	69,2	65,6	61,6	57,0	51,6
PT6A4SEL	A	65,0	88,5	84,4	81,5	78,5	73,7	68,5	64,8	60,9	56,8	52,0
PT6A4SEL	D	65,0	88,5	84,4	81,5	78,5	73,7	68,5	64,8	60,9	56,8	52,0
PT6A4SEL	D	100,0	95,1	91,1	88,4	85,5	81,0	76,1	72,4	68,4	63,8	58,4
PT6A5I0Ama	xA	35,0	83,9	78,2	74,0	68,8	60,7	51,8	45,5	38,6	31,4	24,2
PT6A5I0Ama	xA	40,0	87,4	81,7	77,5	72,4	64,2	55,5	49,0	42,1	34,4	26,7
PT6A 510Ama	Ok.	80,0	84,7	78,5	74,4	69,8	62,5	54,0	48,1	41,3	34,0	26,4
PT6A5I0Ama	Okr	100,0	86,9	80,7	76,6	72,0	64,7	56,2	50,2	43,5	36,4	29,3
PT6A5SEL	A	35,0	85,7	82,3	79,6	76,0	70,2	63,6	58,9	53,5	47,9	42,2
PT6A5SEL	A	40,0	89,2	85,8	83,1	79,6	73,7	67,3	62,4	57,0	50,9	44,7
PT6A5SEL	D	80,0	86,5	82,6	80,0	77,0	72,0	65,8	61,5	56,2	50,5	44,4
PT6A5SEL	D	100,0	88,7	84,8	82,2	79,2	74,2	68,0	63,6	58,4	52,9	47,3
PT6A67Ama	xΑ	400,0	87,8	81,2	76,8	72,2	64,9	56,7	50,6	43,5	35,4	27,1
PT6A67Ama	xA	600,0	89,1	82,4	77,9	73,3	66,1	58,1	52,3	45,7	37,8	29,2
PT6A67Ama	dx	1 000,0	90,2	83,7	79,2	74,5	67,0	58,8	52,9	46,7	39,9	33,2

PT6A67AmaxD	1	90,2	83,7	79,2	74,5	67,0	58,8	52,9	46,7	39,9	33,2
	100,0	,									
PT6A67AmaxD	1 600,0	87,9	81,5	77,2	72,7	65,7	58,1	52,7	46,9	40,5	34,0
PT6A67AmaxD	1 700,0	87,9	81,5	77,2	72,7	65,7	58,1	52,7	46,9	40,5	34,0
PT6A6SEL A	400,0	90,6	86,4	83,9	81,0	76,3	70,7	66,2	60,9	54,6	48,2
PT6A65EL A	600,0	90,8	86,6	83,9	80,9	76,3	71,0	66,8	61,8	55,7	48,8
PT6A6SEL D	1 000,0	92,8	88,9	86,3	83,3	78,4	72,7	68,5	63,9	58,8	53,6
PT6A6SEL D	1 100,0	92,8	88,9	86,3	83,3	78,4	72,7	68,5	63,9	58,8	53,6
PT6A6SEL D	1 600,0	89,4	85,7	83,2	80,5	76,0	70,9	67,2	63,1	58,5	53,7
PT6A6SEL D	1 700,0	89,4	85,7	83,2	80,5	76,0	70,9	67,2	63,1	58,5	53,7
PW119CAmaxA	108,0	91,0	84,0	79,0	73,6	64,7	55,1	48,4	41,1	33,2	25,4
PW119CAmaxA	465,0	91,8	84,6	79,4	73,7	64,1	53,6	46,5	39,0	31,1	22,9
PW119CAmaxD	3 412,0	87,2	80,6	76,2	71,5	64,3	56,5	51,0	44,9	38,3	31,6
PW119CAmaxD	4 300,0	88,8	82,4	78,2	73,8	67,0	59,9	55,0	49,7	43,9	37,8
PW119CAmaxD	4 301,0	88,8	82,4	78,2	73,8	67,0	59,9	55,0	49,7	43,9	37,8
PW119XEL A	108,0	95,0	90,3	86,8	82,8	76,2	68,8	63,6	57,8	51,4	45,1
PW119XEL A	465,0	95,3	90,4	86,7	82,5	75,1	66,9	61,3	55,3	48,8	42,2
PW119XEL D	3 412,0	90,0	85,7	82,7	79,6	74,6	69,1	65,0	60,5	55,4	50,1
PW119XEL D	4 300,0	90,2	86,0	83,2	80,3	75,8	71,0	67,6	63,8	59,5	54,8
PW119XEL D	4 301,0	90,2	86,0	83,2	80,3	75,8	71,0	67,6	63,8	59,5	54,8
PW120LAmaxA	35,0	87,1	80,3	75,5	70,5	62,4	54,0	48,9	43,8	39,1	34,8
PW120LAmaxA	40,0	90,0	83,7	79,2	74,3	66,7	59,0	54,0	48,8	43,4	38,1
PW120LAmaxD	90,0	82,8	76,9	72,9	68,7	62,8	56,3	51,8	47,3	42,3	37,6
PW120LAmaxD	100,0	85,2	79,4	75,8	71,9	65,9	59,7	55,3	51,0	46,2	41,6
PW120LAmaxD	150,0	90,2	84,4	80,8	76,9	70,9	64,7	60,3	56,0	51,2	46,6
PW120SEL A	35,0	88,9	84,4	81,1	77,7	71,9	65,8	62,3	58,7	55,6	52,8
PW120SEL A	40,0	91,8	87,8	84,8	81,5	76,2	70,8	67,4	63,7	59,9	56,1

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PW120SEL	D	90,0	84,6	81,0	78,5	75,9	72,3	68,1	65,2	62,2	58,8	55,6
PW120SEL	D	100,0	87,0	83,5	81,4	79,1	75,4	71,5	68,7	65,9	62,7	59,6
PW120SEL	D	150,0	92,0	88,5	86,4	84,1	80,4	76,5	73,7	70,9	67,7	64,6
PW2037Ama	ıxA	5 000,0	93,3	86,7	82,1	77,1	69,2	60,2	53,4	46,2	38,2	30,2
PW2037Ama	ıxA	12 000,0	97,8	90,9	86,1	80,9	72,6	63,4	56,5	49,0	40,7	32,4
PW2037Ama	Œ	13 000,0	95,6	89,2	84,6	79,6	71,4	62,1	55,2	47,6	39,3	30,8
PW2037Ama	Œ	24 000,0	99,7	93,1	88,4	83,2	75,2	66,1	59,8	53,3	46,2	39,0
PW2037Ama	Œ	30 000,0	101,5	95,5	91,1	86,4	78,8	70,1	63,7	57,0	49,5	41,9
PW2037Ama	Œ	36 000,0	103,7	98,4	94,6	90,5	83,8	75,5	68,9	61,6	53,2	44,6
PW2035ÆL	A	5 000,0	95,1	90,8	87,7	84,3	78,7	72,0	66,8	61,1	54,7	48,2
PW2035ÆL	A	12 000,0	99,6	95,0	91,7	88,1	82,1	75,2	69,9	63,9	57,2	50,4
PW2035ÆL	D	13 000,0	97,4	93,3	90,2	86,8	80,9	73,9	68,6	62,5	55,8	48,8
PW2035/EL	D	24 000,0	101,5	97,2	94,0	90,4	84,7	77,9	73,2	68,2	62,7	57,0
PW2035/EL	D	30 000,0	103,3	99,6	96,7	93,6	88,3	81,9	77,1	71,9	66,0	59,9
PW2035/EL	D	36 000,0	105,5	102,5	100,2	97,7	93,3	87,3	82,3	76,5	69,7	62,6
PW30dCAma	ıxA	500,0	84,2	77,2	72,2	66,8	58,1	48,7	42,1	35,1	27,7	20,3
PW30dCAma	ıxA	1 000,0	85,4	78,1	73,0	67,6	58,8	49,4	42,8	35,9	28,5	21,3
PW30dCAma	Œĸ	1 500,0	86,2	79,5	74,7	69,4	60,7	51,2	44,5	37,2	29,5	21,8
PW30dCAma	Œĸ	3 500,0	95,2	88,8	84,1	78,9	70,3	60,8	54,1	46,9	39,1	31,3
PW30dCAma	- Gkı	5 500,0	101,4	95,1	90,4	85,2	76,5	66,8	60,0	52,6	44,6	36,5
PW306XEL	A	500,0	85,4	81,5	78,6	75,2	69,3	62,7	57,8	52,6	46,8	41,0
PW306XEL	A	1 000,0	86,5	82,4	79,3	75,8	69,9	63,3	58,5	53,4	47,8	42,1

PW306EL	D	1 500,0	85,8	82,3	79,5	76,2	70,6	64,0	59,1	53,8	47,9	41,9
PW306EL	D	3 500,0	94,9	91,3	88,4	85,2	79,5	72,9	68,1	62,9	57,1	51,2
PW306EL	D	5 500,0	101,3	97,9	95,1	91,9	86,3	79,8	75,0	69,7	64,0	58,1
PW40¶6Ama	ıxA	7 000,0	99,8	92,4	87,3	82,0	74,1	65,7	59,6	52,8	45,8	39,1
PW4056Ama	ıxA	10 000,0	99,9	92,4	87,3	82,0	74,2	65,8	59,7	52,8	45,8	39,0
PW40¶6Ama	ıxA	13 000,0	100,5	92,9	87,7	82,4	74,5	66,1	60,0	53,1	46,1	39,4
PW40 <b>56</b> Ama	ıxΑ	16 000,0	101,4	93,6	88,2	82,9	74,9	66,5	60,4	53,6	46,6	40,0
PW40 56Ama	Ckr	20 000,0	101,9	94,4	89,3	83,9	75,7	67,7	61,9	55,5	49,1	42,9
PW40 56Ama	Ckr	26 000,0	103,4	96,2	91,2	86,1	78,0	69,7	64,0	57,6	51,1	44,9
PW40 <b>56</b> Ama	Œ	32 000,0	105,1	98,0	93,2	88,1	80,2	71,8	66,0	59,7	53,2	47,0
PW40 56Ama	Œ	38 000,0	107,0	100,1	95,3	90,4	82,5	74,1	68,3	61,9	55,4	49,2
PW40 <b>16</b> Ama	Œ	44 000,0	109,5	102,7	98,0	93,1	85,3	76,9	71,2	64,8	58,3	52,2
PW40 16Ama	Ok.	50 000,0	113,3	106,5	101,7	96,9	89,1	81,0	75,3	68,9	62,5	56,4
PW405EL	A	7 000,0	102,9	98,2	94,9	91,5	86,1	80,1	75,6	70,5	65,2	60,1
PW405EL	A	10 000,0	103,3	98,6	95,2	91,7	86,3	80,3	75,8	70,6	65,2	60,1
PW405EL	A	13 000,0	103,9	99,1	95,7	92,1	86,6	80,6	76,1	70,9	65,6	60,6
PW40 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
PW40 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
PW40 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
PW40 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

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PW4056EL	D	38 000,0	107,6	103,6	100,8	97,7	92,7	87,2	83,3	78,8	74,3	69,9
PW4058EL	D	44 000,0	109,9	106,0	103,2	100,2	95,4	90,0	86,2	81,8	77,3	73,0
PW40 <b>5</b> 6EL	D	50 000,0	113,5	109,6	106,9	104,0	99,2	94,2	90,5	86,1	81,7	77,5
PW41 58Ama	ıxA	4 000,0	97,0	90,1	84,8	78,9	70,6	62,1	56,0	49,2	41,5	33,6
PW41 58Ama	ıxA	12 000,0	99,5	92,3	86,8	81,1	72,4	63,4	57,2	50,2	42,5	34,5
PW41 58Ama	Œ	23 000,0	104,9	95,7	89,4	83,0	73,2	62,8	56,1	49,2	41,7	34,0
PW41 58Ama	Œ	32 000,0	107,8	99,8	94,4	88,6	79,1	68,1	61,4	54,6	47,0	39,0
PW41 58Ama	Œ	41 000,0	108,7	101,0	95,9	90,3	81,0	71,5	65,1	58,2	50,5	42,4
PW41 58Ama	Ckr	50 000,0	111,5	103,9	98,9	93,7	85,4	76,6	70,4	63,7	56,0	47,6
PW41 58EL	A	4 000,0	99,7	94,9	91,6	88,2	82,7	76,6	72,0	66,8	60,8	54,3
PW41 58EL	A	12 000,0	102,5	97,8	94,1	90,2	84,2	77,8	73,1	67,8	61,6	55,1
PW41 58EL	D	23 000,0	104,1	98,5	94,2	90,0	83,7	76,8	71,9	66,8	61,0	54,7
PW41 58EL	D	32 000,0	106,1	101,4	97,6	94,0	88,1	81,6	77,0	72,0	66,2	60,0
PW41 58EL	D	41 000,0	107,3	103,1	99,7	96,4	91,0	85,0	80,6	75,7	70,1	63,8
PW41 58EL	D	50 000,0	110,6	106,5	103,4	100,2	95,1	89,5	85,3	80,4	74,6	68,1
PW4460Ama	ıxA	9 300,0	99,2	92,8	87,4	82,4	74,1	65,9	59,6	53,2	46,6	40,4
PW4460Ama	ıxA	22 400,0	102,5	95,6	90,5	84,9	76,3	67,5	61,2	54,8	48,1	41,7
PW44d0Ama	Œ	24 960,0	101,9	94,1	89,1	84,0	76,2	67,6	61,3	54,8	47,2	40,0
PW44d0Ama	Œ	37 100,0	104,4	97,1	92,4	87,5	80,2	71,9	65,8	59,1	51,7	44,7
PW4460Ama	Œ	49 010,0	107,4	100,9	96,4	91,9	84,7	76,9	70,8	64,4	56,7	50,2

								1				
PW44d0Ama	æ	53 830,0	109,6	103,2	98,6	94,0	87,3	79,4	73,8	67,1	59,7	53,2
PW4468EL	A	9 300,0	101,0	96,9	93,0	89,6	83,6	77,7	73,0	68,1	63,1	58,4
PW4460EL	A	22 400,0	104,3	99,7	96,1	92,1	85,8	79,3	74,6	69,7	64,6	59,7
PW4466EL	D	24 960,0	103,7	98,2	94,7	91,2	85,7	79,4	74,7	69,7	63,7	58,0
PW4466EL	D	37 100,0	106,2	101,2	98,0	94,7	89,7	83,7	79,2	74,0	68,2	62,7
PW4466EL	D	49 010,0	109,2	105,0	102,0	99,1	94,2	88,7	84,2	79,3	73,2	68,2
PW4460EL	D	53 830,0	111,4	107,3	104,2	101,2	96,8	91,2	87,2	82,0	76,2	71,2
PW530AAma	xA.	500,0	88,7	81,1	75,8	70,1	60,9	51,1	44,3	37,1	29,4	21,9
PW53@Ama	xA	800,0	90,3	82,7	77,5	71,8	62,9	53,3	46,7	39,7	32,3	25,0
PW530AAma	æ	1 200,0	94,0	87,0	81,9	76,3	67,2	57,2	50,1	42,6	34,5	26,4
PW530AAma	æ	1 600,0	95,8	89,1	84,2	78,9	70,0	60,3	53,4	45,9	38,0	30,0
PW530AAma	æ	2 000,0	98,5	91,8	86,8	81,4	72,4	62,5	55,5	47,9	39,8	31,7
PW53@Ama	xD	2 400,0	100,2	93,6	88,8	83,5	74,7	65,0	58,1	50,7	42,8	34,8
PW530SÆL	A	500,0	88,6	84,0	80,7	77,1	71,1	64,4	59,7	54,6	49,2	43,7
PW530SÆL	A	800,0	90,4	85,8	82,5	78,9	73,0	66,6	62,0	57,1	51,8	46,6
PW530SÆL	D	1 200,0	92,2	88,0	84,8	81,3	75,3	68,5	63,7	58,4	52,6	46,9
PW530SÆL	D	1 600,0	95,5	91,5	88,4	84,8	78,8	71,9	66,9	61,4	55,5	49,5
PW530SÆL	D	2 000,0	98,8	94,4	91,2	87,5	81,4	74,6	69,7	64,5	58,7	53,0
PW530SÆL	D	2 400,0	100,2	96,4	93,5	90,1	84,2	77,4	72,5	67,0	61,1	55,0
PW545AAma	xA	550,0	91,5	84,2	78,9	73,1	63,6	53,3	46,0	38,2	29,9	21,6
PW545AAma	xA.	750,0	93,0	85,6	80,3	74,5	65,1	54,7	47,4	39,6	31,3	23,0
PW545Ama	xD	1 750,0	94,4	87,6	82,7	77,3	68,3	58,5	51,5	44,0	35,9	27,8
PW545AAma	xD	2 000,0	94,6	87,6	82,5	77,1	68,3	58,7	52,1	45,0	37,5	30,0

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PW545AAma	Œ	2 500,0	96,4	89,3	84,3	78,9	70,1	60,6	53,9	46,8	39,3	31,8
PW545AAma	Œ	3 000,0	97,4	90,8	86,1	81,0	72,6	63,5	57,1	50,2	42,8	35,5
PW545AAma	Œ	3 500,0	99,7	93,2	88,5	83,4	75,1	66,0	59,6	52,8	45,6	38,3
PW545AEL	A	550,0	92,1	87,1	83,4	79,1	71,7	63,4	57,4	50,8	43,6	36,4
PW545AEL	A	750,0	93,6	88,6	84,8	80,5	73,2	64,9	58,9	52,4	45,3	38,1
PW545SAEL	D	1 750,0	94,8	90,3	86,9	83,0	76,3	68,7	63,2	57,2	50,6	44,0
PW545SÆL	D	2 000,0	95,9	91,1	87,5	83,6	77,1	69,8	64,7	59,1	53,1	47,1
PW545SÆL	D	2 500,0	98,0	93,2	89,6	85,7	79,2	71,9	66,8	61,2	55,2	49,2
PW545SÆL	D	3 000,0	98,7	94,4	91,2	87,6	81,5	74,6	69,7	64,3	58,5	52,6
PW545SÆL	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 OFAma	ıxA	79,0	77,0	69,5	64,6	59,8	52,4	44,4	38,6	32,1	24,5	16,3
PW61 OFAma	ı <b>x</b> A	112,0	77,3	69,8	64,9	59,9	52,4	44,3	38,5	32,0	24,5	16,2
PW61 OFAma	ıxA	160,0	77,9	70,4	65,4	60,3	52,5	44,4	38,5	32,0	24,5	16,2
PW61 OFAma	ıxA	208,0	78,5	71,0	66,0	60,8	52,9	44,6	38,7	32,1	24,6	16,3
PW61 OFAma	ı <b>x</b> A	262,0	79,2	71,8	66,8	61,5	53,5	45,0	39,0	32,4	24,8	16,6
PW61 OFAma	ıxA	328,0	80,1	72,9	67,9	62,7	54,5	45,8	39,7	32,9	25,2	17,0
PW61 OFAma	ıxA	404,0	81,2	74,3	69,5	64,3	56,1	47,1	40,7	33,8	26,0	17,7
PW61 OFAma	dx.	489,0	83,7	76,9	72,1	66,9	58,4	48,9	42,1	34,6	26,1	17,0
PW61 OFAma	Ckr	587,0	86,2	79,1	74,2	68,9	60,4	50,9	44,0	36,4	27,8	18,7
PW61 OFAma	dx.	689,0	88,3	81,2	76,2	70,9	62,3	52,9	46,0	38,3	29,6	20,4
PW61 OFAma	Ok.	807,0	90,3	83,3	78,3	73,1	64,6	55,2	48,3	40,5	31,8	22,6
PW61 OFAma	Ok.	910,0	91,7	84,8	80,0	74,9	66,5	57,1	50,2	42,5	33,7	24,4
PW61 OFAma	dx.	935,0	91,9	85,1	80,4	75,3	67,0	57,6	50,7	43,0	34,2	24,9
PW610HEL	A	79,0	78,5	74,3	71,3	68,3	63,5	58,1	54,0	49,2	43,4	36,9
PW6109EL	A	112,0	78,7	74,4	71,5	68,4	63,5	58,1	54,0	49,1	43,4	36,8
PW610HEL	A	160,0	79,0	74,7	71,8	68,7	63,7	58,2	54,0	49,2	43,4	36,8
PW610HEL	A	208,0	79,5	75,2	72,3	69,2	64,1	58,4	54,2	49,3	43,5	36,9
PW610HEL	A	262,0	80,1	75,9	72,9	69,8	64,7	58,9	54,7	49,7	43,8	37,2
PW610HEL	A	328,0	81,0	76,9	74,0	70,8	65,7	59,8	55,5	50,4	44,4	37,7

PW61	OSEL	A	404,0	82,2	78,3	75,5	72,4	67,2	61,3	56,8	51,6	45,4	38,6
PW61	ONEL.	D	489,0	83,4	79,6	76,8	73,6	68,4	62,1	57,3	51,7	44,9	37,5
PW61	OSEL	D	587,0	85,7	81,9	78,9	75,7	70,4	64,2	59,4	53,8	47,0	39,6
PW61	OSEL	D	689,0	87,9	84,1	81,0	77,7	72,4	66,3	61,5	55,9	49,2	41,7
PW61	OSEL	D	807,0	90,1	86,3	83,4	80,1	74,9	68,7	64,0	58,4	51,7	44,1
PW61	OSEL	D	910,0	91,8	88,1	85,3	82,2	77,0	70,8	66,1	60,5	53,7	46,1
PW61	OSEL	D	935,0	92,2	88,4	85,7	82,7	77,5	71,3	66,6	60,9	54,2	46,6
PW61	<b>I</b> FAma	ıxA	300,0	82,8	75,7	70,6	65,1	56,1	46,3	39,5	32,2	24,4	16,6
PW61	<b>I</b> FAma	ıxA	500,0	87,1	79,9	74,7	69,0	59,8	49,7	42,6	35,0	26,9	18,8
PW61	<b>I</b> FAma	Œ	700,0	90,2	83,5	78,6	73,1	64,1	54,0	46,9	39,2	31,0	22,7
PW61	<b>I</b> FAma	Gr	900,0	94,8	87,7	82,6	77,0	67,7	57,5	50,3	42,5	34,2	25,9
PW61	<b>1</b> FAma	Œ	1 100,0	96,4	89,8	85,0	79,6	70,6	60,5	53,4	45,7	37,3	28,9
PW61	<b>1</b> FAma	Œ	1 300,0	97,4	91,1	86,4	81,2	72,5	62,7	55,8	48,3	40,2	32,0
PW61	<b>S</b> EL	A	300,0	85,5	81,7	78,7	75,3	69,5	62,8	58,0	52,7	46,9	41,1
PW61	5SEL	A	500,0	87,0	82,9	79,8	76,3	70,4	63,8	59,0	53,9	48,3	42,6
PW61	5SEL	D	700,0	89,6	85,7	82,6	79,0	73,0	65,9	60,8	55,2	49,1	42,8
PW61	5SEL	D	900,0	92,9	89,0	86,0	82,5	76,5	69,6	64,6	59,2	53,2	47,1
PW61	SHEL	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	<b>S</b> EL	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	QPAma	ıxA	23,0	77,2	70,0	65,1	59,9	51,5	42,3	36,2	30,0	23,6	17,9
RAIS	QPAma	ıxA	30,0	78,3	71,3	67,4	61,7	53,9	45,6	39,8	33,6	27,0	20,1
RAIS	QPAma	<b>G</b> kı	60,0	84,7	78,1	73,6	68,9	61,5	53,8	48,4	42,6	36,3	29,8
RAIS	QPAma	Gr	85,0	89,2	82,7	78,4	74,0	67,2	60,1	55,3	50,2	44,6	38,7
RAIS	QPAma	Gr	100,0	96,8	90,5	86,3	82,1	75,4	68,3	63,3	57,7	51,3	44,6
RAIS	Q <del>I</del> EL	A	23,0	82,3	77,9	74,7	71,4	65,5	59,2	54,8	50,1	45,6	41,3
RAIS	Q <del>I</del> EL	A	30,0	82,6	78,6	76,3	72,7	67,6	61,8	57,6	52,9	48,2	43,9
RAIS	Q <del>IE</del> L	D	60,0	87,6	84,1	81,6	78,8	74,1	68,8	65,0	60,8	56,1	51,4
RAIS	Q <del>I</del> EL	D	85,0	92,3	88,6	86,1	83,4	79,2	74,7	71,3	68,0	63,9	60,1
RAIS	Q <del>SE</del> L	D	100,0	97,8	94,5	92,3	90,0	86,3	82,0	78,9	75,2	70,9	66,0
RB18	3LAma	ıxA	1 798,0	94,7	87,6	82,6	77,6	69,3	60,8	54,7	47,4	38,9	29,9

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DD1001 4	2	05.6	00.1	0.4.5	70.0	72.2	64.0	57.0	50.6	42.0	22.0
RB183LAmaxA	2 698,0	95,6	89,1	84,5	79,8	72,3	64,0	57,9	50,6	42,0	32,9
RB183LAmaxA	3 147,0	98,1	91,3	86,4	81,6	74,2	65,6	59,5	52,2	43,7	34,8
RB183LAmaxA	3 597,0	98,7	92,2	87,3	82,6	75,6	67,2	61,1	53,8	45,3	36,3
RB183LAmaxA	4 496,0	100,4	94,3	90,1	85,4	78,8	70,4	64,3	57,0	48,5	39,5
RB183LAmaxD	4 496,0	101,6	95,0	90,6	85,8	78,6	70,9	65,2	58,5	50,0	39,6
RB183LAmaxD	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
RB183PAmaxA	1 798,0	93,7	86,9	82,3	77,3	69,1	60,6	54,2	46,5	37,4	27,6
RB183PAmaxA	2 698,0	94,0	87,9	83,8	79,5	72,0	63,5	57,0	49,3	40,2	30,5
RB183PAmaxA	3 147,0	97,0	90,5	85,9	81,3	73,7	64,9	58,5	50,8	41,9	32,4
RB183PAmaxA	3 597,0	97,8	91,5	87,2	82,5	74,9	66,4	59,9	52,2	43,3	33,7
RB183PAmaxA	4 496,0	99,9	93,8	89,6	85,3	77,8	69,3	62,8	55,1	46,1	36,4
RB183PAmaxD	4 496,0	101,5	94,6	89,9	84,9	77,4	69,3	63,3	56,3	47,5	36,5
RB183PAmaxD	10 116,0	116,3	109,6	104,9	100,1	92,5	84,4	78,4	71,4	62,5	51,5

RB183	<b>S</b> EL	A	1 798,0	95,5	91,0	87,9	84,5	78,6	72,4	67,6	61,4	53,9	45,6
RB183	<b>S</b> EL	A	2 698,0	95,8	92,0	89,4	86,7	81,5	75,3	70,4	64,2	56,7	48,5
RB183	<b>S</b> EL	A	3 147,0	98,8	94,6	91,5	88,5	83,2	76,7	71,9	65,7	58,4	50,4
RB183	<b>S</b> EL	A	3 597,0	99,6	95,6	92,8	89,7	84,4	78,2	73,3	67,1	59,8	51,7
RB183	<b>S</b> EL	A	4 496,0	101,7	97,9	95,2	92,5	87,3	81,1	76,2	70,0	62,6	54,4
RB183	<b>S</b> EL	D	4 496,0	103,3	98,7	95,5	92,1	86,9	81,1	76,7	71,2	64,0	54,5
RB183	<b>S</b> EL	D	10 116,0	118,1	113,7	110,5	107,3	102,0	96,2	91,8	86,3	79,0	69,5
RB211	<b>L</b> Ama	ı <b>x</b> A	8 000,0	99,2	92,0	86,6	81,0	72,1	63,0	56,5	49,1	40,8	32,5
RB211	<b>P</b> Ama	ı <b>x</b> A	14 000,0	102,8	95,8	90,7	85,3	76,8	67,9	61,5	54,2	46,1	38,1
RB211	<b>D</b> Ama	Œ	20 000,0	104,8	97,4	93,0	87,8	79,6	70,7	64,4	57,2	49,2	41,4
RB211	<b>L</b> Ama	Œ	28 000,0	106,7	99,9	95,1	90,0	82,0	73,2	66,9	59,8	51,9	44,1
RB211	<b>D</b> Ama	Œ	36 000,0	108,3	101,6	97,0	92,0	84,2	75,4	69,2	62,2	54,3	46,7
RB211	<b>S</b> EL	A	8 000,0	100,7	95,5	91,7	87,5	81,1	74,0	68,8	63,0	56,3	49,7
RB211	<b>S</b> EL	A	14 000,0	104,8	100,0	96,4	92,5	86,4	79,5	74,5	68,8	62,3	55,8
RB211	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
RB211	<b>S</b> EL	D	28 000,0	109,8	105,3	101,9	98,5	92,7	86,1	81,2	75,8	69,5	63,2
RB211	<b>S</b> EL	D	36 000,0	111,4	107,1	103,8	100,5	94,8	88,3	83,5	78,1	71,9	65,6
RDA53	<b>3</b> 2Ama	ı <b>x</b> A	32,0	96,4	88,7	82,9	76,2	65,3	55,1	48,3	41,3	34,1	26,4
RDA53	<b>3</b> 2Ama	ıxA	73,0	98,2	91,1	86,2	81,2	73,6	65,9	60,5	54,7	48,2	40,7
RDA53	<b>3</b> 2Ama	Ckr	73,0	98,2	91,1	86,2	81,2	73,6	65,9	60,5	54,7	48,2	40,7
RDA53	<b>3</b> 2Ama	ı <b>x</b> D	100,0	98,6	92,2	87,8	83,4	76,4	68,9	63,4	57,3	50,3	42,0
RDA53	<b>\$2</b> EL	A	32,0	98,9	93,5	89,1	84,0	75,3	67,3	62,0	56,5	50,8	44,6
RDA53	<b>\$2</b> EL	A	73,0	100,2	95,4	92,0	88,4	83,1	77,7	73,8	69,5	64,5	58,5

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RDA5332EL	D	73,0	100,2	95,4	92,0	88,4	83,1	77,7	73,8	69,5	64,5	58,5
RDA533EL	D	100,0	101,3	97,2	94,3	91,4	86,7	81,4	77,5	72,8	67,3	60,6
RR535EAmax	xA	6 000,0	91,9	84,7	80,1	75,2	67,4	58,6	52,1	45,1	38,1	31,4
RR535EAmax	xA	7 000,0	92,0	84,9	80,3	75,4	67,6	58,8	52,4	45,4	38,4	31,8
RR535EAmax	xA	8 000,0	92,2	85,2	80,6	75,6	67,8	59,0	52,7	45,8	38,8	32,2
RR535EAmax	xΑ	9 000,0	92,5	85,5	80,8	75,9	68,0	59,3	53,0	46,2	39,2	32,7
RR535EAmax	Ð	10 000,0	91,0	84,0	79,7	75,1	67,5	59,1	53,0	46,3	39,4	33,0
RR535EAmax	Ð	15 000,0	95,7	87,9	83,1	78,4	70,8	62,3	56,3	49,8	43,1	36,8
RR535EAmax	Ð	20 000,0	99,1	91,1	86,3	81,5	73,8	65,4	59,5	53,0	46,4	40,1
RR535EAmax	Ð	25 000,0	101,6	93,9	89,1	84,3	76,7	68,3	62,4	55,9	49,2	43,0
RR535EAmax	Ð	30 000,0	103,7	96,5	91,9	87,2	79,6	71,2	65,3	58,7	52,0	45,8
RR535EAmax	Ð	35 000,0	106,2	100,3	96,1	91,6	84,1	75,8	69,7	63,0	56,2	49,9
RR535SEL	A	6 000,0	95,9	90,9	87,8	84,6	79,2	72,9	68,1	62,9	57,6	52,5
RR535SEL	A	7 000,0	95,8	91,0	88,0	84,7	79,3	73,1	68,4	63,2	58,0	53,0
RR535SEL	A	8 000,0	95,9	91,2	88,2	84,9	79,6	73,4	68,7	63,6	58,4	53,5
RR535SEL	A	9 000,0	96,0	91,5	88,5	85,2	79,8	73,7	69,1	64,0	58,9	54,1
RR535SEL	D	10 000,0	93,9	89,5	86,4	83,5	78,3	72,4	68,0	63,0	57,9	53,2
RR535SEL	D	15 000,0	98,4	93,9	90,7	87,5	82,1	76,1	71,8	67,0	62,1	57,6
RR535SEL	D	20 000,0	101,6	97,1	94,0	90,8	85,4	79,4	75,1	70,4	65,7	61,2
RR535SEL	D	25 000,0	104,0	99,7	96,6	93,5	88,2	82,3	78,1	73,5	68,8	64,4
RR535SEL	D	30 000,0	106,0	101,8	98,8	95,9	90,8	85,1	81,0	76,5	71,8	67,5

RR53	5SEL	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	<b>HJA</b> ma	ıxA	1 000,0	86,5	80,4	76,1	71,5	64,1	56,3	50,8	45,0	38,9	32,8
SPEY	<b>HLK</b> Ama	ıxA	2 000,0	90,6	84,5	80,2	75,6	68,2	60,4	54,9	49,1	43,0	36,9
SPEY	<b>HLK</b> Ama	ıxA	4 000,0	98,8	92,7	88,4	83,8	76,4	68,6	63,1	57,3	51,2	45,1
SPEY	<b>HLK</b> Ama	ıxA	6 000,0	108,7	102,6	98,3	93,7	86,3	78,5	73,0	67,2	61,1	55,0
SPEY	<b>HLK</b> Ama	ıxA	8 000,0	113,5	107,4	103,1	98,5	91,1	83,3	77,8	72,0	65,9	59,8
SPEY	<b>HJA</b> ma	ıxΑ	10 000,0	119,4	113,3	109,0	104,4	97,0	89,2	83,7	77,9	71,8	65,7
SPEY	<b>HIA</b> ma	Œ	1 000,0	86,5	80,4	76,1	71,5	64,1	56,3	50,8	45,0	38,9	32,8
SPEY	<b>HIA</b> ma	<b>G</b> kı	2 000,0	90,6	84,5	80,2	75,6	68,2	60,4	54,9	49,1	43,0	36,9
SPEY	<b>HLK</b> Ama	Ckr	4 000,0	98,8	92,7	88,4	83,8	76,4	68,6	63,1	57,3	51,2	45,1
SPEY	<b>HJA</b> ma	Ckr	6 000,0	108,7	102,6	98,3	93,7	86,3	78,5	73,0	67,2	61,1	55,0
SPEY	<b>HJA</b> ma	Ckr	8 000,0	113,5	107,4	103,1	98,5	91,1	83,3	77,8	72,0	65,9	59,8
SPEY	<b>HLK</b> Ama	Ckr	10 000,0	119,4	113,3	109,0	104,4	97,0	89,2	83,7	77,9	71,8	65,7
SPEY	<b>ISK</b> L	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	<b>ISK</b> L	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	<b>ISI</b> EL	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	<b>HSIK</b> L	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	<b>ISI</b> EL	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	<b>ISI</b> EL	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	<b>ISK</b> L	D	1 000,0	89,4	85,5	82,5	79,1	73,3	66,8	62,1	56,9	51,3	45,6

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SPEY	<b>ISI</b> EL	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	<b>ISK</b> L	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	HSNEL	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	HSIKEL	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	<b>ISIK</b> L	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	EPAma	ı <b>x</b> 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	EPAma	ıxA	10 500,0	92,7	85,5	80,7	75,7	67,8	59,2	53,0	46,3	39,6	33,3
T1KB	<b>FP</b> Ama	ıxA	15 750,0	93,6	86,4	81,5	76,5	68,6	60,0	53,9	47,2	40,5	34,3
T1KB	EPAma	ı <b>x</b> 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	EPAma	Œ	20 000,0	92,9	85,9	81,3	76,4	68,5	60,0	53,9	47,0	40,1	33,6
T1KB	EPAma	Œ	29 000,0	94,8	88,0	83,3	78,2	70,1	61,4	55,2	48,5	41,7	35,4
T1KB	EPAma	Ckr	38 000,0	97,1	90,2	85,7	80,4	72,3	63,5	57,3	50,7	44,0	37,8
T1KB	EPAma	Œ	47 000,0	99,5	92,5	88,2	82,8	74,6	65,9	59,8	53,2	46,6	40,4
T1KB	EPAma	Œ	56 000,0	101,9	94,8	90,8	85,1	77,0	68,4	62,4	55,9	49,3	43,2
T1KB	EPAma	Ckr	65 000,0	105,2	97,8	94,2	88,3	80,3	71,9	66,0	59,6	53,2	47,2
T1KB	<b>ISE</b> L	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	ISEL	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	ISEL .	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	ISEL	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	ISEL	D	20 000,0	96,4	91,8	88,6	84,8	79,1	73,0	68,5	63,5	58,4	53,6

									,	,			
T1KB1	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
T1KBl	ISEL	D	38 000,0	98,6	94,3	91,8	87,9	82,4	76,6	72,3	67,5	62,8	58,4
T1KB1	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
T1KB1	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
T1KB1	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
T56A7	/LAma	ıxA	30,0	96,0	89,4	84,8	79,9	71,9	62,4	55,0	47,0	39,2	31,6
T56A7	LAma	ıxA	100,0	99,8	93,3	88,9	84,3	77,3	70,0	65,1	60,0	54,5	48,4
T56A7	LAma	Dx.	30,0	96,0	89,4	84,8	79,9	71,9	62,4	55,0	47,0	39,2	31,6
T56A7	LAma	Dx.	100,0	99,8	93,3	88,9	84,3	77,3	70,0	65,1	60,0	54,5	48,4
T56A7	SEL	A	30,0	98,0	93,7	90,6	87,2	81,4	74,2	68,3	61,8	55,5	49,4
T56A7	SEL	A	100,0	100,1	95,8	92,9	89,8	85,0	80,0	76,6	72,9	69,0	64,4
T56A7	SEL	D	30,0	98,0	93,7	90,6	87,2	81,4	74,2	68,3	61,8	55,5	49,4
T56A7	SEL	D	100,0	100,1	95,8	92,9	89,8	85,0	80,0	76,6	72,9	69,0	64,4
TAY62	<b>2</b> 0Ama	ıxA	3 372,0	89,1	82,7	78,4	73,9	66,8	58,9	53,1	46,9	40,4	34,3
TAY62	<b>2</b> 0Ama	ıxA	5 620,0	93,0	86,8	82,6	78,0	70,7	62,6	56,8	50,3	43,6	37,2
TAY62	<b>2</b> 0Ama	Œ	4 496,0	91,5	85,3	81,0	76,1	68,7	60,2	54,3	48,0	41,4	35,7
TAY62	<b>2</b> 10Ama	<b>G</b> kı	13 489,0	106,2	100,2	96,1	91,5	84,4	76,4	70,3	63,6	56,4	50,3
TAY62	<b>250</b> EL	A	3 372,0	90,9	86,8	84,0	81,1	76,3	70,7	66,5	61,8	56,9	52,3
TAY62	<b>XO</b> EL	A	5 620,0	94,8	90,9	88,2	85,2	80,2	74,4	70,2	65,2	60,1	55,2
TAY62	<b>XO</b> EL	D	4 496,0	93,3	89,4	86,6	83,3	78,2	72,0	67,7	62,9	57,9	53,7
TAY62	<b>29</b> EL	D	13 489,0	108,0	104,3	101,7	98,7	93,9	88,2	83,7	78,5	72,9	68,3
TAY65	50Ama	ıxA	3 372,0	89,3	82,9	78,6	74,0	66,7	58,8	53,1	46,9	40,4	34,3
TAY65	50Ama	ı <b>x</b> A	5 620,0	92,3	86,0	81,7	77,1	69,7	61,7	56,0	49,8	43,3	37,2
TAY65	510Ama	<b>G</b> kı	4 496,0	91,3	84,8	80,2	75,0	67,3	58,6	53,0	47,2	41,1	35,8

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TAY65I0AmaxD	13 488,0	104,7	98,8	94,6	90,2	83,2	75,5	69,8	63,6	57,1	51,5
TAY650EL A	3 372,0	91,1	87,0	84,2	81,2	76,2	70,6	66,5	61,8	56,9	52,3
TAY659EL A	5 620,0	94,1	90,1	87,3	84,3	79,2	73,5	69,4	64,7	59,8	55,2
TAY650EL D	4 496,0	93,1	88,9	85,8	82,2	76,8	70,4	66,4	62,1	57,6	53,8
TAY659EL D	13 488,0	106,5	102,9	100,2	97,4	92,7	87,3	83,2	78,5	73,6	69,5
TAY65IlAmaxA	5 000,0	91,4	84,7	80,1	75,3	67,7	59,5	53,7	47,3	40,8	34,6
TAY65IlAmaxA	7 000,0	97,9	91,2	86,7	82,0	74,4	66,0	60,1	53,4	46,6	40,1
TAY65IlAmaxD	9 000,0	101,2	94,6	90,1	85,4	77,8	69,4	63,3	56,6	49,8	43,3
TAY65IlAmaxD	11 000,0	104,0	97,4	92,9	88,2	80,6	72,2	66,2	59,4	52,5	45,9
TAY65IlAmaxD	13 000,0	108,4	101,8	97,4	92,7	85,1	76,8	70,8	64,4	57,9	51,7
TAY65SEL A	5 000,0	95,7	91,1	87,8	84,4	79,0	73,0	68,7	63,7	58,6	53,8
TAY65SEL A	7 000,0	100,5	96,1	93,1	89,8	84,5	78,4	73,9	68,7	63,4	58,4
TAY65SEL D	9 000,0	103,5	99,1	96,2	92,9	87,6	81,5	76,9	71,7	66,4	61,3
TAY65SEL D	11 000,0	106,3	101,9	98,9	95,7	90,4	84,3	79,7	74,3	68,8	63,6
TAY65SEL D	13 000,0		105,9	102,9	99,7	94,4	88,3	83,8	78,7	73,5	68,6
TAYG <b>I</b> VAmaxA	2 000,0	86,0	79,9	75,6	71,0	63,7	55,8	50,3	44,5	38,4	32,4
TAYG <b>I</b> VAmaxA	3 000,0	87,2	81,1	76,8	72,2	64,8	57,0	51,5	45,7	39,6	33,5
TAYG <b>IV</b> AmaxA	4 000,0	88,5	82,4	78,1	73,5	66,2	58,3	52,8	47,0	40,9	34,9
TAYG <b>I</b> VAmaxA	6 000,0	91,5	85,4	81,1	76,5	69,2	61,3	55,8	50,0	43,9	37,9
TAYGIVAmaxA	8 000,0	95,1	88,9	84,7	80,0	72,7	64,8	59,4	53,6	47,4	41,4

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TAYGIN	Ama	xA	10 000,0	99,1	93,0	88,7	84,1	76,7	68,9	63,4	57,6	51,5	45,4
TAYGIN	Ama	.tk	2 000,0	86,0	79,9	75,6	71,0	63,7	55,8	50,3	44,5	38,4	32,4
TAYGIN	Ama	Æ	3 000,0	87,2	81,1	76,8	72,2	64,8	57,0	51,5	45,7	39,6	33,5
TAYGIN	Ama	.tk	4 000,0	88,5	82,4	78,1	73,5	66,2	58,3	52,8	47,0	40,9	34,9
TAYGIN	Ama	.tk	6 000,0	91,5	85,4	81,1	76,5	69,2	61,3	55,8	50,0	43,9	37,9
TAYGIN	Ama	Œ.	8 000,0	95,1	88,9	84,7	80,0	72,7	64,8	59,4	53,6	47,4	41,4
TAYGIN	Ama	Æ.	10 000,0	99,1	93,0	88,7	84,1	76,7	68,9	63,4	57,6	51,5	45,4
TAYGIN	Ama	Æ	11 000,0	101,0	95,0	91,0	86,0	79,0	71,0	65,5	60,0	54,0	47,5
TAYGIN	Ama	Æ	11 200,0	101,5	95,5	91,5	86,5	79,5	71,5	66,0	60,5	54,5	48,0
TAYGI	EL	A	2 000,0	89,9	86,0	83,0	79,6	73,9	67,3	62,6	57,4	51,8	46,2
TAYGI	EL	A	3 000,0	90,7	86,8	83,8	80,4	74,6	68,0	63,3	58,2	52,6	46,9
TAYGI	EL	A	4 000,0	91,6	87,7	84,7	81,3	75,5	69,0	64,2	59,1	53,5	47,8
TAYGIS	EL	A	6 000,0	93,9	90,0	87,0	83,6	77,8	71,3	66,5	61,4	55,8	50,1
TAYGIS	EL	A	8 000,0	96,8	92,9	89,9	86,5	80,8	74,2	69,5	64,3	58,7	53,1
TAYGI	EL	A	10 000,0	100,4	96,5	93,5	90,1	84,4	77,8	73,1	67,9	62,3	56,6
TAYGIS	EL	D	2 000,0	89,9	86,0	83,0	79,6	73,9	67,3	62,6	57,4	51,8	46,2
TAYGIS	EL	D	3 000,0	90,7	86,8	83,8	80,4	74,6	68,0	63,3	58,2	52,6	46,9
TAYGI	EL	D	4 000,0	91,6	87,7	84,7	81,3	75,5	69,0	64,2	59,1	53,5	47,8
TAYGI	EL	D	6 000,0	93,9	90,0	87,0	83,6	77,8	71,3	66,5	61,4	55,8	50,1
TAYGIN	EL	D	8 000,0	96,8	92,9	89,9	86,5	80,8	74,2	69,5	64,3	58,7	53,1

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TAYGINEL	D	10 000,0	100,4	96,5	93,5	90,1	84,4	77,8	73,1	67,9	62,3	56,6
TAYGINEL	D	11 000,0	102,0	98,0	95,5	92,0	86,0	79,5	74,5	70,0	64,0	58,5
TAYGINEL	D	11 200,0	102,5	98,5	96,0	92,5	86,5	80,0	75,0	70,5	64,5	59,0
TF7312Ama	ıxA	1 000,0	91,1	84,2	79,2	73,9	65,5	56,6	50,2	43,5	36,3	28,6
TF7312Ama	ıxA	1 500,0	96,1	89,3	84,4	79,3	71,0	61,9	55,2	48,0	40,1	31,6
TF7312Ama	<b>G</b> kr	1 500,0	96,1	89,3	84,4	79,3	71,0	61,9	55,2	48,0	40,1	31,6
TF7312Ama	<b>G</b> kr	2 650,0	107,5	99,8	94,4	88,9	80,1	70,3	62,9	54,6	45,3	35,0
TF731 <b>S</b> EL	A	1 000,0	93,7	89,0	85,6	81,8	75,6	68,9	64,1	58,8	53,1	46,9
TF731 <b>S</b> EL	A	1 500,0	99,3	94,8	91,4	87,8	81,8	74,9	69,7	64,0	57,6	50,6
TF731 <b>S</b> EL	D	1 500,0	99,3	94,8	91,4	87,8	81,8	74,9	69,7	64,0	57,6	50,6
TF731 <b>S</b> EL	D	2 650,0	110,5	105,0	101,1	97,1	90,6	83,0	77,1	70,3	62,5	53,8
TF731 <b>L</b> Ama	ıxA	880,0	85,8	78,6	73,4	67,9	59,1	50,0	43,6	36,6	28,8	20,7
TF731 LAma	ıxA	2 300,0	95,2	88,6	84,1	79,3	71,7	63,4	57,3	50,1	41,6	32,2
TF731 LAma	<b>G</b> kr	2 300,0	95,2	88,6	84,1	79,3	71,7	63,4	57,3	50,1	41,6	32,2
TF731 LAma	<b>G</b> kr	3 000,0	101,0	94,4	89,8	85,0	77,4	69,1	63,0	55,9	47,6	38,6
TF731 <b>S</b> EL	A	880,0	87,1	82,9	79,8	76,4	70,8	64,3	59,3	53,8	47,6	41,0
TF731 <b>S</b> EL	A	2 300,0	95,9	92,0	89,3	86,3	81,3	75,4	70,8	65,1	58,1	50,2
TF731 <b>\$</b> EL	D	2 300,0	95,9	92,0	89,3	86,3	81,3	75,4	70,8	65,1	58,1	50,2
TF731 <b>S</b> EL	D	3 000,0	103,4	99,4	96,4	93,8	88,8	82,9	78,3	72,7	65,9	58,3
TIO54 <b>Q</b> Ama	xA	1 900,0	77,7	70,8	65,6	61,2	54,5	47,5	42,6	37,3	31,4	25,3
TIO54 <b>©</b> Ama	ıxA	2 300,0	83,6	77,1	72,7	68,1	60,9	53,4	48,1	42,5	36,3	29,8

TIO54 <b>0</b> Ama	Œ	2 400,0	85,2	78,7	74,4	69,9	62,8	55,5	50,4	45,0	39,0	32,7
TIO540Ama	Æ	2 500,0	89,5	83,1	78,8	74,3	67,3	60,1	55,1	49,7	43,7	37,4
TIO546EL	A	1 900,0	78,6	74,8	72,3	69,7	65,9	61,7	58,6	55,1	50,9	46,4
TIO546EL	A	2 300,0	84,3	80,8	78,4	75,9	71,8	67,3	64,0	60,3	55,7	50,6
TIO546EL	D	2 400,0	86,0	82,5	80,1	77,5	73,5	69,0	65,7	62,1	57,7	52,9
TIO546EL	D	2 500,0	88,9	85,4	82,9	80,4	76,4	72,0	68,8	65,2	61,0	56,2
TIO542.Ama	xA.	2 380,0	85,1	78,8	74,6	70,2	63,4	56,2	51,1	45,4	39,2	32,5
TIO542Ama	A	2 400,0	86,8	80,5	76,3	71,9	65,0	57,6	52,3	46,5	40,1	33,4
TIO542.Ama	Œ	2 190,0	85,9	79,4	75,0	70,5	63,4	56,0	51,0	45,6	39,7	33,6
TIO542 Ama	Œ	2 280,0	88,2	81,7	77,4	72,8	65,7	58,1	53,0	47,4	41,4	35,0
TIO542Ama	Æ	2 500,0	92,1	85,7	81,3	76,7	69,4	61,7	56,2	50,3	43,8	37,0
TIO54 <b>S</b> EL	A	2 380,0	85,2	81,6	79,3	76,8	72,9	68,4	65,2	61,5	57,1	52,4
TIO548EL	A	2 400,0	86,8	83,2	80,9	78,4	74,3	69,8	66,4	62,5	58,0	53,2
TIO54 <b>S</b> EL	D	2 190,0	87,8	84,1	81,6	78,8	74,4	69,5	66,0	62,1	57,9	53,3
TIO548EL	D	2 280,0	89,5	85,6	82,9	80,2	75,7	70,9	67,4	63,5	59,1	54,3
TIO548EL	D	2 500,0	93,1	89,4	87,0	84,3	80,0	75,0	71,4	67,3	62,4	57,2
TPE33LAma	xA.	30,0	83,9	77,6	73,4	69,0	62,1	54,6	49,0	42,8	35,6	27,0
TPE33LAma	xA.	100,0	88,4	82,3	78,2	74,0	67,5	60,5	55,4	49,8	43,5	36,4
TPE33LAma	dx.	30,0	83,9	77,6	73,4	69,0	62,1	54,6	49,0	42,8	35,6	27,0
TPE33LAma	dx.	100,0	88,4	82,3	78,2	74,0	67,5	60,5	55,4	49,8	43,5	36,4
TPE33\$EL	A	30,0	84,3	80,2	77,4	74,6	69,9	64,7	60,6	55,9	50,2	43,7
TPE33\$EL	A	100,0	88,5	84,6	82,0	79,3	75,0	70,3	66,7	62,7	57,9	52,2
TPE33\$EL	D	30,0	84,3	80,2	77,4	74,6	69,9	64,7	60,6	55,9	50,2	43,7
TPE33\$EL	D	100,0	88,5	84,6	82,0	79,3	75,0	70,3	66,7	62,7	57,9	52,2

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TDE22H & A	200.0	05.5	70.0	742	60.5	(1.0	52.5	17.6	41 1	22.7	26.0
TPE33LASmaxA	300,0	-	78,8	74,3	69,5	61,8	53,5	47,6	41,1	33,7	26,0
TPE33ILA5maxA	306,0	85,5	78,8	74,3	69,5	61,8	53,5	47,6	41,1	33,7	26,0
TPE33IL45maxA	460,0	84,2	77,5	73,0	68,2	60,5	52,2	46,2	39,5	32,1	24,5
TPE33IL45maxD	1 491,0	86,9	80,5	76,1	71,5	64,3	56,6	51,1	45,3	39,1	32,9
TPE33IL45maxD	1 791,0	88,1	81,6	77,2	72,6	65,3	57,3	51,5	45,2	38,4	31,5
TPE33IL45maxD	1 800,0	88,1	81,6	77,2	72,6	65,3	57,3	51,5	45,2	38,4	31,5
TPE33\$\family \family A	300,0	88,5	84,1	81,1	77,8	72,4	66,4	61,9	56,9	51,0	44,8
TPE33\$£5L A	306,0	88,5	84,1	81,1	77,8	72,4	66,4	61,9	56,9	51,0	44,8
TPE33\$£5L A	460,0	86,7	82,3	79,3	76,0	70,6	64,5	59,9	54,8	48,9	42,7
TPE33\$£5L 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\$E5L 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\$\frac{1}{2}\int D	1 800,0	89,9	85,7	82,8	79,7	74,6	68,9	64,6	59,8	54,5	49,1
TRENT5AmaxA	3 000,0	94,6	88,1	83,3	78,3	70,5	61,8	55,6	48,7	41,1	33,2
TRENT5AmaxA	5 000,0	95,6	88,8	84,0	78,9	70,9	62,1	55,8	48,9	41,2	33,3
TRENT5AmaxA	7 000,0	96,2	89,6	84,6	79,5	71,3	62,6	56,3	49,3	41,7	33,9
TRENT5AmaxA	9 000,0	97,2	90,7	85,7	80,5	72,2	63,2	56,8	49,8	42,1	34,1
TRENT5AmaxD	30 000,0	104,0	96,3	91,0	85,5	77,0	67,8	61,1	53,8	45,9	37,8
TRENT5AmaxD	35 000,0	104,8	97,3	92,2	86,9	78,6	69,5	62,8	55,7	47,8	39,7
TRENT5AmaxD	40 000,0	105,8	98,5	93,5	88,3	80,1	71,0	64,4	57,0	49,3	41,1
TRENT5AmaxD	47 000,0	107,8	100,4	95,4	90,3	82,2	73,2	66,6	59,3	51,3	43,0
TREN 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
TREN 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
TREN <b>SE</b> L A	7 000,0	100,5	95,5	92,3	88,8	83,3	76,9	72,2	66,9	60,9	54,4

TREN 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
TREN 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
TREN <b>S</b> EL	D	35 000,0	106,0	101,4	98,4	95,1	89,8	83,7	79,2	73,8	67,6	60,9
TREN 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
TREN 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'Am	a <b>x</b> A	4 000,0	93,6	86,6	81,9	77,1	69,4	61,2	55,3	48,7	41,2	33,4
TRENTAm	a <b>x</b> A	12 000,0	95,1	88,1	83,3	78,4	70,7	62,3	56,2	49,4	41,8	33,8
TRENTAm	axD	31 000,0	102,6	95,4	90,6	85,5	77,3	68,0	61,1	53,3	45,0	36,6
TRENTAm	æ	41 000,0	102,6	95,3	90,5	85,4	77,4	68,5	62,0	54,7	46,6	38,1
TRENT'Am	æ	52 000,0	105,6	98,5	93,8	88,8	80,8	72,0	65,5	58,3	50,2	41,8
TRENTAm	axD	62 000,0	108,7	101,6	96,9	91,9	83,9	75,1	68,9	62,0	54,1	45,5
TRENSEL	A	4 000,0	97,4	93,0	89,8	86,6	81,5	75,7	71,4	66,3	60,5	54,1
TRENSEL	A	12 000,0	98,4	94,0	90,8	87,6	82,4	76,5	72,1	67,0	61,1	54,6
TRENTEL	D	31 000,0	104,2	99,6	96,5	93,1	87,7	81,2	76,2	70,6	64,3	57,6
TRENSEL	D	41 000,0	104,0	99,8	96,9	93,7	88,3	82,2	77,7	72,3	66,2	59,7
TRENSEL	D	52 000,0	106,4	102,4	99,6	96,6	91,5	85,5	81,1	75,9	69,9	63,4
TRENTEL	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&m	axA	7 000,0	93,6	85,9	80,9	75,9	68,1	59,5	53,3	46,7	39,2	30,3
TRENT&Am	axA	14 000,0	96,4	88,7	83,6	78,3	70,1	61,2	54,9	48,2	40,6	31,8
TRENT&Am	axA	22 000,0	98,7	90,8	85,6	80,2	71,8	62,8	56,5	49,7	42,0	33,1

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TRENT&Ama	xA	28	100,2	91,9	86,7	81,3	72,9	63,8	57,5	50,8	43,2	34,4
		000,0										
TRENT& ma	Dx.	32 000,0	100,4	93,4	88,5	83,3	74,9	65,7	59,4	52,6	44,8	35,6
TRENT&Ama	(Kr	42 000,0	102,1	95,3	90,6	85,5	77,2	68,1	61,9	55,3	47,7	38,6
TRENT&Ama	Œ	52 000,0	103,8	97,1	92,5	87,5	79,3	70,4	64,3	57,8	50,3	41,3
TRENT&Ama	<b>G</b> kr	62 000,0	105,7	99,0	94,4	89,6	81,6	72,9	66,9	60,4	52,8	43,8
TRENT&\ma	Ckr	72 000,0	107,9	101,3	96,9	92,1	84,6	76,2	70,3	63,8	56,3	47,4
TRENT&Ama	Ok	80 000,0	110,5	104,0	99,6	95,1	88,0	80,3	74,4	67,9	60,5	52,0
TREN S&L	A	7 000,0	97,4	92,1	88,8	85,3	80,0	74,0	69,6	64,8	59,3	52,8
TREN S&L	A	14 000,0	99,6	94,6	91,3	87,8	82,2	75,9	71,2	66,2	60,4	53,7
TREN S&L	A	22 000,0	101,6	96,7	93,3	89,7	83,9	77,4	72,7	67,6	61,8	55,2
TREN S&L	A	28 000,0	103,1	97,9	94,5	90,8	84,9	78,3	73,6	68,6	63,0	56,6
TREN S&L	D	32 000,0	102,6	98,4	95,3	91,8	85,9	79,1	74,2	69,1	63,5	57,2
TREN S&L	D	42 000,0	104,5	100,4	97,4	94,0	88,2	81,5	76,8	71,9	66,5	60,4
TREN S&L	D	52 000,0	106,1	102,1	99,2	95,9	90,3	83,9	79,3	74,4	69,1	63,1
TREN S&L	D	62 000,0	107,6	103,8	101,0	97,8	92,4	86,2	81,7	77,0	71,6	65,3
TREN S&L	D	72 000,0	109,5	105,8	103,1	100,1	95,0	89,2	84,9	80,2	74,8	68,3
TREN S&L	D	80 000,0	111,6	108,0	105,4	102,7	98,0	92,7	88,7	84,2	78,7	72,0
TRENT9Ama	xA	4 000,0	93,1	86,6	82,2	77,5	69,9	61,4	55,3	48,6	41,2	33,5
TRENT9Ama	xA	6 000,0	93,4	86,8	82,3	77,6	70,0	61,5	55,5	48,8	41,4	33,6
TRENT9Ama	xA	9 000,0	93,9	87,2	82,6	77,9	70,3	61,8	55,7	49,1	41,6	33,9

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TRENT9	ma	ıxA	13 000,0	94,2	87,7	83,2	78,5	71,0	62,5	56,4	49,7	42,1	34,3
TRENT9	ma	Œĸ	40 000,0	98,9	92,4	87,8	83,0	75,1	66,4	60,2	53,3	45,6	37,4
TRENT9	ma	Œ	50 000,0	101,1	94,9	90,3	85,5	77,6	68,9	62,7	55,8	48,2	40,1
TRENT9	ma	Œ	60 000,0	104,1	98,0	93,5	88,6	80,8	72,0	65,7	58,7	50,9	42,7
TRENT9	ma	Œ	80 000,0	107,0	101,2	97,0	92,3	84,6	76,0	69,8	62,8	55,0	46,8
TREN 3592	L	A	4 000,0	98,5	93,7	90,5	87,2	82,0	76,0	71,5	66,4	60,6	54,3
TREN 359E	L	A	6 000,0	98,7	93,8	90,6	87,3	82,1	76,1	71,6	66,6	60,8	54,5
TREN 39	L	A	9 000,0	99,2	94,2	91,0	87,7	82,4	76,4	72,0	66,9	61,1	54,8
TREN 359	L	A	13 000,0	99,8	95,0	91,8	88,5	83,2	77,3	72,8	67,7	61,7	55,2
TREN 39	L	D	40 000,0	102,7	98,2	95,0	91,6	86,3	80,3	75,8	70,8	64,9	58,5
TREN 359E	L	D	50 000,0	104,7	100,4	97,4	94,1	88,9	83,0	79,0	73,6	67,8	61,4
TREN 3592	L	D	60 000,0	107,5	103,5	100,6	97,4	92,2	86,2	81,8	76,7	70,8	64,4
TREN 359E	L	D	80 000,0	110,3	106,6	103,7	100,7	95,7	89,9	85,5	80,4	74,6	68,4
TSIO52A	ma	xA	30,0	83,1	76,9	72,6	68,3	61,5	54,1	48,7	42,8	36,4	29,5
TSIO52A	ma	ıxA	100,0	95,4	89,1	84,9	80,5	73,7	66,3	60,9	55,1	48,8	42,0
TSIO52A	ma	Œ	30,0	83,1	76,9	72,6	68,3	61,5	54,1	48,7	42,8	36,4	29,5
TSIO52A	ma	Œ	100,0	95,4	89,1	84,9	80,5	73,7	66,3	60,9	55,1	48,8	42,0
TSIO5 <b>3</b> E	L	A	30,0	84,6	80,6	77,9	75,1	70,5	65,3	61,4	57,1	52,2	46,8
TSIO5 <b>3</b> E	L	A	100,0	97,6	93,6	90,9	88,0	83,4	78,3	74,4	70,1	65,3	59,9
TSIO5 <b>3</b> E	L	D	30,0	84,6	80,6	77,9	75,1	70,5	65,3	61,4	57,1	52,2	46,8
TSIO5 <b>3</b> E	L	D	100,0	97,6	93,6	90,9	88,0	83,4	78,3	74,4	70,1	65,3	59,9
V2522BA	ma	ıxA	2 000,0	89,7	83,1	78,5	73,4	65,3	56,3	49,8	42,6	34,5	26,3
V2522BA	ma	ı <b>x</b> A	2 700,0	89,9	83,3	78,6	73,6	65,5	56,5	49,9	42,8	34,7	26,6
V2522 <b>K</b> A	ma	ıxA	6 000,0	91,8	85,0	80,0	74,8	66,6	57,6	51,0	43,7	35,5	27,2

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V2522AAmaxD	10 000,0	94,8	86,3	80,5	74,7	66,4	57,4	50,9	43,8	36,0	27,9
V2522AAmaxD	14 000,0	96,6	88,4	83,2	78,2	70,3	61,5	55,1	47,9	39,8	31,5
V2522BAmaxD	18 000,0	101,4	93,9	89,1	84,0	76,1	67,2	60,8	53,6	46,0	37,7
V2522AAmaxD	21 000,0	103,1	95,8	91,0	86,1	78,2	69,4	63,2	56,3	48,6	40,5
V25228EL A	2 000,0	93,7	89,5	86,3	82,8	77,0	70,6	65,6	60,2	53,9	47,2
V25228EL A	2 700,0	93,9	89,7	86,4	82,9	77,1	70,7	65,8	60,4	54,0	47,4
V25228EL 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 <b>%</b> EL D	10 000,0	94,9	90,1	86,7	83,3	77,9	71,7	67,0	61,7	55,7	49,1
V25228EL D	14 000,0	98,2	94,0	90,9	87,6	82,1	75,7	71,0	65,4	59,2	52,6
V25228EL D	18 000,0	102,6	98,6	95,6	92,5	87,2	81,1	76,6	71,3	65,3	58,9
V25228EL D	21 000,0	103,9	100,0	97,1	94,1	89,0	83,0	78,7	73,6	67,8	61,7
V2525LAmaxA	3 000,0	89,2	83,0	78,2	73,7	66,0	57,5	51,0	44,1	36,5	28,3
V2525LAmaxA	6 950,0	91,0	84,5	80,0	75,0	67,7	58,9	53,0	46,0	38,2	30,0
V2525LAmaxD	10 500,0	93,1	86,5	82,0	77,2	69,9	61,1	55,3	48,7	41,2	33,4
V2525LAmaxD	13 150,0	95,2	88,8	84,0	79,5	72,1	63,5	57,9	51,0	43,8	36,0
V2525LAmaxD	18 500,0	100,0	93,4	88,8	84,0	76,7	68,1	62,2	56,0	48,6	40,8
V2525LAmaxD	23 000,0	104,8	98,5	93,9	89,0	81,8	73,3	67,8	61,0	53,5	45,4
V2525SEL A	3 000,0	91,9	88,5	85,4	81,9	76,7	71,2	66,9	61,7	55,7	49,1
V2525SEL A	6 950,0	94,3	90,2	86,6	83,5	78,3	72,8	68,4	63,7	57,5	51,5
V2525SEL D	10 500,0	95,8	91,6	88,5	85,3	80,2	74,7	70,2	65,7	59,5	54,1

V2525	CCLI	D	13	98,1	94,0	91,0	87,9	82,7	76,9	72,7	68,2	62,7	567
V 232.	SEL	υ 	150,0	90,1	94,0	91,0	87,9	82,7	70,9	12,1	08,2	02,7	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	7 <b>L</b> Ama	ı <b>x</b> 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	7 <b>L</b> Ama	ıxA	2 700,0	89,5	83,0	78,3	73,5	65,8	57,4	51,3	44,4	36,7	28,6
V2527	7 <b>L</b> Ama	ıxA	6 000,0	91,6	84,7	79,5	74,2	66,5	58,0	51,9	45,0	37,2	29,1
V252	7 <b>L</b> Ama	Ckr	10 000,0	94,8	86,3	80,5	74,8	66,5	57,6	51,1	44,0	36,2	28,2
V252	7 <b>L</b> Ama	Ckr	14 000,0	96,7	88,6	83,5	78,4	70,5	61,7	55,3	48,1	40,1	31,8
V252	7 <b>L</b> Ama	Œ	19 000,0	101,2	93,9	89,0	84,0	76,1	67,3	61,1	54,1	46,3	38,2
V2527	7 <b>B</b> Ama	Ckr	23 000,0	104,0	96,9	92,2	87,3	79,4	70,8	64,7	57,9	50,3	42,0
V2527	78AEL	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	7 <b>%</b> EL	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	78AEL	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	78AEL	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	7 <b>%</b> EL	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	78AEL	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	78AEL	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	)LAma	ıxA	2 000,0	91,8	84,4	79,6	74,5	66,3	57,2	50,5	43,2	35,2	26,9
V2530	)LAma	ıxA	6 000,0	93,3	86,1	81,2	75,9	67,6	58,5	51,8	44,4	36,2	27,8
V2530	)LAma	Ckr	13 000,0	96,8	88,3	83,2	78,2	70,3	61,4	54,9	47,6	39,6	31,3

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V2530LAma	<b>G</b> kı	18 000,0	99,6	92,1	87,3	82,3	74,3	65,4	59,0	51,9	44,1	35,9
V2530LAma	<b>G</b> kr	22 000,0	103,3	96,1	91,4	86,4	78,5	69,8	63,6	56,9	49,2	41,1
V2530LAma	<b>G</b> kr	27 000,0	107,0	100,0	95,3	90,4	82,6	74,2	68,1	61,5	54,0	45,8
V2530SEL	A	2 000,0	94,6	90,2	86,9	83,4	77,7	71,2	66,2	60,5	54,3	47,6
V2530SEL	A	6 000,0	96,0	91,4	88,1	84,6	78,8	72,3	67,4	61,7	55,4	48,6
V2530SEL	D	13 000,0	98,3	94,3	91,2	87,8	82,2	75,8	71,0	65,5	59,2	52,5
V2530SEL	D	18 000,0	100,8	96,8	93,8	90,7	85,4	79,4	74,8	69,5	63,6	57,1
V2530SEL	D	22 000,0	104,1	100,1	97,3	94,3	89,3	83,5	79,1	74,0	68,4	62,2
V2530SEL	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** 

Specu	ai cias	ses											
Speci	tr <b>O</b> p	Descr	∙ibti50	Hz 63	<b>Hz</b> 80	Hz 10	0Hz12	5Hz16	0Hz20	0Hz25	0Hz31	5Hz40	0Hz500H
_	Type			_	_	_	_	_	_	_	_	_	_
101	Depar	tû/&- Engine	59,5 e.LowI	61,6 ByPass	62,8 .Tfan	73,1	80,8	78,3	72,3	75,8	75,9	73,6	71,8
102	Depar	tûre Engine	- 1	60,0 ByPass	68,5 s.Tfan	73,0	73,8	70,4	67,6	71,4	68,7	72,8	73,2
103	Depar	tûre Engine	56,7 e.High	66,1 ByPass	70,1 s.Tfan	72,8	76,6	73,0	74,5	77,0	75,3	72,2	72,2
104	Depar	tûre Engine MidBy			61,5	67,7	71,4	73,7	67,0	72,1	73,8	74,1	71,3
105	Depar	tûre Engine	- 1		67,1 s.Tfan	75,0	78,2	79,3	71,5	76,7	74,4	74,6	72,3
106	Depar	t <b>4</b> re Engine +Supe		57,4	66,9	73,7	75,5	74,0	71,4	73,4	73,4	75,7	75,8
107	Depar	t <b>4</b> re Engine	58,6 e.Tfan	62,7	69,1	74,1	76,0	74,3	74,1	74,4	74,0	73,6	73,2
108	Depar	t <b>4</b> re Engine	66,2 e.Tfan	66,2	66,2	72,2	80,8	67,9	67,6	72,0	70,0	70,7	71,1

109	Depar	tare 6 Engine.' +1/2- Engine.	Tprop	`	73,1	89,4	84,5	76,3	89,3	80,7	79,3	79,3	81,6
110	Depar	tûre 7 Engine.' +4- Engine.	Tprop	`	79,9	87,4	76,5	80,9	86,2	86,0	85,6	81,2	76,8
111	Depar	t <b>2</b> re 7 Engine.	'8,0 Tprop	76,0 o	90,0	103,0	82,0	85,0	97,0	89,0	94,0	80,0	79,0
112	Depar	t <b>∆/&amp;-</b> 7 Engine.'	'4,0 Tprop	95,0 p	92,0	75,0	96,0	90,0	74,9	78,0	75,0	75,0	74,1
113	Depar	tare 5 Engine.' +Tfan.E		57,9 ess	60,7	67,0	71,2	72,6	70,3	72,7	72,9	73,5	72,8
136	Depar	t <b>2</b> re 5 Engine.	9,7 Tfan.	60,0 Busine	68,5 ess	73,0	73,8	70,4	67,6	71,4	68,7	72,8	73,2
137	Depar	tare 5 Engine.	8,6 Tfan.	62,7 Busine	69,1 ess	74,1	76,0	74,3	74,1	74,4	74,0	73,6	73,2
138	Depar	tare 6 Engine.	6,2 Tfan.	66,2 Busine	66,2 ess	72,2	80,8	67,9	67,6	72,0	70,0	70,7	71,1
201	Appro	a2/B- 6 Engine.	-	65,5 ByPass	66,2 .Tfan	66,7	73,0	77,6	74,8	70,7	76,6	72,5	74,4
202	Appro	alch 6 Engine. HighBy		68,5 Tfan	68,5	68,4	68,5	70,9	73,3	67,3	72,6	72,5	72,1
203	Appro	a2ch 6 Engine. +Busine	High	68,9 ByPass	69,6 s.Tfan	70,0	70,2	74,0	74,7	73,1	71,3	74,1	72,9
204	Appro	a2ch 5 Engine. MidByF		57,1 Tfan	59,4	68,0	72,8	73,7	69,1	72,3	74,8	75,6	73,6
205	Appro	a2ch 6 Engine.	8,3 High	60,7 ByPass	64,6 s.Tfan	67,4	78,4	74,8	71,4	72,4	72,0	72,4	71,6
206	Appro	alch 6 Engine.' +Tfan	3,3 Tjet	65,4	64,1	63,2	66,0	66,6	69,6	70,1	71,5	67,1	71,0
207	Appro	a&eh 6 Engine.'	7,0 Tfan	61,1	62,7	64,1	70,4	74,4	71,8	68,4	76,3	72,3	73,5
208	Appro	alch 6 Engine.' +Tfan	66,7 Tjet	65,0	61,7	65,4	72,9	76,2	73,0	68,1	72,7	70,7	72,1
209	Appro	aaleh 6 Engine.	0,0 Tfan	59,0	60,0	69,0	71,0	70,0	69,0	69,0	69,0	69,0	70,0

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210	Appro	a&h Engir	65, e.Tp		70,0	) (	65,(	)	72,0	) 7	77,0	) (	58,0	7	8,0	8.	5,0	86	5,0	79	9,0	73	,0
211	Appro	a&h Engir	71, e.Tp		65, <u>4</u>	1	74,7	7	88,1	. 7	77,1	8	30,3	8	6,9	8	0,0	86	5,8	78	3,2	75	5,5
212	Appro	a2ch Engir	72, e.Tp		68,0	) '	79,0	) '	71,0	7	73,0	) [8	34,0	7.	4,0	7.	5,0	73	3,0	72	2,0	71	,0
213	Appro	aleh Engir +Pisto			73,0	) /	76,0	)	71,0	) {	32,0	) [8	33,0	6	7,0	7	1,0	70	0,0	69	9,0	69	0,0
214	Appro	a2∕H- Engir	61, e.Tp		69,8 )	3 (	61,8	3	58,8	3 6	57,8	3 7	70,8	6	2,8	5	9,8	62	2,8	60	),8	60	0,8
215	Appro	ald <b>a</b> - Engir	83, e.Pi		98,0 1	)	83,0	)	79,0	) 9	91,0	) [8	30,0	8	5,0	7	6,0	75	5,0	73	3,0	72	2,0
216	Appro	a&h Engir +Tfar			63,	1 (	64,7	7	71,2	2 7	74,3	3 7	75,0	7	0,3	7:	2,6	72	2,1	73	3,3	71	,3
235	Appro	a2ch Engir	67, e.Tf		68,9 Bus		69,6 ss	5	70,0	7	70,2	2 7	74,0	7.	4,7	7.	3,1	71	1,3	74	1,1	72	2,9
236	Appro	a2ch Engir	62, e.Tf		64,8 Bus		63,5 ss	5	62,6	5 6	55,4	1 6	66,0	6	9,0	6	9,5	70	),8	66	5,5	70	),4
237	Appro	a&h Engir	67, e.Tf		61, Bus		62,7	7	64,1	. 7	70,4	1 7	74,4	7	1,8	6	8,4	76	5,3	72	2,3	73	,5
238	Appro	a&h Engir	60, e.Tf		59,0 Bus		60,0 ss	)	69,0	) 7	71,0	) 7	70,0	6	9,0	6	9,0	69	9,0	69	0,0	70	0,0
Spec	<b>tpa</b> Desk	r <b>i3013</b>	3 I <b>81</b> 0	HI	0 <b>12</b>	516	010	0 <b>1</b> H	HO	<b>54</b> 0	Æ	).O <b>đi</b>	OBO:	<b>010</b>	<b>011</b>	<b>5</b> 80	020	025	031	5 <b>4</b> 0	080	003	080
Cla¶ ID																							
101D	ep <b>2</b> /8 <b>t5</b> 6 Engir	<b>£5</b> 1, <b>6</b> 2 ne.Low					<b>.3</b> 75	,875	,973	<b>,6</b> 1	<b>,8</b> 71	,62	<b>.</b> 70	<b>,6</b> 8	<b>,3</b> 66	<b>,6</b> 4	<b>.2</b> 61	<b>,≸</b> 8	<b>,6</b> 4	\$0	, <del>91</del> 5	<b>7</b> 43	, <b>9</b> 40,
102D	ep2art <b>o</b> £ Engir	<b>6</b> 760,069 ne.High					<b>,</b> 61	<b>,4</b> 68	72	,873	,273	,072	<b>,9</b> 70	<b>,6</b> 8	<b>,6</b> 7	<b>,3</b> 62	<b>.3</b> 61	<b>,≸</b> 8	<b>,5</b> 8	<b>,8</b> 8	<b>,7</b> 46	744	<b>,2</b> 14,
103D	ep2art <b>ór</b> Engir	e <b>7</b> 6, 170 ne.High					<b>,5</b> 7	,075	<b>3</b> 72	,272	,271	,270	,270	<b>,6</b> 9	,61	,70	<b>,6</b> 7	, БЗ	<b>,4</b> 63	<b>,5</b> 8	,351	, <b>\$</b> 12	<b>,3</b> 7,
104D		18.56,36 ne.Low syPass.	/		,473	<b>,</b> 767	<b>,</b> 072	, 173	,874	, 171	<b>,3</b> 0	<b>,4</b> 70	, <b>9</b> 70	<b>.6</b> 8	<b>,2</b> 67	<b>,3</b> 63	<b>,4</b> 60	<b>,5</b> 6	<b>,6</b> 3	,247	,840	,31	,27,
105D	ep2art <b>66</b> Engir	<b>6,5</b> 0, <b>4</b> 6 ne.High					, <b>5</b> 76	,774	474	,62	<b>.3</b> 71	,971	,70	<b>,6</b> 9	<b>,6</b> 8	, <b>%</b> 7	<b>,6</b> 5	<b>,5</b> 3	<b>,5</b> 9	<b>,3</b> 3	,850	,014	, <b>3</b> 8,
106D		e,57,460 ne.Tfan ersonic	ı	,775	,54	<b>.7</b> 1	,473	<b>,4</b> 73	,475	,775	,874	, 171	<b>,</b> 60	<b>,6</b> 8	<b>,%</b> 8	<b>,2</b> 66	<b>,4</b> 63	<b>,5</b> 2	<b>.5</b> 2	, <b>5</b> 9	,33	<b>,7</b> 48	,#1,
107D	eptart <b>ó</b> f Engir	e62,69 ne.Tfan		, 176	,074	<b>.</b> 374	, 174	474	,073	,63	,272	371	,70	<b>,6</b> 9	,Б9	<b>,4</b> 69	,673	<b>,6</b> 7	,763	,58	<b>.3</b> 1	, <del>3</del> 14	,34,

1000				<b>-</b>	~-	~ <b>-</b>					45.0			~ 0					~ .	~-	4= 0		[ <del></del>
108De	part <b>ote 2</b> 6 Engine T	1 1	,2/2,	,280,	<b>,8</b> 67	<b>,\$</b> 67.	,6/2	,070	,00	,"// 1	, 68,	,9/1	, 1/0	<b>,6</b> 8	<b>.6</b> 7	,365	, <b>4</b> 63.	, <b>6</b> 3	<b>,%</b> 4	<b>,8</b> 52	, 69	,54	,647,3
109De	Engine.T <sub>1</sub> +1/2- Engine.Pi	prop	)	<b>,48</b> 4,	, <b>5</b> 76	<b>.3</b> 89.	, <b>3</b> 80	,779	<b>,3</b> 9	<b>,3</b> 81,	<b>,6</b> 80,	, <b>3</b> 76	<b>,4</b> 70	<b>,6</b> 5	<b>,66</b> 1	<b>,5</b> 9	,857	<b>,3</b> 5	<b>,6</b> 2	,750	, <b>9</b> 14 <sub>.</sub>	,86	<b>,3</b> 28,4
110De	ep2artūde,469 Engine.T <sub>1</sub> +4- Engine.Pi	, <b>9</b> 79, orop	, <b>%</b> 7,	<b>,47</b> 6,	, <b>5</b> 80	<b>,%</b> 6.	, <b>2</b> 86.	<b>,%</b> 5	<b>,&amp;</b> 1	,276	,874	, <del>5</del> 73	,270	<b>,6</b> 9	<b>,5</b> 9	<b>,2</b> 67	<b>,2</b> 65	<b>,46</b> 3	<b>,2</b> 50	, <b>3</b> 8	<u>.</u> ,451.	, <b>4</b> 10	<b>4</b> 9,0
111De	p2artűRe076 Engine.Tj	, <b>9</b> 0, prop	00	38/02	, <b>®</b> 5	<b>.9</b> 7	, <b>8</b> 9	<b>,0</b> 4	, <b>®</b> 0	<b>7</b> 9	<b>7</b> 9	<b>.07</b> 5	<b>,0</b> 0	<b>,6</b> 8	,664	<b>,6</b> 2	<b>.6</b> 8	<b>.5</b> 7	<b>.5</b> 3	,048	,043	<b>3</b> 8	<b>3</b> ,0
112De	ep <b>2</b> /4t/74t, <b>0</b> 5 Engine.T <sub>l</sub>			<b>,0</b> 6,	<b>,00</b> 0	,074	<b>.97</b> 8.	<b>.</b> 075	<b>.0</b> 75	,074	, 174	<b>7</b> 2	<b>,0</b> 70	<b>7</b> 1	<b>7</b> 2	<b>7</b> 1	<b>,07</b> 0	<b>,6</b> 6	<b>,6</b> 4	<b>,6</b> 0	, <b>5</b> 4	,046	<b>3</b> 9,9
113De	parton 57 Engine Tj +Tfan Bu	et		<b>.07</b> 1.	,272	<b>,6</b> 0	,3/2	,772	,973	,52	,872	<b>.</b> 071	<b>3</b> 0	<b>,6</b> 8	<b>.%</b> 7	, Б4	<b>.5</b> 63.	<b>,6</b> 0	<b>.2</b> 5	,\$2	, 45	,B8	<b>,2</b> 9,6
136De	p2artote 750 Engine.T					<b>,4</b> 67	,61	<b>46</b> 8	,772	,873	,273	,072	<b>97</b> 0	<b>,6</b> 8	<b>.6</b> 7	<b>,3</b> 62	<b>3</b> 61	<b>,4</b> 58.	<b>.0</b> 58	<b>,8</b> 8	,746	<b>7</b> 14	<b>,2</b> 14,1
137De	ep2art <b>68e,6</b> 2 Engine.T					<b>.3</b> 74	, 174	,474	<b>,0</b> 73	<b>,6</b> 3,	,272	<b>.3</b> 71	,770	<b>,6</b> 9	, Б9	<b>,4</b> 69	,63	<b>,6</b> 7	<b>,7</b> 53	, Б8	<b>.3</b> 1	<b>,5</b> 14	, <b>3</b> 4,7
138De	ep2art <b>6fe</b> 266 Engine.Tt					<b>.%</b> 7	,62	<b>,0</b> 70	<b>,0</b> 0	,771	, В8	, <b>97</b> 1	, 170	<b>,6</b> 8	<b>,3</b> 67	<b>.5</b> 5	<b>,4</b> 63	<b>,6</b> 3	<b>,%</b> 4	, <b>&amp;</b> 2	, Б9	<b>,3</b> 4	<b>,6</b> 17,3
201A <sub>I</sub>	p <b>2</b> / <b>3</b> a <b>4</b> , <b>9</b> 5 Engine.Lo						,870	,776	,62	,574	,473	,60	<b>,97</b> 0	<b>,6</b> 9	<b>,2</b> 67	,866	<b>.5</b> 68.	<b>,6</b> 3	<b>,6</b> 0	<b>.</b> 57	, <b>6</b> 6	<b>,3</b> 4	<b>,61</b> 5,8
202A <sub>I</sub>	pproach 58 Engine.Lo HighByPa	ow/			, <b>5</b> 70	,973	<b>,3</b> 67	<b>,3</b> 72	,62	,52	,175	,475	<b>,4</b> 70	<b>,6</b> 8	<b>,%</b> 8	<b>,3</b> 65	,864	,763	<b>,5</b> 2	, <b>6</b> 0	<b>,3</b> 57,	,848,	<b>,6</b> 8,8
203A <sub>I</sub>	pproach 568 Engine.H +Busines	ighF					,7/3	,171	<b>.</b> 374	,172	,973	,171	<b>,</b> 60	<b>,7</b> 0	<b>.4</b> 67	<b>,4</b> 67	<b>,4</b> 70	, <b>&amp;</b> 9	,772	, Б4	<b>,3</b> 6	,419	<b>,6</b> 8,9
204A <sub>I</sub>	pproass \$7 Engine.Lo MidByPa	w/			,873	<b>7</b> 59.	,172	<b>.3</b> 4	,875	,63	,62	,172	,70	<b>,6</b> 6	<b>,3</b> 63	<b>,6</b> 9	<b>.</b> 957	,54	<b>.\$</b> 1	,848	,845	,812	<b>8</b> 9,8
205Aj	p <b>2</b> -0 <b>ach, 5</b> 0 Engine.H						,472	<b>4</b> 72	<b>,0</b> 72	<b>.47</b> 1	,62	<b>.07</b> 1	<b>,0</b> 70	<b>,6</b> 8	<b>.%</b> 7	<b>,2</b> 55	,864	<b>,4</b> 63.	<b>,6</b> 2	<b>,6</b> 0	,64	<b>,4</b> 18	<b>,3</b> 9,0
206Ap	paroaca, 365 Engine.Tj +Tfan		Б3,	<b>,2</b> 66,	<b>.6</b> 6	<b>,6</b> 9	,60	,171	<b>.5</b> 67	,171	<b>7</b> 0	<b>.47</b> 1	<b>,</b> 870	<b>,6</b> 9	<b>,6</b> 6	<b>,6</b> 2	<b>.%</b> 2	<b>,6</b> 2	<b>,</b> 759	, Б8	,\$3	, <b>3</b> 0	, <b>2</b> 40,6
207Ap	paroach 61 Engine.T		<b>7</b> 54,	,170,	474	<b>.47</b> 1	<b>,86</b> 8.	<b>.4</b> 76	,372	<b>.3</b> 73	<b>,5</b> 1	,270	<b>,5</b> 0	<b>,6</b> 8	<b>7</b> 67	, Б7	<b>.5</b> 9	<b>.47</b> 1	,172	<b>,5</b> 5	<b>7</b> 59.	,352	<b>,2</b> 45,6
208A <sub>I</sub>	psroacts, 75 Engine.Tj +Tfan		765	<b>.</b> 472.	<b>9</b> 76	,273	<b>.6</b> 8	, 172	,770	,772	,70	,69	<b>,7</b> 0	<b>,0</b> 0	, <b>97</b> 0	,270	<b>.&amp;</b> 1	<b>.3</b> 73.	,752	,862	<b>.6</b> 6	<b>(4</b> 9	<b>,6</b> 7,9

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209	9Ap	phoad Engin		<b>,6</b> 9,	<b>,0</b> 71,	<b>,07</b> 0	<b>,6</b> 9	<b>,6</b> 9	<b>,6</b> 9	<b>,6</b> 9	<b>,0</b> 70	<b>,6</b> 9.	<b>,6</b> 9	<b>,0</b> 70	<b>,</b> 072	<b>.0</b> 77	,072	,072	<b>,0</b> 70,	<b>,6</b> 6	<b>,6</b> 3	<b>.5</b> 7	<b>,0</b> 19	<b>3</b> 8,0
210	0Ap	p <b>2r</b> oa <b>ct</b> Engin			<b>,0</b> 77,	<b>.68</b>	<b>,07</b> 8	, <b>®</b> 5	<b>,8</b> 6	<b>,0</b> 79	,073	<b>,0</b> 76.	<b>,0</b> 71	<b>,0</b> 70	<b>,6</b> 8	<b>,6</b> 8	<b>,6</b> 5	<b>,6</b> 3.	<b>,6</b> 0	<b>,5</b> 6	<b>,5</b> 3	<b>.5</b> 2	,012	<b>,0</b> 28,0
21	lAp	p <b>2</b> roa <b>c</b> h Engin			,177,	,80	<b>,3</b> 86	<b>,%</b> 0	<b>,8</b> 6	<b>.8</b> 78	,275	<b>,5</b> 75.	<b>,2</b> 71.	<b>,6</b> 0	<b>,0</b> 70	<b>,</b> 769	<b>,6</b> 8	<b>,6</b> 7	<b>,5</b> 67	<b>,6</b> 3	<b>,5</b> 9	<b>,9</b> 3.	,045	, <b>7</b> 40,0
212	2Ap	p2roa72h Engin			,073,	<b>.8</b> 4	,074	<b>,0</b> 75	,073	,072	<b>,0</b> 71	<b>,0</b> 77	,073	<b>,0</b> 70	<b>.0</b> 77	<b>,0</b> 75	,072	<b>,07</b> 0	<b>,0</b> 71	, <b>®</b> 3	<b>,0</b> 75	<b>.</b> 57	<b>,5</b> 4	,045,0
213	3Ap	proæd Engin +Pisto	e.Tj		, <b>®</b> 2,	<b>.</b> ( <b>8</b> 3	<b>.</b> 67	<b>.</b> 071	<b>,07</b> 0	<b>,6</b> 9	<b>,6</b> 9	<b>.6</b> 8	<b>.6</b> 67	<b>,0</b> 70	<b>,6</b> 9	<b>.</b> 67	<b>.</b> 64	<b>(6</b> 0	<b>.5</b> 7	<b>.0</b> 54	<b>,0</b> 19	,012	,032	<b>,0</b> 0,0
214	4Ap	p21/ela6ch Engin			,867,	,870	, <b>&amp;</b> 2	<b>.8</b> 9	,862	<b>,%</b> 0	<b>,%</b> 0	<b>8</b> 9.	,860,	<b>,</b> 870	<b>.</b> 67	<b>,8</b> 61	<b>\$</b> 9	<b>.\$</b> 6	,852	,849	,847	,845	,85	<b>,2</b> 7,8
21:	5Ap	ph/a&3 Engin			<b>.0</b> 1	<b>(%</b> 0	<b>,%</b> 5	<b>,0</b> 76	<b>.07</b> 5	<b>,0</b> 73	<b>,</b> 72	<b>,0</b> 73.	<b>,0</b> 71	<b>,7</b> 0	<b>,6</b> 8	<b>,6</b> 6	<b>.</b> 65	<b>,6</b> 4	<b>,6</b> 0	<b>.5</b> 7	<b>.5</b> 3	<b>,0</b> 19	, <b>@</b> 13	<b>3</b> 2,0
210	6Ap	p <b>2</b> roa <b>68</b> Engin +Tfan	e.Tj	,771	,274	<b>.3</b> 75	<b>,7</b> 0	,₹2.	,62	,173	<b>3</b> 71	<b>3</b> 70	,770	<b>3</b> 70	<b>,6</b> 9	<b>.6</b> 8	<b>.</b> 67	<b>,8</b> 66	,364	<b>,4</b> 62	<b>.</b> 57	,32	<b>,2</b> 43	, <b>5</b> 3,1
23:	5Ap	p2roach Engin					<b>,7</b> 4	,773	, 171	<b>.3</b> 74	, 172	,973	,171	<b>,6</b> 0	<b>,7</b> 0	<b>,4</b> 67	<b>,4</b> 67	<b>4</b> 70	, <b>&amp;</b> 9	,772	, Б4	<b>.3</b> 6	,419	<b>,6</b> 8,9
230	6Ap	p2roac2 Engin					<b>,6</b> 9	<b>,6</b> 9	<b>,5</b> 0	<b>,%</b> 6	<b>,5</b> 0	<b>4</b> 69.	<b>.8</b> 71	<b>,2</b> 69	<b>,4</b> 68	<b>,%</b> 6	<b>,6</b> 2	<b>3</b> 61	,462	, Б8	<b>,5</b> 8	,32	<b>7</b> 49	<b>,6</b> 10,0
23′	7Ap	p <b>2</b> roa <b>ch</b> Engin					<b>.47</b> 1	<b>,8</b> 68.	<b>.4</b> 76	<b>3</b> 72	<b>.3</b> 73	<b>,5</b> 1	,270	<b>,5</b> 0	<b>,6</b> 8	<b>,7</b> 57	, Б7	<b>.5</b> 9	<b>,47</b> 1	,172	<b>.5</b> 5	<b>7</b> 59.	,32	<b>,2</b> 45,6
23	8Ap	p <b>2r</b> oa <b>c0</b> Engin					<b>,6</b> 9	<b>,6</b> 9	<b>,6</b> 9	<b>,6</b> 9	<b>,0</b> 70	<b>,6</b> 9,	<b>,6</b> 9	<b>,0</b> 70	<b>,</b> 072	<b>7</b> 7,	<b>,</b> 72	<b>,</b> 072	<b>,0</b> 70.	<b>,6</b> 6	<b>,6</b> 3	<b>.5</b> 7	<b>,0</b> 19	<b>,0</b> 8,0

This section introduces complementary data for general aviation aircraft. GASEPF and GASEPV data

TABLE I-11

**GASEPF** and **GASEPV** aircraft types

ACFIDES		in <b>N</b> un e of Eng	Clas	g <b>lO</b> wi ss Cate		Lan		Cha el ic			ar <b>Spt</b> e	at <b>S</b> aple	altut <del>e</del> ral et <b>Dir</b> ectivity ssIdentifier
GASISINg engin fixed pitch prop- aircr	ne l eller	n1	Smal	lGene Aviat	2 200	1 160	560	0	GAS	H <del>Pdr</del> ce	en2t15	109	Prop

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GAS	ESANgle	Pisto	nl	Smal			3	1	790	0	GAS	HPeVce	12t15	109	Prop
	engin	e			Avia	ti <b>00</b> 0	000	111							
	variab	ole													
	pitch														
	prope														
	aircra	ft													

(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_IDStage 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	DEFAULT <u>I</u> DEP	1	0,0	0,0	0,0	113,06
GASEPF	D	DEFAULT <u>I</u> DEP	2	972,8	0,0	62,1	113,06
GASEPF	D	DEFAULT <u>1</u> DEP	3	2 077,9	51,4	73,1	96,32

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DEP 4	13 665,7	1 000,0	74,1	98,31
DEP 5	16 079,7	1 097,7	84,3	86,65
DEP 6	17 079,7	1 155,4	84,4	81,16
DEP 7	49 057,1	3 000,0	86,8	84,60
DEP 8	97 253,2	5 500,0	90,1	89,42
DEP 9	140 694,0	7 500,0	92,9	93,53
DEP 10	202 700,4	10 000,0	96,6	99,04
G 1	- 114 486,8	6 000,0	109,4	24,34
G 2	- 57 243,4	3 000,0	79,4	26,37
G 3	-28621,7	1 500,0	67,5	45,05
G 4	- 19 081,1	1 000,0	67,0	44,24
G 5	0,0	0,0	66,0	42,66
G 6	42,8	0,0	62,6	31,00
G 7	428,0	0,0	30,0	10,00
G 1	-68 $580,3$	6 000,0	109,4	8,70
G 2	- 34 290,2	3 000,0	79,4	12,04
G 3	- 17 145,1	1 500,0	67,5	31,28
G 4	- 11 430,1	1 000,0	67,0	30,72
G 5	0,0	0,0	66,0	29,62
G 6	42,8	0,0	62,6	31,00
G 7	428,0	0,0	30,0	10,00
DEP 1	0,0	0,0	0,0	163,92
DEP 2	861,8	0,0	55,6	163,92
DEP 3	1 302,6	42,7	66,0	138,25
DEP 4	2 963,7	172,0	90,2	101,67
DEP 5	9 389,6	1 000,0	91,3	103,50
	-			
DEP 6	10 985,9	1 102,9	101,6	93,36
	DEP 5 DEP 6 DEP 7 DEP 8 DEP 9 DEP 10 G 1 G 2 G 3 G 4 G 5 G 6 G 7 G 1 G 2 G 3 G 7 DEP 1 DEP 1 DEP 1 DEP 2 DEP 3 DEP 4	DEP 5 16 079,7 DEP 6 17 079,7 DEP 7 49 057,1 DEP 8 97 253,2 DEP 9 140 694,0 DEP 10 202 700,4 G 1 -114 486,8 G 2 -57 243,4 G 3 -28 621,7 G 4 -19 081,1 G 5 0,0 G 6 42,8 G 7 428,0 G 1 -68 580,3 G 2 -34 290,2 G 3 -17 145,1 G 4 -11 430,1 G 5 0,0 G 6 42,8 G 7 428,0 DEP 1 0,0 DEP 1 0,0 DEP 1 0,0 DEP 2 861,8 DEP 3 1302,6 DEP 4 2963,7	DEP   5	DEP   5

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GASEPV	D	DEFAUL	Γ <u>l</u> DEP	8	30 407,6	3 000,0	104,5	90,57
GASEPV	D	DEFAUL	Π_DEP	9	57 858,2	5 500,0	108,5	95,72
GASEPV	D	DEFAUL	Π_DEP	10	81 543,2	7 500,0	111,9	100,13
GASEPV	D	DEFAUL	Π_DEP	11	113 618,2	10 000,0	116,4	106,03

TABLE I-13

## NPD data for GASEPF and GASEPV aircraft

NPD	_ <b>M</b> oise	e Op			0 <b>f</b> t_40	0 <b>f</b> t_63	0 <b>f</b> t_10	0 <b>0</b> f <u>t</u> 20	0 <b>0</b> f <u>t</u> 40	0 <b>0</b> f <u>t</u> 63	0 <b>0</b> f <u>t</u> 10	0 <b>0</b> 0ft6	0 <b>0</b> 0 <u>1</u> 25000ft
	metr	ictype	settir										
				entage									
			of Mari										
			Stati	imum c									
			Thru										
			(%)										
GASE	<b>P</b> IAma	ıxA	30,00	72,2	65,9	61,6	57,2	50,3	43,1	38,0	32,7	27,0	20,9
GASE	<b>P</b> IAma	ıxA	100,0	084,9	78,6	74,4	70,0	63,2	55,8	50,4	44,6	38,3	31,5
GASE	<b>P</b> IAma	Œ	30,00	72,2	65,9	61,6	57,2	50,3	43,1	38,0	32,7	27,0	20,9
GASE	<b>P</b> Ama	Œ	100,0	084,9	78,6	74,4	70,0	63,2	55,8	50,4	44,6	38,3	31,5
GASE	BEL	A	30,00	74,2	70,1	67,3	64,4	59,8	54,8	51,2	47,4	43,2	38,6
GASE	BEL	A	100,0	087,1	83,1	80,4	77,5	72,9	67,8	63,9	59,6	54,8	49,4
GASE	BEL	D	30,00	74,2	70,1	67,3	64,4	59,8	54,8	51,2	47,4	43,2	38,6
GASE	BEL	D	100,0	087,1	83,1	80,4	77,5	72,9	67,8	63,9	59,6	54,8	49,4
GASE	<b>PX</b> ma	ıxA	30,00	82,8	73,9	69,6	65,2	58,3	51,1	46,0	40,7	35,0	28,9
GASE	<b>PX</b> ma	ıxA	100,0	092,4	86,1	81,9	77,5	70,7	63,3	57,9	52,1	45,8	39,0
GASE	<b>PX</b> ma	æ	30,00	82,8	73,9	69,6	65,2	58,3	51,1	46,0	40,7	35,0	28,9
GASE	<b>PX</b> ma	Œ	100,0	092,4	86,1	81,9	77,5	70,7	63,3	57,9	52,1	45,8	39,0
GASE	BVL	A	30,00	81,7	77,6	74,8	71,9	67,3	62,3	58,7	54,9	50,7	46,1
GASE	BYL	A	100,0	094,6	90,6	87,9	85,0	80,4	75,3	71,4	67,1	62,3	56,9
GASE	BVL	D	30,00	81,7	77,6	74,8	71,9	67,3	62,3	58,7	54,9	50,7	46,1
GASE	BVL	D	100,0	094,6	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

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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 <b>T</b> HRSET_TY	PMODEL_TY	P <b>B</b> RE,CT_APP	NS <b>P,E</b> CT_DEP	, NS, <b>B, B</b> CT_AFB, N, 3, 0
P1.0	P	Ι	215	109	0
P1.1	P	Ι	215	109	0
P1.2	P	Ι	215	109	0
P1.3	P	Ι	215	109	0

ACF	T <b>AO</b> Ŗ	T, <b>YD</b> Œ	S <b>@B¥</b> ¥O	Ŋ <b>a</b> djan_cc	AKO	RIFNIÇIVA	SEXCUID	<u>JEÇIR</u> R		NAKO)	(JAMAX)	NE COST	<b>JVJPJRASBIEACT</b> IC,N,6,
P1.0	Ultral	i <b>§</b> hts	G	P	0	P1.0	1	N	0	0	0	P	100
P1.1	Motor	Hiders	G	P	0	P1.1	1	N	0	0	0	P	100
P1.2	Prop MTOI <= 2 t towing	M g	G	P	0	P1.2	1	N	0	0	0	P	100
P1.3	Prop MTO! <= 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

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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

	rofile poin								
ACFT	_110) <i>C</i> ,12Y	P <b>E</b> ROF_	I <b>D</b> ROB_	I <b>DZ</b> ,CŅU	M)NST,A	NGE,N,T	O, <b>DP</b> INE,D	<b>,N,5</b> JR_	SE <b>O,N,9</b> ,901
P1.0	A	DEFAU	LT	1	- 114 486	6 000	50,5	70	A
P1.0	A	DEFAU	LT	2	- 18 917,1	1 000	50,5	70	A
P1.0	A	DEFAU	LT	3	- 15 636,3	828,1	50,5	70	A
P1.0	A	DEFAU	Т	4	164	0	50,5	70	A
P1.0	A	DEFAU	LT .	5	656,2	0	19,4	30	A
P1.0	D	DEFAU	Т	1	0	0	19,4	100	D
P1.0	D	DEFAU	LT .	2	328,1	0	62,2	100	D
P1.0	D	DEFAU	LT	3	12 986,3	1 000	62,2	100	D
P1.0	D	DEFAU	T	4	42 000	3 000	65	100	D
P1.0	D	DEFAU	LT	5	200 000	10 000	68	100	D
P1.1	A	DEFAU	LT	1	- 114 486	6 000	50,5	70	A
P1.1	A	DEFAU	LT	2	- 18 589	1 000	50,5	70	A
P1.1	A	DEFAU	Т	3	- 15 308,2	828,1	50,5	70	A
P1.1	A	DEFAU	T	4	492,1	0	50,5	70	A
P1.1	A	DEFAU	LT	5	656,2	0	19,4	30	A
P1.1	D	DEFAU	LT .	1	0	0	19,4	100	D
P1.1	D	DEFAU	LT	2	656,2	0	66,1	100	D
P1.1	D	DEFAU	T	3	13 314,4	1 000	66,1	100	D
P1.1	D	DEFAU	LT	4	43 000	3 000	70	100	D
P1.1	D	DEFAU	LT	5	200 000	10 000	73,9	100	D
P1.2	A	DEFAU	Т	1	- 114 486	6 000	60,3	70	A

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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

NOIS	SENON:	SOCOLE A	MPEHDR	Ç <u>1</u> 6H2Ç	MJ <u>P_</u> 3(	DJN <u>.</u> 63	DJN <u>.</u> 50	D <b>Q,<u>N</u>,6</b>	0 <b>10.</b> N46	<b>910,</b> N6,5	9 <b>10.</b> N.6	0 <b>10</b> 0,N	600,25,600,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:** EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

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         20,6         14,3         7,8           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         66,4         64,1         61,7         57,8         53,4         50,2         46,4         42,1         37,3           P1.1         S         D         100         79,7         76,4         74,1														
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	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         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         100         79,7         76,4         74,1         71,7         67,8         63,4         60,2         56,4         52,1         47,3           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           P1.1         S         D         100         79,7         76,4 <td>P1.1</td> <td>M</td> <td>A</td> <td>30</td> <td>60,2</td> <td>54</td> <td>49,8</td> <td>45,4</td> <td>38,6</td> <td>31,3</td> <td>26,2</td> <td>20,6</td> <td>14,3</td> <td>7,8</td>	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         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         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	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         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         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	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         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	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         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         70         73,9         70,5	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         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         D         76         75,9         72,5	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
P1.2         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	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
P1.2         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	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         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         70         76,4         70,2	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         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         D         76         78,4         72,2	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         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	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         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	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         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	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         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	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
P1.3         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	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
P1.3         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	P1.2	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         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	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         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	M	A	70	76,4	70,2	65,9	61,5	54,6	47,1	41,8	36	29,5	22,6
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	M	D	76	78,4	72,2	67,9	63,5	56,6	49,1	43,8	38	31,5	24,6
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	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 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	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 100 85,9 82,5 80,2 77,8 73,8 69,2 65,8 61,8 57,2 52,1	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** 

ACFTD4SerEntig	indTa	á <b>BM</b> ei	glOwi	neMG	TMW	LMax	Max	k Nois	seNPI	PDw	eApp	r <b>Deep</b> l	a <b>iltute</b> ral
	of	Clas	s Cat	eg@by	(lb)	Lan	disnega	Cha	pter	Para	arSepte	at <b>Sal</b> e	ctDirectivity
	Eng	ines				Dist	Lev	el			Clas	ss Clas	ss Indentifier
						(ft)	Stat	ic			ID	ID	
						, ,	Thr	ust					
							(lb)						

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H1.0	Helicopteps Der with MTOM <= 1 t	0	Helicopter	0	0	100	0	H1.0	SHP 215 (% of Max Static Thrust)	109	Prop
H1.1	Helicoptems ller with MTOM 1-3 t	0	Helicopter	0	0	100	0	H1.1	SHP 215 (% of Max Static Thrust)	109	Prop
H1.2	Helicopteps ller with MTOM 3-5 t	0	Helicopter	0	0	100	0	H1.2	SHP 215 (% of Max Static Thrust)	109	Prop
H2.1	Helicoptops ller with MTOM 5-10 t	0	Helicopter	0	0	100	0	H2.1	SHP 215 (% of Max Static Thrust)	109	Prop
H2.2	Helicopteps ller with MTOM > 10 t	0	Helicopter	0	0	100	0	H2.2	SHP 215 (% of Max Static Thrust)	109	Prop

TABLE I-19

**Helicopter Data Set 1 Departure Profiles** 

P -		I		0 0 10					
ACFT	IIOP_TY	<b>PEROF</b>	<b>IP</b> ROF	IDT_NU	MDISTA	NØETIT	U <b>BP</b> EED	THR S	EOP_MODE
					(ft)	(ft)	(kt)	(%)	
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

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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_	IIOP_T	PEROF_	I <b>D</b> ROF_	IDT_NU	MDISTA	NØETIT	U <b>BF</b> EED	THR_S	EOP_MODE
H1.0	A	H1.0_L	1	1	- 200	1 000,0	64,1	100,00	A
					0,000				

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

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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_TY	PMODEL_TY	P&PECT_APP	SPECT_DEP	SPECT_AFB
H1.0	Propeller	Ι	215	109	0
H1.1	Propeller	Ι	215	109	0
H1.2	Propeller	Ι	215	109	0
H2.1	Propeller	Ι	215	109	0
H2.2	Propeller	Ι	215	109	0

TABLE I-22

Noise Power Distance (NPD) data for Helicopter Data Set 1
NOISENAMENTE SECTION. 4001. 6301. 1000. 4000. 6300. 10000 16000 25000

NOIS	SENODS	<u> SЮРУ</u>	MEHDR	C_ <b>SE2</b> 0	$0L_40$	0L_63	$0L_10$	$0$ L $_{2}0$	0 <b>L</b> _40	0 <b>L</b> _63	0 <b>L</b> _10	0 <b>0</b> 0_16	0 <b>0</b> 0_2500
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	100,0	084,3	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	100,0	084,3	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	100,0	085,0	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	100,0	085,0	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	100,0	089,5	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	100,0	089,5	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

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H1.1	S	A	100,00	090,2	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	090,2	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	092,1	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	092,1	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	092,8	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	092,8	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	094,3	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	094,3	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	095,0	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	095,0	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	097,3	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	097,3	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	098,0	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	098,0	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

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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** 

пенс															
ACI	TD4B	erEptig	inVTX	ń <b>BM</b> ei	gЮwi	neMG	TMW	LMax	Max	k Nois	seNPI	)_PDw	eApp	r Deepl	a <b>iltute</b> ral
			of	Clas	ss Cat	eg@by	(lb)	Lan	d <b>Sneg</b> a	Cha	pter	Para	ar Sipte	at <b>Sal</b> e	ct <b>Di</b> rectivity
			Eng					Dist	Lev	el	_		Clas	s Clas	s Indentifie
								(ft)	Stat	ic			ID	ID	
								()	Thr	1					
									(lb)	1					
									<u> </u>						
LHE		olptebe	prop	0	Helic	opter)	0	0	100	0	LHE	LSHP	215	112	Prop
	with											(%			
	MTO	M										of			
	$\leq 1$											Max			
	t											Static	:		
												Thrus	st)		
	W. T. 1.	TD 4 1			TT 1:	0 /		0	100	0	> 47.77	WILL D	215	110	
MHE		olptebe	pprop	0	Helic	opter)	0	0	100	0	MHE	SHP	215	112	Prop
	with											(%			
	MTC	M										of			
	1-3											Max			
	t											Static	:		
												Thrus	st)		
THE	TT-1:-	TL4-1-	Δ	_	TT-1:-	Λ. 4	^	0	100	0	THE	ICIID	215	110	D
THE		opter	pprop	U	Henc	<b>o</b> pter	U	0	100	0	IHE.	LSHP	213	112	Prop
	with											(%			
	MTO	M										of			
	3-5											Max			
	t											Static	:		
												Thrus	st)		
				l	1					1					<u> </u>

### TABLE I-24

**Helicopter Data Set 2 Departure Profiles** 

ACFT	I <b>Ю</b> р	Profile	Stage	Point	Distanc	e Altitud	e TAS	Correct	e <b>O</b> P_MODE
	Type	ID	Length	Numbe	r (ft)	(ft)	(kt)	Net Thrust (%)	_
LHEL	D	DEFAUI	LT .	1	0	0	1	50	X
LHEL	D	DEFAUI	LT .	2	10	0	3	50	X
LHEL	D	DEFAUI	LT	3	20	16	5	50	X
LHEL	D	DEFAUI	ĹT .	4	102	16	5	60	D
LHEL	D	DEFAUI	ĹT .	5	561	30	50	60	D
LHEL	D	DEFAUI	LT .	6	2 297	515	70	60	D
LHEL	D	DEFAUI	LT .	7	4 032	1 001	90	70	D
LHEL	D	DEFAUI	LT .	8	7 014	1 001	100	70	D

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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	I <b>10</b> 0p	Profile	Stage	Point	Distanc	e Altitud	e TAS	Correct	e <b>O</b> P_MODE
_	Type	ID	Length	Numbe	r (ft)	(ft)	(kt)	Net Thrust (%)	_
LHEL	D	DEFAUI	T	3	- 50 003	1 000	115	70	X
LHEL	D	DEFAUI	LT .	4	- 9 332	1 000	113	70	X
LHEL	D	DEFAUI	LT	5	- 6 340	686	110	80	A
LHEL	D	DEFAUI	LT	6	- 4 029	443	95	80	A
LHEL	D	DEFAUI	L <b>T</b>	7	- 1 686	197	80	80	A
LHEL	D	DEFAUI	L <b>T</b>	8	- 843	108	60	80	A
LHEL	D	DEFAUI	L <b>T</b>	9	0	20	5	80	A
LHEL	D	DEFAUI	LT .	9	102	0	3	80	A
LHEL	D	DEFAUI	LT	9	121	0	1	80	A

MHEL	D	DEFAUI	LT	2	- 40 229	1 000	135	75	X
MHEL	D	DEFAUI	LT	3	- 36 322	1 000	123	75	X
MHEL	D	DEFAUI	LT	4	- 32 411	1 000	112	75	X
MHEL	D	DEFAUI	T	5	- 28 504	1 000	100	75	X
MHEL	D	DEFAUI	LT	6	- 22 145	1 000	90	75	X
MHEL	D	DEFAUI	T	7	- 15 784	1 000	80	75	X
MHEL	D	DEFAUI	LT .	8	- 9 426	1 000	70	75	X
MHEL	D	DEFAUI	LT	8	- 5 153	551	60	60	A
MHEL	D	DEFAUI	LT .	8	<b>- 750</b>	89	50	60	A
MHEL	D	DEFAUI	LT .	8	- 62	16	20	60	A
MHEL	D	DEFAUI	LT .	8	0	10	5	60	A
MHEL	D	DEFAUI	LT .	8	102	0	2	60	A
MHEL	D	DEFAUI	LT .	8	121	0	1	60	A
MHEL	D	DEFAUI	LT	8	- 40 229	1 000	135	75	X
MHEL	D	DEFAUI	LT	8	- 36 322	1 000	123	75	X
MHEL	D	DEFAUI	LT	8	- 32 411	1 000	112	75	X
MHEL	D	DEFAUI	LT	8	- 28 504	1 000	100	75	X
MHEL	D	DEFAUI	LT	8	- 22 145	1 000	90	75	X
MHEL	D	DEFAUI	LT	8	- 15 784	1 000	80	75	X
MHEL	D	DEFAUI	LT .	8	- 9 426	1 000	70	75	X
MHEL	D	DEFAUI	LT .	8	- 5 153	551	60	60	A
MHEL	D	DEFAUI	LT	8	<b>- 750</b>	89	50	60	A
MHEL	D	DEFAUI	LT	8	- 62	16	20	60	A
MHEL	D	DEFAUI	LT	8	0	10	5	60	A
MHEL	D	DEFAUI	LT	8	102	0	2	60	A
MHEL	D	DEFAUI	LT	8	121	0	1	60	A
MHEL	D	DEFAUI	LT	8	102	0	2	60	A

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### *TABLE I-26*

Noise Characteristic data for Helicopter Data Set 2

NOISE_ID	THRSET_TY	PMODEL_TY	PEPECT_APP	SPECT_DEP	SPECT_AFB
LHEL	P	Ι	215	109	0
MHEL	P	I	215	109	0
THEL	P	Ι	215	109	0

TABLE I-27

Noise Power Distance (NPD) data for three helicopter classes

NPD		Power		L				0 <b>0</b> ft20		0 <b>0</b> ft63	0 <b>0</b> ft1(	00 <b>0</b> 0ft6	0 <b>0</b> 0 <b>£</b> 500
	if <b>De</b> sc			e _200		_	_	_	_	_	_	_	_
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
MHEI	MAX	50	D	91,8	85,2	80,6	75,7	67,5	58,1	51,2	42,6	34	25,4
MHEI	MAX	60	A	90,2	83,9	80	75,3	68,4	60,9	55,8	49,5	43,2	36,9
MHEI	MAX	75	X	92,4	86	82	77,2	70	62,3	57,1	50,8	44,5	38,2
MHEI	SEL	50	D	91,2	87,2	84,8	80,8	75	68,1	63,7	57,6	51,5	45,4
MHEI	SEL	60	A	94,2	90,1	88,1	84,7	80	74,7	71,3	66	60,7	55,4
MHEI	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  $\beta$  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 °/m or °/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  $\varphi$  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.