MANUAL DE ANALISIS DE PISTA
PERFORMANCE HANDBOOK

Link Conexión Aérea, S.A. de C.V./TAR México

Base de Operación

Aeropuerto Internacional de Querétaro

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CONTROL AND BULLETIN LIST

Revision Control

REVISION	REVISION DATE	ADDING DATE	NAME
REV. 1	APR/22/14	JUN/10/14	E.A.
REV. 2	SEP/27/14	SEP/27/14	ABH
REV. 3	FEB/19/15	FEB/19/15	ABH
REV. 4	SEP/04/15	SEP/04/15	ABH
REV. 5	OCT/13/15	OCT/13/15	ABH
REV. 6	APR/21/16	APR/21/16	ABH
REV. 7	MAY/25/16	MAY/25/16	ABH
REV. 8	SEP/30/16	SEP/30/16	ABH
REV. 9	OCT/28/16	OCT/28/16	ABH
REV. 10	ENE/03/17	ENE/03/17	ABH
REV. 11	MAR/01/17	MAR/01/17	ABH
REV. 12	JUN/26/17	JUN/26/17	ABH
REV. 13	NOV/01/17	NOV/01/17	ABH
REV.14	ABR/16/18	ABR/16/18	ABH
REV.15	MAY/21/18	MAY/21/18	ABH

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Bulletin List

BULLETIN	DATE	ADDING DATE	NAME

Descripción de Cambios Realizados

Revisión: 15
Fecha: May 2018

El Manual de Análisis de Pista ha sido editado para mantener actualizada la información contenida en el mismo. Un breve resumen de los cambios que sufrieron las hojas alteradas en ésta revisión, es indicado en la relación que se muestra a continuación:

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3	*Lista de Enmiendas*
6	*Descripción de Cambio*
8-9	*Lista de Paginas Efectivas*
67-74	*Actualización CUU*
101-102	*Actualización CZM*
209-210	*Actualización QRO*
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1	FEB 15	03	50	NOV17	13	99	NOV17	13
2	FEB 15	03	51	ABR18	14	100	NOV17	13
3	MAY18	15	52	ABR18	14	101	MAY18	15
4	FEB 15	03	53	ABR18	14	102	MAY18	15
5	FEB 15	03	54	ABR18	14	103	NOV17	13
6	MAY18	15	55	NOV17	13	104	NOV17	13
7	FEB 15	03	56	NOV17	13	105	NOV17	13
8	MAY18	15	57	NOV17	13	106	NOV17	13
9	MAY18	15	58	NOV17	13	107	NOV17	13
10	FEB 15	03	59	NOV17	13	108	NOV17	13
11	FEB 15	03	60	NOV17	13	109	NOV17	13
12	FEB 15	03	61	NOV17	13	110	NOV17	13
13	FEB 15	03	62	NOV17	13	111	NOV17	13
14	FEB 15	03	63	NOV17	13	112	NOV17	13
15	FEB 15	03	64	NOV17	13	113	NOV17	13
16	FEB 15	03	65	NOV17	13	114	NOV17	13
17	FEB 15	03	66	NOV17	13	115	NOV17	13
18	FEB 15	03	67	MAY18	15	116	NOV17	13
19	FEB 15	03	68	MAY18	15	117	NOV17	13
20	FEB 15	03	69	MAY18	15	118	NOV17	13
21	FEB 15	03	70	MAY18	15	119	NOV17	13
22	FEB 15	03	71	MAY18	15	120	NOV17	13
23	FEB 15	03	72	MAY18	15	121	NOV17	13
24	FEB 15	03	73	MAY18	15	122	NOV17	13
25	FEB 15	03	74	MAY18	15	123	NOV17	13
26	FEB 15	03	75	NOV17	13	124	NOV17	13
27	FEB 15	03	76	NOV17	13	125	NOV17	13
28	FEB 15	03	77	NOV17	13	126	NOV17	13
29	FEB 15	03	78	NOV17	13	127	NOV17	13
30	FEB 15	03	79	NOV17	13	128	NOV17	13
31	FEB 15	03	80	NOV17	13	129	NOV17	13
32	FEB 15	03	81	NOV17	13	130	NOV17	13
33	NOV17	13	82	NOV17	13	131	NOV17	13
34	NOV17	13	83	NOV17	13	132	NOV17	13
35	NOV17	13	84	NOV17	13	133	NOV17	13
36	NOV17	13	85	NOV17	13	134	NOV17	13
37	NOV17	13	86	NOV17	13	135	NOV17	13
38	NOV17	13	87	NOV17	13	136	NOV17	13
39	NOV17	13	88	NOV17	13	137	NOV17	13
40	NOV17	13	89	NOV17	13	138	NOV17	13
41	NOV17	13	90	NOV17	13	139	NOV17	13
42	NOV17	13	91	NOV17	13	140	NOV17	13
43	NOV17	13	92	NOV17	13	141	NOV17	13
44	NOV17	13	93	NOV17	13	142	NOV17	13
45	NOV17	13	94	NOV17	13	143	NOV17	13
46	NOV17	13	95	NOV17	13	144	NOV17	13
47	NOV17	13	96	NOV17	13	141	NOV17	13
48	NOV17	13	97	NOV17	13	142	NOV17	13
49	NOV17	13	98	NOV17	13	143	NOV17	13

144	NOV17	13	197	NOV17	13	250	NOV17	13
145	NOV17	13	198	NOV17	13	251	NOV17	13
146	NOV17	13	199	NOV17	13	252	NOV17	13
147	NOV17	13	200	NOV17	13	253	NOV17	13
148	NOV17	13	201	NOV17	13	254	NOV17	13
149	NOV17	13	202	NOV17	13	255	NOV17	13
150	NOV17	13	203	MAY18	15	256	NOV17	13
151	NOV17	13	204	MAY18	15	257	NOV17	13
152	NOV17	13	205	MAY18	15	258	NOV17	13
153	NOV17	13	206	MAY18	15	259	NOV17	13
154	NOV17	13	207	NOV17	13	260	NOV17	13
155	NOV17	13	208	NOV17	13	261	NOV17	13
156	NOV17	13	209	MAY18	15	262	NOV17	13
157	NOV17	13	210	MAY18	15	263	NOV17	13
158	NOV17	13	211	NOV17	13	264	NOV17	13
159	NOV17	13	212	NOV17	13	265	NOV17	13
160	NOV17	13	213	NOV17	13	266	NOV17	13
161	NOV17	13	214	NOV17	13	267	NOV17	13
162	NOV17	13	215	NOV17	13	268	NOV17	13
163	NOV17	13	216	NOV17	13	269	NOV17	13
164	NOV17	13	217	NOV17	13	270	NOV17	13
165	NOV17	13	218	NOV17	13	271	NOV17	13
166	NOV17	13	219	NOV17	13	272	NOV17	13
167	NOV17	13	220	NOV17	13	273	NOV17	13
168	NOV17	13	221	NOV17	13	274	NOV17	13
169	NOV17	13	222	NOV17	13	275	NOV17	13
170	NOV17	13	223	NOV17	13	276	NOV17	13
171	ABR18	14	224	NOV17	13	277	NOV17	13
172	ABR18	14	225	NOV17	13	278	NOV17	13
173	NOV17	13	226	NOV17	13	279	NOV17	13
174	NOV17	13	227	MAY18	15	280	NOV17	13
175	NOV17	13	228	MAY18	15	281	NOV17	13
176	NOV17	13	229	NOV17	13	282	NOV17	13
177	NOV17	13	230	NOV17	13	283	NOV17	13
178	NOV17	13	231	NOV17	13	284	NOV17	13
179	NOV17	13	232	NOV17	13	285	NOV17	13
180	NOV17	13	233	NOV17	13	286	NOV17	13
181	NOV17	13	234	NOV17	13	287	NOV17	13
182	NOV17	13	235	NOV17	13	288	NOV17	13
183	NOV17	13	236	NOV17	13	289	NOV17	13
184	NOV17	13	237	NOV17	13	290	NOV17	13
185	NOV17	13	238	NOV17	13	291	NOV17	13
186	NOV17	13	239	NOV17	13	292	NOV17	13
187	NOV17	13	240	NOV17	13	293	NOV17	13
188	NOV17	13	241	NOV17	13	294	NOV17	13
189	NOV17	13	242	NOV17	13	295	NOV17	13
190	NOV17	13	243	NOV17	13	296	NOV17	13
191	NOV17	13	244	NOV17	13	297	NOV17	13
192	NOV17	13	245	NOV17	13	298	NOV17	13
193	NOV17	13	246	NOV17	13	299	NOV17	13
194	NOV17	13	247	NOV17	13	300	NOV17	13
195	NOV17	13	248	NOV17	13			
196	NOV17	13	249	NOV17	13			

1.0 GENERAL

1.1 CONVERSION TABLES

TEMPERATURE CONVERSION

°C	°F		°C	°F		°C	°F
-40	-40		-8	18		24	75
-39	-38		-7	19		25	77
-38	-36		-6	21		26	79
-37	-35		-5	23		27	81
-36	-33		-4	25		28	82
-35	-31		-3	27		29	84
-34	-29		-2	28		30	86
-33	-27		-1	30		31	88
-32	-26		0	32		32	90
-31	-24		1	34		33	91
-30	-22		2	36		34	93
-29	-20		3	37		35	95
-28	-18		4	39		36	97
-27	-17		5	41		37	99
-26	-15		6	43		38	100
-25	-13		7	45		39	102
-24	-11		8	46		40	104
-23	-9		9	48		41	106
-22	-8		10	50		42	108
-21	-6		11	52		43	109
-20	-4		12	54		44	111
-19	-2		13	55		45	113
-18	0		14	57		46	115
-17	1		15	59		47	117
-16	3		16	61		48	118
-15	5		17	63		49	120
-14	7		18	64		50	122
-13	9		19	66		51	124
-12	10		20	68		52	126
-11	12		21	70		53	127
-10	14		22	72		54	129
-9	16		23	73		55	131

WIND COMPONENT

ANGLE BETWEEN WIND DIRECTION AND HEADING (LEFT OR RIGHT)

WIND (KTS)	HEADWIND COMPONENT									TAILWIND COMPONENT										CROSSWIND COMPONENT								
	10	20	30	40	50	60	70	80		100	110	120	130	140	150	160	170			10	20	30	40	50	60	70	80
5	5	5	4	4	3	3	2	1		1	2	3	3	4	4	5	5			1	2	3	3	4	4	5	5
10	10	9	9	8	6	5	3	2		2	3	5	6	8	9	9	10			2	3	5	6	8	9	9	10
15	15	14	13	11	10	8	5	3		3	5	8	10	11	13	14	15			3	5	8	10	11	13	14	15
20	20	19	17	15	13	10	7	3		3	7	10	13	15	17	19	20			3	7	10	13	15	17	19	20
25	25	23	22	19	16	13	9	4		4	9	13	16	19	22	23	25			4	9	13	16	19	22	23	25
30	29	28	26	23	19	15	10	5		5	10	15	19	23	26	28	29			5	10	15	19	23	26	28	29
35	34	33	30	27	22	18	12	6		6	12	18	22	27	30	33	34			6	12	18	22	27	30	33	34
40	39	38	35	31	26	20	14	7		7	14	20	26	31	35	38	39			7	14	20	26	31	35	38	39
45	44	42	39	34	29	23	15	8		8	15	23	29	34	39	42	44			8	15	23	29	34	39	42	44
50	49	47	43	38	32	25	17	9		9	17	25	32	38	43	47	49			9	17	25	32	38	43	47	49
55	54	52	48	42	35	28	19	9		9	19	28	35	42	48	52	54			9	19	28	35	42	48	52	59
60	59	56	52	46	39	30	21	10		10	21	30	39	46	52	56	59			10	21	30	39	46	52	56	59
65	64	61	56	50	42	33	22	11		11	22	33	42	50	56	61	64			11	22	33	42	50	56	61	64
70	69	66	61	54	45	35	24	12		12	24	35	45	54	61	66	69			12	24	35	45	54	61	66	69

1.2 AIRCRAFT PERFORMANCE DATA COMPUTE SERVER SYSTEM

The AeroData Aircraft Performance Data Compute Server System (Compute Server System) is an advanced clientserver computer system designed for providing comprehensive real-time aircraft performance data to ensure compliance with takeoff, enroute, and landing regulations.

The heart of the system is the Compute Server. A Compute Server takes requests from computer network client programs for aircraft performance data. Once the requested data is calculated, it is returned to the client software for display to the user. Client software packages for the Compute Server System include the Flight Planning Client for dispatch performance data, the Takeoff and Landing Performance Report Client for flight crew performance data, the Takeoff Charts Client for generating paper runway analysis charts, and the ACARS Client for onboard performance data.

Two or more Compute Servers are installed for redundancy and speed. Since the Compute Server System fulfills all requests for aircraft performance data, all performance data output is consistent. Additionally, all performance data is simultaneously updated when aeronautical data changes occur. This eliminates paper performance manuals and the overhead associated with the maintenance of these manuals.

The most important advantage of the Compute Server System is that all performance calculations are computed realtime using the fewest possible conservatisms and generalizations. As a result, the highest possible performance values are provided to the airline.

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2.0 TAKEOFF

2.1 GENERAL

TAKEOFF PATH

NO turns shall be commenced below 1,000' above field elevation (AFE) when takeoff weather is less than 1,000' ceiling and 3 sm visibility unless a Special Departure Procedure prescribes otherwise or the assigned instrument departure procedure specifically requires a turn before reaching 1,000' AGL.

Flap Retraction Altitude (FRA) for all takeoffs is 1,000' AFE unless a Special Procedure prescribes otherwise.

STANDARD ENGINE FAILURE TAKEOFF PATH

The following path will be flown whenever an engine failure occurs during takeoff and no Special Procedure exists:

	Weather Conditions	
ENGINE FAILURE ALTITUDE	**IMC**	**VMC**
Below 1,000' AFE.	Climb straight ahead to 1,000' AFE, then commence turn to NAVAID or heading as listed on runway analysis page using maximum bank angle appropriate for aircraft speed. If NAVAID is listed, hold on the inbound radial using a direct entry and standard holding procedures. If heading is listed, fly heading until a minimum safe altitude is attained. Radar vectors may be accepted when available after reaching 1,000'.	Climb straight ahead to 1,000' AFE. Return to land visually or complete IMC procedure.
1,000' or more AFE.	Commence turn to NAVAID or heading as listed on runway analysis page using maximum bank angle appropriate for aircraft speed. If NAVAID is listed, hold on the inbound radial using a direct entry and standard holding procedures. If heading is listed, fly heading until a minimum safe altitude is attained. Radar vectors may be accepted when available.	Return to land visually or complete IMC procedure.

This path will allow the aircraft to safely attain an altitude and position where radar vectors can be provided, or a minimum enroute or approach altitude. This path is an extension of the Captain's emergency authority and must be stated as such to ATC as soon as practical.

SPECIAL ENGINE FAILURE TAKEOFF PATH & PROCEDURES

Special Procedures for takeoff are provided when Standard Engine Failure Takeoff Procedures cannot be used due to obstacle requirements. Special Procedures are designed to only provide procedures and information that differ from Standard Procedures. For takeoff there are two types of Special Procedures:

Simple-Special: The Simple-Special Procedure differs from Standard Procedures in that a turn to a NAVAID or heading is required before reaching 1,000'. FRA remains at 1,000' AFE unless otherwise specified in the FLAP RETRACT box. Simple-Special Procedures are mandatory in IMC. They are also mandatory in VMC until reaching 1,000' AFE. The turn to the NAVAID or heading is to be made at the highest bank angle appropriate for aircraft speed. In IMC, if radar vectors are not available, comply with the special procedure until 3,000' AFE at which time you may proceed on course (as applicable). Simple-Special Procedures, when required, are provided on the top of each page of takeoff runway analysis. Below is a sample Simple-Special Procedure and legend:

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
V2		14.0 VOR	4600’	LT VOR	5100’	STD
1	2	3	4	5	6	7
8						

1. Engine failure climb speed - only listed if different than the standard engine failure profile.
2. Engine failure initial heading or course - only listed if different than runway alignment. A turn to the specified heading or course shall be commenced at 50' AFE or at engine failure above 50' AFE.
3. Engine failure turn point - listed in feet MSL for an altitude turn point and DME or radial for geographic turn points.
4. Alternate turn point - Alternate turning fix (if available) for redundancy and/or convenience.
5. Turn direction and NAVAID or heading - LT = left turn; RT = right turn; DT = direct (turn to NAVAID or heading in direction of shortest distance); H = heading.
6. Flap retraction altitude - FRA (feet MSL).
7. Holding procedures at NAVAID - STD = right turns & 1 minute legs. Unless otherwise noted, hold on the inbound radial using a direct entry. This may not necessarily be a published holding pattern.
8. Remarks.

Complex-Special: The Complex-Special Procedure is issued when an engine failure procedure is too complex to fit in the Simple-Special table and/or other considerations must be taken into account. Often, allengine procedures are also specified in order to ensure that the aircraft will remain in the obstacle protected area until reaching a safe engine failure altitude. FRA remains at 1,000' AFE unless otherwise specified in the procedure.

Complex-Special Procedures may be specifically designed for a published instrument departure procedure. In these cases, the name of the applicable instrument departure procedure will be indicated on the ComplexSpecial and the Complex-Special is only valid for the instrument departure procedure specified. ComplexSpecial Procedures are mandatory under IMC and VMC.

RUNWAY CONDITIONS

Wet Runway - A runway that has a shiny appearance due to a thin layer of water less than 1/8" or 3mm covering 100% of the runway surface. If there are dry spots showing on a drying runway with no standing water, the runway is not considered to be wet.

Contaminated Runway - A runway where more than 25% of the runway length, within the width being used, is covered by standing water or slush more than 1/8" or 3mm deep, or that has an accumulation of snow or ice. A runway may also be considered contaminated with less than 25% coverage if the contaminant is located prior to the midpoint of the runway.

Compacted Snow Runway - A runway is considered to be contaminated by compacted snow when covered by snow which has been compacted into a solid mass which resists further compression and will hold together or break into lumps if picked up.

Slippery Runway - A runway surface condition where braking action is expected to be very low, due to the presence of ice.

RUNWAY CONTAMINANTS

Standing Water – Accumulated water on the runway surface caused by heavy rainfall or by poor drainage.

Slush - Snow mixed with water.

Dry Snow - Snow that cannot be easily compacted by hand.

Wet Snow - Snow that is easily compacted by hand.

CONTAMINATION LEVELS

	Contaminant			
	Water	**Slush**	**Wet Snow**	**Dry Snow**
Level 1	Heavy rain with up to 1/8" or 3mm flooding.	≤1/8" or ≤3mm	≤1/4" or ≤6mm	≤1" or ≤25mm
Level 2	>1/8" to ≤1/4" or 3mm to 6mm	>1/8" to ≤1/4" or 3mm to 6mm	>1/4" to ≤1/2" or 7mm to 13mm	>1" to ≤2" or 26mm to 51mm
Level 3	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED

GROUND VEHICLE RUNWAY FRICTION READINGS

At certain airports, ground vehicle friction readings are provided by ATIS and/or the control tower when slippery runway conditions are thought to exist. These readings are derived from devices that attempt to measure the runway coefficient of friction (□□□or mu). Unfortunately, the measurements made by these devices do not directly correlate to the □ that would be experienced by an aircraft, although they do provide indications of airplane/runway braking action that may be used for planning purposes.

Reported measurements are also a function of the device itself. The readings from these devices are given by ATIS and/or the control tower and typically are given with the type of measuring device used. Please note that the readings may be given as whole numbers (i.e., .47 would be given as 47). In addition, Runway Condition Readings (RCR) are normally associated with military and Canadian airports. The following table can be used to correlate ground vehicle friction readings to an airplane/runway braking action level.

Ground-vehicle Friction Correlation for Compacted Snow- and Ice-Covered Runways

	Ground-vehicle friction readings (□)						
Braking Action Level	Surface friction tester (SAAB)	Runway Friction Tester	BV-11 skid-dometer	Mu-Meter	Tapley meter	Bow-monk meter	Runway condition readings (RCR)
Excellent	≥ .53	≥ .50	≥ .58	≥ .50	≥.53	≥ .51	≥ 17
Good	.37 - .50	.35 - .47	.41 - .54	.35 - .47	.38 - .50	.37 - .48	12 -16
Fair	.28 - .34	.26 - .33	.31 - .37	.26 - .33	.28 - .35	.27 - .34	9 - 11
Poor	≤ .25	≤ .24	≤ .27	≤ .24	≤ .26	≤ .25	≤ 8

TAKEOFF ON WET, SLIPPERY, OR CONTAMINATED RUNWAYS

The takeoff data provided for non-dry runways serves to maintain a margin of safety equivalent to a dry runway by taking into consideration performance characteristics associated with non-dry runway conditions. Therefore, the more accurate the assessment of runway conditions, the greater the margin of safety maintained. Runway condition information can normally be obtained from ATC, Flight Service and/or station personnel. When accurate information is not available, an assessment of the runway condition must be made by the crew. However, due to a lack of the proper means, making an accurate assessment of the runway condition is often impossible. Even if a runway condition assessment is inaccurate, using takeoff data for that runway condition still offers an increased margin of safety over using dry runway data.

Takeoff Runway Analysis provides maximum takeoff weights and maximum V_1s for wet, slippery, and contaminated runways. This data preserves accelerate-go and accelerate-stop distances for the appropriate runway conditions. Wet maximum takeoff weights are based on the braking capability of the actual runway being analyzed. This is reflected in that a runway with no friction treatment (i.e. grooving) will show significant weight penalty when comparing wet versus

dry, while a runway with good friction characteristics will show little or no penalty. Comparing the difference between dry and non-dry takeoff weights for each available runway will indicate the best runway for takeoff.

RUNWAY NAMING CONVENTIONS

INTERSECTION RUNWAYS

Intersection runways are designated by "/" between the runway and the intersecting taxiway or runway.

26L/A Designates runway 26L at the intersection of taxiway "A".

INTERSECTION DEPARTURE

Intersection performance data may be used for an intersection departure of longer length or a full length departure. Engine failure procedures remain the same.

SHORTENED RUNWAYS

Shortened runways are designated using the following code: "26L-E2000F"

26L Indicates the base runway
– Indicates that the runway has been shortened
E Indicates the end of the runway which has been shortened (possible values are N, NE, E, SE, S SW, W, NW)
2000 Indicates the shortened distance
F Indicates the units for the shortened distance where "F" = feet and "M" = meters. The shortened distance unit shown will correspond to that given by the applicable shortened runway NOTAM.

ARRESTING GEAR CABLE RUNWAYS

Runways equipped with an arresting gear cable(s) are designated by using "CBL". Distance beyond a cable from the liftoff end will be considered as clearway. The following naming conventions represent cable runway designations.

22L-NECBL Runway 22L with cable on Northeast (brake release) end of runway deployed. Takeoff run is initiated at cable. Effective runway length is the distance from the cable to the liftoff end of the runway.

22L-SWCBL Runway 22L with cable on Southwest (lift-off) end of runway deployed. Takeoff run is initiated at the brake release end of runway. Effective runway length is the distance from the brake release end of the runway to the cable.

22L-CBL-CBL Runway 22L with cable on Northeast (brake release) and Southwest (lift-off) ends of the runway deployed. Takeoff run is initiated at cable. Effective runway length is the distance between cables.

22L/B10-CBL Runway 22L intersection B10 with cable on Southwest (lift-off) end of runway deployed. Takeoff run is initiated at intersection B10. Effective runway length is the distance from B10 to the cable.

22L-1000F-CBL Runway 22L with 1000F ("M" if meters) NOTAM on Northeast (brake release) end of runway and cable on lift-off end of the runway deployed. Takeoff run is initiated at break release end minus 1000F. Effective runway length is the distance from 22L minus 1000F to the cable.

22L-CBL-1000F Runway 22L with cable on Northeast (brake release) end of runway deployed and 1000F ("M" if meters) NOTAM on lift-off end of the runway. Takeoff run is initiated at cable. Effective runway length is the distance from the cable to the lift-off end of the runway minus 1000F due to NOTAM.

2.2 TAKEOFF PERFORMANCE

TAKEOFF RUNWAY ANALYSIS REPORT

The Takeoff Runway Analysis Report (Takeoff Report) is prepared for each flight based on the environmental conditions, runway conditions, and aircraft configuration anticipated by the dispatcher at the time of departure. The Takeoff Report provides takeoff data for the planned conditions as well as a range of data surrounding planned conditions. The Takeoff Report includes takeoff data for all of the runways designated for inclusion by the airline. Runways are listed in numerical order. Shortened runways are listed following the associated full length runway, if applicable.

MEL and CDL penalties that are planned by the dispatcher are transferred to the Takeoff Report and are included in takeoff weight calculations. Included penalties are always indicated in the Takeoff Report.

TAKEOFF REPORT LAYOUT

```
TAKEOFF AND LANDING REPORT LCT 123 SCF-PHX 20OCT13
TLR-1 SEQ-50287573 21OCT13 0658Z
A/C 321  EMB-145LR AE-3007A1P

/// TAKEOFF DATA ///

APT  PRWY        POAT PWIND  PQNH  PMRTW FLP O2 V1 VR V2 PTOW MFPTW
SCF  17          34.0 000M00 29.90 5070  9   Y  41 41 51 4800 4950
```

The header contains the parameters that were used by the dispatcher for planning the flight. At the top is the flight number and local departure date. The TLR-# identifier is provided for matching flight release and Takeoff Report versions. SEQ-# is a unique identifier given to each Takeoff Report. Following the SEQ-# number is the UTC date and time that the Takeoff Report was created. Next is the aircraft tail number and the associated engine/airframe combination designation.

All weight data is displayed as weight / 10.

APT – Airport IATA identifier.
PRWY – Planned runway. The runway that was used by the dispatcher for planning the flight.
POAT – Planned outside temperature.
PQNH – Planned QNH (Altimeter setting). The entire Takeoff Report is based on this QNH. The Takeoff Report is valid when the actual QNH is no less than 0.10" below PQNH. For example, if the dispatcher planned for a QNH of 29.82, then the report is valid if the actual QNH is no lower than 29.72. If the actual QNH falls below 29.72, then a new Takeoff Report must be generated or a radio revision may be accepted. A new Takeoff Report is never required when the actual QNH exceeds the planned QNH, but additional uplift capability may be gained by using an actual QNH that is higher than PQNH.
PWIND – Planned wind direction / speed.
PMRTW – Planned maximum runway takeoff weight. **FLP** – Takeoff flap setting associated with PMRTW.
O2 – Optimum V_2 indicator for PMRTW. "Y" = Yes, PMRTW is based on the use of Optimum V_2; "N" = No, PMRTW is based on the use of Minimum V_2.
V1, VR, V_2 – The takeoff speeds associated with the planned conditions based on the lower of the PMRTW or the MFPTW. Add 100 to each number shown that is less than 80.
PTOW – Planned takeoff weight.
MFPTW – Maximum flight plan takeoff weight. This is the maximum takeoff weight for which the flight plan is valid when considering all flight planning limits except MRTW. These limits include the structural MTOW, METW, MLDW + planned

fuel burn off, fuel capacity limited takeoff weight, structural MTXW - taxi fuel, and, if required, takeoff alternate METW. MRTW for actual conditions can exceed PMRTW, but the final MTOW can never exceed MFPTW.

```
RMKS ANTI-ICE ON
```

RMKS – Non-standard airplane configuration and runway condition listing. Listed configuration changes are applied to the entire report unless specified otherwise in a section title. For example, if the RMKS indicates that anti-skid is inoperative, the entire Takeoff Report is calculated with the anti-skid inoperative. If the RMKS indicates a wet runway and a section title includes the words “DRY RUNWAY”, the section is still based on a dry runway. Generally, but not without exception, inoperative components will apply to the entire report, while pilot selectable options are overridden by the section title.

```
---- --- ------ ----- ------- --- --- --- --- --- ---------------
RWY  OAT WIND   QNH   MRTW    FLP V1  VR  V2  PWR CNFG/CONDITION
```

This area is for last minute revisions to takeoff data. It can be used in cases where the takeoff report does not contain data for the current conditions or when fine-tuning of the MRTW is required to obtain maximum payload capability. The dispatcher can quickly make a single point calculation for exact conditions that can be relayed to the flight crew.

Typical scenarios for its use are last minute MEL/CDL items that were not included in the original report, actual OAT exceeding the scale on the report, OAT in decimal degrees, headwind/tailwind adjustments calculated to provide exact numbers, and any other additional refinement.

```
------------------- ALT T/O-1 - DRY RWY - A/I OFF -------------------
           03             17             21             35
           8249 FT        10000 FT       8249 FT        10000 FT
           SPECIAL        LT H130        SPECIAL        SPECIAL
  OAT N1   FLAP 9         FLAP 9         FLAP 9         FLAP 9
   40 88.4 4154 O 22      4768 O 33      4615 O 31      4771 O 33
   38 88.1 4193 O 23      4840 O 34      4658 O 31      4843 O 34
   36 87.9 4216 O 23      4870 O 35      4684 O 32      4873 O 35
 / 34 87.7 4224 O 23    / 4883 O 35    / 4694 O 32    / 4887 O 35
   32 87.5 4232 O 23      4883 O 35      4702 O 32      4888 O 35
HW/10KT      52    1        34    1        64    1        33    1 TW/10KT
-142   -3     -102   -2      -215   -6      -103   -2
```

A takeoff data section is identified by the title line, which describes the base conditions and airplane configuration for which the data was calculated. The conditions and configuration listed override any listed in the RMKS section. The next few lines of data indicate the runway, runway length, abbreviated engine failure procedure, and flap setting. See the description of PRWY above for runway naming conventions. See the Takeoff Path section earlier in the Performance Handbook for a description of engine failure procedures. The line of takeoff data consists of temperature, power setting, MRTW (maximum runway takeoff weight), limit code, and Max V_1. Add 100 to Max V_1 if the number shown is less than 80. For example, 30 equals a Max V_1 of 130 knots. Dashes in place of an MRTW or MRTW adjustment indicate that takeoff is not allowed for the specific condition.

The “/” symbol is used to indicate a reference temperature. In a Normal section, the “/” is shown at POAT.

Abbreviated engine failure procedure - (LT, RT, OR DT NAVAID or Heading) or (SPECIAL). **RT** – Right Turn
LT – Left Turn
DT – Direct (turn to NAVAID or heading in direction of shortest distance)
H – Heading (i.e. RT H180°)
SPECIAL – Special engine failure procedures are listed at the bottom of the report.

Limit codes are as follows:
A – Maximum AFM Chart Weight
B – Brakes
C – Climb
D – Dry Runway Weight Check (Wet MRTW cannot exceed dry MRTW)
F – Field
O – Obstacle **T** – Tires
V – V_{mcg}

Following the base takeoff data is adjustments data. Adjustments are used to modify base takeoff data for non-standard configurations or conditions. Adjustment data may contain adjustment values for power setting, MRTW, and Max V_1, as required.

Adjustment abbreviations:
HW – Headwind
TW – Tailwind
AI ON – Anti-ice ON

```
--------- T/O - SLUSH/SNOW - A/I ON 10C AND BELOW - OAT -4C ---------
  N1  86.3  03             17             21             35
LEVEL 1     F22 4288O09    F09 4885F21    F09 4348F03    F09 4887F19
LEVEL 2     F22 4050F11    F09 4538F24    F22 4088F06    F09 4515F23
------- T/O - COMPACTED SNOW - A/I ON 10C AND BELOW - OAT -4C -------
F09 4562D30    F09 5070A37    F09 4981F24    F09 5070A37
```

The Single section display is typically used for presenting contaminated runway data. The data presented is for a single OAT and no wind component. The OAT is displayed in the title of the section and the data is valid for all temperatures equal to or colder than this value. Data in this section is only valid for calm or headwind conditions. As such, data for tailwind conditions must be obtained from Dispatch. The power setting for the section is displayed in the upper left corner. For contaminated runways, the ice protection system corrections may be automatically applied depending on the OAT, as noted in the section title. Since the data is calculated only for one temperature, the flap setting is displayed before the corresponding MRTW. The flap setting is preceded with the “F” symbol. For a description of the levels of contamination, see the front of the takeoff section.

```
------------- SPECIAL ENG FAIL TAKEOFF PROCEDURES --------------
RWY CLB VIA       REACHING   OR         TURN      FRA   HOLD
03                RWY END               LT H145   2510
21                D9.3 PXR   1650       LT H130   2510
35                                                 2510
SEE SCOTTSDALE SCF COMPLEX SPECIAL PROCEDURES
```

The special engine failure procedures section is included whenever at least one runway in the takeoff report has a special engine failure procedure. A special engine failure procedure is indicated by the word SPECIAL just below the runway designation in the first section of data in the takeoff report. See the Special Engine Failure Takeoff Path & Procedures section for a full description of special engine failure procedures.

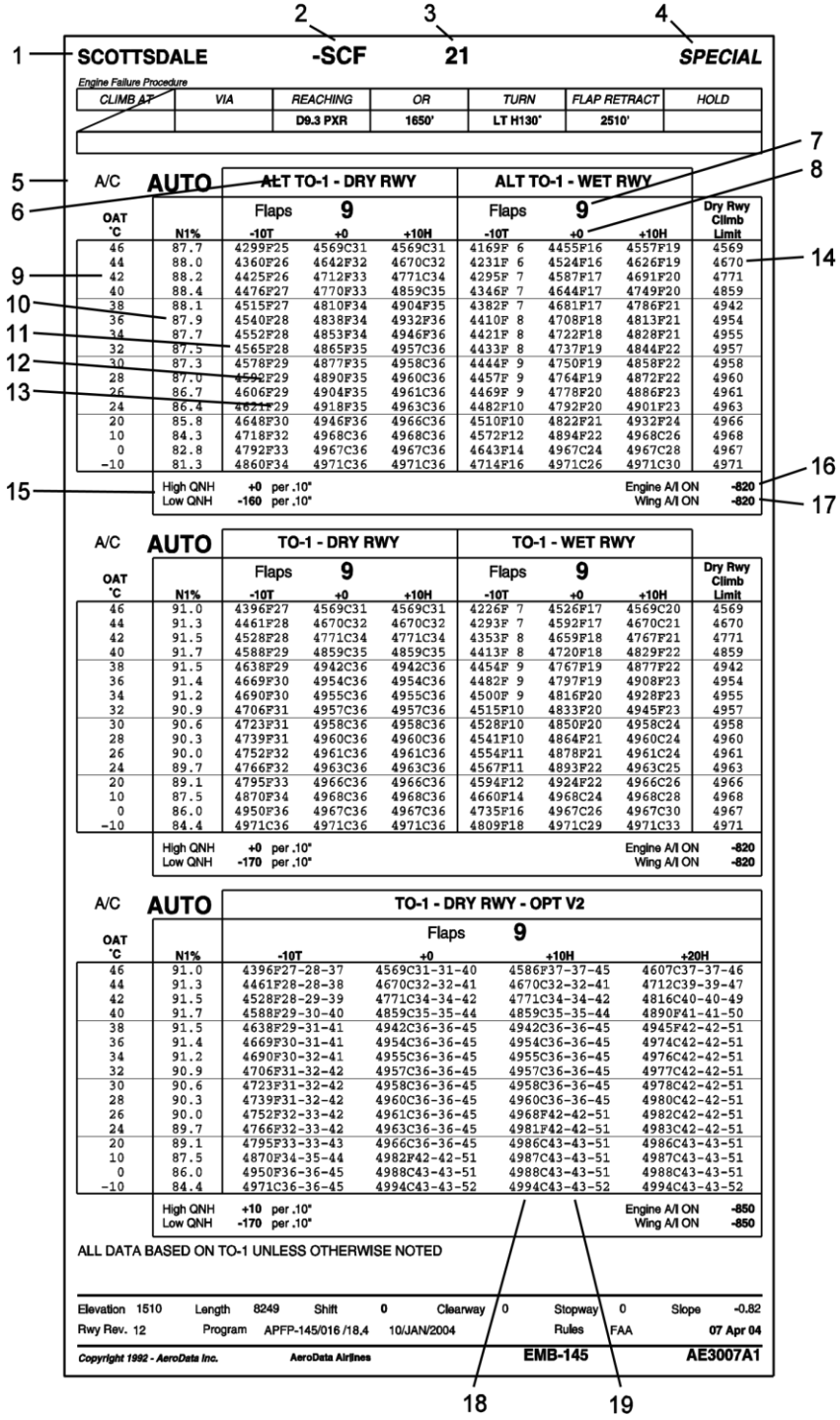
RULES FOR READING THE TAKEOFF REPORT

1. Interpolation is allowed between temperatures. Extrapolation is not allowed.
2. Interpolation is allowed between winds. Tailwind adjustments are always required. Headwind adjustments are optional.
3. If the surface temperature is colder than the lowest temperature shown in the applicable table, use the lowest temperature shown.
4. When adjustments are required, all adjustment values shown must be applied.

TAKEOFF RUNWAY ANALYSIS CHARTS

Takeoff Runway Analysis Charts (Takeoff Charts) are provided as a backup system in cases where a Takeoff Report is not available. Takeoff Charts are generated for various environmental conditions and aircraft configurations. Each chart contains takeoff data for one runway. In general, the front side of the Takeoff Chart contains takeoff data for normal conditions, while the backside contains data for non-normal conditions. The data is presented and read similarly to the Takeoff Report with the exception of adjustments. Columns of tailwind, no wind, and headwind are provided for data look-up and interpolation. Adjustments to data are provided as actual values, whereas the Takeoff Report provides adjustments in the same scale as the takeoff weights. Lastly, QNH corrections are provided for non-standard pressure conditions.

TAKEOFF CHART LAYOUT



SCOTTSDALE -SCF 21 *SPECIAL*

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	DRY - GEAR EXTENDED Flaps 9 -10T	+0	+10H
46	4396F27	4569C31	4569C31	4385F27	4564C31	4564C31	3664C13	3664C13	3664C13
44	4461F28	4670C32	4670C32	4451F27	4665C32	4665C32	3740C15	3740C15	3740C15
42	4528F28	4771C34	4771C34	4518F28	4767C33	4767C33	3815C16	3815C16	3815C16
40	4588F29	4859C35	4859C35	4577F29	4856C35	4856C35	3886C17	3886C17	3886C17
38	4638F29	4942C36	4942C36	4629F29	4936F36	4938C36	3950C18	3950C18	3950C18
36	4669F30	4954C36	4954C36	4659F30	4951C36	4951C36	3997C19	3997C19	3997C19
34	4690F30	4955C36	4955C36	4682F30	4952C36	4952C36	4026C19	4026C19	4026C19
32	4706F31	4957C36	4957C36	4697F31	4953C36	4953C36	4028C19	4028C19	4028C19
30	4723F31	4958C36	4958C36	4713F31	4954C36	4954C36	4030C19	4030C19	4030C19
28	4739F31	4960C36	4960C36	4728F31	4955C36	4955C36	4033C19	4033C19	4033C19
26	4752F32	4961C36	4961C36	4743F31	4957C36	4957C36	4035C20	4035C20	4035C20
24	4766F32	4963C36	4963C36	4756F32	4959C36	4959C36	4038C20	4038C20	4038C20
20	4795F33	4966C36	4966C36	4785F32	4962C36	4962C36	4043C20	4043C20	4043C20
10	4870F34	4968C36	4968C36	4836F34	4900C35	4900C35	4053C20	4053C20	4053C20
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -130 per .10"		
	Engine A/I ON Wing A/I ON			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	WET - GEAR EXTENDED Flaps 9 -10T	+0	+10H
46	4226F 7	4526F17	4569C20	4220F 7	4519F17	4564C20	3664C 7	3664C13	3664C13
44	4293F 7	4592F17	4670C21	4285F 7	4584F17	4665C20	3740C 7	3740C15	3740C15
42	4353F 8	4659F18	4767F21	4347F 8	4652F18	4759F21	3815C 8	3815C16	3815C16
40	4413F 8	4720F18	4829F22	4407F 8	4712F18	4820F21	3886C 8	3886C17	3886C17
38	4454F 9	4767F19	4877F22	4448F 9	4759F19	4869F22	3950C 9	3950C18	3950C18
36	4482F 9	4797F19	4908F23	4476F 9	4789F19	4900F22	3997C 9	3997C19	3997C19
34	4500F 9	4816F20	4928F23	4494F 9	4810F20	4922F23	4026C 9	4026C19	4026C19
32	4515F10	4833F20	4945F23	4509F10	4826F20	4938F23	4028C10	4028C19	4028C19
30	4528F10	4850F20	4958C24	4523F10	4842F20	4954C24	4030C10	4030C19	4030C19
28	4541F10	4864F21	4960C24	4535F10	4857F21	4955C24	4033C10	4033C19	4033C19
26	4554F11	4878F21	4961C24	4548F11	4871F21	4957C24	4035C11	4035C20	4035C20
24	4567F11	4893F22	4963C25	4560F11	4886F21	4959C25	4038C11	4038C20	4038C20
20	4594F12	4924F22	4966C26	4588F12	4916F22	4962C25	4043C12	4043C20	4043C20
10	4660F14	4968C24	4968C28	4625F14	4900C24	4900C27	4053C14	4053C20	4053C20
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -130 per .10"		
	Engine A/I ON Wing A/I ON			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

20

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps 9 -10T	+0	+10H
28			4253F97	3388F91	3905F 1	4014F 5	2759F97	3606F 5	3694F 9
26			4319F98	3424F91	3919F 1	4028F 5	3047F97	3618F 6	3705F 9
24			4334F98	3474F92	3934F 2	4041F 5	3110F97	3631F 6	3717F 9
22			4344F99	3497F92	3948F 2	4056F 6	3206F97	3640F 6	3729F10
20			4356F99	3525F92	3965F 3	4074F 6	3263F97	3651F 7	3739F10
18		3427F98	4368F99	3550F92	3976F 3	4084F 6	3414F97	3660F 7	3752F10
16		3771F98	4382F 0	3596F92	3989F 3	4097F 7	3423F97	3671F 7	3764F11
14		4080F98	4394F 0	3632F93	4000F 4	4108F 7	3430F97	3680F 8	3774F11
12		4301F98	4404F 1	3633F93	4008F 4	4117F 7	3439F97	3688F 8	3782F12
10		4320F98	4414F 1	3643F93	4018F 4	4130F 8	3444F98	3700F 9	3789F12
0		4387F 0	4474F 3	3733F95	4091F 6	4205F10	3495F 0	3761F10	3857F14
-10		4454F 2	4552F 6	3814F97	4164F 8	4289F12	3546F 1	3818F13	3915F16
-20		4521F 4	4623F 8	3886F99	4227F10	4289F12	3594F 3	3882F15	3947F18
-30		4589F 6	4697F10	3956F 1	4276D12	4289F12	3647F 6	3942F17	3947F18
	High QNH +60 per .10" Low QNH -2620 per .10"			High QNH +0 per .10" Low QNH -80 per .10"			High QNH +40 per .10" Low QNH -60 per .10"		
	Engine A/I ON -990 Wing A/I ON -990			Engine A/I ON -560 Wing A/I ON -560			Engine A/I ON -610 Wing A/I ON -610		

Elevation 1510 Length 8249 Shift 0 Clearway 0 Stopway 0 Slope -0.82

Rwy Rev. 12 Program APFP-145/016 /18.4 10/JAN/2004 Rules FAA **07 Apr 04**

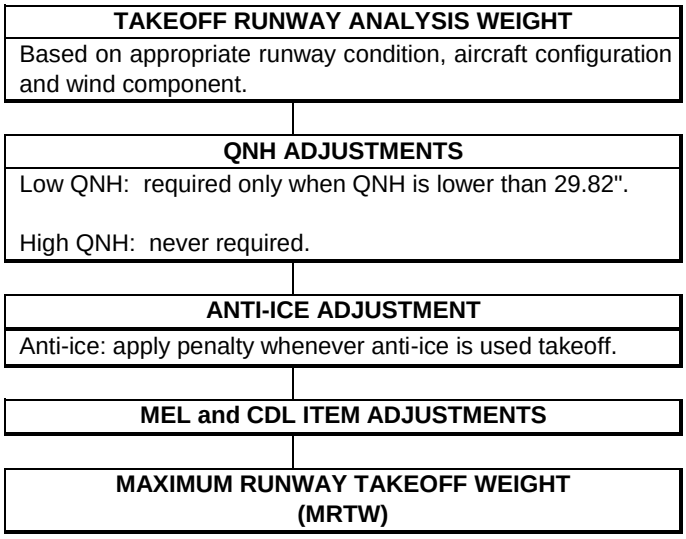
Copyright 1992 - AeroData Inc. AeroData Airlines **EMB-145** **AE3007A1**

1. City / airport name.
2. Airport IATA identifier.
3. Runway designation.
4. Engine failure procedure - (LT, RT, or DT NAVAID or Heading) or (SPECIAL)
   RT = Right Turn
   LT = Left Turn

DT = Direct (turn to NAVAID or heading in direction of shortest distance) H = Heading (i.e. RT H180) 5. Bleed/Pack configuration.

6. Runway condition and aircraft configuration.
7. Flap setting.
8. Wind (knots) columns
   T = Tailwind
   H = Headwind
   Tailwind adjustments are always required. Headwind adjustments are never required, but may be used when necessary.
9. Outside air temperature (OAT).
10. Takeoff N1%.
11. Maximum runway takeoff weight (MRTW) in 10 lbs.
12. Limit code for the weight shown.
    C = Climb B = Brakes
    ^ = Obstacle T = Tires
    F = Field V = V_{mcg}
    A = Maximum AFM Chart Weight
    D = Dry Runway Weight Check (Wet MRTW cannot exceed dry MRTW)
13. Maximum V_1 for the associated conditions. Add 100 if the number shown is less than 80.
14. Climb limit weight in 10 lbs. for the dry runway flap setting.
15. QNH deviation adjustments.
16. Anti-ice ON adjustment.
17. Engine and Wing anti-ice ON adjustment. Not used for EMB145.
18. Optimum V_2 MRTW in 10 lb. Only provided if weight is at least 100 lb. greater than the corresponding Minimum V_2 weight.
19. Optimum V_2 maximum takeoff speeds (V_1, V_R, V_2). Add 100 to each number.
20. Contaminated runway tables.

TAKEOFF CHARTS MRTW DETERMINATION



RULES FOR READING TAKEOFF CHARTS

1. Interpolation is allowed between adjacent temperatures. Extrapolation is not allowed.
2. Interpolation is allowed between winds. Tailwind adjustments are always required. Headwind adjustments are optional.

3. If the surface temperature is colder than lowest temperature shown in the applicable table, use the lowest temperature shown.

QNH Corrections

Takeoff Charts are based on standard day pressure conditions, therefore, QNH corrections are made from 29.92". QNH corrections to Takeoff Chart weights are only required when QNH is lower than 29.82", since weight corrections between 29.82" and 29.92" are negligible. For example, if QNH is 29.72", a .20" correction is required. QNH corrections above 29.92" are not required, but may be used if additional weight capability is needed. Interpolation is allowed when necessary.

2.3 TAKEOFF SPEEDS

MAX V1

Takeoff runway analysis utilizes the benefits of clearway, stopway, wind, runway slope, and reduced V_1s for brake energy, all of which may alter the actual V_1 used for takeoff. Instead of making adjustments to quick reference V_1s to account for the above conditions, takeoff runway analysis pages provide a maximum V_1 (MAX V_1). MAX V_1 is the highest V_1 allowed for takeoff for the applicable conditions. When an aircraft is near, but not at, maximum takeoff weight, MAX V_1 ensures that the V_1 used for takeoff does not exceed that required to stop the airplane in the event of an aborted takeoff. MAX V_1 will reduce V_1 from V_R to increase the field limit weight, decrease V_1 to equal V_{MBE}, and most importantly provide a reduced V_1 when a range of V_1s is available. The MAX V_1 will always provide a reduced V_1 whenever there is excess runway available and a reduction in V_1 will not decrease the maximum allowable takeoff weight. This is normally the case when the takeoff is second segment climb limited. When operating on other than dry runways or with inoperative systems that effect takeoff performance, V_1 may need to be reduced to account for degraded takeoff performance. Using this method, instead of making V_1 adjustments in the flight deck, the crew need only ensure that the V_1 for takeoff does not exceed MAX V_1.

When the V_1 determined for takeoff exceeds MAX V_1, V_1 will be set equal to MAX V_1. DO NOT reduce V_R. V_R and V_2 remain unchanged.

4.0 LANDING

4.1 LANDING PERFORMANCE

Landing data is provided in two formats. The Landing Runway Analysis Report (Landing Report) provides specific aircraft landing performance for the destination airport. Additional general landing tables are provided for situations when the Landing Report is not available or, if available, does not account for temporary conditions such as NOTAMs.

RUNWAY NAMING CONVENTIONS

SHORTENED RUNWAYS
Shortened runways are designated using the following code: "26L-E2000F"

26L Indicates the base runway
– Indicates that the runway has been shortened
E Indicates the end of the runway which has been shortened (possible values are N, NE, E, SE, S SW, W, NW)
2000 Indicates the shortened distance
F Indicates the units for the shortened distance where "F" = feet and "M" = meters. The shortened distance unit shown will correspond to that given by the applicable shortened runway NOTAM.

LAND AND HOLD SHORT OPERATIONS (LAHSO) RUNWAYS
LAHSO Runways are designated by using "/" between the landing runway designation and the hold short runway intersection or nearest aligned runway designation. The following naming conventions represent LAHSO runway designations.

09R/S Landing runway 09R hold short intersection S.
14R/09R Landing runway 14R hold short runway 09R(27L).

ARRESTING GEAR CABLE RUNWAYS
Runways equipped with an arresting gear cable(s) are designated by using "CBL". The following naming conventions represent cable runway designations.

22L-NECBL Runway 22L with cable on Northeast (approach) end of runway deployed. Effective runway length is the distance from the cable to the roll-out end of the runway.
22L-SWCBL Runway 22L with cable on Southwest (roll-out) end of runway deployed. Effective runway length is the distance from the approach end of the runway to the cable.
22L-CBL-CBL Runway 22L with cable on Northeast (approach) and Southwest (roll-out) ends of the runway deployed. Effective runway length is the distance between cables.
22L-1000F-CBL Runway 22L with 1000F ("M" if meters) NOTAM on Northeast (approach) end of runway and cable on roll-out end of the runway deployed. Effective runway length is the distance from 22L minus 1000F to the cable.
22L-CBL-1000F Runway 22L with cable on Northeast (approach) end of runway deployed and 1000F ("M" if meters) NOTAM on roll-out end of the runway. Effective runway length is the distance from the cable to the roll-out end of the runway minus 1000F due to NOTAM.

LANDING REPORT LAYOUT

The Landing Report is an extension of the Takeoff Report. As such, this section describes the differences between the Takeoff Report and the Landing Report. Refer to the Takeoff Report Layout section for supplemental documentation.

```
/// LANDING DATA ///

APT  PRWY         POAT PWIND  PQNH  PMRLW FLP PLDW
PHX  08           0.0  000M00 29.92 4800  45  4400
RMKS ANTI-ICE ON
     WET RUNWAY

-------- ---- ------ ----- ------- --- ----- --- --------------------
RWY      OAT  WIND   QNH   MRLW    FLP VREF  PWR CONFIG/CONDITION
```

PMRLW – Planned maximum runway landing weight.
PLDW – Planned landing weight.

There are two types of data sections that may appear on a Landing Report. The Normal section type provides reference maximum landing weights and power settings based on outside air temperature. The Distance section type provides landing distance information based on aircraft weight.

```
--------------- DRY RWY - A/I OFF - NO ICE ACCRETION ----------------
FLAP 22 / FLAP 45
            07L             07R             08              25L
  OAT       10300 FT        7800 FT         10591 FT        7800 FT
   04       4800A/4800A     4800A/4800A     4800A/4800A     4800A/4800A
   02       4800A/4800A     4800A/4800A     4800A/4800A     4800A/4800A
 / 00       4800A/4800A     4800A/4800A     4800A/4800A     4800A/4800A
  -02       4800A/4800A     4800A/4800A     4800A/4800A     4800A/4800A
  -04       4800A/4800A     4800A/4800A     4800A/4800A     4800A/4800A
HW/10KT          0/    0         0/    0         0/    0         0/    0
TW/10KT          0/    0       -70/    0         0/    0       -70/    0
EAI              0/    0         0/    0         0/    0         0/    0 ICING
-458/ -458     -458/ -458      -458/ -458      -458/ -458
```

A landing data section is identified by the title line, which describes the base conditions and airplane configuration for which the data was calculated. The conditions and configuration listed override any listed in the RMKS section. The next few lines of data indicate the runway, runway length, and flap setting. See the description of PRWY in the Takeoff Report Layout section for runway naming conventions.

In the Normal section, a line of landing data consists of temperature, power setting, MRLW (maximum runway landing weight), and limit code. Dashes in place of an MRLW or MRLW adjustment indicate that landing data is not available for the specified condition. The "/" symbol is used to indicate a POAT within the temperature scale.
Limit codes are as follows:
A – Maximum AFM Chart Weight
B – Brakes
C – Climb

F – Field
T – Tires

Following the base landing data is adjustments data. Adjustments are used to modify base landing data for nonstandard configurations or conditions. Adjustment data may contain adjustment values for power setting, MRLW, and Vref, as required. Wind adjustments are in terms of weight per 10 knots of wind. Adjustments are cumulative.

Adjustment abbreviations:

HW – Headwind
TW – Tailwind
EAI – Engine Anti-ice
ICING – Ice Accretion

```
---------------------- FACTORED LANDING DISTANCE ----------------------
         FLAP 22            FLAP 45
  LDW    DRY       WET      DRY       WET
  4500   6484      7457     4926      5665
  4450   6420      7383     4884      5616
/ 4400   6355      7309     4842      5568
  4350   6293      7237     4799      5519
  4300   6231      7166     4757      5471
HW/KT     -30       -35      -24       -28
TW/KT      97       112       78        90

------------------- DEMONSTRATED LANDING DISTANCE -------------------
         FLAP 22            FLAP 45
  LDW    DRY       WET      DRY       WET
  4500   3891      4474     2956      3399
  4450   3852      4430     2930      3370
/ 4400   3813      4385     2905      3341
  4350   3776      4342     2880      3312
  4300   3739      4299     2854      3283
HW/KT     -18       -21      -15       -17
TW/KT      58        67       47        54
END TAKEOFF AND LANDING REPORT LCT 123 SCF-PHX 20OCT13
```

The Distance section display is used for presenting landing distances based on aircraft weight. The data presented is for a range of landing weights (LDW) above and below the planned landing weight (PLDW). Dashes in place of a distance or distance adjustment indicate that landing data is not available for the specified condition. The "/" symbol is used to indicate a PLDW within the weight scale. Landing distance data is based on crossing the beginning of the available landing distance at 50' at Vref with the flaps in the specified landing configuration. Distance data includes both the air and ground distances from a height of 50 feet. Below the weight scale are adjustments for factors that affect landing distance. Wind adjustments are in terms of distance per knot of wind. Adjustments are cumulative.

GENERAL LANDING TABLES

MAXIMUM LANDING WEIGHT – FIELD LENGTH LIMIT - DISPATCH

The Field Length Limit tables are used to determine the maximum landing weight allowed for dispatch based on an available landing distance. To determine the maximum field length limit landing weight, first correct available landing distance for any non-normal conditions as indicated. Next, correct available landing distance for any headwind or tailwind condition as indicated. Lastly, enter the main table with the correct landing distance available and airport pressure altitude to read the maximum field length limit landing weight.

Required landing distance for a given weight may also be obtained by following the above instructions in reverse order.

LANDING DISTANCE - INFLIGHT USE ONLY

The Landing Distance tables are provided for inflight determination of landing distances. These tables are not to be used to determine dispatch field length requirements. Landing distance is the horizontal distance necessary to land and come to a complete stop from a point 50 feet above the landing surface at Vref on a level runway at ISA temperature. Data is presented for weights above structural landing in case of emergency/return to land situations. Enter the chart with pressure altitude of the field and predicted gross weight of the aircraft at the time of landing to find the actual landing distance. For any non-normal conditions, make the appropriate adjustment using the Adjustments table. The table may also be entered in reverse to determine the amount of weight allowed for a given runway.

MAXIMUM LANDING WEIGHT - CLIMB LIMITS

The Climb Limit tables are used to determine the maximum landing weight, which is the lesser of either landing climb or approach climb limit weights. For accurate computational purposes, some of these weights may exceed structural limits. These weights are based on aircraft performance and do not reflect structural limitations. However, the maximum structural landing weight remains the limiting factor. Enter the chart with pressure altitude of the field and OAT to find the maximum landing weight. Follow the notes on the bottom for adjustments.

MAXIMUM QUICK TURNAROUND WEIGHT

Maximum quick turnaround weights are presented for use when Brake Temperature Indicators are inoperative. Refer to MEL for applicability.

ATTN: THIS PAGE IS ONLY HERE TO CREATE THE TABLE OF CONTENTS
THE REAL APP PAGES ARE IN THE APENDIXX.DOC FILE

TAKEOFF DATA

LANDING DATA

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RUNWAY ANALISYS

ACAPULCO

ACAPULCO **-ACA** **06** ***RT H140***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1016'		RT H140	1016'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	3669F12	3940F18	4020F20	2743F99	3820F 6	3917F 9	4725
46	87.7	3727F12	4010F19	4092F21		3882F 6	3982F10	4844
44	87.6	3765F13	4052F20	4134F22		3920F 7	4023F10	4901
42	87.4	3779F13	4067F20	4149F22		3936F 7	4038F10	4947
40	87.1	3793F13	4079F20	4164F22		3951F 8	4054F11	4959
38	86.8	3803F14	4089F21	4174F22	2695F 2	3963F 8	4065F11	4961
36	86.6	3814F14	4099F21	4184F22	2900F 1	3974F 8	4076F12	4962
34	86.3	3825F14	4109F21	4195F23	3068F 1	3986F 8	4087F12	4964
32	86.0	3836F14	4119F21	4205F23	3230F 1	3998F 9	4099F12	4966
30	85.7	3848F15	4130F21	4216F23	3361F 0	4010F 9	4111F13	4968
20	84.3	3906F16	4183F22	4272F24	3762F 0	4070F11	4170F14	4976
10	82.8	3965F18	4237F23	4328F25	3818F 2	4129F13	4231F16	4973
0	81.3	4028F19	4296F24	4390F26	3877F 4	4192F14	4299F18	4984
-10	79.8	4082F20	4352F25	4449F27	3937F 5	4255F16	4366F20	4988
-20	78.3	4134F21	4412F27	4512F28	4000F 7	4322F18	4437F22	4985
-30	76.7	4186F22	4473F28	4574F29	4063F 9	4391F20	4509F24	4983

High QNH **+70** per .10" — Engine A/I ON **-380**
Low QNH **-140** per .10" — Wing A/I ON **-380**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	3751F13	4019F20	4102F22	3788F95	4027D 5	4062D 8	4725
46	90.9	3814F14	4092F21	4176F23	3743F96	4125^ 5	4161D 9	4844
44	90.8	3862F15	4145F22	4231F23	3741F96	4191^ 6	4228D 9	4901
42	90.5	3897F16	4179F22	4265F24	3788F97	4240D 6	4276D10	4947
40	90.2	3911F16	4193F23	4279F24	3811F97	4249D 7	4285D10	4959
38	89.9	3922F16	4203F23	4290F24	3840F97	4250D 7	4286D10	4961
36	89.7	3934F16	4213F23	4301F25	3870F97	4250D 7	4287D11	4962
34	89.4	3945F17	4223F23	4311F25	3900F98	4250D 8	4288D11	4964
32	89.1	3957F17	4234F23	4323F25	3930F98	4251D 8	4288D12	4966
30	88.8	3969F17	4245F24	4334F25	3960F98	4252D 8	4289D12	4968
20	87.3	4030F19	4300F25	4392F26	4104F99	4254D10	4293D14	4976
10	85.8	4089F20	4355F26	4449F27	4121^ 1	4246D12	4286D15	4973
0	84.2	4146F22	4417F27	4514F28	4124^ 3	4249D14	4290D15	4984
-10	82.7	4198F23	4476F28	4575F29	4118^ 5	4244D14	4290D15	4988
-20	81.1	4252F24	4537F29	4640F31	4106D 7	4237D14	4280D15	4985
-30	79.5	4306F25	4600F30	4704F32	4091D10	4226D14	4271D15	4983

High QNH **+80** per .10" — Engine A/I ON **-410**
Low QNH **-140** per .10" — Wing A/I ON **-410**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	3751F13-15-27	4019F20-20-31	4102F22-22-33	4189F23-23-34
46	90.9	3814F14-15-28	4092F21-21-32	4176F23-23-34	4264F24-24-35
44	90.8	3862F15-16-29	4145F22-22-33	4231F23-23-34	4319F25-25-36
42	90.5	3897F16-17-29	4179F22-22-34	4265F24-24-35	4355F26-26-36
40	90.2	3911F16-17-29	4193F23-23-34	4279F24-24-35	4369F26-26-37
38	89.9	3922F16-17-30	4203F23-23-34	4290F24-24-35	4380F26-26-37
36	89.7	3934F16-17-30	4213F23-23-34	4301F25-25-36	4391F26-26-37
34	89.4	3945F17-18-30	4223F23-23-34	4311F25-25-36	4403F26-26-37
32	89.1	3957F17-18-30	4234F23-23-35	4323F25-25-36	4414F27-27-37
30	88.8	3969F17-18-30	4245F24-24-35	4334F25-25-36	4426F27-27-37
20	87.3	4030F19-19-31	4300F25-25-36	4392F26-26-37	4487F28-28-38
10	85.8	4089F20-21-32	4355F26-26-36	4449F27-27-38	4547F29-29-39
0	84.2	4146F22-22-33	4417F27-27-37	4514F28-28-39	4613F30-30-40
-10	82.7	4198F23-23-34	4476F28-28-38	4575F29-29-40	4678F31-31-41
-20	81.1	4252F24-24-35	4537F29-29-39	4640F31-31-41	4742F32-32-42
-30	79.5	4306F25-25-36	4600F30-30-40	4704F32-32-42	4808F34-34-43

High QNH **+80** per .10" — Engine A/I ON **-410**
Low QNH **-140** per .10" — Wing A/I ON **-410**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 16 Length 5577 Shift **0** Clearway 329 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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ACAPULCO **-ACA** **06** ***RT H140***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3751F13	4019F20	4102F22	3743F13	4011F20	4094F21			
46	3814F14	4092F21	4176F23	3805F14	4083F21	4167F22			
44	3862F15	4145F22	4231F23	3854F15	4136F22	4222F23			
42	3897F16	4179F22	4265F24	3889F15	4170F22	4256F24			
40	3911F16	4193F23	4279F24	3902F16	4184F22	4270F24			
38	3922F16	4203F23	4290F24	3914F16	4194F23	4281F24			
36	3934F16	4213F23	4301F25	3925F16	4204F23	4292F24			
34	3945F17	4223F23	4311F25	3937F17	4215F23	4303F25			
32	3957F17	4234F23	4323F25	3949F17	4226F23	4314F25			
30	3969F17	4245F24	4334F25	3961F17	4236F23	4325F25			
20	4030F19	4300F25	4392F26	4022F19	4292F24	4383F26			
10	4089F20	4355F26	4449F27	4055F20	4316F25	4410F27			
0	4146F22	4417F27	4514F28	4108F21	4378F26	4475F28			
-10	4198F23	4476F28	4575F29	4158F22	4435F27	4535F29			
	High QNH +80 per .10" Low QNH -140 per .10"			High QNH +80 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -410 Wing A/I ON -410			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3788P95	4027D 5	4062D 8	3780P95	4022D 5	4057D 8			
46	3743P96	4125^ 5	4161D 9	3735P96	4120^ 5	4156D 9			
44	3741P96	4191^ 6	4228D 9	3733P96	4187^ 6	4224D 9			
42	3788P97	4240D 6	4276D10	3780P97	4235D 6	4272D10			
40	3811P97	4249D 7	4285D10	3803P97	4245D 6	4281D10			
38	3840P97	4250D 7	4286D10	3832P97	4246D 7	4282D10			
36	3870P97	4250D 7	4287D11	3862P97	4246D 7	4283D11			
34	3900P98	4250D 8	4288D11	3892P98	4246D 8	4284D11			
32	3930P98	4251D 8	4288D12	3922P98	4247D 8	4284D11			
30	3960P98	4252D 8	4289D12	3952P98	4248D 8	4285D12			
20	4104P99	4254D10	4293D14	4096P99	4250D10	4288D14			
10	4121^ 1	4246D12	4286D15	4050^ 1	4172D13	4212D14			
0	4124^ 3	4249D14	4290D15	4053^ 3	4176D13	4216D14			
-10	4118^ 5	4244D14	4290D15	4047D 5	4172D13	4213D14			
	High QNH +0 per .10" Low QNH -150 per .10"			High QNH +0 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28			3425P93			2967P98			
26			3459P93			3074P98			
24			3495P93			3171P97			
22			3529P93			3265P97			
20			3564P93			3370P97			
18			3601P94			3426P97			
16		2740P92	3637P94			3436P98			
14		3079P91	3677P94			3447P98			
12		3186P92	3713P94		2650P98	3453P98			
10		3234P92	3749P95		2752P98	3474P99			
0		3450P93	3928P96		3431P98	3538P 1			
-10		3514P95	3974P98		3490P99	3589P 2			
-20		3719P96	4153P99		3553P 1				
-30		3924P98	4243^ 1		3618P 3				
	High QNH +100 per .10" Low QNH -1180 per .10"			High QNH +70 per .10" Low QNH -350 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -40 Wing A/I ON -40			Engine A/I ON -360 Wing A/I ON -360			Engine A/I ON Wing A/I ON		

Elevation 16 Length 5577 Shift 0 Clearway 329 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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ACAPULCO **-ACA** **10** ***DT H103***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1016'		DT H103	1016'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4538^30	4637^31	4670^32	4538D28	4637D31	4670D32	4725
46	87.7	4651^31	4751^33	4784^33	4651D29	4751D33	4784D34	4844
44	87.6	4730^32	4833^34	4868^35	4730D29	4833D34	4868D35	4901
42	87.4	4780^33	4884^35	4919^35	4780D29	4884D35	4919D36	4947
40	87.1	4786^33	4891^35	4926^36	4786D30	4891D35	4926D36	4959
38	86.8	4787^33	4893^35	4928^36	4787D30	4893D35	4928D36	4961
36	86.6	4788^33	4894^35	4929^36	4788D30	4894D35	4929D36	4962
34	86.3	4789^33	4895^35	4931^36	4789D31	4895D35	4931D36	4964
32	86.0	4789^33	4896^35	4932^36	4789D31	4896D35	4932D36	4966
30	85.7	4790^33	4898^35	4933^36	4790D32	4898D35	4933D36	4968
20	84.3	4791^33	4902^35	4939^36	4791D33	4902D35	4939D36	4976
10	82.8	4780^33	4894^35	4932^36	4780D33	4894D35	4932D36	4973
0	81.3	4781^33	4899^35	4938^36	4781D33	4899D35	4938D36	4984
-10	79.8	4775^33	4896^35	4937^36	4775D33	4896D35	4937D36	4988
-20	78.3	4763^33	4888^35	4931^36	4763D33	4888D35	4931D36	4985
-30	76.7	4748^33	4878^35	4922^35	4748D33	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4551^30	4648^32	4681^32	4551D30	4648D32	4681D32	4725
46	90.9	4664^31	4763^33	4796^34	4664D31	4763D33	4796D34	4844
44	90.8	4746^33	4847^34	4881^35	4746D31	4847D34	4881D35	4901
42	90.5	4798^33	4901^35	4935^36	4798D32	4901D35	4935D36	4947
40	90.2	4805^34	4908^35	4942^36	4805D33	4908D35	4942D36	4959
38	89.9	4806^34	4910^35	4944^36	4806D33	4910D35	4944D36	4961
36	89.7	4806^34	4911^35	4946^36	4806D33	4911D35	4946D36	4962
34	89.4	4807^34	4912^35	4947^36	4807D34	4912D35	4947D36	4964
32	89.1	4807^34	4913^35	4948^36	4807D34	4913D35	4948D36	4966
30	88.8	4808^34	4914^35	4949^36	4808D34	4914D35	4949D36	4968
20	87.3	4809^34	4918^35	4955^36	4809D34	4918D36	4955D36	4976
10	85.8	4798^33	4910^35	4948^36	4798D34	4910D35	4948D36	4973
0	84.2	4799^33	4914^35	4953^36	4799D33	4914D35	4953D36	4984
-10	82.7	4792^33	4911^35	4952^36	4792D33	4911D35	4952D36	4988
-20	81.1	4779^33	4903^35	4945^36	4779D33	4903D35	4945D36	4985
-30	79.5	4764^33	4893^35	4937^36	4764D33	4893D35	4937D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4686^38-38-47	4758C39-39-48	4758C39-39-48	4758C39-39-48
46	90.9	4804^40-40-49	4883C41-41-50	4883C41-41-50	4883C41-41-50
44	90.8	4891^41-41-50	4949C42-42-51	4949C42-42-51	4949C42-42-51
42	90.5	4945^42-42-51	4963C42-42-51	4963C42-42-51	4963C42-42-51
40	90.2	4950^42-42-51	4974C42-42-51	4974C42-42-51	4974C42-42-51
38	89.9	4952^42-42-51	4975C42-42-51	4975C42-42-51	4975C42-42-51
36	89.7	4953^42-42-51	4975C42-42-51	4975C42-42-51	4975C42-42-51
34	89.4	4953^42-42-51	4977C42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4954^42-42-51	4979C42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4954^42-42-51	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4956^42-42-51	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4945^42-42-51	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4946^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4940^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4928^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4913^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-890**
Low QNH **-180** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 16 Length 10827 Shift **0** Clearway 328 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **25 Oct 16**

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ACAPULCO **-ACA** **10** ***DT H103***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4551^30	4648^32	4681^32	4545^30	4643^31	4675^32			
46	4664^31	4763^33	4796^34	4658^31	4757^33	4790^34			
44	4746^33	4847^34	4881^35	4740^33	4842^34	4876^35			
42	4798^33	4901^35	4935^36	4793^33	4896^35	4931^36			
40	4805^34	4908^35	4942^36	4800^33	4903^35	4938^36			
38	4806^34	4910^35	4944^36	4802^34	4906^35	4940^36			
36	4806^34	4911^35	4946^36	4802^34	4907^35	4942^36			
34	4807^34	4912^35	4947^36	4803^34	4908^35	4943^36			
32	4807^34	4913^35	4948^36	4803^34	4909^35	4944^36			
30	4808^34	4914^35	4949^36	4803^34	4910^35	4945^36			
20	4809^34	4918^35	4955^36	4804^33	4913^35	4950^36			
10	4798^33	4910^35	4948^36	4713^32	4825^34	4862^35			
0	4799^33	4914^35	4953^36	4712^32	4828^34	4866^35			
-10	4792^33	4911^35	4952^36	4705^32	4824^34	4864^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4551D30	4648D32	4681D32	4545D30	4643D32	4675D32			
46	4664D31	4763D33	4796D34	4658D31	4757D33	4790D34			
44	4746D31	4847D34	4881D35	4740D31	4842D34	4876D35			
42	4798D32	4901D35	4935D36	4793D32	4896D35	4931D36			
40	4805D33	4908D35	4942D36	4800D32	4903D35	4938D36			
38	4806D33	4910D35	4944D36	4802D33	4906D35	4940D36			
36	4806D33	4911D35	4946D36	4802D33	4907D35	4942D36			
34	4807D34	4912D35	4947D36	4803D34	4908D35	4943D36			
32	4807D34	4913D35	4948D36	4803D34	4909D35	4944D36			
30	4808D34	4914D35	4949D36	4803D34	4910D35	4945D36			
20	4809D34	4918D36	4955D36	4804D34	4913D35	4950D36			
10	4798D34	4910D35	4948D36	4713D32	4825D34	4862D35			
0	4799D33	4914D35	4953D36	4712D32	4828D34	4866D35			
-10	4792D33	4911D35	4952D36	4705D32	4824D34	4864D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4584F11	4860F20	4906^24	4286F15	4523F24	4607F27			
26	4596F11	4865^21	4908^24	4297F15	4535F24	4620F27			
24	4609F11	4867^21	4910^25	4308F16	4548F25	4633F27			
22	4622F12	4869^22	4912^25	4319F16	4558F25	4645F28			
20	4635F12	4871^22	4915^26	4332F16	4570F25	4659F28			
18	4648F12	4873^23	4917^26	4341F17	4583F26	4672F28			
16	4658F13	4874^23	4918^27	4352F17	4596F26	4686F29			
14	4671F13	4872^24	4917^27	4364F17	4608F26	4699F29			
12	4683F14	4870^24	4915^28	4374F18	4621F27	4712F30			
10	4695F14	4871^25	4916^28	4385F18	4634F27	4725F30			
0	4746^16	4883^27	4930^31	4446F20	4703F29	4800F32			
-10	4746^19	4888^30	4938^33	4502F22	4773F31	4872F34			
-20	4742^21	4890^33	4941^36	4561F24	4839^33	4918^35			
-30	4735^24	4889^35	4932^36	4619F26	4868^35	4911^35			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -810 Wing A/I ON -810			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation 16 Length 10827 Shift 0 Clearway 328 Stopway 0 Slope +0.00

Rwy Rev. Program Rules FAA **25 Oct 16**

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ACAPULCO **-ACA** **24** ***DT H242***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1016'		DT H242	1016'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	3669F12	3893^17	3944^19	2743F99	3820F 6	3917F 9	4725
46	87.7	3727F12	3970^19	4022^20		3882F 6	3982F10	4844
44	87.6	3765F13	4013^19	4066^20		3920F 7	4023F10	4901
42	87.4	3779F13	4027^19	4080^20		3936F 7	4038F10	4947
40	87.1	3793F13	4040^20	4093^21		3951F 8	4054F11	4959
38	86.8	3803F14	4047^20	4101^21	2695F 2	3963F 8	4065F11	4961
36	86.6	3814F14	4055^20	4108^21	2900F 1	3974F 8	4076F12	4962
34	86.3	3825F14	4063^20	4116^21	3068F 1	3986F 8	4087F12	4964
32	86.0	3836F14	4070^20	4125^21	3230F 1	3998F 9	4099F12	4966
30	85.7	3848F15	4078^20	4133^21	3361F 0	4010F 9	4111F13	4968
20	84.3	3906F16	4119^21	4174^22	3762F 0	4070F11	4170F14	4976
10	82.8	3965F18	4154^22	4210^23	3818F 2	4129F13	4210D16	4973
0	81.3	4028F19	4197^23	4253^24	3877F 4	4192F14	4253D18	4984
-10	79.8	4076^20	4235^23	4292^24	3937F 5	4235D16	4292D20	4988
-20	78.3	4110^21	4272^24	4330^25	4000F 7	4272D19	4330D22	4985
-30	76.7	4143^22	4308^25	4367^26	4063F 9	4308D21	4367D24	4983

High QNH **+60** per .10" — Engine A/I ON **-500**
Low QNH **-140** per .10" — Wing A/I ON **-500**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	3751F13	3938^18	3989^19	3759^95	3933D 5	3974D 9	4725
46	90.9	3814F14	4017^19	4069^21	3743F96	4026D 6	4068D 9	4844
44	90.8	3862F15	4068^20	4120^21	3741F96	4080D 6	4122D10	4901
42	90.5	3897F16	4092^21	4145^22	3788F97	4100D 7	4142D10	4947
40	90.2	3911F16	4105^21	4158^22	3811F97	4113D 7	4156D11	4959
38	89.9	3922F16	4112^21	4166^22	3840F97	4117D 7	4160D11	4961
36	89.7	3934F16	4120^21	4173^22	3870F97	4121D 8	4164D11	4962
34	89.4	3945F17	4127^21	4180^22	3900F98	4127D 8	4169D12	4964
32	89.1	3957F17	4135^21	4188^22	3930F98	4131D 8	4174D12	4966
30	88.8	3969F17	4143^22	4196^23	3960F98	4136D 9	4179D12	4968
20	87.3	4024^19	4182^22	4237^23	4000^ 0	4161D11	4204D14	4976
10	85.8	4064^20	4216^23	4272^24	4031^ 2	4178D13	4222D15	4973
0	84.2	4102^21	4258^24	4315^25	4069^ 3	4204D14	4247D15	4984
-10	82.7	4137^21	4295^24	4352^25	4098D 5	4223D14	4258D15	4988
-20	81.1	4170^22	4331^25	4389^26	4106D 7	4237D14	4280D15	4985
-30	79.5	4202^23	4366^26	4424^27	4091D10	4226D14	4271D15	4983

High QNH **+60** per .10" — Engine A/I ON **-530**
Low QNH **-140** per .10" — Wing A/I ON **-530**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	3751F13-15-27	3938^18-18-30	3989^19-19-31	4042^20-20-32
46	90.9	3814F14-15-28	4017^19-19-31	4069^21-21-32	4123^22-22-33
44	90.8	3862F15-16-29	4068^20-20-32	4120^21-21-33	4174^22-22-34
42	90.5	3897F16-17-29	4092^21-21-32	4145^22-22-33	4200^23-23-34
40	90.2	3911F16-17-29	4105^21-21-33	4158^22-22-33	4213^23-23-34
38	89.9	3922F16-17-30	4112^21-21-33	4166^22-22-33	4221^23-23-34
36	89.7	3934F16-17-30	4120^21-21-33	4173^22-22-34	4229^23-23-34
34	89.4	3945F17-18-30	4127^21-21-33	4180^22-22-34	4236^23-23-35
32	89.1	3957F17-18-30	4135^21-21-33	4188^22-22-34	4244^24-24-35
30	88.8	3969F17-18-30	4143^22-22-33	4196^23-23-34	4252^24-24-35
20	87.3	4024^19-19-31	4182^22-22-34	4237^23-23-35	4293^24-24-35
10	85.8	4064^20-20-32	4216^23-23-34	4272^24-24-35	4330^25-25-36
0	84.2	4102^21-21-33	4258^24-24-35	4315^25-25-36	4373^26-26-37
-10	82.7	4137^21-21-33	4295^24-24-35	4352^25-25-36	4412^27-27-37
-20	81.1	4170^22-22-34	4331^25-25-36	4389^26-26-37	4450^27-27-38
-30	79.5	4202^23-23-34	4366^26-26-37	4424^27-27-37	4486^28-28-38

High QNH **+60** per .10" — Engine A/I ON **-530**
Low QNH **-140** per .10" — Wing A/I ON **-530**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 16 Length 5577 Shift **0** Clearway 329 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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ACAPULCO **-ACA** **24** ***DT H242***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3751F13	3938^18	3989^19	3743F13	3932^18	3983^19			
46	3814F14	4017^19	4069^21	3805F14	4011^19	4063^20			
44	3862F15	4068^20	4120^21	3854F15	4062^20	4114^21			
42	3897F16	4092^21	4145^22	3889F15	4086^21	4138^22			
40	3911F16	4105^21	4158^22	3902F16	4099^21	4151^22			
38	3922F16	4112^21	4166^22	3914F16	4107^21	4159^22			
36	3934F16	4120^21	4173^22	3925F16	4114^21	4166^22			
34	3945F17	4127^21	4180^22	3937F17	4121^21	4175^22			
32	3957F17	4135^21	4188^22	3949F17	4129^21	4183^22			
30	3969F17	4143^22	4196^23	3961F17	4137^21	4191^23			
20	4024^19	4182^22	4237^23	4018^19	4176^22	4231^23			
10	4064^20	4216^23	4272^24	4016^19	4166^22	4221^23			
0	4102^21	4258^24	4315^25	4055^20	4208^23	4264^24			
-10	4137^21	4295^24	4352^25	4086^21	4242^24	4298^25			
	High QNH +60 per .10" Low QNH -140 per .10"			High QNH +60 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -530 Wing A/I ON -530			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3759^95	3933D 5	3974D 9	3754^95	3928D 5	3969D 9			
46	3743F96	4026D 6	4068D 9	3735F96	4020D 6	4062D 9			
44	3741F96	4080D 6	4122D10	3733F96	4074D 6	4116D 9			
42	3788F97	4100D 7	4142D10	3780F97	4095D 7	4137D10			
40	3811F97	4113D 7	4156D11	3803F97	4107D 7	4149D10			
38	3840F97	4117D 7	4160D11	3832F97	4111D 7	4154D11			
36	3870F97	4121D 8	4164D11	3862F97	4116D 8	4159D11			
34	3900F98	4127D 8	4169D12	3892F98	4121D 8	4164D11			
32	3930F98	4131D 8	4174D12	3922F98	4126D 8	4169D12			
30	3960F98	4136D 9	4179D12	3952F98	4131D 9	4174D12			
20	4000^ 0	4161D11	4204D14	3995^ 0	4156D10	4199D14			
10	4031^ 2	4178D13	4222D15	3979^ 2	4116D13	4159D14			
0	4069^ 3	4204D14	4247D15	4018^ 3	4143D13	4184D14			
-10	4098D 5	4223D14	4258D15	4038D 5	4160D13	4199D14			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -650 Wing A/I ON -650			Engine A/I ON -20 Wing A/I ON -20			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28			3425F93			2967F98			
26			3459F93			3074F98			
24			3495F93			3171F97			
22			3529F93			3265F97			
20			3564F93			3370F97			
18			3601F94			3426F97			
16		2740F92	3637F94			3436F98			
14		3079F91	3677F94			3447F98			
12		3186F92	3713F94		2650F98	3453F98			
10		3234F92	3749F95		2752F98	3474F99			
0		3450F93	3928F96		3431F98	3538F 1			
-10		3514F95	3974F98		3490F99	3589F 2			
-20		3719F96	4106^ 0		3553F 1				
-30		3924F98	4152^ 2		3618F 3				
	High QNH +100 per .10" Low QNH -1180 per .10"			High QNH +70 per .10" Low QNH -350 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -40 Wing A/I ON -40			Engine A/I ON -360 Wing A/I ON -360			Engine A/I ON Wing A/I ON		

Elevation 16 Length 5577 Shift **0** Clearway 329 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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ACAPULCO **-ACA** **28** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		500'		LT H250	1016'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4538^30	4637^31	4670^32	4538D28	4637D31	4670D32	4725
46	87.7	4651^31	4751^33	4784^33	4651D29	4751D33	4784D34	4844
44	87.6	4730^32	4833^34	4868^35	4730D29	4833D34	4868D35	4901
42	87.4	4780^33	4884^35	4919^35	4780D29	4884D35	4919D36	4947
40	87.1	4786^33	4891^35	4926^36	4786D30	4891D35	4926D36	4959
38	86.8	4787^33	4893^35	4928^36	4787D30	4893D35	4928D36	4961
36	86.6	4788^33	4894^35	4929^36	4788D30	4894D35	4929D36	4962
34	86.3	4789^33	4895^35	4931^36	4789D31	4895D35	4931D36	4964
32	86.0	4789^33	4896^35	4932^36	4789D31	4896D35	4932D36	4966
30	85.7	4790^33	4898^35	4933^36	4790D32	4898D35	4933D36	4968
20	84.3	4791^33	4902^35	4939^36	4791D33	4902D35	4939D36	4976
10	82.8	4780^33	4894^35	4932^36	4780D33	4894D35	4932D36	4973
0	81.3	4781^33	4899^35	4938^36	4781D33	4899D35	4938D36	4984
-10	79.8	4775^33	4896^35	4937^36	4775D33	4896D35	4937D36	4988
-20	78.3	4763^33	4888^35	4931^36	4763D33	4888D35	4931D36	4985
-30	76.7	4748^33	4878^35	4922^35	4748D33	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4551^30	4648^32	4681^32	4551D30	4648D32	4681D32	4725
46	90.9	4664^31	4763^33	4796^34	4664D31	4763D33	4796D34	4844
44	90.8	4746^33	4847^34	4881^35	4746D31	4847D34	4881D35	4901
42	90.5	4798^33	4901^35	4935^36	4798D32	4901D35	4935D36	4947
40	90.2	4805^34	4908^35	4942^36	4805D33	4908D35	4942D36	4959
38	89.9	4806^34	4910^35	4944^36	4806D33	4910D35	4944D36	4961
36	89.7	4806^34	4911^35	4946^36	4806D33	4911D35	4946D36	4962
34	89.4	4807^34	4912^35	4947^36	4807D34	4912D35	4947D36	4964
32	89.1	4807^34	4913^35	4948^36	4807D34	4913D35	4948D36	4966
30	88.8	4808^34	4914^35	4949^36	4808D34	4914D35	4949D36	4968
20	87.3	4809^34	4918^35	4955^36	4809D34	4918D36	4955D36	4976
10	85.8	4798^33	4910^35	4948^36	4798D34	4910D35	4948D36	4973
0	84.2	4799^33	4914^35	4953^36	4799D33	4914D35	4953D36	4984
-10	82.7	4792^33	4911^35	4952^36	4792D33	4911D35	4952D36	4988
-20	81.1	4779^33	4903^35	4945^36	4779D33	4903D35	4945D36	4985
-30	79.5	4764^33	4893^35	4937^36	4764D33	4893D35	4937D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4686^38-38-47	4758C39-39-48	4758C39-39-48	4758C39-39-48
46	90.9	4804^40-40-49	4883C41-41-50	4883C41-41-50	4883C41-41-50
44	90.8	4891^41-41-50	4949C42-42-51	4949C42-42-51	4949C42-42-51
42	90.5	4945^42-42-51	4963C42-42-51	4963C42-42-51	4963C42-42-51
40	90.2	4950^42-42-51	4974C42-42-51	4974C42-42-51	4974C42-42-51
38	89.9	4952^42-42-51	4975C42-42-51	4975C42-42-51	4975C42-42-51
36	89.7	4953^42-42-51	4975C42-42-51	4975C42-42-51	4975C42-42-51
34	89.4	4953^42-42-51	4977C42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4954^42-42-51	4979C42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4954^42-42-51	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4956^42-42-51	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4945^42-42-51	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4946^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4940^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4928^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4913^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-890**
Low QNH **-180** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 16 Length 10827 Shift **0** Clearway 328 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **25 Oct 16**

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ACAPULCO **-ACA** **28** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4551^30	4648^32	4681^32	4545^30	4643^31	4675^32			
46	4664^31	4763^33	4796^34	4658^31	4757^33	4790^34			
44	4746^33	4847^34	4881^35	4740^33	4842^34	4876^35			
42	4798^33	4901^35	4935^36	4793^33	4896^35	4931^36			
40	4805^34	4908^35	4942^36	4800^33	4903^35	4938^36			
38	4806^34	4910^35	4944^36	4802^34	4906^35	4940^36			
36	4806^34	4911^35	4946^36	4802^34	4907^35	4942^36			
34	4807^34	4912^35	4947^36	4803^34	4908^35	4943^36			
32	4807^34	4913^35	4948^36	4803^34	4909^35	4944^36			
30	4808^34	4914^35	4949^36	4803^34	4910^35	4945^36			
20	4809^34	4918^35	4955^36	4804^33	4913^35	4950^36			
10	4798^33	4910^35	4948^36	4713^32	4825^34	4862^35			
0	4799^33	4914^35	4953^36	4712^32	4828^34	4866^35			
-10	4792^33	4911^35	4952^36	4705^32	4824^34	4864^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4551D30	4648D32	4681D32	4545D30	4643D32	4675D32			
46	4664D31	4763D33	4796D34	4658D31	4757D33	4790D34			
44	4746D31	4847D34	4881D35	4740D31	4842D34	4876D35			
42	4798D32	4901D35	4935D36	4793D32	4896D35	4931D36			
40	4805D33	4908D35	4942D36	4800D32	4903D35	4938D36			
38	4806D33	4910D35	4944D36	4802D33	4906D35	4940D36			
36	4806D33	4911D35	4946D36	4802D33	4907D35	4942D36			
34	4807D34	4912D35	4947D36	4803D34	4908D35	4943D36			
32	4807D34	4913D35	4948D36	4803D34	4909D35	4944D36			
30	4808D34	4914D35	4949D36	4803D34	4910D35	4945D36			
20	4809D34	4918D36	4955D36	4804D34	4913D35	4950D36			
10	4798D34	4910D35	4948D36	4713D32	4825D34	4862D35			
0	4799D33	4914D35	4953D36	4712D32	4828D34	4866D35			
-10	4792D33	4911D35	4952D36	4705D32	4824D34	4864D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4584F11	4860F20	4906^24	4286F15	4523F24	4607F27			
26	4596F11	4865^21	4908^24	4297F15	4535F24	4620F27			
24	4609F11	4867^21	4910^25	4308F16	4548F25	4633F27			
22	4622F12	4869^22	4912^25	4319F16	4558F25	4645F28			
20	4635F12	4871^22	4915^26	4332F16	4570F25	4659F28			
18	4648F12	4873^23	4917^26	4341F17	4583F26	4672F28			
16	4658F13	4874^23	4918^27	4352F17	4596F26	4686F29			
14	4671F13	4872^24	4917^27	4364F17	4608F26	4699F29			
12	4683F14	4870^24	4915^28	4374F18	4621F27	4712F30			
10	4695F14	4871^25	4916^28	4385F18	4634F27	4725F30			
0	4746^16	4883^27	4930^31	4446F20	4703F29	4800F32			
-10	4746^19	4888^30	4938^33	4502F22	4773F31	4872F34			
-20	4742^21	4890^33	4941^36	4561F24	4839^33	4918^35			
-30	4735^24	4889^35	4932^36	4619F26	4868^35	4911^35			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -810 Wing A/I ON -810			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation 16 Length 10827 Shift 0 Clearway 328 Stopway 0 Slope +0.00

Rwy Rev. Program Rules FAA **25 Oct 16**

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AGUASCALIENTES

AGUASCALIENTES -AGU 17 ***DT H176***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		7112'		DT H176	7112'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	89.0	4054^23	4137^24	4164^25	4047^12	4137D22	4164D25	4219
34	89.2	4132^24	4215^25	4243^26	4108F12	4215D22	4243D25	4298
32	89.5	4210^25	4294^26	4322^27	4164F13	4294D22	4322D26	4376
30	89.7	4290^26	4374^28	4403^28	4219F13	4374^23	4403D26	4457
28	89.8	4371^27	4457^29	4485^29	4275F14	4455^23	4485D26	4541
26	89.9	4437F28	4539^30	4568^31	4332F14	4536^24	4568D27	4626
24	90.0	4495F29	4620^31	4650^32	4387F15	4616^24	4649^27	4709
22	90.2	4541F30	4669^32	4698^32	4428F15	4664^24	4697^28	4755
20	90.3	4557F30	4672^32	4702^32	4445F16	4668^25	4701^28	4762
18	90.0	4568F30	4674^32	4704^32	4458F16	4671^25	4704D29	4763
16	89.7	4581F30	4675^32	4705^32	4472F16	4672^26	4705D29	4765
10	88.8	4585^30	4677^32	4708^32	4513F18	4676^27	4708D30	4768
0	87.2	4579^30	4674^32	4705^32	4571^19	4674D29	4705D33	4771
-10	85.6	4566^30	4663^32	4695^32	4561^22	4663D32	4695D32	4762
-20	84.0	4558^30	4653^32	4692^32	4558^24	4653D32	4692D32	4764
-30	82.3	4542^30	4645^31	4680^32	4542D27	4645D32	4680D32	4757

High QNH **+100** per .10" Engine A/I ON **-4120**
Low QNH **-170** per .10" Wing A/I ON **-4120**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	92.4	4065^23	4146^24	4173^25	4058^14	4146D23	4173D25	4219
34	92.7	4143^24	4225^25	4253^26	4135^14	4225D24	4253D26	4298
32	93.0	4221^25	4304^27	4331^27	4211^14	4304D24	4331D27	4376
30	93.2	4301^26	4385^28	4413^28	4285F15	4385D25	4413D28	4457
28	93.5	4383^28	4467^29	4496^30	4344F15	4467^25	4496D28	4541
26	93.9	4465^29	4550^30	4579^31	4402F16	4549^25	4579D29	4626
24	94.0	4546^30	4633^31	4662^32	4462F16	4630^26	4662D29	4709
22	93.8	4595^31	4682^32	4711^33	4511F17	4679^26	4711D30	4755
20	93.7	4601^31	4688^32	4717^33	4544F18	4687^27	4717D31	4762
18	93.3	4602^31	4690^32	4717^33	4559F18	4690^28	4717D31	4762
16	93.0	4603^31	4691^32	4720^33	4574F18	4691D28	4720D32	4765
10	92.1	4603^31	4687^32	4722^33	4592^20	4687D30	4722D33	4768
0	90.4	4596^31	4689^32	4720^33	4590^22	4689D32	4720D33	4771
-10	88.8	4582^30	4678^32	4710^33	4580^25	4678D32	4710D33	4762
-20	87.1	4575^30	4674^32	4707^32	4575D27	4674D32	4707D33	4764
-30	85.3	4561^30	4660^32	4694^32	4561D30	4660D32	4694D32	4757

High QNH **+100** per .10" Engine A/I ON **-4100**
Low QNH **-170** per .10" Wing A/I ON **-4100**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
36	92.4	4089F29-29-38	4266^32-32-41	4276C32-32-41	4276C32-32-41
34	92.7	4149F30-30-39	4348^33-33-42	4356C34-34-42	4356C34-34-42
32	93.0	4221^25-25-34	4423F34-34-43	4434C35-35-43	4434C35-35-43
30	93.2	4301^26-26-36	4481F35-35-44	4512C36-36-44	4512C36-36-44
28	93.5	4383^28-28-37	4544F36-36-45	4598C37-37-46	4598C37-37-46
26	93.9	4465^29-29-38	4606F37-37-46	4684C38-38-47	4684C38-38-47
24	94.0	4546^30-30-39	4672F38-38-47	4751F39-39-48	4770C40-40-48
22	93.8	4595^31-31-40	4730F39-39-48	4810F40-40-49	4817C40-40-49
20	93.7	4601^31-31-40	4774F39-39-48	4824C40-40-49	4824C40-40-49
18	93.3	4602^31-31-40	4790F40-40-49	4826C40-40-49	4826C40-40-49
16	93.0	4603^31-31-40	4803F40-40-49	4828C40-40-49	4828C40-40-49
10	92.1	4606F36-36-46	4830^40-40-49	4833C40-40-49	4833C40-40-49
0	90.4	4668F38-38-47	4828^40-40-49	4840C40-40-49	4840C40-40-49
-10	88.8	4724^39-39-48	4815^40-40-49	4830C40-40-49	4830C40-40-49
-20	87.1	4717^38-38-48	4812^40-40-49	4832C40-40-49	4832C40-40-49
-30	85.3	4699^38-38-47	4798^40-40-49	4827C40-40-49	4827C40-40-49

High QNH **+100** per .10" Engine A/I ON **-4240**
Low QNH **-170** per .10" Wing A/I ON **-4240**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6112 Length 9862 Shift **0** Clearway 0 Stopway 0 Slope -0.03
Rwy Rev. Program Rules FAA **27 Sep 17**

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AGUASCALIENTES -AGU 17 ***DT H176***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4065^23	4146^24	4173^25	4060^23	4141^24	4168^25			
34	4143^24	4225^25	4253^26	4139^24	4221^25	4248^26			
32	4221^25	4304^27	4331^27	4217^25	4300^27	4327^27			
30	4301^26	4385^28	4413^28	4297^26	4381^28	4409^28			
28	4383^28	4467^29	4496^30	4378^27	4463^29	4491^29			
26	4465^29	4550^30	4579^31	4460^29	4546^30	4575^31			
24	4546^30	4633^31	4662^32	4543^30	4630^31	4659^32			
22	4595^31	4682^32	4711^33	4593^31	4680^32	4709^33			
20	4601^31	4688^32	4717^33	4599^31	4686^32	4715^33			
18	4602^31	4690^32	4717^33	4600^31	4688^32	4717^33			
16	4603^31	4691^32	4720^33	4601^31	4689^32	4718^33			
10	4603^31	4687^32	4722^33	4187^25	4275^26	4304^27			
0	4596^31	4689^32	4720^33	4528^30	4621^31	4651^32			
-10	4582^30	4678^32	4710^33	4517^29	4612^31	4644^32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4100 Wing A/I ON -4100			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4058^14	4146D23	4173D25	4053^13	4141D23	4168D25			
34	4135^14	4225D24	4253D26	4131^14	4221D24	4248D26			
32	4211^14	4304D24	4331D27	4207^14	4300D24	4327D27			
30	4285F15	4385D25	4413D28	4277F15	4381D24	4409D28			
28	4344F15	4467^25	4496D28	4335F15	4463^25	4491D28			
26	4402F16	4549^25	4579D29	4394F16	4544^25	4575D28			
24	4462F16	4630^26	4662D29	4454F16	4627^26	4659D29			
22	4511F17	4679^26	4711D30	4503F17	4677^26	4709D30			
20	4544F18	4687^27	4717D31	4536F17	4685^27	4715D31			
18	4559F18	4690^28	4717D31	4552F18	4688^28	4717D31			
16	4574F18	4691D28	4720D32	4566F18	4689D28	4718D32			
10	4592^20	4687D30	4722D33	4187D22	4275D26	4304D27			
0	4590^22	4689D32	4720D33	4523^22	4621D31	4651D32			
-10	4580^25	4678D32	4710D33	4517^25	4612D31	4644D32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4100 Wing A/I ON -4100			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3807F95	4026F 4	4103F 7	3516F 0	3706F 8	3771F11			
26	3865F95	4086F 4	4162F 7	3576F 0	3770F 8	3835F11			
24	3924F96	4148F 5	4227F 8	3636F 0	3834F 9	3901F12			
22	3966F96	4194F 5	4273F 8	3684F 1	3887F 9	3955F12			
20	3990F97	4222F 6	4303F 9	3716F 2	3924F10	3992F13			
18	4003F97	4236F 6	4316F 9	3729F 2	3937F11	4005F14			
16	4013F97	4248F 6	4330F 9	3739F 2	3947F11	4016F14			
14	4025F98	4261F 7	4343F10	3749F 3	3958F11	4027F14			
12	4036F98	4272F 7	4356F10	3760F 3	3969F12	4038F15			
10	4047F98	4284F 8	4369F11	3770F 3	3979F12	4050F15			
0	4100F 0	4346F 9	4432F13	3816F 5	4030F14	4103F17			
-10	4158F 2	4411F12	4496F15	3869F 7	4084F16	4163F19			
-20	4217F 4	4478F14	4567F17	3922F 9	4142F18	4226F21			
-30	4279F 6	4544F16	4638F19	3970F11	4202F20	4289F23			
	High QNH +110 per .10" Low QNH -160 per .10"			High QNH +100 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2010 Wing A/I ON -2010			Engine A/I ON -1910 Wing A/I ON -1910			Engine A/I ON Wing A/I ON		

Elevation 6112 Length 9862 Shift **0** Clearway 0 Stopway 0 Slope -0.03

Rwy Rev Program Rules FAA **27 Sep 17**

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AGUASCALIENTES -AGU 35 ***DT H356***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		7112'		DT H356	7112'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	89.0	4054^23	4136^24	4164^25	4045P12	4136D22	4164D25	4219
34	89.2	4132^24	4215^25	4243^26	4102P12	4215D22	4243D25	4298
32	89.5	4209^25	4293^26	4321^27	4157P13	4293D22	4321D26	4376
30	89.7	4289^26	4374^28	4402^28	4212P14	4373^23	4402D26	4457
28	89.8	4370P27	4456^29	4484^29	4269P14	4454^23	4484D26	4541
26	89.9	4428P28	4538^30	4567^31	4326P14	4535^24	4567D27	4626
24	90.0	4487P29	4620^31	4649^32	4380P15	4615^24	4648^27	4709
22	90.2	4532P29	4668^32	4697^32	4422P15	4663^24	4696^28	4755
20	90.3	4548P30	4671^32	4701^32	4439P16	4668^25	4701^28	4762
18	90.0	4560P30	4673^32	4703^32	4452P16	4670^25	4703D29	4763
16	89.7	4572P30	4674^32	4704^32	4465P17	4672^26	4704D29	4765
10	88.8	4585^30	4676^32	4707^32	4506P18	4675^27	4707D30	4768
0	87.2	4579^30	4674^32	4704^32	4570^19	4674D29	4704D33	4771
-10	85.6	4565^30	4662^32	4694^32	4560^22	4662D32	4694D32	4762
-20	84.0	4557^30	4658^32	4692^32	4557^24	4658D32	4692D32	4764
-30	82.3	4541^30	4645^31	4679^32	4541D27	4645D32	4679D32	4757

High QNH **+100** per .10" Engine A/I ON **-4120**
Low QNH **-170** per .10" Wing A/I ON **-4120**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	92.4	4064^23	4146^24	4173^25	4057^14	4146D23	4173D25	4219
34	92.7	4143^24	4225^25	4252^26	4135^14	4225D24	4252D26	4298
32	93.0	4220^25	4303^27	4331^27	4210^14	4303D24	4331D27	4376
30	93.2	4300^26	4384^28	4412^28	4279P15	4384D25	4412D28	4457
28	93.5	4382^28	4467^29	4495^30	4337P15	4466^25	4495D28	4541
26	93.9	4464^29	4550^30	4578^31	4396P16	4548^25	4578D29	4626
24	94.0	4545^30	4632^31	4661^32	4456P16	4629^26	4661D29	4709
22	93.8	4594^31	4682^32	4710^33	4505P17	4679^27	4710D30	4755
20	93.7	4600^31	4687^32	4710^33	4537P18	4686^27	4710D31	4756
18	93.3	4601^31	4689^32	4718^33	4553P18	4689^28	4718D31	4763
16	93.0	4602^31	4690^32	4720^33	4567P18	4690D28	4720D32	4765
10	92.1	4602^31	4692^32	4722^33	4591^20	4692D30	4722D33	4768
0	90.4	4596^31	4689^32	4720^33	4589^22	4689D32	4720D33	4771
-10	88.8	4581^30	4677^32	4709^33	4580^25	4677D32	4709D33	4762
-20	87.1	4574^30	4673^32	4706^32	4574D27	4673D32	4706D33	4764
-30	85.3	4557^30	4659^32	4693^32	4557D30	4659D32	4693D32	4757

High QNH **+100** per .10" Engine A/I ON **-4160**
Low QNH **-170** per .10" Wing A/I ON **-4160**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
36	92.4	4082P29-29-38	4266^32-32-41	4276C32-32-41	4276C32-32-41
34	92.7	4143^24-24-33	4347^33-33-42	4356C34-34-42	4356C34-34-42
32	93.0	4220^25-25-34	4415P34-34-43	4434C35-35-43	4434C35-35-43
30	93.2	4300^26-26-36	4475P35-35-44	4512C36-36-44	4512C36-36-44
28	93.5	4382^28-28-37	4536P36-36-45	4598C37-37-46	4598C37-37-46
26	93.9	4464^29-29-38	4598P37-37-46	4676P38-38-47	4684C38-38-47
24	94.0	4545^30-30-39	4663P38-38-47	4742P39-39-48	4770C40-40-48
22	93.8	4594^31-31-40	4721P39-39-48	4801P40-40-49	4817C40-40-49
20	93.7	4600^31-31-40	4765P39-39-48	4824C40-40-49	4824C40-40-49
18	93.3	4601^31-31-40	4781P40-40-49	4826C40-40-49	4826C40-40-49
16	93.0	4602^31-31-40	4794P40-40-49	4828C40-40-49	4828C40-40-49
10	92.1	4602^31-31-40	4830^40-40-49	4833C40-40-49	4833C40-40-49
0	90.4	4659P37-37-47	4827^40-40-49	4840C40-40-49	4840C40-40-49
-10	88.8	4718P38-38-48	4815^40-40-49	4830C40-40-49	4830C40-40-49
-20	87.1	4717^38-38-48	4811^40-40-49	4832C40-40-49	4832C40-40-49
-30	85.3	4699^38-38-47	4797^40-40-49	4827C40-40-49	4827C40-40-49

High QNH **+100** per .10" Engine A/I ON **-4240**
Low QNH **-170** per .10" Wing A/I ON **-4240**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6112 Length 9862 Shift **0** Clearway 0 Stopway 0 Slope +0.03
Rwy Rev. Program Rules FAA **27 Sep 17**

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AGUASCALIENTES -AGU 35 ***DT H356***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4064^23	4146^24	4173^25	4059^23	4140^24	4168^25			
34	4143^24	4225^25	4252^26	4138^24	4220^25	4247^26			
32	4220^25	4303^27	4331^27	4216^25	4299^27	4327^27			
30	4300^26	4384^28	4412^28	4296^26	4380^28	4408^28			
28	4382^28	4467^29	4495^30	4378^27	4462^29	4491^29			
26	4464^29	4550^30	4578^31	4460^29	4545^30	4574^31			
24	4545^30	4632^31	4661^32	4542^30	4629^31	4658^32			
22	4594^31	4682^32	4710^33	4592^31	4680^32	4708^33			
20	4600^31	4687^32	4710^33	4598^31	4685^32	4714^33			
18	4601^31	4689^32	4718^33	4599^31	4687^32	4714^33			
16	4602^31	4690^32	4720^33	4600^31	4688^32	4714^33			
10	4602^31	4692^32	4722^33	4187^25	4275^26	4304^27			
0	4596^31	4689^32	4720^33	4527^30	4620^31	4651^32			
-10	4581^30	4677^32	4709^33	4517^29	4612^31	4643^32			
	High QNH	+100	per .10"	High QNH	+100	per .10"	High QNH		per .10"
	Low QNH	-170	per .10"	Low QNH	-210	per .10"	Low QNH		per .10"
	Engine A/I ON	-4160		Engine A/I ON	+0		Engine A/I ON		
	Wing A/I ON	-4160		Wing A/I ON	+0		Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4057^14	4146D23	4173D25	4052^13	4140D23	4168D25			
34	4135^14	4225D24	4252D26	4130^14	4220D24	4247D26			
32	4210^14	4303D24	4331D27	4207^14	4299D24	4327D27			
30	4279F15	4384D25	4412D28	4271F15	4380D24	4408D28			
28	4337F15	4466^25	4495D28	4329F15	4462^25	4491D28			
26	4396F16	4548^25	4578D29	4387F16	4544^25	4574D28			
24	4456F16	4629^26	4661D29	4448F16	4626^26	4658D29			
22	4505F17	4679^27	4710D30	4497F17	4676^26	4708D30			
20	4537F18	4686^27	4710D31	4530F18	4684^27	4714D31			
18	4553F18	4689^28	4718D31	4545F18	4687^28	4714D31			
16	4567F18	4690D28	4720D32	4560F18	4688D28	4714D32			
10	4591^20	4692D30	4722D33	4187D22	4275D26	4304D27			
0	4589^22	4689D32	4720D33	4522^22	4620D31	4651D32			
-10	4580^25	4677D32	4709D33	4516^25	4612D31	4643D32			
	High QNH	+100	per .10"	High QNH	+100	per .10"	High QNH		per .10"
	Low QNH	-170	per .10"	Low QNH	-210	per .10"	Low QNH		per .10"
	Engine A/I ON	-4160		Engine A/I ON	+0		Engine A/I ON		
	Wing A/I ON	-4160		Wing A/I ON	+0		Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3801F95	4021F 4	4098F 7	3513F 0	3703F 8	3767F11			
26	3861F96	4081F 4	4157F 7	3573F 0	3766F 9	3831F11			
24	3918F96	4143F 5	4222F 8	3633F 1	3830F 9	3897F12			
22	3961F96	4189F 5	4267F 8	3681F 1	3884F10	3951F12			
20	3987F97	4217F 6	4298F 9	3713F 2	3921F10	3988F13			
18	3998F97	4231F 6	4312F 9	3725F 2	3933F11	4001F14			
16	4009F98	4243F 7	4325F10	3736F 2	3943F11	4013F14			
14	4019F98	4254F 7	4337F10	3746F 3	3954F11	4023F14			
12	4031F98	4268F 7	4350F10	3756F 3	3965F12	4034F15			
10	4043F99	4279F 8	4364F11	3767F 3	3975F12	4046F15			
0	4095F 0	4341F10	4427F13	3814F 5	4026F14	4099F17			
-10	4153F 2	4405F12	4493F15	3866F 7	4080F16	4159F19			
-20	4212F 4	4473F14	4561F17	3918F 9	4138F18	4222F21			
-30	4273F 6	4538F16	4632F19	3966F11	4198F20	4285F23			
	High QNH	+110	per .10"	High QNH	+100	per .10"	High QNH		per .10"
	Low QNH	-160	per .10"	Low QNH	-160	per .10"	Low QNH		per .10"
	Engine A/I ON	-2000		Engine A/I ON	-1890		Engine A/I ON		
	Wing A/I ON	-2000		Wing A/I ON	-1890		Wing A/I ON		

Elevation 6112 Length 9862 Shift **0** Clearway 0 Stopway 0 Slope +0.03

Rwy Rev Program Rules FAA **27 Sep 17**

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BAHIAS DE HUATULCO

BAHIAS DE HUATULCO -HUX 07 ***RT H090***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1464'		RT H090	1464'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.5	4465^29	4562^30	4595^31	4463^22	4562D30	4595D31	4642
46	87.8	4575^30	4673^32	4706^32	4571^22	4673D32	4706D33	4757
44	87.8	4672^32	4772^33	4805^34	4666^22	4772D32	4805D34	4848
42	87.7	4751^33	4852^34	4886^35	4744^22	4852D33	4886D35	4938
40	87.6	4782^33	4884^35	4918^35	4774^23	4884D33	4918D36	4957
38	87.3	4794^33	4897^35	4932^36	4786^23	4897D33	4932D36	4960
36	87.0	4795^33	4899^35	4933^36	4787^23	4899D34	4933D36	4962
34	86.7	4794^33	4900^35	4935^36	4788^24	4900D34	4935D36	4964
32	86.4	4795^33	4901^35	4936^36	4790^24	4901D35	4936D36	4966
30	86.2	4795^33	4902^35	4937^36	4791^25	4902D35	4937D36	4968
20	84.8	4797^33	4906^35	4942^36	4795^27	4906D35	4942D36	4976
10	83.3	4786^33	4899^35	4936^36	4786D29	4899D35	4936D36	4971
0	81.8	4786^33	4902^35	4940^36	4786D32	4902D35	4940D36	4981
-10	80.3	4780^33	4899^35	4939^36	4780D33	4899D35	4939D36	4985
-20	78.7	4768^33	4891^35	4933^36	4768D33	4891D35	4933D36	4983
-30	77.2	4754^33	4881^35	4925^36	4754D33	4881D35	4925D36	4980

High QNH **+0** per .10" — Engine A/I ON **-840**
Low QNH **-170** per .10" — Wing A/I ON **-840**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	4476^29	4573^31	4605^31	4476^23	4573D31	4605D31	4642
46	91.0	4587^30	4684^32	4716^33	4584^24	4684D32	4716D33	4757
44	91.1	4685^32	4784^33	4817^34	4681^24	4784D34	4817D34	4848
42	90.9	4767^33	4867^35	4901^35	4761^25	4867D35	4901D35	4938
40	90.8	4798^33	4900^35	4933^36	4792^25	4900D35	4933D36	4957
38	90.5	4811^34	4914^35	4948^36	4806^26	4914D36	4948D36	4960
36	90.2	4812^34	4915^35	4949^36	4807^26	4915D36	4949D36	4962
34	89.9	4813^34	4916^35	4950^36	4808^27	4916D36	4950D36	4964
32	89.6	4813^34	4917^35	4952^36	4810^27	4917D36	4952D36	4966
30	89.4	4813^34	4918^35	4953^36	4811^27	4918D36	4953D36	4968
20	87.8	4814^34	4922^35	4958^36	4814D30	4922D36	4958D36	4976
10	86.3	4803^33	4914^35	4951^36	4803D32	4914D35	4951D36	4971
0	84.8	4803^33	4916^35	4955^36	4803D34	4916D35	4955D36	4981
-10	83.2	4796^33	4914^35	4954^36	4796D33	4914D35	4954D36	4985
-20	81.6	4784^33	4906^35	4947^36	4784D33	4906D35	4947D36	4983
-30	80.0	4769^33	4896^35	4938^36	4769D33	4896D35	4938D36	4980

High QNH **+0** per .10" — Engine A/I ON **-840**
Low QNH **-170** per .10" — Wing A/I ON **-840**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	4610^37-37-46	4678C38-38-47	4678C38-38-47	4678C38-38-47
46	91.0	4725^39-39-48	4796C40-40-49	4796C40-40-49	4796C40-40-49
44	91.1	4807P40-40-49	4884C41-41-50	4884C41-41-50	4884C41-41-50
42	90.9	4865P40-40-50	4942C42-42-51	4942C42-42-51	4942C42-42-51
40	90.8	4901P41-41-50	4973C42-42-51	4973C42-42-51	4973C42-42-51
38	90.5	4926P41-41-51	4974C42-42-51	4974C42-42-51	4974C42-42-51
36	90.2	4938P42-42-51	4976C42-42-51	4976C42-42-51	4976C42-42-51
34	89.9	4951P42-42-51	4978C42-42-51	4978C42-42-51	4978C42-42-51
32	89.6	4961^42-42-51	4980C42-42-51	4980C42-42-51	4980C42-42-51
30	89.4	4961^42-42-51	4982C42-42-51	4982C42-42-51	4982C42-42-51
20	87.8	4962^42-42-51	4991C43-43-52	4991C43-43-52	4991C43-43-52
10	86.3	4952^42-42-51	4985C42-42-51	4985C42-42-51	4985C42-42-51
0	84.8	4951^42-42-51	4997C43-43-52	4997C43-43-52	4997C43-43-52
-10	83.2	4945^42-42-51	5002C43-43-52	5002C43-43-52	5002C43-43-52
-20	81.6	4933^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-30	80.0	4919^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-180** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 464 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope -0.37
Rwy Rev. Program Rules FAA **26 Oct 17**

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BAHIAS DE HUATULCO -HUX **07** ***RT H090***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4476^29	4573^31	4605^31	4471^29	4567^30	4599^31			
46	4587^30	4684^32	4716^33	4581^30	4678^32	4711^33			
44	4685^32	4784^33	4817^34	4680^32	4779^33	4812^34			
42	4767^33	4867^35	4901^35	4762^33	4862^35	4896^35			
40	4798^33	4900^35	4933^36	4792^33	4894^35	4929^36			
38	4811^34	4914^35	4948^36	4807^34	4910^35	4943^36			
36	4812^34	4915^35	4949^36	4808^34	4911^35	4945^36			
34	4813^34	4916^35	4950^36	4808^34	4912^35	4946^36			
32	4813^34	4917^35	4952^36	4809^34	4913^35	4947^36			
30	4813^34	4918^35	4953^36	4809^34	4914^35	4948^36			
20	4814^34	4922^35	4958^36	4810^34	4918^35	4953^36			
10	4803^33	4914^35	4951^36	4721^32	4831^34	4868^35			
0	4803^33	4916^35	4955^36	4717^32	4830^34	4868^35			
-10	4796^33	4914^35	4954^36	4711^32	4828^34	4867^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4476^23	4573D31	4605D31	4471^23	4567D31	4599D31			
46	4584^24	4684D32	4716D33	4578^24	4678D32	4711D33			
44	4681^24	4784D34	4817D34	4675^24	4779D34	4812D34			
42	4761^25	4867D35	4901D35	4756^24	4862D35	4896D35			
40	4792^25	4900D35	4933D36	4787^25	4894D35	4929D36			
38	4806^26	4914D36	4948D36	4801^26	4910D35	4943D36			
36	4807^26	4915D36	4949D36	4803^26	4911D35	4945D36			
34	4808^27	4916D36	4950D36	4804^26	4912D35	4946D36			
32	4810^27	4917D36	4952D36	4805^27	4913D35	4947D36			
30	4811^27	4918D36	4953D36	4806^27	4914D35	4948D36			
20	4814D30	4922D36	4958D36	4810D30	4918D36	4953D36			
10	4803D32	4914D35	4951D36	4721D32	4831D34	4868D35			
0	4803D34	4916D35	4955D36	4717D32	4830D34	4868D35			
-10	4796D33	4914D35	4954D36	4711D32	4828D34	4867D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4377F 4	4644F14	4739F17	4059F 9	4292F18	4376F21			
26	4389F 4	4658F14	4752F17	4070F 9	4304F19	4389F22			
24	4401F 4	4671F14	4766F18	4080F 9	4314F19	4402F22			
22	4413F 5	4684F15	4780F18	4091F10	4328F19	4414F22			
20	4425F 5	4698F15	4794F18	4102F10	4338F20	4427F23			
18	4435F 5	4712F16	4808F19	4112F10	4350F20	4440F23			
16	4447F 6	4725F16	4822F19	4122F11	4363F20	4452F23			
14	4459F 6	4738F16	4835F20	4131F11	4374F21	4466F24			
12	4470F 7	4750F17	4848F20	4143F12	4386F21	4477F24			
10	4481F 7	4763F17	4861F20	4152F12	4397F22	4490F25			
0	4549F 9	4838F19	4909^23	4207F14	4465F23	4562F26			
-10	4615F11	4869^22	4916^25	4261F16	4533F25	4634F28			
-20	4680F13	4869^24	4918^28	4317F18	4602F27	4708F30			
-30	4720^16	4868^27	4919^31	4374F20	4675F29	4786F32			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +40 per .10" Low QNH -70 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -800 Wing A/I ON -800			Engine A/I ON -490 Wing A/I ON -490			Engine A/I ON Wing A/I ON		

Elevation 464 Length 9843 Shift 0 Clearway 0 Stopway 0 Slope -0.37

Rwy Rev Program Rules FAA **26 Oct 17**

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BAHIAS DE HUATULCO -HUX **25** ***DT H255***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1464'		DT H255	1464'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.5	4396^27	4542^30	4586^31	4395^22	4542D30	4586D31	4642
46	87.8	4483^29	4633^31	4686^32	4477^23	4633D32	4686D32	4757
44	87.8	4547^29	4701^32	4755^33	4538^23	4701D32	4755D34	4848
42	87.7	4591^30	4749^33	4803^34	4581^24	4749D33	4803D35	4938
40	87.6	4622^30	4779^33	4834^34	4610^24	4779D33	4834D35	4957
38	87.3	4631^31	4788^33	4843^34	4621^24	4788D34	4843D35	4960
36	87.0	4639^31	4797^33	4852^34	4631^25	4797D34	4852D35	4962
34	86.7	4647^31	4806^34	4861^34	4643^25	4806D34	4861D36	4964
32	86.4	4656^31	4815^34	4869^35	4653^25	4815D35	4869D36	4966
30	86.2	4665^31	4823^34	4879^35	4664^26	4823D35	4879D36	4968
20	84.8	4709^32	4867^35	4922^35	4709D28	4867D35	4922D36	4976
10	83.3	4747^33	4889^35	4927^36	4747D30	4889D35	4927D36	4971
0	81.8	4776^33	4892^35	4931^36	4776D32	4892D35	4931D36	4981
-10	80.3	4770^33	4890^35	4930^36	4770D33	4890D35	4930D36	4985
-20	78.7	4758^33	4882^35	4924^35	4758D33	4882D35	4924D36	4983
-30	77.2	4744^32	4872^35	4916^35	4744D33	4872D35	4916D35	4980

High QNH **+0** per .10" Engine A/I ON **-830**
Low QNH **-160** per .10" Wing A/I ON **-830**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	4453^28	4565^30	4597^31	4453D24	4565D31	4597D31	4642
46	91.0	4544^30	4676^32	4709^32	4539^24	4676D32	4709D33	4757
44	91.1	4616^31	4765^33	4809^34	4605^25	4765D33	4809D34	4848
42	90.9	4669^31	4820^34	4873^35	4657^26	4820D35	4873D35	4938
40	90.8	4703^32	4855^34	4908^35	4692^26	4855D35	4908D36	4957
38	90.5	4717^32	4869^35	4922^36	4708^27	4869D35	4922D36	4960
36	90.2	4725^32	4877^35	4929^36	4719^27	4877D35	4929D36	4962
34	89.9	4734^32	4886^35	4938^36	4730^27	4886D35	4938D36	4964
32	89.6	4742^32	4894^35	4943^36	4740^28	4894D35	4943D36	4966
30	89.4	4751^33	4902^35	4945^36	4751D28	4902D35	4945D36	4968
20	87.8	4792^33	4913^35	4950^36	4792D30	4913D35	4950D36	4976
10	86.3	4794^33	4905^35	4943^36	4794D33	4905D35	4943D36	4971
0	84.8	4794^33	4908^35	4947^36	4794D33	4908D35	4947D36	4981
-10	83.2	4788^33	4906^35	4946^36	4788D33	4906D35	4946D36	4985
-20	81.6	4775^33	4898^35	4939^36	4775D33	4898D35	4939D36	4983
-30	80.0	4761^33	4888^35	4931^36	4761D33	4888D35	4931D36	4980

High QNH **+0** per .10" Engine A/I ON **-840**
Low QNH **-170** per .10" Wing A/I ON **-840**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	4453^28-28-38	4565^30-30-39	4597^31-31-40	4629^32-32-40
46	91.0	4544^30-30-39	4676^32-32-41	4709^32-32-42	4741^33-33-42
44	91.1	4616^31-31-40	4765^33-33-42	4809^34-34-43	4842^34-34-43
42	90.9	4669^31-31-41	4820^34-34-43	4873^35-35-44	4926^36-36-45
40	90.8	4703^32-32-41	4855^34-34-44	4908^35-35-44	4957C36-36-45
38	90.5	4717^32-32-42	4869^35-35-44	4922^36-36-45	4960C36-36-45
36	90.2	4725^32-32-42	4877^35-35-44	4929^36-36-45	4962C36-36-45
34	89.9	4734^32-32-42	4886^35-35-44	4938^36-36-45	4964C36-36-45
32	89.6	4742^32-32-42	4894^35-35-44	4943^36-36-45	4966C36-36-45
30	89.4	4751^33-33-42	4902^35-35-44	4945^36-36-45	4968C36-36-45
20	87.8	4792^33-33-43	4913^35-35-45	4950^36-36-45	4988^43-43-51
10	86.3	4794^33-33-43	4917^41-41-50	4972^42-42-51	4985C42-42-51
0	84.8	4806^39-39-49	4966^42-42-51	4997C43-43-52	4997C43-43-52
-10	83.2	4850^40-40-49	5002C43-43-52	5002C43-43-52	5002C43-43-52
-20	81.6	4889^41-41-50	4998C43-43-52	4998C43-43-52	4998C43-43-52
-30	80.0	4909^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" Engine A/I ON **-890**
Low QNH **-170** per .10" Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 464 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope +0.37
Rwy Rev. Program Rules FAA **26 Oct 17**

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BAHIAS DE HUATULCO -HUX **25** ***DT H255***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4453^28	4565^30	4597^31	4446^28	4559^30	4592^31			
46	4544^30	4676^32	4709^32	4535^29	4670^32	4703^32			
44	4616^31	4765^33	4809^34	4607^30	4757^33	4804^34			
42	4669^31	4820^34	4873^35	4661^31	4813^34	4866^35			
40	4703^32	4855^34	4908^35	4695^32	4848^34	4900^35			
38	4717^32	4869^35	4922^36	4710^32	4862^35	4914^35			
36	4725^32	4877^35	4929^36	4718^32	4870^35	4922^36			
34	4734^32	4886^35	4938^36	4727^32	4879^35	4931^36			
32	4742^32	4894^35	4943^36	4735^32	4887^35	4939^36			
30	4751^33	4902^35	4945^36	4743^32	4895^35	4940^36			
20	4792^33	4913^35	4950^36	4785^33	4909^35	4945^36			
10	4794^33	4905^35	4943^36	4713^32	4823^34	4860^35			
0	4794^33	4908^35	4947^36	4708^32	4822^34	4860^35			
-10	4788^33	4906^35	4946^36	4702^32	4820^34	4859^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4453D24	4565D31	4597D31	4446D24	4559D30	4592D31			
46	4539^24	4676D32	4709D33	4531^24	4670D32	4703D33			
44	4605^25	4765D33	4809D34	4598^25	4757D33	4804D34			
42	4657^26	4820D35	4873D35	4649^26	4813D35	4866D35			
40	4692^26	4855D35	4908D36	4684^26	4848D35	4900D36			
38	4708^27	4869D35	4922D36	4700^27	4862D35	4914D36			
36	4719^27	4877D35	4929D36	4712^27	4870D35	4922D36			
34	4730^27	4886D35	4938D36	4722^27	4879D35	4931D36			
32	4740^28	4894D35	4943D36	4734^28	4887D35	4939D36			
30	4751D28	4902D35	4945D36	4743D28	4895D35	4940D36			
20	4792D30	4913D35	4950D36	4785D30	4909D35	4945D36			
10	4794D33	4905D35	4943D36	4713D32	4823D34	4860D35			
0	4794D33	4908D35	4947D36	4708D32	4822D34	4860D35			
-10	4788D33	4906D35	4946D36	4702D32	4820D34	4859D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4309F 6	4529^16	4594^19	4012P10	4243P20	4328P23			
26	4321F 6	4539^17	4604^20	4022P11	4254P20	4340P23			
24	4332F 7	4549^17	4614^20	4031P11	4266P20	4354P23			
22	4344F 7	4559^17	4625^21	4041P12	4279P21	4367P24			
20	4356F 8	4570^18	4637^21	4051P12	4290P21	4379P24			
18	4367F 8	4580^18	4650^21	4061P12	4302P21	4393P24			
16	4377F 8	4590^19	4662^22	4070P13	4313P22	4406P25			
14	4389F 9	4600^19	4674^22	4079P13	4325P22	4419P25			
12	4399F 9	4609^19	4684^23	4090P13	4337P23	4431P25			
10	4411F 9	4616^20	4695^23	4099P14	4349P23	4443^26			
0	4467^12	4679^22	4763^25	4155P16	4418P25	4514^28			
-10	4520^14	4741^24	4830^27	4208P17	4486^27	4587^29			
-20	4571^16	4804^26	4895^30	4265P19	4555^29	4674P31			
-30	4622^18	4860^29	4913^32	4324P21	4630^30	4731P32			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -70 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -660 Wing A/I ON -660			Engine A/I ON -450 Wing A/I ON -450			Engine A/I ON Wing A/I ON		

Elevation 464 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope +0.37

Rwy Rev Program Rules FAA **26 Oct 17**

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CAMPECHE

CAMPECHE -CPE 34 *DT H345*

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4449^28	4581^30	4637^31	4441^28	4573^30	4630^31			
46	4541^29	4675^32	4731^33	4535F29	4667^32	4722^32			
44	4602^30	4737^32	4793^33	4595F30	4729^32	4784^33			
42	4632^31	4768^33	4826^34	4624^30	4759^33	4818^34			
40	4646^31	4783^33	4842^34	4638^31	4775^33	4833^34			
38	4655^31	4792^33	4852^34	4647^31	4784^33	4844^34			
36	4662^31	4801^33	4861^34	4655^31	4794^33	4853^34			
34	4670^31	4811^34	4871^35	4662^31	4803^34	4863^35			
32	4678^31	4821^34	4880^35	4671^31	4813^34	4873^35			
30	4686^32	4831^34	4890^35	4679^31	4823^34	4882^35			
20	4727^32	4880^35	4940^36	4720^32	4872^35	4932^36			
10	4759^33	4910^35	4948^36	4698^32	4825^34	4862^35			
0	4799^33	4914^35	4954^36	4713^32	4828^34	4866^35			
-10	4792^33	4911^35	4952^36	4705^32	4824^34	4864^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4360F15	4579^25	4637D28	4352F15	4570^25	4630D28			
46	4434F16	4664^26	4731D29	4426F16	4657^26	4722D29			
44	4489F16	4724^26	4793D30	4481F16	4717^26	4784D30			
42	4524F17	4756^27	4826D30	4516F17	4748^27	4818D30			
40	4541F17	4773^28	4842D31	4533F17	4765^27	4833D31			
38	4554F18	4785^28	4852D31	4546F18	4777^28	4844D31			
36	4567F18	4796^28	4861D32	4559F18	4789^28	4853D31			
34	4580F19	4808^29	4871D32	4572F18	4800^29	4863D32			
32	4594F19	4821^29	4880D32	4586F19	4813^29	4873D32			
30	4605F19	4831D29	4890D33	4600F19	4823D29	4882D33			
20	4667^21	4880D31	4940D35	4661^21	4872D31	4932D35			
10	4715^23	4910D34	4948D36	4663^23	4825D34	4862D35			
0	4771^25	4914D35	4954D36	4709^25	4828D34	4866D35			
-10	4790^27	4911D35	4952D36	4705D28	4824D34	4864D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3813F98	4269F 7	4364F10	3563F 2	3989F10	4153F13			
26	3936F98	4282F 7	4377F11	3576F 2	4009F11	4173F13			
24	4031F98	4294F 8	4390F11	3588F 3	4025F11	4191F13			
22	4041F98	4306F 8	4403F11	3597F 3	4045F11	4210F14			
20	4054F98	4319F 9	4415F12	3610F 3	4063F11	4228F14			
18	4062F99	4330F 9	4428F12	3618F 4	4082F12	4250F14			
16	4073F99	4342F 9	4441F13	3631F 4	4100F12	4269F15			
14	4082F99	4355F10	4452F13	3644F 4	4116F12	4283^15			
12	4093F 0	4367F10	4466F13	3656F 5	4137F13	4280^15			
10	4104F 0	4380F11	4479F14	3673F 5	4152F13	4280^15			
0	4163F 2	4450F13	4553F16	3753F 6	4242^14	4285^15			
-10	4222F 4	4517F15	4627F18	3843F 8	4238^14	4283^15			
-20	4283F 6	4591F17	4702F20	3934F10	4232^14	4277^15			
-30	4344F 8	4665F19	4766^23	4037F11	4221^14	4269^15			
	High QNH +80 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -90 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -440 Wing A/I ON -440			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation 34 Length 8202 Shift 0 Clearway 0 Stopway 0 Slope -0.01

Rwy Rev. Program Rules FAA 04 Apr 18

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CAMPECHE **-CPE** **34** ***DT H345***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1034'		DT H345	1034'	

A/C **AUTO**

ALT TO-1 - DRY RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H
48	87.6	4361P26	4529^29	4572^30
46	87.7	4438P27	4624^31	4667^31
44	87.6	4485P28	4677^31	4722^32
42	87.4	4501P28	4695^32	4740^32
40	87.1	4516P29	4710^32	4755^33
38	86.9	4527P29	4718^32	4762^33
36	86.6	4538P29	4725^32	4769^33
34	86.3	4549P29	4733^32	4777^33
32	86.0	4561P29	4741^32	4787^33
30	85.7	4572P29	4748^33	4797^33
20	84.3	4632P31	4789^33	4848^34
10	82.8	4683^31	4834^34	4895^35
0	81.3	4728^32	4886^35	4938^36
-10	79.8	4766^33	4896^35	4937^36
-20	78.3	4763^33	4888^35	4931^36
-30	76.7	4749^33	4878^35	4922^35

ALT TO-1 - WET RWY

Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
4286F14	4524^24	4572D27	4722
4358F14	4612^24	4667D27	4841
4403F15	4665^25	4722D28	4899
4421F15	4682^25	4740D28	4947
4438F16	4698^25	4755D29	4959
4450F16	4708^26	4762D29	4961
4462F16	4717^26	4769D29	4962
4474F17	4727^26	4777D30	4964
4487F17	4736^27	4787D30	4966
4500F17	4746^27	4797D30	4968
4566F19	4789D29	4848D32	4976
4631F21	4834D31	4895D34	4973
4696^23	4886D33	4938D36	4984
4747^25	4896D35	4937D36	4988
4763^27	4888D35	4931D36	4985
4749D30	4878D35	4922D36	4983

High QNH **+10** per .10" Engine A/I ON **-850**
Low QNH **-160** per .10" Wing A/I ON **-850**

A/C **AUTO**

TO-1 - DRY RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H
48	90.8	4449^28	4581^30	4637^31
46	90.9	4541^29	4675^32	4731^33
44	90.8	4602^30	4737^32	4793^33
42	90.5	4632^31	4768^33	4826^34
40	90.2	4646^31	4783^33	4842^34
38	90.0	4655^31	4792^33	4852^34
36	89.7	4662^31	4801^33	4861^34
34	89.4	4670^31	4811^34	4871^35
32	89.1	4678^31	4821^34	4880^35
30	88.8	4686^32	4831^34	4890^35
20	87.3	4727^32	4880^35	4940^36
10	85.8	4759^33	4910^35	4948^36
0	84.2	4799^33	4914^35	4954^36
-10	82.7	4792^33	4911^35	4952^36
-20	81.1	4780^33	4903^35	4945^36
-30	79.5	4765^33	4893^35	4937^36

TO-1 - WET RWY

Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
4360P15	4579^25	4637D28	4722
4434F16	4664^26	4731D29	4841
4489F16	4724^26	4793D30	4899
4524F17	4756^27	4826D30	4947
4541F17	4773^28	4842D31	4959
4554F18	4785^28	4852D31	4961
4567F18	4796^28	4861D32	4962
4580F19	4808^29	4871D32	4964
4594F19	4821^29	4880D32	4966
4605F19	4831D29	4890D33	4968
4667^21	4880D31	4940D35	4976
4715^23	4910D34	4948D36	4973
4771^25	4914D35	4954D36	4984
4790^27	4911D35	4952D36	4988
4780D30	4903D35	4945D36	4985
4765D33	4893D35	4937D36	4983

High QNH **+0** per .10" Engine A/I ON **-860**
Low QNH **-170** per .10" Wing A/I ON **-860**

A/C **AUTO**

TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	4449^28-28-38	4581^30-30-40	4637^31-31-41	4695^32-32-41
46	90.9	4541^29-29-39	4675^32-32-41	4731^33-33-42	4790^34-34-43
44	90.8	4602^30-30-40	4737^32-32-42	4793^33-33-43	4851^34-34-44
42	90.5	4632^31-31-40	4768^33-33-42	4826^34-34-43	4886^35-35-44
40	90.2	4646^31-31-41	4783^33-33-43	4842^34-34-43	4902^35-35-44
38	90.0	4655^31-31-41	4792^33-33-43	4852^34-34-44	4912^35-35-45
36	89.7	4662^31-31-41	4801^33-33-43	4861^34-34-44	4921^36-36-45
34	89.4	4670^31-31-41	4811^34-34-43	4871^35-35-44	4931^36-36-45
32	89.1	4678^31-31-41	4821^34-34-43	4880^35-35-44	4941^36-36-45
30	88.8	4686^32-32-41	4831^34-34-43	4890^35-35-44	4951^36-36-45
20	87.3	4727^32-32-42	4880^35-35-44	4940^36-36-45	4976C36-36-45
10	85.8	4759^33-33-42	4910^35-35-44	4948^36-36-45	4973C36-36-45
0	84.2	4799^33-33-43	4914^35-35-45	4954^36-36-45	4998C43-43-52
-10	82.7	4792^33-33-43	4933^41-41-51	4996^43-43-52	5003C43-43-52
-20	81.1	4822^40-40-49	4983^42-42-51	5000C43-43-52	5000C43-43-52
-30	79.5	4857^40-40-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" Engine A/I ON **-850**
Low QNH **-170** per .10" Wing A/I ON **-850**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 34 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope -0.01
Rwy Rev. Program Rules FAA **04 Apr 18**

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CAMPECHE **-CPE** **16** ***DT H165***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1034'		DT H165	1034'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4336^26	4507^29	4558^30	4279^14	4507D24	4558D27	4722
46	87.7	4418^27	4598^30	4651^31	4356F14	4593^24	4651D27	4841
44	87.6	4467^28	4651^31	4706^32	4401F15	4643^25	4706D28	4899
42	87.4	4483^28	4668^31	4722^32	4419F15	4662^25	4722D28	4947
40	87.1	4499^28	4684^31	4737^32	4436F16	4678^25	4737D29	4959
38	86.9	4507^28	4692^32	4746^33	4448F16	4688^26	4746D29	4961
36	86.6	4517^29	4700^32	4754^33	4460F16	4699^26	4754D29	4962
34	86.3	4527^29	4709^32	4763^33	4468^17	4709^26	4763D30	4964
32	86.0	4536^29	4718^32	4771^33	4479^17	4718D27	4771D30	4966
30	85.7	4546^29	4726^32	4780^33	4491^17	4726D27	4780D30	4968
20	84.3	4595^30	4771^33	4823^34	4548^19	4771D29	4823D32	4976
10	82.8	4641^31	4810^34	4860^34	4603^21	4810D31	4860D34	4973
0	81.3	4689^31	4857^34	4904^35	4665^23	4857D33	4904D36	4984
-10	79.8	4735^32	4896^35	4937^36	4721^25	4896D35	4937D36	4988
-20	78.3	4763^33	4888^35	4930^36	4762^27	4888D35	4930D36	4985
-30	76.7	4748^33	4878^35	4922^35	4748D30	4878D35	4922D36	4983

High QNH **+10** per .10" Low QNH **-160** per .10"

Engine A/I ON **-850** Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4409^27	4564^30	4609^31	4339^15	4564D25	4609D29	4722
46	90.9	4497^28	4660^31	4707^32	4419^16	4654^26	4707D29	4841
44	90.8	4557^29	4722^32	4770^33	4474^17	4713^27	4770D30	4899
42	90.5	4591^30	4752^33	4799^33	4505^17	4745^27	4799D31	4947
40	90.2	4605^30	4768^33	4814^34	4521^18	4761^28	4814D31	4959
38	90.0	4614^30	4775^33	4822^34	4533^18	4771^28	4822D31	4961
36	89.7	4623^30	4783^33	4829^34	4543^18	4781^28	4829D32	4962
34	89.4	4632^31	4791^33	4837^34	4555^19	4791^29	4837D32	4964
32	89.1	4641^31	4800^33	4843^34	4566^19	4800D29	4843D33	4966
30	88.8	4650^31	4808^34	4853^34	4579^19	4808D30	4853D33	4968
20	87.3	4695^32	4849^34	4892^35	4637^21	4849D32	4892D35	4976
10	85.8	4735^32	4883^35	4923^35	4691^23	4883D34	4923D36	4973
0	84.2	4783^33	4914^35	4953^36	4751^25	4914D35	4953D36	4984
-10	82.7	4791^33	4911^35	4952^36	4790^27	4911D35	4952D36	4988
-20	81.1	4780^33	4903^35	4945^36	4780D30	4903D35	4945D36	4985
-30	79.5	4764^33	4893^35	4936^36	4764D33	4893D35	4936D36	4983

High QNH **+10** per .10" Low QNH **-170** per .10"

Engine A/I ON **-860** Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4409^27-27-37	4564^30-30-39	4609^31-31-40	4650^32-32-41
46	90.9	4497^28-28-38	4660^31-31-41	4707^32-32-42	4751^33-33-42
44	90.8	4557^29-29-39	4722^32-32-42	4770^33-33-42	4814^34-34-43
42	90.5	4591^30-30-40	4752^33-33-42	4799^33-33-43	4842^34-34-43
40	90.2	4605^30-30-40	4768^33-33-42	4814^34-34-43	4856^34-34-44
38	90.0	4614^30-30-40	4775^33-33-43	4822^34-34-43	4864^35-35-44
36	89.7	4623^30-30-40	4783^33-33-43	4829^34-34-43	4871^35-35-44
34	89.4	4632^31-31-40	4791^33-33-43	4837^34-34-43	4878^35-35-44
32	89.1	4641^31-31-41	4800^33-33-43	4843^34-34-43	4886^35-35-44
30	88.8	4650^31-31-41	4808^34-34-43	4853^34-34-44	4893^35-35-44
20	87.3	4695^32-32-41	4849^34-34-44	4892^35-35-44	4932^36-36-45
10	85.8	4735^32-32-42	4883^35-35-44	4923^35-35-45	4973C36-36-45
0	84.2	4783^33-33-43	4914^35-35-45	4953^36-36-45	4984C36-36-46
-10	82.7	4791^33-33-43	4911^41-41-50	4961^42-42-51	5003C43-43-52
-20	81.1	4786^39-39-48	4951^42-42-51	4998^43-43-52	5000C43-43-52
-30	79.5	4830^40-40-49	4990^43-43-51	4996C43-43-52	4996C43-43-52

High QNH **+10** per .10" Low QNH **-170** per .10"

Engine A/I ON **-850** Wing A/I ON **-850**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 34 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.01

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CAMPECHE **-CPE** **16** ***DT H165***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4409^27	4564^30	4609^31	4401^27	4557^30	4603^31			
46	4497^28	4660^31	4707^32	4488^28	4652^31	4699^32			
44	4557^29	4722^32	4770^33	4547^29	4714^32	4762^33			
42	4591^30	4752^33	4799^33	4581^30	4744^33	4792^33			
40	4605^30	4768^33	4814^34	4596^30	4759^33	4807^34			
38	4614^30	4775^33	4822^34	4606^30	4768^33	4815^34			
36	4623^30	4783^33	4829^34	4615^30	4776^33	4823^34			
34	4632^31	4791^33	4837^34	4623^30	4784^33	4830^34			
32	4641^31	4800^33	4843^34	4633^31	4793^33	4838^34			
30	4650^31	4808^34	4853^34	4642^31	4801^33	4846^34			
20	4695^32	4849^34	4892^35	4687^32	4842^34	4885^35			
10	4735^32	4883^35	4923^35	4679^32	4825^34	4862^35			
0	4783^33	4914^35	4953^36	4712^32	4828^34	4866^35			
-10	4791^33	4911^35	4952^36	4705^32	4824^34	4863^35			
	High QNH	+10	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-170	per .10"	Low QNH	-170	per .10"	Low QNH		per .10"
	Engine A/I ON		-860	Engine A/I ON		+0	Engine A/I ON		
	Wing A/I ON		-860	Wing A/I ON		+0	Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4339^15	4564D25	4609D29	4333^15	4557D25	4603D28			
46	4419^16	4654^26	4707D29	4411^16	4646^26	4699D29			
44	4474^17	4713^27	4770D30	4466^16	4705^26	4762D30			
42	4505^17	4745^27	4799D31	4497^17	4737^27	4792D30			
40	4521^18	4761^28	4814D31	4514^17	4753^28	4807D31			
38	4533^18	4771^28	4822D31	4526^18	4764^28	4815D31			
36	4543^18	4781^28	4829D32	4537^18	4774^28	4823D32			
34	4555^19	4791^29	4837D32	4548^19	4784D29	4830D32			
32	4566^19	4800D29	4843D33	4559^19	4793D29	4838D32			
30	4579^19	4808D30	4853D33	4571^19	4801D29	4846D33			
20	4637^21	4849D32	4892D35	4630^21	4842D31	4885D35			
10	4691^23	4883D34	4923D36	4643^23	4825D34	4862D35			
0	4751^25	4914D35	4953D36	4703^25	4828D34	4866D35			
-10	4790^27	4911D35	4952D36	4705D28	4824D34	4863D35			
	High QNH	+10	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-160	per .10"	Low QNH	-160	per .10"	Low QNH		per .10"
	Engine A/I ON		-860	Engine A/I ON		+0	Engine A/I ON		
	Wing A/I ON		-860	Wing A/I ON		+0	Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3830F98	4267F 7	4362F10	3560F 2	3991F10	4155F13			
26	3953F98	4279F 7	4375F11	3575F 2	4008F11	4173F13			
24	4029F98	4292F 8	4388F11	3585F 3	4026F11	4192F13			
22	4039F98	4305F 8	4401F12	3596F 3	4045F11	4210F14			
20	4052F98	4317F 9	4414F12	3608F 3	4064F11	4230F14			
18	4061F99	4329F 9	4426F12	3620F 4	4083F12	4250F14			
16	4069F99	4341F 9	4440F13	3627F 4	4100F12	4271F15			
14	4080F99	4353F10	4452F13	3643F 4	4118F12	4282^15			
12	4091F 0	4365F10	4464F14	3657F 5	4138F13	4279^15			
10	4102F 0	4378F11	4477F14	3671F 5	4159F13	4279^15			
0	4161F 2	4448F13	4546^16	3750F 7	4242^14	4285^15			
-10	4219F 4	4516F15	4612^18	3841F 8	4238^14	4283^15			
-20	4282F 6	4582^17	4678^21	3928F10	4232^14	4277^15			
-30	4342F 8	4648^19	4744^23	4038F11	4221^14	4269^15			
	High QNH	+80	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-60	per .10"	Low QNH	-100	per .10"	Low QNH		per .10"
	Engine A/I ON		-460	Engine A/I ON		-720	Engine A/I ON		
	Wing A/I ON		-460	Wing A/I ON		-720	Wing A/I ON		

Elevation 34 Length 8202 Shift 0 Clearway 0 Stopway 0 Slope +0.01

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CANCUN

CANCUN -CUN 12L *DT H125*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1022'		DT H125	1022'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4538^30	4637^31	4670^32	4501P19	4637D29	4670D32	4724
46	87.7	4650^31	4750^33	4784^33	4576P19	4750D29	4784D32	4843
44	87.6	4712P32	4833^34	4868^35	4626P20	4833^29	4868D33	4901
42	87.4	4729P32	4884^35	4919^36	4642P20	4882^30	4919D33	4947
40	87.1	4745P33	4891^35	4926^36	4659P20	4890^30	4926D33	4959
38	86.8	4756P33	4893^35	4928^36	4672P21	4893^30	4928D34	4961
36	86.6	4768P33	4895^35	4930^36	4685P21	4895^31	4930D34	4962
34	86.3	4779P33	4896^35	4931^36	4698P21	4896D31	4931D35	4964
32	86.0	4790^33	4897^35	4933^36	4711P22	4897D32	4933D35	4966
30	85.7	4790^33	4898^35	4934^36	4724P22	4898D32	4934D35	4968
20	84.3	4791^33	4903^35	4939^36	4785^24	4903D34	4939D36	4976
10	82.8	4780^33	4894^35	4933^36	4778^26	4894D35	4933D36	4973
0	81.3	4782^33	4899^35	4939^36	4782D28	4899D35	4939D36	4984
-10	79.8	4775^33	4896^35	4937^36	4775D31	4896D35	4937D36	4988
-20	78.3	4764^33	4889^35	4931^36	4764D33	4889D35	4931D36	4985
-30	76.7	4749^33	4879^35	4923^35	4749D33	4879D35	4923D36	4983

High QNH **+0** per .10" — Low QNH **-170** per .10"
Engine A/I ON **-850** — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4550^30	4648^32	4622^31	4543^20	4648D31	4622D32	4664
46	90.9	4663^31	4762^33	4795^34	4654^21	4762D31	4795D34	4843
44	90.8	4745^33	4847^34	4881^35	4717P21	4847D32	4881D35	4901
42	90.5	4798^33	4901^35	4936^36	4755P22	4901D32	4936D36	4947
40	90.2	4805^34	4908^35	4942^36	4772P22	4908D33	4942D36	4959
38	89.9	4806^34	4910^35	4945^36	4785P23	4910D33	4945D36	4961
36	89.7	4807^34	4912^35	4946^36	4797^23	4912D34	4946D36	4962
34	89.4	4808^34	4913^35	4947^36	4798^23	4913D34	4947D36	4964
32	89.1	4807^34	4914^35	4949^36	4799^24	4914D35	4949D36	4966
30	88.8	4808^34	4915^35	4950^36	4801^24	4915D35	4950D36	4968
20	87.3	4809^34	4919^35	4955^36	4805^27	4919D36	4955D36	4976
10	85.8	4798^33	4910^35	4948^36	4798^29	4910D35	4948D36	4973
0	84.2	4799^33	4915^35	4954^36	4799D31	4915D35	4954D36	4984
-10	82.7	4792^33	4912^35	4952^36	4792D33	4912D35	4952D36	4988
-20	81.1	4780^33	4904^35	4946^36	4780D33	4904D35	4946D36	4985
-30	79.5	4765^33	4893^35	4937^36	4765D33	4893D35	4937D36	4983

High QNH **+0** per .10" — Low QNH **-170** per .10"
Engine A/I ON **-860** — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4550^30-30-39	4757C39-39-48	4757C39-39-48	4757C39-39-48
46	90.9	4663^31-31-41	4857P41-41-50	4882C41-41-50	4882C41-41-50
44	90.8	4745^33-33-42	4924P42-42-51	4948C42-42-51	4948C42-42-51
42	90.5	4798^33-33-43	4962C42-42-51	4962C42-42-51	4962C42-42-51
40	90.2	4805^34-34-43	4974C42-42-51	4974C42-42-51	4974C42-42-51
38	89.9	4806^34-34-43	4975C42-42-51	4975C42-42-51	4975C42-42-51
36	89.7	4807^34-34-43	4975C42-42-51	4975C42-42-51	4975C42-42-51
34	89.4	4808^34-34-43	4977C42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4807^34-34-43	4979C42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4808^34-34-43	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4850P40-40-49	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4912P41-41-50	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4946^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4940^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4928^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4914^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Low QNH **-170** per .10"
Engine A/I ON **-890** — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 22 — Length 9186 — Shift **0** — Clearway 0 — Stopway 0 — Slope -0.04
Rwy Rev. — Program — Rules FAA — **26 Oct 17**

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CANCUN **-CUN** **12L** ***DT H125***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4550^30	4648^32	4622^31	4544^30	4642^31	4675^32			
46	4663^31	4762^33	4795^34	4657^31	4756^33	4789^34			
44	4745^33	4847^34	4881^35	4739^33	4841^34	4875^35			
42	4798^33	4901^35	4936^36	4793^33	4896^35	4931^36			
40	4805^34	4908^35	4942^36	4800^33	4903^35	4938^36			
38	4806^34	4910^35	4945^36	4802^34	4906^35	4941^36			
36	4807^34	4912^35	4946^36	4803^34	4908^35	4942^36			
34	4808^34	4913^35	4947^36	4803^34	4908^35	4943^36			
32	4807^34	4914^35	4949^36	4803^34	4909^35	4944^36			
30	4808^34	4915^35	4950^36	4803^34	4910^35	4945^36			
20	4809^34	4919^35	4955^36	4804^34	4913^35	4950^36			
10	4798^33	4910^35	4948^36	4766^33	4825^34	4862^35			
0	4799^33	4915^35	4954^36	4713^32	4828^34	4867^35			
-10	4792^33	4912^35	4952^36	4705^32	4824^34	4864^35			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-170	per .10"	Low QNH	-170	per .10"	Low QNH		per .10"
	Engine A/I ON	-860		Engine A/I ON	+0		Engine A/I ON		
	Wing A/I ON	-860		Wing A/I ON	+0		Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4543^20	4648D31	4622D32	4537^20	4642D31	4675D32			
46	4654^21	4762D31	4795D34	4647^21	4756D31	4789D34			
44	4717F21	4847D32	4881D35	4708F21	4841D32	4875D35			
42	4755F22	4901D32	4936D36	4746F22	4896D32	4931D36			
40	4772F22	4908D33	4942D36	4763F22	4903D33	4938D36			
38	4785F23	4910D33	4945D36	4777F23	4906D33	4941D36			
36	4797^23	4912D34	4946D36	4790F23	4908D33	4942D36			
34	4798^23	4913D34	4947D36	4794^23	4908D34	4943D36			
32	4799^24	4914D35	4949D36	4795^24	4909D34	4944D36			
30	4801^24	4915D35	4950D36	4796^24	4910D35	4945D36			
20	4805^27	4919D36	4955D36	4800^26	4913D35	4950D36			
10	4798^29	4910D35	4948D36	4716^29	4825D34	4862D35			
0	4799D31	4915D35	4954D36	4713D32	4828D34	4867D35			
-10	4792D33	4912D35	4952D36	4705D32	4824D34	4864D35			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-170	per .10"	Low QNH	-170	per .10"	Low QNH		per .10"
	Engine A/I ON	-860		Engine A/I ON	+0		Engine A/I ON		
	Wing A/I ON	-860		Wing A/I ON	+0		Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4220F 2	4485F12	4579F15	3885F 7	4136F17	4224F20			
26	4231F 2	4496F12	4593F16	3896F 7	4145F17	4237F20			
24	4243F 3	4509F13	4606F16	3906F 8	4159F17	4250F20			
22	4254F 3	4522F13	4620F16	3916F 8	4170F18	4260F21			
20	4265F 3	4535F14	4633F17	3927F 8	4182F18	4274F21			
18	4275F 4	4548F14	4647F17	3936F 9	4193F18	4287F21			
16	4286F 4	4561F14	4661F18	3946F 9	4205F19	4301F22			
14	4297F 5	4574F15	4674F18	3957F10	4217F19	4314F22			
12	4309F 5	4587F15	4687F18	3968F10	4229F20	4327F23			
10	4320F 5	4600F16	4700F19	3979F10	4242F20	4341F23			
0	4382F 7	4673F18	4776F21	4039F12	4310F22	4410F25			
-10	4444F 9	4745F20	4849F23	4092F14	4378F24	4483F27			
-20	4509F11	4819F22	4905^25	4149F16	4450F26	4559F29			
-30	4573F14	4854^25	4906^28	4207F18	4522F28	4635F31			
	High QNH	+10	per .10"	High QNH	+80	per .10"	High QNH		per .10"
	Low QNH	-60	per .10"	Low QNH	-70	per .10"	Low QNH		per .10"
	Engine A/I ON	-690		Engine A/I ON	-470		Engine A/I ON		
	Wing A/I ON	-690		Wing A/I ON	-470		Wing A/I ON		

Elevation	22	Length	9186	Shift	0	Clearway	0	Stopway	0	Slope	-0.04
Rwy Rev		Program						Rules	FAA		26 Oct 17

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CANCUN **-CUN** **12R** ***DT H125***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1022'		DT H125	1022'	

A/C AUTO — **ALT TO-1 - DRY RWY** / **ALT TO-1 - WET RWY**

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	87.6	4537^30	4636^31	4669^32	4537D30	4636D31	4669D32	4724
46	87.7	4650^31	4750^33	4783^33	4650D31	4750D33	4783D34	4843
44	87.6	4730^32	4833^34	4868^35	4730D32	4833D34	4868D35	4901
42	87.4	4779^33	4884^35	4919^35	4779D33	4884D35	4919D36	4947
40	87.1	4786^33	4891^35	4926^36	4786D33	4891D35	4926D36	4959
38	86.8	4788^33	4893^35	4928^36	4788D33	4893D35	4928D36	4961
36	86.6	4788^33	4894^35	4930^36	4788D33	4894D35	4930D36	4962
34	86.3	4789^33	4896^35	4931^36	4789D33	4896D35	4931D36	4964
32	86.0	4789^33	4897^35	4932^36	4789D33	4897D35	4932D36	4966
30	85.7	4790^33	4898^35	4934^36	4790D33	4898D35	4934D36	4968
20	84.3	4791^33	4902^35	4939^36	4791D33	4902D35	4939D36	4976
10	82.8	4780^33	4894^35	4933^36	4780D33	4894D35	4933D36	4973
0	81.3	4782^33	4899^35	4939^36	4782D33	4899D35	4939D36	4984
-10	79.8	4775^33	4896^35	4937^36	4775D33	4896D35	4937D36	4988
-20	78.3	4763^33	4888^35	4931^36	4763D33	4888D35	4931D36	4985
-30	76.7	4748^33	4878^35	4922^35	4748D33	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C AUTO — **TO-1 - DRY RWY** / **TO-1 - WET RWY**

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	90.8	4550^30	4648^32	4680^32	4550D30	4648D32	4680D32	4724
46	90.9	4663^31	4762^33	4795^34	4663D32	4762D33	4795D34	4843
44	90.8	4745^33	4847^34	4880^35	4745D33	4847D34	4880D35	4901
42	90.5	4798^33	4900^35	4935^36	4798D34	4900D35	4935D36	4947
40	90.2	4805^34	4908^35	4942^36	4805D34	4908D35	4942D36	4959
38	89.9	4806^34	4910^35	4944^36	4806D34	4910D35	4944D36	4961
36	89.7	4807^34	4911^35	4946^36	4807D34	4911D35	4946D36	4962
34	89.4	4807^34	4912^35	4947^36	4807D34	4912D35	4947D36	4964
32	89.1	4808^34	4914^35	4948^36	4808D34	4914D35	4948D36	4966
30	88.8	4808^34	4915^35	4950^36	4808D34	4915D35	4950D36	4968
20	87.3	4809^34	4919^35	4955^36	4809D34	4919D36	4955D36	4976
10	85.8	4798^33	4910^35	4948^36	4798D34	4910D35	4948D36	4973
0	84.2	4799^33	4914^35	4954^36	4799D33	4914D35	4954D36	4984
-10	82.7	4792^33	4912^35	4952^36	4792D33	4912D35	4952D36	4988
-20	81.1	4779^33	4903^35	4945^36	4779D33	4903D35	4945D36	4985
-30	79.5	4765^33	4893^35	4937^36	4765D33	4893D35	4937D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C AUTO — **TO-1 - DRY RWY - OPT V2**

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	4685^38-38-47	4757C39-39-48	4757C39-39-48	4757C39-39-48
46	90.9	4803^40-40-49	4882C41-41-50	4882C41-41-50	4882C41-41-50
44	90.8	4890^41-41-50	4948C42-42-51	4948C42-42-51	4948C42-42-51
42	90.5	4945^42-42-51	4962C42-42-51	4962C42-42-51	4962C42-42-51
40	90.2	4951^42-42-51	4974C42-42-51	4974C42-42-51	4974C42-42-51
38	89.9	4952^42-42-51	4975C42-42-51	4975C42-42-51	4975C42-42-51
36	89.7	4953^42-42-51	4975C42-42-51	4975C42-42-51	4975C42-42-51
34	89.4	4953^42-42-51	4977C42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4954^42-42-51	4979C42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4955^42-42-51	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4956^42-42-51	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4945^42-42-51	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4946^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4940^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4928^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4914^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-890**
Low QNH **-180** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 22 Length 11483 Shift **0** Clearway 0 Stopway 0 Slope -0.02
Rwy Rev. Program Rules FAA **26 Oct 17**

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CANCUN **-CUN** **12R** ***DT H125***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4550^30	4648^32	4680^32	4544^30	4642^31	4675^32			
46	4663^31	4762^33	4795^34	4657^31	4756^33	4789^34			
44	4745^33	4847^34	4880^35	4740^33	4841^34	4875^35			
42	4798^33	4900^35	4935^36	4793^33	4896^35	4930^36			
40	4805^34	4908^35	4942^36	4800^33	4903^35	4938^36			
38	4806^34	4910^35	4944^36	4802^34	4906^35	4940^36			
36	4807^34	4911^35	4946^36	4803^34	4907^35	4942^36			
34	4807^34	4912^35	4947^36	4803^34	4908^35	4943^36			
32	4808^34	4914^35	4948^36	4803^34	4909^35	4944^36			
30	4808^34	4915^35	4950^36	4804^34	4910^35	4945^36			
20	4809^34	4919^35	4955^36	4804^34	4913^35	4950^36			
10	4798^33	4910^35	4948^36	4713^32	4825^34	4862^35			
0	4799^33	4914^35	4954^36	4713^32	4828^34	4866^35			
-10	4792^33	4912^35	4952^36	4705^32	4824^34	4864^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4550D30	4648D32	4680D32	4544D30	4642D32	4675D32			
46	4663D32	4762D33	4795D34	4657D31	4756D33	4789D34			
44	4745D33	4847D34	4880D35	4740D33	4841D34	4875D35			
42	4798D34	4900D35	4935D36	4793D34	4896D35	4930D36			
40	4805D34	4908D35	4942D36	4800D34	4903D35	4938D36			
38	4806D34	4910D35	4944D36	4802D34	4906D35	4940D36			
36	4807D34	4911D35	4946D36	4803D34	4907D35	4942D36			
34	4807D34	4912D35	4947D36	4803D34	4908D35	4943D36			
32	4808D34	4914D35	4948D36	4803D34	4909D35	4944D36			
30	4808D34	4915D35	4950D36	4804D34	4910D35	4945D36			
20	4809D34	4919D36	4955D36	4804D34	4913D35	4950D36			
10	4798D34	4910D35	4948D36	4713D32	4825D34	4862D35			
0	4799D33	4914D35	4954D36	4713D32	4828D34	4866D35			
-10	4792D33	4912D35	4952D36	4705D32	4824D34	4864D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4688^14	4875^24	4918^27	4427P18	4664^26	4736^29			
26	4698^14	4877^24	4920^28	4439P18	4675^27	4747^30			
24	4708^15	4879^25	4923^28	4450P18	4686^27	4759^30			
22	4719^15	4881^25	4925^29	4463P19	4697^28	4772^30			
20	4729^15	4883^26	4927^29	4474P19	4708^28	4784^31			
18	4740^16	4885^26	4930^30	4486P19	4721^28	4797^31			
16	4750^16	4886^27	4931^30	4498P20	4732^29	4811^31			
14	4752^17	4884^27	4929^31	4510P20	4745^29	4826^32			
12	4749^17	4882^28	4928^31	4522P20	4753^29	4839^32			
10	4749^18	4883^28	4929^32	4533P21	4764^30	4852^33			
0	4757^20	4895^31	4943^34	4599P23	4833^32	4909^35			
-10	4758^23	4902^34	4948^36	4660P25	4869^34	4925^35			
-20	4753^25	4899^35	4941^36	4709^27	4878^35	4920^35			
-30	4747^28	4889^35	4932^36	4712^29	4868^35	4912^35			
	High QNH +10 per .10" Low QNH -10 per .10"			High QNH +10 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -810 Wing A/I ON -810			Engine A/I ON -790 Wing A/I ON -790			Engine A/I ON Wing A/I ON		

Elevation 22 Length 11483 Shift **0** Clearway 0 Stopway 0 Slope -0.02

Rwy Rev Program Rules FAA **26 Oct 17**

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CANCUN **-CUN** **30L** ***DT H305***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1022'		DT H305	1022'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4537^30	4636^31	4669^32	4537D30	4636D31	4669D32	4724
46	87.7	4649^31	4749^33	4783^33	4649D31	4749D33	4783D34	4843
44	87.6	4729^32	4832^34	4867^35	4729D32	4832D34	4867D35	4901
42	87.4	4779^33	4883^35	4918^35	4779D33	4883D35	4918D36	4947
40	87.1	4786^33	4891^35	4925^36	4786D33	4891D35	4925D36	4959
38	86.8	4787^33	4893^35	4928^36	4787D33	4893D35	4928D36	4961
36	86.6	4788^33	4894^35	4929^36	4788D33	4894D35	4929D36	4962
34	86.3	4788^33	4895^35	4930^36	4788D33	4895D35	4930D36	4964
32	86.0	4789^33	4896^35	4932^36	4789D33	4896D35	4932D36	4966
30	85.7	4789^33	4897^35	4933^36	4789D33	4897D35	4933D36	4968
20	84.3	4791^33	4902^35	4939^36	4791D33	4902D35	4939D36	4976
10	82.8	4780^33	4893^35	4932^36	4780D33	4893D35	4932D36	4973
0	81.3	4781^33	4898^35	4938^36	4781D33	4898D35	4938D36	4984
-10	79.8	4775^33	4896^35	4937^36	4775D33	4896D35	4937D36	4988
-20	78.3	4763^33	4888^35	4930^36	4763D33	4888D35	4930D36	4985
-30	76.7	4748^33	4878^35	4922^35	4748D33	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4549^30	4647^32	4680^32	4549D30	4647D32	4680D32	4724
46	90.9	4662^31	4761^33	4794^34	4662D32	4761D33	4794D34	4843
44	90.8	4745^33	4846^34	4880^35	4745D33	4846D34	4880D35	4901
42	90.5	4798^33	4900^35	4935^36	4798D34	4900D35	4935D36	4947
40	90.2	4804^34	4908^35	4942^36	4804D34	4908D35	4942D36	4959
38	89.9	4806^34	4910^35	4944^36	4806D34	4910D35	4944D36	4961
36	89.7	4806^34	4911^35	4945^36	4806D34	4911D35	4945D36	4962
34	89.4	4807^34	4912^35	4947^36	4807D34	4912D35	4947D36	4964
32	89.1	4807^34	4913^35	4948^36	4807D34	4913D35	4948D36	4966
30	88.8	4808^34	4914^35	4949^36	4808D34	4914D35	4949D36	4968
20	87.3	4809^34	4918^35	4954^36	4809D34	4918D36	4954D36	4976
10	85.8	4797^33	4910^35	4948^36	4797D34	4910D35	4948D36	4973
0	84.2	4798^33	4914^35	4953^36	4798D33	4914D35	4953D36	4984
-10	82.7	4792^33	4911^35	4952^36	4792D33	4911D35	4952D36	4988
-20	81.1	4779^33	4903^35	4945^36	4779D33	4903D35	4945D36	4985
-30	79.5	4764^33	4893^35	4936^36	4764D33	4893D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4685^38-38-47	4757C39-39-48	4757C39-39-48	4757C39-39-48
46	90.9	4802^40-40-49	4882C41-41-50	4882C41-41-50	4882C41-41-50
44	90.8	4890^41-41-50	4948C42-42-51	4948C42-42-51	4948C42-42-51
42	90.5	4944^42-42-51	4962C42-42-51	4962C42-42-51	4962C42-42-51
40	90.2	4950^42-42-51	4974C42-42-51	4974C42-42-51	4974C42-42-51
38	89.9	4952^42-42-51	4975C42-42-51	4975C42-42-51	4975C42-42-51
36	89.7	4952^42-42-51	4975C42-42-51	4975C42-42-51	4975C42-42-51
34	89.4	4953^42-42-51	4977C42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4954^42-42-51	4979C42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4954^42-42-51	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4956^42-42-51	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4945^42-42-51	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4946^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4940^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4928^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4913^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-890**
Low QNH **-180** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 22 Length 11483 Shift **0** Clearway 0 Stopway 0 Slope +0.02
Rwy Rev. Program Rules FAA **26 Oct 17**

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CANCUN **-CUN** **30L** ***DT H305***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4549^30	4647^32	4680^32	4544^30	4641^31	4674^32			
46	4662^31	4761^33	4794^34	4656^31	4755^33	4788^34			
44	4745^33	4846^34	4880^35	4739^33	4841^34	4875^35			
42	4798^33	4900^35	4935^36	4793^33	4895^35	4930^36			
40	4804^34	4908^35	4942^36	4800^33	4902^35	4937^36			
38	4806^34	4910^35	4944^36	4801^33	4905^35	4940^36			
36	4806^34	4911^35	4945^36	4802^34	4907^35	4941^36			
34	4807^34	4912^35	4947^36	4802^34	4908^35	4943^36			
32	4807^34	4913^35	4948^36	4803^34	4909^35	4944^36			
30	4808^34	4914^35	4949^36	4803^34	4910^35	4945^36			
20	4809^34	4918^35	4954^36	4804^33	4913^35	4950^36			
10	4797^33	4910^35	4948^36	4713^32	4824^34	4862^35			
0	4798^33	4914^35	4953^36	4712^32	4828^34	4866^35			
-10	4792^33	4911^35	4952^36	4704^32	4824^34	4863^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4549D30	4647D32	4680D32	4544D30	4641D32	4674D32			
46	4662D32	4761D33	4794D34	4656D31	4755D33	4788D34			
44	4745D33	4846D34	4880D35	4739D33	4841D34	4875D35			
42	4798D34	4900D35	4935D36	4793D34	4895D35	4930D36			
40	4804D34	4908D35	4942D36	4800D34	4902D35	4937D36			
38	4806D34	4910D35	4944D36	4801D34	4905D35	4940D36			
36	4806D34	4911D35	4945D36	4802D34	4907D35	4941D36			
34	4807D34	4912D35	4947D36	4802D34	4908D35	4943D36			
32	4807D34	4913D35	4948D36	4803D34	4909D35	4944D36			
30	4808D34	4914D35	4949D36	4803D34	4910D35	4945D36			
20	4809D34	4918D36	4954D36	4804D34	4913D35	4950D36			
10	4797D34	4910D35	4948D36	4713D32	4824D34	4862D35			
0	4798D33	4914D35	4953D36	4712D32	4828D34	4866D35			
-10	4792D33	4911D35	4952D36	4704D32	4824D34	4863D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4717F14	4874^24	4917^27	4424F18	4674F26	4755F29			
26	4730F14	4877^24	4920^28	4435F18	4686F27	4767F30			
24	4743F14	4878^25	4922^28	4447F18	4696F27	4780F30			
22	4751^15	4880^25	4925^29	4459F19	4709F27	4793F30			
20	4753^15	4882^26	4927^29	4471F19	4721F28	4804F31			
18	4754^16	4885^26	4929^30	4483F19	4734F28	4818F31			
16	4754^16	4886^27	4931^30	4495F20	4747F29	4832F31			
14	4751^17	4884^27	4929^31	4506F20	4760F29	4846F32			
12	4749^17	4882^28	4927^31	4518F21	4772F29	4859F32			
10	4749^18	4882^28	4929^32	4530F21	4785F30	4873F32			
0	4756^20	4895^31	4943^34	4596F23	4847^32	4908^35			
-10	4757^23	4902^34	4947^36	4657F25	4869^34	4925^35			
-20	4754^26	4899^35	4940^36	4708^27	4877^35	4919^35			
-30	4747^28	4889^35	4932^36	4711^29	4867^35	4911^35			
	High QNH +10 per .10" Low QNH -10 per .10"			High QNH +10 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -810 Wing A/I ON -810			Engine A/I ON -790 Wing A/I ON -790			Engine A/I ON Wing A/I ON		

Elevation	22	Length	11483	Shift	0	Clearway	0	Stopway	0	Slope	+0.02
Rwy Rev		Program						Rules	FAA		26 Oct 17

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CANCUN **-CUN** **30R** ***DT H305***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1022'		DT H305	1022'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4536^30	4636^31	4669^32	4492P19	4636D29	4669D32	4724
46	87.7	4649^31	4749^33	4783^33	4567P19	4749D29	4783D32	4843
44	87.6	4700P32	4832^34	4867^35	4615P20	4832^29	4867D33	4901
42	87.4	4717P32	4883^35	4918^35	4633P20	4882^29	4918D33	4947
40	87.1	4733P32	4890^35	4925^36	4650P20	4889^30	4925D33	4959
38	86.8	4744P33	4892^35	4927^36	4663P21	4891^30	4927D34	4961
36	86.6	4755P33	4893^35	4929^36	4675P21	4893^31	4929D34	4962
34	86.3	4767P33	4895^35	4930^36	4688P21	4895D31	4930D35	4964
32	86.0	4779P33	4896^35	4931^36	4701P22	4896D32	4931D35	4966
30	85.7	4789^33	4897^35	4933^36	4715P22	4897D32	4933D35	4968
20	84.3	4790^33	4901^35	4938^36	4783P24	4901D34	4938D36	4976
10	82.8	4780^33	4893^35	4932^36	4776^26	4893D35	4932D36	4973
0	81.3	4781^33	4898^35	4938^36	4781D28	4898D35	4938D36	4984
-10	79.8	4774^33	4895^35	4936^36	4774D31	4895D35	4936D36	4988
-20	78.3	4763^33	4888^35	4930^36	4763D33	4888D35	4930D36	4985
-30	76.7	4748^33	4878^35	4922^35	4748D33	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4549^30	4647^32	4680^32	4541^20	4647D31	4680D32	4724
46	90.9	4662^31	4761^33	4794^34	4650P21	4761D31	4794D34	4843
44	90.8	4744^33	4846^34	4880^35	4708P21	4846D32	4880D35	4901
42	90.5	4797^33	4900^35	4935^36	4746P22	4900D32	4935D36	4947
40	90.2	4804^34	4907^35	4942^36	4763P22	4907D33	4942D36	4959
38	89.9	4805^34	4909^35	4944^36	4776P23	4909D33	4944D36	4961
36	89.7	4806^34	4911^35	4945^36	4789P23	4911D34	4945D36	4962
34	89.4	4807^34	4912^35	4947^36	4797^23	4912D34	4947D36	4964
32	89.1	4807^34	4913^35	4948^36	4798^24	4913D35	4948D36	4966
30	88.8	4807^34	4914^35	4949^36	4799^24	4914D35	4949D36	4968
20	87.3	4808^34	4918^35	4954^36	4804^27	4918D36	4954D36	4976
10	85.8	4797^33	4909^35	4947^36	4797^29	4909D35	4947D36	4973
0	84.2	4798^33	4914^35	4953^36	4798D31	4914D35	4953D36	4984
-10	82.7	4791^33	4911^35	4951^36	4791D33	4911D35	4951D36	4988
-20	81.1	4779^33	4903^35	4945^36	4779D33	4903D35	4945D36	4985
-30	79.5	4764^33	4893^35	4936^36	4764D33	4893D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4549^30-30-39	4757C39-39-48	4757C39-39-48	4757C39-39-48
46	90.9	4662^31-31-41	4847P40-40-49	4882C41-41-50	4882C41-41-50
44	90.8	4744^33-33-42	4912P41-41-50	4948C42-42-51	4948C42-42-51
42	90.5	4797^33-33-43	4958P42-42-51	4962C42-42-51	4962C42-42-51
40	90.2	4804^34-34-43	4974C42-42-51	4974C42-42-51	4974C42-42-51
38	89.9	4805^34-34-43	4975C42-42-51	4975C42-42-51	4975C42-42-51
36	89.7	4806^34-34-43	4975C42-42-51	4975C42-42-51	4975C42-42-51
34	89.4	4807^34-34-43	4977C42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4807^34-34-43	4979C42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4807^34-34-43	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4840P40-40-49	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4899P41-41-50	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4946^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4939^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4927^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4913^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 22 Length 9186 Shift **0** Clearway 0 Stopway 0 Slope +0.04
Rwy Rev. Program Rules FAA **26 Oct 17**

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CANCUN **-CUN** **30R** ***DT H305***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4549^30	4647^32	4680^32	4543^30	4641^31	4674^32			
46	4662^31	4761^33	4794^34	4656^31	4755^33	4788^34			
44	4744^33	4846^34	4880^35	4738^33	4840^34	4874^35			
42	4797^33	4900^35	4935^36	4792^33	4895^35	4930^36			
40	4804^34	4907^35	4942^36	4799^33	4902^35	4937^36			
38	4805^34	4909^35	4944^36	4801^33	4904^35	4940^36			
36	4806^34	4911^35	4945^36	4802^34	4906^35	4941^36			
34	4807^34	4912^35	4947^36	4802^34	4907^35	4942^36			
32	4807^34	4913^35	4948^36	4803^34	4908^35	4943^36			
30	4807^34	4914^35	4949^36	4802^33	4909^35	4945^36			
20	4808^34	4918^35	4954^36	4803^33	4913^35	4950^36			
10	4797^33	4909^35	4947^36	4713^32	4824^34	4862^35			
0	4798^33	4914^35	4953^36	4712^32	4827^34	4866^35			
-10	4791^33	4911^35	4951^36	4704^32	4823^34	4863^35			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-170	per .10"	Low QNH	-170	per .10"	Low QNH		per .10"
	Engine A/I ON	-860		Engine A/I ON	+0		Engine A/I ON		
	Wing A/I ON	-860		Wing A/I ON	+0		Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4541^20	4647D31	4680D32	4536^20	4641D31	4674D32			
46	4650F21	4761D31	4794D34	4641P21	4755D31	4786^34			
44	4708F21	4846D32	4880D35	4699P21	4840D32	4874D35			
42	4746F22	4900D32	4935D36	4737P22	4895D32	4930D36			
40	4763F22	4907D33	4942D36	4754P22	4902D33	4937D36			
38	4776F23	4909D33	4944D36	4767P23	4904D33	4940D36			
36	4789F23	4911D34	4945D36	4781P23	4906D34	4941D36			
34	4797^23	4912D34	4947D36	4793^23	4907D34	4942D36			
32	4798^24	4913D35	4948D36	4794^24	4908D34	4943D36			
30	4799^24	4914D35	4949D36	4795^24	4909D35	4945D36			
20	4804^27	4918D36	4954D36	4799^26	4913D35	4950D36			
10	4797^29	4909D35	4947D36	4713D29	4824D34	4862D35			
0	4798D31	4914D35	4953D36	4712D32	4827D34	4866D35			
-10	4791D33	4911D35	4951D36	4704D32	4823D34	4863D35			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-170	per .10"	Low QNH	-170	per .10"	Low QNH		per .10"
	Engine A/I ON	-860		Engine A/I ON	+0		Engine A/I ON		
	Wing A/I ON	-860		Wing A/I ON	+0		Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4213F 2	4477F12	4572P16	3881P 7	4131P17	4219P20			
26	4224F 3	4488F13	4585P16	3892P 8	4143P17	4232P20			
24	4236F 3	4502F13	4599P16	3902P 8	4154P18	4245P21			
22	4247F 3	4515F13	4613P17	3912P 8	4165P18	4255P21			
20	4257F 4	4528F14	4626P17	3922P 9	4177P18	4269P21			
18	4268F 4	4541F14	4639P17	3933P 9	4188P19	4282P22			
16	4279F 4	4554F15	4653P18	3942P 9	4200P19	4295P22			
14	4290F 5	4567F15	4666P18	3952P10	4212P19	4309P22			
12	4301F 5	4580F15	4679P19	3964P10	4225P20	4323P23			
10	4313F 6	4593F16	4692P19	3974P10	4237P20	4336P23			
0	4376F 7	4666F18	4768P21	4032P12	4306P22	4407P25			
-10	4437P10	4737P20	4841P23	4087P14	4373P24	4478P27			
-20	4502P12	4811P22	4904^26	4144P16	4445P26	4556P29			
-30	4566P14	4853^25	4905^28	4202P18	4518P28	4607P30			
	High QNH	+20	per .10"	High QNH	+80	per .10"	High QNH		per .10"
	Low QNH	-70	per .10"	Low QNH	-60	per .10"	Low QNH		per .10"
	Engine A/I ON	-690		Engine A/I ON	-460		Engine A/I ON		
	Wing A/I ON	-690		Wing A/I ON	-460		Wing A/I ON		

Elevation	22	Length	9186	Shift	0	Clearway	0	Stopway	0	Slope	+0.04
Rwy Rev		Program						Rules	FAA		26 Oct 17

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CEDROS

CEDROS -Z056 06 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
V2		RWY END		LT H310	6500'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	88.8	3240^ 6	3395^ 9	3446^10	3231^97	3395D 6	3446D 9	4247
36	89.1	3288^ 6	3448^10	3501^11	3278^97	3448D 6	3501D 9	4331
34	89.4	3335^ 7	3499^11	3552^12	3322^97	3499D 7	3552D10	4409
32	89.7	3379^ 8	3548^11	3602^12	3366^98	3548D 7	3602D10	4486
30	89.9	3424^ 8	3598^12	3652^13	3408^98	3598D 8	3652D11	4567
28	89.9	3473^ 9	3650^13	3706^14	3455^99	3650D 8	3706D11	4654
26	89.9	3520^10	3703^14	3759^15	3502^99	3703D 9	3759D12	4741
24	90.0	3559^10	3744^14	3801^15	3539^99	3744D 9	3801D12	4817
22	90.0	3580^11	3766^15	3824^16	3560^ 0	3766D 9	3824D13	4828
20	90.0	3590^11	3775^15	3833^16	3570^ 0	3775D10	3833D13	4830
18	89.7	3599^11	3783^15	3841^16	3581^ 1	3783D10	3841D13	4832
10	88.5	3636^12	3818^16	3876^17	3622^ 2	3818D12	3876D15	4837
0	86.9	3678^13	3857^16	3916^18	3671^ 4	3857D13	3916D17	4838
-10	85.3	3720^14	3900^17	3958^18	3720D 5	3900D15	3958D19	4833
-20	83.7	3762^14	3942^18	4001^19	3762D 7	3942D17	4001D21	4832
-30	82.0	3802^15	3985^19	4042^20	3802D 9	3985D19	4042D22	4826

High QNH **+90** per .10" — Engine A/I ON **-1550**
Low QNH **-130** per .10" — Wing A/I ON **-1550**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 22 -10T	+0	+10H	TO-1 - WET RWY Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.1	3332^ 2	3415^ 3	3438^ 4	3332D96	3415D 5	3438D 5	3731
36	92.5	3418^ 3	3479^ 4	3493^ 4	3418D96	3479D 6	3493D 6	3798
34	92.8	3478^ 4	3539^ 5	3470^ 4	3478D97	3539D 6	3470D 7	3769
32	93.1	3534^ 5	3597^ 6	3620^ 6	3532^97	3597D 6	3620D 8	3948
30	93.4	3589^ 6	3656^ 6	3620^ 6	3583^97	3656D 7	3620D 8	3948
28	93.6	3652^ 7	3722^ 7	3743^ 7	3640^98	3722D 7	3743D 9	4102
26	93.8	3715^ 7	3722^ 7	3808^ 8	3697^98	3722D 8	3808D10	4182
24	93.8	3766^ 8	3722^ 7	3860^ 9	3745^99	3722D 8	3860D11	4251
22	93.5	3793^ 8		3886^ 9	3776^99		3886D11	4261
20	93.3	3803^ 8	3872^ 9	3891^ 9	3791^ 0	3872D 9	3891D11	4262
18	93.0	3809^ 8	3877^ 9	3901^ 9	3801^ 0	3877D10	3901D11	4264
10	91.7	3830^ 9	3895^ 9	3923^10	3830D 1	3895D11	3923D12	4269
0	90.1		3913^10	3942^10		3913D11	3942D12	4265
-10	88.4	3858^ 9	3938^10	3968^10	3858D 5	3938D12	3968D12	4266
-20	86.7		3963^10	3993^11		3963D12	3993D13	4265
-30	85.0	3906^10	3983^11	4014^11	3906D 9	3983D12	4014D13	4260

High QNH **+90** per .10" — Engine A/I ON **-2440**
Low QNH **-140** per .10" — Wing A/I ON **-2440**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 22 -10T	+0	+10H	+20H
38	92.1	3332^ 2- 2- 9	3415^ 3- 3-10	3438^ 4- 4-10	3465^ 4- 4-11
36	92.5	3418^ 3- 3-11	3479^ 4- 4-11	3493^ 4- 4-11	3528^ 5- 5-12
34	92.8	3478^ 4- 4-12	3539^ 5- 5-12	3470^ 4- 4-11	3588^ 6- 6-13
32	93.1	3534^ 5- 5-12	3597^ 6- 6-13	3620^ 6- 6-13	3647^ 6- 6-14
30	93.4	3589^ 6- 6-13	3656^ 6- 6-14	3620^ 6- 6-13	3705^ 7- 7-14
28	93.6	3652^ 7- 7-14	3722^ 7- 7-15	3743^ 7- 7-15	3771^ 8- 8-15
26	93.8	3715^ 7- 7-15	3722^ 7- 7-15	3808^ 8- 8-16	3837^ 9- 9-16
24	93.8	3766^ 8- 8-16	3722^ 7- 7-15	3860^ 9- 9-17	3869^ 9- 9-17
22	93.5	3793^ 8- 8-16	- -	3886^ 9- 9-17	3915^10-10-17
20	93.3	3803^ 8- 8-16	3872^ 9- 9-17	3891^ 9- 9-17	3925^10-10-18
18	93.0	3809^ 8- 8-16	3877^ 9- 9-17	3901^ 9- 9-17	3930^10-10-18
10	91.7	3830^ 9- 9-17	3895^ 9- 9-17	3923^10-10-17	3953^10-10-18
0	90.1	- -	3913^10-10-17	3942^10-10-18	3973^11-11-18
-10	88.4	3858^ 9- 9-17	3938^10-10-18	3968^10-10-18	4000^11-11-18
-20	86.7	- -	3963^10-10-18	3993^11-11-18	4026^11-11-19
-30	85.0	3906^10-10-17	3983^11-11-18	4014^11-11-19	4047^12-12-19

High QNH **+90** per .10" — Engine A/I ON **-2440**
Low QNH **-140** per .10" — Wing A/I ON **-2440**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5500 Length 6561 Shift **0** Clearway 0 Stopway 0 Slope +1.17
Rwy Rev. Program Rules FAA **26 Oct 17**

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CEDROS **-Z056** **06** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	3332^ 2	3415^ 3	3438^ 4	3286^ 7	3437^10	3486^11			
36	3418^ 3	3479^ 4	3493^ 4	3337^ 7	3490^11	3541^12			
34	3478^ 4	3539^ 5	3470^ 4	3386^ 8	3542^11	3594^13			
32	3534^ 5	3597^ 6	3620^ 6	3433^ 9	3592^12	3645^13			
30	3589^ 6	3656^ 6	3620^ 6	3479^ 9	3642^13	3695^14			
28	3652^ 7	3722^ 7	3743^ 7	3529^10	3697^14	3751^15			
26	3715^ 7	3722^ 7	3808^ 8	3580^11	3751^15	3807^16			
24	3766^ 8	3722^ 7	3860^ 9	3624^12	3799^15	3854^16			
22	3793^ 8		3886^ 9	3659^12	3830^16	3886^17			
20	3803^ 8	3872^ 9	3891^ 9	3676^13	3846^16	3902^17			
18	3809^ 8	3877^ 9	3901^ 9	3685^13	3855^16	3910^17			
10	3830^ 9	3895^ 9	3923^10	3569^12	3724^15	3772^16			
0		3913^10	3942^10	3720^14	3889^17	3942^18			
-10	3858^ 9	3938^10	3968^10	3784^15	3954^18	4008^20			
	High QNH +90 per .10" Low QNH -140 per .10"			High QNH +80 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2440 Wing A/I ON -2440			Engine A/I ON -10 Wing A/I ON -10			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	3332D96	3415D 5	3438D 5	3270^98	3437D 7	3486D10			
36	3418D96	3479D 6	3493D 6	3318^98	3490D 7	3541D10			
34	3478D97	3539D 6	3470D 7	3363^98	3542D 8	3594D11			
32	3532^97	3597D 6	3620D 8	3407^99	3592D 8	3645D11			
30	3583^97	3656D 7	3620D 8	3451^99	3642D 9	3695D12			
28	3640^98	3722D 7	3743D 9	3499^ 0	3697D 9	3751D12			
26	3697^98	3722D 8	3808D10	3546^ 0	3751D10	3807D13			
24	3745^99	3722D 8	3860D11	3588^ 0	3799D10	3854D13			
22	3776^99		3886D11	3618^ 1	3830D11	3886D14			
20	3791^ 0	3872D 9	3891D11	3635^ 2	3846D11	3902D15			
18	3801^ 0	3877D10	3901D11	3646^ 2	3855D12	3910D15			
10	3830D 1	3895D11	3923D12	3551^ 4	3724D14	3772D17			
0		3913D11	3942D12	3702^ 5	3889D15	3942D19			
-10	3858D 5	3938D12	3968D12	3774^ 7	3954D17	4008D21			
	High QNH +90 per .10" Low QNH -140 per .10"			High QNH +80 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2440 Wing A/I ON -2440			Engine A/I ON -10 Wing A/I ON -10			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		3290^90	3415^92		2772^96	3062^98			
26		3325^90	3464^93		2779^97	3066^98			
24		3360^90	3506^93		2804^98	3093^99			
22			3537^94		2858^98	3151^99			
20		3428^91	3556^94		2905^98	3205^99			
18		3451^91	3571^94		2934^98	3243^ 0			
16		3473^92	3585^95		2966^98	3278^ 0			
14		3495^92	3599^95		2999^99	3288^ 0			
12		3501^92	3614^95		3032^99	3299^ 0			
10		3514^93	3629^96		3063^99	3311^ 1			
0		3582^94	3703^97		3251^99	3363^ 2			
-10		3659^96	3781^99		3326^ 1	3423^ 4			
-20		3741^98	3845^ 1		3386^ 3	3487^ 6			
-30	3200^91		3892^ 2	2822P98	3447^ 5	3552^ 8			
	High QNH +80 per .10" Low QNH -130 per .10"			High QNH +90 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1270 Wing A/I ON -1270			Engine A/I ON -180 Wing A/I ON -180			Engine A/I ON Wing A/I ON		

Elevation 5500 Length 6561 Shift **0** Clearway 0 Stopway 0 Slope +1.17

Rwy Rev Program Rules FAA **26 Oct 17**

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CEDROS **-Z056** **24** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		RWY END		RT H320	6500'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	88.8	3424^10	3637^14	3710^16	3389^94	3631^ 4	3710D 7	4247
36	89.1	3474^10	3690^15	3764^16	3437^95	3682^ 4	3764D 7	4331
34	89.4	3522^11	3741^16	3816^17	3483^95	3731^ 5	3816D 8	4409
32	89.7	3570^12	3791^16	3866^18	3528^95	3779^ 5	3866^ 8	4486
30	89.9	3616^12	3840^17	3917^19	3545P96	3826^ 6	3914^ 9	4567
28	89.9	3664^13	3891^18	3968^19	3417P97	3877^ 6	3966^ 9	4654
26	89.9	3711^14	3940^18	4019^20	3275P98	3928^ 6	4018^10	4741
24	90.0	3749^14	3981^19	4060^21	3186P99	3969^ 7	4060^10	4817
22	90.0	3774^15	4007^19	4087^21	3271P99	3993^ 7	4084^10	4828
20	90.0	3786^15	4021^20	4100^21	3427P99	4006^ 8	4097^11	4830
18	89.7	3797^15	4032^20	4113^21	3557P99	4018^ 8	4110^11	4832
10	88.5	3840^16	4078^21	4160^22	3798^99	4068^ 9	4160D13	4837
0	86.9	3893^17	4136^22	4219^23	3851^ 1	4128^11	4219D14	4838
-10	85.3	3948^18	4196^23	4280^25	3910^ 3	4193^13	4280D16	4833
-20	83.7	4004^19	4255^24	4340^26	3971^ 5	4255D15	4340D19	4832
-30	82.0	4061^20	4316^25	4396^27	4033^ 7	4316D17	4396D21	4826

High QNH **+100** per .10" — Engine A/I ON **-1100**
Low QNH **-140** per .10" — Wing A/I ON **-1100**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.1	3509^11	3717^16	3787^17	3432^95	3680^ 5	3767^ 8	4247
36	92.5	3560^12	3772^17	3844^18	3480^95	3733^ 5	3819^ 8	4331
34	92.8	3610^13	3824^17	3898^19	3527^96	3782^ 6	3870^ 9	4409
32	93.1	3658^14	3875^18	3949^20	3572^96	3830^ 6	3918^ 9	4486
30	93.4	3706^14	3925^19	4001^20	3617^96	3878^ 6	3968^10	4567
28	93.6	3754^15	3980^20	4056^21	3554P97	3929^ 7	4020^10	4654
26	93.8	3803^16	4035^20	4112^22	3386P99	3982^ 7	4073^10	4741
24	93.8	3855^16	4084^21	4163^23	3292P99	4028^ 8	4121^11	4817
22	93.5	3894^17	4124^22	4203^23	3475P99	4061^ 8	4156^12	4828
20	93.3	3915^18	4145^22	4224^24	3686P99	4081^ 9	4176^12	4830
18	93.0	3925^18	4157^22	4235^24	3818^99	4093^ 9	4189^13	4832
10	91.7	3967^19	4202^23	4282^25	3864^ 0	4145^11	4242^14	4837
0	90.1	4018^20	4258^24	4333^26	3921^ 2	4208^13	4306^16	4838
-10	88.4	4073^21	4313^25	4387^27	3982^ 4	4276^15	4371^18	4833
-20	86.7	4128^22	4367^26	4442^28	4046^ 6	4343^17	4439^20	4832
-30	85.0	4183^23	4419^27	4496^29	4111^ 8	4409^19	4496D22	4826

High QNH **+100** per .10" — Engine A/I ON **-1480**
Low QNH **-140** per .10" — Wing A/I ON **-1480**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
38	92.1	3509^11-11-23	3717^16-16-26	3787^17-17-28	3852^19-19-29
36	92.5	3560^12-12-24	3772^17-17-27	3844^18-18-28	3910^19-19-30
34	92.8	3610^13-13-25	3824^17-17-28	3898^19-19-29	3966^20-20-30
32	93.1	3658^14-14-25	3875^18-18-29	3949^20-20-30	4020^21-21-31
30	93.4	3706^14-14-26	3925^19-19-30	4001^20-20-31	4074^22-22-32
28	93.6	3754^15-15-27	3980^20-20-31	4056^21-21-32	4132^22-22-33
26	93.8	3803^16-16-28	4035^20-20-32	4112^22-22-33	4190^23-23-34
24	93.8	3855^16-16-29	4084^21-21-32	4163^23-23-34	4242^24-24-35
22	93.5	3894^17-17-29	4124^22-22-33	4203^23-23-34	4282^25-25-35
20	93.3	3915^18-18-30	4145^22-22-33	4224^24-24-34	4302^25-25-36
18	93.0	3925^18-18-30	4157^22-22-33	4235^24-24-35	4312^25-25-36
10	91.7	3967^19-19-30	4202^23-23-34	4282^25-25-35	4356^26-26-36
0	90.1	4018^20-20-31	4258^24-24-35	4333^26-26-36	4408^27-27-37
-10	88.4	4073^21-21-32	4313^25-25-36	4387^27-27-37	4462^28-28-38
-20	86.7	4128^22-22-33	4367^26-26-37	4442^28-28-38	4519^29-29-39
-30	85.0	4183^23-23-34	4419^27-27-37	4496^29-29-39	4574^30-30-40

High QNH **+100** per .10" — Engine A/I ON **-1480**
Low QNH **-140** per .10" — Wing A/I ON **-1480**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5500 Length 6561 Shift **0** Clearway 0 Stopway 0 Slope -1.17
Rwy Rev. Program Rules FAA **26 Oct 17**

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CEDROS **-Z056** **24** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	3509^11	3717^16	3787^17	3500^11	3708^16	3779^17			
36	3560^12	3772^17	3844^18	3552^12	3763^16	3835^18			
34	3610^13	3824^17	3898^19	3601^13	3816^17	3889^19			
32	3658^14	3875^18	3949^20	3648^13	3866^18	3941^19			
30	3706^14	3925^19	4001^20	3694^14	3917^19	3993^20			
28	3754^15	3980^20	4056^21	3743^15	3971^19	4047^21			
26	3803^16	4035^20	4112^22	3791^15	4026^20	4103^22			
24	3855^16	4084^21	4163^23	3841^16	4076^21	4154^22			
22	3894^17	4124^22	4203^23	3887^17	4115^22	4195^23			
20	3915^18	4145^22	4224^24	3907^17	4137^22	4216^23			
18	3925^18	4157^22	4235^24	3917^18	4149^22	4228^24			
10	3967^19	4202^23	4282^25	3838^17	4054^22	4123^23			
0	4018^20	4258^24	4333^26	3980^19	4216^24	4289^25			
-10	4073^21	4313^25	4387^27	4056^21	4293^25	4366^26			
	High QNH	+100	per .10"	High QNH	+90	per .10"	High QNH		per .10"
	Low QNH	-140	per .10"	Low QNH	-150	per .10"	Low QNH		per .10"
	Engine A/I ON	-1480		Engine A/I ON	+0		Engine A/I ON		
	Wing A/I ON	-1480		Wing A/I ON	+0		Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	3432^95	3680^ 5	3767^ 8	3427^95	3674^ 5	3759^ 8			
36	3480^95	3733^ 5	3819^ 8	3475^95	3726^ 5	3812^ 8			
34	3527^96	3782^ 6	3870^ 9	3522^96	3776^ 5	3863^ 9			
32	3572^96	3830^ 6	3918^ 9	3566^96	3824^ 6	3912^ 9			
30	3617^96	3878^ 6	3968^10	3612^96	3871^ 6	3961^10			
28	3554F97	3929^ 7	4020^10	3525F97	3924^ 7	4014^10			
26	3386F99	3982^ 7	4073^10	3358F99	3975^ 7	4067^10			
24	3292F99	4028^ 8	4121^11	3269F99	4022^ 8	4115^11			
22	3475F99	4061^ 8	4156^12	3449F99	4056^ 8	4150^12			
20	3686F99	4081^ 9	4176^12	3660F99	4075^ 9	4170^12			
18	3818^99	4093^ 9	4189^13	3799F99	4088^ 9	4183^12			
10	3864^ 0	4145^11	4242^14	3730^ 1	4008^11	4097^14			
0	3921^ 2	4208^13	4306^16	3884^ 2	4171^13	4266^16			
-10	3982^ 4	4276^15	4371^18	3966^ 4	4259^15	4353^18			
	High QNH	+110	per .10"	High QNH	+100	per .10"	High QNH		per .10"
	Low QNH	-140	per .10"	Low QNH	-150	per .10"	Low QNH		per .10"
	Engine A/I ON	-1370		Engine A/I ON	-10		Engine A/I ON		
	Wing A/I ON	-1370		Wing A/I ON	-10		Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28						2788^94			
26						2817^95			
24						2858^95			
22					2670^93	2909^95			
20					2699^93	2951^96			
18					2718^94	2980^96			
16					2744^94	3012^96			
14					2772^94	3046^96			
12					2801^94	3078^96			
10					2829^94	3113^96			
0					2984^95	3281^97			
-10					3162^96	3490^98			
-20					3303^97	3567^ 0			
-30				2697^92	3514^99	3688^ 2			
	High QNH		per .10"	High QNH	+90	per .10"	High QNH		per .10"
	Low QNH		per .10"	Low QNH	-160	per .10"	Low QNH		per .10"
	Engine A/I ON			Engine A/I ON	-120		Engine A/I ON		
	Wing A/I ON			Wing A/I ON	-120		Wing A/I ON		

Elevation 5500 Length 6561 Shift **0** Clearway 0 Stopway 0 Slope -1.17

Rwy Rev Program Rules FAA **26 Oct 17**

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CHIHUAHUA

CHIHUAHUA -CUU 36R *DT H003*

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4197^25	4283^26	4311^27	4188F25	4278^26	4306^27			
38	4261F26	4368^28	4396^28	4250F25	4363^28	4391^28			
36	4323F27	4451^29	4480^29	4311F26	4446^29	4475^29			
34	4382F27	4530^30	4558^30	4371F27	4525^30	4554^30			
32	4438F28	4607^31	4636^32	4426F28	4603^31	4632^31			
30	4495F29	4691^32	4721^33	4484F29	4687^32	4717^33			
28	4545F30	4773^33	4804^34	4534F29	4770^33	4800^34			
26	4596F30	4843^34	4874^35	4585F30	4839^34	4870^35			
24	4628F31	4861^35	4892^35	4617F31	4858^35	4888^35			
22	4655F31	4864^35	4895^35	4644F31	4860^35	4891^35			
20	4668F31	4866^35	4896^35	4656F31	4861^35	4892^35			
10	4733F32	4868^35	4900^35	4537^30	4632^31	4664^32			
0	4757^33	4857^35	4890^35	4682^32	4781^34	4814^34			
-10	4751^33	4854^35	4888^35	4714^32	4815^34	4849^35			
	High QNH +50 per .10" Low QNH -170 per .10"			High QNH +50 per .10" Low QNH -190 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2440 Wing A/I ON -2440			Engine A/I ON -80 Wing A/I ON -80			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4069F 9	4279^19	4311D22	4061F 9	4274^18	4306^22			
38	4126F 9	4363^19	4395^22	4118F 9	4358^19	4390^22			
36	4183F10	4445^19	4478^23	4175F10	4440^19	4473^23			
34	4238F10	4523^20	4555^23	4230F10	4518^20	4551^23			
32	4291F11	4585F20	4632^24	4284F11	4576F20	4628^23			
30	4344F11	4641F21	4715^24	4337F11	4633F21	4711^24			
28	4389F12	4689F21	4795F24	4382F12	4681F21	4786F24			
26	4433F12	4737F22	4844F25	4426F12	4729F22	4835F25			
24	4462F13	4769F22	4877F25	4455F13	4761F22	4868F25			
22	4485F13	4795F23	4888^26	4478F13	4786F23	4884^26			
20	4498F14	4810F23	4890^27	4491F14	4802F23	4886^26			
10	4567F16	4861^25	4897^29	4485F16	4632^26	4664D30			
0	4635F18	4854^28	4890D31	4593F18	4780^28	4814D31			
-10	4712F20	4854D30	4888D34	4703^20	4815D31	4849D34			
	High QNH +50 per .10" Low QNH -170 per .10"			High QNH +50 per .10" Low QNH -190 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2360 Wing A/I ON -2360			Engine A/I ON -70 Wing A/I ON -70			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4068F99	4153F 2	3365F95	3686F 4	3806F 6			
26		4111F99	4195F 2	3421F96	3742F 4	3862F 7			
24		4139F 0	4223F 3	3458F96	3783F 5	3896F 7			
22		4158F 0	4242F 3	3492F96	3813F 5	3923F 8			
20		4169F 0	4254F 3	3510F97	3827F 5	3939F 8			
18		4184F 1	4267F 4	3527F97	3839F 6	3955F 8			
16		4197F 1	4280F 4	3537F97	3856F 6	3968F 9			
14		4208F 1	4293F 5	3547F98	3870F 6	3983F 9			
12		4220F 2	4304F 5	3556F98	3885F 7	3998F 9			
10		4232F 2	4317F 5	3568F98	3899F 7	4013F10			
0	3056F98	4288F 4	4377F 7	3627F 0	3965F 9	4084F11			
-10	3250F 0	4354F 6	4446F 9	3689F 1	4039F10	4160F13			
-20	3977F99	4421F 8	4515F12	3773F 3	4116^12	4216F14			
-30	4215F 0	4490F11	4590F14	3845F 5	4164^13	4208^14			
	High QNH +50 per .10" Low QNH -120 per .10"			High QNH +50 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1060 Wing A/I ON -1060			Engine A/I ON -540 Wing A/I ON -1130			Engine A/I ON Wing A/I ON		

Elevation 4465 Length 8530 Shift 0 Clearway 0 Stopway 0 Slope -0.69
Rwy Rev. Program Rules FAA 04 May 18

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CHIHUAHUA **-CUU** **36R** ***DT H003***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		5465'		DT H003	5465'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	88.5	4104F23	4273^26	4302^27	4006F 8	4268^17	4300^20	4349
38	88.8	4164F24	4358^27	4387^28	4063F 8	4340F17	4384^21	4435
36	89.1	4225F25	4441^29	4470^29	4119F 9	4399F18	4467^21	4520
34	89.4	4284F25	4519^30	4549^30	4174F 9	4457F19	4544^22	4598
32	89.7	4340F26	4588F31	4626^31	4227F10	4513F19	4611F22	4676
30	90.0	4397F27	4648F31	4711^33	4281F10	4568F20	4668F22	4753
28	89.8	4441F28	4694F32	4784F34	4321F11	4610F20	4713F23	4831
26	89.6	4475F28	4732F33	4822F34	4357F11	4648F20	4751F23	4910
24	89.4	4500F28	4758F33	4849F35	4382F11	4674F21	4778F24	4921
22	89.2	4513F29	4773F33	4864F35	4395F12	4690F21	4794F24	4924
20	89.1	4526F29	4788F33	4878F35	4409F12	4706F22	4810F25	4926
10	87.6	4588F30	4853^35	4886^35	4476F14	4781F23	4881^26	4933
0	86.0	4647F31	4842^34	4876^35	4540F16	4837^25	4874^29	4925
-10	84.4	4712F32	4839^34	4874^35	4610F18	4837^28	4874D31	4932
-20	82.8	4725^32	4832^34	4868^35	4684F20	4832D30	4868D34	4933
-30	81.1	4711^32	4821^34	4859^35	4705^22	4821D33	4859D35	4931

High QNH **+50** per .10" Engine A/I ON **-2410**
Low QNH **-170** per .10" Wing A/I ON **-2410**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	91.8	4197^25	4283^26	4311^27	4069F 9	4279^19	4311D22	4349
38	92.3	4261F26	4368^28	4396^28	4126F 9	4363^19	4395^22	4435
36	92.7	4323F27	4451^29	4480^29	4183F10	4445^19	4478^23	4520
34	93.0	4382F27	4530^30	4558^30	4238F10	4523^20	4555^23	4598
32	93.2	4438F28	4607^31	4636^32	4291F11	4585F20	4632^24	4676
30	93.4	4495F29	4691^32	4721^33	4344F11	4641F21	4715^24	4753
28	93.3	4545F30	4773^33	4804^34	4389F12	4689F21	4795F24	4831
26	93.3	4596F30	4843^34	4874^35	4433F12	4737F22	4844F25	4910
24	93.1	4628F31	4861^35	4892^35	4462F13	4769F22	4877F25	4921
22	92.7	4655F31	4864^35	4895^35	4485F13	4795F23	4888^26	4924
20	92.4	4668F31	4866^35	4896^35	4498F14	4810F23	4890^27	4926
10	90.8	4733F32	4868^35	4900^35	4567F16	4861^25	4897^29	4933
0	89.2	4757^33	4857^35	4890^35	4635F18	4854^28	4890D31	4925
-10	87.6	4751^33	4854^35	4888^35	4712F20	4854D30	4888D34	4932
-20	85.9	4740^33	4846^34	4882^35	4732^22	4846D33	4882D35	4933
-30	84.2	4726^32	4835^34	4872^35	4722^25	4835D34	4872D35	4931

High QNH **+50** per .10" Engine A/I ON **-2440**
Low QNH **-170** per .10" Wing A/I ON **-2440**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
40	91.8	4197^25-25-34	4283^26-26-35	4356F33-33-42	4398C34-34-43
38	92.3	4261F26-26-35	4368^28-28-37	4420F34-34-43	4484C35-35-44
36	92.7	4323F27-27-36	4451^29-29-38	4484F35-35-44	4564F37-37-45
34	93.0	4382F27-27-37	4530^30-30-39	4558^30-30-39	4627F37-37-46
32	93.2	4438F28-28-38	4607^31-31-40	4636^32-32-41	4687F38-38-47
30	93.4	4495F29-29-39	4691^32-32-41	4721^33-33-42	4751^33-33-42
28	93.3	4545F30-30-39	4773^33-33-43	4804^34-34-43	4831C34-34-43
26	93.3	4596F30-30-40	4843^34-34-44	4874^35-35-44	4904^36-36-44
24	93.1	4628F31-31-40	4861^35-35-44	4892^35-35-44	4921C36-36-45
22	92.7	4655F31-31-41	4864^35-35-44	4895^35-35-44	4924C36-36-45
20	92.4	4668F31-31-41	4866^35-35-44	4896^35-35-44	4926F42-42-51
10	90.8	4733F32-32-42	4868^35-35-44	4909F41-41-50	4955C42-42-51
0	89.2	4757^33-33-42	4885F41-41-50	4945C42-42-51	4945C42-42-51
-10	87.6	4751^33-33-42	4952C42-42-51	4952C42-42-51	4952C42-42-51
-20	85.9	4756F39-39-48	4952C42-42-51	4952C42-42-51	4952C42-42-51
-30	84.2	4823F40-40-49	4949C42-42-51	4949C42-42-51	4949C42-42-51

High QNH **+0** per .10" Engine A/I ON **-1310**
Low QNH **-170** per .10" Wing A/I ON **-1310**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4465 Length 8530 Shift **0** Clearway 0 Stopway 0 Slope -0.69
Rwy Rev. Program Rules FAA **04 May 18**

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CHIHUAHUA **-CUU** **36L** ***DT H003***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4051F22	4282^26	4310^27	4040F22	4277^26	4306^27			
38	4110F23	4352F27	4396^28	4100F23	4340F27	4391^28			
36	4170F24	4414F28	4480^29	4159F23	4402F28	4475^29			
34	4228F24	4474F29	4558^30	4217F24	4462F29	4547F30			
32	4283F25	4530F30	4618F31	4273F25	4518F29	4606F31			
30	4338F26	4588F30	4677F32	4328F26	4577F30	4665F32			
28	4386F27	4639F31	4728F33	4376F26	4628F31	4717F33			
26	4433F27	4689F32	4780F33	4424F27	4678F32	4769F33			
24	4464F28	4722F32	4813F34	4453F28	4711F32	4802F34			
22	4489F28	4750F33	4842F34	4479F28	4739F33	4830F34			
20	4501F28	4763F33	4855F35	4491F28	4752F33	4844F34			
10	4563F30	4832F34	4900^35	4480F29	4632^31	4664^32			
0	4621F31	4856^35	4889^35	4576F30	4782^34	4814^34			
-10	4686F32	4853^35	4888^35	4679F32	4815^34	4850^35			
	High QNH +50 per .10" Low QNH -160 per .10"			High QNH +50 per .10" Low QNH -190 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2080 Wing A/I ON -2080			Engine A/I ON -80 Wing A/I ON -80			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3930F 6	4207F15	4305F18	3923F 6	4198F15	4296F18			
38	3985F 6	4265F16	4364F19	3978F 6	4256F16	4355F19			
36	4041F 7	4323F16	4422F19	4033F 7	4314F16	4414F19			
34	4094F 7	4379F17	4479F20	4087F 7	4371F17	4471F20			
32	4145F 8	4433F17	4534F20	4139F 8	4425F17	4526F20			
30	4197F 8	4487F18	4588F21	4191F 8	4479F18	4580F21			
28	4240F 9	4533F18	4635F21	4233F 8	4525F18	4627F21			
26	4282F 9	4577F19	4682F22	4276F 9	4569F19	4674F22			
24	4310F10	4608F19	4714F22	4304F 9	4600F19	4706F22			
22	4329F10	4632F20	4739F23	4323F10	4624F20	4731F23			
20	4343F10	4647F20	4755F23	4336F10	4639F20	4747F23			
10	4410F12	4723F22	4834F25	4327F12	4626^22	4661^26			
0	4475F14	4797F24	4885^27	4434F14	4755F24	4811^27			
-10	4548F16	4848^26	4886^30	4540F16	4812^26	4849^30			
	High QNH +60 per .10" Low QNH -160 per .10"			High QNH +70 per .10" Low QNH -190 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1040 Wing A/I ON -1040			Engine A/I ON -70 Wing A/I ON -70			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		3776F96	4008F99	3062F94	3500F 1	3635F 4			
26		3790F97	4051F99	3107F94	3549F 2	3687F 4			
24		3847F97	4078F 0	3138F94	3581F 2	3723F 5			
22		3990F97	4095F 0	3165F95	3604F 2	3755F 5			
20		4019F97	4107F 0	3179F95	3622F 3	3776F 5			
18		4031F98	4121F 1	3195F95	3639F 3	3801F 5			
16		4044F98	4136F 1	3210F95	3654F 3	3820F 6			
14		4057F98	4149F 1	3230F96	3674F 4	3837F 6			
12		4068F99	4160F 2	3243F96	3691F 4	3853F 6			
10		4082F99	4174F 2	3261F96	3710F 4	3870F 7			
0		4141F 1	4233F 4	3352F98	3811F 6	3949F 8			
-10		4208F 3	4300F 6	3446F99	3899F 7	4029F10			
-20		4273F 5	4369F 8	3552F 0	3982F 9	4104F12			
-30	3319F 0	4339F 7	4439F11	3624F 2	4059F11	4195F14			
	High QNH +50 per .10" Low QNH -590 per .10"			High QNH +10 per .10" Low QNH -130 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -970 Wing A/I ON -970			Engine A/I ON -490 Wing A/I ON -490			Engine A/I ON Wing A/I ON		

Elevation 4465 Length 7940 Shift 0 Clearway 0 Stopway 0 Slope -0.66

Rwy Rev. Program Rules FAA **04 May 18**

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CHIHUAHUA **-CUU** **36L** ***DT H003***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		5465'		DT H003	5465'	

VFR ONLY MAX WEIGHT 33069LBS

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	88.5	3961F20	4195F25	4277F26	3872F 5	4138F14	4232F17	4349
38	88.8	4020F21	4256F26	4339F27	3927F 5	4196F14	4291F17	4435
36	89.1	4079F22	4317F26	4402F28	3982F 6	4254F15	4350F18	4520
34	89.4	4135F23	4376F27	4461F29	4035F 6	4310F16	4407F19	4598
32	89.7	4190F23	4433F28	4517F29	4087F 7	4364F16	4462F19	4676
30	90.0	4245F24	4489F29	4576F30	4138F 7	4418F17	4517F20	4753
28	89.8	4288F25	4534F29	4622F31	4177F 7	4460F17	4559F20	4831
26	89.6	4322F25	4571F30	4659F31	4212F 8	4496F17	4595F20	4910
24	89.4	4346F26	4596F30	4685F32	4236F 8	4522F18	4621F21	4921
22	89.2	4359F26	4610F30	4699F32	4249F 9	4536F18	4636F21	4924
20	89.1	4371F26	4624F31	4714F32	4262F 9	4551F19	4652F22	4926
10	87.6	4430F27	4689F32	4782F33	4324F11	4621F20	4727F23	4933
0	86.0	4484F28	4752F33	4847F34	4385F12	4691F22	4799F25	4925
-10	84.4	4545F29	4821F34	4874^35	4454F14	4768F24	4870^27	4932
-20	82.8	4609F30	4832^34	4868^35	4524F16	4829^26	4868^30	4933
-30	81.1	4672F31	4821^34	4859^35	4594F18	4821^29	4859D32	4931

High QNH **+60** per .10" Engine A/I ON **-780**
Low QNH **-150** per .10" Wing A/I ON **-780**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	91.8	4051F22	4282^26	4310^27	3930F 6	4207F15	4305F18	4349
38	92.3	4110F23	4352F27	4396^28	3985F 6	4265F16	4364F19	4435
36	92.7	4170F24	4414F28	4480^29	4041F 7	4323F16	4422F19	4520
34	93.0	4228F24	4474F29	4558^30	4094F 7	4379F17	4479F20	4598
32	93.2	4283F25	4530F30	4618F31	4145F 8	4433F17	4534F20	4676
30	93.4	4338F26	4588F30	4677F32	4197F 8	4487F18	4588F21	4753
28	93.3	4386F27	4639F31	4728F33	4240F 9	4533F18	4635F21	4831
26	93.3	4433F27	4689F32	4780F33	4282F 9	4577F19	4682F22	4910
24	93.1	4464F28	4722F32	4813F34	4310F10	4608F19	4714F22	4921
22	92.7	4489F28	4750F33	4842F34	4329F10	4632F20	4739F23	4924
20	92.4	4501F28	4763F33	4855F35	4343F10	4647F20	4755F23	4926
10	90.8	4563F30	4832F34	4900^35	4410F12	4723F22	4834F25	4933
0	89.2	4621F31	4856^35	4889^35	4475F14	4797F24	4885^27	4925
-10	87.6	4686F32	4853^35	4888^35	4548F16	4848^26	4886^30	4932
-20	85.9	4740^33	4846^34	4882^35	4621F18	4845^29	4882D32	4933
-30	84.2	4725^32	4835^34	4871^35	4698F20	4835D31	4871D35	4931

High QNH **+50** per .10" Engine A/I ON **-2080**
Low QNH **-160** per .10" Wing A/I ON **-2080**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
40	91.8	4051F22-22-32	4282^26-26-35	4310^27-27-36	4339^27-27-36
38	92.3	4110F23-23-33	4352F27-27-36	4396^28-28-37	4425^29-29-37
36	92.7	4170F24-24-34	4414F28-28-37	4480^29-29-38	4509^30-30-39
34	93.0	4228F24-24-35	4474F29-29-38	4558^30-30-39	4587^31-31-40
32	93.2	4283F25-25-35	4530F30-30-39	4618F31-31-40	4665^32-32-41
30	93.4	4338F26-26-36	4588F30-30-40	4677F32-32-41	4750^33-33-42
28	93.3	4386F27-27-37	4639F31-31-41	4728F33-33-42	4818F34-34-43
26	93.3	4433F27-27-38	4689F32-32-41	4780F33-33-43	4870F35-35-44
24	93.1	4464F28-28-38	4722F32-32-42	4813F34-34-43	4904F35-35-44
22	92.7	4489F28-28-38	4750F33-33-42	4842F34-34-44	4924C36-36-45
20	92.4	4501F28-28-39	4763F33-33-42	4855F35-35-44	4926C36-36-45
10	90.8	4563F30-30-40	4832F34-34-43	4900^35-35-44	4932^36-36-45
0	89.2	4621F31-31-40	4856^35-35-44	4889^35-35-44	4923^36-36-45
-10	87.6	4686F32-32-41	4853^35-35-44	4888^35-35-44	4952C42-42-51
-20	85.9	4740^33-33-42	4857F40-40-50	4946F42-42-51	4952C42-42-51
-30	84.2	4725^32-32-42	4923F42-42-51	4949C42-42-51	4949C42-42-51

High QNH **+50** per .10" Engine A/I ON **-2080**
Low QNH **-160** per .10" Wing A/I ON **-2080**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4465 Length 7940 Shift **0** Clearway 0 Stopway 0 Slope -0.66
Rwy Rev. Program Rules FAA **04 May 18**

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CHIHUAHUA **-CUU** **18R** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3900F19	4117F23	4193F25	3889F19	4106F23	4182F25			
38	3958F20	4177F24	4254F26	3947F20	4166F24	4243F25			
36	4016F21	4238F25	4316F26	4005F21	4227F25	4305F26			
34	4071F22	4297F26	4376F27	4061F21	4286F26	4365F27			
32	4124F22	4354F27	4434F28	4114F22	4344F26	4423F28			
30	4178F23	4411F27	4490F29	4168F23	4401F27	4481F29			
28	4224F24	4458F28	4540F29	4215F23	4448F28	4529F29			
26	4271F24	4507F29	4589F30	4261F24	4497F28	4579F30			
24	4300F25	4538F29	4621F31	4291F25	4528F29	4611F30			
22	4324F25	4563F30	4647F31	4314F25	4553F29	4636F31			
20	4336F25	4575F30	4659F31	4326F25	4565F30	4649F31			
10	4393F26	4636F31	4723F32	4306F26	4548F30	4635F31			
0	4443F27	4694F32	4784F33	4396F27	4647F31	4736F33			
-10	4501F28	4760F33	4851F35	4493F28	4751F33	4836^34			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -880 Wing A/I ON -880			Engine A/I ON -10 Wing A/I ON -10			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3817F 7	4083F16	4175F19	3810F 7	4074F16	4165F19			
38	3871F 8	4139F17	4233F20	3863F 8	4130F17	4224F20			
36	3925F 8	4196F17	4291F20	3917F 8	4188F17	4282F20			
34	3977F 9	4252F18	4347F21	3969F 9	4243F18	4338F21			
32	4027F 9	4305F18	4402F21	4020F 9	4297F18	4393F21			
30	4077F10	4359F19	4456F22	4071F10	4351F19	4448F22			
28	4119F10	4404F20	4502F22	4113F10	4396F19	4494F22			
26	4161F11	4449F20	4547F23	4155F11	4442F20	4539F23			
24	4189F11	4479F21	4578F24	4182F11	4471F20	4570F23			
22	4210F12	4501F21	4604F24	4203F12	4495F21	4595F24			
20	4223F12	4515F21	4618F24	4216F12	4507F21	4610F24			
10	4287F14	4587F23	4693F26	4207F14	4509F23	4614F26			
0	4350F16	4657F25	4766F28	4310F16	4615F25	4724F28			
-10	4419F18	4735F27	4847F30	4411F18	4727F27	4834^30			
	High QNH +60 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -780 Wing A/I ON -780			Engine A/I ON -10 Wing A/I ON -10			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3439F91	3998F98	4097F 1	2958F97	3350F 5	3557F 6			
26	3445F91	4045F99	4145F 2	3005F98	3404F 5	3597F 7			
24	3463F92	4075F99	4177F 2	3035F98	3446F 5	3630F 7			
22	3505F92	4096F99	4184^ 2	3062F98	3490F 6	3674F 8			
20	3537F92	4110F 0	4187^ 3	3076F99	3512F 6	3701F 8			
18	3570F92	4123F 0	4189^ 3	3094F99	3533F 6	3722F 8			
16	3601F92	4138F 0	4192^ 4	3106F99	3541F 6	3752F 8			
14	3634F93	4150^ 1	4194^ 4	3124F99	3562F 7	3783F 8			
12	3666F93	4151^ 1	4197^ 5	3138F 0	3585F 7	3813F 9			
10	3698F93	4153^ 2	4198^ 5	3153F 0	3609F 7	3837F 9			
0	3864F94	4150^ 4	4198^ 7	3229F 1	3744F 8	3949F10			
-10	3890F96	4157^ 6	4207^ 9	3318F 3	3877F 9	4016F11			
-20	4017^98	4161^ 8	4213^12	3413F 4	3986F11				
-30	4011^ 0	4160D11	4199D14	3522F 5					
	High QNH +50 per .10" Low QNH -160 per .10"			High QNH +50 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2030 Wing A/I ON -2030			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

Elevation 4465 Length 7940 Shift 0 Clearway 0 Stopway 0 Slope +0.66

Rwy Rev. Program Rules FAA **04 May 18**

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CHIHUAHUA -CUU 18R SPECIAL

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
V2		D1.9 CUU	*D0.6 ICUU	RT H017	5465'	

*SOUTH OF ICUU - VFR ONLY MAX WEIGHT 33069LBS

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
40	88.5	3813F17	4030F22	4105F23	3754F 6	4012F15	4101F18	4349
38	88.8	3870F18	4090F22	4165F24	3808F 7	4069F15	4157F18	4435
36	89.1	3927F19	4149F23	4226F25	3862F 7	4125F16	4216F19	4520
34	89.4	3982F20	4208F24	4285F26	3914F 7	4180F17	4272F19	4598
32	89.7	4034F20	4264F25	4342F26	3964F 8	4234F17	4326F20	4676
30	90.0	4087F21	4320F26	4399F27	4014F 8	4287F18	4380F20	4753
28	89.8	4128F22	4364F26	4443F28	4053F 9	4328F18	4423F21	4831
26	89.6	4162F22	4400F27	4478F28	4086F 9	4364F18	4458F21	4910
24	89.4	4185F23	4424F27	4503F28	4109F10	4388F19	4484F22	4921
22	89.2	4197F23	4434F27	4516F29	4122F10	4402F19	4498F22	4924
20	89.1	4209F23	4447F27	4529F29	4134F10	4416F20	4512F22	4926
10	87.6	4264F24	4506F29	4590F30	4196F12	4483F21	4581F24	4933
0	86.0	4316F25	4562F30	4648F31	4253F14	4546F23	4648D26	4925
-10	84.4	4373F26	4623F31	4712F32	4319F16	4618F25	4712D28	4932
-20	82.8	4429F27	4687F32	4778F33	4387F18	4687D27	4778D30	4933
-30	81.1	4484F28	4750F33	4842^34	4453F20	4750D29	4842D32	4931

High QNH +50 per .10" Low QNH -150 per .10" — Engine A/I ON -800 Wing A/I ON -800

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
40	91.8	3900F19	4117F23	4193F25	3817F 7	4083F16	4175F19	4349
38	92.3	3958F20	4177F24	4254F26	3871F 8	4139F17	4233F20	4435
36	92.7	4016F21	4238F25	4316F26	3925F 8	4196F17	4291F20	4520
34	93.0	4071F22	4297F26	4376F27	3977F 9	4252F18	4347F21	4598
32	93.2	4124F22	4354F27	4434F28	4027F 9	4305F18	4402F21	4676
30	93.4	4178F23	4411F27	4490F29	4077F10	4359F19	4456F22	4753
28	93.3	4224F24	4458F28	4540F29	4119F10	4404F20	4502F22	4831
26	93.3	4271F24	4507F29	4589F30	4161F11	4449F20	4547F23	4910
24	93.1	4300F25	4538F29	4621F31	4189F11	4479F21	4578F24	4921
22	92.7	4324F25	4563F30	4647F31	4210F12	4501F21	4604F24	4924
20	92.4	4336F25	4575F30	4659F31	4223F12	4515F21	4618F24	4926
10	90.8	4393F26	4636F31	4723F32	4287F14	4587F23	4693F26	4933
0	89.2	4443F27	4694F32	4784F33	4350F16	4657F25	4766F28	4925
-10	87.6	4501F28	4760F33	4851F35	4419F18	4735F27	4847F30	4932
-20	85.9	4560F29	4826F34	4868^35	4487F20	4815F29	4868D33	4933
-30	84.2	4618F31	4821^34	4858^35	4558F22	4821D32	4858D35	4931

High QNH +50 per .10" Low QNH -150 per .10" — Engine A/I ON -880 Wing A/I ON -880

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
40	91.8	3900F19-19-29	4117F23-23-33	4193F25-25-34	4273F26-26-35
38	92.3	3958F20-20-30	4177F24-24-34	4254F26-26-35	4334F27-27-36
36	92.7	4016F21-21-31	4238F25-25-35	4316F26-26-36	4397F28-28-37
34	93.0	4071F22-22-32	4297F26-26-36	4376F27-27-37	4458F29-29-38
32	93.2	4124F22-22-33	4354F27-27-36	4434F28-28-38	4516F29-29-39
30	93.4	4178F23-23-34	4411F27-27-37	4490F29-29-38	4573F30-30-40
28	93.3	4224F24-24-34	4458F28-28-38	4540F29-29-39	4624F31-31-40
26	93.3	4271F24-24-35	4507F29-29-39	4589F30-30-40	4674F32-32-41
24	93.1	4300F25-25-36	4538F29-29-39	4621F31-31-40	4707F32-32-42
22	92.7	4324F25-25-36	4563F30-30-40	4647F31-31-41	4733F33-33-42
20	92.4	4336F25-25-36	4575F30-30-40	4659F31-31-41	4746F33-33-42
10	90.8	4393F26-26-37	4636F31-31-41	4723F32-32-42	4813F34-34-43
0	89.2	4443F27-27-38	4694F32-32-41	4784F33-33-43	4874F35-35-44
-10	87.6	4501F28-28-39	4760F33-33-42	4851F35-35-44	4908^35-35-45
-20	85.9	4560F29-29-39	4826F34-34-43	4868^35-35-44	4903^35-35-44
-30	84.2	4618F31-31-40	4821^34-34-43	4858^35-35-44	4903F41-41-50

High QNH +50 per .10" Low QNH -150 per .10" — Engine A/I ON -880 Wing A/I ON -880

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4465 Length 7940 Shift 0 Clearway 0 Stopway 0 Slope +0.66
Rwy Rev. Program Rules FAA 04 May 18

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CHIHUAHUA -CUU 18L SPECIAL

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
V2		D1.9 CUU	*D0.6 ICUU	RT H020	5700'	

*SOUTH OF ICUU

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	88.5	3939F20	4156F24	4233F25	3880F 9	4138F18	4227F21	4349
38	88.8	3999F21	4217F25	4295F26	3935F10	4195F18	4287F21	4435
36	89.1	4059F22	4279F26	4358F27	3990F10	4254F19	4347F22	4520
34	89.4	4116F22	4339F27	4419F28	4044F11	4311F20	4405F22	4598
32	89.7	4169F23	4397F27	4477F29	4095F11	4366F20	4460F23	4676
30	90.0	4224F24	4455F28	4534F29	4147F12	4421F21	4516F23	4753
28	89.8	4267F24	4498F29	4580F30	4185F12	4463F21	4558F24	4831
26	89.6	4302F25	4535F29	4618F31	4220F13	4500F22	4595F24	4910
24	89.4	4325F25	4560F30	4643F31	4243F13	4525F22	4621F25	4921
22	89.2	4338F25	4573F30	4657F31	4257F13	4538F22	4636F25	4924
20	89.1	4350F26	4587F30	4671F31	4270F14	4552F23	4652F25	4926
10	87.6	4406F27	4648F31	4734F33	4334F15	4623F24	4725F27	4933
0	86.0	4456F28	4706F32	4795F34	4395F17	4691F26	4795D29	4925
-10	84.4	4514F29	4771F33	4857^35	4461F19	4766F28	4857D31	4932
-20	82.8	4573F30	4815^34	4851^35	4528F21	4815^30	4851D34	4933
-30	81.1	4631F31	4804^34	4842^34	4597F23	4804D33	4842D34	4931

High QNH **+50** per .10" Engine A/I ON **-810**
Low QNH **-150** per .10" Wing A/I ON **-810**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	91.8	4026F22	4249F26	4298^27	3946F11	4213F19	4296^22	4349
38	92.3	4086F22	4311F27	4383^28	4002F11	4272F20	4369F23	4435
36	92.7	4147F23	4374F27	4454F29	4058F12	4331F20	4428F23	4520
34	93.0	4205F24	4435F28	4516F30	4112F12	4388F21	4486F24	4598
32	93.2	4261F25	4493F29	4575F30	4162F12	4443F22	4542F24	4676
30	93.4	4318F26	4550F30	4633F31	4214F13	4498F22	4596F25	4753
28	93.3	4366F26	4601F31	4685F32	4258F14	4543F23	4645F25	4831
26	93.3	4412F27	4652F31	4737F33	4302F14	4591F23	4693F26	4910
24	93.1	4443F27	4684F32	4769F33	4331F15	4623F24	4726F27	4921
22	92.7	4467F28	4711F32	4797F34	4353F15	4648F24	4752F27	4924
20	92.4	4478F28	4723F32	4810F34	4366F15	4663F25	4768F28	4926
10	90.8	4536F29	4788F33	4864^35	4433F17	4738F26	4845F29	4933
0	89.2	4590F30	4820^34	4866^35	4494F19	4810F28	4866D32	4925
-10	87.6	4651F31	4836^34	4873^35	4566F21	4836D31	4873D34	4932
-20	85.9	4713F32	4832^34	4867^35	4640F23	4832D33	4867D35	4933
-30	84.2	4710^32	4820^34	4857^35	4705^25	4820D34	4857D35	4931

High QNH **+0** per .10" Engine A/I ON **-1770**
Low QNH **-160** per .10" Wing A/I ON **-1770**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
40	91.8	4026F22-22-31	4249F26-26-35	4298^27-27-36	4326^27-27-36
38	92.3	4086F22-22-32	4311F27-27-36	4383^28-28-37	4412^28-28-37
36	92.7	4147F23-23-33	4374F27-27-37	4454F29-29-38	4495^30-30-39
34	93.0	4205F24-24-34	4435F28-28-38	4516F30-30-39	4574^31-31-40
32	93.2	4261F25-25-35	4493F29-29-39	4575F30-30-40	4652^32-32-41
30	93.4	4318F26-26-36	4550F30-30-39	4633F31-31-41	4719F33-33-42
28	93.3	4366F26-26-37	4601F31-31-40	4685F32-32-41	4771F33-33-43
26	93.3	4412F27-27-37	4652F31-31-41	4737F33-33-42	4824F34-34-43
24	93.1	4443F27-27-38	4684F32-32-41	4769F33-33-43	4857F35-35-44
22	92.7	4467F28-28-38	4711F32-32-42	4797F34-34-43	4883F35-35-44
20	92.4	4478F28-28-38	4723F32-32-42	4810F34-34-43	4892^35-35-44
10	90.8	4536F29-29-39	4788F33-33-43	4864^35-35-44	4910^35-35-45
0	89.2	4590F30-30-40	4820^34-34-43	4866^35-35-44	4908^35-35-45
-10	87.6	4651F31-31-41	4836^34-34-43	4873^35-35-44	4919F42-42-51
-20	85.9	4713F32-32-42	4832^34-34-43	4898F41-41-50	4952C42-42-51
-30	84.2	4710^32-32-42	4874F41-41-50	4949C42-42-51	4949C42-42-51

High QNH **+0** per .10" Engine A/I ON **-1770**
Low QNH **-160** per .10" Wing A/I ON **-1770**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4465 Length 8530 Shift **0** Clearway 0 Stopway 0 Slope +0.69
Rwy Rev. Program Rules FAA **04 May 18**

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CHIHUAHUA **-CUU** **18L** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4026F22	4249F26	4298^27	4016F21	4237F26	4293^27			
38	4086F22	4311F27	4383^28	4075F22	4299F26	4377^28			
36	4147F23	4374F27	4454F29	4136F23	4362F27	4442F29			
34	4205F24	4435F28	4516F30	4195F24	4423F28	4504F30			
32	4261F25	4493F29	4575F30	4251F25	4482F29	4564F30			
30	4318F26	4550F30	4633F31	4308F25	4539F30	4622F31			
28	4366F26	4601F31	4685F32	4356F26	4590F30	4674F32			
26	4412F27	4652F31	4737F33	4402F27	4641F31	4725F33			
24	4443F27	4684F32	4769F33	4433F27	4673F32	4758F33			
22	4467F28	4711F32	4797F34	4457F28	4699F32	4785F33			
20	4478F28	4723F32	4810F34	4468F28	4712F32	4798F34			
10	4536F29	4788F33	4864^35	4450F28	4618^31	4651^32			
0	4590F30	4820^34	4866^35	4543F30	4740^33	4784^34			
-10	4651F31	4836^34	4873^35	4643F31	4801^34	4835^34			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +10 per .10" Low QNH -190 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1770 Wing A/I ON -1770			Engine A/I ON -80 Wing A/I ON -80			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3946F11	4213F19	4296^22	3938F10	4204F19	4291^22			
38	4002F11	4272F20	4369F23	3994F11	4263F20	4358F23			
36	4058F12	4331F20	4428F23	4050F11	4322F20	4418F23			
34	4112F12	4388F21	4486F24	4104F12	4379F21	4476F24			
32	4162F12	4443F22	4542F24	4154F12	4434F21	4532F24			
30	4214F13	4498F22	4596F25	4206F13	4490F22	4587F25			
28	4258F14	4543F23	4645F25	4250F13	4535F22	4636F25			
26	4302F14	4591F23	4693F26	4294F14	4582F23	4684F26			
24	4331F15	4623F24	4726F27	4323F14	4614F24	4717F26			
22	4353F15	4648F24	4752F27	4346F15	4639F24	4743F27			
20	4366F15	4663F25	4768F28	4359F15	4654F25	4758F27			
10	4433F17	4738F26	4845F29	4350F18	4617^27	4651D30			
0	4494F19	4810F28	4866D32	4454F19	4737^29	4784D32			
-10	4566F21	4836D31	4873D34	4558F21	4801D31	4835D34			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +20 per .10" Low QNH -180 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1280 Wing A/I ON -1280			Engine A/I ON -70 Wing A/I ON -70			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3104F97	3957F 3	4037F 6	3240F99	3587F 7	3790F 8			
26	3104F97	3999F 3	4079F 6	3292F 0	3632F 7	3839F 9			
24	3165F97	4025F 4	4107F 7	3326F 0	3665F 7	3873F 9			
22	3289F97	4043F 4	4126F 7	3359F 0	3709F 8				
20	3387F97	4055F 5	4138F 8	3374F 1	3737F 8				
18	3506F97	4067F 5	4149F 8	3389F 1	3767F 8				
16	3595F97	4079F 5	4162F 8	3405F 1	3791F 8	3971F10			
14	3699F97	4091F 6	4174F 9	3420F 1	3819F 9	3991F11			
12	3797F97	4103F 6	4187F 9	3437F 2	3842F 9	3991F11			
10	3878F97	4114F 6	4199F10	3452F 2	3862F 9	3995F11			
0	3924F99	4168F 8	4259F12	3532F 3	3968F10	3995F11			
-10	3978F 1	4233F10	4327F14	3588F 5	3993F11				
-20	4034F 3	4300F13	4396F16	3653F 7	4007F11				
-30	4089F 5	4366F15	4466F18	3740F 8					
	High QNH +50 per .10" Low QNH -120 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -960 Wing A/I ON -960			Engine A/I ON -1380 Wing A/I ON -1380			Engine A/I ON Wing A/I ON		

Elevation 4465 Length 8530 Shift 0 Clearway 0 Stopway 0 Slope +0.69

Rwy Rev. Program Rules FAA **04 May 18**

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CIUDAD DEL CARMEN

CIUDAD DEL CARMEN -CME 13 *DT H139*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1010'		DT H139	1010'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4078P21	4243^24	4293^25	4014P 7	4243^18	4293D21	4726
46	87.7	4151P22	4328^25	4379^26	4083P 8	4322^18	4379D21	4846
44	87.6	4195P23	4376^26	4428^27	4125P 8	4369^19	4428D22	4902
42	87.3	4209P23	4391^26	4443^27	4140P 9	4385^19	4443D22	4947
40	87.1	4223P23	4405^26	4457^27	4155P 9	4399^19	4457D23	4959
38	86.8	4233P23	4413^27	4464^28	4166P 9	4410^20	4464D23	4961
36	86.6	4243P23	4421^27	4472^28	4177P10	4419^20	4472D23	4962
34	86.3	4253P24	4429^27	4481^28	4188P10	4429^20	4481D24	4964
32	86.0	4264P24	4437^27	4489^28	4200P10	4437D21	4489D24	4966
30	85.7	4274P24	4446^27	4497^28	4212P11	4446D21	4497D24	4968
20	84.3	4323^25	4488^28	4539^29	4270P12	4488D23	4539D26	4976
10	82.8	4364^26	4527^29	4576^30	4328^14	4527D25	4576D28	4973
0	81.3	4410^27	4572^29	4630^30	4383^16	4572D27	4630D30	4984
-10	79.8	4452^27	4614^30	4677^31	4436^18	4614D29	4677D32	4988
-20	78.3	4493^28	4661^31	4723^32	4487^20	4661D31	4723D33	4985
-30	76.7	4533^29	4705^32	4767^33	4533D22	4705D33	4767D34	4983

High QNH **+70** per .10" — Engine A/I ON **-530**
Low QNH **-150** per .10" — Wing A/I ON **-530**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4147^22	4295^25	4340^26	4078P 9	4293^19	4340D22	4726
46	90.9	4229^24	4383^26	4431^27	4148P 9	4375^20	4431D23	4846
44	90.8	4285^24	4440^27	4487^28	4198P10	4429^20	4487D24	4902
42	90.5	4313^25	4467^28	4514^29	4228P10	4457^21	4514D24	4947
40	90.2	4325^25	4480^28	4527^29	4243P11	4471^21	4527D25	4959
38	89.9	4333^25	4487^28	4534^29	4255P11	4481^22	4534D25	4961
36	89.7	4342^25	4495^28	4541^29	4266P11	4490^22	4541D25	4962
34	89.4	4350^25	4502^28	4549^29	4277P12	4500^22	4549D26	4964
32	89.1	4358^26	4510^28	4557^29	4289P12	4510D23	4557D26	4966
30	88.8	4366^26	4518^29	4566^29	4298^12	4518D23	4566D26	4968
20	87.3	4409^27	4559^29	4616^30	4351^14	4559D25	4616D28	4976
10	85.8	4446^27	4600^30	4659^31	4400^16	4600D27	4659D30	4973
0	84.2	4492^28	4651^31	4710^32	4457^18	4651D29	4710D32	4984
-10	82.7	4532^29	4697^32	4756^33	4510^20	4697D31	4756D34	4988
-20	81.1	4570^29	4739^32	4799^33	4562^22	4739D33	4799D35	4985
-30	79.5	4609^30	4781^33	4841^34	4609D25	4781D34	4841D35	4983

High QNH **+70** per .10" — Engine A/I ON **-590**
Low QNH **-150** per .10" — Wing A/I ON **-590**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4147^22-22-33	4295^25-25-35	4340^26-26-36	4393^27-27-37
46	90.9	4229^24-24-34	4383^26-26-37	4431^27-27-37	4478^28-28-38
44	90.8	4285^24-24-35	4440^27-27-38	4487^28-28-38	4535^29-29-39
42	90.5	4313^25-25-36	4467^28-28-38	4514^29-29-39	4566^29-29-39
40	90.2	4325^25-25-36	4480^28-28-38	4527^29-29-39	4579^30-30-40
38	89.9	4333^25-25-36	4487^28-28-38	4534^29-29-39	4589^30-30-40
36	89.7	4342^25-25-36	4495^28-28-38	4541^29-29-39	4599^30-30-40
34	89.4	4350^25-25-36	4502^28-28-39	4549^29-29-39	4608^30-30-40
32	89.1	4358^26-26-36	4510^28-28-39	4557^29-29-39	4618^30-30-40
30	88.8	4366^26-26-37	4518^29-29-39	4566^29-29-39	4627^30-30-40
20	87.3	4409^27-27-37	4559^29-29-39	4616^30-30-40	4676^31-31-41
10	85.8	4446^27-27-38	4600^30-30-40	4659^31-31-41	4720^32-32-42
0	84.2	4492^28-28-38	4651^31-31-41	4710^32-32-42	4771^33-33-42
-10	82.7	4532^29-29-39	4697^32-32-41	4756^33-33-42	4818^34-34-43
-20	81.1	4570^29-29-40	4739^32-32-42	4799^33-33-43	4861^34-34-44
-30	79.5	4609^30-30-40	4781^33-33-43	4841^34-34-43	4904^35-35-44

High QNH **+70** per .10" — Engine A/I ON **-590**
Low QNH **-150** per .10" — Wing A/I ON **-590**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 10 Length 7218 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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CIUDAD DEL CARMEN -CME 13 ***DT H139***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4147^22	4295^25	4340^26	4139^22	4289^25	4334^26			
46	4229^24	4383^26	4431^27	4222^23	4376^26	4424^27			
44	4285^24	4440^27	4487^28	4276^24	4433^27	4480^28			
42	4313^25	4467^28	4514^29	4305^25	4459^28	4507^28			
40	4325^25	4480^28	4527^29	4318^25	4473^28	4520^29			
38	4333^25	4487^28	4534^29	4326^25	4481^28	4527^29			
36	4342^25	4495^28	4541^29	4334^25	4489^28	4535^29			
34	4350^25	4502^28	4549^29	4342^25	4496^28	4543^29			
32	4358^26	4510^28	4557^29	4351^26	4504^28	4551^29			
30	4366^26	4518^29	4566^29	4359^26	4512^28	4559^29			
20	4409^27	4559^29	4616^30	4402^26	4553^29	4609^30			
10	4446^27	4600^30	4659^31	4395^27	4548^29	4606^30			
0	4492^28	4651^31	4710^32	4440^27	4599^30	4656^31			
-10	4532^29	4697^32	4756^33	4477^28	4639^31	4697^32			
	High QNH +70 per .10" Low QNH -150 per .10"			High QNH +70 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -570 Wing A/I ON -570			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4078F 9	4293^19	4340D22	4071F 9	4286^19	4334D22			
46	4148F 9	4375^20	4431D23	4141F 9	4368^19	4424D23			
44	4198F10	4429^20	4487D24	4191F10	4422^20	4480D23			
42	4228F10	4457^21	4514D24	4221F10	4450^21	4507D24			
40	4243F11	4471^21	4527D25	4236F11	4464^21	4520D25			
38	4255F11	4481^22	4534D25	4248F11	4474^22	4527D25			
36	4266F11	4490^22	4541D25	4260F11	4484^22	4535D25			
34	4277F12	4500^22	4549D26	4270F12	4494^22	4543D26			
32	4289F12	4510D23	4557D26	4282F12	4504^23	4551D26			
30	4298^12	4518D23	4566D26	4292^12	4512D23	4559D26			
20	4351^14	4559D25	4616D28	4345^14	4553D25	4609D28			
10	4400^16	4600D27	4659D30	4354^16	4548D27	4606D30			
0	4457^18	4651D29	4710D32	4411^18	4599D29	4656D32			
-10	4510^20	4697D31	4756D34	4460^20	4639D31	4697D33			
	High QNH +70 per .10" Low QNH -150 per .10"			High QNH +70 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -570 Wing A/I ON -570			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3279P92	4159^99	4256^ 3	2944P98	3632P 5	3816P 7			
26	3314P92	4172^ 0	4259^ 3	2965P98	3651P 5	3843P 7			
24	3348P92	4183^ 0	4261^ 3	2981P98	3669P 5	3863P 8			
22	3382P92	4195^ 0	4263^ 4	2999P98	3686P 6	3881P 8			
20	3414P92	4206^ 1	4264^ 4	3017P99	3705P 6	3898P 8			
18	3446P93	4215^ 1	4266^ 5	3035P99	3724P 6	3914P 9			
16	3483P93	4215^ 1	4266^ 5	3057P99	3744P 6	3928P 9			
14	3519P93	4214^ 2	4265^ 5	3076P 0	3764P 7	3947P 9			
12	3554P93	4213^ 2	4264^ 6	3094P 0	3788P 7	3962P10			
10	3588P94	4214^ 3	4265^ 6	3122P 0	3805P 7	3978P10			
0	3762P95	4224^ 5	4277^ 8	3244P 1	3916P 9	4069P11			
-10	3809P97	4227^ 7	4281^11	3393P 2	4001P10	4171P13			
-20	3981P98	4228^ 9	4280D13	3524P 3	4095P12	4275P15			
-30	4059^ 0	4226D12	4271D15		4204P14	4269^15			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +40 per .10" Low QNH -100 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -690 Wing A/I ON -690			Engine A/I ON -450 Wing A/I ON -450			Engine A/I ON Wing A/I ON		

Elevation 10 Length 7218 Shift **0** Clearway 0 Stopway 0 Slope +0.00

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CIUDAD DEL CARMEN -CME 31 ***RT H130***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1010'		RT H130	1010'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4058^21	4219^24	4269^25	4012^ 7	4219D18	4269D21	4726
46	87.7	4137^22	4302^25	4355^26	4083F 8	4302D18	4355D22	4846
44	87.6	4183^22	4351^26	4404^27	4125F 8	4350^19	4404D22	4902
42	87.3	4197^23	4365^26	4419^27	4140F 9	4365^19	4419D22	4947
40	87.1	4210^23	4379^26	4433^27	4155F 9	4379D19	4433D23	4959
38	86.8	4218^23	4387^26	4440^27	4166F 9	4387D20	4440D23	4961
36	86.6	4226^23	4395^26	4448^27	4177F10	4395D20	4448D23	4962
34	86.3	4234^23	4403^26	4456^27	4188F10	4403D20	4456D24	4964
32	86.0	4243^23	4412^27	4465^28	4196^10	4412D21	4465D24	4966
30	85.7	4251^24	4420^27	4473^28	4206^11	4420D21	4473D24	4968
20	84.3	4295^24	4463^27	4516^28	4258^12	4463D23	4516D26	4976
10	82.8	4336^25	4502^28	4552^29	4307^14	4502D25	4552D28	4973
0	81.3	4382^26	4547^29	4599^30	4363^16	4547D27	4599D30	4984
-10	79.8	4425^27	4587^30	4648^31	4414^18	4587D29	4648D32	4988
-20	78.3	4466^28	4632^30	4694^32	4466D20	4632D31	4694D33	4985
-30	76.7	4507^28	4677^31	4739^32	4507D22	4677D33	4739D34	4983

High QNH **+70** per .10" — Engine A/I ON **-530**
Low QNH **-150** per .10" — Wing A/I ON **-530**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4120^22	4272^25	4318^26	4062^ 9	4272D19	4318D23	4726
46	90.9	4202^23	4360^26	4407^27	4137^ 9	4357^20	4407D23	4846
44	90.8	4257^24	4415^27	4464^28	4187^10	4410^20	4464D24	4902
42	90.5	4285^24	4442^27	4491^28	4213^10	4438^21	4491D24	4947
40	90.2	4298^25	4455^27	4503^28	4227^11	4453^21	4503D25	4959
38	89.9	4306^25	4463^28	4511^28	4237^11	4462^22	4511D25	4961
36	89.7	4314^25	4470^28	4518^29	4247^11	4470D22	4518D26	4962
34	89.4	4322^25	4478^28	4526^29	4257^12	4478D22	4526D26	4964
32	89.1	4330^25	4487^28	4534^29	4267^12	4487D23	4534D26	4966
30	88.8	4338^25	4495^28	4542^29	4277^13	4495D23	4542D27	4968
20	87.3	4381^26	4536^29	4585^30	4330^14	4536D25	4585D29	4976
10	85.8	4419^27	4571^29	4631^31	4379^16	4571D27	4631D31	4973
0	84.2	4465^28	4621^30	4682^31	4437^18	4621D29	4682D33	4984
-10	82.7	4506^28	4668^31	4728^32	4490^20	4668D31	4728D34	4988
-20	81.1	4545^29	4712^32	4771^33	4543^23	4712D33	4771D34	4985
-30	79.5	4583^30	4754^33	4814^34	4583D25	4754D34	4814D35	4983

High QNH **+70** per .10" — Engine A/I ON **-590**
Low QNH **-160** per .10" — Wing A/I ON **-590**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	+0	+10H	+20H
48	90.8	4120^22-22-33	4272^25-25-35	4318^26-26-36	4363^26-26-36
46	90.9	4202^23-23-34	4360^26-26-36	4407^27-27-37	4453^28-28-38
44	90.8	4257^24-24-35	4415^27-27-37	4464^28-28-38	4511^28-28-39
42	90.5	4285^24-24-35	4442^27-27-38	4491^28-28-38	4536^29-29-39
40	90.2	4298^25-25-36	4455^27-27-38	4503^28-28-39	4549^29-29-39
38	89.9	4306^25-25-36	4463^28-28-38	4511^28-28-39	4559^29-29-39
36	89.7	4314^25-25-36	4470^28-28-38	4518^29-29-39	4568^29-29-40
34	89.4	4322^25-25-36	4478^28-28-38	4526^29-29-39	4577^30-30-40
32	89.1	4330^25-25-36	4487^28-28-38	4534^29-29-39	4587^30-30-40
30	88.8	4338^25-25-36	4495^28-28-38	4542^29-29-39	4597^30-30-40
20	87.3	4381^26-26-37	4536^29-29-39	4585^30-30-40	4647^31-31-41
10	85.8	4419^27-27-37	4571^29-29-40	4631^31-31-40	4691^32-32-41
0	84.2	4465^28-28-38	4621^30-30-40	4682^31-31-41	4742^32-32-42
-10	82.7	4506^28-28-39	4668^31-31-41	4728^32-32-42	4789^33-33-43
-20	81.1	4545^29-29-39	4712^32-32-42	4771^33-33-42	4833^34-34-43
-30	79.5	4583^30-30-40	4754^33-33-42	4814^34-34-43	4876^35-35-44

High QNH **+70** per .10" — Engine A/I ON **-590**
Low QNH **-160** per .10" — Wing A/I ON **-590**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 10 Length 7218 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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CIUDAD DEL CARMEN -CME 31 ***RT H130***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4120^22	4272^25	4318^26	4113^22	4265^25	4311^26			
46	4202^23	4360^26	4407^27	4195^23	4352^26	4400^27			
44	4257^24	4415^27	4464^28	4249^24	4408^27	4457^28			
42	4285^24	4442^27	4491^28	4278^24	4435^27	4483^28			
40	4298^25	4455^27	4503^28	4290^24	4448^27	4497^28			
38	4306^25	4463^28	4511^28	4299^25	4456^27	4504^28			
36	4314^25	4470^28	4518^29	4306^25	4463^28	4512^28			
34	4322^25	4478^28	4526^29	4315^25	4472^28	4520^29			
32	4330^25	4487^28	4534^29	4323^25	4480^28	4527^29			
30	4338^25	4495^28	4542^29	4332^25	4488^28	4535^29			
20	4381^26	4536^29	4585^30	4374^26	4529^29	4578^30			
10	4419^27	4571^29	4631^31	4369^26	4519^29	4578^30			
0	4465^28	4621^30	4682^31	4414^27	4570^30	4628^31			
-10	4506^28	4668^31	4728^32	4451^28	4611^30	4670^31			
	High QNH Low QNH	+70 -160	per .10" per .10"	High QNH Low QNH	+70 -150	per .10" per .10"	High QNH Low QNH		per .10" per .10"
	Engine A/I ON Wing A/I ON		-560 -560	Engine A/I ON Wing A/I ON		+0 +0	Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4062^ 9	4272D19	4318D23	4056^ 9	4265D19	4311D22			
46	4137^ 9	4357^20	4407D23	4130^ 9	4350^20	4400D23			
44	4187^10	4410^20	4464D24	4181^10	4403^20	4457D24			
42	4213^10	4438^21	4491D24	4207^10	4431^21	4483D24			
40	4227^11	4453^21	4503D25	4221^11	4446^21	4497D25			
38	4237^11	4462^22	4511D25	4231^11	4456^22	4504D25			
36	4247^11	4470D22	4518D26	4241^11	4463D22	4512D25			
34	4257^12	4478D22	4526D26	4251^12	4472D22	4520D26			
32	4267^12	4487D23	4534D26	4261^12	4480D23	4527D26			
30	4277^13	4495D23	4542D27	4272^12	4488D23	4535D26			
20	4330^14	4536D25	4585D29	4324^14	4529D25	4578D28			
10	4379^16	4571D27	4631D31	4335^16	4519D27	4578D31			
0	4437^18	4621D29	4682D33	4392^18	4570D29	4628D32			
-10	4490^20	4668D31	4728D34	4442^20	4611D31	4670D33			
	High QNH Low QNH	+70 -150	per .10" per .10"	High QNH Low QNH	+70 -150	per .10" per .10"	High QNH Low QNH		per .10" per .10"
	Engine A/I ON Wing A/I ON		-560 -560	Engine A/I ON Wing A/I ON		+0 +0	Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3279P92	4144^99	4240^ 3	2944P98	3632P 5	3816P 7			
26	3314P92	4156^ 0	4252^ 3	2965P98	3651P 5	3843P 7			
24	3348P92	4168^ 0	4261^ 3	2981P98	3669P 5	3863P 8			
22	3382P92	4180^ 0	4263^ 4	2999P98	3686P 6	3881P 8			
20	3414P92	4192^ 1	4264^ 4	3017P99	3705P 6	3898P 8			
18	3446P93	4202^ 1	4266^ 5	3035P99	3724P 6	3911^ 9			
16	3483P93	4213^ 1	4266^ 5	3057P99	3744P 6	3928P 9			
14	3519P93	4214^ 2	4265^ 5	3076P 0	3764P 7	3944^ 9			
12	3554P93	4213^ 2	4264^ 6	3094P 0	3788P 7	3961^10			
10	3588P94	4214^ 3	4265^ 6	3122P 0	3805P 7	3978^10			
0	3762P95	4224^ 5	4277^ 8	3244P 1	3916P 9	4069P11			
-10	3809P97	4227^ 7	4281^11	3393P 2	4001P10	4171P13			
-20	3981P98	4228^ 9	4280D13	3524P 3	4095P12	4275P15			
-30	4059^ 0	4226D12	4271D15		4204P14	4269^15			
	High QNH Low QNH	+10 -60	per .10" per .10"	High QNH Low QNH	+40 -100	per .10" per .10"	High QNH Low QNH		per .10" per .10"
	Engine A/I ON Wing A/I ON		-690 -690	Engine A/I ON Wing A/I ON		-450 -450	Engine A/I ON Wing A/I ON		

Elevation	10	Length	7218	Shift	0	Clearway	0	Stopway	0	Slope	+0.00
Rwy Rev		Program						Rules	FAA		26 Oct 17

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CIUDAD JUAREZ

CIUDAD JUAREZ -CJS 03 ***RT H120***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		4904'		RT H120	4904'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	88.3	4095P23	4275^26	4304^27	4017P10	4272^19	4304^23	4355
40	88.5	4157P24	4362^27	4392^28	4075P11	4346P20	4391^23	4444
38	88.7	4219P25	4448^29	4478^29	4131P11	4408P20	4476^23	4530
36	89.0	4281P25	4517P30	4562^30	4189P12	4469P21	4559^24	4617
34	89.2	4340P26	4580P30	4642^32	4245P12	4526P21	4624P24	4697
32	89.5	4395P27	4638P31	4721^33	4297P13	4581P22	4680P25	4777
30	89.7	4448P28	4694P32	4779P33	4347P13	4635P22	4734P25	4841
28	89.5	4477P28	4725P32	4811P34	4373P14	4664P23	4764P26	4878
26	89.2	4492P28	4741P33	4827P34	4390P14	4682P23	4783P26	4914
24	88.9	4506P29	4756P33	4842P34	4405P14	4698P24	4799P27	4921
22	88.7	4518P29	4768P33	4855P35	4418P15	4712P24	4814P27	4923
20	88.4	4528P29	4781P33	4869P35	4431P15	4726P24	4829P27	4925
10	86.9	4589P30	4846P34	4906^35	4498P17	4800P26	4903^29	4932
0	85.4	4646P31	4860^35	4894^35	4562P19	4856^28	4894D32	4923
-10	83.8	4707P32	4859^35	4896^35	4632P21	4859D31	4896D34	4929
-20	82.2	4742^33	4853^35	4891^35	4704P23	4853D33	4891D35	4929

High QNH **+0** per .10" Engine A/I ON **-1480**
Low QNH **-160** per .10" Wing A/I ON **-1480**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	91.5	4187P25	4286^26	4314^27	4084P12	4284^21	4314D24	4355
40	91.8	4254P25	4373^28	4402^28	4143P12	4370^22	4402D25	4444
38	92.3	4317P26	4459^29	4488^29	4201P13	4455^22	4488D25	4530
36	92.8	4378P27	4543^30	4573^31	4258P13	4538^22	4572^26	4617
34	93.1	4439P28	4623^31	4652^32	4314P14	4605P23	4650^26	4697
32	93.1	4499P29	4701^32	4731^33	4367P14	4662P23	4728^26	4777
30	93.1	4554P30	4776^33	4807^34	4419P15	4717P24	4802^27	4841
28	92.9	4592P30	4837^34	4869^35	4451P15	4753P25	4858P27	4878
26	92.7	4628P31	4877^35	4910^36	4483P16	4788P25	4894P28	4914
24	92.4	4643P31	4881^35	4913^36	4499P16	4805P26	4907^29	4921
22	92.1	4655P31	4882^35	4914^36	4512P17	4820P26	4910^29	4923
20	91.8	4667P31	4884^35	4916^36	4526P17	4835P26	4912^29	4925
10	90.2	4728P32	4888^35	4922^36	4598P19	4883^28	4922^32	4932
0	88.6	4772^33	4875^35	4910^36	4663P21	4875^31	4910D34	4923
-10	87.0	4768^33	4875^35	4911^36	4738P23	4875D33	4911D36	4929
-20	85.3	4758^33	4868^35	4906^35	4753^25	4868D35	4906D36	4929

High QNH **+0** per .10" Engine A/I ON **-1760**
Low QNH **-170** per .10" Wing A/I ON **-1760**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
42	91.5	4187P25-25-34	4286^26-26-35	4339P33-33-42	4399C34-34-43
40	91.8	4254P25-25-35	4373^28-28-37	4407P34-34-43	4486P35-35-44
38	92.3	4317P26-26-36	4459^29-29-38	4488^29-29-38	4550P36-36-45
36	92.8	4378P27-27-37	4543^30-30-39	4573^31-31-40	4615P37-37-46
34	93.1	4439P28-28-38	4623^31-31-40	4652^32-32-41	4683^32-32-41
32	93.1	4499P29-29-39	4701^32-32-42	4731^33-33-42	4762^33-33-42
30	93.1	4554P30-30-39	4776^33-33-43	4807^34-34-43	4838^34-34-44
28	92.9	4592P30-30-40	4837^34-34-43	4869^35-35-44	4878C35-35-44
26	92.7	4628P31-31-40	4877^35-35-44	4910^36-36-45	4914C36-36-45
24	92.4	4643P31-31-41	4881^35-35-44	4913^36-36-45	4921C36-36-45
22	92.1	4655P31-31-41	4882^35-35-44	4914^36-36-45	4923C36-36-45
20	91.8	4667P31-31-41	4884^35-35-44	4916^36-36-45	4925C36-36-45
10	90.2	4728P32-32-42	4888^35-35-44	4922^36-36-45	4954C42-42-51
0	88.6	4772^33-33-43	4875^35-35-44	4943C42-42-51	4943C42-42-51
-10	87.0	4768^33-33-43	4942P42-42-51	4948C42-42-51	4948C42-42-51
-20	85.3	4758^33-33-42	4949C42-42-51	4949C42-42-51	4949C42-42-51

High QNH **+0** per .10" Engine A/I ON **-1300**
Low QNH **-170** per .10" Wing A/I ON **-1300**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 3904 Length 8858 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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CIUDAD JUAREZ -CJS 03 ***RT H120***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	4187F25	4286^26	4314^27	4176F24	4281^26	4309^27			
40	4254F25	4373^28	4402^28	4243F25	4368^28	4397^28			
38	4317F26	4459^29	4488^29	4306F26	4454^29	4483^29			
36	4378F27	4543^30	4573^31	4367F27	4538^30	4568^31			
34	4439F28	4623^31	4652^32	4430F28	4618^31	4648^32			
32	4499F29	4701^32	4731^33	4488F29	4697^32	4728^33			
30	4554F30	4776^33	4807^34	4545F29	4773^33	4803^34			
28	4592F30	4837^34	4869^35	4581F30	4830F34	4865^35			
26	4628F31	4877^35	4910^36	4618F31	4867F35	4906^35			
24	4643F31	4881^35	4913^36	4632F31	4877^35	4909^36			
22	4655F31	4882^35	4914^36	4644F31	4878^35	4910^36			
20	4667F31	4884^35	4916^36	4656F31	4879^35	4911^36			
10	4728F32	4888^35	4922^36	4631^31	4730^33	4762^33			
0	4772^33	4875^35	4910^36	4696^32	4799^34	4833^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1760 Wing A/I ON -1760			Engine A/I ON -180 Wing A/I ON -180			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	4084F12	4284^21	4314D24	4076F12	4279^21	4309D24			
40	4143F12	4370^22	4402D25	4135F12	4365^21	4397D25			
38	4201F13	4455^22	4488D25	4192F13	4450^22	4483^25			
36	4258F13	4538^22	4572^26	4250F13	4532^22	4567^25			
34	4314F14	4605F23	4650^26	4306F14	4596F23	4646^26			
32	4367F14	4662F23	4728^26	4360F14	4653F23	4724^26			
30	4419F15	4717F24	4802^27	4412F15	4709F24	4799^27			
28	4451F15	4753F25	4858F27	4444F15	4744F24	4849F27			
26	4483F16	4788F25	4894F28	4476F16	4780F25	4886F28			
24	4499F16	4805F26	4907^29	4491F16	4796F25	4903F28			
22	4512F17	4820F26	4910^29	4505F16	4811F26	4905^29			
20	4526F17	4835F26	4912^29	4519F17	4826F26	4907^29			
10	4598F19	4883^28	4922^32	4544F19	4730^29	4762D32			
0	4663F21	4875^31	4910D34	4621F21	4799D31	4833D34			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1710 Wing A/I ON -1710			Engine A/I ON -180 Wing A/I ON -180			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3062F98	4130F 3	4211F 6	3506F99	3794F 7	3923F10			
26	3187F98	4157F 4	4239F 7	3535F99	3834F 8	3965F10			
24	3271F97	4171F 4	4254F 7	3548F 0	3849F 8	3982F10			
22	3377F97	4183F 5	4267F 8	3559F 0	3863F 8	3998F11			
20	3493F97	4195F 5	4279F 8	3571F 0	3877F 9	4017F11			
18	3606F97	4208F 5	4293F 8	3583F 1	3890F 9	4036F11			
16	3724F97	4221F 6	4306F 9	3593F 1	3905F 9	4056F12			
14	3827F97	4233F 6	4319F 9	3605F 1	3909F 9	4077F12			
12	3948F97	4245F 6	4332F 9	3617F 2	3941F10	4094F12			
10	4012F97	4256F 7	4345F10	3629F 2	3963F10	4114F12			
0	4062F99	4313F 9	4405F12	3688F 3	4054F12	4214F14			
-10	4120F 1	4381F11	4475F14	3759F 5	4155F13	4241^14			
-20	4178F 3	4449F13	4547F16	3835F 7	4197^14	4238^14			
-30	4235F 5	4517F15	4620F19	3895F 8	4186^14	4233^14			
	High QNH +60 per .10" Low QNH -100 per .10"			High QNH +10 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -590 Wing A/I ON -590			Engine A/I ON -340 Wing A/I ON -340			Engine A/I ON Wing A/I ON		

Elevation 3904 Length 8858 Shift 0 Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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CIUDAD JUAREZ **-CJS** **15** ***LT H090***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		4904'		LT H090	4904'	

A/C **AUTO**

ALT TO-1 - DRY RWY — Flaps **9**

OAT °C	N1%	-10T	+0	+10H
42	88.3	3301F 6	3531F11	3606F13
40	88.5	3349F 7	3583F12	3661F14
38	88.7	3397F 8	3633F13	3715F15
36	89.0	3446F 9	3683F14	3768F15
34	89.2	3493F 9	3732F14	3818F16
32	89.5	3536F10	3778F15	3865F17
30	89.7	3578F10	3822F16	3910F17
28	89.5	3601F11	3847F16	3935F18
26	89.2	3613F11	3861F16	3950F18
24	88.9	3625F11	3874F17	3962F18
22	88.7	3634F12	3885F17	3974F19
20	88.4	3644F12	3896F17	3986F19
10	86.9	3693F13	3953F18	4040F20
0	85.4	3741F14	4007F19	4089F21
-10	83.8	3795F15	4059F20	4145F22
-20	82.2	3850F16	4115F21	4203F23

ALT TO-1 - WET RWY — Flaps **9**

OAT °C	-10T	+0	+10H	Dry Rwy Climb Limit
42		3512P 1	3599P 4	4355
40		3561P 2	3651P 5	4444
38		3609P 2	3702F 5	4530
36		3658P 2	3752F 6	4617
34		3705P 3	3800F 6	4697
32		3749P 3	3845F 7	4777
30		3791P 4	3889F 7	4841
28		3814P 4	3912F 7	4878
26		3830P 5	3928F 8	4914
24		3843P 5	3942F 8	4921
22		3855P 5	3955F 8	4923
20		3866P 5	3967P 9	4925
10	2816P 1	3929P 7	4029P10	4932
0	3525P 0	3989P 9	4086P12	4923
-10	3562P 1	4051P11	4145D14	4929
-20	3810P 2	4114F13	4203D16	4929

High QNH **+60** per .10" — Engine A/I ON **-410**
Low QNH **-130** per .10" — Wing A/I ON **-410**

A/C **AUTO**

TO-1 - DRY RWY — Flaps **22**

OAT °C	N1%	-10T	+0	+10H
42	91.5	3609^ 4	3702^ 7	
40	91.8	3683^ 4	3778^ 8	
38	92.3	3754F 5	3853^ 9	3884^10
36	92.8	3812F 5	3927^10	3958^11
34	93.1	3868F 6	3996^11	4028^12
32	93.1	3922F 6	4065^12	4098^12
30	93.1	3973F 6	4130^13	4163^13
28	92.9	4007F 7	4181^14	4214^14
26	92.7	4037F 8	4203^14	4231^14
24	92.4	4051F 8	4213^14	4241^14
22	92.1	4062F 8	4219^14	4247^14
20	91.8	4074F 9	4220^14	4255^15
10	90.2	4115^10	4223^14	4259^15
0	88.6	4103^12	4212^14	4248^14
-10	87.0	4100^12	4211^14	4248^14
-20	85.3	4090^12	4205^14	4243^14

TO-1 - WET RWY — Flaps **22**

OAT °C	-10T	+0	+10H	Dry Rwy Climb Limit
42	3554P90	3702D 0		3832
40	3608P91	3777^ 0		3912
38	3599P91	3852^ 1	3884D 4	3989
36	3570P92	3925^ 1	3958D 4	4067
34	3543P93	3993^ 1	4028D 5	4141
32	3523P93	4062^ 2	4098D 5	4214
30	3503P94	4126^ 2	4163D 6	4272
28	3544P94	4163^ 3	4214D 6	4305
26	3584P95	4188^ 3	4231D 6	4339
24	3612P95	4201^ 4	4241D 7	4345
22	3645P95	4210^ 4	4247D 7	4347
20	3677P96	4219^ 4	4255D 8	4349
10	3840P97	4223D 6	4259D10	4355
0	3999P98	4212D 8	4248D12	4349
-10	4004P 0	4211D10	4248D14	4355
-20	4085^ 1	4205D13	4243D15	4356

High QNH **+0** per .10" — Engine A/I ON **-1550**
Low QNH **-150** per .10" — Wing A/I ON **-1550**

A/C **AUTO**

TO-1 - DRY RWY - OPT V2 — Flaps **22**

OAT °C	N1%	-10T	+0	+10H	+20H
42	91.5	3609^ 4- 6-13	3702^ 7- 7-14	- -	- -
40	91.8	3683^ 4- 7-14	3778^ 8- 8-15	- -	- -
38	92.3	3754F 5- 8-15	3853^ 9- 9-17	3884^10-10-17	3915^10-10-17
36	92.8	3812F 5- 9-16	3927^10-10-18	3958^11-11-18	3915^10-10-17
34	93.1	3868F 6- 9-17	3996^11-11-18	4028^12-12-19	3915^10-10-17
32	93.1	3922F 6-10-17	4065^12-12-19	4098^12-12-20	4130^13-13-20
30	93.1	3973F 6-10-18	4130^13-13-20	4163^13-13-20	4197^14-14-21
28	92.9	4007F 7-11-19	4181^14-14-21	4214^14-14-21	4238^14-14-21
26	92.7	4037F 8-11-19	4203^14-14-21	4231^14-14-21	4259^15-15-22
24	92.4	4051F 8-12-19	4213^14-14-21	4241^14-14-21	4268^15-15-22
22	92.1	4062F 8-12-19	4219^14-14-21	4247^14-14-21	4274^15-15-22
20	91.8	4074F 9-12-19	4220^14-14-21	4255^15-15-21	4279^15-15-22
10	90.2	4115^10-12-20	4223^14-14-21	4259^15-15-22	4295^15-15-22
0	88.6	4103^12-12-20	4212^14-14-21	4248^14-14-21	4285^15-15-22
-10	87.0	4100^12-12-20	4211^14-14-21	4248^14-14-21	4286^15-15-22
-20	85.3	4090^12-12-20	4205^14-14-21	4243^14-14-21	4282^15-15-22

High QNH **+0** per .10" — Engine A/I ON **-1550**
Low QNH **-150** per .10" — Wing A/I ON **-1550**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 3904 Length 5741 Shift **0** Clearway 0 Stopway 0 Slope +0.05
Rwy Rev. Program Rules FAA **26 Oct 17**

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CIUDAD JUAREZ -CJS 15 ***LT H090***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
42	3609^ 4	3702^ 7		3604^ 4	3697^ 7				
40	3683^ 4	3778^ 8		3678^ 4	3773^ 8	3804^ 9			
38	3754F 5	3853^ 9	3884^10	3745P 4	3849^ 9	3880^10			
36	3812F 5	3927^10	3958^11	3803P 5	3923^10	3954^11			
34	3868F 6	3996^11	4028^12	3860P 5	3993^11	4025^12			
32	3922F 6	4065^12	4098^12	3913P 6	4063^12	4095^12			
30	3973F 6	4130^13	4163^13	3965P 6	4128^13	4161^13			
28	4007F 7	4181^14	4214^14	3998P 7	4179^13	4207^14			
26	4037F 8	4203^14	4231^14	4030P 8	4198^14	4227^14			
24	4051F 8	4213^14	4241^14	4042P 8	4208^14	4236^14			
22	4062F 8	4219^14	4247^14	4054P 8	4216^14	4242^14			
20	4074F 9	4220^14	4255^15	4065P 8	4217^14	4251^14			
10	4115^10	4223^14	4259^15	3972^11	4076^12	4110^13			
0	4103^12	4212^14	4248^14	4039^12	4146^13	4182^14			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-150	per .10"	Low QNH	-150	per .10"	Low QNH		per .10"
	Engine A/I ON		-1550	Engine A/I ON		-80	Engine A/I ON		
	Wing A/I ON		-1550	Wing A/I ON		-80	Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
42	3554P90	3702D 0		3547P90	3697D 0				
40	3608P91	3777^ 0		3600P91	3773^ 0	3804D 4			
38	3599P91	3852^ 1	3884D 4	3590P91	3847^ 1	3880D 4			
36	3570P92	3925^ 1	3958D 4	3561P92	3920^ 1	3954D 4			
34	3543P93	3993^ 1	4028D 5	3534P93	3990^ 1	4025D 5			
32	3523P93	4062^ 2	4098D 5	3514P93	4059^ 2	4095D 5			
30	3503P94	4126^ 2	4163D 6	3495P94	4123^ 2	4161D 5			
28	3544P94	4163^ 3	4214D 6	3536P94	4158^ 3	4207D 6			
26	3584P95	4188^ 3	4231D 6	3577P95	4183^ 3	4227D 6			
24	3612P95	4201^ 4	4241D 7	3604P95	4195^ 3	4236D 7			
22	3645P95	4210^ 4	4247D 7	3637P95	4205^ 4	4242D 7			
20	3677P96	4219^ 4	4255D 8	3669P95	4215^ 4	4251D 7			
10	3840P97	4223D 6	4259D10	3831P97	4076D 7	4110D10			
0	3999P98	4212D 8	4248D12	3989P98	4146D 8	4182D12			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-150	per .10"	Low QNH	-150	per .10"	Low QNH		per .10"
	Engine A/I ON		-1550	Engine A/I ON		-80	Engine A/I ON		
	Wing A/I ON		-1550	Wing A/I ON		-80	Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps -10T	+0	+10H	LEVEL 2 CONTAM Flaps -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28									
26									
24									
22									
20									
18									
16									
14									
12									
10									
0									
-10									
-20									
-30									
	High QNH		per .10"	High QNH		per .10"	High QNH		per .10"
	Low QNH		per .10"	Low QNH		per .10"	Low QNH		per .10"
	Engine A/I ON			Engine A/I ON			Engine A/I ON		
	Wing A/I ON			Wing A/I ON			Wing A/I ON		

Elevation 3904 Length 5741 Shift **0** Clearway 0 Stopway 0 Slope +0.05

Rwy Rev Program Rules FAA **26 Oct 17**

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CIUDAD JUAREZ **-CJS** **21** ***DT H210***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		4904'		DT H210	4904'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	88.3	4095P23	4275^26	4304^27	4017P10	4272^19	4304^23	4355
40	88.5	4157P24	4362^27	4392^28	4075P11	4346P20	4391^23	4444
38	88.7	4219P25	4448^29	4478^29	4131P11	4408P20	4476^23	4530
36	89.0	4281P25	4517P30	4562^30	4189P12	4469P21	4559^24	4617
34	89.2	4340P26	4580P30	4642^32	4245P12	4526P21	4624P24	4697
32	89.5	4395P27	4638P31	4721^33	4297P13	4581P22	4680P25	4777
30	89.7	4448P28	4694P32	4779P33	4347P13	4635P22	4734P25	4841
28	89.5	4477P28	4725P32	4811P34	4373P14	4664P23	4764P26	4878
26	89.2	4492P28	4741P33	4827P34	4390P14	4682P23	4783P26	4914
24	88.9	4506P29	4756P33	4842P34	4405P14	4698P24	4799P27	4921
22	88.7	4518P29	4768P33	4855P35	4418P15	4712P24	4814P27	4923
20	88.4	4528P29	4781P33	4869P35	4431P15	4726P24	4829P27	4925
10	86.9	4589P30	4846P34	4906^35	4498P17	4800P26	4903^29	4932
0	85.4	4646P31	4860^35	4894^35	4562P19	4856^28	4894D32	4923
-10	83.8	4707P32	4859^35	4896^35	4632P21	4859D31	4896D34	4929
-20	82.2	4742^33	4853^35	4891^35	4704P23	4853D33	4891D35	4929

High QNH **+0** per .10" Engine A/I ON **-1480**
Low QNH **-160** per .10" Wing A/I ON **-1480**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	91.5	4187P25	4286^26	4314^27	4084P12	4284^21	4314D24	4355
40	91.8	4254P25	4373^28	4402^28	4143P12	4370^22	4402D25	4444
38	92.3	4317P26	4459^29	4488^29	4201P13	4455^22	4488D25	4530
36	92.8	4378P27	4543^30	4573^31	4258P13	4538^22	4572^26	4617
34	93.1	4439P28	4623^31	4652^32	4314P14	4605P23	4650^26	4697
32	93.1	4499P29	4701^32	4731^33	4367P14	4662P23	4728^26	4777
30	93.1	4554P30	4776^33	4807^34	4419P15	4717P24	4802^27	4841
28	92.9	4592P30	4837^34	4869^35	4451P15	4753P25	4858P27	4878
26	92.7	4628P31	4877^35	4910^36	4483P16	4788P25	4894P28	4914
24	92.4	4643P31	4881^35	4913^36	4499P16	4805P26	4907^29	4921
22	92.1	4655P31	4882^35	4914^36	4512P17	4820P26	4910^29	4923
20	91.8	4667P31	4884^35	4916^36	4526P17	4835P26	4912^29	4925
10	90.2	4728P32	4888^35	4922^36	4598P19	4883^28	4922^32	4932
0	88.6	4772^33	4875^35	4910^36	4663P21	4875^31	4910D34	4923
-10	87.0	4768^33	4875^35	4911^36	4738P23	4875D33	4911D36	4929
-20	85.3	4758^33	4868^35	4906^35	4753^25	4868D35	4906D36	4929

High QNH **+0** per .10" Engine A/I ON **-1760**
Low QNH **-170** per .10" Wing A/I ON **-1760**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
42	91.5	4187P25-25-34	4286^26-26-35	4339P33-33-42	4399C34-34-43
40	91.8	4254P25-25-35	4373^28-28-37	4407P34-34-43	4486P35-35-44
38	92.3	4317P26-26-36	4459^29-29-38	4488^29-29-38	4550P36-36-45
36	92.8	4378P27-27-37	4543^30-30-39	4573^31-31-40	4615P37-37-46
34	93.1	4439P28-28-38	4623^31-31-40	4652^32-32-41	4683^32-32-41
32	93.1	4499P29-29-39	4701^32-32-42	4731^33-33-42	4762^33-33-42
30	93.1	4554P30-30-39	4776^33-33-43	4807^34-34-43	4838^34-34-44
28	92.9	4592P30-30-40	4837^34-34-43	4869^35-35-44	4878C35-35-44
26	92.7	4628P31-31-40	4877^35-35-44	4910^36-36-45	4914C36-36-45
24	92.4	4643P31-31-41	4881^35-35-44	4913^36-36-45	4921C36-36-45
22	92.1	4655P31-31-41	4882^35-35-44	4914^36-36-45	4923C36-36-45
20	91.8	4667P31-31-41	4884^35-35-44	4916^36-36-45	4925C36-36-45
10	90.2	4728P32-32-42	4888^35-35-44	4922^36-36-45	4954C42-42-51
0	88.6	4772^33-33-43	4875^35-35-44	4943C42-42-51	4943C42-42-51
-10	87.0	4768^33-33-43	4942P42-42-51	4948C42-42-51	4948C42-42-51
-20	85.3	4758^33-33-42	4949C42-42-51	4949C42-42-51	4949C42-42-51

High QNH **+0** per .10" Engine A/I ON **-1300**
Low QNH **-170** per .10" Wing A/I ON **-1300**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 3904 Length 8858 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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CIUDAD JUAREZ -CJS 21 ***DT H210***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	4187F25	4286^26	4314^27	4176F24	4281^26	4309^27			
40	4254F25	4373^28	4402^28	4243F25	4368^28	4397^28			
38	4317F26	4459^29	4488^29	4306F26	4454^29	4483^29			
36	4378F27	4543^30	4573^31	4367F27	4538^30	4568^31			
34	4439F28	4623^31	4652^32	4430F28	4618^31	4648^32			
32	4499F29	4701^32	4731^33	4488F29	4697^32	4728^33			
30	4554F30	4776^33	4807^34	4545F29	4773^33	4803^34			
28	4592F30	4837^34	4869^35	4581F30	4830F34	4865^35			
26	4628F31	4877^35	4910^36	4618F31	4867F35	4906^35			
24	4643F31	4881^35	4913^36	4632F31	4877^35	4909^36			
22	4655F31	4882^35	4914^36	4644F31	4878^35	4910^36			
20	4667F31	4884^35	4916^36	4656F31	4879^35	4911^36			
10	4728F32	4888^35	4922^36	4631^31	4730^33	4762^33			
0	4772^33	4875^35	4910^36	4696^32	4799^34	4833^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1760 Wing A/I ON -1760			Engine A/I ON -180 Wing A/I ON -180			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	4084F12	4284^21	4314D24	4076F12	4279^21	4309D24			
40	4143F12	4370^22	4402D25	4135F12	4365^21	4397D25			
38	4201F13	4455^22	4488D25	4192F13	4450^22	4483^25			
36	4258F13	4538^22	4572^26	4250F13	4532^22	4567^25			
34	4314F14	4605F23	4650^26	4306F14	4596F23	4646^26			
32	4367F14	4662F23	4728^26	4360F14	4653F23	4724^26			
30	4419F15	4717F24	4802^27	4412F15	4709F24	4799^27			
28	4451F15	4753F25	4858F27	4444F15	4744F24	4849F27			
26	4483F16	4788F25	4894F28	4476F16	4780F25	4886F28			
24	4499F16	4805F26	4907^29	4491F16	4796F25	4903F28			
22	4512F17	4820F26	4910^29	4505F16	4811F26	4905^29			
20	4526F17	4835F26	4912^29	4519F17	4826F26	4907^29			
10	4598F19	4883^28	4922^32	4544F19	4730^29	4762D32			
0	4663F21	4875^31	4910D34	4621F21	4799D31	4833D34			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1710 Wing A/I ON -1710			Engine A/I ON -180 Wing A/I ON -180			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3062F98	4130F 3	4211F 6	3506F99	3794F 7	3923F10			
26	3187F98	4157F 4	4239F 7	3535F99	3834F 8	3965F10			
24	3271F97	4171F 4	4254F 7	3548F 0	3849F 8	3982F10			
22	3377F97	4183F 5	4267F 8	3559F 0	3863F 8	3998F11			
20	3493F97	4195F 5	4279F 8	3571F 0	3877F 9	4017F11			
18	3606F97	4208F 5	4293F 8	3583F 1	3890F 9	4036F11			
16	3724F97	4221F 6	4306F 9	3593F 1	3905F 9	4056F12			
14	3827F97	4233F 6	4319F 9	3605F 1	3909F 9	4077F12			
12	3948F97	4245F 6	4332F 9	3617F 2	3941F10	4094F12			
10	4012F97	4256F 7	4345F10	3629F 2	3963F10	4114F12			
0	4062F99	4313F 9	4405F12	3688F 3	4054F12	4214F14			
-10	4120F 1	4381F11	4475F14	3759F 5	4155F13	4241^14			
-20	4178F 3	4449F13	4547F16	3835F 7	4197^14	4238^14			
-30	4235F 5	4517F15	4620F19	3895F 8	4186^14	4233^14			
	High QNH +60 per .10" Low QNH -100 per .10"			High QNH +10 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -590 Wing A/I ON -590			Engine A/I ON -340 Wing A/I ON -340			Engine A/I ON Wing A/I ON		

Elevation 3904 Length 8858 Shift 0 Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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CIUDAD JUAREZ **-CJS** **33** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		4700'		RT H110	4904'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	88.3	3308F 7	3539F12	3616F13		3518F 1	3607F 4	4355
40	88.5	3357F 7	3591F12	3671F14		3567F 2	3659F 5	4444
38	88.7	3405F 8	3642F13	3726F15		3616F 2	3709F 5	4530
36	89.0	3453F 9	3691F14	3776F16		3664F 2	3759F 6	4617
34	89.2	3500F 9	3741F15	3827F16		3712F 3	3807F 6	4697
32	89.5	3544F10	3787F15	3873F17		3756F 3	3852F 6	4777
30	89.7	3585F11	3831F16	3918F18		3798F 4	3896F 7	4841
28	89.5	3609F11	3856F16	3944F18		3821F 4	3919F 7	4878
26	89.2	3621F11	3870F16	3958F18		3836F 4	3935F 8	4914
24	88.9	3633F11	3882F17	3971F18		3850F 5	3949F 8	4921
22	88.7	3642F12	3893F17	3983F19		3862F 5	3962F 8	4923
20	88.4	3652F12	3905F17	3995F19		3873F 5	3974F 9	4925
10	86.9	3702F13	3962F18	4051F20	2737F 1	3936F 7	4037F10	4932
0	85.4	3750F14	4017F19	4100F21	3488F 0	3997F 9	4095F12	4923
-10	83.8	3804F15	4071F20	4157F22	3532F 1	4059F11	4157D14	4929
-20	82.2	3859F16	4126F21	4215F23	3817F 2	4124F13	4215D16	4929

High QNH **+60** per .10" — Engine A/I ON **-410**
Low QNH **-130** per .10" — Wing A/I ON **-410**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 22 -10T	+0	+10H	TO-1 - WET RWY Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
42	91.5	3577^ 4	3695^ 7		3510^90	3695D 0		3832
40	91.8	3639^ 5	3764^ 8	3801^ 9	3567^91	3764^ 0	3801D 4	3912
38	92.3	3699^ 5	3830^ 9	3870^10	3590F91	3824^ 1	3870D 4	3989
36	92.8	3759^ 6	3897^10	3936^10	3561F92	3884^ 1	3936D 4	4067
34	93.1	3817^ 6	3961^11	4001^11	3533F93	3943^ 2	4001D 5	4141
32	93.1	3872^ 6	4022^11	4063^12	3510F93	3999^ 2	4063D 5	4214
30	93.1	3926^ 7	4080^12	4123^13	3492F94	4052^ 2	4123D 6	4272
28	92.9	3953^ 8	4103^12	4146^13	3533F94	4078^ 3	4146D 6	4305
26	92.7	3979^ 8	4126^13	4169^13	3569F95	4105^ 4	4169D 7	4339
24	92.4	3991^ 9	4137^13	4179^13	3597F95	4119^ 4	4179D 7	4345
22	92.1	4000^ 9	4144^13	4187^14	3634F95	4129^ 4	4187D 7	4347
20	91.8	4009^ 9	4150^13	4193^14	3663F96	4140^ 5	4193D 8	4349
10	90.2	4054^11	4185^13	4210^14	3828F97	4185D 6	4210D10	4354
0	88.6	4089^12	4207^14	4242^14	3991F98	4207D 8	4242D12	4349
-10	87.0	4101^12	4212^14	4250^14	3997F 0	4212D10	4250D14	4355
-20	85.3	4091^12	4206^14	4245^14	4085^ 1	4206D13	4245D15	4356

High QNH **+0** per .10" — Engine A/I ON **-1160**
Low QNH **-140** per .10" — Wing A/I ON **-1160**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 22 -10T	+0	+10H	+20H
42	91.5	3577^ 4- 5-13	3695^ 7- 7-14	- -	- -
40	91.8	3639^ 5- 6-13	3764^ 8- 8-15	3801^ 9- 9-16	3833^ 9- 9-16
38	92.3	3699^ 5- 7-14	3830^ 9- 9-16	3870^10-10-17	3868^10-10-17
36	92.8	3759^ 6- 8-15	3897^10-10-17	3936^10-10-18	3868^10-10-17
34	93.1	3817^ 6- 8-16	3961^11-11-18	4001^11-11-18	3868^10-10-17
32	93.1	3872^ 6- 9-17	4022^11-11-19	4063^12-12-19	4103^13-13-20
30	93.1	3926^ 7-10-18	4080^12-12-19	4123^13-13-20	4160^13-13-20
28	92.9	3953^ 8-10-18	4103^12-12-20	4146^13-13-20	4186^14-14-21
26	92.7	3979^ 8-10-18	4126^13-13-20	4169^13-13-20	4207^14-14-21
24	92.4	3991^ 9-11-18	4137^13-13-20	4179^13-13-21	4217^14-14-21
22	92.1	4000^ 9-11-18	4144^13-13-20	4187^14-14-21	4223^14-14-21
20	91.8	4009^ 9-11-19	4150^13-13-20	4193^14-14-21	4229^14-14-21
10	90.2	4054^11-12-19	4185^13-13-21	4210^14-14-21	4260^15-15-22
0	88.6	4089^12-12-20	4207^14-14-21	4242^14-14-21	4279^15-15-22
-10	87.0	4101^12-12-20	4212^14-14-21	4250^14-14-21	4288^15-15-22
-20	85.3	4091^12-12-20	4206^14-14-21	4245^14-14-21	4284^15-15-22

High QNH **+0** per .10" — Engine A/I ON **-1160**
Low QNH **-140** per .10" — Wing A/I ON **-1160**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 3904 Length 5741 Shift **0** Clearway 0 Stopway 0 Slope -0.05
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CIUDAD JUAREZ **-CJS** **33** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
42	3577^ 4	3695^ 7		3570^ 4	3689^ 7				
40	3639^ 5	3764^ 8	3801^ 9	3632^ 5	3757^ 8	3795^ 9			
38	3699^ 5	3830^ 9	3870^10	3692^ 5	3824^ 9	3864^10			
36	3759^ 6	3897^10	3936^10	3752^ 5	3890^10	3930^10			
34	3817^ 6	3961^11	4001^11	3810^ 6	3955^11	3996^11			
32	3872^ 6	4022^11	4063^12	3866^ 6	4016^11	4058^12			
30	3926^ 7	4080^12	4123^13	3920^ 7	4075^12	4118^13			
28	3953^ 8	4103^12	4146^13	3946^ 7	4098^12	4141^13			
26	3979^ 8	4126^13	4169^13	3973^ 8	4121^13	4163^13			
24	3991^ 9	4137^13	4179^13	3984^ 8	4131^13	4174^13			
22	4000^ 9	4144^13	4187^14	3994^ 9	4138^13	4181^13			
20	4009^ 9	4150^13	4193^14	4003^ 9	4145^13	4188^14			
10	4054^11	4185^13	4210^14	3973^11	4076^12	4206^14			
0	4089^12	4207^14	4242^14	4030^11	4131^13	4178^14			
	High QNH +20 per .10" Low QNH -140 per .10"			High QNH +40 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1160 Wing A/I ON -1160			Engine A/I ON -80 Wing A/I ON -80			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
42	3510^90	3695D 0		3504^90	3689D 0				
40	3567^91	3764^ 0	3801D 4	3561^91	3757D 0	3795D 4			
38	3590F91	3824^ 1	3870D 4	3580F91	3818^ 1	3864D 4			
36	3561F92	3884^ 1	3936D 4	3552F92	3878^ 1	3930D 4			
34	3533F93	3943^ 2	4001D 5	3525F93	3937^ 2	3996D 5			
32	3510F93	3999^ 2	4063D 5	3501F93	3993^ 2	4058D 5			
30	3492F94	4052^ 2	4123D 6	3484F94	4048^ 2	4118D 6			
28	3533F94	4078^ 3	4146D 6	3525F94	4073^ 3	4141D 6			
26	3569F95	4105^ 4	4169D 7	3565F95	4100^ 3	4163D 7			
24	3597F95	4119^ 4	4179D 7	3589F95	4113^ 4	4174D 7			
22	3634F95	4129^ 4	4187D 7	3622F95	4123^ 4	4181D 7			
20	3663F96	4140^ 5	4193D 8	3655F95	4134^ 4	4188D 8			
10	3828F97	4185D 6	4210D10	3823F96	4076D 7	4118^10			
0	3991F98	4207D 8	4242D12	3963^98	4131D 8	4178D12			
	High QNH +20 per .10" Low QNH -140 per .10"			High QNH +60 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1160 Wing A/I ON -1160			Engine A/I ON -80 Wing A/I ON -80			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps -10T	+0	+10H	LEVEL 2 CONTAM Flaps -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28									
26									
24									
22									
20									
18									
16									
14									
12									
10									
0									
-10									
-20									
-30									
	High QNH per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON		

Elevation 3904 Length 5741 Shift **0** Clearway 0 Stopway 0 Slope -0.05

Rwy Rev Program Rules FAA **26 Oct 17**

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CIUDAD OBREGON

CIUDAD OBREGON -CEN 13 ***DT H128***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1205'		DT H128	1205'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4113P22	4361P27	4442P28	4052P 9	4340P19	4438P22	4690
46	87.7	4185P23	4437P28	4521P29	4120P10	4411P19	4512P23	4807
44	87.7	4234P24	4488P28	4574P30	4166P10	4460P20	4561P23	4879
42	87.5	4258P24	4514P29	4601P30	4191P11	4486P20	4588P23	4943
40	87.3	4278P24	4535P29	4622P30	4211P11	4509P21	4611P24	4958
38	87.0	4288P24	4547P29	4634P31	4223P11	4521P21	4624P24	4960
36	86.7	4299P25	4559P29	4645P31	4234P12	4534P21	4637P24	4962
34	86.5	4309P25	4570P29	4657P31	4244P12	4547P22	4650P25	4964
32	86.2	4320P25	4580P30	4669P31	4256P12	4561P22	4664P25	4966
30	85.9	4331P25	4592P30	4681P31	4268P13	4574P22	4678P25	4968
20	84.5	4386P26	4652P31	4743P32	4330P14	4641P24	4743D27	4976
10	83.0	4442P27	4711P32	4805P34	4392P16	4709P26	4805D29	4972
0	81.5	4503P28	4777P33	4873P35	4460P18	4777D28	4873D31	4984
-10	80.0	4559P29	4840P34	4933^36	4527P20	4840D30	4933D33	4987
-20	78.5	4619P30	4885^35	4927^36	4595P22	4885D32	4927D35	4984
-30	76.9	4678P31	4875^35	4919^35	4665P24	4875D34	4919D36	4981

High QNH **+0** per .10" — Engine A/I ON **-780**
Low QNH **-150** per .10" — Wing A/I ON **-780**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4207P24	4454P28	4539P30	4118P11	4416P20	4517P23	4690
46	90.9	4283P25	4535P29	4621P31	4188P11	4491P21	4594P24	4807
44	90.9	4343P26	4598P30	4686P32	4241P12	4548P22	4654P25	4879
42	90.7	4387P26	4645P31	4733P32	4278P12	4590P22	4697P25	4943
40	90.4	4409P27	4668P31	4757P33	4300P13	4614P23	4722P26	4958
38	90.2	4424P27	4684P31	4773P33	4315P13	4630P23	4739P26	4960
36	89.9	4435P27	4695P32	4785P33	4327P13	4644P23	4753P26	4962
34	89.6	4445P27	4707P32	4797P33	4340P14	4657P24	4767P27	4964
32	89.3	4457P27	4719P32	4810P34	4352P14	4671P24	4782P27	4966
30	89.0	4468P28	4731P32	4822P34	4365P14	4685P24	4797P28	4968
20	87.5	4526P29	4792P33	4885P35	4431P16	4757P26	4871P29	4976
10	86.0	4581P30	4851P34	4945^36	4496P18	4830P28	4944^31	4972
0	84.4	4642P31	4911^35	4950^36	4569P20	4910P30	4950D34	4984
-10	82.9	4701P32	4909^35	4949^36	4638P22	4909D32	4949D36	4987
-20	81.3	4761P33	4900^35	4942^36	4711P24	4900D35	4942D36	4984
-30	79.7	4763^33	4890^35	4934^36	4760^26	4890D35	4934D36	4981

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-160** per .10" — Wing A/I ON **-850**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4207P24-24-34	4454P28-28-38	4539P30-30-39	4628P31-31-40
46	90.9	4283P25-25-35	4535P29-29-39	4621P31-31-40	4711P32-32-42
44	90.9	4343P26-26-36	4598P30-30-40	4686P32-32-41	4776P33-33-43
42	90.7	4387P26-26-37	4645P31-31-41	4733P32-32-42	4825P34-34-43
40	90.4	4409P27-27-37	4668P31-31-41	4757P33-33-42	4849P34-34-44
38	90.2	4424P27-27-37	4684P31-31-41	4773P33-33-42	4864P35-35-44
36	89.9	4435P27-27-38	4695P32-32-41	4785P33-33-43	4876P35-35-44
34	89.6	4445P27-27-38	4707P32-32-42	4797P33-33-43	4889P35-35-44
32	89.3	4457P27-27-38	4719P32-32-42	4810P34-34-43	4902P35-35-44
30	89.0	4468P28-28-38	4731P32-32-42	4822P34-34-43	4915P35-35-45
20	87.5	4526P29-29-39	4792P33-33-43	4885P35-35-44	4976C36-36-45
10	86.0	4581P30-30-40	4851P34-34-44	4945^36-36-45	4972C36-36-45
0	84.4	4642P31-31-41	4911^35-35-44	4950^36-36-45	4984C36-36-46
-10	82.9	4701P32-32-41	4909^35-35-44	4949^36-36-45	5003C43-43-52
-20	81.3	4761P33-33-42	4900^35-35-44	4974P42-42-51	4999C43-43-52
-30	79.7	4763^33-33-42	4943P42-42-51	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-160** per .10" — Wing A/I ON **-850**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 205 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.20
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CIUDAD OBREGON -CEN 13 ***DT H128***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4207F24	4454F28	4539F30	4197F24	4444F28	4529F30			
46	4283F25	4535F29	4621F31	4273F25	4524F29	4611F31			
44	4343F26	4598F30	4686F32	4333F25	4588F30	4675F32			
42	4387F26	4645F31	4733F32	4377F26	4634F31	4722F32			
40	4409F27	4668F31	4757F33	4399F26	4657F31	4746F33			
38	4424F27	4684F31	4773F33	4414F27	4673F31	4763F33			
36	4435F27	4695F32	4785F33	4425F27	4685F32	4775F33			
34	4445F27	4707F32	4797F33	4436F27	4697F32	4787F33			
32	4457F27	4719F32	4810F34	4447F27	4709F32	4799F33			
30	4468F28	4731F32	4822F34	4458F27	4721F32	4812F34			
20	4526F29	4792F33	4885F35	4516F28	4782F33	4874F35			
10	4581F30	4851F34	4945^36	4538F29	4809F34	4861^35			
0	4642F31	4911^35	4950^36	4600F30	4826^34	4864^35			
-10	4701F32	4909^35	4949^36	4656F31	4822^34	4861^35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4118F11	4416F20	4517F23	4111F11	4408F20	4509F23			
46	4188F11	4491F21	4594F24	4181F11	4483F21	4585F24			
44	4241F12	4548F22	4654F25	4235F12	4539F21	4644F24			
42	4278F12	4590F22	4697F25	4271F12	4581F22	4688F25			
40	4300F13	4614F23	4722F26	4293F13	4605F22	4713F26			
38	4315F13	4630F23	4739F26	4308F13	4622F23	4731F26			
36	4327F13	4644F23	4753F26	4320F13	4636F23	4745F26			
34	4340F14	4657F24	4767F27	4333F14	4649F24	4759F27			
32	4352F14	4671F24	4782F27	4345F14	4663F24	4773F27			
30	4365F14	4685F24	4797F28	4358F14	4677F24	4788F27			
20	4431F16	4757F26	4871F29	4424F16	4749F26	4863F29			
10	4496F18	4830F28	4944^31	4458F18	4790F28	4861D31			
0	4569F20	4910F30	4950D34	4529F20	4826D30	4864D34			
-10	4638F22	4909D32	4949D36	4598F22	4822D33	4861D35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4060F 3	4153F 6	3095F 0	3704F 7	3892F 9			
26		4072F 3	4165F 6	3114F 0	3722F 7	3913F 9			
24		4084F 3	4178F 7	3132F 0	3743F 7	3933F10			
22		4095F 4	4188F 7	3148F 1	3761F 8	3954F10			
20		4105F 4	4201F 7	3166F 1	3780F 8	3975F10			
18		4117F 4	4213F 8	3183F 1	3806F 8	3996F10			
16		4129F 5	4226F 8	3202F 1	3827F 8	4017F11			
14		4141F 5	4238F 9	3221F 2	3851F 9	4037F11			
12		4152F 6	4250F 9	3243F 2	3867F 9	4056F11			
10	2822F99	4164F 6	4263F 9	3264F 2	3892F 9	4073F12			
0	3957F98	4230F 8	4333F11	3389F 3	4003F11	4175F13			
-10	4015F 0	4296F10	4402F14	3549F 4	4102F12	4279F15			
-20	4072F 2	4364F12	4476F16	3646F 6	4206F14	4275^15			
-30	4129F 4	4435F14	4551F18		4219^14	4267^14			
	High QNH +60 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -430 Wing A/I ON -430			Engine A/I ON -580 Wing A/I ON -580			Engine A/I ON Wing A/I ON		

Elevation 205 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.20

Rwy Rev Program Rules FAA **26 Oct 17**

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CIUDAD OBREGON **-CEN** **31** ***LT H270***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1205'		LT H270	1205'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4161P23	4413P27	4499P29	4089P 9	4379P19	4482P22	4690
46	87.7	4234P24	4489P28	4579P30	4158P 9	4452P19	4555P22	4807
44	87.7	4283P24	4538P29	4630P31	4205P10	4501P20	4606P23	4879
42	87.5	4308P25	4565P29	4657P31	4230P10	4527P20	4631P23	4943
40	87.3	4328P25	4587P30	4679P31	4251P11	4550P20	4654P23	4958
38	87.0	4338P25	4598P30	4691P32	4262P11	4563P21	4668P24	4960
36	86.7	4349P25	4610P30	4704P32	4272P11	4576P21	4681P24	4962
34	86.5	4360P26	4622P30	4716P32	4284P11	4589P21	4695P24	4964
32	86.2	4370P26	4635P31	4728P32	4296P12	4601P22	4709P25	4966
30	85.9	4381P26	4647P31	4741P32	4308P12	4615P22	4724P25	4968
20	84.5	4436P27	4711P32	4804P33	4371P14	4685P24	4795P27	4976
10	83.0	4493P28	4772P33	4861^34	4433P16	4756P26	4859^29	4972
0	81.5	4555P29	4839P34	4912^35	4502P18	4832P28	4912D31	4984
-10	80.0	4615P30	4898^35	4938^36	4570P20	4897^29	4938D33	4987
-20	78.5	4677P31	4890^35	4932^36	4640P21	4890D32	4932D36	4984
-30	76.9	4740P32	4880^35	4924^35	4713P23	4880D35	4924D36	4981

High QNH **+0** per .10" — Engine A/I ON **-840**
Low QNH **-160** per .10" — Wing A/I ON **-840**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4256P25	4510P29	4586^31	4154P10	4457P20	4559P23	4690
46	90.9	4332P26	4592P30	4680P32	4225P11	4531P21	4636P24	4807
44	90.9	4393P26	4656P31	4745P33	4278P11	4589P21	4697P24	4879
42	90.7	4436P27	4703P32	4787^33	4315P12	4630P22	4740P25	4943
40	90.4	4458P27	4727P32	4810^34	4338P12	4654P22	4765P25	4958
38	90.2	4474P28	4743P32	4821^34	4353P13	4671P23	4782P26	4960
36	89.9	4484P28	4755P33	4830^34	4365P13	4685P23	4796P26	4962
34	89.6	4495P28	4767P33	4839^34	4378P13	4699P23	4807^26	4964
32	89.3	4507P28	4779P33	4847^34	4390P14	4714P24	4819^27	4966
30	89.0	4518P29	4791P33	4857^34	4403P14	4728P24	4830^27	4968
20	87.5	4577P30	4843^34	4903^35	4469P16	4801P26	4889^29	4976
10	86.0	4636P31	4883^35	4943^36	4535P18	4860^28	4943D31	4972
0	84.4	4701P32	4916^35	4955^36	4607P20	4915^30	4955D34	4984
-10	82.9	4763P33	4914^35	4953^36	4680P22	4914D32	4953D36	4987
-20	81.3	4782^33	4905^35	4946^36	4756P24	4905D35	4946D36	4984
-30	79.7	4767^33	4895^35	4938^36	4765^26	4895D35	4938D36	4981

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-160** per .10" — Wing A/I ON **-860**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4256P25-25-35	4510P29-29-39	4586^31-31-40	4643^32-32-41
46	90.9	4332P26-26-36	4592P30-30-40	4680P32-32-41	4738^33-33-42
44	90.9	4393P26-26-37	4656P31-31-41	4745P33-33-42	4804^34-34-43
42	90.7	4436P27-27-38	4703P32-32-41	4787^33-33-43	4845^34-34-44
40	90.4	4458P27-27-38	4727P32-32-42	4810^34-34-43	4869^35-35-44
38	90.2	4474P28-28-38	4743P32-32-42	4821^34-34-43	4881^35-35-44
36	89.9	4484P28-28-38	4755P33-33-42	4830^34-34-43	4890^35-35-44
34	89.6	4495P28-28-38	4767P33-33-42	4839^34-34-43	4898^35-35-44
32	89.3	4507P28-28-39	4779P33-33-43	4847^34-34-44	4908^35-35-44
30	89.0	4518P29-29-39	4791P33-33-43	4857^34-34-44	4917^35-35-45
20	87.5	4577P30-30-40	4843^34-34-43	4903^35-35-44	4963^36-36-45
10	86.0	4636P31-31-41	4883^35-35-44	4943^36-36-45	4972C36-36-45
0	84.4	4701P32-32-41	4916^35-35-45	4955^36-36-45	4984C36-36-46
-10	82.9	4763P33-33-42	4914^35-35-45	4962^42-42-51	5003C43-43-52
-20	81.3	4782^33-33-43	4940P42-42-51	4999C43-43-52	4999C43-43-52
-30	79.7	4767^33-33-42	4988^42-42-51	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-160** per .10" — Wing A/I ON **-850**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 205 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope -0.20
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CIUDAD OBREGON -CEN 31 ***LT H270***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4256F25	4510F29	4586^31	4246F24	4500F29	4578^30			
46	4332F26	4592F30	4680F32	4322F25	4581F30	4669F32			
44	4393F26	4656F31	4745F33	4383F26	4645F31	4734F33			
42	4436F27	4703F32	4787^33	4427F27	4693F32	4778^33			
40	4458F27	4727F32	4810^34	4448F27	4716F32	4801^34			
38	4474F28	4743F32	4821^34	4463F28	4733F32	4814^34			
36	4484F28	4755F33	4830^34	4474F28	4744F33	4822^34			
34	4495F28	4767F33	4839^34	4486F28	4756F33	4831^34			
32	4507F28	4779F33	4847^34	4497F28	4768F33	4840^34			
30	4518F29	4791F33	4857^34	4508F28	4781F33	4849^34			
20	4577F30	4843^34	4903^35	4568F29	4836^34	4896^35			
10	4636F31	4893^35	4943^36	4594F30	4824^34	4865^35			
0	4701F32	4916^35	4955^36	4660F31	4830^34	4868^35			
-10	4763F33	4914^35	4953^36	4708^32	4826^34	4866^35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4154F10	4457F20	4559F23	4148F10	4449F20	4551F23			
46	4225F11	4531F21	4636F24	4218F11	4523F20	4627F24			
44	4278F11	4589F21	4697F24	4271F11	4581F21	4688F24			
42	4315F12	4630F22	4740F25	4308F12	4621F22	4731F25			
40	4338F12	4654F22	4765F25	4331F12	4645F22	4756F25			
38	4353F13	4671F23	4782F26	4346F12	4663F22	4774F26			
36	4365F13	4685F23	4796F26	4358F13	4677F23	4788F26			
34	4378F13	4699F23	4807^26	4371F13	4691F23	4802F26			
32	4390F14	4714F24	4819^27	4383F14	4706F24	4811^27			
30	4403F14	4728F24	4830^27	4396F14	4720F24	4824^27			
20	4469F16	4801F26	4889^29	4462F16	4793F26	4882^29			
10	4535F18	4860^28	4943D31	4497F18	4807^28	4865D31			
0	4607F20	4915^30	4955D34	4571F20	4830D30	4868D34			
-10	4680F22	4914D32	4953D36	4640F21	4826D33	4866D35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4092F 1	4186F 5	3134F98	3745F 6	3923F 8			
26		4105F 2	4199F 5	3151F99	3765F 6	3938F 9			
24		4117F 2	4211F 5	3171F99	3785F 6	3954F 9			
22		4129F 2	4223F 6	3183F99	3807F 7	3970F 9			
20		4140F 3	4236F 6	3207F99	3830F 7	3989F10			
18		4151F 3	4248F 7	3228F 0	3853F 7	4000F10			
16		4163F 4	4258F 7	3243F 0	3870F 7	4016F10			
14		4173F 4	4271F 7	3268F 0	3887F 8	4030F11			
12		4186F 4	4284F 8	3292F 0	3903F 8	4030F11			
10		4197F 5	4296F 8	3317F 1	3923F 8	4061F11			
0	3086F99	4263F 7	4367F10	3453F 2	4009F10	4157F13			
-10	3807F 0	4330F 9	4437F12	3595F 3	4083F12	4261F14			
-20	4103F 1	4399F11	4510F15	3688F 5	4186F13	4277^15			
-30	4162F 3	4470F13	4586F17	3771F 6	4221^14	4269^15			
	High QNH +50 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -100 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -440 Wing A/I ON -440			Engine A/I ON -600 Wing A/I ON -600			Engine A/I ON Wing A/I ON		

Elevation 205 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope -0.20

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COLIMA

COLIMA -CLQ 07 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
V2		D6.1 COL		RT COL	3800'	LEFT TURNS

A/C **AUTO** — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
44	87.9	3880P18	4109P23	4187P24	3824P 6	4094P15	4185P18	4505
42	88.2	3941P19	4174P23	4253P25	3881P 7	4153P16	4247P19	4600
40	88.5	4000P20	4238P24	4319P26	3938P 7	4213P16	4309P19	4694
38	88.5	4059P21	4299P25	4381P27	3994P 8	4271P17	4369P20	4784
36	88.4	4104P21	4346P26	4430P27	4037P 8	4317P17	4416P20	4861
34	88.4	4136P22	4380P26	4462P28	4068P 8	4350P18	4449P21	4930
32	88.4	4157P22	4402P27	4485P28	4088P 9	4372P18	4472P21	4940
30	88.3	4167P22	4413P27	4497P28	4100P 9	4385P19	4485P22	4941
28	88.0	4177P22	4425P27	4508P28	4111P 9	4398P19	4498P22	4943
26	87.7	4188P23	4437P27	4520P29	4123P10	4411P19	4512P22	4944
24	87.4	4199P23	4449P27	4532P29	4135P10	4425P20	4525P23	4946
20	86.8	4220P23	4472P28	4556P29	4158P11	4452P20	4551P23	4949
10	85.3	4274P24	4529P29	4616P30	4216P12	4518P22	4616D25	4952
0	83.8	4327P25	4586P30	4675P31	4278P14	4583P24	4675D27	4947
-10	82.3	4385P26	4648P31	4740P32	4344P16	4648D26	4740D29	4953
-20	80.7	4442P27	4706^32	4763^33	4410P18	4706D28	4763D31	4951

High QNH **+30** per .10" — Engine A/I ON **-430**
Low QNH **-150** per .10" — Wing A/I ON **-430**

A/C **AUTO** — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
44	91.2	3967P20	4197P24	4276P26	3886P 7	4164P17	4260P20	4505
42	91.5	4029P21	4264P25	4344P27	3945P 8	4227P17	4324P20	4600
40	91.9	4092P22	4331P26	4412P27	4003P 8	4289P18	4387P21	4694
38	92.1	4152P22	4393P27	4475P28	4059P 9	4348P18	4447P21	4784
36	92.2	4204P23	4448P28	4531P29	4106P 9	4399P19	4500P22	4861
34	92.2	4244P24	4489P28	4573P30	4142P10	4438P19	4538P22	4930
32	91.9	4272P24	4519P29	4603P30	4168P10	4467P20	4567P23	4940
30	91.7	4294P25	4542P29	4627P31	4187P11	4489P21	4591P24	4941
28	91.4	4305P25	4553P29	4639P31	4199P11	4502P21	4605P24	4943
26	91.1	4315P25	4565P29	4651P31	4211P11	4514P21	4619P24	4944
24	90.8	4326P25	4577P30	4663P31	4224P12	4527P22	4633P25	4946
20	90.2	4349P26	4600P30	4688P32	4247P12	4555P22	4662P25	4949
10	88.6	4404P27	4660P31	4735^32	4311P14	4625P24	4734^27	4952
0	87.0	4459P28	4687^32	4742^33	4375P16	4686^26	4742D30	4947
-10	85.4	4516P29	4701^32	4757^33	4446P18	4701D28	4757D32	4953
-20	83.8	4545^29	4711^32	4768^33	4513P20	4711D31	4768D33	4951

High QNH **+20** per .10" — Engine A/I ON **-640**
Low QNH **-150** per .10" — Wing A/I ON **-640**

A/C **AUTO** — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
44	91.2	3967P20-20-30	4197P24-24-34	4276P26-26-35	4328^27-27-36
42	91.5	4029P21-21-31	4264P25-25-35	4344P27-27-36	4414^28-28-37
40	91.9	4092P22-22-32	4331P26-26-36	4412P27-27-37	4495P29-29-38
38	92.1	4152P22-22-33	4393P27-27-37	4475P28-28-38	4561P30-30-39
36	92.2	4204P23-23-34	4448P28-28-38	4531P29-29-39	4617P31-31-40
34	92.2	4244P24-24-35	4489P28-28-38	4573P30-30-40	4660P31-31-41
32	91.9	4272P24-24-35	4519P29-29-39	4603P30-30-40	4691P32-32-41
30	91.7	4294P25-25-35	4542P29-29-39	4627P31-31-40	4715P32-32-42
28	91.4	4305P25-25-36	4553P29-29-39	4639P31-31-41	4728P32-32-42
26	91.1	4315P25-25-36	4565P29-29-40	4651P31-31-41	4740P33-33-42
24	90.8	4326P25-25-36	4577P30-30-40	4663P31-31-41	4753P33-33-42
20	90.2	4349P26-26-36	4600P30-30-40	4688P32-32-41	4774^33-33-43
10	88.6	4404P27-27-37	4660P31-31-41	4735^32-32-42	4790^33-33-43
0	87.0	4459P28-28-38	4687^32-32-41	4742^33-33-42	4799^34-34-43
-10	85.4	4516P29-29-39	4701^32-32-42	4757^33-33-42	4816^34-34-43
-20	83.8	4545^29-29-39	4711^32-32-42	4771P39-39-48	4862P40-40-50

High QNH **+20** per .10" — Engine A/I ON **-640**
Low QNH **-150** per .10" — Wing A/I ON **-640**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 2467 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.50
Rwy Rev. Program Rules FAA **26 Oct 17**

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COLIMA **-CLQ** **07** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
44	3967F20	4168^24	4222^25	3957F20	4187F24	4266F25			
42	4029F21	4253^25	4308^26	4019F20	4254F25	4334F26			
40	4092F22	4331F26	4391^27	4082F21	4321F26	4402F27			
38	4152F22	4393F27	4473^28	4143F22	4385F27	4465F28			
36	4204F23	4448F28	4531F29	4195F23	4438F27	4521F29			
34	4244F24	4489F28	4573F30	4236F24	4482F28	4566F30			
32	4272F24	4519F29	4603F30	4263F24	4510F29	4595F30			
30	4294F25	4542F29	4627F31	4284F24	4532F29	4617F30			
28	4305F25	4553F29	4639F31	4295F25	4543F29	4629F31			
26	4315F25	4565F29	4644^31	4306F25	4555F29	4641F31			
24	4326F25	4577F30	4646^31	4317F25	4567F30	4653F31			
20	4349F26	4592^30	4651^31	4339F25	4590F30	4678F31			
10	4404F27	4598^30	4658^31	4368F26	4605^30	4659^31			
0	4420^27	4597^30	4658^31	4415F27	4622^31	4677^32			
	High QNH +20 per .10" Low QNH -150 per .10"			High QNH +20 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -680 Wing A/I ON -680			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
44	3886F 7	4164F17	4222D20	3879F 7	4156F17	4251F20			
42	3945F 8	4227F17	4307^20	3937F 8	4218F17	4315F20			
40	4003F 8	4289F18	4387F21	3996F 8	4281F18	4378F21			
38	4059F 9	4348F18	4447F21	4052F 9	4340F18	4439F21			
36	4106F 9	4399F19	4500F22	4099F 9	4391F19	4491F22			
34	4142F10	4438F19	4538F22	4137F10	4432F19	4532F22			
32	4168F10	4467F20	4567F23	4162F10	4460F20	4560F23			
30	4187F11	4489F21	4591F24	4181F11	4481F20	4582F23			
28	4199F11	4502F21	4605F24	4193F11	4494F21	4596F24			
26	4211F11	4514F21	4619F24	4205F11	4506F21	4610F24			
24	4224F12	4527F22	4633F25	4217F12	4519F21	4625F24			
20	4247F12	4555F22	4650^25	4240F12	4547F22	4654F25			
10	4311F14	4596^24	4658D28	4278F14	4591F24	4659D27			
0	4375F16	4597D27	4658D30	4338F16	4622^26	4677D30			
	High QNH +20 per .10" Low QNH -150 per .10"			High QNH +20 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -670 Wing A/I ON -670			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3300F91	4094F98	4205F 1	2917F98	3437F 5	3635F 7			
26	3335F91	4107F99	4218^ 2	2931F98	3470F 5	3649F 7			
24	3369F92	4121F99	4220^ 2	2946F98	3501F 5	3670F 8			
22	3405F92	4135F99	4222^ 3	2961F99	3533F 5	3695F 8			
20	3441F92	4148F 0	4225^ 3	2976F99	3558F 6	3722F 8			
18	3476F92	4163F 0	4228^ 3	2991F99	3571F 6	3750F 8			
16	3520F93	4177F 0	4230^ 4	3004F 0	3584F 6	3781F 8			
14	3561F93	4184^ 1	4232^ 4	3022F 0	3604F 7	3811F 9			
12	3607F93	4185^ 1	4233^ 5	3036F 0	3618F 7	3842F 9			
10	3653F93	4184^ 2	4232^ 5	3049F 0	3636F 7	3866F 9			
0	3858F95	4185^ 4	4235^ 7	3140F 2	3757F 8	3975F10			
-10	3894F97	4192^ 6	4244^10	3239F 3	3901F 9	4074F12			
-20	4043^98	4195^ 8	4248D12	3347F 4	4008F11	4176F13			
-30	4038^ 0	4195^11	4237D14	3511F 5	4112F12	4201^14			
	High QNH +10 per .10" Low QNH -70 per .10"			High QNH +60 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -630 Wing A/I ON -630			Engine A/I ON -210 Wing A/I ON -210			Engine A/I ON Wing A/I ON		

Elevation 2467 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.50

Rwy Rev Program Rules FAA **26 Oct 17**

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COLIMA **-CLQ** **25** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D7.8 COL	*3467'	**RT COL	3467'	STD

*USE ONLY IF COL DME OTS; **IF COL VOR OTS LT H230

A/C **AUTO** — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
44	87.9	3993P20	4232P25	4317P26	3913P 5	4187P15	4284P18	4505
42	88.2	4055P21	4297P26	4382P27	3972P 6	4249P15	4347P18	4600
40	88.5	4117P22	4362P27	4448P28	4030P 6	4310P16	4409P19	4694
38	88.5	4177P23	4424P27	4510P29	4087P 6	4369P16	4469P19	4784
36	88.4	4224P23	4471P28	4559P30	4131P 7	4416P17	4517P20	4861
34	88.4	4256P24	4505P28	4594P30	4162P 7	4449P17	4551P20	4930
32	88.4	4277P24	4528P29	4618P30	4184P 8	4472P17	4573P21	4940
30	88.3	4288P24	4540P29	4630P31	4195P 8	4486P18	4586P21	4941
28	88.0	4299P25	4553P29	4643P31	4207P 8	4499P18	4600P21	4943
26	87.7	4310P25	4565P29	4656P31	4219P 9	4512P18	4615P22	4944
24	87.4	4321P25	4577P30	4669P31	4231P 9	4526P19	4629P22	4946
20	86.8	4344P25	4603P30	4695P32	4256P10	4554P20	4658P23	4949
10	85.3	4400P26	4667P31	4762P33	4316P11	4622P21	4731P24	4952
0	83.8	4454P27	4730P32	4827P34	4378P13	4694P23	4806P26	4947
-10	82.3	4515P29	4799P33	4895P35	4446P15	4771P25	4884P28	4953
-20	80.7	4575P30	4864P35	4908^35	4514P17	4848P27	4908D31	4951

High QNH **+30** per .10" — Engine A/I ON **-430**
Low QNH **-150** per .10" — Wing A/I ON **-430**

A/C **AUTO** — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
44	91.2	4082P22	4327P27	4413P28	3973P 6	4258P16	4358P19	4505
42	91.5	4147P23	4394P27	4482P29	4032P 7	4320P16	4422P20	4600
40	91.9	4211P24	4462P28	4548P30	4092P 7	4383P17	4486P20	4694
38	92.1	4273P25	4523P29	4613P31	4148P 8	4442P17	4546P21	4784
36	92.2	4326P25	4580P30	4671P32	4197P 8	4494P18	4597P21	4861
34	92.2	4366P26	4623P31	4714P32	4233P 9	4533P19	4638P22	4930
32	91.9	4395P26	4654P31	4746P33	4259P 9	4562P19	4668P22	4940
30	91.7	4418P27	4679P31	4772P33	4278P 9	4583P20	4692P23	4941
28	91.4	4428P27	4692P32	4785P33	4291P10	4597P20	4706P23	4943
26	91.1	4439P27	4704P32	4798P34	4303P10	4611P20	4721P23	4944
24	90.8	4451P27	4717P32	4812P34	4314P10	4626P21	4736P24	4946
20	90.2	4474P28	4743P33	4838P34	4340P11	4655P21	4767P24	4949
10	88.6	4533P29	4810P34	4901P35	4405P13	4729P23	4844P26	4952
0	87.0	4590P30	4872P35	4927^36	4471P15	4804P25	4919P28	4947
-10	85.4	4655P31	4891^35	4928^36	4543P17	4885P27	4927^31	4953
-20	83.8	4717P32	4884^35	4922^36	4614P19	4883^30	4922D33	4951

High QNH **+10** per .10" — Engine A/I ON **-590**
Low QNH **-150** per .10" — Wing A/I ON **-590**

A/C **AUTO** — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	+0	+10H	+20H
44	91.2	4082P22-22-32	4327P27-27-36	4413P28-28-37	4496P30-30-39
42	91.5	4147P23-23-33	4394P27-27-37	4482P29-29-38	4567P31-31-40
40	91.9	4211P24-24-34	4462P28-28-38	4548P30-30-39	4638P32-32-41
38	92.1	4273P25-25-35	4523P29-29-39	4613P31-31-40	4705P32-32-42
36	92.2	4326P25-25-36	4580P30-30-40	4671P32-32-41	4763P33-33-42
34	92.2	4366P26-26-37	4623P31-31-40	4714P32-32-42	4807P34-34-43
32	91.9	4395P26-26-37	4654P31-31-41	4746P33-33-42	4839P34-34-43
30	91.7	4418P27-27-37	4679P31-31-41	4772P33-33-43	4864P35-35-44
28	91.4	4428P27-27-37	4692P32-32-41	4785P33-33-43	4877P35-35-44
26	91.1	4439P27-27-38	4704P32-32-42	4798P34-34-43	4890P35-35-44
24	90.8	4451P27-27-38	4717P32-32-42	4812P34-34-43	4902P35-35-44
20	90.2	4474P28-28-38	4743P33-33-42	4838P34-34-43	4929P36-36-45
10	88.6	4533P29-29-39	4810P34-34-43	4901P35-35-44	4952C36-36-45
0	87.0	4590P30-30-40	4872P35-35-44	4927^36-36-45	4947C36-36-45
-10	85.4	4655P31-31-41	4891^35-35-44	4928^36-36-45	4953C36-36-45
-20	83.8	4717P32-32-42	4884^35-35-44	4923P41-41-51	4977C42-42-51

High QNH **+10** per .10" — Engine A/I ON **-590**
Low QNH **-150** per .10" — Wing A/I ON **-590**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 2467 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope -0.50
Rwy Rev. Program Rules FAA **26 Oct 17**

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COLIMA **-CLQ** **25** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
44	4082F22	4327F27	4413F28	4072F22	4316F26	4402F28			
42	4147F23	4394F27	4482F29	4137F23	4383F27	4471F29			
40	4211F24	4462F28	4548F30	4201F24	4451F28	4537F30			
38	4273F25	4523F29	4613F31	4263F24	4513F29	4602F31			
36	4326F25	4580F30	4671F32	4316F25	4569F30	4660F31			
34	4366F26	4623F31	4714F32	4359F26	4615F30	4706F32			
32	4395F26	4654F31	4746F33	4387F26	4645F31	4736F32			
30	4418F27	4679F31	4772F33	4408F27	4668F31	4761F33			
28	4428F27	4692F32	4785F33	4420F27	4681F32	4774F33			
26	4439F27	4704F32	4798F34	4429F27	4694F32	4787F33			
24	4451F27	4717F32	4812F34	4441F27	4707F32	4801F34			
20	4474F28	4743F33	4838F34	4464F28	4733F32	4827F34			
10	4533F29	4810F34	4901F35	4495F28	4771F33	4859^35			
0	4590F30	4872F35	4927^36	4548F29	4811^34	4847^35			
	High QNH +70 per .10" Low QNH -150 per .10"			High QNH +10 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -590 Wing A/I ON -590			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
44	3973F 6	4258F16	4358F19	3966F 6	4249F16	4350F19			
42	4032F 7	4320F16	4422F20	4025F 7	4312F16	4413F19			
40	4092F 7	4383F17	4486F20	4085F 7	4375F17	4477F20			
38	4148F 8	4442F17	4546F21	4142F 8	4434F17	4538F20			
36	4197F 8	4494F18	4597F21	4190F 8	4486F18	4589F21			
34	4233F 9	4533F19	4638F22	4228F 8	4527F18	4632F22			
32	4259F 9	4562F19	4668F22	4253F 9	4555F19	4661F22			
30	4278F 9	4583F20	4692F23	4272F 9	4575F19	4684F23			
28	4291F10	4597F20	4706F23	4284F10	4589F20	4698F23			
26	4303F10	4611F20	4721F23	4297F10	4603F20	4713F23			
24	4314F10	4626F21	4736F24	4309F10	4618F20	4728F24			
20	4340F11	4655F21	4767F24	4333F11	4647F21	4758F24			
10	4405F13	4729F23	4844F26	4371F13	4695F23	4808F26			
0	4471F15	4804F25	4919F28	4432F15	4764F25	4844^28			
	High QNH +80 per .10" Low QNH -150 per .10"			High QNH +80 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -400 Wing A/I ON -400			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4061F96	4227^99	2988F95	3570F 2	3728F 5			
26		4088F96	4230^99	3003F95	3586F 2	3746F 5			
24		4122F97	4232^ 0	3021F95	3600F 3	3767F 5			
22		4154F97	4234^ 0	3039F96	3619F 3	3791F 5			
20		4184F97	4237^ 1	3057F96	3636F 3	3813F 6			
18	2666F92	4193^98	4239^ 1	3075F96	3654F 4	3837F 6			
16	3164F91	4195^98	4241^ 1	3093F96	3672F 4	3855F 6			
14	3219F91	4196^98	4242^ 2	3111F97	3691F 4	3870F 7			
12	3312F92	4197^99	4243^ 2	3128F97	3710F 4	3887F 7			
10	3382F92	4195^99	4241^ 3	3141F97	3729F 5	3903F 7			
0	3553F93	4193^ 1	4241^ 5	3238F98	3840F 6	3987F 9			
-10	3600F95	4199^ 4	4248^ 7	3358F 0	3929F 8	4065F10			
-20	3783F96	4199^ 6	4250^10	3505F 1	4012F 9	4147F12			
-30	3970F97	4197^ 8	4249^12	3615F 3	4092F11	4241F14			
	High QNH +10 per .10" Low QNH -130 per .10"			High QNH +70 per .10" Low QNH -100 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -630 Wing A/I ON -630			Engine A/I ON -440 Wing A/I ON -440			Engine A/I ON Wing A/I ON		

Elevation 2467 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope -0.50

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COZUMEL

COZUMEL **-CZM** **05** ***DT H057***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1015'		DT H057	1015'	

MILITARY USE ONLY

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4385^27	4539^30	4591^31	4385D27	4539D31	4591D32	4725
46	87.7	4475^28	4634^31	4688^32	4475D27	4634D32	4688D33	4845
44	87.6	4526^29	4688^32	4742^33	4526D27	4688D33	4742D34	4901
42	87.4	4541^29	4704^32	4759^33	4541D28	4704D33	4759D34	4947
40	87.1	4556^29	4718^32	4774^33	4556D28	4718D33	4774D34	4959
38	86.8	4563^29	4726^32	4781^33	4563D29	4726D33	4781D34	4961
36	86.6	4571^29	4732^32	4789^33	4571D29	4732D33	4789D34	4962
34	86.3	4578^30	4740^32	4796^33	4578D29	4740D34	4796D34	4964
32	86.0	4586^30	4749^33	4804^34	4586D30	4749D34	4804D35	4966
30	85.7	4594^30	4756^33	4813^34	4594D30	4756D34	4813D35	4968
20	84.3	4634^31	4796^33	4852^34	4634D32	4796D34	4852D35	4976
10	82.8	4667^31	4830^34	4885^35	4667D32	4830D35	4885D36	4973
0	81.3	4708^32	4871^35	4927^36	4708D33	4871D35	4927D36	4984
-10	79.8	4743^32	4895^35	4936^36	4743D33	4895D35	4936D36	4988
-20	78.3	4763^33	4888^35	4930^36	4763D33	4888D35	4930D36	4985
-30	76.7	4748^33	4878^35	4922^35	4748D33	4878D35	4922D36	4983

High QNH **+10** per .10" — Engine A/I ON **-850**
Low QNH **-160** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4438^28	4588^31	4638^31	4438D28	4588D32	4638D32	4725
46	90.9	4533^29	4686^32	4739^33	4533D29	4686D33	4739D34	4845
44	90.8	4591^30	4747^33	4800^34	4591D29	4747D34	4800D35	4901
42	90.5	4620^30	4775^33	4829^34	4620D30	4775D34	4829D35	4947
40	90.2	4633^31	4789^33	4843^34	4633D31	4789D34	4843D35	4959
38	89.9	4641^31	4797^33	4850^34	4641D31	4797D34	4850D35	4961
36	89.7	4647^31	4803^34	4857^34	4647D31	4803D35	4857D35	4962
34	89.4	4654^31	4810^34	4864^35	4654D32	4810D35	4864D35	4964
32	89.1	4661^31	4818^34	4872^35	4661D32	4818D35	4872D36	4966
30	88.8	4669^31	4826^34	4879^35	4669D32	4826D35	4879D36	4968
20	87.3	4706^32	4863^34	4916^35	4706D33	4863D35	4916D36	4976
10	85.8	4736^32	4893^35	4947^36	4736D33	4893D35	4947D36	4973
0	84.2	4775^33	4914^35	4953^36	4775D33	4914D35	4953D36	4984
-10	82.7	4791^33	4911^35	4951^36	4791D33	4911D35	4951D36	4988
-20	81.1	4779^33	4903^35	4945^36	4779D33	4903D35	4945D36	4985
-30	79.5	4764^33	4893^35	4936^36	4764D33	4893D35	4936D36	4983

High QNH **+10** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4438^28-28-38	4588^31-31-40	4638^31-31-41	4690^32-32-41
46	90.9	4533^29-29-39	4686^32-32-41	4739^33-33-42	4792^34-34-43
44	90.8	4591^30-30-40	4747^33-33-42	4800^34-34-43	4855^34-34-44
42	90.5	4620^30-30-40	4775^33-33-43	4829^34-34-43	4883^35-35-44
40	90.2	4633^31-31-40	4789^33-33-43	4843^34-34-43	4897^35-35-44
38	89.9	4641^31-31-41	4797^33-33-43	4850^34-34-44	4904^35-35-44
36	89.7	4647^31-31-41	4803^34-34-43	4857^34-34-44	4912^35-35-44
34	89.4	4654^31-31-41	4810^34-34-43	4864^35-35-44	4919^35-35-45
32	89.1	4661^31-31-41	4818^34-34-43	4872^35-35-44	4926^36-36-45
30	88.8	4669^31-31-41	4826^34-34-43	4879^35-35-44	4933^36-36-45
20	87.3	4706^32-32-42	4863^34-34-44	4916^35-35-45	4971^36-36-45
10	85.8	4736^32-32-42	4893^35-35-44	4947^36-36-45	4973C36-36-45
0	84.2	4775^33-33-43	4914^35-35-45	4953^36-36-45	4998C43-43-52
-10	82.7	4791^33-33-43	4932^41-41-51	4988^42-42-51	5003C43-43-52
-20	81.1	4800^39-39-49	4965^42-42-51	5000C43-43-52	5000C43-43-52
-30	79.5	4833^40-40-49	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+10** per .10" — Engine A/I ON **-820**
Low QNH **-170** per .10" — Wing A/I ON **-820**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation	15	Length	9885	Shift	0	Clearway	0	Stopway	492	Slope	+0.04
Rwy Rev.		Program						Rules	FAA		26 Oct 17

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COZUMEL **-CZM** **05** ***DT H057***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4438^28	4588^31	4638^31	4431^28	4580^30	4632^31			
46	4533^29	4686^32	4739^33	4524^29	4678^32	4731^33			
44	4591^30	4747^33	4800^34	4584^30	4739^33	4793^33			
42	4620^30	4775^33	4829^34	4612^30	4768^33	4821^34			
40	4633^31	4789^33	4843^34	4626^30	4782^33	4836^34			
38	4641^31	4797^33	4850^34	4632^31	4790^33	4843^34			
36	4647^31	4803^34	4857^34	4641^31	4797^33	4850^34			
34	4654^31	4810^34	4864^35	4647^31	4804^34	4858^34			
32	4661^31	4818^34	4872^35	4655^31	4812^34	4865^35			
30	4669^31	4826^34	4879^35	4663^31	4819^34	4873^35			
20	4706^32	4863^34	4916^35	4699^32	4857^34	4910^35			
10	4736^32	4893^35	4947^36	4674^32	4824^34	4862^35			
0	4775^33	4914^35	4953^36	4712^32	4827^34	4866^35			
-10	4791^33	4911^35	4951^36	4704^32	4823^34	4863^35			
	High QNH +10 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4438D28	4588D32	4638D32	4431D28	4580D31	4632D32			
46	4533D29	4686D33	4739D34	4524D29	4678D33	4731D34			
44	4591D29	4747D34	4800D35	4584D29	4739D34	4793D34			
42	4620D30	4775D34	4829D35	4612D30	4768D34	4821D35			
40	4633D31	4789D34	4843D35	4626D30	4782D34	4836D35			
38	4641D31	4797D34	4850D35	4632D31	4790D34	4843D35			
36	4647D31	4803D35	4857D35	4641D31	4797D34	4850D35			
34	4654D32	4810D35	4864D35	4647D32	4804D35	4858D35			
32	4661D32	4818D35	4872D36	4655D32	4812D35	4865D36			
30	4669D32	4826D35	4879D36	4663D32	4819D35	4873D36			
20	4706D33	4863D35	4916D36	4699D33	4857D35	4910D36			
10	4736D33	4893D35	4947D36	4674D32	4824D34	4862D35			
0	4775D33	4914D35	4953D36	4712D32	4827D34	4866D35			
-10	4791D33	4911D35	4951D36	4704D32	4823D34	4863D35			
	High QNH +10 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4325^ 9	4546^20	4628^23	4116^13	4349^23	4438^26			
26	4335^10	4558^20	4641^23	4127^14	4360^23	4452^26			
24	4345^10	4570^20	4652^24	4137^14	4373^23	4465^26			
22	4356^10	4581^21	4664^24	4147^15	4386^24	4479^27			
20	4366^11	4593^21	4676^24	4156^15	4398^24	4493^27			
18	4375^11	4605^22	4687^25	4165^15	4411^24	4507^27			
16	4386^12	4616^22	4699^25	4176^16	4423^25	4522^28			
14	4396^12	4627^22	4710^26	4186^16	4435^25	4537^28			
12	4405^13	4637^23	4722^26	4196^16	4448^26	4551^28			
10	4414^13	4647^23	4732^27	4206^17	4461^26	4565^29			
0	4471^15	4710^26	4797^29	4263^19	4535^28	4650^30			
-10	4523^17	4770^28	4859^31	4318^21	4611^30	4737^32			
-20	4576^20	4828^30	4922^34	4377^23	4697^31	4800^33			
-30	4629^22	4880^33	4932^36	4437^25	4773^33	4831^34			
	High QNH +20 per .10" Low QNH -50 per .10"			High QNH +70 per .10" Low QNH -80 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -680 Wing A/I ON -680			Engine A/I ON -590 Wing A/I ON -590			Engine A/I ON Wing A/I ON		

Elevation	15	Length	9885	Shift	0	Clearway	0	Stopway	492	Slope	+0.04
Rwy Rev		Program						Rules	FAA		26 Oct 17

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COZUMEL **-CZM** **11** ***DT H117***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1015'		DT H117	1015'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4489P29	4637^31	4670^32	4416P17	4637D27	4670D30	4725
46	87.7	4571P30	4745^33	4784^33	4491P18	4738^27	4784D30	4845
44	87.6	4619P30	4800^34	4855^34	4536P18	4790^28	4855D31	4901
42	87.4	4635P31	4816^34	4872^35	4554P18	4808^28	4872D31	4947
40	87.1	4651P31	4831^34	4888^35	4571P19	4825^28	4888D31	4959
38	86.8	4662P31	4839^34	4896^35	4583P19	4834^29	4896D32	4961
36	86.6	4673P31	4847^34	4903^35	4596P19	4844^29	4903D32	4962
34	86.3	4684P31	4855^34	4912^35	4609P20	4854^29	4912D32	4964
32	86.0	4696P32	4864^35	4920^35	4620P20	4864D30	4920D33	4966
30	85.7	4707P32	4872^35	4927^36	4633P20	4872D30	4927D33	4968
20	84.3	4750^33	4901^35	4938^36	4700P22	4901D32	4938D36	4976
10	82.8	4779^33	4893^35	4932^36	4754^24	4893D35	4932D36	4973
0	81.3	4781^33	4898^35	4938^36	4778^26	4898D35	4938D36	4984
-10	79.8	4774^33	4895^35	4936^36	4774D29	4895D35	4936D36	4988
-20	78.3	4762^33	4887^35	4930^36	4762D31	4887D35	4930D36	4985
-30	76.7	4747^32	4877^35	4921^35	4747D33	4877D35	4921D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4550^30	4648^32	4681^32	4491P18	4648D29	4681D32	4725
46	90.9	4646^31	4763^33	4795^34	4569P19	4763^29	4795D32	4845
44	90.8	4708^32	4847^34	4881^35	4627P20	4846^30	4881D33	4901
42	90.5	4738^32	4895^35	4935^36	4663P20	4890^30	4935D34	4947
40	90.2	4752^33	4907^35	4941^36	4679P21	4906^31	4941D34	4959
38	89.9	4759^33	4909^35	4944^36	4692P21	4909^31	4944D35	4961
36	89.7	4767^33	4910^35	4945^36	4700^21	4910D32	4945D35	4962
34	89.4	4774^33	4911^35	4946^36	4710^22	4911D32	4946D35	4964
32	89.1	4782^33	4913^35	4948^36	4720^22	4913D32	4948D36	4966
30	88.8	4790^33	4914^35	4949^36	4731^23	4914D33	4949D36	4968
20	87.3	4808^34	4918^35	4954^36	4784^24	4918D35	4954D36	4976
10	85.8	4797^33	4909^35	4947^36	4793^27	4909D35	4947D36	4973
0	84.2	4798^33	4914^35	4953^36	4798D29	4914D35	4953D36	4984
-10	82.7	4791^33	4911^35	4951^36	4791D32	4911D35	4951D36	4988
-20	81.1	4778^33	4903^35	4945^36	4778D33	4903D35	4945D36	4985
-30	79.5	4764^33	4892^35	4936^36	4764D33	4892D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4550^30-30-39	4648^32-32-41	4688^38-38-47	4744^39-39-48
46	90.9	4646^31-31-41	4763^33-33-42	4795^34-34-43	4843^40-40-49
44	90.8	4708^32-32-42	4847^34-34-44	4881^35-35-44	4906^41-41-50
42	90.5	4738^32-32-42	4895^35-35-44	4935^36-36-45	4947C36-36-45
40	90.2	4752^33-33-42	4907^35-35-44	4941^36-36-45	4959C36-36-45
38	89.9	4759^33-33-42	4909^35-35-44	4944^36-36-45	4962^42-42-51
36	89.7	4767^33-33-42	4910^35-35-44	4945^36-36-45	4971^42-42-51
34	89.4	4774^33-33-43	4911^35-35-44	4946^36-36-45	4977C42-42-51
32	89.1	4782^33-33-43	4913^35-35-45	4948^36-36-45	4979C42-42-51
30	88.8	4790^33-33-43	4914^35-35-45	4949^36-36-45	4981C42-42-51
20	87.3	4808^34-34-43	4929^41-41-51	4986^42-42-51	4990C43-43-51
10	85.8	4802^39-39-49	4968^42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4849^40-40-49	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4891^41-41-50	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4927^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4913^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 15 Length 8858 Shift **0** Clearway 0 Stopway 0 Slope +0.06
Rwy Rev. Program Rules FAA **26 Oct 17**

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COZUMEL **-CZM** **11** ***DT H117***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4550^30	4648^32	4681^32	4544^30	4643^31	4675^32			
46	4646^31	4763^33	4795^34	4639^31	4756^33	4789^34			
44	4708^32	4847^34	4881^35	4699^32	4842^34	4875^35			
42	4738^32	4895^35	4935^36	4730^32	4887^35	4930^36			
40	4752^33	4907^35	4941^36	4744^33	4903^35	4937^36			
38	4759^33	4909^35	4944^36	4752^33	4904^35	4939^36			
36	4767^33	4910^35	4945^36	4759^33	4906^35	4941^36			
34	4774^33	4911^35	4946^36	4767^33	4907^35	4942^36			
32	4782^33	4913^35	4948^36	4775^33	4907^35	4943^36			
30	4790^33	4914^35	4949^36	4783^33	4908^35	4944^36			
20	4808^34	4918^35	4954^36	4803^33	4912^35	4949^36			
10	4797^33	4909^35	4947^36	4712^32	4824^34	4861^35			
0	4798^33	4914^35	4953^36	4712^32	4827^34	4866^35			
-10	4791^33	4911^35	4951^36	4704^32	4823^34	4863^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4491F18	4648D29	4681D32	4485F18	4643D29	4675D32			
46	4569F19	4763^29	4795D32	4561F19	4756^29	4789D32			
44	4627F20	4846^30	4881D33	4618F20	4840^29	4875D33			
42	4663F20	4890^30	4935D34	4654F20	4883^30	4930D34			
40	4679F21	4906^31	4941D34	4670F21	4898^31	4937D34			
38	4692F21	4909^31	4944D35	4684F21	4904^31	4939D34			
36	4700^21	4910D32	4945D35	4693^21	4906D31	4941D35			
34	4710^22	4911D32	4946D35	4703^22	4907D32	4942D35			
32	4720^22	4913D32	4948D36	4714^22	4907D32	4943D36			
30	4731^23	4914D33	4949D36	4725^22	4908D33	4944D36			
20	4784^24	4918D35	4954D36	4776^24	4912D35	4949D36			
10	4793^27	4909D35	4947D36	4711^27	4824D34	4861D35			
0	4798D29	4914D35	4953D36	4712D29	4827D34	4866D35			
-10	4791D32	4911D35	4951D36	4704D32	4823D34	4863D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4136F 0	4397F11	4492F14	3793F 6	4049F15	4141F18			
26	4146F 1	4410F11	4505F14	3803F 6	4061F16	4152F19			
24	4157F 1	4423F11	4518F15	3814F 6	4073F16	4166F19			
22	4168F 2	4435F12	4532F15	3824F 7	4085F16	4179F19			
20	4179F 2	4448F12	4545F15	3834F 7	4096F17	4190F20			
18	4188F 2	4461F12	4558F16	3844F 7	4109F17	4202F20			
16	4199F 3	4472F13	4572F16	3853F 8	4120F17	4216F20			
14	4210F 3	4485F13	4586F17	3864F 8	4132F18	4229F21			
12	4222F 3	4498F14	4599F17	3875F 8	4144F18	4241F21			
10	4231F 4	4510F14	4612F17	3886F 9	4156F18	4255F22			
0	4294F 6	4583F16	4687F19	3943F11	4224F20	4326F23			
-10	4353F 8	4655F18	4761F22	4000F12	4293F22	4398F25			
-20	4416F10	4727F21	4838F24	4060F14	4360F24	4475F27			
-30	4481F12	4802F23	4898^26	4116F17	4434F26	4558F29			
	High QNH +80 per .10" Low QNH -60 per .10"			High QNH +80 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -480 Wing A/I ON -480			Engine A/I ON -480 Wing A/I ON -480			Engine A/I ON Wing A/I ON		

Elevation 15 Length 8858 Shift **0** Clearway 0 Stopway 0 Slope +0.06

Rwy Rev Program Rules FAA **26 Oct 17**

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COZUMEL **-CZM** **23** ***DT H237***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1015'		DT H237	1015'	

MILITARY USE ONLY

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4268P25	4520P29	4606P31	4268D24	4520D32	4606D32	4725
46	87.7	4344P26	4601P30	4688P32	4344D25	4601D33	4688D34	4845
44	87.6	4389P26	4649P31	4737P32	4389D25	4649D33	4737D35	4901
42	87.4	4405P27	4666P31	4754P33	4405D25	4666D33	4754D35	4947
40	87.1	4420P27	4682P31	4771P33	4420D26	4682D34	4771D35	4959
38	86.8	4430P27	4693P32	4783P33	4430D26	4693D34	4783D35	4961
36	86.6	4441P27	4705P32	4795P33	4441D26	4705D34	4795D36	4962
34	86.3	4452P27	4716P32	4807P34	4452D27	4716D34	4807D36	4964
32	86.0	4463P28	4728P32	4819P34	4463D27	4728D34	4819D36	4966
30	85.7	4474P28	4741P32	4832P34	4474D28	4741D35	4832D36	4968
20	84.3	4531P29	4803P33	4894P35	4531D29	4803D35	4894D36	4976
10	82.8	4590P30	4865P35	4933^36	4590D31	4865D35	4933D36	4973
0	81.3	4654P31	4899^35	4939^36	4654D33	4899D35	4939D36	4984
-10	79.8	4713P32	4897^35	4937^36	4713D33	4897D35	4937D36	4988
-20	78.3	4763^33	4888^35	4931^36	4763D33	4888D35	4931D36	4985
-30	76.7	4749^33	4879^35	4923^35	4749D33	4879D35	4923D36	4983

High QNH **+10** per .10" Engine A/I ON **-850**
Low QNH **-160** per .10" Wing A/I ON **-850**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4368P27	4621P31	4682^32	4368D25	4621D32	4682D32	4725
46	90.9	4447P28	4705P32	4794P34	4447D26	4705D33	4794D34	4845
44	90.8	4506P28	4768P33	4859P35	4506D27	4768D34	4859D35	4901
42	90.5	4546P29	4810P34	4900P35	4546D27	4810D35	4900D36	4947
40	90.2	4561P29	4826P34	4916P35	4561D28	4826D35	4916D36	4959
38	89.9	4572P30	4838P34	4929P36	4572D28	4838D35	4929D36	4961
36	89.7	4583P30	4849P34	4941P36	4583D28	4849D35	4941D36	4962
34	89.4	4595P30	4859P34	4948^36	4595D29	4859D35	4948D36	4964
32	89.1	4606P30	4872P35	4949^36	4606D29	4872D35	4949D36	4966
30	88.8	4618P30	4885P35	4950^36	4618D30	4885D35	4950D36	4968
20	87.3	4679P31	4918^35	4955^36	4679D31	4918D36	4955D36	4976
10	85.8	4736P32	4911^35	4948^36	4736D34	4911D35	4948D36	4973
0	84.2	4799^33	4915^35	4954^36	4799D34	4915D35	4954D36	4984
-10	82.7	4792^33	4912^35	4952^36	4792D33	4912D35	4952D36	4988
-20	81.1	4780^33	4904^35	4946^36	4780D33	4904D35	4946D36	4985
-30	79.5	4765^33	4893^35	4937^36	4765D33	4893D35	4937D36	4983

High QNH **+0** per .10" Engine A/I ON **-860**
Low QNH **-160** per .10" Wing A/I ON **-860**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4368P27-27-37	4621P31-31-40	4682^32-32-41	4715^33-33-42
46	90.9	4447P28-28-38	4705P32-32-42	4794P34-34-43	4830^34-34-43
44	90.8	4506P28-28-39	4768P33-33-42	4859P35-35-44	4901C35-35-44
42	90.5	4546P29-29-39	4810P34-34-43	4900P35-35-44	4947C36-36-45
40	90.2	4561P29-29-39	4826P34-34-43	4916P35-35-45	4959C36-36-45
38	89.9	4572P30-30-40	4838P34-34-43	4929P36-36-45	4961C36-36-45
36	89.7	4583P30-30-40	4849P34-34-44	4941P36-36-45	4962C36-36-45
34	89.4	4595P30-30-40	4859P34-34-44	4948^36-36-45	4964C36-36-45
32	89.1	4606P30-30-40	4872P35-35-44	4949^36-36-45	4966C36-36-45
30	88.8	4618P30-30-40	4885P35-35-44	4950^36-36-45	4968C36-36-45
20	87.3	4679P31-31-41	4918^35-35-45	4955^36-36-45	4976C36-36-45
10	85.8	4736P32-32-42	4911^35-35-44	4948^36-36-45	4986C42-42-51
0	84.2	4799^33-33-43	4915^35-35-45	4998C43-43-52	4998C43-43-52
-10	82.7	4792^33-33-43	4972P42-42-51	5003C43-43-52	5003C43-43-52
-20	81.1	4780^33-33-43	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4819P40-40-49	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" Engine A/I ON **-840**
Low QNH **-160** per .10" Wing A/I ON **-840**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 15 Length 7917 Shift **0** Clearway 0 Stopway 1968 Slope -0.04
Rwy Rev. Program Rules FAA **26 Oct 17**

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COZUMEL **-CZM** **23** ***DT H237***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4368F27	4621F31	4682^32	4358F26	4610F31	4676^32			
46	4447F28	4705F32	4794F34	4437F27	4694F32	4783F33			
44	4506F28	4768F33	4859F35	4494F28	4757F33	4847F34			
42	4546F29	4810F34	4900F35	4535F29	4799F33	4888F35			
40	4561F29	4826F34	4916F35	4550F29	4814F34	4905F35			
38	4572F30	4838F34	4929F36	4561F29	4827F34	4918F35			
36	4583F30	4849F34	4941F36	4573F30	4839F34	4930F36			
34	4595F30	4859F34	4948^36	4584F30	4851F34	4943F36			
32	4606F30	4872F35	4949^36	4596F30	4861F34	4944^36			
30	4618F30	4885F35	4950^36	4608F30	4874F35	4945^36			
20	4679F31	4918^35	4955^36	4669F31	4914^35	4950^36			
10	4736F32	4911^35	4948^36	4692F32	4825^34	4862^35			
0	4799^33	4915^35	4954^36	4713^32	4828^34	4867^35			
-10	4792^33	4912^35	4952^36	4706^32	4824^34	4864^35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4368D25	4621D32	4682D32	4358D25	4610D32	4676D32			
46	4447D26	4705D33	4794D34	4437D26	4694D33	4783D34			
44	4506D27	4768D34	4859D35	4494D27	4757D34	4847D35			
42	4546D27	4810D35	4900D36	4535D27	4799D35	4888D36			
40	4561D28	4826D35	4916D36	4550D28	4814D35	4905D36			
38	4572D28	4838D35	4929D36	4561D28	4827D35	4918D36			
36	4583D28	4849D35	4941D36	4573D28	4839D35	4930D36			
34	4595D29	4859D35	4948D36	4584D29	4851D35	4943D36			
32	4606D29	4872D35	4949D36	4596D29	4861D35	4944D36			
30	4618D30	4885D35	4950D36	4608D29	4874D35	4945D36			
20	4679D31	4918D36	4955D36	4669D31	4914D35	4950D36			
10	4736D34	4911D35	4948D36	4692D32	4825D34	4862D35			
0	4799D34	4915D35	4954D36	4713D32	4828D34	4867D35			
-10	4792D33	4912D35	4952D36	4706D32	4824D34	4864D35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4111F 7	4397F17	4500F20	3897F12	4198F21	4306F24			
26	4122F 7	4411F18	4514F21	3909F12	4211F21	4321F24			
24	4134F 8	4424F18	4528F21	3921F12	4225F21	4334F24			
22	4146F 8	4436F18	4543F22	3933F13	4238F22	4350F25			
20	4157F 9	4450F19	4558F22	3945F13	4252F22	4363F25			
18	4169F 9	4464F19	4572F22	3957F14	4266F22	4379F25			
16	4180F 9	4478F20	4586F23	3968F14	4279F23	4395F26			
14	4190F10	4491F20	4602F23	3981F14	4296F23	4411F26			
12	4202F10	4506F20	4616F24	3994F15	4311F24	4426F26			
10	4214F11	4520F21	4631F24	4007F15	4323F24	4443F27			
0	4280F13	4598F23	4713F26	4073F17	4404F26	4529F28			
-10	4346F15	4676F25	4794F28	4137F19	4487F27	4618F30			
-20	4414F17	4757F27	4878F30	4206F21					
-30	4484F19	4840F30	4923^33		4671F31	4804F33			
	High QNH +80 per .10" Low QNH -70 per .10"			High QNH +70 per .10" Low QNH -90 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -420 Wing A/I ON -420			Engine A/I ON -350 Wing A/I ON -350			Engine A/I ON Wing A/I ON		

Elevation	15	Length	7917	Shift	0	Clearway	0	Stopway	1968	Slope	-0.04
Rwy Rev		Program						Rules	FAA		26 Oct 17

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COZUMEL -CZM 29 *DT H297*

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4423^28	4580^30	4634^31	4415^27	4573^30	4627^31			
46	4513^29	4675^32	4730^33	4505^29	4667^31	4722^32			
44	4572^30	4736^32	4792^33	4563^29	4728^32	4784^33			
42	4603^30	4766^33	4823^34	4594^30	4758^33	4815^34			
40	4617^30	4781^33	4838^34	4608^30	4773^33	4830^34			
38	4624^30	4789^33	4845^34	4617^30	4782^33	4839^34			
36	4633^31	4797^33	4854^34	4625^30	4790^33	4846^34			
34	4641^31	4805^34	4860^34	4634^31	4798^33	4855^34			
32	4649^31	4814^34	4871^35	4642^31	4807^34	4864^35			
30	4658^31	4823^34	4879^35	4651^31	4815^34	4872^35			
20	4700^32	4865^35	4923^35	4694^32	4858^34	4916^35			
10	4736^32	4902^35	4948^36	4678^32	4825^34	4863^35			
0	4781^33	4915^35	4954^36	4713^32	4828^34	4867^35			
-10	4792^33	4912^35	4953^36	4706^32	4824^34	4864^35			
	High QNH +10 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4358^15	4579^25	4634D29	4352^15	4572^25	4627D28			
46	4442F16	4668^26	4730D29	4434F16	4660^26	4722D29			
44	4497F16	4726^27	4792D30	4489F16	4718^26	4784D30			
42	4525^17	4757^27	4823D31	4518^17	4750^27	4815D30			
40	4539^17	4773^28	4838D31	4533^17	4766^27	4830D31			
38	4550^18	4784^28	4845D31	4543^18	4776^28	4839D31			
36	4560^18	4794^28	4854D32	4553^18	4787^28	4846D31			
34	4570^19	4805^29	4860D32	4564^18	4798D29	4855D32			
32	4582^19	4814D29	4871D32	4575^19	4807D29	4864D32			
30	4593^19	4823D30	4879D33	4586^19	4815D29	4872D33			
20	4647^21	4865D31	4923D35	4641^21	4858D31	4916D35			
10	4698^23	4902D34	4948D36	4647^23	4825D34	4863D35			
0	4755^25	4915D35	4954D36	4704^25	4828D34	4867D35			
-10	4791^27	4912D35	4953D36	4706D28	4824D34	4864D35			
	High QNH +10 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3758F98	4275F 7	4369F10	3573F 2	3987F10	4151F13			
26	3884F98	4287F 7	4382F11	3579F 2	4008F11	4171F13			
24	4012F98	4299F 8	4395F11	3589F 3	4025F11	4192F13			
22	4046F98	4312F 8	4408F11	3602F 3	4042F11	4209F14			
20	4056F98	4324F 8	4421F12	3614F 3	4064F11	4229F14			
18	4068F99	4336F 9	4434F12	3624F 4	4080F12	4247F14			
16	4077F99	4348F 9	4447F13	3636F 4	4100F12	4257F14			
14	4088F99	4360F10	4460F13	3646F 4	4118F12	4283^15			
12	4099F 0	4373F10	4471F13	3664F 4	4137F13	4282^15			
10	4109F 0	4385F10	4484F14	3680F 5	4137F13	4281^15			
0	4168F 2	4455F12	4559F16	3760F 6	4242^14	4286^15			
-10	4227F 4	4523F15	4632F18	3852F 8	4238^14	4283^15			
-20	4288F 6	4597F17	4696^20	3940F 9	4231^14	4278^15			
-30	4350F 8	4672F19	4760^23	4036F11	4221^14	4269^15			
	High QNH +80 per .10" Low QNH -70 per .10"			High QNH +10 per .10" Low QNH -90 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -460 Wing A/I ON -460			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation 15 Length 8202 Shift 0 Clearway 0 Stopway 0 Slope -0.06

Rwy Rev. Program Rules FAA **04 May 18**

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COZUMEL **-CZM** **29** ***DT H297***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1015'		DT H297	1015'	

A/C **AUTO** — **ALT TO-1 - DRY RWY** / **ALT TO-1 - WET RWY**

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	87.6	4361^26	4520^29	4578^30	4294F14	4520^24	4578D27	4725
46	87.7	4447F28	4609^30	4668^32	4366F14	4604^24	4668D27	4845
44	87.6	4494F28	4661^31	4721^32	4411F15	4653^25	4721D28	4901
42	87.4	4508F28	4677^31	4737^32	4428F15	4669^25	4737D28	4947
40	87.1	4524F29	4692^32	4752^33	4444F16	4687^25	4752D29	4959
38	86.8	4534F29	4701^32	4762^33	4456F16	4697^26	4762D29	4961
36	86.6	4545F29	4710^32	4770^33	4468F16	4708^26	4770D29	4962
34	86.3	4552^29	4719^32	4780^33	4481F17	4719^26	4780D30	4964
32	86.0	4561^29	4729^32	4790^33	4494F17	4729D27	4790D30	4966
30	85.7	4570^29	4739^32	4800^33	4507F17	4739D27	4800D30	4968
20	84.3	4614^30	4786^33	4845^34	4570^19	4786D29	4845D32	4976
10	82.8	4655^31	4825^34	4885^35	4620^21	4825D31	4885D34	4973
0	81.3	4701^32	4872^35	4932^36	4678^23	4872D33	4932D36	4984
-10	79.8	4741^32	4897^35	4938^36	4730^25	4897D35	4938D36	4988
-20	78.3	4764^33	4889^35	4931^36	4763^27	4889D35	4931D36	4985
-30	76.7	4749^33	4879^35	4923^35	4749D30	4879D35	4923D36	4983

High QNH **+10** per .10" — Low QNH **-160** per .10"

Engine A/I ON **-850** — Wing A/I ON **-850**

A/C **AUTO** — **TO-1 - DRY RWY** / **TO-1 - WET RWY**

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	90.8	4423^28	4580^30	4634^31	4358^15	4579^25	4634D29	4725
46	90.9	4513^29	4675^32	4730^33	4442F16	4668^26	4730D29	4845
44	90.8	4572^30	4736^32	4792^33	4497F16	4726^27	4792D30	4901
42	90.5	4603^30	4766^33	4823^34	4525^17	4757^27	4823D31	4947
40	90.2	4617^30	4781^33	4838^34	4539^17	4773^28	4838D31	4959
38	89.9	4624^30	4789^33	4845^34	4550^18	4784^28	4845D31	4961
36	89.7	4633^31	4797^33	4854^34	4560^18	4794^28	4854D32	4962
34	89.4	4641^31	4805^34	4860^34	4570^19	4805^29	4860D32	4964
32	89.1	4649^31	4814^34	4871^35	4582^19	4814D29	4871D32	4966
30	88.8	4658^31	4823^34	4879^35	4593^19	4823D30	4879D33	4968
20	87.3	4700^32	4865^35	4923^35	4647^21	4865D31	4923D35	4976
10	85.8	4736^32	4902^35	4948^36	4698^23	4902D34	4948D36	4973
0	84.2	4781^33	4915^35	4954^36	4755^25	4915D35	4954D36	4984
-10	82.7	4792^33	4912^35	4953^36	4791^27	4912D35	4953D36	4988
-20	81.1	4780^33	4904^35	4946^36	4780D30	4904D35	4946D36	4985
-30	79.5	4765^33	4894^35	4937^36	4765D33	4894D35	4937D36	4983

High QNH **+10** per .10" — Low QNH **-160** per .10"

Engine A/I ON **-860** — Wing A/I ON **-860**

A/C **AUTO** — **TO-1 - DRY RWY - OPT V2**

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	4423^28-28-37	4580^30-30-40	4634^31-31-40	4690^32-32-41
46	90.9	4513^29-29-39	4675^32-32-41	4730^33-33-42	4787^34-34-43
44	90.8	4572^30-30-40	4736^32-32-42	4792^33-33-43	4850^34-34-44
42	90.5	4603^30-30-40	4766^33-33-42	4823^34-34-43	4881^35-35-44
40	90.2	4617^30-30-40	4781^33-33-43	4838^34-34-43	4895^35-35-44
38	89.9	4624^30-30-40	4789^33-33-43	4845^34-34-44	4904^35-35-44
36	89.7	4633^31-31-40	4797^33-33-43	4854^34-34-44	4911^35-35-44
34	89.4	4641^31-31-41	4805^34-34-43	4860^34-34-44	4920^35-35-45
32	89.1	4649^31-31-41	4814^34-34-43	4871^35-35-44	4929^36-36-45
30	88.8	4658^31-31-41	4823^34-34-43	4879^35-35-44	4937^36-36-45
20	87.3	4700^32-32-41	4865^35-35-44	4923^35-35-45	4976C36-36-45
10	85.8	4736^32-32-42	4902^35-35-44	4948^36-36-45	4973C36-36-45
0	84.2	4781^33-33-43	4915^35-35-45	4954^36-36-45	4998C43-43-52
-10	82.7	4792^33-33-43	4926^41-41-51	4987^42-42-51	5003C43-43-52
-20	81.1	4794^39-39-49	4967^42-42-51	5000C43-43-52	5000C43-43-52
-30	79.5	4834^40-40-49	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+10** per .10" — Low QNH **-160** per .10"

Engine A/I ON **-850** — Wing A/I ON **-850**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 15 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope -0.06

Rwy Rev. Program Rules FAA **04 May 18**

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CUERNAVACA

CUERNAVACA -CVJ 02 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		RWY END	D1.5 CVJ	*RT TEQ	5272'	STD

*IF TEQ OTS RT H170

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	88.5	3808^17	3911^19	3943^20	3808D13	3911D20	3943D21	4382
38	88.8	3870^18	3977^20	4006^21	3870D14	3977D21	4006D22	4467
36	89.1	3931^19	4043^21	4072^22	3931D14	4043D22	4072D23	4553
34	89.3	3990^20	4105^22	4136^23	3990D15	4105D23	4136D24	4632
32	89.6	4047^21	4166^23	4198^23	4047D15	4166D24	4198D25	4711
30	89.9	4104^21	4226^24	4258^24	4104D16	4226D25	4258D25	4783
28	89.7	4138^22	4260^24	4292^25	4138D16	4260D25	4292D26	4847
26	89.5	4166^22	4290^25	4324^25	4166D17	4290D25	4324D26	4911
24	89.3	4184^23	4309^25	4341^26	4184D17	4309D26	4341D27	4921
22	89.0	4192^23	4316^25	4349^26	4192D17	4316D26	4349D27	4923
20	88.8	4201^23	4324^25	4356^26	4201D18	4324D26	4356D27	4925
10	87.3	4242^24	4359^26	4392^26	4242D20	4359D27	4392D28	4933
0	85.8	4274^24	4384^26	4430^27	4274D22	4384D27	4430D28	4924
-10	84.2	4312^25	4425^27	4475^28	4312D24	4425D28	4475D29	4931
-20	82.6	4348^26	4468^28	4517^29	4348D26	4468D29	4517D30	4931
-30	80.9	4380^26	4506^29	4556^29	4380D27	4506D30	4556D30	4929

High QNH **+20** per .10" — Engine A/I ON **-1100**
Low QNH **-150** per .10" — Wing A/I ON **-1100**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	91.8	3853^18	3947^20	3990^21	3853D15	3947D21	3990D22	4382
38	92.3	3917^19	4010^21	4053^22	3917D15	4010D22	4053D23	4467
36	92.8	3980^20	4075^22	4117^23	3980D16	4075D23	4117D24	4553
34	93.1	4041^21	4139^23	4178^23	4041D16	4139D24	4178D25	4632
32	93.2	4098^22	4201^24	4238^24	4098D17	4201D25	4238D25	4711
30	93.3	4156^22	4261^24	4296^25	4156D17	4261D25	4296D26	4783
28	93.2	4193^23	4298^25	4334^26	4193D18	4298D26	4334D27	4847
26	93.1	4231^24	4334^25	4372^26	4231D19	4334D27	4372D27	4911
24	92.8	4251^24	4354^26	4394^27	4251D19	4354D27	4394D28	4921
22	92.5	4262^24	4363^26	4407^27	4262D20	4363D27	4407D28	4923
20	92.2	4270^24	4370^26	4416^27	4270D20	4370D27	4416D28	4925
10	90.6	4307^25	4413^27	4461^28	4307D22	4413D28	4461D29	4933
0	89.0	4334^25	4448^27	4496^28	4334D24	4448D29	4496D30	4924
-10	87.4	4370^26	4491^28	4540^29	4370D26	4491D29	4540D30	4931
-20	85.7	4403^27	4531^29	4580^30	4403D28	4531D30	4580D31	4931
-30	84.0	4433^27	4568^30	4616^30	4433D28	4568D31	4616D31	4929

High QNH **+30** per .10" — Engine A/I ON **-1020**
Low QNH **-150** per .10" — Wing A/I ON **-1020**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
40	91.8	3853^18-18-29	3947^20-20-30	3990^21-21-31	4034^22-22-32
38	92.3	3917^19-19-30	4010^21-21-31	4053^22-22-32	4099^23-23-33
36	92.8	3980^20-20-31	4075^22-22-32	4117^23-23-33	4163^23-23-34
34	93.1	4041^21-21-32	4139^23-23-33	4178^23-23-34	4226^24-24-34
32	93.2	4098^22-22-33	4201^24-24-34	4238^24-24-35	4286^25-25-35
30	93.3	4156^22-22-33	4261^24-24-35	4296^25-25-36	4344^26-26-36
28	93.2	4193^23-23-34	4298^25-25-36	4334^26-26-36	4383^27-27-37
26	93.1	4231^24-24-35	4334^25-25-36	4372^26-26-37	4422^27-27-37
24	92.8	4251^24-24-35	4354^26-26-36	4394^27-27-37	4443^27-27-38
22	92.5	4262^24-24-35	4363^26-26-37	4407^27-27-37	4457^28-28-38
20	92.2	4270^24-24-35	4370^26-26-37	4416^27-27-37	4466^28-28-38
10	90.6	4307^25-25-36	4413^27-27-37	4461^28-28-38	4510^29-29-39
0	89.0	4334^25-25-36	4448^27-27-38	4496^28-28-39	4546^29-29-39
-10	87.4	4370^26-26-37	4491^28-28-38	4540^29-29-39	4590^30-30-40
-20	85.7	4403^27-27-37	4531^29-29-39	4580^30-30-40	4630^31-31-41
-30	84.0	4433^27-27-38	4568^30-30-40	4616^30-30-40	4666^31-31-41

High QNH **+30** per .10" — Engine A/I ON **-1020**
Low QNH **-150** per .10" — Wing A/I ON **-1020**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4272 Length 9094 Shift **0** Clearway 0 Stopway 0 Slope +1.02
Rwy Rev. Program Rules FAA **25 Oct 16**

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CUERNAVACA -CVJ 02 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3853^18	3947^20	3990^21	3847^18	3940^20	3982^21			
38	3917^19	4010^21	4053^22	3910^19	4003^21	4047^22			
36	3980^20	4075^22	4117^23	3973^20	4069^22	4110^22			
34	4041^21	4139^23	4178^23	4034^21	4133^23	4172^23			
32	4098^22	4201^24	4238^24	4093^22	4196^23	4231^24			
30	4156^22	4261^24	4296^25	4151^22	4257^24	4290^25			
28	4193^23	4298^25	4334^26	4188^23	4294^25	4328^26			
26	4231^24	4334^25	4372^26	4225^23	4329^25	4367^26			
24	4251^24	4354^26	4394^27	4244^24	4349^26	4387^26			
22	4262^24	4363^26	4407^27	4256^24	4358^26	4400^27			
20	4270^24	4370^26	4416^27	4263^24	4365^26	4410^27			
10	4307^25	4413^27	4461^28	4199^23	4311^26	4357^26			
0	4334^25	4448^27	4496^28	4275^25	4391^27	4438^28			
-10	4370^26	4491^28	4540^29	4354^26	4477^28	4524^29			
	High QNH +30 per .10" Low QNH -150 per .10"			High QNH +30 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1020 Wing A/I ON -1020			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3853D15	3947D21	3990D22	3847D15	3940D21	3982D22			
38	3917D15	4010D22	4053D23	3910D15	4003D22	4047D23			
36	3980D16	4075D23	4117D24	3973D16	4069D23	4110D24			
34	4041D16	4139D24	4178D25	4034D16	4133D24	4172D25			
32	4098D17	4201D25	4238D25	4093D17	4196D25	4231D25			
30	4156D17	4261D25	4296D26	4151D17	4257D25	4290D26			
28	4193D18	4298D26	4334D27	4188D18	4294D26	4328D27			
26	4231D19	4334D27	4372D27	4225D18	4329D27	4367D27			
24	4251D19	4354D27	4394D28	4244D19	4349D27	4387D28			
22	4262D20	4363D27	4407D28	4256D19	4358D27	4400D28			
20	4270D20	4370D27	4416D28	4263D20	4365D27	4410D28			
10	4307D22	4413D28	4461D29	4199D22	4311D27	4357D28			
0	4334D24	4448D29	4496D30	4275D24	4391D28	4438D29			
-10	4370D26	4491D29	4540D30	4354D26	4477D29	4524D30			
	High QNH +30 per .10" Low QNH -150 per .10"			High QNH +30 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1020 Wing A/I ON -1020			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3780^98	3984^ 7	4054^10	3527^ 2	3741^11	3817^13			
26	3814^98	4019^ 8	4090^11	3566^ 3	3781^11	3859^14			
24	3833^99	4041^ 8	4112^11	3588^ 3	3803^12	3882^14			
22	3846^99	4055^ 8	4126^12	3603^ 3	3821^12	3900^15			
20	3856^99	4066^ 9	4137^12	3613^ 4	3831^12	3912^15			
18	3866^ 0	4077^ 9	4149^12	3622^ 4	3844^13	3924^16			
16	3877^ 0	4088^10	4160^13	3632^ 4	3855^13	3937^16			
14	3887^ 0	4100^10	4172^13	3642^ 5	3866^13	3949^16			
12	3897^ 1	4110^10	4183^13	3652^ 5	3878^14	3961^17			
10	3907^ 1	4120^11	4193^14	3661^ 5	3889^14	3974^17			
0	3951^ 3	4170^13	4243^16	3707^ 7	3944^16	4032^19			
-10	4005^ 5	4227^15	4300^18	3760^ 9	4007^18	4102^21			
-20	4057^ 7	4284^17	4356^20	3811^11	4071^20	4176^22			
-30	4109^ 9	4339^19	4410^23	3861^13	4142^21	4261P24			
	High QNH +40 per .10" Low QNH -110 per .10"			High QNH +40 per .10" Low QNH -120 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON -710 Wing A/I ON -710			Engine A/I ON Wing A/I ON		

Elevation 4272 Length 9094 Shift 0 Clearway 0 Stopway 0 Slope +1.02

Rwy Rev. Program Rules FAA 25 Oct 16

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CUERNAVACA **-CVJ** **20** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D7.3 CVJ	TEQ R295	LT H140	5272'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	88.5	4223^25	4310^27	4339^27	4171P10	4308^20	4339D23	4382
38	88.8	4308^26	4395^28	4424^29	4230P11	4393^21	4424D24	4467
36	89.1	4390^28	4478^29	4508^30	4289P11	4476^21	4508^24	4553
34	89.3	4468^29	4557^30	4587^31	4346P12	4553^21	4586^25	4632
32	89.6	4527P30	4635^31	4665^32	4401P12	4630^22	4663^25	4711
30	89.9	4586P30	4717^33	4748^33	4456P13	4712^22	4745^26	4783
28	89.7	4627P31	4794^34	4825^34	4492P13	4787^23	4821^26	4847
26	89.5	4655P31	4853^35	4884^35	4521P13	4821P23	4879^26	4911
24	89.3	4676P32	4863^35	4895^35	4543P14	4845P23	4891^27	4921
22	89.0	4690P32	4864^35	4896^35	4557P14	4857^24	4892^27	4923
20	88.8	4703P32	4866^35	4898^35	4569P15	4859^24	4894^27	4925
10	87.3	4768P33	4869^35	4902^35	4640P16	4865^26	4901^30	4933
0	85.8	4755^33	4857^35	4891^35	4707P18	4857^29	4891D32	4924
-10	84.2	4750^33	4855^35	4890^35	4742^20	4855D31	4890D35	4931
-20	82.6	4740^33	4848^34	4885^35	4736^23	4848D34	4885D35	4931
-30	80.9	4726^32	4837^34	4875^35	4725^26	4837D34	4875D35	4929

High QNH **+40** per .10" — Engine A/I ON **-2200**
Low QNH **-170** per .10" — Wing A/I ON **-2200**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	91.8	4233^25	4319^27	4348^27	4223^11	4319^22	4348D25	4382
38	92.3	4317^27	4405^28	4434^29	4296P12	4403^22	4434D26	4467
36	92.8	4400^28	4488^29	4518^30	4355P12	4486^23	4518D26	4553
34	93.1	4478^29	4567^30	4597^31	4412P13	4564^23	4597^26	4632
32	93.2	4555^30	4645^32	4674^32	4467P13	4641^23	4674^27	4711
30	93.3	4637^31	4728^33	4758^33	4523P14	4723^24	4757^27	4783
28	93.2	4713^32	4806^34	4836^34	4564P14	4799^24	4834^28	4847
26	93.1	4773^33	4866^35	4897^35	4603P15	4858^25	4893^28	4911
24	92.8	4784^33	4877^35	4909^36	4628P15	4870^25	4906^29	4921
22	92.5	4786^33	4879^35	4911^36	4648P16	4873^26	4909^29	4923
20	92.2	4786^33	4880^35	4912^36	4662P16	4875^26	4911^30	4925
10	90.6	4786^33	4883^35	4916^36	4737P18	4881^29	4916D32	4933
0	89.0	4770^33	4871^35	4905^35	4760^20	4871D31	4905D35	4924
-10	87.4	4766^33	4869^35	4904^35	4758^23	4869D34	4904D36	4931
-20	85.7	4755^33	4862^35	4898^35	4752^25	4862D35	4898D35	4931
-30	84.0	4741^33	4851^35	4888^35	4741D28	4851D35	4888D35	4929

High QNH **+40** per .10" — Engine A/I ON **-2210**
Low QNH **-170** per .10" — Wing A/I ON **-2210**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
40	91.8	4233^25-25-35	4430C35-35-43	4430C35-35-43	4430C35-35-43
38	92.3	4317^27-27-36	4517C36-36-44	4517C36-36-44	4517C36-36-44
36	92.8	4400^28-28-37	4591F37-37-46	4604C37-37-46	4604C37-37-46
34	93.1	4478^29-29-38	4654P38-38-47	4687C38-38-47	4687C38-38-47
32	93.2	4555^30-30-39	4714P39-39-47	4767C39-39-48	4767C39-39-48
30	93.3	4637^31-31-41	4775P39-39-48	4845C41-41-49	4845C41-41-49
28	93.2	4713^32-32-42	4824P40-40-49	4884C41-41-50	4884C41-41-50
26	93.1	4773^33-33-43	4873P41-41-50	4924C42-42-51	4924C42-42-51
24	92.8	4784^33-33-43	4899P41-41-50	4943C42-42-51	4943C42-42-51
22	92.5	4786^33-33-43	4922P42-42-51	4945C42-42-51	4945C42-42-51
20	92.2	4786^33-33-43	4937P42-42-51	4947C42-42-51	4947C42-42-51
10	90.6	4786^33-33-43	4954C42-42-51	4954C42-42-51	4954C42-42-51
0	89.0	4806P40-40-49	4944C42-42-51	4944C42-42-51	4944C42-42-51
-10	87.4	4874P41-41-50	4950C42-42-51	4950C42-42-51	4950C42-42-51
-20	85.7	4905^41-41-50	4950C42-42-51	4950C42-42-51	4950C42-42-51
-30	84.0	4890^41-41-50	4947C42-42-51	4947C42-42-51	4947C42-42-51

High QNH **+0** per .10" — Engine A/I ON **-1740**
Low QNH **-170** per .10" — Wing A/I ON **-1740**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4272 Length 9094 Shift **0** Clearway 0 Stopway 0 Slope -1.02
Rwy Rev. Program Rules FAA **12 May 16**

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CUERNAVACA -CVJ 20 *SPECIAL*

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4233^25	4319^27	4348^27	4228^25	4314^27	4343^27			
38	4317^27	4405^28	4434^29	4313^27	4400^28	4429^29			
36	4400^28	4488^29	4518^30	4396^28	4484^29	4513^30			
34	4478^29	4567^30	4597^31	4474^29	4563^30	4592^31			
32	4555^30	4645^32	4674^32	4552^30	4642^32	4671^32			
30	4637^31	4728^33	4758^33	4634^31	4725^33	4755^33			
28	4713^32	4806^34	4836^34	4710^32	4803^34	4833^34			
26	4773^33	4866^35	4897^35	4769^33	4863^35	4893^35			
24	4784^33	4877^35	4909^36	4780^33	4873^35	4905^35			
22	4786^33	4879^35	4911^36	4781^33	4875^35	4907^35			
20	4786^33	4880^35	4912^36	4781^33	4876^35	4908^35			
10	4786^33	4883^35	4916^36	4577^30	4673^32	4705^33			
0	4770^33	4871^35	4905^35	4695^32	4795^34	4828^34			
-10	4766^33	4869^35	4904^35	4731^33	4834^34	4868^35			
	High QNH +40 per .10" Low QNH -170 per .10"			High QNH +40 per .10" Low QNH -180 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2210 Wing A/I ON -2210			Engine A/I ON -110 Wing A/I ON -110			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4223^11	4319^22	4348D25	4218^11	4314^22	4343D25			
38	4296F12	4403^22	4434D26	4288F12	4398^22	4429D25			
36	4355F12	4486^23	4518D26	4347F12	4481^22	4513D26			
34	4412F13	4564^23	4597^26	4404F13	4559^23	4592^26			
32	4467F13	4641^23	4674^27	4460F13	4637^23	4671^27			
30	4523F14	4723^24	4757^27	4516F14	4719^24	4753^27			
28	4564F14	4799^24	4834^28	4554F14	4795^24	4830^27			
26	4603F15	4858^25	4893^28	4596F15	4855^25	4890^28			
24	4628F15	4870^25	4906^29	4620F15	4866^25	4902^29			
22	4648F16	4873^26	4909^29	4640F16	4869^26	4901^29			
20	4662F16	4875^26	4911^30	4655F16	4871^26	4906^30			
10	4737F18	4881^29	4916D32	4568^19	4673D29	4705D33			
0	4760^20	4871D31	4905D35	4686^20	4795D31	4828D35			
-10	4758^23	4869D34	4904D36	4725^23	4834D34	4868D35			
	High QNH +40 per .10" Low QNH -170 per .10"			High QNH +40 per .10" Low QNH -180 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2190 Wing A/I ON -2190			Engine A/I ON -110 Wing A/I ON -110			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4233F 1	4314F 4	3606F97	3889F 5	3980F 8			
26		4269F 1	4353F 4	3652F97	3939F 6	4029F 9			
24		4293F 1	4375F 4	3679F97	3966F 6	4057F 9			
22		4309F 2	4391F 5	3699F98	3984F 6	4076F 9			
20		4319F 2	4404F 5	3712F98	3997F 7	4088F10			
18		4333F 2	4418F 6	3725F98	4011F 7	4103F10			
16	2663F99	4346F 3	4431F 6	3738F99	4024F 7	4118F10			
14	2849F99	4359F 3	4444F 6	3752F99	4037F 8	4132F11			
12	3005F98	4372F 4	4458F 7	3765F99	4049F 8	4146F11			
10	3156F98	4385F 4	4471F 7	3779F99	4062F 8	4159F11			
0	3865F97	4442F 6	4532F 9		4122F10	4205^13			
-10	3996F99	4510F 8	4603F11	3902F 3	4162^12	4233^14			
-20	4311F 0	4579F10	4677F13	3965F 5	4189^14	4230^14			
-30	4370F 2	4651F13	4753F16	3996^ 7	4180^13	4218^14			
	High QNH +50 per .10" Low QNH -130 per .10"			High QNH +40 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -900 Wing A/I ON -900			Engine A/I ON -1100 Wing A/I ON -1100			Engine A/I ON Wing A/I ON		

Elevation 4272 Length 9094 Shift 0 Clearway 0 Stopway 0 Slope -1.02

Rwy Rev. Program Rules FAA **12 May 16**

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CULIACAN

CULIACAN -CUL 02 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D3.3 CUL	*500'	LT H260	1108'	

*USE ONLY IF CUL DME OTS NOTAMS A8995/17

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4050^21	4191^23	4245^24	4011^ 8	4191D19	4245D22	4708
46	87.7	4130^22	4274^24	4328^25	4086^ 9	4274D19	4328D22	4826
44	87.6	4179^22	4326^25	4378^26	4135P 9	4326D19	4378D23	4891
42	87.4	4198^23	4346^25	4398^26	4152^ 9	4346D20	4398D23	4945
40	87.2	4214^23	4363^26	4416^27	4169^10	4363D20	4416D23	4959
38	86.9	4222^23	4370^26	4425^27	4178^10	4370D21	4425D24	4961
36	86.6	4230^23	4378^26	4434^27	4188^10	4378D21	4434D24	4962
34	86.4	4238^23	4386^26	4443^27	4197^11	4386D21	4443D24	4964
32	86.1	4246^24	4394^26	4452^27	4206^11	4394D22	4452D25	4966
30	85.8	4254^24	4403^26	4462^28	4216^11	4403D22	4462D25	4968
20	84.4	4295^24	4450^27	4508^28	4265^13	4450D24	4508D27	4976
10	82.9	4332^25	4491^28	4551^29	4311^15	4491D26	4551D29	4972
0	81.4	4376^26	4540^29	4601^30	4364^17	4540D28	4601D31	4984
-10	79.9	4414^27	4585^30	4644^31	4413^19	4585D30	4644D32	4987
-20	78.4	4455^27	4627^30	4687^31	4455D21	4627D32	4687D33	4985
-30	76.8	4494^28	4667^31	4727^32	4494D23	4667D32	4727D33	4982

High QNH **+50** per .10" — Low QNH **-150** per .10" — Engine A/I ON **-530** — Wing A/I ON **-530**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4104^22	4247^24	4301^25	4058^10	4247D20	4301D23	4708
46	90.9	4187^23	4331^26	4386^27	4134^10	4331D21	4386D24	4826
44	90.8	4244^24	4389^26	4445^27	4187^11	4389D21	4445D24	4891
42	90.6	4275^24	4422^27	4478^28	4216^11	4422D22	4478D25	4945
40	90.3	4291^24	4439^27	4496^28	4233^12	4439D22	4496D25	4959
38	90.1	4300^25	4449^27	4506^28	4244^12	4449D23	4506D26	4961
36	89.8	4307^25	4458^27	4515^28	4253^12	4458D23	4515D26	4962
34	89.5	4315^25	4466^28	4524^29	4263^13	4466D23	4524D27	4964
32	89.2	4323^25	4475^28	4532^29	4272^13	4475D24	4532D27	4966
30	88.9	4331^25	4484^28	4541^29	4282^13	4484D24	4541D27	4968
20	87.4	4370^26	4529^29	4587^30	4332^15	4529D26	4587D29	4976
10	85.9	4405^26	4569^29	4627^30	4378^17	4569D28	4627D31	4972
0	84.3	4451^27	4617^30	4674^31	4433^19	4617D30	4674D33	4984
-10	82.8	4492^28	4659^31	4717^32	4487^21	4659D32	4717D33	4987
-20	81.2	4531^29	4697^32	4756^33	4531D23	4697D33	4756D34	4985
-30	79.6	4568^29	4735^32	4794^33	4568D26	4735D33	4794D34	4982

High QNH **+60** per .10" — Low QNH **-150** per .10" — Engine A/I ON **-590** — Wing A/I ON **-590**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	+0	+10H	+20H
48	90.8	4104^22-22-33	4247^24-24-35	4301^25-25-36	4358^26-26-36
46	90.9	4187^23-23-34	4331^26-26-36	4386^27-27-37	4444^28-28-38
44	90.8	4244^24-24-35	4389^26-26-37	4445^27-27-38	4503^28-28-39
42	90.6	4275^24-24-35	4422^27-27-37	4478^28-28-38	4536^29-29-39
40	90.3	4291^24-24-35	4439^27-27-38	4496^28-28-38	4555^29-29-39
38	90.1	4300^25-25-36	4449^27-27-38	4506^28-28-39	4565^29-29-39
36	89.8	4307^25-25-36	4458^27-27-38	4515^28-28-39	4574^30-30-40
34	89.5	4315^25-25-36	4466^28-28-38	4524^29-29-39	4583^30-30-40
32	89.2	4323^25-25-36	4475^28-28-38	4532^29-29-39	4592^30-30-40
30	88.9	4331^25-25-36	4484^28-28-38	4541^29-29-39	4601^30-30-40
20	87.4	4370^26-26-37	4529^29-29-39	4587^30-30-40	4646^31-31-41
10	85.9	4405^26-26-37	4569^29-29-40	4627^30-30-40	4685^31-31-41
0	84.3	4451^27-27-38	4617^30-30-40	4674^31-31-41	4733^32-32-42
-10	82.8	4492^28-28-38	4659^31-31-41	4717^32-32-42	4776^33-33-43
-20	81.2	4531^29-29-39	4697^32-32-41	4756^33-33-42	4815^34-34-43
-30	79.6	4568^29-29-40	4735^32-32-42	4794^33-33-43	4854^34-34-44

High QNH **+60** per .10" — Low QNH **-150** per .10" — Engine A/I ON **-590** — Wing A/I ON **-590**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 108 — Length 7343 — Shift **0** — Clearway 0 — Stopway 0 — Slope +0.11

Rwy Rev. — Program — Rules FAA — **26 Oct 17**

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CULIACAN **-CUL** **02** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4104^22	4247^24	4301^25	4098^22	4240^24	4294^25			
46	4187^23	4331^26	4386^27	4180^23	4324^25	4379^26			
44	4244^24	4389^26	4445^27	4237^24	4381^26	4438^27			
42	4275^24	4422^27	4478^28	4268^24	4414^27	4471^28			
40	4291^24	4439^27	4496^28	4284^24	4432^27	4489^28			
38	4300^25	4449^27	4506^28	4293^24	4442^27	4498^28			
36	4307^25	4458^27	4515^28	4301^25	4451^27	4508^28			
34	4315^25	4466^28	4524^29	4308^25	4459^27	4517^29			
32	4323^25	4475^28	4532^29	4316^25	4469^28	4526^29			
30	4331^25	4484^28	4541^29	4324^25	4478^28	4534^29			
20	4370^26	4529^29	4587^30	4364^26	4522^29	4580^30			
10	4405^26	4569^29	4627^30	4354^26	4516^29	4572^30			
0	4451^27	4617^30	4674^31	4400^27	4563^30	4619^31			
-10	4492^28	4659^31	4717^32	4437^27	4599^30	4656^31			
	High QNH +60 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -590 Wing A/I ON -590			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4058^10	4247D20	4301D23	4052^ 9	4240D20	4294D23			
46	4134^10	4331D21	4386D24	4129^10	4324D20	4379D24			
44	4187^11	4389D21	4445D24	4180^10	4381D21	4438D24			
42	4216^11	4422D22	4478D25	4210^11	4414D22	4471D25			
40	4233^12	4439D22	4496D25	4228^11	4432D22	4489D25			
38	4244^12	4449D23	4506D26	4238^12	4442D22	4498D26			
36	4253^12	4458D23	4515D26	4248^12	4451D23	4508D26			
34	4263^13	4466D23	4524D27	4257^13	4459D23	4517D26			
32	4272^13	4475D24	4532D27	4266^13	4469D24	4526D27			
30	4282^13	4484D24	4541D27	4276^13	4478D24	4534D27			
20	4332^15	4529D26	4587D29	4327^15	4522D26	4580D29			
10	4378^17	4569D28	4627D31	4331^17	4516D28	4572D31			
0	4433^19	4617D30	4674D33	4389^19	4563D30	4619D32			
-10	4487^21	4659D32	4717D33	4437D21	4599D31	4656D32			
	High QNH +60 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -590 Wing A/I ON -590			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3435P92	4150^ 0	4241^ 4	3002P99	3656P 6	3846P 8			
26	3468P93	4161^ 1	4253^ 4	3020P99	3673P 6	3864P 8			
24	3500P93	4172^ 1	4262^ 4	3035P99	3691P 6	3880P 9			
22	3531P93	4183^ 1	4264^ 5	3052P99	3708P 6	3898P 9			
20	3558P93	4195^ 2	4266^ 5	3069P 0	3728P 7	3913P 9			
18	3595P93	4204^ 2	4267^ 6	3087P 0	3749P 7	3925^ 9			
16	3629P94	4214^ 2	4267^ 6	3104P 0	3767P 7	3945P10			
14	3662P94	4215^ 3	4266^ 6	3124P 0	3791P 7	3968P10			
12	3694P94	4214^ 3	4264^ 7	3145P 1	3813P 8	3992P10			
10	3727P94	4215^ 4	4267^ 7	3169P 1	3833P 8	4010P11			
0	3890P96	4226^ 6	4278^10	3294P 2	3925P 9	4109P12			
-10	3930P97	4229^ 8	4283^12	3451P 3	4034P11	4210P14			
-20	4068^99	4230^11	4278D15	3600P 4	4138P13	4276^15			
-30	4062^ 1	4224D13	4269D15		4220^14	4268^14			
	High QNH +10 per .10" Low QNH -50 per .10"			High QNH +10 per .10" Low QNH -100 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -680 Wing A/I ON -680			Engine A/I ON -600 Wing A/I ON -600			Engine A/I ON Wing A/I ON		

Elevation 108 Length 7343 Shift **0** Clearway 0 Stopway 0 Slope +0.11

Rwy Rev Program Rules FAA **26 Oct 17**

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CULIACAN **-CUL** **20** ***DT H205***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1108'		DT H205	1108'	

BACK-TAXI REQUIRED FOR FULL LENGTH PER NOTAMS A6995/17

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4102^22	4276^25	4330^26	4043P 8	4273^18	4330D21	4708
46	87.7	4183P23	4360^26	4416^27	4112P 8	4352^19	4416D22	4826
44	87.6	4229P23	4410^27	4468^28	4156P 9	4401^19	4468D22	4891
42	87.4	4249P24	4432^27	4490^28	4176P 9	4422^19	4490D23	4945
40	87.2	4266P24	4448^27	4507^28	4194P10	4440^20	4507D23	4959
38	86.9	4276P24	4458^27	4515^28	4205P10	4450^20	4515D23	4961
36	86.6	4282^24	4466^28	4524^29	4216P10	4461^20	4524D24	4962
34	86.4	4290^24	4474^28	4533^29	4227P10	4471^21	4533D24	4964
32	86.1	4299^25	4484^28	4542^29	4239P11	4482^21	4542D24	4966
30	85.8	4308^25	4493^28	4551^29	4251P11	4493D21	4551D25	4968
20	84.4	4355^26	4539^29	4596^30	4308^13	4539D23	4596D27	4976
10	82.9	4398^26	4580^30	4636^31	4360^15	4580D25	4636D29	4972
0	81.4	4447^27	4629^30	4684^31	4417^17	4629D27	4684D31	4984
-10	79.9	4492^28	4671^31	4725^32	4473^19	4671D29	4725D33	4987
-20	78.4	4537^29	4713^32	4764^33	4529^21	4713D31	4764D34	4985
-30	76.8	4580^30	4751^33	4810^34	4580D23	4751D34	4810D35	4982

High QNH **+60** per .10" — Engine A/I ON **-550**
Low QNH **-150** per .10" — Wing A/I ON **-550**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4170^23	4335^26	4386^27	4100^ 9	4328^20	4386D23	4708
46	90.9	4251^24	4422^27	4476^28	4174^10	4409^20	4476D23	4826
44	90.8	4309^25	4482^28	4535^29	4229P10	4466^21	4535D24	4891
42	90.6	4343^25	4515^29	4568^30	4258^11	4499^21	4568D25	4945
40	90.3	4360^26	4533^29	4586^30	4275^11	4517^22	4586D25	4959
38	90.1	4370^26	4543^29	4596^30	4287^12	4529^22	4596D25	4961
36	89.8	4378^26	4551^29	4604^30	4297^12	4539^22	4604D26	4962
34	89.5	4387^26	4559^29	4612^30	4308^12	4550^23	4612D26	4964
32	89.2	4396^26	4568^29	4621^30	4319^13	4561^23	4621D27	4966
30	88.9	4405^26	4577^30	4629^31	4330^13	4572^24	4629D27	4968
20	87.4	4450^27	4621^30	4672^31	4385^15	4621D25	4672D29	4976
10	85.9	4491^28	4659^31	4708^32	4438^17	4659D27	4708D31	4972
0	84.3	4540^29	4704^32	4752^33	4498^19	4704D30	4752D33	4984
-10	82.8	4583^30	4744^32	4798^33	4555^21	4744D32	4798D35	4987
-20	81.2	4625^30	4783^33	4845^34	4611^23	4783D34	4845D36	4985
-30	79.6	4666^31	4829^34	4893^35	4666D25	4829D35	4893D36	4982

High QNH **+60** per .10" — Engine A/I ON **-610**
Low QNH **-160** per .10" — Wing A/I ON **-610**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4170^23-23-34	4335^26-26-36	4386^27-27-37	4434^28-28-38
46	90.9	4251^24-24-35	4422^27-27-37	4476^28-28-38	4526^29-29-39
44	90.8	4309^25-25-36	4482^28-28-38	4535^29-29-39	4587^30-30-40
42	90.6	4343^25-25-36	4515^29-29-39	4568^30-30-40	4620^30-30-40
40	90.3	4360^26-26-36	4533^29-29-39	4586^30-30-40	4638^31-31-41
38	90.1	4370^26-26-37	4543^29-29-39	4596^30-30-40	4647^31-31-41
36	89.8	4378^26-26-37	4551^29-29-39	4604^30-30-40	4655^31-31-41
34	89.5	4387^26-26-37	4559^29-29-39	4612^30-30-40	4662^31-31-41
32	89.2	4396^26-26-37	4568^29-29-40	4621^30-30-40	4670^31-31-41
30	88.9	4405^26-26-37	4577^30-30-40	4629^31-31-40	4679^31-31-41
20	87.4	4450^27-27-38	4621^30-30-40	4672^31-31-41	4720^32-32-42
10	85.9	4491^28-28-38	4659^31-31-41	4708^32-32-42	4757^33-33-42
0	84.3	4540^29-29-39	4704^32-32-42	4752^33-33-42	4812^34-34-43
-10	82.8	4583^30-30-40	4744^32-32-42	4798^33-33-43	4862^34-34-44
-20	81.2	4625^30-30-40	4783^33-33-43	4845^34-34-44	4910^35-35-44
-30	79.6	4666^31-31-41	4829^34-34-43	4893^35-35-44	4957^36-36-45

High QNH **+60** per .10" — Engine A/I ON **-610**
Low QNH **-160** per .10" — Wing A/I ON **-610**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 108 Length 7343 Shift **0** Clearway 0 Stopway 0 Slope -0.11
Rwy Rev. Program Rules FAA **26 Oct 17**

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CULIACAN **-CUL** **20** ***DT H205***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4170^23	4335^26	4386^27	4162^23	4327^26	4378^27			
46	4251^24	4422^27	4476^28	4243^24	4414^27	4468^28			
44	4309^25	4482^28	4535^29	4301^25	4474^28	4528^29			
42	4343^25	4515^29	4568^30	4335^25	4508^28	4561^29			
40	4360^26	4533^29	4586^30	4352^26	4525^29	4579^30			
38	4370^26	4543^29	4596^30	4362^26	4535^29	4588^30			
36	4378^26	4551^29	4604^30	4371^26	4543^29	4597^30			
34	4387^26	4559^29	4612^30	4379^26	4552^29	4605^30			
32	4396^26	4568^29	4621^30	4388^26	4560^29	4614^30			
30	4405^26	4577^30	4629^31	4397^26	4570^29	4622^30			
20	4450^27	4621^30	4672^31	4443^27	4614^30	4666^31			
10	4491^28	4659^31	4708^32	4440^27	4602^30	4649^31			
0	4540^29	4704^32	4752^33	4489^28	4648^31	4697^32			
-10	4583^30	4744^32	4798^33	4529^29	4682^32	4741^33			
	High QNH +60 per .10" Low QNH -160 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -610 Wing A/I ON -610			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4100^ 9	4328^20	4386D23	4094^ 9	4322^19	4378D23			
46	4174^10	4409^20	4476D23	4170F10	4402^20	4468D23			
44	4229F10	4466^21	4535D24	4222F10	4458^21	4528D24			
42	4258^11	4499^21	4568D25	4252^11	4492^21	4561D25			
40	4275^11	4517^22	4586D25	4269^11	4510^22	4579D25			
38	4287^12	4529^22	4596D25	4281^11	4522^22	4588D25			
36	4297^12	4539^22	4604D26	4291^12	4533^22	4597D26			
34	4308^12	4550^23	4612D26	4302^12	4544^23	4605D26			
32	4319^13	4561^23	4621D27	4313^13	4555^23	4614D26			
30	4330^13	4572^24	4629D27	4324^13	4566^23	4622D27			
20	4385^15	4621D25	4672D29	4379^15	4614D25	4666D29			
10	4438^17	4659D27	4708D31	4393^17	4602D27	4649D31			
0	4498^19	4704D30	4752D33	4453^19	4648D30	4697D33			
-10	4555^21	4744D32	4798D35	4507^21	4682D32	4741D34			
	High QNH +60 per .10" Low QNH -160 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -610 Wing A/I ON -610			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4039F 0	4135F 4	3023F98	3674F 5	3866F 8			
26		4051F 1	4146F 4	3042F98	3692F 5	3883F 8			
24		4064F 1	4159F 5	3060F98	3711F 6	3899F 8			
22		4077F 2	4171F 5	3075F99	3731F 6	3916F 8			
20		4088F 2	4183F 5	3089F99	3750F 6	3931F 9			
18		4100F 2	4195F 6	3110F99	3771F 6	3949F 9			
16		4110F 3	4207F 6	3128F99	3792F 7	3958F 9			
14		4121F 3	4219F 6	3144F 0	3815F 7	3979F10			
12		4133F 3	4231F 7	3173F 0	3840F 7	3988^10			
10		4145F 4	4244F 7	3197F 0	3840F 7	4008F10			
0		4211F 6	4313F 9	3323F 1	3952F 9	4099F12			
-10	2651F 2	4275F 8	4378^11	3490F 2	4031^11	4202F13			
-20	3969F 0	4344F10	4441^14		4125F12	4277^15			
-30	4102F 1	4408^12	4506^16		4213F14	4269^15			
	High QNH +70 per .10" Low QNH -60 per .10"			High QNH +30 per .10" Low QNH -100 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -430 Wing A/I ON -430			Engine A/I ON -520 Wing A/I ON -520			Engine A/I ON Wing A/I ON		

Elevation 108 Length 7343 Shift **0** Clearway 0 Stopway 0 Slope -0.11

Rwy Rev Program Rules FAA **26 Oct 17**

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DURANGO

DURANGO **-DGO** **03** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		6900'		RT H055	7104'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	89.0	4056^23	4139^24	4166^25	3989P10	4138^20	4166D23	4221
34	89.2	4120^24	4217^25	4245^26	4044P11	4216^20	4245D23	4300
32	89.5	4182^24	4296^27	4323^27	4096P11	4293^20	4323D24	4378
30	89.7	4244^25	4376^28	4404^28	4149P12	4355^21	4404D24	4458
28	89.8	4309P26	4444^29	4487^29	4205P12	4421^21	4476^24	4543
26	89.9	4368P27	4514^30	4554^30	4261P13	4486^22	4544^25	4627
24	90.0	4424P28	4581^31	4623^31	4315P13	4549^22	4610^25	4710
22	90.2	4469P28	4626^31	4669^32	4356P14	4593^23	4654^26	4756
20	90.3	4484P29	4639^31	4681^32	4372P14	4607^23	4668^26	4762
18	90.0	4496P29	4647^31	4689^32	4385P14	4617^24	4678^27	4764
16	89.7	4508P29	4656^32	4698^32	4398P15	4629^24	4688^27	4765
10	88.8	4543P30	4678^32	4708^32	4439P16	4660^25	4708^28	4769
0	87.2	4581^30	4675^32	4707^32	4506P18	4675^27	4707D31	4771
-10	85.6	4566^30	4663^32	4696^32	4559^20	4663D30	4696D32	4763
-20	84.0	4560^30	4660^32	4693^32	4556^22	4660D32	4693D32	4765
-30	82.3	4543^30	4646^31	4681^32	4543D25	4646D32	4681D32	4758

High QNH **+100** per .10" — Engine A/I ON **-4110**
Low QNH **-170** per .10" — Wing A/I ON **-4110**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	92.4	4066^23	4148^24	4175^25	4040^12	4148D21	4175D25	4221
34	92.7	4144^24	4227^26	4254^26	4100^12	4227D22	4254D25	4300
32	93.0	4222^25	4305^27	4333^27	4161P13	4305^22	4333D25	4378
30	93.2	4302^26	4386^28	4414^28	4216P13	4385^23	4414D26	4458
28	93.5	4369^27	4469^29	4497^30	4273P14	4466^23	4497D26	4543
26	93.9	4436^28	4552^30	4580^31	4330P14	4535^23	4580^27	4627
24	93.9	4504^29	4634^31	4663^32	4388P15	4603^24	4661^27	4710
22	93.8	4555^30	4683^32	4712^33	4436P15	4651^25	4710^28	4756
20	93.7	4583^30	4689^32	4719^33	4470P16	4676^25	4718^29	4762
18	93.3	4593^31	4691^32	4720^33	4486P16	4687^26	4720D29	4764
16	93.0	4604^31	4692^32	4721^33	4500P17	4689^26	4721D30	4765
10	92.1	4603^31	4693^32	4723^33	4535^18	4693^28	4723D31	4769
0	90.4	4598^31	4690^32	4721^33	4587^20	4690D30	4721D33	4771
-10	88.8	4583^30	4679^32	4711^33	4578^22	4679D32	4711D33	4763
-20	87.1	4576^30	4675^32	4708^32	4574^25	4675D32	4708D33	4765
-30	85.3	4559^30	4661^32	4695^32	4559D28	4661D32	4695D32	4758

High QNH **+100** per .10" — Engine A/I ON **-4150**
Low QNH **-170** per .10" — Wing A/I ON **-4150**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
36	92.4	4066^23-23-32	4169^30-30-39	4208^31-31-40	4244^32-32-40
34	92.7	4144^24-24-33	4235^31-31-40	4276^32-32-41	4312^33-33-41
32	93.0	4222^25-25-34	4305^27-27-36	4340^33-33-42	4379^34-34-42
30	93.2	4302^26-26-36	4386^28-28-37	4414^28-28-37	4445^35-35-43
28	93.5	4369^27-27-37	4469^29-29-38	4497^30-30-39	4525^30-30-39
26	93.9	4436^28-28-38	4552^30-30-39	4580^31-31-40	4609^31-31-40
24	93.9	4504^29-29-39	4634^31-31-41	4663^32-32-41	4692^32-32-41
22	93.8	4555^30-30-39	4683^32-32-41	4712^33-33-42	4741^33-33-42
20	93.7	4583^30-30-40	4689^32-32-41	4719^33-33-42	4747^33-33-42
18	93.3	4593^31-31-40	4691^32-32-41	4720^33-33-42	4749^33-33-42
16	93.0	4604^31-31-40	4692^32-32-41	4721^33-33-42	4753^39-39-48
10	92.1	4603^31-31-40	4694^38-38-47	4738^39-39-48	4779^39-39-48
0	90.4	4598^31-31-40	4739^39-39-48	4781^39-39-48	4819^40-40-49
-10	88.8	4634^37-37-46	4773^39-39-48	4813^40-40-49	4831C40-40-49
-20	87.1	4679^38-38-47	4813^40-40-49	4833C40-40-49	4833C40-40-49
-30	85.3	4701^38-38-47	4798^40-40-49	4828C40-40-49	4828C40-40-49

High QNH **+100** per .10" — Engine A/I ON **-2870**
Low QNH **-170** per .10" — Wing A/I ON **-2870**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6104 Length 9514 Shift **0** Clearway 0 Stopway 0 Slope -0.04
Rwy Rev. Program Rules FAA **19 Dec 16**

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DURANGO **-DGO** **03** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4066^23	4148^24	4175^25	4061^23	4142^24	4170^25			
34	4144^24	4227^26	4254^26	4140^24	4222^25	4250^26			
32	4222^25	4305^27	4333^27	4218^25	4301^27	4329^27			
30	4302^26	4386^28	4414^28	4293^26	4382^28	4410^28			
28	4369^27	4469^29	4497^30	4360^27	4464^29	4493^30			
26	4436^28	4552^30	4580^31	4427^28	4547^30	4576^31			
24	4504^29	4634^31	4663^32	4496^29	4631^31	4660^32			
22	4555^30	4683^32	4712^33	4547^30	4681^32	4710^33			
20	4583^30	4689^32	4719^33	4576^30	4687^32	4717^33			
18	4593^31	4691^32	4720^33	4587^30	4689^32	4719^33			
16	4604^31	4692^32	4721^33	4595^31	4690^32	4719^33			
10	4603^31	4693^32	4723^33	4189^25	4277^26	4306^27			
0	4598^31	4690^32	4721^33	4529^30	4621^31	4652^32			
-10	4583^30	4679^32	4711^33	4518^29	4613^31	4645^32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4150 Wing A/I ON -4150			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4040^12	4148D21	4175D25	4033^11	4142D21	4170D24			
34	4100^12	4227D22	4254D25	4093^12	4222D22	4250D25			
32	4161F13	4305^22	4333D25	4153F12	4301^22	4329D25			
30	4216F13	4385^23	4414D26	4208F13	4380^22	4410D26			
28	4273F14	4466^23	4497D26	4265F13	4462^23	4493D26			
26	4330F14	4535^23	4580^27	4321F14	4527^23	4575^26			
24	4388F15	4603^24	4661^27	4380F14	4596^24	4652^27			
22	4436F15	4651^25	4710^28	4429F15	4645^24	4702^28			
20	4470F16	4676^25	4718^29	4463F16	4671^25	4716^29			
18	4486F16	4687^26	4720D29	4479F16	4685^26	4719^29			
16	4500F17	4689^26	4721D30	4493F17	4687^26	4719D29			
10	4535^18	4693^28	4723D31	4187^20	4277D26	4306D27			
0	4587^20	4690D30	4721D33	4521^20	4621D30	4652D32			
-10	4578^22	4679D32	4711D33	4515^23	4613D31	4645D32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4140 Wing A/I ON -4140			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3731P93	3958P 2	4034P 5	3439P98	3629P 7	3698P 9			
26	3637P94	4018P 3	4095P 5	3499P99	3691P 7	3761P10			
24	3575P95	4078P 3	4156P 6	3558P99	3755P 7	3825P10			
22	3613P96	4123P 3	4203P 6	3607P99	3807P 8	3878P11			
20	3740P96	4150P 4	4231P 7	3636P 0	3842P 9	3914P12			
18	3848P96	4163P 4	4244P 7	3648P 0	3855P 9	3928P12			
16	3943P96	4176P 5	4255P 8	3658P 1	3865P 9	3938P12			
14	3956P96	4188P 5	4268P 8	3668P 1	3876P10	3950P13			
12	3967P96	4200P 5	4280P 8	3678P 1	3887P10	3961P13			
10	3977P97	4213P 6	4293P 9	3688P 2	3898P11	3973P13			
0	4029P98	4270P 8	4356P11	3734P 3	3950P12	4026P15			
-10	4084P 0	4333P10	4421P13	3784P 5	4004P14	4085P17			
-20	4144P 2	4400P12	4489P15	3833P 7	4063P16	4147P19			
-30	4202P 4	4465P14	4560P17	3885P 9	4123P18	4210P21			
	High QNH +110 per .10" Low QNH -150 per .10"			High QNH +100 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2040 Wing A/I ON -2040			Engine A/I ON -1900 Wing A/I ON -1900			Engine A/I ON Wing A/I ON		

Elevation 6104 Length 9514 Shift 0 Clearway 0 Stopway 0 Slope -0.04

Rwy Rev. Program Rules FAA **19 Dec 16**

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DURANGO **-DGO** **21** ***LT H035***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		7104'		LT H035	7104'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	89.0	4037^22	4138^24	4165^25	3977^10	4137^20	4165D23	4221
34	89.2	4100^23	4217^25	4244^26	4036F11	4215^20	4244D23	4300
32	89.5	4161^24	4295^26	4322^27	4090F11	4279^21	4322D24	4378
30	89.7	4223^25	4357^27	4395^28	4142F12	4341^21	4395^24	4458
28	89.8	4287^26	4426^28	4466^29	4197F12	4406^22	4462^25	4543
26	89.9	4351^27	4495^29	4536^30	4253F13	4471^22	4530^25	4627
24	90.0	4414F27	4563^30	4606^31	4307F13	4534^22	4595^25	4710
22	90.2	4458F28	4607^31	4651^32	4348F14	4578^23	4639^26	4756
20	90.3	4474F28	4620^31	4662^32	4364F14	4591^23	4653^26	4762
18	90.0	4479^28	4628^31	4671^32	4377F15	4602^24	4663^27	4764
16	89.7	4488^29	4637^31	4680^32	4390F15	4612^24	4673^27	4765
10	88.8	4516^29	4663^32	4707^32	4430F16	4644^25	4707^28	4769
0	87.2	4561^30	4674^32	4706^32	4498F18	4674^27	4706D31	4771
-10	85.6	4565^30	4663^32	4695^32	4547^20	4663D30	4695D32	4763
-20	84.0	4559^30	4659^32	4687^32	4554^22	4659D32	4687D32	4760
-30	82.3	4542^30	4645^31	4680^32	4542D25	4645D32	4680D32	4758

High QNH **+100** per .10" — Engine A/I ON **-3970**
Low QNH **-170** per .10" — Wing A/I ON **-3970**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	92.4	4065^23	4147^24	4174^25	4025^12	4147D21	4174D25	4221
34	92.7	4143^24	4226^25	4253^26	4085^12	4226D22	4253D25	4300
32	93.0	4221^25	4304^27	4332^27	4142^13	4304^22	4332D25	4378
30	93.2	4281^26	4385^28	4413^28	4200^13	4384^23	4413D26	4458
28	93.5	4349^27	4468^29	4496^30	4261^14	4453^23	4496D26	4543
26	93.9	4415^28	4544^30	4579^31	4322P14	4520^24	4579^27	4627
24	93.9	4483^29	4617^31	4653^32	4381P15	4588^24	4645^27	4710
22	93.8	4534^29	4666^32	4702^32	4428P15	4636^25	4693^28	4756
20	93.7	4562^30	4688^32	4718^33	4462P16	4662^26	4717^29	4762
18	93.3	4572^30	4690^32	4720^33	4472^16	4674^26	4720D29	4764
16	93.0	4582^30	4691^32	4720^33	4484^17	4688^26	4720D30	4765
10	92.1	4602^31	4693^32	4723^33	4518^18	4692^28	4723D31	4769
0	90.4	4597^31	4689^32	4720^33	4573^20	4689D30	4720D33	4771
-10	88.8	4582^30	4672^32	4710^33	4577^22	4672D32	4710D33	4763
-20	87.1	4575^30	4674^32	4707^32	4573^25	4674D32	4707D33	4765
-30	85.3	4558^30	4660^32	4694^32	4558D28	4660D32	4694D32	4758

High QNH **+100** per .10" — Engine A/I ON **-4150**
Low QNH **-170** per .10" — Wing A/I ON **-4150**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
36	92.4	4065^23-23-32	4151^30-30-39	4191^31-31-39	4227^31-31-40
34	92.7	4143^24-24-33	4226^25-25-35	4258^32-32-40	4296^32-32-41
32	93.0	4221^25-25-34	4304^27-27-36	4332^27-27-36	4362^33-33-42
30	93.2	4281^26-26-35	4385^28-28-37	4413^28-28-37	4441^29-29-38
28	93.5	4349^27-27-36	4468^29-29-38	4496^30-30-39	4524^30-30-39
26	93.9	4415^28-28-37	4544^30-30-39	4579^31-31-40	4608^31-31-40
24	93.9	4483^29-29-38	4617^31-31-40	4653^32-32-41	4691^32-32-41
22	93.8	4534^29-29-39	4666^32-32-41	4702^32-32-42	4740^33-33-42
20	93.7	4562^30-30-40	4688^32-32-41	4718^33-33-42	4746^33-33-42
18	93.3	4572^30-30-40	4690^32-32-41	4720^33-33-42	4748^33-33-42
16	93.0	4582^30-30-40	4691^32-32-41	4720^33-33-42	4744^33-33-42
10	92.1	4602^31-31-40	4693^32-32-41	4723^33-33-42	4760^39-39-48
0	90.4	4597^31-31-40	4719^38-38-48	4762^39-39-48	4801^40-40-49
-10	88.8	4611^37-37-46	4754^39-39-48	4794^40-40-49	4831^40-40-49
-20	87.1	4657^37-37-47	4795^40-40-49	4833^40-40-49	4833C40-40-49
-30	85.3	4700^38-38-47	4798^40-40-49	4828C40-40-49	4828C40-40-49

High QNH **+100** per .10" — Engine A/I ON **-2860**
Low QNH **-170** per .10" — Wing A/I ON **-2860**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6104 Length 9514 Shift **0** Clearway 0 Stopway 0 Slope +0.04
Rwy Rev. Program Rules FAA **19 Dec 16**

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DURANGO **-DGO** **21** ***LT H035***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4065^23	4147^24	4174^25	4060^23	4142^24	4169^25			
34	4143^24	4226^25	4253^26	4139^24	4221^25	4249^26			
32	4221^25	4304^27	4332^27	4211^25	4300^27	4328^27			
30	4281^26	4385^28	4413^28	4274^26	4381^28	4409^28			
28	4349^27	4468^29	4496^30	4340^27	4463^29	4492^30			
26	4415^28	4544^30	4579^31	4406^28	4536^30	4575^31			
24	4483^29	4617^31	4653^32	4475^29	4609^31	4647^32			
22	4534^29	4666^32	4702^32	4525^29	4660^32	4697^32			
20	4562^30	4688^32	4718^33	4555^30	4687^32	4716^33			
18	4572^30	4690^32	4720^33	4565^30	4688^32	4718^33			
16	4582^30	4691^32	4720^33	4575^30	4689^32	4719^33			
10	4602^31	4693^32	4723^33	4188^25	4277^26	4306^27			
0	4597^31	4689^32	4720^33	4528^30	4621^31	4652^32			
-10	4582^30	4672^32	4710^33	4517^29	4612^31	4644^32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4150 Wing A/I ON -4150			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4025^12	4147D21	4174D25	4018^12	4142D21	4169D24			
34	4085^12	4226D22	4253D25	4077^12	4221D22	4249D25			
32	4142^13	4304^22	4332D25	4135^13	4300^22	4328D25			
30	4200^13	4384^23	4413D26	4194^13	4379^22	4409D26			
28	4261^14	4453^23	4496D26	4257F14	4446^23	4492D26			
26	4322F14	4520^24	4579^27	4314F14	4512^23	4568^26			
24	4381F15	4588^24	4645^27	4373F15	4581^24	4638^27			
22	4428F15	4636^25	4693^28	4421F15	4631^25	4687^28			
20	4462F16	4662^26	4717^29	4455F16	4657^25	4715^29			
18	4472^16	4674^26	4720D29	4465^16	4668^26	4718^29			
16	4484^17	4688^26	4720D30	4477^17	4679^26	4719D30			
10	4518^18	4692^28	4723D31	4187^20	4277D26	4306D27			
0	4573^20	4689D30	4720D33	4520^20	4621D30	4652D32			
-10	4577^22	4672D32	4710D33	4514^23	4612D31	4644D32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4140 Wing A/I ON -4140			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3737F94	3951F 2	4027F 5	3367^98	3600^ 6	3742^ 8			
26	3703F94	4011F 3	4088F 6	3432^98	3664^ 6	3792^ 8			
24	3635F95	4071F 3	4149F 6	3500^98	3739^ 6	3846^ 9			
22	3668F96	4117F 4	4195F 7	3557^99	3802^ 7	3898^ 9			
20	3804F96	4143F 4	4224F 7	3599^ 0	3847^ 8	3948^10			
18	3914F96	4156F 5	4238F 8	3613^ 0	3860^ 8	3966^11			
16	3939F96	4169F 5	4248F 8	3625^ 0	3873^ 8	3982^11			
14	3949F96	4181F 5	4261F 8	3635^ 0	3884^ 9	4004^11			
12	3959F96	4193F 6	4274F 9	3646^ 1	3895^ 9	4022^11			
10	3971F97	4205F 6	4286F 9	3659^ 1	3907^ 9	4038^12			
0	4023F99	4263F 8	4349F11	3714^ 3	3985^11	4076^12			
-10	4078F 1	4326F10	4414F13	3773^ 4	4032^12	4068^12			
-20	4137F 3	4392F12	4482F15	3826^ 6	4027^11	4064^12			
-30	4195F 5	4458F14	4546^18	3863^ 8	4016^11	4054^12			
	High QNH +110 per .10" Low QNH -150 per .10"			High QNH +90 per .10" Low QNH -180 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2030 Wing A/I ON -2030			Engine A/I ON -4080 Wing A/I ON -4080			Engine A/I ON Wing A/I ON		

Elevation 6104 Length 9514 Shift 0 Clearway 0 Stopway 0 Slope +0.04

Rwy Rev. Program Rules FAA **19 Dec 16**

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GUADALAJARA

GUADALAJARA -GDL 02 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D4.0 GDL	5500'	LT H340	6016'	

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A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	88.8	3338F 7	3568P12	3648P14		3535P 1	3626P 4	4336
36	89.2	3385F 8	3617P13	3700P15		3584P 1	3675P 4	4420
34	89.5	3431F 9	3666P14	3749P15		3631P 2	3723P 5	4498
32	89.9	3474F 9	3713P14	3797P16		3675P 2	3769P 5	4575
30	90.2	3517P10	3760P15	3845P17		3720P 3	3814P 6	4656
28	90.1	3560P10	3809P16	3895P18		3768P 3	3864P 6	4745
26	90.0	3602P11	3859P16	3946P18		3816P 3	3913P 7	4833
24	89.9	3631P11	3891P17	3978P19		3847P 4	3945P 7	4875
22	89.8	3646P12	3904P17	3992P19		3861P 4	3959P 7	4881
20	89.7	3660P12	3918P17	4006P19		3875P 4	3973P 8	4883
18	89.4	3673P12	3929P18	4018P19		3886P 5	3986P 8	4885
10	88.2	3720P13	3976P19	4067P20		3937P 6	4036P 9	4890
0	86.6	3768P14	4032P20	4120P21	3209P 0	3998P 8	4100P11	4885
-10	85.0	3822P15	4093P21	4177P22	3374P 1	4064P10	4164P13	4886
-20	83.4	3877P17	4148P22	4235P24	3822P 1	4130P12	4230P15	4884
-30	81.7	3934P18	4205P23	4295P25	3886P 3	4196P14	4295D17	4880

High QNH **+50** per .10" — Engine A/I ON **-930**
Low QNH **-130** per .10" — Wing A/I ON **-930**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.2	3410F 9	3645P14	3718P15	3444^91	3585D 0	3627D 4	4336
36	92.5	3459P10	3697P15	3773P16	3508^91	3654D 1	3697D 4	4420
34	92.9	3505P10	3746P15	3825P17	3567^91	3718^ 1	3761D 4	4498
32	93.3	3550P11	3793P16	3874P18	3576^92	3779^ 1	3825D 5	4575
30	93.7	3593P11	3840P17	3924P18	3556^92	3842^ 2	3890D 5	4656
28	93.7	3640P12	3891P17	3978P19	3519^93	3911^ 2	3963D 5	4745
26	93.8	3686P12	3943P18	4031P20	3484^94	3982^ 2	4037D 6	4833
24	93.6	3725P13	3987P19	4076P21	3496^94	4019^ 3	4074D 6	4875
22	93.3	3760P14	4022P20	4109P21	3555^95	4031^ 4	4084D 7	4881
20	93.0	3772P14	4035P20	4120P21	3586^95	4035^ 4	4087D 7	4883
18	92.7	3784P15	4047P20	4131P22	3620^95	4039^ 4	4090D 8	4885
10	91.4	3831P16	4095P21	4177P22	3756^96	4055D 6	4102D 9	4890
0	89.8	3882P17	4145P22	4230P23	3898^97	4057D 8	4105D11	4885
-10	88.1	3939P18	4202P23	4289P25	3915^99	4069D10	4117D13	4886
-20	86.4	3997P19	4261P24	4350P26	3930^ 1	4079D12	4128D13	4884
-30	84.7	4057P20	4320P25	4412P27	3941^ 3	4084D12	4133D13	4880

High QNH **+50** per .10" — Engine A/I ON **-1160**
Low QNH **-140** per .10" — Wing A/I ON **-1160**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
38	92.2	3410F 9- 9-21	3645P14-14-25	3718P15-15-26	3794P17-17-28
36	92.5	3459P10-10-22	3697P15-15-26	3773P16-16-27	3848P18-18-29
34	92.9	3505P10-10-23	3746P15-15-27	3825P17-17-28	3901P19-19-29
32	93.3	3550P11-11-23	3793P16-16-28	3874P18-18-29	3951P19-19-30
30	93.7	3593P11-12-24	3840P17-17-28	3924P18-18-30	4001P20-20-31
28	93.7	3640P12-12-25	3891P17-17-29	3978P19-19-31	4057P21-21-32
26	93.8	3686P12-13-26	3943P18-18-30	4031P20-20-31	4112P21-21-33
24	93.6	3725P13-13-26	3987P19-19-31	4076P21-21-32	4157P22-22-33
22	93.3	3760P14-14-27	4022P20-20-31	4109P21-21-33	4191P23-23-34
20	93.0	3772P14-14-27	4035P20-20-32	4120P21-21-33	4203P23-23-34
18	92.7	3784P15-15-27	4047P20-20-32	4131P22-22-33	4215P23-23-34
10	91.4	3831P16-16-28	4095P21-21-32	4177P22-22-34	4261P24-24-35
0	89.8	3882P17-17-29	4145P22-22-33	4230P23-23-35	4317P25-25-36
-10	88.1	3939P18-18-30	4202P23-23-34	4289P25-25-35	4379P26-26-37
-20	86.4	3997P19-19-31	4261P24-24-35	4350P26-26-36	4441P27-27-38
-30	84.7	4057P20-20-32	4320P25-25-36	4412P27-27-37	4507P29-29-39

High QNH **+50** per .10" — Engine A/I ON **-1160**
Low QNH **-140** per .10" — Wing A/I ON **-1160**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5016 Length 5906 Shift **0** Clearway 0 Stopway 0 Slope -0.32
Rwy Rev. Program Rules FAA **26 Oct 17**

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GUADALAJARA -GDL 02 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	3410F 9	3645F14	3718F15	3402F 9	3636F14	3709F15			
36	3459F10	3697F15	3773F16	3451F 9	3687F15	3764F16			
34	3505F10	3746F15	3825F17	3498F10	3737F15	3816F17			
32	3550F11	3793F16	3874F18	3542F11	3784F16	3866F18			
30	3593F11	3840F17	3924F18	3585F11	3831F17	3915F18			
28	3640F12	3891F17	3978F19	3631F12	3882F17	3970F19			
26	3686F12	3943F18	4031F20	3678F12	3934F18	4022F20			
24	3725F13	3987F19	4076F21	3719F13	3978F19	4067F20			
22	3760F14	4022F20	4109F21	3752F14	4014F19	4101F21			
20	3772F14	4035F20	4120F21	3764F14	4026F20	4112F21			
18	3784F15	4047F20	4131F22	3777F14	4038F20	4123F21			
10	3831F16	4095F21	4177F22	3736F15	3979F20	4061F21			
0	3882F17	4145F22	4230F23	3846F16	4103F21	4187F23			
-10	3939F18	4202F23	4289F25	3931F18	4192F23	4278F24			
	High QNH +50 per .10" Low QNH -140 per .10"			High QNH +50 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1160 Wing A/I ON -1160			Engine A/I ON -30 Wing A/I ON -30			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
38	3444^91	3585D 0	3627D 4	3440^90	3581D 0	3623D 4			
36	3508^91	3654D 1	3697D 4	3504^91	3649D 1	3692D 4			
34	3567^91	3718^ 1	3761D 4	3564^91	3714^ 1	3758D 4			
32	3576^92	3779^ 1	3825D 5	3570^92	3775^ 1	3821D 5			
30	3556^92	3842^ 2	3890D 5	3547^92	3838^ 2	3886D 5			
28	3519^93	3911^ 2	3963D 5	3510^93	3908^ 2	3960D 5			
26	3484^94	3982^ 2	4037D 6	3477^94	3978^ 2	4033D 6			
24	3496^94	4019^ 3	4074D 6	3488^94	4016^ 3	4071D 6			
22	3555^95	4031^ 4	4084D 7	3547^95	4027^ 4	4081D 7			
20	3586^95	4035^ 4	4087D 7	3578^95	4032^ 4	4084D 7			
18	3620^95	4039^ 4	4090D 8	3613^95	4036^ 4	4087D 8			
10	3756^96	4055D 6	4102D 9	3665^96	3809D 7	3854D10			
0	3898^97	4057D 8	4105D11	3838^98	3991D 8	4038D11			
-10	3915^99	4069D10	4117D13	3890^99	4041D10	4089D13			
	High QNH +60 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2460 Wing A/I ON -2460			Engine A/I ON -20 Wing A/I ON -20			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps -10T	+0	+10H	LEVEL 2 CONTAM Flaps -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28									
26									
24									
22									
20									
18									
16									
14									
12									
10									
0									
-10									
-20									
-30									
	High QNH per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON		

Elevation 5016 Length 5906 Shift 0 Clearway 0 Stopway 0 Slope -0.32

Rwy Rev Program Rules FAA **26 Oct 17**

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GUADALAJARA **-GDL 02-SW1500F** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D4.0 GDL	5500'	LT H340	6016'	

NOTAMS A6249/17

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps -10T	+0	+10H	Dry Rwy Climb Limit
38	88.8	2698P96	3061P 1	3139P 3				4336
36	89.2	2691P97	3105P 2	3183P 3				4420
34	89.5	2684P98	3146P 2	3224P 4				4498
32	89.9	2680P98	3185P 3	3265P 5				4575
30	90.2	2674P99	3224P 3	3305P 5				4656
28	90.1	2654P 0	3266P 4	3349P 6				4745
26	90.0		3308P 5	3392P 6				4833
24	89.9		3335P 5	3419P 7				4875
22	89.8	2672P 1	3347P 5	3431P 7				4881
20	89.7	2709P 1	3359P 6	3443P 7				4883
18	89.4	2740P 2	3367P 6	3453P 8				4885
10	88.2	2867P 2	3408P 7	3494P 8				4890
0	86.6	3042P 2	3456P 8	3545P10				4885
-10	85.0	3205P 3	3507P 9	3600P11				4886
-20	83.4	3298P 4	3563P10	3656P12				4884
-30	81.7	3346P 5	3619P11	3710P13				4880

High QNH **+50** per .10" Engine A/I ON **-800**
Low QNH **-110** per .10" Wing A/I ON **-800**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 22 -10T	+0	+10H	TO-1 - WET RWY Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.2	3002^92	3405^99	3525^ 1		3325^88	3450^91	3812
36	92.5	2992^93	3450^99	3576^ 2		3284^89	3496^91	3888
34	92.9	2998^94	3493^ 0	3625^ 2		3248^89	3540^92	3959
32	93.3	3004^95	3533^ 0	3668^ 3		3211^90	3583^92	4029
30	93.7	3009^95	3572^ 1	3713^ 3		3176^91	3597^93	4103
28	93.7	3007^96	3615^ 1	3761^ 4			3558^93	4184
26	93.8	3000^97	3656^ 2	3809^ 4			3517^94	4266
24	93.6	3034^97	3700^ 2	3857^ 5			3527^95	4303
22	93.3	3107^97	3751^ 3	3900^ 5			3584^95	4309
20	93.0	3135^98	3771^ 3	3914^ 6		3167^93	3618^95	4310
18	92.7	3162^98	3792^ 3	3929^ 6		3206^93	3653^95	4312
10	91.4	3276^98	3861^ 4	3989^ 7		3367^94	3789^96	4317
0	89.8	3461^99	3936^ 6	4012^ 9		3568^95	3959^98	4310
-10	88.1	3565^ 0	3973^ 8	4031^11		3609^97	3991^99	4313
-20	86.4	3661^ 1	3991^ 9	4045^11		3800^98	4032^ 1	4312
-30	84.7	3752^ 3	4002^11	4052^12		3985^ 0	4047^ 3	4308

High QNH **+60** per .10" Engine A/I ON **-1390**
Low QNH **-150** per .10" Wing A/I ON **-1390**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 22 -10T	+0	+10H	+20H
38	92.2	3002^92- 0- 8	3405^99- 3-11	3525^ 1- 5-12	3591^ 4- 6-13
36	92.5	2992^93- 1-10	3450^99- 4-11	3576^ 2- 5-13	3657^ 4- 7-14
34	92.9	2998^94- 2-11	3493^ 0- 5-12	3625^ 2- 6-13	3720^ 5- 7-15
32	93.3	3004^95- 3-12	3533^ 0- 5-13	3668^ 3- 7-14	3775^ 5- 8-15
30	93.7	3009^95- 4-13	3572^ 1- 6-14	3713^ 3- 7-15	3824^ 6- 9-16
28	93.7	3007^96- 6-15	3615^ 1- 7-14	3761^ 4- 8-16	3879^ 6- 9-17
26	93.8	3000^97- 7-16	3656^ 2- 7-15	3809^ 4- 8-16	3935^ 6-10-18
24	93.6	3034^97- 7-17	3700^ 2- 8-16	3857^ 5- 9-17	3981^ 7-11-18
22	93.3	3107^97- 7-16	3751^ 3- 8-16	3900^ 5- 9-17	4016^ 8-11-19
20	93.0	3135^98- 7-16	3771^ 3- 8-16	3914^ 6-10-17	4030^ 8-11-19
18	92.7	3162^98- 7-16	3792^ 3- 8-16	3929^ 6-10-18	4042^ 8-11-19
10	91.4	3276^98- 7-16	3861^ 4- 9-17	3989^ 7-11-18	4059^10-12-19
0	89.8	3461^99- 6-15	3936^ 6-10-18	4012^ 9-11-19	4071^12-12-19
-10	88.1	3565^ 0- 7-15	3973^ 8-10-18	4031^11-11-19	4086^12-12-20
-20	86.4	3661^ 1- 8-16	3991^ 9-11-18	4045^11-11-19	4097^12-12-20
-30	84.7	3752^ 3- 8-16	4002^11-11-18	4052^12-12-19	4105^12-12-20

High QNH **+60** per .10" Engine A/I ON **-1390**
Low QNH **-150** per .10" Wing A/I ON **-1390**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5016 Length 4406 Shift **-1500** Clearway 0 Stopway 0 Slope -0.32
Rwy Rev. Program Rules FAA **26 Oct 17**

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GUADALAJARA **-GDL 02-SW1500F** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
38	3002^92	3405^99	3525^ 1	2987^92	3396^99	3516^ 1			
36	2992^93	3450^99	3576^ 2	2979^93	3439^99	3567^ 2			
34	2998^94	3493^ 0	3625^ 2	2986^94	3482^ 0	3614^ 2			
32	3004^95	3533^ 0	3668^ 3	2992^94	3522^ 0	3658^ 3			
30	3009^95	3572^ 1	3713^ 3	2996^95	3562^ 1	3703^ 3			
28	3007^96	3615^ 1	3761^ 4	2994^96	3604^ 1	3751^ 3			
26	3000^97	3656^ 2	3809^ 4	2984^97	3646^ 2	3799^ 4			
24	3034^97	3700^ 2	3857^ 5	3018^97	3690^ 2	3846^ 5			
22	3107^97	3751^ 3	3900^ 5	3095^97	3738^ 3	3890^ 5			
20	3135^98	3771^ 3	3914^ 6	3123^98	3760^ 3	3906^ 5			
18	3162^98	3792^ 3	3929^ 6	3150^98	3780^ 3	3920^ 6			
10	3276^98	3861^ 4	3989^ 7	3390^97	3723^ 5	3777^ 8			
0	3461^99	3936^ 6	4012^ 9	3471^99	3893^ 6	3951^ 9			
-10	3565^ 0	3973^ 8	4031^11	3569^ 0	3949^ 8	4007^11			
	High QNH +60 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1390 Wing A/I ON -1390			Engine A/I ON -20 Wing A/I ON -20			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
38		3325^88	3450^91		3318^88	3443^91			
36		3284^89	3496^91		3276^89	3489^91			
34		3248^89	3540^92		3240^89	3533^92			
32		3211^90	3583^92		3202^90	3575^92			
30		3176^91	3597^93		3169^91	3588^93			
28			3558^93			3550^93			
26			3517^94			3509^94			
24			3527^95			3519^94			
22			3584^95			3576^95			
20		3167^93	3618^95		3163^93	3611^95			
18		3206^93	3653^95		3200^93	3646^95			
10		3367^94	3789^96		3392^94	3756^96			
0		3568^95	3959^98		3564^95	3933^97			
-10		3609^97	3991^99		3614^97	3989^99			
	High QNH +20 per .10" Low QNH -120 per .10"			High QNH +20 per .10" Low QNH -120 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -40 Wing A/I ON -40			Engine A/I ON -40 Wing A/I ON -40			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps -10T	+0	+10H	LEVEL 2 CONTAM Flaps -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28									
26									
24									
22									
20									
18									
16									
14									
12									
10									
0									
-10									
-20									
-30									
	High QNH per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON		

Elevation 5016 Length 4406 Shift **-1500** Clearway 0 Stopway 0 Slope -0.32

Rwy Rev Program Rules FAA **26 Oct 17**

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GUADALAJARA **-GDL** **10** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D5.1 GDL	D5.9 IAIG	LT H040	6016'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	88.8	4166^24	4252^26	4281^26	4166D24	4252D26	4281D26	4336
36	89.2	4248^25	4334^27	4363^28	4248D26	4334D27	4363D28	4420
34	89.5	4324^27	4411^28	4440^29	4324D27	4411D28	4440D29	4498
32	89.9	4401^28	4489^29	4518^30	4401D28	4489D29	4518D30	4575
30	90.2	4483^29	4572^31	4601^31	4483D29	4572D31	4601D31	4656
28	90.1	4569^30	4658^32	4688^32	4569D30	4658D32	4688D32	4745
26	90.0	4653^31	4744^33	4774^33	4653D31	4744D33	4774D34	4833
24	89.9	4697^32	4788^34	4819^34	4697D32	4788D34	4819D34	4875
22	89.8	4700^32	4792^34	4822^34	4700D32	4792D34	4822D34	4881
20	89.7	4701^32	4793^34	4824^34	4701D32	4793D34	4824D34	4883
18	89.4	4701^32	4794^34	4825^34	4701D32	4794D34	4825D34	4885
10	88.2	4701^32	4796^34	4828^34	4701D32	4796D34	4828D34	4890
0	86.6	4691^32	4789^34	4822^34	4691D32	4789D34	4822D34	4885
-10	85.0	4682^32	4783^33	4817^34	4682D32	4783D33	4817D34	4886
-20	83.4	4672^31	4776^33	4811^34	4672D32	4776D33	4811D34	4884
-30	81.7	4657^31	4764^33	4801^34	4657D31	4764D33	4801D34	4880

High QNH **+80** per .10" — Engine A/I ON **-2980**
Low QNH **-170** per .10" — Wing A/I ON **-2980**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.2	4177^24	4262^26	4290^27	4177D25	4262D26	4290D27	4336
36	92.5	4259^26	4344^27	4373^28	4259D26	4344D27	4373D28	4420
34	92.9	4336^27	4422^28	4451^29	4336D27	4422D28	4451D29	4498
32	93.3	4412^28	4499^29	4528^30	4412D28	4499D30	4528D30	4575
30	93.7	4495^29	4583^31	4612^31	4495D29	4583D31	4612D31	4656
28	93.7	4581^30	4670^32	4699^32	4581D31	4670D32	4699D33	4745
26	93.8	4666^32	4756^33	4786^34	4666D32	4756D33	4786D34	4833
24	93.6	4712^32	4802^34	4832^34	4712D32	4802D34	4832D34	4875
22	93.3	4718^32	4808^34	4838^34	4718D32	4808D34	4838D34	4881
20	93.0	4718^32	4809^34	4840^34	4718D32	4809D34	4840D34	4883
18	92.7	4719^32	4810^34	4841^34	4719D32	4810D34	4841D34	4885
10	91.4	4719^32	4812^34	4844^34	4719D32	4812D34	4844D35	4890
0	89.8	4708^32	4805^34	4837^34	4708D32	4805D34	4837D34	4885
-10	88.1	4699^32	4798^34	4832^34	4699D32	4798D34	4832D34	4886
-20	86.4	4688^32	4791^34	4826^34	4688D32	4791D34	4826D34	4884
-30	84.7	4672^31	4779^33	4815^34	4672D32	4779D33	4815D34	4880

High QNH **+80** per .10" — Engine A/I ON **-3010**
Low QNH **-170** per .10" — Wing A/I ON **-3010**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
38	92.2	4304^32-32-41	4385^34-34-42	4391C34-34-42	4391C34-34-42
36	92.5	4388^34-34-42	4470^35-35-44	4476C35-35-44	4476C35-35-44
34	92.9	4468^35-35-44	4551^36-36-45	4557C36-36-45	4557C36-36-45
32	93.3	4547^36-36-45	4630^38-38-46	4634C38-38-46	4634C38-38-46
30	93.7	4632^37-37-46	4711C39-39-47	4711C39-39-47	4711C39-39-47
28	93.7	4721^39-39-48	4801C40-40-49	4801C40-40-49	4801C40-40-49
26	93.8	4809^40-40-49	4891C41-41-50	4891C41-41-50	4891C41-41-50
24	93.6	4856^40-40-50	4938C42-42-51	4938C42-42-51	4938C42-42-51
22	93.3	4863^41-41-50	4942C42-42-51	4942C42-42-51	4942C42-42-51
20	93.0	4864^41-41-50	4944C42-42-51	4944C42-42-51	4944C42-42-51
18	92.7	4864^41-41-50	4946C42-42-51	4946C42-42-51	4946C42-42-51
10	91.4	4864^41-41-50	4951C42-42-51	4951C42-42-51	4951C42-42-51
0	89.8	4855^40-40-50	4944C42-42-51	4944C42-42-51	4944C42-42-51
-10	88.1	4845^40-40-49	4941^42-42-51	4950C42-42-51	4950C42-42-51
-20	86.4	4834^40-40-49	4933^42-42-51	4950C42-42-51	4950C42-42-51
-30	84.7	4818^40-40-49	4921^42-42-51	4948C42-42-51	4948C42-42-51

High QNH **+10** per .10" — Engine A/I ON **-3050**
Low QNH **-180** per .10" — Wing A/I ON **-3050**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5016 Length 13140 Shift **0** Clearway 0 Stopway 0 Slope -0.01
Rwy Rev. Program Rules FAA **27 Sep 17**

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GUADALAJARA -GDL 10 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	4177^24	4262^26	4290^27	4172^24	4257^26	4285^26			
36	4259^26	4344^27	4373^28	4254^26	4339^27	4368^28			
34	4336^27	4422^28	4451^29	4331^27	4417^28	4446^29			
32	4412^28	4499^29	4528^30	4408^28	4495^29	4524^30			
30	4495^29	4583^31	4612^31	4491^29	4579^31	4608^31			
28	4581^30	4670^32	4699^32	4576^30	4665^32	4695^32			
26	4666^32	4756^33	4786^34	4662^31	4752^33	4781^34			
24	4712^32	4802^34	4832^34	4709^32	4799^34	4829^34			
22	4718^32	4808^34	4838^34	4715^32	4805^34	4835^34			
20	4718^32	4809^34	4840^34	4715^32	4806^34	4836^34			
18	4719^32	4810^34	4841^34	4716^32	4807^34	4838^34			
10	4719^32	4812^34	4844^34	4419^28	4512^30	4542^30			
0	4708^32	4805^34	4837^34	4637^31	4734^33	4766^33			
-10	4699^32	4798^34	4832^34	4652^31	4751^33	4783^33			
	High QNH +80 per .10" Low QNH -170 per .10"			High QNH +80 per .10" Low QNH -200 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -3010 Wing A/I ON -3010			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	4177D25	4262D26	4290D27	4172D24	4257D26	4285D27			
36	4259D26	4344D27	4373D28	4254D26	4339D27	4368D28			
34	4336D27	4422D28	4451D29	4331D27	4417D28	4446D29			
32	4412D28	4499D30	4528D30	4408D28	4495D30	4524D30			
30	4495D29	4583D31	4612D31	4491D29	4579D31	4608D31			
28	4581D31	4670D32	4699D33	4576D30	4665D32	4695D32			
26	4666D32	4756D33	4786D34	4662D32	4752D33	4781D34			
24	4712D32	4802D34	4832D34	4709D32	4799D34	4829D34			
22	4718D32	4808D34	4838D34	4715D32	4805D34	4835D34			
20	4718D32	4809D34	4840D34	4715D32	4806D34	4836D34			
18	4719D32	4810D34	4841D34	4716D32	4807D34	4838D34			
10	4719D32	4812D34	4844D35	4419D28	4512D30	4542D30			
0	4708D32	4805D34	4837D34	4637D31	4734D33	4766D34			
-10	4699D32	4798D34	4832D34	4652D31	4751D33	4783D34			
	High QNH +80 per .10" Low QNH -170 per .10"			High QNH +80 per .10" Low QNH -200 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -3010 Wing A/I ON -3010			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4499^11	4632^21	4668^24	4280^15	4474^23	4549^25			
26	4567^12	4715^21	4752^24	4349^15	4544^23	4620^26			
24	4616^12	4762^22	4799^25	4402^16	4600^24	4677^27			
22	4644^13	4771^23	4808^26	4437^17	4643^25	4722^28			
20	4655^13	4773^23	4811^26	4448^17	4656^26	4736^28			
18	4665^14	4776^24	4813^27	4460^18	4670^26	4750^28			
16	4667^14	4778^24	4816^27	4470^18	4682^26	4762^29			
14	4668^15	4780^25	4818^28	4481^18	4695^27	4776^29			
12	4668^15	4782^25	4820^28	4492^19	4709^27	4784^30			
10	4669^16	4783^26	4822^29	4503^19	4721^27	4788^30			
0	4666^18	4784^28	4824^32	4552^21	4752^30	4798^32			
-10	4664^21	4786^31	4826^34	4609^23	4762^32	4804^34			
-20	4662^24	4786^33	4821^34	4628^25	4764^33	4799^34			
-30	4655^27	4774^33	4810^34	4628^28	4753^33	4789^33			
	High QNH +80 per .10" Low QNH -170 per .10"			High QNH +60 per .10" Low QNH -180 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2820 Wing A/I ON -2820			Engine A/I ON -2350 Wing A/I ON -2350			Engine A/I ON Wing A/I ON		

Elevation 5016 Length 13140 Shift **0** Clearway 0 Stopway 0 Slope -0.01

Rwy Rev Program Rules FAA **27 Sep 17**

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GUADALAJARA -GDL 20 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
Pág. 126-127		D2.0 GDL	"5300'	RT H050	6016'	

*USE ONLY IF GDL DME OTS

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	88.8	3290F 6	3514F11	3583F13	2676F95	3495F 1	3577F 4	4336
36	89.2	3337F 7	3566F12	3636F13		3543F 2	3627F 5	4420
34	89.5	3383F 8	3614F13	3687F14		3589F 2	3675F 5	4498
32	89.9	3427F 8	3661F13	3736F15		3633F 3	3722F 6	4575
30	90.2	3471F 9	3707F14	3785F16		3677F 3	3769F 6	4656
28	90.1	3517F10	3755F15	3837F16		3725F 3	3819F 7	4745
26	90.0	3564F10	3804F15	3889F17		3773F 4	3868F 7	4833
24	89.9	3594F11	3835F16	3921F18		3804F 4	3900F 7	4875
22	89.8	3606F11	3849F16	3934F18		3817F 5	3914F 8	4881
20	89.7	3617F11	3862F16	3947F18		3831F 5	3928F 8	4883
18	89.4	3627F11	3873F17	3957F18		3843F 5	3938F 8	4885
10	88.2	3667F12	3919F17	3999F19	2772F 1	3891F 7	3986F10	4890
0	86.6	3714F13	3968F18	4047F20	3459F99	3948F 8	4043F12	4885
-10	85.0	3766F14	4019F19	4102F21	3583F 1	4008F10	4102D14	4886
-20	83.4	3820F15	4073F20	4159F22	3778F 2	4071F12	4159D15	4884
-30	81.7	3875F17	4129F22	4217F23	3839F 4	4129D14	4217D17	4880

High QNH **+50** per .10" — Engine A/I ON **-1050**
Low QNH **-130** per .10" — Wing A/I ON **-1050**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 22 -10T	+0	+10H	TO-1 - WET RWY Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.2	3588^ 4	3676^ 7	3706^ 8	3533^90	3676D 0	3706D 3	3812
36	92.5	3650^ 4	3749^ 8	3778^ 8	3585^91	3749D 0	3778D 4	3888
34	92.9	3708^ 5	3813^ 9	3844^ 9	3635^91	3813D 1	3844D 4	3959
32	93.3	3762^ 5	3874^10	3875^10	3634^92	3874D 1	3875D 4	3994
30	93.7	3818^ 6	3935^10	3875^10	3616^93	3935D 2	3875D 5	3994
28	93.7	3882^ 6	4005^11	4037^12	3585^93	4005^ 2	4037D 5	4184
26	93.8	3940^ 7	4075^12	4108^13	3557^94	4067^ 2	4108D 5	4266
24	93.6	3987^ 7	4118^13	4151^13	3569^95	4110^ 3	4151D 6	4303
22	93.3	4011^ 8	4134^13	4160^13	3627^95	4134^ 4	4160D 7	4308
20	93.0	4020^ 8	4141^13	4160^13	3660^95	4141D 4	4160D 7	4308
18	92.7	4028^ 9	4147^13	4181^13	3692^95	4147D 4	4181D 8	4312
10	91.4	4058^10	4159^13	4192^14	3818^96	4159D 6	4192D 9	4317
0	89.8	4047^11	4149^13	4183^13	3977^98	4149D 8	4183D11	4310
-10	88.1	4039^11	4144^13	4179^13	4007^99	4144D10	4179D14	4313
-20	86.4	4028^11	4137^13	4174^13	4024^ 1	4137D12	4174D14	4312
-30	84.7	4013^11	4126^13	4163^13	4013^ 4	4126D13	4163D13	4308

High QNH **+30** per .10" — Engine A/I ON **-2750**
Low QNH **-150** per .10" — Wing A/I ON **-2750**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 22 -10T	+0	+10H	+20H
38	92.2	3588^ 4- 6-13	3676^ 7- 7-14	3706^ 8- 8-14	3735^ 8- 8-15
36	92.5	3650^ 4- 6-14	3749^ 8- 8-15	3778^ 8- 8-15	3808^ 9- 9-16
34	92.9	3708^ 5- 7-14	3813^ 9- 9-16	3844^ 9- 9-16	3878^10-10-17
32	93.3	3762^ 5- 8-15	3874^10-10-17	3875^10-10-17	3938^11-11-18
30	93.7	3818^ 6- 9-16	3935^10-10-18	3875^10-10-17	4001^11-11-18
28	93.7	3882^ 6- 9-17	4005^11-11-19	4037^12-12-19	4071^12-12-19
26	93.8	3940^ 7-10-18	4075^12-12-19	4108^13-13-20	4142^13-13-20
24	93.6	3987^ 7-11-18	4118^13-13-20	4151^13-13-20	4186^14-14-21
22	93.3	4011^ 8-11-19	4134^13-13-20	4160^13-13-20	4203^14-14-21
20	93.0	4020^ 8-11-19	4141^13-13-20	4160^13-13-20	4210^14-14-21
18	92.7	4028^ 9-11-19	4147^13-13-20	4181^13-13-21	4215^14-14-21
10	91.4	4058^10-12-19	4159^13-13-20	4192^14-14-21	4226^14-14-21
0	89.8	4047^11-11-19	4149^13-13-20	4183^13-13-21	4218^14-14-21
-10	88.1	4039^11-11-19	4144^13-13-20	4179^13-13-21	4215^14-14-21
-20	86.4	4028^11-11-19	4137^13-13-20	4174^13-13-21	4210^14-14-21
-30	84.7	4013^11-11-19	4126^13-13-20	4163^13-13-20	4201^14-14-21

High QNH **+30** per .10" — Engine A/I ON **-2750**
Low QNH **-150** per .10" — Wing A/I ON **-2750**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5016 Length 5906 Shift **0** Clearway 0 Stopway 0 Slope +0.32
Rwy Rev. Program Rules FAA **26 Oct 17**

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GUADALAJARA -GDL 20 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
38	3588^ 4	3676^ 7	3706^ 8	3583^ 4	3672^ 7	3701^ 8			
36	3650^ 4	3749^ 8	3778^ 8	3643^ 4	3745^ 8	3774^ 8			
34	3708^ 5	3813^ 9	3844^ 9	3701^ 5	3808^ 9	3838^ 9			
32	3762^ 5	3874^10	3875^10	3755^ 5	3869^10	3838^ 9			
30	3818^ 6	3935^10	3875^10	3812^ 6	3930^10	3961^11			
28	3882^ 6	4005^11	4037^12	3873^ 6	4000^11	4032^12			
26	3940^ 7	4075^12	4108^13	3931^ 6	4070^12	4103^12			
24	3987^ 7	4118^13	4151^13	3978^ 7	4113^12	4146^13			
22	4011^ 8	4134^13	4160^13	4005^ 8	4130^13	4157^13			
20	4020^ 8	4141^13	4160^13	4013^ 8	4135^13	4155^13			
18	4028^ 9	4147^13	4181^13	4022^ 9	4142^13	4155^13			
10	4058^10	4159^13	4192^14	3789^ 8	3884^10	3916^10			
0	4047^11	4149^13	4183^13	3982^11	4083^12	4117^13			
-10	4039^11	4144^13	4179^13	3999^11	4104^12	4138^13			
	High QNH +30 per .10" Low QNH -150 per .10"			High QNH +30 per .10" Low QNH -180 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2750 Wing A/I ON -2750			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
38	3533^90	3676D 0	3706D 3	3526^90	3672D 0	3701D 3			
36	3585^91	3749D 0	3778D 4	3578^91	3745D 0	3774D 4			
34	3635^91	3813D 1	3844D 4	3629^91	3808D 1	3838D 4			
32	3634^92	3874D 1	3875D 4	3624^92	3869D 1	3838D 4			
30	3616^93	3935D 2	3875D 5	3606^92	3930D 1	3961D 5			
28	3585^93	4005^ 2	4037D 5	3576^93	3999^ 2	4032D 5			
26	3557^94	4067^ 2	4108D 5	3547^94	4062^ 2	4103D 5			
24	3569^95	4110^ 3	4151D 6	3560^95	4105^ 3	4146D 6			
22	3627^95	4134^ 4	4160D 7	3619^95	4129^ 3	4157D 7			
20	3660^95	4141D 4	4160D 7	3652^95	4135D 4	4155D 7			
18	3692^95	4147D 4	4181D 8	3684^95	4142D 4	4155D 7			
10	3818^96	4159D 6	4192D 9	3782^96	3884D 7	3916D10			
0	3977^98	4149D 8	4183D11	3969^97	4083D 8	4117D11			
-10	4007^99	4144D10	4179D14	3993^99	4104D10	4138D13			
	High QNH +30 per .10" Low QNH -150 per .10"			High QNH +30 per .10" Low QNH -180 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2750 Wing A/I ON -2750			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps -10T	+0	+10H	LEVEL 2 CONTAM Flaps -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28									
26									
24									
22									
20									
18									
16									
14									
12									
10									
0									
-10									
-20									
-30									
	High QNH per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON		

Elevation 5016 Length 5906 Shift **0** Clearway 0 Stopway 0 Slope +0.32

Rwy Rev Program Rules FAA **26 Oct 17**

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GUADALAJARA -GDL 20-SW1500F *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D2.0 GDL	"5300'	RT H050	6016'	

*USE ONLY IF GDL DME OTS NOTAMS A6249/17

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H	Dry Rwy Climb Limit
38	88.8		3025F 0	3102F 2				4336
36	89.2		3067F 1	3145F 3				4420
34	89.5		3107F 1	3187F 3				4498
32	89.9		3147F 2	3227F 4				4575
30	90.2		3186F 3	3266F 4				4656
28	90.1		3228F 3	3309F 5				4745
26	90.0		3270F 4	3351F 6				4833
24	89.9		3296F 4	3378F 6				4875
22	89.8		3308F 4	3390F 6				4881
20	89.7	2646F 2	3318F 5	3402F 6				4883
18	89.4	2673F 2	3328F 5	3412F 7				4885
10	88.2	2800F 3	3367F 6	3453F 8				4890
0	86.6	2975F 3	3414F 7	3501F 9				4885
-10	85.0	3137F 4	3465F 8	3552F10				4886
-20	83.4	3245F 3	3517F 9	3605F11				4884
-30	81.7	3304F 4	3568F10	3659F12				4880

High QNH **+50** per .10" — Engine A/I ON **-800**
Low QNH **-110** per .10" — Wing A/I ON **-800**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 22 -10T	+0	+10H	Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.2	2930^93	3355^99	3464^ 1		3275^89	3395^91	3812
36	92.5	2926^94	3397^ 0	3513^ 2		3314^89	3438^92	3888
34	92.9	2924^94	3437^ 0	3561^ 2		3309^89	3481^92	3959
32	93.3	2930^95	3479^ 1	3608^ 3		3278^90	3521^93	4029
30	93.7	2935^96	3517^ 1	3654^ 3		3248^91	3562^93	4103
28	93.7	2932^96	3557^ 2	3704^ 4		3202^91	3604^93	4184
26	93.8	2931^97	3595^ 2	3748^ 4		3144^92	3574^94	4266
24	93.6	2965^98	3638^ 3	3799^ 5		3159^93	3582^95	4303
22	93.3	3031^98	3688^ 3	3840^ 5		3216^93	3640^95	4309
20	93.0	3058^98	3707^ 4	3854^ 6		3257^93	3672^95	4310
18	92.7	3084^98	3725^ 4	3868^ 6		3294^93	3705^96	4312
10	91.4	3196^99	3802^ 5	3922^ 7		3442^94	3836^96	4317
0	89.8	3367^ 0	3873^ 6	3981^ 9		3631^95	3915^98	4310
-10	88.1	3532^ 0	3941^ 7	4040^10		3665^97	3993^ 0	4313
-20	86.4	3600^ 2	4002^ 9	4100^12		3848^98	4072^ 1	4312
-30	84.7	3687^ 3	4062^11	4139^13		4019^ 0	4139D 3	4308

High QNH **+50** per .10" — Engine A/I ON **-870**
Low QNH **-140** per .10" — Wing A/I ON **-870**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 22 -10T	+0	+10H	+20H
38	92.2	2930^93- 0- 9	3355^99- 3-10	3464^ 1- 4-11	3553^ 4- 5-12
36	92.5	2926^94- 1-10	3397^ 0- 3-11	3513^ 2- 5-12	3609^ 4- 6-13
34	92.9	2924^94- 2-11	3437^ 0- 4-12	3561^ 2- 5-13	3662^ 5- 6-14
32	93.3	2930^95- 3-12	3479^ 1- 5-12	3608^ 3- 6-13	3712^ 5- 7-15
30	93.7	2935^96- 5-14	3517^ 1- 5-13	3654^ 3- 7-14	3764^ 6- 8-15
28	93.7	2932^96- 6-15	3557^ 2- 6-14	3704^ 4- 7-15	3818^ 6- 8-16
26	93.8	2931^97- 7-17	3595^ 2- 7-15	3748^ 4- 8-16	3869^ 7- 9-17
24	93.6	2965^98- 8-17	3638^ 3- 7-16	3799^ 5- 8-16	3915^ 7-10-17
22	93.3	3031^98- 7-17	3688^ 3- 8-16	3840^ 5- 9-17	3954^ 8-10-18
20	93.0	3058^98- 7-17	3707^ 4- 8-16	3854^ 6- 9-17	3966^ 8-10-18
18	92.7	3084^98- 7-17	3725^ 4- 8-16	3868^ 6- 9-17	3976^ 8-10-18
10	91.4	3196^99- 7-16	3802^ 5- 8-16	3922^ 7-10-18	4023^10-11-19
0	89.8	3367^ 0- 7-15	3873^ 6- 9-17	3981^ 9-11-18	4080^11-12-19
-10	88.1	3532^ 0- 6-15	3941^ 7-10-18	4040^10-11-19	4127^13-13-20
-20	86.4	3600^ 2- 7-15	4002^ 9-11-19	4100^12-12-20	4162^13-13-20
-30	84.7	3687^ 3- 8-16	4062^11-12-19	4139^13-13-20	4195^14-14-21

High QNH **+50** per .10" — Engine A/I ON **-870**
Low QNH **-140** per .10" — Wing A/I ON **-870**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5016 Length 4406 Shift **0** Clearway 0 Stopway 0 Slope +0.32
Rwy Rev. Program Rules FAA **26 Oct 17**

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GUADALAJARA **-GDL 20-SW1500F** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
38	2930^93	3355^99	3464^ 1	2917^93	3345^99	3454^ 1			
36	2926^94	3397^ 0	3513^ 2	2912^94	3387^99	3503^ 2			
34	2924^94	3437^ 0	3561^ 2	2912^94	3427^ 0	3551^ 2			
32	2930^95	3479^ 1	3608^ 3	2917^95	3468^ 0	3598^ 3			
30	2935^96	3517^ 1	3654^ 3	2922^96	3507^ 1	3644^ 3			
28	2932^96	3557^ 2	3704^ 4	2920^96	3546^ 1	3693^ 4			
26	2931^97	3595^ 2	3748^ 4	2915^97	3585^ 2	3736^ 4			
24	2965^98	3638^ 3	3799^ 5	2950^98	3628^ 3	3785^ 5			
22	3031^98	3688^ 3	3840^ 5	3019^98	3678^ 3	3832^ 5			
20	3058^98	3707^ 4	3854^ 6	3046^98	3696^ 3	3846^ 6			
18	3084^98	3725^ 4	3868^ 6	3072^98	3715^ 4	3860^ 6			
10	3196^99	3802^ 5	3922^ 7	3346^98	3715^ 5	3808^ 8			
0	3367^ 0	3873^ 6	3981^ 9	3405^99	3839^ 6	3939^ 9			
-10	3532^ 0	3941^ 7	4040^10	3524^ 0	3934^ 8	4030^10			
	High QNH +60 per .10" Low QNH -140 per .10"			High QNH +60 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -870 Wing A/I ON -870			Engine A/I ON -30 Wing A/I ON -30			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
38		3275^89	3395^91		3268^88	3388^91			
36		3314^89	3438^92		3307^89	3430^92			
34		3309^89	3481^92		3300^89	3474^92			
32		3278^90	3521^93		3269^90	3514^93			
30		3248^91	3562^93		3240^91	3554^93			
28		3202^91	3604^93		3192^91	3596^93			
26		3144^92	3574^94		3096^92	3562^94			
24		3159^93	3582^95		3125^93	3573^95			
22		3216^93	3640^95		3208^93	3635^95			
20		3257^93	3672^95		3251^93	3667^95			
18		3294^93	3705^96		3288^93	3701^96			
10		3442^94	3836^96		3462^94	3750^97			
0		3631^95	3915^98		3624^95	3885^98			
-10		3665^97	3993^ 0		3670^97	3986^ 0			
	High QNH +30 per .10" Low QNH -530 per .10"			High QNH +30 per .10" Low QNH -610 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -60 Wing A/I ON -60			Engine A/I ON -40 Wing A/I ON -40			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps -10T	+0	+10H	LEVEL 2 CONTAM Flaps -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28									
26									
24									
22									
20									
18									
16									
14									
12									
10									
0									
-10									
-20									
-30									
	High QNH per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON			Engine A/I ON Wing A/I ON		

Elevation 5016 Length 4406 Shift **0** Clearway 0 Stopway 0 Slope +0.32

Rwy Rev Program Rules FAA **26 Oct 17**

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GUADALAJARA **-GDL** **28** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D5.4 GDL	D6.4 IGDL	*RT ZAP	6100'	STD

*IF ZAP VOR OTS RT H340 AT D15.9 GDL RT GDL VOR HOLD STD

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	88.8	4166^24	4252^26	4280^26	4166D24	4252D26	4280D26	4336
36	89.2	4247^25	4334^27	4362^28	4247D26	4334D27	4362D28	4420
34	89.5	4324^27	4411^28	4440^29	4324D27	4411D28	4440D29	4498
32	89.9	4400^28	4488^29	4518^30	4400D28	4488D29	4518D30	4575
30	90.2	4483^29	4572^31	4601^31	4483D29	4572D31	4601D31	4656
28	90.1	4568^30	4658^32	4688^32	4568D30	4658D32	4688D32	4745
26	90.0	4653^31	4744^33	4774^33	4653D31	4744D33	4774D34	4833
24	89.9	4697^32	4788^33	4819^34	4697D32	4788D34	4819D34	4875
22	89.8	4699^32	4791^34	4822^34	4699D32	4791D34	4822D34	4881
20	89.7	4700^32	4793^34	4824^34	4700D32	4793D34	4824D34	4883
18	89.4	4701^32	4794^34	4825^34	4701D32	4794D34	4825D34	4885
10	88.2	4701^32	4796^34	4828^34	4701D32	4796D34	4828D34	4890
0	86.6	4691^32	4789^33	4822^34	4691D32	4789D34	4822D34	4885
-10	85.0	4682^32	4783^33	4816^34	4682D32	4783D33	4816D34	4886
-20	83.4	4672^31	4776^33	4811^34	4672D32	4776D33	4811D34	4884
-30	81.7	4656^31	4764^33	4800^34	4656D31	4764D33	4800D34	4880

High QNH **+80** per .10" — Engine A/I ON **-2980**
Low QNH **-170** per .10" — Wing A/I ON **-2980**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.2	4177^24	4262^26	4290^27	4177D25	4262D26	4290D27	4336
36	92.5	4259^26	4344^27	4372^28	4259D26	4344D27	4372D28	4420
34	92.9	4336^27	4422^28	4450^29	4336D27	4422D28	4450D29	4498
32	93.3	4412^28	4499^29	4528^30	4412D28	4499D30	4528D30	4575
30	93.7	4495^29	4583^31	4612^31	4495D29	4583D31	4612D31	4656
28	93.7	4581^30	4670^32	4699^32	4581D31	4670D32	4699D33	4745
26	93.8	4666^32	4755^33	4785^34	4666D32	4755D33	4785D34	4833
24	93.6	4712^32	4802^34	4832^34	4712D32	4802D34	4832D34	4875
22	93.3	4718^32	4808^34	4838^34	4718D32	4808D34	4838D34	4881
20	93.0	4718^32	4809^34	4839^34	4718D32	4809D34	4839D34	4883
18	92.7	4719^32	4810^34	4840^34	4719D32	4810D34	4840D34	4885
10	91.4	4718^32	4812^34	4843^34	4718D32	4812D34	4843D35	4890
0	89.8	4708^32	4805^34	4837^34	4708D32	4805D34	4837D34	4885
-10	88.1	4699^32	4798^34	4831^34	4699D32	4798D34	4831D34	4886
-20	86.4	4687^32	4791^34	4825^34	4687D32	4791D34	4825D34	4884
-30	84.7	4672^31	4779^33	4815^34	4672D32	4779D33	4815D34	4880

High QNH **+80** per .10" — Engine A/I ON **-3010**
Low QNH **-170** per .10" — Wing A/I ON **-3010**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
38	92.2	4304^32-32-41	4385^34-34-42	4391C34-34-42	4391C34-34-42
36	92.5	4388^34-34-42	4470^35-35-44	4476C35-35-44	4476C35-35-44
34	92.9	4468^35-35-44	4550^36-36-45	4557C36-36-45	4557C36-36-45
32	93.3	4547^36-36-45	4630^38-38-46	4634C38-38-46	4634C38-38-46
30	93.7	4632^37-37-46	4711C39-39-47	4711C39-39-47	4711C39-39-47
28	93.7	4720^39-39-48	4801C40-40-49	4801C40-40-49	4801C40-40-49
26	93.8	4808^40-40-49	4891C41-41-50	4891C41-41-50	4891C41-41-50
24	93.6	4856^40-40-50	4938C42-42-51	4938C42-42-51	4938C42-42-51
22	93.3	4862^41-41-50	4942C42-42-51	4942C42-42-51	4942C42-42-51
20	93.0	4863^41-41-50	4944C42-42-51	4944C42-42-51	4944C42-42-51
18	92.7	4863^41-41-50	4946C42-42-51	4946C42-42-51	4946C42-42-51
10	91.4	4864^41-41-50	4951C42-42-51	4951C42-42-51	4951C42-42-51
0	89.8	4855^40-40-50	4944C42-42-51	4944C42-42-51	4944C42-42-51
-10	88.1	4845^40-40-49	4940^42-42-51	4950C42-42-51	4950C42-42-51
-20	86.4	4833^40-40-49	4933^42-42-51	4950C42-42-51	4950C42-42-51
-30	84.7	4818^40-40-49	4921^42-42-51	4948C42-42-51	4948C42-42-51

High QNH **+10** per .10" — Engine A/I ON **-3050**
Low QNH **-180** per .10" — Wing A/I ON **-3050**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5016 Length 13140 Shift **0** Clearway 0 Stopway 0 Slope +0.01
Rwy Rev. Program Rules FAA **27 Sep 17**

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GUADALAJARA -GDL 28 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	4177^24	4262^26	4290^27	4172^24	4257^26	4285^26			
36	4259^26	4344^27	4372^28	4253^26	4339^27	4368^28			
34	4336^27	4422^28	4450^29	4331^27	4417^28	4446^29			
32	4412^28	4499^29	4528^30	4408^28	4495^29	4524^30			
30	4495^29	4583^31	4612^31	4490^29	4578^31	4608^31			
28	4581^30	4670^32	4699^32	4576^30	4665^32	4694^32			
26	4666^32	4755^33	4785^34	4662^31	4751^33	4781^34			
24	4712^32	4802^34	4832^34	4709^32	4799^34	4829^34			
22	4718^32	4808^34	4838^34	4714^32	4805^34	4835^34			
20	4718^32	4809^34	4839^34	4715^32	4806^34	4836^34			
18	4719^32	4810^34	4840^34	4715^32	4807^34	4837^34			
10	4718^32	4812^34	4843^34	4419^28	4511^30	4542^30			
0	4708^32	4805^34	4837^34	4637^31	4733^33	4766^33			
-10	4699^32	4798^34	4831^34	4652^31	4750^33	4783^33			
	High QNH +80 per .10" Low QNH -170 per .10"			High QNH +80 per .10" Low QNH -200 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -3010 Wing A/I ON -3010			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	4177D25	4262D26	4290D27	4172D24	4257D26	4285D27			
36	4259D26	4344D27	4372D28	4253D26	4339D27	4368D28			
34	4336D27	4422D28	4450D29	4331D27	4417D28	4446D29			
32	4412D28	4499D30	4528D30	4408D28	4495D30	4524D30			
30	4495D29	4583D31	4612D31	4490D29	4578D31	4608D31			
28	4581D31	4670D32	4699D33	4576D30	4665D32	4694D32			
26	4666D32	4755D33	4785D34	4662D32	4751D33	4781D34			
24	4712D32	4802D34	4832D34	4709D32	4799D34	4829D34			
22	4718D32	4808D34	4838D34	4714D32	4805D34	4835D34			
20	4718D32	4809D34	4839D34	4715D32	4806D34	4836D34			
18	4719D32	4810D34	4840D34	4715D32	4807D34	4837D34			
10	4718D32	4812D34	4843D35	4419D28	4511D30	4542D30			
0	4708D32	4805D34	4837D34	4637D31	4733D33	4766D34			
-10	4699D32	4798D34	4831D34	4652D31	4750D33	4783D34			
	High QNH +80 per .10" Low QNH -170 per .10"			High QNH +80 per .10" Low QNH -200 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -3010 Wing A/I ON -3010			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4525^11	4632^21	4668^24	4285P15	4512P23	4592P25			
26	4608^11	4716^21	4752^24	4354P15	4583P23	4664P25			
24	4653^12	4762^22	4799^25	4410P16	4642P24	4725P26			
22	4661^13	4771^23	4808^26	4450P17	4689P25	4765^27			
20	4663^13	4773^23	4811^26	4463P17	4703P25	4769^28			
18	4665^14	4776^24	4813^27	4475P18	4716P25	4773^28			
16	4666^14	4778^24	4816^27	4487P18	4730P26	4777^29			
14	4667^15	4780^25	4818^28	4499P18	4737^26	4780^29			
12	4668^15	4781^25	4820^28	4512P19	4740^27	4784^30			
10	4669^16	4783^26	4822^29	4524P19	4743^27	4787^30			
0	4666^18	4784^28	4824^32	4581P21	4751^30	4798^32			
-10	4664^21	4785^31	4826^34	4623^23	4762^32	4804^34			
-20	4662^24	4786^33	4820^34	4627^25	4764^33	4799^34			
-30	4655^27	4774^33	4810^34	4627^28	4753^33	4789^33			
	High QNH +80 per .10" Low QNH -170 per .10"			High QNH +60 per .10" Low QNH -180 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2820 Wing A/I ON -2820			Engine A/I ON -2570 Wing A/I ON -2570			Engine A/I ON Wing A/I ON		

Elevation 5016 Length 13140 Shift **0** Clearway 0 Stopway 0 Slope +0.01

Rwy Rev Program Rules FAA **27 Sep 17**

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HERMOSILLO

HERMOSILLO -HMO 05 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D2.0 HMO	*900'	RT H230	1627'	

*USE ONLY IF HMO DME OTS

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.5	3924^19	4063^21	4106^22	3907^ 9	4063D19	4106D22	4612
46	87.8	3999^20	4143^22	4188^23	3978^ 9	4143D20	4188D23	4725
44	87.9	4060^20	4208^23	4254^24	4035^10	4208D20	4254D23	4829
42	87.8	4107^21	4258^24	4305^25	4080^10	4258D21	4305D24	4935
40	87.7	4139^22	4293^24	4340^25	4112^11	4293D21	4340D24	4957
38	87.4	4148^22	4300^25	4347^25	4122^11	4300D21	4347D25	4960
36	87.2	4156^22	4308^25	4355^26	4132^11	4308D22	4355D25	4962
34	86.9	4164^22	4316^25	4363^26	4141^12	4316D22	4363D25	4964
32	86.6	4172^22	4324^25	4371^26	4152^12	4324D22	4371D26	4966
30	86.3	4180^22	4332^25	4379^26	4161^12	4332D23	4379D26	4968
20	84.9	4222^23	4372^26	4420^27	4210^14	4372D25	4420D28	4976
10	83.4	4258^24	4406^26	4462^28	4256^16	4406D27	4462D29	4970
0	81.9	4302^25	4454^27	4512^28	4302D18	4454D28	4512D30	4980
-10	80.4	4342^25	4499^28	4558^29	4342D20	4499D30	4558D31	4984
-20	78.9	4380^26	4541^29	4599^30	4380D22	4541D30	4599D31	4980
-30	77.3	4418^27	4582^30	4641^31	4418D24	4582D31	4641D32	4978

High QNH **+30** per .10" — Engine A/I ON **-500**
Low QNH **-150** per .10" — Wing A/I ON **-500**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	3978^20	4108^22	4158^23	3955^10	4108D21	4158D24	4612
46	91.0	4056^21	4190^23	4238^24	4028^11	4190D21	4238D24	4725
44	91.2	4121^22	4259^24	4306^25	4089^11	4259D22	4306D25	4829
42	91.1	4175^22	4315^25	4361^26	4139^12	4315D22	4361D26	4935
40	91.0	4213^23	4354^26	4400^26	4175^12	4354D23	4400D26	4957
38	90.7	4229^23	4368^26	4416^27	4192^13	4368D23	4416D27	4960
36	90.4	4236^23	4376^26	4425^27	4201^13	4376D24	4425D27	4962
34	90.1	4244^24	4383^26	4435^27	4211^14	4383D24	4435D27	4964
32	89.8	4252^24	4391^26	4444^27	4222^14	4391D24	4444D28	4966
30	89.6	4259^24	4398^26	4453^27	4231^14	4398D25	4453D28	4968
20	88.0	4299^25	4443^27	4499^28	4281^16	4443D27	4499D30	4976
10	86.5	4334^25	4482^28	4539^29	4327^18	4482D29	4539D30	4970
0	85.0	4376^26	4530^29	4586^30	4376D20	4530D30	4586D31	4980
-10	83.4	4414^27	4573^29	4629^30	4414D22	4573D31	4629D32	4984
-20	81.8	4451^27	4612^30	4668^31	4451D24	4612D31	4668D32	4980
-30	80.2	4491^28	4651^31	4709^32	4491D27	4651D32	4709D33	4978

High QNH **+30** per .10" — Engine A/I ON **-560**
Low QNH **-150** per .10" — Wing A/I ON **-560**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	3978^20-20-31	4108^22-22-33	4158^23-23-33	4212^24-24-34
46	91.0	4056^21-21-32	4190^23-23-34	4238^24-24-35	4293^25-25-35
44	91.2	4121^22-22-33	4259^24-24-35	4306^25-25-36	4361^26-26-36
42	91.1	4175^22-22-34	4315^25-25-36	4361^26-26-36	4418^27-27-37
40	91.0	4213^23-23-34	4354^26-26-36	4400^26-26-37	4456^27-27-38
38	90.7	4229^23-23-34	4368^26-26-37	4416^27-27-37	4473^28-28-38
36	90.4	4236^23-23-35	4376^26-26-37	4425^27-27-37	4483^28-28-38
34	90.1	4244^24-24-35	4383^26-26-37	4435^27-27-38	4492^28-28-38
32	89.8	4252^24-24-35	4391^26-26-37	4444^27-27-38	4501^28-28-39
30	89.6	4259^24-24-35	4398^26-26-37	4453^27-27-38	4511^28-28-39
20	88.0	4299^25-25-36	4443^27-27-38	4499^28-28-39	4557^29-29-39
10	86.5	4334^25-25-36	4482^28-28-38	4539^29-29-39	4596^30-30-40
0	85.0	4376^26-26-37	4530^29-29-39	4586^30-30-40	4644^31-31-41
-10	83.4	4414^27-27-37	4573^29-29-40	4629^30-30-40	4687^31-31-41
-20	81.8	4451^27-27-38	4612^30-30-40	4668^31-31-41	4726^32-32-42
-30	80.2	4491^28-28-38	4651^31-31-41	4709^32-32-42	4767^33-33-42

High QNH **+30** per .10" — Engine A/I ON **-560**
Low QNH **-150** per .10" — Wing A/I ON **-560**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 627 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.30
Rwy Rev. Program Rules FAA **26 Oct 17**

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HERMOSILLO **-HMO** **05** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3978^20	4108^22	4158^23	3971^19	4101^22	4151^23			
46	4056^21	4190^23	4238^24	4048^21	4184^23	4231^24			
44	4121^22	4259^24	4306^25	4114^22	4253^24	4298^25			
42	4175^22	4315^25	4361^26	4168^22	4309^25	4354^26			
40	4213^23	4354^26	4400^26	4206^23	4347^25	4393^26			
38	4229^23	4368^26	4416^27	4221^23	4362^26	4410^27			
36	4236^23	4376^26	4425^27	4229^23	4369^26	4419^27			
34	4244^24	4383^26	4435^27	4238^23	4377^26	4428^27			
32	4252^24	4391^26	4444^27	4245^24	4384^26	4437^27			
30	4259^24	4398^26	4453^27	4253^24	4392^26	4447^27			
20	4299^25	4443^27	4499^28	4294^24	4437^27	4492^28			
10	4334^25	4482^28	4539^29	4281^24	4430^27	4485^28			
0	4376^26	4530^29	4586^30	4325^25	4478^28	4532^29			
-10	4414^27	4573^29	4629^30	4360^26	4517^29	4572^30			
	High QNH +30 per .10" Low QNH -150 per .10"			High QNH +30 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -560 Wing A/I ON -560			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3955^10	4108D21	4158D24	3949^10	4101D21	4151D24			
46	4028^11	4190D21	4238D24	4021^11	4184D21	4231D24			
44	4089^11	4259D22	4306D25	4083^11	4253D22	4298D25			
42	4139^12	4315D22	4361D26	4133^12	4309D22	4354D25			
40	4175^12	4354D23	4400D26	4169^12	4347D23	4393D26			
38	4192^13	4368D23	4416D27	4186^13	4362D23	4410D27			
36	4201^13	4376D24	4425D27	4196^13	4369D24	4419D27			
34	4211^14	4383D24	4435D27	4206^14	4377D24	4428D27			
32	4222^14	4391D24	4444D28	4216^14	4384D24	4437D28			
30	4231^14	4398D25	4453D28	4225^14	4392D25	4447D28			
20	4281^16	4443D27	4499D30	4275^16	4437D27	4492D30			
10	4327^18	4482D29	4539D30	4281^18	4430D29	4485D30			
0	4376D20	4530D30	4586D31	4325D20	4478D29	4532D30			
-10	4414D22	4573D31	4629D32	4360D22	4517D30	4572D31			
	High QNH +30 per .10" Low QNH -150 per .10"			High QNH +30 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -560 Wing A/I ON -560			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3580P93	4111^ 1	4202^ 5	3058P 0	3656^ 7	3854P 9			
26	3649P94	4122^ 2	4214^ 5	3073P 0	3676^ 7	3876P 9			
24	3677P94	4133^ 2	4225^ 5	3088P 0	3693^ 7	3895P 9			
22	3694P94	4144^ 2	4237^ 6	3107P 0	3707^ 7	3918P10			
20	3724P94	4156^ 3	4249^ 6	3122P 1	3730^ 8	3940P10			
18	3755P94	4167^ 3	4260^ 7	3142P 1	3751^ 8	3958P10			
16	3786P95	4178^ 4	4267^ 7	3160P 1	3773^ 8	3983P10			
14	3816P95	4188^ 4	4265^ 7	3178P 1	3794P 8	3864P 9			
12	3847P95	4197^ 4	4264^ 8	3197P 2	3810P 9	4023P11			
10	3878P95	4207^ 5	4264^ 8	3218P 2	3853P 9	4039P11			
0	4011^97	4223^ 7	4276^11	3327P 3	3964P10	4140P13			
-10	4062^98	4228^ 9	4279D13	3470P 4	4068P12	4244P14			
-20	4069^ 1	4229D12	4272D15	3605P 6	4171P13	3975P10			
-30	4063^ 3	4219D14	4263D15	3694P 7	4215^14	4263^14			
	High QNH +0 per .10" Low QNH -50 per .10"			High QNH +10 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -670 Wing A/I ON -670			Engine A/I ON -550 Wing A/I ON -550			Engine A/I ON Wing A/I ON		

Elevation 627 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.30

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HERMOSILLO **-HMO** **23** ***DT H229***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1627'		DT H229	1627'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.5	4089^22	4241^25	4288^25	4036F 8	4241^18	4288D21	4612
46	87.8	4167^23	4324^26	4374^27	4103F 8	4319^19	4374D22	4725
44	87.9	4230^24	4391^27	4442^28	4158F 9	4382^19	4442D22	4829
42	87.8	4279^24	4444^27	4496^28	4202F 9	4433^20	4496D23	4935
40	87.7	4313^25	4479^28	4530^29	4234F10	4467^20	4530D23	4957
38	87.4	4321^25	4487^28	4539^29	4246F10	4478^20	4539D24	4960
36	87.2	4331^25	4496^28	4548^29	4258F10	4488^21	4548D24	4962
34	86.9	4339^25	4505^28	4557^29	4270F11	4498^21	4557D24	4964
32	86.6	4348^25	4514^28	4565^29	4280F11	4508^21	4565D25	4966
30	86.3	4356^26	4522^29	4574^30	4292F11	4519^22	4574D25	4968
20	84.9	4401^26	4565^29	4621^30	4350^13	4565D24	4621D27	4976
10	83.4	4440^27	4604^30	4667^31	4399^15	4604D26	4667D29	4970
0	81.9	4487^28	4657^31	4722^32	4455^17	4657D27	4722D31	4980
-10	80.4	4530^29	4706^32	4772^33	4508^19	4706D30	4772D33	4984
-20	78.9	4571^29	4753^33	4818^34	4561^21	4753D32	4818D35	4980
-30	77.3	4613^30	4799^33	4864^35	4613^23	4799D34	4864D36	4978

High QNH **+40** per .10" Engine A/I ON **-500**
Low QNH **-150** per .10" Wing A/I ON **-500**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	4148^23	4293^26	4350^27	4084^ 9	4292^20	4350D23	4612
46	91.0	4230^24	4379^27	4434^28	4159^10	4370^20	4434D23	4725
44	91.2	4298^25	4451^28	4504^29	4222^10	4438^21	4504D24	4829
42	91.1	4355^26	4510^29	4563^30	4273^11	4494^21	4563D25	4935
40	91.0	4394^26	4549^29	4603^30	4311^11	4533^22	4603D25	4957
38	90.7	4411^27	4565^29	4622^30	4328^12	4551^22	4622D26	4960
36	90.4	4420^27	4574^30	4631^31	4338^12	4561^23	4631D26	4962
34	90.1	4428^27	4582^30	4642^31	4348^12	4571^23	4642D26	4964
32	89.8	4436^27	4590^30	4652^31	4358^13	4582^23	4652D27	4966
30	89.6	4445^27	4600^30	4661^31	4369^13	4594^24	4661D27	4968
20	88.0	4487^28	4649^31	4712^32	4423^15	4649D26	4712D29	4976
10	86.5	4524^29	4693^32	4756^33	4471^17	4693D28	4756D31	4970
0	85.0	4570^29	4746^32	4808^34	4529^19	4746D30	4808D33	4980
-10	83.4	4612^30	4793^33	4856^34	4584^21	4793D32	4856D35	4984
-20	81.8	4654^31	4837^34	4900^35	4639^23	4837D34	4900D36	4980
-30	80.2	4698^32	4881^35	4937^36	4697^25	4881D35	4937D36	4978

High QNH **+40** per .10" Engine A/I ON **-570**
Low QNH **-160** per .10" Wing A/I ON **-570**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	4148^23-23-33	4293^26-26-35	4350^27-27-36	4409^28-28-37
46	91.0	4230^24-24-34	4379^27-27-37	4434^28-28-38	4493^29-29-38
44	91.2	4298^25-25-36	4451^28-28-38	4504^29-29-39	4565^30-30-39
42	91.1	4355^26-26-36	4510^29-29-39	4563^30-30-39	4626^31-31-40
40	91.0	4394^26-26-37	4549^29-29-39	4603^30-30-40	4666^31-31-41
38	90.7	4411^27-27-37	4565^29-29-39	4622^30-30-40	4685^32-32-41
36	90.4	4420^27-27-37	4574^30-30-40	4631^31-31-40	4695^32-32-41
34	90.1	4428^27-27-37	4582^30-30-40	4642^31-31-41	4705^32-32-42
32	89.8	4436^27-27-38	4590^30-30-40	4652^31-31-41	4715^32-32-42
30	89.6	4445^27-27-38	4600^30-30-40	4661^31-31-41	4725^32-32-42
20	88.0	4487^28-28-38	4649^31-31-41	4712^32-32-42	4775^33-33-43
10	86.5	4524^29-29-39	4693^32-32-41	4756^33-33-42	4818^34-34-43
0	85.0	4570^29-29-40	4746^32-32-42	4808^34-34-43	4871^35-35-44
-10	83.4	4612^30-30-40	4793^33-33-43	4856^34-34-44	4920^35-35-45
-20	81.8	4654^31-31-41	4837^34-34-43	4900^35-35-44	4963^36-36-45
-30	80.2	4698^32-32-41	4881^35-35-44	4937^36-36-45	4978C36-36-45

High QNH **+40** per .10" Engine A/I ON **-570**
Low QNH **-160** per .10" Wing A/I ON **-570**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 627 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope -0.30
Rwy Rev. Program Rules FAA **26 Oct 17**

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HERMOSILLO -HMO 23 ***DT H229***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4148^23	4293^26	4350^27	4141^23	4285^25	4342^26			
46	4230^24	4379^27	4434^28	4221^24	4370^27	4425^28			
44	4298^25	4451^28	4504^29	4290^25	4442^28	4496^29			
42	4355^26	4510^29	4563^30	4347^26	4502^28	4555^29			
40	4394^26	4549^29	4603^30	4386^26	4542^29	4596^30			
38	4411^27	4565^29	4622^30	4404^27	4558^29	4615^30			
36	4420^27	4574^30	4631^31	4412^27	4567^29	4624^30			
34	4428^27	4582^30	4642^31	4421^27	4575^30	4634^31			
32	4436^27	4590^30	4652^31	4430^27	4583^30	4645^31			
30	4445^27	4600^30	4661^31	4438^27	4593^30	4654^31			
20	4487^28	4649^31	4712^32	4481^28	4642^31	4705^32			
10	4524^29	4693^32	4756^33	4471^28	4640^31	4700^32			
0	4570^29	4746^32	4808^34	4518^29	4692^32	4753^33			
-10	4612^30	4793^33	4856^34	4558^29	4735^33	4797^34			
	High QNH +40 per .10" Low QNH -160 per .10"			High QNH +40 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -570 Wing A/I ON -570			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4084^ 9	4292^20	4350D23	4078^ 9	4284^19	4342D23			
46	4159^10	4370^20	4434D23	4153^10	4363^20	4425D23			
44	4222^10	4438^21	4504D24	4216^10	4431^21	4496D24			
42	4273^11	4494^21	4563D25	4269P11	4487^21	4555D24			
40	4311^11	4533^22	4603D25	4307P11	4527^22	4596D25			
38	4328^12	4551^22	4622D26	4322^12	4544^22	4615D26			
36	4338^12	4561^23	4631D26	4333^12	4554^23	4624D26			
34	4348^12	4571^23	4642D26	4342^12	4565^23	4634D26			
32	4358^13	4582^23	4652D27	4353^13	4575^23	4645D27			
30	4369^13	4594^24	4661D27	4363^13	4587^24	4654D27			
20	4423^15	4649D26	4712D29	4417^15	4642D26	4705D29			
10	4471^17	4693D28	4756D31	4424^17	4640D28	4700D31			
0	4529^19	4746D30	4808D33	4482^19	4692D30	4753D33			
-10	4584^21	4793D32	4856D35	4534^21	4735D32	4797D35			
	High QNH +40 per .10" Low QNH -160 per .10"			High QNH +40 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -570 Wing A/I ON -570			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4074F 0	4169F 4	3116P98	3715F 5	3896F 8			
26		4086F 1	4182F 4	3129P98	3735F 5	3914F 8			
24		4100F 1	4194F 4	3147P98	3754F 6	3930F 8			
22		4113F 1	4206F 5	3163P98	3774F 6	3945F 8			
20		4124F 2	4219F 5	3182P99	3795F 6	3964F 9			
18		4137F 2	4231F 6	3182P99	3817F 6	3978F 9			
16		4148F 3	4243F 6	3223P99	3840F 7	3996F 9			
14		4159F 3	4255F 6	3232P99	3863F 7	4006P10			
12		4170F 3	4265F 7	3264F 0	3878F 7	4023P10			
10		4181F 4	4277F 7	3287F 0	3894F 7	4030^10			
0		4247F 6	4348F 9	3412F 1	3983F 9	4118^12			
-10	2895F 1	4311F 8	4412^11	3582F 2	4061^11	4215P14			
-20	4083F 0	4380P10	4471^14	3663F 4	4143P13	4275^15			
-30	4147F 2	4445^12	4534^16	3764F 6	4217P14	4267^15			
	High QNH +50 per .10" Low QNH -60 per .10"			High QNH +20 per .10" Low QNH -100 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -420 Wing A/I ON -420			Engine A/I ON -540 Wing A/I ON -540			Engine A/I ON Wing A/I ON		

Elevation 627 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope -0.30

Rwy Rev Program Rules FAA **26 Oct 17**

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LA PAZ

LA PAZ/MEXICO -LAP 18 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D8.7 LAP	1069'	RT H220	1069'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4214^24	4373^27	4429^28	4187^14	4373D24	4429D27	4715
46	87.7	4297^25	4461^28	4519^29	4265^14	4461D24	4519D27	4834
44	87.6	4347^26	4513^29	4571^30	4312^15	4513D25	4571D28	4895
42	87.4	4365^26	4532^29	4590^30	4331^15	4532D25	4590D28	4946
40	87.2	4381^26	4548^29	4607^30	4348^15	4548D25	4607D28	4959
38	86.9	4389^26	4556^29	4615^30	4357^16	4556D26	4615D29	4961
36	86.6	4397^26	4565^29	4624^30	4367^16	4565D26	4624D29	4962
34	86.3	4405^26	4574^30	4633^31	4377^16	4574D26	4633D30	4964
32	86.1	4413^27	4582^30	4641^31	4387^17	4582D27	4641D30	4966
30	85.8	4422^27	4592^30	4651^31	4397^17	4592D27	4651D30	4968
20	84.4	4466^28	4637^31	4695^32	4449^19	4637D29	4695D32	4976
10	82.9	4504^28	4676^31	4734^32	4497^21	4676D31	4734D33	4972
0	81.4	4550^29	4722^32	4780^33	4550D23	4722D33	4780D34	4984
-10	79.9	4590^30	4763^33	4822^34	4590D25	4763D34	4822D35	4987
-20	78.4	4630^30	4800^33	4860^34	4630D27	4800D34	4860D35	4985
-30	76.8	4666^31	4837^34	4896^35	4666D29	4837D35	4896D36	4983

High QNH **+60** per .10" — Engine A/I ON **-600**
Low QNH **-160** per .10" — Wing A/I ON **-600**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4272^25	4430^28	4483^29	4239^15	4430D25	4483D28	4715
46	90.9	4359^26	4520^29	4576^30	4319^16	4520D26	4576D29	4834
44	90.8	4416^27	4580^30	4636^31	4373^16	4580D26	4636D30	4895
42	90.5	4449^27	4613^30	4669^31	4404^17	4613D27	4669D30	4946
40	90.3	4464^28	4629^31	4685^32	4420^17	4629D27	4685D31	4959
38	90.0	4472^28	4638^31	4694^32	4430^18	4638D28	4694D31	4961
36	89.7	4480^28	4646^31	4702^32	4440^18	4646D28	4702D32	4962
34	89.4	4489^28	4654^31	4710^32	4451^18	4654D29	4710D32	4964
32	89.2	4497^28	4662^31	4719^32	4461^19	4662D29	4719D32	4966
30	88.9	4505^28	4670^31	4727^32	4472^19	4670D29	4727D33	4968
20	87.4	4547^29	4713^32	4770^33	4525^21	4713D31	4770D34	4976
10	85.9	4584^30	4749^33	4806^34	4574^23	4749D33	4806D35	4972
0	84.3	4628^30	4793^33	4850^34	4628D25	4793D34	4850D35	4984
-10	82.8	4667^31	4833^34	4890^35	4667D27	4833D35	4890D36	4987
-20	81.2	4702^32	4868^35	4925^35	4702D29	4868D35	4925D36	4985
-30	79.6	4736^32	4893^35	4936^36	4736D32	4893D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-730**
Low QNH **-160** per .10" — Wing A/I ON **-730**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4272^25-25-35	4430^28-28-37	4483^29-29-38	4538^30-30-39
46	90.9	4359^26-26-36	4520^29-29-39	4576^30-30-40	4632^31-31-40
44	90.8	4416^27-27-37	4580^30-30-40	4636^31-31-41	4694^32-32-41
42	90.5	4449^27-27-38	4613^30-30-40	4669^31-31-41	4726^32-32-42
40	90.3	4464^28-28-38	4629^31-31-40	4685^32-32-41	4742^32-32-42
38	90.0	4472^28-28-38	4638^31-31-41	4694^32-32-41	4751^33-33-42
36	89.7	4480^28-28-38	4646^31-31-41	4702^32-32-41	4759^33-33-42
34	89.4	4489^28-28-38	4654^31-31-41	4710^32-32-42	4767^33-33-42
32	89.2	4497^28-28-38	4662^31-31-41	4719^32-32-42	4776^33-33-43
30	88.9	4505^28-28-39	4670^31-31-41	4727^32-32-42	4785^33-33-43
20	87.4	4547^29-29-39	4713^32-32-42	4770^33-33-42	4828^34-34-43
10	85.9	4584^30-30-40	4749^33-33-42	4806^34-34-43	4864^35-35-44
0	84.3	4628^30-30-40	4793^33-33-43	4850^34-34-44	4909^35-35-44
-10	82.8	4667^31-31-41	4833^34-34-43	4890^35-35-44	4949^36-36-45
-20	81.2	4702^32-32-41	4868^35-35-44	4925^35-35-45	4983^36-36-46
-30	79.6	4736^32-32-42	4893^35-35-44	4936^36-36-45	4979^36-36-45

High QNH **+0** per .10" — Engine A/I ON **-730**
Low QNH **-160** per .10" — Wing A/I ON **-730**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 69 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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LA PAZ/MEXICO **-LAP** **18** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4272^25	4430^28	4483^29	4265^25	4423^28	4476^29			
46	4359^26	4520^29	4576^30	4351^26	4513^29	4568^30			
44	4416^27	4580^30	4636^31	4409^27	4572^30	4629^31			
42	4449^27	4613^30	4669^31	4440^27	4604^30	4661^31			
40	4464^28	4629^31	4685^32	4456^27	4622^30	4678^31			
38	4472^28	4638^31	4694^32	4465^28	4630^31	4687^32			
36	4480^28	4646^31	4702^32	4474^28	4639^31	4695^32			
34	4489^28	4654^31	4710^32	4481^28	4647^31	4703^32			
32	4497^28	4662^31	4719^32	4490^28	4655^31	4712^32			
30	4505^28	4670^31	4727^32	4498^28	4664^31	4720^32			
20	4547^29	4713^32	4770^33	4541^29	4706^32	4763^33			
10	4584^30	4749^33	4806^34	4529^29	4690^32	4745^33			
0	4628^30	4793^33	4850^34	4574^30	4734^33	4790^33			
-10	4667^31	4833^34	4890^35	4607^30	4767^33	4823^34			
	High QNH +60 per .10" Low QNH -160 per .10"			High QNH +60 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -630 Wing A/I ON -630			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4239^15	4430D25	4483D28	4232^15	4423D25	4476D28			
46	4319^16	4520D26	4576D29	4312^16	4513D26	4568D29			
44	4373^16	4580D26	4636D30	4366^16	4572D26	4629D29			
42	4404^17	4613D27	4669D30	4397^17	4604D27	4661D30			
40	4420^17	4629D27	4685D31	4413^17	4622D27	4678D31			
38	4430^18	4638D28	4694D31	4425^18	4630D28	4687D31			
36	4440^18	4646D28	4702D32	4434^18	4639D28	4695D31			
34	4451^18	4654D29	4710D32	4445^18	4647D28	4703D32			
32	4461^19	4662D29	4719D32	4455^19	4655D29	4712D32			
30	4472^19	4670D29	4727D33	4466^19	4664D29	4720D33			
20	4525^21	4713D31	4770D34	4519^21	4706D31	4763D34			
10	4574^23	4749D33	4806D35	4526^23	4690D33	4745D34			
0	4628D25	4793D34	4850D35	4574D25	4734D34	4790D35			
-10	4667D27	4833D35	4890D36	4607D27	4767D34	4823D35			
	High QNH +60 per .10" Low QNH -160 per .10"			High QNH +60 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -630 Wing A/I ON -630			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3499F98	4240^ 6	4311^10	3503F 2	3951F10	4118F12			
26	3668F98	4250^ 7	4321^10	3524F 2	3971F10	4138F13			
24	3806F98	4260^ 7	4332^11	3542F 2	3989F10	4156F13			
22	3911F98	4271^ 8	4343^11	3562F 3	4010F11	4177F13			
20	4024F98	4281^ 8	4353^11	3578F 3	4025F11	4194F13			
18	4034F98	4290^ 8	4364^12	3586F 3	4045F11	4213F14			
16	4045F98	4300^ 9	4375^12	3595F 3	4066F12	4233F14			
14	4056F99	4310^ 9	4386^13	3606F 4	4081F12	4254F14			
12	4067F99	4319^10	4398^13	3620F 4	4103F12	4275F15			
10	4075F99	4329^10	4408^14	3635F 4	4125F12	4275F15			
0	4137F 1	4388^12	4472^16	3711F 6	4224F14	4285^15			
-10	4193F 3	4448^14	4535^18	3802F 7	4237^14	4282^15			
-20	4254F 5	4508^17	4598^20	3902F 9	4231^14	4277^15			
-30	4316F 8	4569^19	4662^23	4004F11	4221^14	4269^15			
	High QNH +70 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -90 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -500 Wing A/I ON -500			Engine A/I ON -710 Wing A/I ON -710			Engine A/I ON Wing A/I ON		

Elevation 69 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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LA PAZ/MEXICO **-LAP** **36** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D7.1 LAP	1069'	LT H170	1069'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4328P26	4578P30	4661^32	4254P13	4548P23	4651P26	4715
46	87.7	4405P27	4660P31	4748P33	4327P14	4625P23	4728P26	4834
44	87.6	4452P27	4710P32	4799P34	4372P14	4674P24	4778P27	4895
42	87.4	4471P28	4730P32	4819P34	4391P15	4694P24	4799P27	4946
40	87.2	4488P28	4748P33	4838P34	4409P15	4714P24	4819P27	4959
38	86.9	4498P28	4760P33	4850P34	4421P15	4727P25	4832P28	4961
36	86.6	4509P28	4771P33	4862P35	4433P16	4740P25	4846P28	4962
34	86.3	4519P29	4783P33	4874P35	4445P16	4753P25	4860P28	4964
32	86.1	4530P29	4796P33	4885P35	4458P16	4767P26	4875P29	4966
30	85.8	4542P29	4808P34	4898P35	4471P17	4781P26	4889P29	4968
20	84.4	4601P30	4871P35	4938^36	4536P18	4853P28	4938^31	4976
10	82.9	4661P31	4894^35	4932^36	4602P20	4893^30	4932D33	4972
0	81.4	4724P32	4899^35	4938^36	4673P22	4899D32	4938D36	4984
-10	79.9	4774^33	4896^35	4937^36	4743P24	4896D35	4937D36	4987
-20	78.4	4763^33	4888^35	4930^36	4761^26	4888D35	4930D36	4985
-30	76.8	4748^33	4878^35	4922^35	4748D29	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-160** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4431P28	4639^31	4671^32	4327P15	4632P24	4671^28	4715
46	90.9	4512P29	4753^33	4786^34	4401P15	4711P25	4784^28	4834
44	90.8	4572P30	4832P34	4874^35	4456P16	4770P25	4870^28	4895
42	90.5	4615P30	4875P35	4932^36	4492P16	4811P26	4920P29	4946
40	90.3	4632P31	4893P35	4941^36	4510P17	4830P26	4937^30	4959
38	90.0	4645P31	4907P35	4944^36	4524P17	4845P27	4941^30	4961
36	89.7	4656P31	4911^35	4945^36	4537P18	4859P27	4943^30	4962
34	89.4	4667P31	4912^35	4947^36	4550P18	4874P28	4945^31	4964
32	89.2	4679P31	4913^35	4948^36	4563P18	4888P28	4947^31	4966
30	88.9	4690P32	4914^35	4949^36	4577P19	4903P28	4949^32	4968
20	87.4	4749P33	4918^35	4955^36	4644P20	4916^30	4955D34	4976
10	85.9	4797^33	4910^35	4948^36	4713P22	4910D33	4948D36	4972
0	84.3	4798^33	4914^35	4953^36	4788P24	4914D35	4953D36	4984
-10	82.8	4791^33	4911^35	4952^36	4789^27	4911D35	4952D36	4987
-20	81.2	4780^33	4903^35	4945^36	4780D29	4903D35	4945D36	4985
-30	79.6	4765^33	4893^35	4936^36	4765D32	4893D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4431P28-28-38	4639^31-31-41	4671^32-32-41	4704^33-33-42
46	90.9	4512P29-29-39	4753^33-33-42	4786^34-34-43	4819^34-34-43
44	90.8	4572P30-30-40	4832P34-34-43	4874^35-35-44	4895C35-35-44
42	90.5	4615P30-30-40	4875P35-35-44	4932^36-36-45	4946C36-36-45
40	90.3	4632P31-31-40	4893P35-35-44	4941^36-36-45	4959C36-36-45
38	90.0	4645P31-31-41	4907P35-35-44	4944^36-36-45	4961C36-36-45
36	89.7	4656P31-31-41	4911^35-35-44	4945^36-36-45	4962C36-36-45
34	89.4	4667P31-31-41	4912^35-35-45	4947^36-36-45	4964C36-36-45
32	89.2	4679P31-31-41	4913^35-35-45	4948^36-36-45	4966C36-36-45
30	88.9	4690P32-32-41	4914^35-35-45	4949^36-36-45	4968C36-36-45
20	87.4	4749P33-33-42	4918^35-35-45	4955^36-36-45	4990C43-43-51
10	85.9	4797^33-33-43	4910^35-35-44	4986C42-42-51	4986C42-42-51
0	84.3	4798^33-33-43	4978P42-42-51	4998C43-43-52	4998C43-43-52
-10	82.8	4791^33-33-43	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.2	4828P40-40-49	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.6	4891P41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 69 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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LA PAZ/MEXICO **-LAP** **36** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4431F28	4639^31	4671^32	4421F28	4633^31	4666^32			
46	4512F29	4753^33	4786^34	4501F29	4747^33	4780^33			
44	4572F30	4832F34	4874^35	4560F29	4820F34	4869^35			
42	4615F30	4875F35	4932^36	4604F30	4863F35	4927^36			
40	4632F31	4893F35	4941^36	4621F30	4882F35	4936^36			
38	4645F31	4907F35	4944^36	4634F31	4896F35	4940^36			
36	4656F31	4911^35	4945^36	4646F31	4907^35	4942^36			
34	4667F31	4912^35	4947^36	4657F31	4908^35	4942^36			
32	4679F31	4913^35	4948^36	4668F31	4908^35	4944^36			
30	4690F32	4914^35	4949^36	4680F31	4909^35	4945^36			
20	4749F33	4918^35	4955^36	4739F32	4913^35	4950^36			
10	4797^33	4910^35	4948^36	4714^32	4825^34	4862^35			
0	4798^33	4914^35	4953^36	4713^32	4828^34	4866^35			
-10	4791^33	4911^35	4952^36	4705^32	4824^34	4864^35			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-170	per .10"	Low QNH	-170	per .10"	Low QNH		per .10"
	Engine A/I ON	-860		Engine A/I ON	+0		Engine A/I ON		
	Wing A/I ON	-860		Wing A/I ON	+0		Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4327F15	4632F24	4671^28	4320F15	4623F24	4666^27			
46	4401F15	4711F25	4784^28	4393F15	4701F25	4778^28			
44	4456F16	4770F25	4870^28	4448F16	4761F25	4865^28			
42	4492F16	4811F26	4920F29	4484F16	4801F26	4912F29			
40	4510F17	4830F26	4937^30	4502F17	4821F26	4930F29			
38	4524F17	4845F27	4941^30	4516F17	4836F27	4937^30			
36	4537F18	4859F27	4943^30	4529F17	4850F27	4939^30			
34	4550F18	4874F28	4945^31	4542F18	4865F27	4941^31			
32	4563F18	4888F28	4947^31	4555F18	4879F28	4943^31			
30	4577F19	4903F28	4949^32	4569F18	4894F28	4944^32			
20	4644F20	4916^30	4955D34	4636F20	4912^30	4950D34			
10	4713F22	4910D33	4948D36	4672F22	4825D33	4862D35			
0	4788F24	4914D35	4953D36	4708^24	4828D34	4866D35			
-10	4789^27	4911D35	4952D36	4705^27	4824D34	4864D35			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-160	per .10"	Low QNH	-160	per .10"	Low QNH		per .10"
	Engine A/I ON	-860		Engine A/I ON	+0		Engine A/I ON		
	Wing A/I ON	-860		Wing A/I ON	+0		Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3499F98	4243F 6	4337F10	3503F 2	3951F10	4118F12			
26	3668F98	4254F 7	4350F10	3524F 2	3971F10	4138F13			
24	3806F98	4267F 7	4362F10	3542F 2	3989F10	4156F13			
22	3911F98	4279F 8	4375F11	3562F 3	4010F11	4177F13			
20	4024F98	4291F 8	4388F11	3578F 3	4025F11	4194F13			
18	4034F98	4303F 8	4401F12	3586F 3	4045F11	4213F14			
16	4045F98	4315F 9	4413F12	3595F 3	4066F12	4233F14			
14	4056F99	4327F 9	4426F12	3606F 4	4081F12	4254F14			
12	4067F99	4339F 9	4439F13	3620F 4	4103F12	4275F15			
10	4075F99	4352F10	4452F13	3635F 4	4125F12	4275F15			
0	4137F 1	4421F12	4524F15	3711F 6	4224F14	4285^15			
-10	4193F 3	4490F14	4598F17	3802F 7	4237^14	4282^15			
-20	4254F 5	4561F16	4673F20	3902F 9	4231^14	4277^15			
-30	4316F 8	4636F19	4752F22	4004F11	4221^14	4269^15			
	High QNH	+70	per .10"	High QNH	+10	per .10"	High QNH		per .10"
	Low QNH	-60	per .10"	Low QNH	-90	per .10"	Low QNH		per .10"
	Engine A/I ON	-460		Engine A/I ON	-710		Engine A/I ON		
	Wing A/I ON	-460		Wing A/I ON	-710		Wing A/I ON		

Elevation 69 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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LEON

LEON -BJX 13 *RT H160*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		6956'		RT H160	6956'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	88.7	4006^22	4088^23	4116^24	4006D21	4088D24	4116D24	4165
36	89.0	4087^23	4170^25	4197^25	4087D21	4170D25	4197D25	4248
34	89.2	4165^24	4249^26	4276^26	4165D21	4249D26	4276D26	4326
32	89.5	4242^25	4327^27	4355^27	4242D22	4327D27	4355D28	4404
30	89.7	4323^27	4408^28	4436^29	4323D22	4408D28	4436D29	4485
28	89.8	4404^28	4490^29	4519^30	4404^22	4490D29	4519D30	4570
26	89.9	4486^29	4573^31	4602^31	4485^23	4573D31	4602D31	4655
24	90.0	4566^30	4654^32	4683^32	4564^23	4654D32	4683D32	4739
22	90.1	4606^31	4694^32	4724^33	4603^24	4694D32	4724D33	4774
20	90.2	4607^31	4696^32	4725^33	4604^24	4696D32	4725D33	4779
18	89.9	4607^31	4697^32	4726^33	4605^25	4697D32	4726D33	4781
16	89.6	4607^31	4698^32	4727^33	4606^25	4698D32	4727D33	4782
10	88.7	4608^31	4699^32	4730^33	4608D26	4699D32	4730D33	4786
0	87.1	4601^31	4696^32	4727^33	4601D29	4696D32	4727D33	4788
-10	85.5	4588^30	4685^32	4718^33	4588D30	4685D32	4718D33	4781
-20	83.9	4580^30	4681^32	4714^33	4580D30	4681D32	4714D33	4782

High QNH **+100** per .10" — Engine A/I ON **-3960**
Low QNH **-170** per .10" — Wing A/I ON **-3960**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.1	4016^22	4097^24	4124^24	4016D22	4097D24	4124D24	4165
36	92.4	4097^23	4179^25	4206^25	4097D23	4179D25	4206D25	4248
34	92.7	4175^24	4258^26	4286^26	4175D23	4258D26	4286D27	4326
32	93.0	4252^26	4336^27	4364^28	4252D23	4336D27	4364D28	4404
30	93.2	4333^27	4417^28	4446^29	4333D24	4417D28	4446D29	4485
28	93.5	4415^28	4500^30	4529^30	4415D24	4500D30	4529D30	4570
26	93.8	4498^29	4584^31	4612^31	4498^25	4584D31	4612D31	4655
24	93.9	4579^30	4666^32	4694^32	4578^25	4666D32	4694D32	4739
22	93.7	4620^31	4707^32	4736^33	4619^26	4707D33	4736D33	4774
20	93.6	4624^31	4711^33	4740^33	4624^27	4711D33	4740D33	4779
18	93.3	4624^31	4712^33	4741^33	4624D27	4712D33	4741D33	4781
16	92.9	4624^31	4713^33	4742^33	4624D28	4713D33	4742D33	4782
10	92.0	4624^31	4715^33	4744^33	4624D29	4715D33	4744D33	4786
0	90.3	4618^31	4711^32	4742^33	4618D31	4711D33	4742D33	4788
-10	88.7	4604^31	4700^32	4732^33	4604D31	4700D32	4732D33	4781
-20	87.0	4596^30	4695^32	4728^33	4596D31	4695D32	4728D33	4782

High QNH **+100** per .10" — Engine A/I ON **-4000**
Low QNH **-170** per .10" — Wing A/I ON **-4000**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
38	92.1	4139^30-30-38	4216^31-31-40	4220C31-31-40	4220C31-31-40
36	92.4	4222^31-31-40	4301^33-33-41	4304C33-33-41	4304C33-33-41
34	92.7	4303^32-32-41	4382^34-34-42	4384C34-34-42	4384C34-34-42
32	93.0	4383^34-34-42	4462^35-35-44	4462C35-35-44	4462C35-35-44
30	93.2	4465^35-35-44	4540C36-36-45	4540C36-36-45	4540C36-36-45
28	93.5	4550^36-36-45	4627C37-37-46	4627C37-37-46	4627C37-37-46
26	93.8	4635^37-37-46	4713C39-39-47	4713C39-39-47	4713C39-39-47
24	93.9	4700T38-38-47	4799C40-40-49	4799C40-40-49	4799C40-40-49
22	93.7	4734T39-39-48	4840C40-40-49	4840C40-40-49	4840C40-40-49
20	93.6	4766^39-39-48	4842C41-41-49	4842C41-41-49	4842C41-41-49
18	93.3	4767^39-39-48	4843C41-41-49	4843C41-41-49	4843C41-41-49
16	92.9	4767^39-39-48	4845C41-41-49	4845C41-41-49	4845C41-41-49
10	92.0	4767^39-39-48	4850C41-41-50	4850C41-41-50	4850C41-41-50
0	90.3	4762^39-39-48	4851^41-41-50	4857C41-41-50	4857C41-41-50
-10	88.7	4747^39-39-48	4839^40-40-49	4848C41-41-50	4848C41-41-50
-20	87.0	4739^39-39-48	4834^40-40-49	4849C41-41-50	4849C41-41-50

High QNH **+100** per .10" — Engine A/I ON **-4070**
Low QNH **-180** per .10" — Wing A/I ON **-4070**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5956 Length 11486 Shift **0** Clearway 0 Stopway 0 Slope -0.49
Rwy Rev. Program Rules FAA **21 Mar 17**

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LEON **-BJX** **13** ***RT H160***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	4016^22	4097^24	4124^24	4011^22	4092^24	4119^24			
36	4097^23	4179^25	4206^25	4092^23	4174^25	4201^25			
34	4175^24	4258^26	4286^26	4171^24	4253^26	4280^26			
32	4252^26	4336^27	4364^28	4248^26	4332^27	4360^28			
30	4333^27	4417^28	4446^29	4329^27	4413^28	4442^29			
28	4415^28	4500^30	4529^30	4411^28	4496^29	4524^30			
26	4498^29	4584^31	4612^31	4494^29	4579^31	4608^31			
24	4579^30	4666^32	4694^32	4576^30	4663^32	4692^32			
22	4620^31	4707^32	4736^33	4618^31	4705^32	4734^33			
20	4624^31	4711^33	4740^33	4622^31	4710^32	4739^33			
18	4624^31	4712^33	4741^33	4622^31	4710^33	4740^33			
16	4624^31	4713^33	4742^33	4622^31	4711^33	4740^33			
10	4624^31	4715^33	4744^33	4225^25	4314^27	4343^27			
0	4618^31	4711^32	4742^33	4548^30	4641^32	4672^32			
	High QNH Low QNH	+100 -170	per .10" per .10"	High QNH Low QNH	+100 -210	per .10" per .10"	High QNH Low QNH		per .10" per .10"
	Engine A/I ON Wing A/I ON		-4000 -4000	Engine A/I ON Wing A/I ON		+0 +0	Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	4016D22	4097D24	4124D24	4011D22	4092D24	4119D24			
36	4097D23	4179D25	4206D25	4092D23	4174D25	4201D25			
34	4175D23	4258D26	4286D27	4171D23	4253D26	4280D27			
32	4252D23	4336D27	4364D28	4248D23	4332D27	4360D28			
30	4333D24	4417D28	4446D29	4329D24	4413D28	4442D29			
28	4415D24	4500D30	4529D30	4411D24	4496D30	4524D30			
26	4498^25	4584D31	4612D31	4493^24	4579D31	4608D31			
24	4578^25	4666D32	4694D32	4575^25	4663D32	4692D32			
22	4619^26	4707D33	4736D33	4617^26	4705D33	4734D33			
20	4624^27	4711D33	4740D33	4622^27	4710D33	4739D33			
18	4624D27	4712D33	4741D33	4622D27	4710D33	4740D33			
16	4624D28	4713D33	4742D33	4622D27	4711D33	4740D33			
10	4624D29	4715D33	4744D33	4225D25	4314D27	4343D27			
0	4618D31	4711D33	4742D33	4548D30	4641D32	4672D32			
	High QNH Low QNH	+100 -170	per .10" per .10"	High QNH Low QNH	+100 -210	per .10" per .10"	High QNH Low QNH		per .10" per .10"
	Engine A/I ON Wing A/I ON		-4000 -4000	Engine A/I ON Wing A/I ON		+0 +0	Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4174F 1	4408F10	4479^13	3894F 5	4102F14	4170F16			
26	4236F 1	4473F10	4554F13	3958F 6	4169F14	4239F17			
24	4299F 2	4539F10	4621F13	4023F 6	4236F15	4308F17			
22	4344F 2	4587F11	4671F14	4072F 7	4293F15	4365F18			
20	4370F 3	4615F12	4689^15	4103F 8	4329F16	4405F19			
18	4380F 3	4628F12	4691^15	4114F 8	4340F16	4417F19			
16	4393F 3	4642F12	4694^16	4125F 8	4353F17	4430F19			
14	4405F 4	4657F13	4696^16	4136F 9	4365F17	4442F20			
12	4418F 4	4661^13	4698^17	4147F 9	4377F17	4455F20			
10	4430F 4	4663^14	4699^17	4159F 9	4389F18	4467F21			
0	4492F 6	4665^16	4703^20	4212F11	4450F20	4529F22			
-10	4548^ 8	4662^19	4700^22	4270F13	4512F22	4591F24			
-20	4546^11	4664^22	4703^25	4329F15	4575F24	4654F26			
-30	4536^14	4658^24	4699^28	4389F17	4618^26	4664^29			
	High QNH Low QNH	+100 -170	per .10" per .10"	High QNH Low QNH	+110 -170	per .10" per .10"	High QNH Low QNH		per .10" per .10"
	Engine A/I ON Wing A/I ON		-3790 -3790	Engine A/I ON Wing A/I ON		-1830 -1830	Engine A/I ON Wing A/I ON		

Elevation 5956 Length 11486 Shift **0** Clearway 0 Stopway 0 Slope -0.49

Rwy Rev. Program Rules FAA **21 Mar 17**

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LEON **-BJX** **31** ***LT H230***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		6956'		LT H230	6956'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	88.7	3995^22	4078^23	4106^24	3995D21	4078D23	4106D24	4165
36	89.0	4076^23	4159^24	4187^25	4076D21	4159D25	4187D25	4248
34	89.2	4154^24	4238^26	4266^26	4154D22	4238D26	4266D26	4326
32	89.5	4231^25	4316^27	4344^27	4231D22	4316D27	4344D27	4404
30	89.7	4310^26	4397^28	4425^28	4310^23	4397D28	4425D29	4485
28	89.8	4392^28	4479^29	4508^30	4391^23	4479D29	4508D30	4570
26	89.9	4474^29	4561^30	4590^31	4471^23	4561D30	4590D31	4655
24	90.0	4554^30	4642^31	4671^32	4550^24	4642D32	4671D32	4739
22	90.1	4593^30	4682^32	4712^33	4589^24	4682D32	4712D33	4774
20	90.2	4594^30	4684^32	4713^33	4591^25	4684D32	4713D33	4779
18	89.9	4594^30	4685^32	4714^33	4592^25	4685D32	4714D33	4781
16	89.6	4594^30	4685^32	4716^33	4593^25	4685D32	4716D33	4782
10	88.7	4595^30	4687^32	4718^33	4595D27	4687D32	4718D33	4786
0	87.1	4589^30	4684^32	4716^33	4589D29	4684D32	4716D33	4788
-10	85.5	4576^30	4674^32	4706^32	4576D30	4674D32	4706D33	4781
-20	83.9	4568^30	4669^32	4703^32	4568D30	4669D32	4703D32	4782

High QNH **+100** per .10" — Engine A/I ON **-3930**
Low QNH **-170** per .10" — Wing A/I ON **-3930**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
38	92.1	4006^22	4088^23	4115^24	4006D22	4088D24	4115D24	4165
36	92.4	4087^23	4169^25	4197^25	4087D23	4169D25	4197D25	4248
34	92.7	4165^24	4248^26	4276^26	4165D24	4248D26	4276D26	4326
32	93.0	4242^25	4327^27	4354^27	4242D24	4327D27	4354D28	4404
30	93.2	4323^27	4407^28	4435^29	4323D24	4407D28	4435D29	4485
28	93.5	4404^28	4490^29	4518^30	4404D25	4490D29	4518D30	4570
26	93.8	4487^29	4573^31	4602^31	4487D25	4573D31	4602D31	4655
24	93.9	4567^30	4655^32	4684^32	4566^26	4655D32	4684D32	4739
22	93.7	4608^31	4696^32	4725^33	4607^26	4696D32	4725D33	4774
20	93.6	4613^31	4701^32	4730^33	4613D27	4701D32	4730D33	4779
18	93.3	4613^31	4702^32	4731^33	4613D28	4702D32	4731D33	4781
16	92.9	4613^31	4702^32	4732^33	4613D28	4702D32	4732D33	4782
10	92.0	4608^31	4704^32	4734^33	4608D30	4704D32	4734D33	4786
0	90.3	4607^31	4700^32	4732^33	4607D31	4700D32	4732D33	4788
-10	88.7	4593^30	4690^32	4722^33	4593D31	4690D32	4722D33	4781
-20	87.0	4585^30	4685^32	4718^33	4585D30	4685D32	4718D33	4782

High QNH **+100** per .10" — Engine A/I ON **-3980**
Low QNH **-170** per .10" — Wing A/I ON **-3980**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
38	92.1	4128^30-30-38	4206^31-31-40	4220C31-31-40	4220C31-31-40
36	92.4	4211^31-31-40	4290^32-32-41	4304C33-33-41	4304C33-33-41
34	92.7	4291^32-32-41	4371^34-34-42	4384C34-34-42	4384C34-34-42
32	93.0	4371^33-33-42	4451^35-35-43	4462C35-35-44	4462C35-35-44
30	93.2	4453^35-35-43	4534^36-36-45	4540C36-36-45	4540C36-36-45
28	93.5	4537^36-36-45	4619^37-37-46	4627C37-37-46	4627C37-37-46
26	93.8	4622^37-37-46	4704^39-39-47	4713C39-39-47	4713C39-39-47
24	93.9	4700T38-38-47	4789^40-40-49	4799C40-40-49	4799C40-40-49
22	93.7	4734T39-39-48	4833^40-40-49	4840C40-40-49	4840C40-40-49
20	93.6	4754^39-39-48	4838^40-40-49	4842C41-41-49	4842C41-41-49
18	93.3	4754^39-39-48	4839^40-40-49	4843C41-41-49	4843C41-41-49
16	92.9	4755^39-39-48	4840^40-40-49	4845C41-41-49	4845C41-41-49
10	92.0	4755^39-39-48	4842^41-41-49	4850C41-41-50	4850C41-41-50
0	90.3	4749^39-39-48	4839^40-40-49	4857C41-41-50	4857C41-41-50
-10	88.7	4735^39-39-48	4827^40-40-49	4848C41-41-50	4848C41-41-50
-20	87.0	4727^39-39-48	4823^40-40-49	4849C41-41-50	4849C41-41-50

High QNH **+100** per .10" — Engine A/I ON **-4060**
Low QNH **-180** per .10" — Wing A/I ON **-4060**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 5956 Length 11486 Shift **0** Clearway 0 Stopway 0 Slope +0.49
Rwy Rev. Program Rules FAA **21 Mar 17**

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LEON **-BJX** **31** ***LT H230***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	4006^22	4088^23	4115^24	4001^22	4083^23	4110^24			
36	4087^23	4169^25	4197^25	4082^23	4164^25	4192^25			
34	4165^24	4248^26	4276^26	4160^24	4244^26	4271^26			
32	4242^25	4327^27	4354^27	4238^25	4323^27	4351^27			
30	4323^27	4407^28	4435^29	4318^27	4403^28	4431^29			
28	4404^28	4490^29	4518^30	4400^28	4485^29	4514^30			
26	4487^29	4573^31	4602^31	4482^29	4569^30	4597^31			
24	4567^30	4655^32	4684^32	4564^30	4652^32	4681^32			
22	4608^31	4696^32	4725^33	4606^31	4694^32	4724^33			
20	4613^31	4701^32	4730^33	4611^31	4699^32	4728^33			
18	4613^31	4702^32	4731^33	4611^31	4700^32	4729^33			
16	4613^31	4702^32	4732^33	4611^31	4700^32	4730^33			
10	4608^31	4704^32	4734^33	4216^25	4305^27	4335^27			
0	4607^31	4700^32	4732^33	4538^30	4631^31	4662^32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -3980 Wing A/I ON -3980			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
38	4006D22	4088D24	4115D24	4001D22	4083D23	4110D24			
36	4087D23	4169D25	4197D25	4082D23	4164D25	4192D25			
34	4165D24	4248D26	4276D26	4160D23	4244D26	4271D26			
32	4242D24	4327D27	4354D28	4238D24	4323D27	4351D28			
30	4323D24	4407D28	4435D29	4318D24	4403D28	4431D29			
28	4404D25	4490D29	4518D30	4400D25	4485D29	4514D30			
26	4487D25	4573D31	4602D31	4482D25	4569D31	4597D31			
24	4566^26	4655D32	4684D32	4563^25	4652D32	4681D32			
22	4607^26	4696D32	4725D33	4605^26	4694D32	4724D33			
20	4613D27	4701D32	4730D33	4611^27	4699D32	4728D33			
18	4613D28	4702D32	4731D33	4611D28	4700D32	4729D33			
16	4613D28	4702D32	4732D33	4611D28	4700D32	4730D33			
10	4608D30	4704D32	4734D33	4216D25	4305D27	4335D27			
0	4607D31	4700D32	4732D33	4538D30	4631D31	4662D32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -3980 Wing A/I ON -3980			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4083F 4	4312F12	4392F15	3814F 8	4025F15	4092F18			
26	4144F 4	4376F13	4456F16	3876F 8	4090F16	4159F18			
24	4205F 5	4440F13	4522F16	3939F 9	4157F16	4229F19			
22	4250F 5	4489F14	4572F17	3989F 9	4213F17	4287F20			
20	4276F 6	4520F15	4603F18	4021F10	4250F18	4329F21			
18	4288F 6	4533F15	4617F18	4032F10	4262F18	4341F21			
16	4300F 7	4546F15	4630F18	4043F11	4275F19	4354F21			
14	4312F 7	4557F16	4645F19	4054F11	4286F19	4364F22			
12	4325F 7	4573F16	4659F19	4065F11	4299F19	4378F22			
10	4337F 8	4585F17	4673F19	4077F12	4311F20	4389F22			
0	4397F10	4651^19	4690^22	4130F14	4371F21	4448F24			
-10	4458F12	4649^21	4689^24	4188F15	4432F23	4509F26			
-20	4521F14	4653^24	4694^27	4247F17	4494F25	4572F28			
-30	4524^16	4650^27	4692^30	4306F19	4554F27	4637F30			
	High QNH +100 per .10" Low QNH -160 per .10"			High QNH +120 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -3080 Wing A/I ON -3080			Engine A/I ON -1620 Wing A/I ON -1620			Engine A/I ON Wing A/I ON		

Elevation 5956 Length 11486 Shift **0** Clearway 0 Stopway 0 Slope +0.49

Rwy Rev. Program Rules FAA **21 Mar 17**

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LOS MOCHIS

LOS MOCHIS **-LMM** **09** ***DT H091***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1016'		DT H091	1016'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	3910F18	4148P22	4234P24	3847P 3	4126P13	4225P16	4725
46	87.7	3980F19	4222P23	4308P25	3910P 4	4196P14	4296F17	4844
44	87.6	4021F19	4266P24	4353P26	3950P 4	4239P14	4339F17	4901
42	87.4	4036F20	4281P24	4369P26	3965P 4	4255P14	4356F18	4947
40	87.1	4050F20	4296P24	4384P26	3980P 5	4271P15	4373F18	4959
38	86.8	4060F20	4307P25	4395P26	3991P 5	4283P15	4385F18	4961
36	86.6	4067F20	4317P25	4406P27	4001P 5	4294P15	4397F19	4962
34	86.3	4077F20	4328P25	4417P27	4013P 6	4307P16	4410F19	4964
32	86.0	4087F21	4339P25	4429P27	4025P 6	4319P16	4423F19	4966
30	85.7	4097F21	4350P25	4440P27	4037P 6	4332P16	4436P20	4968
20	84.3	4148P22	4408P26	4501P28	4095P 8	4396P18	4501D21	4976
10	82.8	4199P23	4466P28	4560P29	4152P10	4462P20	4560D23	4973
0	81.3	4255P24	4528P29	4626P30	4215P11	4528D22	4626D25	4984
-10	79.8	4308P25	4590P30	4691P32	4275P13	4590D24	4691D27	4988
-20	78.3	4365P26	4654P31	4754P33	4340P15	4654D26	4754D29	4985
-30	76.7	4421F27	4718P32	4819P34	4406P17	4718D28	4819D31	4983

High QNH **+80** per .10" — Engine A/I ON **-380**
Low QNH **-150** per .10" — Wing A/I ON **-380**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	3993P19	4238P24	4325P26	3907P 4	4195P14	4298P18	4725
46	90.9	4067P20	4314P25	4402P27	3974P 5	4266P15	4370P18	4844
44	90.8	4121P21	4371P26	4460P28	4021P 5	4318P16	4423P19	4901
42	90.5	4155P22	4408P27	4498P28	4049P 6	4350P16	4457P20	4947
40	90.2	4168P22	4422P27	4513P28	4064P 6	4366P17	4474P20	4959
38	89.9	4178P22	4433P27	4523P29	4075P 6	4379P17	4487P20	4961
36	89.7	4187P22	4444P27	4534P29	4086P 7	4391P17	4500P21	4962
34	89.4	4197P23	4456P27	4546P29	4098P 7	4404P18	4513P21	4964
32	89.1	4207P23	4467P28	4558P29	4109P 7	4417P18	4527P21	4966
30	88.8	4218P23	4479P28	4570P29	4121P 8	4431P18	4541P22	4968
20	87.3	4271P24	4537P29	4633P31	4180P10	4499P20	4611P23	4976
10	85.8	4323P25	4598P30	4695P32	4239P11	4568P22	4684P25	4973
0	84.2	4381P26	4664P31	4761P33	4305P13	4643P24	4761D27	4984
-10	82.7	4436P27	4727P32	4825P34	4371P15	4719P26	4825D29	4988
-20	81.1	4495P28	4790P33	4890P35	4441P17	4790D28	4890D31	4985
-30	79.5	4555P29	4852P34	4936^36	4512P19	4852D30	4936D34	4983

High QNH **+80** per .10" — Engine A/I ON **-450**
Low QNH **-150** per .10" — Wing A/I ON **-450**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	3993F19-19-31	4238P24-24-35	4325P26-26-36	4415P27-27-37
46	90.9	4067P20-20-32	4314P25-25-36	4402P27-27-37	4493P28-28-38
44	90.8	4121F21-21-33	4371P26-26-37	4460P28-28-38	4552P29-29-39
42	90.5	4155P22-22-33	4408P27-27-37	4498P28-28-38	4590P30-30-40
40	90.2	4168F22-22-34	4422P27-27-37	4513P28-28-39	4605P30-30-40
38	89.9	4178P22-22-34	4433P27-27-38	4523P29-29-39	4617P30-30-40
36	89.7	4187F22-22-34	4444P27-27-38	4534P29-29-39	4629P31-31-40
34	89.4	4197P23-23-34	4456P27-27-38	4546P29-29-39	4642P31-31-41
32	89.1	4207F23-23-34	4467P28-28-38	4558P29-29-39	4654F31-31-41
30	88.8	4218P23-23-34	4479P28-28-38	4570P29-29-40	4667F31-31-41
20	87.3	4271P24-24-35	4537P29-29-39	4633P31-31-40	4729P32-32-42
10	85.8	4323P25-25-36	4598P30-30-40	4695P32-32-41	4791F33-33-43
0	84.2	4381P26-26-37	4664P31-31-41	4761P33-33-42	4860F34-34-44
-10	82.7	4436P27-27-38	4727P32-32-42	4825P34-34-43	4926F35-35-45
-20	81.1	4495P28-28-38	4790P33-33-43	4890P35-35-44	4985C36-36-46
-30	79.5	4555P29-29-39	4852P34-34-44	4936D36-36-45	4980^36-36-45

High QNH **+80** per .10" — Engine A/I ON **-450**
Low QNH **-150** per .10" — Wing A/I ON **-450**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 16 Length 6585 Shift **0** Clearway 0 Stopway 0 Slope -0.05
Rwy Rev. Program Rules FAA **27 Sep 17**

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LOS MOCHIS **-LMM** **09** ***DT H091***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3993F19	4238F24	4325F26	3985F19	4229F24	4316F26			
46	4067F20	4314F25	4402F27	4058F20	4304F25	4392F27			
44	4121F21	4371F26	4460F28	4111F21	4361F26	4450F27			
42	4155F22	4408F27	4498F28	4146F22	4398F26	4488F28			
40	4168F22	4422F27	4513F28	4159F22	4413F27	4503F28			
38	4178F22	4433F27	4523F29	4169F22	4424F27	4515F29			
36	4187F22	4444F27	4534F29	4178F22	4435F27	4525F29			
34	4197F23	4456F27	4546F29	4188F22	4446F27	4537F29			
32	4207F23	4467F28	4558F29	4199F23	4458F27	4549F29			
30	4218F23	4479F28	4570F29	4209F23	4470F28	4561F29			
20	4271F24	4537F29	4633F31	4262F24	4528F29	4624F30			
10	4323F25	4598F30	4695F32	4283F24	4556F29	4652F31			
0	4381F26	4664F31	4761F33	4342F26	4623F31	4718F32			
-10	4436F27	4727F32	4825F34	4396F27	4681F32	4779F33			
	High QNH +80 per .10" Low QNH -150 per .10"			High QNH +80 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -450 Wing A/I ON -450			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3907F 4	4195F14	4298F18	3900F 4	4188F14	4290F18			
46	3974F 5	4266F15	4370F18	3968F 5	4258F15	4362F18			
44	4021F 5	4318F16	4423F19	4015F 5	4310F15	4415F19			
42	4049F 6	4350F16	4457F20	4042F 6	4343F16	4449F19			
40	4064F 6	4366F17	4474F20	4057F 6	4358F16	4466F20			
38	4075F 6	4379F17	4487F20	4069F 6	4371F17	4479F20			
36	4086F 7	4391F17	4500F21	4080F 7	4384F17	4492F20			
34	4098F 7	4404F18	4513F21	4091F 7	4397F17	4506F21			
32	4109F 7	4417F18	4527F21	4103F 7	4410F18	4520F21			
30	4121F 8	4431F18	4541F22	4115F 8	4423F18	4534F22			
20	4180F10	4499F20	4611F23	4174F 9	4492F20	4603F23			
10	4239F11	4568F22	4684F25	4203F11	4531F22	4645F25			
0	4305F13	4643F24	4761D27	4269F13	4607F24	4718D27			
-10	4371F15	4719F26	4825D29	4333F15	4679F26	4779D29			
	High QNH +90 per .10" Low QNH -150 per .10"			High QNH +90 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -400 Wing A/I ON -400			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28			3937P99		3292P 1	3598P 3			
26		2774P99	3950P99		3324P 2	3615P 4			
24		2990P99	3962P 0		3356P 2	3631P 4			
22		3191P99	3975P 0		3390P 2	3649P 4			
20		3429P98	3987P 0		3422P 2	3667P 4			
18		3625P98	3998P 1	2649P95	3462P 2	3686P 5			
16		3813P98	4011P 1	2669P96	3504P 2	3696P 5			
14		3919P98	4023P 1	2691P96	3534P 2	3726P 5			
12		3931P98	4037P 2	2715P96	3577P 3	3736P 5			
10		3945P99	4051P 2	2715P96	3577P 3	3771P 6			
0		4013P 1	4117P 4	2873P98	3685P 5	3891P 7			
-10		4079P 3	4183P 6	3009P99	3795P 6	3980P 9			
-20		4144P 5	4252P 8	3154P 0	3915P 8	4068P11			
-30		4211P 7	4322P11	3310P 1	4004P 9	4149P12			
	High QNH +80 per .10" Low QNH -1020 per .10"			High QNH +40 per .10" Low QNH -180 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -410 Wing A/I ON -410			Engine A/I ON -430 Wing A/I ON -430			Engine A/I ON Wing A/I ON		

Elevation 16 Length 6585 Shift **0** Clearway 0 Stopway 0 Slope -0.05

Rwy Rev Program Rules FAA **27 Sep 17**

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LOS MOCHIS **-LMM** **27** ***DT H271***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1016'		DT H271	1016'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	3899F18	4137F22	4222F24	3840F 3	4117F13	4216F16	4725
46	87.7	3969F19	4210F23	4296F25	3903F 4	4186F14	4286F17	4844
44	87.6	4011F19	4254F24	4340F25	3942F 4	4229F14	4330F17	4901
42	87.4	4025F19	4269F24	4356F26	3957F 4	4245F15	4346F18	4947
40	87.1	4039F20	4284F24	4372F26	3972F 5	4261F15	4363F18	4959
38	86.8	4046F20	4294F24	4382F26	3984F 5	4273F15	4375F18	4961
36	86.6	4056F20	4305F25	4393F26	3994F 5	4285F16	4387F19	4962
34	86.3	4065F20	4316F25	4405F26	4005F 6	4297F16	4400F19	4964
32	86.0	4075F20	4327F25	4416F27	4017F 6	4309F16	4413F19	4966
30	85.7	4085F20	4338F25	4428F27	4029F 6	4322F17	4426F20	4968
20	84.3	4136F21	4395F26	4488F28	4085F 8	4386F18	4488D22	4976
10	82.8	4187F22	4453F27	4548F29	4142F10	4452F20	4548D23	4973
0	81.3	4243F23	4516F28	4613F30	4205F12	4516D22	4613D25	4984
-10	79.8	4296F24	4576F29	4676F31	4264F13	4576D24	4676D27	4988
-20	78.3	4352F25	4640F31	4739F32	4330F15	4640D26	4739D29	4985
-30	76.7	4408F26	4703F32	4803F33	4396F17	4703D28	4803D31	4983

High QNH **+80** per .10" Engine A/I ON **-380**
Low QNH **-150** per .10" Wing A/I ON **-380**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	3982F19	4226F24	4313F26	3898F 4	4186F15	4289F18	4725
46	90.9	4055F20	4302F25	4390F27	3965F 5	4257F15	4361F18	4844
44	90.8	4109F21	4358F26	4447F27	4014F 5	4309F16	4414F19	4901
42	90.5	4143F22	4396F26	4486F28	4041F 6	4341F16	4448F20	4947
40	90.2	4156F22	4410F27	4500F28	4055F 6	4357F17	4464F20	4959
38	89.9	4166F22	4421F27	4512F28	4067F 7	4369F17	4478F20	4961
36	89.7	4175F22	4432F27	4523F29	4078F 7	4382F17	4491F21	4962
34	89.4	4185F22	4443F27	4535F29	4089F 7	4395F18	4504F21	4964
32	89.1	4195F23	4455F27	4547F29	4100F 8	4408F18	4518F21	4966
30	88.8	4206F23	4466F28	4557F29	4110F 8	4421F18	4532F22	4968
20	87.3	4258F24	4524F29	4620F30	4171F10	4490F20	4601F23	4976
10	85.8	4310F25	4584F30	4680F31	4230F11	4559F22	4673F25	4973
0	84.2	4369F26	4650F31	4746F32	4295F13	4634F24	4746D27	4984
-10	82.7	4425F27	4712F32	4810F34	4362F15	4708F26	4810D29	4988
-20	81.1	4481F28	4774F33	4874F35	4431F17	4774D28	4874D31	4985
-30	79.5	4541F29	4839F34	4936^36	4502F19	4839D30	4936D34	4983

High QNH **+80** per .10" Engine A/I ON **-450**
Low QNH **-150** per .10" Wing A/I ON **-450**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	3982F19-19-31	4226F24-24-34	4313F26-26-36	4403F27-27-37
46	90.9	4055F20-20-32	4302F25-25-36	4390F27-27-37	4481F28-28-38
44	90.8	4109F21-21-33	4358F26-26-36	4447F27-27-38	4539F29-29-39
42	90.5	4143F22-22-33	4396F26-26-37	4486F28-28-38	4579F30-30-40
40	90.2	4156F22-22-33	4410F27-27-37	4500F28-28-39	4592F30-30-40
38	89.9	4166F22-22-33	4421F27-27-37	4512F28-28-39	4604F30-30-40
36	89.7	4175F22-22-34	4432F27-27-38	4523F29-29-39	4616F30-30-40
34	89.4	4185F22-22-34	4443F27-27-38	4535F29-29-39	4628F31-31-40
32	89.1	4195F23-23-34	4455F27-27-38	4547F29-29-39	4641F31-31-41
30	88.8	4206F23-23-34	4466F28-28-38	4557F29-29-39	4653F31-31-41
20	87.3	4258F24-24-35	4524F29-29-39	4620F30-30-40	4714F32-32-42
10	85.8	4310F25-25-36	4584F30-30-40	4680F31-31-41	4776F33-33-43
0	84.2	4369F26-26-37	4650F31-31-41	4746F32-32-42	4844F34-34-44
-10	82.7	4425F27-27-37	4712F32-32-42	4810F34-34-43	4910F35-35-44
-20	81.1	4481F28-28-38	4774F33-33-43	4874F35-35-44	4980F36-36-45
-30	79.5	4541F29-29-39	4839F34-34-43	4936^36-36-45	4979^36-36-45

High QNH **+80** per .10" Engine A/I ON **-450**
Low QNH **-150** per .10" Wing A/I ON **-450**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 16 Length 6585 Shift **0** Clearway 0 Stopway 0 Slope +0.05
Rwy Rev. Program Rules FAA **27 Sep 17**

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LOS MOCHIS **-LMM** **27** ***DT H271***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3982F19	4226F24	4313F26	3973F19	4217F24	4304F25			
46	4055F20	4302F25	4390F27	4046F20	4292F25	4380F26			
44	4109F21	4358F26	4447F27	4100F21	4349F26	4437F27			
42	4143F22	4396F26	4486F28	4134F21	4386F26	4476F28			
40	4156F22	4410F27	4500F28	4147F22	4400F26	4490F28			
38	4166F22	4421F27	4512F28	4157F22	4411F27	4502F28			
36	4175F22	4432F27	4523F29	4166F22	4422F27	4514F28			
34	4185F22	4443F27	4535F29	4176F22	4434F27	4526F29			
32	4195F23	4455F27	4547F29	4187F22	4445F27	4538F29			
30	4206F23	4466F28	4557F29	4197F23	4457F27	4550F29			
20	4258F24	4524F29	4620F30	4250F24	4517F28	4611F30			
10	4310F25	4584F30	4680F31	4271F24	4545F29	4637F31			
0	4369F26	4650F31	4746F32	4330F25	4608F30	4703F32			
-10	4425F27	4712F32	4810F34	4383F26	4666F31	4764F33			
	High QNH +80 per .10" Low QNH -150 per .10"			High QNH +80 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -450 Wing A/I ON -450			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3898F 4	4186F15	4289F18	3892F 4	4179F14	4281F18			
46	3965F 5	4257F15	4361F18	3960F 5	4249F15	4353F18			
44	4014F 5	4309F16	4414F19	4007F 5	4301F16	4406F19			
42	4041F 6	4341F16	4448F20	4034F 6	4334F16	4440F20			
40	4055F 6	4357F17	4464F20	4049F 6	4349F17	4456F20			
38	4067F 7	4369F17	4478F20	4060F 7	4362F17	4470F20			
36	4078F 7	4382F17	4491F21	4071F 7	4375F17	4483F21			
34	4089F 7	4395F18	4504F21	4083F 7	4388F18	4496F21			
32	4100F 8	4408F18	4518F21	4094F 8	4401F18	4510F21			
30	4110F 8	4421F18	4532F22	4106F 8	4414F18	4524F22			
20	4171F10	4490F20	4601F23	4165F10	4482F20	4596F23			
10	4230F11	4559F22	4673F25	4194F11	4522F22	4635F25			
0	4295F13	4634F24	4746D27	4259F13	4597F24	4703D27			
-10	4362F15	4708F26	4810D29	4324F15	4666D26	4764D29			
	High QNH +90 per .10" Low QNH -150 per .10"			High QNH +90 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -420 Wing A/I ON -420			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		2799P99	3931P99		3276P 2	3587P 4			
26		3011P99	3943P 0		3308P 2	3606P 4			
24		3212P99	3956P 0		3341P 2	3623P 4			
22		3424P98	3968P 0		3371P 2	3641P 4			
20		3599P98	3980P 1		3408P 2	3658P 5			
18		3771P98	3992P 1		3444P 3	3676P 5			
16		3900P98	4004P 1	2655P96	3484P 3	3693P 5			
14		3912P98	4018P 2	2677P96	3526P 3	3717P 6			
12		3925P99	4032P 2	2706P97	3555P 3	3738P 6			
10		3938P99	4043P 3	2706P97	3578P 3	3750P 6			
0		4005P 1	4110P 5	2872P98	3676P 5	3881P 7			
-10		4071P 3	4174P 7	2996P99	3784P 6	3973P 9			
-20		4136P 5	4244P 9	3141P 0	3905P 8	4060P11			
-30		4203P 7	4314P11	3298P 1	3997P10	4149P13			
	High QNH +60 per .10" Low QNH -960 per .10"			High QNH +40 per .10" Low QNH -180 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -430 Wing A/I ON -430			Engine A/I ON -420 Wing A/I ON -420			Engine A/I ON Wing A/I ON		

Elevation 16 Length 6585 Shift **0** Clearway 0 Stopway 0 Slope +0.05

Rwy Rev Program Rules FAA **27 Sep 17**

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MANZANILLO

MANZANILLO/MEXICO -ZLO 10 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D2.5 ZLO	300'	RT H135	1030'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4081P21	4329P26	4417P27	4017P 8	4303P17	4405P20	4722
46	87.7	4153P22	4404P27	4494P28	4085P 8	4375P18	4478P21	4842
44	87.6	4197P23	4451P27	4540P29	4128P 8	4420P18	4523P21	4900
42	87.4	4213P23	4467P28	4558P29	4144P 9	4437P19	4542P22	4947
40	87.1	4228P23	4484P28	4573P30	4159P 9	4455P19	4559P22	4959
38	86.9	4238P23	4495P28	4584P30	4170P 9	4467P19	4572P22	4961
36	86.6	4248P24	4506P28	4596P30	4181P10	4480P20	4585P23	4962
34	86.3	4258P24	4517P29	4608P30	4193P10	4493P20	4599P23	4964
32	86.0	4268P24	4529P29	4620P30	4204P10	4506P20	4613P23	4966
30	85.7	4279P24	4541P29	4633P31	4216P11	4519P21	4625P24	4968
20	84.3	4333P25	4601P30	4695P32	4275P12	4588P22	4695D26	4976
10	82.8	4388P26	4663P31	4756P33	4336P14	4656P24	4756D27	4973
0	81.3	4448P27	4727P32	4823P34	4403P16	4727D26	4823D29	4984
-10	79.8	4503P28	4790P33	4886P35	4469P18	4790D28	4886D31	4988
-20	78.3	4564P29	4854P34	4930^36	4538P20	4854D30	4930D34	4985
-30	76.7	4624P30	4878^35	4922^35	4607P22	4878D33	4922D36	4983

High QNH **+10** per .10" — Engine A/I ON **-720**
Low QNH **-150** per .10" — Wing A/I ON **-720**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4172P23	4426P28	4511P29	4080P 9	4379P19	4483P22	4722
46	90.9	4248P24	4505P29	4593P30	4150P 9	4453P19	4559P22	4842
44	90.8	4305P25	4564P29	4655P31	4201P10	4508P20	4614P23	4900
42	90.5	4343P25	4605P30	4695P32	4232P10	4543P21	4652P24	4947
40	90.2	4357P26	4620P30	4711P32	4247P11	4560P21	4669P24	4959
38	90.0	4368P26	4633P31	4723P32	4259P11	4574P21	4683P24	4961
36	89.7	4379P26	4644P31	4734P32	4269P11	4587P22	4697P25	4962
34	89.4	4389P26	4656P31	4746P33	4281P12	4599P22	4710P25	4964
32	89.1	4400P26	4668P31	4758P33	4294P12	4613P22	4725P25	4966
30	88.8	4411P27	4680P31	4771P33	4306P12	4628P23	4739P26	4968
20	87.3	4466P28	4741P32	4834P34	4370P14	4699P24	4813P28	4976
10	85.8	4523P29	4801P33	4896P35	4435P16	4771P26	4887P30	4973
0	84.2	4586P30	4866P35	4953^36	4506P18	4850P28	4953^32	4984
-10	82.7	4646P31	4911^35	4952^36	4577P20	4911^30	4952D34	4988
-20	81.1	4707P32	4903^35	4945^36	4649P22	4903D33	4945D36	4985
-30	79.5	4765^33	4893^35	4936^36	4723P24	4893D35	4936D36	4983

High QNH **+10** per .10" — Engine A/I ON **-860**
Low QNH **-160** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4172P23-23-34	4426P28-28-37	4511P29-29-39	4599P31-31-40
46	90.9	4248P24-24-35	4505P29-29-39	4593P30-30-40	4682P32-32-41
44	90.8	4305P25-25-36	4564P29-29-39	4655P31-31-41	4745P33-33-42
42	90.5	4343P25-25-36	4605P30-30-40	4695P32-32-41	4786P33-33-43
40	90.2	4357P26-26-36	4620P30-30-40	4711P32-32-42	4802P34-34-43
38	90.0	4368P26-26-37	4633P31-31-40	4723P32-32-42	4815P34-34-43
36	89.7	4379P26-26-37	4644P31-31-41	4734P32-32-42	4827P34-34-43
34	89.4	4389P26-26-37	4656P31-31-41	4746P33-33-42	4839P34-34-43
32	89.1	4400P26-26-37	4668P31-31-41	4758P33-33-42	4852P34-34-44
30	88.8	4411P27-27-37	4680P31-31-41	4771P33-33-42	4865P35-35-44
20	87.3	4466P28-28-38	4741P32-32-42	4834P34-34-43	4930P36-36-45
10	85.8	4523P29-29-39	4801P33-33-43	4896P35-35-44	4973C36-36-45
0	84.2	4586P30-30-40	4866P35-35-44	4953^36-36-45	4984C36-36-46
-10	82.7	4646P31-31-41	4911^35-35-44	4952^36-36-45	4988C37-37-46
-20	81.1	4707P32-32-42	4903^35-35-44	4945^36-36-45	5000C43-43-52
-30	79.5	4765^33-33-42	4893^35-35-44	4990P43-43-51	4996C43-43-52

High QNH **+10** per .10" — Engine A/I ON **-860**
Low QNH **-160** per .10" — Wing A/I ON **-860**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 30 Length 7238 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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MANZANILLO/MEXICO -ZLO 10 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4172F23	4426F28	4511F29	4163F23	4417F27	4501F29			
46	4248F24	4505F29	4593F30	4239F24	4495F28	4583F30			
44	4305F25	4564F29	4655F31	4295F25	4555F29	4644F31			
42	4343F25	4605F30	4695F32	4333F25	4594F30	4684F32			
40	4357F26	4620F30	4711F32	4348F25	4610F30	4700F32			
38	4368F26	4633F31	4723F32	4359F26	4622F30	4712F32			
36	4379F26	4644F31	4734F32	4369F26	4634F31	4724F32			
34	4389F26	4656F31	4746F33	4380F26	4646F31	4736F32			
32	4400F26	4668F31	4758F33	4391F26	4658F31	4748F33			
30	4411F27	4680F31	4771F33	4402F26	4670F31	4761F33			
20	4466F28	4741F32	4834F34	4457F27	4731F32	4824F34			
10	4523F29	4801F33	4896F35	4484F28	4757F33	4851F35			
0	4586F30	4866F35	4953^36	4545F29	4825F34	4867^35			
-10	4646F31	4911^35	4952^36	4603F30	4824^34	4864^35			
	High QNH +10 per .10" Low QNH -160 per .10"			High QNH +10 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4080P 9	4379P19	4483P22	4073P 9	4371P19	4475P22			
46	4150P 9	4453P19	4559P22	4144P 9	4444P19	4551P22			
44	4201P10	4508P20	4614P23	4194P10	4499P20	4607P23			
42	4232P10	4543P21	4652P24	4225P10	4535P20	4643P24			
40	4247P11	4560P21	4669P24	4240P11	4552P21	4661P24			
38	4259P11	4574P21	4683P24	4252P11	4566P21	4675P24			
36	4269P11	4587P22	4697P25	4264P11	4579P21	4688P25			
34	4281P12	4599P22	4710P25	4274P12	4593P22	4702P25			
32	4294P12	4613P22	4725P25	4287P12	4605P22	4716P25			
30	4306P12	4628P23	4739P26	4299P12	4619P22	4731P26			
20	4370P14	4699P24	4813P28	4364P14	4691P24	4804P28			
10	4435P16	4771P26	4887P30	4397P16	4731P26	4848P29			
0	4506P18	4850P28	4953^32	4469P18	4811P28	4867D32			
-10	4577P20	4911^30	4952D34	4538P20	4824D31	4864D34			
	High QNH +10 per .10" Low QNH -150 per .10"			High QNH +10 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3294P92	4208^99	4257^ 3	2957P98	3638P 5	3823P 7			
26	3331P92	4210^ 0	4259^ 3	2973P98	3655P 5	3846P 8			
24	3366P92	4212^ 0	4261^ 3	2994P98	3672P 5	3867P 8			
22	3399P92	4213^ 0	4263^ 4	3009P99	3691P 6	3883P 8			
20	3427P93	4215^ 1	4265^ 4	3030P99	3710P 6	3900P 8			
18	3463P93	4216^ 1	4266^ 5	3042P99	3729P 6	3918P 9			
16	3500P93	4216^ 1	4266^ 5	3066P99	3748P 6	3930P 9			
14	3535P93	4214^ 2	4265^ 5	3086P 0	3771P 7	3942P 9			
12	3569P93	4213^ 2	4264^ 6	3102P 0	3793P 7	3967P10			
10	3604P94	4215^ 3	4265^ 6	3128P 0	3817P 7	3985P10			
0	3777P95	4225^ 5	4277^ 9	3254P 1	3922P 9	4074P12			
-10	3823P97	4228^ 7	4281^11	3410P 3	4004P10	4177P13			
-20	3995P98	4228^10	4280D14		4097P12				
-30	4060^ 0	4226D12	4271D15		4212P14	4269^15			
	High QNH +10 per .10" Low QNH -10 per .10"			High QNH +40 per .10" Low QNH -120 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -690 Wing A/I ON -690			Engine A/I ON -520 Wing A/I ON -520			Engine A/I ON Wing A/I ON		

Elevation 30 Length 7238 Shift **0** Clearway 0 Stopway 0 Slope +0.00

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MANZANILLO/MEXICO -ZLO 28 ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D3.1 ZLO	500'	LT H250	1030'	

A/C **AUTO** — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4081P21	4329P26	4417P27	4017P 8	4303P17	4405P20	4722
46	87.7	4153P22	4404P27	4494P28	4085P 8	4375P18	4478P21	4842
44	87.6	4197P23	4451P27	4540P29	4128P 8	4420P18	4523P21	4900
42	87.4	4213P23	4467P28	4558P29	4144P 9	4437P19	4542P22	4947
40	87.1	4228P23	4484P28	4573P30	4159P 9	4455P19	4559P22	4959
38	86.9	4238P23	4495P28	4584P30	4170P 9	4467P19	4572P22	4961
36	86.6	4248P24	4506P28	4596P30	4181P10	4480P20	4585P23	4962
34	86.3	4258P24	4517P29	4608P30	4193P10	4493P20	4599P23	4964
32	86.0	4268P24	4529P29	4620P30	4204P10	4506P20	4613P23	4966
30	85.7	4279P24	4541P29	4633P31	4216P11	4519P21	4625P24	4968
20	84.3	4333P25	4601P30	4695P32	4275P12	4588P22	4695D26	4976
10	82.8	4388P26	4663P31	4756P33	4336P14	4656P24	4756D27	4973
0	81.3	4448P27	4727P32	4823P34	4403P16	4727D26	4823D29	4984
-10	79.8	4503P28	4790P33	4886P35	4469P18	4790D28	4886D31	4988
-20	78.3	4564P29	4854P34	4930^36	4538P20	4854D30	4930D34	4985
-30	76.7	4624P30	4878^35	4922^35	4607P22	4878D33	4922D36	4983

High QNH **+10** per .10" — Engine A/I ON **-720**
Low QNH **-150** per .10" — Wing A/I ON **-720**

A/C **AUTO** — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4172P23	4426P28	4511P29	4080P 9	4379P19	4483P22	4722
46	90.9	4248P24	4505P29	4593P30	4150P 9	4453P19	4559P22	4842
44	90.8	4305P25	4564P29	4655P31	4201P10	4508P20	4614P23	4900
42	90.5	4343P25	4605P30	4695P32	4232P10	4543P21	4652P24	4947
40	90.2	4357P26	4620P30	4711P32	4247P11	4560P21	4669P24	4959
38	90.0	4368P26	4633P31	4723P32	4259P11	4574P21	4683P24	4961
36	89.7	4379P26	4644P31	4734P32	4269P11	4587P22	4697P25	4962
34	89.4	4389P26	4656P31	4746P33	4281P12	4599P22	4710P25	4964
32	89.1	4400P26	4668P31	4758P33	4294P12	4613P22	4725P25	4966
30	88.8	4411P27	4680P31	4771P33	4306P12	4628P23	4739P26	4968
20	87.3	4466P28	4741P32	4834P34	4370P14	4699P24	4813P28	4976
10	85.8	4523P29	4801P33	4896P35	4435P16	4771P26	4887P30	4973
0	84.2	4586P30	4866P35	4953^36	4506P18	4850P28	4953^32	4984
-10	82.7	4646P31	4911^35	4952^36	4577P20	4911^30	4952D34	4988
-20	81.1	4707P32	4903^35	4945^36	4649P22	4903D33	4945D36	4985
-30	79.5	4765^33	4893^35	4936^36	4723P24	4893D35	4936D36	4983

High QNH **+10** per .10" — Engine A/I ON **-860**
Low QNH **-160** per .10" — Wing A/I ON **-860**

A/C **AUTO** — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	+0	+10H	+20H
48	90.8	4172P23-23-34	4426P28-28-37	4511P29-29-39	4599P31-31-40
46	90.9	4248P24-24-35	4505P29-29-39	4593P30-30-40	4682P32-32-41
44	90.8	4305P25-25-36	4564P29-29-39	4655P31-31-41	4745P33-33-42
42	90.5	4343P25-25-36	4605P30-30-40	4695P32-32-41	4786P33-33-43
40	90.2	4357P26-26-36	4620P30-30-40	4711P32-32-42	4802P34-34-43
38	90.0	4368P26-26-37	4633P31-31-40	4723P32-32-42	4815P34-34-43
36	89.7	4379P26-26-37	4644P31-31-41	4734P32-32-42	4827P34-34-43
34	89.4	4389P26-26-37	4656P31-31-41	4746P33-33-42	4839P34-34-43
32	89.1	4400P26-26-37	4668P31-31-41	4758P33-33-42	4852P34-34-44
30	88.8	4411P27-27-37	4680P31-31-41	4771P33-33-42	4865P35-35-44
20	87.3	4466P28-28-38	4741P32-32-42	4834P34-34-43	4930P36-36-45
10	85.8	4523P29-29-39	4801P33-33-43	4896P35-35-44	4973C36-36-45
0	84.2	4586P30-30-40	4866P35-35-44	4953^36-36-45	4984C36-36-46
-10	82.7	4646P31-31-41	4911^35-35-44	4952^36-36-45	4988C37-37-46
-20	81.1	4707P32-32-42	4903^35-35-44	4945^36-36-45	5000C43-43-52
-30	79.5	4765^33-33-42	4893^35-35-44	4990P43-43-51	4996C43-43-52

High QNH **+10** per .10" — Engine A/I ON **-860**
Low QNH **-160** per .10" — Wing A/I ON **-860**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 30 Length 7238 Shift **0** Clearway 0 Stopway 0 Slope +0.00
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MANZANILLO/MEXICO -ZLO 28 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4172F23	4426F28	4511F29	4163F23	4417F27	4501F29			
46	4248F24	4505F29	4593F30	4239F24	4495F28	4583F30			
44	4305F25	4564F29	4655F31	4295F25	4555F29	4644F31			
42	4343F25	4605F30	4695F32	4333F25	4594F30	4684F32			
40	4357F26	4620F30	4711F32	4348F25	4610F30	4700F32			
38	4368F26	4633F31	4723F32	4359F26	4622F30	4712F32			
36	4379F26	4644F31	4734F32	4369F26	4634F31	4724F32			
34	4389F26	4656F31	4746F33	4380F26	4646F31	4736F32			
32	4400F26	4668F31	4758F33	4391F26	4658F31	4748F33			
30	4411F27	4680F31	4771F33	4402F26	4670F31	4761F33			
20	4466F28	4741F32	4834F34	4457F27	4731F32	4824F34			
10	4523F29	4801F33	4896F35	4484F28	4757F33	4851F35			
0	4586F30	4866F35	4953^36	4545F29	4825F34	4867^35			
-10	4646F31	4911^35	4952^36	4603F30	4824^34	4864^35			
	High QNH +10 per .10" Low QNH -160 per .10"			High QNH +10 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4080F 9	4379F19	4483F22	4073F 9	4371F19	4475F22			
46	4150F 9	4453F19	4559F22	4144F 9	4444F19	4551F22			
44	4201F10	4508F20	4614F23	4194F10	4499F20	4607F23			
42	4232F10	4543F21	4652F24	4225F10	4535F20	4643F24			
40	4247F11	4560F21	4669F24	4240F11	4552F21	4661F24			
38	4259F11	4574F21	4683F24	4252F11	4566F21	4675F24			
36	4269F11	4587F22	4697F25	4264F11	4579F21	4688F25			
34	4281F12	4599F22	4710F25	4274F12	4593F22	4702F25			
32	4294F12	4613F22	4725F25	4287F12	4605F22	4716F25			
30	4306F12	4628F23	4739F26	4299F12	4619F22	4731F26			
20	4370F14	4699F24	4813F28	4364F14	4691F24	4804F28			
10	4435F16	4771F26	4887F30	4397F16	4731F26	4848F29			
0	4506F18	4850F28	4953^32	4469F18	4811F28	4867D32			
-10	4577F20	4911^30	4952D34	4538F20	4824D31	4864D34			
	High QNH +10 per .10" Low QNH -150 per .10"			High QNH +10 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3294F92	4208^99	4257^ 3	2957F98	3638F 5	3823F 7			
26	3331F92	4210^ 0	4259^ 3	2973F98	3655F 5	3846F 8			
24	3366F92	4212^ 0	4261^ 3	2994F98	3672F 5	3867F 8			
22	3399F92	4213^ 0	4263^ 4	3009F99	3691F 6	3883F 8			
20	3427F93	4215^ 1	4265^ 4	3030F99	3710F 6	3900F 8			
18	3463F93	4216^ 1	4266^ 5	3042F99	3729F 6	3918F 9			
16	3500F93	4216^ 1	4266^ 5	3066F99	3748F 6	3930F 9			
14	3535F93	4214^ 2	4265^ 5	3086F 0	3771F 7	3942F 9			
12	3569F93	4213^ 2	4264^ 6	3102F 0	3793F 7	3967F10			
10	3604F94	4215^ 3	4265^ 6	3128F 0	3817F 7	3985F10			
0	3777F95	4225^ 5	4277^ 9	3254F 1	3922F 9	4074F12			
-10	3823F97	4228^ 7	4281^11	3410F 3	4004F10	4177F13			
-20	3995F98	4228^10	4280D14		4097F12				
-30	4060^ 0	4226D12	4271D15		4212F14	4269^15			
	High QNH +10 per .10" Low QNH -10 per .10"			High QNH +40 per .10" Low QNH -120 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -690 Wing A/I ON -690			Engine A/I ON -520 Wing A/I ON -520			Engine A/I ON Wing A/I ON		

Elevation 30 Length 7238 Shift **0** Clearway 0 Stopway 0 Slope +0.00

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MAZATLAN

MAZATLAN -MZT 08 *RT H260*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1038'		RT H260	1038'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4464P28	4631^31	4664^32	4396P17	4630^27	4664D30	4721
46	87.7	4545P29	4744^33	4778^33	4471P18	4742^27	4778D30	4840
44	87.6	4594P30	4828^34	4862^35	4517P18	4818P27	4862D31	4899
42	87.4	4611P30	4869P35	4915^35	4535P18	4838P28	4913^31	4947
40	87.1	4627P31	4885P35	4923^36	4553P19	4857P28	4922^31	4959
38	86.9	4638P31	4890^35	4925^36	4565P19	4871P28	4925^32	4961
36	86.6	4649P31	4891^35	4926^36	4577P19	4884P29	4926D32	4962
34	86.3	4660P31	4892^35	4928^36	4588P20	4889^29	4928D32	4964
32	86.0	4672P31	4893^35	4929^36	4601P20	4892^29	4929D33	4966
30	85.7	4683P31	4895^35	4930^36	4614P20	4893^30	4930D33	4968
20	84.3	4742P32	4899^35	4936^36	4681P22	4899D32	4936D35	4976
10	82.8	4777^33	4891^35	4930^36	4748P24	4891D34	4930D36	4972
0	81.3	4778^33	4896^35	4936^36	4776^26	4896D35	4936D36	4984
-10	79.8	4772^33	4893^35	4934^36	4772D29	4893D35	4934D36	4988
-20	78.3	4760^33	4885^35	4928^36	4760D31	4885D35	4928D36	4985
-30	76.7	4745^32	4875^35	4920^35	4745D33	4875D35	4920D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4544^30	4642^31	4675^32	4473P19	4642D29	4675D32	4721
46	90.9	4653P31	4757^33	4789^34	4549P19	4756^29	4789D32	4840
44	90.8	4717P32	4842^34	4876^35	4606P20	4841^30	4876D33	4899
42	90.5	4760P33	4897^35	4932^36	4643P21	4895^30	4932D34	4947
40	90.2	4776P33	4905^35	4939^36	4661P21	4903^31	4939D34	4959
38	90.0	4788P33	4907^35	4942^36	4674P21	4907^31	4942D35	4961
36	89.7	4800P33	4908^35	4943^36	4687P22	4908D32	4943D35	4962
34	89.4	4805^34	4909^35	4945^36	4700P22	4909D32	4945D35	4964
32	89.1	4805^34	4910^35	4946^36	4714P22	4910D32	4946D36	4966
30	88.8	4805^34	4911^35	4947^36	4728P23	4911D33	4947D36	4968
20	87.3	4806^34	4915^35	4952^36	4798P24	4915D35	4952D36	4976
10	85.8	4795^33	4907^35	4946^36	4791^27	4907D35	4946D36	4972
0	84.2	4796^33	4912^35	4951^36	4796^29	4912D35	4951D36	4984
-10	82.7	4789^33	4909^35	4950^36	4789D32	4909D35	4950D36	4988
-20	81.1	4777^33	4901^35	4943^36	4777D33	4901D35	4943D36	4985
-30	79.5	4762^33	4891^35	4934^36	4762D33	4891D35	4934D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4544^30-30-39	4654P37-37-46	4738P39-39-48	4755C39-39-48
46	90.9	4653P31-31-41	4757^33-33-42	4824P40-40-49	4879C41-41-50
44	90.8	4717P32-32-42	4842^34-34-43	4888P41-41-50	4945C42-42-51
42	90.5	4760P33-33-42	4897^35-35-44	4934P42-42-51	4962C42-42-51
40	90.2	4776P33-33-43	4905^35-35-44	4951P42-42-51	4974C42-42-51
38	90.0	4788P33-33-43	4907^35-35-44	4965P42-42-51	4975C42-42-51
36	89.7	4800P33-33-43	4908^35-35-44	4976C42-42-51	4976C42-42-51
34	89.4	4805^34-34-43	4909^35-35-44	4977C42-42-51	4977C42-42-51
32	89.1	4805^34-34-43	4913P41-41-50	4979C42-42-51	4979C42-42-51
30	88.8	4805^34-34-43	4926P41-41-51	4981C42-42-51	4981C42-42-51
20	87.3	4806^34-34-43	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4795^33-33-43	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4854P40-40-49	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4916P41-41-50	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4925^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4911^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 38 Length 8858 Shift **0** Clearway 0 Stopway 0 Slope +0.21
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MAZATLAN **-MZT** **08** ***RT H260***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4544^30	4642^31	4675^32	4539^30	4637^31	4670^32			
46	4653F31	4757^33	4789^34	4642F31	4750^33	4784^34			
44	4717F32	4842^34	4876^35	4706F32	4837^34	4830^34			
42	4760F33	4897^35	4932^36	4749F33	4892^35	4927^36			
40	4776F33	4905^35	4939^36	4765F33	4900^35	4935^36			
38	4788F33	4907^35	4942^36	4777F33	4903^35	4938^36			
36	4800F33	4908^35	4943^36	4789F33	4905^35	4939^36			
34	4805^34	4909^35	4945^36	4800F33	4905^35	4940^36			
32	4805^34	4910^35	4946^36	4800^33	4906^35	4942^36			
30	4805^34	4911^35	4947^36	4800^33	4907^35	4943^36			
20	4806^34	4915^35	4952^36	4801^33	4911^35	4948^36			
10	4795^33	4907^35	4946^36	4710^32	4822^34	4860^35			
0	4796^33	4912^35	4951^36	4711^32	4826^34	4864^35			
-10	4789^33	4909^35	4950^36	4702^32	4822^34	4861^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4473P19	4642D29	4675D32	4465P19	4637D29	4670D32			
46	4549P19	4756^29	4789D32	4540P19	4750^29	4784D32			
44	4606F20	4841^30	4876D33	4598P20	4835^29	4830D33			
42	4643P21	4895^30	4932D34	4635P20	4890^30	4927D34			
40	4661P21	4903^31	4939D34	4652P21	4899^31	4935D34			
38	4674P21	4907^31	4942D35	4666P21	4902^31	4938D34			
36	4687P22	4908D32	4943D35	4679P21	4904^31	4939D35			
34	4700P22	4909D32	4945D35	4692P22	4905D32	4940D35			
32	4714P22	4910D32	4946D36	4706P22	4906D32	4942D36			
30	4728P23	4911D33	4947D36	4720P22	4907D33	4943D36			
20	4798P24	4915D35	4952D36	4790P24	4911D35	4948D36			
10	4791^27	4907D35	4946D36	4709^27	4822D34	4860D35			
0	4796^29	4912D35	4951D36	4711D29	4826D34	4864D35			
-10	4789D32	4909D35	4950D36	4702D32	4822D34	4861D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4121F 1	4383F11	4477F14	3740F 5	4166F13	4258F14			
26	4132F 1	4396F11	4490F15	3753F 6	4186F13	4263F14			
24	4143F 2	4408F12	4504F15	3767F 6	4205F14	4268F15			
22	4153F 2	4421F12	4517F15	3781F 6	4224F14	4273F15			
20	4164F 2	4434F12	4531F16	3795F 6	4243F14	4278F15			
18	4174F 3	4446F13	4544F16	3809F 7	4243^14	4279F15			
16	4185F 3	4457F13	4557F17	3823F 7	4243^14	4280F15			
14	4196F 3	4470F14	4570F17	3840F 7	4243^14	4280^15			
12	4205F 4	4483F14	4584F17	3856F 8	4235^14	4279^15			
10	4217F 4	4496F14	4597F18	3869F 8	4235^14	4279^15			
0	4280F 6	4568F17	4671F20	3937F 9	4240^14	4283^15			
-10	4338F 8	4638F19	4745F22	4029F11	4238^14	4281^15			
-20	4402F10	4711F21	4822F24	4093^12	4229^14	4275^15			
-30	4466F13	4786F23	4895^26	4079^12	4219^14	4267^14			
	High QNH +80 per .10" Low QNH -70 per .10"			High QNH +0 per .10" Low QNH -90 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -470 Wing A/I ON -470			Engine A/I ON -740 Wing A/I ON -740			Engine A/I ON Wing A/I ON		

Elevation 38 Length 8858 Shift **0** Clearway 0 Stopway 0 Slope +0.21

Rwy Rev. Program Rules FAA **01 Aug 17**

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MAZATLAN **-MZT** **26** ***DT H266***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1038'		DT H266	1038'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4525P29	4636^31	4669^32	4441P17	4636^27	4669D30	4721
46	87.7	4605P30	4749^33	4783^33	4516P17	4748^27	4783D30	4840
44	87.6	4654P31	4833^34	4868^35	4562P18	4830^27	4868D31	4899
42	87.4	4672P31	4885^35	4920^36	4581P18	4881^27	4919^31	4947
40	87.1	4689P32	4893^35	4928^36	4596P18	4890^28	4928^31	4959
38	86.9	4700P32	4895^35	4930^36	4609P19	4892^28	4930D32	4961
36	86.6	4712P32	4896^35	4932^36	4622P19	4894^29	4932D32	4962
34	86.3	4724P32	4898^35	4933^36	4635P19	4896^29	4933D32	4964
32	86.0	4735P32	4899^35	4935^36	4649P20	4897^29	4935D33	4966
30	85.7	4747P33	4900^35	4936^36	4662P20	4899^30	4936D33	4968
20	84.3	4794^33	4905^35	4941^36	4732P22	4905D32	4941D36	4976
10	82.8	4783^33	4897^35	4935^36	4777^24	4897D35	4935D36	4972
0	81.3	4784^33	4901^35	4941^36	4782^26	4901D35	4941D36	4984
-10	79.8	4777^33	4898^35	4939^36	4777D29	4898D35	4939D36	4988
-20	78.3	4766^33	4891^35	4933^36	4766D31	4891D35	4933D36	4985
-30	76.7	4752^33	4881^35	4925^35	4752D33	4881D35	4925D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4549^30	4647^32	4679^32	4519P18	4647D29	4679D32	4721
46	90.9	4662^31	4761^33	4794^34	4596P19	4761D29	4794D32	4840
44	90.8	4745^33	4846^34	4880^35	4652P19	4846^29	4880D33	4899
42	90.5	4799^33	4902^35	4936^36	4689P20	4901^30	4936D34	4947
40	90.2	4807^34	4910^35	4944^36	4707P20	4909^31	4944D34	4959
38	90.0	4809^34	4912^35	4947^36	4721P21	4912^31	4947D34	4961
36	89.7	4809^34	4913^35	4948^36	4734P21	4913D31	4948D35	4962
34	89.4	4809^34	4915^35	4949^36	4747P21	4915D32	4949D35	4964
32	89.1	4810^34	4916^35	4951^36	4761P22	4916D32	4951D36	4966
30	88.8	4810^34	4917^35	4952^36	4775P22	4917D33	4952D36	4968
20	87.3	4811^34	4921^35	4957^36	4804^24	4921D35	4957D36	4976
10	85.8	4800^33	4912^35	4950^36	4796^27	4912D35	4950D36	4972
0	84.2	4801^33	4916^35	4956^36	4801D29	4916D35	4956D36	4984
-10	82.7	4794^33	4914^35	4954^36	4794D31	4914D35	4954D36	4988
-20	81.1	4782^33	4905^35	4947^36	4782D33	4905D35	4947D36	4985
-30	79.5	4767^33	4895^35	4939^36	4767D33	4895D35	4939D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4549^30-30-39	4715P38-38-47	4755C39-39-48	4755C39-39-48
46	90.9	4662^31-31-41	4801P40-40-49	4879C41-41-50	4879C41-41-50
44	90.8	4745^33-33-42	4865P40-40-50	4945C42-42-51	4945C42-42-51
42	90.5	4799^33-33-43	4911P41-41-50	4962C42-42-51	4962C42-42-51
40	90.2	4807^34-34-43	4928P41-41-51	4974C42-42-51	4974C42-42-51
38	90.0	4809^34-34-43	4941P42-42-51	4975C42-42-51	4975C42-42-51
36	89.7	4809^34-34-43	4953P42-42-51	4976C42-42-51	4976C42-42-51
34	89.4	4809^34-34-43	4966P42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4810^34-34-43	4979P42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4810^34-34-43	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4811^34-34-43	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4852P40-40-49	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4919P41-41-50	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4943^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4930^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4916^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 38 Length 8858 Shift **0** Clearway 0 Stopway 0 Slope -0.21
Rwy Rev. Program Rules FAA **01 Aug 17**

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MAZATLAN **-MZT** **26** ***DT H266***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4549^30	4647^32	4679^32	4543^30	4641^31	4673^32			
46	4662^31	4761^33	4794^34	4656^31	4755^33	4788^34			
44	4745^33	4846^34	4880^35	4739^33	4841^34	4875^35			
42	4799^33	4902^35	4936^36	4795^33	4897^35	4931^36			
40	4807^34	4910^35	4944^36	4802^34	4905^35	4939^36			
38	4809^34	4912^35	4947^36	4804^34	4908^35	4942^36			
36	4809^34	4913^35	4948^36	4805^34	4909^35	4944^36			
34	4809^34	4915^35	4949^36	4805^34	4910^35	4945^36			
32	4810^34	4916^35	4951^36	4805^34	4911^35	4946^36			
30	4810^34	4917^35	4952^36	4806^34	4912^35	4947^36			
20	4811^34	4921^35	4957^36	4806^34	4916^35	4952^36			
10	4800^33	4912^35	4950^36	4715^32	4827^34	4864^35			
0	4801^33	4916^35	4956^36	4716^32	4830^34	4868^35			
-10	4794^33	4914^35	4954^36	4707^32	4826^34	4866^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4519F18	4647D29	4679D32	4511F18	4641D28	4673D32			
46	4596F19	4761D29	4794D32	4588F19	4755D29	4788D32			
44	4652F19	4846^29	4880D33	4643F19	4840^29	4875D33			
42	4689F20	4901^30	4936D34	4680F20	4895^30	4931D33			
40	4707F20	4909^31	4944D34	4698F20	4904^30	4939D34			
38	4721F21	4912^31	4947D34	4712F21	4907^31	4942D34			
36	4734F21	4913D31	4948D35	4726F21	4909D31	4944D35			
34	4747F21	4915D32	4949D35	4739F21	4910D32	4945D35			
32	4761F22	4916D32	4951D36	4753F22	4911D32	4946D36			
30	4775F22	4917D33	4952D36	4767F22	4912D33	4947D36			
20	4804^24	4921D35	4957D36	4799^24	4916D35	4952D36			
10	4796^27	4912D35	4950D36	4714^27	4827D34	4864D35			
0	4801D29	4916D35	4956D36	4716D29	4830D34	4868D35			
-10	4794D31	4914D35	4954D36	4707D32	4826D34	4866D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4158F 0	4421F10	4515F13	3807F 5	4064F15	4156F18			
26	4170F 0	4433F10	4528F13	3816F 5	4075F15	4167F18			
24	4181F 0	4446F10	4541F14	3826F 6	4087F15	4181F18			
22	4192F 1	4459F11	4555F14	3836F 6	4099F16	4192F19			
20	4202F 1	4472F11	4569F14	3846F 6	4111F16	4205F19			
18	4213F 1	4484F12	4582F15	3856F 7	4123F16	4217F19			
16	4223F 2	4496F12	4595F15	3866F 7	4135F17	4229F20			
14	4234F 2	4508F12	4609F16	3876F 7	4146F17	4242F20			
12	4245F 2	4521F13	4622F16	3887F 8	4159F18	4255F21			
10	4257F 3	4534F13	4635F17	3898F 8	4170F18	4268F21			
0	4318F 5	4606F15	4711F19	3956F10	4240F20	4339F23			
-10	4379F 7	4678F17	4786F21	4013F12	4304F22	4411F25			
-20	4440F 9	4753F20	4863F23	4073F14	4373F24	4487F27			
-30	4506F11	4828F22	4901^26	4132F16	4447F26	4570F29			
	High QNH +80 per .10" Low QNH -60 per .10"			High QNH +80 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -480 Wing A/I ON -480			Engine A/I ON -470 Wing A/I ON -470			Engine A/I ON Wing A/I ON		

Elevation 38 Length 8858 Shift **0** Clearway 0 Stopway 0 Slope -0.21

Rwy Rev. Program Rules FAA **01 Aug 17**

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MERIDA/MEX **-MID** **10** ***DT H105***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1038'		DT H105	1038'	

A/C **AUTO**

ALT TO-1 - DRY RWY — Flaps **9**

OAT °C	N1%	-10T	+0	+10H
48	87.6	4534^30	4633^31	4666^32
46	87.7	4646^31	4747^33	4780^33
44	87.6	4727^32	4830^34	4865^35
42	87.4	4778^33	4882^35	4917^35
40	87.1	4786^33	4891^35	4925^36
38	86.9	4787^33	4893^35	4928^36
36	86.6	4788^33	4894^35	4929^36
34	86.3	4789^33	4895^35	4931^36
32	86.0	4789^33	4896^35	4932^36
30	85.7	4790^33	4898^35	4933^36
20	84.3	4791^33	4902^35	4939^36
10	82.8	4780^33	4894^35	4932^36
0	81.3	4781^33	4898^35	4938^36
-10	79.8	4775^33	4896^35	4937^36
-20	78.3	4763^33	4888^35	4931^36
-30	76.7	4748^33	4878^35	4922^35

ALT TO-1 - WET RWY — Flaps **9**

-10T	+0	+10H	Dry Rwy Climb Limit
4534D26	4633D31	4666D32	4721
4646D27	4747D33	4780D34	4840
4726^27	4830D34	4865D35	4899
4776^27	4882D35	4917D36	4947
4784^28	4891D35	4925D36	4959
4786^28	4893D35	4928D36	4961
4788^28	4894D35	4929D36	4962
4789D29	4895D35	4931D36	4964
4789D29	4896D35	4932D36	4966
4790D30	4898D35	4933D36	4968
4791D32	4902D35	4939D36	4976
4780D33	4894D35	4932D36	4972
4781D33	4898D35	4938D36	4984
4775D33	4896D35	4937D36	4988
4763D33	4888D35	4931D36	4985
4748D33	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C **AUTO**

TO-1 - DRY RWY — Flaps **9**

OAT °C	N1%	-10T	+0	+10H
48	90.8	4547^30	4645^32	4677^32
46	90.9	4660^31	4759^33	4792^34
44	90.8	4743^33	4844^34	4878^35
42	90.5	4797^33	4899^35	4934^36
40	90.2	4804^34	4908^35	4942^36
38	90.0	4806^34	4910^35	4944^36
36	89.7	4807^34	4911^35	4946^36
34	89.4	4807^34	4912^35	4947^36
32	89.1	4808^34	4913^35	4948^36
30	88.8	4808^34	4914^35	4949^36
20	87.3	4809^34	4918^35	4955^36
10	85.8	4798^33	4910^35	4948^36
0	84.2	4799^33	4914^35	4953^36
-10	82.7	4792^33	4911^35	4952^36
-20	81.1	4779^33	4903^35	4945^36
-30	79.5	4765^33	4893^35	4936^36

TO-1 - WET RWY — Flaps **9**

-10T	+0	+10H	Dry Rwy Climb Limit
4547D29	4645D32	4677D32	4721
4660D29	4759D33	4792D34	4840
4743D29	4844D34	4878D35	4899
4797D30	4899D35	4934D36	4947
4804D31	4908D35	4942D36	4959
4806D31	4910D35	4944D36	4961
4807D31	4911D35	4946D36	4962
4807D32	4912D35	4947D36	4964
4808D32	4913D35	4948D36	4966
4808D33	4914D35	4949D36	4968
4809D34	4918D36	4955D36	4976
4798D34	4910D35	4948D36	4972
4799D33	4914D35	4953D36	4984
4792D33	4911D35	4952D36	4988
4779D33	4903D35	4945D36	4985
4765D33	4893D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

TO-1 - DRY RWY - OPT V2 — Flaps **9**

OAT °C	N1%	-10T	+0	+10H	+20H
48	90.8	4682^38-38-47	4745C39-39-48	4755C39-39-48	4755C39-39-48
46	90.9	4799^40-40-49	4879C41-41-50	4879C41-41-50	4879C41-41-50
44	90.8	4887^41-41-50	4945C42-42-51	4945C42-42-51	4945C42-42-51
42	90.5	4944^42-42-51	4962C42-42-51	4962C42-42-51	4962C42-42-51
40	90.2	4950^42-42-51	4974C42-42-51	4974C42-42-51	4974C42-42-51
38	90.0	4952^42-42-51	4975C42-42-51	4975C42-42-51	4975C42-42-51
36	89.7	4953^42-42-51	4976C42-42-51	4976C42-42-51	4976C42-42-51
34	89.4	4953^42-42-51	4977C42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4954^42-42-51	4979C42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4954^42-42-51	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4956^42-42-51	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4945^42-42-51	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4946^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4940^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4928^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4914^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-890**
Low QNH **-180** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 38 Length 10499 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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MERIDA/MEX **-MID** **10** ***DT H105***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4547^30	4645^32	4677^32	4541^30	4639^31	4671^32			
46	4660^31	4759^33	4792^34	4645^31	4753^33	4786^34			
44	4743^33	4844^34	4878^35	4737^32	4839^34	4873^35			
42	4797^33	4899^35	4934^36	4792^33	4894^35	4929^36			
40	4804^34	4908^35	4942^36	4800^33	4902^35	4937^36			
38	4806^34	4910^35	4944^36	4802^34	4906^35	4940^36			
36	4807^34	4911^35	4946^36	4802^34	4907^35	4942^36			
34	4807^34	4912^35	4947^36	4803^34	4908^35	4943^36			
32	4808^34	4913^35	4948^36	4803^34	4909^35	4944^36			
30	4808^34	4914^35	4949^36	4803^34	4910^35	4945^36			
20	4809^34	4918^35	4955^36	4804^33	4913^35	4950^36			
10	4798^33	4910^35	4948^36	4713^32	4825^34	4862^35			
0	4799^33	4914^35	4953^36	4713^32	4828^34	4866^35			
-10	4792^33	4911^35	4952^36	4705^32	4824^34	4864^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4547D29	4645D32	4677D32	4541D28	4639D32	4671D32			
46	4660D29	4759D33	4792D34	4645D29	4753D33	4786D34			
44	4743D29	4844D34	4878D35	4737D29	4839D34	4873D35			
42	4797D30	4899D35	4934D36	4792D30	4894D35	4929D36			
40	4804D31	4908D35	4942D36	4800D30	4902D35	4937D36			
38	4806D31	4910D35	4944D36	4802D31	4906D35	4940D36			
36	4807D31	4911D35	4946D36	4802D31	4907D35	4942D36			
34	4807D32	4912D35	4947D36	4803D32	4908D35	4943D36			
32	4808D32	4913D35	4948D36	4803D32	4909D35	4944D36			
30	4808D33	4914D35	4949D36	4803D33	4910D35	4945D36			
20	4809D34	4918D36	4955D36	4804D34	4913D35	4950D36			
10	4798D34	4910D35	4948D36	4713D32	4825D34	4862D35			
0	4799D33	4914D35	4953D36	4713D32	4828D34	4866D35			
-10	4792D33	4911D35	4952D36	4705D32	4824D34	4864D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4511F 9	4786F19	4880F22	4213F13	4445F23	4529F25			
26	4523F 9	4799F19	4892F22	4223F14	4454F23	4543F26			
24	4536F10	4813F20	4903^23	4234F14	4467F23	4555F26			
22	4549F10	4827F20	4906^23	4245F14	4479F24	4569F26			
20	4561F10	4840F20	4908^24	4255F15	4492F24	4581F27			
18	4574F11	4854F21	4911^24	4265F15	4505F24	4594F27			
16	4586F11	4867F21	4912^25	4276F16	4517F25	4608F28			
14	4598F12	4866^22	4910^25	4286F16	4530F25	4621F28			
12	4610F12	4864^22	4908^26	4296F16	4542F25	4635F28			
10	4623F12	4865^23	4909^26	4307F17	4555F26	4647F29			
0	4690F14	4876^25	4923^29	4364F18	4625F28	4722F31			
-10	4740^17	4881^28	4931^31	4419F20	4693F30	4795F32			
-20	4736^19	4882^30	4934^34	4478F22	4765F32	4871F34			
-30	4729^22	4884^33	4932^36	4536F24	4835^34	4911^35			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +60 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -810 Wing A/I ON -810			Engine A/I ON -490 Wing A/I ON -490			Engine A/I ON Wing A/I ON		

Elevation 38 Length 10499 Shift **0** Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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MERIDA/MEX **-MID** **18** ***DT H181***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1038'		DT H181	1038'	

NOTAMS A6368/17

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4162P23	4414P27	4498P29	4095P 9	4386P19	4487P22	4721
46	87.7	4236P24	4491P28	4578P30	4165P10	4459P20	4562P23	4840
44	87.6	4281P24	4538P29	4627P31	4208P10	4505P20	4609P23	4899
42	87.4	4297P25	4556P29	4645P31	4225P11	4523P20	4626P24	4947
40	87.1	4313P25	4571P29	4662P31	4241P11	4541P21	4645P24	4959
38	86.9	4323P25	4582P30	4673P31	4251P11	4553P21	4658P24	4961
36	86.6	4333P25	4594P30	4685P31	4262P12	4566P21	4671P25	4962
34	86.3	4343P25	4605P30	4697P32	4274P12	4580P22	4685P25	4964
32	86.0	4354P26	4618P30	4709P32	4286P12	4593P22	4698P25	4966
30	85.7	4365P26	4630P31	4721P32	4298P13	4607P23	4712P26	4968
20	84.3	4421P27	4691P32	4783P33	4361P14	4675P24	4783P27	4976
10	82.8	4478P28	4752P33	4809^34	4423P16	4744P26	4809D29	4972
0	81.3	4537P29	4783^33	4837^34	4492P18	4783D28	4837D32	4984
-10	79.8	4597P30	4804^33	4858^34	4560P20	4804D30	4858D34	4988
-20	78.3	4659P31	4819^34	4873^35	4629P22	4819D33	4873D35	4985
-30	76.7	4674^31	4833^34	4888^35	4672^24	4833D34	4888D35	4983

High QNH **+40** per .10" — Engine A/I ON **-730**
Low QNH **-150** per .10" — Wing A/I ON **-730**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4257P25	4510P29	4570^30	4162P11	4464P21	4561^24	4721
46	90.9	4335P26	4592P30	4677^32	4231P11	4540P21	4644P24	4840
44	90.8	4393P26	4654P31	4736^32	4283P12	4596P22	4702P25	4899
42	90.5	4433P27	4695P32	4764^33	4316P12	4632P22	4741P26	4947
40	90.2	4447P27	4711P32	4779^33	4332P13	4649P23	4758P26	4959
38	90.0	4459P27	4723P32	4784^33	4345P13	4663P23	4773P26	4961
36	89.7	4470P28	4735P32	4788^33	4357P13	4677P23	4778^27	4962
34	89.4	4479P28	4741^32	4793^33	4369P14	4690P24	4784^27	4964
32	89.1	4490P28	4746^33	4798^33	4382P14	4704P24	4791^27	4966
30	88.8	4501P28	4751^33	4803^33	4395P15	4719P25	4798^28	4968
20	87.3	4560P29	4775^33	4827^34	4461P16	4767^26	4827D30	4976
10	85.8	4619P30	4789^33	4842^34	4527P18	4789D29	4842D32	4972
0	84.2	4663^31	4815^34	4867^35	4598P20	4815D31	4867D34	4984
-10	82.7	4680^31	4834^34	4887^35	4663^22	4834D33	4887D35	4988
-20	81.1	4694^32	4848^34	4901^35	4688^24	4848D35	4901D36	4985
-30	79.5	4705^32	4861^34	4915^35	4705D27	4861D35	4915D36	4983

High QNH **+40** per .10" — Engine A/I ON **-750**
Low QNH **-160** per .10" — Wing A/I ON **-750**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4257P25-25-35	4510P29-29-39	4570^30-30-40	4619^31-31-40
46	90.9	4335P26-26-36	4592P30-30-40	4677^32-32-41	4727^33-33-42
44	90.8	4393P26-26-37	4654P31-31-41	4736^32-32-42	4787^33-33-43
42	90.5	4433P27-27-38	4695P32-32-41	4764^33-33-42	4817^34-34-43
40	90.2	4447P27-27-38	4711P32-32-42	4779^33-33-43	4831^34-34-43
38	90.0	4459P27-27-38	4723P32-32-42	4784^33-33-43	4836^34-34-43
36	89.7	4470P28-28-38	4735P32-32-42	4788^33-33-43	4840^34-34-43
34	89.4	4479P28-28-38	4741^32-32-42	4793^33-33-43	4845^34-34-44
32	89.1	4490P28-28-38	4746^33-33-42	4798^33-33-43	4850^34-34-44
30	88.8	4501P28-28-39	4751^33-33-42	4803^33-33-43	4855^34-34-44
20	87.3	4560P29-29-39	4775^33-33-43	4827^34-34-43	4879^35-35-44
10	85.8	4619P30-30-40	4789^33-33-43	4842^34-34-43	4907P41-41-50
0	84.2	4663^31-31-41	4815^34-34-43	4881P41-41-50	4942^42-42-51
-10	82.7	4680^31-31-41	4853P40-40-49	4911^41-41-50	4966^42-42-51
-20	81.1	4694^32-32-41	4873^40-40-50	4928^41-41-51	4984^42-42-51
-30	79.5	4705^32-32-42	4889^41-41-50	4945^42-42-51	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-710**
Low QNH **-160** per .10" — Wing A/I ON **-710**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 38 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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MERIDA/MEX **-MID** **18** ***DT H181***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4257F25	4510F29	4570^30	4248F24	4500F29	4564^30			
46	4335F26	4592F30	4677^32	4325F25	4582F30	4669F32			
44	4393F26	4654F31	4736^32	4383F26	4643F31	4730^32			
42	4433F27	4695F32	4764^33	4422F27	4684F32	4758^33			
40	4447F27	4711F32	4779^33	4437F27	4701F32	4774^33			
38	4459F27	4723F32	4784^33	4449F27	4713F32	4779^33			
36	4470F28	4735F32	4788^33	4460F28	4724F32	4783^33			
34	4479F28	4741^32	4793^33	4471F28	4736F32	4788^33			
32	4490F28	4746^33	4798^33	4480F28	4741^32	4793^33			
30	4501F28	4751^33	4803^33	4491F28	4746^33	4798^33			
20	4560F29	4775^33	4827^34	4550F29	4769^33	4821^34			
10	4619F30	4789^33	4842^34	4570^30	4718^32	4769^33			
0	4663^31	4815^34	4867^35	4594^30	4744^33	4793^34			
-10	4680^31	4834^34	4887^35	4608^30	4757^33	4809^34			
	High QNH +40 per .10" Low QNH -160 per .10"			High QNH +40 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -750 Wing A/I ON -750			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4162F11	4464F21	4561^24	4155F11	4456F20	4556^24			
46	4231F11	4540F21	4644F24	4226F11	4531F21	4635F24			
44	4283F12	4596F22	4702F25	4276F12	4587F22	4693F25			
42	4316F12	4632F22	4741F26	4308F12	4623F22	4731F25			
40	4332F13	4649F23	4758F26	4325F13	4641F23	4750F26			
38	4345F13	4663F23	4773F26	4337F13	4655F23	4764F26			
36	4357F13	4677F23	4778^27	4350F13	4668F23	4773^26			
34	4369F14	4690F24	4784^27	4362F14	4682F24	4780^27			
32	4382F14	4704F24	4791^27	4375F14	4696F24	4786^27			
30	4395F15	4719F25	4798^28	4388F14	4710F24	4793^28			
20	4461F16	4767^26	4827D30	4454F16	4761^26	4821D30			
10	4527F18	4789D29	4842D32	4489F18	4718D29	4769D32			
0	4598F20	4815D31	4867D34	4563F20	4744D31	4793D34			
-10	4663^22	4834D33	4887D35	4596^22	4757D33	4809D34			
	High QNH +40 per .10" Low QNH -160 per .10"			High QNH +40 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -750 Wing A/I ON -750			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4085F 2	4179F 6	3129F99	3740F 7	3919F 9			
26		4098F 3	4192F 6	3146F 0	3760F 7	3936F 9			
24		4109F 3	4204F 6	3164F 0	3781F 7	3951F10			
22		4121F 3	4216F 7	3180F 0	3801F 7	3966F10			
20		4133F 4	4227F 7	3200F 0	3825F 8	3983F10			
18		4143F 4	4240F 7	3216F 1	3847F 8	4004F11			
16		4155F 5	4252F 8	3239F 1	3864F 8	4022F11			
14		4166F 5	4264F 8	3260F 1	3884F 8	4043F11			
12		4178F 5	4277F 9	3278F 1	3901F 9	4061F11			
10		4190F 6	4290F 9	3309F 2	3916F 9	4061F11			
0	3943F98	4257F 8	4360F11	3443F 3	4008F11	4179F13			
-10	4037F 0	4323F10	4430F13	3590F 4	4107F12	4282F15			
-20	4097F 2	4392F12	4504F16	3674F 5	4212F14	4277^15			
-30	4153F 4	4464F14	4580F18		4221^14	4271D15			
	High QNH +80 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -100 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -440 Wing A/I ON -440			Engine A/I ON -600 Wing A/I ON -600			Engine A/I ON Wing A/I ON		

Elevation 38 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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MERIDA/MEX **-MID** **28** ***DT H285***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1038'		DT H285	1038'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4534^30	4633^31	4666^32	4534D26	4633D31	4666D32	4721
46	87.7	4646^31	4747^33	4780^33	4646D27	4747D33	4780D34	4840
44	87.6	4727^32	4830^34	4865^35	4726^27	4830D34	4865D35	4899
42	87.4	4778^33	4882^35	4917^35	4776^27	4882D35	4917D36	4947
40	87.1	4786^33	4891^35	4925^36	4784^28	4891D35	4925D36	4959
38	86.9	4787^33	4893^35	4928^36	4786^28	4893D35	4928D36	4961
36	86.6	4788^33	4894^35	4929^36	4788^28	4894D35	4929D36	4962
34	86.3	4789^33	4895^35	4931^36	4789D29	4895D35	4931D36	4964
32	86.0	4789^33	4896^35	4932^36	4789D29	4896D35	4932D36	4966
30	85.7	4790^33	4898^35	4933^36	4790D30	4898D35	4933D36	4968
20	84.3	4791^33	4902^35	4939^36	4791D32	4902D35	4939D36	4976
10	82.8	4780^33	4894^35	4932^36	4780D33	4894D35	4932D36	4972
0	81.3	4781^33	4898^35	4938^36	4781D33	4898D35	4938D36	4984
-10	79.8	4775^33	4896^35	4937^36	4775D33	4896D35	4937D36	4988
-20	78.3	4763^33	4888^35	4931^36	4763D33	4888D35	4931D36	4985
-30	76.7	4748^33	4878^35	4922^35	4748D33	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4547^30	4645^32	4677^32	4547D29	4645D32	4677D32	4721
46	90.9	4660^31	4759^33	4792^34	4660D29	4759D33	4792D34	4840
44	90.8	4743^33	4844^34	4878^35	4743D29	4844D34	4878D35	4899
42	90.5	4797^33	4899^35	4934^36	4797D30	4899D35	4934D36	4947
40	90.2	4804^34	4908^35	4942^36	4804D31	4908D35	4942D36	4959
38	90.0	4806^34	4910^35	4944^36	4806D31	4910D35	4944D36	4961
36	89.7	4807^34	4911^35	4946^36	4807D31	4911D35	4946D36	4962
34	89.4	4807^34	4912^35	4947^36	4807D32	4912D35	4947D36	4964
32	89.1	4808^34	4913^35	4948^36	4808D32	4913D35	4948D36	4966
30	88.8	4808^34	4914^35	4949^36	4808D33	4914D35	4949D36	4968
20	87.3	4809^34	4918^35	4955^36	4809D34	4918D36	4955D36	4976
10	85.8	4798^33	4910^35	4948^36	4798D34	4910D35	4948D36	4972
0	84.2	4799^33	4914^35	4953^36	4799D33	4914D35	4953D36	4984
-10	82.7	4792^33	4911^35	4952^36	4792D33	4911D35	4952D36	4988
-20	81.1	4779^33	4903^35	4945^36	4779D33	4903D35	4945D36	4985
-30	79.5	4765^33	4893^35	4936^36	4765D33	4893D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4651^37-37-46	4745C39-39-48	4755C39-39-48	4755C39-39-48
46	90.9	4757^39-39-48	4879C41-41-50	4879C41-41-50	4879C41-41-50
44	90.8	4820^40-40-49	4945C42-42-51	4945C42-42-51	4945C42-42-51
42	90.5	4850^40-40-49	4962C42-42-51	4962C42-42-51	4962C42-42-51
40	90.2	4864^40-40-50	4974C42-42-51	4974C42-42-51	4974C42-42-51
38	90.0	4870^40-40-50	4975C42-42-51	4975C42-42-51	4975C42-42-51
36	89.7	4875^41-41-50	4976C42-42-51	4976C42-42-51	4976C42-42-51
34	89.4	4881^41-41-50	4977C42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4887^41-41-50	4979C42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4892^41-41-50	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4921^41-41-50	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4941^42-42-51	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4946^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4940^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4928^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4914^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-890**
Low QNH **-180** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 38 Length 10499 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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MERIDA/MEX **-MID** **28** ***DT H285***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4547^30	4645^32	4677^32	4541^30	4639^31	4671^32			
46	4660^31	4759^33	4792^34	4645^31	4753^33	4786^34			
44	4743^33	4844^34	4878^35	4737^32	4839^34	4873^35			
42	4797^33	4899^35	4934^36	4792^33	4894^35	4929^36			
40	4804^34	4908^35	4942^36	4800^33	4902^35	4937^36			
38	4806^34	4910^35	4944^36	4802^34	4906^35	4940^36			
36	4807^34	4911^35	4946^36	4802^34	4907^35	4942^36			
34	4807^34	4912^35	4947^36	4803^34	4908^35	4943^36			
32	4808^34	4913^35	4948^36	4803^34	4909^35	4944^36			
30	4808^34	4914^35	4949^36	4803^34	4910^35	4945^36			
20	4809^34	4918^35	4955^36	4804^33	4913^35	4950^36			
10	4798^33	4910^35	4948^36	4713^32	4825^34	4862^35			
0	4799^33	4914^35	4953^36	4713^32	4828^34	4866^35			
-10	4792^33	4911^35	4952^36	4705^32	4824^34	4864^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4547D29	4645D32	4677D32	4541D28	4639D32	4671D32			
46	4660D29	4759D33	4792D34	4645D29	4753D33	4786D34			
44	4743D29	4844D34	4878D35	4737D29	4839D34	4873D35			
42	4797D30	4899D35	4934D36	4792D30	4894D35	4929D36			
40	4804D31	4908D35	4942D36	4800D30	4902D35	4937D36			
38	4806D31	4910D35	4944D36	4802D31	4906D35	4940D36			
36	4807D31	4911D35	4946D36	4802D31	4907D35	4942D36			
34	4807D32	4912D35	4947D36	4803D32	4908D35	4943D36			
32	4808D32	4913D35	4948D36	4803D32	4909D35	4944D36			
30	4808D33	4914D35	4949D36	4803D33	4910D35	4945D36			
20	4809D34	4918D36	4955D36	4804D34	4913D35	4950D36			
10	4798D34	4910D35	4948D36	4713D32	4825D34	4862D35			
0	4799D33	4914D35	4953D36	4713D32	4828D34	4866D35			
-10	4792D33	4911D35	4952D36	4705D32	4824D34	4864D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4511F 9	4786F19	4854^22	4213F13	4445F23	4529F25			
26	4523F 9	4795^19	4862^22	4223F14	4454F23	4543F26			
24	4536F10	4804^20	4872^23	4234F14	4467F23	4555F26			
22	4549F10	4813^20	4881^23	4245F14	4479F24	4569F26			
20	4561F10	4822^20	4890^24	4255F15	4492F24	4581F27			
18	4574F11	4830^21	4899^24	4265F15	4505F24	4594F27			
16	4586F11	4839^21	4908^25	4276F16	4517F25	4608F28			
14	4598F12	4846^22	4910^25	4286F16	4530F25	4621F28			
12	4610F12	4853^22	4908^26	4296F16	4542F25	4635F28			
10	4623F12	4859^23	4909^26	4307F17	4555F26	4647F29			
0	4690F14	4876^25	4923^29	4364F18	4625F28	4722F31			
-10	4740^17	4881^28	4931^31	4419F20	4693F30	4795F32			
-20	4736^19	4882^30	4934^34	4478F22	4765F32	4871F34			
-30	4729^22	4884^33	4932^36	4536F24	4835^34	4911^35			
	High QNH +20 per .10" Low QNH -60 per .10"			High QNH +60 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -810 Wing A/I ON -810			Engine A/I ON -490 Wing A/I ON -490			Engine A/I ON Wing A/I ON		

Elevation 38 Length 10499 Shift **0** Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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MERIDA/MEX **-MID** **36** ***DT H001***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1038'		DT H001	1038'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4162P23	4382^27	4435^28	4095P 9	4372^19	4435D22	4721
46	87.7	4236P24	4475^28	4531^29	4165P10	4459P20	4529^23	4840
44	87.6	4281P24	4529^29	4584^30	4208P10	4505P20	4580^23	4899
42	87.4	4297P25	4546^29	4602^30	4225P11	4523P20	4598^24	4947
40	87.1	4313P25	4561^29	4618^30	4241P11	4541P21	4615^24	4959
38	86.9	4323P25	4568^29	4624^30	4251P11	4553P21	4623^24	4961
36	86.6	4333P25	4575^30	4630^31	4262P12	4561^21	4630D25	4962
34	86.3	4343P25	4581^30	4636^31	4274P12	4569^22	4636D25	4964
32	86.0	4354P26	4588^30	4644^31	4286P12	4578^22	4644D26	4966
30	85.7	4365P26	4594^30	4651^31	4298P13	4586^23	4651D26	4968
20	84.3	4421P27	4629^30	4684^31	4361P14	4629D24	4684D28	4976
10	82.8	4478P28	4655^31	4711^32	4423P16	4655D27	4711D30	4972
0	81.3	4527^29	4691^32	4748^32	4492P18	4691D29	4748D32	4984
-10	79.8	4556^29	4721^32	4777^33	4542^20	4721D31	4777D34	4988
-20	78.3	4582^30	4747^32	4803^33	4578^22	4747D33	4803D34	4985
-30	76.7	4606^30	4771^33	4828^34	4606D25	4771D34	4828D35	4983

High QNH **+50** per .10" Engine A/I ON **-660**
Low QNH **-160** per .10" Wing A/I ON **-660**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4257P25	4421^28	4473^28	4162P11	4412^21	4473D24	4721
46	90.9	4335P26	4518^29	4572^30	4231P11	4503^21	4572^25	4840
44	90.8	4393P26	4577^30	4630^31	4283P12	4559^22	4630^25	4899
42	90.5	4433P27	4605^30	4659^31	4316P12	4587^23	4659D26	4947
40	90.2	4447P27	4619^30	4673^31	4332P13	4603^23	4673D26	4959
38	90.0	4459P27	4626^30	4679^31	4345P13	4611^23	4679D27	4961
36	89.7	4470P28	4632^31	4685^31	4357P13	4620^24	4685D27	4962
34	89.4	4479P28	4638^31	4691^32	4369P14	4628^24	4691D28	4964
32	89.1	4486^28	4644^31	4698^32	4382P14	4637^25	4698D28	4966
30	88.8	4492^28	4650^31	4704^32	4395P15	4646^25	4704D28	4968
20	87.3	4524^29	4683^31	4737^32	4461P16	4683D27	4737D30	4976
10	85.8	4548^29	4706^32	4761^33	4513^18	4706D29	4761D32	4972
0	84.2	4582^30	4740^32	4795^33	4557^20	4740D31	4795D34	4984
-10	82.7	4609^30	4768^33	4823^34	4597^22	4768D33	4823D35	4988
-20	81.1	4632^30	4792^33	4847^34	4632D25	4792D34	4847D35	4985
-30	79.5	4654^31	4814^34	4869^35	4654D27	4814D34	4869D35	4983

High QNH **+50** per .10" Engine A/I ON **-690**
Low QNH **-160** per .10" Wing A/I ON **-690**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4257P25-25-35	4421^28-28-37	4473^28-28-38	4524^29-29-39
46	90.9	4335P26-26-36	4518^29-29-39	4572^30-30-40	4625^31-31-40
44	90.8	4393P26-26-37	4577^30-30-40	4630^31-31-40	4685^32-32-41
42	90.5	4433P27-27-38	4605^30-30-40	4659^31-31-41	4712^32-32-42
40	90.2	4447P27-27-38	4619^30-30-40	4673^31-31-41	4727^32-32-42
38	90.0	4459P27-27-38	4626^30-30-40	4679^31-31-41	4734^32-32-42
36	89.7	4470P28-28-38	4632^31-31-40	4685^31-31-41	4740^32-32-42
34	89.4	4479P28-28-38	4638^31-31-41	4691^32-32-41	4746^33-33-42
32	89.1	4486^28-28-38	4644^31-31-41	4698^32-32-41	4753^33-33-42
30	88.8	4492^28-28-38	4650^31-31-41	4704^32-32-41	4759^33-33-42
20	87.3	4524^29-29-39	4683^31-31-41	4737^32-32-42	4791^33-33-43
10	85.8	4548^29-29-39	4706^32-32-42	4761^33-33-42	4816^34-34-43
0	84.2	4582^30-30-40	4740^32-32-42	4795^33-33-43	4850^34-34-44
-10	82.7	4609^30-30-40	4768^33-33-42	4823^34-34-43	4879^35-35-44
-20	81.1	4632^30-30-40	4792^33-33-43	4847^34-34-44	4903^35-35-44
-30	79.5	4654^31-31-41	4814^34-34-43	4869^35-35-44	4925^36-36-45

High QNH **+50** per .10" Engine A/I ON **-690**
Low QNH **-160** per .10" Wing A/I ON **-690**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 38 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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MERIDA/MEX **-MID** **36** ***DT H001***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4257F25	4421^28	4473^28	4248F24	4415^27	4466^28			
46	4335F26	4518^29	4572^30	4325F25	4512^29	4564^30			
44	4393F26	4577^30	4630^31	4383F26	4570^30	4624^31			
42	4433F27	4605^30	4659^31	4422F27	4598^30	4651^31			
40	4447F27	4619^30	4673^31	4437F27	4613^30	4667^31			
38	4459F27	4626^30	4679^31	4449F27	4619^30	4673^31			
36	4470F28	4632^31	4685^31	4460F28	4626^30	4679^31			
34	4479F28	4638^31	4691^32	4471F28	4632^31	4686^32			
32	4486^28	4644^31	4698^32	4480F28	4639^31	4692^32			
30	4492^28	4650^31	4704^32	4486^28	4645^31	4699^32			
20	4524^29	4683^31	4737^32	4518^29	4677^31	4731^32			
10	4548^29	4706^32	4761^33	4487^28	4642^31	4695^32			
0	4582^30	4740^32	4795^33	4521^29	4676^32	4726^32			
-10	4609^30	4768^33	4823^34	4543^29	4699^32	4752^33			
	High QNH +50 per .10" Low QNH -160 per .10"			High QNH +50 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -690 Wing A/I ON -690			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4162F11	4412^21	4473D24	4155F11	4405^21	4466D24			
46	4231F11	4503^21	4572^25	4226F11	4496^21	4564D24			
44	4283F12	4559^22	4630^25	4276F12	4552^22	4623^25			
42	4316F12	4587^23	4659D26	4308F12	4581^23	4651D26			
40	4332F13	4603^23	4673D26	4325F13	4597^23	4667D26			
38	4345F13	4611^23	4679D27	4337F13	4606^23	4673D27			
36	4357F13	4620^24	4685D27	4350F13	4614^24	4679D27			
34	4369F14	4628^24	4691D28	4362F14	4622^24	4686D27			
32	4382F14	4637^25	4698D28	4375F14	4631^24	4692D28			
30	4395F15	4646^25	4704D28	4388F14	4640^25	4699D28			
20	4461F16	4683D27	4737D30	4454F16	4677D27	4731D30			
10	4513^18	4706D29	4761D32	4458^18	4642D29	4695D32			
0	4557^20	4740D31	4795D34	4503^20	4676D31	4726D33			
-10	4597^22	4768D33	4823D35	4537^23	4699D33	4752D34			
	High QNH +50 per .10" Low QNH -160 per .10"			High QNH +50 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -690 Wing A/I ON -690			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4085F 2	4179F 6	3129F99	3740F 7	3919F 9			
26		4098F 3	4192F 6	3146F 0	3760F 7	3936F 9			
24		4109F 3	4204F 6	3164F 0	3781F 7	3951F10			
22		4121F 3	4216F 7	3180F 0	3801F 7	3966F10			
20		4133F 4	4227F 7	3200F 0	3825F 8	3983F10			
18		4143F 4	4240F 7	3216F 1	3847F 8	4004F11			
16		4155F 5	4252F 8	3239F 1	3864F 8	4022F11			
14		4166F 5	4264F 8	3260F 1	3884F 8	4043F11			
12		4178F 5	4277F 9	3278F 1	3901F 9	4061F11			
10		4190F 6	4290F 9	3309F 2	3916F 9	4061F11			
0	3943F98	4257F 8	4360F11	3443F 3	4008F11	4179F13			
-10	4037F 0	4323F10	4430F13	3590F 4	4107F12	4282F15			
-20	4097F 2	4392F12	4504F16	3674F 5	4212F14	4277^15			
-30	4153F 4	4464F14	4580F18		4221^14	4271D15			
	High QNH +80 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -100 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -440 Wing A/I ON -440			Engine A/I ON -600 Wing A/I ON -600			Engine A/I ON Wing A/I ON		

Elevation 38 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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MEXICALI

MEXICALI -MXL 10 *DT H107*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1074'		DT H107	1074'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	87.6	4413P27	4627^31	4660^32	4336P15	4624^24	4660D28	4714
46	87.7	4491P28	4740^33	4774^33	4409P16	4709P25	4773^28	4833
44	87.6	4537P29	4796P34	4861^35	4455P16	4758P25	4858^28	4895
42	87.4	4556P29	4817P34	4906P35	4475P16	4780P26	4885P29	4946
40	87.2	4574P30	4836P34	4924^36	4493P17	4799P26	4906P29	4959
38	86.9	4585P30	4847P34	4928^36	4506P17	4813P26	4919P29	4961
36	86.6	4597P30	4859P34	4930^36	4518P17	4826P27	4927^30	4962
34	86.3	4608P30	4872P35	4930^36	4531P18	4840P27	4929^30	4964
32	86.1	4620P30	4882P35	4932^36	4544P18	4854P27	4931^31	4966
30	85.8	4632P31	4895P35	4933^36	4557P18	4869P28	4933^31	4968
20	84.4	4691P32	4902^35	4939^36	4622P20	4901^30	4939D33	4976
10	82.9	4750P33	4894^35	4932^36	4689P22	4894D32	4932D36	4972
0	81.4	4781^33	4898^35	4938^36	4762P24	4898D35	4938D36	4984
-10	79.9	4775^33	4896^35	4937^36	4772^26	4896D35	4937D36	4987
-20	78.4	4763^33	4888^35	4930^36	4763D29	4888D35	4930D36	4985
-30	76.8	4749^33	4878^35	4922^35	4749D31	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	90.8	4514P29	4638^31	4671^32	4412P17	4637^26	4671D30	4714
46	90.9	4598P30	4752^33	4785^34	4487P17	4749^27	4785D30	4833
44	90.8	4661P31	4839^34	4874^35	4543P18	4835^27	4873^31	4895
42	90.5	4705P32	4897^35	4932^36	4580P18	4892^28	4931^31	4946
40	90.3	4722P32	4906^35	4941^36	4599P19	4902^28	4941^32	4959
38	90.0	4735P32	4910^35	4944^36	4611P19	4905^29	4944D32	4961
36	89.7	4746P33	4911^35	4946^36	4624P19	4908^29	4946D33	4962
34	89.5	4757P33	4912^35	4947^36	4638P20	4910^30	4947D33	4964
32	89.2	4769P33	4913^35	4948^36	4652P20	4911^30	4948D34	4966
30	88.9	4781P33	4914^35	4950^36	4666P20	4913^31	4950D34	4968
20	87.4	4809^34	4919^35	4955^36	4735P22	4919D33	4955D36	4976
10	85.9	4798^33	4910^35	4948^36	4790^24	4910D35	4948D36	4972
0	84.3	4798^33	4914^35	4953^36	4795^27	4914D35	4953D36	4984
-10	82.8	4792^33	4911^35	4952^36	4792D29	4911D35	4952D36	4987
-20	81.2	4779^33	4903^35	4945^36	4779D32	4903D35	4945D36	4985
-30	79.6	4765^33	4893^35	4936^36	4765D33	4893D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	4514P29-29-39	4638^31-31-41	4684P38-38-47	4748C39-39-48
46	90.9	4598P30-30-40	4752^33-33-42	4785^34-34-43	4855P41-41-49
44	90.8	4661P31-31-41	4839^34-34-43	4874^35-35-44	4921P41-41-50
42	90.5	4705P32-32-42	4897^35-35-44	4932^36-36-45	4960C42-42-51
40	90.3	4722P32-32-42	4906^35-35-44	4941^36-36-45	4974C42-42-51
38	90.0	4735P32-32-42	4910^35-35-44	4944^36-36-45	4975C42-42-51
36	89.7	4746P33-33-42	4911^35-35-44	4946^36-36-45	4976C42-42-51
34	89.5	4757P33-33-42	4912^35-35-45	4947^36-36-45	4977C42-42-51
32	89.2	4769P33-33-42	4913^35-35-45	4949P42-42-51	4979C42-42-51
30	88.9	4781P33-33-43	4914^35-35-45	4962P42-42-51	4981C42-42-51
20	87.4	4809^34-34-43	4937P42-42-51	4990C43-43-51	4990C43-43-51
10	85.9	4798^33-33-43	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.3	4799P39-39-49	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.8	4860P40-40-50	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.2	4923P41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.6	4913^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 74 | Length 8533 | Shift **0** | Clearway 0 | Stopway 0 | Slope -0.01
Rwy Rev. | Program | Rules FAA | **26 Oct 17**

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MEXICALI **-MXL** **10** ***DT H107***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4514F29	4638^31	4671^32	4504F29	4632^31	4665^32			
46	4598F30	4752^33	4785^34	4587F30	4746^33	4779^33			
44	4661F31	4839^34	4874^35	4650F31	4834^34	4868^35			
42	4705F32	4897^35	4932^36	4693F32	4892^35	4927^36			
40	4722F32	4906^35	4941^36	4711F32	4902^35	4935^36			
38	4735F32	4910^35	4944^36	4724F32	4905^35	4940^36			
36	4746F33	4911^35	4946^36	4735F32	4907^35	4942^36			
34	4757F33	4912^35	4947^36	4747F33	4908^35	4943^36			
32	4769F33	4913^35	4948^36	4758F33	4909^35	4944^36			
30	4781F33	4914^35	4950^36	4770F33	4910^35	4945^36			
20	4809^34	4919^35	4955^36	4804^33	4913^35	4950^36			
10	4798^33	4910^35	4948^36	4713^32	4825^34	4862^35			
0	4798^33	4914^35	4953^36	4713^32	4828^34	4866^35			
-10	4792^33	4911^35	4952^36	4706^32	4824^34	4864^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4412F17	4637^26	4671D30	4404F16	4632^26	4665D30			
46	4487F17	4749^27	4785D30	4479F17	4743^27	4779D30			
44	4543F18	4835^27	4873^31	4535F18	4830^27	4868^31			
42	4580F18	4892^28	4931^31	4572F18	4887^28	4926^31			
40	4599F19	4902^28	4941^32	4591F19	4897^28	4935D32			
38	4611F19	4905^29	4944D32	4605F19	4901^29	4940D32			
36	4624F19	4908^29	4946D33	4616F19	4903^29	4942D33			
34	4638F20	4910^30	4947D33	4630F20	4905^29	4943D33			
32	4652F20	4911^30	4948D34	4644F20	4906^30	4944D33			
30	4666F20	4913^31	4950D34	4658F20	4908^30	4945D34			
20	4735F22	4919D33	4955D36	4727F22	4913D33	4950D36			
10	4790^24	4910D35	4948D36	4708^24	4825D34	4862D35			
0	4795^27	4914D35	4953D36	4712^27	4828D34	4866D35			
-10	4792D29	4911D35	4952D36	4706D29	4824D34	4864D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4064F98	4322F 8	4417F12	3639F 3	4057F11	4221F14			
26	4073F99	4335F 9	4430F12	3651F 4	4076F12	4241F14			
24	4084F99	4347F 9	4443F12	3664F 4	4092F12	4259F14			
22	4094F99	4359F 9	4455F13	3677F 4	3944F10	4279F15			
20	4106F 0	4372F10	4468F13	3688F 4	4127F12	4286^15			
18	4115F 0	4384F10	4482F14	3700F 5	4149F13	4286^15			
16	4125F 0	4397F11	4495F14	3713F 5	4167F13	4285^15			
14	4136F 1	4409F11	4508F14	3726F 5	4186F13	4282^15			
12	4146F 1	4421F11	4521F15	3739F 6	4207F14	4279^15			
10	4157F 2	4434F12	4534F15	3757F 6	4227F14	4279^15			
0	4216F 3	4504F14	4609F17	3846F 7	4242^14	4285^15			
-10	4277F 5	4575F16	4683F19	3916F 9	4238^14	4283^15			
-20	4338F 8	4648F18	4758F22	4009F11	4231^14	4277^15			
-30	4401F10	4722F21	4837F24	4080^12	4221^14	4269^15			
	High QNH +80 per .10" Low QNH -70 per .10"			High QNH +0 per .10" Low QNH -90 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -460 Wing A/I ON -460			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation	74	Length	8533	Shift	0	Clearway	0	Stopway	0	Slope	-0.01
Rwy Rev		Program						Rules	FAA		26 Oct 17

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MEXICALI **-MXL** **28** ***LT H100***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1074'		LT H100	1074'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	87.6	4410P27	4627^31	4660^32	4334P15	4624^24	4660D28	4714
46	87.7	4488P28	4740^33	4774^33	4407P16	4706P25	4772^28	4833
44	87.6	4536P29	4793P33	4860^35	4453P16	4756P25	4857^28	4895
42	87.4	4554P29	4814P34	4903P35	4473P16	4777P26	4883P29	4946
40	87.2	4571P30	4833P34	4922P36	4491P17	4797P26	4903P29	4959
38	86.9	4583P30	4844P34	4928^36	4504P17	4810P26	4917P29	4961
36	86.6	4594P30	4856P34	4929^36	4516P17	4824P27	4927^30	4962
34	86.3	4605P30	4868P35	4930^36	4529P18	4838P27	4929^30	4964
32	86.1	4617P30	4879P35	4932^36	4542P18	4852P27	4931^31	4966
30	85.8	4629P31	4892P35	4933^36	4555P18	4866P28	4933^31	4968
20	84.4	4688P32	4902^35	4938^36	4620P20	4900^30	4938D33	4976
10	82.9	4747P33	4894^35	4932^36	4687P22	4894D32	4932D36	4972
0	81.4	4781^33	4898^35	4938^36	4759P24	4898D35	4938D36	4984
-10	79.9	4775^33	4896^35	4937^36	4772^26	4896D35	4937D36	4987
-20	78.4	4763^33	4888^35	4930^36	4763D29	4888D35	4930D36	4985
-30	76.8	4749^33	4878^35	4922^35	4749D31	4878D35	4922D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	90.8	4511P29	4638^31	4671^32	4410P17	4637^26	4671D30	4714
46	90.9	4595P30	4752^33	4785^34	4485P17	4749^27	4785D30	4833
44	90.8	4658P31	4839^34	4873^35	4541P18	4835^27	4873^31	4895
42	90.5	4702P32	4897^35	4931^36	4578P18	4892^28	4930^31	4946
40	90.3	4719P32	4906^35	4941^36	4597P19	4902^28	4940^32	4959
38	90.0	4732P32	4909^35	4944^36	4609P19	4905^29	4944D32	4961
36	89.7	4743P32	4911^35	4946^36	4622P19	4907^29	4946D33	4962
34	89.5	4754P33	4912^35	4947^36	4636P20	4909^30	4947D33	4964
32	89.2	4766P33	4913^35	4948^36	4650P20	4911^30	4948D34	4966
30	88.9	4778P33	4914^35	4949^36	4663P20	4912^31	4949D34	4968
20	87.4	4809^34	4918^35	4955^36	4733P22	4918D33	4955D36	4976
10	85.9	4798^33	4910^35	4948^36	4790^24	4910D35	4948D36	4972
0	84.3	4798^33	4914^35	4953^36	4795^27	4914D35	4953D36	4984
-10	82.8	4792^33	4911^35	4952^36	4792D29	4911D35	4952D36	4987
-20	81.2	4779^33	4903^35	4945^36	4779D32	4903D35	4945D36	4985
-30	79.6	4764^33	4893^35	4936^36	4764D33	4893D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	4511P29-29-39	4638^31-31-41	4681P38-38-47	4748C39-39-48
46	90.9	4595P30-30-40	4752^33-33-42	4785^34-34-43	4852P40-40-49
44	90.8	4658P31-31-41	4839^34-34-43	4873^35-35-44	4918P41-41-50
42	90.5	4702P32-32-41	4897^35-35-44	4931^36-36-45	4960C42-42-51
40	90.3	4719P32-32-42	4906^35-35-44	4941^36-36-45	4974C42-42-51
38	90.0	4732P32-32-42	4909^35-35-44	4944^36-36-45	4975C42-42-51
36	89.7	4743P32-32-42	4911^35-35-44	4946^36-36-45	4976C42-42-51
34	89.5	4754P33-33-42	4912^35-35-45	4947^36-36-45	4977C42-42-51
32	89.2	4766P33-33-42	4913^35-35-45	4948^36-36-45	4979C42-42-51
30	88.9	4778P33-33-43	4914^35-35-45	4959P42-42-51	4981C42-42-51
20	87.4	4809^34-34-43	4934P42-42-51	4990C43-43-51	4990C43-43-51
10	85.9	4798^33-33-43	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.3	4798^33-33-43	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.8	4856P40-40-50	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.2	4920P41-41-50	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.6	4913^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 74 | Length 8533 | Shift **0** | Clearway 0 | Stopway 0 | Slope +0.01
Rwy Rev. | Program | Rules FAA | **26 Oct 17**

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MEXICALI **-MXL** **28** ***LT H100***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4511F29	4638^31	4671^32	4501F29	4632^31	4665^32			
46	4595F30	4752^33	4785^34	4584F30	4746^33	4779^33			
44	4658F31	4839^34	4873^35	4647F31	4834^34	4868^35			
42	4702F32	4897^35	4931^36	4690F32	4892^35	4926^36			
40	4719F32	4906^35	4941^36	4708F32	4901^35	4936^36			
38	4732F32	4909^35	4944^36	4721F32	4905^35	4940^36			
36	4743F32	4911^35	4946^36	4732F32	4907^35	4942^36			
34	4754F33	4912^35	4947^36	4744F33	4908^35	4943^36			
32	4766F33	4913^35	4948^36	4755F33	4909^35	4944^36			
30	4778F33	4914^35	4949^36	4767F33	4910^35	4945^36			
20	4809^34	4918^35	4955^36	4804^33	4913^35	4950^36			
10	4798^33	4910^35	4948^36	4713^32	4825^34	4862^35			
0	4798^33	4914^35	4953^36	4713^32	4828^34	4866^35			
-10	4792^33	4911^35	4952^36	4705^32	4824^34	4863^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4410F17	4637^26	4671D30	4402F16	4631^26	4665D30			
46	4485F17	4749^27	4785D30	4477F17	4743^27	4779D30			
44	4541F18	4835^27	4873^31	4533F18	4830^27	4868^31			
42	4578F18	4892^28	4930^31	4570F18	4887^28	4925^31			
40	4597F19	4902^28	4940^32	4589F19	4897^28	4936^32			
38	4609F19	4905^29	4944D32	4603F19	4901^29	4940D32			
36	4622F19	4907^29	4946D33	4614F19	4903^29	4942D33			
34	4636F20	4909^30	4947D33	4628F20	4905^29	4943D33			
32	4650F20	4911^30	4948D34	4642F20	4906^30	4944D33			
30	4663F20	4912^31	4949D34	4656F20	4908^30	4945D34			
20	4733F22	4918D33	4955D36	4725F22	4913D33	4950D36			
10	4790^24	4910D35	4948D36	4708^24	4825D34	4862D35			
0	4795^27	4914D35	4953D36	4712^27	4828D34	4866D35			
-10	4792D29	4911D35	4952D36	4705D29	4824D34	4863D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4062P98	4321F 8	4415P12	3638P 3	4058P11	4222P14			
26	4072P99	4333F 9	4428P12	3650P 4	4075P12	4241P14			
24	4083P99	4345F 9	4442P12	3662P 4	4093P12	4260P14			
22	4093P99	4358P10	4454P13	3675P 4	4111P12	4280P15			
20	4104F 0	4371P10	4466P13	3685P 4	4131P13	4286^15			
18	4114F 0	4383P10	4479P14	3698P 5	4147P13	4286^15			
16	4123F 0	4395P11	4493P14	3711P 5	4168P13	4285^15			
14	4134F 1	4407P11	4506P14	3724P 5	4188P13	4282^15			
12	4144F 1	4420P11	4519P15	3740P 6	4208P14	4279^15			
10	4155F 2	4432P12	4532P15	3740P 6	4229P14	4279^15			
0	4215F 3	4503P14	4607P17	3843P 7	4241^14	4285^15			
-10	4275F 6	4573P16	4681P20	3911P 9	4238^14	4282^15			
-20	4334F 8	4646P18	4756P22	4008P11	4232^14	4277^15			
-30	4399P10	4720P21	4835P24	4080^12	4220^14	4269^15			
	High QNH +80 per .10" Low QNH -70 per .10"			High QNH +0 per .10" Low QNH -100 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -460 Wing A/I ON -460			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation 74 Length 8533 Shift **0** Clearway 0 Stopway 0 Slope +0.01

Rwy Rev Program Rules FAA **26 Oct 17**

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MEXICO CITY -MEX 05L *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D5.5 MEX	D6.2 IMWX	*LT SLM	8316'	STD

*IF SLM OTS THEN LT MEX HOLD

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
34	89.1	3920^21	4000^22	4026^23	3920D21	4000D22	4026D23	4080
32	89.4	3997^22	4077^23	4104^24	3997D22	4077D23	4104D24	4159
30	89.7	4077^23	4158^24	4185^25	4077D23	4158D25	4185D25	4239
28	89.9	4158^24	4239^26	4266^26	4158D23	4239D26	4266D26	4322
26	90.1	4238^25	4321^27	4348^27	4238D24	4321D27	4348D28	4404
24	90.4	4319^27	4403^28	4430^29	4319D24	4403D28	4430D29	4485
22	90.6	4400^28	4484^29	4512^30	4400D24	4484D29	4512D30	4567
20	90.9	4438^28	4522^30	4550^30	4438D25	4522D30	4550D30	4611
18	90.6	4453^29	4538^30	4566^31	4453D25	4538D30	4566D31	4621
16	90.3	4459^29	4544^30	4573^31	4459D26	4544D30	4573D31	4631
14	90.0	4459^29	4545^30	4574^31	4459D26	4545D30	4574D31	4633
10	89.4	4459^29	4546^30	4575^31	4459D27	4546D30	4575D31	4635
0	87.8	4456^29	4546^30	4576^31	4456D29	4546D30	4576D31	4638
-10	86.2	4439^28	4532^30	4563^30	4439D28	4532D30	4563D31	4628
-20	84.5	4432^28	4528^30	4560^30	4432D28	4528D30	4560D31	4630
-30	82.8	4418^28	4517^30	4550^30	4418D28	4517D30	4550D30	4623

High QNH **+90** per .10" — Engine A/I ON **-5520**
Low QNH **-170** per .10" — Wing A/I ON **-5520**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
34	92.5	3930^21	4008^22	4034^23	3930D21	4008D22	4034D23	4080
32	92.8	4007^22	4086^23	4113^24	4007D22	4086D24	4113D24	4159
30	93.2	4087^23	4167^25	4194^25	4087D23	4167D25	4194D25	4239
28	93.6	4168^24	4249^26	4276^26	4168D25	4249D26	4276D26	4322
26	94.0	4250^26	4331^27	4358^28	4250D25	4331D27	4358D28	4404
24	94.3	4331^27	4414^28	4441^29	4331D26	4414D28	4441D29	4485
22	94.3	4413^28	4496^29	4523^30	4413D26	4496D30	4523D30	4567
20	94.3	4451^29	4535^30	4563^31	4451D27	4535D30	4563D31	4611
18	94.0	4469^29	4553^30	4581^31	4469D28	4553D30	4581D31	4621
16	93.7	4476^29	4560^30	4588^31	4476D29	4560D31	4588D31	4631
14	93.4	4476^29	4561^30	4589^31	4476D29	4561D31	4589D31	4633
10	92.8	4476^29	4562^30	4590^31	4476D29	4562D31	4590D31	4635
0	91.1	4473^29	4562^30	4591^31	4473D29	4562D31	4591D31	4638
-10	89.4	4456^29	4547^30	4578^31	4456D29	4547D30	4578D31	4628
-20	87.7	4449^28	4543^30	4574^31	4449D29	4543D30	4574D31	4630
-30	86.0	4434^28	4531^30	4564^30	4434D28	4531D30	4564D31	4623

High QNH **+100** per .10" — Engine A/I ON **-5590**
Low QNH **-170** per .10" — Wing A/I ON **-5590**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
34	92.5	4029^28-28-37	4125^30-30-38	4140C30-30-39	4140C30-30-39
32	92.8	4095^29-29-38	4205^31-31-40	4219C31-31-40	4219C31-31-40
30	93.2	4161^30-30-39	4288^32-32-41	4298C33-33-41	4298C33-33-41
28	93.6	4227^31-31-40	4363^34-34-42	4380C34-34-42	4380C34-34-42
26	94.0	4294^32-32-41	4433^35-35-43	4462C35-35-44	4462C35-35-44
24	94.3	4362^33-33-42	4503^36-36-44	4544C36-36-45	4544C36-36-45
22	94.3	4430^34-34-43	4575^37-37-45	4623^37-37-46	4627C38-38-46
20	94.3	4483^35-35-44	4628^37-37-46	4678^38-38-47	4681C38-38-47
18	94.0	4510^35-35-44	4655^38-38-47	4687C38-38-47	4687C38-38-47
16	93.7	4525^36-36-45	4669^38-38-47	4693C38-38-47	4693C38-38-47
14	93.4	4534^36-36-45	4680^38-38-47	4696C39-39-47	4696C39-39-47
10	92.8	4551^36-36-45	4695^38-38-47	4699C39-39-47	4699C39-39-47
0	91.1	4591^37-37-46	4696^38-38-47	4705C39-39-47	4705C39-39-47
-10	89.4	4594^37-37-46	4681^38-38-47	4695C38-38-47	4695C38-38-47
-20	87.7	4587^37-37-46	4677^38-38-47	4701C39-39-47	4701C39-39-47
-30	86.0	4572^36-36-45	4665^38-38-47	4693C38-38-47	4693C38-38-47

High QNH **+100** per .10" — Engine A/I ON **-5720**
Low QNH **-170** per .10" — Wing A/I ON **-5720**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 7316 Length 11342 Shift **0** Clearway 0 Stopway 873 Slope +0.02
Rwy Rev. Program Rules FAA **01 Aug 17**

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MEXICO CITY **-MEX** **05L** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3930^21	4008^22	4034^23	3925^21	4003^22	4029^23			
32	4007^22	4086^23	4113^24	4002^22	4081^23	4108^24			
30	4087^23	4167^25	4194^25	4083^23	4163^25	4189^25			
28	4168^24	4249^26	4276^26	4164^24	4245^26	4271^26			
26	4250^26	4331^27	4358^28	4246^26	4327^27	4354^28			
24	4331^27	4414^28	4441^29	4328^27	4410^28	4438^29			
22	4413^28	4496^29	4523^30	4410^28	4493^29	4512^30			
20	4451^29	4535^30	4563^31	4448^28	4532^30	4560^30			
18	4469^29	4553^30	4581^31	4466^29	4550^30	4578^31			
16	4476^29	4560^30	4588^31	4473^29	4557^30	4585^31			
14	4476^29	4561^30	4589^31	4473^29	4558^30	4586^31			
10	4476^29	4562^30	4590^31	3919^21	4001^22	4029^23			
0	4473^29	4562^30	4591^31	4369^27	4456^29	4485^29			
-10	4456^29	4547^30	4578^31	4373^27	4463^29	4493^29			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5590 Wing A/I ON -5590			Engine A/I ON -160 Wing A/I ON -160			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3930D21	4008D22	4034D23	3925D21	4003D22	4029D23			
32	4007D22	4086D24	4113D24	4002D22	4081D23	4108D24			
30	4087D23	4167D25	4194D25	4083D23	4163D25	4189D25			
28	4168D25	4249D26	4276D26	4164D24	4245D26	4271D26			
26	4250D25	4331D27	4358D28	4246D25	4327D27	4354D28			
24	4331D26	4414D28	4441D29	4328D26	4410D28	4438D29			
22	4413D26	4496D30	4523D30	4410D26	4493D30	4512D30			
20	4451D27	4535D30	4563D31	4448D27	4532D30	4560D31			
18	4469D28	4553D30	4581D31	4466D28	4550D30	4578D31			
16	4476D29	4560D31	4588D31	4473D28	4557D30	4585D31			
14	4476D29	4561D31	4589D31	4473D29	4558D30	4586D31			
10	4476D29	4562D31	4590D31	3919D21	4001D22	4023^23			
0	4473D29	4562D31	4591D31	4369D27	4456D29	4485D29			
-10	4456D29	4547D30	4578D31	4373D27	4463D29	4493D30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5590 Wing A/I ON -5590			Engine A/I ON -160 Wing A/I ON -160			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3933^ 3	4116^12	4179^15	3687F 7	3900F15	3973^17			
26	3995F 4	4179^13	4244^15	3747F 8	3963F15	4038F18			
24	4055F 4	4243^13	4309^16	3809F 8	4027F16	4102F18			
22	4115F 5	4309^13	4375^16	3873F 9	4093F16	4171F19			
20	4165F 5	4360^14	4427^17	3925F 9	4150F17	4227^20			
18	4190^ 6	4385^15	4454^18	3959F10	4190F18	4264^20			
16	4206^ 6	4403^15	4471^18	3978F11	4211F18	4285^21			
14	4217^ 7	4415^16	4484^19	3990F11	4224F19	4298^21			
12	4227^ 7	4425^16	4495^19	4001F11	4235^19	4310^22			
10	4238^ 7	4437^16	4506^19	4012F12	4247^19	4322^22			
0	4290^ 9	4492^19	4559^22	4070F13	4306^21	4384^24			
-10	4335^11	4516^21	4554^24	4123F15	4362^23	4440^26			
-20	4388^14	4520^24	4558^27	4184F17	4424^25	4504^28			
-30	4398^16	4517^26	4557^30	4247F19	4485^27	4536^30			
	High QNH +100 per .10" Low QNH -160 per .10"			High QNH +100 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4440 Wing A/I ON -4440			Engine A/I ON -2670 Wing A/I ON -2670			Engine A/I ON Wing A/I ON		

Elevation 7316 Length 11342 Shift 0 Clearway 0 Stopway 873 Slope +0.02

Rwy Rev. Program Rules FAA **01 Aug 17**

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MEXICO CITY **-MEX** **05R** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D5.5 MEX	D6.2 IMWX	*LT SLM	8316'	STD

*IF SLM OTS THEN LT MEX HOLD

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
34	89.1	3920^21	3999^22	4026^23	3920D21	3999D22	4026D23	4080
32	89.4	3997^22	4077^23	4103^24	3997D22	4077D23	4103D24	4159
30	89.7	4077^23	4158^24	4184^25	4077D23	4158D25	4184D25	4239
28	89.9	4158^24	4238^26	4266^26	4158D24	4238D26	4266D26	4322
26	90.1	4238^25	4320^27	4347^27	4238D26	4320D27	4347D27	4404
24	90.4	4318^27	4402^28	4430^29	4318D27	4402D28	4430D29	4485
22	90.6	4399^28	4483^29	4511^30	4399D28	4483D29	4511D30	4567
20	90.9	4437^28	4522^30	4550^30	4437D28	4522D30	4550D30	4611
18	90.6	4452^29	4537^30	4566^31	4452D29	4537D30	4566D31	4621
16	90.3	4458^29	4544^30	4573^31	4458D29	4544D30	4573D31	4631
14	90.0	4459^29	4545^30	4574^31	4459D29	4545D30	4574D31	4633
10	89.4	4458^29	4546^30	4575^31	4458D29	4546D30	4575D31	4635
0	87.8	4456^29	4546^30	4576^31	4456D29	4546D30	4576D31	4638
-10	86.2	4439^28	4532^30	4563^30	4439D28	4532D30	4563D31	4628
-20	84.5	4432^28	4528^30	4560^30	4432D28	4528D30	4560D31	4630
-30	82.8	4418^28	4517^30	4550^30	4418D28	4517D30	4550D30	4623

High QNH **+90** per .10" — Engine A/I ON **-5080**
Low QNH **-170** per .10" — Wing A/I ON **-5080**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
34	92.5	3930^21	4008^22	4034^23	3930D21	4008D22	4034D23	4080
32	92.8	4007^22	4086^23	4112^24	4007D22	4086D24	4112D24	4159
30	93.2	4087^23	4167^25	4193^25	4087D23	4167D25	4193D25	4239
28	93.6	4168^24	4248^26	4275^26	4168D24	4248D26	4275D26	4322
26	94.0	4249^26	4330^27	4357^28	4249D26	4330D27	4357D28	4404
24	94.3	4330^27	4413^28	4441^29	4330D27	4413D28	4441D29	4485
22	94.3	4412^28	4495^29	4523^30	4412D28	4495D30	4523D30	4567
20	94.3	4451^29	4535^30	4562^31	4451D29	4535D30	4562D31	4611
18	94.0	4468^29	4553^30	4580^31	4468D29	4553D30	4580D31	4621
16	93.7	4476^29	4560^30	4588^31	4476D29	4560D31	4588D31	4631
14	93.4	4476^29	4561^30	4589^31	4476D29	4561D31	4589D31	4633
10	92.8	4476^29	4561^30	4590^31	4476D29	4561D31	4590D31	4635
0	91.1	4473^29	4561^30	4591^31	4473D29	4561D31	4591D31	4638
-10	89.4	4456^29	4547^30	4577^31	4456D29	4547D30	4577D31	4628
-20	87.7	4448^28	4543^30	4574^31	4448D29	4543D30	4574D31	4630
-30	86.0	4434^28	4531^30	4564^30	4434D28	4531D30	4564D31	4623

High QNH **+100** per .10" — Engine A/I ON **-5140**
Low QNH **-170** per .10" — Wing A/I ON **-5140**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
34	92.5	4050^29-29-37	4125^30-30-38	4140C30-30-39	4140C30-30-39
32	92.8	4129^30-30-38	4205^31-31-40	4219C31-31-40	4219C31-31-40
30	93.2	4211^31-31-40	4288^32-32-41	4298C33-33-41	4298C33-33-41
28	93.6	4294^32-32-41	4370^34-34-42	4380C34-34-42	4380C34-34-42
26	94.0	4377^34-34-42	4454^35-35-43	4462C35-35-44	4462C35-35-44
24	94.3	4461^35-35-44	4540^36-36-45	4544C36-36-45	4544C36-36-45
22	94.3	4497T35-35-44	4626^38-38-46	4627C38-38-46	4627C38-38-46
20	94.3	4529T36-36-45	4667^38-38-47	4681C38-38-47	4681C38-38-47
18	94.0	4563T36-36-45	4686^38-38-47	4687C38-38-47	4687C38-38-47
16	93.7	4595T37-37-46	4693C38-38-47	4693C38-38-47	4693C38-38-47
14	93.4	4614^37-37-46	4694^38-38-47	4696C39-39-47	4696C39-39-47
10	92.8	4613^37-37-46	4695^38-38-47	4699C39-39-47	4699C39-39-47
0	91.1	4611^37-37-46	4696^38-38-47	4705C39-39-47	4705C39-39-47
-10	89.4	4594^37-37-46	4681^38-38-47	4695C38-38-47	4695C38-38-47
-20	87.7	4587^37-37-46	4677^38-38-47	4701C39-39-47	4701C39-39-47
-30	86.0	4571^36-36-45	4664^38-38-47	4693C38-38-47	4693C38-38-47

High QNH **+100** per .10" — Engine A/I ON **-5260**
Low QNH **-180** per .10" — Wing A/I ON **-5260**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 7316 Length 13074 Shift **0** Clearway 0 Stopway 0 Slope +0.05
Rwy Rev. Program Rules FAA **01 Aug 17**

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MEXICO CITY **-MEX** **05R** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3930^21	4008^22	4034^23	3924^21	4003^22	4029^23			
32	4007^22	4086^23	4112^24	4002^22	4081^23	4107^24			
30	4087^23	4167^25	4193^25	4082^23	4162^25	4189^25			
28	4168^24	4248^26	4275^26	4164^24	4244^26	4271^26			
26	4249^26	4330^27	4357^28	4245^26	4326^27	4353^28			
24	4330^27	4413^28	4441^29	4327^27	4409^28	4437^29			
22	4412^28	4495^29	4523^30	4409^28	4493^29	4520^30			
20	4451^29	4535^30	4562^31	4448^28	4532^30	4560^30			
18	4468^29	4553^30	4580^31	4465^29	4550^30	4578^31			
16	4476^29	4560^30	4588^31	4472^29	4557^30	4585^31			
14	4476^29	4561^30	4589^31	4472^29	4557^30	4586^31			
10	4476^29	4561^30	4590^31	3919^21	4001^22	4029^23			
0	4473^29	4561^30	4591^31	4369^27	4456^29	4485^29			
-10	4456^29	4547^30	4577^31	4372^27	4463^29	4493^29			
	High QNH +100 per .10"			High QNH +100 per .10"			High QNH per .10"		
	Low QNH -170 per .10"			Low QNH -210 per .10"			Low QNH per .10"		
	Engine A/I ON -5140			Engine A/I ON -160			Engine A/I ON		
	Wing A/I ON -5140			Wing A/I ON -160			Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3930D21	4008D22	4034D23	3924D21	4003D22	4029D23			
32	4007D22	4086D24	4112D24	4002D22	4081D23	4107D24			
30	4087D23	4167D25	4193D25	4082D23	4162D25	4189D25			
28	4168D24	4248D26	4275D26	4164D24	4244D26	4271D26			
26	4249D26	4330D27	4357D28	4245D26	4326D27	4353D28			
24	4330D27	4413D28	4441D29	4327D27	4409D28	4437D29			
22	4412D28	4495D30	4523D30	4409D28	4493D30	4520D30			
20	4451D29	4535D30	4562D31	4448D29	4532D30	4560D31			
18	4468D29	4553D30	4580D31	4465D29	4550D30	4578D31			
16	4476D29	4560D31	4588D31	4472D29	4557D30	4585D31			
14	4476D29	4561D31	4589D31	4472D29	4557D30	4586D31			
10	4476D29	4561D31	4590D31	3919D21	4001D22	4029D23			
0	4473D29	4561D31	4591D31	4369D27	4456D29	4485D29			
-10	4456D29	4547D30	4577D31	4372D27	4463D29	4493D30			
	High QNH +100 per .10"			High QNH +100 per .10"			High QNH per .10"		
	Low QNH -170 per .10"			Low QNH -210 per .10"			Low QNH per .10"		
	Engine A/I ON -5140			Engine A/I ON -160			Engine A/I ON		
	Wing A/I ON -5140			Wing A/I ON -160			Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4116^ 6	4213^16	4246^19	3865P10	4069P17	4136^20			
26	4195^ 7	4293^16	4326^19	3930P10	4137P18	4204^20			
24	4269^ 7	4373^16	4406^19	3995P11	4206P18	4272^21			
22	4336^ 7	4453^17	4487^20	4063P11	4276P19	4344^21			
20	4387^ 8	4494^17	4528^21	4120P12	4337P20	4405^22			
18	4411^ 9	4513^18	4548^21	4157P13	4377P21	4444^23			
16	4419^ 9	4522^19	4557^22	4177P13	4396^21	4466^24			
14	4421^10	4524^19	4559^22	4189P14	4408^21	4480^24			
12	4422^10	4526^20	4561^23	4200P14	4419^22	4492^24			
10	4423^11	4527^20	4563^23	4211P14	4431^22	4504^25			
0	4426^13	4534^23	4571^26	4269P16	4492^24	4535^27			
-10	4417^16	4528^25	4566^29	4322P18	4494^26	4541^29			
-20	4416^18	4532^28	4569^31	4375^20	4508^29	4547^30			
-30	4409^21	4526^30	4558^30	4375^23	4504^29	4537^30			
	High QNH +100 per .10"			High QNH +100 per .10"			High QNH per .10"		
	Low QNH -170 per .10"			Low QNH -170 per .10"			Low QNH per .10"		
	Engine A/I ON -4830			Engine A/I ON -4030			Engine A/I ON		
	Wing A/I ON -4830			Wing A/I ON -4030			Wing A/I ON		

Elevation 7316 Length 13074 Shift 0 Clearway 0 Stopway 0 Slope +0.05

Rwy Rev. Program Rules FAA **01 Aug 17**

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MEXICO CITY -MEX 23L *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D7.7 MEX	D8.4 IMEX	*LT MEX	8316'	STD

*IF MEX VOR OTS THEN LT TPX NDB AND HOLD STD

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	DRY Flaps 9 -10T	DRY Flaps 9 +0	DRY Flaps 9 +10H	WET Flaps 9 -10T	WET Flaps 9 +0	WET Flaps 9 +10H	Dry Rwy Climb Limit
34	89.1	3921^21	4000^22	4027^23	3921D21	4000D22	4027D23	4080
32	89.4	3998^22	4078^23	4104^24	3998D22	4078D23	4104D24	4159
30	89.7	4078^23	4159^24	4185^25	4078D23	4159D25	4185D25	4239
28	89.9	4159^24	4240^26	4267^26	4159D24	4240D26	4267D26	4322
26	90.1	4239^25	4322^27	4348^27	4239D26	4322D27	4346^27	4404
24	90.4	4320^27	4403^28	4431^29	4320D27	4403D28	4431D29	4485
22	90.6	4400^28	4484^29	4512^30	4400D28	4484D29	4512D30	4567
20	90.9	4438^28	4523^30	4551^30	4438D28	4523D30	4551D30	4611
18	90.6	4453^29	4539^30	4567^31	4453D29	4539D30	4567D31	4621
16	90.3	4459^29	4545^30	4574^31	4459D29	4545D30	4574D31	4631
14	90.0	4460^29	4546^30	4575^31	4460D29	4546D30	4575D31	4633
10	89.4	4460^29	4547^30	4576^31	4460D29	4547D30	4576D31	4635
0	87.8	4457^29	4547^30	4577^31	4457D29	4547D30	4577D31	4638
-10	86.2	4440^28	4533^30	4564^30	4440D28	4533D30	4564D31	4628
-20	84.5	4433^28	4529^30	4561^30	4433D28	4529D30	4561D31	4630
-30	82.8	4419^28	4518^30	4551^30	4419D28	4518D30	4551D30	4623

High QNH **+90** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-5530** — Wing A/I ON **-5530**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	DRY Flaps 9 -10T	DRY Flaps 9 +0	DRY Flaps 9 +10H	WET Flaps 9 -10T	WET Flaps 9 +0	WET Flaps 9 +10H	Dry Rwy Climb Limit
34	92.5	3931^21	4009^22	4035^23	3931D21	4009D22	4035D23	4080
32	92.8	4008^22	4087^23	4113^24	4008D22	4087D24	4113D24	4159
30	93.2	4088^23	4168^25	4194^25	4088D23	4168D25	4194D25	4239
28	93.6	4169^24	4240^26	4276^26	4169D25	4240D26	4276D26	4322
26	94.0	4250^26	4331^27	4358^28	4250D26	4329^27	4358D28	4404
24	94.3	4332^27	4414^28	4442^29	4332D27	4414D28	4442D29	4485
22	94.3	4413^28	4497^30	4524^30	4413D28	4497D30	4524D30	4567
20	94.3	4452^29	4536^30	4563^31	4452D29	4536D30	4563D31	4611
18	94.0	4469^29	4554^30	4581^31	4469D29	4554D30	4581D31	4621
16	93.7	4477^29	4561^30	4589^31	4477D29	4561D31	4589D31	4631
14	93.4	4477^29	4562^30	4590^31	4477D29	4562D31	4590D31	4633
10	92.8	4477^29	4562^30	4591^31	4477D29	4562D31	4591D31	4635
0	91.1	4474^29	4562^30	4592^31	4474D29	4562D31	4592D31	4638
-10	89.4	4457^29	4548^30	4578^31	4457D29	4548D30	4578D31	4628
-20	87.7	4449^28	4544^30	4575^31	4449D29	4544D30	4575D31	4630
-30	86.0	4435^28	4532^30	4564^30	4435D28	4532D30	4564D31	4623

High QNH **+100** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-1210** — Wing A/I ON **-1210**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
34	92.5	4051^29-29-37	4126^30-30-38	4140C30-30-39	4140C30-30-39
32	92.8	4130^30-30-38	4206^31-31-40	4219C31-31-40	4219C31-31-40
30	93.2	4212^31-31-40	4289^33-33-41	4298C33-33-41	4298C33-33-41
28	93.6	4295^32-32-41	4371^34-34-42	4380C34-34-42	4380C34-34-42
26	94.0	4366^33-33-42	4455^35-35-44	4462C35-35-44	4462C35-35-44
24	94.3	4436^34-34-43	4541^36-36-45	4544C36-36-45	4544C36-36-45
22	94.3	4497T35-35-44	4627C38-38-46	4627C38-38-46	4627C38-38-46
20	94.3	4529T36-36-45	4668^38-38-47	4681C38-38-47	4681C38-38-47
18	94.0	4563T36-36-45	4687^38-38-47	4687C38-38-47	4687C38-38-47
16	93.7	4595T37-37-46	4693C38-38-47	4693C38-38-47	4693C38-38-47
14	93.4	4610^37-37-46	4695^39-39-47	4696C39-39-47	4696C39-39-47
10	92.8	4614^37-37-46	4696^39-39-47	4699C39-39-47	4699C39-39-47
0	91.1	4612^37-37-46	4697^38-38-47	4705C39-39-47	4705C39-39-47
-10	89.4	4595^37-37-46	4682^38-38-47	4695C38-38-47	4695C38-38-47
-20	87.7	4588^37-37-46	4678^38-38-47	4701C39-39-47	4701C39-39-47
-30	86.0	4573^36-36-45	4665^38-38-47	4693C38-38-47	4693C38-38-47

High QNH **+100** per .10" — Low QNH **-180** per .10"

Engine A/I ON **-5720** — Wing A/I ON **-5720**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 7316 Length 12812 Shift 0 Clearway 0 Stopway 262 Slope -0.05

Rwy Rev. Program Rules FAA **04 Apr 18**

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MEXICO CITY **-MEX** **23L** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3931^21	4009^22	4035^23	3925^21	4004^22	4030^23			
32	4008^22	4087^23	4113^24	4003^22	4082^23	4108^24			
30	4088^23	4168^25	4194^25	4084^23	4163^25	4190^25			
28	4169^24	4240^26	4276^26	4165^24	4245^26	4272^26			
26	4250^26	4331^27	4358^28	4246^26	4327^27	4354^28			
24	4332^27	4414^28	4442^29	4328^27	4410^28	4438^29			
22	4413^28	4497^30	4524^30	4410^28	4494^29	4521^30			
20	4452^29	4536^30	4563^31	4449^28	4533^30	4561^30			
18	4469^29	4554^30	4581^31	4467^29	4551^30	4579^31			
16	4477^29	4561^30	4589^31	4473^29	4558^30	4586^31			
14	4477^29	4562^30	4590^31	4473^29	4558^30	4587^31			
10	4477^29	4562^30	4591^31	3920^21	4002^22	4029^23			
0	4474^29	4562^30	4592^31	4370^27	4457^29	4486^29			
-10	4457^29	4548^30	4578^31	4373^27	4464^29	4494^29			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1210 Wing A/I ON -1210			Engine A/I ON -160 Wing A/I ON -160			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3931D21	4009D22	4035D23	3925D21	4004D22	4030D23			
32	4008D22	4087D24	4113D24	4003D22	4082D23	4108D24			
30	4088D23	4168D25	4194D25	4084D23	4163D25	4190D25			
28	4169D25	4240D26	4276D26	4165D24	4245D26	4272D26			
26	4250D26	4329^27	4358D28	4246D26	4327D27	4354D28			
24	4332D27	4414D28	4442D29	4328D27	4410D28	4438D29			
22	4413D28	4497D30	4524D30	4410D28	4494D30	4521D30			
20	4452D29	4536D30	4563D31	4449D29	4533D30	4561D31			
18	4469D29	4554D30	4581D31	4467D29	4551D30	4579D31			
16	4477D29	4561D31	4589D31	4473D29	4558D31	4586D31			
14	4477D29	4562D31	4590D31	4473D29	4558D31	4587D31			
10	4477D29	4562D31	4591D31	3920D21	4002D22	4029D23			
0	4474D29	4562D31	4592D31	4370D27	4457D29	4486D29			
-10	4457D29	4548D30	4578D31	4373D27	4464D29	4494D30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1210 Wing A/I ON -1210			Engine A/I ON -160 Wing A/I ON -160			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4035^ 7	4216^16	4249^19	3837^11	4028^18	4098^20			
26	4099^ 8	4284^16	4328^19	3901^11	4093^19	4162^21			
24	4163^ 8	4350^17	4409^20	3966^12	4158^19	4229^22			
22	4227^ 8	4417^17	4483^20	4031^12	4227^20	4298^22			
20	4277^ 9	4469^18	4530^21	4085^13	4284^21	4355^23			
18	4302^10	4496^19	4550^22	4118^14	4321^22	4395^24			
16	4318^10	4514^19	4559^22	4136^14	4342^22	4417^24			
14	4329^11	4526^20	4561^23	4147^15	4354^22	4429^25			
12	4338^11	4528^20	4563^23	4157^15	4366^23	4442^25			
10	4349^11	4530^21	4565^24	4168^15	4378^23	4453^25			
0	4401^13	4537^23	4573^26	4221^17	4438^25	4517^27			
-10	4419^16	4530^26	4568^29	4268^19	4494^27	4545^30			
-20	4418^19	4534^28	4570^31	4324^21	4513^29	4548^30			
-30	4411^21	4527^30	4559^30	4379^23	4505^29	4538^30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1140 Wing A/I ON -1140			Engine A/I ON -760 Wing A/I ON -760			Engine A/I ON Wing A/I ON		

Elevation 7316 Length 12812 Shift 0 Clearway 0 Stopway 262 Slope -0.05

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MEXICO CITY **-MEX** **23R** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D7.5 MEX	D8.3 IMEX	*LT MEX	8316'	STD

*IF MEX VOR OTS THEN LT TPX NDB AND HOLD STD NOTAMS A4817/17

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
34	89.1	3921^21	4000^22	4026^23	3921D21	4000D22	4026D23	4080
32	89.4	3998^22	4078^23	4104^24	3998D22	4078D23	4104D24	4159
30	89.7	4077^23	4158^24	4185^25	4077D23	4158D25	4185D25	4239
28	89.9	4158^24	4240^26	4267^26	4158D23	4240D26	4267D26	4322
26	90.1	4239^25	4321^27	4349^27	4239D24	4321D27	4349D28	4404
24	90.4	4320^27	4403^28	4431^29	4320D24	4403D28	4431D29	4485
22	90.6	4400^28	4484^29	4512^30	4400D24	4484D29	4512D30	4567
20	90.9	4438^28	4522^30	4551^30	4438D25	4522D30	4551D30	4611
18	90.6	4453^29	4538^30	4567^31	4453D25	4538D30	4567D31	4621
16	90.3	4459^29	4545^30	4573^31	4459D26	4545D30	4573D31	4631
14	90.0	4459^29	4540^30	4574^31	4459D26	4540D30	4574D31	4633
10	89.4	4459^29	4546^30	4575^31	4459D27	4546D30	4575D31	4635
0	87.8	4456^29	4547^30	4577^31	4456D29	4547D30	4577D31	4638
-10	86.2	4440^28	4533^30	4564^30	4440D28	4533D30	4564D31	4628
-20	84.5	4433^28	4529^30	4561^30	4433D28	4529D30	4561D31	4630
-30	82.8	4419^28	4517^30	4550^30	4419D28	4517D30	4550D30	4623

High QNH **+90** per .10" — Engine A/I ON **-5520**
Low QNH **-170** per .10" — Wing A/I ON **-5520**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
34	92.5	3930^21	4009^22	4035^23	3930D21	4009D22	4035D23	4080
32	92.8	4008^22	4087^23	4113^24	4008D22	4087D24	4113D24	4159
30	93.2	4088^23	4168^25	4194^25	4088D23	4168D25	4194D25	4239
28	93.6	4169^24	4249^26	4276^26	4169D25	4249D26	4276D26	4322
26	94.0	4250^26	4332^27	4358^28	4250D26	4332D27	4358D28	4404
24	94.3	4331^27	4413^28	4441^29	4331D26	4413D28	4441D29	4485
22	94.3	4413^28	4496^30	4524^30	4413D26	4496D30	4524D30	4567
20	94.3	4452^29	4535^30	4563^31	4452D27	4535D30	4563D31	4611
18	94.0	4469^29	4553^30	4581^31	4469D28	4553D30	4581D31	4621
16	93.7	4476^29	4561^30	4589^31	4476D29	4561D31	4589D31	4631
14	93.4	4477^29	4562^30	4590^31	4477D29	4562D31	4590D31	4633
10	92.8	4476^29	4562^30	4591^31	4476D29	4562D31	4591D31	4635
0	91.1	4473^29	4562^30	4591^31	4473D29	4562D31	4591D31	4638
-10	89.4	4456^29	4548^30	4578^31	4456D29	4548D30	4578D31	4628
-20	87.7	4449^28	4543^30	4575^31	4449D29	4543D30	4575D31	4630
-30	86.0	4434^28	4532^30	4564^30	4434D28	4532D30	4564D31	4623

High QNH **+100** per .10" — Engine A/I ON **-5700**
Low QNH **-170** per .10" — Wing A/I ON **-5700**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
34	92.5	4051^29-29-37	4125^30-30-38	4140C30-30-39	4140C30-30-39
32	92.8	4130^30-30-38	4206^31-31-40	4219C31-31-40	4219C31-31-40
30	93.2	4212^31-31-40	4288^33-33-41	4298C33-33-41	4298C33-33-41
28	93.6	4294^32-32-41	4372^34-34-42	4380C34-34-42	4380C34-34-42
26	94.0	4378^34-34-42	4456^35-35-44	4462C35-35-44	4462C35-35-44
24	94.3	4462^35-35-44	4541^36-36-45	4544C36-36-45	4544C36-36-45
22	94.3	4497T35-35-44	4627^38-38-46	4627C38-38-46	4627C38-38-46
20	94.3	4529T36-36-45	4667^38-38-47	4681C38-38-47	4681C38-38-47
18	94.0	4563T36-36-45	4686^38-38-47	4687C38-38-47	4687C38-38-47
16	93.7	4595T37-37-46	4693C38-38-47	4693C38-38-47	4693C38-38-47
14	93.4	4614^37-37-46	4695^38-38-47	4696C39-39-47	4696C39-39-47
10	92.8	4614^37-37-46	4696^39-39-47	4699C39-39-47	4699C39-39-47
0	91.1	4612^37-37-46	4697^38-38-47	4705C39-39-47	4705C39-39-47
-10	89.4	4594^37-37-46	4682^38-38-47	4695C38-38-47	4695C38-38-47
-20	87.7	4588^37-37-46	4678^38-38-47	4701C39-39-47	4701C39-39-47
-30	86.0	4572^36-36-45	4665^38-38-47	4693C38-38-47	4693C38-38-47

High QNH **+100** per .10" — Engine A/I ON **-5720**
Low QNH **-170** per .10" — Wing A/I ON **-5720**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 7316 Length 11772 Shift **0** Clearway 0 Stopway 466 Slope -0.02
Rwy Rev. Program Rules FAA **27 Sep 17**

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MEXICO CITY **-MEX** **23R** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3930^21	4009^22	4035^23	3925^21	4003^22	4030^23			
32	4008^22	4087^23	4113^24	4002^22	4082^23	4108^24			
30	4088^23	4168^25	4194^25	4083^23	4163^25	4190^25			
28	4169^24	4249^26	4276^26	4165^24	4245^26	4272^26			
26	4250^26	4332^27	4358^28	4246^26	4328^27	4355^28			
24	4331^27	4413^28	4441^29	4328^27	4410^28	4438^29			
22	4413^28	4496^30	4524^30	4410^28	4493^29	4521^30			
20	4452^29	4535^30	4563^31	4449^28	4533^30	4560^30			
18	4469^29	4553^30	4581^31	4466^29	4550^30	4578^31			
16	4476^29	4561^30	4589^31	4473^29	4558^30	4586^31			
14	4477^29	4562^30	4590^31	4473^29	4558^30	4586^31			
10	4476^29	4562^30	4591^31	3920^21	3991^22	4018^22			
0	4473^29	4562^30	4591^31	4369^27	4457^29	4486^29			
-10	4456^29	4548^30	4578^31	4373^27	4463^29	4493^29			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5700 Wing A/I ON -5700			Engine A/I ON -160 Wing A/I ON -160			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3930D21	4009D22	4035D23	3925D21	4003D22	4030D23			
32	4008D22	4087D24	4113D24	4002D22	4082D23	4108D24			
30	4088D23	4168D25	4194D25	4083D23	4163D25	4190D25			
28	4169D25	4249D26	4276D26	4165D24	4245D26	4272D26			
26	4250D26	4332D27	4358D28	4246D25	4328D27	4355D28			
24	4331D26	4413D28	4441D29	4328D26	4410D28	4438D29			
22	4413D26	4496D30	4524D30	4410D26	4493D30	4521D30			
20	4452D27	4535D30	4563D31	4449D27	4533D30	4560D31			
18	4469D28	4553D30	4581D31	4466D28	4550D30	4578D31			
16	4476D29	4561D31	4589D31	4473D29	4558D31	4586D31			
14	4477D29	4562D31	4590D31	4473D29	4558D31	4586D31			
10	4476D29	4562D31	4591D31	3920D21	3991D22	4018D23			
0	4473D29	4562D31	4591D31	4369D27	4457D29	4486D29			
-10	4456D29	4548D30	4578D31	4373D27	4463D29	4493D30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5700 Wing A/I ON -5700			Engine A/I ON -160 Wing A/I ON -160			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3982F 3	4204^11	4237^15	3718F 7	3927F14	4000F17			
26	4043F 3	4271F12	4317^15	3780F 8	3991F15	4065F17			
24	4104F 4	4335F12	4397^15	3843F 8	4057F16	4131F18			
22	4165F 4	4400F13	4477^16	3908F 9	4124F16	4199F19			
20	4216F 5	4453F13	4518^16	3961F 9	4181F17	4259F19			
18	4244F 5	4483F14	4537^17	3995F10	4221F18	4300F20			
16	4263F 6	4505F15	4546^18	4014F10	4242F18	4323F21			
14	4275F 6	4514^15	4549^18	4026F11	4256F19	4336F21			
12	4288F 7	4516^15	4551^19	4036F11	4268F19	4350F21			
10	4300F 7	4517^16	4552^19	4048F11	4281F19	4363F22			
0	4364F 9	4523^18	4560^22	4104F13	4346F21	4429F23			
-10	4407^11	4517^21	4554^24	4157F15	4406F23	4491F25			
-20	4406^14	4521^24	4559^27	4218F17	4474F25	4525^27			
-30	4399^16	4517^26	4558^30	4279F19	4487^27	4537^30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5250 Wing A/I ON -5250			Engine A/I ON -3000 Wing A/I ON -3000			Engine A/I ON Wing A/I ON		

Elevation 7316 Length 11772 Shift **0** Clearway 0 Stopway 466 Slope -0.02

Rwy Rev Program Rules FAA **27 Sep 17**

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MONTERREY

MONTERREY **-MTY** **11** ***DT H116***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		2276'		DT H116	2276'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
46	87.8	4435^28	4530^30	4561^30	4431^20	4530D30	4561D31	4610
44	88.0	4535^30	4631^31	4663^32	4529^20	4631D31	4663D32	4712
42	88.1	4635^31	4733^33	4765^33	4628^21	4733D31	4765D33	4814
40	88.2	4718^32	4816^34	4850^34	4709^21	4816D31	4850D35	4886
38	88.0	4774^33	4875^35	4908^35	4765^21	4875D32	4908D35	4946
36	87.7	4788^33	4890^35	4923^36	4780^22	4890D32	4923D35	4956
34	87.5	4793^33	4896^35	4930^36	4784^22	4896D32	4930D36	4958
32	87.3	4794^33	4896^35	4930^36	4786^23	4896D33	4930D36	4959
30	87.0	4794^33	4897^35	4932^36	4786^23	4897D33	4932D36	4961
20	85.6	4795^33	4902^35	4937^36	4791^25	4902D35	4937D36	4969
10	84.1	4787^33	4897^35	4934^36	4786^27	4897D35	4934D36	4968
0	82.6	4782^33	4895^35	4932^36	4782D30	4895D35	4932D36	4970
-10	81.1	4777^33	4893^35	4932^36	4777D32	4893D35	4932D36	4974
-20	79.5	4765^33	4885^35	4926^36	4765D33	4885D35	4926D36	4973
-30	77.9	4751^33	4875^35	4917^35	4751D33	4875D35	4917D36	4970
-40	76.3	4734^32	4863^35	4907^35	4734D32	4863D35	4907D35	4965

High QNH **+0** per .10" Engine A/I ON **-840**
Low QNH **-170** per .10" Wing A/I ON **-840**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
46	91.1	4446^28	4540^30	4572^31	4444^22	4540D30	4572D31	4610
44	91.3	4547^30	4642^32	4674^32	4543^22	4642D32	4674D32	4712
42	91.5	4647^31	4744^33	4776^33	4642^23	4744D33	4776D34	4814
40	91.6	4732^32	4830^34	4862^35	4725^23	4830D34	4862D35	4886
38	91.4	4791^33	4890^35	4923^36	4783^24	4890D34	4923D36	4946
36	91.1	4804^34	4906^35	4939^36	4798^24	4906D35	4939D36	4956
34	90.9	4811^34	4912^35	4945^36	4804^25	4912D35	4945D36	4958
32	90.6	4811^34	4913^35	4946^36	4805^25	4913D36	4946D36	4959
30	90.3	4811^34	4914^35	4947^36	4806^26	4914D36	4947D36	4961
20	88.8	4813^34	4918^35	4953^36	4811^28	4918D36	4953D36	4969
10	87.2	4805^34	4913^35	4949^36	4805D30	4913D35	4949D36	4968
0	85.7	4799^33	4909^35	4947^36	4799D33	4909D35	4947D36	4970
-10	84.1	4793^33	4908^35	4946^36	4793D33	4908D35	4946D36	4974
-20	82.5	4781^33	4900^35	4940^36	4781D33	4900D35	4940D36	4973
-30	80.9	4766^33	4890^35	4931^36	4766D33	4890D35	4931D36	4970
-40	79.2	4749^33	4877^35	4921^35	4749D33	4877D35	4921D36	4965

High QNH **+0** per .10" Engine A/I ON **-830**
Low QNH **-170** per .10" Wing A/I ON **-830**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
46	91.1	4579^36-36-45	4647C38-38-46	4647C38-38-46	4647C38-38-46
44	91.3	4678F38-38-47	4754C39-39-48	4754C39-39-48	4754C39-39-48
42	91.5	4754F39-39-48	4860C41-41-50	4860C41-41-50	4860C41-41-50
40	91.6	4819P40-40-49	4929C42-42-51	4929C42-42-51	4929C42-42-51
38	91.4	4866P40-40-50	4960C42-42-51	4960C42-42-51	4960C42-42-51
36	91.1	4888P41-41-50	4975C42-42-51	4975C42-42-51	4975C42-42-51
34	90.9	4905P41-41-50	4977C42-42-51	4977C42-42-51	4977C42-42-51
32	90.6	4919P41-41-50	4979C42-42-51	4979C42-42-51	4979C42-42-51
30	90.3	4933P42-42-51	4981C42-42-51	4981C42-42-51	4981C42-42-51
20	88.8	4962^42-42-51	4988C43-43-51	4988C43-43-51	4988C43-43-51
10	87.2	4955^42-42-51	4986C43-43-51	4986C43-43-51	4986C43-43-51
0	85.7	4948^42-42-51	4992C43-43-52	4992C43-43-52	4992C43-43-52
-10	84.1	4943^42-42-51	4996C43-43-52	4996C43-43-52	4996C43-43-52
-20	82.5	4931^42-42-51	4993C43-43-52	4993C43-43-52	4993C43-43-52
-30	80.9	4917^41-41-50	4992C43-43-52	4992C43-43-52	4992C43-43-52
-40	79.2	4899^41-41-50	4987C43-43-51	4987C43-43-51	4987C43-43-51

High QNH **+0** per .10" Engine A/I ON **-860**
Low QNH **-170** per .10" Wing A/I ON **-860**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 1276 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope -0.43
Rwy Rev. Program Rules FAA **27 Sep 17**

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MONTERREY -MTY 11 ***DT H116***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	4446^28	4540^30	4572^31	4440^28	4534^30	4566^31			
44	4547^30	4642^32	4674^32	4541^30	4637^31	4669^32			
42	4647^31	4744^33	4776^33	4642^31	4739^33	4771^33			
40	4732^32	4830^34	4862^35	4727^32	4825^34	4858^35			
38	4791^33	4890^35	4923^36	4787^33	4885^35	4919^36			
36	4804^34	4906^35	4939^36	4801^34	4901^35	4934^36			
34	4811^34	4912^35	4945^36	4806^34	4907^35	4941^36			
32	4811^34	4913^35	4946^36	4806^34	4908^35	4941^36			
30	4811^34	4914^35	4947^36	4806^34	4909^35	4942^36			
20	4813^34	4918^35	4953^36	4808^34	4913^35	4948^36			
10	4805^34	4913^35	4949^36	4730^33	4838^34	4874^35			
0	4799^33	4909^35	4947^36	4714^32	4824^34	4861^35			
-10	4793^33	4908^35	4946^36	4714^32	4827^34	4865^35			
-20	4781^33	4900^35	4940^36	4710^32	4828^34	4868^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -830 Wing A/I ON -830			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	4444^22	4540D30	4572D31	4438^22	4534D30	4566D31			
44	4543^22	4642D32	4674D32	4538^22	4637D32	4669D32			
42	4642^23	4744D33	4776D34	4637^22	4739D33	4771D34			
40	4725^23	4830D34	4862D35	4721^23	4825D33	4858D35			
38	4783^24	4890D34	4923D36	4779^24	4885D34	4919D36			
36	4798^24	4906D35	4939D36	4794^24	4901D34	4934D36			
34	4804^25	4912D35	4945D36	4800^24	4907D35	4941D36			
32	4805^25	4913D36	4946D36	4800^25	4908D35	4941D36			
30	4806^26	4914D36	4947D36	4801^25	4909D35	4942D36			
20	4811^28	4918D36	4953D36	4806^28	4913D35	4948D36			
10	4805D30	4913D35	4949D36	4730D30	4838D34	4874D35			
0	4799D33	4909D35	4947D36	4714D32	4824D34	4861D35			
-10	4793D33	4908D35	4946D36	4714D32	4827D34	4865D35			
-20	4781D33	4900D35	4940D36	4710D32	4828D34	4868D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -830 Wing A/I ON -830			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4336F 2	4597F12	4690F15	4025F 7	4253F17	4333F20			
26	4348F 2	4611F12	4703F15	4033F 8	4264F17	4345F20			
24	4359F 3	4624F13	4717F16	4043F 8	4275F17	4358F20			
22	4371F 3	4637F13	4731F16	4054F 8	4287F18	4370F21			
20	4383F 4	4651F13	4745F17	4065F 9	4299F18	4382F21			
18	4395F 4	4664F14	4759F17	4076F 9	4308F18	4395F22			
16	4407F 4	4678F14	4773F17	4087F 9	4323F19	4409F22			
14	4418F 5	4691F15	4786F18	4097F10	4332F19	4420F22			
12	4429F 5	4702F15	4799F18	4106F10	4343F20	4431F23			
10	4438F 5	4714F15	4811F19	4115F10	4353F20	4443F23			
0	4504F 7	4787F18	4884F21	4172F12	4420F22	4513F25			
-10	4569F 9	4859^20	4904^23	4225F14	4486F24	4583F27			
-20	4632F12	4858^22	4906^26	4278F16	4552F26	4655F29			
-30	4702F14	4856^25	4906^29	4335F18	4623F28	4731F31			
	High QNH +20 per .10" Low QNH -70 per .10"			High QNH +50 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -750 Wing A/I ON -750			Engine A/I ON -470 Wing A/I ON -470			Engine A/I ON Wing A/I ON		

Elevation 1276 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope -0.43

Rwy Rev Program Rules FAA **27 Sep 17**

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MONTERREY **-MTY** **16** ***LT H110***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		2276'		LT H110	2276'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
46	87.8	3602P12	3855P17	3933P19	3508P96	3830P 6	3923P 9	4610
44	88.0	3658P13	3915P18	3996P20	3361P98	3887P 7	3982P10	4712
42	88.1	3713P13	3973P19	4057P20	3245P99	3941P 7	4040P10	4814
40	88.2	3755P14	4017P19	4104P21	3075P 0	3986P 8	4086P11	4886
38	88.0	3777P14	4041P20	4128P21	3139P 0	4009P 8	4110P11	4946
36	87.7	3793P15	4058P20	4146P22	3255P 0	4027P 8	4129P12	4956
34	87.5	3803P15	4070P20	4156P22	3382P 0	4039P 9	4140P12	4958
32	87.3	3814P15	4081P20	4167P22	3498P 0	4052P 9	4152P12	4959
30	87.0	3824P15	4093P21	4178P22	3599P 0	4062P 9	4164P13	4961
20	85.6	3876P16	4147P22	4233P23	3821P 1	4126P11	4225P14	4969
10	84.1	3928P17	4199P23	4287P24	3875P 2	4184P13	4286P16	4968
0	82.6	3985P18	4257P24	4348P25	3937P 4	4249P15	4348D18	4970
-10	81.1	4042P20	4314P25	4408P27	3999P 6	4314D17	4408D20	4974
-20	79.5	4099P21	4371P26	4467P28	4061P 8	4371D19	4467D22	4973
-30	77.9	4153P22	4432P27	4531P29	4128P10	4432D21	4531D24	4970
-40	76.3	4208P23	4495P28	4598P30	4192P12	4495D23	4598D26	4965

High QNH **+50** per .10" — Engine A/I ON **-380**
Low QNH **-130** per .10" — Wing A/I ON **-380**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 22 -10T	+0	+10H	TO-1 - WET RWY Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
46	91.1	3831^ 9	3929^10	3918^10	3821^95	3929D 6	3918D 9	4022
44	91.3	3915^10	4016^11	3918^10	3905^95	4016D 6	3918D 9	4022
42	91.5	3999^11	4102^12	3918^10	3899P96	4102D 6	3918D10	4022
40	91.6	4073^11	4178^13	4214^14	3880P97	4178D 7	4214D10	4318
38	91.4	4125^12	4230^14	4214^14	3911P97	4230D 7	4214D11	4318
36	91.1	4136^12	4243^14	4214^14	3936P98	4243D 8	4214D11	4318
34	90.9	4141^13	4248^14	4284^15	3969P98	4248D 8	4284D12	4384
32	90.6	4141^13	4249^14	4285^15	3999P98	4249D 8	4285D12	4385
30	90.3	4142^13	4249^14	4286^15	4028P98	4249D 9	4286D12	4387
20	88.8	4141^13	4251^14	4290^15	4132^ 0	4251D11	4290D14	4394
10	87.2	4129^13	4244^14	4283^15	4123^ 2	4244D13	4283D15	4391
0	85.7	4125^12	4243^14	4283^15	4122^ 4	4243D14	4283D15	4397
-10	84.1	4118^12	4239^14	4281^15	4117^ 6	4239D14	4281D15	4400
-20	82.5	4105^12	4232^14	4274^15	4105D 8	4232D14	4274D15	4398
-30	80.9	4094^12	4221^14	4269^15	4094D10	4221D14	4269D15	4397
-40	79.2	4074^12	4209^14	4255^14	4074D12	4209D14	4255D14	4391

High QNH **+10** per .10" — Engine A/I ON **-710**
Low QNH **-140** per .10" — Wing A/I ON **-710**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 22 -10T	+0	+10H	+20H
46	91.1	3831^ 9- 9-16	3929^10-10-18	3918^10-10-17	3997^11-11-18
44	91.3	3915^10-10-17	4016^11-11-19	3918^10-10-17	3997^11-11-18
42	91.5	3999^11-11-18	4102^12-12-20	3918^10-10-17	3997^11-11-18
40	91.6	4073^11-12-19	4178^13-13-21	4214^14-14-21	4250^14-14-21
38	91.4	4125^12-13-20	4230^14-14-21	4214^14-14-21	4302^15-15-22
36	91.1	4136^12-13-20	4243^14-14-21	4214^14-14-21	4316^15-15-22
34	90.9	4141^13-13-20	4248^14-14-21	4284^15-15-22	4321^15-15-22
32	90.6	4141^13-13-20	4249^14-14-21	4285^15-15-22	4322^15-15-22
30	90.3	4142^13-13-20	4249^14-14-21	4286^15-15-22	4323^15-15-22
20	88.8	4141^13-13-20	4251^14-14-21	4290^15-15-22	4326^15-15-22
10	87.2	4129^13-13-20	4244^14-14-21	4283^15-15-22	4322^15-15-22
0	85.7	4125^12-12-20	4243^14-14-21	4283^15-15-22	4324^15-15-22
-10	84.1	4118^12-12-20	4239^14-14-21	4281^15-15-22	4323^15-15-22
-20	82.5	4105^12-12-20	4232^14-14-21	4274^15-15-22	4318^15-15-22
-30	80.9	4094^12-12-20	4221^14-14-21	4269^15-15-22	4312^15-15-22
-40	79.2	4074^12-12-19	4209^14-14-21	4255^14-14-21	4301^15-15-22

High QNH **+10** per .10" — Engine A/I ON **-710**
Low QNH **-140** per .10" — Wing A/I ON **-710**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 1276 Length 5906 Shift **0** Clearway 0 Stopway 0 Slope -0.27
Rwy Rev. Program Rules FAA **26 Oct 17**

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MONTERREY **-MTY** **16** ***LT H110***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
46	3831^ 9	3929^10	3918^10	3826^ 9	3925^10	3951^11			
44	3915^10	4016^11	3918^10	3910^10	4011^11	3913^10			
42	3999^11	4102^12	3918^10	3994^11	4097^12	3913^10			
40	4073^11	4178^13	4214^14	4069^11	4174^13	4209^14			
38	4125^12	4230^14	4214^14	4120^12	4227^14	4209^14			
36	4136^12	4243^14	4214^14	4132^12	4239^14	4209^14			
34	4141^13	4248^14	4284^15	4137^13	4244^14	4281^15			
32	4141^13	4249^14	4285^15	4137^13	4245^14	4281^15			
30	4142^13	4249^14	4286^15	4138^13	4245^14	4282^15			
20	4141^13	4251^14	4290^15	4136^13	4248^14	4286^15			
10	4129^13	4244^14	4283^15	4061^12	4175^13	4214^14			
0	4125^12	4243^14	4283^15	4054^12	4171^13	4211^14			
-10	4118^12	4239^14	4281^15	4054^12	4174^13	4215^14			
-20	4105^12	4232^14	4274^15	4048^11	4174^13	4216^14			
	High QNH +10 per .10" Low QNH -140 per .10"			High QNH +0 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -710 Wing A/I ON -710			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
46	3821^95	3929D 6	3918D 9	3816^95	3925D 6	3951D 9			
44	3905^95	4016D 6	3918D 9	3900^95	4011D 6	3913D 9			
42	3899P96	4102D 6	3918D10	3890P96	4097D 6	3913D10			
40	3880P97	4178D 7	4214D10	3872P97	4174D 7	4209D10			
38	3911P97	4230D 7	4214D11	3902P97	4227D 7	4209D11			
36	3936P98	4243D 8	4214D11	3928P98	4239D 8	4209D11			
34	3969P98	4248D 8	4284D12	3961P98	4244D 8	4281D11			
32	3999P98	4249D 8	4285D12	3991P98	4245D 8	4281D12			
30	4028P98	4249D 9	4286D12	4020P98	4245D 9	4282D12			
20	4132^ 0	4251D11	4290D14	4128^ 0	4248D11	4286D14			
10	4123^ 2	4244D13	4283D15	4056^ 2	4175D13	4214D14			
0	4122^ 4	4243D14	4283D15	4052^ 4	4171D13	4211D14			
-10	4117^ 6	4239D14	4281D15	4054^ 6	4174D13	4215D14			
-20	4105D 8	4232D14	4274D15	4048D 8	4174D13	4216D14			
	High QNH +10 per .10" Low QNH -140 per .10"			High QNH +0 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -710 Wing A/I ON -710			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28			3361P92			3118P97			
26			3414P92			3203P97			
24			3470P93			3281P97			
22			3509P93			3387P97			
20			3552P93			3436P97			
18			3597P94			3448P98			
16			3639P94		2686P98	3459P98			
14		3259P92	3715P94		2783P98	3470P98			
12		3302P92	3788P95		2877P98	3481P99			
10		3346P92	3836P95		2976P98	3491P99			
0		3547P93	3992P96		3386P97	3555P 1			
-10		3602P95	4036P98		3516P 0	3621P 3			
-20		3807P97	4217P 0			3686P 5			
-30		4004P98	4237^ 2			3755P 7			
	High QNH +120 per .10" Low QNH -2070 per .10"			High QNH +60 per .10" Low QNH -360 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -50 Wing A/I ON -50			Engine A/I ON -560 Wing A/I ON -560			Engine A/I ON Wing A/I ON		

Elevation 1276 Length 5906 Shift **0** Clearway 0 Stopway 0 Slope -0.27

Rwy Rev Program Rules FAA **26 Oct 17**

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MONTERREY **-MTY** **29** ***RT H110***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		2276'		RT H110	2276'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
46	87.8	4424^28	4520^30	4552^30	4419^20	4520D30	4552D30	4610
44	88.0	4524^29	4621^31	4654^32	4517^21	4621D31	4654D32	4712
42	88.1	4624^31	4722^33	4755^33	4594P21	4722D31	4755D33	4814
40	88.2	4706^32	4806^34	4839^34	4645P22	4806D31	4839D34	4886
38	88.0	4747^33	4863^35	4897^35	4673P22	4863D32	4897D35	4946
36	87.7	4763^33	4878^35	4912^35	4694P22	4878D32	4912D35	4956
34	87.5	4768^33	4884^35	4918^35	4707P23	4884D32	4918D36	4958
32	87.3	4773^33	4885^35	4919^35	4720P23	4885D33	4919D36	4959
30	87.0	4778^33	4885^35	4921^36	4734P23	4885D33	4921D36	4961
20	85.6	4783^33	4890^35	4926^36	4777^25	4890D35	4926D36	4969
10	84.1	4775^33	4886^35	4923^36	4774^28	4886D35	4923D36	4968
0	82.6	4770^33	4883^35	4922^35	4770D30	4883D35	4922D36	4970
-10	81.1	4765^33	4882^35	4922^35	4765D33	4882D35	4922D36	4974
-20	79.5	4754^33	4874^35	4915^35	4754D33	4874D35	4915D35	4973
-30	77.9	4739^32	4865^35	4907^35	4739D33	4865D35	4907D35	4970
-40	76.3	4723^32	4853^34	4896^35	4723D32	4853D34	4896D35	4965

High QNH **+0** per .10" — Engine A/I ON **-820**
Low QNH **-170** per .10" — Wing A/I ON **-820**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
46	91.1	4437^28	4531^30	4563^30	4434^22	4531D30	4563D31	4610
44	91.3	4537^30	4633^31	4665^32	4532^23	4633D31	4665D32	4712
42	91.5	4638^31	4735^33	4767^33	4631^23	4735D33	4767D33	4814
40	91.6	4722^32	4820^34	4853^35	4713^24	4820D34	4853D35	4886
38	91.4	4781^33	4880^35	4913^35	4758^24	4880D34	4913D36	4946
36	91.1	4795^33	4895^35	4929^36	4775^25	4895D35	4929D36	4956
34	90.9	4800^33	4901^35	4936^36	4784^25	4901D35	4936D36	4958
32	90.6	4800^33	4902^35	4937^36	4791^26	4902D35	4937D36	4959
30	90.3	4801^33	4903^35	4938^36	4794^26	4903D35	4938D36	4961
20	88.8	4802^33	4907^35	4943^36	4800^28	4907D35	4943D36	4969
10	87.2	4794^33	4903^35	4940^36	4794D31	4903D35	4940D36	4968
0	85.7	4788^33	4900^35	4938^36	4788D33	4900D35	4938D36	4970
-10	84.1	4783^33	4898^35	4937^36	4783D33	4898D35	4937D36	4974
-20	82.5	4771^33	4890^35	4931^36	4771D33	4890D35	4931D36	4973
-30	80.9	4756^33	4880^35	4922^36	4756D33	4880D35	4922D36	4970
-40	79.2	4740^32	4868^35	4911^35	4740D33	4868D35	4911D35	4965

High QNH **+0** per .10" — Engine A/I ON **-830**
Low QNH **-170** per .10" — Wing A/I ON **-830**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
46	91.1	4477P35-35-44	4636^37-37-46	4647C38-38-46	4647C38-38-46
44	91.3	4551P36-36-45	4733^39-39-48	4754C39-39-48	4754C39-39-48
42	91.5	4638^31-31-41	4829^40-40-49	4860C41-41-50	4860C41-41-50
40	91.6	4722^32-32-42	4894^41-41-50	4929C42-42-51	4929C42-42-51
38	91.4	4781^33-33-43	4934^42-42-51	4960C42-42-51	4960C42-42-51
36	91.1	4795^33-33-43	4953^42-42-51	4975C42-42-51	4975C42-42-51
34	90.9	4800^33-33-43	4960^42-42-51	4977C42-42-51	4977C42-42-51
32	90.6	4800^33-33-43	4965^42-42-51	4979C42-42-51	4979C42-42-51
30	90.3	4801P39-39-49	4970^42-42-51	4981C42-42-51	4981C42-42-51
20	88.8	4860P40-40-50	4988C43-43-51	4988C43-43-51	4988C43-43-51
10	87.2	4876^41-41-50	4986C43-43-51	4986C43-43-51	4986C43-43-51
0	85.7	4898^41-41-50	4992C43-43-52	4992C43-43-52	4992C43-43-52
-10	84.1	4919^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52
-20	82.5	4920^41-41-50	4993C43-43-52	4993C43-43-52	4993C43-43-52
-30	80.9	4905^41-41-50	4992C43-43-52	4992C43-43-52	4992C43-43-52
-40	79.2	4888^41-41-50	4987C43-43-51	4987C43-43-51	4987C43-43-51

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 1276 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope +0.43
Rwy Rev. Program Rules FAA **27 Sep 17**

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MONTERREY **-MTY** **29** ***RT H110***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	4437^28	4531^30	4563^30	4431^28	4525^30	4557^30			
44	4537^30	4633^31	4665^32	4532^30	4627^31	4659^32			
42	4638^31	4735^33	4767^33	4632^31	4730^33	4762^33			
40	4722^32	4820^34	4853^35	4717^32	4815^34	4848^34			
38	4781^33	4880^35	4913^35	4776^33	4875^35	4909^35			
36	4795^33	4895^35	4929^36	4791^33	4891^35	4925^36			
34	4800^33	4901^35	4936^36	4795^33	4897^35	4931^36			
32	4800^33	4902^35	4937^36	4795^33	4897^35	4932^36			
30	4801^33	4903^35	4938^36	4796^33	4898^35	4933^36			
20	4802^33	4907^35	4943^36	4797^33	4903^35	4938^36			
10	4794^33	4903^35	4940^36	4720^32	4828^34	4864^35			
0	4788^33	4900^35	4938^36	4704^32	4815^34	4852^35			
-10	4783^33	4898^35	4937^36	4703^32	4818^34	4857^35			
-20	4771^33	4890^35	4931^36	4700^32	4819^34	4859^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -830 Wing A/I ON -830			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	4434^22	4531D30	4563D31	4428^22	4525D30	4557D31			
44	4532^23	4633D31	4665D32	4527^23	4627D31	4659D32			
42	4631^23	4735D33	4767D33	4626^23	4730D33	4762D33			
40	4713^24	4820D34	4853D35	4708^23	4815D34	4848D35			
38	4758^24	4880D34	4913D36	4752^24	4875D34	4909D35			
36	4775^25	4895D35	4929D36	4770^25	4891D35	4925D36			
34	4784^25	4901D35	4936D36	4779^25	4897D35	4931D36			
32	4791^26	4902D35	4937D36	4785^25	4897D35	4932D36			
30	4794^26	4903D35	4938D36	4789^26	4898D35	4933D36			
20	4800^28	4907D35	4943D36	4795^28	4903D35	4938D36			
10	4794D31	4903D35	4940D36	4720D31	4828D34	4864D35			
0	4788D33	4900D35	4938D36	4704D32	4815D34	4852D35			
-10	4783D33	4898D35	4937D36	4703D32	4818D34	4857D35			
-20	4771D33	4890D35	4931D36	4700D32	4819D34	4859D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -830 Wing A/I ON -830			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4257F 5	4516F15	4606F18	3972F 9	4194F18	4278F21			
26	4269F 5	4529F15	4619F18	3981F10	4205F19	4290F22			
24	4280F 6	4541F15	4632F18	3990F10	4216F19	4302F22			
22	4292F 6	4554F16	4646F19	4001F10	4229F19	4313F22			
20	4304F 6	4567F16	4660F19	4010F11	4240F20	4326F23			
18	4316F 7	4580F16	4673F20	4020F11	4253F20	4339F23			
16	4327F 7	4593F17	4687F20	4029F11	4265F21	4352F23			
14	4339F 7	4606F17	4700F20	4039F12	4277F21	4364F24			
12	4349F 8	4617F18	4712F21	4047F12	4287F21	4377F24			
10	4359F 8	4629F18	4725F21	4055F12	4298F22	4389F24			
0	4421F10	4700F20	4799F23	4108F14	4363F23	4459F26			
-10	4486F12	4772F22	4872F25	4163F16	4431F25	4532F28			
-20	4548F14	4844F24	4895^28	4217F18	4500F27	4600F30			
-30	4611F17	4845^27	4897^31	4275F20	4573F29	4701F32			
	High QNH +20 per .10" Low QNH -70 per .10"			High QNH +50 per .10" Low QNH -70 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -670 Wing A/I ON -670			Engine A/I ON -440 Wing A/I ON -440			Engine A/I ON Wing A/I ON		

Elevation 1276 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope +0.43

Rwy Rev Program Rules FAA **27 Sep 17**

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MONTERREY **-MTY** **34** ***RT H130***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		2276'		RT H130	2276'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
46	87.8	3559F11	3797F16	3875F18	3512F97	3785F 7	3875D10	4610
44	88.0	3615F12	3858F17	3936F18	3544F97	3843F 7	3935F10	4712
42	88.1	3667F12	3918F18	3996F19	3451F98	3899F 8	3992F11	4814
40	88.2	3709F13	3964F18	4043F20	3351F 0	3945F 8	4038F11	4886
38	88.0	3731F13	3987F19	4067F20	3394F 0	3967F 8	4062F12	4946
36	87.7	3747F14	4004F19	4084F21	3474F 0	3984F 9	4080F12	4956
34	87.5	3757F14	4014F19	4094F21	3574F 0	3996F 9	4091F12	4958
32	87.3	3767F14	4024F19	4105F21	3676F99	4007F 9	4103F13	4959
30	87.0	3777F14	4032F19	4115F21	3728F 0	4018F10	4115F13	4961
20	85.6	3828F15	4084F20	4169F22	3781F 1	4077F11	4169D15	4969
10	84.1	3879F16	4134F21	4222F23	3836F 3	4134F13	4222D17	4968
0	82.6	3935F17	4191F22	4281F24	3896F 5	4191D15	4281D18	4970
-10	81.1	3990F19	4247F24	4340F25	3958F 6	4247D17	4340D20	4974
-20	79.5	4037F20	4303F25	4399F26	4017F 8	4303D19	4399D22	4973
-30	77.9	4088F21	4362F26	4461F27	4075F10	4362D21	4461D24	4970
-40	76.3	4141F22	4425F27	4527F29	4139F12	4425D23	4527D26	4965

High QNH **+40** per .10" — Engine A/I ON **-370**
Low QNH **-130** per .10" — Wing A/I ON **-370**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
46	91.1	3642F13	3874F18	3952F19	3566F98	3844F 8	3939F11	4610
44	91.3	3699F14	3936F18	4017F20	3620F98	3903F 8	3999F12	4712
42	91.5	3754F14	3998F19	4079F21	3655F99	3960F 9	4057F12	4814
40	91.6	3806F15	4053F20	4135F22	3548F 0	4012F 9	4110F13	4886
38	91.4	3842F16	4089F21	4172F22	3661F 0	4044F10	4144F13	4946
36	91.1	3860F16	4108F21	4192F23	3764F 0	4064F10	4162F14	4956
34	90.9	3874F16	4121F21	4206F23	3780F 0	4077F11	4177F14	4958
32	90.6	3885F17	4132F21	4217F23	3791F 1	4090F11	4190F14	4959
30	90.3	3896F17	4144F22	4229F23	3802F 1	4102F11	4203F15	4961
20	88.8	3949F18	4197F23	4285F24	3860F 3	4164F13	4268F16	4969
10	87.2	3998F19	4249F24	4339F25	3916F 4	4223F15	4331F18	4968
0	85.7	4048F20	4307F25	4400F26	3980F 6	4291F17	4400D20	4970
-10	84.1	4099F21	4366F26	4462F27	4040F 8	4361F19	4462D22	4974
-20	82.5	4150F22	4425F27	4523F29	4099F10	4425D21	4523D24	4973
-30	80.9	4203F23	4487F28	4586F30	4163F12	4487D23	4586D26	4970
-40	79.2	4259F24	4552F29	4650F31	4232F14	4552D25	4650D28	4965

High QNH **+50** per .10" — Engine A/I ON **-380**
Low QNH **-140** per .10" — Wing A/I ON **-380**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
46	91.1	3642F13-13-25	3874F18-18-29	3952F19-19-30	4035F21-21-31
44	91.3	3699F14-14-26	3936F18-18-30	4017F20-20-31	4101F22-22-33
42	91.5	3754F14-14-27	3998F19-19-31	4079F21-21-32	4164F22-22-33
40	91.6	3806F15-15-28	4053F20-20-32	4135F22-22-33	4221F23-23-34
38	91.4	3842F16-16-28	4089F21-21-32	4172F22-22-34	4258F24-24-35
36	91.1	3860F16-16-29	4108F21-21-33	4192F23-23-34	4279F24-24-35
34	90.9	3874F16-16-29	4121F21-21-33	4206F23-23-34	4293F24-24-35
32	90.6	3885F17-17-29	4132F21-21-33	4217F23-23-34	4305F25-25-36
30	90.3	3896F17-17-29	4144F22-22-33	4229F23-23-34	4317F25-25-36
20	88.8	3949F18-18-30	4197F23-23-34	4285F24-24-35	4376F26-26-37
10	87.2	3998F19-19-31	4249F24-24-35	4339F25-25-36	4433F27-27-38
0	85.7	4048F20-20-32	4307F25-25-36	4400F26-26-37	4496F28-28-38
-10	84.1	4099F21-21-32	4366F26-26-37	4462F27-27-38	4561F29-29-39
-20	82.5	4150F22-22-33	4425F27-27-37	4523F29-29-39	4621F30-30-40
-30	80.9	4203F23-23-34	4487F28-28-38	4586F30-30-40	4685F31-31-41
-40	79.2	4259F24-24-35	4552F29-29-39	4650F31-31-41	4753F33-33-42

High QNH **+50** per .10" — Engine A/I ON **-380**
Low QNH **-140** per .10" — Wing A/I ON **-380**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 1276 Length 5906 Shift **0** Clearway 0 Stopway 0 Slope +0.27
Rwy Rev. Program Rules FAA **26 Oct 17**

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MONTERREY -MTY 34 ***RT H130***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	3642F13	3874F18	3952F19	3634F13	3866F17	3945F19			
44	3699F14	3936F18	4017F20	3690F13	3928F18	4008F20			
42	3754F14	3998F19	4079F21	3746F14	3989F19	4071F21			
40	3806F15	4053F20	4135F22	3798F15	4045F20	4127F22			
38	3842F16	4089F21	4172F22	3833F16	4081F21	4164F22			
36	3860F16	4108F21	4192F23	3852F16	4100F21	4184F22			
34	3874F16	4121F21	4206F23	3866F16	4114F21	4199F23			
32	3885F17	4132F21	4217F23	3877F16	4125F21	4210F23			
30	3896F17	4144F22	4229F23	3888F17	4136F22	4221F23			
20	3949F18	4197F23	4285F24	3941F18	4189F22	4277F24			
10	3998F19	4249F24	4339F25	3959F18	4210F23	4301F25			
0	4048F20	4307F25	4400F26	4011F19	4269F24	4362F26			
-10	4099F21	4366F26	4462F27	4062F20	4328F25	4423F27			
-20	4150F22	4425F27	4523F29	4117F21	4391F26	4489F28			
	High QNH +50 per .10" Low QNH -140 per .10"			High QNH +50 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -380 Wing A/I ON -380			Engine A/I ON -10 Wing A/I ON -10			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	3566P98	3844F 8	3939F11	3561P98	3837F 8	3932F11			
44	3620P98	3903F 8	3999F12	3614P98	3896F 8	3992F11			
42	3655P99	3960F 9	4057F12	3625P99	3954F 9	4050F12			
40	3548F 0	4012F 9	4110F13	3520F 0	4005F 9	4103F13			
38	3661F 0	4044F10	4144F13	3631F 0	4038F10	4137F13			
36	3764F 0	4064F10	4162F14	3737F 0	4057F10	4157F14			
34	3780F 0	4077F11	4177F14	3775F 0	4072F11	4171F14			
32	3791F 1	4090F11	4190F14	3785F 1	4084F11	4184F14			
30	3802F 1	4102F11	4203F15	3798F 1	4096F11	4197F15			
20	3860F 3	4164F13	4268F16	3854F 2	4157F13	4261F16			
10	3916F 4	4223F15	4331F18	3884F 4	4188F15	4297F18			
0	3980F 6	4291F17	4400D20	3946F 6	4257F17	4362D20			
-10	4040F 8	4361F19	4462D22	4005F 8	4326F19	4423D22			
-20	4099F10	4425D21	4523D24	4069F10	4391D21	4489D24			
	High QNH +60 per .10" Low QNH -130 per .10"			High QNH +60 per .10" Low QNH -130 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -350 Wing A/I ON -350			Engine A/I ON -10 Wing A/I ON -10			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28			3542P93			3373P97			
26		3265P91	3579P93		2671P98	3384P98			
24		3282P92	3616P93		2743P98	3394P98			
22		3318P92	3656P94		2824P98	3406P98			
20		3355P92	3699P94		2916P98	3418P99			
18		3393P92	3757P94		2997P97	3428P99			
16		3432P92	3798P95		3082P97	3441P99			
14		3469P93	3835P95		3172P97	3452F 0			
12		3508P93	3879P95		3260P97	3462F 0			
10		3546P93	3925P96		3369P97	3472F 0			
0		3725P94	4078P97		3430P99	3536F 2			
-10		3772P96	4152P99		3491F 1	3600F 4			
-20		3958P98	4229F 1		3553F 3	3665F 6			
-30		4139P99	4232^ 3			3734F 8			
	High QNH +70 per .10" Low QNH -1350 per .10"			High QNH +50 per .10" Low QNH -380 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -120 Wing A/I ON -120			Engine A/I ON -350 Wing A/I ON -350			Engine A/I ON Wing A/I ON		

Elevation 1276 Length 5906 Shift **0** Clearway 0 Stopway 0 Slope +0.27

Rwy Rev Program Rules FAA **26 Oct 17**

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MORELIA -MLM 05 *RT MLM

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		7033'		*RT MLM	7033'	STD

*IF MLM VOR OTS DT H050

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	89.0	4068^23	4151^24	4178^25	4068D19	4151D24	4178D25	4234
34	89.2	4146^24	4229^26	4257^26	4146D20	4229D26	4257D26	4312
32	89.5	4223^25	4308^27	4336^27	4222^20	4308D27	4336D27	4390
30	89.7	4303^26	4388^28	4417^28	4301^21	4388D28	4417D29	4471
28	89.8	4385^28	4471^29	4500^30	4382^21	4471D29	4500D30	4556
26	89.9	4467^29	4553^30	4582^31	4462^21	4553D30	4582D31	4640
24	90.0	4547^30	4634^31	4663^32	4541^22	4634D31	4663D32	4724
22	90.1	4590^30	4679^32	4708^33	4584^22	4679D32	4708D33	4765
20	90.2	4592^30	4681^32	4710^33	4587^23	4681D32	4710D33	4770
18	89.9	4592^30	4682^32	4712^33	4588^23	4682D32	4712D33	4772
16	89.6	4593^30	4683^32	4713^33	4590^23	4683D32	4713D33	4773
10	88.7	4593^30	4685^32	4715^33	4592^25	4685D32	4715D33	4777
0	87.1	4587^30	4682^32	4713^33	4587D27	4682D32	4713D33	4779
-10	85.5	4574^30	4671^32	4703^32	4574D30	4671D32	4703D33	4772
-20	83.9	4566^30	4667^32	4700^32	4566D30	4667D32	4700D32	4773
-30	82.2	4550^30	4654^32	4688^32	4550D30	4654D32	4688D32	4766

High QNH **+100** per .10" — Engine A/I ON **-4030**
Low QNH **-170** per .10" — Wing A/I ON **-4030**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	92.4	4078^23	4160^25	4187^25	4078D21	4160D25	4187D25	4234
34	92.7	4157^24	4239^26	4267^26	4157D22	4239D26	4267D26	4312
32	93.0	4234^25	4318^27	4345^27	4234D22	4318D27	4345D27	4390
30	93.2	4314^27	4398^28	4427^29	4314^22	4398D28	4427D29	4471
28	93.5	4396^28	4481^29	4509^30	4395^23	4481D29	4509D30	4556
26	93.8	4478^29	4564^30	4593^31	4476^23	4564D31	4593D31	4640
24	93.9	4560^30	4646^32	4675^32	4556^24	4646D32	4675D32	4724
22	93.8	4604^31	4692^32	4721^33	4601^24	4692D32	4721D33	4765
20	93.6	4610^31	4697^32	4726^33	4607^25	4697D32	4726D33	4770
18	93.3	4610^31	4698^32	4727^33	4608^26	4698D32	4727D33	4772
16	93.0	4610^31	4699^32	4729^33	4609^26	4699D32	4729D33	4773
10	92.0	4611^31	4701^32	4731^33	4611D28	4701D32	4731D33	4777
0	90.3	4604^31	4697^32	4728^33	4604D30	4697D32	4728D33	4779
-10	88.7	4590^30	4686^32	4718^33	4590D31	4686D32	4718D33	4772
-20	87.0	4583^30	4682^32	4715^33	4583D30	4682D32	4715D33	4773
-30	85.2	4565^30	4668^32	4702^32	4565D30	4668D32	4702D32	4766

High QNH **+100** per .10" — Engine A/I ON **-4070**
Low QNH **-170** per .10" — Wing A/I ON **-4070**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
36	92.4	4202^31-31-39	4281^32-32-41	4290C33-33-41	4290C33-33-41
34	92.7	4283^32-32-41	4362^34-34-42	4370C34-34-42	4370C34-34-42
32	93.0	4363^33-33-42	4443^35-35-43	4448C35-35-43	4448C35-35-43
30	93.2	4445^35-35-43	4526^36-36-45	4526C36-36-45	4526C36-36-45
28	93.5	4529^36-36-45	4611^37-37-46	4613C37-37-46	4613C37-37-46
26	93.8	4614^37-37-46	4695^38-38-47	4699C39-39-47	4699C39-39-47
24	93.9	4686T38-38-47	4781^40-40-49	4785C40-40-49	4785C40-40-49
22	93.8	4720T38-38-48	4829C40-40-49	4829C40-40-49	4829C40-40-49
20	93.6	4751^39-39-48	4833C40-40-49	4833C40-40-49	4833C40-40-49
18	93.3	4751^39-39-48	4835C40-40-49	4835C40-40-49	4835C40-40-49
16	93.0	4752^39-39-48	4837C40-40-49	4837C40-40-49	4837C40-40-49
10	92.0	4752^39-39-48	4839^40-40-49	4841C41-41-49	4841C41-41-49
0	90.3	4747^39-39-48	4836^40-40-49	4848C41-41-50	4848C41-41-50
-10	88.7	4733^39-39-48	4824^40-40-49	4839C40-40-49	4839C40-40-49
-20	87.0	4725^39-39-48	4820^40-40-49	4841C41-41-49	4841C41-41-49
-30	85.2	4707^38-38-47	4806^40-40-49	4836C40-40-49	4836C40-40-49

High QNH **+90** per .10" — Engine A/I ON **-4160**
Low QNH **-180** per .10" — Wing A/I ON **-4160**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6033 Length 11181 Shift **0** Clearway 0 Stopway 0 Slope +0.01
Rwy Rev. Program Rules FAA **17 May 17**

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MORELIA **-MLM** **05** ***RT MLM**

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4078^23	4160^25	4187^25	4073^23	4155^24	4182^25			
34	4157^24	4239^26	4267^26	4152^24	4235^26	4262^26			
32	4234^25	4318^27	4345^27	4230^25	4314^27	4342^27			
30	4314^27	4398^28	4427^29	4310^26	4394^28	4423^29			
28	4396^28	4481^29	4509^30	4392^28	4477^29	4505^30			
26	4478^29	4564^30	4593^31	4474^29	4518^30	4588^31			
24	4560^30	4646^32	4675^32	4557^30	4644^32	4672^32			
22	4604^31	4692^32	4721^33	4602^31	4690^32	4719^33			
20	4610^31	4697^32	4726^33	4608^31	4695^32	4724^33			
18	4610^31	4698^32	4727^33	4608^31	4697^32	4726^33			
16	4610^31	4699^32	4729^33	4609^31	4697^32	4727^33			
10	4611^31	4701^32	4731^33	4204^25	4292^26	4321^27			
0	4604^31	4697^32	4728^33	4536^30	4628^31	4659^32			
-10	4590^30	4686^32	4718^33	4527^29	4622^31	4653^32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4070 Wing A/I ON -4070			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4078D21	4160D25	4187D25	4073D21	4155D25	4182D25			
34	4157D22	4239D26	4267D26	4152D21	4235D26	4262D26			
32	4234D22	4318D27	4345D27	4230D22	4314D27	4342D27			
30	4314^22	4398D28	4427D29	4310^22	4394D28	4423D29			
28	4395^23	4481D29	4509D30	4391^23	4477D29	4505D30			
26	4476^23	4564D31	4593D31	4472^23	4518D30	4588D31			
24	4556^24	4646D32	4675D32	4553^23	4644D32	4672D32			
22	4601^24	4692D32	4721D33	4599^24	4690D32	4719D33			
20	4607^25	4697D32	4726D33	4605^25	4695D32	4724D33			
18	4608^26	4698D32	4727D33	4606^26	4697D32	4726D33			
16	4609^26	4699D32	4729D33	4607^26	4697D32	4727D33			
10	4611D28	4701D32	4731D33	4204D25	4292D27	4321D27			
0	4604D30	4697D32	4728D33	4536D30	4628D31	4659D32			
-10	4590D31	4686D32	4718D33	4527D30	4622D31	4653D32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4070 Wing A/I ON -4070			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4059F 1	4290F10	4369F13	3787F 5	3990F13	4054F16			
26	4120F 1	4353F10	4433F13	3850F 6	4056F14	4122F16			
24	4182F 2	4418F11	4500F13	3915F 6	4124F14	4192F17			
22	4227F 2	4467F11	4550F14	3965F 7	4180F15	4251F18			
20	4254F 3	4498F12	4582F15	3996F 7	4217F16	4293F18			
18	4266F 3	4511F12	4593F15	4008F 8	4232F16	4305F19			
16	4279F 4	4525F13	4607F16	4018F 8	4241F16	4317F19			
14	4290F 4	4538F13	4621F16	4029F 8	4253F17	4327F20			
12	4301F 4	4551F13	4635F16	4040F 9	4267F17	4339F20			
10	4313F 5	4562F14	4649F17	4051F 9	4277F18	4351F20			
0	4373F 7	4629F16	4683^19	4103F11	4335F19	4409F22			
-10	4436F 9	4642^18	4681^22	4158F13	4393F21	4469F24			
-20	4502F11	4645^21	4685^24	4216F15	4453F23	4533F26			
-30	4518^13	4640^24	4681^27	4274F17	4513F25	4595F28			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +110 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -3040 Wing A/I ON -3040			Engine A/I ON -1750 Wing A/I ON -1750			Engine A/I ON Wing A/I ON		

Elevation 6033 Length 11181 Shift 0 Clearway 0 Stopway 0 Slope +0.01

Rwy Rev. Program Rules FAA 17 May 17

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MORELIA **-MLM** **23** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		7033'		*RT MLM	7400'	STD

*IF MLM VOR OTS RT H010

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
36	89.0	3995^21	4116^24	4158^24	3995D20	4116D24	4158D25	4234
34	89.2	4067^22	4189^25	4232^26	4067D20	4189D25	4232D26	4312
32	89.5	4138^24	4263^26	4305^27	4138D21	4263D26	4305D27	4390
30	89.7	4210^25	4337^27	4381^28	4210D21	4337D27	4381D28	4471
28	89.8	4284^26	4412^28	4456^29	4284D22	4412D28	4456D29	4556
26	89.9	4357^27	4488^29	4533^30	4357D22	4488D29	4533D30	4640
24	90.0	4428^28	4561^30	4607^31	4428^22	4561D30	4607D31	4724
22	90.1	4469^28	4603^31	4649^31	4469^23	4603D31	4649D32	4765
20	90.2	4478^28	4613^31	4658^32	4478D23	4613D31	4658D32	4770
18	89.9	4481^28	4616^31	4662^32	4481^24	4616D31	4662D32	4772
16	89.6	4484^29	4619^31	4665^32	4484D24	4619D31	4665D32	4773
10	88.7	4492^29	4628^31	4674^32	4492D26	4628D31	4674D32	4777
0	87.1	4500^29	4638^31	4685^32	4500D28	4638D31	4685D32	4779
-10	85.5	4503^29	4642^31	4690^32	4503D29	4642D31	4690D32	4772
-20	83.9	4510^29	4650^31	4700^32	4510D29	4650D32	4700D32	4773
-30	82.2	4508^29	4652^32	4688^32	4508D29	4652D32	4688D32	4766

High QNH **+100** per .10" — Engine A/I ON **-3910**
Low QNH **-160** per .10" — Wing A/I ON **-3910**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
36	92.4	3998^21	4119^24	4161^25	3998D22	4119D24	4161D25	4234
34	92.7	4070^23	4193^25	4234^26	4070D22	4193D25	4234D26	4312
32	93.0	4142^24	4266^26	4308^27	4142D23	4266D26	4308D27	4390
30	93.2	4214^25	4340^27	4384^28	4214D23	4340D27	4384D28	4471
28	93.5	4289^26	4417^28	4460^29	4289D23	4417D28	4460D29	4556
26	93.8	4361^27	4491^29	4536^30	4361D24	4491D29	4536D30	4640
24	93.9	4433^28	4565^30	4610^31	4433D24	4565D30	4610D31	4724
22	93.8	4474^28	4607^31	4653^32	4474D25	4607D31	4653D32	4765
20	93.6	4484^29	4617^31	4663^32	4484D26	4617D31	4663D32	4770
18	93.3	4487^29	4621^31	4667^32	4487D26	4621D31	4667D32	4772
16	93.0	4487^29	4624^31	4670^32	4487D27	4624D31	4670D32	4773
10	92.0	4498^29	4633^31	4679^32	4498D28	4633D31	4679D32	4777
0	90.3	4506^29	4643^31	4690^32	4506D29	4643D31	4690D32	4779
-10	88.7	4509^29	4647^31	4695^32	4509D29	4647D31	4695D32	4772
-20	87.0	4514^29	4655^32	4704^32	4514D29	4655D32	4704D32	4773
-30	85.2	4513^29	4656^32	4702^32	4513D29	4656D32	4702D32	4766

High QNH **+100** per .10" — Engine A/I ON **-3920**
Low QNH **-170** per .10" — Wing A/I ON **-3920**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
36	92.4	4066^28-28-37	4185^31-31-39	4227^31-31-40	4268^32-32-41
34	92.7	4139^29-29-38	4261^32-32-40	4302^32-32-41	4345^33-33-42
32	93.0	4211^30-30-40	4335^33-33-42	4377^34-34-42	4420^34-34-43
30	93.2	4284^32-32-41	4410^34-34-43	4453^35-35-43	4497^36-36-44
28	93.5	4359^33-33-42	4486^35-35-44	4530^36-36-45	4574^37-37-45
26	93.8	4434^34-34-43	4563^36-36-45	4607^37-37-46	4651^38-38-47
24	93.9	4506^35-35-44	4637^37-37-46	4682^38-38-47	4727^39-39-48
22	93.8	4548^35-35-45	4681^38-38-47	4726^39-39-48	4772^39-39-48
20	93.6	4560^36-36-45	4692^38-38-47	4737^39-39-48	4784^40-40-49
18	93.3	4562^36-36-45	4695^38-38-47	4741^39-39-48	4787^40-40-49
16	93.0	4565^36-36-45	4698^38-38-47	4744^39-39-48	4790^40-40-49
10	92.0	4574^36-36-45	4707^38-38-47	4754^39-39-48	4801^40-40-49
0	90.3	4582^36-36-45	4718^38-38-48	4765^39-39-48	4812^40-40-49
-10	88.7	4584^36-36-45	4722^38-38-48	4770^39-39-48	4817^40-40-49
-20	87.0	4590^36-36-46	4729^39-39-48	4778^39-39-48	4826^40-40-49
-30	85.2	4588^36-36-46	4729^39-39-48	4778^39-39-48	4828^40-40-49

High QNH **+100** per .10" — Engine A/I ON **-4000**
Low QNH **-170** per .10" — Wing A/I ON **-4000**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6033 Length 11181 Shift **0** Clearway 0 Stopway 0 Slope -0.01
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MORELIA **-MLM** **23** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	3821^18	3953^21	3992^21	3987^21	4107^24	4149^24			
34	3892^19	4029^22	4067^22	4059^22	4182^25	4224^25			
32	3962^20	4104^23	4143^24	4131^23	4256^26	4299^27			
30	4035^21	4182^24	4222^25	4204^25	4330^27	4374^28			
28	4110^22	4259^25	4301^26	4278^26	4405^28	4450^29			
26	4183^23	4336^26	4381^27	4351^27	4481^29	4525^30			
24	4256^25	4410^27	4459^28	4422^28	4555^30	4600^31			
22	4294^25	4449^28	4498^29	4464^28	4598^31	4644^31			
20	4299^25	4455^28	4504^29	4475^28	4608^31	4655^32			
18	4302^25	4458^28	4506^29	4478^28	4612^31	4658^32			
16	4302^25	4460^28	4507^29	4480^28	4615^31	4661^32			
10	4306^25	4464^28	4507^29	4112^23	4239^26	4283^26			
0	4306^25	4458^28	4502^29	4439^28	4575^30	4622^31			
-10	4301^25	4445^28	4490^29	4458^28	4595^31	4642^32			
	High QNH +90 per .10" Low QNH -160 per .10"			High QNH +100 per .10" Low QNH -190 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -3980 Wing A/I ON -3980			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	3821D18	3953D21	3992D21	3987D21	4107D24	4149D24			
34	3892D19	4029D22	4067D23	4059D22	4182D25	4224D25			
32	3962D20	4104D23	4143D24	4131D22	4256D26	4299D27			
30	4035D21	4182D24	4222D25	4204D23	4330D27	4374D28			
28	4110D23	4259D25	4301D26	4278D23	4405D28	4450D29			
26	4183D24	4336D26	4381D27	4351D24	4481D29	4525D30			
24	4256D25	4410D28	4459D28	4422D24	4555D30	4600D31			
22	4294D25	4449D28	4498D29	4464D25	4598D31	4644D31			
20	4299D25	4455D28	4504D29	4475D26	4608D31	4655D32			
18	4302D25	4458D28	4506D29	4478D26	4612D31	4658D32			
16	4302D25	4460D28	4507D29	4480D27	4615D31	4661D32			
10	4306D25	4464D28	4507D29	4112D23	4239D26	4283D26			
0	4306D25	4458D28	4502D29	4439D28	4575D30	4622D31			
-10	4301D25	4445D28	4490D29	4458D28	4595D31	4642D32			
	High QNH +90 per .10" Low QNH -160 per .10"			High QNH +100 per .10" Low QNH -190 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -3980 Wing A/I ON -3980			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4061F 1	4292F10	4371F13	3789F 5	3992F13	4056F16			
26	4122F 1	4355F10	4435F13	3853F 6	4058F14	4124F16			
24	4183F 2	4420F10	4502F13	3917F 6	4126F14	4194F17			
22	4229F 2	4469F11	4552F14	3964F 7	4181F15	4253F18			
20	4256F 3	4500F12	4581F15	3998F 7	4218F16	4294F18			
18	4268F 3	4513F12	4595F15	4009F 8	4231F16	4307F19			
16	4280F 4	4527F13	4612F15	4020F 8	4245F16	4317F19			
14	4292F 4	4540F13	4623F16	4030F 8	4254F17	4329F19			
12	4302F 4	4553F13	4637F16	4041F 9	4268F17	4343F20			
10	4315F 5	4566F14	4650^17	4052F 9	4278F17	4353F20			
0	4375F 7	4615^16	4664^19	4104F11	4338F19	4411F22			
-10	4438F 9	4622^18	4673^22	4160F13	4395F21	4471F24			
-20	4484^11	4634^21	4686^24	4218F15	4455F23	4534F26			
-30	4487^13	4639^24	4681^27	4275F17	4515F25	4597F28			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +110 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -3450 Wing A/I ON -3450			Engine A/I ON -1750 Wing A/I ON -1750			Engine A/I ON Wing A/I ON		

Elevation 6033 Length 11181 Shift **0** Clearway 0 Stopway 0 Slope -0.01

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OAXACA

OAXACA -OAX 01 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
V2		D6.2 OAX		LT OAX	6400'	STD

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	88.5	3766^17	3912^20	3963^21	3712P 5	3912^14	3963D17	4256
38	88.8	3835F18	3988^21	4040^22	3765P 5	3985^14	4040D17	4341
36	89.2	3892F19	4058^22	4107^23	3819P 6	4044^15	4107D18	4425
34	89.5	3947F19	4119^23	4168^24	3870P 6	4104^15	4168D18	4503
32	89.9	3998F20	4179^24	4227^24	3920P 7	4160^16	4225^19	4580
30	90.2	4051F21	4239^24	4285^25	3969P 7	4217^16	4280^19	4661
28	90.1	4106F22	4305^25	4348^26	4023P 7	4280^17	4340^20	4750
26	90.0	4162F22	4371^26	4412^27	4076P 8	4342^17	4401^20	4838
24	89.9	4196F23	4408^27	4450^28	4109P 8	4378^18	4438^21	4879
22	89.8	4209F23	4418^27	4459^28	4122P 9	4390^18	4449^21	4884
20	89.7	4222F23	4428^27	4471^28	4136P 9	4401^18	4462^22	4886
18	89.4	4233F24	4436^27	4481^28	4148P 9	4411^19	4475^22	4888
10	88.2	4278F24	4468^28	4521^29	4197F11	4450^20	4521D23	4893
0	86.6	4313^25	4484^28	4543^29	4254F13	4484^22	4543D26	4888
-10	85.0	4314^25	4488^28	4547^29	4310^14	4488D25	4547D28	4888
-20	83.4	4313^25	4489^28	4550^29	4312^17	4489D27	4550D29	4887

High QNH **+40** per .10" — Engine A/I ON **-2500**
Low QNH **-160** per .10" — Wing A/I ON **-2500**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	91.9	3771^17	3918^20	3968^21	3765^ 6	3918D16	3968D19	4256
38	92.2	3844^18	3993^21	4045^22	3825P 6	3993D16	4045D19	4341
36	92.5	3916^19	4067^22	4119^23	3879P 7	4066^16	4119D20	4425
34	92.9	3984^20	4137^23	4190^24	3931P 7	4136^17	4190D20	4503
32	93.3	4051^21	4207^24	4261^25	3980P 8	4205^17	4261^20	4580
30	93.7	4123^22	4282^25	4336^26	4029P 8	4261^18	4333^21	4661
28	93.7	4197F23	4354^26	4406^27	4083P 9	4323^18	4396^21	4750
26	93.8	4254F24	4418^27	4471^28	4138P 9	4387^19	4457^22	4838
24	93.6	4302F25	4463^28	4518^29	4180F10	4430^19	4501^22	4879
22	93.3	4316^25	4482^28	4538^29	4209P10	4453^20	4530^23	4884
20	93.0	4319^25	4484^28	4540^29	4222P11	4466^20	4539^24	4886
18	92.7	4320^25	4486^28	4543^29	4235P11	4477^21	4543^24	4888
10	91.4	4325^25	4493^28	4551^29	4285P12	4492^23	4551D26	4893
0	89.8	4322^25	4492^28	4551^29	4315^15	4492D25	4551D28	4888
-10	88.1	4322^25	4495^28	4554^29	4319^17	4495D27	4554D30	4888
-20	86.4	4321^25	4496^28	4556^29	4321D19	4496D28	4556D30	4887

High QNH **+60** per .10" — Engine A/I ON **-2690**
Low QNH **-160** per .10" — Wing A/I ON **-2690**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
40	91.9	3771^17-17-27	3918^20-20-30	3968^21-21-31	4019^22-22-31
38	92.2	3844^18-18-28	3993^21-21-31	4045^22-22-32	4097^23-23-33
36	92.5	3916^19-19-30	4067^22-22-32	4119^23-23-33	4172^24-24-34
34	92.9	3984^20-20-31	4137^23-23-33	4190^24-24-34	4244^25-25-35
32	93.3	4051^21-21-32	4207^24-24-34	4261^25-25-35	4315^26-26-36
30	93.7	4123^22-22-33	4282^25-25-35	4336^26-26-36	4391^27-27-37
28	93.7	4197F23-23-34	4354^26-26-36	4406^27-27-37	4459^28-28-38
26	93.8	4254F24-24-35	4418^27-27-37	4471^28-28-38	4526^29-29-39
24	93.6	4302F25-25-36	4463^28-28-38	4518^29-29-39	4572^30-30-40
22	93.3	4316^25-25-36	4482^28-28-38	4538^29-29-39	4596^30-30-40
20	93.0	4319^25-25-36	4484^28-28-38	4540^29-29-39	4599^30-30-40
18	92.7	4320^25-25-36	4486^28-28-38	4543^29-29-39	4601^30-30-40
10	91.4	4325^25-25-36	4493^28-28-39	4551^29-29-39	4609^30-30-40
0	89.8	4322^25-25-36	4506^34-34-44	4551^29-29-39	4611^30-30-40
-10	88.1	4373F32-32-42	4547^35-35-45	4601^36-36-46	4658^37-37-47
-20	86.4	4387^32-32-42	4562^35-35-45	4622^36-36-46	4683^37-37-47

High QNH **+30** per .10" — Engine A/I ON **-2050**
Low QNH **-160** per .10" — Wing A/I ON **-2050**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4989 Length 8038 Shift **0** Clearway 0 Stopway 0 Slope +0.29
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OAXACA **-OAX** **01** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3771^17	3918^20	3968^21	3767^17	3914^20	3964^21			
38	3844^18	3993^21	4045^22	3840^18	3989^21	4040^22			
36	3916^19	4067^22	4119^23	3912^19	4063^22	4115^23			
34	3984^20	4137^23	4190^24	3980^20	4134^23	4186^24			
32	4051^21	4207^24	4261^25	4048^21	4204^24	4258^25			
30	4123^22	4282^25	4336^26	4120^22	4278^25	4332^26			
28	4197F23	4354^26	4406^27	4186F23	4346^26	4399^27			
26	4254F24	4418^27	4471^28	4244F24	4412^27	4465^28			
24	4302F25	4463^28	4518^29	4292F25	4456^28	4511^29			
22	4316^25	4482^28	4538^29	4314^25	4479^28	4535^29			
20	4319^25	4484^28	4540^29	4316^25	4481^28	4538^29			
18	4320^25	4486^28	4543^29	4318^25	4483^28	4541^29			
10	4325^25	4493^28	4551^29	4063^21	4224^24	4279^25			
0	4322^25	4492^28	4551^29	4258^24	4427^27	4484^28			
	High QNH +60 per .10" Low QNH -160 per .10"			High QNH +60 per .10" Low QNH -190 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2690 Wing A/I ON -2690			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3765^ 6	3918D16	3968D19	3761^ 6	3914D15	3964D19			
38	3825F 6	3993D16	4045D19	3818F 6	3989D16	4040D19			
36	3879F 7	4066^16	4119D20	3872F 7	4063^16	4115D19			
34	3931F 7	4136^17	4190D20	3923F 7	4132^17	4186D20			
32	3980F 8	4205^17	4261^20	3973F 8	4200^17	4257^20			
30	4029F 8	4261^18	4333^21	4022F 8	4255^18	4327^21			
28	4083F 9	4323^18	4396^21	4077F 8	4318^18	4388^21			
26	4138F 9	4387^19	4457^22	4131F 9	4382^18	4450^22			
24	4180F10	4430^19	4501^22	4173F 9	4424^19	4495^22			
22	4209F10	4453^20	4530^23	4203F10	4447^20	4523^23			
20	4222F11	4466^20	4539^24	4216F11	4459^20	4535^23			
18	4235F11	4477^21	4543^24	4228F11	4471^21	4540^24			
10	4285F12	4492^23	4551D26	4061^13	4224D24	4279D26			
0	4315^15	4492D25	4551D28	4253^15	4427D25	4484D28			
	High QNH +50 per .10" Low QNH -160 per .10"			High QNH +50 per .10" Low QNH -190 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2680 Wing A/I ON -2680			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		3795F98	3873F 1	2912F95	3297F 3	3443F 5			
26		3850F98	3932F 1	2968F96	3350F 3	3525F 5			
24		3890F98	3972F 1	3013F96	3410F 4	3574F 6			
22		3914F99	3995F 2	3060F97	3476F 4	3615F 7			
20		3925F99	4006F 2	3069F97	3502F 4	3630F 7			
18		3937F 0	4018F 3	3085F97	3525F 5	3649F 7			
16		3948F 0	4028F 3	3102F97	3535F 5	3667F 7			
14		3960F 0	4041F 3	3115F98	3548F 5	3676F 7			
12		3970F 1	4053F 4	3131F98	3561F 5	3709F 8			
10		3982F 1	4065F 4	3145F98	3577F 6	3737F 8			
0		4034F 3	4120F 6	3220F 0	3659F 7	3873F 9			
-10	2691F 0	4095F 5	4185F 8	3308F 1	3790F 8	3981F10			
-20	3373F99	4159F 7	4253F10	3404F 2	3918F10	4004^11			
-30	3957F99	4224F 9	4323F12	3515F 4	3943^10	3993^11			
	High QNH +40 per .10" Low QNH -140 per .10"			High QNH +50 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1430 Wing A/I ON -1430			Engine A/I ON -290 Wing A/I ON -290			Engine A/I ON Wing A/I ON		

Elevation 4989 Length 8038 Shift 0 Clearway 0 Stopway 0 Slope +0.29

Rwy Rev Program Rules FAA **26 Oct 17**

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OAXACA **-OAX** **19** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D11.0 OAX		*LT H340	5989'	

*INTERCEPT OAX R-015 INBND HOLD AT OAX VOR LEFT TURNS

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	88.5	3816^18	3956^21	4000^21	3759^ 4	3948^14	4000D17	4256
38	88.8	3877^19	4021^21	4066^22	3816P 5	4009^14	4066D17	4341
36	89.2	3938^20	4085^22	4131^23	3871P 5	4070^15	4131D18	4425
34	89.5	3996^20	4146^23	4193^24	3923P 5	4128^15	4191^18	4503
32	89.9	4052^21	4205^24	4254^25	3973P 6	4184^16	4249^19	4580
30	90.2	4108^22	4264^25	4313^26	4023P 6	4239^16	4306^19	4661
28	90.1	4168^23	4328^26	4379^27	4077P 7	4300^16	4368^20	4750
26	90.0	4231P24	4392^27	4444^28	4130P 7	4361^17	4431^20	4838
24	89.9	4266P24	4429^27	4482^28	4164P 8	4397^17	4468^20	4879
22	89.8	4276^24	4440^27	4492^28	4178P 8	4410^18	4479^21	4884
20	89.7	4287^25	4452^28	4503^28	4191P 8	4422^18	4492^21	4886
18	89.4	4296^25	4461^28	4513^29	4204P 9	4433^18	4503^22	4888
10	88.2	4333^25	4497^28	4548^29	4253P10	4477^20	4546^23	4893
0	86.6	4373^26	4535^29	4585^30	4308^12	4525^22	4585D25	4888
-10	85.0	4418^27	4580^30	4634^31	4363^14	4580D24	4634D27	4888
-20	83.4	4463^28	4623^31	4687^32	4418^16	4623D26	4687D29	4887

High QNH **+40** per .10" — Engine A/I ON **-1690**
Low QNH **-150** per .10" — Wing A/I ON **-1690**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	91.9	3871^19	4003^21	4052^22	3804^ 5	3993^15	4052D18	4256
38	92.2	3934^20	4070^22	4116^23	3861^ 6	4055^15	4116D19	4341
36	92.5	3996^21	4135^23	4180^24	3919^ 6	4116^16	4180D19	4425
34	92.9	4056^22	4198^24	4242^25	3974^ 7	4175^16	4239^20	4503
32	93.3	4112^22	4257^25	4303^26	4026^ 7	4231^17	4296^20	4580
30	93.7	4168^23	4317^26	4363^27	4081P 7	4288^17	4354^21	4661
28	93.7	4232^24	4383^27	4431^28	4136P 8	4350^18	4418^21	4750
26	93.8	4295^25	4451^28	4499^29	4191P 8	4412^18	4481^21	4838
24	93.6	4339^26	4495^28	4545^29	4233P 9	4455^19	4526^22	4879
22	93.3	4367^26	4521^29	4568^30	4262P10	4481^20	4551^23	4884
20	93.0	4376^26	4529^29	4577^30	4272^10	4492^20	4563^23	4886
18	92.7	4385^26	4539^29	4586^30	4283^10	4503^20	4573^24	4888
10	91.4	4422^27	4574^30	4623^31	4327^12	4548^22	4622^25	4893
0	89.8	4459^28	4609^30	4671^31	4377^14	4597^24	4671D27	4888
-10	88.1	4504^28	4663^31	4724^32	4435^16	4663D26	4724D29	4888
-20	86.4	4548^29	4714^32	4775^33	4492^18	4714D28	4775D32	4887

High QNH **+40** per .10" — Engine A/I ON **-1690**
Low QNH **-160** per .10" — Wing A/I ON **-1690**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
40	91.9	3871^19-19-29	4003^21-21-31	4052^22-22-32	4107^23-23-33
38	92.2	3934^20-20-30	4070^22-22-32	4116^23-23-33	4171^24-24-34
36	92.5	3996^21-21-31	4135^23-23-33	4180^24-24-34	4236^25-25-35
34	92.9	4056^22-22-32	4198^24-24-34	4242^25-25-35	4297^26-26-36
32	93.3	4112^22-22-33	4257^25-25-35	4303^26-26-36	4356^27-27-36
30	93.7	4168^23-23-34	4317^26-26-36	4363^27-27-37	4414^28-28-37
28	93.7	4232^24-24-35	4383^27-27-37	4431^28-28-38	4478^29-29-38
26	93.8	4295^25-25-36	4451^28-28-38	4499^29-29-39	4546^29-29-39
24	93.6	4339^26-26-36	4495^28-28-39	4545^29-29-39	4592^30-30-40
22	93.3	4367^26-26-37	4521^29-29-39	4568^30-30-40	4620^31-31-40
20	93.0	4376^26-26-37	4529^29-29-39	4577^30-30-40	4631^31-31-41
18	92.7	4385^26-26-37	4539^29-29-39	4586^30-30-40	4643^31-31-41
10	91.4	4422^27-27-37	4574^30-30-40	4623^31-31-40	4687^32-32-41
0	89.8	4459^28-28-38	4609^30-30-40	4671^31-31-41	4733^33-33-42
-10	88.1	4504^28-28-39	4663^31-31-41	4724^32-32-42	4785^33-33-43
-20	86.4	4548^29-29-39	4714^32-32-42	4775^33-33-43	4837^34-34-44

High QNH **+40** per .10" — Engine A/I ON **-1690**
Low QNH **-160** per .10" — Wing A/I ON **-1690**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4989 Length 8038 Shift **0** Clearway 0 Stopway 0 Slope -0.29
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OAXACA **-OAX** **19** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3871^19	4003^21	4052^22	3863^19	3996^21	4044^22			
38	3934^20	4070^22	4116^23	3925^20	4062^22	4108^23			
36	3996^21	4135^23	4180^24	3988^21	4128^23	4171^24			
34	4056^22	4198^24	4242^25	4048^21	4191^24	4235^25			
32	4112^22	4257^25	4303^26	4105^22	4250^25	4296^26			
30	4168^23	4317^26	4363^27	4161^23	4310^26	4356^27			
28	4232^24	4383^27	4431^28	4224^24	4377^27	4424^28			
26	4295^25	4451^28	4499^29	4287^25	4443^28	4493^28			
24	4339^26	4495^28	4545^29	4332^25	4489^28	4537^29			
22	4367^26	4521^29	4568^30	4360^26	4514^29	4562^30			
20	4376^26	4529^29	4577^30	4369^26	4523^29	4570^30			
18	4385^26	4539^29	4586^30	4378^26	4532^29	4579^30			
10	4422^27	4574^30	4623^31	4255^25	4405^28	4461^29			
0	4459^28	4609^30	4671^31	4403^27	4554^30	4614^31			
	High QNH +40 per .10" Low QNH -160 per .10"			High QNH +40 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1690 Wing A/I ON -1690			Engine A/I ON -10 Wing A/I ON -10			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	3804^ 5	3993^15	4052D18	3797^ 5	3986^15	4044D18			
38	3861^ 6	4055^15	4116D19	3855^ 6	4048^15	4108D18			
36	3919^ 6	4116^16	4180D19	3912^ 6	4110^16	4171D19			
34	3974^ 7	4175^16	4239^20	3968^ 6	4169^16	4232^19			
32	4026^ 7	4231^17	4296^20	4020^ 7	4225^17	4290^20			
30	4081F 7	4288^17	4354^21	4074F 7	4281^17	4348^20			
28	4136F 8	4350^18	4418^21	4129F 8	4344^18	4412^21			
26	4191F 8	4412^18	4481^21	4184F 8	4406^18	4475^21			
24	4233F 9	4455^19	4526^22	4227F 9	4450^19	4520^22			
22	4262F10	4481^20	4551^23	4256F 9	4475^19	4545^23			
20	4272^10	4492^20	4563^23	4266^10	4486^20	4556^23			
18	4283^10	4503^20	4573^24	4277^10	4498^20	4568^24			
10	4327^12	4548^22	4622^25	4181^12	4400^22	4461D26			
0	4377^14	4597^24	4671D27	4328^14	4549^24	4614D27			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1480 Wing A/I ON -1480			Engine A/I ON -20 Wing A/I ON -20			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		3831P96	3917P99	2956P94	3373P 1	3515P 4			
26		3844P96	3973P99	3011P94	3431P 2	3576P 4			
24		3875P97	4014P 0	3059P94	3494P 2	3625P 5			
22		3951P97	4039P 0	3100P95	3541P 3	3667P 5			
20		3963P97	4050P 0	3114P95	3553P 3	3686P 5			
18		3975P98	4063P 1	3128P95	3567P 3	3705P 6			
16		3987P98	4077P 1	3142P96	3580P 3	3725P 6			
14		4000P98	4089P 2	3158P96	3595P 4	3745P 6			
12		4012P99	4101P 2	3175P96	3612P 4	3767P 6			
10		4023P99	4113P 2	3188P97	3628P 4	3788P 7			
0		4082F 1	4169F 4	3271P98	3716P 6	3877P 8			
-10		4144F 3	4234F 6	3364P99	3824P 7	3962P10			
-20	2652F 1	4208F 5	4302F 8	3469F 1	3912F 9	4055P11			
-30	3479P99	4273F 7	4366^11	3560F 2	3997P11	4161P13			
	High QNH +50 per .10" Low QNH -260 per .10"			High QNH +50 per .10" Low QNH -190 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1400 Wing A/I ON -1400			Engine A/I ON -1150 Wing A/I ON -1150			Engine A/I ON Wing A/I ON		

Elevation 4989 Length 8038 Shift **0** Clearway 0 Stopway 0 Slope -0.29

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PALENQUE

PALENQUE **-PQM** **10** ***LT H080***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1164'		LT H080	1164'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4253P25	4434^28	4476^29	4193P14	4434D23	4476D26	4697
46	87.7	4328P25	4524^29	4570^30	4264P14	4521^24	4570D27	4815
44	87.7	4377P26	4581^30	4628^31	4311P15	4574^24	4628D27	4884
42	87.5	4400P26	4606^30	4654^31	4334P15	4600^24	4654D28	4944
40	87.3	4420P27	4625^30	4673^31	4354P15	4620^25	4673D28	4959
38	87.0	4430P27	4633^31	4680^31	4366P16	4630^25	4680D28	4960
36	86.7	4441P27	4641^31	4689^32	4378P16	4640^25	4689D29	4962
34	86.4	4452P27	4650^31	4696^32	4390P16	4650D26	4696D29	4964
32	86.1	4463P28	4657^31	4704^32	4403P17	4657D26	4704D29	4966
30	85.9	4475P28	4666^31	4711^32	4415P17	4666D27	4711D30	4968
20	84.5	4529P29	4707^32	4749^33	4479P19	4707D28	4749D32	4976
10	83.0	4584P30	4742^32	4781^33	4541P20	4742D30	4781D34	4972
0	81.5	4636^31	4783^33	4819^34	4610P22	4783D33	4819D34	4984
-10	80.0	4679^31	4818^34	4852^34	4665^24	4818D34	4852D35	4987
-20	78.4	4720^32	4849^34	4884^35	4718^26	4849D35	4884D36	4985
-30	76.9	4742^32	4872^35	4916^35	4742D29	4872D35	4916D35	4981

High QNH **+0** per .10" Engine A/I ON **-710**
Low QNH **-160** per .10" Wing A/I ON **-710**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4349P26	4482^29	4517^29	4267P15	4482D25	4517D28	4697
46	90.9	4428P27	4577^30	4615^31	4340P16	4575^25	4615D29	4815
44	90.9	4491P28	4641^31	4680^32	4396P16	4637^26	4680D29	4884
42	90.6	4535P29	4677^31	4714^32	4435P17	4673^27	4714D30	4944
40	90.4	4556P29	4697^32	4733^32	4456P17	4694^27	4733D30	4959
38	90.1	4563^29	4705^32	4742^32	4471P18	4705^28	4742D31	4960
36	89.8	4571^29	4712^32	4748^33	4484P18	4712D28	4748D31	4962
34	89.6	4580^30	4719^32	4755^33	4496P18	4719D28	4755D32	4964
32	89.3	4588^30	4727^32	4762^33	4509P19	4727D29	4762D32	4966
30	89.0	4597^30	4734^32	4768^33	4520P19	4734D29	4768D33	4968
20	87.5	4639^31	4770^33	4802^33	4587P21	4770D31	4802D34	4976
10	86.0	4677^31	4798^33	4826^34	4636^23	4798D33	4826D35	4972
0	84.4	4721^32	4834^34	4872^35	4694^25	4834D35	4872D36	4984
-10	82.9	4760^33	4864^34	4920^35	4747^27	4864D35	4920D36	4987
-20	81.3	4774^33	4898^35	4940^36	4774D29	4898D35	4940D36	4985
-30	79.7	4760^33	4887^35	4931^36	4760D32	4887D35	4931D36	4981

High QNH **+0** per .10" Engine A/I ON **-790**
Low QNH **-160** per .10" Wing A/I ON **-790**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4349P26-26-36	4482^29-29-38	4517^29-29-39	4545^30-30-39
46	90.9	4428P27-27-37	4577^30-30-40	4615^31-31-40	4646^31-31-41
44	90.9	4491P28-28-38	4641^31-31-41	4680^32-32-41	4711^32-32-42
42	90.6	4535P29-29-39	4677^31-31-41	4714^32-32-42	4745^33-33-42
40	90.4	4556P29-29-39	4697^32-32-41	4733^32-32-42	4764^33-33-42
38	90.1	4563^29-29-39	4705^32-32-42	4742^32-32-42	4772^33-33-42
36	89.8	4571^29-29-40	4712^32-32-42	4748^33-33-42	4778^33-33-43
34	89.6	4580^30-30-40	4719^32-32-42	4755^33-33-42	4784^33-33-43
32	89.3	4588^30-30-40	4727^32-32-42	4762^33-33-42	4790^33-33-43
30	89.0	4597^30-30-40	4734^32-32-42	4768^33-33-42	4795^33-33-43
20	87.5	4639^31-31-41	4770^33-33-42	4802^33-33-43	4831^34-34-43
10	86.0	4677^31-31-41	4798^33-33-43	4826^34-34-43	4876^35-35-44
0	84.4	4721^32-32-42	4834^34-34-43	4872^35-35-44	4928^36-36-45
-10	82.9	4760^33-33-42	4864^34-34-44	4920^35-35-45	4976^36-36-45
-20	81.3	4774^33-33-43	4898^35-35-44	4940^36-36-45	4981^36-36-46
-30	79.7	4772^39-39-48	4905^41-41-50	4937^42-42-51	4987^42-42-51

High QNH **+0** per .10" Engine A/I ON **-790**
Low QNH **-160** per .10" Wing A/I ON **-790**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 164 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.48
Rwy Rev. Program Rules FAA **26 Oct 17**

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PALENQUE **-PQM** **10** ***LT H080***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4349F26	4482^29	4517^29	4340F26	4475^29	4510^29			
46	4428F27	4577^30	4615^31	4418F27	4571^30	4608^31			
44	4491F28	4641^31	4680^32	4480F28	4634^31	4673^31			
42	4535F29	4677^31	4714^32	4524F29	4670^31	4708^32			
40	4556F29	4697^32	4733^32	4545F29	4690^32	4728^32			
38	4563^29	4705^32	4742^32	4559F29	4699^32	4736^32			
36	4571^29	4712^32	4748^33	4564^29	4706^32	4742^32			
34	4580^30	4719^32	4755^33	4572^30	4713^32	4749^33			
32	4588^30	4727^32	4762^33	4581^30	4721^32	4756^33			
30	4597^30	4734^32	4768^33	4589^30	4729^32	4763^33			
20	4639^31	4770^33	4802^33	4633^31	4765^33	4796^33			
10	4677^31	4798^33	4826^34	4620^31	4732^33	4763^33			
0	4721^32	4834^34	4872^35	4664^31	4768^33	4816^34			
-10	4760^33	4864^34	4920^35	4700^32	4804^34	4859^35			
	High QNH +40 per .10" Low QNH -160 per .10"			High QNH +40 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -640 Wing A/I ON -640			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4267F15	4482D25	4517D28	4260F15	4475D25	4510D28			
46	4340F16	4575^25	4615D29	4332F15	4568^25	4608D28			
44	4396F16	4637^26	4680D29	4388F16	4629^26	4673D29			
42	4435F17	4673^27	4714D30	4427F17	4665^27	4708D30			
40	4456F17	4694^27	4733D30	4448F17	4687^27	4728D30			
38	4471F18	4705^28	4742D31	4463F17	4698^27	4736D31			
36	4484F18	4712D28	4748D31	4476F18	4706D28	4742D31			
34	4496F18	4719D28	4755D32	4489F18	4713D28	4749D32			
32	4509F19	4727D29	4762D32	4501F18	4721D29	4756D32			
30	4520F19	4734D29	4768D33	4512F19	4729D29	4763D32			
20	4587F21	4770D31	4802D34	4579F21	4765D31	4796D34			
10	4636^23	4798D33	4826D35	4587^23	4732D33	4763D34			
0	4694^25	4834D35	4872D36	4645^25	4768D34	4816D35			
-10	4747^27	4864D35	4920D36	4691^27	4804D34	4859D35			
	High QNH +40 per .10" Low QNH -160 per .10"			High QNH +40 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -640 Wing A/I ON -640			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3938P98	4196F 8	4291F11	3439F 3	3968P10	4135P13			
26	3950P98	4208F 8	4303F11	3458F 3	3988P10	4154P13			
24	3960P98	4220F 8	4316F12	3476F 4	4008P11	4165P13			
22	3970P99	4233F 9	4329F12	3494F 4	4027P11	3773F 8			
20	3981P99	4245F 9	4342F12	3513F 4	4045P11	3773F 8			
18	3990P99	4257F10	4354F13	3532F 4	4062P12	3773F 8			
16	4000F 0	4269F10	4367F13	3552F 5	4082P12	4180^13			
14	4009F 0	4281F10	4380F14	3574F 5	4101P12	4183^13			
12	4019F 0	4293F11	4393F14	3584F 5	4121P12	4188^13			
10	4030F 1	4305F11	4404F14	3593F 5	4140P13	4192^13			
0	4089F 3	4374F13	4477F17	3664F 7	4177P13				
-10	4146F 5	4441F15	4549F19	3760F 8	4209^14	4253^14			
-20	4205F 7	4513F17	4623F21	3911F 9	4226^14	4272D15			
-30	4267F 9	4585F20	4690^23	4022F11	4216^14	4263D14			
	High QNH +70 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -100 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -430 Wing A/I ON -430			Engine A/I ON -990 Wing A/I ON -990			Engine A/I ON Wing A/I ON		

Elevation 164 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.48

Rwy Rev Program Rules FAA **26 Oct 17**

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PALENQUE **-PQM** **28** ***DT H283***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1164'		DT H283	1164'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4375P27	4616^31	4649^32	4288P13	4587P22	4647^25	4697
46	87.7	4449P28	4710^32	4763^33	4361P13	4663P23	4750^26	4815
44	87.7	4500P28	4768P33	4829^34	4409P14	4714P23	4806^26	4884
42	87.5	4524P29	4794P33	4856^34	4432P14	4740P24	4833^27	4944
40	87.3	4544P29	4815P34	4877^35	4453P14	4762P24	4855^27	4959
38	87.0	4556P29	4824^34	4886^35	4465P15	4776P24	4866^27	4960
36	86.7	4567P29	4833^34	4895^35	4478P15	4790P25	4877^28	4962
34	86.4	4578P30	4843^34	4905^35	4490P15	4804P25	4888^28	4964
32	86.1	4590P30	4852^34	4914^35	4503P16	4819P25	4900^28	4966
30	85.9	4602P30	4862^34	4924^36	4516P16	4833P26	4911^29	4968
20	84.5	4663P31	4908^35	4944^36	4580P18	4888^27	4944^31	4976
10	83.0	4724P32	4900^35	4938^36	4647P20	4899^30	4938D33	4972
0	81.5	4787^33	4905^35	4943^36	4721P21	4905D32	4943D36	4984
-10	80.0	4781^33	4901^35	4942^36	4776^23	4901D35	4942D36	4987
-20	78.4	4769^33	4893^35	4936^36	4768^26	4893D35	4936D36	4985
-30	76.9	4755^33	4884^35	4927^36	4755D29	4884D35	4927D36	4981

High QNH **+0** per .10" Engine A/I ON **-850**
Low QNH **-170** per .10" Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4477P29	4627^31	4659^32	4359P14	4623^24	4659^27	4697
46	90.9	4557P30	4741^33	4774^33	4433P14	4731^24	4772^28	4815
44	90.9	4622P31	4832^34	4866^35	4490P15	4794^25	4863^28	4884
42	90.6	4669P31	4883^35	4930^36	4528P16	4832^26	4915^29	4944
40	90.4	4690P32	4904^35	4944^36	4550P16	4854^26	4938^29	4959
38	90.1	4706P32	4915^35	4949^36	4565P16	4868^26	4947^30	4960
36	89.8	4717P32	4916^35	4951^36	4578P17	4879^27	4948^30	4962
34	89.6	4729P32	4917^35	4952^36	4589P17	4891^27	4950^31	4964
32	89.3	4742P32	4918^35	4953^36	4603P17	4902^27	4952^31	4966
30	89.0	4754P33	4919^35	4955^36	4617P18	4915^28	4954^31	4968
20	87.5	4815^34	4924^36	4960^36	4688P20	4922^30	4960D34	4976
10	86.0	4803^33	4916^35	4953^36	4758P21	4916D32	4953D36	4972
0	84.4	4804^33	4920^35	4958^36	4797^24	4920D35	4958D36	4984
-10	82.9	4797^33	4916^35	4956^36	4794^26	4916D35	4956D36	4987
-20	81.3	4785^33	4908^35	4950^36	4785D29	4908D35	4950D36	4985
-30	79.7	4770^33	4898^35	4941^36	4770D31	4898D35	4941D36	4981

High QNH **+0** per .10" Engine A/I ON **-850**
Low QNH **-170** per .10" Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4477P29-29-38	4627^31-31-40	4659^32-32-41	4710^38-38-47
46	90.9	4557P30-30-39	4741^33-33-42	4774^33-33-43	4807^34-34-43
44	90.9	4622P31-31-40	4832^34-34-43	4866^35-35-44	4884C35-35-44
42	90.6	4669P31-31-41	4883^35-35-44	4930^36-36-45	4944C36-36-45
40	90.4	4690P32-32-41	4904^35-35-44	4944^36-36-45	4959C36-36-45
38	90.1	4706P32-32-42	4915^35-35-45	4949^36-36-45	4960C36-36-45
36	89.8	4717P32-32-42	4916^35-35-45	4951^36-36-45	4962C36-36-45
34	89.6	4729P32-32-42	4917^35-35-45	4952^36-36-45	4966^42-42-51
32	89.3	4742P32-32-42	4918^35-35-45	4953^36-36-45	4976^42-42-51
30	89.0	4754P33-33-42	4919^35-35-45	4955^36-36-45	4981C42-42-51
20	87.5	4815^34-34-43	4924^36-36-45	4974^42-42-51	4990C43-43-51
10	86.0	4803^33-33-43	4956^42-42-51	4986C42-42-51	4986C42-42-51
0	84.4	4804^33-33-43	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.9	4838P40-40-49	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.3	4899P41-41-50	4999C43-43-52	4999C43-43-52	4999C43-43-52
-30	79.7	4920^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" Engine A/I ON **-890**
Low QNH **-170** per .10" Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 164 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope -0.48
Rwy Rev. Program Rules FAA **26 Oct 17**

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PALENQUE **-PQM** **28** ***DT H283***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4477F29	4627^31	4659^32	4468F28	4621^31	4654^32			
46	4557F30	4741^33	4774^33	4546F29	4734^33	4768^33			
44	4622F31	4832^34	4866^35	4610F30	4827^34	4860^35			
42	4669F31	4883^35	4930^36	4657F31	4874^35	4925^36			
40	4690F32	4904^35	4944^36	4679F31	4896^35	4939^36			
38	4706F32	4915^35	4949^36	4695F32	4907^35	4945^36			
36	4717F32	4916^35	4951^36	4706F32	4912^35	4947^36			
34	4729F32	4917^35	4952^36	4719F32	4913^35	4948^36			
32	4742F32	4918^35	4953^36	4731F32	4914^35	4949^36			
30	4754F33	4919^35	4955^36	4743F32	4915^35	4950^36			
20	4815^34	4924^36	4960^36	4807F34	4919^35	4955^36			
10	4803^33	4916^35	4953^36	4719^32	4830^34	4867^35			
0	4804^33	4920^35	4958^36	4718^32	4832^34	4871^35			
-10	4797^33	4916^35	4956^36	4711^32	4829^34	4868^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4359F14	4623^24	4659^27	4352F14	4618^24	4654^27			
46	4433F14	4731^24	4772^28	4425F14	4724^24	4766^27			
44	4490F15	4794^25	4863^28	4482F15	4786^25	4857^28			
42	4528F16	4832^26	4915^29	4520F16	4826^25	4908^29			
40	4550F16	4854^26	4938^29	4542F16	4848^26	4930^29			
38	4565F16	4868^26	4947^30	4558F16	4861^26	4942^29			
36	4578F17	4879^27	4948^30	4571F17	4873^27	4944^30			
34	4589F17	4891^27	4950^31	4582F17	4884^27	4946^30			
32	4603F17	4902^27	4952^31	4596F17	4895^27	4948^31			
30	4617F18	4915^28	4954^31	4609F18	4907^28	4950^31			
20	4688F20	4922^30	4960D34	4680F19	4917^30	4955D33			
10	4758F21	4916D32	4953D36	4711^21	4830D33	4867D35			
0	4797^24	4920D35	4958D36	4714^24	4832D34	4871D35			
-10	4794^26	4916D35	4956D36	4710^26	4829D34	4868D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4280F 5	4373F 8	3523F 0	3978F 9	4104F12			
26		4292F 5	4386F 8	3523F 0	3994F 9	4120F12			
24	2867F99	4305F 5	4399F 9	3580F 1	4008F 9	4134F12			
22	3085F99	4317F 6	4412F 9	3592F 1	4022F10	4134F12			
20	3265F99	4327F 6	4425F 9	3606F 1	4036F10	4161F13			
18	3449F98	4340F 7	4438F10	3617F 2	4036F10	4183F13			
16	3599F98	4352F 7	4451F10	3629F 2	4062F11	4201F13			
14	3770F98	4364F 7	4463F11	3642F 2	4077F11	4221F14			
12	3971F98	4377F 8	4476F11	3657F 3	4091F11	4241F14			
10	4078F98	4389F 8	4489F12	3672F 3	4108F12	4263F14			
0	4178F 0	4459F10	4562F14	3754F 4	4192F13	4288^15			
-10	4220F 1	4528F12	4635F16	3850F 6	4241^14	4285^15			
-20		4599F15	4712F18	3939F 8	4233^14	4279^15			
-30		4674F17	4791F20	4016^ 9	4223^14	4271^15			
	High QNH +60 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -80 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -460 Wing A/I ON -460			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation 164 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope -0.48

Rwy Rev Program Rules FAA **26 Oct 17**

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PUEBLA

PUEBLA -PBC 17 *DT H174*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		8361'		DT H174	8361'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
34	89.1	3917^21	3996^22	4022^23	3917D20	3996D22	4022D23	4072
32	89.4	3994^22	4073^23	4100^24	3994D20	4073D23	4100D24	4151
30	89.7	4073^23	4154^24	4180^25	4073D21	4154D25	4180D25	4231
28	89.9	4154^24	4236^26	4262^26	4154D21	4236D26	4262D26	4313
26	90.1	4235^25	4317^27	4344^27	4235D21	4317D27	4344D27	4396
24	90.4	4316^27	4399^28	4427^29	4316^22	4399D28	4427D29	4477
22	90.6	4397^28	4480^29	4508^30	4396^22	4480D29	4508D30	4559
20	90.9	4437^28	4521^30	4549^30	4436^23	4521D30	4549D30	4605
18	90.6	4453^29	4538^30	4566^31	4452^23	4538D30	4566D31	4615
16	90.3	4459^29	4544^30	4573^31	4459^23	4544D30	4573D31	4626
14	90.0	4459^29	4545^30	4574^31	4459D24	4545D30	4574D31	4628
10	89.4	4459^29	4546^30	4575^31	4459D25	4546D30	4575D31	4630
0	87.8	4456^29	4546^30	4576^31	4456D27	4546D30	4576D31	4634
-10	86.2	4440^28	4532^30	4563^30	4440D28	4532D30	4563D31	4623
-20	84.5	4433^28	4528^30	4560^30	4433D28	4528D30	4560D31	4625
-30	82.8	4418^28	4517^30	4550^30	4418D28	4517D30	4550D30	4618

High QNH **+90** per .10" — Engine A/I ON **-5600**
Low QNH **-170** per .10" — Wing A/I ON **-5600**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
34	92.5	3926^21	4004^22	4030^23	3926D21	4004D22	4030D23	4072
32	92.8	4003^22	4082^23	4108^24	4003D22	4082D23	4108D24	4151
30	93.2	4083^23	4163^25	4189^25	4083D22	4163D25	4189D25	4231
28	93.6	4165^24	4245^26	4271^26	4165D23	4245D26	4271D26	4313
26	94.1	4246^26	4327^27	4353^28	4246D23	4327D27	4353D28	4396
24	94.3	4327^27	4409^28	4437^29	4327D23	4409D28	4437D29	4477
22	94.3	4409^28	4492^29	4520^30	4409D24	4492D30	4520D30	4559
20	94.3	4450^29	4533^30	4561^30	4450D25	4533D30	4561D31	4605
18	94.0	4468^29	4552^30	4580^31	4468D26	4552D30	4580D31	4615
16	93.8	4476^29	4560^30	4588^31	4476D26	4560D31	4588D31	4626
14	93.5	4476^29	4560^30	4589^31	4476D27	4560D31	4589D31	4628
10	92.8	4476^29	4561^30	4590^31	4476D28	4561D31	4590D31	4630
0	91.1	4473^29	4561^30	4590^31	4473D29	4561D31	4590D31	4634
-10	89.4	4455^29	4546^30	4577^31	4455D29	4546D30	4577D31	4623
-20	87.7	4448^28	4542^30	4573^31	4448D29	4542D30	4573D31	4625
-30	86.0	4433^28	4531^30	4563^30	4433D28	4531D30	4563D31	4618

High QNH **+90** per .10" — Engine A/I ON **-5650**
Low QNH **-170** per .10" — Wing A/I ON **-5650**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
34	92.5	4046^28-28-37	4121^30-30-38	4131C30-30-38	4131C30-30-38
32	92.8	4126^30-30-38	4201^31-31-40	4211C31-31-40	4211C31-31-40
30	93.2	4208^31-31-40	4284^32-32-41	4290C33-33-41	4290C33-33-41
28	93.6	4290^32-32-41	4367^34-34-42	4372C34-34-42	4372C34-34-42
26	94.1	4364^33-33-42	4451^35-35-43	4454C35-35-43	4454C35-35-43
24	94.3	4436^34-34-43	4536C36-36-45	4536C36-36-45	4536C36-36-45
22	94.3	4490T35-35-44	4619C37-37-46	4619C37-37-46	4619C37-37-46
20	94.3	4522T36-36-45	4666^38-38-47	4675C38-38-47	4675C38-38-47
18	94.0	4555T36-36-45	4681C38-38-47	4681C38-38-47	4681C38-38-47
16	93.8	4587T37-37-46	4688C38-38-47	4688C38-38-47	4688C38-38-47
14	93.5	4609^37-37-46	4692C38-38-47	4692C38-38-47	4692C38-38-47
10	92.8	4613^37-37-46	4695C38-38-47	4695C38-38-47	4695C38-38-47
0	91.1	4611^37-37-46	4696^38-38-47	4700C39-39-47	4700C39-39-47
-10	89.4	4594^37-37-46	4681^38-38-47	4690C38-38-47	4690C38-38-47
-20	87.7	4587^37-37-46	4677^38-38-47	4696C39-39-47	4696C39-39-47
-30	86.0	4572^36-36-45	4664^38-38-47	4689C38-38-47	4689C38-38-47

High QNH **+100** per .10" — Engine A/I ON **-5780**
Low QNH **-180** per .10" — Wing A/I ON **-5780**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 7361 Length 11811 Shift **0** Clearway 0 Stopway 0 Slope -0.39
Rwy Rev. Program Rules FAA **25 Oct 16**

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PUEBLA **-PBC** **17** ***DT H174***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3926^21	4004^22	4030^23	3921^21	3999^22	4025^23			
32	4003^22	4082^23	4108^24	3998^22	4077^23	4103^24			
30	4083^23	4163^25	4189^25	4079^23	4158^25	4185^25			
28	4165^24	4245^26	4271^26	4161^24	4240^26	4267^26			
26	4246^26	4327^27	4353^28	4242^25	4323^27	4350^27			
24	4327^27	4409^28	4437^29	4324^27	4406^28	4434^29			
22	4409^28	4492^29	4520^30	4406^28	4489^29	4517^30			
20	4450^29	4533^30	4561^30	4447^28	4531^30	4558^30			
18	4468^29	4552^30	4580^31	4465^29	4549^30	4577^31			
16	4476^29	4560^30	4588^31	4472^29	4557^30	4585^31			
14	4476^29	4560^30	4589^31	4472^29	4557^30	4585^31			
10	4476^29	4561^30	4590^31	3913^20	3983^22	4011^22			
0	4473^29	4561^30	4590^31	4363^27	4450^29	4479^29			
-10	4455^29	4546^30	4577^31	4371^27	4461^29	4491^29			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -220 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5650 Wing A/I ON -5650			Engine A/I ON -150 Wing A/I ON -150			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3926D21	4004D22	4030D23	3921D21	3999D22	4025D23			
32	4003D22	4082D23	4108D24	3998D22	4077D23	4103D24			
30	4083D22	4163D25	4189D25	4079D22	4158D25	4185D25			
28	4165D23	4245D26	4271D26	4161D23	4240D26	4267D26			
26	4246D23	4327D27	4353D28	4242D23	4323D27	4350D28			
24	4327D23	4409D28	4437D29	4324D23	4406D28	4434D29			
22	4409D24	4492D30	4520D30	4406D24	4489D30	4517D30			
20	4450D25	4533D30	4561D31	4447D24	4531D30	4558D31			
18	4468D26	4552D30	4580D31	4465D25	4549D30	4577D31			
16	4476D26	4560D31	4588D31	4472D26	4557D31	4585D31			
14	4476D27	4560D31	4589D31	4472D26	4557D30	4585D31			
10	4476D28	4561D31	4590D31	3913D21	3983D22	4011D22			
0	4473D29	4561D31	4590D31	4363D27	4450D29	4479D29			
-10	4455D29	4546D30	4577D31	4371D27	4461D29	4491D30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -220 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5650 Wing A/I ON -5650			Engine A/I ON -150 Wing A/I ON -150			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3985F 0	4166^ 9	4223^12	3705F 4	3903F12	3968F15			
26	4046F 0	4233^ 9	4292^12	3767F 5	3969F12	4035F15			
24	4108F 1	4301^ 9	4361^12	3831F 5	4033F13	4104F16			
22	4170F 1	4369^10	4430^13	3896F 6	4102F14	4174F16			
20	4220F 2	4421^10	4483^13	3950F 6	4161F14	4233F17			
18	4247F 2	4444^11	4506^14	3981F 7	4198F15	4273F18			
16	4264F 2	4459^12	4522^15	4001F 7	4221F15	4296F18			
14	4277F 3	4470^12	4533^15	4012F 8	4233F16	4309F18			
12	4289F 3	4480^12	4543^15	4023F 8	4246F16	4322F19			
10	4302F 4	4489^13	4546^16	4034F 8	4258F17	4334F19			
0	4349^ 6	4517^15	4553^18	4089F10	4320F18	4398F21			
-10	4384^ 8	4510^18	4547^21	4140F12	4377F20	4450^23			
-20	4400^10	4513^20	4551^24	4198F14	4434^22	4501^25			
-30	4393^13	4509^23	4547^27	4258F16	4472^24	4516^27			
	High QNH +100 per .10" Low QNH -160 per .10"			High QNH +100 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5110 Wing A/I ON -5110			Engine A/I ON -3020 Wing A/I ON -3020			Engine A/I ON Wing A/I ON		

Elevation 7361 Length 11811 Shift 0 Clearway 0 Stopway 0 Slope -0.39

Rwy Rev. Program Rules FAA **25 Oct 16**

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PUEBLA **-PBC** **35** ***RT H170***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		8361'		RT H170	8361'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
34	89.1	3908^20	3988^22	4014^22	3908D20	3988D22	4014D22	4072
32	89.4	3985^22	4065^23	4092^24	3985D21	4065D23	4092D24	4151
30	89.7	4065^23	4146^24	4172^25	4065D21	4146D24	4172D25	4231
28	89.9	4145^24	4227^25	4254^26	4145D21	4227D26	4254D26	4313
26	90.1	4226^25	4308^27	4336^27	4226D22	4308D27	4336D27	4396
24	90.4	4307^26	4390^28	4418^28	4306^22	4390D28	4418D29	4477
22	90.6	4387^28	4472^29	4500^30	4385^22	4472D29	4500D30	4559
20	90.9	4427^28	4512^30	4540^30	4425^23	4512D30	4540D30	4605
18	90.6	4443^28	4528^30	4557^30	4441^23	4528D30	4557D31	4615
16	90.3	4450^28	4535^30	4564^31	4448^24	4535D30	4564D31	4626
14	90.0	4449^28	4536^30	4565^31	4449D24	4536D30	4565D31	4628
10	89.4	4449^28	4537^30	4566^31	4449D25	4537D30	4566D31	4630
0	87.8	4447^28	4537^30	4567^31	4447D28	4537D30	4567D31	4634
-10	86.2	4430^28	4523^30	4554^30	4430D28	4523D30	4554D30	4623
-20	84.5	4423^28	4519^30	4551^30	4423D28	4519D30	4551D30	4625
-30	82.8	4409^28	4508^30	4541^30	4409D28	4508D30	4541D30	4618

High QNH **+90** per .10" — Engine A/I ON **-5560**
Low QNH **-170** per .10" — Wing A/I ON **-5560**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
34	92.5	3918^21	3997^22	4023^23	3918D21	3997D22	4023D23	4072
32	92.8	3995^22	4074^23	4101^24	3995D22	4074D23	4101D24	4151
30	93.2	4075^23	4155^24	4182^25	4075D23	4155D25	4182D25	4231
28	93.6	4157^24	4237^26	4264^26	4157D23	4237D26	4264D26	4313
26	94.1	4238^25	4319^27	4346^27	4238D24	4319D27	4346D27	4396
24	94.3	4319^27	4401^28	4428^29	4319D24	4401D28	4428D29	4477
22	94.3	4400^28	4484^29	4511^30	4400D24	4484D29	4511D30	4559
20	94.3	4441^28	4525^30	4553^30	4441D25	4525D30	4553D30	4605
18	94.0	4460^29	4544^30	4572^31	4460D26	4544D30	4572D31	4615
16	93.8	4467^29	4552^30	4580^31	4467D27	4552D30	4580D31	4626
14	93.5	4467^29	4552^30	4581^31	4467D27	4552D30	4581D31	4628
10	92.8	4467^29	4553^30	4582^31	4467D28	4553D30	4582D31	4630
0	91.1	4464^29	4553^30	4582^31	4464D29	4553D30	4582D31	4634
-10	89.4	4447^28	4539^30	4569^31	4447D29	4539D30	4569D31	4623
-20	87.7	4440^28	4534^30	4566^31	4440D28	4534D30	4566D31	4625
-30	86.0	4425^28	4523^30	4556^30	4425D28	4523D30	4556D30	4618

High QNH **+90** per .10" — Engine A/I ON **-5630**
Low QNH **-170** per .10" — Wing A/I ON **-5630**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
34	92.5	4038^28-28-37	4113^30-30-38	4131C30-30-38	4131C30-30-38
32	92.8	4117^30-30-38	4193^31-31-39	4211C31-31-40	4211C31-31-40
30	93.2	4199^31-31-39	4275^32-32-41	4290C33-33-41	4290C33-33-41
28	93.6	4281^32-32-41	4359^34-34-42	4372C34-34-42	4372C34-34-42
26	94.1	4364^33-33-42	4442^35-35-43	4454C35-35-43	4454C35-35-43
24	94.3	4449^35-35-43	4528^36-36-45	4536C36-36-45	4536C36-36-45
22	94.3	4490T35-35-44	4613^37-37-46	4619C37-37-46	4619C37-37-46
20	94.3	4522T36-36-45	4656^38-38-47	4675C38-38-47	4675C38-38-47
18	94.0	4555T36-36-45	4676^38-38-47	4681C38-38-47	4681C38-38-47
16	93.8	4587T37-37-46	4684^38-38-47	4688C38-38-47	4688C38-38-47
14	93.5	4604^37-37-46	4680^38-38-47	4692C38-38-47	4692C38-38-47
10	92.8	4604^37-37-46	4686^38-38-47	4695C38-38-47	4695C38-38-47
0	91.1	4602^37-37-46	4687^38-38-47	4700C39-39-47	4700C39-39-47
-10	89.4	4585^37-37-46	4672^38-38-47	4690C38-38-47	4690C38-38-47
-20	87.7	4578^36-36-45	4668^38-38-47	4696C39-39-47	4696C39-39-47
-30	86.0	4563^36-36-45	4656^38-38-47	4687^38-38-47	4689C38-38-47

High QNH **+90** per .10" — Engine A/I ON **-5770**
Low QNH **-170** per .10" — Wing A/I ON **-5770**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 7361 Length 11811 Shift **0** Clearway 0 Stopway 0 Slope +0.39
Rwy Rev. Program Rules FAA **25 Oct 16**

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PUEBLA **-PBC** **35** ***RT H170***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3918^21	3997^22	4023^23	3913^20	3992^22	4018^22			
32	3995^22	4074^23	4101^24	3990^22	4069^23	4096^24			
30	4075^23	4155^24	4182^25	4071^23	4151^24	4177^25			
28	4157^24	4237^26	4264^26	4152^24	4233^26	4260^26			
26	4238^25	4319^27	4346^27	4234^25	4315^27	4342^27			
24	4319^27	4401^28	4428^29	4316^27	4397^28	4425^29			
22	4400^28	4484^29	4511^30	4397^28	4481^29	4500^30			
20	4441^28	4525^30	4553^30	4438^28	4522^30	4550^30			
18	4460^29	4544^30	4572^31	4457^29	4541^30	4569^31			
16	4467^29	4552^30	4580^31	4464^29	4548^30	4577^31			
14	4467^29	4552^30	4581^31	4464^29	4549^30	4577^31			
10	4467^29	4553^30	4582^31	3906^20	3988^22	4016^22			
0	4464^29	4553^30	4582^31	4355^27	4443^29	4472^29			
-10	4447^28	4539^30	4569^31	4364^27	4454^29	4484^29			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -220 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5630 Wing A/I ON -5630			Engine A/I ON -150 Wing A/I ON -150			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3918D21	3997D22	4023D23	3913D21	3992D22	4018D23			
32	3995D22	4074D23	4101D24	3990D22	4069D23	4096D24			
30	4075D23	4155D25	4182D25	4071D23	4151D25	4177D25			
28	4157D23	4237D26	4264D26	4152D23	4233D26	4260D26			
26	4238D24	4319D27	4346D27	4234D23	4315D27	4342D27			
24	4319D24	4401D28	4428D29	4316D24	4397D28	4425D29			
22	4400D24	4484D29	4511D30	4397D24	4481D29	4500D30			
20	4441D25	4525D30	4553D30	4438D25	4522D30	4550D30			
18	4460D26	4544D30	4572D31	4457D26	4541D30	4569D31			
16	4467D27	4552D30	4580D31	4464D26	4548D30	4577D31			
14	4467D27	4552D30	4581D31	4464D27	4549D30	4577D31			
10	4467D28	4553D30	4582D31	3906D20	3988D22	4016D22			
0	4464D29	4553D30	4582D31	4355D27	4443D29	4472D29			
-10	4447D29	4539D30	4569D31	4364D27	4454D29	4484D29			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -220 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5630 Wing A/I ON -5630			Engine A/I ON -150 Wing A/I ON -150			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3915F 2	4132F10	4208F13	3642F 6	3844F13	3909F16			
26	3975F 3	4194F11	4271F14	3703F 6	3907F14	3974F16			
24	4035F 3	4258F11	4335F14	3766F 7	3973F14	4042F17			
22	4096F 3	4322F12	4401F15	3829F 7	4040F15	4111F17			
20	4146F 4	4375F12	4455F15	3883F 8	4097F16	4172F18			
18	4173F 5	4407F13	4489F16	3916F 9	4136F16	4211F19			
16	4192F 5	4428F14	4510F16	3936F 9	4158F17	4235F19			
14	4204F 5	4442F14	4525F17	3947F10	4171F17	4248F20			
12	4217F 6	4455F14	4533^17	3958F10	4183F18	4260F20			
10	4229F 6	4468F15	4535^18	3969F10	4195F18	4273F20			
0	4289F 8	4507^17	4544^20	4023F12	4257F20	4335F22			
-10	4345F10	4501^20	4539^23	4074F14	4314F22	4391F24			
-20	4390^12	4505^22	4544^25	4132F16	4376F23	4453F26			
-30	4383^15	4503^25	4543^28	4191F18	4437F25	4501^28			
	High QNH +100 per .10" Low QNH -160 per .10"			High QNH +120 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4930 Wing A/I ON -4930			Engine A/I ON -2470 Wing A/I ON -2470			Engine A/I ON Wing A/I ON		

Elevation 7361 Length 11811 Shift 0 Clearway 0 Stopway 0 Slope +0.39

Rwy Rev. Program Rules FAA 25 Oct 16

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PUERTO PEÑASCO

PUERTO PENASCO/CORT-PPE **18** ***DT H182***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1088'		DT H182	1088'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4332P26	4530^30	4586^31	4257P13	4518^23	4586D26	4712
46	87.7	4408P27	4620^31	4678^32	4329P14	4602^23	4678^26	4830
44	87.6	4456P28	4674^31	4733^32	4375P14	4655^24	4731^27	4893
42	87.4	4476P28	4696^32	4754^33	4395P14	4675^24	4754^27	4946
40	87.2	4493P28	4713^32	4773^33	4413P15	4695^24	4772^28	4959
38	86.9	4502P28	4722^32	4781^33	4425P15	4705^25	4781D28	4961
36	86.6	4513P28	4731^32	4789^33	4437P16	4716^25	4789D28	4962
34	86.3	4524P29	4740^32	4798^33	4449P16	4726^26	4798D29	4964
32	86.1	4536P29	4748^33	4809^34	4462P16	4738^26	4809D29	4966
30	85.8	4547P29	4758^33	4818^34	4475P17	4748^26	4818D29	4968
20	84.4	4607P30	4805^34	4865^35	4540P18	4805^28	4865D31	4976
10	82.9	4667P31	4845^34	4906^35	4604P20	4845D30	4906D33	4972
0	81.4	4722^32	4895^35	4939^36	4678P22	4895D32	4939D36	4984
-10	79.9	4764^33	4896^35	4937^36	4738^24	4896D35	4937D36	4987
-20	78.4	4764^33	4888^35	4931^36	4762^26	4888D35	4931D36	4985
-30	76.8	4749^33	4879^35	4923^35	4749D29	4879D35	4923D36	4983

High QNH **+0** per .10" Engine A/I ON **-850**
Low QNH **-160** per .10" Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4432^28	4589^31	4644^32	4329P15	4576^24	4644D28	4712
46	90.9	4515P29	4684^32	4740^33	4403P15	4663^25	4740D28	4830
44	90.8	4575P30	4747^33	4804^34	4458P16	4723^26	4802^29	4893
42	90.6	4620P30	4781^33	4839^34	4495P16	4759^26	4839^30	4946
40	90.3	4634^31	4799^33	4857^34	4513P17	4777^27	4857D30	4959
38	90.0	4644^31	4809^34	4866^35	4527P17	4789^27	4866D30	4961
36	89.7	4651^31	4817^34	4875^35	4540P17	4799^27	4875D31	4962
34	89.5	4661^31	4826^34	4883^35	4553P18	4810^28	4883D31	4964
32	89.2	4669^31	4835^34	4892^35	4567P18	4822^28	4892D31	4966
30	88.9	4678^31	4844^34	4901^35	4580P18	4834^29	4901D32	4968
20	87.4	4722^32	4888^35	4946^36	4648P20	4888D31	4946D34	4976
10	85.9	4760^33	4910^35	4948^36	4704^22	4910D33	4948D36	4972
0	84.3	4799^33	4915^35	4954^36	4760^24	4915D35	4954D36	4984
-10	82.8	4792^33	4912^35	4952^36	4789^26	4912D35	4952D36	4987
-20	81.2	4780^33	4904^35	4945^36	4780D29	4904D35	4945D36	4985
-30	79.6	4765^33	4893^35	4937^36	4765D32	4893D35	4937D36	4983

High QNH **+0** per .10" Engine A/I ON **-850**
Low QNH **-170** per .10" Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4432^28-28-38	4589^31-31-40	4644^32-32-41	4701^33-33-41
46	90.9	4515P29-29-39	4684^32-32-41	4740^33-33-42	4797^34-34-43
44	90.8	4575P30-30-40	4747^33-33-42	4804^34-34-43	4862^35-35-44
42	90.6	4620P30-30-40	4781^33-33-43	4839^34-34-43	4892^35-35-44
40	90.3	4634^31-31-40	4799^33-33-43	4857^34-34-44	4915^35-35-45
38	90.0	4644^31-31-41	4809^34-34-43	4866^35-35-44	4924^36-36-45
36	89.7	4651^31-31-41	4817^34-34-43	4875^35-35-44	4933^36-36-45
34	89.5	4661^31-31-41	4826^34-34-43	4883^35-35-44	4941^36-36-45
32	89.2	4669^31-31-41	4835^34-34-43	4892^35-35-44	4951^36-36-45
30	88.9	4678^31-31-41	4844^34-34-44	4901^35-35-44	4959^36-36-45
20	87.4	4722^32-32-42	4888^35-35-44	4946^36-36-45	4976C36-36-45
10	85.9	4760^33-33-42	4910^35-35-44	4948^36-36-45	4972C36-36-45
0	84.3	4799^33-33-43	4915^35-35-45	4961^42-42-51	4998C43-43-52
-10	82.8	4792^33-33-43	4948^42-42-51	5003C43-43-52	5003C43-43-52
-20	81.2	4815^39-39-49	4991^43-43-52	5000C43-43-52	5000C43-43-52
-30	79.6	4857^40-40-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" Engine A/I ON **-840**
Low QNH **-170** per .10" Wing A/I ON **-840**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 88 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope -0.05
Rwy Rev. Program Rules FAA **26 Oct 17**

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PUERTO PENASCO/CORT-PPE **18** ***DT H182***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4432^28	4589^31	4644^32	4425P28	4582^30	4636^31			
46	4515P29	4684^32	4740^33	4504P29	4675^32	4732^33			
44	4575P30	4747^33	4804^34	4564P29	4739^33	4795^34			
42	4620P30	4781^33	4839^34	4608P30	4773^33	4831^34			
40	4634^31	4799^33	4857^34	4626P30	4792^33	4849^34			
38	4644^31	4809^34	4866^35	4636^31	4801^33	4858^34			
36	4651^31	4817^34	4875^35	4645^31	4810^34	4867^35			
34	4661^31	4826^34	4883^35	4652^31	4818^34	4876^35			
32	4669^31	4835^34	4892^35	4662^31	4827^34	4885^35			
30	4678^31	4844^34	4901^35	4670^31	4836^34	4894^35			
20	4722^32	4888^35	4946^36	4714^32	4881^35	4939^36			
10	4760^33	4910^35	4948^36	4701^32	4825^34	4863^35			
0	4799^33	4915^35	4954^36	4714^32	4828^34	4866^35			
-10	4792^33	4912^35	4952^36	4706^32	4824^34	4864^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4329P15	4576^24	4644D28	4322P14	4569^24	4636D27			
46	4403P15	4663^25	4740D28	4395P15	4655^25	4732D28			
44	4458P16	4723^26	4802^29	4450P16	4715^25	4794^29			
42	4495P16	4759^26	4839^30	4487P16	4751^26	4831^29			
40	4513P17	4777^27	4857D30	4505P17	4769^27	4849D30			
38	4527P17	4789^27	4866D30	4520P17	4781^27	4858D30			
36	4540P17	4799^27	4875D31	4532P17	4792^27	4867D31			
34	4553P18	4810^28	4883D31	4546P18	4804^28	4876D31			
32	4567P18	4822^28	4892D31	4559P18	4815^28	4885D31			
30	4580P18	4834^29	4901D32	4573P18	4826^28	4894D32			
20	4648P20	4888D31	4946D34	4640P20	4881D30	4939D34			
10	4704^22	4910D33	4948D36	4654^22	4825D33	4863D35			
0	4760^24	4915D35	4954D36	4709^24	4828D34	4866D35			
-10	4789^26	4912D35	4952D36	4705^27	4824D34	4864D35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3425P98	4246F 6	4340P10	3505P 2	3948P10	4114P12			
26	3560P98	4257F 7	4353P10	3527P 2	3966P10	4131P13			
24	3718P98	4270F 7	4365P10	3545P 2	3985P10	4152P13			
22	3854P98	4282F 7	4378P11	3564P 2	4005P11	4170P13			
20	3969P98	4294F 8	4391P11	3579P 3	4024P11	4188P13			
18	4037P98	4306F 8	4404P11	3583P 3	4042P11	4209P14			
16	4047P98	4318F 8	4416P12	3598P 3	4062P11	4228P14			
14	4059P99	4330F 9	4429P12	3609P 4	4079P12	4249P14			
12	4069P99	4343F 9	4442P13	3617P 4	4101P12	4270P15			
10	4080P99	4355P10	4455P13	3637P 4	4117P12	4280^15			
0	4140F 1	4424P12	4528P15	3716P 6	4219P14	4285^15			
-10	4197F 3	4493P14	4601P17	3806P 7	4238^14	4283^15			
-20	4258F 5	4564P16	4677P20	3907P 9	4230^14	4277^15			
-30	4321F 7	4639P18	4754P22	3999P10	4221^14	4269^15			
	High QNH +70 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -100 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -460 Wing A/I ON -460			Engine A/I ON -710 Wing A/I ON -710			Engine A/I ON Wing A/I ON		

Elevation 88 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope -0.05

Rwy Rev Program Rules FAA **26 Oct 17**

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PUERTO PENASCO/CORT-PPE **36** ***LT H180***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1088'		LT H180	1088'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4319P26	4568P30	4655P32	4247P13	4539P23	4642P26	4712
46	87.7	4395P27	4649P31	4737P33	4318P14	4616P23	4719P26	4830
44	87.6	4443P27	4700P32	4789P33	4364P14	4665P24	4769P27	4893
42	87.4	4462P28	4721P32	4810P34	4384P15	4687P24	4791P27	4946
40	87.2	4480P28	4739P32	4829P34	4403P15	4706P24	4811P27	4959
38	86.9	4491P28	4751P33	4841P34	4414P15	4719P25	4825P28	4961
36	86.6	4502P28	4763P33	4853P34	4426P16	4733P25	4839P28	4962
34	86.3	4513P28	4775P33	4865P35	4439P16	4746P25	4853P28	4964
32	86.1	4524P29	4787P33	4878P35	4451P16	4760P26	4867P29	4966
30	85.8	4534P29	4799P33	4889P35	4464P17	4774P26	4882P29	4968
20	84.4	4593P30	4862P34	4938^36	4529P18	4845P28	4938^31	4976
10	82.9	4653P31	4893^35	4931^36	4595P20	4892^30	4931D33	4972
0	81.4	4715P32	4898^35	4937^36	4666P22	4898D32	4937D36	4984
-10	79.9	4774P33	4895^35	4936^36	4735P24	4895D35	4936D36	4987
-20	78.4	4762^33	4887^35	4930^36	4761^26	4887D35	4930D36	4985
-30	76.8	4748^33	4877^35	4921^35	4748D29	4877D35	4921D36	4983

High QNH **+0** per .10" Engine A/I ON **-850**
Low QNH **-160** per .10" Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4421P28	4635^31	4667^32	4320P15	4623P24	4667^28	4712
46	90.9	4502P29	4749^33	4782^34	4393P15	4702P25	4780^28	4830
44	90.8	4562P29	4821P34	4871^35	4449P16	4762P25	4867^28	4893
42	90.6	4606P30	4865P35	4930^36	4485P16	4803P26	4914P29	4946
40	90.3	4624P30	4884P35	4940^36	4504P17	4823P26	4932P30	4959
38	90.0	4637P31	4898P35	4944^36	4518P17	4838P27	4940^30	4961
36	89.7	4648P31	4910P35	4945^36	4530P18	4852P27	4943^30	4962
34	89.5	4659P31	4911^35	4946^36	4543P18	4867P28	4944^31	4964
32	89.2	4670P31	4912^35	4947^36	4557P18	4881P28	4947^31	4966
30	88.9	4682P31	4913^35	4949^36	4570P19	4896P28	4948^32	4968
20	87.4	4740P32	4918^35	4954^36	4638P20	4916^30	4954D34	4976
10	85.9	4797^33	4909^35	4947^36	4706P22	4909D33	4947D36	4972
0	84.3	4798^33	4913^35	4953^36	4781P24	4913D35	4953D36	4984
-10	82.8	4791^33	4911^35	4951^36	4788^27	4911D35	4951D36	4987
-20	81.2	4779^33	4902^35	4944^36	4779D29	4902D35	4944D36	4985
-30	79.6	4764^33	4892^35	4936^36	4764D32	4892D35	4936D36	4983

High QNH **+0** per .10" Engine A/I ON **-850**
Low QNH **-170** per .10" Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4421P28-28-37	4635^31-31-40	4667^32-32-41	4700^33-33-41
46	90.9	4502P29-29-39	4749^33-33-42	4782^34-34-43	4815^34-34-43
44	90.8	4562P29-29-39	4821P34-34-43	4871^35-35-44	4893C35-35-44
42	90.6	4606P30-30-40	4865P35-35-44	4930^36-36-45	4946C36-36-45
40	90.3	4624P30-30-40	4884P35-35-44	4940^36-36-45	4959C36-36-45
38	90.0	4637P31-31-41	4898P35-35-44	4944^36-36-45	4961C36-36-45
36	89.7	4648P31-31-41	4910P35-35-44	4945^36-36-45	4962C36-36-45
34	89.5	4659P31-31-41	4911^35-35-44	4946^36-36-45	4964C36-36-45
32	89.2	4670P31-31-41	4912^35-35-45	4947^36-36-45	4966C36-36-45
30	88.9	4682P31-31-41	4913^35-35-45	4949^36-36-45	4968C36-36-45
20	87.4	4740P32-32-42	4918^35-35-45	4954^36-36-45	4990C43-43-51
10	85.9	4797^33-33-43	4909^35-35-44	4986C42-42-51	4986C42-42-51
0	84.3	4798^33-33-43	4969P42-42-51	4998C43-43-52	4998C43-43-52
-10	82.8	4791^33-33-43	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.2	4821P40-40-49	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.6	4882P41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" Engine A/I ON **-890**
Low QNH **-170** per .10" Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 88 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.05
Rwy Rev. Program Rules FAA **26 Oct 17**

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PUERTO PENASCO/CORT-PPE **36** ***LT H180***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4421F28	4635^31	4667^32	4411F27	4629^31	4662^32			
46	4502F29	4749^33	4782^34	4491F28	4743^33	4776^33			
44	4562F29	4821F34	4871^35	4550F29	4810F34	4865^35			
42	4606F30	4865F35	4930^36	4595F30	4855F34	4925^36			
40	4624F30	4884F35	4940^36	4613F30	4872F35	4935^36			
38	4637F31	4898F35	4944^36	4626F30	4887F35	4939^36			
36	4648F31	4910F35	4945^36	4637F31	4899F35	4941^36			
34	4659F31	4911^35	4946^36	4648F31	4907^35	4942^36			
32	4670F31	4912^35	4947^36	4660F31	4908^35	4943^36			
30	4682F31	4913^35	4949^36	4671F31	4909^35	4944^36			
20	4740F32	4918^35	4954^36	4730F32	4913^35	4949^36			
10	4797^33	4909^35	4947^36	4713^32	4824^34	4862^35			
0	4798^33	4913^35	4953^36	4713^32	4827^34	4865^35			
-10	4791^33	4911^35	4951^36	4705^32	4823^34	4863^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4320F15	4623F24	4667^28	4312F15	4614F24	4662^27			
46	4393F15	4702F25	4780^28	4385F15	4692F25	4774^28			
44	4449F16	4762F25	4867^28	4440F16	4752F25	4861F28			
42	4485F16	4803F26	4914F29	4477F16	4793F26	4904F29			
40	4504F17	4823F26	4932F30	4496F17	4813F26	4923F29			
38	4518F17	4838F27	4940^30	4510F17	4829F27	4936^30			
36	4530F18	4852F27	4943^30	4523F17	4843F27	4938^30			
34	4543F18	4867F28	4944^31	4536F18	4858F27	4940^31			
32	4557F18	4881F28	4947^31	4549F18	4872F28	4942^31			
30	4570F19	4896F28	4948^32	4563F18	4887F28	4944^32			
20	4638F20	4916^30	4954D34	4630F20	4912^30	4949D34			
10	4706F22	4909D33	4947D36	4666F22	4824D33	4862D35			
0	4781F24	4913D35	4953D36	4707^24	4827D34	4865D35			
-10	4788^27	4911D35	4951D36	4704^27	4823D34	4863D35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3560F98	4238F 7	4331F10	3496F 2	3951F10	4119F12			
26	3713F98	4249F 7	4344F10	3513F 2	3973F10	4139F13			
24	3844F98	4261F 7	4357F11	3535F 2	3993F10	4158F13			
22	3961F98	4273F 8	4370F11	3551F 3	4010F11	4176F13			
20	4019F98	4286F 8	4382F11	3573F 3	4030F11	4194F13			
18	4030F98	4297F 8	4395F12	3580F 3	4048F11	4215F14			
16	4039F99	4309F 9	4408F12	3587F 3	4068F12	4235F14			
14	4049F99	4321F 9	4421F13	3601F 4	4085F12	4256F14			
12	4061F99	4334F10	4433F13	3615F 4	4104F12	4276F15			
10	4072F 0	4346F10	4444F13	3627F 4	4124F12	4279^15			
0	4131F 2	4416F12	4519F15	3705F 6	4225F14	4283^15			
-10	4188F 4	4485F14	4592F18	3794F 8	4237^14	4282^15			
-20	4248F 6	4556F16	4667F20	3900F 9	4233^14	4276^15			
-30	4311F 8	4630F19	4745F22	4000F11	4220^14	4268^15			
	High QNH +70 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -100 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -450 Wing A/I ON -450			Engine A/I ON -710 Wing A/I ON -710			Engine A/I ON Wing A/I ON		

Elevation 88 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.05

Rwy Rev Program Rules FAA **26 Oct 17**

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PUERTO VALLARTA

PUERTO VALLARTA -PVR 04 *LT H230*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1023'		LT H230	1023'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4535^30	4634^31	4667^32	4535D25	4634D31	4667D32	4724
46	87.7	4629^31	4748^33	4781^33	4623^25	4748D33	4781D34	4843
44	87.6	4683^32	4831^34	4866^35	4675^26	4831D34	4866D35	4900
42	87.4	4699^32	4857^34	4917^35	4692^26	4857D35	4917D36	4947
40	87.1	4713^32	4873^35	4924^36	4708^26	4873D35	4924D36	4959
38	86.8	4719^32	4882^35	4926^36	4717^27	4882D35	4926D36	4961
36	86.6	4727^32	4893^35	4928^36	4726^27	4893D35	4928D36	4962
34	86.3	4734^32	4894^35	4929^36	4734D27	4894D35	4929D36	4964
32	86.0	4742^32	4895^35	4930^36	4742D28	4895D35	4930D36	4966
30	85.7	4751^33	4896^35	4932^36	4751D28	4896D35	4932D36	4968
20	84.3	4789^33	4900^35	4937^36	4789D30	4900D35	4937D36	4976
10	82.8	4778^33	4892^35	4931^36	4778D33	4892D35	4931D36	4973
0	81.3	4780^33	4897^35	4937^36	4780D33	4897D35	4937D36	4984
-10	79.8	4773^33	4894^35	4935^36	4773D33	4894D35	4935D36	4988
-20	78.3	4762^33	4886^35	4929^36	4762D33	4886D35	4929D36	4985
-30	76.7	4746^32	4877^35	4921^35	4746D33	4877D35	4921D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4548^30	4646^32	4678^32	4548D27	4646D32	4678D32	4724
46	90.9	4661^31	4760^33	4793^34	4661^27	4760D33	4793D34	4843
44	90.8	4743^33	4845^34	4879^35	4742^28	4845D34	4879D35	4900
42	90.5	4786^33	4899^35	4934^36	4783^28	4899D35	4934D36	4947
40	90.2	4803^34	4906^35	4941^36	4798^29	4906D35	4941D36	4959
38	89.9	4804^34	4908^35	4943^36	4804^29	4908D35	4943D36	4961
36	89.7	4805^34	4910^35	4944^36	4805D30	4910D35	4944D36	4962
34	89.4	4805^34	4911^35	4946^36	4805D30	4911D35	4946D36	4964
32	89.1	4806^34	4912^35	4947^36	4806D30	4912D35	4947D36	4966
30	88.8	4806^34	4913^35	4948^36	4806D31	4913D35	4948D36	4968
20	87.3	4807^34	4917^35	4953^36	4807D33	4917D36	4953D36	4976
10	85.8	4796^33	4908^35	4946^36	4796D33	4908D35	4946D36	4973
0	84.2	4797^33	4913^35	4952^36	4797D33	4913D35	4952D36	4984
-10	82.7	4790^33	4910^35	4951^36	4790D33	4910D35	4951D36	4988
-20	81.1	4778^33	4902^35	4944^36	4778D33	4902D35	4944D36	4985
-30	79.5	4763^33	4892^35	4935^36	4763D33	4892D35	4935D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4548^30-30-39	4666^38-38-47	4721^39-39-47	4757C39-39-48
46	90.9	4661^31-31-41	4760^33-33-42	4817^40-40-49	4875^41-41-50
44	90.8	4743^33-33-42	4845^34-34-44	4880^41-41-50	4940^42-42-51
42	90.5	4786^33-33-43	4899^35-35-44	4934^36-36-45	4962C42-42-51
40	90.2	4803^34-34-43	4906^35-35-44	4941^36-36-45	4974C42-42-51
38	89.9	4804^34-34-43	4908^35-35-44	4943^36-36-45	4975C42-42-51
36	89.7	4805^34-34-43	4910^35-35-44	4950^42-42-51	4975C42-42-51
34	89.4	4805^34-34-43	4911^35-35-44	4960^42-42-51	4977C42-42-51
32	89.1	4806^34-34-43	4912^35-35-45	4970^42-42-51	4979C42-42-51
30	88.8	4806^34-34-43	4921^41-41-50	4980^42-42-51	4981C42-42-51
20	87.3	4809^39-39-49	4972^42-42-51	4990C43-43-51	4990C43-43-51
10	85.8	4847^40-40-49	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4898^41-41-50	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4938^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4926^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4912^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 23 Length 10187 Shift **0** Clearway 0 Stopway 0 Slope +0.13
Rwy Rev. Program Rules FAA **31 Aug 16**

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PUERTO VALLARTA -PVR 04 ***LT H230***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4548^30	4646^32	4678^32	4542^30	4640^31	4673^32			
46	4661^31	4760^33	4793^34	4655^31	4754^33	4787^34			
44	4743^33	4845^34	4879^35	4738^32	4839^34	4873^35			
42	4786^33	4899^35	4934^36	4778^33	4894^35	4929^36			
40	4803^34	4906^35	4941^36	4792^33	4901^35	4936^36			
38	4804^34	4908^35	4943^36	4800^33	4903^35	4939^36			
36	4805^34	4910^35	4944^36	4801^33	4905^35	4940^36			
34	4805^34	4911^35	4946^36	4801^33	4906^35	4941^36			
32	4806^34	4912^35	4947^36	4801^33	4907^35	4942^36			
30	4806^34	4913^35	4948^36	4802^33	4908^35	4944^36			
20	4807^34	4917^35	4953^36	4802^33	4912^35	4949^36			
10	4796^33	4908^35	4946^36	4712^32	4823^34	4861^35			
0	4797^33	4913^35	4952^36	4711^32	4826^34	4865^35			
-10	4790^33	4910^35	4951^36	4703^32	4822^34	4862^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4548D27	4646D32	4678D32	4542D27	4640D32	4673D32			
46	4661^27	4760D33	4793D34	4654^27	4754D33	4787D34			
44	4742^28	4845D34	4879D35	4736^27	4839D34	4873D35			
42	4783^28	4899D35	4934D36	4773^28	4894D35	4929D36			
40	4798^29	4906D35	4941D36	4790^29	4901D35	4936D36			
38	4804^29	4908D35	4943D36	4799^29	4903D35	4939D36			
36	4805D30	4910D35	4944D36	4801^29	4905D35	4940D36			
34	4805D30	4911D35	4946D36	4801D30	4906D35	4941D36			
32	4806D30	4912D35	4947D36	4801D30	4907D35	4942D36			
30	4806D31	4913D35	4948D36	4802D31	4908D35	4944D36			
20	4807D33	4917D36	4953D36	4802D33	4912D35	4949D36			
10	4796D33	4908D35	4946D36	4712D32	4823D34	4861D35			
0	4797D33	4913D35	4952D36	4711D32	4826D34	4865D35			
-10	4790D33	4910D35	4951D36	4703D32	4822D34	4862D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4404^ 8	4623^18	4693^21	4131P12	4355^22	4437^24			
26	4415^ 8	4635^19	4704^22	4141P13	4367^22	4453^25			
24	4425^ 9	4645^19	4714^22	4151P13	4378^22	4466^25			
22	4437^ 9	4656^19	4725^23	4162P13	4390^23	4478^26			
20	4447^ 9	4667^20	4735^23	4171P14	4402^23	4491^26			
18	4457^10	4678^20	4747^23	4181P14	4412^23	4504^26			
16	4468^10	4688^21	4760^24	4191P14	4426^24	4516^27			
14	4478^11	4698^21	4772^24	4200P15	4438^24	4529^27			
12	4488^11	4707^21	4784^25	4210P15	4450^25	4543^27			
10	4498^11	4718^22	4796^25	4222P16	4463^25	4556^28			
0	4558^14	4778^24	4867^27	4277P17	4531^27	4628^30			
-10	4613^16	4844^26	4923^30	4331^19	4601^29	4705^31			
-20	4668^18	4875^29	4926^32	4384^21	4672^31	4792P33			
-30	4721^20	4875^32	4930^35	4442^23	4751^32	4891P35			
	High QNH +20 per .10" Low QNH -60 per .10"			High QNH +80 per .10" Low QNH -70 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -760 Wing A/I ON -760			Engine A/I ON -470 Wing A/I ON -470			Engine A/I ON Wing A/I ON		

Elevation	23	Length	10187	Shift	0	Clearway	0	Stopway	0	Slope	+0.13
Rwy Rev.		Program						Rules	FAA		31 Aug 16

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PUERTO VALLARTA -PVR 22 ***RT H270***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1023'		RT H270	1023'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	87.6	4538^30	4637^31	4670^32	4538D25	4637D32	4670D32	4724
46	87.7	4648^31	4751^33	4784^33	4643^25	4751D33	4784D34	4843
44	87.6	4701^32	4834^34	4869^35	4694^25	4834D34	4869D35	4900
42	87.4	4718^32	4885^35	4920^36	4711^26	4885D35	4920D36	4947
40	87.1	4733^32	4893^35	4927^36	4728^26	4893D35	4927D36	4959
38	86.8	4741^32	4895^35	4930^36	4737^27	4895D35	4930D36	4961
36	86.6	4749^33	4896^35	4931^36	4747^27	4896D35	4931D36	4962
34	86.3	4757^33	4897^35	4932^36	4757D27	4897D35	4932D36	4964
32	86.0	4766^33	4898^35	4934^36	4766D28	4898D35	4934D36	4966
30	85.7	4774^33	4899^35	4935^36	4774D28	4899D35	4935D36	4968
20	84.3	4793^33	4904^35	4940^36	4793D30	4904D35	4940D36	4976
10	82.8	4782^33	4895^35	4934^36	4782D33	4895D35	4934D36	4973
0	81.3	4783^33	4900^35	4940^36	4783D33	4900D35	4940D36	4984
-10	79.8	4777^33	4897^35	4938^36	4777D33	4897D35	4938D36	4988
-20	78.3	4765^33	4890^35	4932^36	4765D33	4890D35	4932D36	4985
-30	76.7	4750^33	4880^35	4924^35	4750D33	4880D35	4924D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	90.8	4551^30	4649^32	4681^32	4551D27	4649D32	4681D32	4724
46	90.9	4664^31	4763^33	4796^34	4664^27	4763D33	4796D34	4843
44	90.8	4746^33	4848^34	4882^35	4745^27	4848D34	4882D35	4900
42	90.5	4799^33	4902^35	4936^36	4798^28	4902D35	4936D36	4947
40	90.2	4806^34	4909^35	4943^36	4805^29	4909D35	4943D36	4959
38	89.9	4807^34	4911^35	4946^36	4807^29	4911D35	4946D36	4961
36	89.7	4808^34	4913^35	4947^36	4808D29	4913D35	4947D36	4962
34	89.4	4808^34	4914^35	4948^36	4808D30	4914D35	4948D36	4964
32	89.1	4809^34	4915^35	4950^36	4809D30	4915D35	4950D36	4966
30	88.8	4809^34	4916^35	4951^36	4809D31	4916D36	4951D36	4968
20	87.3	4810^34	4920^35	4956^36	4810D33	4920D36	4956D36	4976
10	85.8	4799^33	4911^35	4949^36	4799D34	4911D35	4949D36	4973
0	84.2	4800^33	4916^35	4955^36	4800D34	4916D35	4955D36	4984
-10	82.7	4793^33	4913^35	4953^36	4793D33	4913D35	4953D36	4988
-20	81.1	4781^33	4905^35	4947^36	4781D33	4905D35	4947D36	4985
-30	79.5	4766^33	4894^35	4938^36	4766D33	4894D35	4938D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	4551^30-30-39	4700^38-38-47	4756^39-39-48	4757C39-39-48
46	90.9	4664^31-31-41	4797^40-40-49	4855^40-40-49	4882C41-41-50
44	90.8	4746^33-33-42	4861^40-40-50	4919^41-41-50	4948C42-42-51
42	90.5	4799^33-33-43	4902^35-35-44	4953^42-42-51	4962C42-42-51
40	90.2	4806^34-34-43	4910^41-41-50	4968^42-42-51	4974C42-42-51
38	89.9	4807^34-34-43	4919^41-41-50	4975C42-42-51	4975C42-42-51
36	89.7	4808^34-34-43	4927^41-41-51	4975C42-42-51	4975C42-42-51
34	89.4	4808^34-34-43	4936^42-42-51	4977C42-42-51	4977C42-42-51
32	89.1	4809^34-34-43	4946^42-42-51	4979C42-42-51	4979C42-42-51
30	88.8	4809^34-34-43	4955^42-42-51	4981C42-42-51	4981C42-42-51
20	87.3	4831^40-40-49	4990C43-43-51	4990C43-43-51	4990C43-43-51
10	85.8	4871^40-40-50	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.2	4918^41-41-50	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.7	4942^42-42-51	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.1	4930^41-41-51	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.5	4915^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+40** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 23 Length 10187 Shift **0** Clearway 0 Stopway 0 Slope -0.13
Rwy Rev. Program Rules FAA **31 Aug 16**

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PUERTO VALLARTA -PVR 22 ***RT H270***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4551^30	4649^32	4681^32	4545^30	4643^31	4675^32			
46	4664^31	4763^33	4796^34	4658^31	4757^33	4790^34			
44	4746^33	4848^34	4882^35	4741^33	4842^34	4876^35			
42	4799^33	4902^35	4936^36	4794^33	4897^35	4932^36			
40	4806^34	4909^35	4943^36	4801^34	4905^35	4939^36			
38	4807^34	4911^35	4946^36	4803^34	4907^35	4942^36			
36	4808^34	4913^35	4947^36	4804^34	4909^35	4943^36			
34	4808^34	4914^35	4948^36	4804^34	4909^35	4944^36			
32	4809^34	4915^35	4950^36	4805^34	4910^35	4945^36			
30	4809^34	4916^35	4951^36	4805^34	4911^35	4946^36			
20	4810^34	4920^35	4956^36	4806^34	4915^35	4951^36			
10	4799^33	4911^35	4949^36	4715^32	4826^34	4863^35			
0	4800^33	4916^35	4955^36	4715^32	4829^34	4868^35			
-10	4793^33	4913^35	4953^36	4706^32	4825^34	4865^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4551D27	4649D32	4681D32	4545D26	4643D32	4675D32			
46	4664^27	4763D33	4796D34	4658^27	4757D33	4790D34			
44	4745^27	4848D34	4882D35	4739^27	4842D34	4876D35			
42	4798^28	4902D35	4936D36	4790^28	4897D35	4932D36			
40	4805^29	4909D35	4943D36	4800^28	4905D35	4939D36			
38	4807^29	4911D35	4946D36	4802^29	4907D35	4942D36			
36	4808D29	4913D35	4947D36	4804D29	4909D35	4943D36			
34	4808D30	4914D35	4948D36	4804D30	4909D35	4944D36			
32	4809D30	4915D35	4950D36	4805D30	4910D35	4945D36			
30	4809D31	4916D36	4951D36	4805D31	4911D35	4946D36			
20	4810D33	4920D36	4956D36	4806D33	4915D35	4951D36			
10	4799D34	4911D35	4949D36	4715D32	4826D34	4863D35			
0	4800D34	4916D35	4955D36	4715D32	4829D34	4868D35			
-10	4793D33	4913D35	4953D36	4706D32	4825D34	4865D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4416^ 7	4630^17	4709^21	4150P12	4370^21	4450^24			
26	4426^ 8	4641^18	4722^21	4161P12	4380^21	4461^24			
24	4437^ 8	4652^18	4734^22	4171P12	4392^22	4474^25			
22	4447^ 8	4666^19	4745^22	4181P13	4403^22	4487^25			
20	4457^ 9	4677^19	4759^22	4192P13	4415^23	4499^25			
18	4466^ 9	4689^19	4771^23	4201P13	4427^23	4512^26			
16	4477^ 9	4700^20	4784^23	4210P14	4439^23	4525^26			
14	4486^10	4713^20	4796^24	4221P14	4450^24	4538^27			
12	4496^10	4724^21	4807^24	4231P15	4461^24	4550^27			
10	4506^11	4735^21	4819^24	4239P15	4473^24	4563^27			
0	4563^13	4800^23	4887^27	4297P17	4540^26	4638^29			
-10	4618^15	4863^26	4925^29	4348^19	4608^28	4713^31			
-20	4675^17	4877^28	4928^32	4401^21	4679^30	4795^33			
-30	4724^20	4877^31	4931^35	4458^23	4759^32				
	High QNH +20 per .10" Low QNH -60 per .10"			High QNH +80 per .10" Low QNH -70 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -760 Wing A/I ON -760			Engine A/I ON -480 Wing A/I ON -480			Engine A/I ON Wing A/I ON		

Elevation 23 Length 10187 Shift **0** Clearway 0 Stopway 0 Slope -0.13

Rwy Rev. Program Rules FAA **31 Aug 16**

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PUERTO ESCONDIDO

PUERTO ESCONDIDO -PXM 27 *DT H269*

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4460F28	4615^31	4647^32	4450F28	4609^31	4641^32			
46	4536F29	4728^33	4760^33	4525F29	4722^33	4755^33			
44	4599F30	4825^34	4858^35	4587F30	4819^34	4852^35			
42	4650F31	4897^35	4931^36	4638F31	4892^35	4926^36			
40	4677F31	4918^35	4952^36	4666F31	4914^35	4948^36			
38	4697F32	4927^36	4960C36	4686F31	4923^36	4957^36			
36	4711F32	4928^36	4962^36	4700F32	4925^36	4959^36			
34	4725F32	4929^36	4964^36	4715F32	4925^36	4960^36			
32	4738F32	4930^36	4965^36	4727F32	4926^36	4961^36			
30	4750F33	4931^36	4966^36	4739F32	4927^36	4962^36			
20	4814F34	4935^36	4971^36	4803F33	4931^36	4966^36			
10	4816^34	4927^36	4964^36	4732^33	4842^34	4880^35			
0	4816^34	4931^36	4968^36	4730^32	4843^34	4882^35			
-10	4809^34	4928^36	4967^36	4723^32	4840^34	4879^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4312F 9	4608^19	4643^23	4308F 9	4603^19	4638^23			
46	4386F 9	4700F19	4756^23	4379F 9	4692F19	4750^23			
44	4442F10	4761F20	4851^23	4435F10	4753F20	4846^23			
42	4483F10	4807F21	4921F24	4476F10	4798F21	4912F24			
40	4508F11	4835F21	4945^24	4503F10	4827F21	4939F24			
38	4526F11	4854F22	4954^25	4519F11	4846F21	4950^25			
36	4540F11	4869F22	4956^25	4533F11	4861F22	4952^25			
34	4553F12	4883F22	4958^26	4547F12	4876F22	4954^26			
32	4566F12	4898F23	4960^26	4560F12	4891F22	4956^26			
30	4580F12	4914F23	4961^27	4573F12	4906F23	4957^26			
20	4648F14	4929^25	4969^29	4641F14	4925^25	4964^29			
10	4717F16	4924^27	4964D31	4676F16	4841^28	4880D31			
0	4794F18	4931D30	4968D34	4721^18	4843D30	4882D34			
-10	4802^20	4928D32	4967D36	4717^21	4840D33	4879D35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		3651F98	4328F 0	3391F93	3927F 2	4064F 5			
26		3832F98	4341F 0	3412F94	3944F 2	4079F 5			
24		4035F98	4355F 1	3437F94	3959F 2	4094F 5			
22		4230F98	4369F 1	3461F94	3976F 3	4109F 6			
20		4277F98	4383F 2	3485F94	3993F 3	4124F 6			
18		4291F99	4396F 2	3510F95	4008F 3	4138F 6			
16		4303F99	4410F 2	3535F95	4021F 4	4154F 7			
14		4315F99	4423F 3	3563F95	4035F 4	4169F 7			
12		4329F 0	4437F 3	3578F95	4050F 4	4184F 7			
10		4343F 0	4451F 3	3597F96	4064F 5	4200F 8			
0		4418F 2	4529F 5	3679F97	4146F 6	4245^10			
-10		4492F 4	4603F 8	3771F99	4192^ 8	4265^12			
-20		4569F 6	4679F10	3883F 0	4208^11	4284^14			
-30		4642F 9	4756F12	3966F 2	4223^13	4277^15			
	High QNH +60 per .10" Low QNH -1010 per .10"			High QNH +20 per .10" Low QNH -80 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -440 Wing A/I ON -440			Engine A/I ON -640 Wing A/I ON -640			Engine A/I ON Wing A/I ON		

Elevation 294 Length 7546 Shift 0 Clearway 0 Stopway 0 Slope -1.70

Rwy Rev. Program Rules FAA 11 May 18

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PUERTO ESCONDIDO -PXM 27 DT H269

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1294'		DT H269	1294'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4331F26	4605^31	4638^32	4250F 8	4551F18	4634^21	4673
46	87.7	4399F27	4696F32	4751^33	4318F 8	4626F18	4733F22	4790
44	87.7	4448F28	4749F33	4847^34	4367F 9	4679F19	4788F22	4869
42	87.6	4479F28	4781F33	4887F35	4397F 9	4712F19	4821F22	4942
40	87.4	4502F28	4806F34	4912F35	4421F 9	4738F19	4847F23	4958
38	87.1	4515F28	4821F34	4927F36	4435F10	4751F20	4861F23	4960
36	86.8	4528F29	4835F34	4942F36	4448F10	4765F20	4876F23	4962
34	86.6	4541F29	4849F34	4950^36	4461F10	4779F21	4890F24	4964
32	86.3	4554F29	4864F35	4951^36	4473F11	4794F21	4905F24	4966
30	86.0	4568F29	4879F35	4952^36	4487F11	4808F21	4920F24	4968
20	84.6	4637F31	4921^35	4957^36	4557F13	4883F23	4954^27	4976
10	83.1	4709F32	4913^35	4951^36	4621F15	4910^25	4950^29	4971
0	81.6	4783F33	4917^35	4956^36	4695F16	4916^27	4956D31	4983
-10	80.1	4794^33	4915^35	4954^36	4768F18	4915D30	4954D34	4986
-20	78.6	4782^33	4907^35	4948^36	4777^21	4907D33	4948D36	4984
-30	77.0	4768^33	4896^35	4939^36	4766^23	4896D35	4939D36	4981

High QNH +0 per .10" Low QNH -160 per .10"

Engine A/I ON -850 Wing A/I ON -850

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4460F28	4615^31	4647^32	4312F 9	4608^19	4643^23	4673
46	91.0	4536F29	4728^33	4760^33	4386F 9	4700F19	4756^23	4790
44	90.9	4599F30	4825^34	4858^35	4442F10	4761F20	4851^23	4869
42	90.8	4650F31	4897^35	4931^36	4483F10	4807F21	4921F24	4942
40	90.6	4677F31	4918^35	4952^36	4508F11	4835F21	4945^24	4958
38	90.3	4697F32	4927^36	4960C36	4526F11	4854F22	4954^25	4960
36	90.0	4711F32	4928^36	4962^36	4540F11	4869F22	4956^25	4962
34	89.7	4725F32	4929^36	4964^36	4553F12	4883F22	4958^26	4964
32	89.4	4738F32	4930^36	4965^36	4566F12	4898F23	4960^26	4966
30	89.2	4750F33	4931^36	4966^36	4580F12	4914F23	4961^27	4968
20	87.6	4814F34	4935^36	4971^36	4648F14	4929^25	4969^29	4976
10	86.1	4816^34	4927^36	4964^36	4717F16	4924^27	4964D31	4971
0	84.6	4816^34	4931^36	4968^36	4794F18	4931D30	4968D34	4983
-10	83.0	4809^34	4928^36	4967^36	4802^20	4928D32	4967D36	4986
-20	81.4	4797^33	4919^35	4960^36	4792^23	4919D35	4960D36	4984
-30	79.8	4783^33	4908^35	4951^36	4782^26	4908D35	4951D36	4981

High QNH +0 per .10" Low QNH -170 per .10"

Engine A/I ON -860 Wing A/I ON -860

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4460F28-28-38	4615^31-31-40	4647^32-32-41	4708C39-39-47
46	91.0	4536F29-29-39	4728^33-33-42	4760^33-33-42	4817F40-40-49
44	90.9	4599F30-30-40	4825^34-34-43	4858^35-35-44	4883F41-41-50
42	90.8	4650F31-31-41	4897^35-35-44	4931^36-36-45	4942C36-36-45
40	90.6	4677F31-31-41	4918^35-35-45	4952^36-36-45	4967F42-42-51
38	90.3	4697F32-32-41	4927^36-36-45	4960C36-36-45	4975C42-42-51
36	90.0	4711F32-32-42	4928^36-36-45	4962^36-36-45	4976C42-42-51
34	89.7	4725F32-32-42	4929^36-36-45	4964^36-36-45	4978C42-42-51
32	89.4	4738F32-32-42	4930^36-36-45	4965^36-36-45	4980C42-42-51
30	89.2	4750F33-33-42	4931^36-36-45	4966^36-36-45	4981C42-42-51
20	87.6	4814F34-34-43	4935^36-36-45	4991C43-43-52	4991C43-43-52
10	86.1	4816^34-34-43	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.6	4816^34-34-43	4997C43-43-52	4997C43-43-52	4997C43-43-52
-10	83.0	4834F40-40-49	5002C43-43-52	5002C43-43-52	5002C43-43-52
-20	81.4	4901F41-41-50	4999C43-43-52	4999C43-43-52	4999C43-43-52
-30	79.8	4933^42-42-51	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH +0 per .10" Low QNH -170 per .10"

Engine A/I ON -890 Wing A/I ON -890

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 294 Length 7546 Shift 0 Clearway 0 Stopway 0 Slope -1.70

Rwy Rev. Program Rules FAA 11 May 18

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PUERTO ESCONDIDO -PXM 09 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3970^19	4082^21	4107^22	3964^19	4076^21	4102^22			
46	4050^20	4168^23	4196^23	4043^20	4162^22	4190^23			
44	4109^21	4229^23	4257^24	4101^21	4222^23	4251^24			
42	4147^22	4266^24	4293^25	4140^22	4259^24	4288^24			
40	4170^22	4290^24	4317^25	4164^22	4284^24	4312^25			
38	4182^22	4297^25	4324^25	4175^22	4292^24	4320^25			
36	4189^22	4303^25	4330^25	4182^22	4298^25	4325^25			
34	4196^23	4309^25	4336^25	4189^22	4305^25	4331^25			
32	4203^23	4316^25	4342^25	4197^23	4311^25	4338^25			
30	4211^23	4322^25	4348^25	4204^23	4317^25	4343^25			
20	4249^24	4353^26	4377^26	4243^23	4349^25	4372^26			
10	4279^24	4377^26	4398^26	4227^23	4317^25	4337^25			
0	4318^25	4410^27	4432^27	4266^24	4350^26	4379^26			
-10	4353^25	4436^27	4470^28	4296^25	4374^26	4413^27			
	High QNH +20 per .10" Low QNH -150 per .10"			High QNH +30 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -620 Wing A/I ON -620			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3961^13	4082D22	4107D22	3955^13	4076D22	4102D22			
46	4035^13	4168D23	4196D24	4029^13	4162D23	4190D24			
44	4090^14	4229D24	4257D25	4084^14	4222D24	4251D24			
42	4128^15	4266D25	4293D25	4121^15	4259D25	4288D25			
40	4152^15	4290D25	4317D25	4146^15	4284D25	4312D25			
38	4165^16	4297D25	4324D26	4159^15	4292D25	4320D25			
36	4175^16	4303D25	4330D26	4168^16	4298D25	4325D26			
34	4184^16	4309D25	4336D26	4178^16	4305D25	4331D26			
32	4193^17	4316D25	4342D26	4187^16	4311D25	4338D26			
30	4203^17	4322D26	4348D26	4197^17	4317D26	4343D26			
20	4249D19	4353D26	4377D27	4243D19	4349D26	4372D27			
10	4279D21	4377D27	4398D27	4227D21	4317D26	4337D27			
0	4318D23	4410D27	4432D28	4266D23	4350D27	4379D27			
-10	4353D25	4436D28	4470D29	4296D25	4374D27	4413D28			
	High QNH +20 per .10" Low QNH -150 per .10"			High QNH +30 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -620 Wing A/I ON -620			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4056^ 6	4135^ 9	3406F 2	3680F11	3781F14			
26		4067^ 6	4145^10	3417F 2	3692F11	3794F14			
24		4076^ 7	4155^10	3425F 3	3704F12	3806F14			
22		4086^ 7	4165^10	3435F 3	3715F12	3820F15			
20		4095^ 7	4171D11	3445F 3	3728F12	3833F15			
18		4106^ 8	4171D11	3455F 3	3739F13	3845F15			
16		4113^ 8	4176D11	3464F 4	3750F13	3855F16			
14		4122^ 9	4176D12	3472F 4	3763F13	3850F16			
12	3910^99	4131^ 9	4176D12	3482F 4	3774F14	3877F16			
10	3921^99	4139^ 9	4183D13	3493F 5	3787F14	3901F17			
0	3977^ 1	4172D11	4206D14	3548F 6	3856F16	3983F18			
-10	4008^ 2	4189D14	4222D14	3601F 8	3932F17	4067F20			
-20		4192D14	4236D14	3660F10	4014F19	4144F22			
-30	4055^ 7	4194D14	4241D14	3720F12	4101F21				
	High QNH +10 per .10" Low QNH -50 per .10"			High QNH +50 per .10" Low QNH -380 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -690 Wing A/I ON -690			Engine A/I ON -480 Wing A/I ON -480			Engine A/I ON Wing A/I ON		

Elevation 294 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +1.70

Rwy Rev. Program Rules FAA **11 May 18**

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PUERTO ESCONDIDO -PXM 09 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		500'		RT H180	1294'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	3914^18	4046^21	4079^21	3908^11	4046D21	4079D22	4673
46	87.7	3990^19	4129^22	4165^23	3978^12	4129D22	4165D23	4790
44	87.7	4041^20	4184^23	4221^23	4026^12	4184D22	4221D24	4869
42	87.6	4069^20	4215^23	4252^24	4054^13	4215D22	4252D25	4942
40	87.4	4091^21	4238^23	4276^24	4077^13	4238D23	4276D25	4958
38	87.1	4099^21	4245^24	4282^24	4086^13	4245D23	4282D25	4960
36	86.8	4107^21	4251^24	4288^24	4096^14	4251D23	4288D25	4962
34	86.6	4116^21	4259^24	4295^24	4106^14	4259D24	4295D25	4964
32	86.3	4123^21	4266^24	4302^25	4116^14	4266D24	4302D25	4966
30	86.0	4131^21	4273^24	4309^25	4126^15	4273D24	4309D25	4968
20	84.6	4172^22	4308^25	4341^25	4172D16	4308D25	4341D26	4976
10	83.1	4208^23	4337^25	4367^26	4208D18	4337D26	4367D26	4971
0	81.6	4251^24	4372^26	4401^26	4251D20	4372D26	4401D27	4983
-10	80.1	4288^24	4403^26	4429^27	4288D22	4403D27	4429D28	4986
-20	78.6	4323^25	4430^27	4452^27	4323D24	4430D27	4452D28	4984
-30	77.0	4357^26	4455^27	4488^28	4357D26	4455D28	4488D29	4981

High QNH **+30** per .10" Low QNH **-150** per .10"
Engine A/I ON **-590** Wing A/I ON **-590**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	3970^19	4082^21	4107^22	3961^13	4082D22	4107D22	4673
46	91.0	4050^20	4168^23	4196^23	4035^13	4168D23	4196D24	4790
44	90.9	4109^21	4229^23	4257^24	4090^14	4229D24	4257D25	4869
42	90.8	4147^22	4266^24	4293^25	4128^15	4266D25	4293D25	4942
40	90.6	4170^22	4290^24	4317^25	4152^15	4290D25	4317D25	4958
38	90.3	4182^22	4297^25	4324^25	4165^16	4297D25	4324D26	4960
36	90.0	4189^22	4303^25	4330^25	4175^16	4303D25	4330D26	4962
34	89.7	4196^23	4309^25	4336^25	4184^16	4309D25	4336D26	4964
32	89.4	4203^23	4316^25	4342^25	4193^17	4316D25	4342D26	4966
30	89.2	4211^23	4322^25	4348^25	4203^17	4322D26	4348D26	4968
20	87.6	4249^24	4353^26	4377^26	4249D19	4353D26	4377D27	4976
10	86.1	4279^24	4377^26	4398^26	4279D21	4377D27	4398D27	4971
0	84.6	4318^25	4410^27	4432^27	4318D23	4410D27	4432D28	4983
-10	83.0	4353^25	4436^27	4470^28	4353D25	4436D28	4470D29	4986
-20	81.4	4383^26	4464^27	4506^28	4383D27	4464D28	4506D29	4984
-30	79.8	4412^27	4499^28	4541^29	4412D27	4499D29	4541D30	4981

High QNH **+20** per .10" Low QNH **-150** per .10"
Engine A/I ON **-620** Wing A/I ON **-620**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	3970^19-19-30	4082^21-21-32	4107^22-22-33	4128^22-22-33
46	91.0	4050^20-20-32	4168^23-23-34	4196^23-23-34	4219^24-24-34
44	90.9	4109^21-21-33	4229^23-23-34	4257^24-24-35	4281^24-24-35
42	90.8	4147^22-22-33	4266^24-24-35	4293^25-25-35	4317^25-25-36
40	90.6	4170^22-22-34	4290^24-24-35	4317^25-25-36	4340^25-25-36
38	90.3	4182^22-22-34	4297^25-25-35	4324^25-25-36	4347^25-25-36
36	90.0	4189^22-22-34	4303^25-25-36	4330^25-25-36	4352^26-26-36
34	89.7	4196^23-23-34	4309^25-25-36	4336^25-25-36	4358^26-26-36
32	89.4	4203^23-23-34	4316^25-25-36	4342^25-25-36	4363^26-26-36
30	89.2	4211^23-23-34	4322^25-25-36	4348^25-25-36	4369^26-26-37
20	87.6	4249^24-24-35	4353^26-26-36	4377^26-26-37	4396^26-26-37
10	86.1	4279^24-24-35	4377^26-26-37	4398^26-26-37	4432^27-27-38
0	84.6	4318^25-25-36	4410^27-27-37	4432^27-27-38	4476^28-28-38
-10	83.0	4353^25-25-36	4436^27-27-38	4470^28-28-38	4516^28-28-39
-20	81.4	4383^26-26-37	4464^27-27-38	4506^28-28-39	4551^29-29-39
-30	79.8	4412^27-27-37	4499^28-28-39	4541^29-29-39	4585^30-30-40

High QNH **+20** per .10" Low QNH **-150** per .10"
Engine A/I ON **-620** Wing A/I ON **-620**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 294 Length 7546 Shift 0 Clearway 0 Stopway 0 Slope +1.70
Rwy Rev. Program Rules FAA **11 May 18**

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QUERETARO

QUERETARO -QRO 09 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D7.0 QET	*7100'	**RT QET	7296'	STD

*USE ONLY IF QET DME OTS; **IF QET VOR OTS RT H270

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	88.9	4019^22	4101^24	4128^24	4019D22	4101D24	4128D24	4186
34	89.2	4097^23	4180^25	4207^25	4097D23	4180D25	4207D25	4265
32	89.4	4174^24	4258^26	4286^26	4174D25	4258D26	4286D27	4343
30	89.7	4254^26	4338^27	4367^28	4254D26	4338D27	4367D28	4424
28	89.8	4335^27	4420^28	4449^29	4335D27	4420D28	4449D29	4507
26	90.0	4416^28	4501^29	4530^30	4416D28	4501D30	4530D30	4591
24	90.1	4496^29	4583^31	4612^31	4496D28	4583D31	4612D31	4674
22	90.2	4552^30	4640^31	4669^32	4552D29	4640D32	4669D32	4732
20	90.4	4558^30	4646^32	4676^32	4558D30	4646D32	4676D32	4741
18	90.1	4560^30	4649^32	4679^32	4560D30	4649D32	4679D32	4742
16	89.8	4561^30	4651^32	4681^32	4561D30	4651D32	4681D32	4744
10	88.8	4562^30	4653^32	4683^32	4562D30	4653D32	4683D32	4748
0	87.2	4557^30	4651^32	4682^32	4557D30	4651D32	4682D32	4750
-10	85.6	4542^30	4639^31	4671^32	4542D30	4639D32	4671D32	4741
-20	84.0	4536^30	4635^31	4669^32	4536D30	4635D31	4669D32	4744
-30	82.3	4519^29	4622^31	4656^32	4519D29	4622D31	4656D32	4736

High QNH **+100** per .10" — Engine A/I ON **-4320**
Low QNH **-170** per .10" — Wing A/I ON **-4320**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	92.4	4029^22	4110^24	4137^24	4029D22	4110D24	4137D24	4186
34	92.7	4107^23	4189^25	4217^25	4107D24	4189D25	4217D26	4265
32	92.9	4185^25	4268^26	4296^27	4185D25	4268D26	4296D27	4343
30	93.2	4265^26	4349^27	4377^28	4265D26	4349D27	4377D28	4424
28	93.5	4347^27	4430^29	4458^29	4347D27	4430D29	4458D29	4507
26	93.9	4428^28	4513^30	4541^30	4428D28	4513D30	4541D30	4591
24	94.0	4509^29	4595^31	4624^31	4509D29	4595D31	4624D31	4674
22	93.9	4567^30	4654^32	4682^32	4567D30	4654D32	4682D32	4732
20	93.8	4576^30	4662^32	4691^32	4576D30	4662D32	4691D32	4741
18	93.5	4579^30	4666^32	4695^32	4579D30	4666D32	4695D32	4742
16	93.1	4580^30	4668^32	4697^32	4580D30	4668D32	4697D33	4744
10	92.2	4580^30	4669^32	4699^32	4580D30	4669D32	4699D33	4748
0	90.5	4574^30	4667^32	4697^32	4574D30	4667D32	4697D32	4750
-10	88.8	4559^30	4654^32	4686^32	4559D30	4654D32	4686D32	4741
-20	87.1	4552^30	4651^32	4683^32	4552D30	4651D32	4683D32	4744
-30	85.4	4535^30	4637^31	4671^32	4535D30	4637D31	4671D32	4736

High QNH **+100** per .10" — Engine A/I ON **-4370**
Low QNH **-170** per .10" — Wing A/I ON **-4370**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
36	92.4	4152^30-30-39	4229^32-32-40	4243C32-32-40	4243C32-32-40
34	92.7	4232^31-31-40	4311^33-33-41	4323C33-33-41	4323C33-33-41
32	92.9	4312^33-33-41	4391^34-34-42	4401C34-34-43	4401C34-34-43
30	93.2	4387^34-34-42	4474^35-35-44	4480C35-35-44	4480C35-35-44
28	93.5	4457^35-35-44	4558^37-37-45	4565C37-37-45	4565C37-37-45
26	93.9	4526^36-36-45	4642^38-38-46	4650C38-38-46	4650C38-38-46
24	94.0	4598^37-37-46	4728^39-39-48	4735C39-39-48	4735C39-39-48
22	93.9	4653^37-37-47	4789^40-40-49	4790C40-40-49	4790C40-40-49
20	93.8	4686^38-38-47	4798^40-40-49	4804C40-40-49	4804C40-40-49
18	93.5	4697^38-38-47	4802^40-40-49	4806C40-40-49	4806C40-40-49
16	93.1	4706^38-38-47	4804^40-40-49	4807C40-40-49	4807C40-40-49
10	92.2	4720^39-39-48	4806^40-40-49	4812C40-40-49	4812C40-40-49
0	90.5	4716^38-38-48	4804^40-40-49	4819C40-40-49	4819C40-40-49
-10	88.8	4700^38-38-47	4791^40-40-49	4809C40-40-49	4809C40-40-49
-20	87.1	4693^38-38-47	4788^40-40-49	4813C40-40-49	4813C40-40-49
-30	85.4	4676^38-38-47	4773^39-39-48	4806^40-40-49	4806C40-40-49

High QNH **+100** per .10" — Engine A/I ON **-4460**
Low QNH **-180** per .10" — Wing A/I ON **-4460**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6296 Length 11483 Shift **0** Clearway 0 Stopway 1148 Slope +0.28
Rwy Rev. Program Rules FAA **17 May 17**

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QUERETARO -QRO 09 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4029^22	4110^24	4137^24	4024^22	4105^24	4132^24			
34	4107^23	4189^25	4217^25	4103^23	4185^25	4212^25			
32	4185^25	4268^26	4296^27	4181^25	4264^26	4291^27			
30	4265^26	4349^27	4377^28	4261^26	4345^27	4373^28			
28	4347^27	4430^29	4458^29	4342^27	4426^28	4454^29			
26	4428^28	4513^30	4541^30	4423^28	4509^30	4537^30			
24	4509^29	4595^31	4624^31	4506^29	4592^31	4621^31			
22	4567^30	4654^32	4682^32	4565^30	4652^32	4680^32			
20	4576^30	4662^32	4691^32	4574^30	4660^32	4689^32			
18	4579^30	4666^32	4695^32	4577^30	4664^32	4693^32			
16	4580^30	4668^32	4697^32	4578^30	4666^32	4695^32			
10	4580^30	4669^32	4699^32	4144^24	4231^26	4260^26			
0	4574^30	4667^32	4697^32	4507^29	4599^31	4629^31			
-10	4559^30	4654^32	4686^32	4492^29	4586^31	4617^31			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +90 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4370 Wing A/I ON -4370			Engine A/I ON -20 Wing A/I ON -20			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4029D22	4110D24	4137D24	4024D22	4105D24	4132D24			
34	4107D24	4189D25	4217D26	4103D23	4185D25	4212D25			
32	4185D25	4268D26	4296D27	4181D25	4264D26	4291D27			
30	4265D26	4349D27	4377D28	4261D26	4345D27	4373D28			
28	4347D27	4430D29	4458D29	4342D27	4426D29	4454D29			
26	4428D28	4513D30	4541D30	4423D28	4509D30	4537D30			
24	4509D29	4595D31	4624D31	4506D29	4592D31	4621D31			
22	4567D30	4654D32	4682D32	4565D30	4652D32	4680D32			
20	4576D30	4662D32	4691D32	4574D30	4660D32	4689D32			
18	4579D30	4666D32	4695D32	4577D30	4664D32	4693D32			
16	4580D30	4668D32	4697D33	4578D30	4666D32	4695D32			
10	4580D30	4669D32	4699D33	4144D24	4231D26	4260D26			
0	4574D30	4667D32	4697D32	4507D29	4599D31	4629D32			
-10	4559D30	4654D32	4686D32	4492D29	4586D31	4617D31			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +90 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4370 Wing A/I ON -4370			Engine A/I ON -20 Wing A/I ON -20			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4126F 8	4349^17	4415^19	3885F12	4113F19	4193F21			
26	4187F 8	4415^17	4481^20	3947F12	4176F19	4257F22			
24	4250F 9	4482^17	4550^20	4011F13	4242F20	4324F22			
22	4301F 9	4535^18	4604^21	4066F13	4303F21	4386F23			
20	4336F10	4568^19	4638^22	4105F14	4349F22	4435F24			
18	4353F10	4584^19	4655^22	4126F15	4370F22	4454F25			
16	4366F11	4596^20	4661^23	4138F15	4383F23	4470F25			
14	4378F11	4607^20	4663^23	4147F15	4395F23	4482F25			
12	4392F12	4618^21	4666^24	4159F16	4409F23	4496F26			
10	4402F12	4630^21	4667^24	4173F16	4424F24	4510F26			
0	4466F14	4635^23	4674^27	4230F18	4490F25	4581^28			
-10	4515^16	4632^26	4672^29	4290F20	4559F27	4640^30			
-20	4516^19	4637^29	4678^32	4355F21	4606^29	4656^32			
-30	4508^22	4631^31	4665^32	4420F23	4609^31	4644^31			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4070 Wing A/I ON -4070			Engine A/I ON -2130 Wing A/I ON -2130			Engine A/I ON Wing A/I ON		

Elevation 6296 Length 11483 Shift 0 Clearway 0 Stopway 1148 Slope +0.28

Rwy Rev. Program Rules FAA **17 May 17**

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QUERETARO -QRO 27 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4035^22	4116^24	4143^24	4030^22	4111^24	4138^24			
34	4113^24	4195^25	4222^26	4109^23	4190^25	4217^25			
32	4191^25	4273^26	4301^27	4187^25	4269^26	4296^27			
30	4271^26	4355^27	4382^28	4267^26	4351^27	4378^28			
28	4352^27	4436^29	4464^29	4348^27	4432^29	4460^29			
26	4434^28	4519^30	4547^30	4430^28	4515^30	4543^30			
24	4516^29	4602^31	4630^31	4513^29	4599^31	4627^31			
22	4574^30	4660^32	4688^32	4572^30	4658^32	4687^32			
20	4582^30	4668^32	4697^32	4580^30	4666^32	4695^32			
18	4585^30	4672^32	4701^32	4583^30	4670^32	4699^32			
16	4586^30	4674^32	4703^32	4584^30	4672^32	4701^32			
10	4586^30	4675^32	4705^33	4149^24	4236^26	4265^26			
0	4581^30	4672^32	4703^32	4513^29	4604^31	4635^32			
-10	4565^30	4660^32	4692^32	4498^29	4592^31	4623^31			
	High QNH +100 per .10" Low QNH -200 per .10"			High QNH +90 per .10" Low QNH -210 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -4380 Wing A/I ON -4380			Engine A/I ON -30 Wing A/I ON -30			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4035D22	4116D24	4143D24	4030D22	4111D24	4138D24			
34	4113D24	4195D25	4222D26	4109D24	4190D25	4217D26			
32	4191D25	4273D26	4301D27	4187D25	4269D26	4296D27			
30	4271D26	4355D28	4382D28	4267D26	4351D27	4378D28			
28	4352D27	4436D29	4464D29	4348D27	4432D29	4460D29			
26	4434D28	4519D30	4547D30	4430D28	4515D30	4543D30			
24	4516D30	4602D31	4630D32	4513D30	4599D31	4627D32			
22	4574D30	4660D32	4688D32	4572D30	4658D32	4687D32			
20	4582D31	4668D32	4697D33	4580D31	4666D32	4695D32			
18	4585D31	4672D32	4701D33	4583D31	4670D32	4699D33			
16	4586D31	4674D32	4703D33	4584D31	4672D32	4701D33			
10	4586D31	4675D32	4705D33	4149D24	4236D26	4265D26			
0	4581D30	4672D32	4703D33	4513D30	4604D31	4635D32			
-10	4565D30	4660D32	4692D32	4498D29	4592D31	4623D31			
	High QNH +100 per .10" Low QNH -200 per .10"			High QNH +90 per .10" Low QNH -210 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -4380 Wing A/I ON -4380			Engine A/I ON -30 Wing A/I ON -30			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4192F 7	4386^15	4431^19	3943F11	4169F18	4240^21			
26	4254F 7	4451^16	4511^19	4006F11	4234F19	4306^21			
24	4317F 7	4518^16	4590^19	4070F12	4302F20	4375^22			
22	4368F 8	4572^17	4645^20	4125F12	4360F20	4434^23			
20	4400^ 9	4605^18	4661^21	4165F13	4406F21	4477^24			
18	4414^ 9	4622^18	4666^21	4183F14	4423^22	4497^24			
16	4425^ 9	4634^19	4669^22	4197F14	4435^22	4511^25			
14	4435^10	4636^19	4671^22	4207F14	4446^22	4524^25			
12	4446^10	4637^20	4673^23	4220F15	4458^23	4537^25			
10	4457^11	4639^20	4675^23	4231F15	4470^23	4551^26			
0	4512^13	4643^23	4680^26	4290F17	4535^25	4619^27			
-10	4524^15	4638^25	4676^29	4350F19	4598^27	4650^30			
-20	4524^18	4642^28	4682^31	4415F21	4617^29	4663^32			
-30	4514^21	4637^31	4671^32	4480F23	4617^31	4651^32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -4120 Wing A/I ON -4120			Engine A/I ON -2540 Wing A/I ON -2540			Engine A/I ON Wing A/I ON		

Elevation 6296 Length 11483 Shift 0 Clearway 0 Stopway 1148 Slope -0.28

Rwy Rev. Program Rules FAA 04 May 18

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QUERETARO -QRO 27 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D7.0 QET	*7300'	**LT QET	7296'	STD

*USE ONLY IF QET DME OTS; **IF QET VOR OTS LT H080 NOTAMS A1807/18

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	88.9	4025^22	4107^24	4134^24	4025D22	4107D24	4134D24	4186
34	89.2	4103^23	4186^25	4213^25	4103D23	4186D25	4213D26	4265
32	89.4	4181^25	4264^26	4292^27	4181D25	4264D26	4292D27	4343
30	89.7	4261^26	4345^27	4373^28	4261D26	4345D27	4373D28	4424
28	89.8	4342^27	4427^28	4455^29	4342D27	4427D29	4455D29	4507
26	90.0	4423^28	4508^30	4537^30	4423D28	4508D30	4537D30	4591
24	90.1	4503^29	4590^31	4619^31	4503D29	4590D31	4619D31	4674
22	90.2	4560^30	4647^32	4676^32	4560D29	4647D32	4676D32	4732
20	90.4	4566^30	4653^32	4682^32	4566D30	4653D32	4682D32	4741
18	90.1	4568^30	4656^32	4686^32	4568D30	4656D32	4686D32	4742
16	89.8	4569^30	4658^32	4687^32	4569D30	4658D32	4687D32	4744
10	88.8	4569^30	4660^32	4690^32	4569D30	4660D32	4690D32	4748
0	87.2	4564^30	4657^32	4688^32	4564D30	4657D32	4688D32	4750
-10	85.6	4549^30	4645^31	4677^32	4549D30	4645D32	4677D32	4741
-20	84.0	4543^30	4642^31	4675^32	4543D30	4642D32	4675D32	4744
-30	82.3	4526^29	4628^31	4662^32	4526D30	4628D31	4662D32	4736

High QNH **+100** per .10" Low QNH **-170** per .10"

Engine A/I ON **-4340** Wing A/I ON **-4340**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	92.4	4035^22	4116^24	4143^24	4035D22	4116D24	4143D24	4186
34	92.7	4113^24	4195^25	4222^26	4113D24	4195D25	4222D26	4265
32	92.9	4191^25	4273^26	4301^27	4191D25	4273D26	4301D27	4343
30	93.2	4271^26	4355^27	4382^28	4271D26	4355D28	4382D28	4424
28	93.5	4352^27	4436^29	4464^29	4352D27	4436D29	4464D29	4507
26	93.9	4434^28	4519^30	4547^30	4434D28	4519D30	4547D30	4591
24	94.0	4516^29	4602^31	4630^31	4516D30	4602D31	4630D32	4674
22	93.9	4574^30	4660^32	4688^32	4574D30	4660D32	4688D32	4732
20	93.8	4582^30	4668^32	4697^32	4582D31	4668D32	4697D33	4741
18	93.5	4585^30	4672^32	4701^32	4585D31	4672D32	4701D33	4742
16	93.1	4586^30	4674^32	4703^32	4586D31	4674D32	4703D33	4744
10	92.2	4586^30	4675^32	4705^33	4586D31	4675D32	4705D33	4748
0	90.5	4581^30	4672^32	4703^32	4581D30	4672D32	4703D33	4750
-10	88.8	4565^30	4660^32	4692^32	4565D30	4660D32	4692D32	4741
-20	87.1	4559^30	4656^32	4689^32	4559D30	4656D32	4689D32	4744
-30	85.4	4541^30	4642^31	4676^32	4541D30	4642D32	4676D32	4736

High QNH **+100** per .10" Low QNH **-200** per .10"

Engine A/I ON **-4380** Wing A/I ON **-4380**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
36	92.4	4158^30-30-39	4235^32-32-40	4243C32-32-40	4243C32-32-40
34	92.7	4239^31-31-40	4317^33-33-41	4323C33-33-41	4323C33-33-41
32	92.9	4319^33-33-41	4397^34-34-43	4401C34-34-43	4401C34-34-43
30	93.2	4401^34-34-43	4480C35-35-44	4480C35-35-44	4480C35-35-44
28	93.5	4484^35-35-44	4564^37-37-45	4565C37-37-45	4565C37-37-45
26	93.9	4569^36-36-45	4649^38-38-46	4650C38-38-46	4650C38-38-46
24	94.0	4640T37-37-46	4725C39-39-48	4735C39-39-48	4735C39-39-48
22	93.9	4674T38-38-47	4790C40-40-49	4790C40-40-49	4790C40-40-49
20	93.8	4708T38-38-47	4804C40-40-49	4804C40-40-49	4804C40-40-49
18	93.5	4726^39-39-48	4806C40-40-49	4806C40-40-49	4806C40-40-49
16	93.1	4727^39-39-48	4807C40-40-49	4807C40-40-49	4807C40-40-49
10	92.2	4727^39-39-48	4812C40-40-49	4812C40-40-49	4812C40-40-49
0	90.5	4723^39-39-48	4811^40-40-49	4819C40-40-49	4819C40-40-49
-10	88.8	4707^38-38-47	4798^40-40-49	4809C40-40-49	4809C40-40-49
-20	87.1	4700^38-38-47	4794^40-40-49	4813C40-40-49	4813C40-40-49
-30	85.4	4682^38-38-47	4780^40-40-48	4806C40-40-49	4806C40-40-49

High QNH **+100** per .10" Low QNH **-220** per .10"

Engine A/I ON **-4480** Wing A/I ON **-4480**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6296 Length 11483 Shift **0** Clearway 0 Stopway 1148 Slope -0.28

Rwy Rev. Program Rules FAA **04 May 18**

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REYNOSA

REYNOSA **-REX** **13** ***DT H137***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1139'		DT H137	1139'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	3773F15	4014F20	4091^21	3716F 0	3997F10	4088^14	4702
46	87.7	3837F16	4085F21	4169F23	3777F 1	4064F11	4160F14	4820
44	87.7	3879F17	4131F22	4215F23	3817F 1	4108F11	4205F15	4887
42	87.4	3898F17	4151F22	4236F23	3837F 2	4129F12	4227F15	4945
40	87.2	3915F17	4169F22	4255F24	3855F 2	4148F12	4246F15	4959
38	87.0	3925F17	4179F22	4265F24	3865F 2	4160F12	4258F16	4961
36	86.7	3935F18	4190F22	4276F24	3876F 2	4171F13	4270F16	4962
34	86.4	3946F18	4200F23	4283^24	3886F 3	4181F13	4279^16	4964
32	86.1	3956F18	4211F23	4292^24	3898F 3	4193F13	4290^17	4966
30	85.8	3967F18	4221F23	4301^25	3910F 3	4205F14	4300^17	4968
20	84.4	4021F19	4277F24	4348^25	3968F 5	4268F15	4348D19	4976
10	82.9	4072F20	4327^25	4392^26	4026F 7	4325^17	4392D21	4972
0	81.4	4126F21	4377^26	4441^27	4088F 9	4377D19	4441D23	4984
-10	79.9	4177F22	4422^27	4487^28	4147F10	4422D21	4487D25	4987
-20	78.4	4230F23	4468^28	4532^29	4209F12	4468D23	4532D27	4985
-30	76.8	4284F24	4513^28	4576^30	4271F14	4513D25	4576D29	4982

High QNH **+50** per .10" — Engine A/I ON **-480**
Low QNH **-140** per .10" — Wing A/I ON **-480**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	3862F17	4091^21	4150^23	3773F 1	4061F12	4140^15	4702
46	90.9	3930F18	4172F23	4231^24	3836F 2	4130F12	4216^16	4820
44	90.8	3983F19	4228F23	4288^24	3882F 2	4181F13	4269^16	4887
42	90.6	4022F19	4261^24	4322^25	3914F 3	4214F13	4302^17	4945
40	90.4	4040F20	4278^24	4340^25	3933F 3	4234F14	4321^17	4959
38	90.1	4052F20	4289^24	4351^26	3945F 4	4248F14	4334^18	4961
36	89.8	4059F20	4298^25	4359^26	3957F 4	4260F14	4344^18	4962
34	89.5	4069F20	4306^25	4368^26	3968F 4	4272F15	4355^18	4964
32	89.2	4079F20	4315^25	4377^26	3981F 5	4282^15	4366^19	4966
30	89.0	4089F21	4325^25	4386^26	3992F 5	4293^15	4377^19	4968
20	87.5	4139F21	4371^26	4431^27	4053F 6	4349^17	4431D21	4976
10	86.0	4189F22	4411^27	4472^28	4110F 8	4402^19	4472D23	4972
0	84.4	4244F23	4461^27	4521^29	4173F10	4461D21	4521D25	4984
-10	82.9	4298F24	4506^28	4565^29	4236F12	4506D23	4565D27	4987
-20	81.3	4354F25	4549^29	4607^30	4301F14	4549D25	4607D29	4985
-30	79.7	4402^26	4591^30	4648^31	4369F16	4591D28	4648D31	4982

High QNH **+50** per .10" — Engine A/I ON **-530**
Low QNH **-150** per .10" — Wing A/I ON **-530**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	3862F17-17-29	4091^21-21-32	4150^23-23-33	4208^24-24-34
46	90.9	3930F18-18-30	4172F23-23-34	4231^24-24-34	4290^25-25-35
44	90.8	3983F19-19-31	4228F23-23-34	4288^24-24-35	4349^26-26-36
42	90.6	4022F19-19-31	4261^24-24-35	4322^25-25-36	4382^26-26-37
40	90.4	4040F20-20-32	4278^24-24-35	4340^25-25-36	4400^26-26-37
38	90.1	4052F20-20-32	4289^24-24-35	4351^26-26-36	4410^27-27-37
36	89.8	4059F20-20-32	4298^25-25-36	4359^26-26-36	4420^27-27-37
34	89.5	4069F20-20-32	4306^25-25-36	4368^26-26-37	4428^27-27-37
32	89.2	4079F20-20-32	4315^25-25-36	4377^26-26-37	4437^27-27-38
30	89.0	4089F21-21-32	4325^25-25-36	4386^26-26-37	4446^27-27-38
20	87.5	4139F21-21-33	4371^26-26-37	4431^27-27-38	4491^28-28-38
10	86.0	4189F22-22-34	4411^27-27-37	4472^28-28-38	4531^29-29-39
0	84.4	4244F23-23-35	4461^27-27-38	4521^29-29-39	4579^30-30-40
-10	82.9	4298F24-24-36	4506^28-28-39	4565^29-29-39	4621^30-30-40
-20	81.3	4354F25-25-36	4549^29-29-39	4607^30-30-40	4662^31-31-41
-30	79.7	4402^26-26-37	4591^30-30-40	4648^31-31-41	4700^32-32-41

High QNH **+50** per .10" — Engine A/I ON **-530**
Low QNH **-150** per .10" — Wing A/I ON **-530**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 139 Length 6214 Shift **0** Clearway 0 Stopway 0 Slope +0.00
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REYNOSA **-REX** **13** ***DT H137***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3862F17	4091^21	4150^23	3854F17	4084^21	4143^22			
46	3930F18	4172F23	4231^24	3921F18	4162F22	4224^24			
44	3983F19	4228F23	4288^24	3974F18	4219F23	4280^24			
42	4022F19	4261^24	4322^25	4013F19	4253^24	4314^25			
40	4040F20	4278^24	4340^25	4031F19	4272^24	4333^25			
38	4052F20	4289^24	4351^26	4043F20	4282^24	4344^25			
36	4059F20	4298^25	4359^26	4051F20	4291^24	4352^26			
34	4069F20	4306^25	4368^26	4061F20	4299^25	4361^26			
32	4079F20	4315^25	4377^26	4070F20	4308^25	4370^26			
30	4089F21	4325^25	4386^26	4080F20	4318^25	4379^26			
20	4139F21	4371^26	4431^27	4131F21	4364^26	4425^27			
10	4189F22	4411^27	4472^28	4149F22	4363^26	4422^27			
0	4244F23	4461^27	4521^29	4206F23	4412^27	4471^28			
-10	4298F24	4506^28	4565^29	4257F24	4452^28	4510^29			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -530 Wing A/I ON -530			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3773F 1	4061F12	4140^15	3767F 1	4054F12	4134^15			
46	3836F 2	4130F12	4216^16	3830F 2	4123F12	4209^15			
44	3882F 2	4181F13	4269^16	3878F 2	4174F13	4263^16			
42	3914F 3	4214F13	4302^17	3908F 3	4207F13	4295^17			
40	3933F 3	4234F14	4321^17	3927F 3	4227F14	4315^17			
38	3945F 4	4248F14	4334^18	3938F 3	4241F14	4327^17			
36	3957F 4	4260F14	4344^18	3951F 4	4253F14	4337^18			
34	3968F 4	4272F15	4355^18	3962F 4	4266F15	4348^18			
32	3981F 5	4282^15	4366^19	3975F 4	4278F15	4360^18			
30	3992F 5	4293^15	4377^19	3986F 5	4287^15	4370^19			
20	4053F 6	4349^17	4431D21	4047F 6	4343^17	4425D21			
10	4110F 8	4402^19	4472D23	4074F 8	4358^19	4422D23			
0	4173F10	4461D21	4521D25	4138F10	4412D21	4471D25			
-10	4236F12	4506D23	4565D27	4199F12	4452D23	4510D27			
	High QNH +50 per .10" Low QNH -140 per .10"			High QNH +60 per .10" Low QNH -140 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -530 Wing A/I ON -530			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		3656P94	3937P96		3419P98	3522P 1			
26		3670P94	3967P96		3430P98	3533P 1			
24		3702P94	4000P96		3440P98	3546P 1			
22		3733P94	4034P96		3452P99	3557P 2			
20		3764P95	4070P97		3464P99	3569P 2			
18		3797P95	4093^97		3474P99	3581P 2			
16		3830P95	4103^97		3483P 0	3592P 3			
14		3866P95	4103^97		3495P 0	3603P 3			
12		3899F96	4103^97		3507P 0	3615P 4			
10		3932P96			3520P 1	3628P 4			
0		4096P97			3584P 2	3695P 6			
-10		4137P99	4257^ 2		3646P 4	3761P 8			
-20		4204^ 1	4258^ 5	2649P 0	3713P 6	3832P10			
-30	2944P94	4201^ 3	4256^ 7	3058P99	3782P 8	3905P12			
	High QNH +10 per .10" Low QNH -250 per .10"			High QNH +60 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -640 Wing A/I ON -640			Engine A/I ON -370 Wing A/I ON -370			Engine A/I ON Wing A/I ON		

Elevation 139 Length 6214 Shift **0** Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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REYNOSA **-REX** **31** ***LT H280***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1139'		LT H280	1139'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	3773F15	4014P20	4086^21	3716P 0	3997P10	4083^14	4702
46	87.7	3837F16	4085P21	4169P23	3777P 1	4064P11	4160P14	4820
44	87.7	3879F17	4131P22	4215P23	3817P 1	4108P11	4205P15	4887
42	87.4	3898F17	4151P22	4236P23	3837P 2	4129P12	4227P15	4945
40	87.2	3915F17	4169P22	4255P24	3855P 2	4148P12	4246P15	4959
38	87.0	3925F17	4179P22	4265P24	3865P 2	4160P12	4258P16	4961
36	86.7	3935F18	4190P22	4271^24	3876P 2	4171P13	4266^16	4962
34	86.4	3946F18	4200P23	4279^24	3886P 3	4181P13	4276^16	4964
32	86.1	3956F18	4211P23	4287^24	3898P 3	4193P13	4285^17	4966
30	85.8	3967F18	4221P23	4295^24	3910P 3	4205P14	4295^17	4968
20	84.4	4021F19	4277F24	4337^25	3968P 5	4268P15	4337D19	4976
10	82.9	4072F20	4323^25	4373^26	4026P 7	4321^17	4373D21	4972
0	81.4	4126F21	4366^26	4419^27	4088P 9	4366D19	4419D23	4984
-10	79.9	4177F22	4407^26	4465^28	4147P10	4407D21	4465D25	4987
-20	78.4	4230P23	4449^27	4511^28	4209P12	4449D23	4511D27	4985
-30	76.8	4284P24	4493^28	4555^29	4271P14	4493D25	4555D29	4982

High QNH **+50** per .10" — Engine A/I ON **-500**
Low QNH **-140** per .10" — Wing A/I ON **-500**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	3862F17	4086^21	4132^22	3773P 1	4061P12	4127^15	4702
46	90.9	3930P18	4169^23	4216^23	3836P 2	4130P12	4206^16	4820
44	90.8	3983P19	4224^23	4273^24	3882P 2	4181P13	4260^16	4887
42	90.6	4022P19	4256^24	4305^25	3914P 3	4214P13	4290^17	4945
40	90.4	4040P20	4274^24	4322^25	3933P 3	4234P14	4309^17	4959
38	90.1	4052P20	4283^24	4331^25	3945P 4	4248P14	4320^18	4961
36	89.8	4059P20	4290^24	4339^25	3957P 4	4260P14	4329^18	4962
34	89.5	4069P20	4298^25	4346^25	3968P 4	4269^15	4339^18	4964
32	89.2	4079P20	4306^25	4354^26	3981P 5	4279^15	4349^19	4966
30	89.0	4089P21	4314^25	4362^26	3992P 5	4289^16	4359^19	4968
20	87.5	4139P21	4354^26	4403^26	4053P 6	4338^17	4403D21	4976
10	86.0	4189F22	4388^26	4445^27	4110P 8	4385^19	4445D23	4972
0	84.4	4244P23	4436^27	4495^28	4173P10	4436D21	4495D25	4984
-10	82.9	4298P24	4480^28	4541^29	4236P12	4480D23	4541D27	4987
-20	81.3	4354P25	4522^29	4581^30	4301P14	4522D26	4581D29	4985
-30	79.7	4389^26	4558^29	4617^30	4366^16	4558D28	4617D31	4982

High QNH **+50** per .10" — Engine A/I ON **-530**
Low QNH **-150** per .10" — Wing A/I ON **-530**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	3862F17-17-29	4086^21-21-32	4132^22-22-33	4178^23-23-34
46	90.9	3930F18-18-30	4169^23-23-34	4216^23-23-34	4263^24-24-35
44	90.8	3983F19-19-31	4224^23-23-34	4273^24-24-35	4320^25-25-36
42	90.6	4022P19-19-31	4256^24-24-35	4305^25-25-36	4351^26-26-36
40	90.4	4040P20-20-32	4274^24-24-35	4322^25-25-36	4369^26-26-37
38	90.1	4052P20-20-32	4283^24-24-35	4331^25-25-36	4378^26-26-37
36	89.8	4059P20-20-32	4290^24-24-35	4339^25-25-36	4387^26-26-37
34	89.5	4069P20-20-32	4298^25-25-36	4346^25-25-36	4396^26-26-37
32	89.2	4079P20-20-32	4306^25-25-36	4354^26-26-36	4405^26-26-37
30	89.0	4089P21-21-32	4314^25-25-36	4362^26-26-36	4415^27-27-37
20	87.5	4139P21-21-33	4354^26-26-36	4403^26-26-37	4462^27-27-38
10	86.0	4189F22-22-34	4388^26-26-37	4445^27-27-38	4505^28-28-39
0	84.4	4244P23-23-35	4436^27-27-38	4495^28-28-38	4556^29-29-39
-10	82.9	4298P24-24-36	4480^28-28-38	4541^29-29-39	4603^30-30-40
-20	81.3	4354P25-25-36	4522^29-29-39	4581^30-30-40	4643^31-31-41
-30	79.7	4389^26-26-37	4558^29-29-39	4617^30-30-40	4679^31-31-41

High QNH **+50** per .10" — Engine A/I ON **-530**
Low QNH **-150** per .10" — Wing A/I ON **-530**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 139 Length 6214 Shift **0** Clearway 0 Stopway 0 Slope +0.00
Rwy Rev. Program Rules FAA **26 Oct 17**

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REYNOSA **-REX** **31** ***LT H280***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3862F17	4086^21	4132^22	3854F17	4079^21	4126^22			
46	3930F18	4169^23	4216^23	3921F18	4162F22	4210^23			
44	3983F19	4224^23	4273^24	3974F18	4219F23	4266^24			
42	4022F19	4256^24	4305^25	4013F19	4249^24	4298^25			
40	4040F20	4274^24	4322^25	4031F19	4267^24	4316^25			
38	4052F20	4283^24	4331^25	4043F20	4276^24	4325^25			
36	4059F20	4290^24	4339^25	4051F20	4283^24	4332^25			
34	4069F20	4298^25	4346^25	4061F20	4292^24	4340^25			
32	4079F20	4306^25	4354^26	4070F20	4299^25	4348^25			
30	4089F21	4314^25	4362^26	4080F20	4308^25	4356^26			
20	4139F21	4354^26	4403^26	4131F21	4348^25	4397^26			
10	4189F22	4398^26	4445^27	4149F22	4339^26	4395^27			
0	4244F23	4436^27	4495^28	4206F23	4387^26	4445^27			
-10	4298F24	4480^28	4541^29	4257F24	4427^27	4486^28			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -520 Wing A/I ON -520			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3773F 1	4061F12	4127^15	3767F 1	4054F12	4121^15			
46	3836F 2	4130F12	4206^16	3830F 2	4123F12	4199^15			
44	3882F 2	4181F13	4260^16	3878F 2	4174F13	4253^16			
42	3914F 3	4214F13	4290^17	3908F 3	4207F13	4285^17			
40	3933F 3	4234F14	4309^17	3927F 3	4227F14	4304^17			
38	3945F 4	4248F14	4320^18	3938F 3	4241F14	4314^17			
36	3957F 4	4260F14	4329^18	3951F 4	4253F14	4324^18			
34	3968F 4	4269^15	4339^18	3962F 4	4266F15	4333^18			
32	3981F 5	4279^15	4349^19	3975F 4	4274^15	4343^19			
30	3992F 5	4289^16	4359^19	3986F 5	4283^15	4352^19			
20	4053F 6	4338^17	4403D21	4047F 6	4333^17	4397D21			
10	4110F 8	4385^19	4445D23	4074F 8	4339D19	4395D23			
0	4173F10	4436D21	4495D25	4138F10	4387D21	4445D25			
-10	4236F12	4480D23	4541D27	4199F12	4427D23	4486D27			
	High QNH +60 per .10" Low QNH -140 per .10"			High QNH +50 per .10" Low QNH -140 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -520 Wing A/I ON -520			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		3656P94	3937P96		3419P98	3522P 1			
26		3670P94	3967P96		3430P98	3533P 1			
24		3702P94	4000P96		3440P98	3546P 1			
22		3733P94	4034P96		3452P99	3557P 2			
20		3764P95	4070P97		3464P99	3569P 2			
18		3797P95	4083^97		3474P99	3581P 2			
16		3830P95	4093^97		3483P 0	3592P 3			
14		3866P95	4093^97		3495P 0	3603P 3			
12		3899P96	4093^97		3507P 0	3615P 4			
10		3932P96			3520P 1	3628P 4			
0		4093^97			3584P 2	3695P 6			
-10		4137P99	4230^ 2		3646P 4	3761P 8			
-20		4193^ 1	4258^ 5	2649P 0	3713P 6	3832P10			
-30	2944P94	4201^ 3	4256^ 7	3058P99	3782P 8	3905P12			
	High QNH +10 per .10" Low QNH -250 per .10"			High QNH +60 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -580 Wing A/I ON -580			Engine A/I ON -370 Wing A/I ON -370			Engine A/I ON Wing A/I ON		

Elevation 139 Length 6214 Shift **0** Clearway 0 Stopway 0 Slope +0.00

Rwy Rev Program Rules FAA **26 Oct 17**

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SALTILLO

SALTILLO -SLW 17 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D5.5 SLW	D6.7 ISLW	RT H010	5778'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	88.5	4023P22	4195^25	4224^25	3983P14	4195D23	4224D26	4295
38	88.8	4084P23	4279^26	4308^27	4040P15	4279D23	4308D26	4380
36	89.1	4145P23	4361^27	4390^28	4098P15	4360^24	4390D27	4464
34	89.5	4204P24	4430P28	4467^29	4153P16	4422P24	4467D27	4542
32	89.8	4261P25	4489P29	4545^30	4207P16	4478P25	4545D27	4619
30	90.1	4316P26	4547P30	4628P31	4259P17	4534P25	4627^28	4700
28	90.0	4370P26	4603P31	4684P32	4310P17	4587P26	4684D28	4789
26	89.8	4420P27	4654P31	4737P33	4358P18	4637P26	4736P29	4879
24	89.7	4452P28	4688P32	4771P33	4389P18	4670P27	4767P29	4903
22	89.6	4465P28	4702P32	4786P33	4403P19	4686P27	4784P30	4907
20	89.4	4478P28	4717P32	4801P34	4417P19	4703P27	4801P30	4909
18	89.1	4490P28	4730P32	4814P34	4430P19	4717P28	4814D30	4911
10	87.9	4535P29	4780P33	4833^34	4483P21	4774P29	4833D32	4915
0	86.4	4589P30	4793^34	4826^34	4545P23	4793D31	4826D34	4908
-10	84.8	4649P31	4788^33	4823^34	4615P24	4788D34	4823D34	4911
-20	83.2	4675^32	4782^33	4817^34	4672^26	4782D33	4817D34	4910

High QNH **+60** per .10" — Engine A/I ON **-2500**
Low QNH **-170** per .10" — Wing A/I ON **-2500**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	91.9	4118P23	4207^25	4235^26	4059P16	4207D25	4235D26	4295
38	92.2	4180P24	4291^26	4319^27	4116P16	4291D25	4319D27	4380
36	92.6	4242P25	4373^28	4402^28	4174P17	4373D26	4402D28	4464
34	92.9	4302P26	4451^29	4480^29	4230P17	4451D26	4480D29	4542
32	93.3	4357P27	4527^30	4557^30	4282P18	4527^27	4557D30	4619
30	93.6	4415P28	4611^31	4641^32	4335P18	4609^27	4641D30	4700
28	93.6	4472P28	4697^32	4727^33	4388P19	4679P27	4727D30	4789
26	93.6	4529P29	4770P33	4808^34	4442P20	4736P28	4807^31	4879
24	93.4	4573P30	4811^34	4842^34	4482P20	4778P29	4842^32	4903
22	93.1	4608P30	4815^34	4846^34	4514P21	4812^29	4846D33	4907
20	92.8	4620P31	4817^34	4847^34	4527P21	4814^30	4847D33	4909
18	92.4	4632P31	4818^34	4848^34	4541P22	4816^30	4848D34	4911
10	91.2	4681P32	4820^34	4852^35	4597P23	4820D32	4852D35	4915
0	89.6	4712^32	4811^34	4844^34	4665P25	4811D34	4844D35	4908
-10	87.9	4704^32	4806^34	4840^34	4701^27	4806D34	4840D34	4911
-20	86.2	4693^32	4799^34	4834^34	4693D30	4799D34	4834D34	4910

High QNH **+70** per .10" — Engine A/I ON **-2740**
Low QNH **-170** per .10" — Wing A/I ON **-2740**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
40	91.9	4118P23-23-33	4207^25-25-34	4259P32-32-40	4322P33-33-41
38	92.2	4180P24-24-34	4291^26-26-35	4325P33-33-41	4389P34-34-42
36	92.6	4242P25-25-35	4373^28-28-37	4402^28-28-37	4456P35-35-43
34	92.9	4302P26-26-36	4451^29-29-38	4480^29-29-38	4521P36-36-44
32	93.3	4357P27-27-36	4527^30-30-39	4557^30-30-39	4586^31-31-40
30	93.6	4415P28-28-37	4611^31-31-40	4641^32-32-41	4670^32-32-41
28	93.6	4472P28-28-38	4697^32-32-41	4727^33-33-42	4757^33-33-42
26	93.6	4529P29-29-39	4770P33-33-43	4808^34-34-43	4838^34-34-44
24	93.4	4573P30-30-40	4811^34-34-43	4842^34-34-44	4872^35-35-44
22	93.1	4608P30-30-40	4815^34-34-43	4846^34-34-44	4877^35-35-44
20	92.8	4620P31-31-40	4817^34-34-43	4847^34-34-44	4878^35-35-44
18	92.4	4632P31-31-41	4818^34-34-43	4848^34-34-44	4880^35-35-44
10	91.2	4681P32-32-41	4820^34-34-43	4852^35-35-44	4913P41-41-50
0	89.6	4712^32-32-42	4821P40-40-49	4892P41-41-50	4947C42-42-51
-10	87.9	4704^32-32-42	4878P41-41-50	4951P42-42-51	4954C42-42-51
-20	86.2	4700P38-38-47	4934P42-42-51	4955C42-42-51	4955C42-42-51

High QNH **+40** per .10" — Engine A/I ON **-1760**
Low QNH **-170** per .10" — Wing A/I ON **-1760**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4778 Length 9711 Shift **0** Clearway 0 Stopway 0 Slope +1.36
Rwy Rev. Program Rules FAA **27 Sep 17**

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SALTILLO **-SLW** **17** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4118F23	4207^25	4235^26	4106F23	4202^25	4230^26			
38	4180F24	4291^26	4319^27	4168F24	4286^26	4315^27			
36	4242F25	4373^28	4402^28	4231F25	4368^28	4397^28			
34	4302F26	4451^29	4480^29	4290F26	4446^29	4476^29			
32	4357F27	4527^30	4557^30	4347F27	4523^30	4553^30			
30	4415F28	4611^31	4641^32	4404F27	4606^31	4637^32			
28	4472F28	4697^32	4727^33	4461F28	4693^32	4723^33			
26	4529F29	4770F33	4808^34	4518F29	4758F33	4803^34			
24	4573F30	4811^34	4842^34	4562F30	4804F34	4838^34			
22	4608F30	4815^34	4846^34	4597F30	4811^34	4842^34			
20	4620F31	4817^34	4847^34	4609F30	4813^34	4843^34			
18	4632F31	4818^34	4848^34	4621F31	4814^34	4845^34			
10	4681F32	4820^34	4852^35	4453^28	4548^30	4580^31			
0	4712^32	4811^34	4844^34	4639^31	4739^33	4771^33			
	High QNH +70 per .10" Low QNH -170 per .10"			High QNH +60 per .10" Low QNH -200 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2740 Wing A/I ON -2740			Engine A/I ON -30 Wing A/I ON -30			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4059F16	4207D25	4235D26	4049F16	4202D25	4230D26			
38	4116F16	4291D25	4319D27	4107F16	4286D25	4315D27			
36	4174F17	4373D26	4402D28	4165F17	4368D26	4397D28			
34	4230F17	4451D26	4480D29	4220F17	4446D26	4476D29			
32	4282F18	4527^27	4557D30	4273F18	4522^26	4553D29			
30	4335F18	4609^27	4641D30	4326F18	4605^27	4637D30			
28	4388F19	4679F27	4727D30	4380F19	4669F27	4723D30			
26	4442F20	4736F28	4807^31	4433F19	4725F28	4803^31			
24	4482F20	4778F29	4842^32	4474F20	4768F28	4838^31			
22	4514F21	4812^29	4846D33	4505F21	4804F29	4842D32			
20	4527F21	4814^30	4847D33	4519F21	4810^30	4843D33			
18	4541F22	4816^30	4848D34	4533F21	4812^30	4845D33			
10	4597F23	4820D32	4852D35	4450^24	4548D30	4580D31			
0	4665F25	4811D34	4844D35	4623F25	4739D33	4771D34			
	High QNH +70 per .10" Low QNH -170 per .10"			High QNH +60 per .10" Low QNH -200 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2740 Wing A/I ON -2740			Engine A/I ON -30 Wing A/I ON -30			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3866F 1	4094F 9	4170F12	3612F 4	3802F12	3875F15			
26	3917F 1	4148F10	4226F13	3666F 5	3859F13	3932F16			
24	3953F 1	4186F10	4266F13	3705F 5	3901F14	3975F16			
22	3974F 2	4212F11	4292F14	3733F 6	3934F14	4010F17			
20	3985F 2	4224F11	4304F14	3742F 6	3945F15	4022F17			
18	3997F 3	4235F12	4317F15	3752F 6	3957F15	4034F18			
16	4008F 3	4247F12	4330F15	3762F 7	3968F15	4044F18			
14	4019F 3	4259F12	4342F15	3771F 7	3980F16	4056F18			
12	4030F 4	4271F13	4356F16	3780F 7	3990F16	4068F19			
10	4041F 4	4284F13	4369F16	3790F 8	4001F16	4082F19			
0	4092F 6	4340F15	4428F18	3832F 9	4056F18	4140F21			
-10	4151F 8	4406F17	4499F20	3881F11	4117F20	4206F23			
-20	4211F10	4475F19	4569F22	3933F13	4181F22	4277F24			
-30	4269F12	4543F22	4643F25	3985F15	4248F24	4368F26			
	High QNH +40 per .10" Low QNH -130 per .10"			High QNH +40 per .10" Low QNH -130 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1190 Wing A/I ON -1190			Engine A/I ON -1030 Wing A/I ON -1030			Engine A/I ON Wing A/I ON		

Elevation 4778 Length 9711 Shift 0 Clearway 0 Stopway 0 Slope +1.36

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SALTILLO **-SLW** **35** ***DT H355***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		5778'		DT H355	5778'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	88.5	4139^24	4224^25	4252^26	4134^12	4224D23	4252D26	4295
38	88.8	4222^25	4308^27	4337^27	4216^13	4308D23	4337D26	4380
36	89.1	4304^26	4391^28	4420^28	4297^13	4391D23	4420D27	4464
34	89.5	4381^27	4469^29	4498^30	4373^14	4469D24	4498D27	4542
32	89.8	4458^29	4547^30	4576^31	4448^14	4546^24	4576D28	4619
30	90.1	4541^30	4631^31	4660^32	4530^14	4629^25	4660D28	4700
28	90.0	4626^31	4717^33	4747^33	4603P15	4715^25	4747D28	4789
26	89.8	4706^32	4797^34	4828^34	4654P15	4794^25	4827^29	4879
24	89.7	4737^33	4829^34	4860^35	4687P15	4826^26	4860^29	4903
22	89.6	4738^33	4831^34	4862^35	4703P16	4828^26	4862D30	4907
20	89.4	4739^33	4832^34	4863^35	4719P16	4829^27	4863D30	4909
18	89.1	4740^33	4833^34	4865^35	4728^17	4831^27	4865D30	4911
10	87.9	4739^33	4835^34	4867^35	4730^18	4835D29	4867D32	4915
0	86.4	4727^32	4826^34	4860^35	4721^21	4826D31	4860D35	4908
-10	84.8	4720^32	4821^34	4856^35	4716^23	4821D34	4856D35	4911
-20	83.2	4709^32	4814^34	4850^34	4709^26	4814D34	4850D35	4910

High QNH **+70** per .10" — Engine A/I ON **-2760**
Low QNH **-170** per .10" — Wing A/I ON **-2760**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
40	91.9	4148^24	4233^26	4260^26	4143^14	4233D24	4260D26	4295
38	92.2	4232^25	4317^27	4346^27	4226^14	4317D25	4346D28	4380
36	92.6	4315^27	4401^28	4429^29	4307^15	4401D25	4429D28	4464
34	92.9	4392^28	4478^29	4507^30	4383^15	4478D25	4507D29	4542
32	93.3	4469^29	4556^30	4585^31	4459^15	4556D26	4585D29	4619
30	93.6	4551^30	4640^32	4669^32	4541^16	4640^26	4669D30	4700
28	93.6	4638^31	4727^33	4757^33	4626^16	4725^27	4757D30	4789
26	93.6	4718^32	4808^34	4839^34	4705^16	4806^27	4839D30	4879
24	93.4	4751^33	4842^34	4872^35	4738^17	4839^28	4872D31	4903
22	93.1	4754^33	4845^34	4876^35	4741^18	4844^28	4876D32	4907
20	92.8	4755^33	4846^34	4877^35	4742^18	4845^29	4877D32	4909
18	92.4	4755^33	4847^34	4878^35	4744^19	4847^29	4878D33	4911
10	91.2	4755^33	4849^34	4881^35	4745^20	4849D31	4881D35	4915
0	89.6	4743^33	4840^34	4873^35	4737^23	4840D34	4873D35	4908
-10	87.9	4735^33	4835^34	4868^35	4733^25	4835D34	4868D35	4911
-20	86.2	4724^32	4827^34	4862^35	4724D28	4827D34	4862D35	4910

High QNH **+70** per .10" — Engine A/I ON **-2780**
Low QNH **-170** per .10" — Wing A/I ON **-2780**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
40	91.9	4276^32-32-41	4346C33-33-42	4346C33-33-42	4346C33-33-42
38	92.2	4362^33-33-42	4431C35-35-43	4431C35-35-43	4431C35-35-43
36	92.6	4445^35-35-43	4517C36-36-44	4517C36-36-44	4517C36-36-44
34	92.9	4513^36-36-44	4599C37-37-46	4599C37-37-46	4599C37-37-46
32	93.3	4570P36-36-45	4677C38-38-47	4677C38-38-47	4677C38-38-47
30	93.6	4627P37-37-46	4754C39-39-48	4754C39-39-48	4754C39-39-48
28	93.6	4683P37-38-47	4830C40-40-49	4830C40-40-49	4830C40-40-49
26	93.6	4740P38-39-48	4906C41-41-50	4906C41-41-50	4906C41-41-50
24	93.4	4785P39-39-49	4944C42-42-51	4944C42-42-51	4944C42-42-51
22	93.1	4827P40-40-49	4947C42-42-51	4947C42-42-51	4947C42-42-51
20	92.8	4843P40-40-49	4949C42-42-51	4949C42-42-51	4949C42-42-51
18	92.4	4855^40-40-50	4951C42-42-51	4951C42-42-51	4951C42-42-51
10	91.2	4892^41-41-50	4956C42-42-51	4956C42-42-51	4956C42-42-51
0	89.6	4891^41-41-50	4947C42-42-51	4947C42-42-51	4947C42-42-51
-10	87.9	4883^41-41-50	4954C42-42-51	4954C42-42-51	4954C42-42-51
-20	86.2	4872^41-41-50	4955C42-42-51	4955C42-42-51	4955C42-42-51

High QNH **+0** per .10" — Engine A/I ON **-2660**
Low QNH **-170** per .10" — Wing A/I ON **-2660**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 4778 Length 9711 Shift **0** Clearway 0 Stopway 0 Slope -1.36
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SALTILLO **-SLW** **35** ***DT H355***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4148^24	4233^26	4260^26	4143^24	4228^26	4256^26			
38	4232^25	4317^27	4346^27	4227^25	4312^27	4341^27			
36	4315^27	4401^28	4429^29	4310^26	4396^28	4424^29			
34	4392^28	4478^29	4507^30	4388^28	4474^29	4502^30			
32	4469^29	4556^30	4585^31	4465^29	4552^30	4581^31			
30	4551^30	4640^32	4669^32	4547^30	4636^31	4665^32			
28	4638^31	4727^33	4757^33	4633^31	4723^33	4752^33			
26	4718^32	4808^34	4839^34	4714^32	4804^34	4834^34			
24	4751^33	4842^34	4872^35	4747^33	4838^34	4869^35			
22	4754^33	4845^34	4876^35	4751^33	4842^34	4873^35			
20	4755^33	4846^34	4877^35	4751^33	4843^34	4874^35			
18	4755^33	4847^34	4878^35	4752^33	4844^34	4875^35			
10	4755^33	4849^34	4881^35	4481^29	4574^31	4605^31			
0	4743^33	4840^34	4873^35	4669^32	4767^33	4799^34			
	High QNH +70 per .10" Low QNH -170 per .10"			High QNH +60 per .10" Low QNH -200 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2780 Wing A/I ON -2780			Engine A/I ON -30 Wing A/I ON -30			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
40	4143^14	4233D24	4260D26	4138^14	4228D24	4256D26			
38	4226^14	4317D25	4346D28	4221^14	4312D24	4341D27			
36	4307^15	4401D25	4429D28	4302^14	4396D25	4424D28			
34	4383^15	4478D25	4507D29	4379^15	4474D25	4502D29			
32	4459^15	4556D26	4585D29	4455^15	4552D26	4581D29			
30	4541^16	4640^26	4669D30	4537^16	4636^26	4665D29			
28	4626^16	4725^27	4757D30	4622^16	4721^26	4752D30			
26	4705^16	4806^27	4839D30	4701^16	4802^27	4834D30			
24	4738^17	4839^28	4872D31	4734^17	4836^27	4869D31			
22	4741^18	4844^28	4876D32	4738^18	4840^28	4873D32			
20	4742^18	4845^29	4877D32	4739^18	4842^29	4874D32			
18	4744^19	4847^29	4878D33	4740^19	4843^29	4875D33			
10	4745^20	4849D31	4881D35	4478^22	4574D31	4605D31			
0	4737^23	4840D34	4873D35	4665^23	4767D34	4799D34			
	High QNH +70 per .10" Low QNH -170 per .10"			High QNH +60 per .10" Low QNH -200 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -2780 Wing A/I ON -2780			Engine A/I ON -30 Wing A/I ON -30			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	2856P97	4334F 1	4416F 4	3756P98	3968F 7	4040P10			
26	2736P98	4390F 2	4473F 5	3812P98	4028F 8	4101P10			
24	2764P99	4429F 2	4513F 5	3851P99	4070F 8	4144P11			
22	2920P98	4452F 3	4537F 6	3876P99	4099F 9	4175P12			
20	3059P98	4465F 3	4550F 6	3885F 0	4109F 9	4187P12			
18	3183P98	4476F 3	4564F 6	3896F 0	4120F 9	4199P12			
16	3317P98	4491F 4	4578F 7	3908F 0	4134P10	4212P13			
14	3453P98	4504F 4	4592F 7	3918F 1	4144P10	4225P13			
12	3587P98	4517F 4	4605F 8	3929F 1	4156P10	4237P13			
10	3723P97	4530F 5	4619F 8	3941F 1	4168P11	4249P14			
0	4329P97	4592F 7	4682P10	3990F 3	4224P13	4306P16			
-10	4397P99	4664F 9	4756P12	4045F 5	4288P15	4374P18			
-20	4462F 1	4736P11	4814^15	4102F 7	4352P17	4441P20			
-30	4528F 3	4768^14	4810^17	4160F 9	4419P19	4509P22			
	High QNH +50 per .10" Low QNH -130 per .10"			High QNH +40 per .10" Low QNH -140 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -1380 Wing A/I ON -1380			Engine A/I ON -1310 Wing A/I ON -1310			Engine A/I ON Wing A/I ON		

Elevation 4778 Length 9711 Shift **0** Clearway 0 Stopway 0 Slope -1.36

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SAN ANTONIO

SAN ANTONIO/INTL -SAT 04 ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D3.6 ISAT	SAT R-130	LT H215	1809'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.4	4157^23	4312^26	4365^27	4141^14	4312D24	4365D27	4581
46	87.8	4242^24	4400^27	4455^28	4220^14	4400D24	4455D27	4692
44	88.0	4317^25	4478^28	4534^29	4290^15	4478D25	4534D28	4797
42	88.0	4383^26	4549^29	4606^30	4353^15	4549D25	4606D28	4902
40	87.9	4425^27	4591^30	4648^31	4393^15	4591D25	4648D29	4937
38	87.6	4432^27	4598^30	4657^31	4402^16	4598D26	4657D29	4956
36	87.4	4439^27	4606^30	4665^31	4412^16	4606D26	4665D29	4961
34	87.1	4447^27	4614^30	4672^31	4420^16	4614D27	4672D30	4962
32	86.8	4454^27	4622^30	4680^31	4429^17	4622D27	4680D30	4964
30	86.5	4461^28	4629^31	4687^32	4438^17	4629D27	4687D31	4966
20	85.1	4497^28	4666^31	4725^32	4483^19	4666D29	4725D33	4974
10	83.6	4525^29	4695^32	4754^33	4521^21	4695D31	4754D34	4970
0	82.1	4563^29	4735^32	4793^33	4563D23	4735D33	4793D34	4977
-10	80.6	4596^30	4768^33	4827^34	4596D25	4768D34	4827D35	4981
-20	79.0	4624^30	4797^33	4855^34	4624D28	4797D34	4855D35	4978
-30	77.5	4653^31	4826^34	4884^35	4653D30	4826D35	4884D36	4976

High QNH **+30** per .10" Engine A/I ON **-620**
Low QNH **-150** per .10" Wing A/I ON **-620**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	4202^24	4354^27	4406^28	4183^15	4354D25	4406D28	4581
46	91.1	4289^25	4445^28	4498^29	4264^16	4445D26	4498D29	4692
44	91.3	4368^26	4526^29	4582^30	4337^16	4526D26	4582D29	4797
42	91.2	4439^27	4601^30	4658^31	4403^17	4601D27	4658D30	4902
40	91.2	4485^28	4649^31	4705^32	4448^17	4649D27	4705D31	4937
38	90.9	4501^28	4664^31	4721^32	4465^18	4664D28	4721D31	4956
36	90.6	4509^28	4672^31	4729^32	4475^18	4672D28	4729D32	4961
34	90.3	4515^29	4680^31	4736^32	4484^19	4680D29	4736D32	4962
32	90.1	4522^29	4686^32	4743^32	4492^19	4686D29	4743D33	4964
30	89.8	4530^29	4693^32	4750^33	4501^19	4693D30	4750D33	4966
20	88.2	4563^29	4729^32	4786^33	4547^21	4729D32	4786D34	4974
10	86.7	4589^30	4755^33	4811^34	4586^23	4755D34	4811D35	4970
0	85.2	4625^30	4792^33	4848^34	4625D25	4792D34	4848D35	4977
-10	83.6	4657^31	4824^34	4880^35	4657D28	4824D35	4880D36	4981
-20	82.0	4683^31	4850^34	4906^35	4683D30	4850D35	4906D36	4978
-30	80.4	4710^32	4876^35	4933^36	4710D32	4876D35	4933D36	4976

High QNH **+30** per .10" Engine A/I ON **-660**
Low QNH **-160** per .10" Wing A/I ON **-660**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	4202^24-24-34	4354^27-27-36	4406^28-28-37	4458^29-29-38
46	91.1	4289^25-25-35	4445^28-28-38	4498^29-29-39	4552^30-30-39
44	91.3	4368^26-26-37	4526^29-29-39	4582^30-30-40	4638^31-31-41
42	91.2	4439^27-27-38	4601^30-30-40	4658^31-31-41	4714^32-32-42
40	91.2	4485^28-28-38	4649^31-31-41	4705^32-32-42	4763^33-33-42
38	90.9	4501^28-28-39	4664^31-31-41	4721^32-32-42	4778^33-33-43
36	90.6	4509^28-28-39	4672^31-31-41	4729^32-32-42	4786^33-33-43
34	90.3	4515^29-29-39	4680^31-31-41	4736^32-32-42	4793^33-33-43
32	90.1	4522^29-29-39	4686^32-32-41	4743^32-32-42	4800^33-33-43
30	89.8	4530^29-29-39	4693^32-32-41	4750^33-33-42	4807^34-34-43
20	88.2	4563^29-29-39	4729^32-32-42	4786^33-33-43	4842^34-34-43
10	86.7	4589^30-30-40	4755^33-33-42	4811^34-34-43	4868^35-35-44
0	85.2	4625^30-30-40	4792^33-33-43	4848^34-34-44	4905^35-35-44
-10	83.6	4657^31-31-41	4824^34-34-43	4880^35-35-44	4937^36-36-45
-20	82.0	4683^31-31-41	4850^34-34-44	4906^35-35-44	4963^36-36-45
-30	80.4	4710^32-32-42	4876^35-35-44	4933^36-36-45	4976C36-36-45

High QNH **+30** per .10" Engine A/I ON **-660**
Low QNH **-160** per .10" Wing A/I ON **-660**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 809 Length 8505 Shift **0** Clearway 0 Stopway 0 Slope -0.38
Rwy Rev. Program Rules FAA **26 Oct 17**

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SAN ANTONIO/INTL -SAT 04 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4202^24	4354^27	4406^28	4196^24	4347^27	4399^28			
46	4289^25	4445^28	4498^29	4283^25	4438^28	4491^29			
44	4368^26	4526^29	4582^30	4360^26	4519^29	4574^30			
42	4439^27	4601^30	4658^31	4432^27	4595^30	4650^31			
40	4485^28	4649^31	4705^32	4479^28	4642^31	4699^32			
38	4501^28	4664^31	4721^32	4495^28	4658^31	4715^32			
36	4509^28	4672^31	4729^32	4502^28	4666^31	4723^32			
34	4515^29	4680^31	4736^32	4510^28	4673^31	4730^32			
32	4522^29	4686^32	4743^32	4517^29	4681^31	4737^32			
30	4530^29	4693^32	4750^33	4523^29	4687^32	4744^33			
20	4563^29	4729^32	4786^33	4558^29	4723^32	4780^33			
10	4589^30	4755^33	4811^34	4529^29	4691^32	4745^33			
0	4625^30	4792^33	4848^34	4566^30	4728^32	4783^33			
-10	4657^31	4824^34	4880^35	4593^30	4757^33	4811^34			
	High QNH +30 per .10" Low QNH -160 per .10"			High QNH +30 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -660 Wing A/I ON -660			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4183^15	4354D25	4406D28	4177^15	4347D25	4399D28			
46	4264^16	4445D26	4498D29	4257^16	4438D26	4491D29			
44	4337^16	4526D26	4582D29	4330^16	4519D26	4574D29			
42	4403^17	4601D27	4658D30	4396^17	4595D27	4650D30			
40	4448^17	4649D27	4705D31	4442^17	4642D27	4699D31			
38	4465^18	4664D28	4721D31	4460^18	4658D28	4715D31			
36	4475^18	4672D28	4729D32	4469^18	4666D28	4723D32			
34	4484^19	4680D29	4736D32	4477^18	4673D29	4730D32			
32	4492^19	4686D29	4743D33	4486^19	4681D29	4737D32			
30	4501^19	4693D30	4750D33	4495^19	4687D29	4744D33			
20	4547^21	4729D32	4786D34	4541^21	4723D31	4780D34			
10	4586^23	4755D34	4811D35	4529D23	4691D33	4745D34			
0	4625D25	4792D34	4848D35	4566D26	4728D33	4783D34			
-10	4657D28	4824D35	4880D36	4593D28	4757D34	4811D35			
	High QNH +30 per .10" Low QNH -160 per .10"			High QNH +30 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -660 Wing A/I ON -660			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3352P98	4306P 6	4385^ 9	3618P 1	3995^10	4126P12			
26	3480P98	4317P 6	4395^ 9	3630P 1	4008^10	4145P13			
24	3624P98	4330P 6	4405^10	3642P 2	4021^10	4164P13			
22	3763P98	4342P 7	4416^10	3653P 2	4036^11	4184P13			
20	3923P98	4352^ 7	4426^11	3669P 2	4051^11	4205P14			
18	4049P98	4362^ 8	4436^11	3669P 2	4066^11	4221P14			
16	4113P98	4371^ 8	4446^11	3693P 3	4080^12	4242P14			
14	4124P98	4380^ 8	4455^12	3707P 3	4097P12	4258P14			
12	4135P99	4388^ 9	4464^12	3720P 3	4115P12	4278P15			
10	4145P99	4396^ 9	4472^13	3734P 4	4133P12	4279^15			
0	4203F 1	4450^11	4530^15	3814P 5	4236P14	4282^15			
-10	4265F 3	4502^14	4584^17	3894P 7	4237^14	4281^15			
-20	4323F 5	4553^16	4637^20	3964^ 9	4229^14	4274^15			
-30	4369^ 7	4606^18	4693^22	4032^11	4219^14	4266^14			
	High QNH +40 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -100 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -530 Wing A/I ON -530			Engine A/I ON -680 Wing A/I ON -680			Engine A/I ON Wing A/I ON		

Elevation 809 Length 8505 Shift **0** Clearway 0 Stopway 0 Slope -0.38

Rwy Rev Program Rules FAA **26 Oct 17**

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SAN ANTONIO/INTL -SAT 13L ***DT H127***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1809'		DT H127	1809'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.4	3483F 9	3732F15	3820F17		3714F 4	3813F 7	4581
46	87.8	3541F10	3792F16	3882F17		3772F 4	3873F 8	4692
44	88.0	3589F11	3846F16	3937F18		3825F 5	3926F 8	4797
42	88.0	3633F12	3894F17	3986F19		3869F 5	3973F 8	4902
40	87.9	3663F12	3928F17	4021F19		3904F 5	4008F 9	4937
38	87.6	3674F12	3939F18	4032F19		3916F 6	4020F 9	4956
36	87.4	3685F12	3950F18	4044F20		3928F 6	4032F 9	4961
34	87.1	3696F13	3962F18	4055F20		3940F 6	4043F10	4962
32	86.8	3707F13	3973F18	4067F20		3952F 7	4056F10	4964
30	86.5	3718F13	3984F18	4078F20		3964F 7	4068F10	4966
20	85.1	3768F14	4041F20	4138F21	3037F 1	4026F 9	4133F12	4974
10	83.6	3817F15	4098F21	4189F22	3739F 0	4086F10	4189D14	4970
0	82.1	3873F16	4158F22	4248F24	3835F 2	4155F12	4248D16	4977
-10	80.6	3927F17	4213F23	4306F25	3895F 3	4213D14	4306D18	4981
-20	79.0	3982F18	4268F24	4364F26	3955F 5	4268D16	4364D20	4978
-30	77.5	4040F20	4327F25	4426F27	4019F 7	4327D18	4426D22	4976

High QNH **+50** per .10" Engine A/I ON **-360**
Low QNH **-130** per .10" Wing A/I ON **-360**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 22 -10T	+0	+10H	TO-1 - WET RWY Flaps 22 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	3785^ 7	3908^10	3942^11	3675F93	3907^ 3	3942D 6	4046
46	91.1	3867^ 7	4002^11	4036^12	3629F94	3999^ 3	4036D 7	4146
44	91.3	3939^ 8	4082^12	4123^13	3596F94	4073^ 3	4123D 7	4235
42	91.2	4003^ 8	4152^13	4195^14	3579F95	4139^ 4	4195D 7	4323
40	91.2	4053^ 9	4204^14	4248^14	3567F96	4190^ 4	4248D 8	4368
38	90.9	4067^ 9	4213^14	4256^14	3617F96	4202^ 5	4256D 8	4384
36	90.6	4072^10	4217^14	4260^14	3650F96	4208^ 5	4260D 9	4388
34	90.3	4079^10	4222^14	4264^15	3683F96	4215^ 6	4264D 9	4390
32	90.1	4085^10	4225^14	4269^15	3716F97	4221^ 6	4269D 9	4391
30	89.8	4091^11	4230^14	4273^15	3748F97	4228^ 6	4273D10	4393
20	88.2	4123^12	4251^14	4294^15	3905F98	4251D 8	4294D12	4400
10	86.7	4130^13	4247^14	4287^15	4060F99	4247D10	4287D14	4395
0	85.2	4129^12	4249^14	4289^15	4122^ 1	4249D12	4289D15	4404
-10	83.6	4121^12	4245^14	4287^15	4117^ 3	4245D14	4287D15	4407
-20	82.0	4109^12	4236^14	4280^15	4107^ 5	4236D14	4280D15	4405
-30	80.4	4093^12	4226^14	4271^15	4093D 7	4226D14	4271D15	4402

High QNH **+0** per .10" Engine A/I ON **-710**
Low QNH **-140** per .10" Wing A/I ON **-710**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 22 -10T	+0	+10H	+20H
48	90.7	3785^ 7- 8-16	3908^10-10-17	3942^11-11-18	- -
46	91.1	3867^ 7- 9-17	4002^11-11-18	4036^12-12-19	- -
44	91.3	3939^ 8-10-18	4082^12-12-19	4123^13-13-20	- -
42	91.2	4003^ 8-11-18	4152^13-13-20	4195^14-14-21	4239^14-14-21
40	91.2	4053^ 9-11-19	4204^14-14-21	4248^14-14-21	4291^15-15-22
38	90.9	4067^ 9-12-19	4213^14-14-21	4256^14-14-21	4273^15-15-22
36	90.6	4072^10-12-19	4217^14-14-21	4260^14-14-22	4273^15-15-22
34	90.3	4079^10-12-19	4222^14-14-21	4264^15-15-22	4309^15-15-22
32	90.1	4085^10-12-19	4225^14-14-21	4269^15-15-22	4314^15-15-22
30	89.8	4091^11-12-20	4230^14-14-21	4273^15-15-22	4318^15-15-22
20	88.2	4123^12-12-20	4251^14-14-21	4294^15-15-22	4334^15-15-22
10	86.7	4130^13-13-20	4247^14-14-21	4287^15-15-22	4327^15-15-22
0	85.2	4129^12-12-20	4249^14-14-21	4289^15-15-22	4331^15-15-22
-10	83.6	4121^12-12-20	4245^14-14-21	4287^15-15-22	4330^15-15-22
-20	82.0	4109^12-12-20	4236^14-14-21	4280^15-15-22	4324^15-15-22
-30	80.4	4093^12-12-20	4226^14-14-21	4271^15-15-22	4316^15-15-22

High QNH **+0** per .10" Engine A/I ON **-710**
Low QNH **-140** per .10" Wing A/I ON **-710**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 809 Length 5519 Shift **0** Clearway 0 Stopway 0 Slope -0.33
Rwy Rev. Program Rules FAA **26 Oct 17**

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SAN ANTONIO/INTL -SAT 13L ***DT H127***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3785^ 7	3908^10	3942^11	3779^ 7	3904^10	3937^10			
46	3867^ 7	4002^11	4036^12	3861^ 7	3997^11	4031^12			
44	3939^ 8	4082^12	4123^13	3933^ 7	4076^12	4118^13			
42	4003^ 8	4152^13	4195^14	3996^ 8	4146^13	4189^14			
40	4053^ 9	4204^14	4248^14	4047^ 8	4199^14	4242^14			
38	4067^ 9	4213^14	4256^14	4061^ 9	4208^14	4251^14			
36	4072^10	4217^14	4260^14	4067^ 9	4213^14	4256^14			
34	4079^10	4222^14	4264^15	4073^10	4216^14	4260^14			
32	4085^10	4225^14	4269^15	4079^10	4221^14	4264^15			
30	4091^11	4230^14	4273^15	4086^10	4225^14	4268^15			
20	4123^12	4251^14	4294^15	4117^12	4247^14	4284^15			
10	4130^13	4247^14	4287^15	4060^12	4225^14	4216^14			
0	4129^12	4249^14	4289^15	4057^12	4176^13	4216^14			
-10	4121^12	4245^14	4287^15	4052^12	4175^13	4216^14			
	High QNH +0 per .10" Low QNH -140 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -710 Wing A/I ON -710			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 22 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 22 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3675P93	3907^ 3	3942D 6	3666P93	3902^ 3	3937D 6			
46	3629P94	3999^ 3	4036D 7	3621P93	3993^ 3	4031D 6			
44	3596P94	4073^ 3	4123D 7	3588P94	4067^ 3	4118D 7			
42	3579P95	4139^ 4	4195D 7	3571P95	4133^ 4	4189D 7			
40	3567P96	4190^ 4	4248D 8	3560P96	4184^ 4	4242D 8			
38	3617P96	4202^ 5	4256D 8	3609P96	4196^ 5	4251D 8			
36	3650P96	4208^ 5	4260D 9	3643P96	4203^ 5	4256D 9			
34	3683P96	4215^ 6	4264D 9	3676P96	4210^ 6	4260D 9			
32	3716P97	4221^ 6	4269D 9	3708P97	4217^ 6	4264D 9			
30	3748P97	4228^ 6	4273D10	3740P97	4223^ 6	4268D10			
20	3905P98	4251D 8	4294D12	3897P98	4247D 8	4284D12			
10	4060P99	4247D10	4287D14	4035^99	4181^10	4216D14			
0	4122^ 1	4249D12	4289D15	4051^ 1	4176D12	4216D14			
-10	4117^ 3	4245D14	4287D15	4049^ 3	4175D13	4216D14			
	High QNH +0 per .10" Low QNH -150 per .10"			High QNH +0 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -710 Wing A/I ON -710			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28						2732P96			
26						2772P96			
24						2804P96			
22						2847P96			
20						2883P97			
18						2917P97			
16						2951P97			
14						2990P97			
12					2661P95	3031P97			
10					2654P95	3076P98			
0					2933P97	3254P99			
-10					3109P98	3510P 0			
-20					3292P99	3643P 1			
-30					3519P 0	3756P 3			
	High QNH per .10" Low QNH per .10"			High QNH +110 per .10" Low QNH -420 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON Wing A/I ON			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

Elevation 809 Length 5519 Shift **0** Clearway 0 Stopway 0 Slope -0.33

Rwy Rev Program Rules FAA **26 Oct 17**

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SAN ANTONIO/INTL -SAT 13R ***DT H127***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1809'		DT H127	1809'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.4	4218^24	4367^27	4418^28	4193^13	4367D23	4418D27	4581
46	87.8	4307^26	4460^28	4513^29	4277^14	4460D24	4513D27	4692
44	88.0	4386^27	4543^29	4597^30	4352^14	4543D24	4597D27	4797
42	88.0	4458^28	4619^31	4674^32	4418^15	4619D25	4674D28	4902
40	87.9	4499^28	4661^31	4717^32	4459^15	4661^25	4717D28	4937
38	87.6	4506^28	4668^31	4724^32	4467^15	4668D25	4724D29	4956
36	87.4	4513^28	4675^31	4731^32	4476^16	4675D26	4731D29	4961
34	87.1	4519^29	4681^31	4738^32	4484^16	4681D26	4738D29	4962
32	86.8	4525^29	4688^32	4745^33	4492^16	4688D27	4745D30	4964
30	86.5	4532^29	4694^32	4751^33	4499^17	4694D27	4751D30	4966
20	85.1	4563^29	4726^32	4783^33	4539^19	4726D29	4783D32	4974
10	83.6	4584^30	4749^33	4804^34	4571^21	4749D31	4804D34	4970
0	82.1	4617^30	4782^33	4838^34	4613^23	4782D33	4838D35	4977
-10	80.6	4643^31	4809^34	4865^35	4643D25	4809D34	4865D35	4981
-20	79.0	4665^31	4831^34	4887^35	4665D27	4831D35	4887D36	4978
-30	77.5	4688^32	4854^34	4910^35	4688D30	4854D35	4910D36	4976

High QNH **+20** per .10" Engine A/I ON **-660**
Low QNH **-160** per .10" Wing A/I ON **-660**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	4254^25	4401^28	4450^29	4229^15	4401D25	4450D28	4581
46	91.1	4346^26	4496^29	4548^30	4314^15	4496D25	4548D29	4692
44	91.3	4429^27	4583^30	4635^31	4391^16	4583D26	4635D29	4797
42	91.2	4504^29	4662^31	4716^32	4461^16	4662D27	4716D30	4902
40	91.2	4551^29	4709^32	4763^33	4507^17	4709D27	4763D30	4937
38	90.9	4564^29	4722^32	4776^33	4521^17	4722D28	4776D31	4956
36	90.6	4570^29	4729^32	4783^33	4529^18	4729D28	4783D32	4961
34	90.3	4576^30	4735^32	4789^33	4538^18	4735D29	4789D32	4962
32	90.1	4582^30	4741^32	4795^33	4546^19	4741D29	4795D32	4964
30	89.8	4588^30	4747^33	4801^33	4553^19	4747D29	4801D33	4966
20	88.2	4617^30	4777^33	4830^34	4594^21	4777D31	4830D35	4974
10	86.7	4636^31	4796^33	4850^34	4625^23	4796D34	4850D35	4970
0	85.2	4667^31	4828^34	4882^35	4667D25	4828D35	4882D35	4977
-10	83.6	4693^32	4853^34	4907^35	4693D27	4853D35	4907D36	4981
-20	82.0	4713^32	4873^35	4928^36	4713D30	4873D35	4928D36	4978
-30	80.4	4734^32	4894^35	4936^36	4734D32	4894D35	4936D36	4976

High QNH **+10** per .10" Engine A/I ON **-700**
Low QNH **-160** per .10" Wing A/I ON **-700**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	4254^25-25-35	4401^28-28-37	4450^29-29-38	4500^29-29-39
46	91.1	4346^26-26-36	4496^29-29-38	4548^30-30-39	4598^31-31-40
44	91.3	4429^27-27-37	4583^30-30-40	4635^31-31-41	4688^32-32-41
42	91.2	4504^29-29-39	4662^31-31-41	4716^32-32-42	4770^33-33-42
40	91.2	4551^29-29-39	4709^32-32-42	4763^33-33-42	4817^34-34-43
38	90.9	4564^29-29-39	4722^32-32-42	4776^33-33-43	4830^34-34-43
36	90.6	4570^29-29-40	4729^32-32-42	4783^33-33-43	4837^34-34-43
34	90.3	4576^30-30-40	4735^32-32-42	4789^33-33-43	4843^34-34-44
32	90.1	4582^30-30-40	4741^32-32-42	4795^33-33-43	4849^34-34-44
30	89.8	4588^30-30-40	4747^33-33-42	4801^33-33-43	4855^34-34-44
20	88.2	4617^30-30-40	4777^33-33-43	4830^34-34-43	4885^35-35-44
10	86.7	4636^31-31-41	4796^33-33-43	4850^34-34-44	4904^35-35-44
0	85.2	4667^31-31-41	4828^34-34-43	4882^35-35-44	4937^36-36-45
-10	83.6	4693^32-32-41	4853^34-34-44	4907^35-35-44	4962^36-36-45
-20	82.0	4713^32-32-42	4873^35-35-44	4929^41-41-51	4987^42-42-51
-30	80.4	4734^32-32-42	4898^41-41-50	4955^42-42-51	4996C43-43-52

High QNH **+20** per .10" Engine A/I ON **-700**
Low QNH **-160** per .10" Wing A/I ON **-700**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 809 Length 8502 Shift **0** Clearway 0 Stopway 0 Slope -0.36
Rwy Rev. Program Rules FAA **26 Oct 17**

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SAN ANTONIO/INTL -SAT 13R ***DT H127***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4254^25	4401^28	4450^29	4249^25	4395^28	4444^28			
46	4346^26	4496^29	4548^30	4339^26	4489^29	4540^30			
44	4429^27	4583^30	4635^31	4422^27	4576^30	4628^31			
42	4504^29	4662^31	4716^32	4497^28	4655^31	4709^32			
40	4551^29	4709^32	4763^33	4545^29	4702^32	4757^33			
38	4564^29	4722^32	4776^33	4559^29	4717^32	4770^33			
36	4570^29	4729^32	4783^33	4565^29	4723^32	4778^33			
34	4576^30	4735^32	4789^33	4571^30	4730^32	4783^33			
32	4582^30	4741^32	4795^33	4576^30	4736^32	4790^33			
30	4588^30	4747^33	4801^33	4583^30	4741^32	4795^33			
20	4617^30	4777^33	4830^34	4612^30	4772^33	4826^34			
10	4636^31	4796^33	4850^34	4571^30	4727^32	4780^33			
0	4667^31	4828^34	4882^35	4603^30	4759^33	4813^34			
-10	4693^32	4853^34	4907^35	4625^31	4782^33	4835^34			
	High QNH +20 per .10" Low QNH -160 per .10"			High QNH +20 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -700 Wing A/I ON -700			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4229^15	4401D25	4450D28	4223^15	4395D25	4444D28			
46	4314^15	4496D25	4548D29	4308^15	4489D25	4540D29			
44	4391^16	4583D26	4635D29	4385^16	4576D26	4628D29			
42	4461^16	4662D27	4716D30	4455^16	4655D26	4709D30			
40	4507^17	4709D27	4763D30	4501^17	4702D27	4757D30			
38	4521^17	4722D28	4776D31	4516^17	4717D28	4770D31			
36	4529^18	4729D28	4783D32	4525^18	4723D28	4778D31			
34	4538^18	4735D29	4789D32	4532^18	4730D28	4783D32			
32	4546^19	4741D29	4795D32	4541^18	4736D29	4790D32			
30	4553^19	4747D29	4801D33	4548^19	4741D29	4795D33			
20	4594^21	4777D31	4830D35	4589^21	4772D31	4826D35			
10	4625^23	4796D34	4850D35	4566^23	4727D33	4780D34			
0	4667D25	4828D35	4882D35	4603D25	4759D34	4813D35			
-10	4693D27	4853D35	4907D36	4625D28	4782D34	4835D35			
	High QNH +20 per .10" Low QNH -160 per .10"			High QNH +20 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -700 Wing A/I ON -700			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3368F98	4304F 6	4396F 9	3615F 1	3995F10	4129F12			
26	3507F98	4315F 6	4408F 9	3628F 1	4008F10	4145F13			
24	3639F98	4327F 6	4421F10	3635F 2	4022F10	4164F13			
22	3777F98	4340F 7	4434F10	3653F 2	4035F11	4186F13			
20	3937F98	4352F 7	4447F11	3666F 2	4050F11	4204F14			
18	4062F98	4365F 8	4460F11	3672F 2	4064F11	4221F14			
16	4111F98	4378F 8	4473F11	3691F 3	4079F12	4239F14			
14	4120F98	4389F 8	4486F12	3691F 3	4086F12	4259F14			
12	4131F99	4400F 9	4496F12	3716F 4	4113F12	4279F15			
10	4143F99	4411F 9	4508F13	3731F 4	4132F12	4279^15			
0	4203F 1	4481F11	4582F15	3811F 5	4235F14	4282^15			
-10	4262F 3	4550F13	4645^17	3891F 7	4237^14	4281^15			
-20	4320F 5	4611^16	4691^19	3963F 9	4229^14	4274^15			
-30	4382F 7	4657^18	4739^22	4031^11	4219^14	4266^14			
	High QNH +40 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -80 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -530 Wing A/I ON -530			Engine A/I ON -680 Wing A/I ON -680			Engine A/I ON Wing A/I ON		

Elevation 809 Length 8502 Shift 0 Clearway 0 Stopway 0 Slope -0.36

Rwy Rev Program Rules FAA **26 Oct 17**

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SAN ANTONIO/INTL -SAT 22 *DT H216*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1809'		DT H216	1809'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.4	4179^24	4320^26	4370^27	4150^14	4320D24	4370D27	4581
46	87.8	4262^25	4407^27	4458^28	4227^14	4407D24	4458D27	4692
44	88.0	4335^26	4484^28	4537^29	4296^15	4484D25	4537D28	4797
42	88.0	4400^27	4553^29	4606^30	4356^15	4553D25	4606D28	4902
40	87.9	4441^27	4595^30	4649^31	4397P16	4595D26	4649D29	4937
38	87.6	4449^27	4603^30	4658^31	4406^16	4603D26	4658D29	4956
36	87.4	4457^27	4612^30	4665^31	4416^16	4612D26	4665D29	4961
34	87.1	4465^28	4620^30	4674^31	4426^17	4620D27	4674D30	4962
32	86.8	4473^28	4628^31	4681^31	4436^17	4628D27	4681D30	4964
30	86.5	4481^28	4636^31	4689^32	4445^17	4636D27	4689D30	4966
20	85.1	4520^29	4675^31	4729^32	4494^19	4675D29	4729D32	4974
10	83.6	4552^29	4706^32	4760^33	4535^21	4706D31	4760D34	4970
0	82.1	4591^30	4747^33	4802^33	4586^23	4747D33	4802D34	4977
-10	80.6	4626^30	4782^33	4837^34	4626D25	4782D34	4837D35	4981
-20	79.0	4657^31	4813^34	4867^35	4657D27	4813D34	4867D35	4978
-30	77.5	4688^31	4844^34	4898^35	4688D30	4844D35	4898D35	4976

High QNH **+30** per .10" Engine A/I ON **-610**
Low QNH **-150** per .10" Wing A/I ON **-610**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	4226^24	4364^27	4412^28	4196^16	4364D25	4412D28	4581
46	91.1	4313^26	4455^28	4504^29	4276^16	4455D26	4504D29	4692
44	91.3	4391^27	4536^29	4587^30	4348^17	4536D26	4587D30	4797
42	91.2	4461^28	4609^30	4661^31	4411^17	4609D27	4661D30	4902
40	91.2	4508^28	4657^31	4709^32	4457^18	4657D28	4709D31	4937
38	90.9	4524^29	4673^31	4726^32	4476^18	4673D28	4726D32	4956
36	90.6	4532^29	4681^31	4733^32	4485^19	4681D29	4733D32	4961
34	90.3	4540^29	4689^32	4741^32	4495^19	4689D29	4741D32	4962
32	90.1	4546^29	4696^32	4749^33	4505^19	4696D29	4749D33	4964
30	89.8	4554^29	4703^32	4756^33	4515^20	4703D30	4756D33	4966
20	88.2	4590^30	4741^32	4793^33	4562^22	4741D32	4793D34	4974
10	86.7	4618^30	4768^33	4820^34	4604^24	4768D34	4820D35	4970
0	85.2	4656^31	4807^34	4859^34	4655^26	4807D34	4859D35	4977
-10	83.6	4689^32	4840^34	4891^35	4689D28	4840D35	4891D36	4981
-20	82.0	4716^32	4867^35	4919^35	4716D30	4867D35	4919D36	4978
-30	80.4	4744^32	4886^35	4928^36	4744D33	4886D35	4928D36	4976

High QNH **+10** per .10" Engine A/I ON **-680**
Low QNH **-160** per .10" Wing A/I ON **-680**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	4226^24-24-34	4364^27-27-37	4412^28-28-37	4461^29-29-38
46	91.1	4313^26-26-36	4455^28-28-38	4504^29-29-39	4554^30-30-39
44	91.3	4391^27-27-37	4536^29-29-39	4587^30-30-40	4638^31-31-41
42	91.2	4461^28-28-38	4609^30-30-40	4661^31-31-41	4714^32-32-42
40	91.2	4508^28-28-39	4657^31-31-41	4709^32-32-42	4762^33-33-42
38	90.9	4524^29-29-39	4673^31-31-41	4726^32-32-42	4779^33-33-43
36	90.6	4532^29-29-39	4681^31-31-41	4733^32-32-42	4786^33-33-43
34	90.3	4540^29-29-39	4689^32-32-41	4741^32-32-42	4794^33-33-43
32	90.1	4546^29-29-39	4696^32-32-41	4749^33-33-42	4801^33-33-43
30	89.8	4554^29-29-39	4703^32-32-42	4756^33-33-42	4809^34-34-43
20	88.2	4590^30-30-40	4741^32-32-42	4793^33-33-43	4846^34-34-44
10	86.7	4618^30-30-40	4768^33-33-42	4820^34-34-43	4873^35-35-44
0	85.2	4656^31-31-41	4807^34-34-43	4859^34-34-44	4912^35-35-45
-10	83.6	4689^32-32-41	4840^34-34-43	4891^35-35-44	4944^36-36-45
-20	82.0	4716^32-32-42	4867^35-35-44	4919^35-35-45	4971^36-36-45
-30	80.4	4744^32-32-42	4886^35-35-44	4928^36-36-45	4983^42-42-51

High QNH **+10** per .10" Engine A/I ON **-680**
Low QNH **-160** per .10" Wing A/I ON **-680**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 809 Length 8505 Shift **0** Clearway 0 Stopway 0 Slope +0.38
Rwy Rev. Program Rules FAA **26 Oct 17**

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SAN ANTONIO/INTL -SAT 22 ***DT H216***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4226^24	4364^27	4412^28	4220^24	4358^27	4405^28			
46	4313^26	4455^28	4504^29	4306^26	4447^28	4496^29			
44	4391^27	4536^29	4587^30	4383^27	4529^29	4579^30			
42	4461^28	4609^30	4661^31	4453^28	4602^30	4654^31			
40	4508^28	4657^31	4709^32	4501^28	4650^31	4702^32			
38	4524^29	4673^31	4726^32	4518^29	4667^31	4719^32			
36	4532^29	4681^31	4733^32	4526^29	4674^31	4727^32			
34	4540^29	4689^32	4741^32	4533^29	4683^31	4735^32			
32	4546^29	4696^32	4749^33	4541^29	4689^32	4743^32			
30	4554^29	4703^32	4756^33	4547^29	4697^32	4750^33			
20	4590^30	4741^32	4793^33	4585^30	4735^32	4787^33			
10	4618^30	4768^33	4820^34	4558^30	4704^32	4755^33			
0	4656^31	4807^34	4859^34	4596^30	4743^33	4794^34			
-10	4689^32	4840^34	4891^35	4626^31	4772^33	4823^34			
	High QNH +30 per .10" Low QNH -160 per .10"			High QNH +30 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -670 Wing A/I ON -670			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4196^16	4364D25	4412D28	4190^15	4358D25	4405D28			
46	4276^16	4455D26	4504D29	4270^16	4447D26	4496D29			
44	4348^17	4536D26	4587D30	4340^16	4529D26	4579D29			
42	4411^17	4609D27	4661D30	4405^17	4602D27	4654D30			
40	4457^18	4657D28	4709D31	4451^17	4650D27	4702D31			
38	4476^18	4673D28	4726D32	4470^18	4667D28	4719D31			
36	4485^19	4681D29	4733D32	4480^19	4674D29	4727D32			
34	4495^19	4689D29	4741D32	4490^19	4683D29	4735D32			
32	4505^19	4696D29	4749D33	4500^19	4689D29	4743D33			
30	4515^20	4703D30	4756D33	4509^20	4697D30	4750D33			
20	4562^22	4741D32	4793D34	4557^22	4735D32	4787D34			
10	4604^24	4768D34	4820D35	4551^24	4704D33	4755D34			
0	4655^26	4807D34	4859D35	4596D26	4743D34	4794D34			
-10	4689D28	4840D35	4891D36	4626D28	4772D34	4823D35			
	High QNH +30 per .10" Low QNH -160 per .10"			High QNH +30 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -670 Wing A/I ON -670			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3986F98	4239F 8	4332F11	3569F 3	4004F11	4164F13			
26	3996F98	4251F 8	4345F12	3577F 3	4021F11	4182F13			
24	4007F99	4263F 9	4357F12	3588F 4	4038F11	4191F13			
22	4017F99	4276F 9	4370F12	3596F 4	4057F11	4195F13			
20	4028F 0	4288F10	4383F13	3608F 4	4075F12	4199F14			
18	4038F 0	4300F10	4396F13	3621F 5	4094F12	4203F14			
16	4047F 0	4313F10	4408F14	3633F 5	4112F12	4207F14			
14	4058F 1	4325F11	4420F14	3645F 5	4132F13	4208F14			
12	4068F 1	4335F11	4432F14	3655F 5	4151F13	4208F14			
10	4076F 1	4347F12	4444F15	3671F 6	4171F13	4208F14			
0	4136F 3	4415F14	4517F17	3743F 7	4211F14	4242^14			
-10	4194F 5	4485F16	4576^19	3831F 9	4222F14	4268^15			
-20	4253F 7	4549^18	4633^21	3953F10	4223^14	4268^15			
-30	4314F 9	4606^20	4692^24	4058F11	4214^14	4260D14			
	High QNH +50 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -100 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -480 Wing A/I ON -480			Engine A/I ON -980 Wing A/I ON -980			Engine A/I ON Wing A/I ON		

Elevation 809 Length 8505 Shift **0** Clearway 0 Stopway 0 Slope +0.38

Rwy Rev Program Rules FAA **26 Oct 17**

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SAN ANTONIO/INTL -SAT 31L ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D5.7 IIZR	SAT R-224	LT H250	1809'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.4	4238^25	4375^27	4424^28	4200F14	4375D24	4424D27	4581
46	87.8	4326^26	4468^28	4516^29	4269F15	4468D24	4516D28	4692
44	88.0	4402F27	4548^30	4599^30	4330F15	4548D25	4599D28	4797
42	88.0	4461F28	4621^31	4674^32	4385F16	4621^25	4674D29	4902
40	87.9	4499F28	4665^31	4716^32	4423F16	4663^26	4716D29	4937
38	87.6	4511F28	4671^31	4724^32	4436F17	4671D26	4724D29	4956
36	87.4	4520F29	4679^31	4732^32	4448F17	4679D27	4732D30	4961
34	87.1	4532F29	4687^32	4739^32	4461F17	4687D27	4739D30	4962
32	86.8	4543F29	4693^32	4747^33	4474F18	4693D27	4747D30	4964
30	86.5	4550^29	4701^32	4753^33	4487F18	4701D28	4753D31	4966
20	85.1	4584^30	4735^32	4788^33	4550F20	4735D30	4788D33	4974
10	83.6	4609^30	4760^33	4813^34	4589^22	4760D32	4813D34	4970
0	82.1	4644^31	4797^33	4849^34	4634^24	4797D34	4849D35	4977
-10	80.6	4673^31	4826^34	4879^35	4673D26	4826D35	4879D35	4981
-20	79.0	4699^32	4850^34	4903^35	4699D28	4850D35	4903D36	4978
-30	77.5	4722^32	4870^35	4913^35	4722D30	4870D35	4913D35	4976

High QNH **+10** per .10" Low QNH **-160** per .10"

Engine A/I ON **-680** Wing A/I ON **-680**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	4278^25	4412^28	4459^29	4246^16	4412D26	4459D29	4581
46	91.1	4369^27	4507^29	4555^30	4330^16	4507D26	4555D29	4692
44	91.3	4450^28	4593^30	4642^31	4405^17	4593D27	4642D30	4797
42	91.2	4524^29	4669^31	4720^32	4470F17	4669D27	4720D31	4902
40	91.2	4571^30	4717^32	4768^33	4517F18	4717D28	4768D31	4937
38	90.9	4586^30	4732^32	4782^33	4536^19	4732D29	4782D32	4956
36	90.6	4593^30	4739^32	4789^33	4544^19	4739D29	4789D32	4961
34	90.3	4599^30	4745^33	4796^33	4553^19	4745D29	4796D33	4962
32	90.1	4606^30	4752^33	4802^34	4562^20	4752D30	4802D33	4964
30	89.8	4612^30	4758^33	4809^34	4571^20	4758D30	4809D33	4966
20	88.2	4644^31	4790^33	4841^34	4613^22	4790D32	4841D35	4974
10	86.7	4666^31	4812^34	4863^35	4649^24	4812D34	4863D35	4970
0	85.2	4699^32	4846^34	4896^35	4694^26	4846D35	4896D36	4977
-10	83.6	4725^32	4872^35	4922^35	4725D28	4872D35	4922D36	4981
-20	82.0	4746^32	4892^35	4937^36	4746D31	4892D35	4937D36	4978
-30	80.4	4760^33	4886^35	4928^36	4760D33	4886D35	4928D36	4976

High QNH **+10** per .10" Low QNH **-160** per .10"

Engine A/I ON **-720** Wing A/I ON **-720**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	4278^25-25-35	4412^28-28-37	4459^29-29-38	4506^30-30-39
46	91.1	4369^27-27-37	4507^29-29-39	4555^30-30-39	4604^31-31-40
44	91.3	4450^28-28-38	4593^30-30-40	4642^31-31-41	4692^32-32-41
42	91.2	4524^29-29-39	4669^31-31-41	4720^32-32-42	4771^33-33-42
40	91.2	4571^30-30-40	4717^32-32-42	4768^33-33-42	4817^34-34-43
38	90.9	4586^30-30-40	4732^32-32-42	4782^33-33-43	4833^34-34-43
36	90.6	4593^30-30-40	4739^32-32-42	4789^33-33-43	4841^34-34-43
34	90.3	4599^30-30-40	4745^33-33-42	4796^33-33-43	4847^34-34-44
32	90.1	4606^30-30-40	4752^33-33-42	4802^34-34-43	4854^34-34-44
30	89.8	4612^30-30-40	4758^33-33-42	4809^34-34-43	4860^34-34-44
20	88.2	4644^31-31-41	4790^33-33-43	4841^34-34-43	4893^35-35-44
10	86.7	4666^31-31-41	4812^34-34-43	4863^35-35-44	4914^35-35-45
0	85.2	4699^32-32-41	4846^34-34-44	4896^35-35-44	4947^36-36-45
-10	83.6	4725^32-32-42	4872^35-35-44	4922^35-35-45	4974^36-36-45
-20	82.0	4746^32-32-42	4892^35-35-44	4941^42-42-51	4996^43-43-52
-30	80.4	4762^39-39-48	4916^41-41-50	4971^42-42-51	4996C43-43-52

High QNH **+20** per .10" Low QNH **-160** per .10"

Engine A/I ON **-700** Wing A/I ON **-700**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 809 Length 8502 Shift **0** Clearway 0 Stopway 0 Slope +0.36

Rwy Rev. Program Rules FAA **04 May 18**

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SAN ANTONIO/INTL -SAT 31L ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4278^25	4412^28	4459^29	4272^25	4406^28	4453^29			
46	4369^27	4507^29	4555^30	4362^27	4501^29	4548^30			
44	4450^28	4593^30	4642^31	4443^28	4585^30	4634^31			
42	4524^29	4669^31	4720^32	4516^29	4663^31	4713^32			
40	4571^30	4717^32	4768^33	4564^29	4711^32	4761^33			
38	4586^30	4732^32	4782^33	4580^30	4726^32	4777^33			
36	4593^30	4739^32	4789^33	4587^30	4733^32	4784^33			
34	4599^30	4745^33	4796^33	4593^30	4740^32	4790^33			
32	4606^30	4752^33	4802^34	4600^30	4746^33	4797^33			
30	4612^30	4758^33	4809^34	4606^30	4753^33	4803^34			
20	4644^31	4790^33	4841^34	4638^31	4785^33	4835^34			
10	4666^31	4812^34	4863^35	4601^30	4744^33	4793^34			
0	4699^32	4846^34	4896^35	4635^31	4777^33	4827^34			
-10	4725^32	4872^35	4922^35	4657^31	4800^34	4849^35			
	High QNH +20 per .10" Low QNH -160 per .10"			High QNH +20 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -700 Wing A/I ON -700			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4246^16	4412D26	4459D29	4240^16	4406D26	4453D29			
46	4330^16	4507D26	4555D29	4324^16	4501D26	4548D29			
44	4405^17	4593D27	4642D30	4398^17	4585D27	4634D30			
42	4470F17	4669D27	4720D31	4462F17	4663D27	4713D30			
40	4517F18	4717D28	4768D31	4509F18	4711D28	4761D31			
38	4536^19	4732D29	4782D32	4530^18	4726D29	4777D32			
36	4544^19	4739D29	4789D32	4539^19	4733D29	4784D32			
34	4553^19	4745D29	4796D33	4548^19	4740D29	4790D33			
32	4562^20	4752D30	4802D33	4556^20	4746D30	4797D33			
30	4571^20	4758D30	4809D33	4565^20	4753D30	4803D33			
20	4613^22	4790D32	4841D35	4608^22	4785D32	4835D35			
10	4649^24	4812D34	4863D35	4591^24	4744D33	4793D34			
0	4694^26	4846D35	4896D36	4635D26	4777D34	4827D35			
-10	4725D28	4872D35	4922D36	4657D29	4800D34	4849D35			
	High QNH +20 per .10" Low QNH -160 per .10"			High QNH +20 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -700 Wing A/I ON -700			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4009F99	4264F 9	4356F12	3595F 3	4030F11	4189F13			
26	4022F99	4276F 9	4369F12	3608F 4	4049F11	4194F13			
24	4032F99	4288F 9	4382F13	3619F 4	4067F12	4198F14			
22	4041F 0	4300F10	4395F13	3625F 4	4086F12	4202F14			
20	4053F 0	4313F10	4408F13	3641F 5	4103F12	4207F14			
18	4062F 0	4325F10	4419F14	3656F 5	4123F12	4210F14			
16	4073F 1	4338F11	4433F14	3656F 5	4142F13	4214F14			
14	4082F 1	4350F11	4446F15	3681F 6	4160F13	4216F14			
12	4092F 1	4361F12	4457F15	3692F 6	4180F13	4216F14			
10	4101F 2	4372F12	4470F15	3708F 6	4193F13	4216F14			
0	4160F 4	4441F14	4543F17	3785F 8	4218F14	4249^14			
-10	4219F 6	4510F16	4615F20	3879F 9	4229F14	4275^15			
-20	4278F 8	4581F18	4688F22	3986F10	4223^14	4268^15			
-30	4341F10	4654F21	4744^24	4077^12	4214^14	4261^14			
	High QNH +50 per .10" Low QNH -70 per .10"			High QNH +10 per .10" Low QNH -90 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -430 Wing A/I ON -430			Engine A/I ON -1040 Wing A/I ON -1040			Engine A/I ON Wing A/I ON		

Elevation 809 Length 8502 Shift 0 Clearway 0 Stopway 0 Slope +0.36

Rwy Rev. Program Rules FAA **04 May 18**

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SAN ANTONIO/INTL -SAT 31R ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D5.6 IIZR	SAT R-224	LT H250	1809'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.4	3432F 8	3677F14	3753F15		3670F 4	3753D 8	4581
46	87.8	3489F 9	3737F14	3818F16		3727F 5	3818D 8	4692
44	88.0	3539F10	3789F15	3875F17		3779F 5	3875D 8	4797
42	88.0	3584F10	3837F16	3925F18		3825F 6	3923F 9	4902
40	87.9	3616F11	3870F16	3960F18		3859F 6	3960F 9	4937
38	87.6	3626F11	3881F16	3971F18		3869F 6	3970F10	4956
36	87.4	3635F11	3892F17	3981F18		3881F 7	3981D10	4961
34	87.1	3644F11	3903F17	3991F19		3893F 7	3991D10	4962
32	86.8	3654F12	3913F17	4001F19		3905F 7	4001D11	4964
30	86.5	3663F12	3924F17	4011F19	2646F 2	3917F 8	4011D11	4966
20	85.1	3711F13	3979F18	4061F20	3390F 0	3976F 9	4061D13	4974
10	83.6	3759F14	4025F19	4111F21	3728F 1	4025D11	4111D14	4970
0	82.1	3814F15	4081F20	4169F22	3788F 2	4081D13	4169D16	4977
-10	80.6	3867F16	4134F21	4225F23	3847F 4	4134D15	4225D18	4981
-20	79.0	3920F17	4187F22	4282F24	3906F 6	4187D17	4282D20	4978
-30	77.5	3976F18	4244F23	4341F25	3969F 8	4244D19	4341D22	4976

High QNH **+50** per .10" Engine A/I ON **-370**
Low QNH **-130** per .10" Wing A/I ON **-370**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	3508F10	3748F15	3825F17		3725F 5	3817F 9	4581
46	91.1	3568F11	3814F16	3893F18		3787F 6	3880F 9	4692
44	91.3	3622F12	3874F17	3953F18		3842F 6	3938F10	4797
42	91.2	3672F12	3929F18	4008F19		3891F 7	3989F10	4902
40	91.2	3713F13	3972F18	4052F20		3932F 7	4031F11	4937
38	90.9	3737F13	3995F19	4076F20		3954F 8	4053F11	4956
36	90.6	3746F14	4003F19	4086F21		3966F 8	4064F12	4961
34	90.3	3754F14	4013F19	4096F21		3977F 8	4076F12	4962
32	90.1	3764F14	4023F19	4106F21		3989F 9	4088F12	4964
30	89.8	3774F14	4033F19	4117F21		3999F 9	4100F13	4966
20	88.2	3825F15	4084F20	4170F22	3699F 0	4058F11	4160F14	4974
10	86.7	3875F16	4133F21	4222F23	3805F 2	4116F13	4222D16	4970
0	85.2	3932F17	4190F22	4281F24	3866F 4	4181F15	4281D18	4977
-10	83.6	3986F18	4246F23	4340F25	3929F 5	4246D17	4340D20	4981
-20	82.0	4033F19	4302F25	4399F26	3991F 7	4302D19	4399D22	4978
-30	80.4	4083F20	4361F26	4461F27	4051F 9	4361D21	4461D24	4976

High QNH **+40** per .10" Engine A/I ON **-390**
Low QNH **-130** per .10" Wing A/I ON **-390**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	3508F10-10-23	3748F15-15-27	3825F17-17-28	3906F18-18-29
46	91.1	3568F11-11-24	3814F16-16-28	3893F18-18-29	3973F19-19-31
44	91.3	3622F12-12-25	3874F17-17-29	3953F18-18-30	4035F20-20-31
42	91.2	3672F12-12-25	3929F18-18-30	4008F19-19-31	4091F21-21-32
40	91.2	3713F13-13-26	3972F18-18-30	4052F20-20-32	4136F22-22-33
38	90.9	3737F13-13-27	3995F19-19-31	4076F20-20-32	4161F22-22-33
36	90.6	3746F14-14-27	4003F19-19-31	4086F21-21-32	4171F22-22-34
34	90.3	3754F14-14-27	4013F19-19-31	4096F21-21-32	4182F22-22-34
32	90.1	3764F14-14-27	4023F19-19-31	4106F21-21-33	4193F23-23-34
30	89.8	3774F14-14-27	4033F19-19-31	4117F21-21-33	4204F23-23-34
20	88.2	3825F15-15-28	4084F20-20-32	4170F22-22-34	4260F24-24-35
10	86.7	3875F16-16-29	4133F21-21-33	4222F23-23-34	4314F25-25-36
0	85.2	3932F17-17-30	4190F22-22-34	4281F24-24-35	4376F26-26-37
-10	83.6	3986F18-18-31	4246F23-23-35	4340F25-25-36	4438F27-27-38
-20	82.0	4033F19-19-31	4302F25-25-36	4399F26-26-37	4500F28-28-39
-30	80.4	4083F20-20-32	4361F26-26-36	4461F27-27-38	4563F29-29-39

High QNH **+40** per .10" Engine A/I ON **-390**
Low QNH **-130** per .10" Wing A/I ON **-390**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 809 Length 5519 Shift **0** Clearway 0 Stopway 0 Slope +0.33
Rwy Rev. Program Rules FAA **26 Oct 17**

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SAN ANTONIO/INTL -SAT 31R ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3508F10	3748F15	3825F17	3500F10	3740F15	3818F17			
46	3568F11	3814F16	3893F18	3560F11	3806F16	3885F17			
44	3622F12	3874F17	3953F18	3614F11	3866F17	3944F18			
42	3672F12	3929F18	4008F19	3664F12	3920F18	4000F19			
40	3713F13	3972F18	4052F20	3705F13	3964F18	4044F20			
38	3737F13	3995F19	4076F20	3729F13	3987F19	4068F20			
36	3746F14	4003F19	4086F21	3739F14	3997F19	4078F20			
34	3754F14	4013F19	4096F21	3748F14	4005F19	4088F21			
32	3764F14	4023F19	4106F21	3757F14	4015F19	4099F21			
30	3774F14	4033F19	4117F21	3767F14	4025F19	4109F21			
20	3825F15	4084F20	4170F22	3818F15	4077F20	4163F22			
10	3875F16	4133F21	4222F23	3841F16	4094F21	4182F23			
0	3932F17	4190F22	4281F24	3899F17	4153F22	4244F24			
-10	3986F18	4246F23	4340F25	3946F18	4207F23	4301F25			
	High QNH +40 per .10" Low QNH -130 per .10"			High QNH +40 per .10" Low QNH -130 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -390 Wing A/I ON -390			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48		3725F 5	3817F 9		3719F 5	3811F 9			
46		3787F 6	3880F 9		3781F 6	3874F 9			
44		3842F 6	3938F10		3836F 6	3931F10			
42		3891F 7	3989F10		3884F 7	3982F10			
40		3932F 7	4031F11		3926F 7	4025F11			
38		3954F 8	4053F11		3948F 8	4047F11			
36		3966F 8	4064F12		3960F 8	4058F11			
34		3977F 8	4076F12		3971F 8	4070F12			
32		3989F 9	4088F12		3983F 9	4082F12			
30		3999F 9	4100F13		3994F 9	4094F12			
20	3699F 0	4058F11	4160F14	3652F 0	4053F11	4154F14			
10	3805F 2	4116F13	4222D16	3773F 2	4081F13	4182D16			
0	3866F 4	4181F15	4281D18	3836F 4	4147F15	4244D18			
-10	3929F 5	4246D17	4340D20	3898F 5	4207D16	4301D20			
	High QNH +50 per .10" Low QNH -130 per .10"			High QNH +50 per .10" Low QNH -130 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -390 Wing A/I ON -390			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28						2725P98			
26						2825P98			
24			3409P92			2895P98			
22			3442P93			2985P98			
20			3479P93			3074P97			
18			3517P93			3183P97			
16			3554P93			3275P97			
14			3591P93			3379P97			
12			3631F94			3389P98			
10			3667P94			3399P98			
0		3371P92	3843P95		3253P97	3462P 0			
-10		3433P94	3889P97		3349P99	3524P 2			
-20		3644P96	4072P98		3481P 0	3590P 3			
-30		3846P97	4201P 0		3543P 2				
	High QNH +130 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -1050 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -50 Wing A/I ON -50			Engine A/I ON -320 Wing A/I ON -320			Engine A/I ON Wing A/I ON		

Elevation 809 Length 5519 Shift 0 Clearway 0 Stopway 0 Slope +0.33

Rwy Rev Program Rules FAA **26 Oct 17**

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SAN JOSE DEL CABO

SAN JOSE DEL CABO -SJD 16 ***DT H166***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1374'		DT H166	1374'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	87.5	4483^29	4581^31	4613^31	4481^22	4581D31	4613D31	4659
46	87.7	4593^30	4692^32	4725^33	4590^22	4692D32	4725D33	4774
44	87.8	4688^32	4789^34	4823^34	4683^22	4789D33	4823D34	4859
42	87.6	4763^33	4865^35	4899^35	4756^22	4865D33	4899D35	4940
40	87.5	4787^33	4891^35	4925^36	4781^23	4891D33	4925D36	4958
38	87.2	4796^33	4901^35	4935^36	4790^23	4901D34	4935D36	4960
36	86.9	4797^33	4902^35	4937^36	4792^24	4902D34	4937D36	4962
34	86.6	4798^33	4903^35	4938^36	4793^24	4903D34	4938D36	4964
32	86.4	4798^33	4904^35	4939^36	4794^24	4904D35	4939D36	4966
30	86.1	4799^33	4905^35	4940^36	4795^25	4905D35	4940D36	4968
20	84.7	4800^33	4910^35	4946^36	4799^27	4910D35	4946D36	4976
10	83.2	4789^33	4902^35	4939^36	4789D30	4902D35	4939D36	4971
0	81.7	4789^33	4906^35	4944^36	4789D32	4906D35	4944D36	4983
-10	80.2	4783^33	4903^35	4943^36	4783D33	4903D35	4943D36	4986
-20	78.6	4771^33	4894^35	4936^36	4771D33	4894D35	4936D36	4983
-30	77.1	4757^33	4885^35	4928^36	4757D33	4885D35	4928D36	4980

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	90.8	4495^29	4591^31	4623^31	4494^23	4591D31	4623D31	4659
46	91.0	4606^31	4703^32	4736^33	4603^24	4703D32	4736D33	4774
44	91.0	4702^32	4802^34	4835^34	4698^24	4802D34	4835D34	4859
42	90.8	4779^33	4879^35	4913^35	4773^25	4879D35	4913D36	4940
40	90.7	4804^34	4906^35	4939^36	4799^25	4906D35	4939D36	4958
38	90.4	4814^34	4917^35	4951^36	4809^26	4917D36	4951D36	4960
36	90.1	4815^34	4918^35	4952^36	4811^26	4918D36	4952D36	4962
34	89.8	4815^34	4919^35	4953^36	4812^27	4919D36	4953D36	4964
32	89.5	4816^34	4920^35	4955^36	4813^27	4920D36	4955D36	4966
30	89.3	4816^34	4921^35	4956^36	4814^28	4921D36	4956D36	4968
20	87.7	4817^34	4925^36	4961^36	4817D30	4925D36	4961D36	4976
10	86.2	4806^34	4917^35	4954^36	4806D32	4917D36	4954D36	4971
0	84.7	4806^33	4920^35	4958^36	4806D34	4920D36	4958D36	4983
-10	83.1	4799^33	4917^35	4957^36	4799D33	4917D35	4957D36	4986
-20	81.5	4787^33	4909^35	4950^36	4787D33	4909D35	4950D36	4983
-30	79.9	4772^33	4899^35	4942^36	4772D33	4899D35	4942D36	4980

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-170** per .10" — Wing A/I ON **-850**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	4629^37-37-46	4694C38-38-47	4694C38-38-47	4694C38-38-47
46	91.0	4744^39-39-48	4813C40-40-49	4813C40-40-49	4813C40-40-49
44	91.0	4847^40-40-49	4897C41-41-50	4897C41-41-50	4897C41-41-50
42	90.8	4922P41-41-50	4946C42-42-51	4946C42-42-51	4946C42-42-51
40	90.7	4951^42-42-51	4973C42-42-51	4973C42-42-51	4973C42-42-51
38	90.4	4962^42-42-51	4974C42-42-51	4974C42-42-51	4974C42-42-51
36	90.1	4963^42-42-51	4976C42-42-51	4976C42-42-51	4976C42-42-51
34	89.8	4963^42-42-51	4978C42-42-51	4978C42-42-51	4978C42-42-51
32	89.5	4964^42-42-51	4980C42-42-51	4980C42-42-51	4980C42-42-51
30	89.3	4964^42-42-51	4982C42-42-51	4982C42-42-51	4982C42-42-51
20	87.7	4966^42-42-51	4991C43-43-52	4991C43-43-52	4991C43-43-52
10	86.2	4955^42-42-51	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.7	4954^42-42-51	4997C43-43-52	4997C43-43-52	4997C43-43-52
-10	83.1	4948^42-42-51	5002C43-43-52	5002C43-43-52	5002C43-43-52
-20	81.5	4936^42-42-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-30	79.9	4922^41-41-51	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-180** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 374 Length 9856 Shift **0** Clearway 0 Stopway 0 Slope -0.63
Rwy Rev. Program Rules FAA **26 Oct 17**

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SAN JOSE DEL CABO -SJD 16 ***DT H166***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4495^29	4591^31	4623^31	4489^29	4586^31	4618^31			
46	4606^31	4703^32	4736^33	4600^31	4697^32	4730^33			
44	4702^32	4802^34	4835^34	4697^32	4796^34	4829^34			
42	4779^33	4879^35	4913^35	4774^33	4874^35	4908^35			
40	4804^34	4906^35	4939^36	4800^33	4901^35	4935^36			
38	4814^34	4917^35	4951^36	4810^34	4913^35	4947^36			
36	4815^34	4918^35	4952^36	4811^34	4914^35	4948^36			
34	4815^34	4919^35	4953^36	4811^34	4915^35	4949^36			
32	4816^34	4920^35	4955^36	4811^34	4916^35	4950^36			
30	4816^34	4921^35	4956^36	4812^34	4917^35	4951^36			
20	4817^34	4925^36	4961^36	4812^34	4921^35	4956^36			
10	4806^34	4917^35	4954^36	4723^32	4833^34	4870^35			
0	4806^33	4920^35	4958^36	4720^32	4833^34	4871^35			
-10	4799^33	4917^35	4957^36	4713^32	4831^34	4870^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4494^23	4591D31	4623D31	4488^23	4586D31	4618D31			
46	4603^24	4703D32	4736D33	4597^24	4697D32	4730D33			
44	4698^24	4802D34	4835D34	4692^24	4796D34	4829D34			
42	4773^25	4879D35	4913D36	4768^25	4874D35	4908D36			
40	4799^25	4906D35	4939D36	4794^25	4901D35	4935D36			
38	4809^26	4917D36	4951D36	4805^26	4913D36	4947D36			
36	4811^26	4918D36	4952D36	4807^26	4914D36	4948D36			
34	4812^27	4919D36	4953D36	4808^26	4915D36	4949D36			
32	4813^27	4920D36	4955D36	4808^27	4916D36	4950D36			
30	4814^28	4921D36	4956D36	4809^27	4917D36	4951D36			
20	4817D30	4925D36	4961D36	4812D30	4921D36	4956D36			
10	4806D32	4917D36	4954D36	4723D32	4833D34	4870D35			
0	4806D34	4920D36	4958D36	4720D32	4833D34	4871D35			
-10	4799D33	4917D35	4957D36	4713D32	4831D34	4870D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -850 Wing A/I ON -850			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4410F 3	4680F13	4774F16	4082F 8	4319F18	4404F21			
26	4423F 3	4693F13	4788F17	4094F 9	4331F18	4416F21			
24	4434F 4	4707F14	4802F17	4104F 9	4341F19	4428F22			
22	4446F 4	4720F14	4816F17	4115F 9	4353F19	4441F22			
20	4459F 4	4734F14	4830F18	4125F10	4365F19	4454F22			
18	4470F 5	4747F15	4845F18	4136F10	4377F20	4466F23			
16	4480F 5	4761F15	4859F19	4146F10	4389F20	4480F23			
14	4492F 5	4774F16	4872F19	4156F11	4402F20	4492F23			
12	4505F 6	4787F16	4886F19	4167F11	4413F21	4504F24			
10	4516F 6	4799F17	4899F20	4177F11	4425F21	4517F24			
0	4584F 8	4870^19	4915^22	4234F13	4493F23	4589F26			
-10	4650F10	4874^21	4921^25	4289F15	4560F25	4661F28			
-20	4717F13	4873^24	4922^28	4346F17	4630F27	4735F30			
-30	4724^15	4871^27	4922^31	4402F20	4702F29	4811F32			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +40 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -810 Wing A/I ON -810			Engine A/I ON -500 Wing A/I ON -500			Engine A/I ON Wing A/I ON		

Elevation 374 Length 9856 Shift **0** Clearway 0 Stopway 0 Slope -0.63

Rwy Rev Program Rules FAA **26 Oct 17**

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SAN JOSE DEL CABO -SJD 34 ***DT H346***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1374'		DT H346	1374'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.5	4468^29	4567^30	4599^31	4464^22	4567D30	4599D31	4659
46	87.7	4578^30	4678^32	4710^32	4572^22	4678D32	4710D33	4774
44	87.8	4672^32	4774^33	4807^34	4645P23	4774D33	4807D34	4859
42	87.6	4745^33	4848^34	4883^35	4681P23	4848D33	4883D35	4940
40	87.5	4770^33	4874^35	4909^35	4709P24	4874D33	4909D35	4958
38	87.2	4779^33	4884^35	4919^35	4722P24	4884D34	4919D36	4960
36	86.9	4780^33	4885^35	4921^35	4735P24	4885D34	4921D36	4962
34	86.6	4780^33	4886^35	4922^36	4748P25	4886D34	4922D36	4964
32	86.4	4781^33	4887^35	4923^36	4762P25	4887D35	4923D36	4966
30	86.1	4782^33	4888^35	4924^36	4775P25	4888D35	4924D36	4968
20	84.7	4783^33	4893^35	4930^36	4780^27	4893D35	4930D36	4976
10	83.2	4772^33	4885^35	4924^36	4772D30	4885D35	4924D36	4971
0	81.7	4772^33	4889^35	4928^36	4772D32	4889D35	4928D36	4983
-10	80.2	4766^33	4887^35	4927^36	4766D33	4887D35	4927D36	4986
-20	78.6	4755^33	4879^35	4921^35	4755D33	4879D35	4921D36	4983
-30	77.1	4740^32	4869^35	4913^35	4740D33	4869D35	4913D35	4980

High QNH **+0** per .10" Engine A/I ON **-830**
Low QNH **-170** per .10" Wing A/I ON **-830**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4481^29	4578^31	4610^31	4480^24	4578D31	4610D31	4659
46	91.0	4591^30	4690^32	4723^33	4588^25	4690D32	4723D33	4774
44	91.0	4687^32	4788^34	4821^34	4682^25	4788D34	4821D34	4859
42	90.8	4764^33	4865^35	4899^35	4757^25	4865D35	4899D35	4940
40	90.7	4789^33	4891^35	4925^36	4783^26	4891D35	4925D36	4958
38	90.4	4799^33	4902^35	4937^36	4793^27	4902D35	4937D36	4960
36	90.1	4800^33	4903^35	4938^36	4794^27	4903D35	4938D36	4962
34	89.8	4800^33	4904^35	4940^36	4796^27	4904D35	4940D36	4964
32	89.5	4800^33	4905^35	4941^36	4797^28	4905D35	4941D36	4966
30	89.3	4801^33	4906^35	4942^36	4799^28	4906D35	4942D36	4968
20	87.7	4802^33	4910^35	4947^36	4802D31	4910D35	4947D36	4976
10	86.2	4791^33	4903^35	4940^36	4791D33	4903D35	4940D36	4971
0	84.7	4791^33	4906^35	4945^36	4791D33	4906D35	4945D36	4983
-10	83.1	4784^33	4903^35	4944^36	4784D33	4903D35	4944D36	4986
-20	81.5	4772^33	4895^35	4937^36	4772D33	4895D35	4937D36	4983
-30	79.9	4758^33	4885^35	4928^36	4758D33	4885D35	4928D36	4980

High QNH **+0** per .10" Engine A/I ON **-840**
Low QNH **-170** per .10" Wing A/I ON **-840**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4524P35-35-44	4694C38-38-47	4694C38-38-47	4694C38-38-47
46	91.0	4605P36-36-46	4813C40-40-49	4813C40-40-49	4813C40-40-49
44	91.0	4687^32-32-41	4897C41-41-50	4897C41-41-50	4897C41-41-50
42	90.8	4764^33-33-42	4946C42-42-51	4946C42-42-51	4946C42-42-51
40	90.7	4789^33-33-43	4973C42-42-51	4973C42-42-51	4973C42-42-51
38	90.4	4799^33-33-43	4974C42-42-51	4974C42-42-51	4974C42-42-51
36	90.1	4800^33-33-43	4976C42-42-51	4976C42-42-51	4976C42-42-51
34	89.8	4805P39-39-49	4978C42-42-51	4978C42-42-51	4978C42-42-51
32	89.5	4817P40-40-49	4980C42-42-51	4980C42-42-51	4980C42-42-51
30	89.3	4829P40-40-49	4982C42-42-51	4982C42-42-51	4982C42-42-51
20	87.7	4889P41-41-50	4991C43-43-52	4991C43-43-52	4991C43-43-52
10	86.2	4938^42-42-51	4986C42-42-51	4986C42-42-51	4986C42-42-51
0	84.7	4938^42-42-51	4997C43-43-52	4997C43-43-52	4997C43-43-52
-10	83.1	4932^41-41-51	5002C43-43-52	5002C43-43-52	5002C43-43-52
-20	81.5	4920^41-41-50	4998C43-43-52	4998C43-43-52	4998C43-43-52
-30	79.9	4905^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" Engine A/I ON **-890**
Low QNH **-180** per .10" Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 374 Length 9856 Shift **0** Clearway 0 Stopway 0 Slope +0.63
Rwy Rev. Program Rules FAA **26 Oct 17**

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SAN JOSE DEL CABO -SJD 34 ***DT H346***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4481^29	4578^31	4610^31	4476^29	4572^30	4605^31			
46	4591^30	4690^32	4723^33	4586^30	4684^32	4716^33			
44	4687^32	4788^34	4821^34	4682^32	4782^33	4815^34			
42	4764^33	4865^35	4899^35	4759^33	4860^35	4894^35			
40	4789^33	4891^35	4925^36	4784^33	4886^35	4921^36			
38	4799^33	4902^35	4937^36	4794^33	4898^35	4932^36			
36	4800^33	4903^35	4938^36	4795^33	4899^35	4934^36			
34	4800^33	4904^35	4940^36	4796^33	4900^35	4935^36			
32	4800^33	4905^35	4941^36	4796^33	4901^35	4936^36			
30	4801^33	4906^35	4942^36	4796^33	4902^35	4937^36			
20	4802^33	4910^35	4947^36	4797^33	4906^35	4942^36			
10	4791^33	4903^35	4940^36	4708^32	4820^34	4857^35			
0	4791^33	4906^35	4945^36	4705^32	4820^34	4858^35			
-10	4784^33	4903^35	4944^36	4699^32	4817^34	4857^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4480^24	4578D31	4610D31	4474^24	4572D31	4605D31			
46	4588^25	4690D32	4723D33	4582^24	4684D32	4716D33			
44	4682^25	4788D34	4821D34	4676^25	4782D34	4815D34			
42	4757^25	4865D35	4899D35	4752^25	4860D35	4894D35			
40	4783^26	4891D35	4925D36	4778^26	4886D35	4921D36			
38	4793^27	4902D35	4937D36	4789^26	4898D35	4932D36			
36	4794^27	4903D35	4938D36	4790^27	4899D35	4934D36			
34	4796^27	4904D35	4940D36	4791^27	4900D35	4935D36			
32	4797^28	4905D35	4941D36	4792^28	4901D35	4936D36			
30	4799^28	4906D35	4942D36	4794^28	4902D35	4937D36			
20	4802D31	4910D35	4947D36	4797D30	4906D35	4942D36			
10	4791D33	4903D35	4940D36	4708D32	4820D34	4857D35			
0	4791D33	4906D35	4945D36	4705D32	4820D34	4858D35			
-10	4784D33	4903D35	4944D36	4699D32	4817D34	4857D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4294F 7	4557F17	4650F20	4001F11	4234F20	4323F23			
26	4306F 7	4569F17	4663F20	4011F12	4247F21	4334F23			
24	4317F 8	4582F18	4677F21	4020F12	4259F21	4347F24			
22	4329F 8	4595F18	4690F21	4030F12	4271F21	4360F24			
20	4341F 9	4608F18	4704F22	4040F13	4283F22	4373F25			
18	4352F 9	4622F19	4717F22	4050F13	4295F22	4386F25			
16	4362F 9	4635F19	4732F22	4060F13	4308F22	4400F25			
14	4375F10	4647F20	4745F23	4069F14	4318F23	4413F26			
12	4385F10	4660F20	4758F23	4079F14	4330F23	4426F26			
10	4396F10	4672F20	4771F24	4089F15	4342F23	4439F26			
0	4462F12	4746F22	4848F26	4144F16	4412F25	4513F28			
-10	4522F14	4818F24	4904^28	4199F18	4482F27	4594F30			
-20	4587F17	4856^27	4908^30	4257F20	4552F29	4690F32			
-30	4652F19	4858^30	4912^33	4317F22	4644F31	4525F29			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -80 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -730 Wing A/I ON -730			Engine A/I ON -650 Wing A/I ON -650			Engine A/I ON Wing A/I ON		

Elevation 374 Length 9856 Shift **0** Clearway 0 Stopway 0 Slope +0.63

Rwy Rev Program Rules FAA **26 Oct 17**

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SAN LUIS POTOSI

SAN LUIS POTOSI -SLP 14 ***RT H155***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		7035'		RT H155	7035'	

A/C **AUTO** — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
36	89.0	4067^23	4149^24	4177^25	4049P12	4149D22	4177D25	4233
34	89.2	4144^24	4228^25	4256^26	4106P13	4228D22	4256D25	4312
32	89.5	4222^25	4306^27	4334^27	4161P13	4306D23	4334D26	4390
30	89.7	4302^26	4387^28	4415^28	4216P14	4386^23	4415D26	4471
28	89.8	4372P27	4469^29	4498^30	4273P14	4467^23	4498D26	4555
26	89.9	4431P28	4552^30	4581^31	4329P15	4548^24	4581D27	4640
24	90.0	4489P29	4633^31	4662^32	4384P15	4628^24	4661^27	4724
22	90.1	4533P29	4677^32	4707^32	4425P16	4672^24	4706^28	4764
20	90.2	4546P30	4680^32	4710^33	4439P16	4676^25	4709^28	4770
18	89.9	4558P30	4681^32	4711^33	4452P16	4678^25	4711^29	4772
16	89.6	4570P30	4682^32	4712^33	4466P17	4679^26	4712D29	4773
10	88.7	4592^30	4684^32	4715^33	4506P18	4683^27	4715D30	4777
0	87.1	4586^30	4681^32	4712^33	4572P20	4681D30	4712D33	4779
-10	85.5	4573^30	4670^32	4702^32	4567^22	4670D32	4702D32	4771
-20	83.9	4565^30	4666^32	4699^32	4564^24	4666D32	4699D32	4773
-30	82.2	4548^30	4653^32	4687^32	4548D27	4653D32	4687D32	4765

High QNH **+100** per .10" — Low QNH **-170** per .10" — Engine A/I ON **-4030** — Wing A/I ON **-4030**

A/C **AUTO** — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
36	92.4	4077^23	4159^25	4186^25	4071^14	4159D24	4186D25	4233
34	92.7	4156^24	4238^26	4266^26	4147^14	4238D24	4266D26	4312
32	93.0	4233^25	4316^27	4344^27	4223^14	4316D24	4344D27	4390
30	93.2	4313^27	4397^28	4425^29	4283P15	4397D25	4425D28	4471
28	93.5	4395^28	4480^29	4509^30	4341P15	4480^25	4509D28	4555
26	93.8	4477^29	4563^30	4592^31	4399P16	4561^25	4592D29	4640
24	93.9	4558^30	4646^32	4675^32	4460P16	4642^26	4675D29	4724
22	93.8	4604^31	4691^32	4720^33	4507P17	4688^27	4720D30	4764
20	93.6	4608^31	4696^32	4725^33	4539P18	4695^28	4725D31	4770
18	93.3	4609^31	4697^32	4726^33	4554P18	4697^28	4726D31	4772
16	93.0	4609^31	4698^32	4728^33	4568P19	4698D29	4728D32	4773
10	92.0	4610^31	4700^32	4730^33	4599^20	4700D30	4730D33	4777
0	90.3	4603^31	4696^32	4727^33	4596^22	4696D32	4727D33	4779
-10	88.7	4589^30	4685^32	4717^33	4587^25	4685D32	4717D33	4771
-20	87.0	4582^30	4681^32	4714^33	4582D27	4681D32	4714D33	4773
-30	85.2	4565^30	4667^32	4701^32	4565D30	4667D32	4701D32	4765

High QNH **+100** per .10" — Low QNH **-170** per .10" — Engine A/I ON **-4070** — Wing A/I ON **-4070**

A/C **AUTO** — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
36	92.4	4084P29-29-38	4280^32-32-41	4290C33-33-41	4290C33-33-41
34	92.7	4156^24-24-33	4358P34-34-42	4370C34-34-42	4370C34-34-42
32	93.0	4233^25-25-35	4417P34-34-43	4448C35-35-43	4448C35-35-43
30	93.2	4313^27-27-36	4477P35-35-44	4526C36-36-45	4526C36-36-45
28	93.5	4395^28-28-37	4538P36-36-45	4612C37-37-46	4612C37-37-46
26	93.8	4477^29-29-38	4600P37-37-46	4678P38-38-47	4698C39-39-47
24	93.9	4558^30-30-40	4666P38-38-47	4745P39-39-48	4784C40-40-49
22	93.8	4604^31-31-40	4723P39-39-48	4802P40-40-49	4828C40-40-49
20	93.6	4608^31-31-40	4765P39-39-48	4833C40-40-49	4833C40-40-49
18	93.3	4609^31-31-40	4779P39-39-48	4835C40-40-49	4835C40-40-49
16	93.0	4609^31-31-40	4793P40-40-49	4836C40-40-49	4836C40-40-49
10	92.0	4610^31-31-40	4833P40-40-49	4841C41-41-49	4841C41-41-49
0	90.3	4657P37-37-47	4835^40-40-49	4848C41-41-50	4848C41-41-50
-10	88.7	4716P38-38-48	4823^40-40-49	4839C40-40-49	4839C40-40-49
-20	87.0	4724^38-38-48	4819^40-40-49	4841C41-41-49	4841C41-41-49
-30	85.2	4706^38-38-47	4805^40-40-49	4836C40-40-49	4836C40-40-49

High QNH **+100** per .10" — Low QNH **-170** per .10" — Engine A/I ON **-4110** — Wing A/I ON **-4110**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6035 — Length 9843 — Shift **0** — Clearway 0 — Stopway 0 — Slope +0.08

Rwy Rev. — Program — Rules FAA — **25 Oct 16**

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SAN LUIS POTOSI -SLP 14 ***RT H155***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4077^23	4159^25	4186^25	4072^23	4154^24	4181^25			
34	4156^24	4238^26	4266^26	4151^24	4233^26	4261^26			
32	4233^25	4316^27	4344^27	4229^25	4312^27	4340^27			
30	4313^27	4397^28	4425^29	4309^26	4393^28	4421^28			
28	4395^28	4480^29	4509^30	4391^28	4476^29	4504^30			
26	4477^29	4563^30	4592^31	4473^29	4559^30	4588^31			
24	4558^30	4646^32	4675^32	4555^30	4643^32	4672^32			
22	4604^31	4691^32	4720^33	4601^31	4689^32	4718^33			
20	4608^31	4696^32	4725^33	4606^31	4694^32	4723^33			
18	4609^31	4697^32	4726^33	4607^31	4695^32	4725^33			
16	4609^31	4698^32	4728^33	4607^31	4696^32	4726^33			
10	4610^31	4700^32	4730^33	4203^25	4292^26	4321^27			
0	4603^31	4696^32	4727^33	4534^30	4627^31	4658^32			
-10	4589^30	4685^32	4717^33	4526^29	4621^31	4652^32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4070 Wing A/I ON -4070			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4071^14	4159D24	4186D25	4065^14	4154D23	4181D25			
34	4147^14	4238D24	4266D26	4142^14	4233D24	4261D26			
32	4223^14	4316D24	4344D27	4219F14	4312D24	4340D27			
30	4283F15	4397D25	4425D28	4274F15	4393D24	4421D28			
28	4341F15	4480^25	4509D28	4333F15	4475^25	4504D28			
26	4399F16	4561^25	4592D29	4391F16	4557^25	4588D28			
24	4460F16	4642^26	4675D29	4451F16	4639^26	4672D29			
22	4507F17	4688^27	4720D30	4500F17	4686^26	4718D30			
20	4539F18	4695^28	4725D31	4532F18	4693^27	4723D31			
18	4554F18	4697^28	4726D31	4546F18	4695^28	4725D31			
16	4568F19	4698D29	4728D32	4560F18	4696D28	4726D32			
10	4599^20	4700D30	4730D33	4203D22	4292D27	4321D27			
0	4596^22	4696D32	4727D33	4529^22	4627D31	4658D32			
-10	4587^25	4685D32	4717D33	4525^25	4621D31	4652D32			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -4070 Wing A/I ON -4070			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3806F95	4025F 4	4103F 7	3518F 0	3708F 8	3773F11			
26	3865F96	4086F 5	4164F 7	3578F 0	3772F 9	3837F12			
24	3923F96	4147F 5	4224F 8	3638F 1	3837F 9	3903F12			
22	3965F97	4192F 5	4273F 8	3686F 1	3888F10	3956F13			
20	3987F97	4219F 6	4300F 9	3716F 2	3924F11	3991F13			
18	3999F97	4232F 6	4313F 9	3728F 2	3935F11	4004F14			
16	4010F98	4244F 7	4325F10	3738F 3	3945F11	4014F14			
14	4020F98	4257F 7	4339F10	3748F 3	3956F12	4025F15			
12	4032F98	4269F 8	4352F11	3758F 3	3966F12	4037F15			
10	4042F99	4282F 8	4365F11	3769F 4	3977F12	4048F15			
0	4095F 1	4342F10	4428F13	3817F 5	4027F14	4101F17			
-10	4154F 3	4407F12	4493F15	3867F 7	4082F16	4162F19			
-20	4213F 5	4474F14	4562F17	3919F 9	4141F18	4225F21			
-30	4274F 7	4539F16	4633F20	3967F11	4201F20	4288F23			
	High QNH +110 per .10" Low QNH -160 per .10"			High QNH +110 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -1980 Wing A/I ON -1980			Engine A/I ON -1860 Wing A/I ON -1860			Engine A/I ON Wing A/I ON		

Elevation 6035 Length 9843 Shift 0 Clearway 0 Stopway 0 Slope +0.08

Rwy Rev. Program Rules FAA 25 Oct 16

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SAN LUIS POTOSI -SLP 32 ***RT H005***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		7035'		RT H005	7035'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	89.0	4068^23	4151^24	4179^25	4061^12	4151D22	4179D25	4233
34	89.2	4146^24	4230^26	4258^26	4123F12	4230D22	4258D25	4312
32	89.5	4224^25	4308^27	4336^27	4178F13	4308D23	4336D26	4390
30	89.7	4304^26	4389^28	4417^28	4232F13	4388^23	4417D26	4471
28	89.8	4386^28	4471^29	4500^30	4289F14	4469^23	4500D26	4555
26	89.9	4453F28	4554^30	4583^31	4346F14	4551^24	4583D27	4640
24	90.0	4512F29	4635^31	4664^32	4401F15	4631^24	4663^27	4724
22	90.1	4557F30	4679^32	4709^33	4442F15	4675^24	4708^28	4764
20	90.2	4570F30	4682^32	4712^33	4456F16	4678^25	4711^28	4770
18	89.9	4582F30	4683^32	4713^33	4469F16	4680^25	4713D29	4772
16	89.6	4594F30	4684^32	4714^33	4483F16	4681^26	4714D29	4773
10	88.7	4594^30	4686^32	4717^33	4524F18	4685^27	4717D30	4777
0	87.1	4588^30	4682^32	4714^33	4579^19	4682D30	4714D33	4779
-10	85.5	4575^30	4672^32	4704^32	4570^22	4672D32	4704D33	4771
-20	83.9	4567^30	4668^32	4701^32	4567^24	4668D32	4701D32	4773
-30	82.2	4550^30	4654^32	4689^32	4550D27	4654D32	4689D32	4765

High QNH **+100** per .10" Engine A/I ON **-4040**
Low QNH **-170** per .10" Wing A/I ON **-4040**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
36	92.4	4079^23	4161^25	4188^25	4072^14	4161D23	4188D25	4233
34	92.7	4157^24	4240^26	4267^26	4149^14	4240D24	4267D26	4312
32	93.0	4235^25	4318^27	4346^27	4225^14	4318D24	4346D27	4390
30	93.2	4315^27	4399^28	4427^29	4299F15	4399D25	4427D28	4471
28	93.5	4397^28	4482^29	4510^30	4358F15	4481^25	4510D28	4555
26	93.8	4479^29	4565^30	4594^31	4416F16	4563^25	4594D29	4640
24	93.9	4561^30	4647^32	4676^32	4477F16	4644^26	4676D29	4724
22	93.8	4605^31	4693^32	4721^33	4525F17	4690^27	4721D30	4764
20	93.6	4610^31	4698^32	4727^33	4556F18	4697^28	4727D31	4770
18	93.3	4611^31	4699^32	4728^33	4571F18	4699^28	4728D31	4772
16	93.0	4611^31	4700^32	4729^33	4585F18	4700D28	4729D32	4773
10	92.0	4612^31	4702^32	4732^33	4601^20	4702D30	4732D33	4777
0	90.3	4605^31	4698^32	4729^33	4598^22	4698D32	4729D33	4779
-10	88.7	4591^30	4687^32	4719^33	4588^25	4687D32	4719D33	4771
-20	87.0	4584^30	4683^32	4716^33	4584D27	4683D32	4716D33	4773
-30	85.2	4567^30	4669^32	4703^32	4567D30	4669D32	4703D33	4765

High QNH **+100** per .10" Engine A/I ON **-4070**
Low QNH **-170** per .10" Wing A/I ON **-4070**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
36	92.4	4105F29-29-38	4281^32-32-41	4290C33-33-41	4290C33-33-41
34	92.7	4165F30-30-39	4363^34-34-42	4370C34-34-42	4370C34-34-42
32	93.0	4235^25-25-35	4440F35-35-43	4448C35-35-43	4448C35-35-43
30	93.2	4315^27-27-36	4498F36-36-44	4526C36-36-45	4526C36-36-45
28	93.5	4397^28-28-37	4561F36-36-45	4612C37-37-46	4612C37-37-46
26	93.8	4479^29-29-38	4623F37-37-46	4698C39-39-47	4698C39-39-47
24	93.9	4561^30-30-40	4689F38-38-47	4768F39-39-48	4784C40-40-49
22	93.8	4605^31-31-40	4746F39-39-48	4826F40-40-49	4828C40-40-49
20	93.6	4610^31-31-40	4789F40-40-49	4833C40-40-49	4833C40-40-49
18	93.3	4611^31-31-40	4803F40-40-49	4835C40-40-49	4835C40-40-49
16	93.0	4611^31-31-40	4817F40-40-49	4836C40-40-49	4836C40-40-49
10	92.0	4619F37-37-46	4840^40-40-49	4841C41-41-49	4841C41-41-49
0	90.3	4681F38-38-47	4837^40-40-49	4848C41-41-50	4848C41-41-50
-10	88.7	4733^39-39-48	4825^40-40-49	4839C40-40-49	4839C40-40-49
-20	87.0	4726^39-39-48	4821^40-40-49	4841C41-41-49	4841C41-41-49
-30	85.2	4708^38-38-47	4807^40-40-49	4836C40-40-49	4836C40-40-49

High QNH **+100** per .10" Engine A/I ON **-4160**
Low QNH **-170** per .10" Wing A/I ON **-4160**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 6035 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope -0.08
Rwy Rev. Program Rules FAA **12 May 16**

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SAN LUIS POTOSI -SLP 32 ***RT H005***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4079^23	4161^25	4188^25	4074^23	4155^24	4183^25			
34	4157^24	4240^26	4267^26	4153^24	4235^26	4262^26			
32	4235^25	4318^27	4346^27	4231^25	4314^27	4342^27			
30	4315^27	4399^28	4427^29	4311^26	4395^28	4423^29			
28	4397^28	4482^29	4510^30	4393^28	4477^29	4506^30			
26	4479^29	4565^30	4594^31	4475^29	4561^30	4589^31			
24	4561^30	4647^32	4676^32	4558^30	4645^32	4674^32			
22	4605^31	4693^32	4721^33	4604^31	4691^32	4720^33			
20	4610^31	4698^32	4727^33	4608^31	4696^32	4725^33			
18	4611^31	4699^32	4728^33	4609^31	4697^32	4727^33			
16	4611^31	4700^32	4729^33	4609^31	4698^32	4727^33			
10	4612^31	4702^32	4732^33	4205^25	4293^27	4322^27			
0	4605^31	4698^32	4729^33	4536^30	4624^31	4660^32			
-10	4591^30	4687^32	4719^33	4527^29	4622^31	4654^32			

High QNH	+100	per .10"	High QNH	+100	per .10"	High QNH		per .10"
Low QNH	-170	per .10"	Low QNH	-210	per .10"	Low QNH		per .10"
Engine A/I ON	-4070		Engine A/I ON	+0		Engine A/I ON		
Wing A/I ON	-4070		Wing A/I ON	+0		Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
36	4072^14	4161D23	4188D25	4067^13	4155D23	4183D25			
34	4149^14	4240D24	4267D26	4145^14	4235D24	4262D26			
32	4225^14	4318D24	4346D27	4221^14	4314D24	4342D27			
30	4299F15	4399D25	4427D28	4291F15	4395D24	4423D28			
28	4358F15	4481^25	4510D28	4350F15	4477^25	4506D28			
26	4416F16	4563^25	4594D29	4408F16	4559^25	4589D28			
24	4477F16	4644^26	4676D29	4468F16	4642^26	4674D29			
22	4525F17	4690^27	4721D30	4517F17	4688^26	4720D30			
20	4556F18	4697^28	4727D31	4549F18	4695^27	4725D31			
18	4571F18	4699^28	4728D31	4563F18	4697^28	4727D31			
16	4585F18	4700D28	4729D32	4577F18	4698D28	4727D32			
10	4601^20	4702D30	4732D33	4205D22	4293D27	4322D27			
0	4598^22	4698D32	4729D33	4531^22	4624D31	4660D32			
-10	4588^25	4687D32	4719D33	4527^25	4622D31	4654D32			

High QNH	+100	per .10"	High QNH	+100	per .10"	High QNH		per .10"
Low QNH	-170	per .10"	Low QNH	-210	per .10"	Low QNH		per .10"
Engine A/I ON	-4070		Engine A/I ON	+0		Engine A/I ON		
Wing A/I ON	-4070		Wing A/I ON	+0		Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3820P95	4040P 4	4116P 7	3526P 0	3718P 8	3783P11			
26	3878P95	4100P 4	4178P 7	3586P 0	3781P 8	3847P11			
24	3937P96	4161P 4	4239P 7	3647P 0	3845P 9	3913P12			
22	3978P96	4206P 5	4287P 8	3694P 1	3899P10	3966P12			
20	4001P97	4233P 6	4314P 9	3725P 2	3934P10	4002P13			
18	4013P97	4246P 6	4327P 9	3736P 2	3945P11	4014P13			
16	4024P97	4258P 6	4340P 9	3746P 2	3955P11	4024P14			
14	4034P98	4270P 7	4352P10	3756P 3	3966P11	4035P14			
12	4046P98	4284P 7	4366P10	3766P 3	3977P12	4044P14			
10	4057P98	4294P 7	4379P10	3777P 3	3987P12	4056P15			
0	4109P 0	4356P 9	4443P12	3824P 5	4038P14	4112P17			
-10	4168P 2	4420P11	4509P15	3878P 7	4093P16	4172P19			
-20	4227P 4	4489P14	4578P17	3931P 9	4151P18	4235P21			
-30	4289P 6	4555P16	4649P19	3978P11	4212P20	4298P23			

High QNH	+110	per .10"	High QNH	+100	per .10"	High QNH		per .10"
Low QNH	-160	per .10"	Low QNH	-160	per .10"	Low QNH		per .10"
Engine A/I ON	-1990		Engine A/I ON	-1890		Engine A/I ON		
Wing A/I ON	-1990		Wing A/I ON	-1890		Wing A/I ON		

Elevation 6035 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope -0.08

Rwy Rev. Program Rules FAA **12 May 16**

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TAMPICO

TAMPICO -TAM 13 *DT H141*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1080'		DT H141	1080'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4376F27	4627F31	4659^32	4299F14	4594F23	4659^27	4713
46	87.7	4453F28	4709F32	4774^33	4372F15	4672F24	4771^27	4832
44	87.6	4501F28	4760F33	4850F34	4418F15	4721F24	4826F27	4894
42	87.4	4519F29	4781F33	4871F35	4438F15	4743F25	4848F28	4946
40	87.2	4537F29	4800F33	4888F35	4456F16	4762F25	4868F28	4959
38	86.9	4548F29	4811F34	4901F35	4468F16	4775F26	4882F29	4961
36	86.6	4559F29	4823F34	4913F35	4480F16	4789F26	4896F29	4962
34	86.3	4570F29	4835F34	4926F36	4493F17	4803F26	4910F29	4964
32	86.1	4582F30	4848F34	4933^36	4506F17	4817F27	4922F30	4966
30	85.8	4594F30	4860F34	4934^36	4519F17	4831F27	4932^30	4968
20	84.4	4654F31	4903^35	4939^36	4585F19	4900^29	4939D32	4976
10	82.9	4713F32	4895^35	4933^36	4651F21	4895D31	4933D35	4972
0	81.4	4777F33	4900^35	4939^36	4723F23	4900D33	4939D36	4984
-10	79.9	4775^33	4896^35	4937^36	4772^25	4896D35	4937D36	4987
-20	78.4	4763^33	4889^35	4931^36	4763D27	4889D35	4931D36	4985
-30	76.8	4749^33	4879^35	4923^35	4749D30	4879D35	4923D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-160** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4478F29	4637^31	4670^32	4373F16	4635^25	4670D29	4713
46	90.9	4560F30	4752^33	4785^34	4448F16	4747^26	4784^29	4832
44	90.8	4623F31	4839^34	4873^35	4504F17	4819F26	4872^30	4894
42	90.6	4667F31	4897^35	4932^36	4540F17	4860F27	4929^30	4946
40	90.3	4685F31	4907^35	4941^36	4559F18	4880F27	4940^31	4959
38	90.0	4698F32	4910^35	4945^36	4573F18	4896F28	4943^31	4961
36	89.7	4708F32	4911^35	4946^36	4586F18	4906^28	4945^32	4962
34	89.5	4720F32	4912^35	4948^36	4597F19	4908^28	4947^32	4964
32	89.2	4731F32	4914^35	4949^36	4611F19	4910^29	4949D32	4966
30	88.9	4743F32	4915^35	4950^36	4625F19	4912^29	4950D33	4968
20	87.4	4803F33	4919^35	4955^36	4695F21	4919D32	4955D35	4976
10	85.9	4798^33	4910^35	4948^36	4764F23	4910D34	4948D36	4972
0	84.3	4799^33	4915^35	4954^36	4794^25	4915D35	4954D36	4984
-10	82.8	4792^33	4912^35	4952^36	4791^28	4912D35	4952D36	4987
-20	81.2	4781^33	4904^35	4946^36	4781D30	4904D35	4946D36	4985
-30	79.6	4765^33	4893^35	4937^36	4765D33	4893D35	4937D36	4983

High QNH **+0** per .10" — Engine A/I ON **-860**
Low QNH **-170** per .10" — Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4478F29-29-38	4637^31-31-41	4670^32-32-41	4733F39-39-48
46	90.9	4560F30-30-39	4752^33-33-42	4785^34-34-43	4819F40-40-49
44	90.8	4623F31-31-40	4839^34-34-43	4873^35-35-44	4894C35-35-44
42	90.6	4667F31-31-41	4897^35-35-44	4932^36-36-45	4946C36-36-45
40	90.3	4685F31-31-41	4907^35-35-44	4941^36-36-45	4959C36-36-45
38	90.0	4698F32-32-41	4910^35-35-44	4945^36-36-45	4964F42-42-51
36	89.7	4708F32-32-42	4911^35-35-44	4946^36-36-45	4976C42-42-51
34	89.5	4720F32-32-42	4912^35-35-45	4948^36-36-45	4977C42-42-51
32	89.2	4731F32-32-42	4914^35-35-45	4949^36-36-45	4979C42-42-51
30	88.9	4743F32-32-42	4915^35-35-45	4950^36-36-45	4981C42-42-51
20	87.4	4803F33-33-43	4919^35-35-45	4990C43-43-51	4990C43-43-51
10	85.9	4798^33-33-43	4963F42-42-51	4986C42-42-51	4986C42-42-51
0	84.3	4799^33-33-43	4998C43-43-52	4998C43-43-52	4998C43-43-52
-10	82.8	4823F40-40-49	5003C43-43-52	5003C43-43-52	5003C43-43-52
-20	81.2	4883F41-41-50	5000C43-43-52	5000C43-43-52	5000C43-43-52
-30	79.6	4914^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-170** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 80 Length 8366 Shift **0** Clearway 0 Stopway 0 Slope -0.06
Rwy Rev. Program Rules FAA **25 Oct 16**

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TAMPICO **-TAM** **13** ***DT H141***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4478F29	4637^31	4670^32	4468F28	4632^31	4665^32			
46	4560F30	4752^33	4785^34	4549F29	4746^33	4779^33			
44	4623F31	4839^34	4873^35	4612F30	4834^34	4868^35			
42	4667F31	4897^35	4932^36	4656F31	4892^35	4927^36			
40	4685F31	4907^35	4941^36	4674F31	4902^35	4937^36			
38	4698F32	4910^35	4945^36	4687F32	4906^35	4941^36			
36	4708F32	4911^35	4946^36	4698F32	4908^35	4942^36			
34	4720F32	4912^35	4948^36	4709F32	4908^35	4943^36			
32	4731F32	4914^35	4949^36	4721F32	4909^35	4945^36			
30	4743F32	4915^35	4950^36	4733F32	4910^35	4946^36			
20	4803F33	4919^35	4955^36	4793F33	4914^35	4951^36			
10	4798^33	4910^35	4948^36	4714^32	4826^34	4863^35			
0	4799^33	4915^35	4954^36	4713^32	4828^34	4867^35			
-10	4792^33	4912^35	4952^36	4706^32	4825^34	4864^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4373F16	4635^25	4670D29	4366F15	4629^25	4665D29			
46	4448F16	4747^26	4784^29	4440F16	4741^25	4778^29			
44	4504F17	4819F26	4872^30	4495F17	4809F26	4866^29			
42	4540F17	4860F27	4929^30	4532F17	4851F27	4924^30			
40	4559F18	4880F27	4940^31	4551F18	4871F27	4935^30			
38	4573F18	4896F28	4943^31	4565F18	4887F28	4940^31			
36	4586F18	4906^28	4945^32	4578F18	4901F28	4941^31			
34	4597F19	4908^28	4947^32	4592F19	4904^28	4943^32			
32	4611F19	4910^29	4949D32	4603F19	4905^29	4945D32			
30	4625F19	4912^29	4950D33	4617F19	4907^29	4946D33			
20	4695F21	4919D32	4955D35	4688F21	4915^31	4951D35			
10	4764F23	4910D34	4948D36	4707^23	4826D34	4863D35			
0	4794^25	4915D35	4954D36	4711^25	4828D34	4867D35			
-10	4791^28	4912D35	4952D36	4706D28	4825D34	4864D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3881F98	4286F 7	4381F11	3583F 2	4004F11	4165F13			
26	4009F98	4299F 8	4394F11	3597F 3	4021F11	4186F13			
24	4048F98	4311F 8	4407F11	3608F 3	4039F11	4203F14			
22	4058F98	4323F 8	4420F12	3620F 3	4057F11	4222F14			
20	4070F98	4336F 9	4433F12	3634F 3	4076F12	4240F14			
18	4079F99	4348F 9	4446F12		4094F12	4263F14			
16	4090F99	4360F 9	4458F13	3655F 4	4113F12	4283F15			
14	4100F 0	4372F10	4470F13	3669F 4	4129F13	4283^15			
12	4111F 0	4384F10	4483F14		4150F13	4280^15			
10	4121F 0	4397F11	4496F14	3699F 5	4165F13	4281^15			
0	4181F 2	4465F13	4571F16	3778F 7	4242^14	4286^15			
-10	4239F 4	4536F15	4645F18	3870F 8	4238^14	4283^15			
-20	4300F 6	4609F17	4721F21	3950F10	4231^14	4277^15			
-30	4363F 9	4684F19	4798F23	4053F11	4221^14	4269^15			
	High QNH +80 per .10" Low QNH -70 per .10"			High QNH +0 per .10" Low QNH -90 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -460 Wing A/I ON -460			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation	80	Length	8366	Shift	0	Clearway	0	Stopway	0	Slope	-0.06
Rwy Rev.		Program						Rules	FAA		25 Oct 16

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TAMPICO **-TAM** **31** ***DT H321***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1080'		DT H321	1080'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4312^26	4467^28	4519^29	4273^14	4467D24	4519D27	4713
46	87.7	4400^27	4559^30	4614^31	4355^15	4559D25	4614D28	4832
44	87.6	4451^27	4614^30	4669^31	4406P15	4614D25	4669D28	4894
42	87.4	4471^28	4635^31	4690^32	4424^16	4635D25	4690D29	4946
40	87.2	4488^28	4651^31	4707^32	4440^16	4651D26	4707D29	4959
38	86.9	4495^28	4659^31	4714^32	4450^16	4659D26	4714D29	4961
36	86.6	4503^28	4667^31	4723^32	4459^17	4667D27	4723D30	4962
34	86.3	4510^28	4674^31	4730^32	4469^17	4674D27	4730D30	4964
32	86.1	4519^29	4682^31	4739^32	4478^17	4682D27	4739D31	4966
30	85.8	4526^29	4690^32	4747^33	4488^18	4690D28	4747D31	4968
20	84.4	4566^29	4730^32	4787^33	4537^20	4730D30	4787D33	4976
10	82.9	4601^30	4765^33	4821^34	4583^21	4765D32	4821D35	4972
0	81.4	4643^31	4807^34	4863^34	4634^23	4807D34	4863D35	4984
-10	79.9	4679^31	4843^34	4900^35	4679D26	4843D35	4900D36	4987
-20	78.4	4711^32	4875^35	4930^36	4711D28	4875D35	4930D36	4985
-30	76.8	4742^32	4877^35	4921^35	4742D30	4877D35	4921D36	4983

High QNH **+0** per .10" — Engine A/I ON **-720**
Low QNH **-160** per .10" — Wing A/I ON **-720**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4366^27	4516^29	4568^30	4322^16	4516D26	4568D29	4713
46	90.9	4457^28	4612^31	4665^31	4405^16	4612D26	4665D30	4832
44	90.8	4517^29	4674^31	4728^32	4461^17	4674D27	4728D30	4894
42	90.6	4549^29	4706^32	4760^33	4492^18	4706D28	4760D31	4946
40	90.3	4565^29	4723^32	4777^33	4509^18	4723D28	4777D31	4959
38	90.0	4573^30	4731^32	4785^33	4519^18	4731D29	4785D32	4961
36	89.7	4581^30	4738^32	4792^33	4529^19	4738D29	4792D32	4962
34	89.5	4587^30	4745^33	4800^33	4538^19	4745D29	4800D33	4964
32	89.2	4595^30	4753^33	4807^34	4548^20	4753D30	4807D33	4966
30	88.9	4603^30	4761^33	4815^34	4558^20	4761D30	4815D33	4968
20	87.4	4640^31	4799^33	4853^34	4608^22	4799D32	4853D35	4976
10	85.9	4672^31	4829^34	4884^35	4653^24	4829D34	4884D36	4972
0	84.3	4711^32	4870^35	4924^35	4705^26	4870D35	4924D36	4984
-10	82.8	4745^32	4904^35	4951^36	4745D28	4904D35	4951D36	4987
-20	81.2	4775^33	4902^35	4944^36	4775D30	4902D35	4944D36	4985
-30	79.6	4764^33	4892^35	4936^36	4764D33	4892D35	4936D36	4983

High QNH **+0** per .10" — Engine A/I ON **-800**
Low QNH **-160** per .10" — Wing A/I ON **-800**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4366^27-27-37	4516^29-29-39	4568^30-30-40	4620^31-31-40
46	90.9	4457^28-28-38	4612^31-31-40	4665^31-31-41	4719^32-32-42
44	90.8	4517^29-29-39	4674^31-31-41	4728^32-32-42	4783^33-33-43
42	90.6	4549^29-29-39	4706^32-32-42	4760^33-33-42	4815^34-34-43
40	90.3	4565^29-29-39	4723^32-32-42	4777^33-33-43	4832^34-34-43
38	90.0	4573^30-30-40	4731^32-32-42	4785^33-33-43	4840^34-34-43
36	89.7	4581^30-30-40	4738^32-32-42	4792^33-33-43	4847^34-34-44
34	89.5	4587^30-30-40	4745^33-33-42	4800^33-33-43	4855^34-34-44
32	89.2	4595^30-30-40	4753^33-33-42	4807^34-34-43	4862^35-35-44
30	88.9	4603^30-30-40	4761^33-33-42	4815^34-34-43	4870^35-35-44
20	87.4	4640^31-31-41	4799^33-33-43	4853^34-34-44	4908^35-35-44
10	85.9	4672^31-31-41	4829^34-34-43	4884^35-35-44	4939^36-36-45
0	84.3	4711^32-32-42	4870^35-35-44	4924^35-35-45	4979^36-36-45
-10	82.8	4745^32-32-42	4904^35-35-44	4951^36-36-45	4987C37-37-46
-20	81.2	4775^33-33-43	4902^35-35-44	4956^42-42-51	5000C43-43-52
-30	79.6	4767^39-39-48	4933^42-42-51	4991^43-43-51	4996C43-43-52

High QNH **+30** per .10" — Engine A/I ON **-790**
Low QNH **-160** per .10" — Wing A/I ON **-790**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 80 Length 8366 Shift **0** Clearway 0 Stopway 0 Slope +0.06
Rwy Rev. Program Rules FAA **25 Oct 16**

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TAMPICO **-TAM** **31** ***DT H321***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4366^27	4516^29	4568^30	4359^26	4509^29	4561^30			
46	4457^28	4612^31	4665^31	4449^28	4605^30	4657^31			
44	4517^29	4674^31	4728^32	4509^29	4666^31	4720^32			
42	4549^29	4706^32	4760^33	4541^29	4698^32	4753^33			
40	4565^29	4723^32	4777^33	4558^29	4715^32	4770^33			
38	4573^30	4731^32	4785^33	4566^29	4724^32	4778^33			
36	4581^30	4738^32	4792^33	4574^30	4731^32	4786^33			
34	4587^30	4745^33	4800^33	4581^30	4739^32	4793^33			
32	4595^30	4753^33	4807^34	4588^30	4746^33	4801^33			
30	4603^30	4761^33	4815^34	4596^30	4754^33	4809^34			
20	4640^31	4799^33	4853^34	4634^31	4792^33	4847^34			
10	4672^31	4829^34	4884^35	4612^30	4766^33	4819^34			
0	4711^32	4870^35	4924^35	4651^31	4807^34	4860^35			
-10	4745^32	4904^35	4951^36	4680^32	4823^34	4863^35			
	High QNH +30 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -790 Wing A/I ON -790			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4322^16	4516D26	4568D29	4315^16	4509D26	4561D29			
46	4405^16	4612D26	4665D30	4399^16	4605D26	4657D29			
44	4461^17	4674D27	4728D30	4454^17	4666D27	4720D30			
42	4492^18	4706D28	4760D31	4486^18	4698D28	4753D31			
40	4509^18	4723D28	4777D31	4502^18	4715D28	4770D31			
38	4519^18	4731D29	4785D32	4513^18	4724D28	4778D32			
36	4529^19	4738D29	4792D32	4522^19	4731D29	4786D32			
34	4538^19	4745D29	4800D33	4532^19	4739D29	4793D32			
32	4548^20	4753D30	4807D33	4542^19	4746D30	4801D33			
30	4558^20	4761D30	4815D33	4552^20	4754D30	4809D33			
20	4608^22	4799D32	4853D35	4602^22	4792D32	4847D35			
10	4653^24	4829D34	4884D36	4600^24	4766D34	4819D35			
0	4705^26	4870D35	4924D36	4651D26	4807D34	4860D35			
-10	4745D28	4904D35	4951D36	4680D28	4823D34	4863D35			
	High QNH +30 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -790 Wing A/I ON -790			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4016F97	4276F 8	4370F11	3574F 3	4010F11	4172F13			
26	4028F98	4288F 8	4383F11	3586F 3	4027F11	4191F13			
24	4039F98	4300F 8	4396F12	3598F 3	4046F11	4211F14			
22	4048F98	4313F 9	4409F12	3611F 3	4064F12	4230F14			
20	4060F99	4325F 9	4422F12	3624F 4	4080F12	4249F14			
18	4069F99	4337F 9	4435F13	3634F 4	4100F12	4269F15			
16	4079F 0	4349F10	4448F13	3648F 4	4117F12	4284^15			
14	4089F 0	4361F10	4459F14	3658F 5	4137F13	4282^15			
12	4100F 0	4374F11	4473F14	3674F 5	4158F13	4279^15			
10	4110F 1	4386F11	4486F14	3685F 5	4178F13	4280^15			
0	4170F 3	4455F13	4560F16	3766F 7	4241^14	4284^15			
-10	4228F 5	4525F15	4620^19	3856F 8	4237^14	4282^15			
-20	4290F 7	4592^17	4679^21	3952F10	4230^14	4276^15			
-30	4351F 9	4649^20	4738^23	4060F11	4220^14	4268^15			
	High QNH +70 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -90 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -500 Wing A/I ON -500			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation 80 Length 8366 Shift **0** Clearway 0 Stopway 0 Slope +0.06

Rwy Rev. Program Rules FAA **25 Oct 16**

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TAPACHULA

TAPACHULA -TAP 05 *RT H230*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1097'		RT H230	1097'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	87.6	3849F17	4083F21	4167F23	3797F 3	4072F13	4167D16	4710
46	87.7	3918F18	4155F22	4240F24	3862F 4	4139F14	4238F17	4829
44	87.6	3961F18	4200F23	4286F24	3903F 4	4183F14	4283F17	4892
42	87.4	3978F18	4219F23	4305F25	3921F 4	4203F14	4303F18	4946
40	87.2	3994F19	4236F23	4323F25	3938F 5	4221F15	4322F18	4959
38	86.9	4002F19	4246F24	4333F25	3949F 5	4233F15	4333D18	4961
36	86.6	4011F19	4257F24	4344F25	3959F 5	4244F15	4344D19	4962
34	86.4	4020F19	4267F24	4355F26	3969F 6	4256F16	4355D19	4964
32	86.1	4030F19	4278F24	4367F26	3980F 6	4269F16	4367D19	4966
30	85.8	4040F20	4289F24	4378F26	3991F 6	4281F16	4378D20	4968
20	84.4	4090F21	4346F25	4437F27	4046F 8	4345F18	4437D21	4976
10	82.9	4139F22	4403F26	4497F28	4102F10	4403D20	4497D23	4972
0	81.4	4194F23	4465F28	4552^29	4164F12	4465D22	4552D25	4984
-10	79.9	4246F23	4525F29	4598^30	4225F13	4525D24	4598D27	4987
-20	78.4	4301F25	4584F30	4642^31	4287F15	4584D26	4642D29	4985
-30	76.8	4357F26	4627^30	4685^31	4353F17	4627D28	4685D31	4983

High QNH **+60** per .10" — Engine A/I ON **-490**
Low QNH **-140** per .10" — Wing A/I ON **-490**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	90.8	3929F18	4170F23	4256F25	3855F 4	4140F14	4242F18	4710
46	90.9	4002F19	4245F24	4332F26	3921F 5	4210F15	4314F18	4829
44	90.8	4056F20	4302F25	4390F26	3970F 5	4263F16	4367F19	4892
42	90.6	4092F21	4342F25	4431F27	4000F 6	4298F16	4404F20	4946
40	90.3	4108F21	4359F26	4448F27	4017F 6	4316F17	4423F20	4959
38	90.0	4119F21	4371F26	4462F28	4029F 7	4330F17	4438F20	4961
36	89.8	4129F21	4382F26	4473F28	4040F 7	4343F17	4451F21	4962
34	89.5	4138F22	4393F26	4484F28	4051F 7	4355F18	4464F21	4964
32	89.2	4148F22	4405F26	4491^28	4063F 8	4368F18	4478F21	4966
30	88.9	4158F22	4416F27	4498^28	4073F 8	4382F18	4487^22	4968
20	87.4	4210F23	4475F28	4538^29	4132F10	4449F20	4538D24	4976
10	85.9	4261F24	4527^29	4579^30	4191F12	4518F22	4579D25	4972
0	84.3	4319F25	4573^29	4628^30	4255F13	4573^24	4628D27	4984
-10	82.8	4374F26	4617^30	4673^31	4321F15	4617D26	4673D30	4987
-20	81.2	4431F27	4658^31	4715^32	4389F17	4658D28	4715D32	4985
-30	79.6	4489F28	4698^32	4754^33	4460F19	4698D30	4754D34	4983

High QNH **+60** per .10" — Engine A/I ON **-560**
Low QNH **-150** per .10" — Wing A/I ON **-560**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	3929F18-18-30	4170F23-23-34	4256F25-25-35	4309^26-26-36
46	90.9	4002F19-19-31	4245F24-24-35	4332F26-26-36	4398^27-27-37
44	90.8	4056F20-20-32	4302F25-25-36	4390F26-26-37	4456^28-28-38
42	90.6	4092F21-21-32	4342F25-25-36	4431F27-27-37	4485^28-28-38
40	90.3	4108F21-21-33	4359F26-26-36	4448F27-27-38	4501^28-28-39
38	90.0	4119F21-21-33	4371F26-26-37	4462F28-28-38	4511^28-28-39
36	89.8	4129F21-21-33	4382F26-26-37	4473F28-28-38	4520^29-29-39
34	89.5	4138F22-22-33	4393F26-26-37	4484F28-28-38	4529^29-29-39
32	89.2	4148F22-22-33	4405F26-26-37	4491^28-28-38	4538^29-29-39
30	88.9	4158F22-22-33	4416F27-27-37	4498^28-28-38	4548^29-29-39
20	87.4	4210F23-23-34	4475F28-28-38	4538^29-29-39	4594^30-30-40
10	85.9	4261F24-24-35	4527^29-29-39	4579^30-30-40	4636^31-31-41
0	84.3	4319F25-25-36	4573^29-29-40	4628^30-30-40	4686^31-31-41
-10	82.8	4374F26-26-37	4617^30-30-40	4673^31-31-41	4731^32-32-42
-20	81.2	4431F27-27-37	4658^31-31-41	4715^32-32-42	4773^33-33-42
-30	79.6	4489F28-28-38	4698^32-32-41	4754^33-33-42	4814^34-34-43

High QNH **+60** per .10" — Engine A/I ON **-560**
Low QNH **-150** per .10" — Wing A/I ON **-560**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 97 | Length 6562 | Shift **0** | Clearway 0 | Stopway 0 | Slope +0.35
Rwy Rev. | Program | Rules FAA | **31 Aug 16**

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TAPACHULA **-TAP** **05** ***RT H230***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3929F18	4170F23	4256F25	3921F18	4162F23	4247F24			
46	4002F19	4245F24	4332F26	3993F19	4236F24	4323F25			
44	4056F20	4302F25	4390F26	4047F20	4293F25	4380F26			
42	4092F21	4342F25	4431F27	4083F21	4332F25	4421F27			
40	4108F21	4359F26	4448F27	4099F21	4349F25	4439F27			
38	4119F21	4371F26	4462F28	4110F21	4362F26	4452F27			
36	4129F21	4382F26	4473F28	4120F21	4373F26	4463F28			
34	4138F22	4393F26	4484F28	4130F21	4384F26	4475F28			
32	4148F22	4405F26	4491^28	4140F22	4396F26	4487F28			
30	4158F22	4416F27	4498^28	4150F22	4407F27	4492^28			
20	4210F23	4475F28	4538^29	4202F23	4466F28	4532^29			
10	4261F24	4527^29	4579^30	4222F23	4472^28	4527^29			
0	4319F25	4573^29	4628^30	4280F24	4520^29	4576^30			
-10	4374F26	4617^30	4673^31	4333F25	4560^30	4615^30			
	High QNH +60 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -560 Wing A/I ON -560			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3855F 4	4140F14	4242F18	3849F 4	4133F14	4235F18			
46	3921F 5	4210F15	4314F18	3915F 5	4203F15	4306F18			
44	3970F 5	4263F16	4367F19	3963F 5	4255F15	4359F19			
42	4000F 6	4298F16	4404F20	3993F 6	4290F16	4396F19			
40	4017F 6	4316F17	4423F20	4011F 6	4309F16	4415F20			
38	4029F 7	4330F17	4438F20	4023F 7	4323F17	4430F20			
36	4040F 7	4343F17	4451F21	4033F 7	4335F17	4443F20			
34	4051F 7	4355F18	4464F21	4045F 7	4348F18	4456F21			
32	4063F 8	4368F18	4478F21	4056F 8	4361F18	4470F21			
30	4073F 8	4382F18	4487^22	4068F 8	4374F18	4484F22			
20	4132F10	4449F20	4538D24	4126F10	4442F20	4532D23			
10	4191F12	4518F22	4579D25	4155F12	4466^22	4527D25			
0	4255F13	4573^24	4628D27	4220F13	4520D24	4576D27			
-10	4321F15	4617D26	4673D30	4283F15	4560D26	4615D30			
	High QNH +60 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -560 Wing A/I ON -560			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		3195F98	3902F 0		3492F 1	3596F 4			
26		3404F98	3914F 0		3503F 2	3607F 5			
24		3566F98	3927F 1		3515F 2	3619F 5			
22		3705F98	3939F 1		3526F 2	3632F 5			
20		3850F98	3951F 1		3537F 2	3643F 6			
18		3860F98	3963F 2		3548F 3	3656F 6			
16		3871F99	3974F 2		3559F 3	3665F 6			
14		3882F99	3985F 2		3570F 4	3678F 7			
12		3896F99	3998F 3		3582F 4	3691F 7			
10		3908F 0	4008F 3		3595F 4	3703F 7			
0		3975F 2	4075F 5	3163F97	3659F 6	3773F 9			
-10		4036F 4	4139F 7	3244F99	3722F 8	3841F11			
-20		4102F 6	4208F 9	3456F 0	3792F10	3911F13			
-30	2666F 2	4167F 8	4278F11	3514F 1	3860F12	3985F15			
	High QNH +70 per .10" Low QNH -880 per .10"			High QNH +70 per .10" Low QNH -60 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -410 Wing A/I ON -410			Engine A/I ON -370 Wing A/I ON -370			Engine A/I ON Wing A/I ON		

Elevation 97 Length 6562 Shift **0** Clearway 0 Stopway 0 Slope +0.35

Rwy Rev. Program Rules FAA **31 Aug 16**

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TAPACHULA **-TAP** **23** ***DT H234***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1097'		DT H234	1097'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	3923P18	4165P23	4251P24	3851P 3	4136P13	4234P16	4710
46	87.7	3989P19	4238P24	4325P25	3914P 3	4205P13	4305P16	4829
44	87.6	4031P20	4284P24	4372P26	3955P 3	4250P14	4350P17	4892
42	87.4	4049P20	4304P25	4392P26	3973P 4	4270P14	4371P17	4946
40	87.2	4066P20	4321P25	4410P27	3991P 4	4288P14	4390P18	4959
38	86.9	4077P20	4332P25	4421P27	4002P 4	4300P15	4402P18	4961
36	86.6	4087P21	4343P25	4432P27	4014P 5	4312P15	4415P18	4962
34	86.4	4098P21	4353P26	4443P27	4025P 5	4324P15	4427P19	4964
32	86.1	4109P21	4365P26	4455P27	4036P 5	4337P16	4440P19	4966
30	85.8	4121P21	4376P26	4465P28	4049P 6	4349P16	4454P19	4968
20	84.4	4173P22	4434P27	4526P29	4110P 7	4414P18	4521P21	4976
10	82.9	4225P23	4491P28	4587P30	4169P 9	4480P20	4587D23	4972
0	81.4	4281P24	4556P29	4655P31	4233P11	4552P21	4655D25	4984
-10	79.9	4335P25	4618P30	4699^32	4294P13	4618D23	4699D27	4987
-20	78.4	4392P26	4683P31	4744^32	4358P15	4683D25	4744D29	4985
-30	76.8	4448P27	4726^32	4787^33	4425P17	4726D27	4787D31	4983

High QNH **+60** per .10" — Engine A/I ON **-510**
Low QNH **-150** per .10" — Wing A/I ON **-510**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4009P20	4254P25	4342P26	3912P 4	4202P14	4305P17	4710
46	90.9	4082P21	4330P25	4419P27	3977P 4	4274P14	4377P18	4829
44	90.8	4137P22	4389P26	4476P28	4025P 5	4326P15	4432P18	4892
42	90.6	4174P22	4429P27	4518P29	4056P 5	4361P16	4468P19	4946
40	90.3	4191P23	4444P27	4536P29	4074P 5	4380P16	4487P19	4959
38	90.0	4202P23	4457P27	4549P29	4087P 6	4394P16	4502P20	4961
36	89.8	4212P23	4469P28	4561P29	4098P 6	4406P17	4515P20	4962
34	89.5	4222P23	4480P28	4573P30	4110P 6	4419P17	4528P20	4964
32	89.2	4232P23	4492P28	4585P30	4123P 7	4432P17	4542P21	4966
30	88.9	4243P23	4504P28	4598P30	4136P 7	4446P18	4556P21	4968
20	87.4	4296P24	4565P29	4643^31	4195P 9	4514P19	4621^23	4976
10	85.9	4349P25	4625P30	4685^31	4255P11	4582P21	4675^25	4972
0	84.3	4408P26	4675^31	4734^32	4320P13	4653^23	4734D27	4984
-10	82.8	4464P27	4721^32	4779^33	4387P15	4712^25	4779D29	4987
-20	81.2	4523P29	4763^33	4819^34	4457P17	4763D28	4819D31	4985
-30	79.6	4583P30	4804^33	4858^34	4528P19	4804D30	4858D33	4983

High QNH **+60** per .10" — Engine A/I ON **-570**
Low QNH **-150** per .10" — Wing A/I ON **-570**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4009P20-20-31	4254P25-25-35	4342P26-26-36	4410^27-27-37
46	90.9	4082P21-21-32	4330P25-25-36	4419P27-27-37	4499^29-29-38
44	90.8	4137P22-22-33	4389P26-26-37	4476P28-28-38	4559^29-29-39
42	90.6	4174P22-22-34	4429P27-27-37	4518P29-29-39	4592^30-30-40
40	90.3	4191P23-23-34	4444P27-27-38	4536P29-29-39	4610^30-30-40
38	90.0	4202P23-23-34	4457P27-27-38	4549P29-29-39	4620^30-30-40
36	89.8	4212P23-23-34	4469P28-28-38	4561P29-29-39	4628^31-31-40
34	89.5	4222P23-23-34	4480P28-28-38	4573P30-30-40	4637^31-31-41
32	89.2	4232P23-23-35	4492P28-28-38	4585P30-30-40	4646^31-31-41
30	88.9	4243P23-23-35	4504P28-28-39	4598P30-30-40	4656^31-31-41
20	87.4	4296P24-24-35	4565P29-29-39	4643^31-31-41	4702^32-32-41
10	85.9	4349P25-25-36	4625P30-30-40	4685^31-31-41	4742^32-32-42
0	84.3	4408P26-26-37	4675^31-31-41	4734^32-32-42	4790^33-33-43
-10	82.8	4464P27-27-38	4721^32-32-42	4779^33-33-43	4832^34-34-43
-20	81.2	4523P29-29-39	4763^33-33-42	4819^34-34-43	4872^35-35-44
-30	79.6	4583P30-30-40	4804^33-33-43	4858^34-34-44	4923^35-35-45

High QNH **+60** per .10" — Engine A/I ON **-570**
Low QNH **-150** per .10" — Wing A/I ON **-570**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 97 Length 6562 Shift **0** Clearway 0 Stopway 0 Slope -0.35
Rwy Rev. Program Rules FAA **31 Aug 16**

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TAPACHULA -TAP 23 *DT H234*

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4009P20	4254P25	4342P26	4000P20	4245P24	4332P26			
46	4082P21	4330P25	4419P27	4073P21	4321P25	4409P27			
44	4137P22	4389P26	4476P28	4128P21	4379P26	4466P28			
42	4174P22	4429P27	4518P29	4165P22	4419P27	4507P28			
40	4191P23	4444P27	4536P29	4182P22	4436P27	4526P29			
38	4202P23	4457P27	4549P29	4193P23	4448P27	4540P29			
36	4212P23	4469P28	4561P29	4203P23	4459P27	4551P29			
34	4222P23	4480P28	4573P30	4213P23	4471P28	4563P29			
32	4232P23	4492P28	4585P30	4224P23	4482P28	4576P30			
30	4243P23	4504P28	4598P30	4234P23	4494P28	4588P30			
20	4296P24	4565P29	4643^31	4288P24	4555P29	4637^31			
10	4349P25	4625P30	4685^31	4309P25	4572^30	4630^31			
0	4408P26	4675^31	4734^32	4369P26	4623^31	4679^32			
-10	4464P27	4721^32	4779^33	4422P27	4663^31	4718^32			
	High QNH +60 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -570 Wing A/I ON -570			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	3912P 4	4202P14	4305P17	3906P 4	4195P14	4298P17			
46	3977P 4	4274P14	4377P18	3970P 4	4266P14	4370P18			
44	4025P 5	4326P15	4432P18	4018P 4	4319P15	4424P18			
42	4056P 5	4361P16	4468P19	4049P 5	4354P15	4460P19			
40	4074P 5	4380P16	4487P19	4067P 5	4372P16	4479P19			
38	4087P 6	4394P16	4502P20	4080P 6	4386P16	4494P20			
36	4098P 6	4406P17	4515P20	4093P 6	4399P17	4507P20			
34	4110P 6	4419P17	4528P20	4104P 6	4412P17	4521P20			
32	4123P 7	4432P17	4542P21	4117P 7	4425P17	4535P21			
30	4136P 7	4446P18	4556P21	4130P 7	4439P18	4549P21			
20	4195P 9	4514P19	4621^23	4189P 9	4507P19	4614^23			
10	4255P11	4582P21	4675^25	4218P11	4546P21	4626^25			
0	4320P13	4653^23	4734D27	4284P13	4607^23	4679D27			
-10	4387P15	4712^25	4779D29	4349P15	4661^25	4718D29			
	High QNH +70 per .10" Low QNH -150 per .10"			High QNH +70 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -510 Wing A/I ON -510			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		3785P95	4114P97		3307P 0	3607P 2			
26		3820P95	4147P97		3340P 0	3626P 3			
24		3855P95	4179P97		3375P 1	3644P 3			
22		3889P95	4207P98		3411P 1	3662P 3			
20		3937P96	4239P98	2655P94	3447P 1	3681P 3			
18		3995P96	4251^98	2667P94	3487P 1	3694P 4			
16		4054P97	4254^99	2679P94		3718P 4			
14		4092P97	4253^99	2702P95	3569P 1	3742P 4			
12		4109P97	4252^ 0	2727P95	3583P 2	3763P 4			
10		4141P97	4253^ 0	2751P95	3601P 2	3787P 5			
0		4214^99		2878P96	3698P 3	3904P 6			
-10		4217^ 1		3010P98	3812P 5	3995P 8			
-20	3145P93	4216^ 4	4268^ 7	3163P99	3924P 7	4078P10			
-30	3406P95	4210^ 6	4266^ 9	3323P 0	4015P 8	4163P12			
	High QNH +10 per .10" Low QNH -290 per .10"			High QNH +70 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -690 Wing A/I ON -690			Engine A/I ON -410 Wing A/I ON -410			Engine A/I ON Wing A/I ON		

Elevation 97 Length 6562 Shift **0** Clearway 0 Stopway 0 Slope -0.35

Rwy Rev. Program Rules FAA **31 Aug 16**

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TEPIC **-TPQ** **02** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D7.0 TNY		LT H300	4200'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	88.2	3921P19	4156P23	4238P25	3851P 5	4120P14	4215P17	4505
40	88.4	3981P20	4218P24	4302P26	3907P 5	4179P15	4276P18	4596
38	88.5	4040P21	4279P25	4363P27	3962P 6	4237P15	4334P18	4685
36	88.6	4098P21	4340P26	4425P27	4017P 6	4295P16	4393P19	4773
34	88.7	4155P22	4398P27	4484P28	4071P 7	4351P16	4450P19	4855
32	88.8	4188P23	4434P27	4520P29	4103P 7	4385P17	4485P20	4894
30	88.9	4200P23	4446P27	4534P29	4115P 8	4399P17	4499P20	4918
28	88.6	4211P23	4459P28	4546P29	4127P 8	4412P18	4513P21	4925
26	88.3	4221P23	4471P28	4559P29	4139P 8	4425P18	4527P21	4932
24	88.0	4232P23	4483P28	4570P30	4150P 9	4439P18	4541P21	4934
22	87.7	4243P24	4495P28	4582P30	4162P 9	4452P19	4555P22	4936
20	87.4	4254P24	4507P28	4595P30	4174P 9	4466P19	4569P22	4937
10	85.9	4309P25	4567P30	4660P31	4235P11	4535P21	4639P24	4942
0	84.3	4362P26	4628P31	4719P32	4293P13	4603P23	4709P26	4934
-10	82.8	4421P27	4692P32	4777^33	4359P15	4676P24	4776^28	4940
-20	81.2	4477P28	4755P33	4813^34	4426P17	4749P26	4813D30	4939

High QNH **+50** per .10" — Engine A/I ON **-420**
Low QNH **-150** per .10" — Wing A/I ON **-420**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	91.5	4010P21	4249P25	4329P27	3911P 6	4191P16	4289P19	4505
40	91.8	4072P22	4314P26	4395P28	3968P 7	4251P16	4351P19	4596
38	92.2	4131P22	4375P27	4458P28	4023P 7	4309P17	4410P20	4685
36	92.5	4190P23	4437P28	4522P29	4078P 7	4367P17	4469P20	4773
34	92.6	4248P24	4497P28	4584P30	4132P 8	4423P18	4527P21	4855
32	92.5	4292P25	4542P29	4631P31	4171P 8	4466P18	4570P21	4894
30	92.3	4324P25	4577P30	4666P31	4196P 9	4496P19	4602P22	4918
28	92.0	4335P25	4589P30	4678P32	4209P 9	4510P19	4614P22	4925
26	91.8	4347P26	4602P30	4691P32	4221P10	4524P20	4629P23	4932
24	91.5	4358P26	4615P30	4703P32	4234P10	4538P20	4644P23	4934
22	91.1	4369P26	4627P31	4716P32	4246P10	4552P20	4659P23	4936
20	90.8	4381P26	4640P31	4728P32	4259P11	4567P21	4673P24	4937
10	89.2	4438P27	4702P32	4770^33	4322P13	4638P23	4748P26	4942
0	87.6	4491P28	4745^33	4799^34	4385P15	4708P25	4790^28	4934
-10	86.0	4553P29	4784^33	4839^34	4456P17	4768^27	4839D30	4940
-20	84.4	4614P30	4817^34	4872^35	4526P19	4815^29	4872D32	4939

High QNH **+40** per .10" — Engine A/I ON **-630**
Low QNH **-150** per .10" — Wing A/I ON **-630**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
42	91.5	4010P21-21-31	4249P25-25-35	4329P27-27-36	4387^28-28-37
40	91.8	4072P22-22-32	4314P26-26-36	4395P28-28-37	4464^29-29-38
38	92.2	4131P22-22-33	4375P27-27-37	4459P28-28-38	4537^30-30-39
36	92.5	4190P23-23-34	4437P28-28-38	4522P29-29-39	4608P31-31-40
34	92.6	4248P24-24-35	4497P28-28-39	4584P30-30-40	4671P32-32-41
32	92.5	4292P25-25-35	4542P29-29-39	4631P31-31-41	4719P32-32-42
30	92.3	4324P25-25-36	4577P30-30-40	4666P31-31-41	4744^33-33-42
28	92.0	4335P25-25-36	4589P30-30-40	4678P32-32-41	4753^33-33-42
26	91.8	4347P26-26-36	4602P30-30-40	4691P32-32-41	4762^33-33-42
24	91.5	4358P26-26-36	4615P30-30-40	4703P32-32-42	4771^33-33-43
22	91.1	4369P26-26-37	4627P31-31-40	4716P32-32-42	4778^33-33-43
20	90.8	4381P26-26-37	4640P31-31-41	4728P32-32-42	4787^33-33-43
10	89.2	4438P27-27-38	4702P32-32-42	4770^33-33-43	4826^34-34-43
0	87.6	4491P28-28-38	4745^33-33-42	4799^34-34-43	4855^35-35-44
-10	86.0	4553P29-29-39	4784^33-33-43	4839^34-34-44	4895^35-35-44
-20	84.4	4614P30-30-40	4817^34-34-43	4872^35-35-44	4927^36-36-45

High QNH **+40** per .10" — Engine A/I ON **-630**
Low QNH **-150** per .10" — Wing A/I ON **-630**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 3020 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope -0.05
Rwy Rev. Program Rules FAA **26 Oct 17**

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TEPIC **-TPQ** **02** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	4010F21	4249F25	4329F27	3999F20	4238F25	4318F26			
40	4072F22	4314F26	4395F28	4062F21	4303F26	4384F27			
38	4131F22	4375F27	4458F28	4121F22	4365F27	4448F28			
36	4190F23	4437F28	4522F29	4181F23	4427F27	4511F29			
34	4248F24	4497F28	4584F30	4238F24	4487F28	4575F30			
32	4292F25	4542F29	4631F31	4282F24	4533F29	4620F31			
30	4324F25	4577F30	4666F31	4314F25	4566F30	4655F31			
28	4335F25	4589F30	4678F32	4325F25	4579F30	4668F31			
26	4347F26	4602F30	4691F32	4337F25	4592F30	4680F32			
24	4358F26	4615F30	4703F32	4348F26	4604F30	4693F32			
22	4369F26	4627F31	4716F32	4359F26	4617F30	4705F32			
20	4381F26	4640F31	4728F32	4371F26	4630F31	4718F32			
10	4438F27	4702F32	4770^33	4400F27	4661F31	4715^32			
0	4491F28	4745^33	4799^34	4451F28	4682^32	4736^33			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -630 Wing A/I ON -630			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	3911F 6	4191F16	4289F19	3904F 6	4182F15	4280F19			
40	3968F 7	4251F16	4351F19	3961F 6	4243F16	4343F19			
38	4023F 7	4309F17	4410F20	4016F 7	4301F17	4402F20			
36	4078F 7	4367F17	4469F20	4072F 7	4359F17	4461F20			
34	4132F 8	4423F18	4527F21	4125F 8	4416F18	4518F21			
32	4171F 8	4466F18	4570F21	4164F 8	4458F18	4562F21			
30	4196F 9	4496F19	4602F22	4190F 9	4488F19	4593F22			
28	4209F 9	4510F19	4614F22	4202F 9	4502F19	4606F22			
26	4221F10	4524F20	4629F23	4215F10	4516F20	4621F23			
24	4234F10	4538F20	4644F23	4227F10	4530F20	4636F23			
22	4246F10	4552F20	4659F23	4240F10	4544F20	4651F23			
20	4259F11	4567F21	4673F24	4252F11	4559F21	4665F24			
10	4322F13	4638F23	4748F26	4288F13	4603F22	4697^26			
0	4385F15	4708F25	4790^28	4346F15	4659^24	4733^28			
	High QNH +70 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -490 Wing A/I ON -490			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4094F96	4204^99	2913F96	3440F 3	3628F 5			
26		4114F96	4212^ 0	2929F96	3471F 3	3647F 5			
24	2783F91	4128F97	4214^ 0	2944F96	3503F 3	3665F 6			
22	2973F91	4141F97	4217^ 0	2960F96	3539F 3	3683F 6			
20	3156F90	4156F97	4219^ 1	2976F97	3551F 4	3701F 6			
18	3197F91	4168F98	4222^ 1	2991F97	3566F 4	3722F 6			
16	3237F91	4179^98	4224^ 2	3009F97	3583F 4	3743F 7			
14	3286F91	4180^98	4226^ 2	3025F97	3599F 5	3764F 7			
12	3344F92	4181^99	4228^ 2	3041F98	3619F 5	3787F 7			
10	3388F92	4181^99	4228^ 3	3058F98	3634F 5	3811F 7			
0	3632F93	4179^ 1	4227^ 5	3143F99	3726F 7	3902F 9			
-10	3675F95	4186^ 4	4236^ 7	3242F 1	3839F 8	3995F11			
-20	3844F96	4188^ 6	4239^10	3353F 2	3925F 9	4098F12			
-30	4022F98	4187^ 8	4240^12	3524F 3	4033F11	4205F14			
	High QNH +10 per .10" Low QNH -130 per .10"			High QNH +60 per .10" Low QNH -180 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -790 Wing A/I ON -790			Engine A/I ON -350 Wing A/I ON -350			Engine A/I ON Wing A/I ON		

Elevation 3020 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope -0.05

Rwy Rev Program Rules FAA **26 Oct 17**

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TEPIC **-TPQ** **20** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D8.3 TNY		RT H240	4200'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	88.2	3910P19	4143P23	4210^24	3842P 5	4110P14	4196^17	4505
40	88.4	3970P20	4206P24	4277^25	3898P 6	4170P15	4260^18	4596
38	88.5	4028P20	4267P25	4342^26	3953P 6	4227P15	4325P18	4685
36	88.6	4087P21	4327P26	4406^27	4008P 6	4285P16	4383P19	4773
34	88.7	4143P22	4386P26	4472P28	4061P 7	4341P16	4440P20	4855
32	88.8	4176P22	4421P27	4508P29	4093P 7	4375P17	4475P20	4894
30	88.9	4188P23	4434P27	4521P29	4106P 8	4389P17	4489P20	4918
28	88.6	4199P23	4446P27	4528^29	4117P 8	4402P18	4503P21	4925
26	88.3	4209P23	4458P28	4538^29	4129P 8	4415P18	4517P21	4932
24	88.0	4220P23	4470P28	4549^29	4141P 9	4429P18	4526^21	4934
22	87.7	4231P23	4482P28	4559^29	4153P 9	4442P19	4538^22	4936
20	87.4	4242P24	4494P28	4569^30	4165P 9	4456P19	4551^22	4937
10	85.9	4297P25	4556P29	4620^30	4225P11	4525P21	4612^24	4942
0	84.3	4349P26	4600^30	4665^31	4283P13	4583^23	4665D26	4934
-10	82.8	4408P27	4651^31	4716^32	4349P15	4646^25	4716D28	4940
-20	81.2	4466P28	4698^32	4761^33	4416P17	4698D27	4761D30	4939

High QNH **+50** per .10" — Engine A/I ON **-510**
Low QNH **-150** per .10" — Wing A/I ON **-510**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	91.5	3998P20	4216^25	4273^26	3902P 6	4177^16	4254^19	4505
40	91.8	4060P21	4285^26	4344^27	3959P 7	4242P16	4321^19	4596
38	92.2	4119P22	4350^26	4412^28	4014P 7	4300P17	4384^20	4685
36	92.5	4178P23	4416^27	4479^28	4069P 8	4358P17	4446^20	4773
34	92.6	4236P24	4478^28	4544^29	4123P 8	4414P18	4505^21	4855
32	92.5	4280P24	4523^29	4589^30	4162P 9	4456P18	4548^22	4894
30	92.3	4312P25	4550^29	4614^30	4187P 9	4486P19	4575^22	4918
28	92.0	4323P25	4561^29	4624^31	4200P10	4500P19	4588^23	4925
26	91.8	4334P25	4572^30	4635^31	4212P10	4515P20	4599^23	4932
24	91.5	4345P26	4581^30	4644^31	4224P10	4529P20	4612^23	4934
22	91.1	4357P26	4592^30	4654^31	4237P11	4537^20	4624^24	4936
20	90.8	4368P26	4602^30	4663^31	4250P11	4550^21	4636^24	4937
10	89.2	4425P27	4651^31	4712^32	4313P13	4612^23	4697^26	4942
0	87.6	4480P28	4692^32	4750^33	4375P15	4668^25	4750D28	4934
-10	86.0	4540P29	4741^33	4798^34	4446P17	4731^27	4798D30	4940
-20	84.4	4600P30	4764^33	4818^34	4517P19	4764D29	4818D33	4939

High QNH **+20** per .10" — Engine A/I ON **-560**
Low QNH **-150** per .10" — Wing A/I ON **-560**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
42	91.5	3998P20-20-31	4216^25-25-34	4273^26-26-35	4327^27-27-36
40	91.8	4060P21-21-32	4285^26-26-35	4344^27-27-36	4401^28-28-37
38	92.2	4119P22-22-33	4350^26-26-36	4412^28-28-37	4469^29-29-38
36	92.5	4178P23-23-34	4416^27-27-37	4479^28-28-38	4538^29-29-39
34	92.6	4236P24-24-35	4478^28-28-38	4544^29-29-39	4604^30-30-40
32	92.5	4280P24-24-35	4523^29-29-39	4589^30-30-40	4649^31-31-41
30	92.3	4312P25-25-36	4550^29-29-39	4614^30-30-40	4673^31-31-41
28	92.0	4323P25-25-36	4561^29-29-39	4624^31-31-40	4684^32-32-41
26	91.8	4334P25-25-36	4572^30-30-40	4635^31-31-41	4694^32-32-41
24	91.5	4345P26-26-36	4581^30-30-40	4644^31-31-41	4703^32-32-42
22	91.1	4357P26-26-36	4592^30-30-40	4654^31-31-41	4712^32-32-42
20	90.8	4368P26-26-37	4602^30-30-40	4663^31-31-41	4721^32-32-42
10	89.2	4425P27-27-37	4651^31-31-41	4712^32-32-42	4768^33-33-42
0	87.6	4480P28-28-38	4692^32-32-41	4750^33-33-42	4805^34-34-43
-10	86.0	4540P29-29-39	4741^33-33-42	4798^34-34-43	4850^34-34-44
-20	84.4	4600P30-30-40	4764^33-33-42	4818^34-34-43	4872^35-35-44

High QNH **+20** per .10" — Engine A/I ON **-560**
Low QNH **-150** per .10" — Wing A/I ON **-560**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 3020 Length 7546 Shift **0** Clearway 0 Stopway 0 Slope +0.05
Rwy Rev. Program Rules FAA **26 Oct 17**

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TEPIC **-TPQ** **20** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	3998P20	4216^25	4273^26	3988P20	4208^24	4265^25			
40	4060P21	4285^26	4344^27	4050P21	4276^25	4336^26			
38	4119P22	4350^26	4412^28	4109P22	4341^26	4403^27			
36	4178P23	4416^27	4479^28	4169P23	4407^27	4471^28			
34	4236P24	4478^28	4544^29	4226P24	4474P28	4535^29			
32	4280P24	4523^29	4589^30	4270P24	4514^29	4580^30			
30	4312P25	4550^29	4614^30	4302P25	4542^29	4605^30			
28	4323P25	4561^29	4624^31	4313P25	4552^29	4616^30			
26	4334P25	4572^30	4635^31	4325P25	4563^29	4626^31			
24	4345P26	4581^30	4644^31	4336P25	4573^30	4636^31			
22	4357P26	4592^30	4654^31	4347P26	4583^30	4646^31			
20	4368P26	4602^30	4663^31	4358P26	4594^30	4655^31			
10	4425P27	4651^31	4712^32	4387P27	4603^30	4662^31			
0	4480P28	4692^32	4750^33	4438P28	4636^31	4692^32			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -560 Wing A/I ON -560			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	3902P 6	4177^16	4254^19	3895P 6	4169^16	4247^19			
40	3959P 7	4242P16	4321^19	3952P 7	4234P16	4313^19			
38	4014P 7	4300P17	4384^20	4007P 7	4292P17	4376^20			
36	4069P 8	4358P17	4446^20	4063P 8	4350P17	4438^20			
34	4123P 8	4414P18	4505^21	4116P 8	4406P18	4498^21			
32	4162P 9	4456P18	4548^22	4155P 9	4449P18	4540^21			
30	4187P 9	4486P19	4575^22	4181P 9	4478P19	4567^22			
28	4200P10	4500P19	4588^23	4193P 9	4492P19	4580^22			
26	4212P10	4515P20	4599^23	4206P10	4507P20	4592^23			
24	4224P10	4529P20	4612^23	4218P10	4521P20	4604^23			
22	4237P11	4537^20	4624^24	4230P10	4529^20	4617^24			
20	4250P11	4550^21	4636^24	4243P11	4543^21	4629^24			
10	4313P13	4612^23	4697^26	4279P13	4571^23	4653^26			
0	4375P15	4668^25	4750D28	4337P15	4620^25	4692D28			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +60 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -470 Wing A/I ON -470			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	2648P91	4091P96	4187^ 0	2908P96	3423P 3	3620P 5			
26	2817P91	4105P97	4200^ 0	2921P96	3455P 3	3637P 6			
24	2982P91	4119P97	4213^ 0	2936P96	3487P 4	3655P 6			
22	3150P90	4133P97	4215^ 1	2953P97	3520P 4	3674P 6			
20	3198P91	4143^98	4218^ 1	2968P97	3550P 4	3694P 6			
18	3235P91	4156^98	4221^ 1	2985P97	3559P 4	3713P 7			
16	3275P91	4169^98	4223^ 2	3001P97	3575P 5	3734P 7			
14	3316P91	4179^99	4225^ 2	3017P98	3590P 5	3755P 7			
12	3380P92	4180^99	4226^ 3	3034P98	3606P 5	3776P 7			
10	3422P92	4180^ 0	4227^ 3	3049P98	3625P 5	3801P 8			
0	3679P94	4177^ 2	4226^ 5	3133P 0	3718P 7	3891P 9			
-10	3704P95	4186^ 4	4235^ 7	3231P 1	3831P 8	4002P11			
-20	3871P97	4188^ 6	4239^10	3345P 2	3928P10	4097P12			
-30	4035^98	4186^ 9	4238D13	3507P 3	4037P11	4210P14			
	High QNH +10 per .10" Low QNH -90 per .10"			High QNH +0 per .10" Low QNH -180 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -790 Wing A/I ON -790			Engine A/I ON -350 Wing A/I ON -350			Engine A/I ON Wing A/I ON		

Elevation 3020 Length 7546 Shift 0 Clearway 0 Stopway 0 Slope +0.05

Rwy Rev Program Rules FAA **26 Oct 17**

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TIJUANA

TIJUANA -TIJ 09 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		*D0.8 TIJ	**600'	RT H290	1487'	

*EAST OF TIJ; **USE ONLY IF TIJ DME OTS

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.5	4444^28	4556^30	4589^31	4440^21	4556D30	4589D31	4638
46	87.8	4549^30	4667^32	4700^32	4543^21	4667D31	4700D32	4752
44	87.8	4632^31	4766^33	4799^34	4622^21	4766D32	4799D34	4846
42	87.7	4701^32	4846^34	4882^35	4689^22	4846D32	4882D35	4938
40	87.6	4727^32	4872^35	4915^35	4716^22	4872D32	4915D35	4957
38	87.3	4731^32	4876^35	4925^36	4721^23	4876D33	4925D36	4960
36	87.0	4735^32	4879^35	4929^36	4725^23	4879D33	4929D36	4962
34	86.7	4738^32	4884^35	4933^36	4730^23	4884D33	4933D36	4964
32	86.5	4741^32	4887^35	4934^36	4733^24	4887D34	4934D36	4966
30	86.2	4745^33	4890^35	4935^36	4737^24	4890D34	4935D36	4968
20	84.8	4759^33	4904^35	4941^36	4757^26	4904D35	4941D36	4976
10	83.3	4763^33	4897^35	4934^36	4763D29	4897D35	4934D36	4971
0	81.8	4780^33	4899^35	4938^36	4780D31	4899D35	4938D36	4981
-10	80.3	4778^33	4897^35	4937^36	4778D33	4897D35	4937D36	4985
-20	78.7	4766^33	4889^35	4931^36	4766D33	4889D35	4931D36	4983
-30	77.2	4752^33	4879^35	4923^35	4752D33	4879D35	4923D36	4980

High QNH **+0** per .10" — Engine A/I ON **-840**
Low QNH **-170** per .10" — Wing A/I ON **-840**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	4458^29	4567^30	4599^31	4457^23	4567D31	4599D31	4638
46	91.0	4565^30	4678^32	4711^33	4560^23	4678D32	4711D33	4752
44	91.1	4648^31	4779^33	4812^34	4641^24	4779D34	4812D34	4846
42	90.9	4721^32	4862^35	4896^35	4712^24	4862D34	4896D35	4938
40	90.8	4748^33	4890^35	4930^36	4739^25	4890D35	4930D36	4957
38	90.5	4754^33	4895^35	4944^36	4746^25	4895D35	4944D36	4960
36	90.2	4756^33	4899^35	4948^36	4751^26	4899D35	4948D36	4962
34	89.9	4760^33	4902^35	4949^36	4755^26	4902D35	4949D36	4964
32	89.7	4763^33	4906^35	4950^36	4759^26	4906D36	4950D36	4966
30	89.4	4766^33	4909^35	4951^36	4763^27	4909D36	4951D36	4968
20	87.8	4780^33	4921^35	4956^36	4780D29	4921D36	4956D36	4976
10	86.3	4783^33	4912^35	4950^36	4783D31	4912D35	4950D36	4971
0	84.8	4799^33	4915^35	4953^36	4799D34	4915D35	4953D36	4981
-10	83.2	4795^33	4912^35	4952^36	4795D33	4912D35	4952D36	4985
-20	81.6	4782^33	4904^35	4945^36	4782D33	4904D35	4945D36	4983
-30	80.0	4767^33	4894^35	4937^36	4767D33	4894D35	4937D36	4980

High QNH **+0** per .10" — Engine A/I ON **-840**
Low QNH **-170** per .10" — Wing A/I ON **-840**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	4505^35-35-44	4641^37-37-46	4673C38-38-47	4673C38-38-47
46	91.0	4612^37-37-46	4751^39-39-48	4792C40-40-49	4792C40-40-49
44	91.1	4697^38-38-47	4840^40-40-49	4881C41-41-50	4881C41-41-50
42	90.9	4772^39-39-48	4918^41-41-50	4941C42-42-51	4941C42-42-51
40	90.8	4797^39-39-49	4942^42-42-51	4972C42-42-51	4972C42-42-51
38	90.5	4803^39-39-49	4949^42-42-51	4974C42-42-51	4974C42-42-51
36	90.2	4806^39-39-49	4952^42-42-51	4976C42-42-51	4976C42-42-51
34	89.9	4810^39-39-49	4956^42-42-51	4978C42-42-51	4978C42-42-51
32	89.7	4814^39-39-49	4960^42-42-51	4980C42-42-51	4980C42-42-51
30	89.4	4817^40-40-49	4964^42-42-51	4982C42-42-51	4982C42-42-51
20	87.8	4833^40-40-49	4981^42-42-51	4991C43-43-52	4991C43-43-52
10	86.3	4837^40-40-49	4985C42-42-51	4985C42-42-51	4985C42-42-51
0	84.8	4855^40-40-49	4997C43-43-52	4997C43-43-52	4997C43-43-52
-10	83.2	4867^40-40-50	5002C43-43-52	5002C43-43-52	5002C43-43-52
-20	81.6	4872^40-40-50	4998C43-43-52	4998C43-43-52	4998C43-43-52
-30	80.0	4878^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-890**
Low QNH **-180** per .10" — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 487 Length 9708 Shift **0** Clearway 0 Stopway 0 Slope -0.22
Rwy Rev. Program Rules FAA **26 Oct 17**

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TIJUANA **-TIJ** **09** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4458^29	4567^30	4599^31	4453^28	4562^30	4594^31			
46	4565^30	4678^32	4711^33	4559^30	4672^32	4705^32			
44	4648^31	4779^33	4812^34	4642^31	4773^33	4806^34			
42	4721^32	4862^35	4896^35	4716^32	4858^35	4891^35			
40	4748^33	4890^35	4930^36	4744^33	4885^35	4926^36			
38	4754^33	4895^35	4944^36	4749^33	4891^35	4940^36			
36	4756^33	4899^35	4948^36	4752^33	4895^35	4944^36			
34	4760^33	4902^35	4949^36	4756^33	4899^35	4945^36			
32	4763^33	4906^35	4950^36	4758^33	4902^35	4945^36			
30	4766^33	4909^35	4951^36	4762^33	4905^35	4947^36			
20	4780^33	4921^35	4956^36	4775^33	4916^35	4952^36			
10	4783^33	4912^35	4950^36	4705^32	4830^34	4867^35			
0	4799^33	4915^35	4953^36	4716^32	4829^34	4866^35			
-10	4795^33	4912^35	4952^36	4709^32	4826^34	4866^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4457^23	4567D31	4599D31	4451^23	4562D30	4594D31			
46	4560^23	4678D32	4711D33	4554^23	4672D32	4705D33			
44	4641^24	4779D34	4812D34	4635^23	4773D33	4806D34			
42	4712^24	4862D34	4896D35	4707^24	4858D34	4891D35			
40	4739^25	4890D35	4930D36	4735^24	4885D35	4926D36			
38	4746^25	4895D35	4944D36	4742^25	4891D35	4940D36			
36	4751^26	4899D35	4948D36	4747^25	4895D35	4944D36			
34	4755^26	4902D35	4949D36	4751^26	4899D35	4945D36			
32	4759^26	4906D36	4950D36	4754^26	4902D35	4945D36			
30	4763^27	4909D36	4951D36	4758^27	4905D35	4947D36			
20	4780D29	4921D36	4956D36	4775D29	4916D36	4952D36			
10	4783D31	4912D35	4950D36	4705D32	4830D34	4867D35			
0	4799D34	4915D35	4953D36	4716D32	4829D34	4866D35			
-10	4795D33	4912D35	4952D36	4709D32	4826D34	4866D35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4331F 3	4596F13	4690F17	4013F 8	4248F18	4333F21			
26	4342F 4	4610F14	4704F17	4024F 9	4260F18	4345F21			
24	4354F 4	4623F14	4718F17	4034F 9	4272F19	4358F22			
22	4367F 4	4636F14	4731F18	4044F 9	4281F19	4370F22			
20	4378F 5	4649F15	4745F18	4055F10	4293F19	4383F22			
18	4390F 5	4662F15	4759F19	4065F10	4305F20	4396F23			
16	4401F 6	4676F16	4773F19	4076F10	4318F20	4409F23			
14	4411F 6	4689F16	4786F19	4085F11	4330F20	4421F23			
12	4422F 6	4701F17	4799F20	4095F11	4341F21	4434F24			
10	4434F 7	4714F17	4812F20	4106F12	4353F21	4446F24			
0	4500F 9	4787F19	4887F22	4160F13	4421F23	4518F26			
-10	4564F11	4860F21	4911^25	4215F15	4488F25	4588F28			
-20	4629F13	4864^24	4913^27	4271F18	4558F27	4664F30			
-30	4698F15	4863^27	4915^30	4329F20	4631F29	4742F32			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +40 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -760 Wing A/I ON -760			Engine A/I ON -480 Wing A/I ON -480			Engine A/I ON Wing A/I ON		

Elevation 487 Length 9708 Shift **0** Clearway 0 Stopway 0 Slope -0.22

Rwy Rev Program Rules FAA **26 Oct 17**

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TIJUANA **-TIJ** **27** ***DT H267***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1487'		DT H267	1487'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.5	4454^28	4552^30	4584^31	4450^21	4552D30	4584D31	4638
46	87.8	4563^30	4662^32	4694^32	4557^21	4662D31	4694D32	4752
44	87.8	4661^31	4760^33	4794^34	4643P21	4760D32	4794D34	4846
42	87.7	4740^33	4843^34	4876^35	4685P22	4843D32	4876D35	4938
40	87.6	4772^33	4875^35	4910^35	4716P22	4875D32	4910D35	4957
38	87.3	4785^33	4890^35	4924^36	4730P23	4890D32	4924D36	4960
36	87.0	4786^33	4891^35	4926^36	4743P23	4891D33	4926D36	4962
34	86.7	4787^33	4892^35	4927^36	4756P23	4892D33	4927D36	4964
32	86.5	4787^33	4893^35	4928^36	4770P24	4893D34	4928D36	4966
30	86.2	4787^33	4894^35	4929^36	4780^24	4894D34	4929D36	4968
20	84.8	4789^33	4899^35	4935^36	4785^26	4899D35	4935D36	4976
10	83.3	4778^33	4891^35	4929^36	4778^29	4891D35	4929D36	4971
0	81.8	4778^33	4894^35	4933^36	4778D31	4894D35	4933D36	4981
-10	80.3	4772^33	4891^35	4932^36	4772D33	4891D35	4932D36	4985
-20	78.7	4760^33	4883^35	4925^36	4760D33	4883D35	4925D36	4983
-30	77.2	4746^32	4874^35	4917^35	4746D33	4874D35	4917D36	4980

High QNH **+0** per .10" Engine A/I ON **-830**
Low QNH **-170** per .10" Wing A/I ON **-830**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.7	4467^29	4562^30	4595^31	4464^23	4562D30	4595D31	4638
46	91.0	4576^30	4674^32	4706^32	4572^23	4674D32	4706D33	4752
44	91.1	4674^32	4774^33	4807^34	4668^24	4774D33	4807D34	4846
42	90.9	4757^33	4857^35	4891^35	4750^24	4857D34	4891D35	4938
40	90.8	4790^33	4891^35	4926^36	4783^25	4891D35	4926D36	4957
38	90.5	4804^34	4906^35	4941^36	4796^25	4906D35	4941D36	4960
36	90.2	4805^34	4908^35	4943^36	4798^26	4908D35	4943D36	4962
34	89.9	4805^34	4909^35	4944^36	4799^26	4909D35	4944D36	4964
32	89.7	4806^34	4910^35	4945^36	4801^26	4910D35	4945D36	4966
30	89.4	4806^34	4911^35	4946^36	4802^27	4911D35	4946D36	4968
20	87.8	4807^34	4915^35	4951^36	4807^29	4915D35	4951D36	4976
10	86.3	4796^33	4907^35	4945^36	4796D32	4907D35	4945D36	4971
0	84.8	4796^33	4910^35	4949^36	4796D33	4910D35	4949D36	4981
-10	83.2	4789^33	4907^35	4947^36	4789D33	4907D35	4947D36	4985
-20	81.6	4777^33	4899^35	4941^36	4777D33	4899D35	4941D36	4983
-30	80.0	4762^33	4889^35	4932^36	4762D33	4889D35	4932D36	4980

High QNH **+0** per .10" Engine A/I ON **-840**
Low QNH **-190** per .10" Wing A/I ON **-840**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.7	4530P36-36-45	4673C38-38-47	4673C38-38-47	4673C38-38-47
46	91.0	4613P37-37-46	4792C40-40-49	4792C40-40-49	4792C40-40-49
44	91.1	4683P38-38-47	4881C41-41-50	4881C41-41-50	4881C41-41-50
42	90.9	4757^33-33-42	4941C42-42-51	4941C42-42-51	4941C42-42-51
40	90.8	4790^33-33-43	4972C42-42-51	4972C42-42-51	4972C42-42-51
38	90.5	4804^34-34-43	4974C42-42-51	4974C42-42-51	4974C42-42-51
36	90.2	4815P40-40-49	4976C42-42-51	4976C42-42-51	4976C42-42-51
34	89.9	4827P40-40-49	4978C42-42-51	4978C42-42-51	4978C42-42-51
32	89.7	4839P40-40-49	4980C42-42-51	4980C42-42-51	4980C42-42-51
30	89.4	4851P40-40-49	4982C42-42-51	4982C42-42-51	4982C42-42-51
20	87.8	4911P41-41-50	4991C43-43-52	4991C43-43-52	4991C43-43-52
10	86.3	4944^42-42-51	4985C42-42-51	4985C42-42-51	4985C42-42-51
0	84.8	4943^42-42-51	4997C43-43-52	4997C43-43-52	4997C43-43-52
-10	83.2	4938^42-42-51	5002C43-43-52	5002C43-43-52	5002C43-43-52
-20	81.6	4926^41-41-51	4998C43-43-52	4998C43-43-52	4998C43-43-52
-30	80.0	4912^41-41-50	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" Engine A/I ON **-890**
Low QNH **-180** per .10" Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 487 Length 9708 Shift **0** Clearway 0 Stopway 0 Slope +0.22
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TIJUANA **-TIJ** **27** ***DT H267***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4467^29	4562^30	4595^31	4461^29	4557^30	4589^31			
46	4576^30	4674^32	4706^32	4570^30	4668^32	4700^32			
44	4674^32	4774^33	4807^34	4669^32	4768^33	4802^34			
42	4757^33	4857^35	4891^35	4753^33	4852^34	4887^35			
40	4790^33	4891^35	4926^36	4785^33	4887^35	4921^36			
38	4804^34	4906^35	4941^36	4800^33	4902^35	4937^36			
36	4805^34	4908^35	4943^36	4801^33	4904^35	4939^36			
34	4805^34	4909^35	4944^36	4801^33	4905^35	4940^36			
32	4806^34	4910^35	4945^36	4801^33	4905^35	4941^36			
30	4806^34	4911^35	4946^36	4801^33	4906^35	4942^36			
20	4807^34	4915^35	4951^36	4803^33	4910^35	4947^36			
10	4796^33	4907^35	4945^36	4715^32	4825^34	4862^35			
0	4796^33	4910^35	4949^36	4710^32	4824^34	4862^35			
-10	4789^33	4907^35	4947^36	4704^32	4822^34	4861^35			
	High QNH +0 per .10" Low QNH -190 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4464^23	4562D30	4595D31	4458^23	4557D30	4589D31			
46	4572^23	4674D32	4706D33	4566^23	4668D32	4700D32			
44	4668^24	4774D33	4807D34	4663^23	4768D33	4802D34			
42	4750^24	4857D34	4891D35	4744^24	4852D34	4887D35			
40	4783^25	4891D35	4926D36	4778^24	4887D35	4921D36			
38	4796^25	4906D35	4941D36	4793^25	4902D35	4937D36			
36	4798^26	4908D35	4943D36	4794^25	4904D35	4939D36			
34	4799^26	4909D35	4944D36	4795^26	4905D35	4940D36			
32	4801^26	4910D35	4945D36	4796^26	4905D35	4941D36			
30	4802^27	4911D35	4946D36	4797^27	4906D35	4942D36			
20	4807^29	4915D35	4951D36	4802^29	4910D35	4947D36			
10	4796D32	4907D35	4945D36	4715D32	4825D34	4862D35			
0	4796D33	4910D35	4949D36	4710D32	4824D34	4862D35			
-10	4789D33	4907D35	4947D36	4704D32	4822D34	4861D35			
	High QNH +0 per .10" Low QNH -190 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -840 Wing A/I ON -840			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	4290F 5	4555F15	4647F18	3988F 9	4219F19	4305F22			
26	4302F 5	4567F15	4661F18	3998F10	4231F19	4317F22			
24	4314F 6	4580F15	4674F19	4008F10	4242F20	4330F22			
22	4326F 6	4594F16	4687F19	4018F10	4255F20	4343F23			
20	4338F 6	4607F16	4701F19	4027F11	4267F20	4356F23			
18	4349F 7	4620F17	4715F20	4037F11	4276F21	4368F23			
16	4361F 7	4633F17	4729F20	4047F12	4291F21	4382F24			
14	4372F 7	4645F17	4742F21	4056F12	4301F21	4394F24			
12	4383F 8	4658F18	4755F21	4065F12	4313F22	4406F25			
10	4392F 8	4670F18	4767F22	4074F13	4325F22	4420F25			
0	4458F10	4742F20	4842F23	4129F15	4394F24	4492F27			
-10	4522F12	4815F22	4905^26	4184F17	4461F26	4565F29			
-20	4586F14	4857^25	4908^28	4240F18	4532F28	4640F31			
-30	4651F17	4858^28	4910^31	4299F21	4606F30	4736F32			
	High QNH +10 per .10" Low QNH -60 per .10"			High QNH +50 per .10" Low QNH -60 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -740 Wing A/I ON -740			Engine A/I ON -460 Wing A/I ON -460			Engine A/I ON Wing A/I ON		

Elevation 487 Length 9708 Shift **0** Clearway 0 Stopway 0 Slope +0.22

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TOLUCA

TOLUCA **-TLC** **15** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D7.9 TLC	9466'	*RT TLC	9466'	STD

*IF TLC VOR OTS THEN RT H330 TO PTJ VOR

A/C **AUTO** — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
32	89.3	3793^19	3869^20	3894^21	3793D19	3869D20	3894D21	3948
30	89.6	3870^20	3948^21	3973^22	3870D20	3948D21	3973D22	4026
28	89.9	3951^21	4029^23	4054^23	3951D21	4029D23	4054D23	4109
26	90.2	4032^22	4110^24	4137^24	4032D22	4110D24	4137D24	4192
24	90.5	4115^24	4194^25	4221^26	4115D24	4194D25	4221D26	4275
22	90.8	4198^25	4278^26	4305^27	4198D25	4278D26	4305D27	4359
20	91.1	4271^26	4353^27	4380^28	4271D26	4353D27	4380D28	4435
18	90.9	4330^27	4411^28	4439^29	4330D27	4411D28	4439D29	4496
16	90.6	4337^27	4419^28	4447^29	4337D27	4419D28	4447D29	4507
14	90.4	4338^27	4421^28	4449^29	4338D27	4421D28	4449D29	4508
12	90.2	4339^27	4422^28	4450^29	4339D27	4422D29	4450D29	4509
10	89.9	4339^27	4422^28	4450^29	4339D27	4422D29	4450D29	4510
0	88.3	4337^27	4423^28	4452^29	4337D27	4423D29	4452D29	4514
-10	86.7	4321^27	4409^28	4439^29	4321D27	4409D28	4439D29	4503
-20	85.0	4315^26	4407^28	4437^29	4315D27	4407D28	4437D29	4505
-30	83.3	4304^26	4398^28	4430^29	4304D26	4398D28	4430D29	4502

High QNH **+100** per .10" — Engine A/I ON **-6780**
Low QNH per .10" — Wing A/I ON **-6780**

A/C **AUTO** — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
32	92.7	3801^19	3877^20	3865^20	3801D19	3877D20	3865D21	3911
30	93.0	3880^20	3956^21	3981^22	3880D20	3956D22	3981D22	4026
28	93.4	3961^21	4037^23	4063^23	3961D21	4037D23	4063D23	4109
26	93.9	4042^22	4120^24	4145^24	4042D23	4120D24	4145D25	4192
24	94.2	4126^24	4204^25	4230^26	4126D24	4204D25	4230D26	4275
22	94.4	4210^25	4289^26	4315^27	4210D25	4289D27	4315D27	4359
20	94.7	4284^26	4365^28	4391^28	4284D26	4365D28	4391D28	4435
18	94.5	4344^27	4424^29	4451^29	4344D27	4424D29	4451D29	4496
16	94.4	4353^27	4433^29	4460^29	4353D27	4433D29	4460D29	4507
14	94.1	4355^27	4436^29	4463^29	4355D27	4436D29	4463D29	4508
12	93.8	4356^27	4437^29	4465^29	4356D27	4437D29	4465D29	4509
10	93.5	4356^27	4438^29	4465^29	4356D27	4438D29	4465D29	4510
0	91.8	4354^27	4438^29	4466^29	4354D27	4438D29	4466D29	4514
-10	90.1	4337^27	4424^28	4453^29	4337D27	4424D29	4453D29	4503
-20	88.4	4331^27	4421^28	4451^29	4331D27	4421D28	4451D29	4505
-30	86.6	4319^27	4412^28	4443^29	4319D27	4412D28	4443D29	4502

High QNH **+100** per .10" — Engine A/I ON **-6870**
Low QNH per .10" — Wing A/I ON **-6870**

A/C **AUTO** — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
32	92.7	3918^26-26-35	3989^28-28-36	4010C28-28-36	4010C28-28-36
30	93.0	3999^28-28-36	4071^29-29-37	4087C29-29-38	4087C29-29-38
28	93.4	4081^29-29-38	4154^30-30-39	4170C31-31-39	4170C31-31-39
26	93.9	4165^30-30-39	4239^32-32-40	4253C32-32-40	4253C32-32-40
24	94.2	4251^32-32-40	4325^33-33-42	4336C33-33-42	4336C33-33-42
22	94.4	4337^33-33-42	4413^34-34-43	4420C35-35-43	4420C35-35-43
20	94.7	4415^34-34-43	4491^36-36-44	4502C36-36-44	4502C36-36-44
18	94.5	4476^35-35-44	4545C36-36-45	4545C36-36-45	4545C36-36-45
16	94.4	4486^35-35-44	4563^37-37-45	4569C37-37-45	4569C37-37-45
14	94.1	4488^35-35-44	4566^37-37-45	4573C37-37-45	4573C37-37-45
12	93.8	4490^35-35-44	4568^37-37-45	4574C37-37-45	4574C37-37-45
10	93.5	4490^35-35-44	4568^37-37-45	4576C37-37-45	4576C37-37-45
0	91.8	4488^35-35-44	4569^37-37-45	4581C37-37-45	4581C37-37-45
-10	90.1	4471^35-35-44	4554^36-36-45	4570C37-37-45	4570C37-37-45
-20	88.4	4465^35-35-44	4551^36-36-45	4575C37-37-45	4575C37-37-45
-30	86.6	4453^35-35-43	4542^36-36-45	4571C37-37-45	4571C37-37-45

High QNH **+100** per .10" — Engine A/I ON **-8170**
Low QNH per .10" — Wing A/I ON **-8170**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 8466 Length 13780 Shift **0** Clearway 0 Stopway 0 Slope +0.01
Rwy Rev. Program Rules FAA **26 Oct 17**

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TOLUCA **-TLC** **15** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
32	3801^19	3877^20	3865^20	3797^19	3872^20	3897^21			
30	3880^20	3956^21	3981^22	3875^20	3952^21	3976^22			
28	3961^21	4037^23	4063^23	3956^21	4033^23	4058^23			
26	4042^22	4120^24	4145^24	4038^22	4116^24	4132^24			
24	4126^24	4204^25	4230^26	4122^24	4200^25	4226^26			
22	4210^25	4289^26	4315^27	4206^25	4285^26	4312^27			
20	4284^26	4365^28	4391^28	4277^26	4357^27	4384^28			
18	4344^27	4424^29	4451^29	4326^27	4413^28	4440^29			
16	4353^27	4433^29	4460^29	4350^27	4431^29	4458^29			
14	4355^27	4436^29	4463^29	4351^27	4432^29	4459^29			
12	4356^27	4437^29	4465^29	4351^27	4433^29	4460^29			
10	4356^27	4438^29	4465^29	4351^27	3750^18	3776^19			
0	4354^27	4438^29	4466^29	4075^23	4157^24	4185^25			
-10	4337^27	4424^28	4453^29	4236^25	4323^27	4351^27			
	High QNH +100 per .10" Low QNH per .10"			High QNH +100 per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -6870 Wing A/I ON -6870			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
32	3801D19	3877D20	3865D21	3797D19	3872D20	3897D21			
30	3880D20	3956D22	3981D22	3875D20	3952D21	3976D22			
28	3961D21	4037D23	4063D23	3956D21	4033D23	4058D23			
26	4042D23	4120D24	4145D25	4038D23	4116D24	4132D24			
24	4126D24	4204D25	4230D26	4122D24	4200D25	4226D26			
22	4210D25	4289D27	4315D27	4206D25	4285D27	4312D27			
20	4284D26	4365D28	4391D28	4277D26	4357D28	4384D28			
18	4344D27	4424D29	4451D29	4326D27	4413D28	4440D29			
16	4353D27	4433D29	4460D29	4350D27	4431D29	4458D29			
14	4355D27	4436D29	4463D29	4351D27	4432D29	4459D29			
12	4356D27	4437D29	4465D29	4351D27	4433D29	4460D29			
10	4356D27	4438D29	4465D29	3678^17	3750D18	3776D19			
0	4354D27	4438D29	4466D29	4075D23	4157D24	4185D25			
-10	4337D27	4424D29	4453D29	4236D25	4323D27	4351D28			
	High QNH +100 per .10" Low QNH per .10"			High QNH +100 per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -6870 Wing A/I ON -6870			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3919^ 7	4012^16	4044^19	3715^10	3895^17	3964^20			
26	3985^ 8	4092^17	4124^20	3781^11	3961^18	4029^20			
24	4050^ 8	4174^17	4206^20	3849^11	4029^19	4096^21			
22	4115^ 9	4257^17	4289^20	3916^12	4098^19	4167^22			
20	4181^ 9	4330^18	4363^21	3984^12	4167^20	4237^22			
18	4224^10	4389^18	4422^21	4032^13	4219^21	4290^23			
16	4259^10	4401^19	4435^22	4073^14	4265^22	4337^24			
14	4276^11	4406^20	4439^23	4091^14	4287^22	4360^24			
12	4288^11	4409^20	4442^23	4104^15	4303^22	4377^25			
10	4299^12	4410^21	4444^24	4115^15	4315^23	4390^25			
0	4314^14	4418^23	4453^27	4166^17	4377^25	4426^27			
-10	4305^17	4412^26	4448^29	4214^19	4388^27	4425^28			
-20	4306^19	4415^28	4445^29	4271^21	4393^28	4424^28			
-30	4302^22	4407^28	4438^29	4275^23	4385^28	4417^28			
	High QNH +100 per .10" Low QNH per .10"			High QNH +100 per .10" Low QNH per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -6620 Wing A/I ON -6620			Engine A/I ON -5820 Wing A/I ON -5820			Engine A/I ON Wing A/I ON		

Elevation 8466 Length 13780 Shift **0** Clearway 0 Stopway 0 Slope +0.01

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TOLUCA **-TLC** **33** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D8.6 TLC	9466'	*LT TLC	9466'	STD

*IF TLC VOR OTS THEN LT H143 TO TEQ VOR

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
32	89.3	3793^19	3869^20	3894^21	3793D19	3869D20	3894D21	3948
30	89.6	3871^20	3948^21	3974^22	3871D20	3948D21	3974D22	4026
28	89.9	3951^21	4029^23	4054^23	3951D21	4029D23	4054D23	4109
26	90.2	4033^22	4111^24	4137^24	4033D22	4111D24	4137D24	4192
24	90.5	4116^24	4194^25	4221^26	4116D24	4194D25	4221D26	4275
22	90.8	4198^25	4278^26	4305^27	4198D25	4278D26	4305D27	4359
20	91.1	4272^26	4353^27	4380^28	4272D26	4353D27	4380D28	4435
18	90.9	4330^27	4412^28	4439^29	4330D27	4412D28	4439D29	4496
16	90.6	4337^27	4419^28	4447^29	4337D27	4419D28	4447D29	4507
14	90.4	4338^27	4421^28	4449^29	4338D27	4421D28	4449D29	4508
12	90.2	4339^27	4422^28	4450^29	4339D27	4422D29	4450D29	4509
10	89.9	4339^27	4423^28	4451^29	4339D27	4423D29	4451D29	4510
0	88.3	4337^27	4423^28	4452^29	4337D27	4423D29	4452D29	4514
-10	86.7	4321^27	4410^28	4439^29	4321D27	4410D28	4439D29	4503
-20	85.0	4315^26	4407^28	4437^29	4315D27	4407D28	4437D29	4505
-30	83.3	4304^26	4398^28	4430^29	4304D26	4398D28	4430D29	4502

High QNH **+100** per .10" — Engine A/I ON **-6780**
Low QNH per .10" — Wing A/I ON **-6780**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
32	92.7	3801^19	3877^20	3893^21	3801D19	3877D20	3893D21	3939
30	93.0	3880^20	3956^21	3981^22	3880D20	3956D22	3981D22	4026
28	93.4	3961^21	4037^23	4063^23	3961D21	4037D23	4063D23	4109
26	93.9	4042^22	4120^24	4146^24	4042D23	4120D24	4146D25	4192
24	94.2	4126^24	4204^25	4230^26	4126D24	4204D25	4230D26	4275
22	94.4	4210^25	4289^26	4315^27	4210D25	4289D27	4315D27	4359
20	94.7	4284^26	4365^28	4391^28	4284D26	4365D28	4391D28	4435
18	94.5	4344^27	4424^29	4451^29	4344D27	4424D29	4451D29	4496
16	94.4	4353^27	4434^29	4460^29	4353D27	4434D29	4460D29	4507
14	94.1	4355^27	4436^29	4463^29	4355D27	4436D29	4463D29	4508
12	93.8	4356^27	4438^29	4465^29	4356D27	4438D29	4465D29	4509
10	93.5	4356^27	4438^29	4465^29	4356D27	4438D29	4465D29	4510
0	91.8	4354^27	4439^29	4467^29	4354D27	4439D29	4467D29	4514
-10	90.1	4337^27	4424^28	4453^29	4337D27	4424D29	4453D29	4503
-20	88.4	4331^27	4421^28	4451^29	4331D27	4421D28	4451D29	4505
-30	86.6	4319^27	4412^28	4443^29	4319D27	4412D28	4443D29	4502

High QNH **+100** per .10" — Engine A/I ON **-6870**
Low QNH per .10" — Wing A/I ON **-6870**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
32	92.7	3919^26-26-35	3990^28-28-36	4010C28-28-36	4010C28-28-36
30	93.0	3999^28-28-36	4071^29-29-37	4087C29-29-38	4087C29-29-38
28	93.4	4081^29-29-38	4154^30-30-39	4170C31-31-39	4170C31-31-39
26	93.9	4165^30-30-39	4239^32-32-40	4253C32-32-40	4253C32-32-40
24	94.2	4251^32-32-40	4326^33-33-42	4336C33-33-42	4336C33-33-42
22	94.4	4338^33-33-42	4413^34-34-43	4420C35-35-43	4420C35-35-43
20	94.7	4415^34-34-43	4491^36-36-44	4502C36-36-44	4502C36-36-44
18	94.5	4476^35-35-44	4545C36-36-45	4545C36-36-45	4545C36-36-45
16	94.4	4486^35-35-44	4563^37-37-45	4569C37-37-45	4569C37-37-45
14	94.1	4489^35-35-44	4566^37-37-45	4573C37-37-45	4573C37-37-45
12	93.8	4490^35-35-44	4568^37-37-45	4574C37-37-45	4574C37-37-45
10	93.5	4490^35-35-44	4568^37-37-45	4576C37-37-45	4576C37-37-45
0	91.8	4488^35-35-44	4569^37-37-45	4581C37-37-45	4581C37-37-45
-10	90.1	4471^35-35-44	4554^36-36-45	4570C37-37-45	4570C37-37-45
-20	88.4	4465^35-35-44	4551^36-36-45	4575C37-37-45	4575C37-37-45
-30	86.6	4453^35-35-44	4542^36-36-45	4571C37-37-45	4571C37-37-45

High QNH **+100** per .10" — Engine A/I ON **-7040**
Low QNH per .10" — Wing A/I ON **-7040**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 8466 Length 13780 Shift **0** Clearway 0 Stopway 0 Slope -0.01
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TOLUCA **-TLC** **33** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
32	3801^19	3877^20	3893^21	3797^19	3873^20	3898^21			
30	3880^20	3956^21	3981^22	3875^20	3952^21	3977^22			
28	3961^21	4037^23	4063^23	3957^21	4033^23	4059^23			
26	4042^22	4120^24	4146^24	4038^22	4116^24	4142^24			
24	4126^24	4204^25	4230^26	4123^24	4200^25	4226^26			
22	4210^25	4289^26	4315^27	4206^25	4286^26	4312^27			
20	4284^26	4365^28	4391^28	4278^26	4358^27	4384^28			
18	4344^27	4424^29	4451^29	4333^27	4413^28	4441^29			
16	4353^27	4434^29	4460^29	4350^27	4431^29	4458^29			
14	4355^27	4436^29	4463^29	4351^27	4433^29	4460^29			
12	4356^27	4438^29	4465^29	4352^27	4433^29	4460^29			
10	4356^27	4438^29	4465^29	3672^17	3750^18	3776^19			
0	4354^27	4439^29	4467^29	4075^23	4157^24	4185^25			
-10	4337^27	4424^28	4453^29	4236^25	4323^27	4352^27			
	High QNH +100 per .10"			High QNH +100 per .10"			High QNH per .10"		
	Low QNH per .10"			Low QNH per .10"			Low QNH per .10"		
	Engine A/I ON -6870			Engine A/I ON +0			Engine A/I ON		
	Wing A/I ON -6870			Wing A/I ON +0			Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
32	3801D19	3877D20	3893D21	3797D19	3873D20	3898D21			
30	3880D20	3956D22	3981D22	3875D20	3952D21	3977D22			
28	3961D21	4037D23	4063D23	3957D21	4033D23	4059D23			
26	4042D23	4120D24	4146D25	4038D23	4116D24	4142D24			
24	4126D24	4204D25	4230D26	4123D24	4200D25	4226D26			
22	4210D25	4289D27	4315D27	4206D25	4286D27	4312D27			
20	4284D26	4365D28	4391D28	4278D26	4358D28	4384D28			
18	4344D27	4424D29	4451D29	4333D27	4413D28	4441D29			
16	4353D27	4434D29	4460D29	4350D27	4431D29	4458D29			
14	4355D27	4436D29	4463D29	4351D27	4433D29	4460D29			
12	4356D27	4438D29	4465D29	4352D27	4433D29	4460D29			
10	4356D27	4438D29	4465D29	3672D17	3750D18	3776D19			
0	4354D27	4439D29	4467D29	4075D23	4157D24	4185D25			
-10	4337D27	4424D29	4453D29	4236D25	4323D27	4352D28			
	High QNH +100 per .10"			High QNH +100 per .10"			High QNH per .10"		
	Low QNH per .10"			Low QNH per .10"			Low QNH per .10"		
	Engine A/I ON -6870			Engine A/I ON +0			Engine A/I ON		
	Wing A/I ON -6870			Wing A/I ON +0			Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3919^ 7	4012^16	4044^19	3759P10	3949^17	4000^19			
26	3999^ 8	4092^17	4124^20	3825P10	4018^17	4078^20			
24	4080^ 8	4174^17	4207^20	3893P11	4087^18	4152^20			
22	4161^ 8	4257^17	4289^20	3964P11	4160^19	4225^21			
20	4235^ 9	4331^18	4363^21	4034P12	4232^19	4298^22			
18	4292^ 9	4389^18	4423^21	4085P13	4285^20	4352^22			
16	4303^10	4401^19	4435^22	4130P13	4331^21	4393^23			
14	4307^10	4406^20	4439^23	4151P14	4353^21	4401^24			
12	4309^11	4409^20	4443^23	4166P14	4368^22	4407^25			
10	4310^11	4411^21	4444^24	4176P15	4370^22	4410^25			
0	4314^14	4418^23	4453^26	4233P16	4385^24	4427^27			
-10	4305^16	4412^26	4448^29	4265^18	4389^27	4425^28			
-20	4306^19	4415^28	4445^29	4272^21	4393^28	4424^28			
-30	4302^22	4407^28	4438^29	4275^23	4385^28	4417^28			
	High QNH +100 per .10"			High QNH +100 per .10"			High QNH per .10"		
	Low QNH per .10"			Low QNH per .10"			Low QNH per .10"		
	Engine A/I ON -6620			Engine A/I ON -6370			Engine A/I ON		
	Wing A/I ON -6620			Wing A/I ON -6370			Wing A/I ON		

Elevation 8466 Length 13780 Shift 0 Clearway 0 Stopway 0 Slope -0.01

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TORREON

TORREON -TRC 13 *LT H330*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		4688'		LT H330	4688'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
42	88.2	4038^22	4188^24	4238^25	4011^12	4188D22	4238D25	4391
40	88.5	4106^23	4259^25	4310^26	4074^13	4259D22	4310D25	4480
38	88.7	4171^24	4327^26	4380^27	4135^13	4327D23	4380D26	4567
36	88.9	4236^24	4395^27	4449^28	4196^14	4395D23	4449D26	4654
34	89.1	4299^25	4460^28	4516^29	4255^14	4460D24	4516D27	4735
32	89.3	4351^26	4515^29	4572^30	4306^15	4515D24	4572D27	4816
30	89.5	4396^27	4562^30	4619^31	4348^15	4562D25	4619D28	4876
28	89.2	4416^27	4583^30	4640^31	4368^16	4583D25	4640D28	4896
26	89.0	4430^27	4597^30	4654^31	4384^16	4597D25	4654D28	4916
24	88.7	4441^27	4609^30	4666^31	4396^16	4609D26	4666D29	4920
22	88.4	4451^28	4618^31	4675^31	4407^17	4618D26	4675D29	4922
20	88.2	4459^28	4628^31	4684^32	4418^17	4628D27	4684D30	4924
10	86.7	4504^28	4673^31	4730^32	4473^19	4673D28	4730D32	4931
0	85.1	4542^29	4709^32	4766^33	4520^21	4709D31	4766D34	4922
-10	83.6	4586^30	4754^33	4812^34	4576^23	4754D33	4812D35	4928
-20	82.0	4628^31	4795^34	4853^35	4628D25	4795D35	4853D35	4928

High QNH **+50** per .10" — Engine A/I ON **-660**
Low QNH **-150** per .10" — Wing A/I ON **-660**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
42	91.5	4093^23	4238^25	4288^26	4060^14	4238D23	4288D26	4391
40	91.8	4163^24	4312^26	4363^27	4125^14	4312D24	4363D27	4480
38	92.3	4230^25	4381^27	4434^28	4187^15	4381D24	4434D27	4567
36	92.7	4296^26	4451^28	4504^29	4248^15	4451D25	4504D28	4654
34	93.0	4360^26	4519^29	4572^30	4308^16	4519D25	4572D28	4735
32	92.9	4416^27	4577^30	4632^31	4361^16	4577D26	4632D29	4816
30	92.9	4466^28	4628^31	4684^32	4407^17	4628D26	4684D29	4876
28	92.7	4489^28	4652^31	4707^32	4431^17	4652D27	4707D30	4896
26	92.5	4512^29	4675^32	4730^32	4454^18	4675D27	4730D31	4916
24	92.2	4524^29	4686^32	4742^33	4468^18	4686D28	4742D31	4920
22	91.9	4533^29	4695^32	4751^33	4478^18	4695D28	4751D31	4922
20	91.6	4542^29	4704^32	4760^33	4490^19	4704D29	4760D32	4924
10	90.0	4586^30	4746^33	4804^34	4546^21	4746D31	4804D34	4931
0	88.4	4620^31	4782^33	4838^34	4596^23	4782D33	4838D35	4922
-10	86.8	4663^31	4825^34	4881^35	4652^25	4825D35	4881D36	4928
-20	85.1	4702^32	4864^35	4910^35	4702D27	4864D35	4910D36	4928

High QNH **+30** per .10" — Engine A/I ON **-670**
Low QNH **-160** per .10" — Wing A/I ON **-670**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
42	91.5	4093^23-23-32	4238^25-25-35	4288^26-26-35	4339^27-27-36
40	91.8	4163^24-24-34	4312^26-26-36	4363^27-27-37	4415^28-28-37
38	92.3	4230^25-25-35	4381^27-27-37	4434^28-28-38	4486^29-29-38
36	92.7	4296^26-26-36	4451^28-28-38	4504^29-29-39	4558^30-30-39
34	93.0	4360^26-26-36	4519^29-29-39	4572^30-30-40	4627^31-31-40
32	92.9	4416^27-27-37	4577^30-30-40	4632^31-31-41	4687^32-32-41
30	92.9	4466^28-28-38	4628^31-31-40	4684^32-32-41	4735^33-33-42
28	92.7	4489^28-28-38	4652^31-31-41	4707^32-32-42	4763^33-33-42
26	92.5	4512^29-29-39	4675^32-32-41	4730^32-32-42	4787^33-33-43
24	92.2	4524^29-29-39	4686^32-32-41	4742^33-33-42	4798^34-34-43
22	91.9	4533^29-29-39	4695^32-32-41	4751^33-33-42	4807^34-34-43
20	91.6	4542^29-29-39	4704^32-32-42	4760^33-33-42	4816^34-34-43
10	90.0	4586^30-30-40	4746^33-33-42	4804^34-34-43	4861^35-35-44
0	88.4	4620^31-31-40	4782^33-33-43	4838^34-34-43	4894^35-35-44
-10	86.8	4663^31-31-41	4825^34-34-43	4881^35-35-44	4928C36-36-45
-20	85.1	4702^32-32-42	4864^35-35-44	4910^35-35-45	4928C36-36-45

High QNH **+30** per .10" — Engine A/I ON **-670**
Low QNH **-160** per .10" — Wing A/I ON **-670**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 3688 Length 9039 Shift **0** Clearway 0 Stopway 0 Slope -0.07
Rwy Rev. Program Rules FAA **31 Aug 16**

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TORREON **-TRC** **13** ***LT H330***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	4093^23	4238^25	4288^26	4085^23	4231^25	4280^26			
40	4163^24	4312^26	4363^27	4155^24	4304^26	4355^27			
38	4230^25	4381^27	4434^28	4222^24	4374^27	4426^28			
36	4296^26	4451^28	4504^29	4288^25	4443^28	4496^29			
34	4360^26	4519^29	4572^30	4352^26	4511^29	4564^30			
32	4416^27	4577^30	4632^31	4408^27	4570^30	4624^31			
30	4466^28	4628^31	4684^32	4459^28	4622^31	4677^32			
28	4489^28	4652^31	4707^32	4482^28	4645^31	4700^32			
26	4512^29	4675^32	4730^32	4506^29	4668^31	4723^32			
24	4524^29	4686^32	4742^33	4517^29	4680^32	4735^33			
22	4533^29	4695^32	4751^33	4525^29	4688^32	4744^33			
20	4542^29	4704^32	4760^33	4534^29	4697^32	4752^33			
10	4586^30	4746^33	4804^34	4519^29	4677^32	4732^33			
0	4620^31	4782^33	4838^34	4562^30	4719^33	4773^33			
	High QNH +50 per .10" Low QNH -160 per .10"			High QNH +50 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -670 Wing A/I ON -670			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	4060^14	4238D23	4288D26	4053^13	4231D23	4280D26			
40	4125^14	4312D24	4363D27	4118^14	4304D23	4355D27			
38	4187^15	4381D24	4434D27	4180^14	4374D24	4426D27			
36	4248^15	4451D25	4504D28	4241^15	4443D25	4496D28			
34	4308^16	4519D25	4572D28	4301^15	4511D25	4564D28			
32	4361^16	4577D26	4632D29	4354^16	4570D26	4624D29			
30	4407^17	4628D26	4684D29	4401^16	4622D26	4677D29			
28	4431^17	4652D27	4707D30	4425^17	4645D27	4700D30			
26	4454^18	4675D27	4730D31	4448^18	4668D27	4723D30			
24	4468^18	4686D28	4742D31	4461^18	4680D28	4735D31			
22	4478^18	4695D28	4751D31	4473^18	4688D28	4744D31			
20	4490^19	4704D29	4760D32	4483^19	4697D29	4752D32			
10	4546^21	4746D31	4804D34	4488^21	4677D31	4732D34			
0	4596^23	4782D33	4838D35	4544^23	4719D33	4773D35			
	High QNH +50 per .10" Low QNH -160 per .10"			High QNH +50 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -670 Wing A/I ON -670			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3476P97	4197P 4	4258^ 8	3585P 0	3876P 8	3996P11			
26	3580P97	4216^ 5	4279^ 8	3615P 0	3908P 9	4032P11			
24	3698P97	4228^ 5	4292^ 9	3628P 1	3924P 9	4049P11			
22	3798P97	4238^ 6	4302^ 9	3640P 1	3937P 9	4067P12			
20	3903P97	4249^ 6	4313^ 9	3649P 1	3951P10	4086P12			
18	4012P97	4259^ 6	4324^10	3662P 1	3965P10	4106P12			
16	4041P97	4270^ 7	4335^10	3675P 2	3976P10	4126P13			
14	4052P98	4280^ 7	4347^10	3688P 2	3993P11	4143P13			
12	4062P98	4290^ 8	4358^11	3700P 2	4011P11	4165P13			
10	4074P98	4301^ 8	4369^11	3713P 3	4030P11	4185P13			
0	4124P 0	4346^10	4423^13	3780P 4	4126P13	4241^14			
-10	4182P 2	4406^12	4484^16	3849P 6	4204^14	4244^14			
-20	4241P 4	4466^14	4546^18	3911P 8	4200^14	4241^14			
-30	4301P 6	4525^17	4609^20	3971P10	4191^14	4234^14			
	High QNH +50 per .10" Low QNH -80 per .10"			High QNH +0 per .10" Low QNH -110 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -600 Wing A/I ON -600			Engine A/I ON -280 Wing A/I ON -280			Engine A/I ON Wing A/I ON		

Elevation 3688 Length 9039 Shift **0** Clearway 0 Stopway 0 Slope -0.07

Rwy Rev. Program Rules FAA **31 Aug 16**

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TORREON **-TRC** **31** ***RT H340***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		4688'		RT H340	4688'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	88.2	3919^19	4060^22	4112^23	3918^13	4060D22	4112D24	4391
40	88.5	3985^20	4127^23	4180^24	3981^13	4127D23	4180D25	4480
38	88.7	4049^21	4192^24	4245^25	4042^14	4192D23	4245D26	4567
36	88.9	4112^22	4256^25	4311^26	4102^14	4256D24	4311D27	4654
34	89.1	4174^23	4318^26	4373^27	4160^15	4318D24	4373D27	4735
32	89.3	4225^24	4370^26	4427^27	4210^15	4370D25	4427D28	4816
30	89.5	4270^24	4414^27	4472^28	4252^16	4414D25	4472D28	4876
28	89.2	4288^25	4435^27	4493^28	4272^16	4435D26	4493D29	4896
26	89.0	4301^25	4449^28	4507^29	4286^17	4449D26	4507D29	4916
24	88.7	4312^25	4461^28	4519^29	4298^17	4461D26	4519D30	4920
22	88.4	4320^25	4471^28	4528^29	4308^17	4471D27	4528D30	4922
20	88.2	4328^25	4480^28	4539^29	4318^18	4480D27	4539D30	4924
10	86.7	4370^26	4529^29	4587^30	4369^20	4529D29	4587D31	4931
0	85.1	4403^27	4569^30	4626^31	4403D22	4569D31	4626D32	4922
-10	83.6	4448^27	4616^30	4674^31	4448D24	4616D32	4674D33	4928
-20	82.0	4491^28	4660^31	4718^32	4491D26	4660D32	4718D33	4928

High QNH **+50** per .10" — Engine A/I ON **-590**
Low QNH **-150** per .10" — Wing A/I ON **-590**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
42	91.5	3968^20	4114^23	4163^24	3967^14	4114D24	4163D25	4391
40	91.8	4036^21	4184^24	4234^25	4029^15	4184D24	4234D26	4480
38	92.3	4101^22	4249^25	4302^26	4091^15	4249D25	4302D27	4567
36	92.7	4165^23	4315^26	4368^27	4152^16	4315D25	4368D28	4654
34	93.0	4228^24	4378^27	4434^28	4211^16	4378D26	4434D29	4735
32	92.9	4283^25	4434^28	4490^29	4263^17	4434D26	4490D29	4816
30	92.9	4331^25	4484^28	4539^29	4309^17	4484D27	4539D30	4876
28	92.7	4352^26	4507^29	4563^30	4331^18	4507D28	4563D31	4896
26	92.5	4373^26	4530^29	4587^30	4353^18	4530D28	4587D31	4916
24	92.2	4384^26	4542^29	4598^30	4366^19	4542D29	4598D32	4920
22	91.9	4392^26	4551^29	4608^30	4376^19	4551D29	4608D32	4922
20	91.6	4400^27	4561^29	4617^30	4387^20	4561D29	4617D32	4924
10	90.0	4445^27	4608^30	4664^31	4443^22	4608D31	4664D33	4931
0	88.4	4482^28	4645^31	4701^32	4482D24	4645D32	4701D33	4922
-10	86.8	4527^29	4690^32	4746^33	4527D26	4690D33	4746D34	4928
-20	85.1	4570^30	4732^32	4788^33	4570D28	4732D34	4788D35	4928

High QNH **+50** per .10" — Engine A/I ON **-650**
Low QNH **-150** per .10" — Wing A/I ON **-650**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
42	91.5	3968^20-20-30	4114^23-23-33	4163^24-24-34	4215^25-25-34
40	91.8	4036^21-21-32	4184^24-24-34	4234^25-25-35	4286^26-26-35
38	92.3	4101^22-22-33	4249^25-25-35	4302^26-26-36	4354^27-27-36
36	92.7	4165^23-23-34	4315^26-26-36	4368^27-27-37	4422^28-28-37
34	93.0	4228^24-24-35	4378^27-27-37	4434^28-28-38	4488^29-29-38
32	92.9	4283^25-25-35	4434^28-28-38	4490^29-29-38	4545^30-30-39
30	92.9	4331^25-25-36	4484^28-28-38	4539^29-29-39	4596^30-30-40
28	92.7	4352^26-26-36	4507^29-29-39	4563^30-30-40	4620^31-31-40
26	92.5	4373^26-26-37	4530^29-29-39	4587^30-30-40	4643^31-31-41
24	92.2	4384^26-26-37	4542^29-29-39	4598^30-30-40	4655^31-31-41
22	91.9	4392^26-26-37	4551^29-29-39	4608^30-30-40	4664^31-31-41
20	91.6	4400^27-27-37	4561^29-29-39	4617^30-30-40	4674^31-31-41
10	90.0	4445^27-27-38	4608^30-30-40	4664^31-31-41	4720^32-32-42
0	88.4	4482^28-28-38	4645^31-31-41	4701^32-32-42	4758^33-33-42
-10	86.8	4527^29-29-39	4690^32-32-41	4746^33-33-42	4803^34-34-43
-20	85.1	4570^30-30-40	4732^32-32-42	4788^33-33-43	4846^34-34-44

High QNH **+50** per .10" — Engine A/I ON **-650**
Low QNH **-150** per .10" — Wing A/I ON **-650**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 3688 Length 9039 Shift **0** Clearway 0 Stopway 0 Slope +0.07
Rwy Rev. Program Rules FAA **31 Aug 16**

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TORREON **-TRC** **31** ***RT H340***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	3968^20	4114^23	4163^24	3961^20	4106^23	4156^24			
40	4036^21	4184^24	4234^25	4028^21	4176^24	4227^25			
38	4101^22	4249^25	4302^26	4093^22	4241^25	4294^26			
36	4165^23	4315^26	4368^27	4158^23	4307^26	4361^27			
34	4228^24	4378^27	4434^28	4221^24	4371^27	4426^28			
32	4283^25	4434^28	4490^29	4276^25	4427^27	4482^28			
30	4331^25	4484^28	4539^29	4325^25	4476^28	4533^29			
28	4352^26	4507^29	4563^30	4346^26	4500^28	4556^29			
26	4373^26	4530^29	4587^30	4367^26	4523^29	4580^30			
24	4384^26	4542^29	4598^30	4378^26	4535^29	4591^30			
22	4392^26	4551^29	4608^30	4385^26	4544^29	4601^30			
20	4400^27	4561^29	4617^30	4393^26	4554^29	4610^30			
10	4445^27	4608^30	4664^31	4382^27	4541^29	4595^30			
0	4482^28	4645^31	4701^32	4427^27	4585^30	4640^31			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -650 Wing A/I ON -650			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
42	3967^14	4114D24	4163D25	3960^14	4106D24	4156D25			
40	4029^15	4184D24	4234D26	4023^15	4176D24	4227D26			
38	4091^15	4249D25	4302D27	4084^15	4241D25	4294D27			
36	4152^16	4315D25	4368D28	4145^16	4307D25	4361D28			
34	4211^16	4378D26	4434D29	4204^16	4371D26	4426D29			
32	4263^17	4434D26	4490D29	4257^17	4427D26	4482D29			
30	4309^17	4484D27	4539D30	4303^17	4476D27	4533D30			
28	4331^18	4507D28	4563D31	4325^18	4500D27	4556D30			
26	4353^18	4530D28	4587D31	4347^18	4523D28	4580D31			
24	4366^19	4542D29	4598D32	4360^19	4535D28	4591D31			
22	4376^19	4551D29	4608D32	4370^19	4544D29	4601D32			
20	4387^20	4561D29	4617D32	4380^19	4554D29	4610D32			
10	4443^22	4608D31	4664D33	4382D22	4541D31	4595D32			
0	4482D24	4645D32	4701D33	4427D24	4585D32	4640D32			
	High QNH +50 per .10" Low QNH -150 per .10"			High QNH +50 per .10" Low QNH -150 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -650 Wing A/I ON -650			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3611P97	4108^ 5	4176^ 8	3562^ 0	3862^ 9	4000P11			
26	3741P97	4129^ 6	4197^ 9	3590^ 1	3899P 9	4039P11			
24	3818P97	4142^ 6	4210^ 9	3603^ 1	3912^ 9	4057P12			
22	3928P97	4152^ 6	4221^10	3614^ 1	3926P10	4075P12			
20	3958^97	4163^ 7	4232^10	3625^ 2	3942P10	4092P12			
18	3969^97	4173^ 7	4243^10	3638^ 2	3964P10	4113P12			
16	3979^98	4185^ 8	4255^11	3649^ 2	3980P10	4131P13			
14	3990^98	4195^ 8	4266^11	3663^ 3	3998P11	4152P13			
12	4000^99	4207^ 8	4277^12	3675^ 3	4017P11	4171P13			
10	4010^99	4217^ 9	4288^12	3688^ 3	4036P11	4191P14			
0	4054^ 1	4265^11	4337^14	3750^ 5	4131P13	4240^14			
-10	4106^ 3	4322^13	4395^16	3825^ 6	4202^14	4243^14			
-20	4158^ 5	4377^15	4457^19	3891^ 8	4199^14	4240^14			
-30	4209^ 7	4435^18	4522^21	3959^10	4189^14	4233^14			
	High QNH +50 per .10" Low QNH -80 per .10"			High QNH +0 per .10" Low QNH -350 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -560 Wing A/I ON -560			Engine A/I ON -300 Wing A/I ON -300			Engine A/I ON Wing A/I ON		

Elevation 3688 Length 9039 Shift **0** Clearway 0 Stopway 0 Slope +0.07

Rwy Rev. Program Rules FAA **31 Aug 16**

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TUXTLA GUTIERREZ

TUXTLA GUTIERREZ (TGZ / MMTG) COMPLEX SPECIAL PROCEDURES

Takeoff - Runway 14

AIRCRAFT	MINIMUMS	MAX CROSSWIND	OTHER
ALL			**TGZ VOR REQUIRED**

Engine Failure During Takeoff:

BELOW 3100'

1) Climb via TGZ R-145.
2) Reaching 2800', accelerate, retract flaps, set MCT/MCP and continue climb.
3) At D26.0 TGZ, LEFT turn TGZ.
4) At TGZ VOR, hold on inbound track, STANDARD.
5) Reaching 11000', resume own navigation.

AT OR ABOVE 3100'

Continue on SID.

Other Considerations:

Takeoff - Runway 32

AIRCRAFT	MINIMUMS	MAX CROSSWIND	OTHER
ALL			**TGZ VOR REQUIRED**

Engine Failure During Takeoff:

BELOW 1900'

1) Climb at V2 via TGZ R-325.
2) At D3.0 TGZ LEFT turn H120 to intercept and track TGZ R-145.
3) Reaching 2500', accelerate, retract flaps, set MCT/MCP and continue climb.
4) At D26.0 TGZ, LEFT turn TGZ
5) At TGZ VOR, hold on inbound track, STANDARD.
6) Reaching 11000', resume own navigation.

AT OR ABOVE 1900' AND BELOW 5900'

1) Immediate RIGHT turn TGZ.
2) At TGZ VOR, hold on inbound track, LEFT TURNS.
3) Reaching 11000', resume own navigation.

AT OR ABOVE 5900'

Continue on SID.

Other Considerations:

TUXTLA GUTIERREZ -TGZ 14 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
Pág. 263						

SEE COMPLEX SPECIAL

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
46	87.7	4120^22	4288^26	4340^27	4076^11	4288D21	4340D24	4572
44	88.0	4190^23	4364^27	4417^28	4143^11	4364D21	4417D24	4673
42	88.2	4260^24	4438^28	4494^29	4207^12	4438D22	4494D25	4774
40	88.3	4317^25	4498^28	4555^29	4261^12	4497^22	4555D25	4862
38	88.1	4354^26	4538^29	4595^30	4298^13	4535^23	4595D26	4942
36	87.9	4377^26	4562^29	4620^30	4320^13	4559^23	4620D26	4954
34	87.7	4387^26	4571^30	4630^31	4331^13	4571^23	4630D27	4955
32	87.5	4396^26	4580^30	4639^31	4342^14	4580D24	4639D27	4957
30	87.2	4405^27	4589^30	4647^31	4353^14	4589D24	4647D27	4958
28	87.0	4415^27	4599^30	4657^31	4365^14	4599D24	4657D28	4960
26	86.7	4425^27	4608^30	4666^31	4375^15	4608D25	4666D28	4961
24	86.4	4434^27	4618^30	4675^31	4387^15	4618D25	4675D28	4963
20	85.8	4453^27	4637^31	4694^32	4410^16	4637D26	4694D29	4966
10	84.3	4498^28	4679^31	4735^32	4463^18	4679D28	4735D31	4968
0	82.8	4546^29	4726^32	4779^33	4521^20	4726D30	4779D33	4967
-10	81.3	4594^30	4769^33	4822^34	4580^22	4769D32	4822D35	4972

High QNH **+40** per .10" Engine A/I ON **-550**
Low QNH **-150** per .10" Wing A/I ON **-550**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
46	91.0	4188^24	4346^27	4393^28	4132^12	4346D22	4393D25	4572
44	91.3	4262^25	4425^28	4475^29	4200^13	4425D23	4475D26	4673
42	91.5	4334^26	4502^29	4554^30	4266^13	4500^23	4554D26	4774
40	91.7	4398^27	4569^30	4622^31	4326^14	4563^24	4622D27	4862
38	91.5	4444^27	4618^30	4670^31	4368^14	4610^24	4670D28	4942
36	91.4	4472^28	4645^31	4698^32	4395^15	4638^25	4698D28	4954
34	91.2	4486^28	4658^31	4711^32	4410^15	4653^25	4711D29	4955
32	90.9	4496^28	4668^31	4720^32	4423^16	4665^26	4720D29	4957
30	90.6	4507^28	4678^31	4730^32	4435^16	4678^26	4730D30	4958
28	90.3	4516^29	4687^32	4738^32	4446^16	4687D27	4738D30	4960
26	90.0	4525^29	4696^32	4747^33	4458^17	4696D27	4747D30	4961
24	89.6	4535^29	4705^32	4755^33	4469^17	4705D27	4755D31	4963
20	89.0	4553^29	4722^32	4772^33	4492^18	4722D28	4772D31	4966
10	87.5	4595^30	4761^33	4808^34	4546^20	4761D30	4808D34	4968
0	85.9	4642^31	4802^33	4849^34	4606^22	4802D32	4849D35	4967
-10	84.3	4688^32	4843^34	4891^35	4667^24	4843D34	4891D35	4972

High QNH **+20** per .10" Engine A/I ON **-710**
Low QNH **-150** per .10" Wing A/I ON **-710**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
46	91.0	4188^24-24-34	4346^27-27-36	4393^28-28-37	4437^28-28-38
44	91.3	4262^25-25-35	4425^28-28-37	4475^29-29-38	4521^30-30-39
42	91.5	4334^26-26-36	4502^29-29-39	4554^30-30-39	4602^31-31-40
40	91.7	4398^27-27-37	4569^30-30-40	4622^31-31-40	4671^32-32-41
38	91.5	4444^27-27-38	4618^30-30-40	4670^31-31-41	4719^32-32-42
36	91.4	4472^28-28-38	4645^31-31-41	4698^32-32-41	4747^33-33-42
34	91.2	4486^28-28-38	4658^31-31-41	4711^32-32-42	4759^33-33-42
32	90.9	4496^28-28-38	4668^31-31-41	4720^32-32-42	4768^33-33-42
30	90.6	4507^28-28-39	4678^31-31-41	4730^32-32-42	4777^33-33-43
28	90.3	4516^29-29-39	4687^32-32-41	4738^32-32-42	4785^33-33-43
26	90.0	4525^29-29-39	4696^32-32-41	4747^33-33-42	4794^33-33-43
24	89.6	4535^29-29-39	4705^32-32-42	4755^33-33-42	4802^34-34-43
20	89.0	4553^29-29-39	4722^32-32-42	4772^33-33-43	4818^34-34-43
10	87.5	4595^30-30-40	4761^33-33-42	4808^34-34-43	4857^34-34-44
0	85.9	4642^31-31-41	4802^33-33-43	4849^34-34-44	4911^35-35-45
-10	84.3	4688^32-32-41	4843^34-34-44	4891^35-35-44	4935^36-36-45

High QNH **+20** per .10" Engine A/I ON **-710**
Low QNH **-150** per .10" Wing A/I ON **-710**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 1491 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope -0.20
Rwy Rev. Program Rules FAA **31 Aug 16**

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TUXTLA GUTIERREZ -TGZ 14 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	4188^24	4346^27	4393^28	4179^24	4338^27	4386^27			
44	4262^25	4425^28	4475^29	4253^25	4417^28	4467^29			
42	4334^26	4502^29	4554^30	4325^26	4495^29	4547^30			
40	4398^27	4569^30	4622^31	4389^27	4562^30	4615^31			
38	4444^27	4618^30	4670^31	4436^27	4610^30	4663^31			
36	4472^28	4645^31	4698^32	4464^28	4638^31	4691^32			
34	4486^28	4658^31	4711^32	4479^28	4652^31	4705^32			
32	4496^28	4668^31	4720^32	4490^28	4661^31	4714^32			
30	4507^28	4678^31	4730^32	4499^28	4670^31	4723^32			
28	4516^29	4687^32	4738^32	4508^28	4680^31	4731^32			
26	4525^29	4696^32	4747^33	4517^29	4689^32	4740^32			
24	4535^29	4705^32	4755^33	4527^29	4697^32	4748^33			
22	4553^29	4722^32	4772^33	4545^29	4716^32	4765^33			
10	4595^30	4761^33	4808^34	4548^29	4707^32	4754^33			
	High QNH +40 per .10" Low QNH -150 per .10"			High QNH +20 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -520 Wing A/I ON -520			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	4132^12	4346D22	4393D25	4125^12	4338D22	4386D25			
44	4200^13	4425D23	4475D26	4193^13	4417D23	4467D26			
42	4266^13	4500^23	4554D26	4259^13	4493^23	4547D26			
40	4326^14	4563^24	4622D27	4318^14	4556^24	4615D27			
38	4368^14	4610^24	4670D28	4362^14	4602^24	4663D28			
36	4395^15	4638^25	4698D28	4388^15	4631^25	4691D28			
34	4410^15	4653^25	4711D29	4405^15	4647^25	4705D29			
32	4423^16	4665^26	4720D29	4416^16	4659^26	4714D29			
30	4435^16	4678^26	4730D30	4428^16	4670D26	4723D29			
28	4446^16	4687D27	4738D30	4440^16	4680D26	4731D30			
26	4458^17	4696D27	4747D30	4451^17	4689D27	4740D30			
24	4469^17	4705D27	4755D31	4462^17	4697D27	4748D31			
20	4492^18	4722D28	4772D31	4486^18	4716D28	4765D31			
10	4546^20	4761D30	4808D34	4505^20	4707D30	4754D33			
	High QNH +40 per .10" Low QNH -160 per .10"			High QNH +20 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -520 Wing A/I ON -520			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4164^ 3	4245^ 7	3404P 0	3848^ 8	3986^10			
26		4176^ 4	4257^ 7	3421P 0	3865^ 8	3996P10			
24		4187^ 4	4268^ 7	3439P 0	3880^ 8	4018P11			
22	2647P99	4198^ 4	4280^ 8	3458P 0	3894^ 8	4036P11			
20	2830P99	4209^ 5	4291^ 8	3478P 0	3911^ 9	4057P11			
18	2996P99	4220^ 5	4303^ 9	3501P 1	3928^ 9	4074P12			
16	3183P99	4231^ 6	4316^ 9	3518P 1	3944^ 9	4094P12			
14	3317P98	4243^ 6	4326^ 9	3541P 1	3960^10	4114P12			
12	3476P98	4252^ 6	4336^10	3559P 2	3975^10	4132P13			
10	3625P98	4261^ 7	4346^10	3568P 2	3989P10	4150P13			
0	4072P98	4322^ 9	4409^12		4084P12	4253P14			
-10	4133P 0	4385^11	4474^14	3712P 5	4186P13	4271^15			
-20	4185^ 3	4446^13	4537^17	3797P 7	4220^14	4265^14			
-30	4240^ 5	4509^16	4604^19	3895^ 8	4211^14	4257^14			
	High QNH +50 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -100 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -450 Wing A/I ON -450			Engine A/I ON -550 Wing A/I ON -550			Engine A/I ON Wing A/I ON		

Elevation 1491 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope -0.20

Rwy Rev. Program Rules FAA **31 Aug 16**

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TUXTLA GUTIERREZ -TGZ 32 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
Pág. 263						

SEE COMPLEX SPECIAL

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
46	87.7	4153P23	4392P28	4475P29	4087P11	4367P20	4465P23	4572
44	88.0	4220P24	4462P28	4546P30	4148P12	4434P21	4531P24	4673
42	88.2	4286P25	4532P29	4617P31	4209P12	4500P21	4598P24	4774
40	88.3	4340P26	4589P30	4675P32	4262P12	4553P22	4654P25	4862
38	88.1	4376P26	4628P31	4714P32	4297P13	4591P22	4692P25	4942
36	87.9	4400P26	4653P31	4740P32	4321P13	4616P23	4718P26	4954
34	87.7	4411P27	4665P31	4752P33	4333P14	4630P23	4732P26	4955
32	87.5	4422P27	4677P31	4764P33	4345P14	4643P23	4746P26	4957
30	87.2	4434P27	4689P32	4777P33	4358P14	4657P24	4760P27	4958
28	87.0	4445P27	4701P32	4789P33	4370P15	4670P24	4774P27	4960
26	86.7	4457P27	4713P32	4802P34	4383P15	4684P24	4789P27	4961
24	86.4	4468P28	4725P32	4815P34	4395P15	4698P25	4803P28	4963
20	85.8	4491P28	4750P33	4841P34	4421P16	4726P25	4833P28	4966
10	84.3	4549P29	4812P34	4903P35	4484P18	4797P27	4903D30	4968
0	82.8	4608P30	4871^35	4912^35	4553P20	4870^29	4912D33	4967
-10	81.3	4667P31	4870^35	4913^35	4621P22	4870D32	4913D35	4972

High QNH **+10** per .10" — Engine A/I ON **-810**
Low QNH **-150** per .10" — Wing A/I ON **-810**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
46	91.0	4251P25	4483^29	4518^30	4155P12	4447P22	4517^25	4572
44	91.3	4322P26	4564P30	4618^31	4220P13	4514P22	4616^25	4673
42	91.5	4390P27	4637P31	4719^33	4283P13	4582P23	4686P26	4774
40	91.7	4453P28	4703P32	4791P34	4341P14	4643P23	4749P26	4862
38	91.5	4502P28	4754P33	4843P34	4384P15	4691P24	4798P27	4942
36	91.4	4533P29	4786P33	4874P35	4412P15	4722P25	4830P28	4954
34	91.2	4551P29	4805P34	4894P35	4430P15	4741P25	4850P28	4955
32	90.9	4563P29	4820P34	4909P35	4444P16	4757P25	4866P28	4957
30	90.6	4577P30	4834P34	4923^36	4459P16	4773P26	4883P29	4958
28	90.3	4588P30	4847P34	4924^36	4472P17	4787P26	4898P29	4960
26	90.0	4600P30	4857P34	4925^36	4485P17	4802P27	4913P30	4961
24	89.6	4611P30	4870P35	4926^36	4498P17	4817P27	4924^30	4963
20	89.0	4634P31	4890^35	4929^36	4526P18	4847P28	4927^31	4966
10	87.5	4690P32	4886^35	4926^36	4590P20	4885^30	4926D33	4968
0	85.9	4750P33	4883^35	4924^36	4661P22	4883D32	4924D36	4967
-10	84.3	4756^33	4882^35	4924^36	4735P24	4882D35	4924D36	4972

High QNH **+10** per .10" — Engine A/I ON **-820**
Low QNH **-160** per .10" — Wing A/I ON **-820**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
46	91.0	4251P25-25-35	4483^29-29-38	4518^30-30-39	4553^30-30-39
44	91.3	4322P26-26-36	4564P30-30-39	4618^31-31-40	4654^32-32-41
42	91.5	4390P27-27-37	4637P31-31-41	4719^33-33-42	4754^33-33-42
40	91.7	4453P28-28-38	4703P32-32-42	4791P34-34-43	4845^34-34-44
38	91.5	4502P28-28-39	4754P33-33-42	4843P34-34-44	4918^36-36-45
36	91.4	4533P29-29-39	4786P33-33-43	4874P35-35-44	4945^36-36-45
34	91.2	4551P29-29-39	4805P34-34-43	4894P35-35-44	4955C36-36-45
32	90.9	4563P29-29-39	4820P34-34-43	4909P35-35-44	4957C36-36-45
30	90.6	4577P30-30-40	4834P34-34-43	4923^36-36-45	4958C36-36-45
28	90.3	4588P30-30-40	4847P34-34-44	4924^36-36-45	4960C36-36-45
26	90.0	4600P30-30-40	4857P34-34-44	4925^36-36-45	4961C36-36-45
24	89.6	4611P30-30-40	4870P35-35-44	4926^36-36-45	4963C36-36-45
20	89.0	4634P31-31-41	4890^35-35-44	4929^36-36-45	4966C36-36-45
10	87.5	4690P32-32-41	4886^35-35-44	4926^36-36-45	4967F42-42-51
0	85.9	4750P33-33-42	4883^35-35-44	4942P42-42-51	4989C43-43-52
-10	84.3	4756^33-33-42	4917F41-41-50	4994C43-43-52	4994C43-43-52

High QNH **+10** per .10" — Engine A/I ON **-750**
Low QNH **-160** per .10" — Wing A/I ON **-750**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 1491 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.20
Rwy Rev. Program Rules FAA **31 Aug 16**

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TUXTLA GUTIERREZ -TGZ 32 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	4251F25	4483^29	4518^30	4241F25	4477F29	4512^30			
44	4322F26	4564F30	4618^31	4311F26	4552F30	4613^31			
42	4390F27	4637F31	4719^33	4379F27	4625F31	4712F33			
40	4453F28	4703F32	4791F34	4442F27	4692F32	4779F33			
38	4502F28	4754F33	4843F34	4492F28	4744F33	4832F34			
36	4533F29	4786F33	4874F35	4522F29	4775F33	4865F35			
34	4551F29	4805F34	4894F35	4543F29	4797F33	4885F35			
32	4563F29	4820F34	4909F35	4556F29	4810F34	4899F35			
30	4577F30	4834F34	4923^36	4566F29	4824F34	4913F35			
28	4588F30	4847F34	4924^36	4578F30	4836F34	4919^36			
26	4600F30	4857F34	4925^36	4590F30	4849F34	4920^36			
24	4611F30	4870F35	4926^36	4601F30	4859F34	4922^36			
20	4634F31	4890^35	4929^36	4624F30	4885^35	4924^36			
10	4690F32	4886^35	4926^36	4648F31	4813^34	4852^35			
	High QNH +10 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -700 Wing A/I ON -700			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
46	4155F12	4447F22	4517^25	4147F12	4438F22	4511^25			
44	4220F13	4514F22	4616^25	4212F13	4504F22	4608F25			
42	4283F13	4582F23	4686F26	4275F13	4572F23	4677F26			
40	4341F14	4643F23	4749F26	4333F14	4634F23	4740F26			
38	4384F15	4691F24	4798F27	4377F14	4682F24	4789F27			
36	4412F15	4722F25	4830F28	4405F15	4713F24	4821F27			
34	4430F15	4741F25	4850F28	4424F15	4735F25	4843F28			
32	4444F16	4757F25	4866F28	4438F16	4750F25	4859F28			
30	4459F16	4773F26	4883F29	4451F16	4764F26	4874F29			
28	4472F17	4787F26	4898F29	4464F16	4779F26	4889F29			
26	4485F17	4802F27	4913F30	4478F17	4793F26	4904F29			
24	4498F17	4817F27	4924^30	4491F17	4808F27	4917F30			
20	4526F18	4847F28	4927^31	4518F18	4838F27	4922^31			
10	4590F20	4885^30	4926D33	4553F20	4812^30	4852D33			
	High QNH +10 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -700 Wing A/I ON -700			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	2878P99	4141P 5	4231P 8	3547P 0	3799P10	3890P13			
26	3017P99	4153P 5	4243P 8	3557P 0	3810P10	3902P13			
24	3150P98	4165P 5	4255P 9	3566P 1	3822P10	3914P13			
22	3304P98	4177P 6	4268P 9	3576P 1	3833P11	3926P14			
20	3439P98	4189P 6	4280P 9	3586P 1	3845P11	3940P14			
18	3567P98	4201P 6	4294P10	3596P 2	3857P11	3952P14			
16	3721P98	4212P 7	4306P10	3606P 2	3869P12	3966P15			
14	3836P98	4224P 7	4318P10	3615P 2	3879P12	3979P15			
12	3960P98	4234P 8	4330P11	3624P 3	3889P12	3990P15			
10	3983P98	4245P 8	4341P11	3633P 3	3900P13	4000P16			
0	4040P 0	4311P10	4410P13	3686P 5	3965P15	4069P18			
-10	4097P 2	4379P12	4480P15	3743P 7	4033P16	4141P20			
-20	4152P 4	4447P14	4553P18	3797P 9	4100P18	4214P21			
-30	4214P 6	4518P16	4628P20	3853P11	4172P20	4291P23			
	High QNH +50 per .10" Low QNH -70 per .10"			High QNH +50 per .10" Low QNH -70 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -420 Wing A/I ON -420			Engine A/I ON -390 Wing A/I ON -390			Engine A/I ON Wing A/I ON		

Elevation 1491 Length 8202 Shift **0** Clearway 0 Stopway 0 Slope +0.20

Rwy Rev. Program Rules FAA **31 Aug 16**

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VERACRUZ

VERACRUZ -VER 18 DT H187

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1090'		DT H187	1090'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4207P24	4452P28	4538P30	4143P12	4434P21	4533P24	4711
46	87.7	4281P25	4532P29	4618P31	4213P12	4509P22	4609P25	4830
44	87.6	4328P25	4582P30	4669P31	4258P13	4555P22	4658P25	4893
42	87.4	4347P25	4602P30	4690P32	4278P13	4576P22	4679P25	4946
40	87.2	4364P26	4620P30	4708P32	4296P13	4596P23	4699P26	4959
38	86.9	4375P26	4631P31	4720P32	4307P14	4608P23	4712P26	4961
36	86.6	4385P26	4643P31	4731P32	4319P14	4621P23	4726P26	4962
34	86.4	4396P26	4654P31	4743P32	4331P14	4634P24	4739P27	4964
32	86.1	4407P27	4666P31	4756P33	4343P15	4648P24	4753P27	4966
30	85.8	4418P27	4678P31	4768P33	4356P15	4661P24	4767P27	4968
20	84.4	4475P28	4739P32	4831P34	4419P17	4731P26	4831D29	4976
10	82.9	4533P29	4800P33	4893P35	4483P18	4800D28	4893D31	4972
0	81.4	4592P30	4867P35	4934^36	4553P20	4867D30	4934D33	4984
-10	79.9	4649P31	4892^35	4933^36	4619P22	4892D32	4933D36	4987
-20	78.4	4709P32	4885^35	4927^36	4689P24	4885D35	4927D36	4985
-30	76.8	4745^32	4875^35	4919^35	4744^26	4875D35	4919D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-160** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4306P25	4552P30	4639P31	4214P13	4513P23	4618P26	4711
46	90.9	4384P26	4634P31	4723P32	4286P13	4590P23	4697P26	4830
44	90.8	4444P27	4698P32	4787P33	4340P14	4649P24	4757P27	4893
42	90.6	4486P28	4742P33	4832P34	4375P15	4689P24	4798P28	4946
40	90.3	4503P28	4760P33	4851P34	4394P15	4708P25	4818P28	4959
38	90.0	4516P29	4774P33	4863P35	4407P15	4724P25	4834P28	4961
36	89.7	4527P29	4785P33	4875P35	4420P16	4737P26	4848P29	4962
34	89.5	4538P29	4797P33	4888P35	4432P16	4751P26	4863P29	4964
32	89.2	4548P29	4809P34	4901P35	4445P17	4765P26	4878P29	4966
30	88.9	4559P29	4822P34	4914P35	4458P17	4780P27	4893P30	4968
20	87.4	4616P30	4884P35	4951^36	4525P19	4854P28	4951^32	4976
10	85.9	4672P31	4907^35	4945^36	4590P20	4905^30	4945D34	4972
0	84.3	4734P32	4911^35	4950^36	4663P22	4911D33	4950D36	4984
-10	82.8	4789^33	4908^35	4949^36	4735P24	4908D35	4949D36	4987
-20	81.2	4776^33	4900^35	4942^36	4774^27	4900D35	4942D36	4985
-30	79.6	4762^33	4890^35	4933^36	4762D29	4890D35	4933D36	4983

High QNH **+0** per .10" — Engine A/I ON **-850**
Low QNH **-160** per .10" — Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4306P25-25-36	4552P30-30-39	4639P31-31-41	4697^32-32-41
46	90.9	4384P26-26-37	4634P31-31-40	4723P32-32-42	4812^34-34-43
44	90.8	4444P27-27-38	4698P32-32-41	4787P33-33-43	4877P35-35-44
42	90.6	4486P28-28-38	4742P33-33-42	4832P34-34-43	4924P36-36-45
40	90.3	4503P28-28-39	4760P33-33-42	4851P34-34-44	4943P36-36-45
38	90.0	4516P29-29-39	4774P33-33-43	4863P35-35-44	4958P36-36-45
36	89.7	4527P29-29-39	4785P33-33-43	4875P35-35-44	4962C36-36-45
34	89.5	4538P29-29-39	4797P33-33-43	4888P35-35-44	4964C36-36-45
32	89.2	4548P29-29-39	4809P34-34-43	4901P35-35-44	4966C36-36-45
30	88.9	4559P29-29-39	4822P34-34-43	4914P35-35-45	4968C36-36-45
20	87.4	4616P30-30-40	4884P35-35-44	4951^36-36-45	4976C36-36-45
10	85.9	4672P31-31-41	4907^35-35-44	4945^36-36-45	4972C36-36-45
0	84.3	4734P32-32-42	4911^35-35-44	4950^36-36-45	4998C43-43-52
-10	82.8	4789^33-33-43	4908^35-35-44	5002P43-43-52	5003C43-43-52
-20	81.2	4776^33-33-43	4972P42-42-51	5000C43-43-52	5000C43-43-52
-30	79.6	4762^33-33-42	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-840**
Low QNH **-160** per .10" — Wing A/I ON **-840**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 90 Length 7874 Shift **0** Clearway 0 Stopway 0 Slope +0.27
Rwy Rev. Program Rules FAA **25 Oct 16**

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VERACRUZ **-VER** **18** ***DT H187***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4306F25	4552F30	4639F31	4296F25	4541F30	4628F31			
46	4384F26	4634F31	4723F32	4373F26	4624F31	4711F32			
44	4444F27	4698F32	4787F33	4433F27	4687F32	4776F33			
42	4486F28	4742F33	4832F34	4475F28	4731F32	4820F34			
40	4503F28	4760F33	4851F34	4493F28	4749F33	4840F34			
38	4516F29	4774F33	4863F35	4506F28	4763F33	4854F34			
36	4527F29	4785F33	4875F35	4517F29	4775F33	4864F35			
34	4538F29	4797F33	4888F35	4528F29	4787F33	4877F35			
32	4548F29	4809F34	4901F35	4539F29	4799F33	4890F35			
30	4559F29	4822F34	4914F35	4549F29	4811F34	4903F35			
20	4616F30	4884F35	4951^36	4607F30	4873F35	4947^36			
10	4672F31	4907^35	4945^36	4628F31	4822^34	4860^35			
0	4734F32	4911^35	4950^36	4691F32	4825^34	4863^35			
-10	4789^33	4908^35	4949^36	4703^32	4821^34	4861^35			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-160	per .10"	Low QNH	-160	per .10"	Low QNH		per .10"
	Engine A/I ON		-850	Engine A/I ON		+0	Engine A/I ON		
	Wing A/I ON		-850	Wing A/I ON		+0	Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4214F13	4513F23	4618F26	4207F13	4505F22	4610F25			
46	4286F13	4590F23	4697F26	4278F13	4581F23	4687F26			
44	4340F14	4649F24	4757F27	4332F14	4640F24	4747F27			
42	4375F15	4689F24	4798F28	4367F15	4680F24	4789F27			
40	4394F15	4708F25	4818F28	4386F15	4700F25	4809F28			
38	4407F15	4724F25	4834F28	4400F15	4715F25	4825F28			
36	4420F16	4737F26	4848F29	4412F16	4729F25	4839F28			
34	4432F16	4751F26	4863F29	4425F16	4743F26	4854F29			
32	4445F17	4765F26	4878F29	4438F16	4757F26	4869F29			
30	4458F17	4780F27	4893F30	4451F17	4771F26	4884F30			
20	4525F19	4854F28	4951^32	4518F18	4845F28	4946^31			
10	4590F20	4905^30	4945D34	4551F20	4822D31	4860D34			
0	4663F22	4911D33	4950D36	4624F22	4825D33	4863D35			
-10	4735F24	4908D35	4949D36	4694F24	4821D34	4861D35			
	High QNH	+0	per .10"	High QNH	+0	per .10"	High QNH		per .10"
	Low QNH	-160	per .10"	Low QNH	-160	per .10"	Low QNH		per .10"
	Engine A/I ON		-850	Engine A/I ON		+0	Engine A/I ON		
	Wing A/I ON		-850	Wing A/I ON		+0	Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	2794P99	4140P 5	4233P 8	3283P 1	3836P 9	4027P11			
26	2997P99	4152P 6	4246P 9	3301P 2	3863P 9	4045P11			
24	3135P99	4164P 6	4259P 9	3319P 2	3884P 9	4064P12			
22	3285P98	4176P 6	4271P10	3337P 2	3905P 9	4082P12			
20	3425P98	4188P 7	4284P10	3354P 2	3926P10	4100P12			
18	3608P98	4197P 7	4296P10	3373P 3	3947P10	4118P12			
16	3750P98	4210P 7	4308P11	3391P 3	3969P10	4138P13			
14	3887P98	4222P 8	4321P11	3414P 3	3992P10	4158P13			
12	3962P98	4234P 8	4333P12	3436P 3	4011P11	4179P13			
10		4246P 9	4346P12	3460P 4	4029P11	4199P14			
0	4033P 0	4314P11	4416P14	3585P 5	4127P12	4283^15			
-10	4089P 2	4381P13	4488P16	3660P 6	4229P14	4280^15			
-20		4451P15	4563P18	3757P 8	4228^14	4274^15			
-30		4524P17	4639P21	3889P 9	4219^14	4266D14			
	High QNH	+70	per .10"	High QNH	+10	per .10"	High QNH		per .10"
	Low QNH	-60	per .10"	Low QNH	-130	per .10"	Low QNH		per .10"
	Engine A/I ON		-440	Engine A/I ON		-660	Engine A/I ON		
	Wing A/I ON		-440	Wing A/I ON		-660	Wing A/I ON		

Elevation	90	Length	7874	Shift	0	Clearway	0	Stopway	0	Slope	+0.27
Rwy Rev.		Program						Rules	FAA		25 Oct 16

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VERACRUZ **-VER** **36** ***DT H007***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1090'		DT H007	1090'	

A/C **AUTO**

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4274P25	4529P30	4587^31	4196P11	4493P21	4575^24	4711
46	87.7	4349P26	4608P31	4679^32	4267P12	4567P21	4661^24	4830
44	87.6	4397P26	4658P31	4733^32	4312P12	4613P22	4713^25	4893
42	87.4	4416P27	4679P31	4755^33	4332P12	4635P22	4735^25	4946
40	87.2	4434P27	4698P32	4773^33	4350P13	4655P22	4754^25	4959
38	86.9	4442P27	4710P32	4781^33	4362P13	4668P23	4764^26	4961
36	86.6	4453P27	4722P32	4791^33	4374P13	4681P23	4775^26	4962
34	86.4	4464P28	4735P32	4800^33	4386P14	4695P23	4787^27	4964
32	86.1	4475P28	4747P33	4809^34	4399P14	4709P24	4798^27	4966
30	85.8	4487P28	4759P33	4819^34	4411P14	4724P24	4810^27	4968
20	84.4	4546P29	4806^34	4868^35	4475P16	4787^26	4868D29	4976
10	82.9	4605P30	4849^34	4911^35	4540P18	4841^28	4911D31	4972
0	81.4	4669P31	4902^35	4941^36	4610P20	4902^30	4941D33	4984
-10	79.9	4731P32	4899^35	4940^36	4680P22	4899D32	4940D36	4987
-20	78.4	4766^33	4891^35	4933^36	4754P24	4891D35	4933D36	4985
-30	76.8	4752^33	4881^35	4925^36	4751^26	4881D35	4925D36	4983

High QNH **+0** per .10" Engine A/I ON **-850**
Low QNH **-160** per .10" Wing A/I ON **-850**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4374P27	4591^31	4648^32	4265P12	4556^22	4635^25	4711
46	90.9	4453P28	4685^32	4743^33	4338P13	4643^23	4721^26	4830
44	90.8	4512P29	4748^33	4807^34	4392P13	4701^23	4782^27	4893
42	90.6	4555P29	4784^33	4843^34	4427P14	4736^24	4818^27	4946
40	90.3	4573P30	4801^33	4861^35	4445P14	4755^24	4837^28	4959
38	90.0	4586P30	4811^34	4871^35	4459P15	4768^25	4849^28	4961
36	89.7	4597P30	4820^34	4880^35	4472P15	4778^25	4861^28	4962
34	89.5	4609P30	4829^34	4889^35	4484P16	4790^25	4873^29	4964
32	89.2	4621P30	4838^34	4898^35	4497P16	4801^26	4884^29	4966
30	88.9	4632P31	4848^34	4907^35	4511P16	4812^26	4897^30	4968
20	87.4	4694P32	4894^35	4952^36	4579P18	4872^28	4952D31	4976
10	85.9	4754P33	4913^35	4951^36	4645P20	4912^30	4951D34	4972
0	84.3	4802^33	4917^35	4956^36	4722P22	4917D33	4956D36	4984
-10	82.8	4795^33	4914^35	4954^36	4788^24	4914D35	4954D36	4987
-20	81.2	4782^33	4906^35	4948^36	4780^26	4906D35	4948D36	4985
-30	79.6	4768^33	4896^35	4939^36	4768D29	4896D35	4939D36	4983

High QNH **+0** per .10" Engine A/I ON **-860**
Low QNH **-170** per .10" Wing A/I ON **-860**

A/C **AUTO**

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4374P27-27-37	4591^31-31-40	4648^32-32-41	4703^33-33-41
46	90.9	4453P28-28-38	4685^32-32-41	4743^33-33-42	4802^34-34-43
44	90.8	4512P29-29-39	4748^33-33-42	4807^34-34-43	4867^35-35-44
42	90.6	4555P29-29-39	4784^33-33-43	4843^34-34-43	4903^35-35-44
40	90.3	4573P30-30-40	4801^33-33-43	4861^35-35-44	4921^36-36-45
38	90.0	4586P30-30-40	4811^34-34-43	4871^35-35-44	4932^36-36-45
36	89.7	4597P30-30-40	4820^34-34-43	4880^35-35-44	4940^36-36-45
34	89.5	4609P30-30-40	4829^34-34-43	4889^35-35-44	4947^36-36-45
32	89.2	4621P30-30-40	4838^34-34-43	4898^35-35-44	4959^36-36-45
30	88.9	4632P31-31-40	4848^34-34-44	4907^35-35-44	4968C36-36-45
20	87.4	4694P32-32-41	4894^35-35-44	4952^36-36-45	4976C36-36-45
10	85.9	4754P33-33-42	4913^35-35-45	4951^36-36-45	4973^42-42-51
0	84.3	4802^33-33-43	4917^35-35-45	4963^42-42-51	4998C43-43-52
-10	82.8	4795^33-33-43	4951^42-42-51	5003C43-43-52	5003C43-43-52
-20	81.2	4782^33-33-43	4996^43-43-52	5000C43-43-52	5000C43-43-52
-30	79.6	4838P40-40-49	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" Engine A/I ON **-840**
Low QNH **-170** per .10" Wing A/I ON **-840**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 90 Length 7874 Shift **0** Clearway 0 Stopway 0 Slope -0.27
Rwy Rev. Program Rules FAA **25 Oct 16**

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VERACRUZ **-VER** **36** ***DT H007***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4374F27	4591^31	4648^32	4364P27	4584^31	4640^31			
46	4453F28	4685^32	4743^33	4442P28	4676^32	4734^33			
44	4512F29	4748^33	4807^34	4501P28	4739^33	4798^34			
42	4555F29	4784^33	4843^34	4544P29	4775^33	4835^34			
40	4573F30	4801^33	4861^35	4562P29	4794^33	4853^34			
38	4586F30	4811^34	4871^35	4575P30	4803^34	4863^35			
36	4597F30	4820^34	4880^35	4587P30	4812^34	4872^35			
34	4609F30	4829^34	4889^35	4598P30	4821^34	4881^35			
32	4621F30	4838^34	4898^35	4610P30	4830^34	4890^35			
30	4632F31	4848^34	4907^35	4622P30	4839^34	4900^35			
20	4694F32	4894^35	4952^36	4683P31	4887^35	4947^36			
10	4754F33	4913^35	4951^36	4704^32	4828^34	4865^35			
0	4802^33	4917^35	4956^36	4716^32	4830^34	4869^35			
-10	4795^33	4914^35	4954^36	4709^32	4827^34	4866^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -170 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4265F12	4556^22	4635^25	4257P12	4550^22	4629^25			
46	4338F13	4643^23	4721^26	4330P13	4635^23	4714^26			
44	4392F13	4701^23	4782^27	4384F13	4694^23	4775^26			
42	4427F14	4736^24	4818^27	4419P14	4729^24	4810^27			
40	4445F14	4755^24	4837^28	4438F14	4748^24	4829^28			
38	4459F15	4768^25	4849^28	4452P15	4760^25	4843^28			
36	4472F15	4778^25	4861^28	4464P15	4771^25	4854^28			
34	4484F16	4790^25	4873^29	4477P15	4783^25	4865^29			
32	4497F16	4801^26	4884^29	4490P16	4794^26	4877^29			
30	4511F16	4812^26	4897^30	4503P16	4806^26	4889^29			
20	4579F18	4872^28	4952D31	4571P18	4865^28	4947D31			
10	4645F20	4912^30	4951D34	4606P20	4828D30	4865D34			
0	4722F22	4917D33	4956D36	4684P22	4830D33	4869D35			
-10	4788^24	4914D35	4954D36	4704^24	4827D34	4866D35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28		4186F 4	4279F 7	3337F 0	3879F 8	4020F10			
26		4197F 4	4291F 7	3355F 0	3896F 8	4033F11			
24		4209F 4	4304F 8		3912F 8	4049F11			
22		4221F 5	4317F 8	3399F 0	3929F 8	4063F11			
20		4234F 5	4330F 8	3412F 1	3945F 9	4078F11			
18		4245F 5	4342F 9	3439F 1	3960F 9	4094F12			
16	2736F 0	4257F 6	4354F 9	3462F 1	3973F 9	4108F12			
14	3009P99	4269F 6	4367F 9	3483F 1		4134F12			
12	3212F99	4281F 7	4380F10	3513F 2	4006F10	4152F13			
10	3422F99	4292F 7	4392F10	3538F 2	4020F10	4171F13			
0		4361F 9	4465F12	3626F 3	4098F12	4273F15			
-10	4146F 1	4428F11	4535F15	3715F 5	4202F13	4284^15			
-20	4205F 3	4499F13	4610F17	3818F 6	4232^14	4278^15			
-30	4265F 5	4571F16	4688F19		4222^14	4270^15			
	High QNH +70 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -80 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -450 Wing A/I ON -450			Engine A/I ON -660 Wing A/I ON -660			Engine A/I ON Wing A/I ON		

Elevation 90 Length 7874 Shift **0** Clearway 0 Stopway 0 Slope -0.27

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VILLAHERMOSA

VILLAHERMOSA -VSA 08 ***DT H085***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1046'		DT H085	1046'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4047P21	4293P25	4380P27	3989P 8	4274P17	4375P20	4719
46	87.7	4119P22	4368P26	4457P28	4057P 8	4345P18	4448P21	4839
44	87.6	4163P22	4415P27	4504P28	4099P 9	4390P18	4493P21	4898
42	87.4	4180P22	4432P27	4522P29	4116P 9	4408P19	4512P22	4946
40	87.1	4195P23	4449P27	4539P29	4132P 9	4426P19	4530P22	4959
38	86.9	4204P23	4460P27	4550P29	4143P 9	4438P19	4543P22	4961
36	86.6	4214P23	4471P28	4562P29	4154P10	4451P20	4556P23	4962
34	86.3	4224P23	4482P28	4571P29	4165P10	4464P20	4569P23	4964
32	86.0	4235P23	4494P28	4584P30	4177P10	4477P20	4581P23	4966
30	85.7	4245P24	4506P28	4595P30	4188P11	4490P21	4594P24	4968
20	84.3	4299P24	4566P29	4655P31	4246P12	4558P22	4655D26	4976
10	82.8	4353P26	4624P30	4716P32	4307P14	4624D24	4716D27	4972
0	81.3	4412P27	4687P31	4764^33	4374P16	4687D26	4764D29	4984
-10	79.8	4469P28	4748P32	4802^33	4439P18	4748D28	4802D31	4988
-20	78.3	4528P29	4794^33	4844^34	4507P20	4794D30	4844D34	4985
-30	76.7	4586P30	4830^34	4891^35	4577P22	4830D32	4891D36	4983

High QNH **+60** per .10" — Engine A/I ON **-590**
Low QNH **-150** per .10" — Wing A/I ON **-590**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4138P22	4387P27	4463^28	4053P 9	4350P19	4448^22	4719
46	90.9	4214P23	4469P28	4553P29	4123P 9	4424P19	4526P22	4839
44	90.8	4270P24	4528P29	4614P30	4173P10	4478P20	4583P23	4898
42	90.5	4308P25	4567P29	4644^31	4204P11	4515P21	4621P24	4946
40	90.3	4323P25	4583P30	4659^31	4220P11	4532P21	4639P24	4959
38	90.0	4334P25	4595P30	4668^31	4233P11	4546P21	4648^24	4961
36	89.7	4344P25	4606P30	4678^31	4244P12	4559P22	4658^25	4962
34	89.4	4355P26	4617P30	4687^32	4256P12	4571P22	4670^25	4964
32	89.1	4366P26	4629P31	4696^32	4267P12	4585P22	4682^26	4966
30	88.9	4377P26	4640P31	4706^32	4279P13	4599P23	4694^26	4968
20	87.4	4433P27	4697^32	4750^33	4343P14	4669P24	4747^28	4976
10	85.9	4488P28	4739^32	4781^33	4407P16	4727^26	4781D30	4972
0	84.3	4548P29	4783^33	4832^34	4478P18	4782^28	4832D32	4984
-10	82.8	4608P30	4822^34	4881^35	4548P20	4822D31	4881D34	4988
-20	81.2	4666P31	4867^35	4926^36	4619P22	4867D33	4926D36	4985
-30	79.6	4725P32	4891^35	4934^36	4691P24	4891D35	4934D36	4983

High QNH **+0** per .10" — Engine A/I ON **-730**
Low QNH **-160** per .10" — Wing A/I ON **-730**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
48	90.8	4138P22-22-33	4387P27-27-37	4463^28-28-38	4516^29-29-39
46	90.9	4214P23-23-34	4469P28-28-38	4553P29-29-39	4608^30-30-40
44	90.8	4270P24-24-35	4528P29-29-39	4614P30-30-40	4669^31-31-41
42	90.5	4308P25-25-36	4567P29-29-40	4644^31-31-41	4701^32-32-41
40	90.3	4323P25-25-36	4583P30-30-40	4659^31-31-41	4715^32-32-42
38	90.0	4334P25-25-36	4595P30-30-40	4668^31-31-41	4723^32-32-42
36	89.7	4344P25-25-36	4606P30-30-40	4678^31-31-41	4730^32-32-42
34	89.4	4355P26-26-36	4617P30-30-40	4687^32-32-41	4737^32-32-42
32	89.1	4366P26-26-37	4629P31-31-40	4696^32-32-41	4744^32-32-42
30	88.9	4377P26-26-37	4640P31-31-41	4706^32-32-42	4752^33-33-42
20	87.4	4433P27-27-38	4697^32-32-41	4750^33-33-42	4793^33-33-43
10	85.9	4488P28-28-38	4739^32-32-42	4781^33-33-43	4839^34-34-43
0	84.3	4548P29-29-39	4783^33-33-43	4832^34-34-43	4892^35-35-44
-10	82.8	4608P30-30-40	4822^34-34-43	4881^35-35-44	4941^36-36-45
-20	81.2	4666P31-31-41	4867^35-35-44	4926^36-36-45	4984^36-36-46
-30	79.6	4725P32-32-42	4891^35-35-44	4934^36-36-45	4977^36-36-45

High QNH **+0** per .10" — Engine A/I ON **-730**
Low QNH **-160** per .10" — Wing A/I ON **-730**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 46 Length 7218 Shift **0** Clearway 0 Stopway 0 Slope +0.22
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VILLAHERMOSA -VSA 08 ***DT H085***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4138F22	4387F27	4463^28	4129F22	4379F27	4456^28			
46	4214F23	4469F28	4553F29	4204F23	4458F28	4543F29			
44	4270F24	4528F29	4614F30	4260F24	4518F29	4604F30			
42	4308F25	4567F29	4644^31	4298F25	4557F29	4636^31			
40	4323F25	4583F30	4659^31	4313F25	4573F30	4652^31			
38	4334F25	4595F30	4668^31	4324F25	4585F30	4661^31			
36	4344F25	4606F30	4678^31	4335F25	4596F30	4671^31			
34	4355F26	4617F30	4687^32	4345F25	4607F30	4680^31			
32	4366F26	4629F31	4696^32	4356F26	4619F30	4690^32			
30	4377F26	4640F31	4706^32	4367F26	4631F31	4699^32			
20	4433F27	4697^32	4750^33	4423F27	4691F32	4745^32			
10	4488F28	4739^32	4781^33	4448F28	4681^32	4725^32			
0	4548F29	4783^33	4832^34	4508F29	4722^32	4779^33			
-10	4608F30	4822^34	4881^35	4563F30	4764^33	4820^34			
	High QNH +60 per .10" Low QNH -160 per .10"			High QNH +60 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -600 Wing A/I ON -600			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4053F 9	4350F19	4448^22	4046F 9	4343F19	4441^22			
46	4123F 9	4424F19	4526F22	4116F 9	4415F19	4518F22			
44	4173F10	4478F20	4583F23	4166F10	4470F20	4575F23			
42	4204F11	4515F21	4621F24	4197F10	4506F20	4612F24			
40	4220F11	4532F21	4639F24	4213F11	4524F21	4630F24			
38	4233F11	4546F21	4648^24	4226F11	4538F21	4641^24			
36	4244F12	4559F22	4658^25	4237F11	4551F22	4652^25			
34	4256F12	4571F22	4670^25	4249F12	4565F22	4664^25			
32	4267F12	4585F22	4682^26	4260F12	4577F22	4675^25			
30	4279F13	4599F23	4694^26	4272F12	4591F23	4687^26			
20	4343F14	4669F24	4747^28	4336F14	4661F24	4741^28			
10	4407F16	4727^26	4781D30	4370F16	4675^26	4725D30			
0	4478F18	4782^28	4832D32	4441F18	4722D28	4779D32			
-10	4548F20	4822D31	4881D34	4509F20	4764D31	4820D34			
	High QNH +70 per .10" Low QNH -150 per .10"			High QNH +70 per .10" Low QNH -150 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -590 Wing A/I ON -590			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3363F92	4205^99	4253^ 3	2921F98	3613F 5	3788F 8			
26	3398F92	4207^ 0	4256^ 3	2939F99	3628F 6	3811F 8			
24	3431F92	4208^ 0	4258^ 4	2958F99	3646F 6	3829F 8			
22	3462F93	4210^ 1	4260^ 4	2978F99	3662F 6	3859F 8			
20	3493F93	4212^ 1	4262^ 5	2995F99	3683F 6	3874F 9			
18	3527F93	4213^ 1	4263^ 5	3014F 0	3696F 7	3889F 9			
16	3561F93	4213^ 2	4263^ 5	3029F 0	3718F 7	3905F 9			
14	3595F93	4211^ 2	4262^ 6	3049F 0	3736F 7	3928F10			
12	3628F94	4210^ 3	4261^ 6	3070F 1	3761F 7	3949F10			
10	3661F94	4212^ 3	4263^ 7	3089F 1	3785F 8	3971F10			
0	3827F95	4222^ 5	4275^ 9	3210F 2	3894F 9	4076F12			
-10	3868F97	4226^ 7	4280^11	3360F 3	3997F11	4177F13			
-20	4037F98	4227^10	4277D14	3525F 4	4104F12	4275^15			
-30	4058^ 0	4222D12	4267D15		4209F14	4267^14			
	High QNH +10 per .10" Low QNH -50 per .10"			High QNH +40 per .10" Low QNH -100 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -690 Wing A/I ON -690			Engine A/I ON -510 Wing A/I ON -510			Engine A/I ON Wing A/I ON		

Elevation 46 Length 7218 Shift **0** Clearway 0 Stopway 0 Slope +0.22

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VILLAHERMOSA **-VSA** **26** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		600'		RT H350	1046'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	87.6	4099P22	4332^26	4387^27	4030P 7	4310^17	4383^20	4719
46	87.7	4172P22	4417^27	4474^28	4098P 8	4389P18	4465^21	4839
44	87.6	4217P23	4471P28	4525^29	4141P 8	4434P18	4514^21	4898
42	87.4	4233P23	4484^28	4543^29	4158P 8	4453P18	4533^22	4946
40	87.1	4248P24	4503P28	4558^29	4174P 9	4470P19	4549^22	4959
38	86.9	4258P24	4508^28	4567^29	4185P 9	4483P19	4560^22	4961
36	86.6	4268P24	4517^29	4575^30	4196P 9	4495P19	4570^23	4962
34	86.3	4278P24	4526^29	4584^30	4208P10	4504^20	4580^23	4964
32	86.0	4289P24	4535^29	4593^30	4219P10	4514^20	4591^23	4966
30	85.7	4300P25	4544^29	4602^30	4231P10	4525^20	4602D24	4968
20	84.3	4355P26	4590^30	4647^31	4290P12	4580^22	4647D26	4976
10	82.8	4410P27	4632^31	4688^32	4352P14	4632^24	4688D28	4972
0	81.3	4468P28	4681^31	4736^32	4419P16	4681D26	4736D30	4984
-10	79.8	4526P29	4725^32	4778^33	4485P18	4725D28	4778D32	4988
-20	78.3	4587P30	4764^33	4820^34	4555P20	4764D30	4820D34	4985
-30	76.7	4634^31	4803^33	4869^35	4617^22	4803D33	4869D36	4983

High QNH **+60** per .10" — Engine A/I ON **-570**
Low QNH **-150** per .10" — Wing A/I ON **-570**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	90.8	4191P23	4391^27	4443^28	4092P 8	4364^18	4437^22	4719
46	90.9	4267P24	4480^28	4534^29	4163P 9	4447^19	4522^22	4839
44	90.8	4324P25	4540^29	4594^30	4214P 9	4502^20	4578^23	4898
42	90.5	4363P26	4571^30	4624^30	4244P10	4532^20	4609^24	4946
40	90.3	4378P26	4586^30	4639^31	4261P10	4549^21	4626^24	4959
38	90.0	4389P26	4594^30	4648^31	4273P11	4560^21	4636^24	4961
36	89.7	4400P26	4603^30	4656^31	4285P11	4570^21	4647^25	4962
34	89.4	4410P27	4612^30	4664^31	4295P11	4581^22	4657^25	4964
32	89.1	4421P27	4620^30	4673^31	4307P12	4592^22	4668^26	4966
30	88.9	4431P27	4629^31	4681^31	4320P12	4603^22	4679^26	4968
20	87.4	4488P28	4673^31	4724^32	4384P14	4659^24	4724D28	4976
10	85.9	4545P29	4712^32	4761^33	4449P16	4710^26	4761D30	4972
0	84.3	4592^30	4757^33	4809^34	4520P18	4757D28	4809D32	4984
-10	82.8	4636^31	4797^33	4859^34	4586^20	4797D31	4859D34	4988
-20	81.2	4679^31	4844^34	4908^35	4642^22	4844D33	4908D36	4985
-30	79.6	4720^32	4890^35	4939^36	4698^24	4890D35	4939D36	4983

High QNH **+20** per .10" — Engine A/I ON **-670**
Low QNH **-160** per .10" — Wing A/I ON **-670**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	4191P23-23-34	4391^27-27-37	4443^28-28-38	4492^29-29-38
46	90.9	4267P24-24-35	4480^28-28-38	4534^29-29-39	4585^30-30-40
44	90.8	4324P25-25-36	4540^29-29-39	4594^30-30-40	4645^31-31-41
42	90.5	4363P26-26-36	4571^30-30-40	4624^30-30-40	4675^31-31-41
40	90.3	4378P26-26-37	4586^30-30-40	4639^31-31-41	4691^32-32-41
38	90.0	4389P26-26-37	4594^30-30-40	4648^31-31-41	4698^32-32-41
36	89.7	4400P26-26-37	4603^30-30-40	4656^31-31-41	4707^32-32-42
34	89.4	4410P27-27-37	4612^30-30-40	4664^31-31-41	4715^32-32-42
32	89.1	4421P27-27-37	4620^30-30-40	4673^31-31-41	4723^32-32-42
30	88.9	4431P27-27-37	4629^31-31-40	4681^31-31-41	4731^32-32-42
20	87.4	4488P28-28-38	4673^31-31-41	4724^32-32-42	4772^33-33-42
10	85.9	4545P29-29-39	4712^32-32-42	4761^33-33-42	4818^34-34-43
0	84.3	4592^30-30-40	4757^33-33-42	4809^34-34-43	4873^35-35-44
-10	82.8	4636^31-31-41	4797^33-33-43	4859^34-34-44	4925^35-35-45
-20	81.2	4679^31-31-41	4844^34-34-44	4908^35-35-44	4973^36-36-45
-30	79.6	4720^32-32-42	4890^35-35-44	4939^36-36-45	4981^36-36-46

High QNH **+20** per .10" — Engine A/I ON **-670**
Low QNH **-160** per .10" — Wing A/I ON **-670**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 46 Length 7218 Shift **0** Clearway 0 Stopway 0 Slope -0.22
Rwy Rev. Program Rules FAA **26 Oct 17**

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VILLAHERMOSA -VSA 26 ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4191F23	4391^27	4443^28	4181F23	4384^27	4436^28			
46	4267F24	4480^28	4534^29	4257F24	4473^28	4526^29			
44	4324F25	4540^29	4594^30	4314F25	4532^29	4586^30			
42	4363F26	4571^30	4624^30	4353F26	4563^29	4616^30			
40	4378F26	4586^30	4639^31	4368F26	4578^30	4632^31			
38	4389F26	4594^30	4648^31	4379F26	4587^30	4641^31			
36	4400F26	4603^30	4656^31	4390F26	4596^30	4649^31			
34	4410F27	4612^30	4664^31	4401F26	4604^30	4658^31			
32	4421F27	4620^30	4673^31	4412F27	4613^30	4666^31			
30	4431F27	4629^31	4681^31	4423F27	4622^30	4675^31			
20	4488F28	4673^31	4724^32	4479F28	4665^31	4718^32			
10	4545F29	4712^32	4761^33	4493^28	4654^31	4702^32			
0	4592^30	4757^33	4809^34	4542^29	4699^32	4757^33			
-10	4636^31	4797^33	4859^34	4581^30	4739^33	4801^34			
	High QNH +60 per .10" Low QNH -160 per .10"			High QNH +60 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -580 Wing A/I ON -580			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4092F 8	4364^18	4437^22	4086F 8	4358^18	4430^22			
46	4163F 9	4447^19	4522^22	4156F 9	4439^19	4514^22			
44	4214F 9	4502^20	4578^23	4206F 9	4495^19	4571^23			
42	4244F10	4532^20	4609^24	4238F10	4525^20	4602^24			
40	4261F10	4549^21	4626^24	4254F10	4541^21	4619^24			
38	4273F11	4560^21	4636^24	4266F11	4553^21	4630^24			
36	4285F11	4570^21	4647^25	4278F11	4563^21	4640^25			
34	4295F11	4581^22	4657^25	4288F11	4574^22	4651^25			
32	4307F12	4592^22	4668^26	4301F12	4585^22	4662^25			
30	4320F12	4603^22	4679^26	4313F12	4596^22	4672^26			
20	4384F14	4659^24	4724D28	4378F14	4652^24	4718D28			
10	4449F16	4710^26	4761D30	4411F16	4654D26	4702D30			
0	4520F18	4757D28	4809D32	4483F18	4699D28	4757D32			
-10	4586^20	4797D31	4859D34	4537^20	4739D31	4801D34			
	High QNH +70 per .10" Low QNH -160 per .10"			High QNH +70 per .10" Low QNH -160 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -580 Wing A/I ON -580			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3165F91	4210^98	4258^ 2	2961F97	3649F 4	3841F 7			
26	3207F91	4212^99	4261^ 2	2981F97	3667F 4	3862F 7			
24	3244F92	4214^99	4262^ 3	2999F97	3684F 5	3879F 7			
22	3276F92	4215^99	4264^ 3	3019F98	3704F 5	3896F 7			
20	3312F92	4217^ 0	4266^ 3	3040F98	3722F 5	3907F 8			
18	3351F92	4218^ 0	4267^ 4	3040F98	3736F 5	3928F 8			
16	3386F92	4217^ 1	4267^ 4	3080F98	3761F 6	3943F 8			
14	3425F93	4216^ 1	4265^ 5	3101F99	3778F 6	3961F 9			
12	3462F93	4215^ 2	4264^ 5	3121F99	3807F 6	3977F 9			
10	3499F93	4215^ 2	4266^ 6	3144F99	3834F 6	3995F 9			
0	3683F94	4226^ 4	4277^ 8	3273F 1	3931F 8	4077F11			
-10	3733F96	4228^ 6	4281^10	3465F 2	4016F10	4154F13			
-20	3913F98	4228^ 9	4283^13	3598F 3	4098F11	4266F14			
-30	4060^99	4226^11	4274D15	3686F 4	4187F13	4270^15			
	High QNH +10 per .10" Low QNH -30 per .10"			High QNH +90 per .10" Low QNH -190 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -690 Wing A/I ON -690			Engine A/I ON -480 Wing A/I ON -480			Engine A/I ON Wing A/I ON		

Elevation 46 Length 7218 Shift **0** Clearway 0 Stopway 0 Slope -0.22

Rwy Rev Program Rules FAA **26 Oct 17**

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ZACATECAS

ZACATECAS **-ZCL** **02** ***DT H022***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		8141'		DT H022	8141'	

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
34	89.1	3952^21	4032^23	4058^23	3944^10	4032D20	4058D23	4112
32	89.4	4029^22	4111^24	4137^24	4000F11	4111D20	4137D23	4191
30	89.7	4110^23	4190^25	4217^25	4056F11	4190^20	4217D24	4271
28	89.9	4190^25	4272^26	4299^27	4109F11	4270^21	4299D24	4353
26	90.1	4268F26	4354^27	4381^28	4164F12	4351^21	4381D24	4436
24	90.4	4325F27	4435^29	4462^29	4218F12	4431^21	4462D25	4517
22	90.6	4381F27	4516^30	4544^30	4270F13	4511^22	4543^25	4599
20	90.8	4425F28	4546^30	4574^31	4312F13	4541^22	4574^26	4634
18	90.5	4440F28	4558^30	4587^31	4327F14	4554^23	4586^26	4642
16	90.2	4452F28	4564^30	4593^31	4341F14	4561^23	4593^26	4650
14	89.9	4464F29	4565^30	4594^31	4354F15	4562^24	4594^27	4652
10	89.3	4479^29	4566^30	4595^31	4381F15	4564^25	4595D28	4654
0	87.7	4476^29	4566^30	4597^31	4449F17	4566D27	4597D30	4657
-10	86.1	4459^29	4553^30	4583^31	4453^19	4553D29	4583D31	4647
-20	84.5	4452^28	4548^30	4580^31	4450^22	4548D30	4580D31	4650
-30	82.8	4436^28	4536^30	4569^31	4436D24	4536D30	4569D31	4642

High QNH **+100** per .10" — Engine A/I ON **-5330**
Low QNH **-170** per .10" — Wing A/I ON **-5330**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
34	92.5	3962^21	4041^23	4067^23	3955^12	4041D21	4067D23	4112
32	92.9	4040^22	4119^24	4146^24	4031^12	4119D22	4146D25	4191
30	93.2	4120^24	4200^25	4227^26	4110^12	4200D22	4227D25	4271
28	93.6	4201^25	4282^26	4309^27	4174F13	4282^22	4309D26	4353
26	94.0	4282^26	4363^28	4391^28	4230F13	4362^23	4391D26	4436
24	94.2	4363^27	4446^29	4473^29	4288F14	4444^23	4473D26	4517
22	94.2	4444^28	4528^30	4556^30	4347F14	4525^24	4556D27	4599
20	94.2	4475^29	4559^30	4587^31	4394F15	4556^25	4587D28	4634
18	93.9	4489^29	4574^31	4602^31	4425F16	4572^25	4602D29	4642
16	93.6	4495^29	4581^31	4609^31	4442F16	4579^26	4609D29	4650
14	93.3	4495^29	4581^31	4609^31	4456F16	4580^26	4609D30	4652
10	92.7	4495^29	4581^31	4610^31	4483F17	4581D27	4610D31	4654
0	91.0	4492^29	4581^31	4611^31	4484^19	4581D30	4611D31	4657
-10	89.3	4475^29	4567^30	4597^31	4471^22	4567D31	4597D31	4647
-20	87.6	4468^29	4563^30	4595^31	4468D25	4563D30	4595D31	4650
-30	85.9	4452^28	4550^30	4583^31	4452D27	4550D30	4583D31	4642

High QNH **+100** per .10" — Engine A/I ON **-5380**
Low QNH **-170** per .10" — Wing A/I ON **-5380**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
34	92.5	3981F27-27-36	4158^30-30-39	4171C31-31-39	4171C31-31-39
32	92.9	4040^22-22-32	4239^32-32-40	4250C32-32-40	4250C32-32-40
30	93.2	4120^24-24-33	4308F33-33-41	4329C33-33-42	4329C33-33-42
28	93.6	4201^25-25-34	4368F34-34-42	4412C34-34-43	4412C34-34-43
26	94.0	4282^26-26-35	4428F34-34-43	4494C36-36-44	4494C36-36-44
24	94.2	4363^27-27-37	4490F35-35-44	4566F37-37-45	4576C37-37-45
22	94.2	4444^28-28-38	4556F36-36-45	4633F38-38-46	4658C38-38-47
20	94.2	4475^29-29-38	4611F37-37-46	4689F38-38-47	4705C39-39-47
18	93.9	4489^29-29-39	4652F38-38-47	4709C39-39-47	4709C39-39-47
16	93.6	4495^29-29-39	4669F38-38-47	4713C39-39-47	4713C39-39-47
14	93.3	4495^29-29-39	4682F38-38-47	4715C39-39-48	4715C39-39-48
10	92.7	4495^29-29-39	4708F39-39-47	4718C39-39-48	4718C39-39-48
0	91.0	4539F36-36-45	4716^39-39-48	4724C39-39-48	4724C39-39-48
-10	89.3	4595F37-37-46	4702^39-39-47	4713C39-39-47	4713C39-39-47
-20	87.6	4607^37-37-46	4698^38-38-47	4721C39-39-48	4721C39-39-48
-30	85.9	4591^37-37-46	4684^38-38-47	4712C39-39-47	4712C39-39-47

High QNH **+100** per .10" — Engine A/I ON **-5420**
Low QNH **-170** per .10" — Wing A/I ON **-5420**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 7141 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope -0.08
Rwy Rev. Program Rules FAA **25 Oct 16**

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ZACATECAS **-ZCL** **02** ***DT H022***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3962^21	4041^23	4067^23	3957^21	4036^23	4062^23			
32	4040^22	4119^24	4146^24	4035^22	4114^24	4141^24			
30	4120^24	4200^25	4227^26	4115^24	4195^25	4222^26			
28	4201^25	4282^26	4309^27	4196^25	4277^26	4304^27			
26	4282^26	4363^28	4391^28	4278^26	4359^27	4387^28			
24	4363^27	4446^29	4473^29	4359^27	4442^29	4470^29			
22	4444^28	4528^30	4556^30	4441^28	4525^30	4553^30			
20	4475^29	4559^30	4587^31	4472^29	4556^30	4584^31			
18	4489^29	4574^31	4602^31	4487^29	4571^31	4600^31			
16	4495^29	4581^31	4609^31	4492^29	4578^31	4606^31			
14	4495^29	4581^31	4609^31	4492^29	4578^31	4607^31			
10	4495^29	4581^31	4610^31	3959^21	4042^23	4070^23			
0	4492^29	4581^31	4611^31	4406^28	4494^29	4523^30			
-10	4475^29	4567^30	4597^31	4394^28	4485^29	4515^30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5380 Wing A/I ON -5380			Engine A/I ON -170 Wing A/I ON -170			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3955^12	4041D21	4067D23	3950^11	4036D21	4062D23			
32	4031^12	4119D22	4146D25	4026^12	4114D22	4141D24			
30	4110^12	4200D22	4227D25	4106^12	4195D22	4222D25			
28	4174F13	4282^22	4309D26	4165P13	4277^22	4304D25			
26	4230F13	4362^23	4391D26	4222P13	4359^23	4387D26			
24	4288F14	4444^23	4473D26	4280P14	4441^23	4470D26			
22	4347F14	4525^24	4556D27	4339P14	4522^24	4553D27			
20	4394F15	4556^25	4587D28	4386P15	4553^24	4584D28			
18	4425F16	4572^25	4602D29	4418P16	4569^25	4600D28			
16	4442F16	4579^26	4609D29	4434F16	4576^26	4606D29			
14	4456F16	4580^26	4609D30	4448P16	4577^26	4607D29			
10	4483F17	4581D27	4610D31	3959D20	4042D23	4070D23			
0	4484^19	4581D30	4611D31	4400^20	4494D30	4523D30			
-10	4471^22	4567D31	4597D31	4393^22	4485D29	4515D30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5380 Wing A/I ON -5380			Engine A/I ON -170 Wing A/I ON -170			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3650P93	3858F 2	3932F 5	3356P98	3533P 6	3598P 9			
26	3706P93	3917F 2	3992F 5	3414P98	3595P 6	3660P 9			
24	3763P94	3977F 2	4051F 5	3473P98	3660P 7	3724P 9			
22	3819P94	4036F 3	4112F 6	3532P99	3723P 7	3789P10			
20	3861P94	4080F 3	4158F 6	3578P99	3775P 8	3841P11			
18	3882P95	4105F 4	4185F 7	3607P 0	3809P 8	3874P11			
16	3894P95	4120F 4	4199F 7	3620P 0	3823P 9	3888P12			
14	3906P96	4132F 5	4211F 7	3630P 1	3832P 9	3899P12			
12	3917P96	4144F 5	4223F 8	3640P 1	3843P10	3910P12			
10	3928P96	4156F 5	4236F 8	3651P 1	3853P10	3922P13			
0	3982P98	4217F 7	4300P10	3701P 3	3906P12	3976P15			
-10	4031P 0	4275F 9	4360P12	3746P 5	3954P14	4026P17			
-20	4092P 2	4342P11	4429P15	3795P 7	4008P16	4088P18			
-30	4150P 4	4408P14	4496P17	3846P 9	4066P18	4150P20			
	High QNH +110 per .10" Low QNH -150 per .10"			High QNH +100 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2530 Wing A/I ON -2530			Engine A/I ON -2370 Wing A/I ON -2370			Engine A/I ON Wing A/I ON		

Elevation 7141 Length 9843 Shift 0 Clearway 0 Stopway 0 Slope -0.08

Rwy Rev. Program Rules FAA 25 Oct 16

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ZACATECAS **-ZCL** **20** ***SPECIAL***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		D3.0 ZCL	*7600'	LT H180	8141'	

*USE ONLY IF ZCL VOR OTS

A/C AUTO

OAT °C	N1%	ALT TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	ALT TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
34	89.1	3951^21	4031^23	4057^23	3929P10	4031D20	4057D23	4112
32	89.4	4028^22	4109^24	4135^24	3984P11	4109D20	4135D23	4191
30	89.7	4107^23	4189^25	4216^25	4039P11	4188^20	4216D24	4271
28	89.9	4188P25	4270^26	4297^27	4093P12	4268^21	4297D24	4353
26	90.1	4246P25	4352^27	4379^28	4148P12	4349^21	4379D24	4436
24	90.4	4303P26	4433^29	4461^29	4201P13	4429^21	4461^25	4517
22	90.6	4359P27	4514^30	4542^30	4254P13	4508^22	4541^25	4599
20	90.8	4403P28	4544^30	4572^31	4296P14	4539^22	4571^26	4634
18	90.5	4417P28	4557^30	4585^31	4311P14	4552^23	4584^26	4642
16	90.2	4429P28	4563^30	4591^31	4325P14	4558^23	4591^26	4650
14	89.9	4441P28	4563^30	4592^31	4338P15	4560^24	4592^27	4652
10	89.3	4465P29	4564^30	4593^31	4365P15	4562^25	4593D28	4654
0	87.7	4473^29	4564^30	4595^31	4431P17	4564D27	4595D30	4657
-10	86.1	4457^28	4551^30	4582^31	4451^19	4551D29	4582D31	4647
-20	84.5	4450^28	4546^30	4579^31	4447^22	4546D30	4579D31	4650
-30	82.8	4434^28	4534^30	4568^30	4434D25	4534D30	4568D31	4642

High QNH **+100** per .10" Engine A/I ON **-5320**
Low QNH **-170** per .10" Wing A/I ON **-5320**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY Flaps 9 -10T	+0	+10H	TO-1 - WET RWY Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
34	92.5	3960^21	4039^23	4066^23	3953^12	4039D21	4066D23	4112
32	92.9	4038^22	4117^24	4144^24	4029^12	4117D22	4144D24	4191
30	93.2	4118^24	4198^25	4225^26	4101P12	4198D22	4225D25	4271
28	93.6	4199^25	4280^26	4307^27	4157P13	4280D23	4307D26	4353
26	94.0	4280^26	4362^28	4389^28	4214P13	4361^23	4389D26	4436
24	94.2	4361^27	4444^29	4472^29	4272P14	4442^23	4472D26	4517
22	94.2	4443^28	4526^30	4554^30	4331P15	4523^24	4554D27	4599
20	94.2	4473^29	4557^30	4585^31	4378P15	4554^25	4585D28	4634
18	93.9	4488^29	4572^31	4600^31	4409P16	4570^25	4600D29	4642
16	93.6	4494^29	4579^31	4607^31	4425P16	4577^26	4607D29	4650
14	93.3	4493^29	4580^31	4608^31	4439P17	4578^26	4608D30	4652
10	92.7	4493^29	4580^31	4609^31	4466P17	4580D27	4609D31	4654
0	91.0	4490^29	4579^31	4609^31	4482^20	4579D30	4609D31	4657
-10	89.3	4473^29	4565^30	4596^31	4469^22	4565D31	4596D31	4647
-20	87.6	4466^29	4556^30	4593^31	4466D25	4556D30	4593D31	4650
-30	85.9	4450^28	4549^30	4581^31	4450D27	4549D30	4581D31	4642

High QNH **+100** per .10" Engine A/I ON **-5380**
Low QNH **-170** per .10" Wing A/I ON **-5380**

A/C AUTO

OAT °C	N1%	TO-1 - DRY RWY - OPT V2 Flaps 9 -10T	+0	+10H	+20H
34	92.5	3962P27-27-36	4157^30-30-39	4171C31-31-39	4171C31-31-39
32	92.9	4038^22-22-32	4226P32-32-40	4250C32-32-40	4250C32-32-40
30	93.2	4118^24-24-33	4287P32-32-41	4329C33-33-42	4329C33-33-42
28	93.6	4199^25-25-34	4347P33-33-42	4412C34-34-43	4412C34-34-43
26	94.0	4280^26-26-35	4406P34-34-43	4481P35-35-44	4494C36-36-44
24	94.2	4361^27-27-37	4467P35-35-44	4543P36-36-45	4576C37-37-45
22	94.2	4443^28-28-38	4534P36-36-45	4610P37-37-46	4658C38-38-47
20	94.2	4473^29-29-38	4588P37-37-46	4666P38-38-47	4705C39-39-47
18	93.9	4488^29-29-38	4629P37-37-46	4707P39-39-47	4709C39-39-47
16	93.6	4494^29-29-39	4645P38-38-46	4713C39-39-47	4713C39-39-47
14	93.3	4493^29-29-39	4658P38-38-47	4715C39-39-48	4715C39-39-48
10	92.7	4493^29-29-39	4684P38-38-47	4718C39-39-48	4718C39-39-48
0	91.0	4516P35-35-44	4715^39-39-48	4724C39-39-48	4724C39-39-48
-10	89.3	4571P36-36-45	4700^39-39-47	4713C39-39-47	4713C39-39-47
-20	87.6	4605^37-37-46	4696^38-38-47	4721C39-39-48	4721C39-39-48
-30	85.9	4589^37-37-46	4682^38-38-47	4712C39-39-47	4712C39-39-47

High QNH **+100** per .10" Engine A/I ON **-5200**
Low QNH **-170** per .10" Wing A/I ON **-5200**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 7141 Length 9843 Shift **0** Clearway 0 Stopway 0 Slope +0.08
Rwy Rev. Program Rules FAA **25 Oct 16**

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ZACATECAS **-ZCL** **20** ***SPECIAL***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3960^21	4039^23	4066^23	3955^21	4034^23	4060^23			
32	4038^22	4117^24	4144^24	4033^22	4112^24	4139^24			
30	4118^24	4198^25	4225^26	4113^24	4194^25	4220^26			
28	4199^25	4280^26	4307^27	4195^25	4276^26	4303^27			
26	4280^26	4362^28	4389^28	4276^26	4358^27	4385^28			
24	4361^27	4444^29	4472^29	4358^27	4441^29	4468^29			
22	4443^28	4526^30	4554^30	4440^28	4524^30	4552^30			
20	4473^29	4557^30	4585^31	4470^29	4555^30	4583^31			
18	4488^29	4572^31	4600^31	4485^29	4569^31	4598^31			
16	4494^29	4579^31	4607^31	4491^29	4576^31	4604^31			
14	4493^29	4580^31	4608^31	4490^29	4576^31	4605^31			
10	4493^29	4580^31	4609^31	3958^21	4041^23	4069^23			
0	4490^29	4579^31	4609^31	4404^28	4492^29	4522^30			
-10	4473^29	4565^30	4596^31	4392^28	4483^29	4514^30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5380 Wing A/I ON -5380			Engine A/I ON -170 Wing A/I ON -170			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
34	3953^12	4039D21	4066D23	3948^11	4034D21	4060D23			
32	4029^12	4117D22	4144D24	4025^12	4112D22	4139D24			
30	4101F12	4198D22	4225D25	4092F12	4194D22	4220D25			
28	4157F13	4280D23	4307D26	4149F13	4276D22	4303D25			
26	4214F13	4361^23	4389D26	4206F13	4357^23	4385D26			
24	4272F14	4442^23	4472D26	4264F14	4439^23	4468D26			
22	4331F15	4523^24	4554D27	4323F14	4520^24	4552D27			
20	4378F15	4554^25	4585D28	4370F15	4551^24	4583D28			
18	4409F16	4570^25	4600D29	4401F16	4567^25	4598D28			
16	4425F16	4577^26	4607D29	4418F16	4574^26	4604D29			
14	4439F17	4578^26	4608D30	4431F17	4575^26	4605D29			
10	4466F17	4580D27	4609D31	3958D20	4041D23	4069D23			
0	4482^20	4579D30	4609D31	4398^20	4492D29	4522D30			
-10	4469^22	4565D31	4596D31	4391^22	4483D29	4514D30			
	High QNH +100 per .10" Low QNH -170 per .10"			High QNH +100 per .10" Low QNH -210 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -5380 Wing A/I ON -5380			Engine A/I ON -170 Wing A/I ON -170			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3636F93	3845F 2	3918F 5	3348F98	3526F 6	3588F 9			
26	3693F94	3904F 2	3978F 5	3406F98	3586F 7	3651F 9			
24	3750F94	3963F 3	4038F 6	3465F99	3650F 7	3714F10			
22	3806F94	4022F 3	4098F 6	3524F99	3715F 8	3779F10			
20	3847F95	4067F 4	4144F 7	3570F 0	3766F 8	3831F11			
18	3870F95	4092F 4	4171F 7	3599F 0	3800F 9	3865F12			
16	3882F96	4107F 5	4186F 8	3612F 1	3812F 9	3879F12			
14	3893F96	4119F 5	4197F 8	3623F 1	3823F10	3889F12			
12	3903F96	4131F 5	4210F 8	3632F 1	3833F10	3900F13			
10	3913F97	4143F 6	4222F 9	3642F 2	3843F10	3911F13			
0	3970F99	4203F 8	4286F11	3693F 3	3896F12	3967F15			
-10	4018F 1	4260F10	4346F13	3738F 5	3943F14	4017F17			
-20	4078F 2	4328F12	4414F15	3788F 7	4000F16	4078F19			
-30	4137F 5	4393F14	4481F17	3835F 9	4057F18	4142F21			
	High QNH +110 per .10" Low QNH -150 per .10"			High QNH +110 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -2500 Wing A/I ON -2500			Engine A/I ON -2310 Wing A/I ON -2310			Engine A/I ON Wing A/I ON		

Elevation 7141 Length 9843 Shift 0 Clearway 0 Stopway 0 Slope +0.08

Rwy Rev. Program Rules FAA 25 Oct 16

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ZIHUATANEJO

ZIHUATANEJO -ZIH 08 *SPECIAL*

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		200'		RT H145	1026'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	87.6	4320P26	4553^30	4601^31	4250P14	4542P23	4601D26	4723
46	87.7	4396P27	4649P31	4707^32	4322P14	4619P24	4704^27	4842
44	87.6	4443P27	4698P32	4764^33	4367P15	4667P24	4758^27	4900
42	87.4	4459P28	4715P32	4783^33	4384P15	4685P24	4778^27	4947
40	87.1	4475P28	4732P32	4798^33	4400P15	4703P25	4795^28	4959
38	86.8	4485P28	4744P33	4804^34	4412P16	4716P25	4801^28	4961
36	86.6	4496P28	4755P33	4808^34	4424P16	4729P25	4808^29	4962
34	86.3	4507P28	4762^33	4813^34	4437P16	4743P26	4813D29	4964
32	86.0	4519P29	4768^33	4818^34	4449P17	4757P26	4818D29	4966
30	85.7	4530P29	4772^33	4824^34	4462P17	4765^26	4824D30	4968
20	84.3	4587P30	4799^33	4851^34	4527P19	4799D28	4851D32	4976
10	82.8	4645P31	4817^34	4869^35	4593P21	4817D31	4869D34	4973
0	81.3	4690^32	4843^34	4897^35	4662P22	4843D33	4897D35	4984
-10	79.8	4700^32	4855^34	4909^35	4697^24	4855D35	4909D35	4988
-20	78.3	4705^32	4862^34	4916^35	4705D27	4862D35	4916D36	4985
-30	76.7	4708^32	4867^35	4920^35	4708D29	4867D35	4920D36	4983

High QNH **+20** per .10" — Low QNH **-160** per .10" — Engine A/I ON **-790** — Wing A/I ON **-790**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	+0	+10H	Flaps 9 -10T	+0	+10H	Dry Rwy Climb Limit
48	90.8	4420P28	4581^30	4628^31	4324P15	4576^25	4628D28	4723
46	90.9	4501P29	4687^32	4736^33	4398P16	4677^25	4736D29	4842
44	90.8	4562P29	4747^33	4796^33	4453P16	4735^26	4796D29	4900
42	90.5	4604P30	4774^33	4824^34	4487P17	4763^27	4824D30	4947
40	90.2	4618P30	4789^33	4838^34	4503P17	4778^27	4838D30	4959
38	90.0	4629P31	4793^33	4843^34	4517P18	4785^27	4843D31	4961
36	89.7	4640P31	4797^33	4847^34	4529P18	4791^28	4847D31	4962
34	89.4	4651P31	4802^33	4852^34	4542P18	4799^28	4852D32	4964
32	89.1	4663P31	4807^34	4855^34	4556P19	4805^29	4855D32	4965
30	88.8	4667^31	4812^34	4855^34	4569P19	4812^29	4855D32	4965
20	87.3	4687^31	4836^34	4887^35	4636P21	4836D31	4887D35	4976
10	85.8	4691^32	4842^34	4893^35	4681^23	4842D33	4893D35	4973
0	84.2	4708^32	4860^34	4912^35	4704^25	4860D35	4912D35	4984
-10	82.7	4717^32	4871^35	4924^35	4717D27	4871D35	4924D36	4988
-20	81.1	4721^32	4876^35	4930^36	4721D30	4876D35	4930D36	4985
-30	79.5	4725^32	4881^35	4935^36	4725D32	4881D35	4935D36	4983

High QNH **+10** per .10" — Low QNH **-170** per .10" — Engine A/I ON **-800** — Wing A/I ON **-800**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	+0	+10H	+20H
48	90.8	4420P28-28-37	4581^30-30-40	4628^31-31-40	4676^32-32-41
46	90.9	4501P29-29-39	4687^32-32-41	4736^33-33-42	4785^34-34-43
44	90.8	4562P29-29-39	4747^33-33-42	4796^33-33-43	4846^34-34-44
42	90.5	4604P30-30-40	4774^33-33-43	4824^34-34-43	4874^35-35-44
40	90.2	4618P30-30-40	4789^33-33-43	4838^34-34-43	4887^35-35-44
38	90.0	4629P31-31-40	4793^33-33-43	4843^34-34-43	4894P41-41-50
36	89.7	4640P31-31-41	4797^33-33-43	4847^34-34-44	4903^41-41-50
34	89.4	4651P31-31-41	4802^33-33-43	4852^34-34-44	4909^41-41-50
32	89.1	4663P31-31-41	4807^34-34-43	4855^34-34-44	4915^41-41-50
30	88.8	4667^31-31-41	4812^34-34-43	4856P40-40-49	4921^41-41-50
20	87.3	4687^31-31-41	4836^34-34-43	4897^41-41-50	4950^42-42-51
10	85.8	4691^32-32-41	4865^40-40-50	4917^41-41-50	4970^42-42-51
0	84.2	4708^32-32-42	4895^41-41-50	4948^42-42-51	4998C43-43-52
-10	82.7	4752P38-38-48	4920^41-41-50	4973^42-42-51	5003C43-43-52
-20	81.1	4778^39-39-48	4936^42-42-51	4991^43-43-51	5000C43-43-52
-30	79.5	4783^39-39-48	4943^42-42-51	4996C43-43-52	4996C43-43-52

High QNH **+20** per .10" — Low QNH **-170** per .10" — Engine A/I ON **-760** — Wing A/I ON **-760**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 26 — Length 8222 — Shift **0** — Clearway 0 — Stopway 0 — Slope +0.16
Rwy Rev. — Program — Rules FAA — **01 Aug 17**

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ZIHUATANEJO -ZIH 08 *SPECIAL*

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4420F28	4581^30	4628^31	4410F27	4574^30	4622^31			
46	4501F29	4687^32	4736^33	4492F28	4681^32	4730^33			
44	4562F29	4747^33	4796^33	4553P29	4741^33	4790^33			
42	4604F30	4774^33	4824^34	4593P30	4768^33	4818^34			
40	4618F30	4789^33	4838^34	4608P30	4783^33	4832^34			
38	4629F31	4793^33	4843^34	4619P30	4788^33	4837^34			
36	4640F31	4797^33	4847^34	4630P31	4792^33	4842^34			
34	4651F31	4802^33	4852^34	4641P31	4797^33	4847^34			
32	4663F31	4807^34	4855^34	4652P31	4802^33	4852^34			
30	4667^31	4812^34	4855^34	4662^31	4807^34	4854^34			
20	4687^31	4836^34	4887^35	4683^31	4831^34	4882^35			
10	4691^32	4842^34	4893^35	4616^31	4763^33	4814^34			
0	4708^32	4860^34	4912^35	4633^31	4782^33	4834^34			
-10	4717^32	4871^35	4924^35	4639^31	4789^33	4841^34			
	High QNH +10 per .10" Low QNH -170 per .10"			High QNH +20 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -800 Wing A/I ON -800			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4324F15	4576^25	4628D28	4317F15	4570^25	4622D28			
46	4398F16	4677^25	4736D29	4390F15	4671^25	4730D28			
44	4453F16	4735^26	4796D29	4444F16	4729^26	4790D29			
42	4487F17	4763^27	4824D30	4479F17	4757^27	4818D30			
40	4503F17	4778^27	4838D30	4495F17	4772^27	4832D30			
38	4517F18	4785^27	4843D31	4509F17	4779^27	4837D31			
36	4529F18	4791^28	4847D31	4521F18	4785^28	4842D31			
34	4542F18	4799^28	4852D32	4534F18	4793^28	4847D31			
32	4556F19	4805^29	4855D32	4548F18	4800^28	4852D32			
30	4569F19	4812^29	4855D32	4561F19	4806^29	4854D32			
20	4636F21	4836D31	4887D35	4628P21	4831D31	4882D34			
10	4681^23	4842D33	4893D35	4609^23	4763D33	4814D34			
0	4704^25	4860D35	4912D35	4632^25	4782D34	4834D34			
-10	4717D27	4871D35	4924D36	4639D27	4789D34	4841D35			
	High QNH +10 per .10" Low QNH -170 per .10"			High QNH +20 per .10" Low QNH -170 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -800 Wing A/I ON -800			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3815P98	4236F 7	4331P10	3499P 2	3972P10	4136P13			
26	3930P98	4248F 7	4343P11	3517F 3	3993P10	4156P13			
24	3998P98	4260F 8	4356P11	3538F 3	4010P11	4175P13			
22	4008P98	4272F 8	4369P12	3558F 3	4030P11	4193P13			
20	4020P98	4285F 9	4382P12	3576F 3	4047P11	4213P14			
18	4029P99	4296F 9	4394P12	3582F 4	4064P12	4233P14			
16	4038P99	4308F 9	4407P13	3592F 4	4083P12	4253P14			
14	4049F 0	4320P10	4420P13	3602F 4	4102P12	4273P15			
12	4060F 0	4333P10	4433P14	3616F 5	4122P12	4278^15			
10	4070F 0	4346P11	4444P14	3631F 5	4141P13	4278^15			
0	4129F 2	4415P13	4518P16	3707F 7	4240^14	4284^15			
-10	4187F 4	4484P15	4592P18	3793F 8	4237^14	4281^15			
-20	4247F 6	4555P17	4667P20	3910F 9	4229^14	4276^15			
-30	4308F 8	4629P19	4744P23	4025P11	4220^14	4268^14			
	High QNH +80 per .10" Low QNH -60 per .10"			High QNH +0 per .10" Low QNH -100 per .10"			High QNH per .10" Low QNH per .10"		
	Engine A/I ON -450 Wing A/I ON -450			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation 26 Length 8222 Shift 0 Clearway 0 Stopway 0 Slope +0.16

Rwy Rev. Program Rules FAA **01 Aug 17**

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ZIHUATANEJO -ZIH 26 ***DT H266***

Engine Failure Procedure

CLIMB AT	VIA	REACHING	OR	TURN	FLAP RETRACT	HOLD
		1026'		DT H266	1026'	

A/C AUTO — ALT TO-1 - DRY RWY / ALT TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	87.6	4348^26	4528^29	4581^30	4282P13	4521^23	4581D26	4723
46	87.7	4431^27	4618^31	4674^32	4355P14	4605^24	4674D27	4842
44	87.6	4482P28	4671^31	4727^32	4400P14	4655^24	4727D27	4900
42	87.4	4499P28	4687^32	4745^33	4417P15	4673^24	4745D28	4947
40	87.1	4515P28	4702^32	4760^33	4434P15	4690^25	4760D28	4959
38	86.8	4519^29	4711^32	4769^33	4445P15	4700^25	4769D28	4961
36	86.6	4529^29	4720^32	4777^33	4458P16	4710^25	4777D29	4962
34	86.3	4539^29	4729^32	4786^33	4470P16	4721^26	4786D29	4964
32	86.0	4549^29	4738^32	4795^33	4483P16	4733^26	4795D29	4966
30	85.7	4558^29	4748^33	4804^34	4496P17	4743^27	4804D30	4968
20	84.3	4607^30	4794^33	4849^34	4554^18	4794D28	4849D32	4976
10	82.8	4655^31	4835^34	4888^35	4610^20	4835D30	4888D34	4973
0	81.3	4707^32	4883^35	4940^36	4673^22	4883D33	4940D36	4984
-10	79.8	4753^33	4898^35	4939^36	4731^24	4898D35	4939D36	4988
-20	78.3	4765^33	4890^35	4932^36	4764^26	4890D35	4932D36	4985
-30	76.7	4751^33	4880^35	4924^35	4751D29	4880D35	4924D36	4983

High QNH **+10** per .10" — Engine A/I ON **-850**
Low QNH **-160** per .10" — Wing A/I ON **-850**

A/C AUTO — TO-1 - DRY RWY / TO-1 - WET RWY

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Dry Rwy Climb Limit
48	90.8	4424^28	4589^31	4637^31	4345^15	4580^25	4637D28	4723
46	90.9	4511^29	4684^32	4735^33	4424^15	4668^25	4735D28	4842
44	90.8	4571^30	4746^33	4797^33	4479^16	4727^26	4797D29	4900
42	90.5	4605^30	4777^33	4828^34	4510^17	4758^27	4828D30	4947
40	90.2	4619^30	4792^33	4842^34	4526^17	4774^27	4842D30	4959
38	90.0	4629^31	4800^33	4850^34	4537^17	4785^27	4850D31	4961
36	89.7	4637^31	4808^34	4858^34	4548^18	4796^28	4858D31	4962
34	89.4	4647^31	4816^34	4866^35	4560^18	4807^28	4866D31	4964
32	89.1	4656^31	4825^34	4875^35	4571^18	4818^28	4875D32	4966
30	88.8	4665^31	4834^34	4883^35	4583^19	4829^29	4883D32	4968
20	87.3	4713^32	4877^35	4925^36	4643^20	4877D31	4925D34	4976
10	85.8	4754^33	4911^35	4950^36	4699^22	4911D33	4950D36	4973
0	84.2	4801^33	4916^35	4955^36	4762^24	4916D35	4955D36	4984
-10	82.7	4793^33	4913^35	4954^36	4791^27	4913D35	4954D36	4988
-20	81.1	4782^33	4905^35	4947^36	4782D29	4905D35	4947D36	4985
-30	79.5	4766^33	4895^35	4938^36	4766D32	4895D35	4938D36	4983

High QNH **+0** per .10" — Engine A/I ON **-960**
Low QNH **-170** per .10" — Wing A/I ON **-960**

A/C AUTO — TO-1 - DRY RWY - OPT V2

OAT °C	N1%	Flaps 9 -10T	Flaps 9 +0	Flaps 9 +10H	Flaps 9 +20H
48	90.8	4424^28-28-37	4589^31-31-40	4637^31-31-41	4682^32-32-41
46	90.9	4511^29-29-39	4684^32-32-41	4735^33-33-42	4783^33-33-43
44	90.8	4571^30-30-40	4746^33-33-42	4797^33-33-43	4845^34-34-44
42	90.5	4605^30-30-40	4777^33-33-43	4828^34-34-43	4875^35-35-44
40	90.2	4619^30-30-40	4792^33-33-43	4842^34-34-43	4890^35-35-44
38	90.0	4629^31-31-40	4800^33-33-43	4850^34-34-44	4897^35-35-44
36	89.7	4637^31-31-41	4808^34-34-43	4858^34-34-44	4904^35-35-44
34	89.4	4647^31-31-41	4816^34-34-43	4866^35-35-44	4912^35-35-45
32	89.1	4656^31-31-41	4825^34-34-43	4875^35-35-44	4920^35-35-45
30	88.8	4665^31-31-41	4834^34-34-43	4883^35-35-44	4928^36-36-45
20	87.3	4713^32-32-42	4877^35-35-44	4925^36-36-45	4968^36-36-45
10	85.8	4754^33-33-42	4911^35-35-44	4950^36-36-45	4973C36-36-45
0	84.2	4801^33-33-43	4916^35-35-45	4955^36-36-45	4996^43-43-52
-10	82.7	4793^33-33-43	4937^42-42-51	4991^43-43-51	5003C43-43-52
-20	81.1	4803^39-39-49	4979^42-42-51	5000C43-43-52	5000C43-43-52
-30	79.5	4850^40-40-49	4996C43-43-52	4996C43-43-52	4996C43-43-52

High QNH **+0** per .10" — Engine A/I ON **-840**
Low QNH **-170** per .10" — Wing A/I ON **-840**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 26 Length 8222 Shift **0** Clearway 0 Stopway 0 Slope -0.16
Rwy Rev. Program Rules FAA **01 Aug 17**

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ZIHUATANEJO -ZIH 26 ***DT H266***

A/C **AUTO**

OAT °C	DRY - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	DRY - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4424^28	4589^31	4637^31	4416^27	4581^30	4630^31			
46	4511^29	4684^32	4735^33	4502^29	4675^32	4727^33			
44	4571^30	4746^33	4797^33	4562^29	4737^32	4789^33			
42	4605^30	4777^33	4828^34	4596^30	4768^33	4820^34			
40	4619^30	4792^33	4842^34	4611^30	4784^33	4835^34			
38	4629^31	4800^33	4850^34	4620^30	4793^33	4843^34			
36	4637^31	4808^34	4858^34	4629^31	4801^33	4851^34			
34	4647^31	4816^34	4866^35	4638^31	4809^34	4859^34			
32	4656^31	4825^34	4875^35	4648^31	4818^34	4868^35			
30	4665^31	4834^34	4883^35	4657^31	4826^34	4876^35			
20	4713^32	4877^35	4925^36	4705^32	4870^35	4918^35			
10	4754^33	4911^35	4950^36	4699^32	4826^34	4864^35			
0	4801^33	4916^35	4955^36	4714^32	4829^34	4868^35			
-10	4793^33	4913^35	4954^36	4707^32	4825^34	4865^35			
	High QNH +0 per .10" Low QNH -170 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	WET - 1 FLP CHNL INOP Flaps 9 -10T	+0	+10H	WET - EAI VLV INOP OPEN Flaps 9 -10T	+0	+10H	Flaps -10T	+0	+10H
48	4345^15	4580^25	4637D28	4338^15	4573^25	4630D28			
46	4424^15	4668^25	4735D28	4417^15	4660^25	4727D28			
44	4479^16	4727^26	4797D29	4471^16	4719^26	4789D29			
42	4510^17	4758^27	4828D30	4502^16	4750^27	4820D30			
40	4526^17	4774^27	4842D30	4519^17	4766^27	4835D30			
38	4537^17	4785^27	4850D31	4530^17	4778^27	4843D31			
36	4548^18	4796^28	4858D31	4541^17	4789^28	4851D31			
34	4560^18	4807^28	4866D31	4552^18	4799^28	4859D31			
32	4571^18	4818^28	4875D32	4565^18	4811^28	4868D32			
30	4583^19	4829^29	4883D32	4576^19	4822^29	4876D32			
20	4643^20	4877D31	4925D34	4636^20	4870D31	4918D34			
10	4699^22	4911D33	4950D36	4652^22	4826D33	4864D35			
0	4762^24	4916D35	4955D36	4710^24	4829D34	4868D35			
-10	4791^27	4913D35	4954D36	4706^27	4825D34	4865D35			
	High QNH +0 per .10" Low QNH -160 per .10"			High QNH +0 per .10" Low QNH -160 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -860 Wing A/I ON -860			Engine A/I ON +0 Wing A/I ON +0			Engine A/I ON Wing A/I ON		

OAT °C	LEVEL 1 CONTAM Flaps 9 -10T	+0	+10H	LEVEL 2 CONTAM Flaps 22 -10T	+0	+10H	LEVEL 3 CONTAM Flaps -10T	+0	+10H
28	3362P98	4264F 6	4358F 9	3535P 1	3966P10	4123P12			
26	3502P98	4275F 6	4371P10	3559P 2	3981P10	4143P13			
24	3675P98	4288F 7	4384P10	3575P 2	3996P10	4158P13			
22	3809P98	4300F 7	4396P11	3579P 2	4013P11	4175P13			
20	3932P98	4312F 8	4410P11	3594P 3	4031P11	4196P13			
18	4054P98	4324F 8	4422P11	3605P 3	4050P11	4211P14			
16	4064P98	4336F 8	4435P12	3605P 3	4068P11	4236P14			
14	4075P98	4349F 9	4448P12	3630P 4	4088P12	4252P14			
12	4087P99	4361F 9	4461P13	3643P 4	4088P12	4276P15			
10	4097P99	4373P10	4474P13	3659P 4	4127P12	4281^15			
0	4158F 1	4444P12	4547P15	3739P 6	4227P14	4287^15			
-10	4218F 3	4512P14	4614^17	3832P 7	4239^14	4284^15			
-20	4276F 5	4584P16	4681^20	3926P 9	4231^14	4278^15			
-30	4339F 7	4650^18	4748^22	4007P10	4222^14	4270^15			
	High QNH +80 per .10" Low QNH -60 per .10"			High QNH +10 per .10" Low QNH -100 per .10"			High QNH Low QNH		per .10" per .10"
	Engine A/I ON -460 Wing A/I ON -460			Engine A/I ON -720 Wing A/I ON -720			Engine A/I ON Wing A/I ON		

Elevation 26 Length 8222 Shift **0** Clearway 0 Stopway 0 Slope -0.16

Rwy Rev. Program Rules FAA **01 Aug 17**

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LANDING DATA

TAR MEXICO
Performance Handbook

LANDING DATA

MAXIMUM LANDING WEIGHT - FIELD LENGTH LIMIT - DISPATCH

Dry Runway
EMB-145
Flaps 22

	Corrected Landing Distance Available (ft)								
	Landing Weight (lb)								
P.A.	4200	4400	4600	4800	5000	5200	5400	5600	5800
8500						27510	28890	30330	31730
8000					26550	27950	29370	30830	32250
7500					26970	28380	29850	31320	32760
7000					27390	28840	30340	31820	33270
6500					27820	29310	30830	32320	33750
6000				26770	28260	29790	31330	32840	34260
5500				27190	28690	30270	31820	33330	34760
5000				27610	29160	30760	32320	33830	35270
4500			26490	28040	29630	31240	32830	34320	35810
4000			26900	28470	30110	31740	33330	34820	36360
3500			27300	28910	30580	32220	33800	35320	36910
3000			27720	29370	31060	32720	34290	35860	37470
2500		26490	28130	29830	31540	33210	34780	36390	38020
2000		26890	28560	30300	32020	33690	35280	36940	38580
1500		27280	28990	30760	32500	34160	35800	37480	39140
1000		27680	29440	31230	32990	34640	36330	38030	39710
500		28090	29890	31700	33450	35120	36860	38580	40250
0	26740	28500	30350	32170	33920	35630	37400	39140	40820

	Landing Weight (lb)								
P.A.	5800	6000	6200	6400	6600	6800	7000	7200	7400
8500	31730	33120	34410	35720	37060	38370	39670	40900	42120
8000	32250	33620	34930	36280	37640	38960	40250	41500	42760
7500	32760	34110	35460	36840	38200	39550	40830	42110	43390
7000	33270	34630	36010	37420	38790	40140	41440	42740	44040
6500	33750	35140	36560	37980	39380	40720	42040	43360	44660
6000	34260	35680	37130	38560	39970	41310	42660	44010	45310
5500	34760	36220	37690	39140	40540	41910	43290	44640	45960
5000	35270	36780	38270	39740	41130	42530	43930	45280	46620
4500	35810	37340	38840	40300	41720	43150	44560	45930	47270
4000	36360	37910	39430	40890	42340	43790	45200	46580	47940
3500	36910	38470	40000	41470	42940	44410	45830	47220	48600
3000	37470	39040	40570	42070	43570	45040	46480	47890	49280
2500	38020	39620	41140	42670	44190	45670	47120	48550	49950
2000	38580	40180	41730	43290	44820	46310	47780	49220	50640
1500	39140	40740	42310	43900	45430	46940	48430	49880	51310
1000	39710	41310	42920	44520	46070	47590	49090	50570	52000
500	40250	41880	43520	45120	46690	48230	49750	51230	52690
0	40820	42470	44140	45750	47330	48890	50430	51920	52910

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LANDING DATA

MAXIMUM LANDING WEIGHT - FIELD LENGTH LIMIT - DISPATCH

Dry Runway
EMB-145
Flaps 22

Corrections to Landing Distance Available

Condition	Correction
Wet Runway	x 0.87
Headwind (30 kts max)	+ 23 ft/kt
Tailwind (10 kts max)	- 108 ft/kt

Instructions:

1. Correct landing distance available for non-normals.
2. Correct landing distance available for winds.
3. Determine field length limited weight using corrected landing dist. available.

TAR MEXICO
Performance Handbook

LANDING DATA

MAXIMUM LANDING WEIGHT - FIELD LENGTH LIMIT - DISPATCH

Dry Runway
EMB-145
Flaps 45

	Corrected Landing Distance Available (ft)												
	Landing Weight (lb)												
P.A.	3300	3500	3700	3900	4100	4300	4500	4700	4900	5100	5300	5500	5700
8500					27760	29630	31520	33430	35400	37300	39190	41070	42940
8000					28210	30110	32030	33990	35980	37920	39840	41750	43650
7500				26740	28650	30580	32530	34540	36560	38530	40470	42410	44350
7000				27170	29110	31070	33040	35110	37170	39160	41130	43100	45060
6500				27590	29560	31550	33580	35680	37770	39780	41790	43790	45780
6000				28030	30030	32050	34130	36270	38390	40430	42470	44500	46510
5500			26460	28470	30500	32550	34680	36880	39000	41070	43140	45200	47250
5000			26880	28920	30980	33060	35240	37520	39630	41740	43840	45930	48000
4500			27290	29360	31460	33590	35820	38100	40260	42400	44530	46650	48760
4000			27720	29820	31950	34130	36430	38710	40900	43080	45240	47390	49530
3500			28140	30270	32430	34670	37030	39320	41540	43750	45940	48130	50290
3000			28570	30730	32920	35220	37630	39950	42200	44440	46670	48880	51080
2500		26820	29000	31200	33430	35790	38220	40580	42860	45130	47390	49630	51860
2000		27230	29440	31670	33960	36380	38850	41220	43530	45840	48130	50410	52670
1500		27630	29870	32140	34480	36950	39480	41850	44200	46530	48860	51180	52910
1000		28040	30310	32610	35010	37550	40100	42500	44880	47250	49620	51960	52910
500		28450	30750	33090	35550	38150	40700	43140	45560	47970	50370	52750	52910
0	26550	28870	31210	33600	36120	38760	41330	43810	46270	48710	51140	52910	52910

See Adjustments On Next Page

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LANDING DATA

MAXIMUM LANDING WEIGHT - FIELD LENGTH LIMIT - DISPATCH

Dry Runway
EMB-145
Flaps 45

Corrections to Landing Distance Available

Condition	Correction
Wet Runway	x 0.87
Headwind (30 kts max)	+ 19 ft/kt
Tailwind (10 kts max)	- 87 ft/kt

Instructions:

1. Correct landing distance available for non-normals.
2. Correct landing distance available for winds.
3. Determine field length limited weight using corrected landing dist. available.

LANDING DATA

UNFACTORED LANDING DISTANCE - INFLIGHT USE ONLY

Dry Runway

EMB-145

Flaps 22

	Landing Weight (1000 lb)						
	Dry Runway Landing Distance (ft)						
P.A.	27	29	31	33	35	37	39
8500	3075	3249	3417	3589	3774	3955	4138
8000	3038	3209	3374	3544	3726	3903	4083
7500	3003	3171	3334	3500	3679	3854	4031
7000	2967	3133	3293	3457	3633	3804	3978
6500	2933	3096	3253	3415	3588	3757	3928
6000	2899	3059	3214	3373	3544	3709	3877
5500	2865	3023	3176	3333	3500	3663	3828
5000	2832	2988	3138	3292	3457	3617	3780
4500	2800	2953	3102	3253	3416	3573	3733
4000	2768	2919	3065	3214	3374	3529	3686
3500	2737	2886	3030	3177	3335	3487	3641
3000	2707	2854	2995	3140	3295	3445	3597
2500	2677	2822	2962	3104	3257	3405	3554
2000	2648	2791	2928	3068	3219	3364	3511
1500	2620	2761	2896	3034	3183	3326	3470
1000	2592	2731	2864	3000	3146	3287	3429
500	2565	2702	2833	2968	3111	3250	3390
0	2538	2673	2802	2935	3076	3213	3350

	Dry Runway Landing Distance (ft)						
P.A.	41	43	45	47	49	51	53
8500	4330	4526	4725	4933	4951	4951	4951
8000	4272	4463	4659	4862	4938	4938	4938
7500	4216	4404	4596	4795	4896	4896	4896
7000	4160	4344	4532	4727	4827	4827	4827
6500	4106	4287	4472	4663	4761	4761	4761
6000	4052	4230	4411	4599	4694	4694	4694
5500	4000	4175	4353	4537	4631	4631	4631
5000	3949	4120	4295	4475	4567	4567	4567
4500	3899	4067	4239	4416	4506	4506	4506
4000	3849	4015	4183	4357	4445	4445	4445
3500	3802	3965	4130	4300	4387	4387	4387
3000	3755	3914	4077	4244	4329	4329	4329
2500	3709	3866	4026	4190	4274	4274	4274
2000	3664	3818	3975	4136	4218	4218	4218
1500	3620	3772	3926	4085	4165	4165	4165
1000	3577	3726	3877	4033	4113	4113	4113
500	3535	3682	3831	3984	4062	4062	4062
0	3493	3638	3784	3935	4011	4011	4011

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Performance Handbook

LANDING DATA

UNFACTORED LANDING DISTANCE - INFLIGHT USE ONLY

Dry Runway
EMB-145
Flaps 22

Adjustments

Condition	Correction
Headwind	- 14 ft/kt
Tailwind	+ 70 ft/kt
Wet Runway	x 1.15

Instructions:

1. Determine landing distance from table.
2. Correct for winds.
3. Correct for non-normals.

UNFACTORED LANDING DISTANCE - INFLIGHT USE ONLY

Dry Runway

EMB-145

Flaps 45

	Landing Weight (1000 lb)						
	Dry Runway Landing Distance (ft)						
P.A.	**27**	**29**	**31**	**33**	**35**	**37**	**39**
8500	2411	2540	2667	2794	2916	3041	3168
8000	2383	2510	2636	2761	2880	3003	3128
7500	2356	2482	2606	2729	2847	2967	3089
7000	2330	2453	2576	2698	2814	2930	3051
6500	2304	2426	2547	2667	2781	2895	3013
6000	2278	2398	2518	2636	2749	2860	2976
5500	2252	2372	2490	2606	2718	2826	2940
5000	2227	2345	2461	2577	2687	2793	2904
4500	2203	2319	2434	2548	2657	2761	2870
4000	2179	2293	2407	2519	2626	2729	2836
3500	2156	2269	2381	2492	2598	2699	2803
3000	2132	2244	2355	2464	2569	2669	2770
2500	2110	2220	2329	2437	2541	2639	2739
2000	2087	2196	2304	2411	2513	2610	2707
1500	2066	2174	2280	2386	2486	2582	2677
1000	2045	2151	2256	2360	2459	2554	2647
500	2024	2129	2233	2336	2434	2527	2619
0	2003	2107	2209	2311	2408	2500	2591

	Dry Runway Landing Distance (ft)						
P.A.	**41**	**43**	**45**	**47**	**49**	**51**	**53**
8500	3295	3424	3553	3683	3695	3695	3695
8000	3253	3379	3506	3634	3681	3681	3681
7500	3212	3336	3461	3587	3650	3650	3650
7000	3172	3294	3416	3540	3602	3602	3602
6500	3133	3252	3373	3494	3555	3555	3555
6000	3094	3211	3330	3449	3509	3509	3509
5500	3056	3172	3288	3406	3464	3464	3464
5000	3018	3132	3247	3362	3420	3420	3420
4500	2982	3094	3207	3320	3377	3377	3377
4000	2945	3056	3167	3278	3334	3334	3334
3500	2911	3019	3128	3238	3293	3293	3293
3000	2876	2983	3090	3198	3252	3252	3252
2500	2842	2948	3053	3159	3213	3213	3213
2000	2809	2912	3016	3121	3173	3173	3173
1500	2777	2879	2981	3084	3135	3135	3135
1000	2745	2845	2946	3047	3098	3098	3098
500	2715	2813	2912	3012	3061	3061	3061
0	2684	2781	2878	2976	3025	3025	3025

See Adjustments On Next Page

UNFACTORED LANDING DISTANCE - INFLIGHT USE ONLY

Dry Runway
EMB-145
Flaps 45

Adjustments

Condition	Correction
Headwind	- 12 ft/kt
Tailwind	+ 55 ft/kt
Wet Runway	x 1.15

Instructions:

1. Determine landing distance from table.
2. Correct for winds.
3. Correct for non-normals.

TAR MEXICO
Performance Handbook

LANDING DATA

MAXIMUM LANDING WEIGHT - CLIMB LIMITS

EMB-145 AE3007A1

A/C OFF

Flaps 22

	Temperature (°C)								
	Weight (lb)								
P.A.	**-18**	**-14**	**-10**	**-6**	**-2**	**2**	**6**	**10**	**14**
8500	47220	47210	47210	47270	47290	47270	47250	47220	47180
8000	47810	47790	47750	47870	47880	47850	47830	47810	47770
7500	48400	48370	48340	48420	48460	48450	48420	48390	48360
7000	48990	48960	48930	48980	49030	49040	49010	48980	48940
6500	49570	49570	49610	49610	49580	49590	49600	49580	49540
6000	50190	50190	50170	50140	50220	50250	50230	50190	50160
5500	50750	50760	50730	50700	50730	50770	50810	50770	50740
5000	51320	51320	51300	51270	51240	51290	51380	51350	51320
4500	51320	51320	51300	51270	51240	51290	51380	51350	51320
4000	51320	51320	51300	51270	51240	51290	51380	51350	51320
3500	51400	51400	51400	51380	51340	51360	51410	51360	51400
3000	51480	51480	51500	51490	51450	51430	51430	51380	51470
2500	51500	51500	51530	51520	51490	51460	51430	51380	51470
2000	51520	51520	51570	51560	51530	51490	51430	51380	51470
1500	51520	51520	51570	51560	51530	51490	51430	51380	51470
1000	51520	51520	51570	51560	51530	51490	51430	51380	51470
500	51520	51520	51570	51560	51530	51490	51430	51380	51470
0	51520	51520	51570	51560	51530	51490	51430	51380	51470

	Weight (lb)								
P.A.	**14**	**18**	**22**	**26**	**30**	**34**	**38**	**42**	**46**
8500	47180	46750	45470	43670	41940				
8000	47770	47520	46440	44640	42940	41230			
7500	48360	48210	47430	45630	43910	42190			
7000	48940	48900	48410	46610	44880	43170			
6500	49540	49120	48480	47610	45860	44130			
6000	50160	50110	50070	48650	46820	45110	43310		
5500	50740	50700	50660	49690	47830	46100	44280		
5000	51320	51290	51260	50750	48830	47110	45260		
4500	51320	51290	51260	50950	49840	48030	46170		
4000	51320	51290	51260	51150	50810	49010	47090	45080	
3500	51400	51370	51330	51250	51060	49960	48040	45990	
3000	51470	51440	51400	51360	51310	50920	49000	46910	
2500	51470	51440	51400	51360	51310	51100	49970	47840	
2000	51470	51440	51400	51360	51310	51280	50950	48790	46500
1500	51470	51440	51400	51360	51310	51280	51100	49770	47400
1000	51470	51440	51400	51360	51310	51280	51260	50760	48350
500	51470	51440	51400	51360	51310	51280	51260	50970	49350
0	51470	51440	51400	51360	51310	51280	51260	51180	50400

See Adjustments On Next Page

MAXIMUM LANDING WEIGHT - CLIMB LIMITS

EMB-145 AE3007A1
A/C OFF
Flaps 22

Adjustments

Condition	Correction (lb)
Anti-Ice On	- 7,250
A/I Off - A/I Valve INOP Open	- 460
A/I On - A/I Valve INOP Open	- 7,260
Enroute icing	- 8,050
Landing Gear Extended	- 12,810

TAR MEXICO
Performance Handbook

LANDING DATA

MAXIMUM LANDING WEIGHT - CLIMB LIMITS

EMB-145 AE3007A1

A/C OFF

Flaps 45

	Temperature (°C)								
	Weight (lb)								
P.A.	**-18**	**-14**	**-10**	**-6**	**-2**	**2**	**6**	**10**	**14**
8500	47220	47210	47210	47270	47290	47270	47250	47220	47180
8000	47810	47790	47750	47870	47880	47850	47830	47810	47770
7500	48400	48370	48340	48420	48460	48450	48420	48390	48360
7000	48990	48960	48930	48980	49030	49040	49010	48980	48940
6500	49570	49570	49610	49610	49580	49590	49600	49580	49540
6000	50190	50190	50170	50140	50220	50250	50230	50190	50160
5500	50750	50760	50730	50700	50730	50770	50810	50770	50740
5000	51320	51320	51300	51270	51240	51290	51380	51350	51320
4500	51320	51320	51300	51270	51240	51290	51380	51350	51320
4000	51320	51320	51300	51270	51240	51290	51380	51350	51320
3500	51400	51400	51400	51380	51340	51360	51410	51360	51400
3000	51480	51480	51500	51490	51450	51430	51430	51380	51470
2500	51500	51500	51530	51520	51490	51460	51430	51380	51470
2000	51520	51520	51570	51560	51530	51490	51430	51380	51470
1500	51520	51520	51570	51560	51530	51490	51430	51380	51470
1000	51520	51520	51570	51560	51530	51490	51430	51380	51470
500	51520	51520	51570	51560	51530	51490	51430	51380	51470
0	51520	51520	51570	51560	51530	51490	51430	51380	51470

	Weight (lb)								
P.A.	**14**	**18**	**22**	**26**	**30**	**34**	**38**	**42**	**46**
8500	47180	46750	45470	43670	41940				
8000	47770	47520	46440	44640	42940	41230			
7500	48360	48210	47430	45630	43910	42190			
7000	48940	48900	48410	46610	44880	43170			
6500	49540	49120	48480	47610	45860	44130			
6000	50160	50110	50070	48650	46820	45110	43310		
5500	50740	50700	50660	49690	47830	46100	44280		
5000	51320	51290	51260	50750	48830	47110	45260		
4500	51320	51290	51260	50950	49840	48030	46170		
4000	51320	51290	51260	51150	50810	49010	47090	45080	
3500	51400	51370	51330	51250	51060	49960	48040	45990	
3000	51470	51440	51400	51360	51310	50920	49000	46910	
2500	51470	51440	51400	51360	51310	51100	49970	47840	
2000	51470	51440	51400	51360	51310	51280	50950	48790	46500
1500	51470	51440	51400	51360	51310	51280	51100	49770	47400
1000	51470	51440	51400	51360	51310	51280	51260	50760	48350
500	51470	51440	51400	51360	51310	51280	51260	50970	49350
0	51470	51440	51400	51360	51310	51280	51260	51180	50400

See Adjustments On Next Page

MAXIMUM LANDING WEIGHT - CLIMB LIMITS

EMB-145 AE3007A1
A/C OFF
Flaps 45

Adjustments

Condition	Correction (lb)
Anti-Ice On	- 7,250
A/I Off - A/I Valve INOP Open	- 460
A/I On - A/I Valve INOP Open	- 7,260
Enroute icing	- 8,050
Landing Gear Extended	- 12,810

MAXIMUM QUICK TURNAROUND WEIGHT

EMB-145

Flaps 22

	Temperature (°C)								
	Weight (lb)								
P.A.	**-18**	**-14**	**-10**	**-6**	**-2**	**2**	**6**	**10**	**14**
8500	40040	39710	39380	39060	38740	38430	38130	37830	37540
8000	40450	40110	39780	39460	39140	38830	38530	38230	37930
7500	40860	40520	40190	39870	39550	39230	38930	38630	38330
7000	41280	40930	40590	40270	39950	39640	39330	39020	38730
6500	41700	41350	41000	40670	40350	40040	39730	39420	39120
6000	42120	41760	41420	41080	40760	40440	40130	39820	39520
5500	42550	42190	41840	41500	41170	40840	40530	40220	39920
5000	42980	42610	42260	41920	41580	41250	40930	40620	40320
4500	43410	43040	42690	42340	42000	41670	41340	41030	40720
4000	43850	43480	43110	42760	42420	42080	41760	41440	41120
3500	44290	43910	43550	43190	42840	42500	42170	41850	41530
3000	44730	44350	43980	43620	43270	42930	42590	42260	41940
2500	45180	44800	44420	44060	43700	43350	43010	42680	42360
2000	45630	45240	44860	44490	44130	43780	43440	43100	42770
1500	46070	45680	45300	44930	44570	44210	43860	43520	43190
1000	46510	46130	45750	45370	45010	44650	44290	43950	43610
500	46960	46570	46190	45810	45440	45080	44730	44380	44040
0	47410	47010	46630	46250	45880	45520	45160	44810	44470

	Weight (lb)								
P.A.	**14**	**18**	**22**	**26**	**30**	**34**	**38**	**42**	**46**
8500	37540	37260	36980	36710	36440				
8000	37930	37640	37360	37090	36820	36560			
7500	38330	38040	37750	37480	37200	36940			
7000	38730	38440	38150	37860	37590	37320			
6500	39120	38830	38540	38260	37980	37710			
6000	39520	39230	38940	38650	38370	38100	37820		
5500	39920	39620	39330	39050	38760	38490	38220		
5000	40320	40020	39730	39440	39160	38880	38610		
4500	40720	40420	40130	39840	39550	39270	39000		
4000	41120	40820	40520	40230	39950	39670	39390	39120	
3500	41530	41220	40920	40630	40340	40060	39780	39510	
3000	41940	41630	41320	41020	40730	40450	40170	39900	
2500	42360	42040	41730	41430	41130	40840	40560	40290	
2000	42770	42450	42140	41830	41540	41240	40960	40680	40400
1500	43190	42870	42550	42240	41940	41640	41350	41070	40790
1000	43610	43280	42960	42650	42340	42040	41750	41460	41180
500	44040	43710	43380	43070	42760	42450	42160	41870	41580
0	44470	44130	43800	43480	43170	42860	42560	42270	41980

See Adjustments On Next Page

MAXIMUM QUICK TURNAROUND WEIGHT

EMB-145

Flaps 22

Adjustments

Condition	Correction
Headwind	+ 110 lb/kt
Tailwind	- 3,850 lb/kt
Upslope (2% max)	+ 550 lb per 1%
Downslope (-2% max)	- 670 lb per 1%

Instructions:

1. Determine landing weight from table.
2. Correct for winds and slope.
3. Correct for non-normals.

Note: This data is provided for use when Brake Temperature Indicators are inoperative. Refer to MEL for applicability. After landings with weights exceeding those shown above, a subsequent takeoff must not be scheduled for at least 36 minutes, after which it must be ascertained that wheel thermal plugs have not melted.

MAXIMUM QUICK TURNAROUND WEIGHT

EMB-145

Flaps 45

	Temperature (°C)								
	Weight (lb)								
P.A.	**-18**	**-14**	**-10**	**-6**	**-2**	**2**	**6**	**10**	**14**
8500	42620	42270	41930	41590	41270	40950	40640	40340	40040
8000	43040	42690	42350	42010	41680	41360	41050	40750	40450
7500	43470	43120	42770	42430	42100	41780	41460	41150	40850
7000	43900	43550	43200	42850	42520	42190	41870	41560	41260
6500	44340	43980	43620	43280	42940	42610	42290	41970	41670
6000	44780	44410	44050	43710	43370	43030	42710	42390	42080
5500	45220	44850	44490	44140	43790	43460	43130	42810	42490
5000	45670	45290	44930	44570	44230	43890	43550	43230	42910
4500	46110	45740	45370	45010	44660	44320	43980	43650	43330
4000	46560	46180	45810	45450	45100	44750	44410	44080	43750
3500	47020	46630	46260	45890	45530	45180	44840	44510	44180
3000	47470	47080	46700	46330	45970	45620	45270	44930	44600
2500	47930	47540	47150	46780	46420	46060	45710	45370	45030
2000	48390	47990	47600	47230	46860	46500	46150	45800	45460
1500	48850	48450	48060	47680	47310	46940	46590	46240	45900
1000	49320	48910	48510	48130	47760	47390	47030	46680	46330
500	49790	49380	48980	48590	48210	47840	47470	47120	46770
0	50250	49840	49440	49050	48660	48290	47920	47560	47210

	Weight (lb)								
P.A.	**14**	**18**	**22**	**26**	**30**	**34**	**38**	**42**	**46**
8500	40040	39750	39470	39190	38920				
8000	40450	40150	39870	39580	39310	39040			
7500	40850	40550	40260	39980	39700	39430			
7000	41260	40960	40660	40380	40100	39820			
6500	41670	41360	41070	40780	40500	40220			
6000	42080	41770	41470	41180	40890	40610	40340		
5500	42490	42180	41880	41590	41300	41010	40740		
5000	42910	42600	42290	42000	41700	41420	41140		
4500	43330	43020	42710	42410	42110	41820	41540		
4000	43750	43440	43120	42820	42520	42230	41940	41660	
3500	44180	43860	43540	43240	42930	42640	42350	42070	
3000	44600	44280	43960	43650	43350	43050	42760	42470	
2500	45030	44710	44390	44070	43770	43460	43170	42880	
2000	45460	45140	44810	44490	44180	43880	43580	43290	43000
1500	45900	45560	45240	44920	44600	44300	44000	43700	43410
1000	46330	46000	45670	45340	45030	44720	44410	44110	43820
500	46770	46430	46100	45770	45450	45140	44830	44530	44240
0	47210	46870	46530	46200	45880	45560	45250	44950	44650

See Adjustments On Next Page

MAXIMUM QUICK TURNAROUND WEIGHT

EMB-145

Flaps 45

Adjustments

Condition	Correction
Headwind	+ 90 lb/kt
Tailwind	- 490 lb/kt
Upslope (2% max)	+ 530 lb per 1%
Downslope (-2% max)	- 610 lb per 1%

Instructions:

1. Determine landing weight from table.
2. Correct for winds and slope.
3. Correct for non-normals.

Note: This data is provided for use when Brake Temperature Indicators are inoperative. Refer to MEL for applicability. After landings with weights exceeding those shown above, a subsequent takeoff must not be scheduled for at least 36 minutes, after which it must be ascertained that wheel thermal plugs have not melted.