# MANUAL DE ANALISIS DE PISTA
# PERFORMANCE HANDBOOK

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

## Base de Operación

## Aeropuerto Internacional de Querétaro

## MOTORES AE3007A1

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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 |
| REV. 16 | MAY/02/19 | MAY/02/19 | ABH |
| REV. 17 | MAR/09/20 | MAR/09/20 | ABH |
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CIUDAD DEL CARMEN
CIUDAD JUAREZ
CIUDAD OBREGON
COLIMA
COZUMEL
CUERNAVACA
CULIACAN
DURANGO
GUADALAJARA
HERMOSILLO
LA PAZ
LEON
LOS MOCHIS
MANZANILLO
MERIDA
MEXICALI
MEXICO
MONCLOVA
MONTERREY
MORELIA
OAXACA
PALENQUE
PUEBLA
PUERTO ESCONDIDO
PUERTO PEÑASCO
PUERTO VALLARTA
QUERETARO
REYNOSA
SALTILLO
SAN ANTONIO
SAB JOSE DEL CABO
SAN LUIS POTOSI
TAMPICO
TAPACHULA
TEPIC
TIJUANA
TOLUCA
TORREON
TUXTLA GUTIERREZ
VERACRUZ
VILLAHERMOSA
ZACATECAS
ZIHUATANEJO
LANDING DATA

**Bulletin List**

| BULLETIN | DATE | ADDING DATE | NAME |
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## Descripción de Cambios Realizados

Revisión: 17
Fecha: Mar 2020

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:

| Pagina | Descripción de los Cambios Realizados |
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| *6* | *Descripción de Cambio* |
| *8-9* | *Lista de Paginas Efectivas* |
| 170-173 | *Actualización LOV* |
| *212-213* | *Actualización QRO* |
| *259-261* | *Actualización TIJ* |
| *266-269* | *Actualización TRC* |
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| PAG. | FECHA | No DE REVISION | PAG. | FECHA | No DE REVISION | PAG. | FECHA | No DE REVISION |
|---|---|---|---|---|---|---|---|---|
| 1 | FEB 15 | 03 | 51 | MAY19 | 16 | 101 | MAY19 | 16 |
| 2 | FEB 15 | 03 | 52 | MAY19 | 16 | 102 | MAY19 | 16 |
| 3 | MAR20 | 17 | 53 | MAY19 | 16 | 103 | MAY19 | 16 |
| 4 | FEB 15 | 03 | 54 | MAY19 | 16 | 104 | MAY19 | 16 |
| 5 | FEB 15 | 03 | 55 | MAY19 | 16 | 105 | MAY19 | 16 |
| 6 | MAR20 | 17 | 56 | MAY19 | 16 | 106 | MAY19 | 16 |
| 7 | FEB 15 | 03 | 57 | MAY19 | 16 | 107 | MAY19 | 16 |
| 8 | MAR20 | 17 | 58 | MAY19 | 16 | 108 | MAY19 | 16 |
| 9 | MAR20 | 17 | 59 | MAY19 | 16 | 109 | MAY19 | 16 |
| 10 | FEB 15 | 03 | 60 | MAY19 | 16 | 110 | MAY19 | 16 |
| 11 | FEB 15 | 03 | 61 | MAY19 | 16 | 111 | MAY19 | 16 |
| 12 | FEB 15 | 03 | 62 | MAY19 | 16 | 112 | MAY19 | 16 |
| 13 | MAY18 | 15 | 63 | MAY19 | 16 | 113 | MAY19 | 16 |
| 14 | FEB 15 | 03 | 64 | MAY19 | 16 | 114 | MAY19 | 16 |
| 15 | FEB 15 | 03 | 65 | MAY19 | 16 | 115 | MAY19 | 16 |
| 16 | FEB 15 | 03 | 66 | MAY19 | 16 | 116 | MAY19 | 16 |
| 17 | FEB 15 | 03 | 67 | MAY19 | 16 | 117 | MAY19 | 16 |
| 18 | FEB 15 | 03 | 68 | MAY19 | 16 | 118 | MAY19 | 16 |
| 19 | FEB 15 | 03 | 69 | MAY19 | 16 | 119 | MAY19 | 16 |
| 20 | FEB 15 | 03 | 70 | MAY19 | 16 | 120 | MAY19 | 16 |
| 21 | FEB 15 | 03 | 71 | MAY19 | 16 | 121 | MAY19 | 16 |
| 22 | MAY18 | 15 | 72 | MAY19 | 16 | 122 | MAY19 | 16 |
| 23 | FEB 15 | 03 | 73 | MAY19 | 16 | 123 | MAY19 | 16 |
| 24 | MAY18 | 15 | 74 | MAY19 | 16 | 124 | MAY19 | 16 |
| 25 | FEB 15 | 03 | 75 | MAY19 | 16 | 125 | MAY19 | 16 |
| 26 | FEB 15 | 03 | 76 | MAY19 | 16 | 126 | MAY19 | 16 |
| 27 | FEB 15 | 03 | 77 | MAY19 | 16 | 127 | MAY19 | 16 |
| 28 | FEB 15 | 03 | 78 | MAY19 | 16 | 128 | MAY19 | 16 |
| 29 | FEB 15 | 03 | 79 | MAY19 | 16 | 129 | MAY19 | 16 |
| 30 | FEB 15 | 03 | 80 | MAY19 | 16 | 130 | MAY19 | 16 |
| 31 | FEB 15 | 03 | 81 | MAY19 | 16 | 131 | MAY19 | 16 |
| 32 | FEB 15 | 03 | 82 | MAY19 | 16 | 132 | MAY19 | 16 |
| 33 | MAY19 | 16 | 83 | MAY19 | 16 | 133 | MAY19 | 16 |
| 34 | MAY19 | 16 | 84 | MAY19 | 16 | 134 | MAY19 | 16 |
| 35 | MAY19 | 16 | 85 | MAY19 | 16 | 135 | MAY19 | 16 |
| 36 | MAY19 | 16 | 86 | MAY19 | 16 | 136 | MAY19 | 16 |
| 37 | MAY19 | 16 | 87 | MAY19 | 16 | 137 | MAY19 | 16 |
| 38 | MAY19 | 16 | 88 | MAY19 | 16 | 138 | MAY19 | 16 |
| 39 | MAY19 | 16 | 89 | MAY19 | 16 | 139 | MAY19 | 16 |
| 40 | MAY19 | 16 | 90 | MAY19 | 16 | 140 | MAY19 | 16 |
| 41 | MAY19 | 16 | 91 | MAY19 | 16 | 141 | MAY19 | 16 |
| 42 | MAY19 | 16 | 92 | MAY19 | 16 | 142 | MAY19 | 16 |
| 43 | MAY19 | 16 | 93 | MAY19 | 16 | 143 | MAY19 | 16 |
| 44 | MAY19 | 16 | 94 | MAY19 | 16 | 144 | MAY19 | 16 |
| 45 | MAY19 | 16 | 95 | MAY19 | 16 | 141 | MAY19 | 16 |
| 46 | MAY19 | 16 | 96 | MAY19 | 16 | 142 | MAY19 | 16 |
| 47 | MAY19 | 16 | 97 | MAY19 | 16 | 143 | MAY19 | 16 |
| 48 | MAY19 | 16 | 98 | MAY19 | 16 | 144 | MAY19 | 16 |
| 49 | MAY19 | 16 | 99 | MAY19 | 16 | 145 | MAY19 | 16 |
| 50 | MAY19 | 16 | 100 | MAY19 | 16 | 146 | MAY19 | 16 |

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|---|---|---|---|---|---|---|---|---|
| 147 | MAY19 | 16 | 201 | MAY19 | 16 | 255 | MAY19 | 16 |
| 148 | MAY19 | 16 | 202 | MAY19 | 16 | 256 | MAY19 | 16 |
| 149 | MAY19 | 16 | 203 | MAY19 | 16 | 257 | MAY19 | 16 |
| 150 | MAY19 | 16 | 204 | MAY19 | 16 | 258 | MAY19 | 16 |
| 151 | MAY19 | 16 | 205 | MAY19 | 16 | 259 | MAR20 | 17 |
| 152 | MAY19 | 16 | 206 | MAY19 | 16 | 260 | MAR20 | 17 |
| 153 | MAY19 | 16 | 207 | MAY19 | 16 | 261 | MAR20 | 17 |
| 154 | MAY19 | 16 | 208 | MAY19 | 16 | 262 | MAY19 | 16 |
| 155 | MAY19 | 16 | 209 | MAY19 | 16 | 263 | MAY19 | 16 |
| 156 | MAY19 | 16 | 210 | MAY19 | 16 | 264 | MAY19 | 16 |
| 157 | MAY19 | 16 | 211 | MAY19 | 16 | 265 | MAY19 | 16 |
| 158 | MAY19 | 16 | 212 | MAR20 | 17 | 266 | MAR20 | 17 |
| 159 | MAY19 | 16 | 213 | MAR20 | 17 | 267 | MAR20 | 17 |
| 160 | MAY19 | 16 | 214 | MAY19 | 16 | 268 | MAR20 | 17 |
| 161 | MAY19 | 16 | 215 | MAY19 | 16 | 269 | MAR20 | 17 |
| 162 | MAY19 | 16 | 216 | MAY19 | 16 | 270 | MAY19 | 16 |
| 163 | MAY19 | 16 | 217 | MAY19 | 16 | 271 | MAY19 | 16 |
| 164 | MAY19 | 16 | 218 | MAY19 | 16 | 272 | MAY19 | 16 |
| 165 | MAY19 | 16 | 219 | MAY19 | 16 | 273 | MAY19 | 16 |
| 166 | MAY19 | 16 | 220 | MAY19 | 16 | 274 | MAY19 | 16 |
| 167 | MAY19 | 16 | 221 | MAY19 | 16 | 275 | MAY19 | 16 |
| 168 | MAY19 | 16 | 222 | MAY19 | 16 | 276 | MAY19 | 16 |
| 169 | MAY19 | 16 | 223 | MAY19 | 16 | 277 | MAY19 | 16 |
| 170 | MAR20 | 17 | 224 | MAY19 | 16 | 278 | MAY19 | 16 |
| 171 | MAR20 | 17 | 225 | MAY19 | 16 | 279 | MAY19 | 16 |
| 172 | MAR20 | 17 | 226 | MAY19 | 16 | 280 | MAY19 | 16 |
| 173 | MAR20 | 17 | 227 | MAY19 | 16 | 281 | MAY19 | 16 |
| 174 | MAY19 | 16 | 228 | MAY19 | 16 | 282 | MAY19 | 16 |
| 175 | MAY19 | 16 | 229 | MAY19 | 16 | 283 | MAY19 | 16 |
| 176 | MAY19 | 16 | 230 | MAY19 | 16 | 284 | MAR20 | 17 |
| 177 | MAY19 | 16 | 231 | MAY19 | 16 | 285 | MAR20 | 17 |
| 178 | MAY19 | 16 | 232 | MAY19 | 16 | 286 | MAR20 | 17 |
| 179 | MAY19 | 16 | 233 | MAY19 | 16 | 287 | MAR20 | 17 |
| 180 | MAY19 | 16 | 234 | MAY19 | 16 | 288 | MAY19 | 16 |
| 181 | MAY19 | 16 | 235 | MAY19 | 16 | 289 | MAY19 | 16 |
| 182 | MAY19 | 16 | 236 | MAY19 | 16 | 290 | MAY19 | 16 |
| 183 | MAY19 | 16 | 237 | MAY19 | 16 | 291 | MAY19 | 16 |
| 184 | MAY19 | 16 | 238 | MAY19 | 16 | 292 | MAY19 | 16 |
| 185 | MAY19 | 16 | 239 | MAY19 | 16 | 293 | MAY19 | 16 |
| 186 | MAY19 | 16 | 240 | MAY19 | 16 | 294 | MAY19 | 16 |
| 187 | MAY19 | 16 | 241 | MAY19 | 16 | 295 | MAY19 | 16 |
| 188 | MAY19 | 16 | 242 | MAY19 | 16 | 296 | MAY19 | 16 |
| 189 | MAY19 | 16 | 243 | MAY19 | 16 | 297 | MAY19 | 16 |
| 190 | MAY19 | 16 | 244 | MAY19 | 16 | 298 | MAY19 | 16 |
| 191 | MAY19 | 16 | 245 | MAY19 | 16 | 299 | MAY19 | 16 |
| 192 | MAY19 | 16 | 246 | MAY19 | 16 | 300 | MAY19 | 16 |
| 193 | MAY19 | 16 | 247 | MAY19 | 16 | 301 | MAY19 | 16 |
| 194 | MAY19 | 16 | 248 | MAY19 | 16 | 302 | MAY19 | 16 |
| 195 | MAY19 | 16 | 249 | MAY19 | 16 | 303 | MAY19 | 16 |
| 196 | MAY19 | 16 | 250 | MAY19 | 16 | 304 | MAY19 | 16 |
| 197 | MAY19 | 16 | 251 | MAY19 | 16 | 305 | MAY19 | 16 |
| 198 | MAY19 | 16 | 252 | MAY19 | 16 | 306 | MAY19 | 16 |
| 199 | MAY19 | 16 | 253 | MAY19 | 16 | 307 | MAY19 | 16 |
| 200 | MAY19 | 16 | 254 | MAY19 | 16 | 308 | MAY19 | 16 |

# 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 $V_1$s 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.

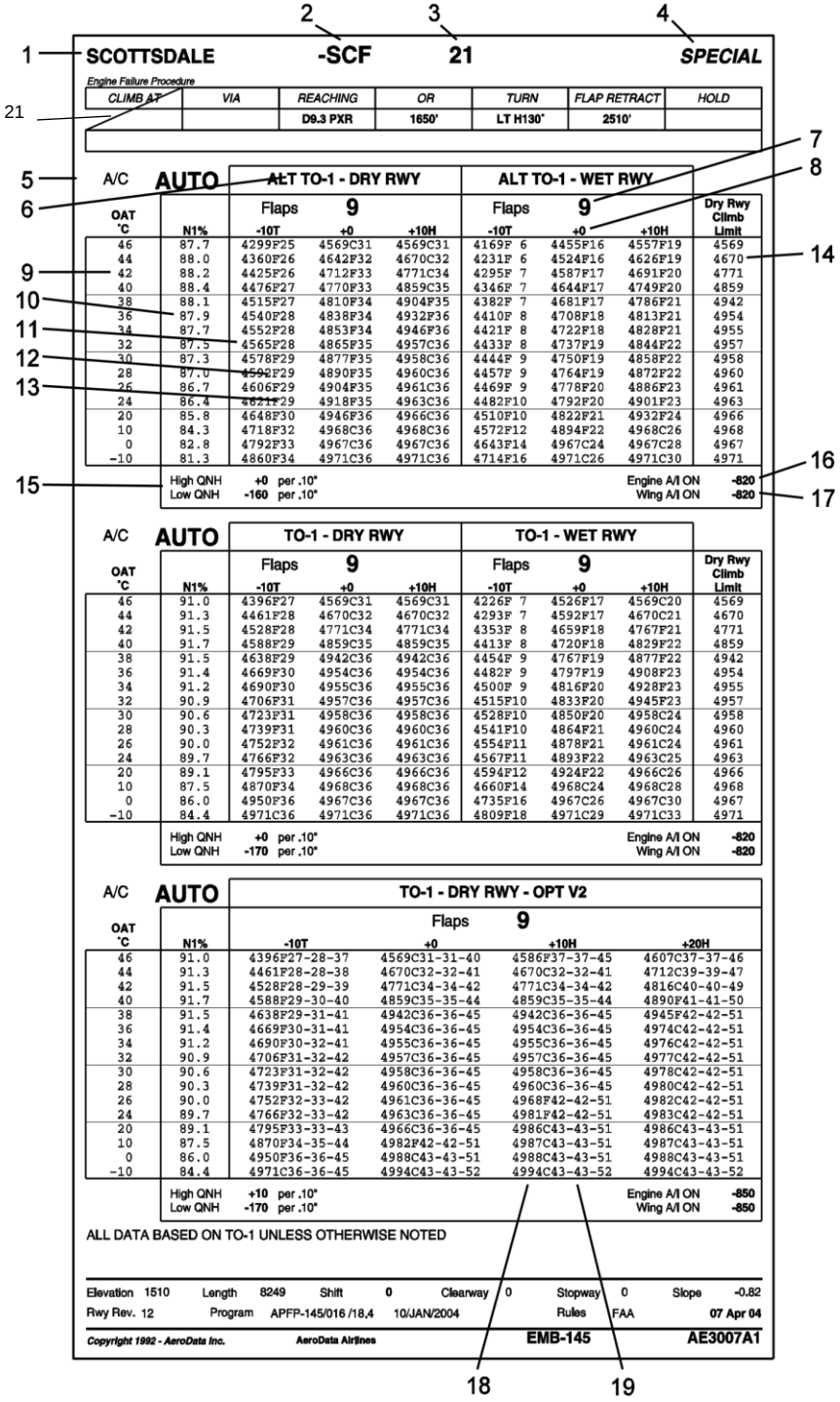
## RULES FOR READING THE TAKEOFF REPORT

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

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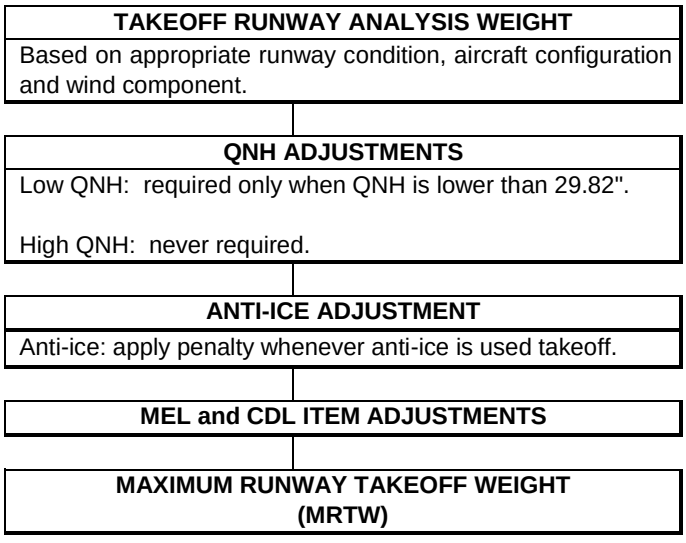
1. City / airport name.
2. Airport IATA identifier.
3. Runway designation.
4. Engine failure procedure - (LT, RT, or DT NAVAID or Heading) or (SPECIAL)
   RT = Right Turn
   LT = Left Turn

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.
21. Special Procedures for Airports

## 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 $V_1$s for brake energy, all of which may alter the actual $V_1$ used for takeoff. Instead of making adjustments to quick reference $V_1$s 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 $V_1$s 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**

INTENTIONALLY BLANK

# RUNWAY ANALISYS

# 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 | 3788F95 | 4027D 5 | 4062D 8 | 3780F95 | 4022D 5 | 4057D 8 | | | |
| 46 | 3743F96 | 4125^ 5 | 4161D 9 | 3735F96 | 4120^ 5 | 4156D 9 | | | |
| 44 | 3741F96 | 4191^ 6 | 4228D 9 | 3733F96 | 4187^ 6 | 4224D 9 | | | |
| 42 | 3788F97 | 4240D 6 | 4276D10 | 3780F97 | 4235D 6 | 4272D10 | | | |
| 40 | 3811F97 | 4249D 7 | 4285D10 | 3803F97 | 4245D 6 | 4281D10 | | | |
| 38 | 3840F97 | 4250D 7 | 4286D10 | 3832F97 | 4246D 7 | 4282D10 | | | |
| 36 | 3870F97 | 4250D 7 | 4287D11 | 3862F97 | 4246D 7 | 4283D11 | | | |
| 34 | 3900F98 | 4250D 8 | 4288D11 | 3892F98 | 4246D 8 | 4284D11 | | | |
| 32 | 3930F98 | 4251D 8 | 4288D12 | 3922F98 | 4247D 8 | 4284D11 | | | |
| 30 | 3960F98 | 4252D 8 | 4289D12 | 3952F98 | 4248D 8 | 4285D12 | | | |
| 20 | 4104F99 | 4254D10 | 4293D14 | 4096F99 | 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 | | | 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 | 4153F99 | | 3553F 1 | | | | |
| -30 | | 3924F98 | 4243^ 1 | | 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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**TAR Mexico** **EMB-145** **AE3007A1**

# 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 | 4538D29 | 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 | 4730D30 | 4833D34 | 4868D35 | 4901 |
| 42 | 87.4 | 4780^33 | 4884^35 | 4919^35 | 4780D30 | 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 | 4787D31 | 4893D35 | 4928D36 | 4961 |
| 36 | 86.6 | 4788^33 | 4894^35 | 4929^36 | 4788D31 | 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 | 4789D32 | 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 | 4746D32 | 4847D34 | 4881D35 | 4901 |
| 42 | 90.5 | 4798^33 | 4901^35 | 4935^36 | 4798D33 | 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 | 4806D34 | 4910D35 | 4944D36 | 4961 |
| 36 | 89.7 | 4806^34 | 4911^35 | 4946^36 | 4806D34 | 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 | | **23 Aug 18** |

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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 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 | 4551D30 | 4648D32 | 4681D32 | 4545D30 | 4643D32 | 4675D32 | | | |
| 46 | 4664D31 | 4763D33 | 4796D34 | 4658D31 | 4757D33 | 4790D34 | | | |
| 44 | 4746D32 | 4847D34 | 4881D35 | 4740D32 | 4842D34 | 4876D35 | | | |
| 42 | 4798D33 | 4901D35 | 4935D36 | 4793D33 | 4896D35 | 4931D36 | | | |
| 40 | 4805D33 | 4908D35 | 4942D36 | 4800D33 | 4903D35 | 4938D36 | | | |
| 38 | 4806D34 | 4910D35 | 4944D36 | 4802D33 | 4906D35 | 4940D36 | | | |
| 36 | 4806D34 | 4911D35 | 4946D36 | 4802D34 | 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 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 | 4605F11 | 4865^21 | 4907^24 | 4308F15 | 4544F24 | 4630F27 | | | |
| 26 | 4618F11 | 4867^21 | 4910^25 | 4320F16 | 4557F25 | 4643F27 | | | |
| 24 | 4631F12 | 4869^22 | 4912^25 | 4331F16 | 4569F25 | 4656F28 | | | |
| 22 | 4642F12 | 4871^22 | 4914^26 | 4344F16 | 4582F25 | 4669F28 | | | |
| 20 | 4654F12 | 4873^23 | 4917^26 | 4353F17 | 4594F26 | 4682F29 | | | |
| 18 | 4667F13 | 4875^23 | 4919^27 | 4364F17 | 4606F26 | 4695F29 | | | |
| 16 | 4680F13 | 4876^24 | 4920^27 | 4374F17 | 4619F26 | 4708F29 | | | |
| 14 | 4693F14 | 4874^24 | 4919^28 | 4386F18 | 4633F27 | 4722F30 | | | |
| 12 | 4705F14 | 4872^25 | 4917^28 | 4397F18 | 4645F27 | 4735F30 | | | |
| 10 | 4717F15 | 4873^25 | 4918^29 | 4408F19 | 4657F28 | 4748F30 | | | |
| 0 | 4748^17 | 4884^28 | 4932^31 | 4469F20 | 4727F29 | 4821F32 | | | |
| -10 | 4748^19 | 4890^30 | 4940^34 | 4527F22 | 4794F31 | 4890^34 | | | |
| -20 | 4744^22 | 4893^33 | 4941^36 | 4586F24 | 4849^33 | 4920^35 | | | |
| -30 | 4737^25 | 4889^35 | 4932^36 | 4644F26 | 4868^35 | 4911^35 | | | |
| | High QNH +10 per .10" Low QNH -10 per .10" | | | High QNH +10 per .10" Low QNH -60 per .10" | | | High QNH per .10" Low QNH 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 **23 Aug 18**

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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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 3704F13 | 3890^17 | 3941^18 |
| 46 | 87.7 | 3763F13 | 3967^19 | 4019^20 |
| 44 | 87.6 | 3800F14 | 4011^19 | 4063^20 |
| 42 | 87.4 | 3814F14 | 4024^19 | 4078^20 |
| 40 | 87.1 | 3829F14 | 4038^20 | 4091^21 |
| 38 | 86.8 | 3839F14 | 4045^20 | 4099^21 |
| 36 | 86.6 | 3850F15 | 4052^20 | 4106^21 |
| 34 | 86.3 | 3861F15 | 4060^20 | 4113^21 |
| 32 | 86.0 | 3873F15 | 4068^20 | 4121^21 |
| 30 | 85.7 | 3884F16 | 4075^20 | 4129^21 |
| 20 | 84.3 | 3943F17 | 4115^21 | 4170^22 |
| 10 | 82.8 | 3992^19 | 4150^22 | 4205^23 |
| 0 | 81.3 | 4034^19 | 4192^22 | 4248^24 |
| -10 | 79.8 | 4070^20 | 4229^23 | 4287^24 |
| -20 | 78.3 | 4103^21 | 4265^24 | 4324^25 |
| -30 | 76.7 | 4136^21 | 4300^24 | 4359^26 |

**ALT TO-1 - WET RWY** — Flaps **9**

| OAT °C | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|
| 48 | 3209F98 | 3854F 7 | 3940^10 | 4725 |
| 46 | 2930F 0 | 3916F 7 | 4014F11 | 4844 |
| 44 | 2825F 1 | 3955F 8 | 4055F11 | 4901 |
| 42 | 2957F 1 | 3971F 8 | 4071F11 | 4947 |
| 40 | 3078F 1 | 3986F 8 | 4086F12 | 4959 |
| 38 | 3231F 0 | 3998F 9 | 4095^12 | 4961 |
| 36 | 3357F 0 | 4009F 9 | 4104^12 | 4962 |
| 34 | 3475F 0 | 4021F 9 | 4113^13 | 4964 |
| 32 | 3579F 0 | 4033F10 | 4121D13 | 4966 |
| 30 | 3690F 0 | 4044F10 | 4129D13 | 4968 |
| 20 | 3797F 1 | 4103F12 | 4170D15 | 4976 |
| 10 | 3851F 3 | 4150D13 | 4205D17 | 4973 |
| 0 | 3912F 4 | 4192D15 | 4248D19 | 4984 |
| -10 | 3973F 6 | 4229D17 | 4287D21 | 4988 |
| -20 | 4036F 8 | 4265D20 | 4324D23 | 4985 |
| -30 | 4097F10 | 4300D22 | 4359D25 | 4983 |

High QNH **+60** per .10" — Engine A/I ON **-510**
Low QNH **-140** per .10" — Wing A/I ON **-510**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 3780^14 | 3934^18 | 3985^19 |
| 46 | 90.9 | 3851F15 | 4014^19 | 4066^20 |
| 44 | 90.8 | 3900F16 | 4064^20 | 4116^21 |
| 42 | 90.5 | 3927^17 | 4089^21 | 4141^22 |
| 40 | 90.2 | 3939^17 | 4101^21 | 4154^22 |
| 38 | 89.9 | 3948^17 | 4108^21 | 4161^22 |
| 36 | 89.7 | 3957^17 | 4115^21 | 4169^22 |
| 34 | 89.4 | 3966^18 | 4123^21 | 4176^22 |
| 32 | 89.1 | 3975^18 | 4130^21 | 4184^22 |
| 30 | 88.8 | 3984^18 | 4138^21 | 4192^23 |
| 20 | 87.3 | 4024^19 | 4177^22 | 4231^23 |
| 10 | 85.8 | 4057^20 | 4210^23 | 4266^24 |
| 0 | 84.2 | 4096^21 | 4251^24 | 4308^25 |
| -10 | 82.7 | 4130^21 | 4287^24 | 4345^25 |
| -20 | 81.1 | 4162^22 | 4322^25 | 4380^26 |
| -30 | 79.5 | 4193^22 | 4356^26 | 4415^27 |

**TO-1 - WET RWY** — Flaps **9**

| OAT °C | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|
| 48 | 3359F99 | 3912F 8 | 3981^11 | 4725 |
| 46 | 3017F 1 | 3979F 8 | 4057^12 | 4844 |
| 44 | 2838F 2 | 4026F 9 | 4105^12 | 4901 |
| 42 | 3159F 1 | 4055F 9 | 4130^13 | 4947 |
| 40 | 3313F 1 | 4070F10 | 4144^13 | 4959 |
| 38 | 3490F 1 | 4081F10 | 4152^14 | 4961 |
| 36 | 3640F 0 | 4090^10 | 4162^14 | 4962 |
| 34 | 3776F 0 | 4099^11 | 4171^14 | 4964 |
| 32 | 3805F 0 | 4108^11 | 4181^15 | 4966 |
| 30 | 3815F 1 | 4117^12 | 4190^15 | 4968 |
| 20 | 3874F 2 | 4165^13 | 4231D17 | 4976 |
| 10 | 3932F 4 | 4208^15 | 4266D19 | 4973 |
| 0 | 3996F 6 | 4251D17 | 4308D21 | 4984 |
| -10 | 4061F 8 | 4287D19 | 4345D23 | 4988 |
| -20 | 4122F10 | 4322D22 | 4380D25 | 4985 |
| -30 | 4175^12 | 4356D24 | 4415D28 | 4983 |

High QNH **+60** per .10" — Engine A/I ON **-540**
Low QNH **-140** per .10" — Wing A/I ON **-540**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 3780^14-15-27 | 3934^18-18-30 | 3985^19-19-31 | 4039^20-20-32 |
| 46 | 90.9 | 3851F15-16-28 | 4014^19-19-31 | 4066^20-20-32 | 4120^21-21-33 |
| 44 | 90.8 | 3900F16-17-29 | 4064^20-20-32 | 4116^21-21-33 | 4171^22-22-34 |
| 42 | 90.5 | 3927^17-17-30 | 4089^21-21-32 | 4141^22-22-33 | 4196^23-23-34 |
| 40 | 90.2 | 3939^17-18-30 | 4101^21-21-32 | 4154^22-22-33 | 4210^23-23-34 |
| 38 | 89.9 | 3948^17-18-30 | 4108^21-21-33 | 4161^22-22-33 | 4217^23-23-34 |
| 36 | 89.7 | 3957^17-18-30 | 4115^21-21-33 | 4169^22-22-34 | 4225^23-23-34 |
| 34 | 89.4 | 3966^18-18-30 | 4123^21-21-33 | 4176^22-22-34 | 4232^23-23-35 |
| 32 | 89.1 | 3975^18-18-31 | 4130^21-21-33 | 4184^22-22-34 | 4240^23-23-35 |
| 30 | 88.8 | 3984^18-18-31 | 4138^21-21-33 | 4192^23-23-34 | 4248^24-24-35 |
| 20 | 87.3 | 4024^19-19-31 | 4177^22-22-34 | 4231^23-23-34 | 4288^24-24-35 |
| 10 | 85.8 | 4057^20-20-32 | 4210^23-23-34 | 4266^24-24-35 | 4324^25-25-36 |
| 0 | 84.2 | 4096^21-21-32 | 4251^24-24-35 | 4308^25-25-36 | 4366^26-26-37 |
| -10 | 82.7 | 4130^21-21-33 | 4287^24-24-35 | 4345^25-25-36 | 4405^26-26-37 |
| -20 | 81.1 | 4162^22-22-33 | 4322^25-25-36 | 4380^26-26-37 | 4442^27-27-38 |
| -30 | 79.5 | 4193^22-22-34 | 4356^26-26-36 | 4415^27-27-37 | 4476^28-28-38 |

High QNH **+60** per .10" — Engine A/I ON **-540**
Low QNH **-140** per .10" — Wing A/I ON **-540**

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 | | **08 Jun 18** |

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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 | 3780^14 | 3934^18 | 3985^19 | 3773^14 | 3929^18 | 3980^19 | | | |
| 46 | 3851F15 | 4014^19 | 4066^20 | 3842F15 | 4007^19 | 4059^20 | | | |
| 44 | 3900F16 | 4064^20 | 4116^21 | 3891F16 | 4058^20 | 4110^21 | | | |
| 42 | 3927^17 | 4089^21 | 4141^22 | 3920^16 | 4082^21 | 4135^22 | | | |
| 40 | 3939^17 | 4101^21 | 4154^22 | 3932^17 | 4095^21 | 4148^22 | | | |
| 38 | 3948^17 | 4108^21 | 4161^22 | 3941^17 | 4103^21 | 4155^22 | | | |
| 36 | 3957^17 | 4115^21 | 4169^22 | 3950^17 | 4110^21 | 4163^22 | | | |
| 34 | 3966^18 | 4123^21 | 4176^22 | 3959^18 | 4117^21 | 4170^22 | | | |
| 32 | 3975^18 | 4130^21 | 4184^22 | 3968^18 | 4125^21 | 4178^22 | | | |
| 30 | 3984^18 | 4138^21 | 4192^23 | 3978^18 | 4132^21 | 4186^22 | | | |
| 20 | 4024^19 | 4177^22 | 4231^23 | 4018^19 | 4171^22 | 4226^23 | | | |
| 10 | 4057^20 | 4210^23 | 4266^24 | 4009^19 | 4160^22 | 4214^23 | | | |
| 0 | 4096^21 | 4251^24 | 4308^25 | 4047^20 | 4202^23 | 4257^24 | | | |
| -10 | 4130^21 | 4287^24 | 4345^25 | 4078^21 | 4234^24 | 4290^25 | | | |
| | 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 -540 Wing A/I ON -540 | | | 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 | 3359F99 | 3912F 8 | 3981^11 | 3336F99 | 3906F 8 | 3976^11 | | | |
| 46 | 3017F 1 | 3979F 8 | 4057^12 | 2994F 1 | 3972F 8 | 4051^12 | | | |
| 44 | 2838F 2 | 4026F 9 | 4105^12 | 2811F 2 | 4021F 9 | 4099^12 | | | |
| 42 | 3159F 1 | 4055F 9 | 4130^13 | 3135F 1 | 4048F 9 | 4124^13 | | | |
| 40 | 3313F 1 | 4070F10 | 4144^13 | 3288F 1 | 4063F10 | 4138^13 | | | |
| 38 | 3490F 1 | 4081F10 | 4152^14 | 3463F 1 | 4075F10 | 4147^14 | | | |
| 36 | 3640F 0 | 4090^10 | 4162^14 | 3614F 0 | 4085^10 | 4156^14 | | | |
| 34 | 3776F 0 | 4099^11 | 4171^14 | 3752F 0 | 4094^11 | 4166^14 | | | |
| 32 | 3805F 0 | 4108^11 | 4181^15 | 3800F 0 | 4103^11 | 4175^15 | | | |
| 30 | 3815F 1 | 4117^12 | 4190^15 | 3811F 1 | 4112^11 | 4185^15 | | | |
| 20 | 3874F 2 | 4165^13 | 4231D17 | 3868F 2 | 4159^13 | 4226D17 | | | |
| 10 | 3932F 4 | 4208^15 | 4266D19 | 3898F 4 | 4160D15 | 4214D19 | | | |
| 0 | 3996F 6 | 4251D17 | 4308D21 | 3965F 6 | 4202D17 | 4257D21 | | | |
| -10 | 4061F 8 | 4287D19 | 4345D23 | 4023F 8 | 4234D19 | 4290D23 | | | |
| | High QNH +60 per .10" Low QNH -140 per .10" | | | High QNH +60 per .10" Low QNH -130 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -540 Wing A/I ON -540 | | | 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 | | | 3544F93 | | | 3260F97 | | | |
| 26 | | | 3576F93 | | | 3358F97 | | | |
| 24 | | | 3613F94 | | | 3418F97 | | | |
| 22 | | | 3646F94 | | | 3430F98 | | | |
| 20 | | 3153F91 | 3679F94 | | | 3440F98 | | | |
| 18 | | 3202F91 | 3715F94 | | 2653F98 | 3450F98 | | | |
| 16 | | 3244F92 | 3750F95 | | 2759F98 | 3461F99 | | | |
| 14 | | 3290F92 | 3785F95 | | 2854F98 | 3473F99 | | | |
| 12 | | 3327F92 | 3818F95 | | 2985F98 | 3485F99 | | | |
| 10 | | 3370F92 | 3853F95 | | 3088F98 | 3497F 0 | | | |
| 0 | | 3576F94 | 4012^97 | | 3460F99 | 3563F 1 | | | |
| -10 | | 3631F96 | 4060^99 | | 3519F 0 | 3627F 3 | | | |
| -20 | | 3828F97 | 4109^ 1 | | 3583F 2 | 3695F 5 | | | |
| -30 | | 4025F98 | 4155^ 3 | | 3649F 4 | 3738F 7 | | | |
| | High QNH +110 per .10" Low QNH -220 per .10" | | | High QNH +80 per .10" Low QNH -470 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -110 Wing A/I ON -110 | | | 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 | | **08 Jun 18** |

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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 | 4401^27 | 4544^30 | 4592^31 | 4401D28 | 4544D30 | 4592D31 | 4725 |
| 46 | 87.7 | 4505^29 | 4651^31 | 4701^32 | 4505D29 | 4651D32 | 4701D32 | 4844 |
| 44 | 87.6 | 4557^29 | 4705^32 | 4756^33 | 4557D30 | 4705D32 | 4756D33 | 4901 |
| 42 | 87.4 | 4578^30 | 4728^32 | 4780^33 | 4578D30 | 4728D33 | 4780D34 | 4947 |
| 40 | 87.1 | 4593^30 | 4743^32 | 4794^33 | 4593D30 | 4743D33 | 4794D34 | 4959 |
| 38 | 86.8 | 4596^30 | 4746^33 | 4798^33 | 4596D30 | 4746D33 | 4798D34 | 4961 |
| 36 | 86.6 | 4600^30 | 4750^33 | 4802^33 | 4600D31 | 4750D33 | 4802D34 | 4962 |
| 34 | 86.3 | 4603^30 | 4755^33 | 4806^34 | 4603D31 | 4755D33 | 4806D34 | 4964 |
| 32 | 86.0 | 4608^30 | 4759^33 | 4811^34 | 4608D31 | 4759D33 | 4811D34 | 4966 |
| 30 | 85.7 | 4612^30 | 4763^33 | 4815^34 | 4612D31 | 4763D33 | 4815D34 | 4968 |
| 20 | 84.3 | 4633^31 | 4785^33 | 4837^34 | 4633D31 | 4785D34 | 4837D34 | 4976 |
| 10 | 82.8 | 4645^31 | 4797^33 | 4850^34 | 4645D31 | 4797D34 | 4850D35 | 4973 |
| 0 | 81.3 | 4667^31 | 4820^34 | 4874^35 | 4667D32 | 4820D34 | 4874D35 | 4984 |
| -10 | 79.8 | 4682^31 | 4838^34 | 4892^35 | 4682D32 | 4838D34 | 4892D35 | 4988 |
| -20 | 78.3 | 4693^32 | 4850^34 | 4904^35 | 4693D32 | 4850D35 | 4904D35 | 4985 |
| -30 | 76.7 | 4703^32 | 4861^34 | 4915^35 | 4703D32 | 4861D35 | 4915D36 | 4983 |

High QNH **+30** per .10" Engine A/I ON **-750**
Low QNH **-170** per .10" Wing A/I ON **-750**

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 | 4424^28 | 4564^30 | 4613^31 | 4424D28 | 4564D31 | 4613D31 | 4725 |
| 46 | 90.9 | 4529^29 | 4673^32 | 4722^32 | 4529D30 | 4673D32 | 4722D33 | 4844 |
| 44 | 90.8 | 4586^30 | 4731^32 | 4781^33 | 4586D30 | 4731D33 | 4781D34 | 4901 |
| 42 | 90.5 | 4613^30 | 4759^33 | 4809^34 | 4613D31 | 4759D33 | 4809D34 | 4947 |
| 40 | 90.2 | 4626^30 | 4773^33 | 4823^34 | 4626D31 | 4773D33 | 4823D34 | 4959 |
| 38 | 89.9 | 4630^31 | 4777^33 | 4827^34 | 4630D31 | 4777D34 | 4827D34 | 4961 |
| 36 | 89.7 | 4633^31 | 4781^33 | 4831^34 | 4633D31 | 4781D34 | 4831D34 | 4962 |
| 34 | 89.4 | 4637^31 | 4784^33 | 4835^34 | 4637D31 | 4784D34 | 4835D34 | 4964 |
| 32 | 89.1 | 4641^31 | 4789^33 | 4839^34 | 4641D31 | 4789D34 | 4839D35 | 4966 |
| 30 | 88.8 | 4645^31 | 4793^33 | 4844^34 | 4645D31 | 4793D34 | 4844D35 | 4968 |
| 20 | 87.3 | 4664^31 | 4813^34 | 4864^35 | 4664D32 | 4813D34 | 4864D35 | 4976 |
| 10 | 85.8 | 4675^31 | 4824^34 | 4875^35 | 4675D32 | 4824D34 | 4875D35 | 4973 |
| 0 | 84.2 | 4696^32 | 4847^34 | 4898^35 | 4696D32 | 4847D35 | 4898D35 | 4984 |
| -10 | 82.7 | 4710^32 | 4863^34 | 4915^35 | 4710D32 | 4863D35 | 4915D36 | 4988 |
| -20 | 81.1 | 4720^32 | 4873^35 | 4926^36 | 4720D32 | 4873D35 | 4926D36 | 4985 |
| -30 | 79.5 | 4727^32 | 4883^35 | 4937^36 | 4727D33 | 4883D35 | 4937D36 | 4983 |

High QNH **+30** per .10" Engine A/I ON **-780**
Low QNH **-170** per .10" Wing A/I ON **-780**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4443^34-34-43 | 4587^36-36-45 | 4636^37-37-46 | 4686^38-38-47 |
| 46 | 90.9 | 4537^35-35-45 | 4694^38-38-47 | 4745^39-39-48 | 4796^39-39-49 |
| 44 | 90.8 | 4603^36-36-46 | 4753^39-39-48 | 4804^39-39-49 | 4856^40-40-50 |
| 42 | 90.5 | 4632^36-36-46 | 4783^39-39-48 | 4834^40-40-49 | 4886^41-41-50 |
| 40 | 90.2 | 4645^37-37-46 | 4796^39-39-49 | 4847^40-40-49 | 4900^41-41-50 |
| 38 | 89.9 | 4649^37-37-46 | 4800^39-39-49 | 4852^40-40-49 | 4904^41-41-50 |
| 36 | 89.7 | 4654^37-37-46 | 4804^39-39-49 | 4856^40-40-50 | 4908^41-41-50 |
| 34 | 89.4 | 4658^37-37-46 | 4809^39-39-49 | 4860^40-40-50 | 4913^41-41-50 |
| 32 | 89.1 | 4662^37-37-47 | 4814^39-39-49 | 4866^40-40-50 | 4918^41-41-50 |
| 30 | 88.8 | 4667^37-37-47 | 4818^40-40-49 | 4871^40-40-50 | 4923^41-41-51 |
| 20 | 87.3 | 4689^37-37-47 | 4842^40-40-49 | 4894^41-41-50 | 4947^42-42-51 |
| 10 | 85.8 | 4701^38-38-47 | 4855^40-40-49 | 4908^41-41-50 | 4962^42-42-51 |
| 0 | 84.2 | 4725^38-38-47 | 4880^41-41-50 | 4934^42-42-51 | 4988^42-42-51 |
| -10 | 82.7 | 4743^38-38-48 | 4900^41-41-50 | 4954^42-42-51 | 5003C43-43-52 |
| -20 | 81.1 | 4755^38-38-48 | 4912^41-41-50 | 4967^42-42-51 | 5000C43-43-52 |
| -30 | 79.5 | 4766^39-39-48 | 4925^41-41-51 | 4980^42-42-51 | 4996C43-43-52 |

High QNH **+30** per .10" Engine A/I ON **-770**
Low QNH **-170** per .10" Wing A/I ON **-770**

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 | | **08 Jun 18** |

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# ACAPULCO -ACA 28 *SPECIAL*

A/C **AUTO**

**DRY - 1 FLP CHNL INOP**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4424^28 | 4564^30 | 4613^31 |
| 46 | 4529^29 | 4673^32 | 4722^32 |
| 44 | 4586^30 | 4731^32 | 4781^33 |
| 42 | 4613^30 | 4759^33 | 4809^34 |
| 40 | 4626^30 | 4773^33 | 4823^34 |
| 38 | 4630^31 | 4777^33 | 4827^34 |
| 36 | 4633^31 | 4781^33 | 4831^34 |
| 34 | 4637^31 | 4784^33 | 4835^34 |
| 32 | 4641^31 | 4789^33 | 4839^34 |
| 30 | 4645^31 | 4793^33 | 4844^34 |
| 20 | 4664^31 | 4813^34 | 4864^35 |
| 10 | 4675^31 | 4824^34 | 4875^35 |
| 0 | 4696^32 | 4847^34 | 4898^35 |
| -10 | 4710^32 | 4863^34 | 4915^35 |

High QNH **+30** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-780**
Wing A/I ON **-780**

**DRY - EAI VLV INOP OPEN**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4419^28 | 4559^30 | 4606^31 |
| 46 | 4523^29 | 4667^31 | 4716^32 |
| 44 | 4579^30 | 4725^32 | 4774^33 |
| 42 | 4608^30 | 4753^33 | 4804^34 |
| 40 | 4621^30 | 4767^33 | 4818^34 |
| 38 | 4625^30 | 4772^33 | 4822^34 |
| 36 | 4629^31 | 4776^33 | 4826^34 |
| 34 | 4632^31 | 4780^33 | 4830^34 |
| 32 | 4637^31 | 4784^33 | 4834^34 |
| 30 | 4640^31 | 4788^33 | 4839^34 |
| 20 | 4660^31 | 4808^34 | 4859^34 |
| 10 | 4603^30 | 4750^33 | 4800^34 |
| 0 | 4625^31 | 4772^33 | 4824^34 |
| -10 | 4634^31 | 4783^33 | 4835^34 |

High QNH **+30** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|
| | | | |

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

**WET - 1 FLP CHNL INOP**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4424D28 | 4564D31 | 4613D31 |
| 46 | 4529D30 | 4673D32 | 4722D33 |
| 44 | 4586D30 | 4731D33 | 4781D34 |
| 42 | 4613D31 | 4759D33 | 4809D34 |
| 40 | 4626D31 | 4773D33 | 4823D34 |
| 38 | 4630D31 | 4777D34 | 4827D34 |
| 36 | 4633D31 | 4781D34 | 4831D34 |
| 34 | 4637D31 | 4784D34 | 4835D34 |
| 32 | 4641D31 | 4789D34 | 4839D35 |
| 30 | 4645D31 | 4793D34 | 4844D35 |
| 20 | 4664D32 | 4813D34 | 4864D35 |
| 10 | 4675D32 | 4824D34 | 4875D35 |
| 0 | 4696D32 | 4847D35 | 4898D35 |
| -10 | 4710D32 | 4863D35 | 4915D36 |

High QNH **+30** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-780**
Wing A/I ON **-780**

**WET - EAI VLV INOP OPEN**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4419D28 | 4559D30 | 4606D31 |
| 46 | 4523D29 | 4667D32 | 4716D33 |
| 44 | 4579D30 | 4725D33 | 4774D34 |
| 42 | 4608D31 | 4753D33 | 4804D34 |
| 40 | 4621D31 | 4767D33 | 4818D34 |
| 38 | 4625D31 | 4772D33 | 4822D34 |
| 36 | 4629D31 | 4776D34 | 4826D34 |
| 34 | 4632D31 | 4780D34 | 4830D34 |
| 32 | 4637D31 | 4784D34 | 4834D34 |
| 30 | 4640D31 | 4788D34 | 4839D35 |
| 20 | 4660D32 | 4808D34 | 4859D35 |
| 10 | 4603D31 | 4750D33 | 4800D34 |
| 0 | 4625D31 | 4772D34 | 4824D34 |
| -10 | 4634D31 | 4783D34 | 4835D35 |

High QNH **+30** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|
| | | | |

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

**LEVEL 1 CONTAM**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4480^12 | 4673^22 | 4741^25 |
| 26 | 4487^12 | 4680^22 | 4748^26 |
| 24 | 4493^13 | 4688^23 | 4756^26 |
| 22 | 4500^13 | 4695^23 | 4763^27 |
| 20 | 4506^13 | 4702^24 | 4770^27 |
| 18 | 4512^14 | 4709^24 | 4778^28 |
| 16 | 4519^14 | 4716^25 | 4785^28 |
| 14 | 4524^15 | 4722^25 | 4791^28 |
| 12 | 4528^15 | 4726^26 | 4796^29 |
| 10 | 4533^16 | 4731^26 | 4801^29 |
| 0 | 4568^18 | 4771^28 | 4843^32 |
| -10 | 4599^20 | 4806^31 | 4881^34 |
| -20 | 4626^23 | 4839^33 | 4897^35 |
| -30 | 4652^25 | 4854^34 | 4908^35 |

High QNH **+30** per .10"
Low QNH **-30** per .10"

Engine A/I ON **-680**
Wing A/I ON **-680**

**LEVEL 2 CONTAM**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4308F15 | 4529^24 | 4604^27 |
| 26 | 4320F16 | 4537^25 | 4614^28 |
| 24 | 4331F16 | 4546^25 | 4625^28 |
| 22 | 4344F16 | 4556^26 | 4634^28 |
| 20 | 4353F17 | 4566^26 | 4646^29 |
| 18 | 4364F17 | 4575^26 | 4656^29 |
| 16 | 4374F17 | 4586^27 | 4667^30 |
| 14 | 4385^18 | 4594^27 | 4679^30 |
| 12 | 4390^18 | 4603^28 | 4687^30 |
| 10 | 4398^19 | 4612^28 | 4700^31 |
| 0 | 4439^21 | 4669^30 | 4770^33 |
| -10 | 4476^23 | 4730^32 | 4808^34 |
| -20 | 4515^25 | 4766^33 | 4822^34 |
| -30 | 4556^27 | 4779^33 | 4835^34 |

High QNH **+40** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-700**
Wing A/I ON **-700**

**LEVEL 3 CONTAM**

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|
| | | | |

High QNH per .10"
Low QNH per .10"

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 | | **08 Jun 18** |

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# 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**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4065^23 | 4146^24 | 4173^25 |
| 34 | 4143^24 | 4225^25 | 4253^26 |
| 32 | 4221^25 | 4304^27 | 4331^27 |
| 30 | 4301^26 | 4385^28 | 4413^28 |
| 28 | 4383^28 | 4467^29 | 4496^30 |
| 26 | 4465^29 | 4550^30 | 4579^31 |
| 24 | 4546^30 | 4633^31 | 4662^32 |
| 22 | 4595^31 | 4682^32 | 4711^33 |
| 20 | 4601^31 | 4688^32 | 4717^33 |
| 18 | 4602^31 | 4690^32 | 4717^33 |
| 16 | 4603^31 | 4691^32 | 4720^33 |
| 10 | 4603^31 | 4687^32 | 4722^33 |
| 0 | 4596^31 | 4689^32 | 4720^33 |
| -10 | 4582^30 | 4678^32 | 4710^33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4100**
Wing A/I ON **-4100**

## DRY - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4060^23 | 4141^24 | 4168^25 |
| 34 | 4139^24 | 4221^25 | 4248^26 |
| 32 | 4217^25 | 4300^27 | 4327^27 |
| 30 | 4297^26 | 4381^28 | 4409^28 |
| 28 | 4378^27 | 4463^29 | 4491^29 |
| 26 | 4460^29 | 4546^30 | 4575^31 |
| 24 | 4543^30 | 4630^31 | 4659^32 |
| 22 | 4593^31 | 4680^32 | 4709^33 |
| 20 | 4599^31 | 4686^32 | 4715^33 |
| 18 | 4600^31 | 4688^32 | 4717^33 |
| 16 | 4601^31 | 4689^32 | 4718^33 |
| 10 | 4187^25 | 4275^26 | 4304^27 |
| 0 | 4528^30 | 4621^31 | 4651^32 |
| -10 | 4517^29 | 4612^31 | 4644^32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4058^14 | 4146D23 | 4173D25 |
| 34 | 4135^14 | 4225D24 | 4253D26 |
| 32 | 4211^14 | 4304D24 | 4331D27 |
| 30 | 4285F15 | 4385D25 | 4413D28 |
| 28 | 4344F15 | 4467^25 | 4496D28 |
| 26 | 4402F16 | 4549^25 | 4579D29 |
| 24 | 4462F16 | 4630^26 | 4662D29 |
| 22 | 4511F17 | 4679^26 | 4711D30 |
| 20 | 4544F18 | 4687^27 | 4717D31 |
| 18 | 4559F18 | 4690^28 | 4717D31 |
| 16 | 4574F18 | 4691D28 | 4720D32 |
| 10 | 4592^20 | 4687D30 | 4722D33 |
| 0 | 4590^22 | 4689D32 | 4720D33 |
| -10 | 4580^25 | 4678D32 | 4710D33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4100**
Wing A/I ON **-4100**

## WET - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4053^13 | 4141D23 | 4168D25 |
| 34 | 4131^14 | 4221D24 | 4248D26 |
| 32 | 4207^14 | 4300D24 | 4327D27 |
| 30 | 4277F15 | 4381D24 | 4409D28 |
| 28 | 4335F15 | 4463^25 | 4491D28 |
| 26 | 4394F16 | 4544^25 | 4575D28 |
| 24 | 4454F16 | 4627^26 | 4659D29 |
| 22 | 4503F17 | 4677^26 | 4709D30 |
| 20 | 4536F17 | 4685^27 | 4715D31 |
| 18 | 4552F18 | 4688^28 | 4717D31 |
| 16 | 4566F18 | 4689D28 | 4718D32 |
| 10 | 4187D22 | 4275D26 | 4304D27 |
| 0 | 4523^22 | 4621D31 | 4651D32 |
| -10 | 4517^25 | 4612D31 | 4644D32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3807F95 | 4026F 4 | 4103F 7 |
| 26 | 3865F95 | 4086F 4 | 4162F 7 |
| 24 | 3924F96 | 4148F 5 | 4227F 8 |
| 22 | 3966F96 | 4194F 5 | 4273F 8 |
| 20 | 3990F97 | 4222F 6 | 4303F 9 |
| 18 | 4003F97 | 4236F 6 | 4316F 9 |
| 16 | 4013F97 | 4248F 6 | 4330F 9 |
| 14 | 4025F98 | 4261F 7 | 4343F10 |
| 12 | 4036F98 | 4272F 7 | 4356F10 |
| 10 | 4047F98 | 4284F 8 | 4369F11 |
| 0 | 4100F 0 | 4346F 9 | 4432F13 |
| -10 | 4158F 2 | 4411F12 | 4496F15 |
| -20 | 4217F 4 | 4478F14 | 4567F17 |
| -30 | 4279F 6 | 4544F16 | 4638F19 |

High QNH **+110** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-2010**
Wing A/I ON **-2010**

## LEVEL 2 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3516F 0 | 3706F 8 | 3771F11 |
| 26 | 3576F 0 | 3770F 8 | 3835F11 |
| 24 | 3636F 0 | 3834F 9 | 3901F12 |
| 22 | 3684F 1 | 3887F 9 | 3955F12 |
| 20 | 3716F 2 | 3924F10 | 3992F13 |
| 18 | 3729F 2 | 3937F11 | 4005F14 |
| 16 | 3739F 2 | 3947F11 | 4016F14 |
| 14 | 3749F 3 | 3958F11 | 4027F14 |
| 12 | 3760F 3 | 3969F12 | 4038F15 |
| 10 | 3770F 3 | 3979F12 | 4050F15 |
| 0 | 3816F 5 | 4030F14 | 4103F17 |
| -10 | 3869F 7 | 4084F16 | 4163F19 |
| -20 | 3922F 9 | 4142F18 | 4226F21 |
| -30 | 3970F11 | 4202F20 | 4289F23 |

High QNH **+100** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-1910**
Wing A/I ON **-1910**

## LEVEL 3 CONTAM

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 36 | 89.0 | 4054^23 | 4136^24 | 4164^25 |
| 34 | 89.2 | 4132^24 | 4215^25 | 4243^26 |
| 32 | 89.5 | 4209^25 | 4293^26 | 4321^27 |
| 30 | 89.7 | 4289^26 | 4374^28 | 4402^28 |
| 28 | 89.8 | 4370F27 | 4456^29 | 4484^29 |
| 26 | 89.9 | 4428F28 | 4538^30 | 4567^31 |
| 24 | 90.0 | 4487F29 | 4620^31 | 4649^32 |
| 22 | 90.2 | 4532F29 | 4668^32 | 4697^32 |
| 20 | 90.3 | 4548F30 | 4671^32 | 4701^32 |
| 18 | 90.0 | 4560F30 | 4673^32 | 4703^32 |
| 16 | 89.7 | 4572F30 | 4674^32 | 4704^32 |
| 10 | 88.8 | 4585^30 | 4676^32 | 4707^32 |
| 0 | 87.2 | 4579^30 | 4674^32 | 4704^32 |
| -10 | 85.6 | 4565^30 | 4662^32 | 4694^32 |
| -20 | 84.0 | 4557^30 | 4658^32 | 4692^32 |
| -30 | 82.3 | 4541^30 | 4645^31 | 4679^32 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4045F12 | 4136D22 | 4164D25 | 4219 |
| 4102F12 | 4215D22 | 4243D25 | 4298 |
| 4157F13 | 4293D22 | 4321D26 | 4376 |
| 4212F14 | 4373^23 | 4402D26 | 4457 |
| 4269F14 | 4454^23 | 4484D26 | 4541 |
| 4326F14 | 4535^24 | 4567D27 | 4626 |
| 4380F15 | 4615^24 | 4648^27 | 4709 |
| 4422F15 | 4663^24 | 4696^28 | 4755 |
| 4439F16 | 4668^25 | 4701^28 | 4762 |
| 4452F16 | 4670^25 | 4703D29 | 4763 |
| 4465F17 | 4672^26 | 4704D29 | 4765 |
| 4506F18 | 4675^27 | 4707D30 | 4768 |
| 4570^19 | 4674D29 | 4704D33 | 4771 |
| 4560^22 | 4662D32 | 4694D32 | 4762 |
| 4557^24 | 4658D32 | 4692D32 | 4764 |
| 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**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 36 | 92.4 | 4064^23 | 4146^24 | 4173^25 |
| 34 | 92.7 | 4143^24 | 4225^25 | 4252^26 |
| 32 | 93.0 | 4220^25 | 4303^27 | 4331^27 |
| 30 | 93.2 | 4300^26 | 4384^28 | 4412^28 |
| 28 | 93.5 | 4382^28 | 4467^29 | 4495^30 |
| 26 | 93.9 | 4464^29 | 4550^30 | 4578^31 |
| 24 | 94.0 | 4545^30 | 4632^31 | 4661^32 |
| 22 | 93.8 | 4594^31 | 4682^32 | 4710^33 |
| 20 | 93.7 | 4600^31 | 4687^32 | 4710^33 |
| 18 | 93.3 | 4601^31 | 4689^32 | 4718^33 |
| 16 | 93.0 | 4602^31 | 4690^32 | 4720^33 |
| 10 | 92.1 | 4602^31 | 4692^32 | 4722^33 |
| 0 | 90.4 | 4596^31 | 4689^32 | 4720^33 |
| -10 | 88.8 | 4581^30 | 4677^32 | 4709^33 |
| -20 | 87.1 | 4574^30 | 4673^32 | 4706^32 |
| -30 | 85.3 | 4557^30 | 4659^32 | 4693^32 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4057^14 | 4146D23 | 4173D25 | 4219 |
| 4135^14 | 4225D24 | 4252D26 | 4298 |
| 4210^14 | 4303D24 | 4331D27 | 4376 |
| 4279F15 | 4384D25 | 4412D28 | 4457 |
| 4337F15 | 4466^25 | 4495D28 | 4541 |
| 4396F16 | 4548^25 | 4578D29 | 4626 |
| 4456F16 | 4629^26 | 4661D29 | 4709 |
| 4505F17 | 4679^27 | 4710D30 | 4755 |
| 4537F18 | 4686^27 | 4710D31 | 4756 |
| 4553F18 | 4689^28 | 4718D31 | 4763 |
| 4567F18 | 4690D28 | 4720D32 | 4765 |
| 4591^20 | 4692D30 | 4722D33 | 4768 |
| 4589^22 | 4689D32 | 4720D33 | 4771 |
| 4580^25 | 4677D32 | 4709D33 | 4762 |
| 4574D27 | 4673D32 | 4706D33 | 4764 |
| 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 36 | 92.4 | 4082F29-29-38 | 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 | 4415F34-34-43 | 4434C35-35-43 | 4434C35-35-43 |
| 30 | 93.2 | 4300^26-26-36 | 4475F35-35-44 | 4512C36-36-44 | 4512C36-36-44 |
| 28 | 93.5 | 4382^28-28-37 | 4536F36-36-45 | 4598C37-37-46 | 4598C37-37-46 |
| 26 | 93.9 | 4464^29-29-38 | 4598F37-37-46 | 4676F38-38-47 | 4684C38-38-47 |
| 24 | 94.0 | 4545^30-30-39 | 4663F38-38-47 | 4742F39-39-48 | 4770C40-40-48 |
| 22 | 93.8 | 4594^31-31-40 | 4721F39-39-48 | 4801F40-40-49 | 4817C40-40-49 |
| 20 | 93.7 | 4600^31-31-40 | 4765F39-39-48 | 4824C40-40-49 | 4824C40-40-49 |
| 18 | 93.3 | 4601^31-31-40 | 4781F40-40-49 | 4826C40-40-49 | 4826C40-40-49 |
| 16 | 93.0 | 4602^31-31-40 | 4794F40-40-49 | 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 | 4659F37-37-47 | 4827^40-40-49 | 4840C40-40-49 | 4840C40-40-49 |
| -10 | 88.8 | 4718F38-38-48 | 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**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4064^23 | 4146^24 | 4173^25 |
| 34 | 4143^24 | 4225^25 | 4252^26 |
| 32 | 4220^25 | 4303^27 | 4331^27 |
| 30 | 4300^26 | 4384^28 | 4412^28 |
| 28 | 4382^28 | 4467^29 | 4495^30 |
| 26 | 4464^29 | 4550^30 | 4578^31 |
| 24 | 4545^30 | 4632^31 | 4661^32 |
| 22 | 4594^31 | 4682^32 | 4710^33 |
| 20 | 4600^31 | 4687^32 | 4710^33 |
| 18 | 4601^31 | 4689^32 | 4718^33 |
| 16 | 4602^31 | 4690^32 | 4720^33 |
| 10 | 4602^31 | 4692^32 | 4722^33 |
| 0 | 4596^31 | 4689^32 | 4720^33 |
| -10 | 4581^30 | 4677^32 | 4709^33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4160**
Wing A/I ON **-4160**

## DRY - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4059^23 | 4140^24 | 4168^25 |
| 34 | 4138^24 | 4220^25 | 4247^26 |
| 32 | 4216^25 | 4299^27 | 4327^27 |
| 30 | 4296^26 | 4380^28 | 4408^28 |
| 28 | 4378^27 | 4462^29 | 4491^29 |
| 26 | 4460^29 | 4545^30 | 4574^31 |
| 24 | 4542^30 | 4629^31 | 4658^32 |
| 22 | 4592^31 | 4680^32 | 4708^33 |
| 20 | 4598^31 | 4685^32 | 4714^33 |
| 18 | 4599^31 | 4687^32 | 4714^33 |
| 16 | 4600^31 | 4688^32 | 4714^33 |
| 10 | 4187^25 | 4275^26 | 4304^27 |
| 0 | 4527^30 | 4620^31 | 4651^32 |
| -10 | 4517^29 | 4612^31 | 4643^32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4057^14 | 4146D23 | 4173D25 |
| 34 | 4135^14 | 4225D24 | 4252D26 |
| 32 | 4210^14 | 4303D24 | 4331D27 |
| 30 | 4279F15 | 4384D25 | 4412D28 |
| 28 | 4337F15 | 4466^25 | 4495D28 |
| 26 | 4396F16 | 4548^25 | 4578D29 |
| 24 | 4456F16 | 4629^26 | 4661D29 |
| 22 | 4505F17 | 4679^27 | 4710D30 |
| 20 | 4537F18 | 4686^27 | 4710D31 |
| 18 | 4553F18 | 4689^28 | 4718D31 |
| 16 | 4567F18 | 4690D28 | 4720D32 |
| 10 | 4591^20 | 4692D30 | 4722D33 |
| 0 | 4589^22 | 4689D32 | 4720D33 |
| -10 | 4580^25 | 4677D32 | 4709D33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4160**
Wing A/I ON **-4160**

## WET - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4052^13 | 4140D23 | 4168D25 |
| 34 | 4130^14 | 4220D24 | 4247D26 |
| 32 | 4207^14 | 4299D24 | 4327D27 |
| 30 | 4271F15 | 4380D24 | 4408D28 |
| 28 | 4329F15 | 4462^25 | 4491D28 |
| 26 | 4387F16 | 4544^25 | 4574D28 |
| 24 | 4448F16 | 4626^26 | 4658D29 |
| 22 | 4497F17 | 4676^26 | 4708D30 |
| 20 | 4530F18 | 4684^27 | 4714D31 |
| 18 | 4545F18 | 4687^28 | 4714D31 |
| 16 | 4560F18 | 4688D28 | 4714D32 |
| 10 | 4187D22 | 4275D26 | 4304D27 |
| 0 | 4522^22 | 4620D31 | 4651D32 |
| -10 | 4516^25 | 4612D31 | 4643D32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3801F95 | 4021F 4 | 4098F 7 |
| 26 | 3861F96 | 4081F 4 | 4157F 7 |
| 24 | 3918F96 | 4143F 5 | 4222F 8 |
| 22 | 3961F96 | 4189F 5 | 4267F 8 |
| 20 | 3987F97 | 4217F 6 | 4298F 9 |
| 18 | 3998F97 | 4231F 6 | 4312F 9 |
| 16 | 4009F98 | 4243F 7 | 4325F10 |
| 14 | 4019F98 | 4254F 7 | 4337F10 |
| 12 | 4031F98 | 4268F 7 | 4350F10 |
| 10 | 4043F99 | 4279F 8 | 4364F11 |
| 0 | 4095F 0 | 4341F10 | 4427F13 |
| -10 | 4153F 2 | 4405F12 | 4493F15 |
| -20 | 4212F 4 | 4473F14 | 4561F17 |
| -30 | 4273F 6 | 4538F16 | 4632F19 |

High QNH **+110** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-2000**
Wing A/I ON **-2000**

## LEVEL 2 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3513F 0 | 3703F 8 | 3767F11 |
| 26 | 3573F 0 | 3766F 9 | 3831F11 |
| 24 | 3633F 1 | 3830F 9 | 3897F12 |
| 22 | 3681F 1 | 3884F10 | 3951F12 |
| 20 | 3713F 2 | 3921F10 | 3988F13 |
| 18 | 3725F 2 | 3933F11 | 4001F14 |
| 16 | 3736F 2 | 3943F11 | 4013F14 |
| 14 | 3746F 3 | 3954F11 | 4023F14 |
| 12 | 3756F 3 | 3965F12 | 4034F15 |
| 10 | 3767F 3 | 3975F12 | 4046F15 |
| 0 | 3814F 5 | 4026F14 | 4099F17 |
| -10 | 3866F 7 | 4080F16 | 4159F19 |
| -20 | 3918F 9 | 4138F18 | 4222F21 |
| -30 | 3966F11 | 4198F20 | 4285F23 |

High QNH **+100** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-1890**
Wing A/I ON **-1890**

## LEVEL 3 CONTAM

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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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# 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 | 4807F40-40-49 | 4884C41-41-50 | 4884C41-41-50 | 4884C41-41-50 |
| 42 | 90.9 | 4865F40-40-50 | 4942C42-42-51 | 4942C42-42-51 | 4942C42-42-51 |
| 40 | 90.8 | 4901F41-41-50 | 4973C42-42-51 | 4973C42-42-51 | 4973C42-42-51 |
| 38 | 90.5 | 4926F41-41-51 | 4974C42-42-51 | 4974C42-42-51 | 4974C42-42-51 |
| 36 | 90.2 | 4938F42-42-51 | 4976C42-42-51 | 4976C42-42-51 | 4976C42-42-51 |
| 34 | 89.9 | 4951F42-42-51 | 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 per .10" Low QNH 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 per .10" Low QNH 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 per .10" Low QNH 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**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4453^28 | 4565^30 | 4597^31 |
| 46 | 4544^30 | 4676^32 | 4709^32 |
| 44 | 4616^31 | 4765^33 | 4809^34 |
| 42 | 4669^31 | 4820^34 | 4873^35 |
| 40 | 4703^32 | 4855^34 | 4908^35 |
| 38 | 4717^32 | 4869^35 | 4922^36 |
| 36 | 4725^32 | 4877^35 | 4929^36 |
| 34 | 4734^32 | 4886^35 | 4938^36 |
| 32 | 4742^32 | 4894^35 | 4943^36 |
| 30 | 4751^33 | 4902^35 | 4945^36 |
| 20 | 4792^33 | 4913^35 | 4950^36 |
| 10 | 4794^33 | 4905^35 | 4943^36 |
| 0 | 4794^33 | 4908^35 | 4947^36 |
| -10 | 4788^33 | 4906^35 | 4946^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-840**
Wing A/I ON **-840**

## DRY - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4446^28 | 4559^30 | 4592^31 |
| 4535^29 | 4670^32 | 4703^32 |
| 4607^30 | 4757^33 | 4804^34 |
| 4661^31 | 4813^34 | 4866^35 |
| 4695^32 | 4848^34 | 4900^35 |
| 4710^32 | 4862^35 | 4914^35 |
| 4718^32 | 4870^35 | 4922^36 |
| 4727^32 | 4879^35 | 4931^36 |
| 4735^32 | 4887^35 | 4939^36 |
| 4743^32 | 4895^35 | 4940^36 |
| 4785^33 | 4909^35 | 4945^36 |
| 4713^32 | 4823^34 | 4860^35 |
| 4708^32 | 4822^34 | 4860^35 |
| 4702^32 | 4820^34 | 4859^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## DRY

Flaps

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4453D24 | 4565D31 | 4597D31 |
| 46 | 4539^24 | 4676D32 | 4709D33 |
| 44 | 4605^25 | 4765D33 | 4809D34 |
| 42 | 4657^26 | 4820D35 | 4873D35 |
| 40 | 4692^26 | 4855D35 | 4908D36 |
| 38 | 4708^27 | 4869D35 | 4922D36 |
| 36 | 4719^27 | 4877D35 | 4929D36 |
| 34 | 4730^27 | 4886D35 | 4938D36 |
| 32 | 4740^28 | 4894D35 | 4943D36 |
| 30 | 4751D28 | 4902D35 | 4945D36 |
| 20 | 4792D30 | 4913D35 | 4950D36 |
| 10 | 4794D33 | 4905D35 | 4943D36 |
| 0 | 4794D33 | 4908D35 | 4947D36 |
| -10 | 4788D33 | 4906D35 | 4946D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-840**
Wing A/I ON **-840**

## WET - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4446D24 | 4559D30 | 4592D31 |
| 4531^24 | 4670D32 | 4703D33 |
| 4598^25 | 4757D33 | 4804D34 |
| 4649^26 | 4813D35 | 4866D35 |
| 4684^26 | 4848D35 | 4900D36 |
| 4700^27 | 4862D35 | 4914D36 |
| 4712^27 | 4870D35 | 4922D36 |
| 4722^27 | 4879D35 | 4931D36 |
| 4734^28 | 4887D35 | 4939D36 |
| 4743D28 | 4895D35 | 4940D36 |
| 4785D30 | 4909D35 | 4945D36 |
| 4713D32 | 4823D34 | 4860D35 |
| 4708D32 | 4822D34 | 4860D35 |
| 4702D32 | 4820D34 | 4859D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## WET

Flaps

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4309F 6 | 4529^16 | 4594^19 |
| 26 | 4321F 6 | 4539^17 | 4604^20 |
| 24 | 4332F 7 | 4549^17 | 4614^20 |
| 22 | 4344F 7 | 4559^17 | 4625^21 |
| 20 | 4356F 8 | 4570^18 | 4637^21 |
| 18 | 4367F 8 | 4580^18 | 4650^21 |
| 16 | 4377F 8 | 4590^19 | 4662^22 |
| 14 | 4389F 9 | 4600^19 | 4674^22 |
| 12 | 4399F 9 | 4609^19 | 4684^23 |
| 10 | 4411F 9 | 4616^20 | 4695^23 |
| 0 | 4467^12 | 4679^22 | 4763^25 |
| -10 | 4520^14 | 4741^24 | 4830^27 |
| -20 | 4571^16 | 4804^26 | 4895^30 |
| -30 | 4622^18 | 4860^29 | 4913^32 |

High QNH **+10** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-660**
Wing A/I ON **-660**

## LEVEL 2 CONTAM

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4012F10 | 4243F20 | 4328F23 |
| 4022F11 | 4254F20 | 4340F23 |
| 4031F11 | 4266F20 | 4354F23 |
| 4041F12 | 4279F21 | 4367F24 |
| 4051F12 | 4290F21 | 4379F24 |
| 4061F12 | 4302F21 | 4393F24 |
| 4070F13 | 4313F22 | 4406F25 |
| 4079F13 | 4325F22 | 4419F25 |
| 4090F13 | 4337F23 | 4431F25 |
| 4099F14 | 4349F23 | 4443^26 |
| 4155F16 | 4418F25 | 4514^28 |
| 4208F17 | 4486^27 | 4587^29 |
| 4265F19 | 4555^29 | 4674F31 |
| 4324F21 | 4630^30 | 4731F32 |

High QNH **+0** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-450**
Wing A/I ON **-450**

## LEVEL 3 CONTAM

Flaps

High QNH per .10"
Low QNH per .10"

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 -CPE 16 *DT H165*

*Engine Failure Procedure*

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

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4336^26 | 4507^29 | 4558^30 |
| 46 | 87.7 | 4418^27 | 4598^30 | 4651^31 |
| 44 | 87.6 | 4467^28 | 4651^31 | 4706^32 |
| 42 | 87.4 | 4483^28 | 4668^31 | 4722^32 |
| 40 | 87.1 | 4499^28 | 4684^31 | 4737^32 |
| 38 | 86.9 | 4507^28 | 4692^32 | 4746^33 |
| 36 | 86.6 | 4517^29 | 4700^32 | 4754^33 |
| 34 | 86.3 | 4527^29 | 4709^32 | 4763^33 |
| 32 | 86.0 | 4536^29 | 4718^32 | 4771^33 |
| 30 | 85.7 | 4546^29 | 4726^32 | 4780^33 |
| 20 | 84.3 | 4595^30 | 4771^33 | 4823^34 |
| 10 | 82.8 | 4641^31 | 4810^34 | 4860^34 |
| 0 | 81.3 | 4689^31 | 4857^34 | 4904^35 |
| -10 | 79.8 | 4735^32 | 4896^35 | 4937^36 |
| -20 | 78.3 | 4763^33 | 4888^35 | 4930^36 |
| -30 | 76.7 | 4748^33 | 4878^35 | 4922^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4279^14 | 4507D24 | 4558D27 | 4722 |
| 4356F14 | 4593^24 | 4651D27 | 4841 |
| 4401F15 | 4643^25 | 4706D28 | 4899 |
| 4419F15 | 4662^25 | 4722D28 | 4947 |
| 4436F16 | 4678^25 | 4737D29 | 4959 |
| 4448F16 | 4688^26 | 4746D29 | 4961 |
| 4460F16 | 4699^26 | 4754D29 | 4962 |
| 4468^17 | 4709^26 | 4763D30 | 4964 |
| 4479^17 | 4718D27 | 4771D30 | 4966 |
| 4491^17 | 4726D27 | 4780D30 | 4968 |
| 4548^19 | 4771D29 | 4823D32 | 4976 |
| 4603^21 | 4810D31 | 4860D34 | 4973 |
| 4665^23 | 4857D33 | 4904D36 | 4984 |
| 4721^25 | 4896D35 | 4937D36 | 4988 |
| 4762^27 | 4888D35 | 4930D36 | 4985 |
| 4748D30 | 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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4409^27 | 4564^30 | 4609^31 |
| 46 | 90.9 | 4497^28 | 4660^31 | 4707^32 |
| 44 | 90.8 | 4557^29 | 4722^32 | 4770^33 |
| 42 | 90.5 | 4591^30 | 4752^33 | 4799^33 |
| 40 | 90.2 | 4605^30 | 4768^33 | 4814^34 |
| 38 | 90.0 | 4614^30 | 4775^33 | 4822^34 |
| 36 | 89.7 | 4623^30 | 4783^33 | 4829^34 |
| 34 | 89.4 | 4632^31 | 4791^33 | 4837^34 |
| 32 | 89.1 | 4641^31 | 4800^33 | 4843^34 |
| 30 | 88.8 | 4650^31 | 4808^34 | 4853^34 |
| 20 | 87.3 | 4695^32 | 4849^34 | 4892^35 |
| 10 | 85.8 | 4735^32 | 4883^35 | 4923^35 |
| 0 | 84.2 | 4783^33 | 4914^35 | 4953^36 |
| -10 | 82.7 | 4791^33 | 4911^35 | 4952^36 |
| -20 | 81.1 | 4780^33 | 4903^35 | 4945^36 |
| -30 | 79.5 | 4764^33 | 4893^35 | 4936^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4339^15 | 4564D25 | 4609D29 | 4722 |
| 4419^16 | 4654^26 | 4707D29 | 4841 |
| 4474^17 | 4713^27 | 4770D30 | 4899 |
| 4505^17 | 4745^27 | 4799D31 | 4947 |
| 4521^18 | 4761^28 | 4814D31 | 4959 |
| 4533^18 | 4771^28 | 4822D31 | 4961 |
| 4543^18 | 4781^28 | 4829D32 | 4962 |
| 4555^19 | 4791^29 | 4837D32 | 4964 |
| 4566^19 | 4800D29 | 4843D33 | 4966 |
| 4579^19 | 4808D30 | 4853D33 | 4968 |
| 4637^21 | 4849D32 | 4892D35 | 4976 |
| 4691^23 | 4883D34 | 4923D36 | 4973 |
| 4751^25 | 4914D35 | 4953D36 | 4984 |
| 4790^27 | 4911D35 | 4952D36 | 4988 |
| 4780D30 | 4903D35 | 4945D36 | 4985 |
| 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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" — 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*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4409^27 | 4564^30 | 4609^31 |
| 46 | 4497^28 | 4660^31 | 4707^32 |
| 44 | 4557^29 | 4722^32 | 4770^33 |
| 42 | 4591^30 | 4752^33 | 4799^33 |
| 40 | 4605^30 | 4768^33 | 4814^34 |
| 38 | 4614^30 | 4775^33 | 4822^34 |
| 36 | 4623^30 | 4783^33 | 4829^34 |
| 34 | 4632^31 | 4791^33 | 4837^34 |
| 32 | 4641^31 | 4800^33 | 4843^34 |
| 30 | 4650^31 | 4808^34 | 4853^34 |
| 20 | 4695^32 | 4849^34 | 4892^35 |
| 10 | 4735^32 | 4883^35 | 4923^35 |
| 0 | 4783^33 | 4914^35 | 4953^36 |
| -10 | 4791^33 | 4911^35 | 4952^36 |

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

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

## DRY - EAI VLV INOP OPEN

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4401^27 | 4557^30 | 4603^31 |
| 46 | 4488^28 | 4652^31 | 4699^32 |
| 44 | 4547^29 | 4714^32 | 4762^33 |
| 42 | 4581^30 | 4744^33 | 4792^33 |
| 40 | 4596^30 | 4759^33 | 4807^34 |
| 38 | 4606^30 | 4768^33 | 4815^34 |
| 36 | 4615^30 | 4776^33 | 4823^34 |
| 34 | 4623^30 | 4784^33 | 4830^34 |
| 32 | 4633^31 | 4793^33 | 4838^34 |
| 30 | 4642^31 | 4801^33 | 4846^34 |
| 20 | 4687^32 | 4842^34 | 4885^35 |
| 10 | 4679^32 | 4825^34 | 4862^35 |
| 0 | 4712^32 | 4828^34 | 4866^35 |
| -10 | 4705^32 | 4824^34 | 4863^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| | | | |

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4339^15 | 4564D25 | 4609D29 |
| 46 | 4419^16 | 4654^26 | 4707D29 |
| 44 | 4474^17 | 4713^27 | 4770D30 |
| 42 | 4505^17 | 4745^27 | 4799D31 |
| 40 | 4521^18 | 4761^28 | 4814D31 |
| 38 | 4533^18 | 4771^28 | 4822D31 |
| 36 | 4543^18 | 4781^28 | 4829D32 |
| 34 | 4555^19 | 4791^29 | 4837D32 |
| 32 | 4566^19 | 4800D29 | 4843D33 |
| 30 | 4579^19 | 4808D30 | 4853D33 |
| 20 | 4637^21 | 4849D32 | 4892D35 |
| 10 | 4691^23 | 4883D34 | 4923D36 |
| 0 | 4751^25 | 4914D35 | 4953D36 |
| -10 | 4790^27 | 4911D35 | 4952D36 |

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

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

## WET - EAI VLV INOP OPEN

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4333^15 | 4557D25 | 4603D28 |
| 46 | 4411^16 | 4646^26 | 4699D29 |
| 44 | 4466^16 | 4705^26 | 4762D30 |
| 42 | 4497^17 | 4737^27 | 4792D30 |
| 40 | 4514^17 | 4753^28 | 4807D31 |
| 38 | 4526^18 | 4764^28 | 4815D31 |
| 36 | 4537^18 | 4774^28 | 4823D32 |
| 34 | 4548^19 | 4784D29 | 4830D32 |
| 32 | 4559^19 | 4793D29 | 4838D32 |
| 30 | 4571^19 | 4801D29 | 4846D33 |
| 20 | 4630^21 | 4842D31 | 4885D35 |
| 10 | 4643^23 | 4825D34 | 4862D35 |
| 0 | 4703^25 | 4828D34 | 4866D35 |
| -10 | 4705D28 | 4824D34 | 4863D35 |

High QNH **+0** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| | | | |

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3830F98 | 4267F 7 | 4362F10 |
| 26 | 3953F98 | 4279F 7 | 4375F11 |
| 24 | 4029F98 | 4292F 8 | 4388F11 |
| 22 | 4039F98 | 4305F 8 | 4401F12 |
| 20 | 4052F98 | 4317F 9 | 4414F12 |
| 18 | 4061F99 | 4329F 9 | 4426F12 |
| 16 | 4069F99 | 4341F 9 | 4440F13 |
| 14 | 4080F99 | 4353F10 | 4452F13 |
| 12 | 4091F 0 | 4365F10 | 4464F14 |
| 10 | 4102F 0 | 4378F11 | 4477F14 |
| 0 | 4161F 2 | 4448F13 | 4546^16 |
| -10 | 4219F 4 | 4516F15 | 4612^18 |
| -20 | 4282F 6 | 4582^17 | 4678^21 |
| -30 | 4342F 8 | 4648^19 | 4744^23 |

High QNH **+80** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-460**
Wing A/I ON **-460**

## LEVEL 2 CONTAM

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3560F 2 | 3991F10 | 4155F13 |
| 26 | 3575F 2 | 4008F11 | 4173F13 |
| 24 | 3585F 3 | 4026F11 | 4192F13 |
| 22 | 3596F 3 | 4045F11 | 4210F14 |
| 20 | 3608F 3 | 4064F11 | 4230F14 |
| 18 | 3620F 4 | 4083F12 | 4250F14 |
| 16 | 3627F 4 | 4100F12 | 4271F15 |
| 14 | 3643F 4 | 4118F12 | 4282^15 |
| 12 | 3657F 5 | 4138F13 | 4279^15 |
| 10 | 3671F 5 | 4159F13 | 4279^15 |
| 0 | 3750F 7 | 4242^14 | 4285^15 |
| -10 | 3841F 8 | 4238^14 | 4283^15 |
| -20 | 3928F10 | 4232^14 | 4277^15 |
| -30 | 4038F11 | 4221^14 | 4269^15 |

High QNH **+0** per .10"
Low QNH **-100** per .10"

Engine A/I ON **-720**
Wing A/I ON **-720**

## LEVEL 3 CONTAM

Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| | | | |

High QNH per .10"
Low QNH per .10"

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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4361F26 | 4529^29 | 4572^30 |
| 46 | 87.7 | 4438F27 | 4624^31 | 4667^31 |
| 44 | 87.6 | 4485F28 | 4677^31 | 4722^32 |
| 42 | 87.4 | 4501F28 | 4695^32 | 4740^32 |
| 40 | 87.1 | 4516F29 | 4710^32 | 4755^33 |
| 38 | 86.9 | 4527F29 | 4718^32 | 4762^33 |
| 36 | 86.6 | 4538F29 | 4725^32 | 4769^33 |
| 34 | 86.3 | 4549F29 | 4733^32 | 4777^33 |
| 32 | 86.0 | 4561F29 | 4741^32 | 4787^33 |
| 30 | 85.7 | 4572F29 | 4748^33 | 4797^33 |
| 20 | 84.3 | 4632F31 | 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 | +0 | +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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +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 | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4360F15 | 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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +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 | 4853^34-34-44 |
| 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 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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**TAR Mexico** **EMB-145** **AE3007A1**

# CANCUN -CUN 12L *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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4538^30 | 4637^31 | 4670^32 |
| 46 | 87.7 | 4650^31 | 4750^33 | 4784^33 |
| 44 | 87.6 | 4712F32 | 4833^34 | 4868^35 |
| 42 | 87.4 | 4729F32 | 4884^35 | 4919^36 |
| 40 | 87.1 | 4745F33 | 4891^35 | 4926^36 |
| 38 | 86.8 | 4756F33 | 4893^35 | 4928^36 |
| 36 | 86.6 | 4768F33 | 4895^35 | 4930^36 |
| 34 | 86.3 | 4779F33 | 4896^35 | 4931^36 |
| 32 | 86.0 | 4790^33 | 4897^35 | 4933^36 |
| 30 | 85.7 | 4790^33 | 4898^35 | 4934^36 |
| 20 | 84.3 | 4791^33 | 4903^35 | 4939^36 |
| 10 | 82.8 | 4780^33 | 4894^35 | 4933^36 |
| 0 | 81.3 | 4782^33 | 4899^35 | 4939^36 |
| -10 | 79.8 | 4775^33 | 4896^35 | 4937^36 |
| -20 | 78.3 | 4764^33 | 4889^35 | 4931^36 |
| -30 | 76.7 | 4749^33 | 4879^35 | 4923^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4501F19 | 4637D29 | 4670D32 | 4724 |
| 4576F19 | 4750D29 | 4784D32 | 4843 |
| 4626F20 | 4833^29 | 4868D33 | 4901 |
| 4642F20 | 4882^30 | 4919D33 | 4947 |
| 4659F20 | 4890^30 | 4926D33 | 4959 |
| 4672F21 | 4893^30 | 4928D34 | 4961 |
| 4685F21 | 4895^31 | 4930D34 | 4962 |
| 4698F21 | 4896D31 | 4931D35 | 4964 |
| 4711F22 | 4897D32 | 4933D35 | 4966 |
| 4724F22 | 4898D32 | 4934D35 | 4968 |
| 4785^24 | 4903D34 | 4939D36 | 4976 |
| 4778^26 | 4894D35 | 4933D36 | 4973 |
| 4782D28 | 4899D35 | 4939D36 | 4984 |
| 4775D31 | 4896D35 | 4937D36 | 4988 |
| 4764D33 | 4889D35 | 4931D36 | 4985 |
| 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**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4550^30 | 4648^32 | 4622^31 |
| 46 | 90.9 | 4663^31 | 4762^33 | 4795^34 |
| 44 | 90.8 | 4745^33 | 4847^34 | 4881^35 |
| 42 | 90.5 | 4798^33 | 4901^35 | 4936^36 |
| 40 | 90.2 | 4805^34 | 4908^35 | 4942^36 |
| 38 | 89.9 | 4806^34 | 4910^35 | 4945^36 |
| 36 | 89.7 | 4807^34 | 4912^35 | 4946^36 |
| 34 | 89.4 | 4808^34 | 4913^35 | 4947^36 |
| 32 | 89.1 | 4807^34 | 4914^35 | 4949^36 |
| 30 | 88.8 | 4808^34 | 4915^35 | 4950^36 |
| 20 | 87.3 | 4809^34 | 4919^35 | 4955^36 |
| 10 | 85.8 | 4798^33 | 4910^35 | 4948^36 |
| 0 | 84.2 | 4799^33 | 4915^35 | 4954^36 |
| -10 | 82.7 | 4792^33 | 4912^35 | 4952^36 |
| -20 | 81.1 | 4780^33 | 4904^35 | 4946^36 |
| -30 | 79.5 | 4765^33 | 4893^35 | 4937^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4543^20 | 4648D31 | 4622D32 | 4664 |
| 4654^21 | 4762D31 | 4795D34 | 4843 |
| 4717F21 | 4847D32 | 4881D35 | 4901 |
| 4755F22 | 4901D32 | 4936D36 | 4947 |
| 4772F22 | 4908D33 | 4942D36 | 4959 |
| 4785F23 | 4910D33 | 4945D36 | 4961 |
| 4797^23 | 4912D34 | 4946D36 | 4962 |
| 4798^23 | 4913D34 | 4947D36 | 4964 |
| 4799^24 | 4914D35 | 4949D36 | 4966 |
| 4801^24 | 4915D35 | 4950D36 | 4968 |
| 4805^27 | 4919D36 | 4955D36 | 4976 |
| 4798^29 | 4910D35 | 4948D36 | 4973 |
| 4799D31 | 4915D35 | 4954D36 | 4984 |
| 4792D33 | 4912D35 | 4952D36 | 4988 |
| 4780D33 | 4904D35 | 4946D36 | 4985 |
| 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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 | 4857F41-41-50 | 4882C41-41-50 | 4882C41-41-50 |
| 44 | 90.8 | 4745^33-33-42 | 4924F42-42-51 | 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 | 4850F40-40-49 | 4990C43-43-51 | 4990C43-43-51 | 4990C43-43-51 |
| 10 | 85.8 | 4912F41-41-50 | 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**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4550^30 | 4648^32 | 4622^31 |
| 46 | 4663^31 | 4762^33 | 4795^34 |
| 44 | 4745^33 | 4847^34 | 4881^35 |
| 42 | 4798^33 | 4901^35 | 4936^36 |
| 40 | 4805^34 | 4908^35 | 4942^36 |
| 38 | 4806^34 | 4910^35 | 4945^36 |
| 36 | 4807^34 | 4912^35 | 4946^36 |
| 34 | 4808^34 | 4913^35 | 4947^36 |
| 32 | 4807^34 | 4914^35 | 4949^36 |
| 30 | 4808^34 | 4915^35 | 4950^36 |
| 20 | 4809^34 | 4919^35 | 4955^36 |
| 10 | 4798^33 | 4910^35 | 4948^36 |
| 0 | 4799^33 | 4915^35 | 4954^36 |
| -10 | 4792^33 | 4912^35 | 4952^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4544^30 | 4642^31 | 4675^32 |
| 4657^31 | 4756^33 | 4789^34 |
| 4739^33 | 4841^34 | 4875^35 |
| 4793^33 | 4896^35 | 4931^36 |
| 4800^33 | 4903^35 | 4938^36 |
| 4802^34 | 4906^35 | 4941^36 |
| 4803^34 | 4908^35 | 4942^36 |
| 4803^34 | 4908^35 | 4943^36 |
| 4803^34 | 4909^35 | 4944^36 |
| 4803^34 | 4910^35 | 4945^36 |
| 4804^34 | 4913^35 | 4950^36 |
| 4766^33 | 4825^34 | 4862^35 |
| 4713^32 | 4828^34 | 4867^35 |
| 4705^32 | 4824^34 | 4864^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4543^20 | 4648D31 | 4622D32 |
| 46 | 4654^21 | 4762D31 | 4795D34 |
| 44 | 4717F21 | 4847D32 | 4881D35 |
| 42 | 4755F22 | 4901D32 | 4936D36 |
| 40 | 4772F22 | 4908D33 | 4942D36 |
| 38 | 4785F23 | 4910D33 | 4945D36 |
| 36 | 4797^23 | 4912D34 | 4946D36 |
| 34 | 4798^23 | 4913D34 | 4947D36 |
| 32 | 4799^24 | 4914D35 | 4949D36 |
| 30 | 4801^24 | 4915D35 | 4950D36 |
| 20 | 4805^27 | 4919D36 | 4955D36 |
| 10 | 4798^29 | 4910D35 | 4948D36 |
| 0 | 4799D31 | 4915D35 | 4954D36 |
| -10 | 4792D33 | 4912D35 | 4952D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4537^20 | 4642D31 | 4675D32 |
| 4647^21 | 4756D31 | 4789D34 |
| 4708F21 | 4841D32 | 4875D35 |
| 4746F22 | 4896D32 | 4931D36 |
| 4763F22 | 4903D33 | 4938D36 |
| 4777F23 | 4906D33 | 4941D36 |
| 4790F23 | 4908D33 | 4942D36 |
| 4794^23 | 4908D34 | 4943D36 |
| 4795^24 | 4909D34 | 4944D36 |
| 4796^24 | 4910D35 | 4945D36 |
| 4800^26 | 4913D35 | 4950D36 |
| 4716^29 | 4825D34 | 4862D35 |
| 4713D32 | 4828D34 | 4867D35 |
| 4705D32 | 4824D34 | 4864D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4220F 2 | 4485F12 | 4579F15 |
| 26 | 4231F 2 | 4496F12 | 4593F16 |
| 24 | 4243F 3 | 4509F13 | 4606F16 |
| 22 | 4254F 3 | 4522F13 | 4620F16 |
| 20 | 4265F 3 | 4535F14 | 4633F17 |
| 18 | 4275F 4 | 4548F14 | 4647F17 |
| 16 | 4286F 4 | 4561F14 | 4661F18 |
| 14 | 4297F 5 | 4574F15 | 4674F18 |
| 12 | 4309F 5 | 4587F15 | 4687F18 |
| 10 | 4320F 5 | 4600F16 | 4700F19 |
| 0 | 4382F 7 | 4673F18 | 4776F21 |
| -10 | 4444F 9 | 4745F20 | 4849F23 |
| -20 | 4509F11 | 4819F22 | 4905^25 |
| -30 | 4573F14 | 4854^25 | 4906^28 |

High QNH **+10** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-690**
Wing A/I ON **-690**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 3885F 7 | 4136F17 | 4224F20 |
| 3896F 7 | 4145F17 | 4237F20 |
| 3906F 8 | 4159F17 | 4250F20 |
| 3916F 8 | 4170F18 | 4260F21 |
| 3927F 8 | 4182F18 | 4274F21 |
| 3936F 9 | 4193F18 | 4287F21 |
| 3946F 9 | 4205F19 | 4301F22 |
| 3957F10 | 4217F19 | 4314F22 |
| 3968F10 | 4229F20 | 4327F23 |
| 3979F10 | 4242F20 | 4341F23 |
| 4039F12 | 4310F22 | 4410F25 |
| 4092F14 | 4378F24 | 4483F27 |
| 4149F16 | 4450F26 | 4559F29 |
| 4207F18 | 4522F28 | 4635F31 |

High QNH **+80** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-470**
Wing A/I ON **-470**

## LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
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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**TAR Mexico** **EMB-145** **AE3007A1**

# CANCUN -CUN 12R *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 | 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**

| 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 | 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**

| 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 | 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 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 | 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 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 | 4688^14 | 4875^24 | 4918^27 | 4427F18 | 4664^26 | 4736^29 | | | |
| 26 | 4698^14 | 4877^24 | 4920^28 | 4439F18 | 4675^27 | 4747^30 | | | |
| 24 | 4708^15 | 4879^25 | 4923^28 | 4450F18 | 4686^27 | 4759^30 | | | |
| 22 | 4719^15 | 4881^25 | 4925^29 | 4463F19 | 4697^28 | 4772^30 | | | |
| 20 | 4729^15 | 4883^26 | 4927^29 | 4474F19 | 4708^28 | 4784^31 | | | |
| 18 | 4740^16 | 4885^26 | 4930^30 | 4486F19 | 4721^28 | 4797^31 | | | |
| 16 | 4750^16 | 4886^27 | 4931^30 | 4498F20 | 4732^29 | 4811^31 | | | |
| 14 | 4752^17 | 4884^27 | 4929^31 | 4510F20 | 4745^29 | 4826^32 | | | |
| 12 | 4749^17 | 4882^28 | 4928^31 | 4522F20 | 4753^29 | 4839^32 | | | |
| 10 | 4749^18 | 4883^28 | 4929^32 | 4533F21 | 4764^30 | 4852^33 | | | |
| 0 | 4757^20 | 4895^31 | 4943^34 | 4599F23 | 4833^32 | 4909^35 | | | |
| -10 | 4758^23 | 4902^34 | 4948^36 | 4660F25 | 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 per .10" Low QNH 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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4537^30 | 4636^31 | 4669^32 |
| 46 | 87.7 | 4649^31 | 4749^33 | 4783^33 |
| 44 | 87.6 | 4729^32 | 4832^34 | 4867^35 |
| 42 | 87.4 | 4779^33 | 4883^35 | 4918^35 |
| 40 | 87.1 | 4786^33 | 4891^35 | 4925^36 |
| 38 | 86.8 | 4787^33 | 4893^35 | 4928^36 |
| 36 | 86.6 | 4788^33 | 4894^35 | 4929^36 |
| 34 | 86.3 | 4788^33 | 4895^35 | 4930^36 |
| 32 | 86.0 | 4789^33 | 4896^35 | 4932^36 |
| 30 | 85.7 | 4789^33 | 4897^35 | 4933^36 |
| 20 | 84.3 | 4791^33 | 4902^35 | 4939^36 |
| 10 | 82.8 | 4780^33 | 4893^35 | 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 | 4930^36 |
| -30 | 76.7 | 4748^33 | 4878^35 | 4922^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4537D30 | 4636D31 | 4669D32 | 4724 |
| 4649D31 | 4749D33 | 4783D34 | 4843 |
| 4729D32 | 4832D34 | 4867D35 | 4901 |
| 4779D33 | 4883D35 | 4918D36 | 4947 |
| 4786D33 | 4891D35 | 4925D36 | 4959 |
| 4787D33 | 4893D35 | 4928D36 | 4961 |
| 4788D33 | 4894D35 | 4929D36 | 4962 |
| 4788D33 | 4895D35 | 4930D36 | 4964 |
| 4789D33 | 4896D35 | 4932D36 | 4966 |
| 4789D33 | 4897D35 | 4933D36 | 4968 |
| 4791D33 | 4902D35 | 4939D36 | 4976 |
| 4780D33 | 4893D35 | 4932D36 | 4973 |
| 4781D33 | 4898D35 | 4938D36 | 4984 |
| 4775D33 | 4896D35 | 4937D36 | 4988 |
| 4763D33 | 4888D35 | 4930D36 | 4985 |
| 4748D33 | 4878D35 | 4922D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4549^30 | 4647^32 | 4680^32 |
| 46 | 90.9 | 4662^31 | 4761^33 | 4794^34 |
| 44 | 90.8 | 4745^33 | 4846^34 | 4880^35 |
| 42 | 90.5 | 4798^33 | 4900^35 | 4935^36 |
| 40 | 90.2 | 4804^34 | 4908^35 | 4942^36 |
| 38 | 89.9 | 4806^34 | 4910^35 | 4944^36 |
| 36 | 89.7 | 4806^34 | 4911^35 | 4945^36 |
| 34 | 89.4 | 4807^34 | 4912^35 | 4947^36 |
| 32 | 89.1 | 4807^34 | 4913^35 | 4948^36 |
| 30 | 88.8 | 4808^34 | 4914^35 | 4949^36 |
| 20 | 87.3 | 4809^34 | 4918^35 | 4954^36 |
| 10 | 85.8 | 4797^33 | 4910^35 | 4948^36 |
| 0 | 84.2 | 4798^33 | 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 | 4764^33 | 4893^35 | 4936^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4549D30 | 4647D32 | 4680D32 | 4724 |
| 4662D32 | 4761D33 | 4794D34 | 4843 |
| 4745D33 | 4846D34 | 4880D35 | 4901 |
| 4798D34 | 4900D35 | 4935D36 | 4947 |
| 4804D34 | 4908D35 | 4942D36 | 4959 |
| 4806D34 | 4910D35 | 4944D36 | 4961 |
| 4806D34 | 4911D35 | 4945D36 | 4962 |
| 4807D34 | 4912D35 | 4947D36 | 4964 |
| 4807D34 | 4913D35 | 4948D36 | 4966 |
| 4808D34 | 4914D35 | 4949D36 | 4968 |
| 4809D34 | 4918D36 | 4954D36 | 4976 |
| 4797D34 | 4910D35 | 4948D36 | 4973 |
| 4798D33 | 4914D35 | 4953D36 | 4984 |
| 4792D33 | 4911D35 | 4952D36 | 4988 |
| 4779D33 | 4903D35 | 4945D36 | 4985 |
| 4764D33 | 4893D35 | 4936D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-860** — 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 | 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" — Low QNH **-180** per .10"

Engine A/I ON **-890** — 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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**TAR Mexico** **EMB-145** **AE3007A1**

# CANCUN -CUN 30L *DT H305*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP / DRY - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H | 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" | 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 | | |

## WET - 1 FLP CHNL INOP / WET - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H | 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" | 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 | | |

## LEVEL 1 CONTAM / LEVEL 2 CONTAM / LEVEL 3 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H | Flaps 9 -10T | +0 | +10H | 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" | High QNH | **+10** | per .10" | High QNH | | per .10" |
| Low QNH | **-10** | per .10" | Low QNH | **-60** | per .10" | Low QNH | | per .10" |
| Engine A/I ON | **-810** | | Engine A/I ON | **-790** | | Engine A/I ON | | |
| Wing A/I ON | **-810** | | Wing A/I ON | **-790** | | 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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**TAR Mexico** **EMB-145** **AE3007A1**

# CANCUN -CUN 30R *DT H305*

*Engine Failure Procedure*

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

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4536^30 | 4636^31 | 4669^32 |
| 46 | 87.7 | 4649^31 | 4749^33 | 4783^33 |
| 44 | 87.6 | 4700F32 | 4832^34 | 4867^35 |
| 42 | 87.4 | 4717F32 | 4883^35 | 4918^35 |
| 40 | 87.1 | 4733F32 | 4890^35 | 4925^36 |
| 38 | 86.8 | 4744F33 | 4892^35 | 4927^36 |
| 36 | 86.6 | 4755F33 | 4893^35 | 4929^36 |
| 34 | 86.3 | 4767F33 | 4895^35 | 4930^36 |
| 32 | 86.0 | 4779F33 | 4896^35 | 4931^36 |
| 30 | 85.7 | 4789^33 | 4897^35 | 4933^36 |
| 20 | 84.3 | 4790^33 | 4901^35 | 4938^36 |
| 10 | 82.8 | 4780^33 | 4893^35 | 4932^36 |
| 0 | 81.3 | 4781^33 | 4898^35 | 4938^36 |
| -10 | 79.8 | 4774^33 | 4895^35 | 4936^36 |
| -20 | 78.3 | 4763^33 | 4888^35 | 4930^36 |
| -30 | 76.7 | 4748^33 | 4878^35 | 4922^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4492F19 | 4636D29 | 4669D32 | 4724 |
| 4567F19 | 4749D29 | 4783D32 | 4843 |
| 4615F20 | 4832^29 | 4867D33 | 4901 |
| 4633F20 | 4882^29 | 4918D33 | 4947 |
| 4650F20 | 4889^30 | 4925D33 | 4959 |
| 4663F21 | 4891^30 | 4927D34 | 4961 |
| 4675F21 | 4893^31 | 4929D34 | 4962 |
| 4688F21 | 4895D31 | 4930D35 | 4964 |
| 4701F22 | 4896D32 | 4931D35 | 4966 |
| 4715F22 | 4897D32 | 4933D35 | 4968 |
| 4783F24 | 4901D34 | 4938D36 | 4976 |
| 4776^26 | 4893D35 | 4932D36 | 4973 |
| 4781D28 | 4898D35 | 4938D36 | 4984 |
| 4774D31 | 4895D35 | 4936D36 | 4988 |
| 4763D33 | 4888D35 | 4930D36 | 4985 |
| 4748D33 | 4878D35 | 4922D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4549^30 | 4647^32 | 4680^32 |
| 46 | 90.9 | 4662^31 | 4761^33 | 4794^34 |
| 44 | 90.8 | 4744^33 | 4846^34 | 4880^35 |
| 42 | 90.5 | 4797^33 | 4900^35 | 4935^36 |
| 40 | 90.2 | 4804^34 | 4907^35 | 4942^36 |
| 38 | 89.9 | 4805^34 | 4909^35 | 4944^36 |
| 36 | 89.7 | 4806^34 | 4911^35 | 4945^36 |
| 34 | 89.4 | 4807^34 | 4912^35 | 4947^36 |
| 32 | 89.1 | 4807^34 | 4913^35 | 4948^36 |
| 30 | 88.8 | 4807^34 | 4914^35 | 4949^36 |
| 20 | 87.3 | 4808^34 | 4918^35 | 4954^36 |
| 10 | 85.8 | 4797^33 | 4909^35 | 4947^36 |
| 0 | 84.2 | 4798^33 | 4914^35 | 4953^36 |
| -10 | 82.7 | 4791^33 | 4911^35 | 4951^36 |
| -20 | 81.1 | 4779^33 | 4903^35 | 4945^36 |
| -30 | 79.5 | 4764^33 | 4893^35 | 4936^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4541^20 | 4647D31 | 4680D32 | 4724 |
| 4650F21 | 4761D31 | 4794D34 | 4843 |
| 4708F21 | 4846D32 | 4880D35 | 4901 |
| 4746F22 | 4900D32 | 4935D36 | 4947 |
| 4763F22 | 4907D33 | 4942D36 | 4959 |
| 4776F23 | 4909D33 | 4944D36 | 4961 |
| 4789F23 | 4911D34 | 4945D36 | 4962 |
| 4797^23 | 4912D34 | 4947D36 | 4964 |
| 4798^24 | 4913D35 | 4948D36 | 4966 |
| 4799^24 | 4914D35 | 4949D36 | 4968 |
| 4804^27 | 4918D36 | 4954D36 | 4976 |
| 4797^29 | 4909D35 | 4947D36 | 4973 |
| 4798D31 | 4914D35 | 4953D36 | 4984 |
| 4791D33 | 4911D35 | 4951D36 | 4988 |
| 4779D33 | 4903D35 | 4945D36 | 4985 |
| 4764D33 | 4893D35 | 4936D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-860** — 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 | 4549^30-30-39 | 4757C39-39-48 | 4757C39-39-48 | 4757C39-39-48 |
| 46 | 90.9 | 4662^31-31-41 | 4847F40-40-49 | 4882C41-41-50 | 4882C41-41-50 |
| 44 | 90.8 | 4744^33-33-42 | 4912F41-41-50 | 4948C42-42-51 | 4948C42-42-51 |
| 42 | 90.5 | 4797^33-33-43 | 4958F42-42-51 | 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 | 4840F40-40-49 | 4990C43-43-51 | 4990C43-43-51 | 4990C43-43-51 |
| 10 | 85.8 | 4899F41-41-50 | 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" — 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 30R *DT H305*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4549^30 | 4647^32 | 4680^32 |
| 46 | 4662^31 | 4761^33 | 4794^34 |
| 44 | 4744^33 | 4846^34 | 4880^35 |
| 42 | 4797^33 | 4900^35 | 4935^36 |
| 40 | 4804^34 | 4907^35 | 4942^36 |
| 38 | 4805^34 | 4909^35 | 4944^36 |
| 36 | 4806^34 | 4911^35 | 4945^36 |
| 34 | 4807^34 | 4912^35 | 4947^36 |
| 32 | 4807^34 | 4913^35 | 4948^36 |
| 30 | 4807^34 | 4914^35 | 4949^36 |
| 20 | 4808^34 | 4918^35 | 4954^36 |
| 10 | 4797^33 | 4909^35 | 4947^36 |
| 0 | 4798^33 | 4914^35 | 4953^36 |
| -10 | 4791^33 | 4911^35 | 4951^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4543^30 | 4641^31 | 4674^32 |
| 4656^31 | 4755^33 | 4788^34 |
| 4738^33 | 4840^34 | 4874^35 |
| 4792^33 | 4895^35 | 4930^36 |
| 4799^33 | 4902^35 | 4937^36 |
| 4801^33 | 4904^35 | 4940^36 |
| 4802^34 | 4906^35 | 4941^36 |
| 4802^34 | 4907^35 | 4942^36 |
| 4803^34 | 4908^35 | 4943^36 |
| 4802^33 | 4909^35 | 4945^36 |
| 4803^33 | 4913^35 | 4950^36 |
| 4713^32 | 4824^34 | 4862^35 |
| 4712^32 | 4827^34 | 4866^35 |
| 4704^32 | 4823^34 | 4863^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4541^20 | 4647D31 | 4680D32 |
| 46 | 4650F21 | 4761D31 | 4794D34 |
| 44 | 4708F21 | 4846D32 | 4880D35 |
| 42 | 4746F22 | 4900D32 | 4935D36 |
| 40 | 4763F22 | 4907D33 | 4942D36 |
| 38 | 4776F23 | 4909D33 | 4944D36 |
| 36 | 4789F23 | 4911D34 | 4945D36 |
| 34 | 4797^23 | 4912D34 | 4947D36 |
| 32 | 4798^24 | 4913D35 | 4948D36 |
| 30 | 4799^24 | 4914D35 | 4949D36 |
| 20 | 4804^27 | 4918D36 | 4954D36 |
| 10 | 4797^29 | 4909D35 | 4947D36 |
| 0 | 4798D31 | 4914D35 | 4953D36 |
| -10 | 4791D33 | 4911D35 | 4951D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4536^20 | 4641D31 | 4674D32 |
| 4641F21 | 4755D31 | 4786^34 |
| 4699F21 | 4840D32 | 4874D35 |
| 4737F22 | 4895D32 | 4930D36 |
| 4754F22 | 4902D33 | 4937D36 |
| 4767F23 | 4904D33 | 4940D36 |
| 4781F23 | 4906D34 | 4941D36 |
| 4793^23 | 4907D34 | 4942D36 |
| 4794^24 | 4908D34 | 4943D36 |
| 4795^24 | 4909D35 | 4945D36 |
| 4799^26 | 4913D35 | 4950D36 |
| 4713D29 | 4824D34 | 4862D35 |
| 4712D32 | 4827D34 | 4866D35 |
| 4704D32 | 4823D34 | 4863D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4213F 2 | 4477F12 | 4572F16 |
| 26 | 4224F 3 | 4488F13 | 4585F16 |
| 24 | 4236F 3 | 4502F13 | 4599F16 |
| 22 | 4247F 3 | 4515F13 | 4613F17 |
| 20 | 4257F 4 | 4528F14 | 4626F17 |
| 18 | 4268F 4 | 4541F14 | 4639F17 |
| 16 | 4279F 4 | 4554F15 | 4653F18 |
| 14 | 4290F 5 | 4567F15 | 4666F18 |
| 12 | 4301F 5 | 4580F15 | 4679F19 |
| 10 | 4313F 6 | 4593F16 | 4692F19 |
| 0 | 4376F 7 | 4666F18 | 4768F21 |
| -10 | 4437F10 | 4737F20 | 4841F23 |
| -20 | 4502F12 | 4811F22 | 4904^26 |
| -30 | 4566F14 | 4853^25 | 4905^28 |

High QNH **+20** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-690**
Wing A/I ON **-690**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 3881F 7 | 4131F17 | 4219F20 |
| 3892F 8 | 4143F17 | 4232F20 |
| 3902F 8 | 4154F18 | 4245F21 |
| 3912F 8 | 4165F18 | 4255F21 |
| 3922F 9 | 4177F18 | 4269F21 |
| 3933F 9 | 4188F19 | 4282F22 |
| 3942F 9 | 4200F19 | 4295F22 |
| 3952F10 | 4212F19 | 4309F22 |
| 3964F10 | 4225F20 | 4323F23 |
| 3974F10 | 4237F20 | 4336F23 |
| 4032F12 | 4306F22 | 4407F25 |
| 4087F14 | 4373F24 | 4478F27 |
| 4144F16 | 4445F26 | 4556F29 |
| 4202F18 | 4518F28 | 4607F30 |

High QNH **+80** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-460**
Wing A/I ON **-460**

## LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
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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**TAR Mexico** **EMB-145** **AE3007A1**

## 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<br>Flaps 22<br>-10T / +0 / +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T / +0 / +10H | <br>Flaps<br>-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"<br>Low QNH -140 per .10" | High QNH +80 per .10"<br>Low QNH -140 per .10" | High QNH per .10"<br>Low QNH per .10" |
| | Engine A/I ON -2440<br>Wing A/I ON -2440 | Engine A/I ON -10<br>Wing A/I ON -10 | Engine A/I ON<br>Wing A/I ON |

| OAT °C | WET - 1 FLP CHNL INOP<br>Flaps 22<br>-10T / +0 / +10H | WET - EAI VLV INOP OPEN<br>Flaps 9<br>-10T / +0 / +10H | <br>Flaps<br>-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"<br>Low QNH -140 per .10" | High QNH +80 per .10"<br>Low QNH -140 per .10" | High QNH per .10"<br>Low QNH per .10" |
| | Engine A/I ON -2440<br>Wing A/I ON -2440 | Engine A/I ON -10<br>Wing A/I ON -10 | Engine A/I ON<br>Wing A/I ON |

| OAT °C | LEVEL 1 CONTAM<br>Flaps 22<br>-10T / +0 / +10H | LEVEL 2 CONTAM<br>Flaps 9<br>-10T / +0 / +10H | LEVEL 3 CONTAM<br>Flaps<br>-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 | 2822F98 3447^ 5 3552^ 8 | |
| | High QNH +80 per .10"<br>Low QNH -130 per .10" | High QNH +90 per .10"<br>Low QNH -160 per .10" | High QNH per .10"<br>Low QNH per .10" |
| | Engine A/I ON -1270<br>Wing A/I ON -1270 | Engine A/I ON -180<br>Wing A/I ON -180 | Engine A/I ON<br>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 | 3545F96 | 3826^ 6 | 3914^ 9 | 4567 |
| 28 | 89.9 | 3664^13 | 3891^18 | 3968^19 | 3417F97 | 3877^ 6 | 3966^ 9 | 4654 |
| 26 | 89.9 | 3711^14 | 3940^18 | 4019^20 | 3275F98 | 3928^ 6 | 4018^10 | 4741 |
| 24 | 90.0 | 3749^14 | 3981^19 | 4060^21 | 3186F99 | 3969^ 7 | 4060^10 | 4817 |
| 22 | 90.0 | 3774^15 | 4007^19 | 4087^21 | 3271F99 | 3993^ 7 | 4084^10 | 4828 |
| 20 | 90.0 | 3786^15 | 4021^20 | 4100^21 | 3427F99 | 4006^ 8 | 4097^11 | 4830 |
| 18 | 89.7 | 3797^15 | 4032^20 | 4113^21 | 3557F99 | 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 | 3554F97 | 3929^ 7 | 4020^10 | 4654 |
| 26 | 93.8 | 3803^16 | 4035^20 | 4112^22 | 3386F99 | 3982^ 7 | 4073^10 | 4741 |
| 24 | 93.8 | 3855^16 | 4084^21 | 4163^23 | 3292F99 | 4028^ 8 | 4121^11 | 4817 |
| 22 | 93.5 | 3894^17 | 4124^22 | 4203^23 | 3475F99 | 4061^ 8 | 4156^12 | 4828 |
| 20 | 93.3 | 3915^18 | 4145^22 | 4224^24 | 3686F99 | 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<br>Flaps 9<br>-10T | +0 | +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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<br>Flaps 9<br>-10T | +0 | +10H | WET - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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<br>Flaps<br>-10T | +0 | +10H | LEVEL 2 CONTAM<br>Flaps 22<br>-10T | +0 | +10H | LEVEL 3 CONTAM<br>Flaps<br>-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 -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" Low QNH **-150** per .10"
Engine A/I ON **-810** 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" Low QNH **-160** per .10"
Engine A/I ON **-1770** 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" Low QNH **-160** per .10"
Engine A/I ON **-1770** 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 per .10" Low QNH 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 per .10" Low QNH 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 per .10" Low QNH 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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# 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**

| 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 | 3807F17 | 4024F22 | 4098F23 | 3750F 6 | 4007F15 | 4096F18 | 4349 |
| 38 | 88.8 | 3865F18 | 4084F22 | 4158F24 | 3804F 7 | 4064F16 | 4152F18 | 4435 |
| 36 | 89.1 | 3922F19 | 4143F23 | 4219F25 | 3858F 7 | 4120F16 | 4211F19 | 4520 |
| 34 | 89.4 | 3977F20 | 4201F24 | 4279F25 | 3909F 8 | 4175F17 | 4267F19 | 4598 |
| 32 | 89.7 | 4029F20 | 4258F25 | 4335F26 | 3960F 8 | 4229F17 | 4321F20 | 4676 |
| 30 | 90.0 | 4081F21 | 4314F25 | 4392F27 | 4010F 8 | 4282F18 | 4375F21 | 4753 |
| 28 | 89.8 | 4122F22 | 4357F26 | 4436F28 | 4048F 9 | 4323F18 | 4417F21 | 4831 |
| 26 | 89.6 | 4156F22 | 4393F27 | 4471F28 | 4082F 9 | 4359F18 | 4453F21 | 4910 |
| 24 | 89.4 | 4179F23 | 4417F27 | 4496F28 | 4105F10 | 4383F19 | 4478F22 | 4921 |
| 22 | 89.2 | 4191F23 | 4429F27 | 4509F29 | 4117F10 | 4397F19 | 4493F22 | 4924 |
| 20 | 89.1 | 4203F23 | 4440F27 | 4522F29 | 4130F10 | 4411F20 | 4507F23 | 4926 |
| 10 | 87.6 | 4258F24 | 4499F28 | 4583F30 | 4191F12 | 4478F21 | 4575F24 | 4933 |
| 0 | 86.0 | 4310F25 | 4554F29 | 4641F31 | 4248F14 | 4540F23 | 4641D26 | 4925 |
| -10 | 84.4 | 4367F26 | 4616F30 | 4705F32 | 4314F16 | 4612F25 | 4705D28 | 4932 |
| -20 | 82.8 | 4422F27 | 4679F32 | 4770F33 | 4382F18 | 4679D27 | 4770D30 | 4933 |
| -30 | 81.1 | 4477F28 | 4742F33 | 4836F34 | 4447F20 | 4742D29 | 4836D32 | 4931 |

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

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 | 3894F19 | 4110F23 | 4187F25 | 3813F 7 | 4079F16 | 4170F19 | 4349 |
| 38 | 92.3 | 3952F20 | 4170F24 | 4248F25 | 3867F 8 | 4134F17 | 4228F20 | 4435 |
| 36 | 92.7 | 4010F21 | 4231F25 | 4310F26 | 3921F 8 | 4192F17 | 4286F20 | 4520 |
| 34 | 93.0 | 4066F21 | 4290F26 | 4369F27 | 3973F 9 | 4247F18 | 4343F21 | 4598 |
| 32 | 93.2 | 4118F22 | 4347F26 | 4427F28 | 4023F 9 | 4300F18 | 4397F21 | 4676 |
| 30 | 93.4 | 4172F23 | 4404F27 | 4484F29 | 4073F10 | 4354F19 | 4451F22 | 4753 |
| 28 | 93.3 | 4218F24 | 4451F28 | 4532F29 | 4115F10 | 4399F20 | 4497F22 | 4831 |
| 26 | 93.3 | 4265F24 | 4500F29 | 4582F30 | 4157F11 | 4444F20 | 4542F23 | 4910 |
| 24 | 93.1 | 4294F25 | 4531F29 | 4614F30 | 4185F11 | 4474F21 | 4574F24 | 4921 |
| 22 | 92.7 | 4318F25 | 4556F29 | 4639F31 | 4206F12 | 4498F21 | 4599F24 | 4924 |
| 20 | 92.4 | 4330F25 | 4568F30 | 4652F31 | 4218F12 | 4510F22 | 4613F24 | 4926 |
| 10 | 90.8 | 4387F26 | 4629F31 | 4716F32 | 4282F14 | 4582F23 | 4688F26 | 4933 |
| 0 | 89.2 | 4436F27 | 4687F32 | 4776F33 | 4345F16 | 4652F25 | 4761F28 | 4925 |
| -10 | 87.6 | 4494F28 | 4752F33 | 4844F34 | 4414F18 | 4729F27 | 4841F30 | 4932 |
| -20 | 85.9 | 4553F29 | 4819F34 | 4867^35 | 4482F20 | 4810F29 | 4867D33 | 4933 |
| -30 | 84.2 | 4610F30 | 4820^34 | 4857^35 | 4553F22 | 4820D32 | 4857D35 | 4931 |

High QNH **+50** per .10" Engine A/I ON **-860**
Low QNH **-150** 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 |
|---|---|---|---|---|---|
| 40 | 91.8 | 3894F19-19-29 | 4110F23-23-33 | 4187F25-25-34 | 4266F26-26-35 |
| 38 | 92.3 | 3952F20-20-30 | 4170F24-24-34 | 4248F25-25-35 | 4328F27-27-36 |
| 36 | 92.7 | 4010F21-21-31 | 4231F25-25-35 | 4310F26-26-36 | 4390F28-28-37 |
| 34 | 93.0 | 4066F21-21-32 | 4290F26-26-35 | 4369F27-27-37 | 4451F29-29-38 |
| 32 | 93.2 | 4118F22-22-33 | 4347F26-26-36 | 4427F28-28-38 | 4509F29-29-39 |
| 30 | 93.4 | 4172F23-23-34 | 4404F27-27-37 | 4484F29-29-38 | 4566F30-30-40 |
| 28 | 93.3 | 4218F24-24-34 | 4451F28-28-38 | 4532F29-29-39 | 4617F31-31-40 |
| 26 | 93.3 | 4265F24-24-35 | 4500F29-29-39 | 4582F30-30-40 | 4667F31-31-41 |
| 24 | 93.1 | 4294F25-25-36 | 4531F29-29-39 | 4614F30-30-40 | 4700F32-32-42 |
| 22 | 92.7 | 4318F25-25-36 | 4556F29-29-39 | 4639F31-31-41 | 4726F32-32-42 |
| 20 | 92.4 | 4330F25-25-36 | 4568F30-30-40 | 4652F31-31-41 | 4739F33-33-42 |
| 10 | 90.8 | 4387F26-26-37 | 4629F31-31-41 | 4716F32-32-42 | 4805F34-34-43 |
| 0 | 89.2 | 4436F27-27-38 | 4687F32-32-41 | 4776F33-33-43 | 4868F35-35-44 |
| -10 | 87.6 | 4494F28-28-39 | 4752F33-33-42 | 4844F34-34-44 | 4907^35-35-45 |
| -20 | 85.9 | 4553F29-29-39 | 4819F34-34-43 | 4867^35-35-44 | 4902^35-35-44 |
| -30 | 84.2 | 4610F30-30-40 | 4820^34-34-43 | 4857^35-35-44 | 4895F41-41-50 |

High QNH **+50** per .10" Engine A/I ON **-860**
Low QNH **-150** per .10" Wing A/I ON **-860**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 4465 | Length | 7940 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.71 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **30 Oct 18** |

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# CHIHUAHUA -CUU 18R *SPECIAL*

A/C **AUTO**

| OAT °C | DRY - 1 FLP CHNL INOP<br>Flaps 9<br>-10T / +0 / +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T / +0 / +10H | <br>Flaps<br>-10T / +0 / +10H |
|---|---|---|---|
| 40 | 3894F19 4110F23 4187F25 | 3884F19 4099F23 4176F24 | |
| 38 | 3952F20 4170F24 4248F25 | 3942F20 4159F24 4237F25 | |
| 36 | 4010F21 4231F25 4310F26 | 4000F20 4221F25 4299F26 | |
| 34 | 4066F21 4290F26 4369F27 | 4055F21 4280F25 4359F27 | |
| 32 | 4118F22 4347F26 4427F28 | 4108F22 4337F26 4416F28 | |
| 30 | 4172F23 4404F27 4484F29 | 4162F23 4394F27 4474F28 | |
| 28 | 4218F24 4451F28 4532F29 | 4209F23 4442F28 4522F29 | |
| 26 | 4265F24 4500F29 4582F30 | 4255F24 4490F28 4572F30 | |
| 24 | 4294F25 4531F29 4614F30 | 4284F25 4521F29 4604F30 | |
| 22 | 4318F25 4556F29 4639F31 | 4308F25 4545F29 4629F31 | |
| 20 | 4330F25 4568F30 4652F31 | 4320F25 4558F29 4642F31 | |
| 10 | 4387F26 4629F31 4716F32 | 4299F25 4543F30 4629F31 | |
| 0 | 4436F27 4687F32 4776F33 | 4391F27 4640F31 4729F33 | |
| -10 | 4494F28 4752F33 4844F34 | 4486F28 4744F33 4835^34 | |
| | High QNH **+50** per .10"<br>Low QNH **-150** per .10" | High QNH **+50** per .10"<br>Low QNH **-150** per .10" | High QNH per .10"<br>Low QNH per .10" |
| | Engine A/I ON **-860**<br>Wing A/I ON **-860** | Engine A/I ON **-10**<br>Wing A/I ON **-10** | Engine A/I ON<br>Wing A/I ON |

| OAT °C | WET - 1 FLP CHNL INOP<br>Flaps 9<br>-10T / +0 / +10H | WET - EAI VLV INOP OPEN<br>Flaps 9<br>-10T / +0 / +10H | <br>Flaps<br>-10T / +0 / +10H |
|---|---|---|---|
| 40 | 3813F 7 4079F16 4170F19 | 3805F 7 4070F16 4162F19 | |
| 38 | 3867F 8 4134F17 4228F20 | 3859F 8 4125F17 4219F20 | |
| 36 | 3921F 8 4192F17 4286F20 | 3913F 8 4183F17 4277F20 | |
| 34 | 3973F 9 4247F18 4343F21 | 3965F 9 4238F18 4334F21 | |
| 32 | 4023F 9 4300F18 4397F21 | 4016F 9 4292F18 4388F21 | |
| 30 | 4073F10 4354F19 4451F22 | 4066F10 4346F19 4443F22 | |
| 28 | 4115F10 4399F20 4497F22 | 4108F10 4391F19 4489F22 | |
| 26 | 4157F11 4444F20 4542F23 | 4150F11 4437F20 4534F23 | |
| 24 | 4185F11 4474F21 4574F24 | 4178F11 4467F20 4565F23 | |
| 22 | 4206F12 4498F21 4599F24 | 4199F12 4490F21 4590F24 | |
| 20 | 4218F12 4510F22 4613F24 | 4211F12 4502F21 4605F24 | |
| 10 | 4282F14 4582F23 4688F26 | 4203F14 4505F24 4609F26 | |
| 0 | 4345F16 4652F25 4761F28 | 4305F16 4610F25 4719F28 | |
| -10 | 4414F18 4729F27 4841F30 | 4406F18 4722F27 4833^30 | |
| | High QNH **+60** per .10"<br>Low QNH **-150** per .10" | High QNH **+60** per .10"<br>Low QNH **-150** per .10" | High QNH per .10"<br>Low QNH per .10" |
| | Engine A/I ON **-770**<br>Wing A/I ON **-770** | Engine A/I ON **-10**<br>Wing A/I ON **-10** | Engine A/I ON<br>Wing A/I ON |

| OAT °C | LEVEL 1 CONTAM<br>Flaps 22<br>-10T / +0 / +10H | LEVEL 2 CONTAM<br>Flaps 22<br>-10T / +0 / +10H | LEVEL 3 CONTAM<br>Flaps<br>-10T / +0 / +10H |
|---|---|---|---|
| 28 | 3455F91 3994F98 4093F 1 | 2955F97 3344F 5 3561F 6 | |
| 26 | 3458F91 4041F99 4141F 2 | 3001F98 3398F 5 3600F 7 | |
| 24 | 3476F92 4071F99 4173F 2 | 3032F98 3440F 5 3634F 7 | |
| 22 | 3518F92 4092F 0 4183^ 3 | 3061F98 3485F 6 3678F 8 | |
| 20 | 3550F92 4105F 0 4186^ 3 | 3074F99 3504F 6 3700F 8 | |
| 18 | 3582F92 4119F 0 4189^ 3 | 3089F99 3515F 6 3728F 8 | |
| 16 | 3614F93 4133F 1 4191^ 4 | 3105F99 3547F 7 3757F 8 | |
| 14 | 3646F93 4147F 1 4194^ 4 | 3117F 0 3567F 7 3788F 8 | |
| 12 | 3678F93 4150^ 1 4196^ 5 | 3134F 0 3586F 7 3819F 9 | |
| 10 | 3710F93 4153^ 2 4198^ 5 | 3149F 0 3613F 7 3840F 9 | |
| 0 | 3876F94 4150^ 4 4198^ 7 | 3226F 1 3747F 8 3950F10 | |
| -10 | 3903F96 4157^ 6 4207^10 | 3311F 3 3879F 9 | |
| -20 | 4017^98 4161^ 8 4209D12 | 3408F 4 3988F11 | |
| -30 | 4011^ 0 4159D11 4199D14 | 3516F 6 | |
| | High QNH **+40** per .10"<br>Low QNH **-130** per .10" | High QNH **+60** per .10"<br>Low QNH **-260** per .10" | High QNH per .10"<br>Low QNH per .10" |
| | Engine A/I ON **-2030**<br>Wing A/I ON **-2030** | Engine A/I ON **-80**<br>Wing A/I ON **-80** | Engine A/I ON<br>Wing A/I ON |

Elevation 4465 Length 7940 Shift **0** Clearway 0 Stopway 0 Slope +0.71

Rwy Rev. Program Rules FAA **30 Oct 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 | 3967F20 | 4201F25 | 4284F26 | 3876F 5 | 4143F14 | 4237F17 | 4349 |
| 38 | 88.8 | 4026F21 | 4262F26 | 4346F27 | 3931F 5 | 4201F14 | 4296F17 | 4435 |
| 36 | 89.1 | 4085F22 | 4324F27 | 4408F28 | 3987F 6 | 4259F15 | 4355F18 | 4520 |
| 34 | 89.4 | 4141F23 | 4383F27 | 4468F29 | 4040F 6 | 4315F15 | 4412F18 | 4598 |
| 32 | 89.7 | 4196F24 | 4440F28 | 4524F30 | 4091F 6 | 4369F16 | 4467F19 | 4676 |
| 30 | 90.0 | 4250F24 | 4495F29 | 4582F30 | 4143F 7 | 4423F16 | 4522F20 | 4753 |
| 28 | 89.8 | 4294F25 | 4540F29 | 4628F31 | 4182F 7 | 4465F17 | 4563F20 | 4831 |
| 26 | 89.6 | 4326F25 | 4577F30 | 4666F31 | 4217F 8 | 4501F17 | 4600F20 | 4910 |
| 24 | 89.4 | 4350F26 | 4603F30 | 4692F32 | 4241F 8 | 4527F18 | 4626F21 | 4921 |
| 22 | 89.2 | 4364F26 | 4617F31 | 4706F32 | 4254F 8 | 4542F18 | 4642F21 | 4924 |
| 20 | 89.1 | 4378F26 | 4631F31 | 4721F32 | 4267F 9 | 4556F18 | 4657F22 | 4926 |
| 10 | 87.6 | 4436F27 | 4696F32 | 4789F33 | 4329F11 | 4627F20 | 4732F23 | 4933 |
| 0 | 86.0 | 4490F28 | 4759F33 | 4854F35 | 4391F12 | 4697F22 | 4805F25 | 4925 |
| -10 | 84.4 | 4552F29 | 4829F34 | 4874^35 | 4459F14 | 4774F24 | 4871^27 | 4932 |
| -20 | 82.8 | 4616F30 | 4833^34 | 4868^35 | 4530F16 | 4829^26 | 4868^30 | 4933 |
| -30 | 81.1 | 4679F32 | 4822^34 | 4859^35 | 4599F18 | 4822D29 | 4859D32 | 4931 |

High QNH **+50** per .10" Engine A/I ON **-840**
Low QNH **-150** 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 |
|---|---|---|---|---|---|---|---|---|
| 40 | 91.8 | 4057F22 | 4282^26 | 4311^27 | 3935F 6 | 4212F15 | 4306^18 | 4349 |
| 38 | 92.3 | 4116F23 | 4358F27 | 4396^28 | 3990F 6 | 4270F16 | 4368F19 | 4435 |
| 36 | 92.7 | 4176F24 | 4420F28 | 4480^29 | 4045F 7 | 4328F16 | 4427F19 | 4520 |
| 34 | 93.0 | 4234F25 | 4480F29 | 4559^30 | 4099F 7 | 4384F17 | 4484F20 | 4598 |
| 32 | 93.2 | 4289F25 | 4536F30 | 4625F31 | 4150F 8 | 4438F17 | 4539F20 | 4676 |
| 30 | 93.4 | 4345F26 | 4595F31 | 4684F32 | 4202F 8 | 4492F18 | 4593F21 | 4753 |
| 28 | 93.3 | 4393F27 | 4645F31 | 4735F33 | 4244F 9 | 4538F18 | 4640F21 | 4831 |
| 26 | 93.3 | 4439F27 | 4696F32 | 4787F34 | 4287F 9 | 4582F19 | 4687F22 | 4910 |
| 24 | 93.1 | 4470F28 | 4729F32 | 4820F34 | 4315F 9 | 4613F19 | 4719F22 | 4921 |
| 22 | 92.7 | 4496F28 | 4757F33 | 4849F34 | 4334F10 | 4637F20 | 4745F23 | 4924 |
| 20 | 92.4 | 4508F29 | 4770F33 | 4863F35 | 4348F10 | 4652F20 | 4760F23 | 4926 |
| 10 | 90.8 | 4570F30 | 4839F34 | 4900^35 | 4415F12 | 4728F22 | 4839F25 | 4933 |
| 0 | 89.2 | 4628F31 | 4857^35 | 4890^35 | 4480F14 | 4803F24 | 4885^27 | 4925 |
| -10 | 87.6 | 4693F32 | 4854^35 | 4888^35 | 4553F16 | 4849^26 | 4887^30 | 4932 |
| -20 | 85.9 | 4741^33 | 4846^34 | 4882^35 | 4627F18 | 4846^29 | 4882D32 | 4933 |
| -30 | 84.2 | 4726^32 | 4835^34 | 4872^35 | 4703F20 | 4835D31 | 4872D35 | 4931 |

High QNH **+50** per .10" Engine A/I ON **-2140**
Low QNH **-160** per .10" Wing A/I ON **-2140**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 40 | 91.8 | 4057F22-22-32 | 4282^26-26-35 | 4311^27-27-36 | 4340^27-27-36 |
| 38 | 92.3 | 4116F23-23-33 | 4358F27-27-36 | 4396^28-28-37 | 4425^29-29-37 |
| 36 | 92.7 | 4176F24-24-34 | 4420F28-28-37 | 4480^29-29-38 | 4509^30-30-39 |
| 34 | 93.0 | 4234F25-25-35 | 4480F29-29-38 | 4559^30-30-39 | 4588^31-31-40 |
| 32 | 93.2 | 4289F25-25-35 | 4536F30-30-39 | 4625F31-31-40 | 4666^32-32-41 |
| 30 | 93.4 | 4345F26-26-36 | 4595F31-31-40 | 4684F32-32-41 | 4751^33-33-42 |
| 28 | 93.3 | 4393F27-27-37 | 4645F31-31-41 | 4735F33-33-42 | 4826F34-34-43 |
| 26 | 93.3 | 4439F27-27-38 | 4696F32-32-41 | 4787F34-34-43 | 4878F35-35-44 |
| 24 | 93.1 | 4470F28-28-38 | 4729F32-32-42 | 4820F34-34-43 | 4912F36-36-45 |
| 22 | 92.7 | 4496F28-28-39 | 4757F33-33-42 | 4849F34-34-44 | 4924C36-36-45 |
| 20 | 92.4 | 4508F29-29-39 | 4770F33-33-43 | 4863F35-35-44 | 4926C36-36-45 |
| 10 | 90.8 | 4570F30-30-40 | 4839F34-34-44 | 4900^35-35-44 | 4932^36-36-45 |
| 0 | 89.2 | 4628F31-31-40 | 4857^35-35-44 | 4890^35-35-44 | 4923^36-36-45 |
| -10 | 87.6 | 4693F32-32-41 | 4854^35-35-44 | 4888^35-35-44 | 4952C42-42-51 |
| -20 | 85.9 | 4741^33-33-42 | 4864F41-41-50 | 4952C42-42-51 | 4952C42-42-51 |
| -30 | 84.2 | 4726^32-32-42 | 4931F42-42-51 | 4949C42-42-51 | 4949C42-42-51 |

High QNH **+50** per .10" Engine A/I ON **-2140**
Low QNH **-160** per .10" Wing A/I ON **-2140**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 4465 | Length | 7940 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.71 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **30 Oct 18** |

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# CHIHUAHUA -CUU 36L *DT H003*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 40 | 4057F22 | 4282^26 | 4311^27 |
| 38 | 4116F23 | 4358F27 | 4396^28 |
| 36 | 4176F24 | 4420F28 | 4480^29 |
| 34 | 4234F25 | 4480F29 | 4559^30 |
| 32 | 4289F25 | 4536F30 | 4625F31 |
| 30 | 4345F26 | 4595F31 | 4684F32 |
| 28 | 4393F27 | 4645F31 | 4735F33 |
| 26 | 4439F27 | 4696F32 | 4787F34 |
| 24 | 4470F28 | 4729F32 | 4820F34 |
| 22 | 4496F28 | 4757F33 | 4849F34 |
| 20 | 4508F29 | 4770F33 | 4863F35 |
| 10 | 4570F30 | 4839F34 | 4900^35 |
| 0 | 4628F31 | 4857^35 | 4890^35 |
| -10 | 4693F32 | 4854^35 | 4888^35 |

High QNH **+50** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-2140**
Wing A/I ON **-2140**

## DRY - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 40 | 4046F22 | 4278^26 | 4306^27 |
| 38 | 4106F23 | 4346F27 | 4392^28 |
| 36 | 4165F24 | 4409F28 | 4475^29 |
| 34 | 4223F24 | 4469F29 | 4554F30 |
| 32 | 4279F25 | 4525F30 | 4613F31 |
| 30 | 4334F26 | 4584F30 | 4672F32 |
| 28 | 4383F27 | 4634F31 | 4724F33 |
| 26 | 4431F27 | 4685F32 | 4776F33 |
| 24 | 4460F28 | 4718F32 | 4809F34 |
| 22 | 4485F28 | 4746F33 | 4837F34 |
| 20 | 4497F28 | 4759F33 | 4851F35 |
| 10 | 4487F29 | 4633^31 | 4664^32 |
| 0 | 4583F30 | 4781^34 | 4815^34 |
| -10 | 4686F32 | 4816^34 | 4849^35 |

High QNH **+50** per .10"
Low QNH **-190** per .10"

Engine A/I ON **-80**
Wing A/I ON **-80**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 40 | 3935F 6 | 4212F15 | 4306^18 |
| 38 | 3990F 6 | 4270F16 | 4368F19 |
| 36 | 4045F 7 | 4328F16 | 4427F19 |
| 34 | 4099F 7 | 4384F17 | 4484F20 |
| 32 | 4150F 8 | 4438F17 | 4539F20 |
| 30 | 4202F 8 | 4492F18 | 4593F21 |
| 28 | 4244F 9 | 4538F18 | 4640F21 |
| 26 | 4287F 9 | 4582F19 | 4687F22 |
| 24 | 4315F 9 | 4613F19 | 4719F22 |
| 22 | 4334F10 | 4637F20 | 4745F23 |
| 20 | 4348F10 | 4652F20 | 4760F23 |
| 10 | 4415F12 | 4728F22 | 4839F25 |
| 0 | 4480F14 | 4803F24 | 4885^27 |
| -10 | 4553F16 | 4849^26 | 4887^30 |

High QNH **+60** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-1100**
Wing A/I ON **-1100**

## WET - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 40 | 3927F 6 | 4203F15 | 4300F18 |
| 38 | 3983F 6 | 4261F16 | 4359F19 |
| 36 | 4038F 7 | 4319F16 | 4418F19 |
| 34 | 4092F 7 | 4375F17 | 4476F20 |
| 32 | 4144F 7 | 4430F17 | 4531F20 |
| 30 | 4196F 8 | 4484F18 | 4585F21 |
| 28 | 4238F 8 | 4530F18 | 4632F21 |
| 26 | 4281F 9 | 4574F19 | 4679F22 |
| 24 | 4309F 9 | 4605F19 | 4711F22 |
| 22 | 4328F10 | 4630F20 | 4736F23 |
| 20 | 4341F10 | 4644F20 | 4752F23 |
| 10 | 4332F12 | 4627^22 | 4662^26 |
| 0 | 4439F14 | 4760F24 | 4812^27 |
| -10 | 4545F16 | 4811^26 | 4849D30 |

High QNH **+70** per .10"
Low QNH **-190** per .10"

Engine A/I ON **-80**
Wing A/I ON **-80**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | | 3733F96 | 4011F99 |
| 26 | | 3746F97 | 4054F99 |
| 24 | | 3792F97 | 4080F99 |
| 22 | | 3932F97 | 4099F 0 |
| 20 | | 4022F97 | 4113F 0 |
| 18 | | 4035F97 | 4125F 0 |
| 16 | | 4048F98 | 4138F 1 |
| 14 | | 4060F98 | 4152F 1 |
| 12 | | 4073F98 | 4164F 2 |
| 10 | | 4085F99 | 4178F 2 |
| 0 | | 4144F 1 | 4237F 4 |
| -10 | | 4213F 3 | 4305F 6 |
| -20 | | 4278F 5 | 4373F 8 |
| -30 | 3247F 0 | 4343F 7 | 4444F10 |

High QNH **+50** per .10"
Low QNH **-640** per .10"

Engine A/I ON **-980**
Wing A/I ON **-980**

## LEVEL 2 CONTAM

| OAT °C | Flaps 22 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3064F93 | 3503F 1 | 3640F 4 |
| 26 | 3111F94 | 3551F 1 | 3692F 4 |
| 24 | 3142F94 | 3584F 2 | 3729F 4 |
| 22 | 3169F94 | 3609F 2 | 3761F 5 |
| 20 | 3184F95 | 3626F 3 | 3782F 5 |
| 18 | 3198F95 | 3643F 3 | 3806F 5 |
| 16 | 3215F95 | 3659F 3 | 3825F 6 |
| 14 | 3233F95 | 3678F 3 | 3842F 6 |
| 12 | 3248F96 | 3696F 4 | 3857F 6 |
| 10 | 3267F96 | 3715F 4 | 3874F 6 |
| 0 | 3356F97 | 3816F 5 | 3953F 8 |
| -10 | 3451F99 | 3903F 7 | 4032F10 |
| -20 | 3559F 0 | 3982F 9 | 4105F11 |
| -30 | 3626F 2 | 4064F11 | 4192^13 |

High QNH **+60** per .10"
Low QNH **-140** per .10"

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

## LEVEL 3 CONTAM

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 4465 | Length | 7940 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.71 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **30 Oct 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# CHIHUAHUA -CUU 36R *DT H003*

*Engine Failure Procedure*

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

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 40 | 88.5 | 4104F23 | 4273^26 | 4302^27 |
| 38 | 88.8 | 4164F24 | 4358^27 | 4387^28 |
| 36 | 89.1 | 4225F25 | 4441^29 | 4470^29 |
| 34 | 89.4 | 4284F25 | 4519^30 | 4549^30 |
| 32 | 89.7 | 4340F26 | 4588F31 | 4626^31 |
| 30 | 90.0 | 4397F27 | 4648F31 | 4711^33 |
| 28 | 89.8 | 4441F28 | 4694F32 | 4784F34 |
| 26 | 89.6 | 4475F28 | 4732F33 | 4822F34 |
| 24 | 89.4 | 4500F28 | 4758F33 | 4849F35 |
| 22 | 89.2 | 4513F29 | 4773F33 | 4864F35 |
| 20 | 89.1 | 4526F29 | 4788F33 | 4878F35 |
| 10 | 87.6 | 4588F30 | 4853^35 | 4886^35 |
| 0 | 86.0 | 4647F31 | 4842^34 | 4876^35 |
| -10 | 84.4 | 4712F32 | 4839^34 | 4874^35 |
| -20 | 82.8 | 4725^32 | 4832^34 | 4868^35 |
| -30 | 81.1 | 4711^32 | 4821^34 | 4859^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4006F 8 | 4268^17 | 4300^20 | 4349 |
| 4063F 8 | 4340F17 | 4384^21 | 4435 |
| 4119F 9 | 4399F18 | 4467^21 | 4520 |
| 4174F 9 | 4457F19 | 4544^22 | 4598 |
| 4227F10 | 4513F19 | 4611F22 | 4676 |
| 4281F10 | 4568F20 | 4668F22 | 4753 |
| 4321F11 | 4610F20 | 4713F23 | 4831 |
| 4357F11 | 4648F20 | 4751F23 | 4910 |
| 4382F11 | 4674F21 | 4778F24 | 4921 |
| 4395F12 | 4690F21 | 4794F24 | 4924 |
| 4409F12 | 4706F22 | 4810F25 | 4926 |
| 4476F14 | 4781F23 | 4881^26 | 4933 |
| 4540F16 | 4837^25 | 4874^29 | 4925 |
| 4610F18 | 4837^28 | 4874D31 | 4932 |
| 4684F20 | 4832D30 | 4868D34 | 4933 |
| 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**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 40 | 91.8 | 4197^25 | 4283^26 | 4311^27 |
| 38 | 92.3 | 4261F26 | 4368^28 | 4396^28 |
| 36 | 92.7 | 4323F27 | 4451^29 | 4480^29 |
| 34 | 93.0 | 4382F27 | 4530^30 | 4558^30 |
| 32 | 93.2 | 4438F28 | 4607^31 | 4636^32 |
| 30 | 93.4 | 4495F29 | 4691^32 | 4721^33 |
| 28 | 93.3 | 4545F30 | 4773^33 | 4804^34 |
| 26 | 93.3 | 4596F30 | 4843^34 | 4874^35 |
| 24 | 93.1 | 4628F31 | 4861^35 | 4892^35 |
| 22 | 92.7 | 4655F31 | 4864^35 | 4895^35 |
| 20 | 92.4 | 4668F31 | 4866^35 | 4896^35 |
| 10 | 90.8 | 4733F32 | 4868^35 | 4900^35 |
| 0 | 89.2 | 4757^33 | 4857^35 | 4890^35 |
| -10 | 87.6 | 4751^33 | 4854^35 | 4888^35 |
| -20 | 85.9 | 4740^33 | 4846^34 | 4882^35 |
| -30 | 84.2 | 4726^32 | 4835^34 | 4872^35 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4069F 9 | 4279^19 | 4311D22 | 4349 |
| 4126F 9 | 4363^19 | 4395^22 | 4435 |
| 4183F10 | 4445^19 | 4478^23 | 4520 |
| 4238F10 | 4523^20 | 4555^23 | 4598 |
| 4291F11 | 4585F20 | 4632^24 | 4676 |
| 4344F11 | 4641F21 | 4715^24 | 4753 |
| 4389F12 | 4689F21 | 4795F24 | 4831 |
| 4433F12 | 4737F22 | 4844F25 | 4910 |
| 4462F13 | 4769F22 | 4877F25 | 4921 |
| 4485F13 | 4795F23 | 4888^26 | 4924 |
| 4498F14 | 4810F23 | 4890^27 | 4926 |
| 4567F16 | 4861^25 | 4897^29 | 4933 |
| 4635F18 | 4854^28 | 4890D31 | 4925 |
| 4712F20 | 4854D30 | 4888D34 | 4932 |
| 4732^22 | 4846D33 | 4882D35 | 4933 |
| 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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 36R *DT H003*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 40 | 4197^25 | 4283^26 | 4311^27 |
| 38 | 4261F26 | 4368^28 | 4396^28 |
| 36 | 4323F27 | 4451^29 | 4480^29 |
| 34 | 4382F27 | 4530^30 | 4558^30 |
| 32 | 4438F28 | 4607^31 | 4636^32 |
| 30 | 4495F29 | 4691^32 | 4721^33 |
| 28 | 4545F30 | 4773^33 | 4804^34 |
| 26 | 4596F30 | 4843^34 | 4874^35 |
| 24 | 4628F31 | 4861^35 | 4892^35 |
| 22 | 4655F31 | 4864^35 | 4895^35 |
| 20 | 4668F31 | 4866^35 | 4896^35 |
| 10 | 4733F32 | 4868^35 | 4900^35 |
| 0 | 4757^33 | 4857^35 | 4890^35 |
| -10 | 4751^33 | 4854^35 | 4888^35 |

High QNH **+50** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-2440**
Wing A/I ON **-2440**

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4188F25 | 4278^26 | 4306^27 |
| 4250F25 | 4363^28 | 4391^28 |
| 4311F26 | 4446^29 | 4475^29 |
| 4371F27 | 4525^30 | 4554^30 |
| 4426F28 | 4603^31 | 4632^31 |
| 4484F29 | 4687^32 | 4717^33 |
| 4534F29 | 4770^33 | 4800^34 |
| 4585F30 | 4839^34 | 4870^35 |
| 4617F31 | 4858^35 | 4888^35 |
| 4644F31 | 4860^35 | 4891^35 |
| 4656F31 | 4861^35 | 4892^35 |
| 4537^30 | 4632^31 | 4664^32 |
| 4682^32 | 4781^34 | 4814^34 |
| 4714^32 | 4815^34 | 4849^35 |

High QNH **+50** per .10"
Low QNH **-190** per .10"

Engine A/I ON **-80**
Wing A/I ON **-80**

## DRY

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 40 | 4069F 9 | 4279^19 | 4311D22 |
| 38 | 4126F 9 | 4363^19 | 4395^22 |
| 36 | 4183F10 | 4445^19 | 4478^23 |
| 34 | 4238F10 | 4523^20 | 4555^23 |
| 32 | 4291F11 | 4585F20 | 4632^24 |
| 30 | 4344F11 | 4641F21 | 4715^24 |
| 28 | 4389F12 | 4689F21 | 4795F24 |
| 26 | 4433F12 | 4737F22 | 4844F25 |
| 24 | 4462F13 | 4769F22 | 4877F25 |
| 22 | 4485F13 | 4795F23 | 4888^26 |
| 20 | 4498F14 | 4810F23 | 4890^27 |
| 10 | 4567F16 | 4861^25 | 4897^29 |
| 0 | 4635F18 | 4854^28 | 4890D31 |
| -10 | 4712F20 | 4854D30 | 4888D34 |

High QNH **+50** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-2360**
Wing A/I ON **-2360**

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4061F 9 | 4274^18 | 4306^22 |
| 4118F 9 | 4358^19 | 4390^22 |
| 4175F10 | 4440^19 | 4473^23 |
| 4230F10 | 4518^20 | 4551^23 |
| 4284F11 | 4576F20 | 4628^23 |
| 4337F11 | 4633F21 | 4711^24 |
| 4382F12 | 4681F21 | 4786F24 |
| 4426F12 | 4729F22 | 4835F25 |
| 4455F13 | 4761F22 | 4868F25 |
| 4478F13 | 4786F23 | 4884^26 |
| 4491F14 | 4802F23 | 4886^26 |
| 4485F16 | 4632^26 | 4664D30 |
| 4593F18 | 4780^28 | 4814D31 |
| 4703^20 | 4815D31 | 4849D34 |

High QNH **+50** per .10"
Low QNH **-190** per .10"

Engine A/I ON **-70**
Wing A/I ON **-70**

## WET

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | | 4068F99 | 4153F 2 |
| 26 | | 4111F99 | 4195F 2 |
| 24 | | 4139F 0 | 4223F 3 |
| 22 | | 4158F 0 | 4242F 3 |
| 20 | | 4169F 0 | 4254F 3 |
| 18 | | 4184F 1 | 4267F 4 |
| 16 | | 4197F 1 | 4280F 4 |
| 14 | | 4208F 1 | 4293F 5 |
| 12 | | 4220F 2 | 4304F 5 |
| 10 | | 4232F 2 | 4317F 5 |
| 0 | 3056F98 | 4288F 4 | 4377F 7 |
| -10 | 3250F 0 | 4354F 6 | 4446F 9 |
| -20 | 3977F99 | 4421F 8 | 4515F12 |
| -30 | 4215F 0 | 4490F11 | 4590F14 |

High QNH **+50** per .10"
Low QNH **-120** per .10"

Engine A/I ON **-1060**
Wing A/I ON **-1060**

## LEVEL 2 CONTAM

| Flaps 22 -10T | +0 | +10H |
|---|---|---|
| 3365F95 | 3686F 4 | 3806F 6 |
| 3421F96 | 3742F 4 | 3862F 7 |
| 3458F96 | 3783F 5 | 3896F 7 |
| 3492F96 | 3813F 5 | 3923F 8 |
| 3510F97 | 3827F 5 | 3939F 8 |
| 3527F97 | 3839F 6 | 3955F 8 |
| 3537F97 | 3856F 6 | 3968F 9 |
| 3547F98 | 3870F 6 | 3983F 9 |
| 3556F98 | 3885F 7 | 3998F 9 |
| 3568F98 | 3899F 7 | 4013F10 |
| 3627F 0 | 3965F 9 | 4084F11 |
| 3689F 1 | 4039F10 | 4160F13 |
| 3773F 3 | 4116^12 | 4216F14 |
| 3845F 5 | 4164^13 | 4208^14 |

High QNH **+50** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-540**
Wing A/I ON **-1130**

## LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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 -CME 13 *DT H139*

*Engine Failure Procedure*

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

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4078F21 | 4243^24 | 4293^25 |
| 46 | 87.7 | 4151F22 | 4328^25 | 4379^26 |
| 44 | 87.6 | 4195F23 | 4376^26 | 4428^27 |
| 42 | 87.3 | 4209F23 | 4391^26 | 4443^27 |
| 40 | 87.1 | 4223F23 | 4405^26 | 4457^27 |
| 38 | 86.8 | 4233F23 | 4413^27 | 4464^28 |
| 36 | 86.6 | 4243F23 | 4421^27 | 4472^28 |
| 34 | 86.3 | 4253F24 | 4429^27 | 4481^28 |
| 32 | 86.0 | 4264F24 | 4437^27 | 4489^28 |
| 30 | 85.7 | 4274F24 | 4446^27 | 4497^28 |
| 20 | 84.3 | 4323^25 | 4488^28 | 4539^29 |
| 10 | 82.8 | 4364^26 | 4527^29 | 4576^30 |
| 0 | 81.3 | 4410^27 | 4572^29 | 4630^30 |
| -10 | 79.8 | 4452^27 | 4614^30 | 4677^31 |
| -20 | 78.3 | 4493^28 | 4661^31 | 4723^32 |
| -30 | 76.7 | 4533^29 | 4705^32 | 4767^33 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4014F 7 | 4243^18 | 4293D21 | 4726 |
| 4083F 8 | 4322^18 | 4379D21 | 4846 |
| 4125F 8 | 4369^19 | 4428D22 | 4902 |
| 4140F 9 | 4385^19 | 4443D22 | 4947 |
| 4155F 9 | 4399^19 | 4457D23 | 4959 |
| 4166F 9 | 4410^20 | 4464D23 | 4961 |
| 4177F10 | 4419^20 | 4472D23 | 4962 |
| 4188F10 | 4429^20 | 4481D24 | 4964 |
| 4200F10 | 4437D21 | 4489D24 | 4966 |
| 4212F11 | 4446D21 | 4497D24 | 4968 |
| 4270F12 | 4488D23 | 4539D26 | 4976 |
| 4328^14 | 4527D25 | 4576D28 | 4973 |
| 4383^16 | 4572D27 | 4630D30 | 4984 |
| 4436^18 | 4614D29 | 4677D32 | 4988 |
| 4487^20 | 4661D31 | 4723D33 | 4985 |
| 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**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4147^22 | 4295^25 | 4340^26 |
| 46 | 90.9 | 4229^24 | 4383^26 | 4431^27 |
| 44 | 90.8 | 4285^24 | 4440^27 | 4487^28 |
| 42 | 90.5 | 4313^25 | 4467^28 | 4514^29 |
| 40 | 90.2 | 4325^25 | 4480^28 | 4527^29 |
| 38 | 89.9 | 4333^25 | 4487^28 | 4534^29 |
| 36 | 89.7 | 4342^25 | 4495^28 | 4541^29 |
| 34 | 89.4 | 4350^25 | 4502^28 | 4549^29 |
| 32 | 89.1 | 4358^26 | 4510^28 | 4557^29 |
| 30 | 88.8 | 4366^26 | 4518^29 | 4566^29 |
| 20 | 87.3 | 4409^27 | 4559^29 | 4616^30 |
| 10 | 85.8 | 4446^27 | 4600^30 | 4659^31 |
| 0 | 84.2 | 4492^28 | 4651^31 | 4710^32 |
| -10 | 82.7 | 4532^29 | 4697^32 | 4756^33 |
| -20 | 81.1 | 4570^29 | 4739^32 | 4799^33 |
| -30 | 79.5 | 4609^30 | 4781^33 | 4841^34 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4078F 9 | 4293^19 | 4340D22 | 4726 |
| 4148F 9 | 4375^20 | 4431D23 | 4846 |
| 4198F10 | 4429^20 | 4487D24 | 4902 |
| 4228F10 | 4457^21 | 4514D24 | 4947 |
| 4243F11 | 4471^21 | 4527D25 | 4959 |
| 4255F11 | 4481^22 | 4534D25 | 4961 |
| 4266F11 | 4490^22 | 4541D25 | 4962 |
| 4277F12 | 4500^22 | 4549D26 | 4964 |
| 4289F12 | 4510D23 | 4557D26 | 4966 |
| 4298^12 | 4518D23 | 4566D26 | 4968 |
| 4351^14 | 4559D25 | 4616D28 | 4976 |
| 4400^16 | 4600D27 | 4659D30 | 4973 |
| 4457^18 | 4651D29 | 4710D32 | 4984 |
| 4510^20 | 4697D31 | 4756D34 | 4988 |
| 4562^22 | 4739D33 | 4799D35 | 4985 |
| 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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 | 3279F92 | 4159^99 | 4256^ 3 | 2944F98 | 3632F 5 | 3816F 7 | | | |
| 26 | 3314F92 | 4172^ 0 | 4259^ 3 | 2965F98 | 3651F 5 | 3843F 7 | | | |
| 24 | 3348F92 | 4183^ 0 | 4261^ 3 | 2981F98 | 3669F 5 | 3863F 8 | | | |
| 22 | 3382F92 | 4195^ 0 | 4263^ 4 | 2999F98 | 3686F 6 | 3881F 8 | | | |
| 20 | 3414F92 | 4206^ 1 | 4264^ 4 | 3017F99 | 3705F 6 | 3898F 8 | | | |
| 18 | 3446F93 | 4215^ 1 | 4266^ 5 | 3035F99 | 3724F 6 | 3914F 9 | | | |
| 16 | 3483F93 | 4215^ 1 | 4266^ 5 | 3057F99 | 3744F 6 | 3928F 9 | | | |
| 14 | 3519F93 | 4214^ 2 | 4265^ 5 | 3076F 0 | 3764F 7 | 3947F 9 | | | |
| 12 | 3554F93 | 4213^ 2 | 4264^ 6 | 3094F 0 | 3788F 7 | 3962F10 | | | |
| 10 | 3588F94 | 4214^ 3 | 4265^ 6 | 3122F 0 | 3805F 7 | 3978F10 | | | |
| 0 | 3762F95 | 4224^ 5 | 4277^ 8 | 3244F 1 | 3916F 9 | 4069F11 | | | |
| -10 | 3809F97 | 4227^ 7 | 4281^11 | 3393F 2 | 4001F10 | 4171F13 | | | |
| -20 | 3981F98 | 4228^ 9 | 4280D13 | 3524F 3 | 4095F12 | 4275F15 | | | |
| -30 | 4059^ 0 | 4226D12 | 4271D15 | | 4204F14 | 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

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

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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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4058^21 | 4219^24 | 4269^25 |
| 46 | 87.7 | 4137^22 | 4302^25 | 4355^26 |
| 44 | 87.6 | 4183^22 | 4351^26 | 4404^27 |
| 42 | 87.3 | 4197^23 | 4365^26 | 4419^27 |
| 40 | 87.1 | 4210^23 | 4379^26 | 4433^27 |
| 38 | 86.8 | 4218^23 | 4387^26 | 4440^27 |
| 36 | 86.6 | 4226^23 | 4395^26 | 4448^27 |
| 34 | 86.3 | 4234^23 | 4403^26 | 4456^27 |
| 32 | 86.0 | 4243^23 | 4412^27 | 4465^28 |
| 30 | 85.7 | 4251^24 | 4420^27 | 4473^28 |
| 20 | 84.3 | 4295^24 | 4463^27 | 4516^28 |
| 10 | 82.8 | 4336^25 | 4502^28 | 4552^29 |
| 0 | 81.3 | 4382^26 | 4547^29 | 4599^30 |
| -10 | 79.8 | 4425^27 | 4587^30 | 4648^31 |
| -20 | 78.3 | 4466^28 | 4632^30 | 4694^32 |
| -30 | 76.7 | 4507^28 | 4677^31 | 4739^32 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4012^ 7 | 4219D18 | 4269D21 | 4726 |
| 4083F 8 | 4302D18 | 4355D22 | 4846 |
| 4125F 8 | 4350^19 | 4404D22 | 4902 |
| 4140F 9 | 4365^19 | 4419D22 | 4947 |
| 4155F 9 | 4379D19 | 4433D23 | 4959 |
| 4166F 9 | 4387D20 | 4440D23 | 4961 |
| 4177F10 | 4395D20 | 4448D23 | 4962 |
| 4188F10 | 4403D20 | 4456D24 | 4964 |
| 4196^10 | 4412D21 | 4465D24 | 4966 |
| 4206^11 | 4420D21 | 4473D24 | 4968 |
| 4258^12 | 4463D23 | 4516D26 | 4976 |
| 4307^14 | 4502D25 | 4552D28 | 4973 |
| 4363^16 | 4547D27 | 4599D30 | 4984 |
| 4414^18 | 4587D29 | 4648D32 | 4988 |
| 4466D20 | 4632D31 | 4694D33 | 4985 |
| 4507D22 | 4677D33 | 4739D34 | 4983 |

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

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

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4062^ 9 | 4272D19 | 4318D23 | 4726 |
| 4137^ 9 | 4357^20 | 4407D23 | 4846 |
| 4187^10 | 4410^20 | 4464D24 | 4902 |
| 4213^10 | 4438^21 | 4491D24 | 4947 |
| 4227^11 | 4453^21 | 4503D25 | 4959 |
| 4237^11 | 4462^22 | 4511D25 | 4961 |
| 4247^11 | 4470D22 | 4518D26 | 4962 |
| 4257^12 | 4478D22 | 4526D26 | 4964 |
| 4267^12 | 4487D23 | 4534D26 | 4966 |
| 4277^13 | 4495D23 | 4542D27 | 4968 |
| 4330^14 | 4536D25 | 4585D29 | 4976 |
| 4379^16 | 4571D27 | 4631D31 | 4973 |
| 4437^18 | 4621D29 | 4682D33 | 4984 |
| 4490^20 | 4668D31 | 4728D34 | 4988 |
| 4543^23 | 4712D33 | 4771D34 | 4985 |
| 4583D25 | 4754D34 | 4814D35 | 4983 |

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

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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" — Low QNH **-160** per .10"
Engine A/I ON **-590** — 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 +70 per .10" Low QNH -160 per .10" | | | High QNH +70 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 | 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 +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 -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 | 3279F92 | 4144^99 | 4240^ 3 | 2944F98 | 3632F 5 | 3816F 7 | | | |
| 26 | 3314F92 | 4156^ 0 | 4252^ 3 | 2965F98 | 3651F 5 | 3843F 7 | | | |
| 24 | 3348F92 | 4168^ 0 | 4261^ 3 | 2981F98 | 3669F 5 | 3863F 8 | | | |
| 22 | 3382F92 | 4180^ 0 | 4263^ 4 | 2999F98 | 3686F 6 | 3881F 8 | | | |
| 20 | 3414F92 | 4192^ 1 | 4264^ 4 | 3017F99 | 3705F 6 | 3898F 8 | | | |
| 18 | 3446F93 | 4202^ 1 | 4266^ 5 | 3035F99 | 3724F 6 | 3911^ 9 | | | |
| 16 | 3483F93 | 4213^ 1 | 4266^ 5 | 3057F99 | 3744F 6 | 3928F 9 | | | |
| 14 | 3519F93 | 4214^ 2 | 4265^ 5 | 3076F 0 | 3764F 7 | 3944^ 9 | | | |
| 12 | 3554F93 | 4213^ 2 | 4264^ 6 | 3094F 0 | 3788F 7 | 3961^10 | | | |
| 10 | 3588F94 | 4214^ 3 | 4265^ 6 | 3122F 0 | 3805F 7 | 3978^10 | | | |
| 0 | 3762F95 | 4224^ 5 | 4277^ 8 | 3244F 1 | 3916F 9 | 4069F11 | | | |
| -10 | 3809F97 | 4227^ 7 | 4281^11 | 3393F 2 | 4001F10 | 4171F13 | | | |
| -20 | 3981F98 | 4228^ 9 | 4280D13 | 3524F 3 | 4095F12 | 4275F15 | | | |
| -30 | 4059^ 0 | 4226D12 | 4271D15 | | 4204F14 | 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 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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# 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 | 4121F23 | 4275^26 | 4305^27 | 4041F11 | 4273^20 | 4305D23 | 4355 |
| 40 | 88.5 | 4184F24 | 4362^27 | 4392^28 | 4098F11 | 4359^20 | 4392^24 | 4444 |
| 38 | 88.7 | 4246F25 | 4449^29 | 4478^29 | 4156F12 | 4433F21 | 4477^24 | 4530 |
| 36 | 89.0 | 4308F26 | 4532^30 | 4563^30 | 4214F12 | 4495F21 | 4561^24 | 4617 |
| 34 | 89.2 | 4367F27 | 4608F31 | 4642^32 | 4270F13 | 4552F22 | 4638^25 | 4697 |
| 32 | 89.5 | 4423F27 | 4666F32 | 4720^33 | 4323F13 | 4608F22 | 4707F25 | 4777 |
| 30 | 89.7 | 4476F28 | 4722F32 | 4795^34 | 4373F14 | 4662F23 | 4762F26 | 4841 |
| 28 | 89.5 | 4506F29 | 4754F33 | 4840F34 | 4399F14 | 4691F23 | 4792F26 | 4878 |
| 26 | 89.2 | 4521F29 | 4770F33 | 4857F35 | 4416F15 | 4709F24 | 4810F27 | 4914 |
| 24 | 88.9 | 4533F29 | 4785F33 | 4872F35 | 4431F15 | 4725F24 | 4827F27 | 4921 |
| 22 | 88.7 | 4545F29 | 4797F34 | 4883F35 | 4444F15 | 4739F24 | 4842F27 | 4923 |
| 20 | 88.4 | 4557F29 | 4810F34 | 4896F35 | 4458F16 | 4754F25 | 4857F28 | 4925 |
| 10 | 86.9 | 4619F31 | 4872^35 | 4907^35 | 4525F17 | 4828F27 | 4904^30 | 4932 |
| 0 | 85.4 | 4675F32 | 4860^35 | 4895^35 | 4590F19 | 4858^29 | 4895D32 | 4923 |
| -10 | 83.8 | 4737F33 | 4860^35 | 4896^35 | 4660F21 | 4860D31 | 4896D35 | 4929 |
| -20 | 82.2 | 4742^33 | 4853^35 | 4891^35 | 4733F23 | 4853D34 | 4891D35 | 4929 |

High QNH **+0** per .10" Engine A/I ON **-1740**
Low QNH **-160** per .10" Wing A/I ON **-1740**

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 | 4198^25 | 4285^26 | 4314^27 | 4108F12 | 4285^22 | 4314D25 | 4355 |
| 40 | 91.8 | 4281F26 | 4373^28 | 4402^28 | 4169F13 | 4371^22 | 4402D25 | 4444 |
| 38 | 92.3 | 4344F27 | 4459^29 | 4489^29 | 4227F13 | 4456^23 | 4489D26 | 4530 |
| 36 | 92.8 | 4406F28 | 4543^30 | 4573^31 | 4284F14 | 4539^23 | 4573^26 | 4617 |
| 34 | 93.1 | 4468F28 | 4622^31 | 4653^32 | 4340F14 | 4617^23 | 4652^27 | 4697 |
| 32 | 93.1 | 4526F29 | 4702^32 | 4732^33 | 4394F15 | 4689F24 | 4730^27 | 4777 |
| 30 | 93.1 | 4583F30 | 4776^33 | 4807^34 | 4446F15 | 4745F24 | 4804^28 | 4841 |
| 28 | 92.9 | 4621F31 | 4837^34 | 4869^35 | 4478F16 | 4781F25 | 4865^28 | 4878 |
| 26 | 92.7 | 4658F31 | 4878^35 | 4910^36 | 4510F16 | 4816F26 | 4905^29 | 4914 |
| 24 | 92.4 | 4672F31 | 4881^35 | 4913^36 | 4526F17 | 4833F26 | 4909^29 | 4921 |
| 22 | 92.1 | 4684F32 | 4883^35 | 4915^36 | 4540F17 | 4849F26 | 4911^30 | 4923 |
| 20 | 91.8 | 4696F32 | 4884^35 | 4917^36 | 4554F17 | 4864F27 | 4914^30 | 4925 |
| 10 | 90.2 | 4758F33 | 4889^35 | 4922^36 | 4624F19 | 4885^29 | 4922D32 | 4932 |
| 0 | 88.6 | 4772^33 | 4875^35 | 4910^36 | 4692F21 | 4875D31 | 4910D35 | 4923 |
| -10 | 87.0 | 4769^33 | 4875^35 | 4911^36 | 4760^23 | 4875D34 | 4911D36 | 4929 |
| -20 | 85.3 | 4759^33 | 4869^35 | 4906^35 | 4755^26 | 4869D35 | 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 | 4198^25-25-34 | 4289F32-32-41 | 4365F34-34-42 | 4399C34-34-43 |
| 40 | 91.8 | 4281F26-26-35 | 4373^28-28-37 | 4433F34-34-43 | 4492C36-36-44 |
| 38 | 92.3 | 4344F27-27-36 | 4459^29-29-38 | 4497F35-35-44 | 4577F37-37-45 |
| 36 | 92.8 | 4406F28-28-37 | 4543^30-30-39 | 4573^31-31-40 | 4643F38-38-46 |
| 34 | 93.1 | 4468F28-28-38 | 4622^31-31-40 | 4653^32-32-41 | 4707F38-38-47 |
| 32 | 93.1 | 4526F29-29-39 | 4702^32-32-42 | 4732^33-33-42 | 4767F39-39-48 |
| 30 | 93.1 | 4583F30-30-40 | 4776^33-33-43 | 4807^34-34-43 | 4838^34-34-44 |
| 28 | 92.9 | 4621F31-31-40 | 4837^34-34-43 | 4869^35-35-44 | 4878C35-35-44 |
| 26 | 92.7 | 4658F31-31-41 | 4878^35-35-44 | 4910^36-36-45 | 4914C36-36-45 |
| 24 | 92.4 | 4672F31-31-41 | 4881^35-35-44 | 4913^36-36-45 | 4921C36-36-45 |
| 22 | 92.1 | 4684F32-32-41 | 4883^35-35-44 | 4915^36-36-45 | 4934F42-42-51 |
| 20 | 91.8 | 4696F32-32-41 | 4884^35-35-44 | 4917^36-36-45 | 4947C42-42-51 |
| 10 | 90.2 | 4758F33-33-42 | 4889^35-35-44 | 4928F42-42-51 | 4954C42-42-51 |
| 0 | 88.6 | 4772^33-33-43 | 4903F41-41-50 | 4943C42-42-51 | 4943C42-42-51 |
| -10 | 87.0 | 4769^33-33-43 | 4948C42-42-51 | 4948C42-42-51 | 4948C42-42-51 |
| -20 | 85.3 | 4779F39-39-48 | 4949C42-42-51 | 4949C42-42-51 | 4949C42-42-51 |

High QNH **+0** per .10" Engine A/I ON **-1010**
Low QNH **-170** per .10" Wing A/I ON **-1010**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 3904 | Length | 8858 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.03 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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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 | 4198^25 | 4285^26 | 4314^27 | 4194^25 | 4280^26 | 4309^27 | | | |
| 40 | 4281F26 | 4373^28 | 4402^28 | 4269F26 | 4369^28 | 4397^28 | | | |
| 38 | 4344F27 | 4459^29 | 4489^29 | 4333F27 | 4454^29 | 4484^29 | | | |
| 36 | 4406F28 | 4543^30 | 4573^31 | 4394F27 | 4539^30 | 4568^31 | | | |
| 34 | 4468F28 | 4622^31 | 4653^32 | 4456F28 | 4619^31 | 4649^32 | | | |
| 32 | 4526F29 | 4702^32 | 4732^33 | 4515F29 | 4698^32 | 4728^33 | | | |
| 30 | 4583F30 | 4776^33 | 4807^34 | 4572F30 | 4773^33 | 4804^34 | | | |
| 28 | 4621F31 | 4837^34 | 4869^35 | 4610F30 | 4834^34 | 4865^35 | | | |
| 26 | 4658F31 | 4878^35 | 4910^36 | 4647F31 | 4874^35 | 4906^35 | | | |
| 24 | 4672F31 | 4881^35 | 4913^36 | 4661F31 | 4877^35 | 4909^36 | | | |
| 22 | 4684F32 | 4883^35 | 4915^36 | 4673F31 | 4878^35 | 4910^36 | | | |
| 20 | 4696F32 | 4884^35 | 4917^36 | 4685F32 | 4880^35 | 4912^36 | | | |
| 10 | 4758F33 | 4889^35 | 4922^36 | 4631^31 | 4730^33 | 4763^33 | | | |
| 0 | 4772^33 | 4875^35 | 4910^36 | 4696^32 | 4799^34 | 4834^35 | | | |
| | 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 **-1760** Wing A/I ON **-1760** | | | 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 |
|---|---|---|---|---|---|---|---|---|---|
| 42 | 4108F12 | 4285^22 | 4314D25 | 4099F12 | 4280^22 | 4309D25 | | | |
| 40 | 4169F13 | 4371^22 | 4402D25 | 4160F13 | 4366^22 | 4397D25 | | | |
| 38 | 4227F13 | 4456^23 | 4489D26 | 4218F13 | 4451^22 | 4484D26 | | | |
| 36 | 4284F14 | 4539^23 | 4573^26 | 4276F14 | 4534^23 | 4568^26 | | | |
| 34 | 4340F14 | 4617^23 | 4652^27 | 4333F14 | 4613^23 | 4647^27 | | | |
| 32 | 4394F15 | 4689F24 | 4730^27 | 4386F15 | 4680F24 | 4726^27 | | | |
| 30 | 4446F15 | 4745F24 | 4804^28 | 4439F15 | 4737F24 | 4800^27 | | | |
| 28 | 4478F16 | 4781F25 | 4865^28 | 4471F16 | 4772F25 | 4861^28 | | | |
| 26 | 4510F16 | 4816F26 | 4905^29 | 4503F16 | 4808F26 | 4901^29 | | | |
| 24 | 4526F17 | 4833F26 | 4909^29 | 4519F17 | 4825F26 | 4904^29 | | | |
| 22 | 4540F17 | 4849F26 | 4911^30 | 4533F17 | 4840F26 | 4906^29 | | | |
| 20 | 4554F17 | 4864F27 | 4914^30 | 4546F17 | 4855F27 | 4909^30 | | | |
| 10 | 4624F19 | 4885^29 | 4922D32 | 4572F19 | 4730D30 | 4763D33 | | | |
| 0 | 4692F21 | 4875D31 | 4910D35 | 4649F21 | 4799D32 | 4834D35 | | | |
| | High QNH **+0** 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 **-1730** Wing A/I ON **-1730** | | | 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 22 -10T | +0 | +10H | LEVEL 3 CONTAM Flaps -10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | 3250F97 | 4155F 4 | 4237F 7 | 3534F99 | 3824F 8 | 3947F10 | | | |
| 26 | 3356F97 | 4182F 4 | 4264F 7 | 3570F 0 | 3865F 8 | 3990F11 | | | |
| 24 | 3446F97 | 4197F 5 | 4280F 8 | 3584F 0 | 3881F 8 | 4008F11 | | | |
| 22 | 3559F97 | 4209F 5 | 4292F 8 | 3595F 0 | 3895F 9 | 4024F11 | | | |
| 20 | 3691F97 | 4221F 5 | 4305F 8 | 3605F 1 | 3907F 9 | 4044F11 | | | |
| 18 | 3785F97 | 4234F 6 | 4318F 9 | 3617F 1 | 3922F 9 | 4064F12 | | | |
| 16 | 3889F97 | 4246F 6 | 4332F 9 | 3629F 1 | 3936F10 | 4083F12 | | | |
| 14 | 3992F97 | 4259F 6 | 4345F10 | 3642F 2 | 3939F10 | 4102F12 | | | |
| 12 | 4028F97 | 4269F 7 | 4358F10 | 3653F 2 | 3971F10 | 4120F13 | | | |
| 10 | 4038F98 | 4282F 7 | 4370F10 | 3665F 2 | 3988F10 | 4139F13 | | | |
| 0 | 4088F99 | 4340F 9 | 4430F12 | 3727F 4 | 4080F12 | 4240^14 | | | |
| -10 | 4146F 1 | 4408F11 | 4501F15 | 3801F 5 | 4182F13 | 4242^14 | | | |
| -20 | 4204F 3 | 4477F13 | 4574F17 | 3868F 7 | 4197^14 | 4238^14 | | | |
| -30 | 4262F 5 | 4545F16 | 4647F19 | 3928F 9 | 4186^14 | 4229^14 | | | |
| | High QNH **+60** per .10" Low QNH **-110** per .10" | | | High QNH **+10** per .10" Low QNH **-140** per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON **-590** Wing A/I ON **-590** | | | Engine A/I ON **-300** Wing A/I ON **-300** | | | Engine A/I ON Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 3904 | Length | 8858 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.03 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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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**

| 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 | 3303F 6 | 3534F12 | 3613F13 | | 3513F 1 | 3603F 4 | 4355 |
| 40 | 88.5 | 3352F 7 | 3585F12 | 3669F14 | | 3562F 1 | 3654F 4 | 4444 |
| 38 | 88.7 | 3400F 8 | 3636F13 | 3719F15 | | 3610F 2 | 3703F 5 | 4530 |
| 36 | 89.0 | 3448F 9 | 3686F14 | 3771F15 | | 3659F 2 | 3753F 5 | 4617 |
| 34 | 89.2 | 3494F 9 | 3735F14 | 3821F16 | | 3706F 3 | 3801F 6 | 4697 |
| 32 | 89.5 | 3536F10 | 3781F15 | 3868F17 | | 3750F 3 | 3846F 6 | 4777 |
| 30 | 89.7 | 3576F10 | 3825F16 | 3913F17 | | 3792F 3 | 3890F 7 | 4841 |
| 28 | 89.5 | 3603F11 | 3850F16 | 3938F18 | | 3815F 4 | 3913F 7 | 4878 |
| 26 | 89.2 | 3616F11 | 3864F16 | 3953F18 | | 3830F 4 | 3929F 7 | 4914 |
| 24 | 88.9 | 3627F11 | 3877F17 | 3966F18 | | 3844F 4 | 3943F 8 | 4921 |
| 22 | 88.7 | 3637F12 | 3888F17 | 3977F19 | | 3856F 5 | 3956F 8 | 4923 |
| 20 | 88.4 | 3647F12 | 3899F17 | 3989F19 | | 3867F 5 | 3968F 8 | 4925 |
| 10 | 86.9 | 3696F13 | 3956F18 | 4048F20 | | 3930F 7 | 4032F10 | 4932 |
| 0 | 85.4 | 3744F14 | 4012F19 | 4097F21 | 3373F 0 | 3990F 9 | 4090F12 | 4923 |
| -10 | 83.8 | 3798F15 | 4067F20 | 4154F22 | 3424F 2 | 4055F10 | 4154D14 | 4929 |
| -20 | 82.2 | 3853F16 | 4123F21 | 4212F23 | 3811F 2 | 4119F12 | 4212D16 | 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 | 3610^ 4 | 3703^ 7 | 3734^ 8 | 3555F90 | 3703^ 0 | 3734D 3 | 3832 |
| 40 | 91.8 | 3685^ 4 | 3780^ 8 | 3811^ 9 | 3586F90 | 3778^ 0 | 3811D 3 | 3912 |
| 38 | 92.3 | 3749^ 4 | 3855^ 9 | 3886^10 | 3557F91 | 3852^ 0 | 3886D 4 | 3989 |
| 36 | 92.8 | 3809^ 5 | 3929^10 | 3960^11 | 3528F92 | 3925^ 1 | 3960D 4 | 4067 |
| 34 | 93.1 | 3867^ 5 | 3998^11 | 4031^12 | 3498F93 | 3994^ 1 | 4031D 4 | 4141 |
| 32 | 93.1 | 3922^ 6 | 4067^12 | 4100^13 | 3474F93 | 4063^ 1 | 4100^ 5 | 4214 |
| 30 | 93.1 | 3976^ 6 | 4132^13 | 4166^13 | 3454F94 | 4115^ 2 | 4165^ 5 | 4272 |
| 28 | 92.9 | 4004^ 7 | 4173^13 | 4205^14 | 3495F94 | 4140^ 2 | 4205D 6 | 4305 |
| 26 | 92.7 | 4032^ 8 | 4195^14 | 4227^14 | 3532F95 | 4165^ 3 | 4227D 6 | 4339 |
| 24 | 92.4 | 4044^ 8 | 4205^14 | 4238^14 | 3560F95 | 4177^ 3 | 4238D 7 | 4345 |
| 22 | 92.1 | 4055^ 8 | 4210^14 | 4244^14 | 3594F95 | 4187^ 4 | 4244D 7 | 4347 |
| 20 | 91.8 | 4064^ 8 | 4216^14 | 4250^14 | 3627F95 | 4196^ 4 | 4250D 7 | 4349 |
| 10 | 90.2 | 4111^10 | 4226^14 | 4261^15 | 3795F96 | 4225^ 6 | 4261D 9 | 4355 |
| 0 | 88.6 | 4105^12 | 4214^14 | 4250^14 | 3958F98 | 4214D 8 | 4250D11 | 4349 |
| -10 | 87.0 | 4101^12 | 4213^14 | 4251^14 | 3967F 0 | 4213D10 | 4251D14 | 4355 |
| -20 | 85.3 | 4091^12 | 4207^14 | 4246^14 | 4085^ 1 | 4207D12 | 4246D15 | 4356 |

High QNH **+0** per .10" Engine A/I ON **-1570**
Low QNH **-150** per .10" Wing A/I ON **-1570**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 22 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 42 | 91.5 | 3610^ 4- 6-13 | 3703^ 7- 7-14 | 3734^ 8- 8-15 | 3764^ 8- 8-15 |
| 40 | 91.8 | 3685^ 4- 7-14 | 3780^ 8- 8-15 | 3811^ 9- 9-16 | 3841^ 9- 9-16 |
| 38 | 92.3 | 3749^ 4- 8-15 | 3855^ 9- 9-17 | 3886^10-10-17 | 3918^10-10-17 |
| 36 | 92.8 | 3809^ 5- 9-16 | 3929^10-10-18 | 3960^11-11-18 | 3992^11-11-18 |
| 34 | 93.1 | 3867^ 5- 9-17 | 3998^11-11-18 | 4031^12-12-19 | 4063^12-12-19 |
| 32 | 93.1 | 3922^ 6-10-17 | 4067^12-12-19 | 4100^13-13-20 | 4133^13-13-20 |
| 30 | 93.1 | 3976^ 6-10-18 | 4132^13-13-20 | 4166^13-13-20 | 4199^14-14-21 |
| 28 | 92.9 | 4004^ 7-11-19 | 4173^13-13-21 | 4205^14-14-21 | 4242^14-14-21 |
| 26 | 92.7 | 4032^ 8-11-19 | 4195^14-14-21 | 4227^14-14-21 | 4265^15-15-22 |
| 24 | 92.4 | 4044^ 8-11-19 | 4205^14-14-21 | 4238^14-14-21 | 4275^15-15-22 |
| 22 | 92.1 | 4055^ 8-12-19 | 4210^14-14-21 | 4244^14-14-21 | 4282^15-15-22 |
| 20 | 91.8 | 4064^ 8-12-19 | 4216^14-14-21 | 4250^14-14-21 | 4288^15-15-22 |
| 10 | 90.2 | 4111^10-12-20 | 4226^14-14-21 | 4261^15-15-22 | 4297^15-15-22 |
| 0 | 88.6 | 4105^12-12-20 | 4214^14-14-21 | 4250^14-14-21 | 4288^15-15-22 |
| -10 | 87.0 | 4101^12-12-20 | 4213^14-14-21 | 4251^14-14-21 | 4288^15-15-22 |
| -20 | 85.3 | 4091^12-12-20 | 4207^14-14-21 | 4246^14-14-21 | 4285^15-15-22 |

High QNH **+0** per .10" Engine A/I ON **-1570**
Low QNH **-150** per .10" Wing A/I ON **-1570**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 3904 | Length | 5610 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.11 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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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 | 3610^ 4 | 3703^ 7 | 3734^ 8 | 3605^ 3 | 3699^ 7 | 3729^ 8 | | | |
| 40 | 3685^ 4 | 3780^ 8 | 3811^ 9 | 3680^ 4 | 3775^ 8 | 3806^ 9 | | | |
| 38 | 3749^ 4 | 3855^ 9 | 3886^10 | 3741^ 4 | 3850^ 9 | 3882^10 | | | |
| 36 | 3809^ 5 | 3929^10 | 3960^11 | 3801^ 5 | 3924^10 | 3956^11 | | | |
| 34 | 3867^ 5 | 3998^11 | 4031^12 | 3860^ 5 | 3995^11 | 4027^12 | | | |
| 32 | 3922^ 6 | 4067^12 | 4100^13 | 3915^ 6 | 4064^12 | 4097^12 | | | |
| 30 | 3976^ 6 | 4132^13 | 4166^13 | 3970F 6 | 4130^13 | 4163^13 | | | |
| 28 | 4004^ 7 | 4173^13 | 4205^14 | 3997^ 7 | 4169^13 | 4201^14 | | | |
| 26 | 4032^ 8 | 4195^14 | 4227^14 | 4025^ 7 | 4190^14 | 4222^14 | | | |
| 24 | 4044^ 8 | 4205^14 | 4238^14 | 4038^ 8 | 4200^14 | 4233^14 | | | |
| 22 | 4055^ 8 | 4210^14 | 4244^14 | 4047^ 8 | 4206^14 | 4239^14 | | | |
| 20 | 4064^ 8 | 4216^14 | 4250^14 | 4057^ 8 | 4211^14 | 4245^14 | | | |
| 10 | 4111^10 | 4226^14 | 4261^15 | 3973^11 | 4077^12 | 4112^13 | | | |
| 0 | 4105^12 | 4214^14 | 4250^14 | 4041^12 | 4149^13 | 4185^14 | | | |
| | 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 -1570 Wing A/I ON -1570 | | | 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 | 3555F90 | 3703^ 0 | 3734D 3 | 3550F90 | 3698^ 0 | 3729D 3 | | | |
| 40 | 3586F90 | 3778^ 0 | 3811D 3 | 3576F90 | 3774^ 0 | 3806D 3 | | | |
| 38 | 3557F91 | 3852^ 0 | 3886D 4 | 3548F91 | 3848^ 0 | 3882D 4 | | | |
| 36 | 3528F92 | 3925^ 1 | 3960D 4 | 3519F92 | 3921^ 1 | 3956D 4 | | | |
| 34 | 3498F93 | 3994^ 1 | 4031D 4 | 3490F92 | 3991^ 1 | 4027D 4 | | | |
| 32 | 3474F93 | 4063^ 1 | 4100^ 5 | 3465F93 | 4054^ 1 | 4097^ 5 | | | |
| 30 | 3454F94 | 4115^ 2 | 4165^ 5 | 3447F94 | 4111^ 2 | 4162^ 5 | | | |
| 28 | 3495F94 | 4140^ 2 | 4205D 6 | 3487F94 | 4135^ 2 | 4201D 6 | | | |
| 26 | 3532F95 | 4165^ 3 | 4227D 6 | 3524F95 | 4159^ 3 | 4222D 6 | | | |
| 24 | 3560F95 | 4177^ 3 | 4238D 7 | 3552F95 | 4172^ 3 | 4233D 6 | | | |
| 22 | 3594F95 | 4187^ 4 | 4244D 7 | 3586F95 | 4181^ 4 | 4239D 7 | | | |
| 20 | 3627F95 | 4196^ 4 | 4250D 7 | 3619F95 | 4191^ 4 | 4245D 7 | | | |
| 10 | 3795F96 | 4225^ 6 | 4261D 9 | 3790F96 | 4077D 6 | 4112D10 | | | |
| 0 | 3958F98 | 4214D 8 | 4250D11 | 3951F97 | 4149D 8 | 4185D11 | | | |
| | High QNH +0 per .10" Low QNH -150 per .10" | | | High QNH +0 per .10" Low QNH -140 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -1560 Wing A/I ON -1560 | | | 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 | 5610 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.11 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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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 | 4113F23 | 4275^26 | 4304^27 | 4035F11 | 4272^20 | 4304D23 | 4355 |
| 40 | 88.5 | 4176F24 | 4362^27 | 4392^28 | 4094F11 | 4358^20 | 4391^24 | 4444 |
| 38 | 88.7 | 4238F25 | 4448^29 | 4478^29 | 4150F12 | 4427F21 | 4476^24 | 4530 |
| 36 | 89.0 | 4300F26 | 4531^30 | 4562^30 | 4208F12 | 4488F21 | 4560^24 | 4617 |
| 34 | 89.2 | 4360F27 | 4599F31 | 4641^32 | 4264F13 | 4546F22 | 4638^25 | 4697 |
| 32 | 89.5 | 4415F27 | 4657F32 | 4720^33 | 4317F13 | 4601F22 | 4700F25 | 4777 |
| 30 | 89.7 | 4468F28 | 4714F32 | 4794^34 | 4367F14 | 4655F23 | 4755F26 | 4841 |
| 28 | 89.5 | 4498F28 | 4745F33 | 4831F34 | 4393F14 | 4684F23 | 4785F26 | 4878 |
| 26 | 89.2 | 4513F29 | 4761F33 | 4847F34 | 4410F15 | 4702F24 | 4803F27 | 4914 |
| 24 | 88.9 | 4527F29 | 4775F33 | 4862F35 | 4425F15 | 4718F24 | 4820F27 | 4921 |
| 22 | 88.7 | 4539F29 | 4788F33 | 4875F35 | 4438F15 | 4732F24 | 4835F27 | 4923 |
| 20 | 88.4 | 4549F29 | 4801F34 | 4887F35 | 4451F16 | 4747F25 | 4850F28 | 4925 |
| 10 | 86.9 | 4611F30 | 4866F35 | 4906^35 | 4519F18 | 4821F27 | 4904^30 | 4932 |
| 0 | 85.4 | 4666F31 | 4859^35 | 4894^35 | 4584F19 | 4857^29 | 4894D32 | 4923 |
| -10 | 83.8 | 4727F32 | 4859^35 | 4895^35 | 4653F21 | 4859D31 | 4895D35 | 4929 |
| -20 | 82.2 | 4742^33 | 4853^35 | 4890^35 | 4726F23 | 4853D34 | 4890D35 | 4929 |

High QNH **+0** 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 Flaps 9 -10T | +0 | +10H | TO-1 - WET RWY Flaps 9 -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|---|---|---|
| 42 | 91.5 | 4198^25 | 4285^26 | 4314^27 | 4102F12 | 4284^22 | 4314D25 | 4355 |
| 40 | 91.8 | 4272F26 | 4372^28 | 4402^28 | 4163F13 | 4370^22 | 4402D25 | 4444 |
| 38 | 92.3 | 4336F27 | 4459^29 | 4488^29 | 4221F13 | 4455^23 | 4488D26 | 4530 |
| 36 | 92.8 | 4397F28 | 4543^30 | 4573^31 | 4279F14 | 4539^23 | 4572^26 | 4617 |
| 34 | 93.1 | 4459F28 | 4622^31 | 4652^32 | 4335F14 | 4616^23 | 4651^27 | 4697 |
| 32 | 93.1 | 4518F29 | 4701^32 | 4731^33 | 4388F15 | 4683F24 | 4729^27 | 4777 |
| 30 | 93.1 | 4575F30 | 4776^33 | 4806^34 | 4440F15 | 4739F24 | 4803^28 | 4841 |
| 28 | 92.9 | 4612F31 | 4836^34 | 4868^35 | 4472F16 | 4774F25 | 4864^28 | 4878 |
| 26 | 92.7 | 4649F31 | 4878^35 | 4909^36 | 4504F16 | 4810F26 | 4904^29 | 4914 |
| 24 | 92.4 | 4663F31 | 4880^35 | 4912^36 | 4520F17 | 4827F26 | 4908^29 | 4921 |
| 22 | 92.1 | 4675F32 | 4882^35 | 4914^36 | 4534F17 | 4842F26 | 4910^30 | 4923 |
| 20 | 91.8 | 4687F32 | 4884^35 | 4916^36 | 4548F18 | 4857F27 | 4913^30 | 4925 |
| 10 | 90.2 | 4749F33 | 4888^35 | 4922^36 | 4618F19 | 4884^29 | 4922D32 | 4932 |
| 0 | 88.6 | 4771^33 | 4875^35 | 4910^36 | 4685F21 | 4875D31 | 4910D35 | 4923 |
| -10 | 87.0 | 4768^33 | 4874^35 | 4910^36 | 4759^23 | 4874D34 | 4910D36 | 4929 |
| -20 | 85.3 | 4758^33 | 4868^35 | 4905^35 | 4754^26 | 4868D35 | 4905D36 | 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 | 4198^25-25-34 | 4285^26-26-35 | 4357F33-33-42 | 4399C34-34-43 |
| 40 | 91.8 | 4272F26-26-35 | 4372^28-28-37 | 4425F34-34-43 | 4492C36-36-44 |
| 38 | 92.3 | 4336F27-27-36 | 4459^29-29-38 | 4488F35-35-44 | 4568F37-37-45 |
| 36 | 92.8 | 4397F28-28-37 | 4543^30-30-39 | 4573^31-31-40 | 4634F37-37-46 |
| 34 | 93.1 | 4459F28-28-38 | 4622^31-31-40 | 4652^32-32-41 | 4698F38-38-47 |
| 32 | 93.1 | 4518F29-29-39 | 4701^32-32-42 | 4731^33-33-42 | 4762^33-33-42 |
| 30 | 93.1 | 4575F30-30-40 | 4776^33-33-43 | 4806^34-34-43 | 4838^34-34-44 |
| 28 | 92.9 | 4612F31-31-40 | 4836^34-34-43 | 4868^35-35-44 | 4878C35-35-44 |
| 26 | 92.7 | 4649F31-31-41 | 4878^35-35-44 | 4909^36-36-45 | 4914C36-36-45 |
| 24 | 92.4 | 4663F31-31-41 | 4880^35-35-44 | 4912^36-36-45 | 4921C36-36-45 |
| 22 | 92.1 | 4675F32-32-41 | 4882^35-35-44 | 4914^36-36-45 | 4924F42-42-51 |
| 20 | 91.8 | 4687F32-32-41 | 4884^35-35-44 | 4916^36-36-45 | 4938F42-42-51 |
| 10 | 90.2 | 4749F33-33-42 | 4888^35-35-44 | 4922^36-36-45 | 4954C42-42-51 |
| 0 | 88.6 | 4771^33-33-43 | 4894F41-41-50 | 4943C42-42-51 | 4943C42-42-51 |
| -10 | 87.0 | 4768^33-33-43 | 4948C42-42-51 | 4948C42-42-51 | 4948C42-42-51 |
| -20 | 85.3 | 4769F39-39-48 | 4949C42-42-51 | 4949C42-42-51 | 4949C42-42-51 |

High QNH **+0** per .10" — Engine A/I ON **-1090**
Low QNH **-170** per .10" — Wing A/I ON **-1090**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 3904 | Length | 8858 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.03 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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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 | 4198^25 | 4285^26 | 4314^27 | 4193^25 | 4280^26 | 4309^27 | | | |
| 40 | 4272F26 | 4372^28 | 4402^28 | 4261F26 | 4368^28 | 4397^28 | | | |
| 38 | 4336F27 | 4459^29 | 4488^29 | 4324F26 | 4454^29 | 4483^29 | | | |
| 36 | 4397F28 | 4543^30 | 4573^31 | 4386F27 | 4538^30 | 4567^31 | | | |
| 34 | 4459F28 | 4622^31 | 4652^32 | 4448F28 | 4618^31 | 4648^32 | | | |
| 32 | 4518F29 | 4701^32 | 4731^33 | 4507F29 | 4697^32 | 4728^33 | | | |
| 30 | 4575F30 | 4776^33 | 4806^34 | 4564F30 | 4772^33 | 4803^34 | | | |
| 28 | 4612F31 | 4836^34 | 4868^35 | 4601F30 | 4833^34 | 4865^35 | | | |
| 26 | 4649F31 | 4878^35 | 4909^36 | 4638F31 | 4873^35 | 4905^35 | | | |
| 24 | 4663F31 | 4880^35 | 4912^36 | 4652F31 | 4876^35 | 4908^35 | | | |
| 22 | 4675F32 | 4882^35 | 4914^36 | 4664F31 | 4877^35 | 4909^36 | | | |
| 20 | 4687F32 | 4884^35 | 4916^36 | 4676F32 | 4879^35 | 4911^36 | | | |
| 10 | 4749F33 | 4888^35 | 4922^36 | 4630^31 | 4729^33 | 4762^33 | | | |
| 0 | 4771^33 | 4875^35 | 4910^36 | 4695^32 | 4798^34 | 4833^35 | | | |
| | High QNH +0 per .10" Low QNH -170 per .10" | | | High QNH +0 per .10" Low QNH -170 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -1760 Wing A/I ON -1760 | | | 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 |
|---|---|---|---|---|---|---|---|---|---|
| 42 | 4102F12 | 4284^22 | 4314D25 | 4094F12 | 4279^22 | 4309D25 | | | |
| 40 | 4163F13 | 4370^22 | 4402D25 | 4155F13 | 4365^22 | 4397D25 | | | |
| 38 | 4221F13 | 4455^23 | 4488D26 | 4213F13 | 4450^22 | 4483D26 | | | |
| 36 | 4279F14 | 4539^23 | 4572^26 | 4270F14 | 4533^23 | 4567^26 | | | |
| 34 | 4335F14 | 4616^23 | 4651^27 | 4327F14 | 4612^23 | 4647^27 | | | |
| 32 | 4388F15 | 4683F24 | 4729^27 | 4381F15 | 4674F24 | 4725^27 | | | |
| 30 | 4440F15 | 4739F24 | 4803^28 | 4433F15 | 4730F24 | 4799^27 | | | |
| 28 | 4472F16 | 4774F25 | 4864^28 | 4465F16 | 4766F25 | 4860^28 | | | |
| 26 | 4504F16 | 4810F26 | 4904^29 | 4497F16 | 4801F26 | 4900^29 | | | |
| 24 | 4520F17 | 4827F26 | 4908^29 | 4513F17 | 4818F26 | 4904^29 | | | |
| 22 | 4534F17 | 4842F26 | 4910^30 | 4527F17 | 4833F26 | 4906^29 | | | |
| 20 | 4548F18 | 4857F27 | 4913^30 | 4541F17 | 4848F27 | 4908^30 | | | |
| 10 | 4618F19 | 4884^29 | 4922D32 | 4566F19 | 4729D30 | 4762D33 | | | |
| 0 | 4685F21 | 4875D31 | 4910D35 | 4642F21 | 4798D32 | 4833D35 | | | |
| | 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 -1720 Wing A/I ON -1720 | | | 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 22 -10T | +0 | +10H | LEVEL 3 CONTAM Flaps -10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | 3313F97 | 4150F 4 | 4231F 7 | 3529F99 | 3819F 8 | 3950F10 | | | |
| 26 | 3418F97 | 4177F 4 | 4259F 7 | 3566F 0 | 3861F 8 | 3990F11 | | | |
| 24 | 3507F97 | 4192F 5 | 4274F 8 | 3580F 0 | 3876F 8 | 4009F11 | | | |
| 22 | 3623F97 | 4204F 5 | 4287F 8 | 3590F 1 | 3891F 9 | 4027F11 | | | |
| 20 | 3741F97 | 4216F 5 | 4300F 9 | 3601F 1 | 3902F 9 | 4047F11 | | | |
| 18 | 3833F97 | 4228F 6 | 4313F 9 | 3612F 1 | 3917F 9 | 4067F12 | | | |
| 16 | 3944F97 | 4241F 6 | 4327F 9 | 3624F 1 | 3935F10 | 4085F12 | | | |
| 14 | 4013F97 | 4252F 7 | 4339F10 | 3636F 2 | 3877F 9 | 3835F 9 | | | |
| 12 | 4022F97 | 4264F 7 | 4352F10 | 3651F 2 | 3974F10 | 4125F13 | | | |
| 10 | 4033F98 | 4277F 7 | 4365F11 | 3661F 2 | 3990F11 | 4145F13 | | | |
| 0 | 4082F 0 | 4335F 9 | 4424F13 | 3722F 4 | 4085F12 | 4240^14 | | | |
| -10 | 4140F 2 | 4402F11 | 4496F15 | 3796F 5 | 4185F13 | 4241^14 | | | |
| -20 | 4199F 4 | 4469F14 | 4569F17 | 3864F 7 | 4196^14 | 4237^14 | | | |
| -30 | 4257F 6 | 4540F16 | 4641F19 | 3917F 9 | 4188^14 | 4229^14 | | | |
| | High QNH +60 per .10" Low QNH -110 per .10" | | | High QNH +10 per .10" Low QNH -130 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 | 3904 | Length | 8858 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.03 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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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 | 3287F 6 | 3517F11 | 3592F13 | | 3499F 1 | 3586F 4 | 4355 |
| 40 | 88.5 | 3335F 7 | 3568F12 | 3646F14 | | 3548F 1 | 3638F 5 | 4444 |
| 38 | 88.7 | 3383F 8 | 3618F13 | 3700F14 | | 3596F 2 | 3689F 5 | 4530 |
| 36 | 89.0 | 3431F 8 | 3669F13 | 3754F15 | | 3644F 2 | 3738F 5 | 4617 |
| 34 | 89.2 | 3478F 9 | 3717F14 | 3802F16 | | 3691F 3 | 3786F 6 | 4697 |
| 32 | 89.5 | 3521F10 | 3763F15 | 3849F16 | | 3735F 3 | 3831F 6 | 4777 |
| 30 | 89.7 | 3563F10 | 3807F15 | 3894F17 | | 3777F 4 | 3874F 7 | 4841 |
| 28 | 89.5 | 3586F11 | 3831F16 | 3919F18 | | 3800F 4 | 3898F 7 | 4878 |
| 26 | 89.2 | 3598F11 | 3845F16 | 3933F18 | | 3815F 4 | 3914F 8 | 4914 |
| 24 | 88.9 | 3609F11 | 3858F16 | 3946F18 | | 3829F 5 | 3928F 8 | 4921 |
| 22 | 88.7 | 3619F11 | 3869F16 | 3958F18 | | 3841F 5 | 3940F 8 | 4923 |
| 20 | 88.4 | 3629F11 | 3880F17 | 3969F18 | | 3853F 5 | 3953F 9 | 4925 |
| 10 | 86.9 | 3678F12 | 3937F18 | 4023F19 | 2692F 1 | 3914F 7 | 4014F10 | 4932 |
| 0 | 85.4 | 3726F13 | 3990F19 | 4072F20 | 3449F 0 | 3974F 9 | 4071F12 | 4923 |
| -10 | 83.8 | 3779F15 | 4042F20 | 4128F22 | 3493F 2 | 4035F11 | 4128D14 | 4929 |
| -20 | 82.2 | 3833F16 | 4097F21 | 4185F23 | 3796F 2 | 4097D13 | 4185D16 | 4929 |

High QNH **+50** per .10" Engine A/I ON **-410**
Low QNH **-120** 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 | 3591^ 4 | 3701^ 7 | 3731^ 8 | 3531^90 | 3701D 0 | 3731D 3 | 3832 |
| 40 | 91.8 | 3654^ 4 | 3773^ 8 | 3804^ 9 | 3593F90 | 3773D 0 | 3804D 3 | 3912 |
| 38 | 92.3 | 3715^ 5 | 3841^ 9 | 3872^10 | 3577F91 | 3839^ 1 | 3872D 4 | 3989 |
| 36 | 92.8 | 3776^ 5 | 3909^10 | 3940^10 | 3548F92 | 3899^ 1 | 3940D 4 | 4067 |
| 34 | 93.1 | 3834^ 5 | 3975^11 | 4008^11 | 3520F93 | 3958^ 1 | 4008D 5 | 4141 |
| 32 | 93.1 | 3889^ 6 | 4035^12 | 4070^12 | 3500F93 | 4014^ 2 | 4070D 5 | 4214 |
| 30 | 93.1 | 3943^ 6 | 4094^12 | 4130^13 | 3479F94 | 4069^ 2 | 4130D 5 | 4272 |
| 28 | 92.9 | 3970^ 7 | 4117^13 | 4152^13 | 3520F94 | 4094^ 3 | 4152D 6 | 4305 |
| 26 | 92.7 | 3997^ 8 | 4139^13 | 4173^13 | 3561F95 | 4120^ 3 | 4173D 6 | 4339 |
| 24 | 92.4 | 4009^ 8 | 4149^13 | 4184^13 | 3588F95 | 4134^ 4 | 4184D 7 | 4345 |
| 22 | 92.1 | 4017^ 8 | 4156^13 | 4190^14 | 3621F95 | 4145^ 4 | 4190D 7 | 4347 |
| 20 | 91.8 | 4026^ 9 | 4161^13 | 4196^14 | 3653F95 | 4156^ 4 | 4196D 7 | 4349 |
| 10 | 90.2 | 4070^10 | 4191^14 | 4227^14 | 3817F97 | 4191D 6 | 4227D 9 | 4355 |
| 0 | 88.6 | 4103^12 | 4210^14 | 4247^14 | 3977F98 | 4210D 8 | 4247D11 | 4349 |
| -10 | 87.0 | 4099^12 | 4210^14 | 4247^14 | 3983F 0 | 4210D10 | 4247D14 | 4355 |
| -20 | 85.3 | 4089^12 | 4204^14 | 4242^14 | 4084^ 1 | 4204D12 | 4242D15 | 4356 |

High QNH **+0** per .10" Engine A/I ON **-1240**
Low QNH **-140** per .10" Wing A/I ON **-1240**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 22 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 42 | 91.5 | 3591^ 4- 6-13 | 3701^ 7- 7-14 | 3731^ 8- 8-15 | 3761^ 8- 8-15 |
| 40 | 91.8 | 3654^ 4- 6-14 | 3773^ 8- 8-15 | 3804^ 9- 9-16 | 3838^ 9- 9-16 |
| 38 | 92.3 | 3715^ 5- 7-15 | 3841^ 9- 9-16 | 3872^10-10-17 | 3905^10-10-17 |
| 36 | 92.8 | 3776^ 5- 8-15 | 3909^10-10-17 | 3940^10-10-18 | 3975^11-11-18 |
| 34 | 93.1 | 3834^ 5- 9-16 | 3975^11-11-18 | 4008^11-11-19 | 4042^12-12-19 |
| 32 | 93.1 | 3889^ 6- 9-17 | 4035^12-12-19 | 4070^12-12-19 | 4105^13-13-20 |
| 30 | 93.1 | 3943^ 6-10-18 | 4094^12-12-20 | 4130^13-13-20 | 4166^13-13-20 |
| 28 | 92.9 | 3970^ 7-10-18 | 4117^13-13-20 | 4152^13-13-20 | 4187^14-14-21 |
| 26 | 92.7 | 3997^ 8-11-18 | 4139^13-13-20 | 4173^13-13-21 | 4208^14-14-21 |
| 24 | 92.4 | 4009^ 8-11-19 | 4149^13-13-20 | 4184^13-13-21 | 4219^14-14-21 |
| 22 | 92.1 | 4017^ 8-11-19 | 4156^13-13-20 | 4190^14-14-21 | 4226^14-14-21 |
| 20 | 91.8 | 4026^ 9-11-19 | 4161^13-13-20 | 4196^14-14-21 | 4232^14-14-21 |
| 10 | 90.2 | 4070^10-12-19 | 4191^14-14-21 | 4227^14-14-21 | 4263^15-15-22 |
| 0 | 88.6 | 4103^12-12-20 | 4210^14-14-21 | 4247^14-14-21 | 4284^15-15-22 |
| -10 | 87.0 | 4099^12-12-20 | 4210^14-14-21 | 4247^14-14-21 | 4285^15-15-22 |
| -20 | 85.3 | 4089^12-12-20 | 4204^14-14-21 | 4242^14-14-21 | 4282^15-15-22 |

High QNH **+0** per .10" Engine A/I ON **-1240**
Low QNH **-140** per .10" Wing A/I ON **-1240**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 3904 | Length | 5610 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.11 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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# CIUDAD JUAREZ -CJS 33 *SPECIAL*

A/C **AUTO**

| OAT °C | DRY - 1 FLP CHNL INOP<br>Flaps 22<br>-10T / +0 / +10H | DRY - EAI VLV INOP OPEN<br>Flaps 22<br>-10T / +0 / +10H | <br>Flaps<br>-10T / +0 / +10H |
|---|---|---|---|
| 42 | 3591^ 4 3701^ 7 3731^ 8 | 3583^ 3 3696^ 7 3726^ 8 | |
| 40 | 3654^ 4 3773^ 8 3804^ 9 | 3647^ 4 3767^ 8 3798^ 9 | |
| 38 | 3715^ 5 3841^ 9 3872^10 | 3707^ 4 3835^ 9 3866^10 | |
| 36 | 3776^ 5 3909^10 3940^10 | 3769^ 5 3903^10 3935^10 | |
| 34 | 3834^ 5 3975^11 4008^11 | 3827^ 5 3969^11 4002^11 | |
| 32 | 3889^ 6 4035^12 4070^12 | 3883^ 6 4030^11 4065^12 | |
| 30 | 3943^ 6 4094^12 4130^13 | 3937^ 6 4089^12 4126^13 | |
| 28 | 3970^ 7 4117^13 4152^13 | 3964^ 7 4112^13 4148^13 | |
| 26 | 3997^ 8 4139^13 4173^13 | 3990^ 8 4134^13 4168^13 | |
| 24 | 4009^ 8 4149^13 4184^13 | 4002^ 8 4144^13 4178^13 | |
| 22 | 4017^ 8 4156^13 4190^14 | 4011^ 8 4150^13 4185^14 | |
| 20 | 4026^ 9 4161^13 4196^14 | 4019^ 8 4156^13 4191^14 | |
| 10 | 4070^10 4191^14 4227^14 | 3971^11 4075^12 4109^13 | |
| 0 | 4103^12 4210^14 4247^14 | 4038^12 4145^13 4181^14 | |
| | High QNH **+0** per .10"<br>Low QNH **-140** per .10" | High QNH **+0** per .10"<br>Low QNH **-140** per .10" | High QNH per .10"<br>Low QNH per .10" |
| | Engine A/I ON **-1240**<br>Wing A/I ON **-1240** | Engine A/I ON **-70**<br>Wing A/I ON **-70** | Engine A/I ON<br>Wing A/I ON |

| OAT °C | WET - 1 FLP CHNL INOP<br>Flaps 22<br>-10T / +0 / +10H | WET - EAI VLV INOP OPEN<br>Flaps 22<br>-10T / +0 / +10H | <br>Flaps<br>-10T / +0 / +10H |
|---|---|---|---|
| 42 | 3531^90 3701D 0 3731D 3 | 3526^90 3696D 0 3726D 3 | |
| 40 | 3593F90 3773D 0 3804D 3 | 3587F90 3767D 0 3798D 3 | |
| 38 | 3577F91 3839^ 1 3872D 4 | 3568F91 3833^ 0 3866D 4 | |
| 36 | 3548F92 3899^ 1 3940D 4 | 3538F92 3894^ 1 3935D 4 | |
| 34 | 3520F93 3958^ 1 4008D 5 | 3511F93 3952^ 1 4002D 4 | |
| 32 | 3500F93 4014^ 2 4070D 5 | 3491F93 4009^ 2 4065D 5 | |
| 30 | 3479F94 4069^ 2 4130D 5 | 3471F94 4065^ 2 4126D 5 | |
| 28 | 3520F94 4094^ 3 4152D 6 | 3512F94 4089^ 3 4148D 6 | |
| 26 | 3561F95 4120^ 3 4173D 6 | 3553F95 4115^ 3 4168D 6 | |
| 24 | 3588F95 4134^ 4 4184D 7 | 3580F95 4129^ 3 4178D 7 | |
| 22 | 3621F95 4145^ 4 4190D 7 | 3613F95 4140^ 4 4185D 7 | |
| 20 | 3653F95 4156^ 4 4196D 7 | 3646F95 4150^ 4 4191D 7 | |
| 10 | 3817F97 4191D 6 4227D 9 | 3809F96 4075D 6 4109D10 | |
| 0 | 3977F98 4210D 8 4247D11 | 3969F98 4145D 8 4181D12 | |
| | High QNH **+0** per .10"<br>Low QNH **-140** per .10" | High QNH **+0** per .10"<br>Low QNH **-140** per .10" | High QNH per .10"<br>Low QNH per .10" |
| | Engine A/I ON **-1240**<br>Wing A/I ON **-1240** | Engine A/I ON **-70**<br>Wing A/I ON **-70** | Engine A/I ON<br>Wing A/I ON |

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 3904 | Length | 5610 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.11 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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**TAR Mexico** **EMB-145** **AE3007A1**

## 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 | 4113F22 | 4361F27 | 4442F28 | 4052F 9 | 4340F19 | 4438F22 | 4690 |
| 46 | 87.7 | 4185F23 | 4437F28 | 4521F29 | 4120F10 | 4411F19 | 4512F23 | 4807 |
| 44 | 87.7 | 4234F24 | 4488F28 | 4574F30 | 4166F10 | 4460F20 | 4561F23 | 4879 |
| 42 | 87.5 | 4258F24 | 4514F29 | 4601F30 | 4191F11 | 4486F20 | 4588F23 | 4943 |
| 40 | 87.3 | 4278F24 | 4535F29 | 4622F30 | 4211F11 | 4509F21 | 4611F24 | 4958 |
| 38 | 87.0 | 4288F24 | 4547F29 | 4634F31 | 4223F11 | 4521F21 | 4624F24 | 4960 |
| 36 | 86.7 | 4299F25 | 4559F29 | 4645F31 | 4234F12 | 4534F21 | 4637F24 | 4962 |
| 34 | 86.5 | 4309F25 | 4570F29 | 4657F31 | 4244F12 | 4547F22 | 4650F25 | 4964 |
| 32 | 86.2 | 4320F25 | 4580F30 | 4669F31 | 4256F12 | 4561F22 | 4664F25 | 4966 |
| 30 | 85.9 | 4331F25 | 4592F30 | 4681F31 | 4268F13 | 4574F22 | 4678F25 | 4968 |
| 20 | 84.5 | 4386F26 | 4652F31 | 4743F32 | 4330F14 | 4641F24 | 4743D27 | 4976 |
| 10 | 83.0 | 4442F27 | 4711F32 | 4805F34 | 4392F16 | 4709F26 | 4805D29 | 4972 |
| 0 | 81.5 | 4503F28 | 4777F33 | 4873F35 | 4460F18 | 4777D28 | 4873D31 | 4984 |
| -10 | 80.0 | 4559F29 | 4840F34 | 4933^36 | 4527F20 | 4840D30 | 4933D33 | 4987 |
| -20 | 78.5 | 4619F30 | 4885^35 | 4927^36 | 4595F22 | 4885D32 | 4927D35 | 4984 |
| -30 | 76.9 | 4678F31 | 4875^35 | 4919^35 | 4665F24 | 4875D34 | 4919D36 | 4981 |

High QNH **+0** per .10" — Low QNH **-150** per .10"
Engine A/I ON **-780** — 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 | 4207F24 | 4454F28 | 4539F30 | 4118F11 | 4416F20 | 4517F23 | 4690 |
| 46 | 90.9 | 4283F25 | 4535F29 | 4621F31 | 4188F11 | 4491F21 | 4594F24 | 4807 |
| 44 | 90.9 | 4343F26 | 4598F30 | 4686F32 | 4241F12 | 4548F22 | 4654F25 | 4879 |
| 42 | 90.7 | 4387F26 | 4645F31 | 4733F32 | 4278F12 | 4590F22 | 4697F25 | 4943 |
| 40 | 90.4 | 4409F27 | 4668F31 | 4757F33 | 4300F13 | 4614F23 | 4722F26 | 4958 |
| 38 | 90.2 | 4424F27 | 4684F31 | 4773F33 | 4315F13 | 4630F23 | 4739F26 | 4960 |
| 36 | 89.9 | 4435F27 | 4695F32 | 4785F33 | 4327F13 | 4644F23 | 4753F26 | 4962 |
| 34 | 89.6 | 4445F27 | 4707F32 | 4797F33 | 4340F14 | 4657F24 | 4767F27 | 4964 |
| 32 | 89.3 | 4457F27 | 4719F32 | 4810F34 | 4352F14 | 4671F24 | 4782F27 | 4966 |
| 30 | 89.0 | 4468F28 | 4731F32 | 4822F34 | 4365F14 | 4685F24 | 4797F28 | 4968 |
| 20 | 87.5 | 4526F29 | 4792F33 | 4885F35 | 4431F16 | 4757F26 | 4871F29 | 4976 |
| 10 | 86.0 | 4581F30 | 4851F34 | 4945^36 | 4496F18 | 4830F28 | 4944^31 | 4972 |
| 0 | 84.4 | 4642F31 | 4911^35 | 4950^36 | 4569F20 | 4910F30 | 4950D34 | 4984 |
| -10 | 82.9 | 4701F32 | 4909^35 | 4949^36 | 4638F22 | 4909D32 | 4949D36 | 4987 |
| -20 | 81.3 | 4761F33 | 4900^35 | 4942^36 | 4711F24 | 4900D35 | 4942D36 | 4984 |
| -30 | 79.7 | 4763^33 | 4890^35 | 4934^36 | 4760^26 | 4890D35 | 4934D36 | 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 - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4207F24-24-34 | 4454F28-28-38 | 4539F30-30-39 | 4628F31-31-40 |
| 46 | 90.9 | 4283F25-25-35 | 4535F29-29-39 | 4621F31-31-40 | 4711F32-32-42 |
| 44 | 90.9 | 4343F26-26-36 | 4598F30-30-40 | 4686F32-32-41 | 4776F33-33-43 |
| 42 | 90.7 | 4387F26-26-37 | 4645F31-31-41 | 4733F32-32-42 | 4825F34-34-43 |
| 40 | 90.4 | 4409F27-27-37 | 4668F31-31-41 | 4757F33-33-42 | 4849F34-34-44 |
| 38 | 90.2 | 4424F27-27-37 | 4684F31-31-41 | 4773F33-33-42 | 4864F35-35-44 |
| 36 | 89.9 | 4435F27-27-38 | 4695F32-32-41 | 4785F33-33-43 | 4876F35-35-44 |
| 34 | 89.6 | 4445F27-27-38 | 4707F32-32-42 | 4797F33-33-43 | 4889F35-35-44 |
| 32 | 89.3 | 4457F27-27-38 | 4719F32-32-42 | 4810F34-34-43 | 4902F35-35-44 |
| 30 | 89.0 | 4468F28-28-38 | 4731F32-32-42 | 4822F34-34-43 | 4915F35-35-45 |
| 20 | 87.5 | 4526F29-29-39 | 4792F33-33-43 | 4885F35-35-44 | 4976C36-36-45 |
| 10 | 86.0 | 4581F30-30-40 | 4851F34-34-44 | 4945^36-36-45 | 4972C36-36-45 |
| 0 | 84.4 | 4642F31-31-41 | 4911^35-35-44 | 4950^36-36-45 | 4984C36-36-46 |
| -10 | 82.9 | 4701F32-32-41 | 4909^35-35-44 | 4949^36-36-45 | 5003C43-43-52 |
| -20 | 81.3 | 4761F33-33-42 | 4900^35-35-44 | 4974F42-42-51 | 4999C43-43-52 |
| -30 | 79.7 | 4763^33-33-42 | 4943F42-42-51 | 4996C43-43-52 | 4996C43-43-52 |

High QNH **+0** 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 | 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 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 per .10" Low QNH 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 per .10" Low QNH 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 per .10" Low QNH 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 | 4161F23 | 4413F27 | 4499F29 | 4089F 9 | 4379F19 | 4482F22 | 4690 |
| 46 | 87.7 | 4234F24 | 4489F28 | 4579F30 | 4158F 9 | 4452F19 | 4555F22 | 4807 |
| 44 | 87.7 | 4283F24 | 4538F29 | 4630F31 | 4205F10 | 4501F20 | 4606F23 | 4879 |
| 42 | 87.5 | 4308F25 | 4565F29 | 4657F31 | 4230F10 | 4527F20 | 4631F23 | 4943 |
| 40 | 87.3 | 4328F25 | 4587F30 | 4679F31 | 4251F11 | 4550F20 | 4654F23 | 4958 |
| 38 | 87.0 | 4338F25 | 4598F30 | 4691F32 | 4262F11 | 4563F21 | 4668F24 | 4960 |
| 36 | 86.7 | 4349F25 | 4610F30 | 4704F32 | 4272F11 | 4576F21 | 4681F24 | 4962 |
| 34 | 86.5 | 4360F26 | 4622F30 | 4716F32 | 4284F11 | 4589F21 | 4695F24 | 4964 |
| 32 | 86.2 | 4370F26 | 4635F31 | 4728F32 | 4296F12 | 4601F22 | 4709F25 | 4966 |
| 30 | 85.9 | 4381F26 | 4647F31 | 4741F32 | 4308F12 | 4615F22 | 4724F25 | 4968 |
| 20 | 84.5 | 4436F27 | 4711F32 | 4804F33 | 4371F14 | 4685F24 | 4795F27 | 4976 |
| 10 | 83.0 | 4493F28 | 4772F33 | 4861^34 | 4433F16 | 4756F26 | 4859^29 | 4972 |
| 0 | 81.5 | 4555F29 | 4839F34 | 4912^35 | 4502F18 | 4832F28 | 4912D31 | 4984 |
| -10 | 80.0 | 4615F30 | 4898^35 | 4938^36 | 4570F20 | 4897^29 | 4938D33 | 4987 |
| -20 | 78.5 | 4677F31 | 4890^35 | 4932^36 | 4640F21 | 4890D32 | 4932D36 | 4984 |
| -30 | 76.9 | 4740F32 | 4880^35 | 4924^35 | 4713F23 | 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 | 4256F25 | 4510F29 | 4586^31 | 4154F10 | 4457F20 | 4559F23 | 4690 |
| 46 | 90.9 | 4332F26 | 4592F30 | 4680F32 | 4225F11 | 4531F21 | 4636F24 | 4807 |
| 44 | 90.9 | 4393F26 | 4656F31 | 4745F33 | 4278F11 | 4589F21 | 4697F24 | 4879 |
| 42 | 90.7 | 4436F27 | 4703F32 | 4787^33 | 4315F12 | 4630F22 | 4740F25 | 4943 |
| 40 | 90.4 | 4458F27 | 4727F32 | 4810^34 | 4338F12 | 4654F22 | 4765F25 | 4958 |
| 38 | 90.2 | 4474F28 | 4743F32 | 4821^34 | 4353F13 | 4671F23 | 4782F26 | 4960 |
| 36 | 89.9 | 4484F28 | 4755F33 | 4830^34 | 4365F13 | 4685F23 | 4796F26 | 4962 |
| 34 | 89.6 | 4495F28 | 4767F33 | 4839^34 | 4378F13 | 4699F23 | 4807^26 | 4964 |
| 32 | 89.3 | 4507F28 | 4779F33 | 4847^34 | 4390F14 | 4714F24 | 4819^27 | 4966 |
| 30 | 89.0 | 4518F29 | 4791F33 | 4857^34 | 4403F14 | 4728F24 | 4830^27 | 4968 |
| 20 | 87.5 | 4577F30 | 4843^34 | 4903^35 | 4469F16 | 4801F26 | 4889^29 | 4976 |
| 10 | 86.0 | 4636F31 | 4883^35 | 4943^36 | 4535F18 | 4860^28 | 4943D31 | 4972 |
| 0 | 84.4 | 4701F32 | 4916^35 | 4955^36 | 4607F20 | 4915^30 | 4955D34 | 4984 |
| -10 | 82.9 | 4763F33 | 4914^35 | 4953^36 | 4680F22 | 4914D32 | 4953D36 | 4987 |
| -20 | 81.3 | 4782^33 | 4905^35 | 4946^36 | 4756F24 | 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 | 4256F25-25-35 | 4510F29-29-39 | 4586^31-31-40 | 4643^32-32-41 |
| 46 | 90.9 | 4332F26-26-36 | 4592F30-30-40 | 4680F32-32-41 | 4738^33-33-42 |
| 44 | 90.9 | 4393F26-26-37 | 4656F31-31-41 | 4745F33-33-42 | 4804^34-34-43 |
| 42 | 90.7 | 4436F27-27-38 | 4703F32-32-41 | 4787^33-33-43 | 4845^34-34-44 |
| 40 | 90.4 | 4458F27-27-38 | 4727F32-32-42 | 4810^34-34-43 | 4869^35-35-44 |
| 38 | 90.2 | 4474F28-28-38 | 4743F32-32-42 | 4821^34-34-43 | 4881^35-35-44 |
| 36 | 89.9 | 4484F28-28-38 | 4755F33-33-42 | 4830^34-34-43 | 4890^35-35-44 |
| 34 | 89.6 | 4495F28-28-38 | 4767F33-33-42 | 4839^34-34-43 | 4898^35-35-44 |
| 32 | 89.3 | 4507F28-28-39 | 4779F33-33-43 | 4847^34-34-44 | 4908^35-35-44 |
| 30 | 89.0 | 4518F29-29-39 | 4791F33-33-43 | 4857^34-34-44 | 4917^35-35-45 |
| 20 | 87.5 | 4577F30-30-40 | 4843^34-34-43 | 4903^35-35-44 | 4963^36-36-45 |
| 10 | 86.0 | 4636F31-31-41 | 4883^35-35-44 | 4943^36-36-45 | 4972C36-36-45 |
| 0 | 84.4 | 4701F32-32-41 | 4916^35-35-45 | 4955^36-36-45 | 4984C36-36-46 |
| -10 | 82.9 | 4763F33-33-42 | 4914^35-35-45 | 4962^42-42-51 | 5003C43-43-52 |
| -20 | 81.3 | 4782^33-33-43 | 4940F42-42-51 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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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 | 4883^35 | 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 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 | 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 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 | | 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 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 | 205 | Length | 7546 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.20 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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# 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**

| 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 |
|---|---|---|---|---|---|---|---|---|
| 44 | 87.9 | 3880F18 | 4109F23 | 4187F24 | 3824F 6 | 4094F15 | 4185F18 | 4505 |
| 42 | 88.2 | 3941F19 | 4174F23 | 4253F25 | 3881F 7 | 4153F16 | 4247F19 | 4600 |
| 40 | 88.5 | 4000F20 | 4238F24 | 4319F26 | 3938F 7 | 4213F16 | 4309F19 | 4694 |
| 38 | 88.5 | 4059F21 | 4299F25 | 4381F27 | 3994F 8 | 4271F17 | 4369F20 | 4784 |
| 36 | 88.4 | 4104F21 | 4346F26 | 4430F27 | 4037F 8 | 4317F17 | 4416F20 | 4861 |
| 34 | 88.4 | 4136F22 | 4380F26 | 4462F28 | 4068F 8 | 4350F18 | 4449F21 | 4930 |
| 32 | 88.4 | 4157F22 | 4402F27 | 4485F28 | 4088F 9 | 4372F18 | 4472F21 | 4940 |
| 30 | 88.3 | 4167F22 | 4413F27 | 4497F28 | 4100F 9 | 4385F19 | 4485F22 | 4941 |
| 28 | 88.0 | 4177F22 | 4425F27 | 4508F28 | 4111F 9 | 4398F19 | 4498F22 | 4943 |
| 26 | 87.7 | 4188F23 | 4437F27 | 4520F29 | 4123F10 | 4411F19 | 4512F22 | 4944 |
| 24 | 87.4 | 4199F23 | 4449F27 | 4532F29 | 4135F10 | 4425F20 | 4525F23 | 4946 |
| 20 | 86.8 | 4220F23 | 4472F28 | 4556F29 | 4158F11 | 4452F20 | 4551F23 | 4949 |
| 10 | 85.3 | 4274F24 | 4529F29 | 4616F30 | 4216F12 | 4518F22 | 4616D25 | 4952 |
| 0 | 83.8 | 4327F25 | 4586F30 | 4675F31 | 4278F14 | 4583F24 | 4675D27 | 4947 |
| -10 | 82.3 | 4385F26 | 4648F31 | 4740F32 | 4344F16 | 4648D26 | 4740D29 | 4953 |
| -20 | 80.7 | 4442F27 | 4706^32 | 4763^33 | 4410F18 | 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**

| 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 |
|---|---|---|---|---|---|---|---|---|
| 44 | 91.2 | 3967F20 | 4197F24 | 4276F26 | 3886F 7 | 4164F17 | 4260F20 | 4505 |
| 42 | 91.5 | 4029F21 | 4264F25 | 4344F27 | 3945F 8 | 4227F17 | 4324F20 | 4600 |
| 40 | 91.9 | 4092F22 | 4331F26 | 4412F27 | 4003F 8 | 4289F18 | 4387F21 | 4694 |
| 38 | 92.1 | 4152F22 | 4393F27 | 4475F28 | 4059F 9 | 4348F18 | 4447F21 | 4784 |
| 36 | 92.2 | 4204F23 | 4448F28 | 4531F29 | 4106F 9 | 4399F19 | 4500F22 | 4861 |
| 34 | 92.2 | 4244F24 | 4489F28 | 4573F30 | 4142F10 | 4438F19 | 4538F22 | 4930 |
| 32 | 91.9 | 4272F24 | 4519F29 | 4603F30 | 4168F10 | 4467F20 | 4567F23 | 4940 |
| 30 | 91.7 | 4294F25 | 4542F29 | 4627F31 | 4187F11 | 4489F21 | 4591F24 | 4941 |
| 28 | 91.4 | 4305F25 | 4553F29 | 4639F31 | 4199F11 | 4502F21 | 4605F24 | 4943 |
| 26 | 91.1 | 4315F25 | 4565F29 | 4651F31 | 4211F11 | 4514F21 | 4619F24 | 4944 |
| 24 | 90.8 | 4326F25 | 4577F30 | 4663F31 | 4224F12 | 4527F22 | 4633F25 | 4946 |
| 20 | 90.2 | 4349F26 | 4600F30 | 4688F32 | 4247F12 | 4555F22 | 4662F25 | 4949 |
| 10 | 88.6 | 4404F27 | 4660F31 | 4735^32 | 4311F14 | 4625F24 | 4734^27 | 4952 |
| 0 | 87.0 | 4459F28 | 4687^32 | 4742^33 | 4375F16 | 4686^26 | 4742D30 | 4947 |
| -10 | 85.4 | 4516F29 | 4701^32 | 4757^33 | 4446F18 | 4701D28 | 4757D32 | 4953 |
| -20 | 83.8 | 4545^29 | 4711^32 | 4768^33 | 4513F20 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 44 | 91.2 | 3967F20-20-30 | 4197F24-24-34 | 4276F26-26-35 | 4328^27-27-36 |
| 42 | 91.5 | 4029F21-21-31 | 4264F25-25-35 | 4344F27-27-36 | 4414^28-28-37 |
| 40 | 91.9 | 4092F22-22-32 | 4331F26-26-36 | 4412F27-27-37 | 4495F29-29-38 |
| 38 | 92.1 | 4152F22-22-33 | 4393F27-27-37 | 4475F28-28-38 | 4561F30-30-39 |
| 36 | 92.2 | 4204F23-23-34 | 4448F28-28-38 | 4531F29-29-39 | 4617F31-31-40 |
| 34 | 92.2 | 4244F24-24-35 | 4489F28-28-38 | 4573F30-30-40 | 4660F31-31-41 |
| 32 | 91.9 | 4272F24-24-35 | 4519F29-29-39 | 4603F30-30-40 | 4691F32-32-41 |
| 30 | 91.7 | 4294F25-25-35 | 4542F29-29-39 | 4627F31-31-40 | 4715F32-32-42 |
| 28 | 91.4 | 4305F25-25-36 | 4553F29-29-39 | 4639F31-31-41 | 4728F32-32-42 |
| 26 | 91.1 | 4315F25-25-36 | 4565F29-29-40 | 4651F31-31-41 | 4740F33-33-42 |
| 24 | 90.8 | 4326F25-25-36 | 4577F30-30-40 | 4663F31-31-41 | 4753F33-33-42 |
| 20 | 90.2 | 4349F26-26-36 | 4600F30-30-40 | 4688F32-32-41 | 4774^33-33-43 |
| 10 | 88.6 | 4404F27-27-37 | 4660F31-31-41 | 4735^32-32-42 | 4790^33-33-43 |
| 0 | 87.0 | 4459F28-28-38 | 4687^32-32-41 | 4742^33-33-42 | 4799^34-34-43 |
| -10 | 85.4 | 4516F29-29-39 | 4701^32-32-42 | 4757^33-33-42 | 4816^34-34-43 |
| -20 | 83.8 | 4545^29-29-39 | 4711^32-32-42 | 4771F39-39-48 | 4862F40-40-50 |

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**

## DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 44 | 3967F20 | 4168^24 | 4222^25 |
| 42 | 4029F21 | 4253^25 | 4308^26 |
| 40 | 4092F22 | 4331F26 | 4391^27 |
| 38 | 4152F22 | 4393F27 | 4473^28 |
| 36 | 4204F23 | 4448F28 | 4531F29 |
| 34 | 4244F24 | 4489F28 | 4573F30 |
| 32 | 4272F24 | 4519F29 | 4603F30 |
| 30 | 4294F25 | 4542F29 | 4627F31 |
| 28 | 4305F25 | 4553F29 | 4639F31 |
| 26 | 4315F25 | 4565F29 | 4644^31 |
| 24 | 4326F25 | 4577F30 | 4646^31 |
| 20 | 4349F26 | 4592^30 | 4651^31 |
| 10 | 4404F27 | 4598^30 | 4658^31 |
| 0 | 4420^27 | 4597^30 | 4658^31 |

High QNH **+20** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-680**
Wing A/I ON **-680**

## DRY - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 3957F20 | 4187F24 | 4266F25 |
| 4019F20 | 4254F25 | 4334F26 |
| 4082F21 | 4321F26 | 4402F27 |
| 4143F22 | 4385F27 | 4465F28 |
| 4195F23 | 4438F27 | 4521F29 |
| 4236F24 | 4482F28 | 4566F30 |
| 4263F24 | 4510F29 | 4595F30 |
| 4284F24 | 4532F29 | 4617F30 |
| 4295F25 | 4543F29 | 4629F31 |
| 4306F25 | 4555F29 | 4641F31 |
| 4317F25 | 4567F30 | 4653F31 |
| 4339F25 | 4590F30 | 4678F31 |
| 4368F26 | 4605^30 | 4659^31 |
| 4415F27 | 4622^31 | 4677^32 |

High QNH **+20** per .10"
Low QNH **-150** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 44 | 3886F 7 | 4164F17 | 4222D20 |
| 42 | 3945F 8 | 4227F17 | 4307^20 |
| 40 | 4003F 8 | 4289F18 | 4387F21 |
| 38 | 4059F 9 | 4348F18 | 4447F21 |
| 36 | 4106F 9 | 4399F19 | 4500F22 |
| 34 | 4142F10 | 4438F19 | 4538F22 |
| 32 | 4168F10 | 4467F20 | 4567F23 |
| 30 | 4187F11 | 4489F21 | 4591F24 |
| 28 | 4199F11 | 4502F21 | 4605F24 |
| 26 | 4211F11 | 4514F21 | 4619F24 |
| 24 | 4224F12 | 4527F22 | 4633F25 |
| 20 | 4247F12 | 4555F22 | 4650^25 |
| 10 | 4311F14 | 4596^24 | 4658D28 |
| 0 | 4375F16 | 4597D27 | 4658D30 |

High QNH **+20** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-670**
Wing A/I ON **-670**

## WET - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 3879F 7 | 4156F17 | 4251F20 |
| 3937F 8 | 4218F17 | 4315F20 |
| 3996F 8 | 4281F18 | 4378F21 |
| 4052F 9 | 4340F18 | 4439F21 |
| 4099F 9 | 4391F19 | 4491F22 |
| 4137F10 | 4432F19 | 4532F22 |
| 4162F10 | 4460F20 | 4560F23 |
| 4181F11 | 4481F20 | 4582F23 |
| 4193F11 | 4494F21 | 4596F24 |
| 4205F11 | 4506F21 | 4610F24 |
| 4217F12 | 4519F21 | 4625F24 |
| 4240F12 | 4547F22 | 4654F25 |
| 4278F14 | 4591F24 | 4659D27 |
| 4338F16 | 4622^26 | 4677D30 |

High QNH **+20** per .10"
Low QNH **-150** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3300F91 | 4094F98 | 4205F 1 |
| 26 | 3335F91 | 4107F99 | 4218^ 2 |
| 24 | 3369F92 | 4121F99 | 4220^ 2 |
| 22 | 3405F92 | 4135F99 | 4222^ 3 |
| 20 | 3441F92 | 4148F 0 | 4225^ 3 |
| 18 | 3476F92 | 4163F 0 | 4228^ 3 |
| 16 | 3520F93 | 4177F 0 | 4230^ 4 |
| 14 | 3561F93 | 4184^ 1 | 4232^ 4 |
| 12 | 3607F93 | 4185^ 1 | 4233^ 5 |
| 10 | 3653F93 | 4184^ 2 | 4232^ 5 |
| 0 | 3858F95 | 4185^ 4 | 4235^ 7 |
| -10 | 3894F97 | 4192^ 6 | 4244^10 |
| -20 | 4043^98 | 4195^ 8 | 4248D12 |
| -30 | 4038^ 0 | 4195^11 | 4237D14 |

High QNH **+10** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-630**
Wing A/I ON **-630**

## LEVEL 2 CONTAM

Flaps **22**

| -10T | +0 | +10H |
|---|---|---|
| 2917F98 | 3437F 5 | 3635F 7 |
| 2931F98 | 3470F 5 | 3649F 7 |
| 2946F98 | 3501F 5 | 3670F 8 |
| 2961F99 | 3533F 5 | 3695F 8 |
| 2976F99 | 3558F 6 | 3722F 8 |
| 2991F99 | 3571F 6 | 3750F 8 |
| 3004F 0 | 3584F 6 | 3781F 8 |
| 3022F 0 | 3604F 7 | 3811F 9 |
| 3036F 0 | 3618F 7 | 3842F 9 |
| 3049F 0 | 3636F 7 | 3866F 9 |
| 3140F 2 | 3757F 8 | 3975F10 |
| 3239F 3 | 3901F 9 | 4074F12 |
| 3347F 4 | 4008F11 | 4176F13 |
| 3511F 5 | 4112F12 | 4201^14 |

High QNH **+60** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-210**
Wing A/I ON **-210**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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**

| 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 |
|---|---|---|---|---|---|---|---|---|
| 44 | 87.9 | 3993F20 | 4232F25 | 4317F26 | 3913F 5 | 4187F15 | 4284F18 | 4505 |
| 42 | 88.2 | 4055F21 | 4297F26 | 4382F27 | 3972F 6 | 4249F15 | 4347F18 | 4600 |
| 40 | 88.5 | 4117F22 | 4362F27 | 4448F28 | 4030F 6 | 4310F16 | 4409F19 | 4694 |
| 38 | 88.5 | 4177F23 | 4424F27 | 4510F29 | 4087F 6 | 4369F16 | 4469F19 | 4784 |
| 36 | 88.4 | 4224F23 | 4471F28 | 4559F30 | 4131F 7 | 4416F17 | 4517F20 | 4861 |
| 34 | 88.4 | 4256F24 | 4505F28 | 4594F30 | 4162F 7 | 4449F17 | 4551F20 | 4930 |
| 32 | 88.4 | 4277F24 | 4528F29 | 4618F30 | 4184F 8 | 4472F17 | 4573F21 | 4940 |
| 30 | 88.3 | 4288F24 | 4540F29 | 4630F31 | 4195F 8 | 4486F18 | 4586F21 | 4941 |
| 28 | 88.0 | 4299F25 | 4553F29 | 4643F31 | 4207F 8 | 4499F18 | 4600F21 | 4943 |
| 26 | 87.7 | 4310F25 | 4565F29 | 4656F31 | 4219F 9 | 4512F18 | 4615F22 | 4944 |
| 24 | 87.4 | 4321F25 | 4577F30 | 4669F31 | 4231F 9 | 4526F19 | 4629F22 | 4946 |
| 20 | 86.8 | 4344F25 | 4603F30 | 4695F32 | 4256F10 | 4554F20 | 4658F23 | 4949 |
| 10 | 85.3 | 4400F26 | 4667F31 | 4762F33 | 4316F11 | 4622F21 | 4731F24 | 4952 |
| 0 | 83.8 | 4454F27 | 4730F32 | 4827F34 | 4378F13 | 4694F23 | 4806F26 | 4947 |
| -10 | 82.3 | 4515F29 | 4799F33 | 4895F35 | 4446F15 | 4771F25 | 4884F28 | 4953 |
| -20 | 80.7 | 4575F30 | 4864F35 | 4908^35 | 4514F17 | 4848F27 | 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**

| 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 |
|---|---|---|---|---|---|---|---|---|
| 44 | 91.2 | 4082F22 | 4327F27 | 4413F28 | 3973F 6 | 4258F16 | 4358F19 | 4505 |
| 42 | 91.5 | 4147F23 | 4394F27 | 4482F29 | 4032F 7 | 4320F16 | 4422F20 | 4600 |
| 40 | 91.9 | 4211F24 | 4462F28 | 4548F30 | 4092F 7 | 4383F17 | 4486F20 | 4694 |
| 38 | 92.1 | 4273F25 | 4523F29 | 4613F31 | 4148F 8 | 4442F17 | 4546F21 | 4784 |
| 36 | 92.2 | 4326F25 | 4580F30 | 4671F32 | 4197F 8 | 4494F18 | 4597F21 | 4861 |
| 34 | 92.2 | 4366F26 | 4623F31 | 4714F32 | 4233F 9 | 4533F19 | 4638F22 | 4930 |
| 32 | 91.9 | 4395F26 | 4654F31 | 4746F33 | 4259F 9 | 4562F19 | 4668F22 | 4940 |
| 30 | 91.7 | 4418F27 | 4679F31 | 4772F33 | 4278F 9 | 4583F20 | 4692F23 | 4941 |
| 28 | 91.4 | 4428F27 | 4692F32 | 4785F33 | 4291F10 | 4597F20 | 4706F23 | 4943 |
| 26 | 91.1 | 4439F27 | 4704F32 | 4798F34 | 4303F10 | 4611F20 | 4721F23 | 4944 |
| 24 | 90.8 | 4451F27 | 4717F32 | 4812F34 | 4314F10 | 4626F21 | 4736F24 | 4946 |
| 20 | 90.2 | 4474F28 | 4743F33 | 4838F34 | 4340F11 | 4655F21 | 4767F24 | 4949 |
| 10 | 88.6 | 4533F29 | 4810F34 | 4901F35 | 4405F13 | 4729F23 | 4844F26 | 4952 |
| 0 | 87.0 | 4590F30 | 4872F35 | 4927^36 | 4471F15 | 4804F25 | 4919F28 | 4947 |
| -10 | 85.4 | 4655F31 | 4891^35 | 4928^36 | 4543F17 | 4885F27 | 4927^31 | 4953 |
| -20 | 83.8 | 4717F32 | 4884^35 | 4922^36 | 4614F19 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 44 | 91.2 | 4082F22-22-32 | 4327F27-27-36 | 4413F28-28-37 | 4496F30-30-39 |
| 42 | 91.5 | 4147F23-23-33 | 4394F27-27-37 | 4482F29-29-38 | 4567F31-31-40 |
| 40 | 91.9 | 4211F24-24-34 | 4462F28-28-38 | 4548F30-30-39 | 4638F32-32-41 |
| 38 | 92.1 | 4273F25-25-35 | 4523F29-29-39 | 4613F31-31-40 | 4705F32-32-42 |
| 36 | 92.2 | 4326F25-25-36 | 4580F30-30-40 | 4671F32-32-41 | 4763F33-33-42 |
| 34 | 92.2 | 4366F26-26-37 | 4623F31-31-40 | 4714F32-32-42 | 4807F34-34-43 |
| 32 | 91.9 | 4395F26-26-37 | 4654F31-31-41 | 4746F33-33-42 | 4839F34-34-43 |
| 30 | 91.7 | 4418F27-27-37 | 4679F31-31-41 | 4772F33-33-43 | 4864F35-35-44 |
| 28 | 91.4 | 4428F27-27-37 | 4692F32-32-41 | 4785F33-33-43 | 4877F35-35-44 |
| 26 | 91.1 | 4439F27-27-38 | 4704F32-32-42 | 4798F34-34-43 | 4890F35-35-44 |
| 24 | 90.8 | 4451F27-27-38 | 4717F32-32-42 | 4812F34-34-43 | 4902F35-35-44 |
| 20 | 90.2 | 4474F28-28-38 | 4743F33-33-42 | 4838F34-34-43 | 4929F36-36-45 |
| 10 | 88.6 | 4533F29-29-39 | 4810F34-34-43 | 4901F35-35-44 | 4952C36-36-45 |
| 0 | 87.0 | 4590F30-30-40 | 4872F35-35-44 | 4927^36-36-45 | 4947C36-36-45 |
| -10 | 85.4 | 4655F31-31-41 | 4891^35-35-44 | 4928^36-36-45 | 4953C36-36-45 |
| -20 | 83.8 | 4717F32-32-42 | 4884^35-35-44 | 4923F41-41-51 | 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<br>Flaps 9<br>-10T | +0 | +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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" | | | High QNH +10 per .10" | | | High QNH per .10" | | |
| | Low QNH -150 per .10" | | | Low QNH -150 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -590 | | | Engine A/I ON +0 | | | Engine A/I ON | | |
| | Wing A/I ON -590 | | | Wing A/I ON +0 | | | Wing A/I ON | | |

| OAT °C | WET - 1 FLP CHNL INOP<br>Flaps 9<br>-10T | +0 | +10H | WET - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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" | | | High QNH +80 per .10" | | | High QNH per .10" | | |
| | Low QNH -150 per .10" | | | Low QNH -150 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -400 | | | Engine A/I ON +0 | | | Engine A/I ON | | |
| | Wing A/I ON -400 | | | Wing A/I ON +0 | | | Wing A/I ON | | |

| OAT °C | LEVEL 1 CONTAM<br>Flaps 22<br>-10T | +0 | +10H | LEVEL 2 CONTAM<br>Flaps 22<br>-10T | +0 | +10H | LEVEL 3 CONTAM<br>Flaps<br>-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" | | | High QNH +70 per .10" | | | High QNH per .10" | | |
| | Low QNH -130 per .10" | | | Low QNH -100 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -630 | | | Engine A/I ON -440 | | | Engine A/I ON | | |
| | Wing A/I ON -630 | | | Wing A/I ON -440 | | | 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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# 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**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4438^28 | 4588^31 | 4638^31 |
| 46 | 4533^29 | 4686^32 | 4739^33 |
| 44 | 4591^30 | 4747^33 | 4800^34 |
| 42 | 4620^30 | 4775^33 | 4829^34 |
| 40 | 4633^31 | 4789^33 | 4843^34 |
| 38 | 4641^31 | 4797^33 | 4850^34 |
| 36 | 4647^31 | 4803^34 | 4857^34 |
| 34 | 4654^31 | 4810^34 | 4864^35 |
| 32 | 4661^31 | 4818^34 | 4872^35 |
| 30 | 4669^31 | 4826^34 | 4879^35 |
| 20 | 4706^32 | 4863^34 | 4916^35 |
| 10 | 4736^32 | 4893^35 | 4947^36 |
| 0 | 4775^33 | 4914^35 | 4953^36 |
| -10 | 4791^33 | 4911^35 | 4951^36 |

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

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

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4431^28 | 4580^30 | 4632^31 |
| 4524^29 | 4678^32 | 4731^33 |
| 4584^30 | 4739^33 | 4793^33 |
| 4612^30 | 4768^33 | 4821^34 |
| 4626^30 | 4782^33 | 4836^34 |
| 4632^31 | 4790^33 | 4843^34 |
| 4641^31 | 4797^33 | 4850^34 |
| 4647^31 | 4804^34 | 4858^34 |
| 4655^31 | 4812^34 | 4865^35 |
| 4663^31 | 4819^34 | 4873^35 |
| 4699^32 | 4857^34 | 4910^35 |
| 4674^32 | 4824^34 | 4862^35 |
| 4712^32 | 4827^34 | 4866^35 |
| 4704^32 | 4823^34 | 4863^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4438D28 | 4588D32 | 4638D32 |
| 46 | 4533D29 | 4686D33 | 4739D34 |
| 44 | 4591D29 | 4747D34 | 4800D35 |
| 42 | 4620D30 | 4775D34 | 4829D35 |
| 40 | 4633D31 | 4789D34 | 4843D35 |
| 38 | 4641D31 | 4797D34 | 4850D35 |
| 36 | 4647D31 | 4803D35 | 4857D35 |
| 34 | 4654D32 | 4810D35 | 4864D35 |
| 32 | 4661D32 | 4818D35 | 4872D36 |
| 30 | 4669D32 | 4826D35 | 4879D36 |
| 20 | 4706D33 | 4863D35 | 4916D36 |
| 10 | 4736D33 | 4893D35 | 4947D36 |
| 0 | 4775D33 | 4914D35 | 4953D36 |
| -10 | 4791D33 | 4911D35 | 4951D36 |

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

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

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4431D28 | 4580D31 | 4632D32 |
| 4524D29 | 4678D33 | 4731D34 |
| 4584D29 | 4739D34 | 4793D34 |
| 4612D30 | 4768D34 | 4821D35 |
| 4626D30 | 4782D34 | 4836D35 |
| 4632D31 | 4790D34 | 4843D35 |
| 4641D31 | 4797D34 | 4850D35 |
| 4647D32 | 4804D35 | 4858D35 |
| 4655D32 | 4812D35 | 4865D36 |
| 4663D32 | 4819D35 | 4873D36 |
| 4699D33 | 4857D35 | 4910D36 |
| 4674D32 | 4824D34 | 4862D35 |
| 4712D32 | 4827D34 | 4866D35 |
| 4704D32 | 4823D34 | 4863D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4325^ 9 | 4546^20 | 4628^23 |
| 26 | 4335^10 | 4558^20 | 4641^23 |
| 24 | 4345^10 | 4570^20 | 4652^24 |
| 22 | 4356^10 | 4581^21 | 4664^24 |
| 20 | 4366^11 | 4593^21 | 4676^24 |
| 18 | 4375^11 | 4605^22 | 4687^25 |
| 16 | 4386^12 | 4616^22 | 4699^25 |
| 14 | 4396^12 | 4627^22 | 4710^26 |
| 12 | 4405^13 | 4637^23 | 4722^26 |
| 10 | 4414^13 | 4647^23 | 4732^27 |
| 0 | 4471^15 | 4710^26 | 4797^29 |
| -10 | 4523^17 | 4770^28 | 4859^31 |
| -20 | 4576^20 | 4828^30 | 4922^34 |
| -30 | 4629^22 | 4880^33 | 4932^36 |

High QNH **+20** per .10"
Low QNH **-50** per .10"

Engine A/I ON **-680**
Wing A/I ON **-680**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4116^13 | 4349^23 | 4438^26 |
| 4127^14 | 4360^23 | 4452^26 |
| 4137^14 | 4373^23 | 4465^26 |
| 4147^15 | 4386^24 | 4479^27 |
| 4156^15 | 4398^24 | 4493^27 |
| 4165^15 | 4411^24 | 4507^27 |
| 4176^16 | 4423^25 | 4522^28 |
| 4186^16 | 4435^25 | 4537^28 |
| 4196^16 | 4448^26 | 4551^28 |
| 4206^17 | 4461^26 | 4565^29 |
| 4263^19 | 4535^28 | 4650^30 |
| 4318^21 | 4611^30 | 4737^32 |
| 4377^23 | 4697^31 | 4800^33 |
| 4437^25 | 4773^33 | 4831^34 |

High QNH **+70** per .10"
Low QNH **-80** per .10"

Engine A/I ON **-590**
Wing A/I ON **-590**

## LEVEL 3 CONTAM

Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

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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**TAR Mexico** **EMB-145** **AE3007A1**

# COZUMEL -CZM 12 *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 | 4507^29 | 4637^31 | 4670^32 | 4439F18 | 4637D27 | 4670D31 | 4725 |
| 46 | 87.7 | 4594F30 | 4750^33 | 4784^33 | 4515F18 | 4750^28 | 4784D31 | 4845 |
| 44 | 87.6 | 4643F31 | 4813^34 | 4867^35 | 4561F19 | 4807^28 | 4867D31 | 4901 |
| 42 | 87.4 | 4660F31 | 4830^34 | 4886^35 | 4578F19 | 4824^28 | 4886D32 | 4947 |
| 40 | 87.1 | 4676F31 | 4845^34 | 4901^35 | 4595F19 | 4841^29 | 4901D32 | 4959 |
| 38 | 86.8 | 4686F32 | 4853^34 | 4909^35 | 4608F20 | 4851^29 | 4909D32 | 4961 |
| 36 | 86.6 | 4697F32 | 4861^34 | 4917^35 | 4618F20 | 4860^30 | 4917D33 | 4962 |
| 34 | 86.3 | 4709F32 | 4869^35 | 4925^36 | 4631F20 | 4869D30 | 4925D33 | 4964 |
| 32 | 86.0 | 4714^32 | 4878^35 | 4931^36 | 4645F21 | 4878D30 | 4931D34 | 4966 |
| 30 | 85.7 | 4723^32 | 4885^35 | 4933^36 | 4658F21 | 4885D31 | 4933D34 | 4968 |
| 20 | 84.3 | 4764^33 | 4901^35 | 4938^36 | 4725F23 | 4901D33 | 4938D36 | 4976 |
| 10 | 82.8 | 4779^33 | 4893^35 | 4932^36 | 4771^25 | 4893D35 | 4932D36 | 4973 |
| 0 | 81.3 | 4780^33 | 4898^35 | 4938^36 | 4779^27 | 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 | 4762D32 | 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 | 4507^19 | 4648D29 | 4681D32 | 4725 |
| 46 | 90.9 | 4663^31 | 4762^33 | 4795^34 | 4594F20 | 4762D30 | 4795D33 | 4845 |
| 44 | 90.8 | 4722^32 | 4846^34 | 4881^35 | 4651F20 | 4846D30 | 4881D34 | 4901 |
| 42 | 90.5 | 4751^33 | 4900^35 | 4935^36 | 4682^21 | 4900^31 | 4935D34 | 4947 |
| 40 | 90.2 | 4766^33 | 4907^35 | 4941^36 | 4697^21 | 4907^31 | 4941D35 | 4959 |
| 38 | 89.9 | 4773^33 | 4909^35 | 4944^36 | 4707^22 | 4909D32 | 4944D35 | 4961 |
| 36 | 89.7 | 4781^33 | 4910^35 | 4945^36 | 4716^22 | 4910D32 | 4945D36 | 4962 |
| 34 | 89.4 | 4788^33 | 4911^35 | 4946^36 | 4726^22 | 4911D33 | 4946D36 | 4964 |
| 32 | 89.1 | 4796^33 | 4913^35 | 4948^36 | 4737^23 | 4913D33 | 4948D36 | 4966 |
| 30 | 88.8 | 4807^34 | 4914^35 | 4949^36 | 4748^23 | 4914D34 | 4949D36 | 4968 |
| 20 | 87.3 | 4808^34 | 4918^35 | 4954^36 | 4802^25 | 4918D36 | 4954D36 | 4976 |
| 10 | 85.8 | 4797^33 | 4909^35 | 4947^36 | 4794^27 | 4909D35 | 4947D36 | 4973 |
| 0 | 84.2 | 4798^33 | 4914^35 | 4953^36 | 4798D30 | 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 | 4649^37-37-46 | 4703^38-38-47 | 4758^39-39-48 |
| 46 | 90.9 | 4663^31-31-41 | 4762^33-33-42 | 4800^40-40-49 | 4857^41-41-50 |
| 44 | 90.8 | 4722^32-32-42 | 4846^34-34-44 | 4881^35-35-44 | 4921^41-41-50 |
| 42 | 90.5 | 4751^33-33-42 | 4900^35-35-44 | 4935^36-36-45 | 4954^42-42-51 |
| 40 | 90.2 | 4766^33-33-42 | 4907^35-35-44 | 4941^36-36-45 | 4969^42-42-51 |
| 38 | 89.9 | 4773^33-33-42 | 4909^35-35-44 | 4944^36-36-45 | 4975C42-42-51 |
| 36 | 89.7 | 4781^33-33-43 | 4910^35-35-44 | 4945^36-36-45 | 4975C42-42-51 |
| 34 | 89.4 | 4788^33-33-43 | 4911^35-35-44 | 4946^36-36-45 | 4977C42-42-51 |
| 32 | 89.1 | 4796^33-33-43 | 4913^35-35-45 | 4948^36-36-45 | 4979C42-42-51 |
| 30 | 88.8 | 4807^34-34-43 | 4914^35-35-45 | 4955^42-42-51 | 4981C42-42-51 |
| 20 | 87.3 | 4808^34-34-43 | 4944^42-42-51 | 4990C43-43-51 | 4990C43-43-51 |
| 10 | 85.8 | 4817^40-40-49 | 4982^42-42-51 | 4986C42-42-51 | 4986C42-42-51 |
| 0 | 84.2 | 4863^40-40-50 | 4998C43-43-52 | 4998C43-43-52 | 4998C43-43-52 |
| -10 | 82.7 | 4906^41-41-50 | 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 Apr 19** |

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# COZUMEL -CZM 12 *DT H117*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4550^30 | 4648^32 | 4681^32 |
| 46 | 4663^31 | 4762^33 | 4795^34 |
| 44 | 4722^32 | 4846^34 | 4881^35 |
| 42 | 4751^33 | 4900^35 | 4935^36 |
| 40 | 4766^33 | 4907^35 | 4941^36 |
| 38 | 4773^33 | 4909^35 | 4944^36 |
| 36 | 4781^33 | 4910^35 | 4945^36 |
| 34 | 4788^33 | 4911^35 | 4946^36 |
| 32 | 4796^33 | 4913^35 | 4948^36 |
| 30 | 4807^34 | 4914^35 | 4949^36 |
| 20 | 4808^34 | 4918^35 | 4954^36 |
| 10 | 4797^33 | 4909^35 | 4947^36 |
| 0 | 4798^33 | 4914^35 | 4953^36 |
| -10 | 4791^33 | 4911^35 | 4951^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## DRY - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4545^30 | 4643^31 | 4675^32 |
| 46 | 4652^31 | 4756^33 | 4789^34 |
| 44 | 4714^32 | 4841^34 | 4875^35 |
| 42 | 4744^33 | 4896^35 | 4930^36 |
| 40 | 4758^33 | 4902^35 | 4937^36 |
| 38 | 4766^33 | 4904^35 | 4939^36 |
| 36 | 4773^33 | 4906^35 | 4941^36 |
| 34 | 4781^33 | 4907^35 | 4942^36 |
| 32 | 4789^33 | 4907^35 | 4943^36 |
| 30 | 4797^33 | 4908^35 | 4944^36 |
| 20 | 4803^33 | 4912^35 | 4949^36 |
| 10 | 4712^32 | 4824^34 | 4861^35 |
| 0 | 4712^32 | 4827^34 | 4866^35 |
| -10 | 4704^32 | 4823^34 | 4863^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4507^19 | 4648D29 | 4681D32 |
| 46 | 4594F20 | 4762D30 | 4795D33 |
| 44 | 4651F20 | 4846D30 | 4881D34 |
| 42 | 4682^21 | 4900^31 | 4935D34 |
| 40 | 4697^21 | 4907^31 | 4941D35 |
| 38 | 4707^22 | 4909D32 | 4944D35 |
| 36 | 4716^22 | 4910D32 | 4945D36 |
| 34 | 4726^22 | 4911D33 | 4946D36 |
| 32 | 4737^23 | 4913D33 | 4948D36 |
| 30 | 4748^23 | 4914D34 | 4949D36 |
| 20 | 4802^25 | 4918D36 | 4954D36 |
| 10 | 4794^27 | 4909D35 | 4947D36 |
| 0 | 4798D30 | 4914D35 | 4953D36 |
| -10 | 4791D32 | 4911D35 | 4951D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## WET - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4501^19 | 4643D29 | 4675D32 |
| 46 | 4585F19 | 4756D30 | 4789D33 |
| 44 | 4642F20 | 4841D30 | 4875D34 |
| 42 | 4675^21 | 4895^31 | 4930D34 |
| 40 | 4690^21 | 4902D31 | 4937D35 |
| 38 | 4700^22 | 4904D32 | 4939D35 |
| 36 | 4710^22 | 4906D32 | 4941D35 |
| 34 | 4720^22 | 4907D32 | 4942D36 |
| 32 | 4731^23 | 4907D33 | 4943D36 |
| 30 | 4741^23 | 4908D33 | 4944D36 |
| 20 | 4793^25 | 4912D35 | 4949D36 |
| 10 | 4712^28 | 4824D34 | 4861D35 |
| 0 | 4712D30 | 4827D34 | 4866D35 |
| -10 | 4704D32 | 4823D34 | 4863D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4158F 1 | 4422F11 | 4516F14 |
| 26 | 4170F 1 | 4434F11 | 4529F15 |
| 24 | 4181F 2 | 4447F12 | 4543F15 |
| 22 | 4191F 2 | 4460F12 | 4556F16 |
| 20 | 4202F 2 | 4471F13 | 4569F16 |
| 18 | 4213F 3 | 4483F13 | 4583F16 |
| 16 | 4224F 3 | 4497F13 | 4596F17 |
| 14 | 4233F 4 | 4510F14 | 4610F17 |
| 12 | 4244F 4 | 4522F14 | 4623F18 |
| 10 | 4256F 4 | 4535F15 | 4637F18 |
| 0 | 4318F 6 | 4608F17 | 4711F20 |
| -10 | 4379F 8 | 4679F19 | 4786F22 |
| -20 | 4442F10 | 4752F21 | 4857^24 |
| -30 | 4507F13 | 4827F23 | 4900^27 |

High QNH **+80** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-490**
Wing A/I ON **-490**

## LEVEL 2 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3820F 6 | 4073F16 | 4165F19 |
| 26 | 3830F 7 | 4087F16 | 4177F19 |
| 24 | 3840F 7 | 4097F16 | 4189F19 |
| 22 | 3851F 7 | 4109F17 | 4201F20 |
| 20 | 3861F 7 | 4121F17 | 4215F20 |
| 18 | 3870F 8 | 4132F17 | 4229F21 |
| 16 | 3881F 8 | 4144F18 | 4242F21 |
| 14 | 3891F 9 | 4156F18 | 4252F21 |
| 12 | 3902F 9 | 4168F19 | 4268F22 |
| 10 | 3913F 9 | 4181F19 | 4278F22 |
| 0 | 3971F11 | 4249F21 | 4351F24 |
| -10 | 4027F13 | 4314F23 | 4423F26 |
| -20 | 4085F15 | 4386F25 | 4498F28 |
| -30 | 4143F17 | 4459F27 | 4564F29 |

High QNH **+80** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-450**
Wing A/I ON **-450**

## LEVEL 3 CONTAM

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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 Apr 19** |

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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 | 4268F25 | 4520F29 | 4606F31 | 4268D24 | 4520D32 | 4606D32 | 4725 |
| 46 | 87.7 | 4344F26 | 4601F30 | 4688F32 | 4344D25 | 4601D33 | 4688D34 | 4845 |
| 44 | 87.6 | 4389F26 | 4649F31 | 4737F32 | 4389D25 | 4649D33 | 4737D35 | 4901 |
| 42 | 87.4 | 4405F27 | 4666F31 | 4754F33 | 4405D25 | 4666D33 | 4754D35 | 4947 |
| 40 | 87.1 | 4420F27 | 4682F31 | 4771F33 | 4420D26 | 4682D34 | 4771D35 | 4959 |
| 38 | 86.8 | 4430F27 | 4693F32 | 4783F33 | 4430D26 | 4693D34 | 4783D35 | 4961 |
| 36 | 86.6 | 4441F27 | 4705F32 | 4795F33 | 4441D26 | 4705D34 | 4795D36 | 4962 |
| 34 | 86.3 | 4452F27 | 4716F32 | 4807F34 | 4452D27 | 4716D34 | 4807D36 | 4964 |
| 32 | 86.0 | 4463F28 | 4728F32 | 4819F34 | 4463D27 | 4728D34 | 4819D36 | 4966 |
| 30 | 85.7 | 4474F28 | 4741F32 | 4832F34 | 4474D28 | 4741D35 | 4832D36 | 4968 |
| 20 | 84.3 | 4531F29 | 4803F33 | 4894F35 | 4531D29 | 4803D35 | 4894D36 | 4976 |
| 10 | 82.8 | 4590F30 | 4865F35 | 4933^36 | 4590D31 | 4865D35 | 4933D36 | 4973 |
| 0 | 81.3 | 4654F31 | 4899^35 | 4939^36 | 4654D33 | 4899D35 | 4939D36 | 4984 |
| -10 | 79.8 | 4713F32 | 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 | 4368F27 | 4621F31 | 4682^32 | 4368D25 | 4621D32 | 4682D32 | 4725 |
| 46 | 90.9 | 4447F28 | 4705F32 | 4794F34 | 4447D26 | 4705D33 | 4794D34 | 4845 |
| 44 | 90.8 | 4506F28 | 4768F33 | 4859F35 | 4506D27 | 4768D34 | 4859D35 | 4901 |
| 42 | 90.5 | 4546F29 | 4810F34 | 4900F35 | 4546D27 | 4810D35 | 4900D36 | 4947 |
| 40 | 90.2 | 4561F29 | 4826F34 | 4916F35 | 4561D28 | 4826D35 | 4916D36 | 4959 |
| 38 | 89.9 | 4572F30 | 4838F34 | 4929F36 | 4572D28 | 4838D35 | 4929D36 | 4961 |
| 36 | 89.7 | 4583F30 | 4849F34 | 4941F36 | 4583D28 | 4849D35 | 4941D36 | 4962 |
| 34 | 89.4 | 4595F30 | 4859F34 | 4948^36 | 4595D29 | 4859D35 | 4948D36 | 4964 |
| 32 | 89.1 | 4606F30 | 4872F35 | 4949^36 | 4606D29 | 4872D35 | 4949D36 | 4966 |
| 30 | 88.8 | 4618F30 | 4885F35 | 4950^36 | 4618D30 | 4885D35 | 4950D36 | 4968 |
| 20 | 87.3 | 4679F31 | 4918^35 | 4955^36 | 4679D31 | 4918D36 | 4955D36 | 4976 |
| 10 | 85.8 | 4736F32 | 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 | 4368F27-27-37 | 4621F31-31-40 | 4682^32-32-41 | 4715^33-33-42 |
| 46 | 90.9 | 4447F28-28-38 | 4705F32-32-42 | 4794F34-34-43 | 4830^34-34-43 |
| 44 | 90.8 | 4506F28-28-39 | 4768F33-33-42 | 4859F35-35-44 | 4901C35-35-44 |
| 42 | 90.5 | 4546F29-29-39 | 4810F34-34-43 | 4900F35-35-44 | 4947C36-36-45 |
| 40 | 90.2 | 4561F29-29-39 | 4826F34-34-43 | 4916F35-35-45 | 4959C36-36-45 |
| 38 | 89.9 | 4572F30-30-40 | 4838F34-34-43 | 4929F36-36-45 | 4961C36-36-45 |
| 36 | 89.7 | 4583F30-30-40 | 4849F34-34-44 | 4941F36-36-45 | 4962C36-36-45 |
| 34 | 89.4 | 4595F30-30-40 | 4859F34-34-44 | 4948^36-36-45 | 4964C36-36-45 |
| 32 | 89.1 | 4606F30-30-40 | 4872F35-35-44 | 4949^36-36-45 | 4966C36-36-45 |
| 30 | 88.8 | 4618F30-30-40 | 4885F35-35-44 | 4950^36-36-45 | 4968C36-36-45 |
| 20 | 87.3 | 4679F31-31-41 | 4918^35-35-45 | 4955^36-36-45 | 4976C36-36-45 |
| 10 | 85.8 | 4736F32-32-42 | 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 | 4972F42-42-51 | 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 | 4819F40-40-49 | 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 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 | 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 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 | 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 per .10" Low QNH 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 30 *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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4361^26 | 4520^29 | 4578^30 |
| 46 | 87.7 | 4447F28 | 4609^30 | 4668^32 |
| 44 | 87.6 | 4494F28 | 4661^31 | 4721^32 |
| 42 | 87.4 | 4508F28 | 4677^31 | 4737^32 |
| 40 | 87.1 | 4524F29 | 4692^32 | 4752^33 |
| 38 | 86.8 | 4534F29 | 4701^32 | 4762^33 |
| 36 | 86.6 | 4545F29 | 4710^32 | 4770^33 |
| 34 | 86.3 | 4552^29 | 4719^32 | 4780^33 |
| 32 | 86.0 | 4561^29 | 4729^32 | 4790^33 |
| 30 | 85.7 | 4570^29 | 4739^32 | 4800^33 |
| 20 | 84.3 | 4614^30 | 4786^33 | 4845^34 |
| 10 | 82.8 | 4655^31 | 4825^34 | 4885^35 |
| 0 | 81.3 | 4701^32 | 4872^35 | 4932^36 |
| -10 | 79.8 | 4741^32 | 4897^35 | 4938^36 |
| -20 | 78.3 | 4764^33 | 4889^35 | 4931^36 |
| -30 | 76.7 | 4749^33 | 4879^35 | 4923^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4294F14 | 4520^24 | 4578D27 | 4725 |
| 4366F14 | 4604^24 | 4668D27 | 4845 |
| 4411F15 | 4653^25 | 4721D28 | 4901 |
| 4428F15 | 4669^25 | 4737D28 | 4947 |
| 4444F16 | 4687^25 | 4752D29 | 4959 |
| 4456F16 | 4697^26 | 4762D29 | 4961 |
| 4468F16 | 4708^26 | 4770D29 | 4962 |
| 4481F17 | 4719^26 | 4780D30 | 4964 |
| 4494F17 | 4729D27 | 4790D30 | 4966 |
| 4507F17 | 4739D27 | 4800D30 | 4968 |
| 4570^19 | 4786D29 | 4845D32 | 4976 |
| 4620^21 | 4825D31 | 4885D34 | 4973 |
| 4678^23 | 4872D33 | 4932D36 | 4984 |
| 4730^25 | 4897D35 | 4938D36 | 4988 |
| 4763^27 | 4889D35 | 4931D36 | 4985 |
| 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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4423^28 | 4580^30 | 4634^31 |
| 46 | 90.9 | 4513^29 | 4675^32 | 4730^33 |
| 44 | 90.8 | 4572^30 | 4736^32 | 4792^33 |
| 42 | 90.5 | 4603^30 | 4766^33 | 4823^34 |
| 40 | 90.2 | 4617^30 | 4781^33 | 4838^34 |
| 38 | 89.9 | 4624^30 | 4789^33 | 4845^34 |
| 36 | 89.7 | 4633^31 | 4797^33 | 4854^34 |
| 34 | 89.4 | 4641^31 | 4805^34 | 4862^35 |
| 32 | 89.1 | 4649^31 | 4814^34 | 4871^35 |
| 30 | 88.8 | 4658^31 | 4823^34 | 4879^35 |
| 20 | 87.3 | 4700^32 | 4865^35 | 4923^35 |
| 10 | 85.8 | 4736^32 | 4902^35 | 4948^36 |
| 0 | 84.2 | 4781^33 | 4915^35 | 4954^36 |
| -10 | 82.7 | 4792^33 | 4912^35 | 4953^36 |
| -20 | 81.1 | 4780^33 | 4904^35 | 4946^36 |
| -30 | 79.5 | 4765^33 | 4894^35 | 4937^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4358^15 | 4579^25 | 4634D29 | 4725 |
| 4442F16 | 4668^26 | 4730D29 | 4845 |
| 4497F16 | 4726^27 | 4792D30 | 4901 |
| 4525^17 | 4757^27 | 4823D31 | 4947 |
| 4539^17 | 4773^28 | 4838D31 | 4959 |
| 4550^18 | 4784^28 | 4845D31 | 4961 |
| 4560^18 | 4794^28 | 4854D32 | 4962 |
| 4570^19 | 4805^29 | 4862D32 | 4964 |
| 4582^19 | 4814D29 | 4871D32 | 4966 |
| 4593^19 | 4823D30 | 4879D33 | 4968 |
| 4647^21 | 4865D31 | 4923D35 | 4976 |
| 4698^23 | 4902D34 | 4948D36 | 4973 |
| 4755^25 | 4915D35 | 4954D36 | 4984 |
| 4791^27 | 4912D35 | 4953D36 | 4988 |
| 4780D30 | 4904D35 | 4946D36 | 4985 |
| 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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +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 | 4862^35-35-44 | 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 | | **26 Apr 19** |

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# COZUMEL -CZM 30 *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 | 4862^35 | 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 | 4862D32 | 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 | | **26 Apr 19** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# CUERNAVACA -CVJ 02 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **RWY END** | **D1.5 CVJ** | ***RT TEQ** | **5295'** | **STD** |

*IF TEQ VOR OTS RT H170

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 40 | 88.5 | 3822^17 | 3921^19 | 3960^20 |
| 38 | 88.8 | 3884^18 | 3986^20 | 4023^21 |
| 36 | 89.1 | 3946^19 | 4052^21 | 4087^22 |
| 34 | 89.4 | 4006^20 | 4116^22 | 4147^23 |
| 32 | 89.6 | 4063^21 | 4177^23 | 4207^24 |
| 30 | 89.9 | 4120^22 | 4237^24 | 4268^25 |
| 28 | 89.7 | 4155^22 | 4273^24 | 4303^25 |
| 26 | 89.5 | 4184^23 | 4304^25 | 4336^26 |
| 24 | 89.3 | 4203^23 | 4323^25 | 4355^26 |
| 22 | 89.1 | 4212^23 | 4331^25 | 4362^26 |
| 20 | 88.9 | 4220^23 | 4338^25 | 4369^26 |
| 10 | 87.4 | 4260^24 | 4372^26 | 4414^27 |
| 0 | 85.8 | 4291^25 | 4402^27 | 4452^28 |
| -10 | 84.2 | 4328^25 | 4447^27 | 4497^28 |
| -20 | 82.6 | 4364^26 | 4488^28 | 4538^29 |
| -30 | 80.9 | 4396^27 | 4527^29 | 4577^30 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3822D14 | 3921D21 | 3960D21 | 4378 |
| 3884D15 | 3986D21 | 4023D22 | 4464 |
| 3946D15 | 4052D22 | 4087D23 | 4549 |
| 4006D16 | 4116D23 | 4147D24 | 4628 |
| 4063D16 | 4177D24 | 4207D25 | 4707 |
| 4120D17 | 4237D25 | 4268D26 | 4780 |
| 4155D17 | 4273D25 | 4303D26 | 4845 |
| 4184D18 | 4304D26 | 4336D27 | 4911 |
| 4203D18 | 4323D26 | 4355D27 | 4921 |
| 4212D18 | 4331D26 | 4362D27 | 4923 |
| 4220D19 | 4338D26 | 4369D27 | 4925 |
| 4260D21 | 4372D27 | 4414D28 | 4933 |
| 4291D23 | 4402D28 | 4452D29 | 4924 |
| 4328D25 | 4447D29 | 4497D29 | 4931 |
| 4364D27 | 4488D29 | 4538D30 | 4932 |
| 4396D28 | 4527D30 | 4577D31 | 4929 |

High QNH **+30** per .10" — Low QNH **-150** per .10"

Engine A/I ON **-1040** — Wing A/I ON **-1040**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 40 | 91.8 | 3865^18 | 3964^20 | 4007^21 |
| 38 | 92.3 | 3929^19 | 4027^21 | 4071^22 |
| 36 | 92.8 | 3993^20 | 4090^22 | 4135^23 |
| 34 | 93.1 | 4054^21 | 4152^23 | 4197^24 |
| 32 | 93.2 | 4113^22 | 4210^24 | 4257^25 |
| 30 | 93.3 | 4171^23 | 4272^25 | 4316^25 |
| 28 | 93.2 | 4209^23 | 4309^25 | 4355^26 |
| 26 | 93.1 | 4247^24 | 4347^26 | 4394^27 |
| 24 | 92.9 | 4268^24 | 4369^26 | 4417^27 |
| 22 | 92.5 | 4279^24 | 4382^26 | 4429^27 |
| 20 | 92.2 | 4286^25 | 4391^26 | 4438^27 |
| 10 | 90.6 | 4323^25 | 4435^27 | 4483^28 |
| 0 | 89.0 | 4350^26 | 4469^28 | 4518^29 |
| -10 | 87.4 | 4384^26 | 4512^29 | 4561^30 |
| -20 | 85.7 | 4418^27 | 4552^29 | 4600^30 |
| -30 | 84.0 | 4453^28 | 4587^30 | 4635^31 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3865D16 | 3964D21 | 4007D22 | 4378 |
| 3929D16 | 4027D22 | 4071D23 | 4464 |
| 3993D17 | 4090D23 | 4135D24 | 4549 |
| 4054D17 | 4152D24 | 4197D25 | 4628 |
| 4113D18 | 4210D25 | 4257D26 | 4707 |
| 4171D18 | 4272D26 | 4316D27 | 4780 |
| 4209D19 | 4309D26 | 4355D27 | 4845 |
| 4247D20 | 4347D27 | 4394D28 | 4911 |
| 4268D20 | 4369D27 | 4417D28 | 4921 |
| 4279D21 | 4382D28 | 4429D28 | 4923 |
| 4286D21 | 4391D28 | 4438D29 | 4925 |
| 4323D23 | 4435D28 | 4483D29 | 4933 |
| 4350D25 | 4469D29 | 4518D30 | 4924 |
| 4384D27 | 4512D30 | 4561D31 | 4931 |
| 4418D28 | 4552D30 | 4600D31 | 4932 |
| 4453D29 | 4587D31 | 4635D32 | 4929 |

High QNH **+30** per .10" — Low QNH **-150** per .10"

Engine A/I ON **-1060** — Wing A/I ON **-1060**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 40 | 91.8 | 3865^18-18-29 | 3964^20-20-30 | 4007^21-21-31 | 4051^22-22-32 |
| 38 | 92.3 | 3929^19-19-30 | 4027^21-21-31 | 4071^22-22-32 | 4117^23-23-33 |
| 36 | 92.8 | 3993^20-20-31 | 4090^22-22-32 | 4135^23-23-33 | 4182^24-24-34 |
| 34 | 93.1 | 4054^21-21-32 | 4152^23-23-33 | 4197^24-24-34 | 4244^25-25-35 |
| 32 | 93.2 | 4113^22-22-33 | 4210^24-24-34 | 4257^25-25-35 | 4304^25-25-36 |
| 30 | 93.3 | 4171^23-23-34 | 4272^25-25-35 | 4316^25-25-36 | 4364^26-26-37 |
| 28 | 93.2 | 4209^23-23-34 | 4309^25-25-36 | 4355^26-26-36 | 4403^27-27-37 |
| 26 | 93.1 | 4247^24-24-35 | 4347^26-26-36 | 4394^27-27-37 | 4444^27-27-38 |
| 24 | 92.9 | 4268^24-24-35 | 4369^26-26-37 | 4417^27-27-37 | 4466^28-28-38 |
| 22 | 92.5 | 4279^24-24-35 | 4382^26-26-37 | 4429^27-27-38 | 4479^28-28-38 |
| 20 | 92.2 | 4286^25-25-35 | 4391^26-26-37 | 4438^27-27-38 | 4489^28-28-38 |
| 10 | 90.6 | 4323^25-25-36 | 4435^27-27-38 | 4483^28-28-38 | 4533^29-29-39 |
| 0 | 89.0 | 4350^26-26-36 | 4469^28-28-38 | 4518^29-29-39 | 4568^30-30-40 |
| -10 | 87.4 | 4384^26-26-37 | 4512^29-29-39 | 4561^30-30-39 | 4611^30-30-40 |
| -20 | 85.7 | 4418^27-27-37 | 4552^29-29-39 | 4600^30-30-40 | 4651^31-31-41 |
| -30 | 84.0 | 4453^28-28-38 | 4587^30-30-40 | 4635^31-31-41 | 4686^32-32-41 |

High QNH **+30** per .10" — Low QNH **-150** per .10"

Engine A/I ON **-1060** — Wing A/I ON **-1060**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 4295 | Length | 9186 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +1.00 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **23 Feb 18** |

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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 | 3865^18 | 3964^20 | 4007^21 | 3858^18 | 3957^20 | 4000^21 | | | |
| 38 | 3929^19 | 4027^21 | 4071^22 | 3922^19 | 4020^21 | 4064^22 | | | |
| 36 | 3993^20 | 4090^22 | 4135^23 | 3986^20 | 4084^22 | 4128^23 | | | |
| 34 | 4054^21 | 4152^23 | 4197^24 | 4047^21 | 4146^23 | 4190^24 | | | |
| 32 | 4113^22 | 4210^24 | 4257^25 | 4107^22 | 4205^24 | 4250^24 | | | |
| 30 | 4171^23 | 4272^25 | 4316^25 | 4166^23 | 4268^25 | 4309^25 | | | |
| 28 | 4209^23 | 4309^25 | 4355^26 | 4203^23 | 4305^25 | 4349^26 | | | |
| 26 | 4247^24 | 4347^26 | 4394^27 | 4242^24 | 4342^26 | 4388^26 | | | |
| 24 | 4268^24 | 4369^26 | 4417^27 | 4262^24 | 4362^26 | 4410^27 | | | |
| 22 | 4279^24 | 4382^26 | 4429^27 | 4273^24 | 4375^26 | 4424^27 | | | |
| 20 | 4286^25 | 4391^26 | 4438^27 | 4281^24 | 4385^26 | 4432^27 | | | |
| 10 | 4323^25 | 4435^27 | 4483^28 | 4211^24 | 4329^26 | 4375^27 | | | |
| 0 | 4350^26 | 4469^28 | 4518^29 | 4289^25 | 4412^27 | 4459^28 | | | |
| -10 | 4384^26 | 4512^29 | 4561^30 | 4369^26 | 4498^28 | 4546^29 | | | |
| | High QNH +30 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 -1060 Wing A/I ON -1060 | | | 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 | 3865D16 | 3964D21 | 4007D22 | 3858D16 | 3957D21 | 4000D22 | | | |
| 38 | 3929D16 | 4027D22 | 4071D23 | 3922D16 | 4020D22 | 4064D23 | | | |
| 36 | 3993D17 | 4090D23 | 4135D24 | 3986D17 | 4084D23 | 4128D24 | | | |
| 34 | 4054D17 | 4152D24 | 4197D25 | 4047D17 | 4146D24 | 4190D25 | | | |
| 32 | 4113D18 | 4210D25 | 4257D26 | 4107D18 | 4205D25 | 4250D26 | | | |
| 30 | 4171D18 | 4272D26 | 4316D27 | 4166D18 | 4268D26 | 4309D27 | | | |
| 28 | 4209D19 | 4309D26 | 4355D27 | 4203D19 | 4305D26 | 4349D27 | | | |
| 26 | 4247D20 | 4347D27 | 4394D28 | 4242D19 | 4342D27 | 4388D28 | | | |
| 24 | 4268D20 | 4369D27 | 4417D28 | 4262D20 | 4362D27 | 4410D28 | | | |
| 22 | 4279D21 | 4382D28 | 4429D28 | 4273D20 | 4375D27 | 4424D28 | | | |
| 20 | 4286D21 | 4391D28 | 4438D29 | 4281D21 | 4385D28 | 4432D28 | | | |
| 10 | 4323D23 | 4435D28 | 4483D29 | 4211D23 | 4329D27 | 4375D28 | | | |
| 0 | 4350D25 | 4469D29 | 4518D30 | 4289D25 | 4412D28 | 4459D29 | | | |
| -10 | 4384D27 | 4512D30 | 4561D31 | 4369D27 | 4498D30 | 4546D30 | | | |
| | High QNH +30 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 -1060 Wing A/I ON -1060 | | | Engine A/I ON -10 Wing A/I ON -10 | | | 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 | 3808^99 | 4011^ 8 | 4080^11 | 3567^ 3 | 3776^11 | 3854^14 | | | |
| 26 | 3843^99 | 4049^ 9 | 4118^12 | 3607^ 3 | 3819^12 | 3896^15 | | | |
| 24 | 3864^ 0 | 4071^ 9 | 4141^12 | 3628^ 4 | 3842^12 | 3920^15 | | | |
| 22 | 3878^ 0 | 4085^ 9 | 4156^12 | 3645^ 4 | 3860^13 | 3939^16 | | | |
| 20 | 3887^ 0 | 4096^10 | 4167^13 | 3654^ 5 | 3871^13 | 3951^16 | | | |
| 18 | 3897^ 1 | 4107^10 | 4178^13 | 3665^ 5 | 3883^14 | 3964^16 | | | |
| 16 | 3908^ 1 | 4118^11 | 4190^14 | 3674^ 5 | 3894^14 | 3976^17 | | | |
| 14 | 3918^ 1 | 4129^11 | 4201^14 | 3684^ 5 | 3906^14 | 3988^17 | | | |
| 12 | 3928^ 2 | 4140^11 | 4212^14 | 3694^ 6 | 3917^15 | 4001^17 | | | |
| 10 | 3939^ 2 | 4151^12 | 4222^15 | 3704^ 6 | 3929^15 | 4013^18 | | | |
| 0 | 3983^ 4 | 4200^14 | 4271^17 | 3749^ 8 | 3984^17 | 4073^20 | | | |
| -10 | 4037^ 6 | 4257^16 | 4327^19 | 3801^10 | 4047^19 | 4143^21 | | | |
| -20 | 4090^ 8 | 4312^18 | 4382^21 | 3853^12 | 4113^20 | 4218^23 | | | |
| -30 | 4142^10 | 4365^20 | 4440^24 | 3903^14 | 4185^22 | 4304F25 | | | |
| | High QNH +40 per .10" Low QNH -110 per .10" | | | High QNH +40 per .10" Low QNH -120 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -880 Wing A/I ON -880 | | | Engine A/I ON -730 Wing A/I ON -730 | | | Engine A/I ON Wing A/I ON | | |

Elevation 4295 Length 9186 Shift **0** Clearway 0 Stopway 0 Slope +1.00

Rwy Rev. Program Rules FAA **23 Feb 18**

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# CUERNAVACA -CVJ 20 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | D7.3 CVJ | TEQ R-293 | LT H140 | 5295' | |

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 | 4219^25 | 4305^27 | 4334^27 | 4208F11 | 4305^21 | 4334D25 | 4378 |
| 38 | 88.8 | 4303^26 | 4391^28 | 4420^28 | 4267F12 | 4390^22 | 4420D25 | 4464 |
| 36 | 89.1 | 4386^28 | 4474^29 | 4504^30 | 4326F12 | 4472^22 | 4504D25 | 4549 |
| 34 | 89.4 | 4463^29 | 4553^30 | 4583^31 | 4384F13 | 4550^23 | 4583D26 | 4628 |
| 32 | 89.6 | 4540^30 | 4630^31 | 4661^32 | 4439F13 | 4626^23 | 4660^26 | 4707 |
| 30 | 89.9 | 4622^31 | 4713^33 | 4744^33 | 4495F14 | 4709^23 | 4742^27 | 4780 |
| 28 | 89.7 | 4669F32 | 4791^34 | 4822^34 | 4532F14 | 4785^24 | 4819^27 | 4845 |
| 26 | 89.5 | 4698F32 | 4850^35 | 4881^35 | 4562F14 | 4843^24 | 4877^27 | 4911 |
| 24 | 89.3 | 4720F32 | 4862^35 | 4893^35 | 4582F15 | 4855^24 | 4890^28 | 4921 |
| 22 | 89.1 | 4734F33 | 4863^35 | 4895^35 | 4597F15 | 4857^25 | 4892^28 | 4923 |
| 20 | 88.9 | 4748F33 | 4864^35 | 4896^35 | 4611F16 | 4859^25 | 4894^29 | 4925 |
| 10 | 87.4 | 4769^33 | 4868^35 | 4901^35 | 4683F17 | 4865^27 | 4901D31 | 4933 |
| 0 | 85.8 | 4754^33 | 4855^35 | 4890^35 | 4744^19 | 4855D30 | 4890D33 | 4924 |
| -10 | 84.2 | 4748^33 | 4853^35 | 4889^35 | 4742^22 | 4853D32 | 4889D35 | 4931 |
| -20 | 82.6 | 4739^33 | 4846^34 | 4883^35 | 4735^24 | 4846D35 | 4883D35 | 4932 |
| -30 | 80.9 | 4724^32 | 4836^34 | 4874^35 | 4724D27 | 4836D34 | 4874D35 | 4929 |

High QNH **+40** per .10" Engine A/I ON **-2230**
Low QNH **-170** per .10" Wing A/I ON **-2230**

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 | 4229^25 | 4315^27 | 4344^27 | 4220^13 | 4315D23 | 4344D26 | 4378 |
| 38 | 92.3 | 4313^27 | 4401^28 | 4430^29 | 4304^13 | 4401^23 | 4430D27 | 4464 |
| 36 | 92.8 | 4396^28 | 4484^29 | 4514^30 | 4386^13 | 4483^24 | 4514D27 | 4549 |
| 34 | 93.1 | 4474^29 | 4563^30 | 4592^31 | 4451F14 | 4561^24 | 4592D28 | 4628 |
| 32 | 93.2 | 4551^30 | 4640^32 | 4670^32 | 4507F14 | 4638^25 | 4670D28 | 4707 |
| 30 | 93.3 | 4633^31 | 4724^33 | 4754^33 | 4561F15 | 4720^25 | 4754D28 | 4780 |
| 28 | 93.2 | 4710^32 | 4802^34 | 4833^34 | 4603F15 | 4797^25 | 4832^29 | 4845 |
| 26 | 93.1 | 4770^33 | 4863^35 | 4895^35 | 4646F16 | 4858^26 | 4893^29 | 4911 |
| 24 | 92.9 | 4782^33 | 4875^35 | 4907^35 | 4671F16 | 4870^26 | 4906^30 | 4921 |
| 22 | 92.5 | 4784^33 | 4878^35 | 4909^36 | 4692F17 | 4873^27 | 4909^30 | 4923 |
| 20 | 92.2 | 4785^33 | 4879^35 | 4911^36 | 4707F17 | 4875^27 | 4911^31 | 4925 |
| 10 | 90.6 | 4784^33 | 4882^35 | 4915^36 | 4772^19 | 4881^30 | 4915D33 | 4933 |
| 0 | 89.0 | 4769^33 | 4869^35 | 4903^35 | 4760^22 | 4869D32 | 4903D36 | 4924 |
| -10 | 87.4 | 4764^33 | 4867^35 | 4902^35 | 4759^24 | 4867D35 | 4902D35 | 4931 |
| -20 | 85.7 | 4754^33 | 4860^35 | 4896^35 | 4752^27 | 4860D35 | 4896D35 | 4932 |
| -30 | 84.0 | 4739^33 | 4849^34 | 4887^35 | 4739D29 | 4849D35 | 4887D35 | 4929 |

High QNH **+40** per .10" Engine A/I ON **-2240**
Low QNH **-170** per .10" Wing A/I ON **-2240**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 40 | 91.8 | 4267F32-32-40 | 4426C35-35-43 | 4426C35-35-43 | 4426C35-35-43 |
| 38 | 92.3 | 4329F32-32-41 | 4513C36-36-44 | 4513C36-36-44 | 4513C36-36-44 |
| 36 | 92.8 | 4396^28-28-37 | 4600C37-37-46 | 4600C37-37-46 | 4600C37-37-46 |
| 34 | 93.1 | 4474^29-29-38 | 4683C38-38-47 | 4683C38-38-47 | 4683C38-38-47 |
| 32 | 93.2 | 4551^30-30-39 | 4755F39-39-48 | 4763C39-39-48 | 4763C39-39-48 |
| 30 | 93.3 | 4633^31-31-41 | 4816F40-40-49 | 4841C40-40-49 | 4841C40-40-49 |
| 28 | 93.2 | 4710^32-32-42 | 4866F41-41-50 | 4881C41-41-50 | 4881C41-41-50 |
| 26 | 93.1 | 4770^33-33-43 | 4916F42-42-51 | 4923C42-42-51 | 4923C42-42-51 |
| 24 | 92.9 | 4782^33-33-43 | 4943C42-42-51 | 4943C42-42-51 | 4943C42-42-51 |
| 22 | 92.5 | 4784^33-33-43 | 4945C42-42-51 | 4945C42-42-51 | 4945C42-42-51 |
| 20 | 92.2 | 4785^33-33-43 | 4947C42-42-51 | 4947C42-42-51 | 4947C42-42-51 |
| 10 | 90.6 | 4789F39-39-49 | 4954C42-42-51 | 4954C42-42-51 | 4954C42-42-51 |
| 0 | 89.0 | 4852F40-40-50 | 4944C42-42-51 | 4944C42-42-51 | 4944C42-42-51 |
| -10 | 87.4 | 4914^41-41-50 | 4950C42-42-51 | 4950C42-42-51 | 4950C42-42-51 |
| -20 | 85.7 | 4903^41-41-50 | 4951C42-42-51 | 4951C42-42-51 | 4951C42-42-51 |
| -30 | 84.0 | 4889^41-41-50 | 4948C42-42-51 | 4948C42-42-51 | 4948C42-42-51 |

High QNH **+0** per .10" Engine A/I ON **-1780**
Low QNH **-170** per .10" Wing A/I ON **-1780**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| Elevation | 4295 | Length | 9186 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -1.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **23 Feb 18** |

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# CUERNAVACA -CVJ 20 *SPECIAL*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP / DRY - EAI VLV INOP OPEN

| 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 | 4229^25 | 4315^27 | 4344^27 | 4224^25 | 4310^27 | 4339^27 | | | |
| 38 | 4313^27 | 4401^28 | 4430^29 | 4308^26 | 4396^28 | 4425^29 | | | |
| 36 | 4396^28 | 4484^29 | 4514^30 | 4391^28 | 4479^29 | 4509^30 | | | |
| 34 | 4474^29 | 4563^30 | 4592^31 | 4469^29 | 4559^30 | 4588^31 | | | |
| 32 | 4551^30 | 4640^32 | 4670^32 | 4547^30 | 4637^31 | 4666^32 | | | |
| 30 | 4633^31 | 4724^33 | 4754^33 | 4629^31 | 4720^33 | 4750^33 | | | |
| 28 | 4710^32 | 4802^34 | 4833^34 | 4706^32 | 4798^34 | 4829^34 | | | |
| 26 | 4770^33 | 4863^35 | 4895^35 | 4767^33 | 4860^35 | 4891^35 | | | |
| 24 | 4782^33 | 4875^35 | 4907^35 | 4778^33 | 4872^35 | 4903^35 | | | |
| 22 | 4784^33 | 4878^35 | 4909^36 | 4780^33 | 4873^35 | 4905^35 | | | |
| 20 | 4785^33 | 4879^35 | 4911^36 | 4780^33 | 4874^35 | 4906^35 | | | |
| 10 | 4784^33 | 4882^35 | 4915^36 | 4573^30 | 4669^32 | 4701^33 | | | |
| 0 | 4769^33 | 4869^35 | 4903^35 | 4694^32 | 4794^34 | 4827^34 | | | |
| -10 | 4764^33 | 4867^35 | 4902^35 | 4730^33 | 4832^34 | 4866^35 | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| High QNH | **+40** | per .10" | High QNH | **+40** | per .10" | High QNH | | per .10" |
| Low QNH | **-170** | per .10" | Low QNH | **-190** | per .10" | Low QNH | | per .10" |
| Engine A/I ON | **-2240** | | Engine A/I ON | **-110** | | Engine A/I ON | | |
| Wing A/I ON | **-2240** | | Wing A/I ON | **-110** | | Wing A/I ON | | |

## WET - 1 FLP CHNL INOP / WET - EAI VLV INOP OPEN

| 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 | 4220^13 | 4315D23 | 4344D26 | 4215^13 | 4310D23 | 4339D26 | | | |
| 38 | 4304^13 | 4401^23 | 4430D27 | 4299^13 | 4396^23 | 4425D27 | | | |
| 36 | 4386^13 | 4483^24 | 4514D27 | 4380^13 | 4478^24 | 4509D27 | | | |
| 34 | 4451F14 | 4561^24 | 4592D28 | 4443F14 | 4557^24 | 4588D27 | | | |
| 32 | 4507F14 | 4638^25 | 4670D28 | 4499F14 | 4634^24 | 4666D28 | | | |
| 30 | 4561F15 | 4720^25 | 4754D28 | 4555F15 | 4717^25 | 4750D28 | | | |
| 28 | 4603F15 | 4797^25 | 4832^29 | 4596F15 | 4793^25 | 4828^29 | | | |
| 26 | 4646F16 | 4858^26 | 4893^29 | 4638F16 | 4854^26 | 4889^29 | | | |
| 24 | 4671F16 | 4870^26 | 4906^30 | 4664F16 | 4867^26 | 4902^30 | | | |
| 22 | 4692F17 | 4873^27 | 4909^30 | 4684F17 | 4869^27 | 4904^30 | | | |
| 20 | 4707F17 | 4875^27 | 4911^31 | 4699F17 | 4871^27 | 4906^31 | | | |
| 10 | 4772^19 | 4881^30 | 4915D33 | 4566^20 | 4669D31 | 4701D33 | | | |
| 0 | 4760^22 | 4869D32 | 4903D36 | 4686^22 | 4794D32 | 4827D35 | | | |
| -10 | 4759^24 | 4867D35 | 4902D35 | 4725^24 | 4832D34 | 4866D35 | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| High QNH | **+40** | per .10" | High QNH | **+40** | per .10" | High QNH | | per .10" |
| Low QNH | **-170** | per .10" | Low QNH | **-190** | per .10" | Low QNH | | per .10" |
| Engine A/I ON | **-2230** | | Engine A/I ON | **-110** | | Engine A/I ON | | |
| Wing A/I ON | **-2230** | | Wing A/I ON | **-110** | | Wing A/I ON | | |

## LEVEL 1 CONTAM / LEVEL 2 CONTAM / LEVEL 3 CONTAM

| 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 | | 4269F 1 | 4351F 5 | 3692F98 | 3906F 7 | 3982F10 | | | |
| 26 | | 4308F 2 | 4391F 5 | 3732F99 | 3948F 8 | 4027F11 | | | |
| 24 | 2654F99 | 4332F 2 | 4416F 5 | 3753F99 | 3971F 8 | 4051F11 | | | |
| 22 | 2807F98 | 4349F 3 | 4433F 6 | 3769F99 | 3989F 8 | 4070F11 | | | |
| 20 | 2948F98 | 4362F 3 | 4446F 6 | 3779F 0 | 4001F 9 | 4082F12 | | | |
| 18 | 3069F98 | 4375F 3 | 4460F 7 | 3791F 0 | 4013F 9 | 4095F12 | | | |
| 16 | 3202F98 | 4388F 4 | 4473F 7 | 3802F 0 | 4026F10 | 4108F13 | | | |
| 14 | 3339F98 | 4401F 4 | 4487F 7 | 3811F 1 | 4038F10 | 4120F13 | | | |
| 12 | 3482F98 | 4412F 5 | 4500F 8 | 3821F 1 | 4050F10 | 4133F13 | | | |
| 10 | 3619F97 | 4425F 5 | 4513F 8 | 3832F 1 | 4062F11 | 4145F14 | | | |
| 0 | 4225F97 | 4485F 7 | 4574F10 | 3879F 3 | 4117F13 | 4202F16 | | | |
| -10 | 4291F99 | 4554F 9 | 4647F12 | 3931F 5 | 4181F15 | 4271F18 | | | |
| -20 | 4353F 1 | 4623F11 | 4722F15 | 3987F 7 | 4245F17 | 4338F20 | | | |
| -30 | 4415F 3 | 4696F14 | 4797F17 | 4042F 9 | 4311F19 | 4404F22 | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| High QNH | **+50** | per .10" | High QNH | **+50** | per .10" | High QNH | | per .10" |
| Low QNH | **-110** | per .10" | Low QNH | **-130** | per .10" | Low QNH | | per .10" |
| Engine A/I ON | **-920** | | Engine A/I ON | **-890** | | Engine A/I ON | | |
| Wing A/I ON | **-920** | | Wing A/I ON | **-890** | | Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 4295 | Length | 9186 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -1.00 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **23 Feb 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# CULIACAN -CUL 02 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **D3.3 CUL** | ***500'** | **LT H260** | **1105'** | |

*USE ONLY IF CUL 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 | 87.6 | 4043^21 | 4188^23 | 4242^24 | 4014^ 9 | 4188D19 | 4242D23 | 4708 |
| 46 | 87.7 | 4124^22 | 4269^24 | 4325^25 | 4090^10 | 4269D20 | 4325D23 | 4827 |
| 44 | 87.6 | 4172^22 | 4319^25 | 4376^26 | 4136^10 | 4319D20 | 4376D24 | 4891 |
| 42 | 87.4 | 4192^23 | 4339^25 | 4396^26 | 4155^10 | 4339D21 | 4396D24 | 4945 |
| 40 | 87.2 | 4208^23 | 4357^26 | 4414^27 | 4172^11 | 4357D21 | 4414D24 | 4959 |
| 38 | 86.9 | 4215^23 | 4365^26 | 4422^27 | 4181^11 | 4365D21 | 4422D25 | 4961 |
| 36 | 86.6 | 4223^23 | 4373^26 | 4431^27 | 4190^11 | 4373D22 | 4431D25 | 4962 |
| 34 | 86.4 | 4230^23 | 4382^26 | 4440^27 | 4199^12 | 4382D22 | 4440D25 | 4964 |
| 32 | 86.1 | 4238^23 | 4391^26 | 4449^27 | 4209^12 | 4391D22 | 4449D26 | 4966 |
| 30 | 85.8 | 4246^24 | 4400^26 | 4458^27 | 4218^12 | 4400D23 | 4458D26 | 4968 |
| 20 | 84.4 | 4287^24 | 4445^27 | 4504^28 | 4266^14 | 4445D25 | 4504D28 | 4976 |
| 10 | 82.9 | 4323^25 | 4486^28 | 4545^29 | 4311^16 | 4486D27 | 4545D30 | 4972 |
| 0 | 81.4 | 4366^26 | 4534^29 | 4594^30 | 4364^18 | 4534D29 | 4594D31 | 4984 |
| -10 | 79.9 | 4406^26 | 4577^30 | 4637^31 | 4406D20 | 4577D31 | 4637D32 | 4987 |
| -20 | 78.4 | 4447^27 | 4617^30 | 4677^31 | 4447D22 | 4617D31 | 4677D32 | 4985 |
| -30 | 76.8 | 4485^28 | 4657^31 | 4716^32 | 4485D24 | 4657D32 | 4716D33 | 4982 |

High QNH **+60** 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 | 4095^22 | 4243^24 | 4297^25 | 4059^11 | 4243D21 | 4297D24 | 4708 |
| 46 | 90.9 | 4179^23 | 4328^25 | 4383^26 | 4137^11 | 4328D21 | 4383D25 | 4827 |
| 44 | 90.8 | 4235^23 | 4385^26 | 4441^27 | 4189^12 | 4385D22 | 4441D25 | 4891 |
| 42 | 90.6 | 4265^24 | 4418^27 | 4474^28 | 4219^12 | 4418D23 | 4474D26 | 4945 |
| 40 | 90.3 | 4281^24 | 4435^27 | 4491^28 | 4236^13 | 4435D23 | 4491D26 | 4959 |
| 38 | 90.0 | 4290^24 | 4445^27 | 4501^28 | 4245^13 | 4445D23 | 4501D27 | 4961 |
| 36 | 89.8 | 4297^25 | 4453^27 | 4510^28 | 4255^13 | 4453D24 | 4510D27 | 4962 |
| 34 | 89.5 | 4304^25 | 4461^28 | 4518^29 | 4264^14 | 4461D24 | 4518D28 | 4964 |
| 32 | 89.2 | 4312^25 | 4470^28 | 4527^29 | 4274^14 | 4470D25 | 4527D28 | 4966 |
| 30 | 88.9 | 4320^25 | 4479^28 | 4535^29 | 4283^14 | 4479D25 | 4535D28 | 4968 |
| 20 | 87.4 | 4360^26 | 4523^29 | 4581^30 | 4332^16 | 4523D27 | 4581D30 | 4976 |
| 10 | 85.9 | 4398^26 | 4562^29 | 4619^30 | 4381^18 | 4562D29 | 4619D32 | 4972 |
| 0 | 84.3 | 4442^27 | 4608^30 | 4665^31 | 4436^20 | 4608D31 | 4665D32 | 4984 |
| -10 | 82.8 | 4483^28 | 4648^31 | 4706^32 | 4483D22 | 4648D32 | 4706D33 | 4987 |
| -20 | 81.2 | 4520^28 | 4686^31 | 4744^32 | 4520D25 | 4686D33 | 4744D34 | 4985 |
| -30 | 79.6 | 4556^29 | 4722^32 | 4780^33 | 4556D27 | 4722D33 | 4780D34 | 4982 |

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 - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4095^22-22-32 | 4243^24-24-35 | 4297^25-25-35 | 4353^26-26-36 |
| 46 | 90.9 | 4179^23-23-34 | 4328^25-25-36 | 4383^26-26-37 | 4440^28-28-38 |
| 44 | 90.8 | 4235^23-23-35 | 4385^26-26-37 | 4441^27-27-38 | 4499^28-28-39 |
| 42 | 90.6 | 4265^24-24-35 | 4418^27-27-37 | 4474^28-28-38 | 4532^29-29-39 |
| 40 | 90.3 | 4281^24-24-35 | 4435^27-27-38 | 4491^28-28-38 | 4550^29-29-39 |
| 38 | 90.0 | 4290^24-24-35 | 4445^27-27-38 | 4501^28-28-39 | 4560^29-29-39 |
| 36 | 89.8 | 4297^25-25-35 | 4453^27-27-38 | 4510^28-28-39 | 4569^29-29-40 |
| 34 | 89.5 | 4304^25-25-36 | 4461^28-28-38 | 4518^29-29-39 | 4576^30-30-40 |
| 32 | 89.2 | 4312^25-25-36 | 4470^28-28-38 | 4527^29-29-39 | 4585^30-30-40 |
| 30 | 88.9 | 4320^25-25-36 | 4479^28-28-38 | 4535^29-29-39 | 4595^30-30-40 |
| 20 | 87.4 | 4360^26-26-36 | 4523^29-29-39 | 4581^30-30-40 | 4639^31-31-41 |
| 10 | 85.9 | 4398^26-26-37 | 4562^29-29-39 | 4619^30-30-40 | 4677^31-31-41 |
| 0 | 84.3 | 4442^27-27-38 | 4608^30-30-40 | 4665^31-31-41 | 4723^32-32-42 |
| -10 | 82.8 | 4483^28-28-38 | 4648^31-31-41 | 4706^32-32-42 | 4765^33-33-42 |
| -20 | 81.2 | 4520^28-28-39 | 4686^31-31-41 | 4744^32-32-42 | 4803^33-33-43 |
| -30 | 79.6 | 4556^29-29-39 | 4722^32-32-42 | 4780^33-33-43 | 4839^34-34-43 |

High QNH **+60** 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 | 105 | Length | 7365 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.12 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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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 | 4095^22 | 4243^24 | 4297^25 | 4089^21 | 4236^24 | 4290^25 | | | |
| 46 | 4179^23 | 4328^25 | 4383^26 | 4172^23 | 4321^25 | 4375^26 | | | |
| 44 | 4235^23 | 4385^26 | 4441^27 | 4227^23 | 4377^26 | 4433^27 | | | |
| 42 | 4265^24 | 4418^27 | 4474^28 | 4258^24 | 4411^27 | 4467^28 | | | |
| 40 | 4281^24 | 4435^27 | 4491^28 | 4275^24 | 4427^27 | 4484^28 | | | |
| 38 | 4290^24 | 4445^27 | 4501^28 | 4283^24 | 4438^27 | 4494^28 | | | |
| 36 | 4297^25 | 4453^27 | 4510^28 | 4290^24 | 4446^27 | 4503^28 | | | |
| 34 | 4304^25 | 4461^28 | 4518^29 | 4298^25 | 4454^27 | 4511^28 | | | |
| 32 | 4312^25 | 4470^28 | 4527^29 | 4306^25 | 4464^28 | 4520^29 | | | |
| 30 | 4320^25 | 4479^28 | 4535^29 | 4314^25 | 4472^28 | 4529^29 | | | |
| 20 | 4360^26 | 4523^29 | 4581^30 | 4354^26 | 4517^28 | 4574^30 | | | |
| 10 | 4398^26 | 4562^29 | 4619^30 | 4347^26 | 4507^29 | 4564^30 | | | |
| 0 | 4442^27 | 4608^30 | 4665^31 | 4391^26 | 4554^29 | 4609^30 | | | |
| -10 | 4483^28 | 4648^31 | 4706^32 | 4427^27 | 4589^30 | 4645^31 | | | |
| | 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 | 4059^11 | 4243D21 | 4297D24 | 4053^10 | 4236D21 | 4290D24 | | | |
| 46 | 4137^11 | 4328D21 | 4383D25 | 4131^11 | 4321D21 | 4375D25 | | | |
| 44 | 4189^12 | 4385D22 | 4441D25 | 4183^11 | 4377D22 | 4433D25 | | | |
| 42 | 4219^12 | 4418D23 | 4474D26 | 4212^12 | 4411D23 | 4467D26 | | | |
| 40 | 4236^13 | 4435D23 | 4491D26 | 4230^12 | 4427D23 | 4484D26 | | | |
| 38 | 4245^13 | 4445D23 | 4501D27 | 4240^13 | 4438D23 | 4494D27 | | | |
| 36 | 4255^13 | 4453D24 | 4510D27 | 4249^13 | 4446D24 | 4503D27 | | | |
| 34 | 4264^14 | 4461D24 | 4518D28 | 4259^14 | 4454D24 | 4511D27 | | | |
| 32 | 4274^14 | 4470D25 | 4527D28 | 4269^14 | 4464D24 | 4520D28 | | | |
| 30 | 4283^14 | 4479D25 | 4535D28 | 4277^14 | 4472D25 | 4529D28 | | | |
| 20 | 4332^16 | 4523D27 | 4581D30 | 4327^16 | 4517D27 | 4574D30 | | | |
| 10 | 4381^18 | 4562D29 | 4619D32 | 4335^18 | 4507D29 | 4564D31 | | | |
| 0 | 4436^20 | 4608D31 | 4665D32 | 4391^20 | 4554D31 | 4609D32 | | | |
| -10 | 4483D22 | 4648D32 | 4706D33 | 4427D22 | 4589D31 | 4645D32 | | | |
| | 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 | 3551F93 | 4157^ 1 | 4248^ 5 | 3069F99 | 3692F 6 | 3879^ 9 | | | |
| 26 | 3578F93 | 4168^ 2 | 4259^ 5 | 3083F 0 | 3714F 7 | 3896^ 9 | | | |
| 24 | 3613F93 | 4179^ 2 | 4264^ 5 | 3100F 0 | 3731F 7 | 3913F 9 | | | |
| 22 | 3643F94 | 4190^ 2 | 4267^ 6 | 3119F 0 | 3751F 7 | 3913F 9 | | | |
| 20 | 3672F94 | 4201^ 3 | 4268^ 6 | 3137F 0 | 3772F 7 | 3948F10 | | | |
| 18 | 3705F94 | 4210^ 3 | 4270^ 6 | 3154F 1 | 3794F 8 | 3972F10 | | | |
| 16 | 3737F94 | 4219^ 3 | 4270^ 7 | 3173F 1 | 3814F 8 | 3993F10 | | | |
| 14 | 3769F95 | 4218^ 4 | 4268^ 7 | 3194F 1 | 3838F 8 | 4014F11 | | | |
| 12 | 3800F95 | 4217^ 4 | 4267^ 8 | 3210F 1 | 3860^ 8 | 4033F11 | | | |
| 10 | 3831F95 | 4218^ 5 | 4269^ 8 | 3238F 2 | 3878^ 9 | 4053F11 | | | |
| 0 | 3989F96 | 4229^ 7 | 4281^11 | 3364F 3 | 3975F10 | 4150F13 | | | |
| -10 | 4027F98 | 4232^ 9 | 4284D13 | 3526F 4 | 4078F12 | 4255F14 | | | |
| -20 | 4072^ 0 | 4233^12 | 4278D15 | 3630F 5 | 4180F13 | 4276^15 | | | |
| -30 | 4065^ 3 | 4224D14 | 4269D15 | | 4219^14 | 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 -690 Wing A/I ON -690 | | | Engine A/I ON -600 Wing A/I ON -600 | | | Engine A/I ON Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 105 | Length | 7365 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.12 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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# CULIACAN -CUL 20 *DT H205*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **1105'** | | **DT H205** | **1105'** | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4110^22 | 4293^25 | 4351^26 |
| 46 | 87.7 | 4188^23 | 4376^26 | 4436^27 |
| 44 | 87.6 | 4236^23 | 4427^27 | 4488^28 |
| 42 | 87.4 | 4255^24 | 4448^27 | 4509^28 |
| 40 | 87.2 | 4272^24 | 4465^28 | 4527^29 |
| 38 | 86.9 | 4281^24 | 4474^28 | 4535^29 |
| 36 | 86.6 | 4290^24 | 4483^28 | 4544^29 |
| 34 | 86.4 | 4299^25 | 4491^28 | 4553^29 |
| 32 | 86.1 | 4307^25 | 4501^28 | 4562^29 |
| 30 | 85.8 | 4317^25 | 4510^28 | 4572^29 |
| 20 | 84.4 | 4364^26 | 4558^29 | 4618^30 |
| 10 | 82.9 | 4409^27 | 4601^30 | 4660^31 |
| 0 | 81.4 | 4460^27 | 4651^31 | 4709^32 |
| -10 | 79.9 | 4506^28 | 4697^32 | 4753^33 |
| -20 | 78.4 | 4553^29 | 4739^32 | 4792^33 |
| -30 | 76.8 | 4598^30 | 4778^33 | 4832^34 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4060^ 9 | 4293D19 | 4351D22 | 4708 |
| 4133^ 9 | 4372^19 | 4436D23 | 4827 |
| 4178^10 | 4421^20 | 4488D23 | 4891 |
| 4198^10 | 4442^20 | 4509D23 | 4945 |
| 4215^10 | 4461^21 | 4527D24 | 4959 |
| 4225^11 | 4471^21 | 4535D24 | 4961 |
| 4236^11 | 4482^21 | 4544D24 | 4962 |
| 4246^11 | 4491D22 | 4553D25 | 4964 |
| 4257^12 | 4501D22 | 4562D25 | 4966 |
| 4267^12 | 4510D22 | 4572D26 | 4968 |
| 4322^14 | 4558D24 | 4618D27 | 4976 |
| 4376^16 | 4601D26 | 4660D29 | 4972 |
| 4436^18 | 4651D28 | 4709D31 | 4984 |
| 4492^20 | 4697D30 | 4753D33 | 4987 |
| 4550^22 | 4739D32 | 4792D34 | 4985 |
| 4598D24 | 4778D34 | 4832D35 | 4982 |

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4181^23 | 4355^26 | 4410^27 |
| 46 | 90.9 | 4262^24 | 4442^28 | 4499^29 |
| 44 | 90.8 | 4320^25 | 4503^28 | 4560^29 |
| 42 | 90.6 | 4355^26 | 4537^29 | 4594^30 |
| 40 | 90.3 | 4372^26 | 4554^29 | 4611^30 |
| 38 | 90.0 | 4382^26 | 4564^29 | 4620^30 |
| 36 | 89.8 | 4391^26 | 4573^30 | 4629^31 |
| 34 | 89.5 | 4400^26 | 4581^30 | 4638^31 |
| 32 | 89.2 | 4409^27 | 4591^30 | 4646^31 |
| 30 | 88.9 | 4418^27 | 4600^30 | 4656^31 |
| 20 | 87.4 | 4465^28 | 4645^31 | 4699^32 |
| 10 | 85.9 | 4507^28 | 4685^31 | 4737^32 |
| 0 | 84.3 | 4558^29 | 4732^32 | 4782^33 |
| -10 | 82.8 | 4602^30 | 4773^33 | 4823^34 |
| -20 | 81.2 | 4646^31 | 4811^34 | 4859^34 |
| -30 | 79.6 | 4690^32 | 4848^34 | 4908^35 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4115^10 | 4352^20 | 4410D24 | 4708 |
| 4190^11 | 4433^21 | 4499D24 | 4827 |
| 4242^11 | 4490^21 | 4560D25 | 4891 |
| 4273^12 | 4524^22 | 4594D25 | 4945 |
| 4292^12 | 4543^22 | 4611D26 | 4959 |
| 4303^12 | 4555^23 | 4620D26 | 4961 |
| 4313^13 | 4565^23 | 4629D27 | 4962 |
| 4325^13 | 4576^24 | 4638D27 | 4964 |
| 4336^14 | 4588^24 | 4646D27 | 4966 |
| 4347^14 | 4599^24 | 4656D28 | 4968 |
| 4404^16 | 4645D26 | 4699D30 | 4976 |
| 4458^18 | 4685D28 | 4737D32 | 4972 |
| 4520^20 | 4732D30 | 4782D34 | 4984 |
| 4579^22 | 4773D33 | 4823D35 | 4987 |
| 4637^24 | 4811D35 | 4859D36 | 4985 |
| 4690D26 | 4848D35 | 4908D36 | 4982 |

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

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4181^23-23-34 | 4355^26-26-36 | 4410^27-27-37 | 4461^28-28-38 |
| 46 | 90.9 | 4262^24-24-35 | 4442^28-28-38 | 4499^29-29-39 | 4553^30-30-39 |
| 44 | 90.8 | 4320^25-25-36 | 4503^28-28-39 | 4560^29-29-39 | 4614^30-30-40 |
| 42 | 90.6 | 4355^26-26-36 | 4537^29-29-39 | 4594^30-30-40 | 4647^31-31-41 |
| 40 | 90.3 | 4372^26-26-37 | 4554^29-29-39 | 4611^30-30-40 | 4665^31-31-41 |
| 38 | 90.0 | 4382^26-26-37 | 4564^29-29-39 | 4620^30-30-40 | 4675^31-31-41 |
| 36 | 89.8 | 4391^26-26-37 | 4573^30-30-40 | 4629^31-31-40 | 4683^31-31-41 |
| 34 | 89.5 | 4400^26-26-37 | 4581^30-30-40 | 4638^31-31-41 | 4691^32-32-41 |
| 32 | 89.2 | 4409^27-27-37 | 4591^30-30-40 | 4646^31-31-41 | 4699^32-32-41 |
| 30 | 88.9 | 4418^27-27-37 | 4600^30-30-40 | 4656^31-31-41 | 4707^32-32-42 |
| 20 | 87.4 | 4465^28-28-38 | 4645^31-31-41 | 4699^32-32-41 | 4750^33-33-42 |
| 10 | 85.9 | 4507^28-28-39 | 4685^31-31-41 | 4737^32-32-42 | 4785^33-33-43 |
| 0 | 84.3 | 4558^29-29-39 | 4732^32-32-42 | 4782^33-33-43 | 4830^34-34-43 |
| -10 | 82.8 | 4602^30-30-40 | 4773^33-33-42 | 4823^34-34-43 | 4875^35-35-44 |
| -20 | 81.2 | 4646^31-31-41 | 4811^34-34-43 | 4859^34-34-44 | 4924^35-35-45 |
| -30 | 79.6 | 4690^32-32-41 | 4848^34-34-44 | 4908^35-35-44 | 4973^36-36-45 |

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

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 105 | Length | 7365 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.12 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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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 | 4181^23 | 4355^26 | 4410^27 | 4173^23 | 4348^26 | 4402^27 | | | |
| 46 | 4262^24 | 4442^28 | 4499^29 | 4254^24 | 4434^27 | 4491^28 | | | |
| 44 | 4320^25 | 4503^28 | 4560^29 | 4312^25 | 4494^28 | 4551^29 | | | |
| 42 | 4355^26 | 4537^29 | 4594^30 | 4346^25 | 4529^29 | 4586^30 | | | |
| 40 | 4372^26 | 4554^29 | 4611^30 | 4364^26 | 4547^29 | 4604^30 | | | |
| 38 | 4382^26 | 4564^29 | 4620^30 | 4374^26 | 4556^29 | 4614^30 | | | |
| 36 | 4391^26 | 4573^30 | 4629^31 | 4383^26 | 4565^29 | 4622^30 | | | |
| 34 | 4400^26 | 4581^30 | 4638^31 | 4392^26 | 4574^30 | 4631^31 | | | |
| 32 | 4409^27 | 4591^30 | 4646^31 | 4401^26 | 4583^30 | 4639^31 | | | |
| 30 | 4418^27 | 4600^30 | 4656^31 | 4410^27 | 4592^30 | 4649^31 | | | |
| 20 | 4465^28 | 4645^31 | 4699^32 | 4458^27 | 4638^31 | 4693^32 | | | |
| 10 | 4507^28 | 4685^31 | 4737^32 | 4457^28 | 4628^31 | 4678^32 | | | |
| 0 | 4558^29 | 4732^32 | 4782^33 | 4508^29 | 4675^32 | 4723^32 | | | |
| -10 | 4602^30 | 4773^33 | 4823^34 | 4549^29 | 4712^32 | 4759^33 | | | |
| | High QNH **+60** per .10" | | | High QNH **+60** per .10" | | | High QNH per .10" | | |
| | Low QNH **-160** per .10" | | | Low QNH **-150** per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON **-610** | | | Engine A/I ON **+0** | | | Engine A/I ON | | |
| | Wing A/I ON **-610** | | | 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 | 4115^10 | 4352^20 | 4410D24 | 4109^10 | 4346^20 | 4402D23 | | | |
| 46 | 4190^11 | 4433^21 | 4499D24 | 4183^10 | 4426^21 | 4491D24 | | | |
| 44 | 4242^11 | 4490^21 | 4560D25 | 4235^11 | 4483^21 | 4551D25 | | | |
| 42 | 4273^12 | 4524^22 | 4594D25 | 4267^12 | 4516^22 | 4586D25 | | | |
| 40 | 4292^12 | 4543^22 | 4611D26 | 4285^12 | 4536^22 | 4604D26 | | | |
| 38 | 4303^12 | 4555^23 | 4620D26 | 4297^12 | 4548^23 | 4614D26 | | | |
| 36 | 4313^13 | 4565^23 | 4629D27 | 4307^13 | 4559^23 | 4622D26 | | | |
| 34 | 4325^13 | 4576^24 | 4638D27 | 4318^13 | 4569^23 | 4631D27 | | | |
| 32 | 4336^14 | 4588^24 | 4646D27 | 4330^13 | 4581^24 | 4639D27 | | | |
| 30 | 4347^14 | 4599^24 | 4656D28 | 4341^14 | 4592^24 | 4649D28 | | | |
| 20 | 4404^16 | 4645D26 | 4699D30 | 4397^16 | 4638D26 | 4693D30 | | | |
| 10 | 4458^18 | 4685D28 | 4737D32 | 4415^18 | 4628D28 | 4678D32 | | | |
| 0 | 4520^20 | 4732D30 | 4782D34 | 4476^20 | 4675D30 | 4723D34 | | | |
| -10 | 4579^22 | 4773D33 | 4823D35 | 4531^22 | 4712D33 | 4759D34 | | | |
| | High QNH **+60** per .10" | | | High QNH **+60** per .10" | | | High QNH per .10" | | |
| | Low QNH **-160** per .10" | | | Low QNH **-160** per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON **-610** | | | Engine A/I ON **+0** | | | Engine A/I ON | | |
| | Wing A/I ON **-610** | | | 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 | | 4073F 1 | 4165F 5 | 3091F98 | 3718F 6 | 3899^ 8 | | | |
| 26 | | 4084F 2 | 4178F 5 | 3107F99 | 3736F 6 | 3915^ 8 | | | |
| 24 | | 4096F 2 | 4188^ 5 | 3125F99 | 3755F 6 | 3933^ 9 | | | |
| 22 | | 4108F 2 | 4199^ 6 | 3142F99 | 3776F 6 | 3947^ 9 | | | |
| 20 | | 4119F 3 | 4211^ 6 | 3159F99 | 3798F 7 | 3966F 9 | | | |
| 18 | | 4130F 3 | 4222^ 7 | 3179F 0 | 3819F 7 | 3980^10 | | | |
| 16 | | 4142F 3 | 4232^ 7 | 3200F 0 | 3844F 7 | 3997^10 | | | |
| 14 | | 4151F 4 | 4244^ 7 | 3208F 0 | 3865F 8 | 4012^10 | | | |
| 12 | | 4163F 4 | 4255^ 8 | 3246F 1 | 3882F 8 | 4019^11 | | | |
| 10 | | 4176F 5 | 4267^ 8 | 3265F 1 | 3882F 8 | 4042F11 | | | |
| 0 | 2943F99 | 4240^ 7 | 4331^10 | 3402F 2 | 3986^10 | 4140F13 | | | |
| -10 | 3726F 0 | 4301^ 9 | 4394^12 | 3574F 3 | 4067^11 | 4243F14 | | | |
| -20 | 4079F 0 | 4362^11 | 4460^15 | 3660^ 5 | 4171F13 | 4277^15 | | | |
| -30 | 4138F 2 | 4427^13 | 4526^17 | | 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 **-110** per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON **-470** | | | Engine A/I ON **-600** | | | Engine A/I ON | | |
| | Wing A/I ON **-470** | | | Wing A/I ON **-600** | | | Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 105 | Length | 7365 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.12 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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# DURANGO -DGO 03 *SPECIAL*

*Engine Failure Procedure*

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

A/C **AUTO**

**ALT TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 36 | 89.0 | 4056^23 | 4139^24 | 4166^25 |
| 34 | 89.2 | 4120^24 | 4217^25 | 4245^26 |
| 32 | 89.5 | 4182^24 | 4296^27 | 4323^27 |
| 30 | 89.7 | 4244^25 | 4376^28 | 4404^28 |
| 28 | 89.8 | 4309F26 | 4444^29 | 4487^29 |
| 26 | 89.9 | 4368F27 | 4514^30 | 4554^30 |
| 24 | 90.0 | 4424F28 | 4581^31 | 4623^31 |
| 22 | 90.2 | 4469F28 | 4626^31 | 4669^32 |
| 20 | 90.3 | 4484F29 | 4639^31 | 4681^32 |
| 18 | 90.0 | 4496F29 | 4647^31 | 4689^32 |
| 16 | 89.7 | 4508F29 | 4656^32 | 4698^32 |
| 10 | 88.8 | 4543F30 | 4678^32 | 4708^32 |
| 0 | 87.2 | 4581^30 | 4675^32 | 4707^32 |
| -10 | 85.6 | 4566^30 | 4663^32 | 4696^32 |
| -20 | 84.0 | 4560^30 | 4660^32 | 4693^32 |
| -30 | 82.3 | 4543^30 | 4646^31 | 4681^32 |

**ALT TO-1 - WET RWY**

| Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3989F10 | 4138^20 | 4166D23 | 4221 |
| 4044F11 | 4216^20 | 4245D23 | 4300 |
| 4096F11 | 4293^20 | 4323D24 | 4378 |
| 4149F12 | 4355^21 | 4404D24 | 4458 |
| 4205F12 | 4421^21 | 4476^24 | 4543 |
| 4261F13 | 4486^22 | 4544^25 | 4627 |
| 4315F13 | 4549^22 | 4610^25 | 4710 |
| 4356F14 | 4593^23 | 4654^26 | 4756 |
| 4372F14 | 4607^23 | 4668^26 | 4762 |
| 4385F14 | 4617^24 | 4678^27 | 4764 |
| 4398F15 | 4629^24 | 4688^27 | 4765 |
| 4439F16 | 4660^25 | 4708^28 | 4769 |
| 4506F18 | 4675^27 | 4707D31 | 4771 |
| 4559^20 | 4663D30 | 4696D32 | 4763 |
| 4556^22 | 4660D32 | 4693D32 | 4765 |
| 4543D25 | 4646D32 | 4681D32 | 4758 |

High QNH **+100** per .10" Low QNH **-170** per .10"

Engine A/I ON **-4110** Wing A/I ON **-4110**

A/C **AUTO**

**TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 36 | 92.4 | 4066^23 | 4148^24 | 4175^25 |
| 34 | 92.7 | 4144^24 | 4227^26 | 4254^26 |
| 32 | 93.0 | 4222^25 | 4305^27 | 4333^27 |
| 30 | 93.2 | 4302^26 | 4386^28 | 4414^28 |
| 28 | 93.5 | 4369^27 | 4469^29 | 4497^30 |
| 26 | 93.9 | 4436^28 | 4552^30 | 4580^31 |
| 24 | 93.9 | 4504^29 | 4634^31 | 4663^32 |
| 22 | 93.8 | 4555^30 | 4683^32 | 4712^33 |
| 20 | 93.7 | 4583^30 | 4689^32 | 4719^33 |
| 18 | 93.3 | 4593^31 | 4691^32 | 4720^33 |
| 16 | 93.0 | 4604^31 | 4692^32 | 4721^33 |
| 10 | 92.1 | 4603^31 | 4693^32 | 4723^33 |
| 0 | 90.4 | 4598^31 | 4690^32 | 4721^33 |
| -10 | 88.8 | 4583^30 | 4679^32 | 4711^33 |
| -20 | 87.1 | 4576^30 | 4675^32 | 4708^32 |
| -30 | 85.3 | 4559^30 | 4661^32 | 4695^32 |

**TO-1 - WET RWY**

| Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4040^12 | 4148D21 | 4175D25 | 4221 |
| 4100^12 | 4227D22 | 4254D25 | 4300 |
| 4161F13 | 4305^22 | 4333D25 | 4378 |
| 4216F13 | 4385^23 | 4414D26 | 4458 |
| 4273F14 | 4466^23 | 4497D26 | 4543 |
| 4330F14 | 4535^23 | 4580^27 | 4627 |
| 4388F15 | 4603^24 | 4661^27 | 4710 |
| 4436F15 | 4651^25 | 4710^28 | 4756 |
| 4470F16 | 4676^25 | 4718^29 | 4762 |
| 4486F16 | 4687^26 | 4720D29 | 4764 |
| 4500F17 | 4689^26 | 4721D30 | 4765 |
| 4535^18 | 4693^28 | 4723D31 | 4769 |
| 4587^20 | 4690D30 | 4721D33 | 4771 |
| 4578^22 | 4679D32 | 4711D33 | 4763 |
| 4574^25 | 4675D32 | 4708D33 | 4765 |
| 4559D28 | 4661D32 | 4695D32 | 4758 |

High QNH **+100** per .10" Low QNH **-170** per .10"

Engine A/I ON **-4150** Wing A/I ON **-4150**

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 | 4066^23-23-32 | 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" Low QNH **-170** per .10"

Engine A/I ON **-2870** 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" | 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 | **-4150** | | Engine A/I ON | **+0** | | Engine A/I ON | | |
| Wing A/I ON | **-4150** | | 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 | 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" | 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 | **-4140** | | Engine A/I ON | **+0** | | Engine A/I ON | | |
| Wing A/I ON | **-4140** | | 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 | 3731F93 | 3958F 2 | 4034F 5 | 3439F98 | 3629F 7 | 3698F 9 | | | |
| 26 | 3637F94 | 4018F 3 | 4095F 5 | 3499F99 | 3691F 7 | 3761F10 | | | |
| 24 | 3575F95 | 4078F 3 | 4156F 6 | 3558F99 | 3755F 7 | 3825F10 | | | |
| 22 | 3613F96 | 4123F 3 | 4203F 6 | 3607F99 | 3807F 8 | 3878F11 | | | |
| 20 | 3740F96 | 4150F 4 | 4231F 7 | 3636F 0 | 3842F 9 | 3914F12 | | | |
| 18 | 3848F96 | 4163F 4 | 4244F 7 | 3648F 0 | 3855F 9 | 3928F12 | | | |
| 16 | 3943F96 | 4176F 5 | 4255F 8 | 3658F 1 | 3865F 9 | 3938F12 | | | |
| 14 | 3956F96 | 4188F 5 | 4268F 8 | 3668F 1 | 3876F10 | 3950F13 | | | |
| 12 | 3967F96 | 4200F 5 | 4280F 8 | 3678F 1 | 3887F10 | 3961F13 | | | |
| 10 | 3977F97 | 4213F 6 | 4293F 9 | 3688F 2 | 3898F11 | 3973F13 | | | |
| 0 | 4029F98 | 4270F 8 | 4356F11 | 3734F 3 | 3950F12 | 4026F15 | | | |
| -10 | 4084F 0 | 4333F10 | 4421F13 | 3784F 5 | 4004F14 | 4085F17 | | | |
| -20 | 4144F 2 | 4400F12 | 4489F15 | 3833F 7 | 4063F16 | 4147F19 | | | |
| -30 | 4202F 4 | 4465F14 | 4560F17 | 3885F 9 | 4123F18 | 4210F21 | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| High QNH | **+110** | per .10" | High QNH | **+100** | per .10" | High QNH | | per .10" |
| Low QNH | **-150** | per .10" | Low QNH | **-150** | per .10" | Low QNH | | per .10" |
| Engine A/I ON | **-2040** | | Engine A/I ON | **-1900** | | Engine A/I ON | | |
| Wing A/I ON | **-2040** | | Wing A/I ON | **-1900** | | 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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**TAR Mexico** **EMB-145** **AE3007A1**

# DURANGO -DGO 21 *LT H035*

*Engine Failure Procedure*

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

A/C **AUTO**

**ALT TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 36 | 89.0 | 4037^22 | 4138^24 | 4165^25 |
| 34 | 89.2 | 4100^23 | 4217^25 | 4244^26 |
| 32 | 89.5 | 4161^24 | 4295^26 | 4322^27 |
| 30 | 89.7 | 4223^25 | 4357^27 | 4395^28 |
| 28 | 89.8 | 4287^26 | 4426^28 | 4466^29 |
| 26 | 89.9 | 4351^27 | 4495^29 | 4536^30 |
| 24 | 90.0 | 4414F27 | 4563^30 | 4606^31 |
| 22 | 90.2 | 4458F28 | 4607^31 | 4651^32 |
| 20 | 90.3 | 4474F28 | 4620^31 | 4662^32 |
| 18 | 90.0 | 4479^28 | 4628^31 | 4671^32 |
| 16 | 89.7 | 4488^29 | 4637^31 | 4680^32 |
| 10 | 88.8 | 4516^29 | 4663^32 | 4707^32 |
| 0 | 87.2 | 4561^30 | 4674^32 | 4706^32 |
| -10 | 85.6 | 4565^30 | 4663^32 | 4695^32 |
| -20 | 84.0 | 4559^30 | 4659^32 | 4687^32 |
| -30 | 82.3 | 4542^30 | 4645^31 | 4680^32 |

**ALT TO-1 - WET RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 36 | 89.0 | 3977^10 | 4137^20 | 4165D23 | 4221 |
| 34 | 89.2 | 4036F11 | 4215^20 | 4244D23 | 4300 |
| 32 | 89.5 | 4090F11 | 4279^21 | 4322D24 | 4378 |
| 30 | 89.7 | 4142F12 | 4341^21 | 4395^24 | 4458 |
| 28 | 89.8 | 4197F12 | 4406^22 | 4462^25 | 4543 |
| 26 | 89.9 | 4253F13 | 4471^22 | 4530^25 | 4627 |
| 24 | 90.0 | 4307F13 | 4534^22 | 4595^25 | 4710 |
| 22 | 90.2 | 4348F14 | 4578^23 | 4639^26 | 4756 |
| 20 | 90.3 | 4364F14 | 4591^23 | 4653^26 | 4762 |
| 18 | 90.0 | 4377F15 | 4602^24 | 4663^27 | 4764 |
| 16 | 89.7 | 4390F15 | 4612^24 | 4673^27 | 4765 |
| 10 | 88.8 | 4430F16 | 4644^25 | 4707^28 | 4769 |
| 0 | 87.2 | 4498F18 | 4674^27 | 4706D31 | 4771 |
| -10 | 85.6 | 4547^20 | 4663D30 | 4695D32 | 4763 |
| -20 | 84.0 | 4554^22 | 4659D32 | 4687D32 | 4760 |
| -30 | 82.3 | 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**

**TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 36 | 92.4 | 4065^23 | 4147^24 | 4174^25 |
| 34 | 92.7 | 4143^24 | 4226^25 | 4253^26 |
| 32 | 93.0 | 4221^25 | 4304^27 | 4332^27 |
| 30 | 93.2 | 4281^26 | 4385^28 | 4413^28 |
| 28 | 93.5 | 4349^27 | 4468^29 | 4496^30 |
| 26 | 93.9 | 4415^28 | 4544^30 | 4579^31 |
| 24 | 93.9 | 4483^29 | 4617^31 | 4653^32 |
| 22 | 93.8 | 4534^29 | 4666^32 | 4702^32 |
| 20 | 93.7 | 4562^30 | 4688^32 | 4718^33 |
| 18 | 93.3 | 4572^30 | 4690^32 | 4720^33 |
| 16 | 93.0 | 4582^30 | 4691^32 | 4720^33 |
| 10 | 92.1 | 4602^31 | 4693^32 | 4723^33 |
| 0 | 90.4 | 4597^31 | 4689^32 | 4720^33 |
| -10 | 88.8 | 4582^30 | 4672^32 | 4710^33 |
| -20 | 87.1 | 4575^30 | 4674^32 | 4707^32 |
| -30 | 85.3 | 4558^30 | 4660^32 | 4694^32 |

**TO-1 - WET RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 36 | 92.4 | 4025^12 | 4147D21 | 4174D25 | 4221 |
| 34 | 92.7 | 4085^12 | 4226D22 | 4253D25 | 4300 |
| 32 | 93.0 | 4142^13 | 4304^22 | 4332D25 | 4378 |
| 30 | 93.2 | 4200^13 | 4384^23 | 4413D26 | 4458 |
| 28 | 93.5 | 4261^14 | 4453^23 | 4496D26 | 4543 |
| 26 | 93.9 | 4322F14 | 4520^24 | 4579^27 | 4627 |
| 24 | 93.9 | 4381F15 | 4588^24 | 4645^27 | 4710 |
| 22 | 93.8 | 4428F15 | 4636^25 | 4693^28 | 4756 |
| 20 | 93.7 | 4462F16 | 4662^26 | 4717^29 | 4762 |
| 18 | 93.3 | 4472^16 | 4674^26 | 4720D29 | 4764 |
| 16 | 93.0 | 4484^17 | 4688^26 | 4720D30 | 4765 |
| 10 | 92.1 | 4518^18 | 4692^28 | 4723D31 | 4769 |
| 0 | 90.4 | 4573^20 | 4689D30 | 4720D33 | 4771 |
| -10 | 88.8 | 4577^22 | 4672D32 | 4710D33 | 4763 |
| -20 | 87.1 | 4573^25 | 4674D32 | 4707D33 | 4765 |
| -30 | 85.3 | 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**

**TO-1 - DRY RWY - OPT V2**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Flaps 9 +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**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4065^23 | 4147^24 | 4174^25 |
| 34 | 4143^24 | 4226^25 | 4253^26 |
| 32 | 4221^25 | 4304^27 | 4332^27 |
| 30 | 4281^26 | 4385^28 | 4413^28 |
| 28 | 4349^27 | 4468^29 | 4496^30 |
| 26 | 4415^28 | 4544^30 | 4579^31 |
| 24 | 4483^29 | 4617^31 | 4653^32 |
| 22 | 4534^29 | 4666^32 | 4702^32 |
| 20 | 4562^30 | 4688^32 | 4718^33 |
| 18 | 4572^30 | 4690^32 | 4720^33 |
| 16 | 4582^30 | 4691^32 | 4720^33 |
| 10 | 4602^31 | 4693^32 | 4723^33 |
| 0 | 4597^31 | 4689^32 | 4720^33 |
| -10 | 4582^30 | 4672^32 | 4710^33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4150**
Wing A/I ON **-4150**

## DRY - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4060^23 | 4142^24 | 4169^25 |
| 34 | 4139^24 | 4221^25 | 4249^26 |
| 32 | 4211^25 | 4300^27 | 4328^27 |
| 30 | 4274^26 | 4381^28 | 4409^28 |
| 28 | 4340^27 | 4463^29 | 4492^30 |
| 26 | 4406^28 | 4536^30 | 4575^31 |
| 24 | 4475^29 | 4609^31 | 4647^32 |
| 22 | 4525^29 | 4660^32 | 4697^32 |
| 20 | 4555^30 | 4687^32 | 4716^33 |
| 18 | 4565^30 | 4688^32 | 4718^33 |
| 16 | 4575^30 | 4689^32 | 4719^33 |
| 10 | 4188^25 | 4277^26 | 4306^27 |
| 0 | 4528^30 | 4621^31 | 4652^32 |
| -10 | 4517^29 | 4612^31 | 4644^32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4025^12 | 4147D21 | 4174D25 |
| 34 | 4085^12 | 4226D22 | 4253D25 |
| 32 | 4142^13 | 4304^22 | 4332D25 |
| 30 | 4200^13 | 4384^23 | 4413D26 |
| 28 | 4261^14 | 4453^23 | 4496D26 |
| 26 | 4322F14 | 4520^24 | 4579^27 |
| 24 | 4381F15 | 4588^24 | 4645^27 |
| 22 | 4428F15 | 4636^25 | 4693^28 |
| 20 | 4462F16 | 4662^26 | 4717^29 |
| 18 | 4472^16 | 4674^26 | 4720D29 |
| 16 | 4484^17 | 4688^26 | 4720D30 |
| 10 | 4518^18 | 4692^28 | 4723D31 |
| 0 | 4573^20 | 4689D30 | 4720D33 |
| -10 | 4577^22 | 4672D32 | 4710D33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4140**
Wing A/I ON **-4140**

## WET - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4018^12 | 4142D21 | 4169D24 |
| 34 | 4077^12 | 4221D22 | 4249D25 |
| 32 | 4135^13 | 4300^22 | 4328D25 |
| 30 | 4194^13 | 4379^22 | 4409D26 |
| 28 | 4257F14 | 4446^23 | 4492D26 |
| 26 | 4314F14 | 4512^23 | 4568^26 |
| 24 | 4373F15 | 4581^24 | 4638^27 |
| 22 | 4421F15 | 4631^25 | 4687^28 |
| 20 | 4455F16 | 4657^25 | 4715^29 |
| 18 | 4465^16 | 4668^26 | 4718^29 |
| 16 | 4477^17 | 4679^26 | 4719D30 |
| 10 | 4187^20 | 4277D26 | 4306D27 |
| 0 | 4520^20 | 4621D30 | 4652D32 |
| -10 | 4514^23 | 4612D31 | 4644D32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3737F94 | 3951F 2 | 4027F 5 |
| 26 | 3703F94 | 4011F 3 | 4088F 6 |
| 24 | 3635F95 | 4071F 3 | 4149F 6 |
| 22 | 3668F96 | 4117F 4 | 4195F 7 |
| 20 | 3804F96 | 4143F 4 | 4224F 7 |
| 18 | 3914F96 | 4156F 5 | 4238F 8 |
| 16 | 3939F96 | 4169F 5 | 4248F 8 |
| 14 | 3949F96 | 4181F 5 | 4261F 8 |
| 12 | 3959F96 | 4193F 6 | 4274F 9 |
| 10 | 3971F97 | 4205F 6 | 4286F 9 |
| 0 | 4023F99 | 4263F 8 | 4349F11 |
| -10 | 4078F 1 | 4326F10 | 4414F13 |
| -20 | 4137F 3 | 4392F12 | 4482F15 |
| -30 | 4195F 5 | 4458F14 | 4546^18 |

High QNH **+110** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-2030**
Wing A/I ON **-2030**

## LEVEL 2 CONTAM

Flaps 22

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3367^98 | 3600^ 6 | 3742^ 8 |
| 26 | 3432^98 | 3664^ 6 | 3792^ 8 |
| 24 | 3500^98 | 3739^ 6 | 3846^ 9 |
| 22 | 3557^99 | 3802^ 7 | 3898^ 9 |
| 20 | 3599^ 0 | 3847^ 8 | 3948^10 |
| 18 | 3613^ 0 | 3860^ 8 | 3966^11 |
| 16 | 3625^ 0 | 3873^ 8 | 3982^11 |
| 14 | 3635^ 0 | 3884^ 9 | 4004^11 |
| 12 | 3646^ 1 | 3895^ 9 | 4022^11 |
| 10 | 3659^ 1 | 3907^ 9 | 4038^12 |
| 0 | 3714^ 3 | 3985^11 | 4076^12 |
| -10 | 3773^ 4 | 4032^12 | 4068^12 |
| -20 | 3826^ 6 | 4027^11 | 4064^12 |
| -30 | 3863^ 8 | 4016^11 | 4054^12 |

High QNH **+90** per .10"
Low QNH **-180** per .10"

Engine A/I ON **-4080**
Wing A/I ON **-4080**

## LEVEL 3 CONTAM

Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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 -GDL 02 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **D4.0 GDL** | **5500'** | **LT H340** | **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 | 3338F 7 | 3568F12 | 3648F14 | | 3535F 1 | 3626F 4 | 4336 |
| 36 | 89.2 | 3385F 8 | 3617F13 | 3700F15 | | 3584F 1 | 3675F 4 | 4420 |
| 34 | 89.5 | 3431F 9 | 3666F14 | 3749F15 | | 3631F 2 | 3723F 5 | 4498 |
| 32 | 89.9 | 3474F 9 | 3713F14 | 3797F16 | | 3675F 2 | 3769F 5 | 4575 |
| 30 | 90.2 | 3517F10 | 3760F15 | 3845F17 | | 3720F 3 | 3814F 6 | 4656 |
| 28 | 90.1 | 3560F10 | 3809F16 | 3895F18 | | 3768F 3 | 3864F 6 | 4745 |
| 26 | 90.0 | 3602F11 | 3859F16 | 3946F18 | | 3816F 3 | 3913F 7 | 4833 |
| 24 | 89.9 | 3631F11 | 3891F17 | 3978F19 | | 3847F 4 | 3945F 7 | 4875 |
| 22 | 89.8 | 3646F12 | 3904F17 | 3992F19 | | 3861F 4 | 3959F 7 | 4881 |
| 20 | 89.7 | 3660F12 | 3918F17 | 4006F19 | | 3875F 4 | 3973F 8 | 4883 |
| 18 | 89.4 | 3673F12 | 3929F18 | 4018F19 | | 3886F 5 | 3986F 8 | 4885 |
| 10 | 88.2 | 3720F13 | 3976F19 | 4067F20 | | 3937F 6 | 4036F 9 | 4890 |
| 0 | 86.6 | 3768F14 | 4032F20 | 4120F21 | 3209F 0 | 3998F 8 | 4100F11 | 4885 |
| -10 | 85.0 | 3822F15 | 4093F21 | 4177F22 | 3374F 1 | 4064F10 | 4164F13 | 4886 |
| -20 | 83.4 | 3877F17 | 4148F22 | 4235F24 | 3822F 1 | 4130F12 | 4230F15 | 4884 |
| -30 | 81.7 | 3934F18 | 4205F23 | 4295F25 | 3886F 3 | 4196F14 | 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 | 3645F14 | 3718F15 | 3444^91 | 3585D 0 | 3627D 4 | 4336 |
| 36 | 92.5 | 3459F10 | 3697F15 | 3773F16 | 3508^91 | 3654D 1 | 3697D 4 | 4420 |
| 34 | 92.9 | 3505F10 | 3746F15 | 3825F17 | 3567^91 | 3718^ 1 | 3761D 4 | 4498 |
| 32 | 93.3 | 3550F11 | 3793F16 | 3874F18 | 3576^92 | 3779^ 1 | 3825D 5 | 4575 |
| 30 | 93.7 | 3593F11 | 3840F17 | 3924F18 | 3556^92 | 3842^ 2 | 3890D 5 | 4656 |
| 28 | 93.7 | 3640F12 | 3891F17 | 3978F19 | 3519^93 | 3911^ 2 | 3963D 5 | 4745 |
| 26 | 93.8 | 3686F12 | 3943F18 | 4031F20 | 3484^94 | 3982^ 2 | 4037D 6 | 4833 |
| 24 | 93.6 | 3725F13 | 3987F19 | 4076F21 | 3496^94 | 4019^ 3 | 4074D 6 | 4875 |
| 22 | 93.3 | 3760F14 | 4022F20 | 4109F21 | 3555^95 | 4031^ 4 | 4084D 7 | 4881 |
| 20 | 93.0 | 3772F14 | 4035F20 | 4120F21 | 3586^95 | 4035^ 4 | 4087D 7 | 4883 |
| 18 | 92.7 | 3784F15 | 4047F20 | 4131F22 | 3620^95 | 4039^ 4 | 4090D 8 | 4885 |
| 10 | 91.4 | 3831F16 | 4095F21 | 4177F22 | 3756^96 | 4055D 6 | 4102D 9 | 4890 |
| 0 | 89.8 | 3882F17 | 4145F22 | 4230F23 | 3898^97 | 4057D 8 | 4105D11 | 4885 |
| -10 | 88.1 | 3939F18 | 4202F23 | 4289F25 | 3915^99 | 4069D10 | 4117D13 | 4886 |
| -20 | 86.4 | 3997F19 | 4261F24 | 4350F26 | 3930^ 1 | 4079D12 | 4128D13 | 4884 |
| -30 | 84.7 | 4057F20 | 4320F25 | 4412F27 | 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 | 3645F14-14-25 | 3718F15-15-26 | 3794F17-17-28 |
| 36 | 92.5 | 3459F10-10-22 | 3697F15-15-26 | 3773F16-16-27 | 3848F18-18-29 |
| 34 | 92.9 | 3505F10-10-23 | 3746F15-15-27 | 3825F17-17-28 | 3901F19-19-29 |
| 32 | 93.3 | 3550F11-11-23 | 3793F16-16-28 | 3874F18-18-29 | 3951F19-19-30 |
| 30 | 93.7 | 3593F11-12-24 | 3840F17-17-28 | 3924F18-18-30 | 4001F20-20-31 |
| 28 | 93.7 | 3640F12-12-25 | 3891F17-17-29 | 3978F19-19-31 | 4057F21-21-32 |
| 26 | 93.8 | 3686F12-13-26 | 3943F18-18-30 | 4031F20-20-31 | 4112F21-21-33 |
| 24 | 93.6 | 3725F13-13-26 | 3987F19-19-31 | 4076F21-21-32 | 4157F22-22-33 |
| 22 | 93.3 | 3760F14-14-27 | 4022F20-20-31 | 4109F21-21-33 | 4191F23-23-34 |
| 20 | 93.0 | 3772F14-14-27 | 4035F20-20-32 | 4120F21-21-33 | 4203F23-23-34 |
| 18 | 92.7 | 3784F15-15-27 | 4047F20-20-32 | 4131F22-22-33 | 4215F23-23-34 |
| 10 | 91.4 | 3831F16-16-28 | 4095F21-21-32 | 4177F22-22-34 | 4261F24-24-35 |
| 0 | 89.8 | 3882F17-17-29 | 4145F22-22-33 | 4230F23-23-35 | 4317F25-25-36 |
| -10 | 88.1 | 3939F18-18-30 | 4202F23-23-34 | 4289F25-25-35 | 4379F26-26-37 |
| -20 | 86.4 | 3997F19-19-31 | 4261F24-24-35 | 4350F26-26-36 | 4441F27-27-38 |
| -30 | 84.7 | 4057F20-20-32 | 4320F25-25-36 | 4412F27-27-37 | 4507F29-29-39 |

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<br>Flaps 9<br>-10T | +0 | +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | <br>Flaps<br>-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" | | | High QNH +50 per .10" | | | High QNH per .10" | | |
| | Low QNH -140 per .10" | | | Low QNH -140 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -1160 | | | Engine A/I ON -30 | | | Engine A/I ON | | |
| | Wing A/I ON -1160 | | | Wing A/I ON -30 | | | Wing A/I ON | | |

| OAT °C | WET - 1 FLP CHNL INOP<br>Flaps 22<br>-10T | +0 | +10H | WET - EAI VLV INOP OPEN<br>Flaps 22<br>-10T | +0 | +10H | <br>Flaps<br>-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" | | | High QNH +60 per .10" | | | High QNH per .10" | | |
| | Low QNH -150 per .10" | | | Low QNH -170 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -2460 | | | Engine A/I ON -20 | | | Engine A/I ON | | |
| | Wing A/I ON -2460 | | | Wing A/I ON -20 | | | Wing A/I ON | | |

| OAT °C | LEVEL 1 CONTAM<br>Flaps<br>-10T | +0 | +10H | LEVEL 2 CONTAM<br>Flaps<br>-10T | +0 | +10H | LEVEL 3 CONTAM<br>Flaps<br>-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 | 5016 | Length | 5906 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.32 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# 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<br>Flaps 9<br>-10T | +0 | +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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" | | | High QNH +80 per .10" | | | High QNH per .10" | | |
| | Low QNH -170 per .10" | | | Low QNH -200 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -3010 | | | Engine A/I ON +0 | | | Engine A/I ON | | |
| | Wing A/I ON -3010 | | | Wing A/I ON +0 | | | Wing A/I ON | | |

| OAT °C | WET - 1 FLP CHNL INOP<br>Flaps 9<br>-10T | +0 | +10H | WET - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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" | | | High QNH +80 per .10" | | | High QNH per .10" | | |
| | Low QNH -170 per .10" | | | Low QNH -200 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -3010 | | | Engine A/I ON +0 | | | Engine A/I ON | | |
| | Wing A/I ON -3010 | | | Wing A/I ON +0 | | | Wing A/I ON | | |

| OAT °C | LEVEL 1 CONTAM<br>Flaps 9<br>-10T | +0 | +10H | LEVEL 2 CONTAM<br>Flaps 9<br>-10T | +0 | +10H | LEVEL 3 CONTAM<br>Flaps<br>-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" | | | High QNH +60 per .10" | | | High QNH per .10" | | |
| | Low QNH -170 per .10" | | | Low QNH -180 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -2820 | | | Engine A/I ON -2350 | | | Engine A/I ON | | |
| | Wing A/I ON -2820 | | | Wing A/I ON -2350 | | | 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 |
|---|---|---|---|---|---|---|
| | | 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**

## DRY - 1 FLP CHNL INOP

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 38 | 3588^ 4 | 3676^ 7 | 3706^ 8 |
| 36 | 3650^ 4 | 3749^ 8 | 3778^ 8 |
| 34 | 3708^ 5 | 3813^ 9 | 3844^ 9 |
| 32 | 3762^ 5 | 3874^10 | 3875^10 |
| 30 | 3818^ 6 | 3935^10 | 3875^10 |
| 28 | 3882^ 6 | 4005^11 | 4037^12 |
| 26 | 3940^ 7 | 4075^12 | 4108^13 |
| 24 | 3987^ 7 | 4118^13 | 4151^13 |
| 22 | 4011^ 8 | 4134^13 | 4160^13 |
| 20 | 4020^ 8 | 4141^13 | 4160^13 |
| 18 | 4028^ 9 | 4147^13 | 4181^13 |
| 10 | 4058^10 | 4159^13 | 4192^14 |
| 0 | 4047^11 | 4149^13 | 4183^13 |
| -10 | 4039^11 | 4144^13 | 4179^13 |

High QNH **+30** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-2750**
Wing A/I ON **-2750**

## DRY - EAI VLV INOP OPEN

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 38 | 3583^ 4 | 3672^ 7 | 3701^ 8 |
| 36 | 3643^ 4 | 3745^ 8 | 3774^ 8 |
| 34 | 3701^ 5 | 3808^ 9 | 3838^ 9 |
| 32 | 3755^ 5 | 3869^10 | 3838^ 9 |
| 30 | 3812^ 6 | 3930^10 | 3961^11 |
| 28 | 3873^ 6 | 4000^11 | 4032^12 |
| 26 | 3931^ 6 | 4070^12 | 4103^12 |
| 24 | 3978^ 7 | 4113^12 | 4146^13 |
| 22 | 4005^ 8 | 4130^13 | 4157^13 |
| 20 | 4013^ 8 | 4135^13 | 4155^13 |
| 18 | 4022^ 9 | 4142^13 | 4155^13 |
| 10 | 3789^ 8 | 3884^10 | 3916^10 |
| 0 | 3982^11 | 4083^12 | 4117^13 |
| -10 | 3999^11 | 4104^12 | 4138^13 |

High QNH **+30** per .10"
Low QNH **-180** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 38 | | | |
| 36 | | | |
| 34 | | | |
| 32 | | | |
| 30 | | | |
| 28 | | | |
| 26 | | | |
| 24 | | | |
| 22 | | | |
| 20 | | | |
| 18 | | | |
| 10 | | | |
| 0 | | | |
| -10 | | | |

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 38 | 3533^90 | 3676D 0 | 3706D 3 |
| 36 | 3585^91 | 3749D 0 | 3778D 4 |
| 34 | 3635^91 | 3813D 1 | 3844D 4 |
| 32 | 3634^92 | 3874D 1 | 3875D 4 |
| 30 | 3616^93 | 3935D 2 | 3875D 5 |
| 28 | 3585^93 | 4005^ 2 | 4037D 5 |
| 26 | 3557^94 | 4067^ 2 | 4108D 5 |
| 24 | 3569^95 | 4110^ 3 | 4151D 6 |
| 22 | 3627^95 | 4134^ 4 | 4160D 7 |
| 20 | 3660^95 | 4141D 4 | 4160D 7 |
| 18 | 3692^95 | 4147D 4 | 4181D 8 |
| 10 | 3818^96 | 4159D 6 | 4192D 9 |
| 0 | 3977^98 | 4149D 8 | 4183D11 |
| -10 | 4007^99 | 4144D10 | 4179D14 |

High QNH **+30** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-2750**
Wing A/I ON **-2750**

## WET - EAI VLV INOP OPEN

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 38 | 3526^90 | 3672D 0 | 3701D 3 |
| 36 | 3578^91 | 3745D 0 | 3774D 4 |
| 34 | 3629^91 | 3808D 1 | 3838D 4 |
| 32 | 3624^92 | 3869D 1 | 3838D 4 |
| 30 | 3606^92 | 3930D 1 | 3961D 5 |
| 28 | 3576^93 | 3999^ 2 | 4032D 5 |
| 26 | 3547^94 | 4062^ 2 | 4103D 5 |
| 24 | 3560^95 | 4105^ 3 | 4146D 6 |
| 22 | 3619^95 | 4129^ 3 | 4157D 7 |
| 20 | 3652^95 | 4135D 4 | 4155D 7 |
| 18 | 3684^95 | 4142D 4 | 4155D 7 |
| 10 | 3782^96 | 3884D 7 | 3916D10 |
| 0 | 3969^97 | 4083D 8 | 4117D11 |
| -10 | 3993^99 | 4104D10 | 4138D13 |

High QNH **+30** per .10"
Low QNH **-180** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 38 | | | |
| 36 | | | |
| 34 | | | |
| 32 | | | |
| 30 | | | |
| 28 | | | |
| 26 | | | |
| 24 | | | |
| 22 | | | |
| 20 | | | |
| 18 | | | |
| 10 | | | |
| 0 | | | |
| -10 | | | |

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps

| OAT °C | -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"

Engine A/I ON
Wing A/I ON

## LEVEL 2 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|
| | | |

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|
| | | |

High QNH per .10"
Low QNH per .10"

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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**TAR Mexico** **EMB-145** **AE3007A1**

# 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" Low QNH **-170** per .10"
Engine A/I ON **-2980** 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" Low QNH **-170** per .10"
Engine A/I ON **-3010** 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" Low QNH **-180** per .10"
Engine A/I ON **-3050** 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 | 4285F15 | 4512F23 | 4592F25 | | | |
| 26 | 4608^11 | 4716^21 | 4752^24 | 4354F15 | 4583F23 | 4664F25 | | | |
| 24 | 4653^12 | 4762^22 | 4799^25 | 4410F16 | 4642F24 | 4725F26 | | | |
| 22 | 4661^13 | 4771^23 | 4808^26 | 4450F17 | 4689F25 | 4765^27 | | | |
| 20 | 4663^13 | 4773^23 | 4811^26 | 4463F17 | 4703F25 | 4769^28 | | | |
| 18 | 4665^14 | 4776^24 | 4813^27 | 4475F18 | 4716F25 | 4773^28 | | | |
| 16 | 4666^14 | 4778^24 | 4816^27 | 4487F18 | 4730F26 | 4777^29 | | | |
| 14 | 4667^15 | 4780^25 | 4818^28 | 4499F18 | 4737^26 | 4780^29 | | | |
| 12 | 4668^15 | 4781^25 | 4820^28 | 4512F19 | 4740^27 | 4784^30 | | | |
| 10 | 4669^16 | 4783^26 | 4822^29 | 4524F19 | 4743^27 | 4787^30 | | | |
| 0 | 4666^18 | 4784^28 | 4824^32 | 4581F21 | 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 -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 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 | 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 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 22 -10T | +0 | +10H | LEVEL 2 CONTAM Flaps 22 -10T | +0 | +10H | LEVEL 3 CONTAM Flaps -10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | 3580F93 | 4111^ 1 | 4202^ 5 | 3058F 0 | 3656^ 7 | 3854F 9 | | | |
| 26 | 3649F94 | 4122^ 2 | 4214^ 5 | 3073F 0 | 3676^ 7 | 3876F 9 | | | |
| 24 | 3677F94 | 4133^ 2 | 4225^ 5 | 3088F 0 | 3693^ 7 | 3895F 9 | | | |
| 22 | 3694F94 | 4144^ 2 | 4237^ 6 | 3107F 0 | 3707^ 7 | 3918F10 | | | |
| 20 | 3724F94 | 4156^ 3 | 4249^ 6 | 3122F 1 | 3730^ 8 | 3940F10 | | | |
| 18 | 3755F94 | 4167^ 3 | 4260^ 7 | 3142F 1 | 3751^ 8 | 3958F10 | | | |
| 16 | 3786F95 | 4178^ 4 | 4267^ 7 | 3160F 1 | 3773^ 8 | 3983F10 | | | |
| 14 | 3816F95 | 4188^ 4 | 4265^ 7 | 3178F 1 | 3794F 8 | 3864F 9 | | | |
| 12 | 3847F95 | 4197^ 4 | 4264^ 8 | 3197F 2 | 3810F 9 | 4023F11 | | | |
| 10 | 3878F95 | 4207^ 5 | 4264^ 8 | 3218F 2 | 3853F 9 | 4039F11 | | | |
| 0 | 4011^97 | 4223^ 7 | 4276^11 | 3327F 3 | 3964F10 | 4140F13 | | | |
| -10 | 4062^98 | 4228^ 9 | 4279D13 | 3470F 4 | 4068F12 | 4244F14 | | | |
| -20 | 4069^ 1 | 4229D12 | 4272D15 | 3605F 6 | 4171F13 | 3975F10 | | | |
| -30 | 4063^ 3 | 4219D14 | 4263D15 | 3694F 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 per .10" Low QNH 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 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.5 | 4089^22 | 4241^25 | 4288^25 |
| 46 | 87.8 | 4167^23 | 4324^26 | 4374^27 |
| 44 | 87.9 | 4230^24 | 4391^27 | 4442^28 |
| 42 | 87.8 | 4279^24 | 4444^27 | 4496^28 |
| 40 | 87.7 | 4313^25 | 4479^28 | 4530^29 |
| 38 | 87.4 | 4321^25 | 4487^28 | 4539^29 |
| 36 | 87.2 | 4331^25 | 4496^28 | 4548^29 |
| 34 | 86.9 | 4339^25 | 4505^28 | 4557^29 |
| 32 | 86.6 | 4348^25 | 4514^28 | 4565^29 |
| 30 | 86.3 | 4356^26 | 4522^29 | 4574^30 |
| 20 | 84.9 | 4401^26 | 4565^29 | 4621^30 |
| 10 | 83.4 | 4440^27 | 4604^30 | 4667^31 |
| 0 | 81.9 | 4487^28 | 4657^31 | 4722^32 |
| -10 | 80.4 | 4530^29 | 4706^32 | 4772^33 |
| -20 | 78.9 | 4571^29 | 4753^33 | 4818^34 |
| -30 | 77.3 | 4613^30 | 4799^33 | 4864^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4036F 8 | 4241^18 | 4288D21 | 4612 |
| 4103F 8 | 4319^19 | 4374D22 | 4725 |
| 4158F 9 | 4382^19 | 4442D22 | 4829 |
| 4202F 9 | 4433^20 | 4496D23 | 4935 |
| 4234F10 | 4467^20 | 4530D23 | 4957 |
| 4246F10 | 4478^20 | 4539D24 | 4960 |
| 4258F10 | 4488^21 | 4548D24 | 4962 |
| 4270F11 | 4498^21 | 4557D24 | 4964 |
| 4280F11 | 4508^21 | 4565D25 | 4966 |
| 4292F11 | 4519^22 | 4574D25 | 4968 |
| 4350^13 | 4565D24 | 4621D27 | 4976 |
| 4399^15 | 4604D26 | 4667D29 | 4970 |
| 4455^17 | 4657D27 | 4722D31 | 4980 |
| 4508^19 | 4706D30 | 4772D33 | 4984 |
| 4561^21 | 4753D32 | 4818D35 | 4980 |
| 4613^23 | 4799D34 | 4864D36 | 4978 |

High QNH **+40** per .10" — Low QNH **-150** per .10"
Engine A/I ON **-500** — Wing A/I ON **-500**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.7 | 4148^23 | 4293^26 | 4350^27 |
| 46 | 91.0 | 4230^24 | 4379^27 | 4434^28 |
| 44 | 91.2 | 4298^25 | 4451^28 | 4504^29 |
| 42 | 91.1 | 4355^26 | 4510^29 | 4563^30 |
| 40 | 91.0 | 4394^26 | 4549^29 | 4603^30 |
| 38 | 90.7 | 4411^27 | 4565^29 | 4622^30 |
| 36 | 90.4 | 4420^27 | 4574^30 | 4631^31 |
| 34 | 90.1 | 4428^27 | 4582^30 | 4642^31 |
| 32 | 89.8 | 4436^27 | 4590^30 | 4652^31 |
| 30 | 89.6 | 4445^27 | 4600^30 | 4661^31 |
| 20 | 88.0 | 4487^28 | 4649^31 | 4712^32 |
| 10 | 86.5 | 4524^29 | 4693^32 | 4756^33 |
| 0 | 85.0 | 4570^29 | 4746^32 | 4808^34 |
| -10 | 83.4 | 4612^30 | 4793^33 | 4856^34 |
| -20 | 81.8 | 4654^31 | 4837^34 | 4900^35 |
| -30 | 80.2 | 4698^32 | 4881^35 | 4937^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4084^ 9 | 4292^20 | 4350D23 | 4612 |
| 4159^10 | 4370^20 | 4434D23 | 4725 |
| 4222^10 | 4438^21 | 4504D24 | 4829 |
| 4273^11 | 4494^21 | 4563D25 | 4935 |
| 4311^11 | 4533^22 | 4603D25 | 4957 |
| 4328^12 | 4551^22 | 4622D26 | 4960 |
| 4338^12 | 4561^23 | 4631D26 | 4962 |
| 4348^12 | 4571^23 | 4642D26 | 4964 |
| 4358^13 | 4582^23 | 4652D27 | 4966 |
| 4369^13 | 4594^24 | 4661D27 | 4968 |
| 4423^15 | 4649D26 | 4712D29 | 4976 |
| 4471^17 | 4693D28 | 4756D31 | 4970 |
| 4529^19 | 4746D30 | 4808D33 | 4980 |
| 4584^21 | 4793D32 | 4856D35 | 4984 |
| 4639^23 | 4837D34 | 4900D36 | 4980 |
| 4697^25 | 4881D35 | 4937D36 | 4978 |

High QNH **+40** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-570** — Wing A/I ON **-570**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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" — Low QNH **-160** per .10"
Engine A/I ON **-570** — 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<br>Flaps 9<br>-10T | +0 | +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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" | | | High QNH +40 per .10" | | | High QNH per .10" | | |
| | Low QNH -160 per .10" | | | Low QNH -160 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -570 | | | Engine A/I ON +0 | | | Engine A/I ON | | |
| | Wing A/I ON -570 | | | Wing A/I ON +0 | | | Wing A/I ON | | |

| OAT °C | WET - 1 FLP CHNL INOP<br>Flaps 9<br>-10T | +0 | +10H | WET - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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 | 4269F11 | 4487^21 | 4555D24 | | | |
| 40 | 4311^11 | 4533^22 | 4603D25 | 4307F11 | 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" | | | High QNH +40 per .10" | | | High QNH per .10" | | |
| | Low QNH -160 per .10" | | | Low QNH -150 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -570 | | | Engine A/I ON +0 | | | Engine A/I ON | | |
| | Wing A/I ON -570 | | | Wing A/I ON +0 | | | Wing A/I ON | | |

| OAT °C | LEVEL 1 CONTAM<br>Flaps 9<br>-10T | +0 | +10H | LEVEL 2 CONTAM<br>Flaps 22<br>-10T | +0 | +10H | LEVEL 3 CONTAM<br>Flaps<br>-10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | | 4074F 0 | 4169F 4 | 3116F98 | 3715F 5 | 3896F 8 | | | |
| 26 | | 4086F 1 | 4182F 4 | 3129F98 | 3735F 5 | 3914F 8 | | | |
| 24 | | 4100F 1 | 4194F 4 | 3147F98 | 3754F 6 | 3930F 8 | | | |
| 22 | | 4113F 1 | 4206F 5 | 3163F98 | 3774F 6 | 3945F 8 | | | |
| 20 | | 4124F 2 | 4219F 5 | 3182F99 | 3795F 6 | 3964F 9 | | | |
| 18 | | 4137F 2 | 4231F 6 | 3182F99 | 3817F 6 | 3978F 9 | | | |
| 16 | | 4148F 3 | 4243F 6 | 3223F99 | 3840F 7 | 3996F 9 | | | |
| 14 | | 4159F 3 | 4255F 6 | 3232F99 | 3863F 7 | 4006F10 | | | |
| 12 | | 4170F 3 | 4265F 7 | 3264F 0 | 3878F 7 | 4023F10 | | | |
| 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 | 4215F14 | | | |
| -20 | 4083F 0 | 4380F10 | 4471^14 | 3663F 4 | 4143F13 | 4275^15 | | | |
| -30 | 4147F 2 | 4445^12 | 4534^16 | 3764F 6 | 4217F14 | 4267^15 | | | |
| | High QNH +50 per .10" | | | High QNH +20 per .10" | | | High QNH per .10" | | |
| | Low QNH -60 per .10" | | | Low QNH -100 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -420 | | | Engine A/I ON -540 | | | Engine A/I ON | | |
| | Wing A/I ON -420 | | | Wing A/I ON -540 | | | 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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**TAR Mexico** **EMB-145** **AE3007A1**

## 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 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 |
|---|---|---|---|---|---|---|---|---|---|
| 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 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 | 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 per .10" Low QNH 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 | 4328F26 | 4578F30 | 4661^32 | 4254F13 | 4548F23 | 4651F26 | 4715 |
| 46 | 87.7 | 4405F27 | 4660F31 | 4748F33 | 4327F14 | 4625F23 | 4728F26 | 4834 |
| 44 | 87.6 | 4452F27 | 4710F32 | 4799F34 | 4372F14 | 4674F24 | 4778F27 | 4895 |
| 42 | 87.4 | 4471F28 | 4730F32 | 4819F34 | 4391F15 | 4694F24 | 4799F27 | 4946 |
| 40 | 87.2 | 4488F28 | 4748F33 | 4838F34 | 4409F15 | 4714F24 | 4819F27 | 4959 |
| 38 | 86.9 | 4498F28 | 4760F33 | 4850F34 | 4421F15 | 4727F25 | 4832F28 | 4961 |
| 36 | 86.6 | 4509F28 | 4771F33 | 4862F35 | 4433F16 | 4740F25 | 4846F28 | 4962 |
| 34 | 86.3 | 4519F29 | 4783F33 | 4874F35 | 4445F16 | 4753F25 | 4860F28 | 4964 |
| 32 | 86.1 | 4530F29 | 4796F33 | 4885F35 | 4458F16 | 4767F26 | 4875F29 | 4966 |
| 30 | 85.8 | 4542F29 | 4808F34 | 4898F35 | 4471F17 | 4781F26 | 4889F29 | 4968 |
| 20 | 84.4 | 4601F30 | 4871F35 | 4938^36 | 4536F18 | 4853F28 | 4938^31 | 4976 |
| 10 | 82.9 | 4661F31 | 4894^35 | 4932^36 | 4602F20 | 4893^30 | 4932D33 | 4972 |
| 0 | 81.4 | 4724F32 | 4899^35 | 4938^36 | 4673F22 | 4899D32 | 4938D36 | 4984 |
| -10 | 79.9 | 4774^33 | 4896^35 | 4937^36 | 4743F24 | 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 | 4431F28 | 4639^31 | 4671^32 | 4327F15 | 4632F24 | 4671^28 | 4715 |
| 46 | 90.9 | 4512F29 | 4753^33 | 4786^34 | 4401F15 | 4711F25 | 4784^28 | 4834 |
| 44 | 90.8 | 4572F30 | 4832F34 | 4874^35 | 4456F16 | 4770F25 | 4870^28 | 4895 |
| 42 | 90.5 | 4615F30 | 4875F35 | 4932^36 | 4492F16 | 4811F26 | 4920F29 | 4946 |
| 40 | 90.3 | 4632F31 | 4893F35 | 4941^36 | 4510F17 | 4830F26 | 4937^30 | 4959 |
| 38 | 90.0 | 4645F31 | 4907F35 | 4944^36 | 4524F17 | 4845F27 | 4941^30 | 4961 |
| 36 | 89.7 | 4656F31 | 4911^35 | 4945^36 | 4537F18 | 4859F27 | 4943^30 | 4962 |
| 34 | 89.4 | 4667F31 | 4912^35 | 4947^36 | 4550F18 | 4874F28 | 4945^31 | 4964 |
| 32 | 89.2 | 4679F31 | 4913^35 | 4948^36 | 4563F18 | 4888F28 | 4947^31 | 4966 |
| 30 | 88.9 | 4690F32 | 4914^35 | 4949^36 | 4577F19 | 4903F28 | 4949^32 | 4968 |
| 20 | 87.4 | 4749F33 | 4918^35 | 4955^36 | 4644F20 | 4916^30 | 4955D34 | 4976 |
| 10 | 85.9 | 4797^33 | 4910^35 | 4948^36 | 4713F22 | 4910D33 | 4948D36 | 4972 |
| 0 | 84.3 | 4798^33 | 4914^35 | 4953^36 | 4788F24 | 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 | 4431F28-28-38 | 4639^31-31-41 | 4671^32-32-41 | 4704^33-33-42 |
| 46 | 90.9 | 4512F29-29-39 | 4753^33-33-42 | 4786^34-34-43 | 4819^34-34-43 |
| 44 | 90.8 | 4572F30-30-40 | 4832F34-34-43 | 4874^35-35-44 | 4895C35-35-44 |
| 42 | 90.5 | 4615F30-30-40 | 4875F35-35-44 | 4932^36-36-45 | 4946C36-36-45 |
| 40 | 90.3 | 4632F31-31-40 | 4893F35-35-44 | 4941^36-36-45 | 4959C36-36-45 |
| 38 | 90.0 | 4645F31-31-41 | 4907F35-35-44 | 4944^36-36-45 | 4961C36-36-45 |
| 36 | 89.7 | 4656F31-31-41 | 4911^35-35-44 | 4945^36-36-45 | 4962C36-36-45 |
| 34 | 89.4 | 4667F31-31-41 | 4912^35-35-45 | 4947^36-36-45 | 4964C36-36-45 |
| 32 | 89.2 | 4679F31-31-41 | 4913^35-35-45 | 4948^36-36-45 | 4966C36-36-45 |
| 30 | 88.9 | 4690F32-32-41 | 4914^35-35-45 | 4949^36-36-45 | 4968C36-36-45 |
| 20 | 87.4 | 4749F33-33-42 | 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 | 4978F42-42-51 | 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 | 4828F40-40-49 | 5000C43-43-52 | 5000C43-43-52 | 5000C43-43-52 |
| -30 | 79.6 | 4891F41-41-50 | 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**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4431F28 | 4639^31 | 4671^32 |
| 46 | 4512F29 | 4753^33 | 4786^34 |
| 44 | 4572F30 | 4832F34 | 4874^35 |
| 42 | 4615F30 | 4875F35 | 4932^36 |
| 40 | 4632F31 | 4893F35 | 4941^36 |
| 38 | 4645F31 | 4907F35 | 4944^36 |
| 36 | 4656F31 | 4911^35 | 4945^36 |
| 34 | 4667F31 | 4912^35 | 4947^36 |
| 32 | 4679F31 | 4913^35 | 4948^36 |
| 30 | 4690F32 | 4914^35 | 4949^36 |
| 20 | 4749F33 | 4918^35 | 4955^36 |
| 10 | 4797^33 | 4910^35 | 4948^36 |
| 0 | 4798^33 | 4914^35 | 4953^36 |
| -10 | 4791^33 | 4911^35 | 4952^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## DRY - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4421F28 | 4633^31 | 4666^32 |
| 4501F29 | 4747^33 | 4780^33 |
| 4560F29 | 4820F34 | 4869^35 |
| 4604F30 | 4863F35 | 4927^36 |
| 4621F30 | 4882F35 | 4936^36 |
| 4634F31 | 4896F35 | 4940^36 |
| 4646F31 | 4907^35 | 4942^36 |
| 4657F31 | 4908^35 | 4942^36 |
| 4668F31 | 4908^35 | 4944^36 |
| 4680F31 | 4909^35 | 4945^36 |
| 4739F32 | 4913^35 | 4950^36 |
| 4714^32 | 4825^34 | 4862^35 |
| 4713^32 | 4828^34 | 4866^35 |
| 4705^32 | 4824^34 | 4864^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4327F15 | 4632F24 | 4671^28 |
| 46 | 4401F15 | 4711F25 | 4784^28 |
| 44 | 4456F16 | 4770F25 | 4870^28 |
| 42 | 4492F16 | 4811F26 | 4920F29 |
| 40 | 4510F17 | 4830F26 | 4937^30 |
| 38 | 4524F17 | 4845F27 | 4941^30 |
| 36 | 4537F18 | 4859F27 | 4943^30 |
| 34 | 4550F18 | 4874F28 | 4945^31 |
| 32 | 4563F18 | 4888F28 | 4947^31 |
| 30 | 4577F19 | 4903F28 | 4949^32 |
| 20 | 4644F20 | 4916^30 | 4955D34 |
| 10 | 4713F22 | 4910D33 | 4948D36 |
| 0 | 4788F24 | 4914D35 | 4953D36 |
| -10 | 4789^27 | 4911D35 | 4952D36 |

High QNH **+0** per .10"
Low QNH **-160** per .10"

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

## WET - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4320F15 | 4623F24 | 4666^27 |
| 4393F15 | 4701F25 | 4778^28 |
| 4448F16 | 4761F25 | 4865^28 |
| 4484F16 | 4801F26 | 4912F29 |
| 4502F17 | 4821F26 | 4930F29 |
| 4516F17 | 4836F27 | 4937^30 |
| 4529F17 | 4850F27 | 4939^30 |
| 4542F18 | 4865F27 | 4941^31 |
| 4555F18 | 4879F28 | 4943^31 |
| 4569F18 | 4894F28 | 4944^32 |
| 4636F20 | 4912^30 | 4950D34 |
| 4672F22 | 4825D33 | 4862D35 |
| 4708^24 | 4828D34 | 4866D35 |
| 4705^27 | 4824D34 | 4864D35 |

High QNH **+0** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3499F98 | 4243F 6 | 4337F10 |
| 26 | 3668F98 | 4254F 7 | 4350F10 |
| 24 | 3806F98 | 4267F 7 | 4362F10 |
| 22 | 3911F98 | 4279F 8 | 4375F11 |
| 20 | 4024F98 | 4291F 8 | 4388F11 |
| 18 | 4034F98 | 4303F 8 | 4401F12 |
| 16 | 4045F98 | 4315F 9 | 4413F12 |
| 14 | 4056F99 | 4327F 9 | 4426F12 |
| 12 | 4067F99 | 4339F 9 | 4439F13 |
| 10 | 4075F99 | 4352F10 | 4452F13 |
| 0 | 4137F 1 | 4421F12 | 4524F15 |
| -10 | 4193F 3 | 4490F14 | 4598F17 |
| -20 | 4254F 5 | 4561F16 | 4673F20 |
| -30 | 4316F 8 | 4636F19 | 4752F22 |

High QNH **+70** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-460**
Wing A/I ON **-460**

## LEVEL 2 CONTAM

Flaps 22

| -10T | +0 | +10H |
|---|---|---|
| 3503F 2 | 3951F10 | 4118F12 |
| 3524F 2 | 3971F10 | 4138F13 |
| 3542F 2 | 3989F10 | 4156F13 |
| 3562F 3 | 4010F11 | 4177F13 |
| 3578F 3 | 4025F11 | 4194F13 |
| 3586F 3 | 4045F11 | 4213F14 |
| 3595F 3 | 4066F12 | 4233F14 |
| 3606F 4 | 4081F12 | 4254F14 |
| 3620F 4 | 4103F12 | 4275F15 |
| 3635F 4 | 4125F12 | 4275F15 |
| 3711F 6 | 4224F14 | 4285^15 |
| 3802F 7 | 4237^14 | 4282^15 |
| 3902F 9 | 4231^14 | 4277^15 |
| 4004F11 | 4221^14 | 4269^15 |

High QNH **+10** per .10"
Low QNH **-90** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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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**TAR Mexico** **EMB-145** **AE3007A1**

# 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**

## DRY - 1 FLP CHNL INOP / DRY - EAI VLV INOP OPEN

| 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 | **+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 | **-4000** | | Engine A/I ON | **+0** | | Engine A/I ON | | |
| Wing A/I ON | **-4000** | | Wing A/I ON | **+0** | | Wing A/I ON | | |

## WET - 1 FLP CHNL INOP / WET - EAI VLV INOP OPEN

| 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 | **+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 | **-4000** | | Engine A/I ON | **+0** | | Engine A/I ON | | |
| Wing A/I ON | **-4000** | | Wing A/I ON | **+0** | | Wing A/I ON | | |

## LEVEL 1 CONTAM / LEVEL 2 CONTAM / LEVEL 3 CONTAM

| 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 | **+100** | per .10" | High QNH | **+110** | per .10" | High QNH | | per .10" |
| Low QNH | **-170** | per .10" | Low QNH | **-170** | per .10" | Low QNH | | per .10" |
| Engine A/I ON | **-3790** | | Engine A/I ON | **-1830** | | Engine A/I ON | | |
| Wing A/I ON | **-3790** | | Wing A/I ON | **-1830** | | 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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**TAR Mexico** **EMB-145** **AE3007A1**

# 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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**TAR Mexico** **EMB-145** **AE3007A1**

**LEON** **-BJX** **31** ***LT H230***

A/C **AUTO**

**DRY - 1 FLP CHNL INOP**

| OAT °C | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|
| 38 | 4006^22 | 4088^23 | 4115^24 |
| 36 | 4087^23 | 4169^25 | 4197^25 |
| 34 | 4165^24 | 4248^26 | 4276^26 |
| 32 | 4242^25 | 4327^27 | 4354^27 |
| 30 | 4323^27 | 4407^28 | 4435^29 |
| 28 | 4404^28 | 4490^29 | 4518^30 |
| 26 | 4487^29 | 4573^31 | 4602^31 |
| 24 | 4567^30 | 4655^32 | 4684^32 |
| 22 | 4608^31 | 4696^32 | 4725^33 |
| 20 | 4613^31 | 4701^32 | 4730^33 |
| 18 | 4613^31 | 4702^32 | 4731^33 |
| 16 | 4613^31 | 4702^32 | 4732^33 |
| 10 | 4608^31 | 4704^32 | 4734^33 |
| 0 | 4607^31 | 4700^32 | 4732^33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-3980**
Wing A/I ON **-3980**

**DRY - EAI VLV INOP OPEN**

| OAT °C | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|
| 38 | 4001^22 | 4083^23 | 4110^24 |
| 36 | 4082^23 | 4164^25 | 4192^25 |
| 34 | 4160^24 | 4244^26 | 4271^26 |
| 32 | 4238^25 | 4323^27 | 4351^27 |
| 30 | 4318^27 | 4403^28 | 4431^29 |
| 28 | 4400^28 | 4485^29 | 4514^30 |
| 26 | 4482^29 | 4569^30 | 4597^31 |
| 24 | 4564^30 | 4652^32 | 4681^32 |
| 22 | 4606^31 | 4694^32 | 4724^33 |
| 20 | 4611^31 | 4699^32 | 4728^33 |
| 18 | 4611^31 | 4700^32 | 4729^33 |
| 16 | 4611^31 | 4700^32 | 4730^33 |
| 10 | 4216^25 | 4305^27 | 4335^27 |
| 0 | 4538^30 | 4631^31 | 4662^32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

| OAT °C | Flaps -10T | Flaps +0 | Flaps +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

**WET - 1 FLP CHNL INOP**

| OAT °C | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|
| 38 | 4006D22 | 4088D24 | 4115D24 |
| 36 | 4087D23 | 4169D25 | 4197D25 |
| 34 | 4165D24 | 4248D26 | 4276D26 |
| 32 | 4242D24 | 4327D27 | 4354D28 |
| 30 | 4323D24 | 4407D28 | 4435D29 |
| 28 | 4404D25 | 4490D29 | 4518D30 |
| 26 | 4487D25 | 4573D31 | 4602D31 |
| 24 | 4566^26 | 4655D32 | 4684D32 |
| 22 | 4607^26 | 4696D32 | 4725D33 |
| 20 | 4613D27 | 4701D32 | 4730D33 |
| 18 | 4613D28 | 4702D32 | 4731D33 |
| 16 | 4613D28 | 4702D32 | 4732D33 |
| 10 | 4608D30 | 4704D32 | 4734D33 |
| 0 | 4607D31 | 4700D32 | 4732D33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-3980**
Wing A/I ON **-3980**

**WET - EAI VLV INOP OPEN**

| OAT °C | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|
| 38 | 4001D22 | 4083D23 | 4110D24 |
| 36 | 4082D23 | 4164D25 | 4192D25 |
| 34 | 4160D23 | 4244D26 | 4271D26 |
| 32 | 4238D24 | 4323D27 | 4351D28 |
| 30 | 4318D24 | 4403D28 | 4431D29 |
| 28 | 4400D25 | 4485D29 | 4514D30 |
| 26 | 4482D25 | 4569D31 | 4597D31 |
| 24 | 4563^25 | 4652D32 | 4681D32 |
| 22 | 4605^26 | 4694D32 | 4724D33 |
| 20 | 4611^27 | 4699D32 | 4728D33 |
| 18 | 4611D28 | 4700D32 | 4729D33 |
| 16 | 4611D28 | 4700D32 | 4730D33 |
| 10 | 4216D25 | 4305D27 | 4335D27 |
| 0 | 4538D30 | 4631D31 | 4662D32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

| OAT °C | Flaps -10T | Flaps +0 | Flaps +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

**LEVEL 1 CONTAM**

| OAT °C | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|
| 28 | 4083F 4 | 4312F12 | 4392F15 |
| 26 | 4144F 4 | 4376F13 | 4456F16 |
| 24 | 4205F 5 | 4440F13 | 4522F16 |
| 22 | 4250F 5 | 4489F14 | 4572F17 |
| 20 | 4276F 6 | 4520F15 | 4603F18 |
| 18 | 4288F 6 | 4533F15 | 4617F18 |
| 16 | 4300F 7 | 4546F15 | 4630F18 |
| 14 | 4312F 7 | 4557F16 | 4645F19 |
| 12 | 4325F 7 | 4573F16 | 4659F19 |
| 10 | 4337F 8 | 4585F17 | 4673F19 |
| 0 | 4397F10 | 4651^19 | 4690^22 |
| -10 | 4458F12 | 4649^21 | 4689^24 |
| -20 | 4521F14 | 4653^24 | 4694^27 |
| -30 | 4524^16 | 4650^27 | 4692^30 |

High QNH **+100** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-3080**
Wing A/I ON **-3080**

**LEVEL 2 CONTAM**

| OAT °C | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|
| 28 | 3814F 8 | 4025F15 | 4092F18 |
| 26 | 3876F 8 | 4090F16 | 4159F18 |
| 24 | 3939F 9 | 4157F16 | 4229F19 |
| 22 | 3989F 9 | 4213F17 | 4287F20 |
| 20 | 4021F10 | 4250F18 | 4329F21 |
| 18 | 4032F10 | 4262F18 | 4341F21 |
| 16 | 4043F11 | 4275F19 | 4354F21 |
| 14 | 4054F11 | 4286F19 | 4364F22 |
| 12 | 4065F11 | 4299F19 | 4378F22 |
| 10 | 4077F12 | 4311F20 | 4389F22 |
| 0 | 4130F14 | 4371F21 | 4448F24 |
| -10 | 4188F15 | 4432F23 | 4509F26 |
| -20 | 4247F17 | 4494F25 | 4572F28 |
| -30 | 4306F19 | 4554F27 | 4637F30 |

High QNH **+120** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-1620**
Wing A/I ON **-1620**

**LEVEL 3 CONTAM**

| OAT °C | Flaps -10T | Flaps +0 | Flaps +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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 -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 | 4148F22 | 4234F24 | 3847F 3 | 4126F13 | 4225F16 | 4725 |
| 46 | 87.7 | 3980F19 | 4222F23 | 4308F25 | 3910F 4 | 4196F14 | 4296F17 | 4844 |
| 44 | 87.6 | 4021F19 | 4266F24 | 4353F26 | 3950F 4 | 4239F14 | 4339F17 | 4901 |
| 42 | 87.4 | 4036F20 | 4281F24 | 4369F26 | 3965F 4 | 4255F14 | 4356F18 | 4947 |
| 40 | 87.1 | 4050F20 | 4296F24 | 4384F26 | 3980F 5 | 4271F15 | 4373F18 | 4959 |
| 38 | 86.8 | 4060F20 | 4307F25 | 4395F26 | 3991F 5 | 4283F15 | 4385F18 | 4961 |
| 36 | 86.6 | 4067F20 | 4317F25 | 4406F27 | 4001F 5 | 4294F15 | 4397F19 | 4962 |
| 34 | 86.3 | 4077F20 | 4328F25 | 4417F27 | 4013F 6 | 4307F16 | 4410F19 | 4964 |
| 32 | 86.0 | 4087F21 | 4339F25 | 4429F27 | 4025F 6 | 4319F16 | 4423F19 | 4966 |
| 30 | 85.7 | 4097F21 | 4350F25 | 4440F27 | 4037F 6 | 4332F16 | 4436F20 | 4968 |
| 20 | 84.3 | 4148F22 | 4408F26 | 4501F28 | 4095F 8 | 4396F18 | 4501D21 | 4976 |
| 10 | 82.8 | 4199F23 | 4466F28 | 4560F29 | 4152F10 | 4462F20 | 4560D23 | 4973 |
| 0 | 81.3 | 4255F24 | 4528F29 | 4626F30 | 4215F11 | 4528D22 | 4626D25 | 4984 |
| -10 | 79.8 | 4308F25 | 4590F30 | 4691F32 | 4275F13 | 4590D24 | 4691D27 | 4988 |
| -20 | 78.3 | 4365F26 | 4654F31 | 4754F33 | 4340F15 | 4654D26 | 4754D29 | 4985 |
| -30 | 76.7 | 4421F27 | 4718F32 | 4819F34 | 4406F17 | 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 | 3993F19 | 4238F24 | 4325F26 | 3907F 4 | 4195F14 | 4298F18 | 4725 |
| 46 | 90.9 | 4067F20 | 4314F25 | 4402F27 | 3974F 5 | 4266F15 | 4370F18 | 4844 |
| 44 | 90.8 | 4121F21 | 4371F26 | 4460F28 | 4021F 5 | 4318F16 | 4423F19 | 4901 |
| 42 | 90.5 | 4155F22 | 4408F27 | 4498F28 | 4049F 6 | 4350F16 | 4457F20 | 4947 |
| 40 | 90.2 | 4168F22 | 4422F27 | 4513F28 | 4064F 6 | 4366F17 | 4474F20 | 4959 |
| 38 | 89.9 | 4178F22 | 4433F27 | 4523F29 | 4075F 6 | 4379F17 | 4487F20 | 4961 |
| 36 | 89.7 | 4187F22 | 4444F27 | 4534F29 | 4086F 7 | 4391F17 | 4500F21 | 4962 |
| 34 | 89.4 | 4197F23 | 4456F27 | 4546F29 | 4098F 7 | 4404F18 | 4513F21 | 4964 |
| 32 | 89.1 | 4207F23 | 4467F28 | 4558F29 | 4109F 7 | 4417F18 | 4527F21 | 4966 |
| 30 | 88.8 | 4218F23 | 4479F28 | 4570F29 | 4121F 8 | 4431F18 | 4541F22 | 4968 |
| 20 | 87.3 | 4271F24 | 4537F29 | 4633F31 | 4180F10 | 4499F20 | 4611F23 | 4976 |
| 10 | 85.8 | 4323F25 | 4598F30 | 4695F32 | 4239F11 | 4568F22 | 4684F25 | 4973 |
| 0 | 84.2 | 4381F26 | 4664F31 | 4761F33 | 4305F13 | 4643F24 | 4761D27 | 4984 |
| -10 | 82.7 | 4436F27 | 4727F32 | 4825F34 | 4371F15 | 4719F26 | 4825D29 | 4988 |
| -20 | 81.1 | 4495F28 | 4790F33 | 4890F35 | 4441F17 | 4790D28 | 4890D31 | 4985 |
| -30 | 79.5 | 4555F29 | 4852F34 | 4936^36 | 4512F19 | 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 | 4238F24-24-35 | 4325F26-26-36 | 4415F27-27-37 |
| 46 | 90.9 | 4067F20-20-32 | 4314F25-25-36 | 4402F27-27-37 | 4493F28-28-38 |
| 44 | 90.8 | 4121F21-21-33 | 4371F26-26-37 | 4460F28-28-38 | 4552F29-29-39 |
| 42 | 90.5 | 4155F22-22-33 | 4408F27-27-37 | 4498F28-28-38 | 4590F30-30-40 |
| 40 | 90.2 | 4168F22-22-34 | 4422F27-27-37 | 4513F28-28-39 | 4605F30-30-40 |
| 38 | 89.9 | 4178F22-22-34 | 4433F27-27-38 | 4523F29-29-39 | 4617F30-30-40 |
| 36 | 89.7 | 4187F22-22-34 | 4444F27-27-38 | 4534F29-29-39 | 4629F31-31-40 |
| 34 | 89.4 | 4197F23-23-34 | 4456F27-27-38 | 4546F29-29-39 | 4642F31-31-41 |
| 32 | 89.1 | 4207F23-23-34 | 4467F28-28-38 | 4558F29-29-39 | 4654F31-31-41 |
| 30 | 88.8 | 4218F23-23-34 | 4479F28-28-38 | 4570F29-29-40 | 4667F31-31-41 |
| 20 | 87.3 | 4271F24-24-35 | 4537F29-29-39 | 4633F31-31-40 | 4729F32-32-42 |
| 10 | 85.8 | 4323F25-25-36 | 4598F30-30-40 | 4695F32-32-41 | 4791F33-33-43 |
| 0 | 84.2 | 4381F26-26-37 | 4664F31-31-41 | 4761F33-33-42 | 4860F34-34-44 |
| -10 | 82.7 | 4436F27-27-38 | 4727F32-32-42 | 4825F34-34-43 | 4926F35-35-45 |
| -20 | 81.1 | 4495F28-28-38 | 4790F33-33-43 | 4890F35-35-44 | 4985C36-36-46 |
| -30 | 79.5 | 4555F29-29-39 | 4852F34-34-44 | 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 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 | 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 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 9 -10T | +0 | +10H | LEVEL 2 CONTAM Flaps 22 -10T | +0 | +10H | LEVEL 3 CONTAM Flaps -10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | | | 3937F99 | | 3292F 1 | 3598F 3 | | | |
| 26 | | 2774F99 | 3950F99 | | 3324F 2 | 3615F 4 | | | |
| 24 | | 2990F99 | 3962F 0 | | 3356F 2 | 3631F 4 | | | |
| 22 | | 3191F99 | 3975F 0 | | 3390F 2 | 3649F 4 | | | |
| 20 | | 3429F98 | 3987F 0 | | 3422F 2 | 3667F 4 | | | |
| 18 | | 3625F98 | 3998F 1 | 2649F95 | 3462F 2 | 3686F 5 | | | |
| 16 | | 3813F98 | 4011F 1 | 2669F96 | 3504F 2 | 3696F 5 | | | |
| 14 | | 3919F98 | 4023F 1 | 2691F96 | 3534F 2 | 3726F 5 | | | |
| 12 | | 3931F98 | 4037F 2 | 2715F96 | 3577F 3 | 3736F 5 | | | |
| 10 | | 3945F99 | 4051F 2 | 2715F96 | 3577F 3 | 3771F 6 | | | |
| 0 | | 4013F 1 | 4117F 4 | 2873F98 | 3685F 5 | 3891F 7 | | | |
| -10 | | 4079F 3 | 4183F 6 | 3009F99 | 3795F 6 | 3980F 9 | | | |
| -20 | | 4144F 5 | 4252F 8 | 3154F 0 | 3915F 8 | 4068F11 | | | |
| -30 | | 4211F 7 | 4322F11 | 3310F 1 | 4004F 9 | 4149F12 | | | |
| | High QNH +80 per .10" Low QNH -1020 per .10" | | | High QNH +40 per .10" Low QNH -180 per .10" | | | High QNH per .10" Low QNH 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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 3899F18 | 4137F22 | 4222F24 |
| 46 | 87.7 | 3969F19 | 4210F23 | 4296F25 |
| 44 | 87.6 | 4011F19 | 4254F24 | 4340F25 |
| 42 | 87.4 | 4025F19 | 4269F24 | 4356F26 |
| 40 | 87.1 | 4039F20 | 4284F24 | 4372F26 |
| 38 | 86.8 | 4046F20 | 4294F24 | 4382F26 |
| 36 | 86.6 | 4056F20 | 4305F25 | 4393F26 |
| 34 | 86.3 | 4065F20 | 4316F25 | 4405F26 |
| 32 | 86.0 | 4075F20 | 4327F25 | 4416F27 |
| 30 | 85.7 | 4085F20 | 4338F25 | 4428F27 |
| 20 | 84.3 | 4136F21 | 4395F26 | 4488F28 |
| 10 | 82.8 | 4187F22 | 4453F27 | 4548F29 |
| 0 | 81.3 | 4243F23 | 4516F28 | 4613F30 |
| -10 | 79.8 | 4296F24 | 4576F29 | 4676F31 |
| -20 | 78.3 | 4352F25 | 4640F31 | 4739F32 |
| -30 | 76.7 | 4408F26 | 4703F32 | 4803F33 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3840F 3 | 4117F13 | 4216F16 | 4725 |
| 3903F 4 | 4186F14 | 4286F17 | 4844 |
| 3942F 4 | 4229F14 | 4330F17 | 4901 |
| 3957F 4 | 4245F15 | 4346F18 | 4947 |
| 3972F 5 | 4261F15 | 4363F18 | 4959 |
| 3984F 5 | 4273F15 | 4375F18 | 4961 |
| 3994F 5 | 4285F16 | 4387F19 | 4962 |
| 4005F 6 | 4297F16 | 4400F19 | 4964 |
| 4017F 6 | 4309F16 | 4413F19 | 4966 |
| 4029F 6 | 4322F17 | 4426F20 | 4968 |
| 4085F 8 | 4386F18 | 4488D22 | 4976 |
| 4142F10 | 4452F20 | 4548D23 | 4973 |
| 4205F12 | 4516D22 | 4613D25 | 4984 |
| 4264F13 | 4576D24 | 4676D27 | 4988 |
| 4330F15 | 4640D26 | 4739D29 | 4985 |
| 4396F17 | 4703D28 | 4803D31 | 4983 |

High QNH **+80** per .10" — Low QNH **-150** per .10"
Engine A/I ON **-380** — Wing A/I ON **-380**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 3982F19 | 4226F24 | 4313F26 |
| 46 | 90.9 | 4055F20 | 4302F25 | 4390F27 |
| 44 | 90.8 | 4109F21 | 4358F26 | 4447F27 |
| 42 | 90.5 | 4143F22 | 4396F26 | 4486F28 |
| 40 | 90.2 | 4156F22 | 4410F27 | 4500F28 |
| 38 | 89.9 | 4166F22 | 4421F27 | 4512F28 |
| 36 | 89.7 | 4175F22 | 4432F27 | 4523F29 |
| 34 | 89.4 | 4185F22 | 4443F27 | 4535F29 |
| 32 | 89.1 | 4195F23 | 4455F27 | 4547F29 |
| 30 | 88.8 | 4206F23 | 4466F28 | 4557F29 |
| 20 | 87.3 | 4258F24 | 4524F29 | 4620F30 |
| 10 | 85.8 | 4310F25 | 4584F30 | 4680F31 |
| 0 | 84.2 | 4369F26 | 4650F31 | 4746F32 |
| -10 | 82.7 | 4425F27 | 4712F32 | 4810F34 |
| -20 | 81.1 | 4481F28 | 4774F33 | 4874F35 |
| -30 | 79.5 | 4541F29 | 4839F34 | 4936^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3898F 4 | 4186F15 | 4289F18 | 4725 |
| 3965F 5 | 4257F15 | 4361F18 | 4844 |
| 4014F 5 | 4309F16 | 4414F19 | 4901 |
| 4041F 6 | 4341F16 | 4448F20 | 4947 |
| 4055F 6 | 4357F17 | 4464F20 | 4959 |
| 4067F 7 | 4369F17 | 4478F20 | 4961 |
| 4078F 7 | 4382F17 | 4491F21 | 4962 |
| 4089F 7 | 4395F18 | 4504F21 | 4964 |
| 4100F 8 | 4408F18 | 4518F21 | 4966 |
| 4110F 8 | 4421F18 | 4532F22 | 4968 |
| 4171F10 | 4490F20 | 4601F23 | 4976 |
| 4230F11 | 4559F22 | 4673F25 | 4973 |
| 4295F13 | 4634F24 | 4746D27 | 4984 |
| 4362F15 | 4708F26 | 4810D29 | 4988 |
| 4431F17 | 4774D28 | 4874D31 | 4985 |
| 4502F19 | 4839D30 | 4936D34 | 4983 |

High QNH **+80** per .10" — Low QNH **-150** per .10"
Engine A/I ON **-450** — Wing A/I ON **-450**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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" — Low QNH **-150** per .10"
Engine A/I ON **-450** — 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**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3982F19 | 4226F24 | 4313F26 |
| 46 | 4055F20 | 4302F25 | 4390F27 |
| 44 | 4109F21 | 4358F26 | 4447F27 |
| 42 | 4143F22 | 4396F26 | 4486F28 |
| 40 | 4156F22 | 4410F27 | 4500F28 |
| 38 | 4166F22 | 4421F27 | 4512F28 |
| 36 | 4175F22 | 4432F27 | 4523F29 |
| 34 | 4185F22 | 4443F27 | 4535F29 |
| 32 | 4195F23 | 4455F27 | 4547F29 |
| 30 | 4206F23 | 4466F28 | 4557F29 |
| 20 | 4258F24 | 4524F29 | 4620F30 |
| 10 | 4310F25 | 4584F30 | 4680F31 |
| 0 | 4369F26 | 4650F31 | 4746F32 |
| -10 | 4425F27 | 4712F32 | 4810F34 |

High QNH **+80** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-450**
Wing A/I ON **-450**

## DRY - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3973F19 | 4217F24 | 4304F25 |
| 46 | 4046F20 | 4292F25 | 4380F26 |
| 44 | 4100F21 | 4349F26 | 4437F27 |
| 42 | 4134F21 | 4386F26 | 4476F28 |
| 40 | 4147F22 | 4400F26 | 4490F28 |
| 38 | 4157F22 | 4411F27 | 4502F28 |
| 36 | 4166F22 | 4422F27 | 4514F28 |
| 34 | 4176F22 | 4434F27 | 4526F29 |
| 32 | 4187F22 | 4445F27 | 4538F29 |
| 30 | 4197F23 | 4457F27 | 4550F29 |
| 20 | 4250F24 | 4517F28 | 4611F30 |
| 10 | 4271F24 | 4545F29 | 4637F31 |
| 0 | 4330F25 | 4608F30 | 4703F32 |
| -10 | 4383F26 | 4666F31 | 4764F33 |

High QNH **+80** per .10"
Low QNH **-150** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3898F 4 | 4186F15 | 4289F18 |
| 46 | 3965F 5 | 4257F15 | 4361F18 |
| 44 | 4014F 5 | 4309F16 | 4414F19 |
| 42 | 4041F 6 | 4341F16 | 4448F20 |
| 40 | 4055F 6 | 4357F17 | 4464F20 |
| 38 | 4067F 7 | 4369F17 | 4478F20 |
| 36 | 4078F 7 | 4382F17 | 4491F21 |
| 34 | 4089F 7 | 4395F18 | 4504F21 |
| 32 | 4100F 8 | 4408F18 | 4518F21 |
| 30 | 4110F 8 | 4421F18 | 4532F22 |
| 20 | 4171F10 | 4490F20 | 4601F23 |
| 10 | 4230F11 | 4559F22 | 4673F25 |
| 0 | 4295F13 | 4634F24 | 4746D27 |
| -10 | 4362F15 | 4708F26 | 4810D29 |

High QNH **+90** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-420**
Wing A/I ON **-420**

## WET - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3892F 4 | 4179F14 | 4281F18 |
| 46 | 3960F 5 | 4249F15 | 4353F18 |
| 44 | 4007F 5 | 4301F16 | 4406F19 |
| 42 | 4034F 6 | 4334F16 | 4440F20 |
| 40 | 4049F 6 | 4349F17 | 4456F20 |
| 38 | 4060F 7 | 4362F17 | 4470F20 |
| 36 | 4071F 7 | 4375F17 | 4483F21 |
| 34 | 4083F 7 | 4388F18 | 4496F21 |
| 32 | 4094F 8 | 4401F18 | 4510F21 |
| 30 | 4106F 8 | 4414F18 | 4524F22 |
| 20 | 4165F10 | 4482F20 | 4596F23 |
| 10 | 4194F11 | 4522F22 | 4635F25 |
| 0 | 4259F13 | 4597F24 | 4703D27 |
| -10 | 4324F15 | 4666D26 | 4764D29 |

High QNH **+90** per .10"
Low QNH **-150** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | | 2799F99 | 3931F99 |
| 26 | | 3011F99 | 3943F 0 |
| 24 | | 3212F99 | 3956F 0 |
| 22 | | 3424F98 | 3968F 0 |
| 20 | | 3599F98 | 3980F 1 |
| 18 | | 3771F98 | 3992F 1 |
| 16 | | 3900F98 | 4004F 1 |
| 14 | | 3912F98 | 4018F 2 |
| 12 | | 3925F99 | 4032F 2 |
| 10 | | 3938F99 | 4043F 3 |
| 0 | | 4005F 1 | 4110F 5 |
| -10 | | 4071F 3 | 4174F 7 |
| -20 | | 4136F 5 | 4244F 9 |
| -30 | | 4203F 7 | 4314F11 |

High QNH **+60** per .10"
Low QNH **-960** per .10"

Engine A/I ON **-430**
Wing A/I ON **-430**

## LEVEL 2 CONTAM

Flaps 22

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | | 3276F 2 | 3587F 4 |
| 26 | | 3308F 2 | 3606F 4 |
| 24 | | 3341F 2 | 3623F 4 |
| 22 | | 3371F 2 | 3641F 4 |
| 20 | | 3408F 2 | 3658F 5 |
| 18 | | 3444F 3 | 3676F 5 |
| 16 | 2655F96 | 3484F 3 | 3693F 5 |
| 14 | 2677F96 | 3526F 3 | 3717F 6 |
| 12 | 2706F97 | 3555F 3 | 3738F 6 |
| 10 | 2706F97 | 3578F 3 | 3750F 6 |
| 0 | 2872F98 | 3676F 5 | 3881F 7 |
| -10 | 2996F99 | 3784F 6 | 3973F 9 |
| -20 | 3141F 0 | 3905F 8 | 4060F11 |
| -30 | 3298F 1 | 3997F10 | 4149F13 |

High QNH **+40** per .10"
Low QNH **-180** per .10"

Engine A/I ON **-420**
Wing A/I ON **-420**

## LEVEL 3 CONTAM

Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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/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 | 4081F21 | 4329F26 | 4417F27 | 4017F 8 | 4303F17 | 4405F20 | 4722 |
| 46 | 87.7 | 4153F22 | 4404F27 | 4494F28 | 4085F 8 | 4375F18 | 4478F21 | 4842 |
| 44 | 87.6 | 4197F23 | 4451F27 | 4540F29 | 4128F 8 | 4420F18 | 4523F21 | 4900 |
| 42 | 87.4 | 4213F23 | 4467F28 | 4558F29 | 4144F 9 | 4437F19 | 4542F22 | 4947 |
| 40 | 87.1 | 4228F23 | 4484F28 | 4573F30 | 4159F 9 | 4455F19 | 4559F22 | 4959 |
| 38 | 86.9 | 4238F23 | 4495F28 | 4584F30 | 4170F 9 | 4467F19 | 4572F22 | 4961 |
| 36 | 86.6 | 4248F24 | 4506F28 | 4596F30 | 4181F10 | 4480F20 | 4585F23 | 4962 |
| 34 | 86.3 | 4258F24 | 4517F29 | 4608F30 | 4193F10 | 4493F20 | 4599F23 | 4964 |
| 32 | 86.0 | 4268F24 | 4529F29 | 4620F30 | 4204F10 | 4506F20 | 4613F23 | 4966 |
| 30 | 85.7 | 4279F24 | 4541F29 | 4633F31 | 4216F11 | 4519F21 | 4625F24 | 4968 |
| 20 | 84.3 | 4333F25 | 4601F30 | 4695F32 | 4275F12 | 4588F22 | 4695D26 | 4976 |
| 10 | 82.8 | 4388F26 | 4663F31 | 4756F33 | 4336F14 | 4656F24 | 4756D27 | 4973 |
| 0 | 81.3 | 4448F27 | 4727F32 | 4823F34 | 4403F16 | 4727D26 | 4823D29 | 4984 |
| -10 | 79.8 | 4503F28 | 4790F33 | 4886F35 | 4469F18 | 4790D28 | 4886D31 | 4988 |
| -20 | 78.3 | 4564F29 | 4854F34 | 4930^36 | 4538F20 | 4854D30 | 4930D34 | 4985 |
| -30 | 76.7 | 4624F30 | 4878^35 | 4922^35 | 4607F22 | 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 | 4172F23 | 4426F28 | 4511F29 | 4080F 9 | 4379F19 | 4483F22 | 4722 |
| 46 | 90.9 | 4248F24 | 4505F29 | 4593F30 | 4150F 9 | 4453F19 | 4559F22 | 4842 |
| 44 | 90.8 | 4305F25 | 4564F29 | 4655F31 | 4201F10 | 4508F20 | 4614F23 | 4900 |
| 42 | 90.5 | 4343F25 | 4605F30 | 4695F32 | 4232F10 | 4543F21 | 4652F24 | 4947 |
| 40 | 90.2 | 4357F26 | 4620F30 | 4711F32 | 4247F11 | 4560F21 | 4669F24 | 4959 |
| 38 | 90.0 | 4368F26 | 4633F31 | 4723F32 | 4259F11 | 4574F21 | 4683F24 | 4961 |
| 36 | 89.7 | 4379F26 | 4644F31 | 4734F32 | 4269F11 | 4587F22 | 4697F25 | 4962 |
| 34 | 89.4 | 4389F26 | 4656F31 | 4746F33 | 4281F12 | 4599F22 | 4710F25 | 4964 |
| 32 | 89.1 | 4400F26 | 4668F31 | 4758F33 | 4294F12 | 4613F22 | 4725F25 | 4966 |
| 30 | 88.8 | 4411F27 | 4680F31 | 4771F33 | 4306F12 | 4628F23 | 4739F26 | 4968 |
| 20 | 87.3 | 4466F28 | 4741F32 | 4834F34 | 4370F14 | 4699F24 | 4813F28 | 4976 |
| 10 | 85.8 | 4523F29 | 4801F33 | 4896F35 | 4435F16 | 4771F26 | 4887F30 | 4973 |
| 0 | 84.2 | 4586F30 | 4866F35 | 4953^36 | 4506F18 | 4850F28 | 4953^32 | 4984 |
| -10 | 82.7 | 4646F31 | 4911^35 | 4952^36 | 4577F20 | 4911^30 | 4952D34 | 4988 |
| -20 | 81.1 | 4707F32 | 4903^35 | 4945^36 | 4649F22 | 4903D33 | 4945D36 | 4985 |
| -30 | 79.5 | 4765^33 | 4893^35 | 4936^36 | 4723F24 | 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 | 4172F23-23-34 | 4426F28-28-37 | 4511F29-29-39 | 4599F31-31-40 |
| 46 | 90.9 | 4248F24-24-35 | 4505F29-29-39 | 4593F30-30-40 | 4682F32-32-41 |
| 44 | 90.8 | 4305F25-25-36 | 4564F29-29-39 | 4655F31-31-41 | 4745F33-33-42 |
| 42 | 90.5 | 4343F25-25-36 | 4605F30-30-40 | 4695F32-32-41 | 4786F33-33-43 |
| 40 | 90.2 | 4357F26-26-36 | 4620F30-30-40 | 4711F32-32-42 | 4802F34-34-43 |
| 38 | 90.0 | 4368F26-26-37 | 4633F31-31-40 | 4723F32-32-42 | 4815F34-34-43 |
| 36 | 89.7 | 4379F26-26-37 | 4644F31-31-41 | 4734F32-32-42 | 4827F34-34-43 |
| 34 | 89.4 | 4389F26-26-37 | 4656F31-31-41 | 4746F33-33-42 | 4839F34-34-43 |
| 32 | 89.1 | 4400F26-26-37 | 4668F31-31-41 | 4758F33-33-42 | 4852F34-34-44 |
| 30 | 88.8 | 4411F27-27-37 | 4680F31-31-41 | 4771F33-33-42 | 4865F35-35-44 |
| 20 | 87.3 | 4466F28-28-38 | 4741F32-32-42 | 4834F34-34-43 | 4930F36-36-45 |
| 10 | 85.8 | 4523F29-29-39 | 4801F33-33-43 | 4896F35-35-44 | 4973C36-36-45 |
| 0 | 84.2 | 4586F30-30-40 | 4866F35-35-44 | 4953^36-36-45 | 4984C36-36-46 |
| -10 | 82.7 | 4646F31-31-41 | 4911^35-35-44 | 4952^36-36-45 | 4988C37-37-46 |
| -20 | 81.1 | 4707F32-32-42 | 4903^35-35-44 | 4945^36-36-45 | 5000C43-43-52 |
| -30 | 79.5 | 4765^33-33-42 | 4893^35-35-44 | 4990F43-43-51 | 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<br>Flaps 9<br>-10T | +0 | +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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" | | | High QNH +10 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 | WET - 1 FLP CHNL INOP<br>Flaps 9<br>-10T | +0 | +10H | WET - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-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" | | | High QNH +10 per .10" | | | High QNH per .10" | | |
| | Low QNH -150 per .10" | | | Low QNH -150 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<br>Flaps 22<br>-10T | +0 | +10H | LEVEL 2 CONTAM<br>Flaps 22<br>-10T | +0 | +10H | LEVEL 3 CONTAM<br>Flaps<br>-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" | | | High QNH +40 per .10" | | | High QNH per .10" | | |
| | Low QNH -10 per .10" | | | Low QNH -120 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -690 | | | Engine A/I ON -520 | | | Engine A/I ON | | |
| | Wing A/I ON -690 | | | Wing A/I ON -520 | | | Wing A/I ON | | |

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 28 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **D3.1 ZLO** | **500'** | **LT H250** | **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 | 4081F21 | 4329F26 | 4417F27 | 4017F 8 | 4303F17 | 4405F20 | 4722 |
| 46 | 87.7 | 4153F22 | 4404F27 | 4494F28 | 4085F 8 | 4375F18 | 4478F21 | 4842 |
| 44 | 87.6 | 4197F23 | 4451F27 | 4540F29 | 4128F 8 | 4420F18 | 4523F21 | 4900 |
| 42 | 87.4 | 4213F23 | 4467F28 | 4558F29 | 4144F 9 | 4437F19 | 4542F22 | 4947 |
| 40 | 87.1 | 4228F23 | 4484F28 | 4573F30 | 4159F 9 | 4455F19 | 4559F22 | 4959 |
| 38 | 86.9 | 4238F23 | 4495F28 | 4584F30 | 4170F 9 | 4467F19 | 4572F22 | 4961 |
| 36 | 86.6 | 4248F24 | 4506F28 | 4596F30 | 4181F10 | 4480F20 | 4585F23 | 4962 |
| 34 | 86.3 | 4258F24 | 4517F29 | 4608F30 | 4193F10 | 4493F20 | 4599F23 | 4964 |
| 32 | 86.0 | 4268F24 | 4529F29 | 4620F30 | 4204F10 | 4506F20 | 4613F23 | 4966 |
| 30 | 85.7 | 4279F24 | 4541F29 | 4633F31 | 4216F11 | 4519F21 | 4625F24 | 4968 |
| 20 | 84.3 | 4333F25 | 4601F30 | 4695F32 | 4275F12 | 4588F22 | 4695D26 | 4976 |
| 10 | 82.8 | 4388F26 | 4663F31 | 4756F33 | 4336F14 | 4656F24 | 4756D27 | 4973 |
| 0 | 81.3 | 4448F27 | 4727F32 | 4823F34 | 4403F16 | 4727D26 | 4823D29 | 4984 |
| -10 | 79.8 | 4503F28 | 4790F33 | 4886F35 | 4469F18 | 4790D28 | 4886D31 | 4988 |
| -20 | 78.3 | 4564F29 | 4854F34 | 4930^36 | 4538F20 | 4854D30 | 4930D34 | 4985 |
| -30 | 76.7 | 4624F30 | 4878^35 | 4922^35 | 4607F22 | 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 | 4172F23 | 4426F28 | 4511F29 | 4080F 9 | 4379F19 | 4483F22 | 4722 |
| 46 | 90.9 | 4248F24 | 4505F29 | 4593F30 | 4150F 9 | 4453F19 | 4559F22 | 4842 |
| 44 | 90.8 | 4305F25 | 4564F29 | 4655F31 | 4201F10 | 4508F20 | 4614F23 | 4900 |
| 42 | 90.5 | 4343F25 | 4605F30 | 4695F32 | 4232F10 | 4543F21 | 4652F24 | 4947 |
| 40 | 90.2 | 4357F26 | 4620F30 | 4711F32 | 4247F11 | 4560F21 | 4669F24 | 4959 |
| 38 | 90.0 | 4368F26 | 4633F31 | 4723F32 | 4259F11 | 4574F21 | 4683F24 | 4961 |
| 36 | 89.7 | 4379F26 | 4644F31 | 4734F32 | 4269F11 | 4587F22 | 4697F25 | 4962 |
| 34 | 89.4 | 4389F26 | 4656F31 | 4746F33 | 4281F12 | 4599F22 | 4710F25 | 4964 |
| 32 | 89.1 | 4400F26 | 4668F31 | 4758F33 | 4294F12 | 4613F22 | 4725F25 | 4966 |
| 30 | 88.8 | 4411F27 | 4680F31 | 4771F33 | 4306F12 | 4628F23 | 4739F26 | 4968 |
| 20 | 87.3 | 4466F28 | 4741F32 | 4834F34 | 4370F14 | 4699F24 | 4813F28 | 4976 |
| 10 | 85.8 | 4523F29 | 4801F33 | 4896F35 | 4435F16 | 4771F26 | 4887F30 | 4973 |
| 0 | 84.2 | 4586F30 | 4866F35 | 4953^36 | 4506F18 | 4850F28 | 4953^32 | 4984 |
| -10 | 82.7 | 4646F31 | 4911^35 | 4952^36 | 4577F20 | 4911^30 | 4952D34 | 4988 |
| -20 | 81.1 | 4707F32 | 4903^35 | 4945^36 | 4649F22 | 4903D33 | 4945D36 | 4985 |
| -30 | 79.5 | 4765^33 | 4893^35 | 4936^36 | 4723F24 | 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 | 4172F23-23-34 | 4426F28-28-37 | 4511F29-29-39 | 4599F31-31-40 |
| 46 | 90.9 | 4248F24-24-35 | 4505F29-29-39 | 4593F30-30-40 | 4682F32-32-41 |
| 44 | 90.8 | 4305F25-25-36 | 4564F29-29-39 | 4655F31-31-41 | 4745F33-33-42 |
| 42 | 90.5 | 4343F25-25-36 | 4605F30-30-40 | 4695F32-32-41 | 4786F33-33-43 |
| 40 | 90.2 | 4357F26-26-36 | 4620F30-30-40 | 4711F32-32-42 | 4802F34-34-43 |
| 38 | 90.0 | 4368F26-26-37 | 4633F31-31-40 | 4723F32-32-42 | 4815F34-34-43 |
| 36 | 89.7 | 4379F26-26-37 | 4644F31-31-41 | 4734F32-32-42 | 4827F34-34-43 |
| 34 | 89.4 | 4389F26-26-37 | 4656F31-31-41 | 4746F33-33-42 | 4839F34-34-43 |
| 32 | 89.1 | 4400F26-26-37 | 4668F31-31-41 | 4758F33-33-42 | 4852F34-34-44 |
| 30 | 88.8 | 4411F27-27-37 | 4680F31-31-41 | 4771F33-33-42 | 4865F35-35-44 |
| 20 | 87.3 | 4466F28-28-38 | 4741F32-32-42 | 4834F34-34-43 | 4930F36-36-45 |
| 10 | 85.8 | 4523F29-29-39 | 4801F33-33-43 | 4896F35-35-44 | 4973C36-36-45 |
| 0 | 84.2 | 4586F30-30-40 | 4866F35-35-44 | 4953^36-36-45 | 4984C36-36-46 |
| -10 | 82.7 | 4646F31-31-41 | 4911^35-35-44 | 4952^36-36-45 | 4988C37-37-46 |
| -20 | 81.1 | 4707F32-32-42 | 4903^35-35-44 | 4945^36-36-45 | 5000C43-43-52 |
| -30 | 79.5 | 4765^33-33-42 | 4893^35-35-44 | 4990F43-43-51 | 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 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 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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# MAZATLAN -MZT 08 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 700' | | 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 | 4418^27 | 4555^30 | 4592^31 | 4382^18 | 4555D28 | 4592D31 | 4721 |
| 46 | 87.7 | 4506^29 | 4652^31 | 4692^32 | 4463^18 | 4652D28 | 4692D31 | 4840 |
| 44 | 87.6 | 4558^29 | 4706^32 | 4748^33 | 4512^19 | 4706D29 | 4748D32 | 4899 |
| 42 | 87.4 | 4575^30 | 4724^32 | 4766^33 | 4530^19 | 4724D29 | 4766D32 | 4947 |
| 40 | 87.1 | 4590^30 | 4739^32 | 4781^33 | 4546^20 | 4739D29 | 4781D33 | 4959 |
| 38 | 86.9 | 4598^30 | 4746^33 | 4788^33 | 4556^20 | 4746D30 | 4788D33 | 4961 |
| 36 | 86.6 | 4607^30 | 4753^33 | 4794^33 | 4566^20 | 4753D30 | 4794D33 | 4962 |
| 34 | 86.3 | 4614^30 | 4761^33 | 4802^33 | 4577^21 | 4761D30 | 4802D34 | 4964 |
| 32 | 86.0 | 4623^30 | 4769^33 | 4809^34 | 4588^21 | 4769D31 | 4809D34 | 4966 |
| 30 | 85.7 | 4632^31 | 4777^33 | 4816^34 | 4599^21 | 4777D31 | 4816D34 | 4968 |
| 20 | 84.3 | 4673^31 | 4816^34 | 4857^34 | 4652^23 | 4816D33 | 4857D36 | 4976 |
| 10 | 82.8 | 4707^32 | 4846^34 | 4904^35 | 4696^25 | 4846D35 | 4904D36 | 4972 |
| 0 | 81.3 | 4756^33 | 4896^35 | 4936^36 | 4756^27 | 4896D35 | 4936D36 | 4984 |
| -10 | 79.8 | 4772^33 | 4893^35 | 4935^36 | 4772D29 | 4893D35 | 4935D36 | 4988 |
| -20 | 78.3 | 4761^33 | 4886^35 | 4928^36 | 4761D32 | 4886D35 | 4928D36 | 4985 |
| -30 | 76.7 | 4746^32 | 4876^35 | 4920^35 | 4746D33 | 4876D35 | 4920D36 | 4983 |

High QNH **+10** 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 | 4470^28 | 4599^31 | 4645^32 | 4436^20 | 4599D29 | 4645D32 | 4721 |
| 46 | 90.9 | 4566^30 | 4699^32 | 4738^33 | 4524^20 | 4699D30 | 4738D33 | 4840 |
| 44 | 90.8 | 4626^31 | 4761^33 | 4801^34 | 4582^21 | 4761D31 | 4801D34 | 4899 |
| 42 | 90.5 | 4655^31 | 4789^33 | 4834^34 | 4611^21 | 4789D32 | 4834D35 | 4947 |
| 40 | 90.2 | 4668^31 | 4803^34 | 4850^34 | 4627^22 | 4803D32 | 4850D35 | 4959 |
| 38 | 90.0 | 4676^31 | 4810^34 | 4860^34 | 4636^22 | 4810D32 | 4860D35 | 4961 |
| 36 | 89.7 | 4684^31 | 4817^34 | 4869^35 | 4644^23 | 4817D33 | 4869D36 | 4962 |
| 34 | 89.4 | 4693^32 | 4823^34 | 4879^35 | 4654^23 | 4823D33 | 4879D36 | 4964 |
| 32 | 89.1 | 4702^32 | 4831^34 | 4888^35 | 4664^23 | 4831D33 | 4888D36 | 4966 |
| 30 | 88.8 | 4710^32 | 4841^34 | 4898^35 | 4674^24 | 4841D34 | 4898D36 | 4968 |
| 20 | 87.3 | 4755^33 | 4890^35 | 4948^36 | 4730^26 | 4890D35 | 4948D36 | 4976 |
| 10 | 85.8 | 4795^33 | 4908^35 | 4946^36 | 4781^28 | 4908D35 | 4946D36 | 4972 |
| 0 | 84.2 | 4796^33 | 4912^35 | 4951^36 | 4796D30 | 4912D35 | 4951D36 | 4984 |
| -10 | 82.7 | 4790^33 | 4909^35 | 4950^36 | 4790D32 | 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 | 4470^28-28-38 | 4599^31-31-40 | 4645^32-32-41 | 4701^32-32-41 |
| 46 | 90.9 | 4566^30-30-39 | 4699^32-32-41 | 4738^33-33-42 | 4796^34-34-43 |
| 44 | 90.8 | 4626^31-31-40 | 4761^33-33-42 | 4801^34-34-43 | 4859^35-35-44 |
| 42 | 90.5 | 4655^31-31-41 | 4789^33-33-43 | 4834^34-34-43 | 4893^35-35-44 |
| 40 | 90.2 | 4668^31-31-41 | 4803^34-34-43 | 4850^34-34-44 | 4909^35-35-44 |
| 38 | 90.0 | 4676^31-31-41 | 4810^34-34-43 | 4860^34-34-44 | 4919^35-35-45 |
| 36 | 89.7 | 4684^31-31-41 | 4817^34-34-43 | 4869^35-35-44 | 4928^36-36-45 |
| 34 | 89.4 | 4693^32-32-41 | 4823^34-34-43 | 4879^35-35-44 | 4938^36-36-45 |
| 32 | 89.1 | 4702^32-32-41 | 4831^34-34-43 | 4888^35-35-44 | 4947^36-36-45 |
| 30 | 88.8 | 4710^32-32-42 | 4841^34-34-43 | 4898^35-35-44 | 4957^36-36-45 |
| 20 | 87.3 | 4755^33-33-42 | 4890^35-35-44 | 4948^36-36-45 | 4976C36-36-45 |
| 10 | 85.8 | 4795^33-33-43 | 4908^35-35-44 | 4946^36-36-45 | 4972C36-36-45 |
| 0 | 84.2 | 4796^33-33-43 | 4912^35-35-45 | 4952^42-42-51 | 4998C43-43-52 |
| -10 | 82.7 | 4809^39-39-49 | 4948^42-42-51 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.1 | 4852^40-40-49 | 4994^43-43-52 | 5000C43-43-52 | 5000C43-43-52 |
| -30 | 79.5 | 4894^41-41-50 | 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 | 38 | Length | 8865 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.19 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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# MAZATLAN -MZT 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 | 4470^28 | 4599^31 | 4645^32 | 4463^28 | 4591^31 | 4637^31 | | | |
| 46 | 4566^30 | 4699^32 | 4738^33 | 4558^30 | 4692^32 | 4729^33 | | | |
| 44 | 4626^31 | 4761^33 | 4801^34 | 4619^30 | 4754^33 | 4791^33 | | | |
| 42 | 4655^31 | 4789^33 | 4834^34 | 4647^31 | 4782^33 | 4826^34 | | | |
| 40 | 4668^31 | 4803^34 | 4850^34 | 4662^31 | 4796^33 | 4842^34 | | | |
| 38 | 4676^31 | 4810^34 | 4860^34 | 4668^31 | 4804^34 | 4852^34 | | | |
| 36 | 4684^31 | 4817^34 | 4869^35 | 4676^31 | 4810^34 | 4861^35 | | | |
| 34 | 4693^32 | 4823^34 | 4879^35 | 4686^32 | 4817^34 | 4871^35 | | | |
| 32 | 4702^32 | 4831^34 | 4888^35 | 4695^32 | 4824^34 | 4881^35 | | | |
| 30 | 4710^32 | 4841^34 | 4898^35 | 4703^32 | 4833^34 | 4891^35 | | | |
| 20 | 4755^33 | 4890^35 | 4948^36 | 4748^33 | 4882^35 | 4940^36 | | | |
| 10 | 4795^33 | 4908^35 | 4946^36 | 4711^32 | 4823^34 | 4860^35 | | | |
| 0 | 4796^33 | 4912^35 | 4951^36 | 4711^32 | 4826^34 | 4864^35 | | | |
| -10 | 4790^33 | 4909^35 | 4950^36 | 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 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 | 4436^20 | 4599D29 | 4645D32 | 4430^19 | 4591D29 | 4637D32 | | | |
| 46 | 4524^20 | 4699D30 | 4738D33 | 4517^20 | 4692D30 | 4729D33 | | | |
| 44 | 4582^21 | 4761D31 | 4801D34 | 4574^21 | 4754D31 | 4791D34 | | | |
| 42 | 4611^21 | 4789D32 | 4834D35 | 4604^21 | 4782D31 | 4826D34 | | | |
| 40 | 4627^22 | 4803D32 | 4850D35 | 4619^22 | 4796D32 | 4842D35 | | | |
| 38 | 4636^22 | 4810D32 | 4860D35 | 4630^22 | 4804D32 | 4852D35 | | | |
| 36 | 4644^23 | 4817D33 | 4869D36 | 4638^22 | 4810D32 | 4861D36 | | | |
| 34 | 4654^23 | 4823D33 | 4879D36 | 4648^23 | 4817D33 | 4871D36 | | | |
| 32 | 4664^23 | 4831D33 | 4888D36 | 4658^23 | 4824D33 | 4881D36 | | | |
| 30 | 4674^24 | 4841D34 | 4898D36 | 4667^24 | 4833D34 | 4891D36 | | | |
| 20 | 4730^26 | 4890D35 | 4948D36 | 4723^25 | 4882D35 | 4940D36 | | | |
| 10 | 4781^28 | 4908D35 | 4946D36 | 4710^28 | 4823D34 | 4860D35 | | | |
| 0 | 4796D30 | 4912D35 | 4951D36 | 4711D30 | 4826D34 | 4864D35 | | | |
| -10 | 4790D32 | 4909D35 | 4950D36 | 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 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 | 4148F 1 | 4410F12 | 4494^15 | 3814F 6 | 4068F16 | 4158F19 | | | |
| 26 | 4159F 2 | 4423F12 | 4506^15 | 3824F 7 | 4078F16 | 4171F19 | | | |
| 24 | 4169F 2 | 4436F12 | 4517^16 | 3835F 7 | 4092F17 | 4183F20 | | | |
| 22 | 4180F 2 | 4448F13 | 4530^16 | 3845F 7 | 4101F17 | 4194F20 | | | |
| 20 | 4191F 3 | 4459F13 | 4540^16 | 3856F 8 | 4114F17 | 4208F20 | | | |
| 18 | 4202F 3 | 4469^13 | 4552^17 | 3865F 8 | 4126F18 | 4221F21 | | | |
| 16 | 4211F 4 | 4481^14 | 4564^17 | 3875F 9 | 4137F18 | 4234F21 | | | |
| 14 | 4222F 4 | 4491^14 | 4576^18 | 3885F 9 | 4149F18 | 4247F22 | | | |
| 12 | 4233F 4 | 4503^15 | 4587^18 | 3896F 9 | 4161F19 | 4259F22 | | | |
| 10 | 4245F 5 | 4514^15 | 4598^19 | 3908F10 | 4174F19 | 4272F22 | | | |
| 0 | 4306F 7 | 4578^17 | 4663^21 | 3965F11 | 4241F21 | 4344F24 | | | |
| -10 | 4367F 9 | 4640^19 | 4723^23 | 4021F13 | 4307F23 | 4417F26 | | | |
| -20 | 4430F11 | 4701^22 | 4786^25 | 4078F15 | 4380F25 | 4492F28 | | | |
| -30 | 4495F13 | 4762^24 | 4847^28 | 4135F17 | 4453F27 | 4588F30 | | | |
| | High QNH +70 per .10" Low QNH -60 per .10" | | | High QNH +70 per .10" Low QNH -60 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -520 Wing A/I ON -520 | | | Engine A/I ON -440 Wing A/I ON -440 | | | Engine A/I ON Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 38 | Length | 8865 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.19 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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# MAZATLAN -MZT 08-E250M *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 700' | | RT H260 | 1038' | |
| NOTAMS A1990/19 | | | | | | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4293F25 | 4540F30 | 4592^31 |
| 46 | 87.7 | 4369F26 | 4620F31 | 4692^32 |
| 44 | 87.6 | 4415F27 | 4670F31 | 4748^33 |
| 42 | 87.4 | 4432F27 | 4688F32 | 4765^33 |
| 40 | 87.1 | 4448F27 | 4705F32 | 4780^33 |
| 38 | 86.9 | 4458F27 | 4716F32 | 4787^33 |
| 36 | 86.6 | 4469F28 | 4728F32 | 4794^33 |
| 34 | 86.3 | 4480F28 | 4739F32 | 4801^33 |
| 32 | 86.0 | 4491F28 | 4752F33 | 4809^34 |
| 30 | 85.7 | 4503F28 | 4764F33 | 4816^34 |
| 20 | 84.3 | 4561F29 | 4816^34 | 4857^34 |
| 10 | 82.8 | 4618F30 | 4847^34 | 4904^35 |
| 0 | 81.3 | 4679F31 | 4896^35 | 4936^36 |
| -10 | 79.8 | 4738F32 | 4894^35 | 4935^36 |
| -20 | 78.3 | 4760^33 | 4886^35 | 4928^36 |
| -30 | 76.7 | 4746^32 | 4876^35 | 4920^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4225F13 | 4516F23 | 4588^26 | 4721 |
| 4296F14 | 4592F23 | 4682^26 | 4840 |
| 4341F14 | 4640F24 | 4736^27 | 4899 |
| 4358F14 | 4659F24 | 4754^27 | 4947 |
| 4375F15 | 4677F24 | 4770^27 | 4959 |
| 4387F15 | 4690F25 | 4779^28 | 4961 |
| 4399F15 | 4703F25 | 4788^28 | 4962 |
| 4411F16 | 4717F25 | 4796^28 | 4964 |
| 4424F16 | 4730F26 | 4805^29 | 4966 |
| 4436F16 | 4744F26 | 4815^29 | 4968 |
| 4501F18 | 4806^28 | 4857D31 | 4976 |
| 4567F20 | 4847D30 | 4904D33 | 4972 |
| 4636F22 | 4896D32 | 4936D35 | 4984 |
| 4704F24 | 4894D34 | 4935D36 | 4988 |
| 4758^26 | 4886D35 | 4928D36 | 4985 |
| 4746D28 | 4876D35 | 4920D36 | 4983 |

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4392F27 | 4598^31 | 4645^32 |
| 46 | 90.9 | 4475F28 | 4699^32 | 4738^33 |
| 44 | 90.8 | 4535F29 | 4761^33 | 4801^34 |
| 42 | 90.5 | 4575F30 | 4788^33 | 4834^34 |
| 40 | 90.2 | 4591F30 | 4803^34 | 4850^34 |
| 38 | 90.0 | 4602F30 | 4809^34 | 4860^34 |
| 36 | 89.7 | 4613F30 | 4816^34 | 4869^35 |
| 34 | 89.4 | 4623F30 | 4822^34 | 4878^35 |
| 32 | 89.1 | 4635F31 | 4830^34 | 4888^35 |
| 30 | 88.8 | 4646F31 | 4841^34 | 4898^35 |
| 20 | 87.3 | 4704F32 | 4890^35 | 4948^36 |
| 10 | 85.8 | 4762F33 | 4908^35 | 4946^36 |
| 0 | 84.2 | 4796^33 | 4912^35 | 4951^36 |
| -10 | 82.7 | 4790^33 | 4909^35 | 4950^36 |
| -20 | 81.1 | 4777^33 | 4901^35 | 4943^36 |
| -30 | 79.5 | 4763^33 | 4891^35 | 4934^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4298F15 | 4580^24 | 4645D27 | 4721 |
| 4372F15 | 4673^25 | 4735^28 | 4840 |
| 4426F16 | 4737F25 | 4795^29 | 4899 |
| 4460F16 | 4761^26 | 4829^29 | 4947 |
| 4477F17 | 4777^26 | 4847^30 | 4959 |
| 4490F17 | 4786^27 | 4860^30 | 4961 |
| 4503F17 | 4795^27 | 4869D31 | 4962 |
| 4516F18 | 4804^28 | 4878D31 | 4964 |
| 4529F18 | 4813^28 | 4888D31 | 4966 |
| 4543F18 | 4824^28 | 4898D32 | 4968 |
| 4609F20 | 4886^30 | 4948D34 | 4976 |
| 4676F22 | 4908D32 | 4946D36 | 4972 |
| 4751F24 | 4912D35 | 4951D36 | 4984 |
| 4786^26 | 4909D35 | 4950D36 | 4988 |
| 4777D29 | 4901D35 | 4943D36 | 4985 |
| 4763D31 | 4891D35 | 4934D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"
Engine A/I ON **-860** — 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 | 4392F27-27-37 | 4598^31-31-40 | 4645^32-32-41 | 4701^32-32-41 |
| 46 | 90.9 | 4475F28-28-38 | 4699^32-32-41 | 4738^33-33-42 | 4796^34-34-43 |
| 44 | 90.8 | 4535F29-29-39 | 4761^33-33-42 | 4801^34-34-43 | 4859^35-35-44 |
| 42 | 90.5 | 4575F30-30-40 | 4788^33-33-43 | 4834^34-34-43 | 4893^35-35-44 |
| 40 | 90.2 | 4591F30-30-40 | 4803^34-34-43 | 4850^34-34-44 | 4909^35-35-44 |
| 38 | 90.0 | 4602F30-30-40 | 4809^34-34-43 | 4860^34-34-44 | 4918^35-35-45 |
| 36 | 89.7 | 4613F30-30-40 | 4816^34-34-43 | 4869^35-35-44 | 4928^36-36-45 |
| 34 | 89.4 | 4623F30-30-40 | 4822^34-34-43 | 4878^35-35-44 | 4938^36-36-45 |
| 32 | 89.1 | 4635F31-31-40 | 4830^34-34-43 | 4888^35-35-44 | 4947^36-36-45 |
| 30 | 88.8 | 4646F31-31-41 | 4841^34-34-43 | 4898^35-35-44 | 4957^36-36-45 |
| 20 | 87.3 | 4704F32-32-42 | 4890^35-35-44 | 4948^36-36-45 | 4976C36-36-45 |
| 10 | 85.8 | 4762F33-33-42 | 4908^35-35-44 | 4946^36-36-45 | 4972C36-36-45 |
| 0 | 84.2 | 4796^33-33-43 | 4912^35-35-45 | 4953^42-42-51 | 4998C43-43-52 |
| -10 | 82.7 | 4790^33-33-43 | 4949^42-42-51 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.1 | 4784F39-39-48 | 4994^43-43-52 | 5000C43-43-52 | 5000C43-43-52 |
| -30 | 79.5 | 4846F40-40-49 | 4996C43-43-52 | 4996C43-43-52 | 4996C43-43-52 |

High QNH **+0** 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 | 38 | Length | 8038 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.19 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Apr 19** |

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# MAZATLAN -MZT 08-E250M *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 | 4392F27 | 4598^31 | 4645^32 | 4384F27 | 4592^31 | 4637^31 | | | |
| 46 | 4475F28 | 4699^32 | 4738^33 | 4464F28 | 4692^32 | 4730^33 | | | |
| 44 | 4535F29 | 4761^33 | 4801^34 | 4524F29 | 4754^33 | 4791^33 | | | |
| 42 | 4575F30 | 4788^33 | 4834^34 | 4564F29 | 4781^33 | 4826^34 | | | |
| 40 | 4591F30 | 4803^34 | 4850^34 | 4580F30 | 4796^33 | 4842^34 | | | |
| 38 | 4602F30 | 4809^34 | 4860^34 | 4592F30 | 4804^34 | 4852^34 | | | |
| 36 | 4613F30 | 4816^34 | 4869^35 | 4602F30 | 4810^34 | 4861^35 | | | |
| 34 | 4623F30 | 4822^34 | 4878^35 | 4613F30 | 4817^34 | 4871^35 | | | |
| 32 | 4635F31 | 4830^34 | 4888^35 | 4625F30 | 4824^34 | 4881^35 | | | |
| 30 | 4646F31 | 4841^34 | 4898^35 | 4636F31 | 4832^34 | 4891^35 | | | |
| 20 | 4704F32 | 4890^35 | 4948^36 | 4694F32 | 4882^35 | 4940^36 | | | |
| 10 | 4762F33 | 4908^35 | 4946^36 | 4711^32 | 4822^34 | 4860^35 | | | |
| 0 | 4796^33 | 4912^35 | 4951^36 | 4711^32 | 4826^34 | 4864^35 | | | |
| -10 | 4790^33 | 4909^35 | 4950^36 | 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 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 | 4298F15 | 4580^24 | 4645D27 | 4290F14 | 4573^24 | 4637D27 | | | |
| 46 | 4372F15 | 4673^25 | 4735^28 | 4364F15 | 4669F24 | 4726^28 | | | |
| 44 | 4426F16 | 4737F25 | 4795^29 | 4418F16 | 4728F25 | 4786^28 | | | |
| 42 | 4460F16 | 4761^26 | 4829^29 | 4452F16 | 4755^26 | 4821^29 | | | |
| 40 | 4477F17 | 4777^26 | 4847^30 | 4469F17 | 4771^26 | 4839^30 | | | |
| 38 | 4490F17 | 4786^27 | 4860^30 | 4482F17 | 4780^27 | 4851^30 | | | |
| 36 | 4503F17 | 4795^27 | 4869D31 | 4495F17 | 4789^27 | 4861D30 | | | |
| 34 | 4516F18 | 4804^28 | 4878D31 | 4508F18 | 4797^27 | 4871D31 | | | |
| 32 | 4529F18 | 4813^28 | 4888D31 | 4521F18 | 4806^28 | 4881D31 | | | |
| 30 | 4543F18 | 4824^28 | 4898D32 | 4535F18 | 4817^28 | 4891D31 | | | |
| 20 | 4609F20 | 4886^30 | 4948D34 | 4601F20 | 4879^30 | 4940D33 | | | |
| 10 | 4676F22 | 4908D32 | 4946D36 | 4636F22 | 4822D33 | 4860D35 | | | |
| 0 | 4751F24 | 4912D35 | 4951D36 | 4705^24 | 4826D34 | 4864D35 | | | |
| -10 | 4786^26 | 4909D35 | 4950D36 | 4701^26 | 4822D34 | 4862D35 | | | |
| | High QNH +0 per .10" Low QNH -170 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 | 3618F98 | 4211F 7 | 4307F10 | 3444F 2 | 3941F10 | 4111F12 | | | |
| 26 | 3753F98 | 4224F 7 | 4320F10 | 3464F 2 | 3963F10 | 4129F13 | | | |
| 24 | 3857F98 | 4236F 7 | 4332F11 | 3483F 3 | 3984F10 | 4148F13 | | | |
| 22 | 3984F98 | 4249F 8 | 4345F11 | 3502F 3 | 4002F11 | 4167F13 | | | |
| 20 | 3996F98 | 4261F 8 | 4358F11 | 3523F 3 | 4021F11 | 4186F13 | | | |
| 18 | 4006F98 | 4273F 9 | 4371F12 | 3540F 3 | 4040F11 | 4206F14 | | | |
| 16 | 4014F99 | 4284F 9 | 4383F12 | 3563F 4 | 4056F11 | 4227F14 | | | |
| 14 | 4025F99 | 4297F 9 | 4396F13 | 3577F 4 | 4075F12 | 4247F14 | | | |
| 12 | 4035F99 | 4309F10 | 4409F13 | 3586F 4 | 4096F12 | 4267F15 | | | |
| 10 | 4047F 0 | 4321F10 | 4422F13 | 3600F 5 | 4116F12 | 4278^15 | | | |
| 0 | 4106F 2 | 4391F12 | 4494F16 | 3675F 6 | 4217F14 | 4284^15 | | | |
| -10 | 4163F 4 | 4459F14 | 4567F18 | 3759F 8 | 4236^14 | 4281^15 | | | |
| -20 | 4222F 6 | 4530F16 | 4642F20 | 3878^ 9 | 4229^14 | 4275^15 | | | |
| -30 | 4283F 8 | 4604F19 | 4719F22 | 3995F10 | 4220^14 | 4268^14 | | | |
| | High QNH +80 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 -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 38 Length 8038 Shift **0** Clearway 0 Stopway 0 Slope +0.19

Rwy Rev. Program Rules FAA **26 Apr 19**

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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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4536^30 | 4636^31 | 4669^32 |
| 46 | 87.7 | 4629F31 | 4749^33 | 4783^33 |
| 44 | 87.6 | 4679F31 | 4833^34 | 4867^35 |
| 42 | 87.4 | 4697F32 | 4885^35 | 4920^36 |
| 40 | 87.1 | 4714F32 | 4893^35 | 4927^36 |
| 38 | 86.9 | 4725F32 | 4895^35 | 4930^36 |
| 36 | 86.6 | 4736F32 | 4896^35 | 4932^36 |
| 34 | 86.3 | 4747F33 | 4897^35 | 4933^36 |
| 32 | 86.0 | 4759F33 | 4899^35 | 4934^36 |
| 30 | 85.7 | 4771F33 | 4900^35 | 4936^36 |
| 20 | 84.3 | 4794^33 | 4904^35 | 4941^36 |
| 10 | 82.8 | 4783^33 | 4896^35 | 4935^36 |
| 0 | 81.3 | 4784^33 | 4901^35 | 4941^36 |
| -10 | 79.8 | 4777^33 | 4898^35 | 4939^36 |
| -20 | 78.3 | 4766^33 | 4890^35 | 4933^36 |
| -30 | 76.7 | 4751^33 | 4880^35 | 4924^36 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4464F17 | 4636D27 | 4669D31 | 4721 |
| 4539F18 | 4748^28 | 4783D31 | 4840 |
| 4586F18 | 4831^28 | 4867D31 | 4899 |
| 4603F19 | 4882^28 | 4920D31 | 4947 |
| 4621F19 | 4890^28 | 4927D32 | 4959 |
| 4634F19 | 4893^29 | 4930D32 | 4961 |
| 4646F20 | 4894^29 | 4932D33 | 4962 |
| 4660F20 | 4896^30 | 4933D33 | 4964 |
| 4673F20 | 4898^30 | 4934D34 | 4966 |
| 4687F21 | 4900^31 | 4936D34 | 4968 |
| 4756F22 | 4904D33 | 4941D36 | 4976 |
| 4778^25 | 4896D35 | 4935D36 | 4972 |
| 4783^27 | 4901D35 | 4941D36 | 4984 |
| 4777D29 | 4898D35 | 4939D36 | 4988 |
| 4766D32 | 4890D35 | 4933D36 | 4985 |
| 4751D33 | 4880D35 | 4924D36 | 4983 |

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4549^30 | 4646^32 | 4679^32 |
| 46 | 90.9 | 4662^31 | 4761^33 | 4794^34 |
| 44 | 90.8 | 4745^33 | 4846^34 | 4880^35 |
| 42 | 90.5 | 4799^33 | 4901^35 | 4936^36 |
| 40 | 90.2 | 4806^34 | 4910^35 | 4944^36 |
| 38 | 90.0 | 4808^34 | 4912^35 | 4946^36 |
| 36 | 89.7 | 4809^34 | 4913^35 | 4948^36 |
| 34 | 89.4 | 4809^34 | 4914^35 | 4949^36 |
| 32 | 89.1 | 4810^34 | 4915^35 | 4950^36 |
| 30 | 88.8 | 4810^34 | 4916^35 | 4952^36 |
| 20 | 87.3 | 4811^34 | 4921^35 | 4957^36 |
| 10 | 85.8 | 4800^33 | 4912^35 | 4950^36 |
| 0 | 84.2 | 4801^33 | 4916^35 | 4955^36 |
| -10 | 82.7 | 4794^33 | 4913^35 | 4954^36 |
| -20 | 81.1 | 4781^33 | 4905^35 | 4947^36 |
| -30 | 79.5 | 4767^33 | 4895^35 | 4938^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4540^19 | 4646D29 | 4679D32 | 4721 |
| 4619F19 | 4761D30 | 4794D33 | 4840 |
| 4677F20 | 4846D30 | 4880D34 | 4899 |
| 4714F21 | 4901D31 | 4936D34 | 4947 |
| 4732F21 | 4910D31 | 4944D35 | 4959 |
| 4746F21 | 4912D32 | 4946D35 | 4961 |
| 4759F22 | 4913D32 | 4948D36 | 4962 |
| 4772F22 | 4914D33 | 4949D36 | 4964 |
| 4786F22 | 4915D33 | 4950D36 | 4966 |
| 4800F23 | 4916D33 | 4952D36 | 4968 |
| 4805^25 | 4921D36 | 4957D36 | 4976 |
| 4797^27 | 4912D35 | 4950D36 | 4972 |
| 4801D30 | 4916D35 | 4955D36 | 4984 |
| 4794D32 | 4913D35 | 4954D36 | 4988 |
| 4781D33 | 4905D35 | 4947D36 | 4985 |
| 4767D33 | 4895D35 | 4938D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"
Engine A/I ON **-860** — 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 | 4549^30-30-39 | 4738F39-39-48 | 4755C39-39-48 | 4755C39-39-48 |
| 46 | 90.9 | 4662^31-31-41 | 4825F40-40-49 | 4879C41-41-50 | 4879C41-41-50 |
| 44 | 90.8 | 4745^33-33-42 | 4889F41-41-50 | 4945C42-42-51 | 4945C42-42-51 |
| 42 | 90.5 | 4799^33-33-43 | 4936F42-42-51 | 4962^42-42-51 | 4962C42-42-51 |
| 40 | 90.2 | 4806^34-34-43 | 4952F42-42-51 | 4974^42-42-51 | 4974C42-42-51 |
| 38 | 90.0 | 4808^34-34-43 | 4966F42-42-51 | 4975^42-42-51 | 4975C42-42-51 |
| 36 | 89.7 | 4809^34-34-43 | 4976C42-42-51 | 4976^42-42-51 | 4976C42-42-51 |
| 34 | 89.4 | 4809^34-34-43 | 4977C42-42-51 | 4977C42-42-51 | 4977C42-42-51 |
| 32 | 89.1 | 4810^34-34-43 | 4979C42-42-51 | 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 | 4819F40-40-49 | 4990C43-43-51 | 4990C43-43-51 | 4990C43-43-51 |
| 10 | 85.8 | 4877F41-41-50 | 4986C42-42-51 | 4986C42-42-51 | 4986C42-42-51 |
| 0 | 84.2 | 4944F42-42-51 | 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 | 4916^41-41-50 | 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 | 38 | Length | 8865 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.19 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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# MAZATLAN -MZT 26 *DT H266*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4549^30 | 4646^32 | 4679^32 |
| 46 | 4662^31 | 4761^33 | 4794^34 |
| 44 | 4745^33 | 4846^34 | 4880^35 |
| 42 | 4799^33 | 4901^35 | 4936^36 |
| 40 | 4806^34 | 4910^35 | 4944^36 |
| 38 | 4808^34 | 4912^35 | 4946^36 |
| 36 | 4809^34 | 4913^35 | 4948^36 |
| 34 | 4809^34 | 4914^35 | 4949^36 |
| 32 | 4810^34 | 4915^35 | 4950^36 |
| 30 | 4810^34 | 4916^35 | 4952^36 |
| 20 | 4811^34 | 4921^35 | 4957^36 |
| 10 | 4800^33 | 4912^35 | 4950^36 |
| 0 | 4801^33 | 4916^35 | 4955^36 |
| -10 | 4794^33 | 4913^35 | 4954^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4543^30 | 4641^31 | 4673^32 |
| 4655^31 | 4755^33 | 4788^34 |
| 4740^33 | 4841^34 | 4875^35 |
| 4794^33 | 4896^35 | 4931^36 |
| 4802^34 | 4905^35 | 4939^36 |
| 4804^34 | 4908^35 | 4942^36 |
| 4804^34 | 4909^35 | 4944^36 |
| 4805^34 | 4910^35 | 4945^36 |
| 4805^34 | 4911^35 | 4946^36 |
| 4806^34 | 4912^35 | 4947^36 |
| 4806^34 | 4916^35 | 4952^36 |
| 4715^32 | 4827^34 | 4864^35 |
| 4715^32 | 4830^34 | 4868^35 |
| 4707^32 | 4826^34 | 4865^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4540^19 | 4646D29 | 4679D32 |
| 46 | 4619F19 | 4761D30 | 4794D33 |
| 44 | 4677F20 | 4846D30 | 4880D34 |
| 42 | 4714F21 | 4901D31 | 4936D34 |
| 40 | 4732F21 | 4910D31 | 4944D35 |
| 38 | 4746F21 | 4912D32 | 4946D35 |
| 36 | 4759F22 | 4913D32 | 4948D36 |
| 34 | 4772F22 | 4914D33 | 4949D36 |
| 32 | 4786F22 | 4915D33 | 4950D36 |
| 30 | 4800F23 | 4916D33 | 4952D36 |
| 20 | 4805^25 | 4921D36 | 4957D36 |
| 10 | 4797^27 | 4912D35 | 4950D36 |
| 0 | 4801D30 | 4916D35 | 4955D36 |
| -10 | 4794D32 | 4913D35 | 4954D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4532F19 | 4641D29 | 4673D32 |
| 4610F19 | 4755D30 | 4788D33 |
| 4668F20 | 4841D30 | 4875D33 |
| 4706F21 | 4896^31 | 4931D34 |
| 4723F21 | 4905^31 | 4939D35 |
| 4737F21 | 4908D32 | 4942D35 |
| 4751F22 | 4909D32 | 4944D35 |
| 4764F22 | 4910D32 | 4945D36 |
| 4778F22 | 4911D33 | 4946D36 |
| 4792F23 | 4912D33 | 4947D36 |
| 4800^25 | 4916D36 | 4952D36 |
| 4715^28 | 4827D34 | 4864D35 |
| 4715D30 | 4830D34 | 4868D35 |
| 4707D32 | 4826D34 | 4865D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4182F 0 | 4445F10 | 4539F14 |
| 26 | 4193F 1 | 4457F11 | 4552F14 |
| 24 | 4204F 1 | 4470F11 | 4565F14 |
| 22 | 4215F 1 | 4483F11 | 4579F15 |
| 20 | 4226F 2 | 4496F12 | 4593F15 |
| 18 | 4236F 2 | 4506F12 | 4606F16 |
| 16 | 4246F 2 | 4520F13 | 4620F16 |
| 14 | 4258F 3 | 4533F13 | 4633F16 |
| 12 | 4269F 3 | 4546F13 | 4646F17 |
| 10 | 4280F 4 | 4559F14 | 4660F17 |
| 0 | 4343F 5 | 4632F16 | 4736F19 |
| -10 | 4403F 7 | 4704F18 | 4811F21 |
| -20 | 4467F10 | 4778F20 | 4886F24 |
| -30 | 4532F12 | 4852^23 | 4903^26 |

High QNH **+10** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-700**
Wing A/I ON **-700**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 3832F 6 | 4091F15 | 4180F18 |
| 3843F 6 | 4101F16 | 4191F19 |
| 3853F 6 | 4113F16 | 4205F19 |
| 3864F 7 | 4124F16 | 4218F19 |
| 3874F 7 | 4136F17 | 4232F20 |
| 3884F 7 | 4148F17 | 4241F20 |
| 3894F 8 | 4160F17 | 4254F20 |
| 3904F 8 | 4172F18 | 4267F21 |
| 3915F 8 | 4184F18 | 4280F21 |
| 3926F 9 | 4196F18 | 4292F22 |
| 3984F10 | 4264F20 | 4364F23 |
| 4041F12 | 4330F22 | 4434F25 |
| 4101F14 | 4400F24 | 4511F27 |
| 4158F16 | 4473F26 | 4593F29 |

High QNH **+70** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-470**
Wing A/I ON **-470**

## LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 38 | Length | 8865 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.19 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **13 Mar 19** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# MAZATLAN -MZT 26-E250M *DT H266*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1038' | | DT H266 | 1038' | |

NOTAMS A1990/19

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 | 4341F26 | 4595F31 | 4668^32 | 4262F13 | 4559F22 | 4661F25 | 4721 |
| 46 | 87.7 | 4417F27 | 4677F32 | 4765F33 | 4335F13 | 4636F23 | 4740F26 | 4840 |
| 44 | 87.6 | 4464F28 | 4727F32 | 4816F34 | 4380F14 | 4684F23 | 4788F26 | 4899 |
| 42 | 87.4 | 4479F28 | 4745F33 | 4835F34 | 4397F14 | 4703F24 | 4808F27 | 4947 |
| 40 | 87.1 | 4496F28 | 4762F33 | 4852F34 | 4414F14 | 4722F24 | 4827F27 | 4959 |
| 38 | 86.9 | 4507F28 | 4774F33 | 4864F35 | 4426F15 | 4735F24 | 4840F27 | 4961 |
| 36 | 86.6 | 4518F29 | 4785F33 | 4876F35 | 4438F15 | 4748F25 | 4854F28 | 4962 |
| 34 | 86.3 | 4529F29 | 4797F33 | 4887F35 | 4451F15 | 4761F25 | 4868F28 | 4964 |
| 32 | 86.0 | 4540F29 | 4810F34 | 4900F35 | 4463F16 | 4775F25 | 4883F28 | 4966 |
| 30 | 85.7 | 4552F29 | 4822F34 | 4913F35 | 4476F16 | 4789F26 | 4897F29 | 4968 |
| 20 | 84.3 | 4612F30 | 4884F35 | 4941^36 | 4541F18 | 4861F27 | 4940^31 | 4976 |
| 10 | 82.8 | 4672F31 | 4897^35 | 4935^36 | 4606F20 | 4896^30 | 4935D33 | 4972 |
| 0 | 81.3 | 4737F32 | 4901^35 | 4941^36 | 4679F21 | 4901D32 | 4941D35 | 4984 |
| -10 | 79.8 | 4777^33 | 4898^35 | 4939^36 | 4751F23 | 4898D34 | 4939D36 | 4988 |
| -20 | 78.3 | 4765^33 | 4890^35 | 4933^36 | 4763^26 | 4890D35 | 4933D36 | 4985 |
| -30 | 76.7 | 4751^33 | 4880^35 | 4924^35 | 4751D28 | 4880D35 | 4924D36 | 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 | 4444F28 | 4647^32 | 4679^32 | 4334F14 | 4641F24 | 4679^27 | 4721 |
| 46 | 90.9 | 4522F29 | 4761^33 | 4794^34 | 4408F15 | 4720F24 | 4791^28 | 4840 |
| 44 | 90.8 | 4584F30 | 4847^34 | 4881^35 | 4463F15 | 4779F25 | 4877^28 | 4899 |
| 42 | 90.5 | 4627F31 | 4891F35 | 4936^36 | 4497F16 | 4818F26 | 4928F29 | 4947 |
| 40 | 90.2 | 4643F31 | 4908F35 | 4944^36 | 4514F16 | 4836F26 | 4940^29 | 4959 |
| 38 | 90.0 | 4655F31 | 4911^35 | 4946^36 | 4527F17 | 4851F26 | 4943^30 | 4961 |
| 36 | 89.7 | 4666F31 | 4913^35 | 4948^36 | 4540F17 | 4865F27 | 4945^30 | 4962 |
| 34 | 89.4 | 4678F31 | 4914^35 | 4949^36 | 4553F17 | 4879F27 | 4947^30 | 4964 |
| 32 | 89.1 | 4690F32 | 4915^35 | 4950^36 | 4566F18 | 4894F27 | 4949^31 | 4966 |
| 30 | 88.8 | 4702F32 | 4916^35 | 4952^36 | 4580F18 | 4909F28 | 4950^31 | 4968 |
| 20 | 87.3 | 4762F33 | 4920^35 | 4957^36 | 4648F20 | 4918^30 | 4957D34 | 4976 |
| 10 | 85.8 | 4799^33 | 4912^35 | 4950^36 | 4718F22 | 4912D32 | 4950D36 | 4972 |
| 0 | 84.2 | 4801^33 | 4916^35 | 4955^36 | 4793^24 | 4916D35 | 4955D36 | 4984 |
| -10 | 82.7 | 4794^33 | 4913^35 | 4954^36 | 4790^26 | 4913D35 | 4954D36 | 4988 |
| -20 | 81.1 | 4782^33 | 4905^35 | 4947^36 | 4782D29 | 4905D35 | 4947D36 | 4985 |
| -30 | 79.5 | 4767^33 | 4895^35 | 4938^36 | 4767D31 | 4895D35 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4444F28-28-38 | 4647^32-32-41 | 4679^32-32-41 | 4712^33-33-42 |
| 46 | 90.9 | 4522F29-29-39 | 4761^33-33-42 | 4794^34-34-43 | 4827^34-34-43 |
| 44 | 90.8 | 4584F30-30-40 | 4847^34-34-44 | 4881^35-35-44 | 4899C35-35-44 |
| 42 | 90.5 | 4627F31-31-40 | 4891F35-35-44 | 4936^36-36-45 | 4947C36-36-45 |
| 40 | 90.2 | 4643F31-31-41 | 4908F35-35-44 | 4944^36-36-45 | 4959C36-36-45 |
| 38 | 90.0 | 4655F31-31-41 | 4911^35-35-44 | 4946^36-36-45 | 4961C36-36-45 |
| 36 | 89.7 | 4666F31-31-41 | 4913^35-35-45 | 4948^36-36-45 | 4962C36-36-45 |
| 34 | 89.4 | 4678F31-31-41 | 4914^35-35-45 | 4949^36-36-45 | 4964C36-36-45 |
| 32 | 89.1 | 4690F32-32-41 | 4915^35-35-45 | 4950^36-36-45 | 4966C36-36-45 |
| 30 | 88.8 | 4702F32-32-41 | 4916^35-35-45 | 4952^36-36-45 | 4976F42-42-51 |
| 20 | 87.3 | 4762F33-33-42 | 4920^35-35-45 | 4957^36-36-45 | 4990C43-43-51 |
| 10 | 85.8 | 4799^33-33-43 | 4922F41-41-50 | 4986C42-42-51 | 4986C42-42-51 |
| 0 | 84.2 | 4801^33-33-43 | 4992F43-43-52 | 4998C43-43-52 | 4998C43-43-52 |
| -10 | 82.7 | 4794^33-33-43 | 5003C43-43-52 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.1 | 4841F40-40-49 | 5000C43-43-52 | 5000C43-43-52 | 5000C43-43-52 |
| -30 | 79.5 | 4905F41-41-50 | 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 | 8038 | Shift | **-827** | Clearway | 0 | Stopway | 0 | Slope | -0.19 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Apr 19** |

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# MAZATLAN -MZT 26-E250M *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 | 4444F28 | 4647^32 | 4679^32 | 4434F28 | 4641^31 | 4673^32 | | | |
| 46 | 4522F29 | 4761^33 | 4794^34 | 4511F29 | 4755^33 | 4787^34 | | | |
| 44 | 4584F30 | 4847^34 | 4881^35 | 4573F30 | 4837F34 | 4875^35 | | | |
| 42 | 4627F31 | 4891F35 | 4936^36 | 4616F30 | 4879F35 | 4931^36 | | | |
| 40 | 4643F31 | 4908F35 | 4944^36 | 4631F31 | 4896F35 | 4939^36 | | | |
| 38 | 4655F31 | 4911^35 | 4946^36 | 4644F31 | 4908^35 | 4942^36 | | | |
| 36 | 4666F31 | 4913^35 | 4948^36 | 4655F31 | 4909^35 | 4943^36 | | | |
| 34 | 4678F31 | 4914^35 | 4949^36 | 4667F31 | 4910^35 | 4945^36 | | | |
| 32 | 4690F32 | 4915^35 | 4950^36 | 4679F31 | 4911^35 | 4946^36 | | | |
| 30 | 4702F32 | 4916^35 | 4952^36 | 4692F32 | 4912^35 | 4947^36 | | | |
| 20 | 4762F33 | 4920^35 | 4957^36 | 4752F33 | 4916^35 | 4952^36 | | | |
| 10 | 4799^33 | 4912^35 | 4950^36 | 4715^32 | 4827^34 | 4864^35 | | | |
| 0 | 4801^33 | 4916^35 | 4955^36 | 4715^32 | 4830^34 | 4868^35 | | | |
| -10 | 4794^33 | 4913^35 | 4954^36 | 4707^32 | 4826^34 | 4865^35 | | | |
| | High QNH **+0** per .10" Low QNH **-170** per .10" | | | High QNH **+0** per .10" Low QNH **-170** per .10" | | | High QNH 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 | 4334F14 | 4641F24 | 4679^27 | 4327F14 | 4632F24 | 4673^27 | | | |
| 46 | 4408F15 | 4720F24 | 4791^28 | 4401F15 | 4711F24 | 4785^27 | | | |
| 44 | 4463F15 | 4779F25 | 4877^28 | 4455F15 | 4770F25 | 4871^28 | | | |
| 42 | 4497F16 | 4818F26 | 4928F29 | 4489F16 | 4809F26 | 4918F29 | | | |
| 40 | 4514F16 | 4836F26 | 4940^29 | 4506F16 | 4827F26 | 4935^29 | | | |
| 38 | 4527F17 | 4851F26 | 4943^30 | 4519F17 | 4842F26 | 4939^29 | | | |
| 36 | 4540F17 | 4865F27 | 4945^30 | 4532F17 | 4856F27 | 4941^30 | | | |
| 34 | 4553F17 | 4879F27 | 4947^30 | 4545F17 | 4871F27 | 4943^30 | | | |
| 32 | 4566F18 | 4894F27 | 4949^31 | 4559F18 | 4885F27 | 4945^31 | | | |
| 30 | 4580F18 | 4909F28 | 4950^31 | 4572F18 | 4900F28 | 4946^31 | | | |
| 20 | 4648F20 | 4918^30 | 4957D34 | 4640F20 | 4913^30 | 4952D33 | | | |
| 10 | 4718F22 | 4912D32 | 4950D36 | 4678F22 | 4827D33 | 4864D35 | | | |
| 0 | 4793^24 | 4916D35 | 4955D36 | 4710^24 | 4830D34 | 4868D35 | | | |
| -10 | 4790^26 | 4913D35 | 4954D36 | 4706^26 | 4826D34 | 4865D35 | | | |
| | 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 | 2978F99 | 4246F 6 | 4340F 9 | 3489F 1 | 3948F 9 | 4095F12 | | | |
| 26 | 3177F99 | 4258F 6 | 4352F 9 | 3509F 1 | 3962F10 | 4114F12 | | | |
| 24 | 3341F98 | 4270F 6 | 4365F10 | 3529F 1 | 3977F10 | 4132F12 | | | |
| 22 | 3469F98 | 4281F 7 | 4378F10 | 3548F 2 | 3996F10 | 4151F13 | | | |
| 20 | 3625F98 | 4294F 7 | 4391F10 | 3570F 2 | 4008F10 | 4168F13 | | | |
| 18 | 3809F98 | 4306F 7 | 4403F11 | 3579F 2 | 4021F11 | 4186F13 | | | |
| 16 | 3951F98 | 4317F 8 | 4416F11 | 3590F 3 | 4039F11 | 4206F14 | | | |
| 14 | 4055F98 | 4330F 8 | 4429F11 | 3601F 3 | 4057F11 | 4215F14 | | | |
| 12 | 4064F98 | 4342F 9 | 4442F12 | 3617F 3 | 4079F12 | 4246F14 | | | |
| 10 | 4078F99 | 4355F 9 | 4455F12 | 3631F 4 | 4096F12 | 4267F14 | | | |
| 0 | 4140F 1 | 4424F11 | 4527F14 | 3709F 5 | 4200F13 | 4287^15 | | | |
| -10 | 4197F 3 | 4493F13 | 4600F17 | 3803F 7 | 4239^14 | 4284^15 | | | |
| -20 | 4247F 4 | 4564F15 | 4677F19 | 3905F 8 | 4232^14 | 4278^15 | | | |
| -30 | | 4639F18 | 4755F21 | 3987F10 | 4222^14 | 4270^15 | | | |
| | High QNH **+80** per .10" Low QNH **-70** per .10" | | | High QNH **+10** per .10" Low QNH **-120** 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 | 38 | Length | 8038 | Shift | **-827** | Clearway | 0 | Stopway | 0 | Slope | -0.19 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Apr 19** |

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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 | 4785^33 | 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 |
|---|---|---|---|
| 4534D27 | 4633D31 | 4666D32 | 4721 |
| 4646D27 | 4747D33 | 4780D34 | 4840 |
| 4727^28 | 4830D34 | 4865D35 | 4899 |
| 4777^28 | 4882D35 | 4917D36 | 4947 |
| 4785^28 | 4891D35 | 4925D36 | 4959 |
| 4787^29 | 4893D35 | 4928D36 | 4961 |
| 4788D29 | 4894D35 | 4929D36 | 4962 |
| 4789D30 | 4895D35 | 4931D36 | 4964 |
| 4789D30 | 4896D35 | 4932D36 | 4966 |
| 4790D30 | 4898D35 | 4933D36 | 4968 |
| 4791D33 | 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" — Low QNH **-170** per .10"

Engine A/I ON **-850** — 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 |
| 4660D30 | 4759D33 | 4792D34 | 4840 |
| 4743D30 | 4844D34 | 4878D35 | 4899 |
| 4797D31 | 4899D35 | 4934D36 | 4947 |
| 4804D31 | 4908D35 | 4942D36 | 4959 |
| 4806D32 | 4910D35 | 4944D36 | 4961 |
| 4807D32 | 4911D35 | 4946D36 | 4962 |
| 4807D32 | 4912D35 | 4947D36 | 4964 |
| 4808D33 | 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" — Low QNH **-170** per .10"

Engine A/I ON **-860** — 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 | 4755C39-39-48 | 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 | 4875^41-41-50 | 4945C42-42-51 | 4945C42-42-51 | 4945C42-42-51 |
| 42 | 90.5 | 4913^41-41-50 | 4962C42-42-51 | 4962C42-42-51 | 4962C42-42-51 |
| 40 | 90.2 | 4929^42-42-51 | 4974C42-42-51 | 4974C42-42-51 | 4974C42-42-51 |
| 38 | 90.0 | 4938^42-42-51 | 4975C42-42-51 | 4975C42-42-51 | 4975C42-42-51 |
| 36 | 89.7 | 4948^42-42-51 | 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" — Low QNH **-180** per .10"

Engine A/I ON **-890** — 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 | | **23 Feb 18** |

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**MERIDA/MEX** **-MID** **10** ***DT H105***

A/C **AUTO**

**DRY - 1 FLP CHNL INOP**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4547^30 | 4645^32 | 4677^32 |
| 46 | 4660^31 | 4759^33 | 4792^34 |
| 44 | 4743^33 | 4844^34 | 4878^35 |
| 42 | 4797^33 | 4899^35 | 4934^36 |
| 40 | 4804^34 | 4908^35 | 4942^36 |
| 38 | 4806^34 | 4910^35 | 4944^36 |
| 36 | 4807^34 | 4911^35 | 4946^36 |
| 34 | 4807^34 | 4912^35 | 4947^36 |
| 32 | 4808^34 | 4913^35 | 4948^36 |
| 30 | 4808^34 | 4914^35 | 4949^36 |
| 20 | 4809^34 | 4918^35 | 4955^36 |
| 10 | 4798^33 | 4910^35 | 4948^36 |
| 0 | 4799^33 | 4914^35 | 4953^36 |
| -10 | 4792^33 | 4911^35 | 4952^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

**DRY - EAI VLV INOP OPEN**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4541^30 | 4639^31 | 4671^32 |
| 46 | 4654^31 | 4753^33 | 4786^34 |
| 44 | 4737^32 | 4839^34 | 4873^35 |
| 42 | 4792^33 | 4894^35 | 4929^36 |
| 40 | 4800^33 | 4902^35 | 4937^36 |
| 38 | 4802^34 | 4906^35 | 4940^36 |
| 36 | 4802^34 | 4907^35 | 4942^36 |
| 34 | 4803^34 | 4908^35 | 4943^36 |
| 32 | 4803^34 | 4909^35 | 4944^36 |
| 30 | 4803^34 | 4910^35 | 4945^36 |
| 20 | 4804^33 | 4913^35 | 4950^36 |
| 10 | 4713^32 | 4825^34 | 4862^35 |
| 0 | 4713^32 | 4828^34 | 4866^35 |
| -10 | 4705^32 | 4824^34 | 4864^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

**WET - 1 FLP CHNL INOP**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4547D29 | 4645D32 | 4677D32 |
| 46 | 4660D30 | 4759D33 | 4792D34 |
| 44 | 4743D30 | 4844D34 | 4878D35 |
| 42 | 4797D31 | 4899D35 | 4934D36 |
| 40 | 4804D31 | 4908D35 | 4942D36 |
| 38 | 4806D32 | 4910D35 | 4944D36 |
| 36 | 4807D32 | 4911D35 | 4946D36 |
| 34 | 4807D32 | 4912D35 | 4947D36 |
| 32 | 4808D33 | 4913D35 | 4948D36 |
| 30 | 4808D33 | 4914D35 | 4949D36 |
| 20 | 4809D34 | 4918D36 | 4955D36 |
| 10 | 4798D34 | 4910D35 | 4948D36 |
| 0 | 4799D33 | 4914D35 | 4953D36 |
| -10 | 4792D33 | 4911D35 | 4952D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

**WET - EAI VLV INOP OPEN**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4541D29 | 4639D32 | 4671D32 |
| 46 | 4654D29 | 4753D33 | 4786D34 |
| 44 | 4737D30 | 4839D34 | 4873D35 |
| 42 | 4792D31 | 4894D35 | 4929D36 |
| 40 | 4800D31 | 4902D35 | 4937D36 |
| 38 | 4802D31 | 4906D35 | 4940D36 |
| 36 | 4802D32 | 4907D35 | 4942D36 |
| 34 | 4803D32 | 4908D35 | 4943D36 |
| 32 | 4803D33 | 4909D35 | 4944D36 |
| 30 | 4803D33 | 4910D35 | 4945D36 |
| 20 | 4804D34 | 4913D35 | 4950D36 |
| 10 | 4713D32 | 4825D34 | 4862D35 |
| 0 | 4713D32 | 4828D34 | 4866D35 |
| -10 | 4705D32 | 4824D34 | 4864D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

**LEVEL 1 CONTAM**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4533F 9 | 4783^19 | 4854^23 |
| 26 | 4546F10 | 4794^20 | 4867^23 |
| 24 | 4558F10 | 4805^20 | 4879^23 |
| 22 | 4570F10 | 4816^21 | 4892^24 |
| 20 | 4584F11 | 4826^21 | 4905^24 |
| 18 | 4596F11 | 4837^21 | 4912^25 |
| 16 | 4608F12 | 4850^22 | 4913^25 |
| 14 | 4618F12 | 4861^22 | 4912^26 |
| 12 | 4633F12 | 4865^23 | 4910^26 |
| 10 | 4643F13 | 4866^23 | 4912^27 |
| 0 | 4713F15 | 4878^26 | 4925^29 |
| -10 | 4742^17 | 4883^28 | 4933^32 |
| -20 | 4737^20 | 4885^31 | 4937^35 |
| -30 | 4731^23 | 4886^34 | 4932^36 |

High QNH **+10** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-810**
Wing A/I ON **-810**

**LEVEL 2 CONTAM**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4235F14 | 4468F23 | 4553F26 |
| 26 | 4246F14 | 4481F23 | 4566F26 |
| 24 | 4258F14 | 4491F24 | 4579F27 |
| 22 | 4268F15 | 4503F24 | 4592F27 |
| 20 | 4278F15 | 4516F24 | 4604F27 |
| 18 | 4289F16 | 4528F25 | 4618F28 |
| 16 | 4299F16 | 4541F25 | 4631F28 |
| 14 | 4308F16 | 4554F25 | 4645F28 |
| 12 | 4318F17 | 4566F26 | 4658F29 |
| 10 | 4329F17 | 4579F26 | 4672F29 |
| 0 | 4389F19 | 4649F28 | 4745F31 |
| -10 | 4444F21 | 4717F30 | 4818F33 |
| -20 | 4503F23 | 4789F32 | 4891^35 |
| -30 | 4562F25 | 4848^34 | 4911^35 |

High QNH **+70** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-540**
Wing A/I ON **-540**

**LEVEL 3 CONTAM**

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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 | | **23 Feb 18** |

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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' | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4188F23 | 4441F28 | 4525F29 |
| 46 | 87.7 | 4263F24 | 4519F29 | 4605F30 |
| 44 | 87.6 | 4308F25 | 4566F29 | 4655F31 |
| 42 | 87.4 | 4324F25 | 4582F30 | 4673F31 |
| 40 | 87.1 | 4340F25 | 4599F30 | 4690F32 |
| 38 | 86.9 | 4350F25 | 4611F30 | 4701F32 |
| 36 | 86.6 | 4360F26 | 4622F30 | 4713F32 |
| 34 | 86.3 | 4371F26 | 4634F31 | 4724F32 |
| 32 | 86.0 | 4382F26 | 4647F31 | 4737F32 |
| 30 | 85.7 | 4393F26 | 4659F31 | 4749F33 |
| 20 | 84.3 | 4450F27 | 4720F32 | 4799^33 |
| 10 | 82.8 | 4505F28 | 4763^33 | 4817^34 |
| 0 | 81.3 | 4567F29 | 4789^33 | 4844^34 |
| -10 | 79.8 | 4627F30 | 4810^34 | 4864^34 |
| -20 | 78.3 | 4668^31 | 4826^34 | 4880^35 |
| -30 | 76.7 | 4681^31 | 4840^34 | 4895^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4121F10 | 4413F20 | 4511F23 | 4721 |
| 4191F11 | 4486F20 | 4588F23 | 4840 |
| 4234F11 | 4532F21 | 4635F24 | 4899 |
| 4249F11 | 4551F21 | 4654F24 | 4947 |
| 4266F12 | 4568F21 | 4672F24 | 4959 |
| 4277F12 | 4581F22 | 4685F25 | 4961 |
| 4289F12 | 4594F22 | 4699F25 | 4962 |
| 4301F13 | 4608F22 | 4712F25 | 4964 |
| 4313F13 | 4621F23 | 4726F26 | 4966 |
| 4325F13 | 4633F23 | 4740F26 | 4968 |
| 4388F15 | 4703F25 | 4799D28 | 4976 |
| 4451F17 | 4760^27 | 4817D30 | 4972 |
| 4521F19 | 4789D29 | 4844D32 | 4984 |
| 4589F21 | 4810D31 | 4864D35 | 4988 |
| 4659F23 | 4826D33 | 4880D35 | 4985 |
| 4681D25 | 4840D35 | 4895D35 | 4983 |

High QNH **+40** per .10" — Low QNH **-160** per .10"

Engine A/I ON **-730** — Wing A/I ON **-730**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4285F25 | 4528^29 | 4576^30 |
| 46 | 90.9 | 4363F26 | 4620F31 | 4683^32 |
| 44 | 90.8 | 4422F27 | 4682F32 | 4743^33 |
| 42 | 90.5 | 4462F28 | 4721^32 | 4772^33 |
| 40 | 90.2 | 4475F28 | 4736^32 | 4787^33 |
| 38 | 90.0 | 4486F28 | 4740^32 | 4791^33 |
| 36 | 89.7 | 4497F28 | 4744^33 | 4795^33 |
| 34 | 89.4 | 4508F28 | 4749^33 | 4799^33 |
| 32 | 89.1 | 4520F29 | 4753^33 | 4804^34 |
| 30 | 88.8 | 4531F29 | 4758^33 | 4809^34 |
| 20 | 87.3 | 4591F30 | 4782^33 | 4834^34 |
| 10 | 85.8 | 4646^31 | 4796^33 | 4848^34 |
| 0 | 84.2 | 4670^31 | 4822^34 | 4874^35 |
| -10 | 82.7 | 4688^31 | 4841^34 | 4894^35 |
| -20 | 81.1 | 4701^32 | 4855^34 | 4908^35 |
| -30 | 79.5 | 4712^32 | 4868^35 | 4921^35 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4186F11 | 4491F21 | 4571^24 | 4721 |
| 4259F12 | 4566F22 | 4672F25 | 4840 |
| 4311F12 | 4623F22 | 4730F25 | 4899 |
| 4344F13 | 4660F23 | 4760^26 | 4947 |
| 4360F13 | 4678F23 | 4776^27 | 4959 |
| 4373F14 | 4692F24 | 4782^27 | 4961 |
| 4385F14 | 4705F24 | 4788^27 | 4962 |
| 4398F14 | 4719F24 | 4795^28 | 4964 |
| 4410F15 | 4733F25 | 4801^28 | 4966 |
| 4423F15 | 4744^25 | 4808^29 | 4968 |
| 4490F17 | 4777^27 | 4834D31 | 4976 |
| 4556F19 | 4796D29 | 4848D33 | 4972 |
| 4629F21 | 4822D32 | 4874D35 | 4984 |
| 4673^23 | 4841D34 | 4894D35 | 4988 |
| 4697^25 | 4855D35 | 4908D36 | 4985 |
| 4712D28 | 4868D35 | 4921D36 | 4983 |

High QNH **+40** per .10" — Low QNH **-160** per .10"

Engine A/I ON **-760** — Wing A/I ON **-760**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4285F25-25-35 | 4528^29-29-39 | 4576^30-30-40 | 4626^31-31-40 |
| 46 | 90.9 | 4363F26-26-36 | 4620F31-31-40 | 4683^32-32-41 | 4734^33-33-42 |
| 44 | 90.8 | 4422F27-27-37 | 4682F32-32-41 | 4743^33-33-42 | 4794^33-33-43 |
| 42 | 90.5 | 4462F28-28-38 | 4721^32-32-42 | 4772^33-33-42 | 4823^34-34-43 |
| 40 | 90.2 | 4475F28-28-38 | 4736^32-32-42 | 4787^33-33-43 | 4838^34-34-43 |
| 38 | 90.0 | 4486F28-28-38 | 4740^32-32-42 | 4791^33-33-43 | 4843^34-34-43 |
| 36 | 89.7 | 4497F28-28-38 | 4744^33-33-42 | 4795^33-33-43 | 4847^34-34-44 |
| 34 | 89.4 | 4508F28-28-39 | 4749^33-33-42 | 4799^33-33-43 | 4852^34-34-44 |
| 32 | 89.1 | 4520F29-29-39 | 4753^33-33-42 | 4804^34-34-43 | 4857^34-34-44 |
| 30 | 88.8 | 4531F29-29-39 | 4758^33-33-42 | 4809^34-34-43 | 4862^34-34-44 |
| 20 | 87.3 | 4591F30-30-40 | 4782^33-33-43 | 4834^34-34-43 | 4886^35-35-44 |
| 10 | 85.8 | 4646^31-31-41 | 4796^33-33-43 | 4848^34-34-44 | 4920^41-41-50 |
| 0 | 84.2 | 4670^31-31-41 | 4822^34-34-43 | 4895^41-41-50 | 4950^42-42-51 |
| -10 | 82.7 | 4688^31-31-41 | 4863^40-40-50 | 4918^41-41-50 | 4974^42-42-51 |
| -20 | 81.1 | 4701^32-32-41 | 4880^41-41-50 | 4935^42-42-51 | 4991^43-43-52 |
| -30 | 79.5 | 4732F38-38-48 | 4896^41-41-50 | 4952^42-42-51 | 4996C43-43-52 |

High QNH **+40** per .10" — Low QNH **-160** per .10"

Engine A/I ON **-740** — Wing A/I ON **-740**

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 | | **21 Dec 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 | 4285F25 | 4528^29 | 4576^30 | 4275F25 | 4522^29 | 4571^30 | | | |
| 46 | 4363F26 | 4620F31 | 4683^32 | 4353F26 | 4609F31 | 4677^32 | | | |
| 44 | 4422F27 | 4682F32 | 4743^33 | 4411F27 | 4671F31 | 4736^32 | | | |
| 42 | 4462F28 | 4721^32 | 4772^33 | 4451F27 | 4713F32 | 4766^33 | | | |
| 40 | 4475F28 | 4736^32 | 4787^33 | 4466F28 | 4729F32 | 4781^33 | | | |
| 38 | 4486F28 | 4740^32 | 4791^33 | 4478F28 | 4735^32 | 4786^33 | | | |
| 36 | 4497F28 | 4744^33 | 4795^33 | 4487F28 | 4739^32 | 4790^33 | | | |
| 34 | 4508F28 | 4749^33 | 4799^33 | 4498F28 | 4744^33 | 4794^33 | | | |
| 32 | 4520F29 | 4753^33 | 4804^34 | 4510F28 | 4748^33 | 4799^33 | | | |
| 30 | 4531F29 | 4758^33 | 4809^34 | 4521F29 | 4753^33 | 4804^34 | | | |
| 20 | 4591F30 | 4782^33 | 4834^34 | 4581F30 | 4777^33 | 4828^34 | | | |
| 10 | 4646^31 | 4796^33 | 4848^34 | 4577^30 | 4724^32 | 4776^33 | | | |
| 0 | 4670^31 | 4822^34 | 4874^35 | 4601^30 | 4750^33 | 4802^34 | | | |
| -10 | 4688^31 | 4841^34 | 4894^35 | 4614^30 | 4763^33 | 4816^34 | | | |
| | 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 -760 Wing A/I ON -760 | | | 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 | 4186F11 | 4491F21 | 4571^24 | 4179F11 | 4483F21 | 4565^24 | | | |
| 46 | 4259F12 | 4566F22 | 4672F25 | 4251F12 | 4557F22 | 4663F25 | | | |
| 44 | 4311F12 | 4623F22 | 4730F25 | 4303F12 | 4614F22 | 4721F25 | | | |
| 42 | 4344F13 | 4660F23 | 4760^26 | 4336F13 | 4652F23 | 4754^26 | | | |
| 40 | 4360F13 | 4678F23 | 4776^27 | 4353F13 | 4669F23 | 4770^26 | | | |
| 38 | 4373F14 | 4692F24 | 4782^27 | 4365F14 | 4683F24 | 4776^27 | | | |
| 36 | 4385F14 | 4705F24 | 4788^27 | 4378F14 | 4697F24 | 4783^27 | | | |
| 34 | 4398F14 | 4719F24 | 4795^28 | 4390F14 | 4711F24 | 4790^28 | | | |
| 32 | 4410F15 | 4733F25 | 4801^28 | 4403F15 | 4725F25 | 4796^28 | | | |
| 30 | 4423F15 | 4744^25 | 4808^29 | 4416F15 | 4739F25 | 4803^28 | | | |
| 20 | 4490F17 | 4777^27 | 4834D31 | 4483F17 | 4771^27 | 4828D30 | | | |
| 10 | 4556F19 | 4796D29 | 4848D33 | 4518F19 | 4724D29 | 4776D33 | | | |
| 0 | 4629F21 | 4822D32 | 4874D35 | 4582^21 | 4750D32 | 4802D34 | | | |
| -10 | 4673^23 | 4841D34 | 4894D35 | 4605^23 | 4763D34 | 4816D34 | | | |
| | High QNH +40 per .10" Low QNH -150 per .10" | | | High QNH +40 per .10" Low QNH -150 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -760 Wing A/I ON -760 | | | 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 | | 4110F 3 | 4204F 6 | 3185F 0 | 3775F 7 | 3940F10 | | | |
| 26 | | 4122F 3 | 4216F 7 | 3202F 0 | 3797F 7 | 3961F10 | | | |
| 24 | | 4134F 4 | 4227F 7 | 3221F 0 | 3819F 8 | 3980F10 | | | |
| 22 | | 4145F 4 | 4240F 7 | 3238F 1 | 3843F 8 | 3998F10 | | | |
| 20 | | 4157F 4 | 4253F 8 | 3256F 1 | 3863F 8 | 4018F11 | | | |
| 18 | | 4168F 5 | 4265F 8 | 3275F 1 | 3878F 8 | 4037F11 | | | |
| 16 | | 4180F 5 | 4277F 9 | 3295F 1 | 3896F 9 | 4055F11 | | | |
| 14 | | 4192F 6 | 4290F 9 | 3317F 2 | 3912F 9 | 4074F12 | | | |
| 12 | 2754F 0 | 4203F 6 | 4302F 9 | 3336F 2 | 3929F 9 | 4094F12 | | | |
| 10 | 3013F99 | 4215F 6 | 4315F10 | 3370F 2 | 3944F10 | 4094F12 | | | |
| 0 | 4007F99 | 4282F 8 | 4386F12 | 3503F 3 | 4044F11 | 4214F14 | | | |
| -10 | 4067F 1 | 4349F10 | 4457F14 | 3618F 4 | 4140F13 | 4282^15 | | | |
| -20 | 4123F 2 | 4418F13 | 4529F16 | 3714F 6 | 4231^14 | 4277^15 | | | |
| -30 | 4183F 5 | 4491F15 | 4607F18 | | 4221^14 | 4269^15 | | | |
| | High QNH +80 per .10" Low QNH -60 per .10" | | | High QNH +0 per .10" Low QNH -110 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -440 Wing A/I ON -440 | | | Engine A/I ON -670 Wing A/I ON -670 | | | 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 | | **21 Dec 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 | 4534D27 | 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 | 4727^28 | 4830D34 | 4865D35 | 4899 |
| 42 | 87.4 | 4778^33 | 4882^35 | 4917^35 | 4777^28 | 4882D35 | 4917D36 | 4947 |
| 40 | 87.1 | 4785^33 | 4891^35 | 4925^36 | 4785^28 | 4891D35 | 4925D36 | 4959 |
| 38 | 86.9 | 4787^33 | 4893^35 | 4928^36 | 4787^29 | 4893D35 | 4928D36 | 4961 |
| 36 | 86.6 | 4788^33 | 4894^35 | 4929^36 | 4788D29 | 4894D35 | 4929D36 | 4962 |
| 34 | 86.3 | 4789^33 | 4895^35 | 4931^36 | 4789D30 | 4895D35 | 4931D36 | 4964 |
| 32 | 86.0 | 4789^33 | 4896^35 | 4932^36 | 4789D30 | 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 | 4791D33 | 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 | 4660D30 | 4759D33 | 4792D34 | 4840 |
| 44 | 90.8 | 4743^33 | 4844^34 | 4878^35 | 4743D30 | 4844D34 | 4878D35 | 4899 |
| 42 | 90.5 | 4797^33 | 4899^35 | 4934^36 | 4797D31 | 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 | 4806D32 | 4910D35 | 4944D36 | 4961 |
| 36 | 89.7 | 4807^34 | 4911^35 | 4946^36 | 4807D32 | 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 | 4808D33 | 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 | 4661^38-38-47 | 4755C39-39-48 | 4755C39-39-48 | 4755C39-39-48 |
| 46 | 90.9 | 4767^39-39-48 | 4879C41-41-50 | 4879C41-41-50 | 4879C41-41-50 |
| 44 | 90.8 | 4830^40-40-49 | 4945C42-42-51 | 4945C42-42-51 | 4945C42-42-51 |
| 42 | 90.5 | 4860^40-40-50 | 4962C42-42-51 | 4962C42-42-51 | 4962C42-42-51 |
| 40 | 90.2 | 4875^41-41-50 | 4974C42-42-51 | 4974C42-42-51 | 4974C42-42-51 |
| 38 | 90.0 | 4880^41-41-50 | 4975C42-42-51 | 4975C42-42-51 | 4975C42-42-51 |
| 36 | 89.7 | 4886^41-41-50 | 4976C42-42-51 | 4976C42-42-51 | 4976C42-42-51 |
| 34 | 89.4 | 4891^41-41-50 | 4977C42-42-51 | 4977C42-42-51 | 4977C42-42-51 |
| 32 | 89.1 | 4897^41-41-50 | 4979C42-42-51 | 4979C42-42-51 | 4979C42-42-51 |
| 30 | 88.8 | 4903^41-41-50 | 4981C42-42-51 | 4981C42-42-51 | 4981C42-42-51 |
| 20 | 87.3 | 4931^42-42-51 | 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 | | **23 Feb 18** |

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# MERIDA/MEX -MID 28 *DT H285*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP / DRY - EAI VLV INOP OPEN

| 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 | 4654^31 | 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" | 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 | |

## WET - 1 FLP CHNL INOP / WET - EAI VLV INOP OPEN

| 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 | 4541D29 | 4639D32 | 4671D32 | | | |
| 46 | 4660D30 | 4759D33 | 4792D34 | 4654D29 | 4753D33 | 4786D34 | | | |
| 44 | 4743D30 | 4844D34 | 4878D35 | 4737D30 | 4839D34 | 4873D35 | | | |
| 42 | 4797D31 | 4899D35 | 4934D36 | 4792D31 | 4894D35 | 4929D36 | | | |
| 40 | 4804D31 | 4908D35 | 4942D36 | 4800D31 | 4902D35 | 4937D36 | | | |
| 38 | 4806D32 | 4910D35 | 4944D36 | 4802D31 | 4906D35 | 4940D36 | | | |
| 36 | 4807D32 | 4911D35 | 4946D36 | 4802D32 | 4907D35 | 4942D36 | | | |
| 34 | 4807D32 | 4912D35 | 4947D36 | 4803D32 | 4908D35 | 4943D36 | | | |
| 32 | 4808D33 | 4913D35 | 4948D36 | 4803D33 | 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" | 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 | |

## LEVEL 1 CONTAM / LEVEL 2 CONTAM / LEVEL 3 CONTAM

| 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 | 4533F 9 | 4758^20 | 4834^23 | 4235F14 | 4468F23 | 4553F26 | | | |
| 26 | 4546F10 | 4769^20 | 4847^23 | 4246F14 | 4481F23 | 4566F26 | | | |
| 24 | 4558F10 | 4780^20 | 4860^24 | 4258F14 | 4491F24 | 4579F27 | | | |
| 22 | 4570F10 | 4792^21 | 4872^24 | 4268F15 | 4503F24 | 4592F27 | | | |
| 20 | 4584F11 | 4805^21 | 4885^24 | 4278F15 | 4516F24 | 4604F27 | | | |
| 18 | 4596F11 | 4816^21 | 4898^25 | 4289F16 | 4528F25 | 4618F28 | | | |
| 16 | 4608F12 | 4829^22 | 4911^25 | 4299F16 | 4541F25 | 4631F28 | | | |
| 14 | 4618F12 | 4841^22 | 4912^26 | 4308F16 | 4554F25 | 4645F28 | | | |
| 12 | 4633F12 | 4851^23 | 4910^26 | 4318F17 | 4566F26 | 4658F29 | | | |
| 10 | 4643F13 | 4863^23 | 4912^27 | 4329F17 | 4579F26 | 4671^29 | | | |
| 0 | 4704^15 | 4878^26 | 4925^29 | 4389F19 | 4649F28 | 4742^31 | | | |
| -10 | 4742^17 | 4883^28 | 4933^32 | 4444F21 | 4716^30 | 4812^33 | | | |
| -20 | 4737^20 | 4885^31 | 4937^35 | 4503F23 | 4783^32 | 4891^35 | | | |
| -30 | 4731^23 | 4886^34 | 4932^36 | 4562F25 | 4848^34 | 4911^35 | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| High QNH | | **+10** | per .10" | High QNH | | **+70** | per .10" | High QNH | per .10" |
| Low QNH | | **-60** | per .10" | Low QNH | | **-60** | per .10" | Low QNH | per .10" |
| Engine A/I ON | | **-810** | | Engine A/I ON | | **-540** | | Engine A/I ON | |
| Wing A/I ON | | **-810** | | Wing A/I ON | | **-540** | | Wing A/I ON | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 38 | Length | 10499 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.00 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **23 Feb 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# 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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4162F23 | 4382^27 | 4435^28 |
| 46 | 87.7 | 4236F24 | 4475^28 | 4531^29 |
| 44 | 87.6 | 4281F24 | 4529^29 | 4584^30 |
| 42 | 87.4 | 4297F25 | 4546^29 | 4602^30 |
| 40 | 87.1 | 4313F25 | 4561^29 | 4618^30 |
| 38 | 86.9 | 4323F25 | 4568^29 | 4624^30 |
| 36 | 86.6 | 4333F25 | 4575^30 | 4630^31 |
| 34 | 86.3 | 4343F25 | 4581^30 | 4636^31 |
| 32 | 86.0 | 4354F26 | 4588^30 | 4644^31 |
| 30 | 85.7 | 4365F26 | 4594^30 | 4651^31 |
| 20 | 84.3 | 4421F27 | 4629^30 | 4684^31 |
| 10 | 82.8 | 4478F28 | 4655^31 | 4711^32 |
| 0 | 81.3 | 4527^29 | 4691^32 | 4748^32 |
| -10 | 79.8 | 4556^29 | 4721^32 | 4777^33 |
| -20 | 78.3 | 4582^30 | 4747^32 | 4803^33 |
| -30 | 76.7 | 4606^30 | 4771^33 | 4828^34 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4095F 9 | 4372^19 | 4435D22 | 4721 |
| 4165F10 | 4459F20 | 4529^23 | 4840 |
| 4208F10 | 4505F20 | 4580^23 | 4899 |
| 4225F11 | 4523F20 | 4598^24 | 4947 |
| 4241F11 | 4541F21 | 4615^24 | 4959 |
| 4251F11 | 4553F21 | 4623^24 | 4961 |
| 4262F12 | 4561^21 | 4630D25 | 4962 |
| 4274F12 | 4569^22 | 4636D25 | 4964 |
| 4286F12 | 4578^22 | 4644D26 | 4966 |
| 4298F13 | 4586^23 | 4651D26 | 4968 |
| 4361F14 | 4629D24 | 4684D28 | 4976 |
| 4423F16 | 4655D27 | 4711D30 | 4972 |
| 4492F18 | 4691D29 | 4748D32 | 4984 |
| 4542^20 | 4721D31 | 4777D34 | 4988 |
| 4578^22 | 4747D33 | 4803D34 | 4985 |
| 4606D25 | 4771D34 | 4828D35 | 4983 |

High QNH **+50** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-660** — Wing A/I ON **-660**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4257F25 | 4421^28 | 4473^28 |
| 46 | 90.9 | 4335F26 | 4518^29 | 4572^30 |
| 44 | 90.8 | 4393F26 | 4577^30 | 4630^31 |
| 42 | 90.5 | 4433F27 | 4605^30 | 4659^31 |
| 40 | 90.2 | 4447F27 | 4619^30 | 4673^31 |
| 38 | 90.0 | 4459F27 | 4626^30 | 4679^31 |
| 36 | 89.7 | 4470F28 | 4632^31 | 4685^31 |
| 34 | 89.4 | 4479F28 | 4638^31 | 4691^32 |
| 32 | 89.1 | 4486^28 | 4644^31 | 4698^32 |
| 30 | 88.8 | 4492^28 | 4650^31 | 4704^32 |
| 20 | 87.3 | 4524^29 | 4683^31 | 4737^32 |
| 10 | 85.8 | 4548^29 | 4706^32 | 4761^33 |
| 0 | 84.2 | 4582^30 | 4740^32 | 4795^33 |
| -10 | 82.7 | 4609^30 | 4768^33 | 4823^34 |
| -20 | 81.1 | 4632^30 | 4792^33 | 4847^34 |
| -30 | 79.5 | 4654^31 | 4814^34 | 4869^35 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4162F11 | 4412^21 | 4473D24 | 4721 |
| 4231F11 | 4503^21 | 4572^25 | 4840 |
| 4283F12 | 4559^22 | 4630^25 | 4899 |
| 4316F12 | 4587^23 | 4659D26 | 4947 |
| 4332F13 | 4603^23 | 4673D26 | 4959 |
| 4345F13 | 4611^23 | 4679D27 | 4961 |
| 4357F13 | 4620^24 | 4685D27 | 4962 |
| 4369F14 | 4628^24 | 4691D28 | 4964 |
| 4382F14 | 4637^25 | 4698D28 | 4966 |
| 4395F15 | 4646^25 | 4704D28 | 4968 |
| 4461F16 | 4683D27 | 4737D30 | 4976 |
| 4513^18 | 4706D29 | 4761D32 | 4972 |
| 4557^20 | 4740D31 | 4795D34 | 4984 |
| 4597^22 | 4768D33 | 4823D35 | 4988 |
| 4632D25 | 4792D34 | 4847D35 | 4985 |
| 4654D27 | 4814D34 | 4869D35 | 4983 |

High QNH **+50** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-690** — Wing A/I ON **-690**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4257F25-25-35 | 4421^28-28-37 | 4473^28-28-38 | 4524^29-29-39 |
| 46 | 90.9 | 4335F26-26-36 | 4518^29-29-39 | 4572^30-30-40 | 4625^31-31-40 |
| 44 | 90.8 | 4393F26-26-37 | 4577^30-30-40 | 4630^31-31-40 | 4685^32-32-41 |
| 42 | 90.5 | 4433F27-27-38 | 4605^30-30-40 | 4659^31-31-41 | 4712^32-32-42 |
| 40 | 90.2 | 4447F27-27-38 | 4619^30-30-40 | 4673^31-31-41 | 4727^32-32-42 |
| 38 | 90.0 | 4459F27-27-38 | 4626^30-30-40 | 4679^31-31-41 | 4734^32-32-42 |
| 36 | 89.7 | 4470F28-28-38 | 4632^31-31-40 | 4685^31-31-41 | 4740^32-32-42 |
| 34 | 89.4 | 4479F28-28-38 | 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" — Low QNH **-160** per .10"
Engine A/I ON **-690** — 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 per .10" Low QNH 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 per .10" Low QNH 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 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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# 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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4413F27 | 4627^31 | 4660^32 |
| 46 | 87.7 | 4491F28 | 4740^33 | 4774^33 |
| 44 | 87.6 | 4537F29 | 4796F34 | 4861^35 |
| 42 | 87.4 | 4556F29 | 4817F34 | 4906F35 |
| 40 | 87.2 | 4574F30 | 4836F34 | 4924^36 |
| 38 | 86.9 | 4585F30 | 4847F34 | 4928^36 |
| 36 | 86.6 | 4597F30 | 4859F34 | 4930^36 |
| 34 | 86.3 | 4608F30 | 4872F35 | 4930^36 |
| 32 | 86.1 | 4620F30 | 4882F35 | 4932^36 |
| 30 | 85.8 | 4632F31 | 4895F35 | 4933^36 |
| 20 | 84.4 | 4691F32 | 4902^35 | 4939^36 |
| 10 | 82.9 | 4750F33 | 4894^35 | 4932^36 |
| 0 | 81.4 | 4781^33 | 4898^35 | 4938^36 |
| -10 | 79.9 | 4775^33 | 4896^35 | 4937^36 |
| -20 | 78.4 | 4763^33 | 4888^35 | 4930^36 |
| -30 | 76.8 | 4749^33 | 4878^35 | 4922^35 |

**WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4336F15 | 4624^24 | 4660D28 | 4714 |
| 4409F16 | 4709F25 | 4773^28 | 4833 |
| 4455F16 | 4758F25 | 4858^28 | 4895 |
| 4475F16 | 4780F26 | 4885F29 | 4946 |
| 4493F17 | 4799F26 | 4906F29 | 4959 |
| 4506F17 | 4813F26 | 4919F29 | 4961 |
| 4518F17 | 4826F27 | 4927^30 | 4962 |
| 4531F18 | 4840F27 | 4929^30 | 4964 |
| 4544F18 | 4854F27 | 4931^31 | 4966 |
| 4557F18 | 4869F28 | 4933^31 | 4968 |
| 4622F20 | 4901^30 | 4939D33 | 4976 |
| 4689F22 | 4894D32 | 4932D36 | 4972 |
| 4762F24 | 4898D35 | 4938D36 | 4984 |
| 4772^26 | 4896D35 | 4937D36 | 4987 |
| 4763D29 | 4888D35 | 4930D36 | 4985 |
| 4749D31 | 4878D35 | 4922D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4514F29 | 4638^31 | 4671^32 |
| 46 | 90.9 | 4598F30 | 4752^33 | 4785^34 |
| 44 | 90.8 | 4661F31 | 4839^34 | 4874^35 |
| 42 | 90.5 | 4705F32 | 4897^35 | 4932^36 |
| 40 | 90.3 | 4722F32 | 4906^35 | 4941^36 |
| 38 | 90.0 | 4735F32 | 4910^35 | 4944^36 |
| 36 | 89.7 | 4746F33 | 4911^35 | 4946^36 |
| 34 | 89.5 | 4757F33 | 4912^35 | 4947^36 |
| 32 | 89.2 | 4769F33 | 4913^35 | 4948^36 |
| 30 | 88.9 | 4781F33 | 4914^35 | 4950^36 |
| 20 | 87.4 | 4809^34 | 4919^35 | 4955^36 |
| 10 | 85.9 | 4798^33 | 4910^35 | 4948^36 |
| 0 | 84.3 | 4798^33 | 4914^35 | 4953^36 |
| -10 | 82.8 | 4792^33 | 4911^35 | 4952^36 |
| -20 | 81.2 | 4779^33 | 4903^35 | 4945^36 |
| -30 | 79.6 | 4765^33 | 4893^35 | 4936^36 |

**WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4412F17 | 4637^26 | 4671D30 | 4714 |
| 4487F17 | 4749^27 | 4785D30 | 4833 |
| 4543F18 | 4835^27 | 4873^31 | 4895 |
| 4580F18 | 4892^28 | 4931^31 | 4946 |
| 4599F19 | 4902^28 | 4941^32 | 4959 |
| 4611F19 | 4905^29 | 4944D32 | 4961 |
| 4624F19 | 4908^29 | 4946D33 | 4962 |
| 4638F20 | 4910^30 | 4947D33 | 4964 |
| 4652F20 | 4911^30 | 4948D34 | 4966 |
| 4666F20 | 4913^31 | 4950D34 | 4968 |
| 4735F22 | 4919D33 | 4955D36 | 4976 |
| 4790^24 | 4910D35 | 4948D36 | 4972 |
| 4795^27 | 4914D35 | 4953D36 | 4984 |
| 4792D29 | 4911D35 | 4952D36 | 4987 |
| 4779D32 | 4903D35 | 4945D36 | 4985 |
| 4765D33 | 4893D35 | 4936D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-860** — 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 | 4514F29-29-39 | 4638^31-31-41 | 4684F38-38-47 | 4748C39-39-48 |
| 46 | 90.9 | 4598F30-30-40 | 4752^33-33-42 | 4785^34-34-43 | 4855F41-41-49 |
| 44 | 90.8 | 4661F31-31-41 | 4839^34-34-43 | 4874^35-35-44 | 4921F41-41-50 |
| 42 | 90.5 | 4705F32-32-42 | 4897^35-35-44 | 4932^36-36-45 | 4960C42-42-51 |
| 40 | 90.3 | 4722F32-32-42 | 4906^35-35-44 | 4941^36-36-45 | 4974C42-42-51 |
| 38 | 90.0 | 4735F32-32-42 | 4910^35-35-44 | 4944^36-36-45 | 4975C42-42-51 |
| 36 | 89.7 | 4746F33-33-42 | 4911^35-35-44 | 4946^36-36-45 | 4976C42-42-51 |
| 34 | 89.5 | 4757F33-33-42 | 4912^35-35-45 | 4947^36-36-45 | 4977C42-42-51 |
| 32 | 89.2 | 4769F33-33-42 | 4913^35-35-45 | 4949F42-42-51 | 4979C42-42-51 |
| 30 | 88.9 | 4781F33-33-43 | 4914^35-35-45 | 4962F42-42-51 | 4981C42-42-51 |
| 20 | 87.4 | 4809^34-34-43 | 4937F42-42-51 | 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 | 4799F39-39-49 | 4998C43-43-52 | 4998C43-43-52 | 4998C43-43-52 |
| -10 | 82.8 | 4860F40-40-50 | 5003C43-43-52 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.2 | 4923F41-41-51 | 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" — 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 | 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 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 | 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 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 | 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 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 | 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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4410F27 | 4627^31 | 4660^32 |
| 46 | 87.7 | 4488F28 | 4740^33 | 4774^33 |
| 44 | 87.6 | 4536F29 | 4793F33 | 4860^35 |
| 42 | 87.4 | 4554F29 | 4814F34 | 4903F35 |
| 40 | 87.2 | 4571F30 | 4833F34 | 4922F36 |
| 38 | 86.9 | 4583F30 | 4844F34 | 4928^36 |
| 36 | 86.6 | 4594F30 | 4856F34 | 4929^36 |
| 34 | 86.3 | 4605F30 | 4868F35 | 4930^36 |
| 32 | 86.1 | 4617F30 | 4879F35 | 4932^36 |
| 30 | 85.8 | 4629F31 | 4892F35 | 4933^36 |
| 20 | 84.4 | 4688F32 | 4902^35 | 4938^36 |
| 10 | 82.9 | 4747F33 | 4894^35 | 4932^36 |
| 0 | 81.4 | 4781^33 | 4898^35 | 4938^36 |
| -10 | 79.9 | 4775^33 | 4896^35 | 4937^36 |
| -20 | 78.4 | 4763^33 | 4888^35 | 4930^36 |
| -30 | 76.8 | 4749^33 | 4878^35 | 4922^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4334F15 | 4624^24 | 4660D28 | 4714 |
| 4407F16 | 4706F25 | 4772^28 | 4833 |
| 4453F16 | 4756F25 | 4857^28 | 4895 |
| 4473F16 | 4777F26 | 4883F29 | 4946 |
| 4491F17 | 4797F26 | 4903F29 | 4959 |
| 4504F17 | 4810F26 | 4917F29 | 4961 |
| 4516F17 | 4824F27 | 4927^30 | 4962 |
| 4529F18 | 4838F27 | 4929^30 | 4964 |
| 4542F18 | 4852F27 | 4931^31 | 4966 |
| 4555F18 | 4866F28 | 4933^31 | 4968 |
| 4620F20 | 4900^30 | 4938D33 | 4976 |
| 4687F22 | 4894D32 | 4932D36 | 4972 |
| 4759F24 | 4898D35 | 4938D36 | 4984 |
| 4772^26 | 4896D35 | 4937D36 | 4987 |
| 4763D29 | 4888D35 | 4930D36 | 4985 |
| 4749D31 | 4878D35 | 4922D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4511F29 | 4638^31 | 4671^32 |
| 46 | 90.9 | 4595F30 | 4752^33 | 4785^34 |
| 44 | 90.8 | 4658F31 | 4839^34 | 4873^35 |
| 42 | 90.5 | 4702F32 | 4897^35 | 4931^36 |
| 40 | 90.3 | 4719F32 | 4906^35 | 4941^36 |
| 38 | 90.0 | 4732F32 | 4909^35 | 4944^36 |
| 36 | 89.7 | 4743F32 | 4911^35 | 4946^36 |
| 34 | 89.5 | 4754F33 | 4912^35 | 4947^36 |
| 32 | 89.2 | 4766F33 | 4913^35 | 4948^36 |
| 30 | 88.9 | 4778F33 | 4914^35 | 4949^36 |
| 20 | 87.4 | 4809^34 | 4918^35 | 4955^36 |
| 10 | 85.9 | 4798^33 | 4910^35 | 4948^36 |
| 0 | 84.3 | 4798^33 | 4914^35 | 4953^36 |
| -10 | 82.8 | 4792^33 | 4911^35 | 4952^36 |
| -20 | 81.2 | 4779^33 | 4903^35 | 4945^36 |
| -30 | 79.6 | 4764^33 | 4893^35 | 4936^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4410F17 | 4637^26 | 4671D30 | 4714 |
| 4485F17 | 4749^27 | 4785D30 | 4833 |
| 4541F18 | 4835^27 | 4873^31 | 4895 |
| 4578F18 | 4892^28 | 4930^31 | 4946 |
| 4597F19 | 4902^28 | 4940^32 | 4959 |
| 4609F19 | 4905^29 | 4944D32 | 4961 |
| 4622F19 | 4907^29 | 4946D33 | 4962 |
| 4636F20 | 4909^30 | 4947D33 | 4964 |
| 4650F20 | 4911^30 | 4948D34 | 4966 |
| 4663F20 | 4912^31 | 4949D34 | 4968 |
| 4733F22 | 4918D33 | 4955D36 | 4976 |
| 4790^24 | 4910D35 | 4948D36 | 4972 |
| 4795^27 | 4914D35 | 4953D36 | 4984 |
| 4792D29 | 4911D35 | 4952D36 | 4987 |
| 4779D32 | 4903D35 | 4945D36 | 4985 |
| 4764D33 | 4893D35 | 4936D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-860** — 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 | 4511F29-29-39 | 4638^31-31-41 | 4681F38-38-47 | 4748C39-39-48 |
| 46 | 90.9 | 4595F30-30-40 | 4752^33-33-42 | 4785^34-34-43 | 4852F40-40-49 |
| 44 | 90.8 | 4658F31-31-41 | 4839^34-34-43 | 4873^35-35-44 | 4918F41-41-50 |
| 42 | 90.5 | 4702F32-32-41 | 4897^35-35-44 | 4931^36-36-45 | 4960C42-42-51 |
| 40 | 90.3 | 4719F32-32-42 | 4906^35-35-44 | 4941^36-36-45 | 4974C42-42-51 |
| 38 | 90.0 | 4732F32-32-42 | 4909^35-35-44 | 4944^36-36-45 | 4975C42-42-51 |
| 36 | 89.7 | 4743F32-32-42 | 4911^35-35-44 | 4946^36-36-45 | 4976C42-42-51 |
| 34 | 89.5 | 4754F33-33-42 | 4912^35-35-45 | 4947^36-36-45 | 4977C42-42-51 |
| 32 | 89.2 | 4766F33-33-42 | 4913^35-35-45 | 4948^36-36-45 | 4979C42-42-51 |
| 30 | 88.9 | 4778F33-33-43 | 4914^35-35-45 | 4959F42-42-51 | 4981C42-42-51 |
| 20 | 87.4 | 4809^34-34-43 | 4934F42-42-51 | 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 | 4856F40-40-50 | 5003C43-43-52 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.2 | 4920F41-41-50 | 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" — 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 | 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 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 | 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 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 | 4062F98 | 4321F 8 | 4415F12 | 3638F 3 | 4058F11 | 4222F14 | | | |
| 26 | 4072F99 | 4333F 9 | 4428F12 | 3650F 4 | 4075F12 | 4241F14 | | | |
| 24 | 4083F99 | 4345F 9 | 4442F12 | 3662F 4 | 4093F12 | 4260F14 | | | |
| 22 | 4093F99 | 4358F10 | 4454F13 | 3675F 4 | 4111F12 | 4280F15 | | | |
| 20 | 4104F 0 | 4371F10 | 4466F13 | 3685F 4 | 4131F13 | 4286^15 | | | |
| 18 | 4114F 0 | 4383F10 | 4479F14 | 3698F 5 | 4147F13 | 4286^15 | | | |
| 16 | 4123F 0 | 4395F11 | 4493F14 | 3711F 5 | 4168F13 | 4285^15 | | | |
| 14 | 4134F 1 | 4407F11 | 4506F14 | 3724F 5 | 4188F13 | 4282^15 | | | |
| 12 | 4144F 1 | 4420F11 | 4519F15 | 3740F 6 | 4208F14 | 4279^15 | | | |
| 10 | 4155F 2 | 4432F12 | 4532F15 | 3740F 6 | 4229F14 | 4279^15 | | | |
| 0 | 4215F 3 | 4503F14 | 4607F17 | 3843F 7 | 4241^14 | 4285^15 | | | |
| -10 | 4275F 6 | 4573F16 | 4681F20 | 3911F 9 | 4238^14 | 4282^15 | | | |
| -20 | 4334F 8 | 4646F18 | 4756F22 | 4008F11 | 4232^14 | 4277^15 | | | |
| -30 | 4399F10 | 4720F21 | 4835F24 | 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 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 | 74 | Length | 8533 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.01 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# 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 NOTAMS A2299/19

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 | 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 | 4158D24 | 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 | 4400D25 | 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 | 4453D26 | 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 | 4459D27 | 4545D30 | 4574D31 | 4633 |
| 10 | 89.4 | 4458^29 | 4546^30 | 4575^31 | 4458D28 | 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**

| 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 | 3930^21 | 4008^22 | 4035^23 | 3930D21 | 4008D22 | 4035D23 | 4080 |
| 32 | 92.8 | 4007^22 | 4086^23 | 4112^24 | 4007D22 | 4086D24 | 4112D24 | 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 | 4250D26 | 4331D27 | 4358D28 | 4404 |
| 24 | 94.3 | 4331^27 | 4413^28 | 4441^29 | 4331D26 | 4413D28 | 4441D29 | 4485 |
| 22 | 94.3 | 4413^28 | 4496^29 | 4523^30 | 4413D27 | 4496D30 | 4523D30 | 4567 |
| 20 | 94.3 | 4451^29 | 4535^30 | 4563^31 | 4451D28 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 34 | 92.5 | 4039^28-28-37 | 4125^30-30-38 | 4140C30-30-39 | 4140C30-30-39 |
| 32 | 92.8 | 4105^29-29-38 | 4205^31-31-40 | 4219C31-31-40 | 4219C31-31-40 |
| 30 | 93.2 | 4171^30-30-39 | 4288^32-32-41 | 4298C33-33-41 | 4298C33-33-41 |
| 28 | 93.6 | 4238^31-31-40 | 4371^34-34-42 | 4380C34-34-42 | 4380C34-34-42 |
| 26 | 94.0 | 4304^32-32-41 | 4443^35-35-43 | 4462C35-35-44 | 4462C35-35-44 |
| 24 | 94.3 | 4372^33-33-42 | 4513^36-36-44 | 4544C36-36-45 | 4544C36-36-45 |
| 22 | 94.3 | 4441^34-34-43 | 4585^37-37-46 | 4627C38-38-46 | 4627C38-38-46 |
| 20 | 94.3 | 4494^35-35-44 | 4640^38-38-46 | 4681C38-38-47 | 4681C38-38-47 |
| 18 | 94.0 | 4521^35-35-45 | 4666^38-38-47 | 4687C38-38-47 | 4687C38-38-47 |
| 16 | 93.7 | 4537^36-36-45 | 4680^38-38-47 | 4693C38-38-47 | 4693C38-38-47 |
| 14 | 93.4 | 4546^36-36-45 | 4691^38-38-47 | 4696C39-39-47 | 4696C39-39-47 |
| 10 | 92.8 | 4561^36-36-45 | 4696^38-38-47 | 4699C39-39-47 | 4699C39-39-47 |
| 0 | 91.1 | 4602^37-37-46 | 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 **-5730**
Low QNH **-170** per .10" Wing A/I ON **-5730**

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 | | **26 Apr 19** |

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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 | 4035^23 | 3925^21 | 4003^22 | 4029^23 | | | |
| 32 | 4007^22 | 4086^23 | 4112^24 | 4002^22 | 4081^23 | 4107^24 | | | |
| 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 | 4413^28 | 4441^29 | 4328^27 | 4410^28 | 4438^29 | | | |
| 22 | 4413^28 | 4496^29 | 4523^30 | 4410^28 | 4493^29 | 4521^30 | | | |
| 20 | 4451^29 | 4535^30 | 4563^31 | 4448^28 | 4533^30 | 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 per .10" Low QNH 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 | 4035D23 | 3925D21 | 4003D22 | 4029D23 | | | |
| 32 | 4007D22 | 4086D24 | 4112D24 | 4002D22 | 4081D23 | 4107D24 | | | |
| 30 | 4087D23 | 4167D25 | 4194D25 | 4083D23 | 4163D25 | 4189D25 | | | |
| 28 | 4168D25 | 4249D26 | 4276D26 | 4164D24 | 4245D26 | 4271D26 | | | |
| 26 | 4250D26 | 4331D27 | 4358D28 | 4246D26 | 4327D27 | 4354D28 | | | |
| 24 | 4331D26 | 4413D28 | 4441D29 | 4328D26 | 4410D28 | 4438D29 | | | |
| 22 | 4413D27 | 4496D30 | 4523D30 | 4410D27 | 4493D30 | 4521D30 | | | |
| 20 | 4451D28 | 4535D30 | 4563D31 | 4448D27 | 4533D30 | 4560D31 | | | |
| 18 | 4469D28 | 4553D30 | 4581D31 | 4466D28 | 4550D30 | 4578D31 | | | |
| 16 | 4476D29 | 4560D31 | 4588D31 | 4473D29 | 4557D30 | 4585D31 | | | |
| 14 | 4476D29 | 4561D31 | 4589D31 | 4473D29 | 4558D30 | 4586D31 | | | |
| 10 | 4476D29 | 4562D31 | 4590D31 | 3919D21 | 4001D22 | 4029D23 | | | |
| 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 per .10" Low QNH 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 | 3946^ 4 | 4129^13 | 4192^15 | 3702F 8 | 3916F15 | 3988^17 | | | |
| 26 | 4008^ 4 | 4193^13 | 4257^16 | 3763F 8 | 3978F16 | 4051^18 | | | |
| 24 | 4069^ 5 | 4257^13 | 4322^16 | 3826F 9 | 4043F16 | 4117^19 | | | |
| 22 | 4133F 5 | 4322^14 | 4389^17 | 3888F 9 | 4110F17 | 4184^19 | | | |
| 20 | 4180^ 6 | 4373^14 | 4440^17 | 3942F10 | 4167F17 | 4241^20 | | | |
| 18 | 4204^ 6 | 4399^15 | 4467^18 | 3976F11 | 4206F18 | 4279^21 | | | |
| 16 | 4220^ 7 | 4416^16 | 4485^19 | 3995F11 | 4227^19 | 4300^21 | | | |
| 14 | 4231^ 7 | 4428^16 | 4497^19 | 4007F11 | 4238^19 | 4312^22 | | | |
| 12 | 4241^ 7 | 4440^16 | 4509^19 | 4018F12 | 4249^20 | 4324^22 | | | |
| 10 | 4252^ 8 | 4451^17 | 4520^20 | 4030F12 | 4261^20 | 4337^22 | | | |
| 0 | 4304^10 | 4506^19 | 4560^22 | 4087F14 | 4321^22 | 4398^24 | | | |
| -10 | 4349^12 | 4518^21 | 4555^25 | 4141F16 | 4376^24 | 4457^26 | | | |
| -20 | 4402^14 | 4521^24 | 4560^27 | 4202F18 | 4439^26 | 4520^28 | | | |
| -30 | 4400^17 | 4518^27 | 4559^30 | 4263^20 | 4489^28 | 4537^30 | | | |
| | High QNH +100 per .10" Low QNH -160 per .10" | | | High QNH +100 per .10" Low QNH -160 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -4570 Wing A/I ON -4570 | | | Engine A/I ON -2770 Wing A/I ON -2770 | | | 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 **26 Apr 19**

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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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 34 | 89.1 | 3920^21 | 3999^22 | 4026^23 |
| 32 | 89.4 | 3997^22 | 4077^23 | 4103^24 |
| 30 | 89.7 | 4077^23 | 4158^24 | 4184^25 |
| 28 | 89.9 | 4158^24 | 4238^26 | 4266^26 |
| 26 | 90.1 | 4238^25 | 4320^27 | 4347^27 |
| 24 | 90.4 | 4318^27 | 4402^28 | 4430^29 |
| 22 | 90.6 | 4399^28 | 4483^29 | 4511^30 |
| 20 | 90.9 | 4437^28 | 4522^30 | 4550^30 |
| 18 | 90.6 | 4452^29 | 4537^30 | 4566^31 |
| 16 | 90.3 | 4458^29 | 4544^30 | 4573^31 |
| 14 | 90.0 | 4459^29 | 4545^30 | 4574^31 |
| 10 | 89.4 | 4458^29 | 4546^30 | 4575^31 |
| 0 | 87.8 | 4456^29 | 4546^30 | 4576^31 |
| -10 | 86.2 | 4439^28 | 4532^30 | 4563^30 |
| -20 | 84.5 | 4432^28 | 4528^30 | 4560^30 |
| -30 | 82.8 | 4418^28 | 4517^30 | 4550^30 |

**ALT TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 34 | 89.1 | 3920D21 | 3999D22 | 4026D23 | 4080 |
| 32 | 89.4 | 3997D22 | 4077D23 | 4103D24 | 4159 |
| 30 | 89.7 | 4077D23 | 4158D25 | 4184D25 | 4239 |
| 28 | 89.9 | 4158D24 | 4238D26 | 4266D26 | 4322 |
| 26 | 90.1 | 4238D26 | 4320D27 | 4347D27 | 4404 |
| 24 | 90.4 | 4318D27 | 4402D28 | 4430D29 | 4485 |
| 22 | 90.6 | 4399D28 | 4483D29 | 4511D30 | 4567 |
| 20 | 90.9 | 4437D28 | 4522D30 | 4550D30 | 4611 |
| 18 | 90.6 | 4452D29 | 4537D30 | 4566D31 | 4621 |
| 16 | 90.3 | 4458D29 | 4544D30 | 4573D31 | 4631 |
| 14 | 90.0 | 4459D29 | 4545D30 | 4574D31 | 4633 |
| 10 | 89.4 | 4458D29 | 4546D30 | 4575D31 | 4635 |
| 0 | 87.8 | 4456D29 | 4546D30 | 4576D31 | 4638 |
| -10 | 86.2 | 4439D28 | 4532D30 | 4563D31 | 4628 |
| -20 | 84.5 | 4432D28 | 4528D30 | 4560D31 | 4630 |
| -30 | 82.8 | 4418D28 | 4517D30 | 4550D30 | 4623 |

High QNH **+90** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-5080** — Wing A/I ON **-5080**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 34 | 92.5 | 3930^21 | 4008^22 | 4034^23 |
| 32 | 92.8 | 4007^22 | 4086^23 | 4112^24 |
| 30 | 93.2 | 4087^23 | 4167^25 | 4193^25 |
| 28 | 93.6 | 4168^24 | 4248^26 | 4275^26 |
| 26 | 94.0 | 4249^26 | 4330^27 | 4357^28 |
| 24 | 94.3 | 4330^27 | 4413^28 | 4441^29 |
| 22 | 94.3 | 4412^28 | 4495^29 | 4523^30 |
| 20 | 94.3 | 4451^29 | 4535^30 | 4562^31 |
| 18 | 94.0 | 4468^29 | 4553^30 | 4580^31 |
| 16 | 93.7 | 4476^29 | 4560^30 | 4588^31 |
| 14 | 93.4 | 4476^29 | 4561^30 | 4589^31 |
| 10 | 92.8 | 4476^29 | 4561^30 | 4590^31 |
| 0 | 91.1 | 4473^29 | 4561^30 | 4591^31 |
| -10 | 89.4 | 4456^29 | 4547^30 | 4577^31 |
| -20 | 87.7 | 4448^28 | 4543^30 | 4574^31 |
| -30 | 86.0 | 4434^28 | 4531^30 | 4564^31 |

**TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 34 | 92.5 | 3930D21 | 4008D22 | 4034D23 | 4080 |
| 32 | 92.8 | 4007D22 | 4086D24 | 4112D24 | 4159 |
| 30 | 93.2 | 4087D23 | 4167D25 | 4193D25 | 4239 |
| 28 | 93.6 | 4168D24 | 4248D26 | 4275D26 | 4322 |
| 26 | 94.0 | 4249D26 | 4330D27 | 4357D28 | 4404 |
| 24 | 94.3 | 4330D27 | 4413D28 | 4441D29 | 4485 |
| 22 | 94.3 | 4412D28 | 4495D30 | 4523D30 | 4567 |
| 20 | 94.3 | 4451D29 | 4535D30 | 4562D31 | 4611 |
| 18 | 94.0 | 4468D29 | 4553D30 | 4580D31 | 4621 |
| 16 | 93.7 | 4476D29 | 4560D31 | 4588D31 | 4631 |
| 14 | 93.4 | 4476D29 | 4561D31 | 4589D31 | 4633 |
| 10 | 92.8 | 4476D29 | 4561D31 | 4590D31 | 4635 |
| 0 | 91.1 | 4473D29 | 4561D31 | 4591D31 | 4638 |
| -10 | 89.4 | 4456D29 | 4547D30 | 4577D31 | 4628 |
| -20 | 87.7 | 4448D29 | 4543D30 | 4574D31 | 4630 |
| -30 | 86.0 | 4434D28 | 4531D30 | 4564D31 | 4623 |

High QNH **+100** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-5140** — Wing A/I ON **-5140**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +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" — Low QNH **-180** per .10"

Engine A/I ON **-5260** — 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**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3930^21 | 4008^22 | 4034^23 |
| 32 | 4007^22 | 4086^23 | 4112^24 |
| 30 | 4087^23 | 4167^25 | 4193^25 |
| 28 | 4168^24 | 4248^26 | 4275^26 |
| 26 | 4249^26 | 4330^27 | 4357^28 |
| 24 | 4330^27 | 4413^28 | 4441^29 |
| 22 | 4412^28 | 4495^29 | 4523^30 |
| 20 | 4451^29 | 4535^30 | 4562^31 |
| 18 | 4468^29 | 4553^30 | 4580^31 |
| 16 | 4476^29 | 4560^30 | 4588^31 |
| 14 | 4476^29 | 4561^30 | 4589^31 |
| 10 | 4476^29 | 4561^30 | 4590^31 |
| 0 | 4473^29 | 4561^30 | 4591^31 |
| -10 | 4456^29 | 4547^30 | 4577^31 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-5140**
Wing A/I ON **-5140**

## DRY - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3924^21 | 4003^22 | 4029^23 |
| 32 | 4002^22 | 4081^23 | 4107^24 |
| 30 | 4082^23 | 4162^25 | 4189^25 |
| 28 | 4164^24 | 4244^26 | 4271^26 |
| 26 | 4245^26 | 4326^27 | 4353^28 |
| 24 | 4327^27 | 4409^28 | 4437^29 |
| 22 | 4409^28 | 4493^29 | 4520^30 |
| 20 | 4448^28 | 4532^30 | 4560^30 |
| 18 | 4465^29 | 4550^30 | 4578^31 |
| 16 | 4472^29 | 4557^30 | 4585^31 |
| 14 | 4472^29 | 4557^30 | 4586^31 |
| 10 | 3919^21 | 4001^22 | 4029^23 |
| 0 | 4369^27 | 4456^29 | 4485^29 |
| -10 | 4372^27 | 4463^29 | 4493^29 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **-160**
Wing A/I ON **-160**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3930D21 | 4008D22 | 4034D23 |
| 32 | 4007D22 | 4086D24 | 4112D24 |
| 30 | 4087D23 | 4167D25 | 4193D25 |
| 28 | 4168D24 | 4248D26 | 4275D26 |
| 26 | 4249D26 | 4330D27 | 4357D28 |
| 24 | 4330D27 | 4413D28 | 4441D29 |
| 22 | 4412D28 | 4495D30 | 4523D30 |
| 20 | 4451D29 | 4535D30 | 4562D31 |
| 18 | 4468D29 | 4553D30 | 4580D31 |
| 16 | 4476D29 | 4560D31 | 4588D31 |
| 14 | 4476D29 | 4561D31 | 4589D31 |
| 10 | 4476D29 | 4561D31 | 4590D31 |
| 0 | 4473D29 | 4561D31 | 4591D31 |
| -10 | 4456D29 | 4547D30 | 4577D31 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-5140**
Wing A/I ON **-5140**

## WET - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3924D21 | 4003D22 | 4029D23 |
| 32 | 4002D22 | 4081D23 | 4107D24 |
| 30 | 4082D23 | 4162D25 | 4189D25 |
| 28 | 4164D24 | 4244D26 | 4271D26 |
| 26 | 4245D26 | 4326D27 | 4353D28 |
| 24 | 4327D27 | 4409D28 | 4437D29 |
| 22 | 4409D28 | 4493D30 | 4520D30 |
| 20 | 4448D29 | 4532D30 | 4560D31 |
| 18 | 4465D29 | 4550D30 | 4578D31 |
| 16 | 4472D29 | 4557D30 | 4585D31 |
| 14 | 4472D29 | 4557D30 | 4586D31 |
| 10 | 3919D21 | 4001D22 | 4029D23 |
| 0 | 4369D27 | 4456D29 | 4485D29 |
| -10 | 4372D27 | 4463D29 | 4493D30 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **-160**
Wing A/I ON **-160**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4116^ 6 | 4213^16 | 4246^19 |
| 26 | 4195^ 7 | 4293^16 | 4326^19 |
| 24 | 4269^ 7 | 4373^16 | 4406^19 |
| 22 | 4336^ 7 | 4453^17 | 4487^20 |
| 20 | 4387^ 8 | 4494^17 | 4528^21 |
| 18 | 4411^ 9 | 4513^18 | 4548^21 |
| 16 | 4419^ 9 | 4522^19 | 4557^22 |
| 14 | 4421^10 | 4524^19 | 4559^22 |
| 12 | 4422^10 | 4526^20 | 4561^23 |
| 10 | 4423^11 | 4527^20 | 4563^23 |
| 0 | 4426^13 | 4534^23 | 4571^26 |
| -10 | 4417^16 | 4528^25 | 4566^29 |
| -20 | 4416^18 | 4532^28 | 4569^31 |
| -30 | 4409^21 | 4526^30 | 4558^30 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4830**
Wing A/I ON **-4830**

## LEVEL 2 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3865F10 | 4069F17 | 4136^20 |
| 26 | 3930F10 | 4137F18 | 4204^20 |
| 24 | 3995F11 | 4206F18 | 4272^21 |
| 22 | 4063F11 | 4276F19 | 4344^21 |
| 20 | 4120F12 | 4337F20 | 4405^22 |
| 18 | 4157F13 | 4377F21 | 4444^23 |
| 16 | 4177F13 | 4396^21 | 4466^24 |
| 14 | 4189F14 | 4408^21 | 4480^24 |
| 12 | 4200F14 | 4419^22 | 4492^24 |
| 10 | 4211F14 | 4431^22 | 4504^25 |
| 0 | 4269F16 | 4492^24 | 4535^27 |
| -10 | 4322F18 | 4494^26 | 4541^29 |
| -20 | 4375^20 | 4508^29 | 4547^30 |
| -30 | 4375^23 | 4504^29 | 4537^30 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4030**
Wing A/I ON **-4030**

## LEVEL 3 CONTAM

Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
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**

| 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 | 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" Engine A/I ON **-5530**
Low QNH **-170** per .10" Wing A/I ON **-5530**

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 | 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" Engine A/I ON **-1210**
Low QNH **-170** per .10" Wing A/I ON **-1210**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +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" Engine A/I ON **-5720**
Low QNH **-180** per .10" 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

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

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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

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 | 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 | 4158D24 | 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 | 4320D25 | 4403D28 | 4431D29 | 4485 |
| 22 | 90.6 | 4400^28 | 4484^29 | 4512^30 | 4400D25 | 4484D29 | 4512D30 | 4567 |
| 20 | 90.9 | 4438^28 | 4522^30 | 4551^30 | 4438D26 | 4522D30 | 4551D30 | 4611 |
| 18 | 90.6 | 4453^29 | 4538^30 | 4567^31 | 4453D26 | 4538D30 | 4567D31 | 4621 |
| 16 | 90.3 | 4459^29 | 4545^30 | 4573^31 | 4459D26 | 4545D30 | 4573D31 | 4631 |
| 14 | 90.0 | 4459^29 | 4546^30 | 4574^31 | 4459D27 | 4546D30 | 4574D31 | 4633 |
| 10 | 89.4 | 4459^29 | 4546^30 | 4575^31 | 4459D28 | 4546D30 | 4575D31 | 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 | 4428^28 | 4529^30 | 4561^30 | 4428D28 | 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 **-5530**
Low QNH **-170** per .10" Wing A/I ON **-5530**

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 | 3930^21 | 4009^22 | 4035^23 | 3930D21 | 4009D22 | 4035D23 | 4080 |
| 32 | 92.8 | 4008^22 | 4086^23 | 4113^24 | 4008D22 | 4086D24 | 4113D24 | 4159 |
| 30 | 93.2 | 4088^23 | 4167^25 | 4194^25 | 4088D23 | 4167D25 | 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 | 4331D27 | 4413D28 | 4441D29 | 4485 |
| 22 | 94.3 | 4413^28 | 4496^30 | 4524^30 | 4413D27 | 4496D30 | 4524D30 | 4567 |
| 20 | 94.3 | 4452^29 | 4535^30 | 4563^31 | 4452D28 | 4535D30 | 4563D31 | 4611 |
| 18 | 94.0 | 4469^29 | 4553^30 | 4581^31 | 4469D29 | 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 **-5710**
Low QNH **-170** per .10" Wing A/I ON **-5710**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +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 | 4455^35-35-43 | 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 | | **21 Dec 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 | 4004^22 | 4030^23 | | | |
| 32 | 4008^22 | 4086^23 | 4113^24 | 4003^22 | 4082^23 | 4108^24 | | | |
| 30 | 4088^23 | 4167^25 | 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 | 4354^28 | | | |
| 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 | 3990^22 | 4029^23 | | | |
| 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 per .10" Low QNH per .10" | | |
| | Engine A/I ON **-5710** Wing A/I ON **-5710** | | | 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 | 4004D22 | 4030D23 | | | |
| 32 | 4008D22 | 4086D24 | 4113D24 | 4003D22 | 4082D23 | 4108D24 | | | |
| 30 | 4088D23 | 4167D25 | 4194D25 | 4083D23 | 4163D25 | 4190D25 | | | |
| 28 | 4169D25 | 4249D26 | 4276D26 | 4165D24 | 4245D26 | 4272D26 | | | |
| 26 | 4250D26 | 4332D27 | 4358D28 | 4246D26 | 4328D27 | 4354D28 | | | |
| 24 | 4331D27 | 4413D28 | 4441D29 | 4328D26 | 4410D28 | 4438D29 | | | |
| 22 | 4413D27 | 4496D30 | 4524D30 | 4410D27 | 4493D30 | 4521D30 | | | |
| 20 | 4452D28 | 4535D30 | 4563D31 | 4449D28 | 4533D30 | 4560D31 | | | |
| 18 | 4469D29 | 4553D30 | 4581D31 | 4466D28 | 4550D30 | 4578D31 | | | |
| 16 | 4476D29 | 4561D31 | 4589D31 | 4473D29 | 4558D31 | 4586D31 | | | |
| 14 | 4477D29 | 4562D31 | 4590D31 | 4473D29 | 4558D31 | 4586D31 | | | |
| 10 | 4476D29 | 4562D31 | 4591D31 | 3920D21 | 3990D22 | 4029D23 | | | |
| 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 per .10" Low QNH per .10" | | |
| | Engine A/I ON **-5710** Wing A/I ON **-5710** | | | 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 | 3999F 3 | 4206^12 | 4238^15 | 3733F 7 | 3943F15 | 4016F17 | | | |
| 26 | 4060F 4 | 4285^12 | 4318^15 | 3796F 8 | 4007F15 | 4080F18 | | | |
| 24 | 4121F 4 | 4352F13 | 4399^16 | 3859F 8 | 4073F16 | 4147F18 | | | |
| 22 | 4183F 5 | 4417F13 | 4479^16 | 3923F 9 | 4140F17 | 4217F19 | | | |
| 20 | 4233F 5 | 4470F14 | 4519^17 | 3977F10 | 4198F17 | 4276F20 | | | |
| 18 | 4262F 6 | 4501F14 | 4539^18 | 4011F10 | 4237F18 | 4317F21 | | | |
| 16 | 4280F 6 | 4513^15 | 4548^18 | 4029F11 | 4259F19 | 4340F21 | | | |
| 14 | 4293F 7 | 4515^15 | 4550^19 | 4042F11 | 4272F19 | 4353F21 | | | |
| 12 | 4306F 7 | 4517^16 | 4552^19 | 4053F11 | 4285F19 | 4367F22 | | | |
| 10 | 4318F 7 | 4518^16 | 4553^20 | 4065F12 | 4298F20 | 4381F22 | | | |
| 0 | 4383F 9 | 4525^19 | 4561^22 | 4121F14 | 4363F21 | 4447F24 | | | |
| -10 | 4408^12 | 4518^22 | 4556^25 | 4175F15 | 4424F23 | 4510F26 | | | |
| -20 | 4407^14 | 4522^24 | 4561^27 | 4235F17 | 4484^25 | 4530^28 | | | |
| -30 | 4401^17 | 4519^27 | 4559^30 | 4297F19 | 4491^28 | 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 **-5270** Wing A/I ON **-5270** | | | Engine A/I ON **-3130** Wing A/I ON **-3130** | | | 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 | | **21 Dec 17** |

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# MONCLOVA -LOV 06R *LT H030*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 2864' | | LT H030 | 2864' | |

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 | 87.6 | 3703^14 | 3873^18 | 3928^19 | 3628F 4 | 3873D13 | 3928D17 | 4509 |
| 44 | 87.9 | 3765^15 | 3939^19 | 3996^20 | 3681F 4 | 3939D14 | 3996D17 | 4608 |
| 42 | 88.2 | 3825^16 | 4004^20 | 4062^21 | 3735F 5 | 4004D14 | 4062D18 | 4707 |
| 40 | 88.5 | 3883^17 | 4066^21 | 4126^22 | 3786F 5 | 4066D15 | 4126D18 | 4804 |
| 38 | 88.4 | 3933^18 | 4122^21 | 4182^23 | 3832F 5 | 4120F15 | 4182D18 | 4896 |
| 36 | 88.2 | 3963^18 | 4153^22 | 4214^23 | 3860F 6 | 4151F16 | 4214D19 | 4927 |
| 34 | 88.0 | 3972^18 | 4162^22 | 4223^23 | 3872F 6 | 4162D16 | 4223D19 | 4947 |
| 32 | 87.8 | 3982^19 | 4171^22 | 4232^23 | 3883F 6 | 4171D16 | 4232D20 | 4951 |
| 30 | 87.7 | 3992^19 | 4180^22 | 4241^24 | 3895F 7 | 4180D17 | 4241D20 | 4952 |
| 28 | 87.4 | 4001^19 | 4188^23 | 4250^24 | 3907F 7 | 4188D17 | 4250D20 | 4954 |
| 26 | 87.1 | 4010^19 | 4198^23 | 4259^24 | 3919F 7 | 4198D17 | 4259D21 | 4955 |
| 24 | 86.8 | 4020^19 | 4206^23 | 4267^24 | 3931F 8 | 4206D18 | 4267D21 | 4957 |
| 20 | 86.2 | 4038^20 | 4225^23 | 4287^24 | 3955F 8 | 4225D18 | 4287D22 | 4960 |
| 10 | 84.7 | 4080^20 | 4269^24 | 4330^25 | 4013F10 | 4269D20 | 4330D24 | 4963 |
| 0 | 83.2 | 4124^21 | 4313^25 | 4373^26 | 4074F12 | 4313D22 | 4373D26 | 4960 |
| -10 | 81.7 | 4169^22 | 4359^26 | 4419^27 | 4136F14 | 4359D24 | 4419D28 | 4965 |

High QNH **+40** per .10" Engine A/I ON **-470**
Low QNH **-140** per .10" Wing A/I ON **-470**

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 | 90.9 | 3763^16 | 3928^19 | 3981^20 | 3690F 5 | 3928D15 | 3981D18 | 4509 |
| 44 | 91.2 | 3828^17 | 3997^20 | 4051^21 | 3746F 5 | 3997D15 | 4051D18 | 4608 |
| 42 | 91.6 | 3892^18 | 4064^21 | 4121^22 | 3800F 6 | 4064D16 | 4121D19 | 4707 |
| 40 | 91.9 | 3954^18 | 4130^22 | 4188^23 | 3853F 6 | 4130D16 | 4188D19 | 4804 |
| 38 | 91.8 | 4010^19 | 4189^23 | 4247^24 | 3902F 7 | 4189D17 | 4247D20 | 4896 |
| 36 | 91.8 | 4047^20 | 4227^23 | 4285^24 | 3937F 7 | 4227D17 | 4285D21 | 4927 |
| 34 | 91.6 | 4063^20 | 4242^24 | 4300^25 | 3956F 7 | 4242D18 | 4300D21 | 4947 |
| 32 | 91.3 | 4074^20 | 4253^24 | 4311^25 | 3970F 8 | 4253D18 | 4311D21 | 4951 |
| 30 | 91.0 | 4085^21 | 4264^24 | 4322^25 | 3985F 8 | 4264D18 | 4322D22 | 4952 |
| 28 | 90.7 | 4093^21 | 4272^24 | 4331^25 | 3997F 9 | 4272D19 | 4331D22 | 4954 |
| 26 | 90.4 | 4102^21 | 4282^24 | 4339^25 | 4010F 9 | 4282D19 | 4339D23 | 4955 |
| 24 | 90.1 | 4111^21 | 4291^24 | 4348^25 | 4020F 9 | 4291D20 | 4348D23 | 4957 |
| 20 | 89.5 | 4128^21 | 4309^25 | 4366^26 | 4045F10 | 4309D20 | 4366D24 | 4960 |
| 10 | 87.9 | 4169^22 | 4349^25 | 4407^27 | 4103F12 | 4349D22 | 4407D26 | 4963 |
| 0 | 86.4 | 4213^23 | 4392^26 | 4449^27 | 4164F14 | 4392D24 | 4449D28 | 4960 |
| -10 | 84.8 | 4258^24 | 4437^27 | 4493^28 | 4230F16 | 4437D26 | 4493D30 | 4965 |

High QNH **+40** 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 - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 46 | 90.9 | 3763^16-16-27 | 3928^19-19-30 | 3981^20-20-31 | 4032^21-21-31 |
| 44 | 91.2 | 3828^17-17-28 | 3997^20-20-31 | 4051^21-21-32 | 4104^22-22-33 |
| 42 | 91.6 | 3892^18-18-29 | 4064^21-21-32 | 4121^22-22-33 | 4175^23-23-34 |
| 40 | 91.9 | 3954^18-18-30 | 4130^22-22-33 | 4188^23-23-34 | 4243^24-24-35 |
| 38 | 91.8 | 4010^19-19-31 | 4189^23-23-34 | 4247^24-24-35 | 4303^25-25-36 |
| 36 | 91.8 | 4047^20-20-32 | 4227^23-23-34 | 4285^24-24-35 | 4342^25-25-36 |
| 34 | 91.6 | 4063^20-20-32 | 4242^24-24-35 | 4300^25-25-36 | 4357^26-26-36 |
| 32 | 91.3 | 4074^20-20-32 | 4253^24-24-35 | 4311^25-25-36 | 4368^26-26-37 |
| 30 | 91.0 | 4085^21-21-32 | 4264^24-24-35 | 4322^25-25-36 | 4378^26-26-37 |
| 28 | 90.7 | 4093^21-21-32 | 4272^24-24-35 | 4331^25-25-36 | 4387^26-26-37 |
| 26 | 90.4 | 4102^21-21-33 | 4282^24-24-35 | 4339^25-25-36 | 4395^26-26-37 |
| 24 | 90.1 | 4111^21-21-33 | 4291^24-24-35 | 4348^25-25-36 | 4404^27-27-37 |
| 20 | 89.5 | 4128^21-21-33 | 4309^25-25-36 | 4366^26-26-37 | 4421^27-27-37 |
| 10 | 87.9 | 4169^22-22-34 | 4349^25-25-36 | 4407^27-27-37 | 4462^28-28-38 |
| 0 | 86.4 | 4213^23-23-34 | 4392^26-26-37 | 4449^27-27-38 | 4503^28-28-39 |
| -10 | 84.8 | 4258^24-24-35 | 4437^27-27-38 | 4493^28-28-38 | 4547^29-29-39 |

High QNH **+40** per .10" Engine A/I ON **-480**
Low QNH **-140** per .10" Wing A/I ON **-480**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 1864 | Length | 6234 | Shift | **0** | Clearway | 656 | Stopway | 656 | Slope | +0.06 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **19 Aug 19** |

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**MONCLOVA** **-LOV** **06R** ***LT H030***

A/C **AUTO**

**DRY - 1 FLP CHNL INOP**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 46 | 3763^16 | 3928^19 | 3981^20 |
| 44 | 3828^17 | 3997^20 | 4051^21 |
| 42 | 3892^18 | 4064^21 | 4121^22 |
| 40 | 3954^18 | 4130^22 | 4188^23 |
| 38 | 4010^19 | 4189^23 | 4247^24 |
| 36 | 4047^20 | 4227^23 | 4285^24 |
| 34 | 4063^20 | 4242^24 | 4300^25 |
| 32 | 4074^20 | 4253^24 | 4311^25 |
| 30 | 4085^21 | 4264^24 | 4322^25 |
| 28 | 4093^21 | 4272^24 | 4331^25 |
| 26 | 4102^21 | 4282^24 | 4339^25 |
| 24 | 4111^21 | 4291^24 | 4348^25 |
| 20 | 4128^21 | 4309^25 | 4366^26 |
| 10 | 4169^22 | 4349^25 | 4407^27 |

High QNH **+40** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-410**
Wing A/I ON **-410**

**DRY - EAI VLV INOP OPEN**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 46 | 3756^16 | 3921^19 | 3974^20 |
| 44 | 3821^17 | 3989^20 | 4044^21 |
| 42 | 3885^17 | 4057^21 | 4113^22 |
| 40 | 3947^18 | 4123^22 | 4181^23 |
| 38 | 4003^19 | 4182^23 | 4240^24 |
| 36 | 4040^20 | 4220^23 | 4278^24 |
| 34 | 4059^20 | 4238^23 | 4296^25 |
| 32 | 4068^20 | 4247^24 | 4305^25 |
| 30 | 4078^20 | 4257^24 | 4315^25 |
| 28 | 4087^21 | 4266^24 | 4324^25 |
| 26 | 4095^21 | 4274^24 | 4332^25 |
| 24 | 4103^21 | 4283^24 | 4341^25 |
| 20 | 4122^21 | 4302^25 | 4360^26 |
| 10 | 4129^22 | 4308^25 | 4364^26 |

High QNH **+30** per .10"
Low QNH **-140** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

**WET - 1 FLP CHNL INOP**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 46 | 3690F 5 | 3928D15 | 3981D18 |
| 44 | 3746F 5 | 3997D15 | 4051D18 |
| 42 | 3800F 6 | 4064D16 | 4121D19 |
| 40 | 3853F 6 | 4130D16 | 4188D19 |
| 38 | 3902F 7 | 4189D17 | 4247D20 |
| 36 | 3937F 7 | 4227D17 | 4285D21 |
| 34 | 3956F 7 | 4242D18 | 4300D21 |
| 32 | 3970F 8 | 4253D18 | 4311D21 |
| 30 | 3985F 8 | 4264D18 | 4322D22 |
| 28 | 3997F 9 | 4272D19 | 4331D22 |
| 26 | 4010F 9 | 4282D19 | 4339D23 |
| 24 | 4020F 9 | 4291D20 | 4348D23 |
| 20 | 4045F10 | 4309D20 | 4366D24 |
| 10 | 4103F12 | 4349D22 | 4407D26 |

High QNH **+40** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-410**
Wing A/I ON **-410**

**WET - EAI VLV INOP OPEN**

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 46 | 3683F 5 | 3921D14 | 3974D18 |
| 44 | 3739F 5 | 3989D15 | 4044D18 |
| 42 | 3793F 6 | 4057D15 | 4113D19 |
| 40 | 3847F 6 | 4123D16 | 4181D19 |
| 38 | 3895F 6 | 4182D16 | 4240D20 |
| 36 | 3930F 7 | 4220D17 | 4278D20 |
| 34 | 3952F 7 | 4238D18 | 4296D21 |
| 32 | 3965F 8 | 4247D18 | 4305D21 |
| 30 | 3979F 8 | 4257D18 | 4315D22 |
| 28 | 3991F 8 | 4266D19 | 4324D22 |
| 26 | 4003F 9 | 4274D19 | 4332D22 |
| 24 | 4016F 9 | 4283D19 | 4341D23 |
| 20 | 4039F10 | 4302D20 | 4360D24 |
| 10 | 4070F12 | 4308D22 | 4364D26 |

High QNH **+30** per .10"
Low QNH **-140** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

**LEVEL 1 CONTAM**

| OAT °C | Flaps 22 -10T | +0 | +10H |
|---|---|---|---|
| 28 | | 3916F95 | 4022^98 |
| 26 | | 3938^96 | 4034^99 |
| 24 | | 3950^96 | 4045^99 |
| 22 | | 3963^96 | 4057^99 |
| 20 | | 3976^96 | 4068^ 0 |
| 18 | | 3989^97 | 4081^ 0 |
| 16 | | 4000^97 | 4092^ 1 |
| 14 | | 4012^98 | 4102^ 1 |
| 12 | | 4020^98 | 4111^ 1 |
| 10 | | 4030^98 | 4121^ 2 |
| 0 | 3315F92 | 4091^ 0 | 4183^ 3 |
| -10 | 3374F94 | 4152^ 2 | 4246^ 5 |
| -20 | 3569F95 | 4196^ 4 | 4248^ 8 |
| -30 | 3760F96 | 4194^ 7 | 4248^10 |

High QNH **+20** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-480**
Wing A/I ON **-480**

**LEVEL 2 CONTAM**

| OAT °C | Flaps 22 -10T | +0 | +10H |
|---|---|---|---|
| 28 | | 3179F 3 | 3516F 4 |
| 26 | | 3208F 3 | 3553F 4 |
| 24 | | 3239F 3 | 3568F 5 |
| 22 | | 3275F 3 | 3584F 5 |
| 20 | | 3309F 3 | 3604F 5 |
| 18 | | 3344F 4 | 3621F 5 |
| 16 | | 3382F 4 | 3641F 6 |
| 14 | | 3418F 4 | 3660F 6 |
| 12 | 2660F98 | 3462F 4 | 3680F 6 |
| 10 | 2679F98 | 3505F 4 | 3698F 6 |
| 0 | 2801F99 | 3621F 5 | 3822F 8 |
| -10 | 2923F 1 | 3729F 7 | 3930F 9 |
| -20 | 3058F 2 | 3856F 8 | 4023F11 |
| -30 | 3232F 3 | 3954F10 | 4126F12 |

High QNH **+70** per .10"
Low QNH **-180** per .10"

Engine A/I ON **-290**
Wing A/I ON **-290**

**LEVEL 3 CONTAM**

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 1864 | Length | 6234 | Shift | **0** | Clearway | 656 | Stopway | 656 | Slope | +0.06 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **19 Aug 19** |

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# MONCLOVA -LOV 24L *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 2300' | | RT H050 | 2864' | |

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 | 87.6 | 3706^15 | 3878^18 | 3934^19 | 3681^ 3 | 3878D13 | 3934D17 | 4509 |
| 44 | 87.9 | 3766^15 | 3944^19 | 4001^20 | 3738^ 4 | 3944D14 | 4001D17 | 4608 |
| 42 | 88.2 | 3826^16 | 4009^20 | 4068^21 | 3795^ 4 | 4009D14 | 4068D17 | 4707 |
| 40 | 88.5 | 3884^17 | 4072^21 | 4132^22 | 3850^ 5 | 4072D15 | 4132D18 | 4804 |
| 38 | 88.4 | 3934^18 | 4127^22 | 4188^23 | 3898^ 5 | 4127D15 | 4188D18 | 4896 |
| 36 | 88.2 | 3964^18 | 4158^22 | 4220^23 | 3927^ 5 | 4158D16 | 4220D19 | 4927 |
| 34 | 88.0 | 3973^18 | 4167^22 | 4228^23 | 3938^ 6 | 4167D16 | 4228D19 | 4947 |
| 32 | 87.8 | 3982^19 | 4176^22 | 4238^23 | 3949^ 6 | 4176D16 | 4238D20 | 4951 |
| 30 | 87.7 | 3992^19 | 4185^22 | 4246^24 | 3959^ 6 | 4185D17 | 4246D20 | 4952 |
| 28 | 87.4 | 4002^19 | 4194^23 | 4256^24 | 3970^ 7 | 4194D17 | 4256D20 | 4954 |
| 26 | 87.1 | 4011^19 | 4203^23 | 4265^24 | 3981^ 7 | 4203D17 | 4265D21 | 4955 |
| 24 | 86.8 | 4021^19 | 4212^23 | 4274^24 | 3992^ 7 | 4212D18 | 4274D21 | 4957 |
| 20 | 86.2 | 4041^20 | 4231^23 | 4293^24 | 4014^ 8 | 4231D18 | 4293D22 | 4960 |
| 10 | 84.7 | 4084^21 | 4274^24 | 4336^25 | 4067^10 | 4274D20 | 4336D24 | 4963 |
| 0 | 83.2 | 4128^21 | 4319^25 | 4381^26 | 4119^12 | 4319D22 | 4381D26 | 4960 |
| -10 | 81.7 | 4174^22 | 4366^26 | 4428^27 | 4174^14 | 4366D24 | 4428D28 | 4965 |

High QNH **+40** per .10" Engine A/I ON **-460**
Low QNH **-130** per .10" Wing A/I ON **-460**

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 | 90.9 | 3767^16 | 3934^19 | 3988^20 | 3731^ 4 | 3934D15 | 3988D18 | 4509 |
| 44 | 91.2 | 3832^17 | 4003^20 | 4058^21 | 3792^ 5 | 4003D15 | 4058D18 | 4608 |
| 42 | 91.6 | 3896^18 | 4070^21 | 4127^22 | 3850^ 5 | 4070D16 | 4127D19 | 4707 |
| 40 | 91.9 | 3959^19 | 4136^22 | 4194^23 | 3907^ 6 | 4136D16 | 4194D19 | 4804 |
| 38 | 91.8 | 4014^19 | 4194^23 | 4253^24 | 3958^ 6 | 4194D17 | 4253D20 | 4896 |
| 36 | 91.8 | 4051^20 | 4232^23 | 4292^24 | 3992^ 7 | 4232D17 | 4292D20 | 4927 |
| 34 | 91.6 | 4067^20 | 4248^24 | 4307^25 | 4009^ 7 | 4248D18 | 4307D21 | 4947 |
| 32 | 91.3 | 4078^20 | 4259^24 | 4318^25 | 4022^ 8 | 4259D18 | 4318D21 | 4951 |
| 30 | 91.0 | 4089^21 | 4270^24 | 4329^25 | 4035^ 8 | 4270D18 | 4329D22 | 4952 |
| 28 | 90.7 | 4098^21 | 4279^24 | 4338^25 | 4046^ 8 | 4279D19 | 4338D22 | 4954 |
| 26 | 90.4 | 4106^21 | 4287^24 | 4347^25 | 4056^ 9 | 4287D19 | 4347D23 | 4955 |
| 24 | 90.1 | 4115^21 | 4296^25 | 4355^26 | 4067^ 9 | 4296D20 | 4355D23 | 4957 |
| 20 | 89.5 | 4133^21 | 4315^25 | 4373^26 | 4088^10 | 4315D20 | 4373D24 | 4960 |
| 10 | 87.9 | 4174^22 | 4357^26 | 4415^27 | 4139^12 | 4357D22 | 4415D26 | 4963 |
| 0 | 86.4 | 4217^23 | 4400^26 | 4458^27 | 4194^14 | 4400D24 | 4458D28 | 4960 |
| -10 | 84.8 | 4263^24 | 4446^27 | 4503^28 | 4252^16 | 4446D26 | 4503D30 | 4965 |

High QNH **+40** 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 - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 46 | 90.9 | 3767^16-16-27 | 3934^19-19-30 | 3988^20-20-31 | 4040^21-21-32 |
| 44 | 91.2 | 3832^17-17-28 | 4003^20-20-31 | 4058^21-21-32 | 4112^22-22-33 |
| 42 | 91.6 | 3896^18-18-29 | 4070^21-21-32 | 4127^22-22-33 | 4182^23-23-34 |
| 40 | 91.9 | 3959^19-19-30 | 4136^22-22-33 | 4194^23-23-34 | 4251^24-24-35 |
| 38 | 91.8 | 4014^19-19-31 | 4194^23-23-34 | 4253^24-24-35 | 4311^25-25-36 |
| 36 | 91.8 | 4051^20-20-32 | 4232^23-23-35 | 4292^24-24-35 | 4350^26-26-36 |
| 34 | 91.6 | 4067^20-20-32 | 4248^24-24-35 | 4307^25-25-36 | 4365^26-26-37 |
| 32 | 91.3 | 4078^20-20-32 | 4259^24-24-35 | 4318^25-25-36 | 4376^26-26-37 |
| 30 | 91.0 | 4089^21-21-32 | 4270^24-24-35 | 4329^25-25-36 | 4386^26-26-37 |
| 28 | 90.7 | 4098^21-21-32 | 4279^24-24-35 | 4338^25-25-36 | 4395^26-26-37 |
| 26 | 90.4 | 4106^21-21-33 | 4287^24-24-35 | 4347^25-25-36 | 4403^26-26-37 |
| 24 | 90.1 | 4115^21-21-33 | 4296^25-25-36 | 4355^26-26-36 | 4413^27-27-37 |
| 20 | 89.5 | 4133^21-21-33 | 4315^25-25-36 | 4373^26-26-37 | 4430^27-27-38 |
| 10 | 87.9 | 4174^22-22-34 | 4357^26-26-36 | 4415^27-27-37 | 4472^28-28-38 |
| 0 | 86.4 | 4217^23-23-34 | 4400^26-26-37 | 4458^27-27-38 | 4513^28-28-39 |
| -10 | 84.8 | 4263^24-24-35 | 4446^27-27-38 | 4503^28-28-39 | 4558^29-29-39 |

High QNH **+40** per .10" Engine A/I ON **-480**
Low QNH **-140** per .10" Wing A/I ON **-480**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 1864 | Length | 6611 | Shift | **0** | Clearway | 279 | Stopway | 279 | Slope | -0.06 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **19 Aug 19** |

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# MONCLOVA -LOV 24L *SPECIAL*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 46 | 3767^16 | 3934^19 | 3988^20 |
| 44 | 3832^17 | 4003^20 | 4058^21 |
| 42 | 3896^18 | 4070^21 | 4127^22 |
| 40 | 3959^19 | 4136^22 | 4194^23 |
| 38 | 4014^19 | 4194^23 | 4253^24 |
| 36 | 4051^20 | 4232^23 | 4292^24 |
| 34 | 4067^20 | 4248^24 | 4307^25 |
| 32 | 4078^20 | 4259^24 | 4318^25 |
| 30 | 4089^21 | 4270^24 | 4329^25 |
| 28 | 4098^21 | 4279^24 | 4338^25 |
| 26 | 4106^21 | 4287^24 | 4347^25 |
| 24 | 4115^21 | 4296^25 | 4355^26 |
| 20 | 4133^21 | 4315^25 | 4373^26 |
| 10 | 4174^22 | 4357^26 | 4415^27 |

High QNH **+40** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-410**
Wing A/I ON **-410**

## DRY - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 3760^16 | 3927^19 | 3981^20 |
| 3825^17 | 3995^20 | 4050^21 |
| 3888^18 | 4063^21 | 4120^22 |
| 3951^18 | 4129^22 | 4187^23 |
| 4007^19 | 4188^23 | 4246^24 |
| 4044^20 | 4225^23 | 4285^24 |
| 4063^20 | 4244^24 | 4302^25 |
| 4072^20 | 4254^24 | 4312^25 |
| 4082^20 | 4263^24 | 4321^25 |
| 4090^21 | 4272^24 | 4330^25 |
| 4099^21 | 4281^24 | 4339^25 |
| 4108^21 | 4290^24 | 4348^26 |
| 4125^21 | 4308^25 | 4367^26 |
| 4134^22 | 4314^25 | 4373^26 |

High QNH **+30** per .10"
Low QNH **-140** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## DRY

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 46 | 3731^ 4 | 3934D15 | 3988D18 |
| 44 | 3792^ 5 | 4003D15 | 4058D18 |
| 42 | 3850^ 5 | 4070D16 | 4127D19 |
| 40 | 3907^ 6 | 4136D16 | 4194D19 |
| 38 | 3958^ 6 | 4194D17 | 4253D20 |
| 36 | 3992^ 7 | 4232D17 | 4292D20 |
| 34 | 4009^ 7 | 4248D18 | 4307D21 |
| 32 | 4022^ 8 | 4259D18 | 4318D21 |
| 30 | 4035^ 8 | 4270D18 | 4329D22 |
| 28 | 4046^ 8 | 4279D19 | 4338D22 |
| 26 | 4056^ 9 | 4287D19 | 4347D23 |
| 24 | 4067^ 9 | 4296D20 | 4355D23 |
| 20 | 4088^10 | 4315D20 | 4373D24 |
| 10 | 4139^12 | 4357D22 | 4415D26 |

High QNH **+40** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-410**
Wing A/I ON **-410**

## WET - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 3725^ 4 | 3927D14 | 3981D18 |
| 3786^ 5 | 3995D15 | 4050D18 |
| 3844^ 5 | 4063D15 | 4120D19 |
| 3900^ 6 | 4129D16 | 4187D19 |
| 3951^ 6 | 4188D16 | 4246D20 |
| 3986^ 7 | 4225D17 | 4285D20 |
| 4005^ 7 | 4244D18 | 4302D21 |
| 4017^ 7 | 4254D18 | 4312D21 |
| 4029^ 8 | 4263D18 | 4321D22 |
| 4040^ 8 | 4272D19 | 4330D22 |
| 4051^ 9 | 4281D19 | 4339D22 |
| 4061^ 9 | 4290D19 | 4348D23 |
| 4083^10 | 4308D20 | 4367D24 |
| 4104^12 | 4314D22 | 4373D26 |

High QNH **+30** per .10"
Low QNH **-140** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## WET

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | | 3885F95 | 4027^98 |
| 26 | | 3919F95 | 4038^98 |
| 24 | | 3948F95 | 4050^99 |
| 22 | | 3968^96 | 4062^99 |
| 20 | | 3981^96 | 4074^99 |
| 18 | | 3994^97 | 4086^ 0 |
| 16 | | 4006^97 | 4098^ 0 |
| 14 | | 4016^97 | 4109^ 1 |
| 12 | | 4025^98 | 4118^ 1 |
| 10 | | 4035^98 | 4127^ 1 |
| 0 | 3266F92 | 4097^ 0 | 4190^ 3 |
| -10 | 3327F93 | 4158^ 2 | 4247^ 5 |
| -20 | 3527F95 | 4196^ 4 | 4248^ 8 |
| -30 | 3722F96 | 4194^ 6 | 4248^10 |

High QNH **+20** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-480**
Wing A/I ON **-480**

## LEVEL 2 CONTAM

Flaps **22**

| -10T | +0 | +10H |
|---|---|---|
| | 3239F 2 | 3562F 3 |
| | 3269F 2 | 3571^ 4 |
| | 3301F 2 | 3587^ 4 |
| 2654F96 | 3335F 3 | 3604^ 4 |
| 2673F96 | 3369F 3 | 3622^ 5 |
| 2692F96 | 3404F 3 | 3639^ 5 |
| 2711F96 | 3439F 3 | 3659^ 5 |
| 2731F97 | 3477F 3 | 3677^ 5 |
| 2750F97 | 3518F 3 | 3696^ 6 |
| 2771F97 | 3558F 3 | 3716^ 6 |
| 2880F98 | 3642^ 5 | 3837^ 7 |
| 3000F 0 | 3749^ 6 | 3930^ 9 |
| 3135F 1 | 3867^ 8 | 4025^11 |
| 3333F 2 | 3958^ 9 | 4119F12 |

High QNH **+60** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-370**
Wing A/I ON **-370**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 1864 | Length | 6611 | Shift | **0** | Clearway | 279 | Stopway | 279 | Slope | -0.06 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **19 Aug 19** |

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# MONTERREY/ESCOBEDO-MTY 11 *DT H116*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **2276'** | | **DT H116** | **2276'** | |

A/C **AUTO**

**ALT TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 46 | 87.8 | 4435^28 | 4530^30 | 4561^30 |
| 44 | 88.0 | 4535^30 | 4631^31 | 4663^32 |
| 42 | 88.1 | 4635^31 | 4733^33 | 4765^33 |
| 40 | 88.2 | 4718^32 | 4816^34 | 4850^34 |
| 38 | 88.0 | 4774^33 | 4875^35 | 4908^35 |
| 36 | 87.7 | 4788^33 | 4890^35 | 4923^36 |
| 34 | 87.5 | 4793^33 | 4896^35 | 4930^36 |
| 32 | 87.3 | 4793^33 | 4896^35 | 4930^36 |
| 30 | 87.0 | 4793^33 | 4897^35 | 4932^36 |
| 20 | 85.6 | 4795^33 | 4902^35 | 4937^36 |
| 10 | 84.1 | 4787^33 | 4897^35 | 4934^36 |
| 0 | 82.6 | 4782^33 | 4895^35 | 4932^36 |
| -10 | 81.1 | 4777^33 | 4893^35 | 4932^36 |
| -20 | 79.5 | 4765^33 | 4885^35 | 4926^36 |
| -30 | 77.9 | 4751^33 | 4875^35 | 4917^35 |
| -40 | 76.3 | 4734^32 | 4863^35 | 4907^35 |

**ALT TO-1 - WET RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 46 | 87.8 | 4432^21 | 4530D30 | 4561D31 | 4610 |
| 44 | 88.0 | 4530^21 | 4631D31 | 4663D32 | 4712 |
| 42 | 88.1 | 4629^21 | 4733D32 | 4765D33 | 4814 |
| 40 | 88.2 | 4710^22 | 4816D32 | 4850D35 | 4886 |
| 38 | 88.0 | 4766^22 | 4875D32 | 4908D35 | 4946 |
| 36 | 87.7 | 4780^22 | 4890D33 | 4923D36 | 4956 |
| 34 | 87.5 | 4786^23 | 4896D33 | 4930D36 | 4958 |
| 32 | 87.3 | 4786^23 | 4896D33 | 4930D36 | 4959 |
| 30 | 87.0 | 4787^24 | 4897D34 | 4932D36 | 4961 |
| 20 | 85.6 | 4792^26 | 4902D35 | 4937D36 | 4969 |
| 10 | 84.1 | 4787^28 | 4897D35 | 4934D36 | 4968 |
| 0 | 82.6 | 4782D31 | 4895D35 | 4932D36 | 4970 |
| -10 | 81.1 | 4777D33 | 4893D35 | 4932D36 | 4974 |
| -20 | 79.5 | 4765D33 | 4885D35 | 4926D36 | 4973 |
| -30 | 77.9 | 4751D33 | 4875D35 | 4917D36 | 4970 |
| -40 | 76.3 | 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**

**TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 46 | 91.1 | 4446^28 | 4540^30 | 4572^31 |
| 44 | 91.3 | 4547^30 | 4642^32 | 4674^32 |
| 42 | 91.5 | 4647^31 | 4744^33 | 4776^33 |
| 40 | 91.6 | 4732^32 | 4830^34 | 4862^35 |
| 38 | 91.4 | 4791^33 | 4890^35 | 4923^36 |
| 36 | 91.1 | 4805^34 | 4906^35 | 4939^36 |
| 34 | 90.9 | 4811^34 | 4912^35 | 4945^36 |
| 32 | 90.6 | 4811^34 | 4913^35 | 4946^36 |
| 30 | 90.3 | 4811^34 | 4914^35 | 4947^36 |
| 20 | 88.8 | 4813^34 | 4918^35 | 4953^36 |
| 10 | 87.2 | 4805^34 | 4913^35 | 4949^36 |
| 0 | 85.7 | 4799^33 | 4909^35 | 4947^36 |
| -10 | 84.1 | 4793^33 | 4908^35 | 4946^36 |
| -20 | 82.5 | 4781^33 | 4900^35 | 4940^36 |
| -30 | 80.9 | 4766^33 | 4890^35 | 4931^36 |
| -40 | 79.2 | 4749^33 | 4877^35 | 4921^36 |

**TO-1 - WET RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 46 | 91.1 | 4445^23 | 4540D30 | 4572D31 | 4610 |
| 44 | 91.3 | 4544^23 | 4642D32 | 4674D32 | 4712 |
| 42 | 91.5 | 4643^23 | 4744D33 | 4776D34 | 4814 |
| 40 | 91.6 | 4726^24 | 4830D34 | 4862D35 | 4886 |
| 38 | 91.4 | 4785^24 | 4890D35 | 4923D36 | 4946 |
| 36 | 91.1 | 4799^25 | 4906D35 | 4939D36 | 4956 |
| 34 | 90.9 | 4805^25 | 4912D35 | 4945D36 | 4958 |
| 32 | 90.6 | 4806^26 | 4913D35 | 4946D36 | 4959 |
| 30 | 90.3 | 4807^26 | 4914D36 | 4947D36 | 4961 |
| 20 | 88.8 | 4812^28 | 4918D36 | 4953D36 | 4969 |
| 10 | 87.2 | 4805D31 | 4913D35 | 4949D36 | 4968 |
| 0 | 85.7 | 4799D33 | 4909D35 | 4947D36 | 4970 |
| -10 | 84.1 | 4793D33 | 4908D35 | 4946D36 | 4974 |
| -20 | 82.5 | 4781D33 | 4900D35 | 4940D36 | 4973 |
| -30 | 80.9 | 4766D33 | 4890D35 | 4931D36 | 4970 |
| -40 | 79.2 | 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**

**TO-1 - DRY RWY - OPT V2**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Flaps 9 +20H |
|---|---|---|---|---|---|
| 46 | 91.1 | 4580^36-36-45 | 4647C38-38-46 | 4647C38-38-46 | 4647C38-38-46 |
| 44 | 91.3 | 4684^38-38-47 | 4754C39-39-48 | 4754C39-39-48 | 4754C39-39-48 |
| 42 | 91.5 | 4776F39-39-48 | 4860C41-41-50 | 4860C41-41-50 | 4860C41-41-50 |
| 40 | 91.6 | 4842F40-40-49 | 4929C42-42-51 | 4929C42-42-51 | 4929C42-42-51 |
| 38 | 91.4 | 4888F41-41-50 | 4960C42-42-51 | 4960C42-42-51 | 4960C42-42-51 |
| 36 | 91.1 | 4912F41-41-50 | 4975C42-42-51 | 4975C42-42-51 | 4975C42-42-51 |
| 34 | 90.9 | 4929F42-42-51 | 4977C42-42-51 | 4977C42-42-51 | 4977C42-42-51 |
| 32 | 90.6 | 4943F42-42-51 | 4979C42-42-51 | 4979C42-42-51 | 4979C42-42-51 |
| 30 | 90.3 | 4957F42-42-51 | 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 | | **23 Aug 18** |

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# MONTERREY/ESCOBEDO-MTY 11 *DT H116*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 46 | 4446^28 | 4540^30 | 4572^31 |
| 44 | 4547^30 | 4642^32 | 4674^32 |
| 42 | 4647^31 | 4744^33 | 4776^33 |
| 40 | 4732^32 | 4830^34 | 4862^35 |
| 38 | 4791^33 | 4890^35 | 4923^36 |
| 36 | 4805^34 | 4906^35 | 4939^36 |
| 34 | 4811^34 | 4912^35 | 4945^36 |
| 32 | 4811^34 | 4913^35 | 4946^36 |
| 30 | 4811^34 | 4914^35 | 4947^36 |
| 20 | 4813^34 | 4918^35 | 4953^36 |
| 10 | 4805^34 | 4913^35 | 4949^36 |
| 0 | 4799^33 | 4909^35 | 4947^36 |
| -10 | 4793^33 | 4908^35 | 4946^36 |
| -20 | 4781^33 | 4900^35 | 4940^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-830**
Wing A/I ON **-830**

## DRY - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4440^28 | 4534^30 | 4566^31 |
| 4541^30 | 4637^31 | 4669^32 |
| 4642^31 | 4739^33 | 4771^33 |
| 4727^32 | 4825^34 | 4858^35 |
| 4787^33 | 4885^35 | 4919^36 |
| 4801^34 | 4901^35 | 4934^36 |
| 4806^34 | 4907^35 | 4941^36 |
| 4806^34 | 4908^35 | 4941^36 |
| 4806^34 | 4909^35 | 4942^36 |
| 4808^34 | 4913^35 | 4948^36 |
| 4730^33 | 4838^34 | 4874^35 |
| 4714^32 | 4824^34 | 4861^35 |
| 4714^32 | 4827^34 | 4865^35 |
| 4710^32 | 4828^34 | 4868^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 46 | 4445^23 | 4540D30 | 4572D31 |
| 44 | 4544^23 | 4642D32 | 4674D32 |
| 42 | 4643^23 | 4744D33 | 4776D34 |
| 40 | 4726^24 | 4830D34 | 4862D35 |
| 38 | 4785^24 | 4890D35 | 4923D36 |
| 36 | 4799^25 | 4906D35 | 4939D36 |
| 34 | 4805^25 | 4912D35 | 4945D36 |
| 32 | 4806^26 | 4913D35 | 4946D36 |
| 30 | 4807^26 | 4914D36 | 4947D36 |
| 20 | 4812^28 | 4918D36 | 4953D36 |
| 10 | 4805D31 | 4913D35 | 4949D36 |
| 0 | 4799D33 | 4909D35 | 4947D36 |
| -10 | 4793D33 | 4908D35 | 4946D36 |
| -20 | 4781D33 | 4900D35 | 4940D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-830**
Wing A/I ON **-830**

## WET - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4439^22 | 4534D30 | 4566D31 |
| 4539^23 | 4637D32 | 4669D32 |
| 4638^23 | 4739D33 | 4771D34 |
| 4722^24 | 4825D34 | 4858D35 |
| 4780^24 | 4885D35 | 4919D36 |
| 4795^25 | 4901D35 | 4934D36 |
| 4800^25 | 4907D35 | 4941D36 |
| 4801^26 | 4908D35 | 4941D36 |
| 4802^26 | 4909D35 | 4942D36 |
| 4807^28 | 4913D35 | 4948D36 |
| 4730D31 | 4838D34 | 4874D35 |
| 4714D32 | 4824D34 | 4861D35 |
| 4714D32 | 4827D34 | 4865D35 |
| 4710D32 | 4828D34 | 4868D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4357F 3 | 4621F12 | 4713F16 |
| 26 | 4369F 3 | 4634F13 | 4727F16 |
| 24 | 4381F 3 | 4647F13 | 4741F16 |
| 22 | 4393F 4 | 4661F13 | 4755F17 |
| 20 | 4405F 4 | 4675F14 | 4768F17 |
| 18 | 4417F 4 | 4688F14 | 4783F18 |
| 16 | 4430F 5 | 4702F15 | 4797F18 |
| 14 | 4442F 5 | 4714F15 | 4810F18 |
| 12 | 4450F 6 | 4727F16 | 4823F19 |
| 10 | 4461F 6 | 4738F16 | 4835F19 |
| 0 | 4527F 8 | 4811F18 | 4899^21 |
| -10 | 4593F10 | 4860^20 | 4906^24 |
| -20 | 4657F12 | 4860^23 | 4907^27 |
| -30 | 4715^14 | 4858^26 | 4908^30 |

High QNH **+20** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-750**
Wing A/I ON **-750**

## LEVEL 2 CONTAM

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4049F 8 | 4276F17 | 4356F20 |
| 4059F 8 | 4287F17 | 4369F20 |
| 4070F 8 | 4299F18 | 4381F21 |
| 4081F 9 | 4311F18 | 4394F21 |
| 4092F 9 | 4323F19 | 4406F22 |
| 4103F 9 | 4335F19 | 4419F22 |
| 4114F10 | 4345F19 | 4432F22 |
| 4124F10 | 4356F20 | 4444F23 |
| 4133F10 | 4367F20 | 4455F23 |
| 4142F11 | 4378F20 | 4467F23 |
| 4197F13 | 4444F22 | 4537F25 |
| 4251F15 | 4511F24 | 4608F27 |
| 4304F17 | 4578F26 | 4678F29 |
| 4359F19 | 4649F28 | 4756F31 |

High QNH **+50** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-480**
Wing A/I ON **-480**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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 | | **23 Aug 18** |

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# MONTERREY/ESCOBEDO-MTY 16 *LT H110*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **2276'** | | **LT H110** | **2276'** | |

A/C **AUTO**

**ALT TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 46 | 87.8 | 3635F13 | 3885F18 | 3964F19 |
| 44 | 88.0 | 3691F13 | 3947F19 | 4027F20 |
| 42 | 88.1 | 3746F14 | 4008F19 | 4089F21 |
| 40 | 88.2 | 3789F15 | 4052F20 | 4136F22 |
| 38 | 88.0 | 3811F15 | 4076F20 | 4160F22 |
| 36 | 87.7 | 3827F15 | 4094F21 | 4178F22 |
| 34 | 87.5 | 3838F16 | 4105F21 | 4189F23 |
| 32 | 87.3 | 3848F16 | 4116F21 | 4199F23 |
| 30 | 87.0 | 3858F16 | 4125F21 | 4210F23 |
| 20 | 85.6 | 3911F17 | 4179F22 | 4266F24 |
| 10 | 84.1 | 3963F18 | 4231F23 | 4321F25 |
| 0 | 82.6 | 4021F19 | 4290F24 | 4382F26 |
| -10 | 81.1 | 4079F20 | 4348F25 | 4443F27 |
| -20 | 79.5 | 4134F21 | 4406F26 | 4502F28 |
| -30 | 77.9 | 4187F22 | 4466F28 | 4567F29 |
| -40 | 76.3 | 4243F23 | 4531F29 | 4636F31 |

**ALT TO-1 - WET RWY**

| Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3579F97 | 3860F 7 | 3953F10 | 4610 |
| 3632F97 | 3919F 7 | 4013F11 | 4712 |
| 3561F98 | 3974F 8 | 4071F11 | 4814 |
| 3458F99 | 4019F 8 | 4117F12 | 4886 |
| 3496F 0 | 4042F 9 | 4141F12 | 4946 |
| 3586F 0 | 4060F 9 | 4160F12 | 4956 |
| 3692F 0 | 4071F 9 | 4172F13 | 4958 |
| 3787F 0 | 4084F10 | 4184F13 | 4959 |
| 3797F 0 | 4096F10 | 4194F13 | 4961 |
| 3853F 1 | 4158F12 | 4257F15 | 4969 |
| 3908F 3 | 4215F13 | 4319F17 | 4968 |
| 3971F 5 | 4282F15 | 4382D19 | 4970 |
| 4034F 7 | 4348D17 | 4443D21 | 4974 |
| 4097F 8 | 4406D19 | 4502D23 | 4973 |
| 4161F10 | 4466D21 | 4567D25 | 4970 |
| 4226F13 | 4531D23 | 4636D27 | 4965 |

High QNH **+50** per .10" Engine A/I ON **-380**
Low QNH **-130** per .10" Wing A/I ON **-380**

A/C **AUTO**

**TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 46 | 91.1 | 3719F14 | 3963F19 | 4044F21 |
| 44 | 91.3 | 3778F15 | 4028F20 | 4110F22 |
| 42 | 91.5 | 3836F16 | 4091F21 | 4174F23 |
| 40 | 91.6 | 3888F17 | 4147F22 | 4231F23 |
| 38 | 91.4 | 3925F17 | 4184F22 | 4269F24 |
| 36 | 91.1 | 3944F18 | 4204F23 | 4289F24 |
| 34 | 90.9 | 3957F18 | 4217F23 | 4303F25 |
| 32 | 90.6 | 3969F18 | 4229F23 | 4316F25 |
| 30 | 90.3 | 3981F18 | 4241F23 | 4328F25 |
| 20 | 88.8 | 4036F20 | 4296F24 | 4385F26 |
| 10 | 87.2 | 4090F21 | 4349F25 | 4440F27 |
| 0 | 85.7 | 4145F22 | 4410F27 | 4503F28 |
| -10 | 84.1 | 4199F23 | 4470F28 | 4567F29 |
| -20 | 82.5 | 4251F24 | 4530F29 | 4631F31 |
| -30 | 80.9 | 4306F25 | 4595F30 | 4699F32 |
| -40 | 79.2 | 4364F26 | 4663F31 | 4769F33 |

**TO-1 - WET RWY**

| Flaps 22 -10T | Flaps 22 +0 | Flaps 22 +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3822^96 | 3929D 6 | 3963D10 | 4610 |
| 3906^96 | 4016D 7 | 4050D10 | 4712 |
| 3979F97 | 4102D 7 | 4137D11 | 4814 |
| 3962F97 | 4178D 8 | 4214D11 | 4886 |
| 3993F98 | 4231D 8 | 4266D12 | 4946 |
| 4018F98 | 4243D 9 | 4279D12 | 4956 |
| 4051F99 | 4248D 9 | 4284D12 | 4958 |
| 4080F99 | 4249D 9 | 4285D13 | 4959 |
| 4109F99 | 4250D10 | 4286D13 | 4961 |
| 4133^ 1 | 4252D12 | 4290D15 | 4969 |
| 4124^ 3 | 4244D14 | 4283D15 | 4968 |
| 4123^ 5 | 4243D14 | 4283D15 | 4970 |
| 4118D 7 | 4240D14 | 4282D15 | 4974 |
| 4105D 9 | 4232D14 | 4274D15 | 4973 |
| 4091D11 | 4221D14 | 4265D15 | 4970 |
| 4074D12 | 4209D14 | 4255D14 | 4965 |

High QNH **+60** per .10" Engine A/I ON **-390**
Low QNH **-140** per .10" Wing A/I ON **-390**

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 | 3719F14-14-26 | 3963F19-19-30 | 4044F21-21-32 | 4129F23-23-33 |
| 44 | 91.3 | 3778F15-15-27 | 4028F20-20-31 | 4110F22-22-33 | 4196F23-23-34 |
| 42 | 91.5 | 3836F16-16-28 | 4091F21-21-32 | 4174F23-23-34 | 4261F24-24-35 |
| 40 | 91.6 | 3888F17-17-29 | 4147F22-22-33 | 4231F23-23-35 | 4318F25-25-36 |
| 38 | 91.4 | 3925F17-17-30 | 4184F22-22-34 | 4269F24-24-35 | 4357F26-26-36 |
| 36 | 91.1 | 3944F18-18-30 | 4204F23-23-34 | 4289F24-24-35 | 4378F26-26-37 |
| 34 | 90.9 | 3957F18-18-30 | 4217F23-23-34 | 4303F25-25-36 | 4393F26-26-37 |
| 32 | 90.6 | 3969F18-18-30 | 4229F23-23-34 | 4316F25-25-36 | 4405F27-27-37 |
| 30 | 90.3 | 3981F18-18-31 | 4241F23-23-35 | 4328F25-25-36 | 4418F27-27-37 |
| 20 | 88.8 | 4036F20-20-31 | 4296F24-24-35 | 4385F26-26-37 | 4476F28-28-38 |
| 10 | 87.2 | 4090F21-21-32 | 4349F25-25-36 | 4440F27-27-38 | 4536F29-29-39 |
| 0 | 85.7 | 4145F22-22-33 | 4410F27-27-37 | 4503F28-28-39 | 4602F30-30-40 |
| -10 | 84.1 | 4199F23-23-34 | 4470F28-28-38 | 4567F29-29-40 | 4669F31-31-41 |
| -20 | 82.5 | 4251F24-24-35 | 4530F29-29-39 | 4631F31-31-40 | 4736F32-32-42 |
| -30 | 80.9 | 4306F25-25-36 | 4595F30-30-40 | 4699F32-32-41 | 4804F34-34-43 |
| -40 | 79.2 | 4364F26-26-37 | 4663F31-31-41 | 4769F33-33-42 | 4873F35-35-44 |

High QNH **+60** per .10" Engine A/I ON **-390**
Low QNH **-140** per .10" Wing A/I ON **-390**

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 | | **23 Aug 18** |

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# MONTERREY/ESCOBEDO-MTY 16 *LT H110*

A/C **AUTO**

| OAT °C | DRY - 1 FLP CHNL INOP<br>Flaps 9<br>-10T | +0 | +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 46 | 3719F14 | 3963F19 | 4044F21 | 3711F14 | 3954F19 | 4035F21 | | | |
| 44 | 3778F15 | 4028F20 | 4110F22 | 3769F15 | 4019F20 | 4101F22 | | | |
| 42 | 3836F16 | 4091F21 | 4174F23 | 3827F16 | 4082F21 | 4165F23 | | | |
| 40 | 3888F17 | 4147F22 | 4231F23 | 3879F17 | 4138F22 | 4222F23 | | | |
| 38 | 3925F17 | 4184F22 | 4269F24 | 3916F17 | 4176F22 | 4260F24 | | | |
| 36 | 3944F18 | 4204F23 | 4289F24 | 3935F18 | 4196F23 | 4281F24 | | | |
| 34 | 3957F18 | 4217F23 | 4303F25 | 3950F18 | 4210F23 | 4296F25 | | | |
| 32 | 3969F18 | 4229F23 | 4316F25 | 3961F18 | 4221F23 | 4308F25 | | | |
| 30 | 3981F18 | 4241F23 | 4328F25 | 3972F18 | 4232F23 | 4319F25 | | | |
| 20 | 4036F20 | 4296F24 | 4385F26 | 4027F19 | 4288F24 | 4377F26 | | | |
| 10 | 4090F21 | 4349F25 | 4440F27 | 4055F20 | 4311F25 | 4403F27 | | | |
| 0 | 4145F22 | 4410F27 | 4503F28 | 4107F21 | 4371F26 | 4464F28 | | | |
| -10 | 4199F23 | 4470F28 | 4567F29 | 4161F22 | 4430F27 | 4528F29 | | | |
| -20 | 4251F24 | 4530F29 | 4631F31 | 4217F23 | 4495F28 | 4596F30 | | | |
| | High QNH +60 per .10" | | | High QNH +50 per .10" | | | High QNH per .10" | | |
| | Low QNH -140 per .10" | | | Low QNH -140 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -390 | | | Engine A/I ON -10 | | | Engine A/I ON | | |
| | Wing A/I ON -390 | | | Wing A/I ON -10 | | | Wing A/I ON | | |

| OAT °C | WET - 1 FLP CHNL INOP<br>Flaps 22<br>-10T | +0 | +10H | WET - EAI VLV INOP OPEN<br>Flaps 22<br>-10T | +0 | +10H | Flaps<br>-10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 46 | 3822^96 | 3929D 6 | 3963D10 | 3818^96 | 3925D 6 | 3958D10 | | | |
| 44 | 3906^96 | 4016D 7 | 4050D10 | 3901^96 | 4011D 7 | 4045D10 | | | |
| 42 | 3979F97 | 4102D 7 | 4137D11 | 3970F97 | 4097D 7 | 4132D11 | | | |
| 40 | 3962F97 | 4178D 8 | 4214D11 | 3953F97 | 4174D 7 | 4209D11 | | | |
| 38 | 3993F98 | 4231D 8 | 4266D12 | 3985F98 | 4227D 8 | 4262D11 | | | |
| 36 | 4018F98 | 4243D 9 | 4279D12 | 4010F98 | 4239D 8 | 4275D12 | | | |
| 34 | 4051F99 | 4248D 9 | 4284D12 | 4042F98 | 4244D 9 | 4281D12 | | | |
| 32 | 4080F99 | 4249D 9 | 4285D13 | 4071F99 | 4245D 9 | 4281D13 | | | |
| 30 | 4109F99 | 4250D10 | 4286D13 | 4100F99 | 4245D10 | 4282D13 | | | |
| 20 | 4133^ 1 | 4252D12 | 4290D15 | 4129^ 1 | 4248D12 | 4286D15 | | | |
| 10 | 4124^ 3 | 4244D14 | 4283D15 | 4057^ 3 | 4175D14 | 4214D14 | | | |
| 0 | 4123^ 5 | 4243D14 | 4283D15 | 4054^ 5 | 4171D13 | 4211D14 | | | |
| -10 | 4118D 7 | 4240D14 | 4282D15 | 4054D 7 | 4174D13 | 4215D14 | | | |
| -20 | 4105D 9 | 4232D14 | 4274D15 | 4049D 9 | 4174D13 | 4216D14 | | | |
| | High QNH +10 per .10" | | | High QNH +0 per .10" | | | High QNH per .10" | | |
| | Low QNH -140 per .10" | | | Low QNH -140 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -710 | | | Engine A/I ON +0 | | | Engine A/I ON | | |
| | Wing A/I ON -710 | | | Wing A/I ON +0 | | | Wing A/I ON | | |

| OAT °C | LEVEL 1 CONTAM<br>Flaps 22<br>-10T | +0 | +10H | LEVEL 2 CONTAM<br>Flaps 9<br>-10T | +0 | +10H | LEVEL 3 CONTAM<br>Flaps<br>-10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | | | 3463F93 | | | 3359F97 | | | |
| 26 | | | 3503F93 | | | 3426F97 | | | |
| 24 | | | 3540F93 | | | 3438F97 | | | |
| 22 | | | 3582F93 | | 2681F98 | 3449F98 | | | |
| 20 | | 3261F92 | 3635F94 | | 2770F98 | 3461F98 | | | |
| 18 | | 3301F92 | 3688F94 | | 2847F98 | 3473F98 | | | |
| 16 | | 3341F92 | 3728F94 | | 2957F98 | 3484F99 | | | |
| 14 | | 3384F92 | 3769F95 | | 3043F98 | 3497F99 | | | |
| 12 | | 3422F93 | 3817F95 | | 3140F97 | 3507F99 | | | |
| 10 | | 3464F93 | 3859F95 | | 3233F97 | 3517F 0 | | | |
| 0 | | 3656F94 | 4082F97 | | 3467F98 | 3581F 2 | | | |
| -10 | | 3707F96 | 4126F99 | | 3537F 0 | 3647F 3 | | | |
| -20 | | 3905F97 | 4242^ 1 | | 3589F 2 | 3712F 5 | | | |
| -30 | | 4096F99 | 4240^ 3 | | | 3784F 7 | | | |
| | High QNH +120 per .10" | | | High QNH +60 per .10" | | | High QNH per .10" | | |
| | Low QNH -160 per .10" | | | Low QNH -390 per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON -50 | | | Engine A/I ON -400 | | | Engine A/I ON | | |
| | Wing A/I ON -50 | | | Wing A/I ON -400 | | | Wing A/I ON | | |

Elevation 1276 Length 5906 Shift **0** Clearway 0 Stopway 0 Slope -0.27

Rwy Rev. Program Rules FAA **23 Aug 18**

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# MONTERREY/ESCOBEDO-MTY 29 *RT H110*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **2276'** | | **RT H110** | **2276'** | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 46 | 87.8 | 4424^28 | 4520^30 | 4552^30 |
| 44 | 88.0 | 4524^29 | 4621^31 | 4653^32 |
| 42 | 88.1 | 4623^31 | 4722^33 | 4755^33 |
| 40 | 88.2 | 4706^32 | 4805^34 | 4839^34 |
| 38 | 88.0 | 4753^33 | 4863^35 | 4897^35 |
| 36 | 87.7 | 4770^33 | 4878^35 | 4912^35 |
| 34 | 87.5 | 4774^33 | 4884^35 | 4918^35 |
| 32 | 87.3 | 4781^33 | 4884^35 | 4919^35 |
| 30 | 87.0 | 4782^33 | 4885^35 | 4921^36 |
| 20 | 85.6 | 4783^33 | 4890^35 | 4926^36 |
| 10 | 84.1 | 4775^33 | 4886^35 | 4923^36 |
| 0 | 82.6 | 4770^33 | 4883^35 | 4922^35 |
| -10 | 81.1 | 4765^33 | 4882^35 | 4922^35 |
| -20 | 79.5 | 4754^33 | 4874^35 | 4915^35 |
| -30 | 77.9 | 4739^32 | 4865^35 | 4907^35 |
| -40 | 76.3 | 4723^32 | 4853^34 | 4896^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4420^21 | 4520D30 | 4552D30 | 4610 |
| 4518^21 | 4621D31 | 4653D32 | 4712 |
| 4616F22 | 4722D32 | 4755D33 | 4814 |
| 4667F22 | 4805D32 | 4839D34 | 4886 |
| 4695F23 | 4863D32 | 4897D35 | 4946 |
| 4716F23 | 4878D33 | 4912D36 | 4956 |
| 4729F23 | 4884D33 | 4918D36 | 4958 |
| 4742F24 | 4884D33 | 4919D36 | 4959 |
| 4756F24 | 4885D34 | 4921D36 | 4961 |
| 4779^26 | 4890D35 | 4926D36 | 4969 |
| 4775^28 | 4886D35 | 4923D36 | 4968 |
| 4770D31 | 4883D35 | 4922D36 | 4970 |
| 4765D33 | 4882D35 | 4922D36 | 4974 |
| 4754D33 | 4874D35 | 4915D35 | 4973 |
| 4739D33 | 4865D35 | 4907D35 | 4970 |
| 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**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 46 | 91.1 | 4437^28 | 4531^30 | 4563^30 |
| 44 | 91.3 | 4537^30 | 4633^31 | 4665^32 |
| 42 | 91.5 | 4637^31 | 4735^33 | 4767^33 |
| 40 | 91.6 | 4721^32 | 4820^34 | 4853^35 |
| 38 | 91.4 | 4780^33 | 4880^35 | 4913^35 |
| 36 | 91.1 | 4795^33 | 4895^35 | 4929^36 |
| 34 | 90.9 | 4800^33 | 4901^35 | 4936^36 |
| 32 | 90.6 | 4800^33 | 4902^35 | 4937^36 |
| 30 | 90.3 | 4801^33 | 4903^35 | 4938^36 |
| 20 | 88.8 | 4802^33 | 4907^35 | 4943^36 |
| 10 | 87.2 | 4794^33 | 4903^35 | 4940^36 |
| 0 | 85.7 | 4788^33 | 4900^35 | 4938^36 |
| -10 | 84.1 | 4783^33 | 4898^35 | 4937^36 |
| -20 | 82.5 | 4771^33 | 4890^35 | 4931^36 |
| -30 | 80.9 | 4756^33 | 4880^35 | 4922^36 |
| -40 | 79.2 | 4740^32 | 4868^35 | 4911^35 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4435^23 | 4531D30 | 4563D31 | 4610 |
| 4533^23 | 4633D31 | 4665D32 | 4712 |
| 4632^24 | 4735D33 | 4767D33 | 4814 |
| 4715^24 | 4820D34 | 4853D35 | 4886 |
| 4766^25 | 4880D35 | 4913D36 | 4946 |
| 4784^25 | 4895D35 | 4929D36 | 4956 |
| 4793^26 | 4901D35 | 4936D36 | 4958 |
| 4794^26 | 4902D35 | 4937D36 | 4959 |
| 4796^27 | 4903D35 | 4938D36 | 4961 |
| 4801^29 | 4907D35 | 4943D36 | 4969 |
| 4794D31 | 4903D35 | 4940D36 | 4968 |
| 4788D33 | 4900D35 | 4938D36 | 4970 |
| 4783D33 | 4898D35 | 4937D36 | 4974 |
| 4771D33 | 4890D35 | 4931D36 | 4973 |
| 4756D33 | 4880D35 | 4922D36 | 4970 |
| 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 46 | 91.1 | 4498F35-35-44 | 4641^38-38-46 | 4647C38-38-46 | 4647C38-38-46 |
| 44 | 91.3 | 4573F36-36-45 | 4739^39-39-48 | 4754C39-39-48 | 4754C39-39-48 |
| 42 | 91.5 | 4648F37-37-46 | 4835^40-40-49 | 4860C41-41-50 | 4860C41-41-50 |
| 40 | 91.6 | 4721^32-32-42 | 4901^41-41-50 | 4929C42-42-51 | 4929C42-42-51 |
| 38 | 91.4 | 4780^33-33-43 | 4941^42-42-51 | 4960C42-42-51 | 4960C42-42-51 |
| 36 | 91.1 | 4795^33-33-43 | 4959^42-42-51 | 4975C42-42-51 | 4975C42-42-51 |
| 34 | 90.9 | 4800^33-33-43 | 4966^42-42-51 | 4977C42-42-51 | 4977C42-42-51 |
| 32 | 90.6 | 4811F39-39-49 | 4972^42-42-51 | 4979C42-42-51 | 4979C42-42-51 |
| 30 | 90.3 | 4824F40-40-49 | 4977^42-42-51 | 4981C42-42-51 | 4981C42-42-51 |
| 20 | 88.8 | 4864^40-40-50 | 4988C43-43-51 | 4988C43-43-51 | 4988C43-43-51 |
| 10 | 87.2 | 4882^41-41-50 | 4986C43-43-51 | 4986C43-43-51 | 4986C43-43-51 |
| 0 | 85.7 | 4904^41-41-50 | 4992C43-43-52 | 4992C43-43-52 | 4992C43-43-52 |
| -10 | 84.1 | 4925^41-41-51 | 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 | | **23 Aug 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# MONTERREY/ESCOBEDO-MTY 29 *RT H110*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 46 | 4437^28 | 4531^30 | 4563^30 |
| 44 | 4537^30 | 4633^31 | 4665^32 |
| 42 | 4637^31 | 4735^33 | 4767^33 |
| 40 | 4721^32 | 4820^34 | 4853^35 |
| 38 | 4780^33 | 4880^35 | 4913^35 |
| 36 | 4795^33 | 4895^35 | 4929^36 |
| 34 | 4800^33 | 4901^35 | 4936^36 |
| 32 | 4800^33 | 4902^35 | 4937^36 |
| 30 | 4801^33 | 4903^35 | 4938^36 |
| 20 | 4802^33 | 4907^35 | 4943^36 |
| 10 | 4794^33 | 4903^35 | 4940^36 |
| 0 | 4788^33 | 4900^35 | 4938^36 |
| -10 | 4783^33 | 4898^35 | 4937^36 |
| -20 | 4771^33 | 4890^35 | 4931^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-830**
Wing A/I ON **-830**

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4431^28 | 4525^30 | 4557^30 |
| 4532^30 | 4627^31 | 4659^32 |
| 4633^31 | 4730^33 | 4762^33 |
| 4716^32 | 4815^34 | 4848^34 |
| 4776^33 | 4875^35 | 4909^35 |
| 4790^33 | 4891^35 | 4925^36 |
| 4795^33 | 4897^35 | 4931^36 |
| 4795^33 | 4897^35 | 4932^36 |
| 4796^33 | 4898^35 | 4933^36 |
| 4797^33 | 4903^35 | 4938^36 |
| 4720^32 | 4828^34 | 4864^35 |
| 4704^32 | 4815^34 | 4852^35 |
| 4703^32 | 4818^34 | 4857^35 |
| 4700^32 | 4819^34 | 4859^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 46 | 4435^23 | 4531D30 | 4563D31 |
| 44 | 4533^23 | 4633D31 | 4665D32 |
| 42 | 4632^24 | 4735D33 | 4767D33 |
| 40 | 4715^24 | 4820D34 | 4853D35 |
| 38 | 4766^25 | 4880D35 | 4913D36 |
| 36 | 4784^25 | 4895D35 | 4929D36 |
| 34 | 4793^26 | 4901D35 | 4936D36 |
| 32 | 4794^26 | 4902D35 | 4937D36 |
| 30 | 4796^27 | 4903D35 | 4938D36 |
| 20 | 4801^29 | 4907D35 | 4943D36 |
| 10 | 4794D31 | 4903D35 | 4940D36 |
| 0 | 4788D33 | 4900D35 | 4938D36 |
| -10 | 4783D33 | 4898D35 | 4937D36 |
| -20 | 4771D33 | 4890D35 | 4931D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-830**
Wing A/I ON **-830**

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4429^23 | 4525D30 | 4557D31 |
| 4528^23 | 4627D31 | 4659D32 |
| 4626^24 | 4730D33 | 4762D33 |
| 4710^24 | 4815D34 | 4848D35 |
| 4761^25 | 4875D35 | 4909D35 |
| 4780^25 | 4891D35 | 4925D36 |
| 4788^26 | 4897D35 | 4931D36 |
| 4789^26 | 4897D35 | 4932D36 |
| 4791^27 | 4898D35 | 4933D36 |
| 4796^29 | 4903D35 | 4938D36 |
| 4720D31 | 4828D34 | 4864D35 |
| 4704D32 | 4815D34 | 4852D35 |
| 4703D32 | 4818D34 | 4857D35 |
| 4700D32 | 4819D34 | 4859D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4279F 5 | 4541F15 | 4629F18 |
| 26 | 4291F 6 | 4553F15 | 4642F19 |
| 24 | 4303F 6 | 4564F16 | 4655F19 |
| 22 | 4314F 6 | 4577F16 | 4669F19 |
| 20 | 4326F 7 | 4590F17 | 4682F20 |
| 18 | 4338F 7 | 4603F17 | 4696F20 |
| 16 | 4350F 8 | 4616F17 | 4710F21 |
| 14 | 4361F 8 | 4629F18 | 4723F21 |
| 12 | 4369F 8 | 4640F18 | 4735F21 |
| 10 | 4380F 9 | 4652F19 | 4747F22 |
| 0 | 4445F11 | 4723F21 | 4822F24 |
| -10 | 4510F13 | 4796F23 | 4893^26 |
| -20 | 4570F15 | 4847^25 | 4897^29 |
| -30 | 4636F17 | 4848^28 | 4900^31 |

High QNH **+20** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-670**
Wing A/I ON **-670**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 3995F10 | 4217F19 | 4301F22 |
| 4005F10 | 4229F19 | 4313F22 |
| 4015F10 | 4240F20 | 4323F22 |
| 4024F11 | 4252F20 | 4336F23 |
| 4034F11 | 4264F20 | 4349F23 |
| 4044F11 | 4276F21 | 4362F23 |
| 4054F12 | 4289F21 | 4375F24 |
| 4063F12 | 4300F21 | 4388F24 |
| 4071F13 | 4311F22 | 4400F25 |
| 4080F13 | 4322F22 | 4412F25 |
| 4134F15 | 4387F24 | 4483F27 |
| 4187F17 | 4455F26 | 4555F29 |
| 4242F19 | 4523F28 | 4626F30 |
| 4299F21 | 4596F30 | 4725F32 |

High QNH **+50** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-440**
Wing A/I ON **-440**

## LEVEL 3 CONTAM

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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 | | **23 Aug 18** |

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# MONTERREY/ESCOBEDO-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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 46 | 87.8 | 3591F12 | 3827F17 | 3905F18 |
| 44 | 88.0 | 3645F12 | 3888F17 | 3966F19 |
| 42 | 88.1 | 3700F13 | 3948F18 | 4027F20 |
| 40 | 88.2 | 3743F14 | 3994F19 | 4074F20 |
| 38 | 88.0 | 3764F14 | 4016F19 | 4098F21 |
| 36 | 87.7 | 3780F14 | 4033F20 | 4115F21 |
| 34 | 87.5 | 3790F15 | 4043F20 | 4126F21 |
| 32 | 87.3 | 3800F15 | 4053F20 | 4136F22 |
| 30 | 87.0 | 3811F15 | 4063F20 | 4147F22 |
| 20 | 85.6 | 3863F16 | 4116F21 | 4201F23 |
| 10 | 84.1 | 3914F17 | 4167F22 | 4255F24 |
| 0 | 82.6 | 3971F18 | 4224F23 | 4315F25 |
| -10 | 81.1 | 4020F19 | 4281F24 | 4374F26 |
| -20 | 79.5 | 4069F20 | 4338F25 | 4434F27 |
| -30 | 77.9 | 4121F21 | 4397F26 | 4497F28 |
| -40 | 76.3 | 4175F22 | 4461F27 | 4561F29 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3543F98 | 3814F 7 | 3905D11 | 4610 |
| 3596F98 | 3872F 8 | 3965F11 | 4712 |
| 3647F98 | 3929F 8 | 4023F12 | 4814 |
| 3634F99 | 3974F 9 | 4068F12 | 4886 |
| 3683F99 | 3997F 9 | 4092F12 | 4946 |
| 3727F99 | 4015F 9 | 4110F13 | 4956 |
| 3738F 0 | 4026F10 | 4122F13 | 4958 |
| 3749F 0 | 4037F10 | 4134F13 | 4959 |
| 3759F 0 | 4049F10 | 4144F14 | 4961 |
| 3815F 2 | 4108F12 | 4201D15 | 4969 |
| 3869F 4 | 4164F14 | 4255D17 | 4968 |
| 3930F 5 | 4224D16 | 4315D19 | 4970 |
| 3990F 7 | 4281D18 | 4374D21 | 4974 |
| 4048F 9 | 4338D20 | 4434D23 | 4973 |
| 4108F11 | 4397D22 | 4497D25 | 4970 |
| 4173F13 | 4461D24 | 4561D27 | 4965 |

High QNH **+50** per .10" — Engine A/I ON **-370**
Low QNH **-130** per .10" — Wing A/I ON **-370**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 46 | 91.1 | 3675F13 | 3904F18 | 3983F20 |
| 44 | 91.3 | 3732F14 | 3967F19 | 4049F21 |
| 42 | 91.5 | 3789F15 | 4029F20 | 4111F21 |
| 40 | 91.6 | 3841F16 | 4085F21 | 4168F22 |
| 38 | 91.4 | 3877F16 | 4121F21 | 4205F23 |
| 36 | 91.1 | 3896F17 | 4141F22 | 4225F23 |
| 34 | 90.9 | 3909F17 | 4154F22 | 4239F23 |
| 32 | 90.6 | 3921F17 | 4165F22 | 4251F24 |
| 30 | 90.3 | 3932F17 | 4177F22 | 4263F24 |
| 20 | 88.8 | 3985F19 | 4231F23 | 4319F25 |
| 10 | 87.2 | 4029F19 | 4283F24 | 4374F26 |
| 0 | 85.7 | 4081F20 | 4342F25 | 4436F27 |
| -10 | 84.1 | 4133F21 | 4402F26 | 4498F28 |
| -20 | 82.5 | 4184F22 | 4461F27 | 4558F29 |
| -30 | 80.9 | 4238F23 | 4524F29 | 4621F30 |
| -40 | 79.2 | 4295F24 | 4587F30 | 4686F32 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3597F99 | 3874F 9 | 3969F12 | 4610 |
| 3652F99 | 3933F 9 | 4030F12 | 4712 |
| 3703F99 | 3991F10 | 4089F13 | 4814 |
| 3752F 0 | 4043F10 | 4141F13 | 4886 |
| 3782F 0 | 4076F11 | 4174F14 | 4946 |
| 3800F 1 | 4095F11 | 4195F14 | 4956 |
| 3812F 1 | 4109F11 | 4209F15 | 4958 |
| 3824F 1 | 4122F12 | 4223F15 | 4959 |
| 3836F 2 | 4134F12 | 4236F15 | 4961 |
| 3894F 3 | 4195F14 | 4301F17 | 4969 |
| 3950F 5 | 4257F16 | 4366F19 | 4968 |
| 4012F 7 | 4326F18 | 4436D21 | 4970 |
| 4073F 9 | 4397F20 | 4498D23 | 4974 |
| 4133F11 | 4461D22 | 4558D25 | 4973 |
| 4199F13 | 4524D24 | 4621D27 | 4970 |
| 4266F15 | 4587D26 | 4686D29 | 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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 46 | 91.1 | 3675F13-13-26 | 3904F18-18-29 | 3983F20-20-31 | 4067F21-21-32 |
| 44 | 91.3 | 3732F14-14-27 | 3967F19-19-30 | 4049F21-21-32 | 4133F22-22-33 |
| 42 | 91.5 | 3789F15-15-27 | 4029F20-20-31 | 4111F21-21-33 | 4197F23-23-34 |
| 40 | 91.6 | 3841F16-16-28 | 4085F21-21-32 | 4168F22-22-34 | 4254F24-24-35 |
| 38 | 91.4 | 3877F16-16-29 | 4121F21-21-33 | 4205F23-23-34 | 4292F24-24-35 |
| 36 | 91.1 | 3896F17-17-29 | 4141F22-22-33 | 4225F23-23-34 | 4312F25-25-36 |
| 34 | 90.9 | 3909F17-17-29 | 4154F22-22-33 | 4239F23-23-35 | 4327F25-25-36 |
| 32 | 90.6 | 3921F17-17-30 | 4165F22-22-33 | 4251F24-24-35 | 4339F25-25-36 |
| 30 | 90.3 | 3932F17-17-30 | 4177F22-22-34 | 4263F24-24-35 | 4352F26-26-36 |
| 20 | 88.8 | 3985F19-19-31 | 4231F23-23-35 | 4319F25-25-36 | 4411F27-27-37 |
| 10 | 87.2 | 4029F19-19-31 | 4283F24-24-35 | 4374F26-26-37 | 4468F28-28-38 |
| 0 | 85.7 | 4081F20-20-32 | 4342F25-25-36 | 4436F27-27-38 | 4533F29-29-39 |
| -10 | 84.1 | 4133F21-21-33 | 4402F26-26-37 | 4498F28-28-39 | 4595F30-30-40 |
| -20 | 82.5 | 4184F22-22-34 | 4461F27-27-38 | 4558F29-29-39 | 4656F31-31-41 |
| -30 | 80.9 | 4238F23-23-35 | 4524F29-29-39 | 4621F30-30-40 | 4721F32-32-42 |
| -40 | 79.2 | 4295F24-24-35 | 4587F30-30-40 | 4686F32-32-41 | 4790F33-33-43 |

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 **23 Aug 18**

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# MONTERREY/ESCOBEDO-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 | 3675F13 | 3904F18 | 3983F20 | 3667F13 | 3896F18 | 3974F20 | | | |
| 44 | 3732F14 | 3967F19 | 4049F21 | 3724F14 | 3958F19 | 4040F20 | | | |
| 42 | 3789F15 | 4029F20 | 4111F21 | 3780F15 | 4020F20 | 4103F21 | | | |
| 40 | 3841F16 | 4085F21 | 4168F22 | 3832F16 | 4076F21 | 4159F22 | | | |
| 38 | 3877F16 | 4121F21 | 4205F23 | 3868F16 | 4113F21 | 4197F23 | | | |
| 36 | 3896F17 | 4141F22 | 4225F23 | 3887F17 | 4132F21 | 4217F23 | | | |
| 34 | 3909F17 | 4154F22 | 4239F23 | 3902F17 | 4147F22 | 4232F23 | | | |
| 32 | 3921F17 | 4165F22 | 4251F24 | 3913F17 | 4158F22 | 4243F24 | | | |
| 30 | 3932F17 | 4177F22 | 4263F24 | 3924F17 | 4169F22 | 4254F24 | | | |
| 20 | 3985F19 | 4231F23 | 4319F25 | 3978F18 | 4223F23 | 4311F25 | | | |
| 10 | 4029F19 | 4283F24 | 4374F26 | 3992F19 | 4245F24 | 4335F25 | | | |
| 0 | 4081F20 | 4342F25 | 4436F27 | 4044F20 | 4304F25 | 4397F27 | | | |
| -10 | 4133F21 | 4402F26 | 4498F28 | 4096F21 | 4363F26 | 4459F28 | | | |
| -20 | 4184F22 | 4461F27 | 4558F29 | 4151F22 | 4427F27 | 4523F29 | | | |
| | 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 | 3597F99 | 3874F 9 | 3969F12 | 3591F98 | 3867F 8 | 3962F12 | | | |
| 44 | 3652F99 | 3933F 9 | 4030F12 | 3646F99 | 3927F 9 | 4023F12 | | | |
| 42 | 3703F99 | 3991F10 | 4089F13 | 3698F99 | 3984F 9 | 4082F13 | | | |
| 40 | 3752F 0 | 4043F10 | 4141F13 | 3746F 0 | 4036F10 | 4134F13 | | | |
| 38 | 3782F 0 | 4076F11 | 4174F14 | 3775F 0 | 4069F10 | 4167F14 | | | |
| 36 | 3800F 1 | 4095F11 | 4195F14 | 3794F 1 | 4089F11 | 4188F14 | | | |
| 34 | 3812F 1 | 4109F11 | 4209F15 | 3806F 1 | 4104F11 | 4204F15 | | | |
| 32 | 3824F 1 | 4122F12 | 4223F15 | 3819F 1 | 4116F12 | 4217F15 | | | |
| 30 | 3836F 2 | 4134F12 | 4236F15 | 3830F 2 | 4128F12 | 4230F15 | | | |
| 20 | 3894F 3 | 4195F14 | 4301F17 | 3888F 3 | 4189F14 | 4295F17 | | | |
| 10 | 3950F 5 | 4257F16 | 4366F19 | 3918F 5 | 4222F16 | 4331F19 | | | |
| 0 | 4012F 7 | 4326F18 | 4436D21 | 3978F 7 | 4291F18 | 4397D21 | | | |
| -10 | 4073F 9 | 4397F20 | 4498D23 | 4039F 9 | 4362F20 | 4459D23 | | | |
| -20 | 4133F11 | 4461D22 | 4558D25 | 4103F11 | 4427D22 | 4523D25 | | | |
| | 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 | | 3252F91 | 3639F94 | | 2826F98 | 3397F98 | | | |
| 26 | | 3300F92 | 3677F94 | | 2907F97 | 3409F98 | | | |
| 24 | | 3385F92 | 3708F94 | | 2983F97 | 3420F99 | | | |
| 22 | | 3452F92 | 3746F94 | | 3066F97 | 3431F99 | | | |
| 20 | | 3469F93 | 3783F95 | | 3142F97 | 3442F99 | | | |
| 18 | | 3505F93 | 3818F95 | | 3226F97 | 3454F 0 | | | |
| 16 | | 3540F93 | 3858F95 | | 3324F97 | 3466F 0 | | | |
| 14 | | 3576F93 | 3896F95 | | 3372F97 | 3476F 0 | | | |
| 12 | | 3613F94 | 3942F96 | | 3382F98 | 3487F 1 | | | |
| 10 | | 3649F94 | 3987F96 | | 3393F98 | 3497F 1 | | | |
| 0 | | 3821F95 | 4102F98 | | 3454F 0 | 3562F 3 | | | |
| -10 | | 3867F97 | 4142F99 | | 3515F 1 | 3625F 5 | | | |
| -20 | | 4047F98 | | | 3578F 3 | 3691F 7 | | | |
| -30 | | 4180^ 0 | 4220^98 | | 3644F 5 | 3760F 9 | | | |
| | High QNH +10 per .10" Low QNH -340 per .10" | | | High QNH +50 per .10" Low QNH -370 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -500 Wing A/I ON -500 | | | 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 | | **23 Aug 18** |

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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**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4078^23 | 4160^25 | 4187^25 |
| 34 | 4157^24 | 4239^26 | 4267^26 |
| 32 | 4234^25 | 4318^27 | 4345^27 |
| 30 | 4314^27 | 4398^28 | 4427^29 |
| 28 | 4396^28 | 4481^29 | 4509^30 |
| 26 | 4478^29 | 4564^30 | 4593^31 |
| 24 | 4560^30 | 4646^32 | 4675^32 |
| 22 | 4604^31 | 4692^32 | 4721^33 |
| 20 | 4610^31 | 4697^32 | 4726^33 |
| 18 | 4610^31 | 4698^32 | 4727^33 |
| 16 | 4610^31 | 4699^32 | 4729^33 |
| 10 | 4611^31 | 4701^32 | 4731^33 |
| 0 | 4604^31 | 4697^32 | 4728^33 |
| -10 | 4590^30 | 4686^32 | 4718^33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4070**
Wing A/I ON **-4070**

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4073^23 | 4155^24 | 4182^25 |
| 4152^24 | 4235^26 | 4262^26 |
| 4230^25 | 4314^27 | 4342^27 |
| 4310^26 | 4394^28 | 4423^29 |
| 4392^28 | 4477^29 | 4505^30 |
| 4474^29 | 4518^30 | 4588^31 |
| 4557^30 | 4644^32 | 4672^32 |
| 4602^31 | 4690^32 | 4719^33 |
| 4608^31 | 4695^32 | 4724^33 |
| 4608^31 | 4697^32 | 4726^33 |
| 4609^31 | 4697^32 | 4727^33 |
| 4204^25 | 4292^26 | 4321^27 |
| 4536^30 | 4628^31 | 4659^32 |
| 4527^29 | 4622^31 | 4653^32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4078D21 | 4160D25 | 4187D25 |
| 34 | 4157D22 | 4239D26 | 4267D26 |
| 32 | 4234D22 | 4318D27 | 4345D27 |
| 30 | 4314^22 | 4398D28 | 4427D29 |
| 28 | 4395^23 | 4481D29 | 4509D30 |
| 26 | 4476^23 | 4564D31 | 4593D31 |
| 24 | 4556^24 | 4646D32 | 4675D32 |
| 22 | 4601^24 | 4692D32 | 4721D33 |
| 20 | 4607^25 | 4697D32 | 4726D33 |
| 18 | 4608^26 | 4698D32 | 4727D33 |
| 16 | 4609^26 | 4699D32 | 4729D33 |
| 10 | 4611D28 | 4701D32 | 4731D33 |
| 0 | 4604D30 | 4697D32 | 4728D33 |
| -10 | 4590D31 | 4686D32 | 4718D33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4070**
Wing A/I ON **-4070**

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4073D21 | 4155D25 | 4182D25 |
| 4152D21 | 4235D26 | 4262D26 |
| 4230D22 | 4314D27 | 4342D27 |
| 4310^22 | 4394D28 | 4423D29 |
| 4391^23 | 4477D29 | 4505D30 |
| 4472^23 | 4518D30 | 4588D31 |
| 4553^23 | 4644D32 | 4672D32 |
| 4599^24 | 4690D32 | 4719D33 |
| 4605^25 | 4695D32 | 4724D33 |
| 4606^26 | 4697D32 | 4726D33 |
| 4607^26 | 4697D32 | 4727D33 |
| 4204D25 | 4292D27 | 4321D27 |
| 4536D30 | 4628D31 | 4659D32 |
| 4527D30 | 4622D31 | 4653D32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4059F 1 | 4290F10 | 4369F13 |
| 26 | 4120F 1 | 4353F10 | 4433F13 |
| 24 | 4182F 2 | 4418F11 | 4500F13 |
| 22 | 4227F 2 | 4467F11 | 4550F14 |
| 20 | 4254F 3 | 4498F12 | 4582F15 |
| 18 | 4266F 3 | 4511F12 | 4593F15 |
| 16 | 4279F 4 | 4525F13 | 4607F16 |
| 14 | 4290F 4 | 4538F13 | 4621F16 |
| 12 | 4301F 4 | 4551F13 | 4635F16 |
| 10 | 4313F 5 | 4562F14 | 4649F17 |
| 0 | 4373F 7 | 4629F16 | 4683^19 |
| -10 | 4436F 9 | 4642^18 | 4681^22 |
| -20 | 4502F11 | 4645^21 | 4685^24 |
| -30 | 4518^13 | 4640^24 | 4681^27 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-3040**
Wing A/I ON **-3040**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 3787F 5 | 3990F13 | 4054F16 |
| 3850F 6 | 4056F14 | 4122F16 |
| 3915F 6 | 4124F14 | 4192F17 |
| 3965F 7 | 4180F15 | 4251F18 |
| 3996F 7 | 4217F16 | 4293F18 |
| 4008F 8 | 4232F16 | 4305F19 |
| 4018F 8 | 4241F16 | 4317F19 |
| 4029F 8 | 4253F17 | 4327F20 |
| 4040F 9 | 4267F17 | 4339F20 |
| 4051F 9 | 4277F18 | 4351F20 |
| 4103F11 | 4335F19 | 4409F22 |
| 4158F13 | 4393F21 | 4469F24 |
| 4216F15 | 4453F23 | 4533F26 |
| 4274F17 | 4513F25 | 4595F28 |

High QNH **+110** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-1750**
Wing A/I ON **-1750**

## LEVEL 3 CONTAM

Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

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**

| 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 | 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**

| 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 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +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 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **17 May 17** |

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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

Rwy Rev. Program Rules FAA **17 May 17**

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# 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**

**ALT TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 40 | 88.5 | 3766^17 | 3912^20 | 3963^21 |
| 38 | 88.8 | 3835F18 | 3988^21 | 4040^22 |
| 36 | 89.2 | 3892F19 | 4058^22 | 4107^23 |
| 34 | 89.5 | 3947F19 | 4119^23 | 4168^24 |
| 32 | 89.9 | 3998F20 | 4179^24 | 4227^24 |
| 30 | 90.2 | 4051F21 | 4239^24 | 4285^25 |
| 28 | 90.1 | 4106F22 | 4305^25 | 4348^26 |
| 26 | 90.0 | 4162F22 | 4371^26 | 4412^27 |
| 24 | 89.9 | 4196F23 | 4408^27 | 4450^28 |
| 22 | 89.8 | 4209F23 | 4418^27 | 4459^28 |
| 20 | 89.7 | 4222F23 | 4428^27 | 4471^28 |
| 18 | 89.4 | 4233F24 | 4436^27 | 4481^28 |
| 10 | 88.2 | 4278F24 | 4468^28 | 4521^29 |
| 0 | 86.6 | 4313^25 | 4484^28 | 4543^29 |
| -10 | 85.0 | 4314^25 | 4488^28 | 4547^29 |
| -20 | 83.4 | 4313^25 | 4489^28 | 4550^29 |

**ALT TO-1 - WET RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 40 | 88.5 | 3712F 5 | 3912^14 | 3963D17 | 4256 |
| 38 | 88.8 | 3765F 5 | 3985^14 | 4040D17 | 4341 |
| 36 | 89.2 | 3819F 6 | 4044^15 | 4107D18 | 4425 |
| 34 | 89.5 | 3870F 6 | 4104^15 | 4168D18 | 4503 |
| 32 | 89.9 | 3920F 7 | 4160^16 | 4225^19 | 4580 |
| 30 | 90.2 | 3969F 7 | 4217^16 | 4280^19 | 4661 |
| 28 | 90.1 | 4023F 7 | 4280^17 | 4340^20 | 4750 |
| 26 | 90.0 | 4076F 8 | 4342^17 | 4401^20 | 4838 |
| 24 | 89.9 | 4109F 8 | 4378^18 | 4438^21 | 4879 |
| 22 | 89.8 | 4122F 9 | 4390^18 | 4449^21 | 4884 |
| 20 | 89.7 | 4136F 9 | 4401^18 | 4462^22 | 4886 |
| 18 | 89.4 | 4148F 9 | 4411^19 | 4475^22 | 4888 |
| 10 | 88.2 | 4197F11 | 4450^20 | 4521D23 | 4893 |
| 0 | 86.6 | 4254F13 | 4484^22 | 4543D26 | 4888 |
| -10 | 85.0 | 4310^14 | 4488D25 | 4547D28 | 4888 |
| -20 | 83.4 | 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**

**TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 40 | 91.9 | 3771^17 | 3918^20 | 3968^21 |
| 38 | 92.2 | 3844^18 | 3993^21 | 4045^22 |
| 36 | 92.5 | 3916^19 | 4067^22 | 4119^23 |
| 34 | 92.9 | 3984^20 | 4137^23 | 4190^24 |
| 32 | 93.3 | 4051^21 | 4207^24 | 4261^25 |
| 30 | 93.7 | 4123^22 | 4282^25 | 4336^26 |
| 28 | 93.7 | 4197F23 | 4354^26 | 4406^27 |
| 26 | 93.8 | 4254F24 | 4418^27 | 4471^28 |
| 24 | 93.6 | 4302F25 | 4463^28 | 4518^29 |
| 22 | 93.3 | 4316^25 | 4482^28 | 4538^29 |
| 20 | 93.0 | 4319^25 | 4484^28 | 4540^29 |
| 18 | 92.7 | 4320^25 | 4486^28 | 4543^29 |
| 10 | 91.4 | 4325^25 | 4493^28 | 4551^29 |
| 0 | 89.8 | 4322^25 | 4492^28 | 4551^29 |
| -10 | 88.1 | 4322^25 | 4495^28 | 4554^29 |
| -20 | 86.4 | 4321^25 | 4496^28 | 4556^29 |

**TO-1 - WET RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 40 | 91.9 | 3765^ 6 | 3918D16 | 3968D19 | 4256 |
| 38 | 92.2 | 3825F 6 | 3993D16 | 4045D19 | 4341 |
| 36 | 92.5 | 3879F 7 | 4066^16 | 4119D20 | 4425 |
| 34 | 92.9 | 3931F 7 | 4136^17 | 4190D20 | 4503 |
| 32 | 93.3 | 3980F 8 | 4205^17 | 4261^20 | 4580 |
| 30 | 93.7 | 4029F 8 | 4261^18 | 4333^21 | 4661 |
| 28 | 93.7 | 4083F 9 | 4323^18 | 4396^21 | 4750 |
| 26 | 93.8 | 4138F 9 | 4387^19 | 4457^22 | 4838 |
| 24 | 93.6 | 4180F10 | 4430^19 | 4501^22 | 4879 |
| 22 | 93.3 | 4209F10 | 4453^20 | 4530^23 | 4884 |
| 20 | 93.0 | 4222F11 | 4466^20 | 4539^24 | 4886 |
| 18 | 92.7 | 4235F11 | 4477^21 | 4543^24 | 4888 |
| 10 | 91.4 | 4285F12 | 4492^23 | 4551D26 | 4893 |
| 0 | 89.8 | 4315^15 | 4492D25 | 4551D28 | 4888 |
| -10 | 88.1 | 4319^17 | 4495D27 | 4554D30 | 4888 |
| -20 | 86.4 | 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**

**TO-1 - DRY RWY - OPT V2**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Flaps 9 +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 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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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-194 (014 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 | 3831^18 | 3970^21 | 4013^22 | 3776^ 5 | 3964^14 | 4013D17 | 4256 |
| 38 | 88.8 | 3893^19 | 4035^22 | 4079^23 | 3834^ 5 | 4026^15 | 4079D18 | 4341 |
| 36 | 89.2 | 3954^20 | 4100^23 | 4145^24 | 3893F 6 | 4086^15 | 4145D18 | 4425 |
| 34 | 89.5 | 4013^21 | 4162^24 | 4208^24 | 3946F 6 | 4145^16 | 4208D19 | 4503 |
| 32 | 89.9 | 4069^22 | 4221^24 | 4268^25 | 3996F 6 | 4201^16 | 4265^19 | 4580 |
| 30 | 90.2 | 4125^22 | 4280^25 | 4329^26 | 4046F 7 | 4258^17 | 4323^20 | 4661 |
| 28 | 90.1 | 4186^23 | 4345^26 | 4395^27 | 4100F 7 | 4319^17 | 4386^20 | 4750 |
| 26 | 90.0 | 4247^24 | 4409^27 | 4461^28 | 4154F 8 | 4379^17 | 4449^21 | 4838 |
| 24 | 89.9 | 4283^24 | 4446^27 | 4498^28 | 4188F 8 | 4416^18 | 4486^21 | 4879 |
| 22 | 89.8 | 4294^25 | 4457^28 | 4509^29 | 4202F 9 | 4428^18 | 4497^21 | 4884 |
| 20 | 89.7 | 4305^25 | 4468^28 | 4520^29 | 4216F 9 | 4441^19 | 4510^22 | 4886 |
| 18 | 89.4 | 4314^25 | 4477^28 | 4529^29 | 4228F 9 | 4451^19 | 4521^22 | 4888 |
| 10 | 88.2 | 4351^26 | 4513^29 | 4565^30 | 4277F11 | 4496^21 | 4565^24 | 4893 |
| 0 | 86.6 | 4391^26 | 4551^29 | 4602^30 | 4327^13 | 4544^23 | 4602D26 | 4888 |
| -10 | 85.0 | 4436^27 | 4595^30 | 4653^31 | 4383^15 | 4595D25 | 4653D28 | 4888 |
| -20 | 83.4 | 4481^28 | 4643^31 | 4707^32 | 4438^17 | 4643D27 | 4707D30 | 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 | 3886^19 | 4017^22 | 4070^23 | 3821^ 6 | 4008^16 | 4070D19 | 4256 |
| 38 | 92.2 | 3949^20 | 4083^23 | 4134^24 | 3879^ 6 | 4071^16 | 4134D19 | 4341 |
| 36 | 92.5 | 4012^21 | 4150^24 | 4198^25 | 3937^ 7 | 4133^16 | 4198D20 | 4425 |
| 34 | 92.9 | 4072^22 | 4213^25 | 4258^25 | 3992^ 7 | 4192^17 | 4258D20 | 4503 |
| 32 | 93.3 | 4129^23 | 4272^25 | 4317^26 | 4045^ 8 | 4249^17 | 4314^21 | 4580 |
| 30 | 93.7 | 4185^23 | 4333^26 | 4378^27 | 4098^ 8 | 4305^18 | 4371^21 | 4661 |
| 28 | 93.7 | 4249^24 | 4399^27 | 4447^28 | 4157^ 8 | 4368^18 | 4435^22 | 4750 |
| 26 | 93.8 | 4313^25 | 4467^28 | 4515^29 | 4216F 9 | 4431^19 | 4500^22 | 4838 |
| 24 | 93.6 | 4357^26 | 4512^29 | 4560^30 | 4258F 9 | 4474^19 | 4544^23 | 4879 |
| 22 | 93.3 | 4384^26 | 4537^29 | 4585^30 | 4281^10 | 4500^20 | 4569^23 | 4884 |
| 20 | 93.0 | 4394^27 | 4546^29 | 4594^30 | 4292^10 | 4511^21 | 4581^24 | 4886 |
| 18 | 92.7 | 4403^27 | 4555^29 | 4602^30 | 4302^11 | 4523^21 | 4592^24 | 4888 |
| 10 | 91.4 | 4439^27 | 4590^30 | 4644^31 | 4347^12 | 4566^23 | 4644^26 | 4893 |
| 0 | 89.8 | 4477^28 | 4629^31 | 4691^32 | 4397^14 | 4620^25 | 4691D28 | 4888 |
| -10 | 88.1 | 4522^29 | 4683^32 | 4744^33 | 4454^16 | 4683D27 | 4744D30 | 4888 |
| -20 | 86.4 | 4565^30 | 4733^33 | 4794^34 | 4511^19 | 4733D29 | 4794D32 | 4887 |

High QNH **+40** per .10" Engine A/I ON **-1650**
Low QNH **-160** per .10" Wing A/I ON **-1650**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 40 | 91.9 | 3886^19-19-29 | 4017^22-22-31 | 4070^23-23-32 | 4123^24-24-33 |
| 38 | 92.2 | 3949^20-20-30 | 4083^23-23-32 | 4134^24-24-33 | 4190^25-25-34 |
| 36 | 92.5 | 4012^21-21-31 | 4150^24-24-33 | 4198^25-25-34 | 4255^26-26-35 |
| 34 | 92.9 | 4072^22-22-32 | 4213^25-25-34 | 4258^25-25-35 | 4316^26-26-36 |
| 32 | 93.3 | 4129^23-23-33 | 4272^25-25-35 | 4317^26-26-36 | 4375^27-27-37 |
| 30 | 93.7 | 4185^23-23-34 | 4333^26-26-36 | 4378^27-27-37 | 4434^28-28-38 |
| 28 | 93.7 | 4249^24-24-35 | 4399^27-27-37 | 4447^28-28-38 | 4499^29-29-39 |
| 26 | 93.8 | 4313^25-25-36 | 4467^28-28-38 | 4515^29-29-39 | 4564^30-30-40 |
| 24 | 93.6 | 4357^26-26-36 | 4512^29-29-39 | 4560^30-30-40 | 4611^30-30-40 |
| 22 | 93.3 | 4384^26-26-37 | 4537^29-29-39 | 4585^30-30-40 | 4642^31-31-41 |
| 20 | 93.0 | 4394^27-27-37 | 4546^29-29-39 | 4594^30-30-40 | 4653^31-31-41 |
| 18 | 92.7 | 4403^27-27-37 | 4555^29-29-39 | 4602^30-30-40 | 4664^31-31-41 |
| 10 | 91.4 | 4439^27-27-38 | 4590^30-30-40 | 4644^31-31-41 | 4707^32-32-42 |
| 0 | 89.8 | 4477^28-28-38 | 4629^31-31-41 | 4691^32-32-41 | 4753^33-33-42 |
| -10 | 88.1 | 4522^29-29-39 | 4683^32-32-41 | 4744^33-33-42 | 4805^34-34-43 |
| -20 | 86.4 | 4565^30-30-40 | 4733^33-33-42 | 4794^34-34-43 | 4856^35-35-44 |

High QNH **+40** per .10" Engine A/I ON **-1650**
Low QNH **-160** per .10" Wing A/I ON **-1650**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 4989 | Length | 8038 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.29 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **20 Jul 18** |

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# OAXACA -OAX 19 *SPECIAL*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 40 | 3886^19 | 4017^22 | 4070^23 |
| 38 | 3949^20 | 4083^23 | 4134^24 |
| 36 | 4012^21 | 4150^24 | 4198^25 |
| 34 | 4072^22 | 4213^25 | 4258^25 |
| 32 | 4129^23 | 4272^25 | 4317^26 |
| 30 | 4185^23 | 4333^26 | 4378^27 |
| 28 | 4249^24 | 4399^27 | 4447^28 |
| 26 | 4313^25 | 4467^28 | 4515^29 |
| 24 | 4357^26 | 4512^29 | 4560^30 |
| 22 | 4384^26 | 4537^29 | 4585^30 |
| 20 | 4394^27 | 4546^29 | 4594^30 |
| 18 | 4403^27 | 4555^29 | 4602^30 |
| 10 | 4439^27 | 4590^30 | 4644^31 |
| 0 | 4477^28 | 4629^31 | 4691^32 |

High QNH **+40** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-1650**
Wing A/I ON **-1650**

## DRY - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 40 | 3878^19 | 4009^22 | 4061^23 |
| 38 | 3942^20 | 4076^23 | 4126^23 |
| 36 | 4005^21 | 4143^24 | 4189^24 |
| 34 | 4064^22 | 4205^24 | 4251^25 |
| 32 | 4121^23 | 4266^25 | 4310^26 |
| 30 | 4178^23 | 4325^26 | 4371^27 |
| 28 | 4242^24 | 4392^27 | 4440^28 |
| 26 | 4305^25 | 4460^28 | 4508^29 |
| 24 | 4350^26 | 4505^29 | 4553^29 |
| 22 | 4377^26 | 4530^29 | 4578^30 |
| 20 | 4386^26 | 4539^29 | 4587^30 |
| 18 | 4396^27 | 4548^29 | 4596^30 |
| 10 | 4271^25 | 4424^28 | 4479^29 |
| 0 | 4420^27 | 4574^30 | 4633^31 |

High QNH **+40** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-10**
Wing A/I ON **-10**

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 40 | 3821^ 6 | 4008^16 | 4070D19 |
| 38 | 3879^ 6 | 4071^16 | 4134D19 |
| 36 | 3937^ 7 | 4133^16 | 4198D20 |
| 34 | 3992^ 7 | 4192^17 | 4258D20 |
| 32 | 4045^ 8 | 4249^17 | 4314^21 |
| 30 | 4098^ 8 | 4305^18 | 4371^21 |
| 28 | 4157^ 8 | 4368^18 | 4435^22 |
| 26 | 4216F 9 | 4431^19 | 4500^22 |
| 24 | 4258F 9 | 4474^19 | 4544^23 |
| 22 | 4281^10 | 4500^20 | 4569^23 |
| 20 | 4292^10 | 4511^21 | 4581^24 |
| 18 | 4302^11 | 4523^21 | 4592^24 |
| 10 | 4347^12 | 4566^23 | 4644^26 |
| 0 | 4397^14 | 4620^25 | 4691D28 |

High QNH **+50** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-1440**
Wing A/I ON **-1440**

## WET - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 40 | 3815^ 6 | 4002^15 | 4061D18 |
| 38 | 3873^ 6 | 4064^16 | 4126D19 |
| 36 | 3931^ 7 | 4127^16 | 4189D19 |
| 34 | 3986^ 7 | 4186^17 | 4251D20 |
| 32 | 4039^ 7 | 4242^17 | 4307^20 |
| 30 | 4092^ 8 | 4299^18 | 4365^21 |
| 28 | 4150^ 8 | 4362^18 | 4429^21 |
| 26 | 4209F 9 | 4425^19 | 4494^22 |
| 24 | 4251F 9 | 4468^19 | 4537^23 |
| 22 | 4275^10 | 4494^20 | 4564^23 |
| 20 | 4286^10 | 4505^20 | 4574^24 |
| 18 | 4298^11 | 4516^21 | 4585^24 |
| 10 | 4199^13 | 4421^23 | 4479D26 |
| 0 | 4348^14 | 4571^25 | 4633D28 |

High QNH **+50** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-10**
Wing A/I ON **-10**

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | | 3856F96 | 3940F99 |
| 26 | | 3912F97 | 3998F 0 |
| 24 | | 3952F97 | 4039F 0 |
| 22 | | 3975F98 | 4063F 1 |
| 20 | | 3988F98 | 4076F 1 |
| 18 | | 4000F98 | 4089F 1 |
| 16 | | 4012F99 | 4100F 2 |
| 14 | | 4023F99 | 4112F 2 |
| 12 | | 4038F99 | 4125F 3 |
| 10 | | 4049F 0 | 4135F 3 |
| 0 | | 4105F 2 | 4193F 5 |
| -10 | | 4168F 4 | 4257F 7 |
| -20 | 2953F 0 | 4232F 6 | 4326F 9 |
| -30 | 3754F99 | 4299F 8 | 4386^11 |

High QNH **+50** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-1440**
Wing A/I ON **-1440**

## LEVEL 2 CONTAM

Flaps 22

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3005F94 | 3429F 2 | 3542F 4 |
| 26 | 3058F94 | 3486F 2 | 3603F 5 |
| 24 | 3107F95 | 3533F 2 | 3655F 5 |
| 22 | 3149F95 | 3569F 3 | 3698F 6 |
| 20 | 3166F96 | 3583F 3 | 3717F 6 |
| 18 | 3179F96 | 3596F 4 | 3737F 6 |
| 16 | 3196F96 | 3612F 4 | 3757F 6 |
| 14 | 3209F96 | 3627F 4 | 3781F 7 |
| 12 | 3228F97 | 3642F 5 | 3801F 7 |
| 10 | 3243F97 | 3658F 5 | 3823F 7 |
| 0 | 3327F98 | 3750F 6 | 3901F 9 |
| -10 | 3421F 0 | 3850F 8 | 3986^10 |
| -20 | 3531F 1 | 3939F 9 | 4086F12 |
| -30 | 3592F 3 | 4029F11 | 4165^13 |

High QNH **+60** per .10"
Low QNH **-190** per .10"

Engine A/I ON **-1040**
Wing A/I ON **-1040**

## LEVEL 3 CONTAM

Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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 | | **20 Jul 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# PALENQUE -PQM 10 *LT H080*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **1164'** | | **LT H080** | **1164'** | |

A/C **AUTO**

**ALT TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4253F25 | 4434^28 | 4476^29 |
| 46 | 87.7 | 4328F25 | 4524^29 | 4570^30 |
| 44 | 87.7 | 4377F26 | 4581^30 | 4628^31 |
| 42 | 87.5 | 4400F26 | 4606^30 | 4654^31 |
| 40 | 87.3 | 4420F27 | 4625^30 | 4673^31 |
| 38 | 87.0 | 4430F27 | 4633^31 | 4680^31 |
| 36 | 86.7 | 4441F27 | 4641^31 | 4689^32 |
| 34 | 86.4 | 4452F27 | 4650^31 | 4696^32 |
| 32 | 86.1 | 4463F28 | 4657^31 | 4704^32 |
| 30 | 85.9 | 4475F28 | 4666^31 | 4711^32 |
| 20 | 84.5 | 4529F29 | 4707^32 | 4749^33 |
| 10 | 83.0 | 4584F30 | 4742^32 | 4781^33 |
| 0 | 81.5 | 4636^31 | 4783^33 | 4819^34 |
| -10 | 80.0 | 4679^31 | 4818^34 | 4852^34 |
| -20 | 78.4 | 4720^32 | 4849^34 | 4884^35 |
| -30 | 76.9 | 4742^32 | 4872^35 | 4916^35 |

**ALT TO-1 - WET RWY**

| Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4193F14 | 4434D23 | 4476D26 | 4697 |
| 4264F14 | 4521^24 | 4570D27 | 4815 |
| 4311F15 | 4574^24 | 4628D27 | 4884 |
| 4334F15 | 4600^24 | 4654D28 | 4944 |
| 4354F15 | 4620^25 | 4673D28 | 4959 |
| 4366F16 | 4630^25 | 4680D28 | 4960 |
| 4378F16 | 4640^25 | 4689D29 | 4962 |
| 4390F16 | 4650D26 | 4696D29 | 4964 |
| 4403F17 | 4657D26 | 4704D29 | 4966 |
| 4415F17 | 4666D27 | 4711D30 | 4968 |
| 4479F19 | 4707D28 | 4749D32 | 4976 |
| 4541F20 | 4742D30 | 4781D34 | 4972 |
| 4610F22 | 4783D33 | 4819D34 | 4984 |
| 4665^24 | 4818D34 | 4852D35 | 4987 |
| 4718^26 | 4849D35 | 4884D36 | 4985 |
| 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**

**TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4349F26 | 4482^29 | 4517^29 |
| 46 | 90.9 | 4428F27 | 4577^30 | 4615^31 |
| 44 | 90.9 | 4491F28 | 4641^31 | 4680^32 |
| 42 | 90.6 | 4535F29 | 4677^31 | 4714^32 |
| 40 | 90.4 | 4556F29 | 4697^32 | 4733^32 |
| 38 | 90.1 | 4563^29 | 4705^32 | 4742^32 |
| 36 | 89.8 | 4571^29 | 4712^32 | 4748^33 |
| 34 | 89.6 | 4580^30 | 4719^32 | 4755^33 |
| 32 | 89.3 | 4588^30 | 4727^32 | 4762^33 |
| 30 | 89.0 | 4597^30 | 4734^32 | 4768^33 |
| 20 | 87.5 | 4639^31 | 4770^33 | 4802^33 |
| 10 | 86.0 | 4677^31 | 4798^33 | 4826^34 |
| 0 | 84.4 | 4721^32 | 4834^34 | 4872^35 |
| -10 | 82.9 | 4760^33 | 4864^34 | 4920^35 |
| -20 | 81.3 | 4774^33 | 4898^35 | 4940^36 |
| -30 | 79.7 | 4760^33 | 4887^35 | 4931^36 |

**TO-1 - WET RWY**

| Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4267F15 | 4482D25 | 4517D28 | 4697 |
| 4340F16 | 4575^25 | 4615D29 | 4815 |
| 4396F16 | 4637^26 | 4680D29 | 4884 |
| 4435F17 | 4673^27 | 4714D30 | 4944 |
| 4456F17 | 4694^27 | 4733D30 | 4959 |
| 4471F18 | 4705^28 | 4742D31 | 4960 |
| 4484F18 | 4712D28 | 4748D31 | 4962 |
| 4496F18 | 4719D28 | 4755D32 | 4964 |
| 4509F19 | 4727D29 | 4762D32 | 4966 |
| 4520F19 | 4734D29 | 4768D33 | 4968 |
| 4587F21 | 4770D31 | 4802D34 | 4976 |
| 4636^23 | 4798D33 | 4826D35 | 4972 |
| 4694^25 | 4834D35 | 4872D36 | 4984 |
| 4747^27 | 4864D35 | 4920D36 | 4987 |
| 4774D29 | 4898D35 | 4940D36 | 4985 |
| 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**

**TO-1 - DRY RWY - OPT V2**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Flaps 9 +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4349F26-26-36 | 4482^29-29-38 | 4517^29-29-39 | 4545^30-30-39 |
| 46 | 90.9 | 4428F27-27-37 | 4577^30-30-40 | 4615^31-31-40 | 4646^31-31-41 |
| 44 | 90.9 | 4491F28-28-38 | 4641^31-31-41 | 4680^32-32-41 | 4711^32-32-42 |
| 42 | 90.6 | 4535F29-29-39 | 4677^31-31-41 | 4714^32-32-42 | 4745^33-33-42 |
| 40 | 90.4 | 4556F29-29-39 | 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 per .10" Low QNH 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 per .10" Low QNH 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 | 3938F98 | 4196F 8 | 4291F11 | 3439F 3 | 3968F10 | 4135F13 | | | |
| 26 | 3950F98 | 4208F 8 | 4303F11 | 3458F 3 | 3988F10 | 4154F13 | | | |
| 24 | 3960F98 | 4220F 8 | 4316F12 | 3476F 4 | 4008F11 | 4165F13 | | | |
| 22 | 3970F99 | 4233F 9 | 4329F12 | 3494F 4 | 4027F11 | 3773F 8 | | | |
| 20 | 3981F99 | 4245F 9 | 4342F12 | 3513F 4 | 4045F11 | 3773F 8 | | | |
| 18 | 3990F99 | 4257F10 | 4354F13 | 3532F 4 | 4062F12 | 3773F 8 | | | |
| 16 | 4000F 0 | 4269F10 | 4367F13 | 3552F 5 | 4082F12 | 4180^13 | | | |
| 14 | 4009F 0 | 4281F10 | 4380F14 | 3574F 5 | 4101F12 | 4183^13 | | | |
| 12 | 4019F 0 | 4293F11 | 4393F14 | 3584F 5 | 4121F12 | 4188^13 | | | |
| 10 | 4030F 1 | 4305F11 | 4404F14 | 3593F 5 | 4140F13 | 4192^13 | | | |
| 0 | 4089F 3 | 4374F13 | 4477F17 | 3664F 7 | 4177F13 | | | | |
| -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 per .10" Low QNH 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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4375F27 | 4616^31 | 4649^32 |
| 46 | 87.7 | 4449F28 | 4710^32 | 4763^33 |
| 44 | 87.7 | 4500F28 | 4768F33 | 4829^34 |
| 42 | 87.5 | 4524F29 | 4794F33 | 4856^34 |
| 40 | 87.3 | 4544F29 | 4815F34 | 4877^35 |
| 38 | 87.0 | 4556F29 | 4824^34 | 4886^35 |
| 36 | 86.7 | 4567F29 | 4833^34 | 4895^35 |
| 34 | 86.4 | 4578F30 | 4843^34 | 4905^35 |
| 32 | 86.1 | 4590F30 | 4852^34 | 4914^35 |
| 30 | 85.9 | 4602F30 | 4862^34 | 4924^36 |
| 20 | 84.5 | 4663F31 | 4908^35 | 4944^36 |
| 10 | 83.0 | 4724F32 | 4900^35 | 4938^36 |
| 0 | 81.5 | 4787^33 | 4905^35 | 4943^36 |
| -10 | 80.0 | 4781^33 | 4901^35 | 4942^36 |
| -20 | 78.4 | 4769^33 | 4893^35 | 4936^36 |
| -30 | 76.9 | 4755^33 | 4884^35 | 4927^36 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4288F13 | 4587F22 | 4647^25 | 4697 |
| 4361F13 | 4663F23 | 4750^26 | 4815 |
| 4409F14 | 4714F23 | 4806^26 | 4884 |
| 4432F14 | 4740F24 | 4833^27 | 4944 |
| 4453F14 | 4762F24 | 4855^27 | 4959 |
| 4465F15 | 4776F24 | 4866^27 | 4960 |
| 4478F15 | 4790F25 | 4877^28 | 4962 |
| 4490F15 | 4804F25 | 4888^28 | 4964 |
| 4503F16 | 4819F25 | 4900^28 | 4966 |
| 4516F16 | 4833F26 | 4911^29 | 4968 |
| 4580F18 | 4888^27 | 4944^31 | 4976 |
| 4647F20 | 4899^30 | 4938D33 | 4972 |
| 4721F21 | 4905D32 | 4943D36 | 4984 |
| 4776^23 | 4901D35 | 4942D36 | 4987 |
| 4768^26 | 4893D35 | 4936D36 | 4985 |
| 4755D29 | 4884D35 | 4927D36 | 4981 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4477F29 | 4627^31 | 4659^32 |
| 46 | 90.9 | 4557F30 | 4741^33 | 4774^33 |
| 44 | 90.9 | 4622F31 | 4832^34 | 4866^35 |
| 42 | 90.6 | 4669F31 | 4883^35 | 4930^36 |
| 40 | 90.4 | 4690F32 | 4904^35 | 4944^36 |
| 38 | 90.1 | 4706F32 | 4915^35 | 4949^36 |
| 36 | 89.8 | 4717F32 | 4916^35 | 4951^36 |
| 34 | 89.6 | 4729F32 | 4917^35 | 4952^36 |
| 32 | 89.3 | 4742F32 | 4918^35 | 4953^36 |
| 30 | 89.0 | 4754F33 | 4919^35 | 4955^36 |
| 20 | 87.5 | 4815^34 | 4924^36 | 4960^36 |
| 10 | 86.0 | 4803^33 | 4916^35 | 4953^36 |
| 0 | 84.4 | 4804^33 | 4920^35 | 4958^36 |
| -10 | 82.9 | 4797^33 | 4916^35 | 4956^36 |
| -20 | 81.3 | 4785^33 | 4908^35 | 4950^36 |
| -30 | 79.7 | 4770^33 | 4898^35 | 4941^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4359F14 | 4623^24 | 4659^27 | 4697 |
| 4433F14 | 4731^24 | 4772^28 | 4815 |
| 4490F15 | 4794^25 | 4863^28 | 4884 |
| 4528F16 | 4832^26 | 4915^29 | 4944 |
| 4550F16 | 4854^26 | 4938^29 | 4959 |
| 4565F16 | 4868^26 | 4947^30 | 4960 |
| 4578F17 | 4879^27 | 4948^30 | 4962 |
| 4589F17 | 4891^27 | 4950^31 | 4964 |
| 4603F17 | 4902^27 | 4952^31 | 4966 |
| 4617F18 | 4915^28 | 4954^31 | 4968 |
| 4688F20 | 4922^30 | 4960D34 | 4976 |
| 4758F21 | 4916D32 | 4953D36 | 4972 |
| 4797^24 | 4920D35 | 4958D36 | 4984 |
| 4794^26 | 4916D35 | 4956D36 | 4987 |
| 4785D29 | 4908D35 | 4950D36 | 4985 |
| 4770D31 | 4898D35 | 4941D36 | 4981 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

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

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4477F29-29-38 | 4627^31-31-40 | 4659^32-32-41 | 4710^38-38-47 |
| 46 | 90.9 | 4557F30-30-39 | 4741^33-33-42 | 4774^33-33-43 | 4807^34-34-43 |
| 44 | 90.9 | 4622F31-31-40 | 4832^34-34-43 | 4866^35-35-44 | 4884C35-35-44 |
| 42 | 90.6 | 4669F31-31-41 | 4883^35-35-44 | 4930^36-36-45 | 4944C36-36-45 |
| 40 | 90.4 | 4690F32-32-41 | 4904^35-35-44 | 4944^36-36-45 | 4959C36-36-45 |
| 38 | 90.1 | 4706F32-32-42 | 4915^35-35-45 | 4949^36-36-45 | 4960C36-36-45 |
| 36 | 89.8 | 4717F32-32-42 | 4916^35-35-45 | 4951^36-36-45 | 4962C36-36-45 |
| 34 | 89.6 | 4729F32-32-42 | 4917^35-35-45 | 4952^36-36-45 | 4966^42-42-51 |
| 32 | 89.3 | 4742F32-32-42 | 4918^35-35-45 | 4953^36-36-45 | 4976^42-42-51 |
| 30 | 89.0 | 4754F33-33-42 | 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 | 4838F40-40-49 | 5003C43-43-52 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.3 | 4899F41-41-50 | 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" — 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 | 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 per .10" Low QNH 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 per .10" Low QNH 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 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 | 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 -PBC 17 *DT H174*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 8361' | | DT H174 | 8361' | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 34 | 89.1 | 3917^21 | 3996^22 | 4022^23 |
| 32 | 89.4 | 3994^22 | 4073^23 | 4100^24 |
| 30 | 89.7 | 4073^23 | 4154^24 | 4180^25 |
| 28 | 89.9 | 4154^24 | 4236^26 | 4262^26 |
| 26 | 90.1 | 4235^25 | 4317^27 | 4344^27 |
| 24 | 90.4 | 4316^27 | 4399^28 | 4427^29 |
| 22 | 90.6 | 4397^28 | 4480^29 | 4508^30 |
| 20 | 90.9 | 4437^28 | 4521^30 | 4549^30 |
| 18 | 90.6 | 4453^29 | 4538^30 | 4566^31 |
| 16 | 90.3 | 4459^29 | 4544^30 | 4573^31 |
| 14 | 90.0 | 4459^29 | 4545^30 | 4574^31 |
| 10 | 89.4 | 4459^29 | 4546^30 | 4575^31 |
| 0 | 87.8 | 4456^29 | 4546^30 | 4576^31 |
| -10 | 86.2 | 4440^28 | 4532^30 | 4563^30 |
| -20 | 84.5 | 4433^28 | 4528^30 | 4560^30 |
| -30 | 82.8 | 4418^28 | 4517^30 | 4550^30 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3917D20 | 3996D22 | 4022D23 | 4072 |
| 3994D20 | 4073D23 | 4100D24 | 4151 |
| 4073D21 | 4154D25 | 4180D25 | 4231 |
| 4154D21 | 4236D26 | 4262D26 | 4313 |
| 4235D21 | 4317D27 | 4344D27 | 4396 |
| 4316^22 | 4399D28 | 4427D29 | 4477 |
| 4396^22 | 4480D29 | 4508D30 | 4559 |
| 4436^23 | 4521D30 | 4549D30 | 4605 |
| 4452^23 | 4538D30 | 4566D31 | 4615 |
| 4459^23 | 4544D30 | 4573D31 | 4626 |
| 4459D24 | 4545D30 | 4574D31 | 4628 |
| 4459D25 | 4546D30 | 4575D31 | 4630 |
| 4456D27 | 4546D30 | 4576D31 | 4634 |
| 4440D28 | 4532D30 | 4563D31 | 4623 |
| 4433D28 | 4528D30 | 4560D31 | 4625 |
| 4418D28 | 4517D30 | 4550D30 | 4618 |

High QNH **+90** per .10" — Low QNH **-170** per .10"
Engine A/I ON **-5600** — Wing A/I ON **-5600**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 34 | 92.5 | 3926^21 | 4004^22 | 4030^23 |
| 32 | 92.8 | 4003^22 | 4082^23 | 4108^24 |
| 30 | 93.2 | 4083^23 | 4163^25 | 4189^25 |
| 28 | 93.6 | 4165^24 | 4245^26 | 4271^26 |
| 26 | 94.1 | 4246^26 | 4327^27 | 4353^28 |
| 24 | 94.3 | 4327^27 | 4409^28 | 4437^29 |
| 22 | 94.3 | 4409^28 | 4492^29 | 4520^30 |
| 20 | 94.3 | 4450^29 | 4533^30 | 4561^30 |
| 18 | 94.0 | 4468^29 | 4552^30 | 4580^31 |
| 16 | 93.8 | 4476^29 | 4560^30 | 4588^31 |
| 14 | 93.5 | 4476^29 | 4560^30 | 4589^31 |
| 10 | 92.8 | 4476^29 | 4561^30 | 4590^31 |
| 0 | 91.1 | 4473^29 | 4561^30 | 4590^31 |
| -10 | 89.4 | 4455^29 | 4546^30 | 4577^31 |
| -20 | 87.7 | 4448^28 | 4542^30 | 4573^31 |
| -30 | 86.0 | 4433^28 | 4531^30 | 4563^30 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3926D21 | 4004D22 | 4030D23 | 4072 |
| 4003D22 | 4082D23 | 4108D24 | 4151 |
| 4083D22 | 4163D25 | 4189D25 | 4231 |
| 4165D23 | 4245D26 | 4271D26 | 4313 |
| 4246D23 | 4327D27 | 4353D28 | 4396 |
| 4327D23 | 4409D28 | 4437D29 | 4477 |
| 4409D24 | 4492D30 | 4520D30 | 4559 |
| 4450D25 | 4533D30 | 4561D31 | 4605 |
| 4468D26 | 4552D30 | 4580D31 | 4615 |
| 4476D26 | 4560D31 | 4588D31 | 4626 |
| 4476D27 | 4560D31 | 4589D31 | 4628 |
| 4476D28 | 4561D31 | 4590D31 | 4630 |
| 4473D29 | 4561D31 | 4590D31 | 4634 |
| 4455D29 | 4546D30 | 4577D31 | 4623 |
| 4448D29 | 4542D30 | 4573D31 | 4625 |
| 4433D28 | 4531D30 | 4563D31 | 4618 |

High QNH **+90** per .10" — Low QNH **-170** per .10"
Engine A/I ON **-5650** — Wing A/I ON **-5650**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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" — Low QNH **-180** per .10"
Engine A/I ON **-5780** — 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 per .10" Low QNH 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 per .10" Low QNH 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 per .10" Low QNH 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**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3918^21 | 3997^22 | 4023^23 |
| 32 | 3995^22 | 4074^23 | 4101^24 |
| 30 | 4075^23 | 4155^24 | 4182^25 |
| 28 | 4157^24 | 4237^26 | 4264^26 |
| 26 | 4238^25 | 4319^27 | 4346^27 |
| 24 | 4319^27 | 4401^28 | 4428^29 |
| 22 | 4400^28 | 4484^29 | 4511^30 |
| 20 | 4441^28 | 4525^30 | 4553^30 |
| 18 | 4460^29 | 4544^30 | 4572^31 |
| 16 | 4467^29 | 4552^30 | 4580^31 |
| 14 | 4467^29 | 4552^30 | 4581^31 |
| 10 | 4467^29 | 4553^30 | 4582^31 |
| 0 | 4464^29 | 4553^30 | 4582^31 |
| -10 | 4447^28 | 4539^30 | 4569^31 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-5630**
Wing A/I ON **-5630**

## DRY - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3913^20 | 3992^22 | 4018^22 |
| 32 | 3990^22 | 4069^23 | 4096^24 |
| 30 | 4071^23 | 4151^24 | 4177^25 |
| 28 | 4152^24 | 4233^26 | 4260^26 |
| 26 | 4234^25 | 4315^27 | 4342^27 |
| 24 | 4316^27 | 4397^28 | 4425^29 |
| 22 | 4397^28 | 4481^29 | 4500^30 |
| 20 | 4438^28 | 4522^30 | 4550^30 |
| 18 | 4457^29 | 4541^30 | 4569^31 |
| 16 | 4464^29 | 4548^30 | 4577^31 |
| 14 | 4464^29 | 4549^30 | 4577^31 |
| 10 | 3906^20 | 3988^22 | 4016^22 |
| 0 | 4355^27 | 4443^29 | 4472^29 |
| -10 | 4364^27 | 4454^29 | 4484^29 |

High QNH **+100** per .10"
Low QNH **-220** per .10"

Engine A/I ON **-150**
Wing A/I ON **-150**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3918D21 | 3997D22 | 4023D23 |
| 32 | 3995D22 | 4074D23 | 4101D24 |
| 30 | 4075D23 | 4155D25 | 4182D25 |
| 28 | 4157D23 | 4237D26 | 4264D26 |
| 26 | 4238D24 | 4319D27 | 4346D27 |
| 24 | 4319D24 | 4401D28 | 4428D29 |
| 22 | 4400D24 | 4484D29 | 4511D30 |
| 20 | 4441D25 | 4525D30 | 4553D30 |
| 18 | 4460D26 | 4544D30 | 4572D31 |
| 16 | 4467D27 | 4552D30 | 4580D31 |
| 14 | 4467D27 | 4552D30 | 4581D31 |
| 10 | 4467D28 | 4553D30 | 4582D31 |
| 0 | 4464D29 | 4553D30 | 4582D31 |
| -10 | 4447D29 | 4539D30 | 4569D31 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-5630**
Wing A/I ON **-5630**

## WET - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3913D21 | 3992D22 | 4018D23 |
| 32 | 3990D22 | 4069D23 | 4096D24 |
| 30 | 4071D23 | 4151D25 | 4177D25 |
| 28 | 4152D23 | 4233D26 | 4260D26 |
| 26 | 4234D23 | 4315D27 | 4342D27 |
| 24 | 4316D24 | 4397D28 | 4425D29 |
| 22 | 4397D24 | 4481D29 | 4500D30 |
| 20 | 4438D25 | 4522D30 | 4550D30 |
| 18 | 4457D26 | 4541D30 | 4569D31 |
| 16 | 4464D26 | 4548D30 | 4577D31 |
| 14 | 4464D27 | 4549D30 | 4577D31 |
| 10 | 3906D20 | 3988D22 | 4016D22 |
| 0 | 4355D27 | 4443D29 | 4472D29 |
| -10 | 4364D27 | 4454D29 | 4484D29 |

High QNH **+100** per .10"
Low QNH **-220** per .10"

Engine A/I ON **-150**
Wing A/I ON **-150**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3915F 2 | 4132F10 | 4208F13 |
| 26 | 3975F 3 | 4194F11 | 4271F14 |
| 24 | 4035F 3 | 4258F11 | 4335F14 |
| 22 | 4096F 3 | 4322F12 | 4401F15 |
| 20 | 4146F 4 | 4375F12 | 4455F15 |
| 18 | 4173F 5 | 4407F13 | 4489F16 |
| 16 | 4192F 5 | 4428F14 | 4510F16 |
| 14 | 4204F 5 | 4442F14 | 4525F17 |
| 12 | 4217F 6 | 4455F14 | 4533^17 |
| 10 | 4229F 6 | 4468F15 | 4535^18 |
| 0 | 4289F 8 | 4507^17 | 4544^20 |
| -10 | 4345F10 | 4501^20 | 4539^23 |
| -20 | 4390^12 | 4505^22 | 4544^25 |
| -30 | 4383^15 | 4503^25 | 4543^28 |

High QNH **+100** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-4930**
Wing A/I ON **-4930**

## LEVEL 2 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3642F 6 | 3844F13 | 3909F16 |
| 26 | 3703F 6 | 3907F14 | 3974F16 |
| 24 | 3766F 7 | 3973F14 | 4042F17 |
| 22 | 3829F 7 | 4040F15 | 4111F17 |
| 20 | 3883F 8 | 4097F16 | 4172F18 |
| 18 | 3916F 9 | 4136F16 | 4211F19 |
| 16 | 3936F 9 | 4158F17 | 4235F19 |
| 14 | 3947F10 | 4171F17 | 4248F20 |
| 12 | 3958F10 | 4183F18 | 4260F20 |
| 10 | 3969F10 | 4195F18 | 4273F20 |
| 0 | 4023F12 | 4257F20 | 4335F22 |
| -10 | 4074F14 | 4314F22 | 4391F24 |
| -20 | 4132F16 | 4376F23 | 4453F26 |
| -30 | 4191F18 | 4437F25 | 4501^28 |

High QNH **+120** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-2470**
Wing A/I ON **-2470**

## LEVEL 3 CONTAM

| OAT °C | Flaps -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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 ESCONDIDO -PXM 09 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 500' | | RT H180 | 1294' | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 3914^18 | 4046^21 | 4079^21 |
| 46 | 87.7 | 3990^19 | 4129^22 | 4165^23 |
| 44 | 87.7 | 4041^20 | 4184^23 | 4221^23 |
| 42 | 87.6 | 4069^20 | 4215^23 | 4252^24 |
| 40 | 87.4 | 4091^21 | 4238^23 | 4276^24 |
| 38 | 87.1 | 4099^21 | 4245^24 | 4282^24 |
| 36 | 86.8 | 4107^21 | 4251^24 | 4288^24 |
| 34 | 86.6 | 4116^21 | 4259^24 | 4295^24 |
| 32 | 86.3 | 4123^21 | 4266^24 | 4302^25 |
| 30 | 86.0 | 4131^21 | 4273^24 | 4309^25 |
| 20 | 84.6 | 4172^22 | 4308^25 | 4341^25 |
| 10 | 83.1 | 4208^23 | 4337^25 | 4367^26 |
| 0 | 81.6 | 4251^24 | 4372^26 | 4401^26 |
| -10 | 80.1 | 4288^24 | 4403^26 | 4429^27 |
| -20 | 78.6 | 4323^25 | 4430^27 | 4452^27 |
| -30 | 77.0 | 4357^26 | 4455^27 | 4488^28 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3908^11 | 4046D21 | 4079D22 | 4673 |
| 3978^12 | 4129D22 | 4165D23 | 4790 |
| 4026^12 | 4184D22 | 4221D24 | 4869 |
| 4054^13 | 4215D22 | 4252D25 | 4942 |
| 4077^13 | 4238D23 | 4276D25 | 4958 |
| 4086^13 | 4245D23 | 4282D25 | 4960 |
| 4096^14 | 4251D23 | 4288D25 | 4962 |
| 4106^14 | 4259D24 | 4295D25 | 4964 |
| 4116^14 | 4266D24 | 4302D25 | 4966 |
| 4126^15 | 4273D24 | 4309D25 | 4968 |
| 4172D16 | 4308D25 | 4341D26 | 4976 |
| 4208D18 | 4337D26 | 4367D26 | 4971 |
| 4251D20 | 4372D26 | 4401D27 | 4983 |
| 4288D22 | 4403D27 | 4429D28 | 4986 |
| 4323D24 | 4430D27 | 4452D28 | 4984 |
| 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**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 3970^19 | 4082^21 | 4107^22 |
| 46 | 91.0 | 4050^20 | 4168^23 | 4196^23 |
| 44 | 90.9 | 4109^21 | 4229^23 | 4257^24 |
| 42 | 90.8 | 4147^22 | 4266^24 | 4293^25 |
| 40 | 90.6 | 4170^22 | 4290^24 | 4317^25 |
| 38 | 90.3 | 4182^22 | 4297^25 | 4324^25 |
| 36 | 90.0 | 4189^22 | 4303^25 | 4330^25 |
| 34 | 89.7 | 4196^23 | 4309^25 | 4336^25 |
| 32 | 89.4 | 4203^23 | 4316^25 | 4342^25 |
| 30 | 89.2 | 4211^23 | 4322^25 | 4348^25 |
| 20 | 87.6 | 4249^24 | 4353^26 | 4377^26 |
| 10 | 86.1 | 4279^24 | 4377^26 | 4398^26 |
| 0 | 84.6 | 4318^25 | 4410^27 | 4432^27 |
| -10 | 83.0 | 4353^25 | 4436^27 | 4470^28 |
| -20 | 81.4 | 4383^26 | 4464^27 | 4506^28 |
| -30 | 79.8 | 4412^27 | 4499^28 | 4541^29 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 3961^13 | 4082D22 | 4107D22 | 4673 |
| 4035^13 | 4168D23 | 4196D24 | 4790 |
| 4090^14 | 4229D24 | 4257D25 | 4869 |
| 4128^15 | 4266D25 | 4293D25 | 4942 |
| 4152^15 | 4290D25 | 4317D25 | 4958 |
| 4165^16 | 4297D25 | 4324D26 | 4960 |
| 4175^16 | 4303D25 | 4330D26 | 4962 |
| 4184^16 | 4309D25 | 4336D26 | 4964 |
| 4193^17 | 4316D25 | 4342D26 | 4966 |
| 4203^17 | 4322D26 | 4348D26 | 4968 |
| 4249D19 | 4353D26 | 4377D27 | 4976 |
| 4279D21 | 4377D27 | 4398D27 | 4971 |
| 4318D23 | 4410D27 | 4432D28 | 4983 |
| 4353D25 | 4436D28 | 4470D29 | 4986 |
| 4383D27 | 4464D28 | 4506D29 | 4984 |
| 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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 | | **08 Jun 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 | | **08 Jun 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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4331F26 | 4605^31 | 4638^32 |
| 46 | 87.7 | 4399F27 | 4696F32 | 4751^33 |
| 44 | 87.7 | 4448F28 | 4749F33 | 4847^34 |
| 42 | 87.6 | 4479F28 | 4781F33 | 4887F35 |
| 40 | 87.4 | 4502F28 | 4806F34 | 4912F35 |
| 38 | 87.1 | 4515F28 | 4821F34 | 4927F36 |
| 36 | 86.8 | 4528F29 | 4835F34 | 4942F36 |
| 34 | 86.6 | 4541F29 | 4849F34 | 4950^36 |
| 32 | 86.3 | 4554F29 | 4864F35 | 4951^36 |
| 30 | 86.0 | 4568F29 | 4879F35 | 4952^36 |
| 20 | 84.6 | 4637F31 | 4921^35 | 4957^36 |
| 10 | 83.1 | 4709F32 | 4913^35 | 4951^36 |
| 0 | 81.6 | 4783F33 | 4917^35 | 4956^36 |
| -10 | 80.1 | 4794^33 | 4915^35 | 4954^36 |
| -20 | 78.6 | 4782^33 | 4907^35 | 4948^36 |
| -30 | 77.0 | 4768^33 | 4896^35 | 4939^36 |

**ALT TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 48 | 87.6 | 4250F 8 | 4551F18 | 4634^21 | 4673 |
| 46 | 87.7 | 4318F 8 | 4626F18 | 4733F22 | 4790 |
| 44 | 87.7 | 4367F 9 | 4679F19 | 4788F22 | 4869 |
| 42 | 87.6 | 4397F 9 | 4712F19 | 4821F22 | 4942 |
| 40 | 87.4 | 4421F 9 | 4738F19 | 4847F23 | 4958 |
| 38 | 87.1 | 4435F10 | 4751F20 | 4861F23 | 4960 |
| 36 | 86.8 | 4448F10 | 4765F20 | 4876F23 | 4962 |
| 34 | 86.6 | 4461F10 | 4779F21 | 4890F24 | 4964 |
| 32 | 86.3 | 4473F11 | 4794F21 | 4905F24 | 4966 |
| 30 | 86.0 | 4487F11 | 4808F21 | 4920F24 | 4968 |
| 20 | 84.6 | 4557F13 | 4883F23 | 4954^27 | 4976 |
| 10 | 83.1 | 4621F15 | 4910^25 | 4950^29 | 4971 |
| 0 | 81.6 | 4695F16 | 4916^27 | 4956D31 | 4983 |
| -10 | 80.1 | 4768F18 | 4915D30 | 4954D34 | 4986 |
| -20 | 78.6 | 4777^21 | 4907D33 | 4948D36 | 4984 |
| -30 | 77.0 | 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**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4460F28 | 4615^31 | 4647^32 |
| 46 | 91.0 | 4536F29 | 4728^33 | 4760^33 |
| 44 | 90.9 | 4599F30 | 4825^34 | 4858^35 |
| 42 | 90.8 | 4650F31 | 4897^35 | 4931^36 |
| 40 | 90.6 | 4677F31 | 4918^35 | 4952^36 |
| 38 | 90.3 | 4697F32 | 4927^36 | 4960C36 |
| 36 | 90.0 | 4711F32 | 4928^36 | 4962^36 |
| 34 | 89.7 | 4725F32 | 4929^36 | 4964^36 |
| 32 | 89.4 | 4738F32 | 4930^36 | 4965^36 |
| 30 | 89.2 | 4750F33 | 4931^36 | 4966^36 |
| 20 | 87.6 | 4814F34 | 4935^36 | 4971^36 |
| 10 | 86.1 | 4816^34 | 4927^36 | 4964^36 |
| 0 | 84.6 | 4816^34 | 4931^36 | 4968^36 |
| -10 | 83.0 | 4809^34 | 4928^36 | 4967^36 |
| -20 | 81.4 | 4797^33 | 4919^35 | 4960^36 |
| -30 | 79.8 | 4783^33 | 4908^35 | 4951^36 |

**TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 48 | 90.8 | 4312F 9 | 4608^19 | 4643^23 | 4673 |
| 46 | 91.0 | 4386F 9 | 4700F19 | 4756^23 | 4790 |
| 44 | 90.9 | 4442F10 | 4761F20 | 4851^23 | 4869 |
| 42 | 90.8 | 4483F10 | 4807F21 | 4921F24 | 4942 |
| 40 | 90.6 | 4508F11 | 4835F21 | 4945^24 | 4958 |
| 38 | 90.3 | 4526F11 | 4854F22 | 4954^25 | 4960 |
| 36 | 90.0 | 4540F11 | 4869F22 | 4956^25 | 4962 |
| 34 | 89.7 | 4553F12 | 4883F22 | 4958^26 | 4964 |
| 32 | 89.4 | 4566F12 | 4898F23 | 4960^26 | 4966 |
| 30 | 89.2 | 4580F12 | 4914F23 | 4961^27 | 4968 |
| 20 | 87.6 | 4648F14 | 4929^25 | 4969^29 | 4976 |
| 10 | 86.1 | 4717F16 | 4924^27 | 4964D31 | 4971 |
| 0 | 84.6 | 4794F18 | 4931D30 | 4968D34 | 4983 |
| -10 | 83.0 | 4802^20 | 4928D32 | 4967D36 | 4986 |
| -20 | 81.4 | 4792^23 | 4919D35 | 4960D36 | 4984 |
| -30 | 79.8 | 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -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 | | **08 Jun 18** |

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# 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 | | **08 Jun 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# 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 | 4332F26 | 4530^30 | 4586^31 | 4257F13 | 4518^23 | 4586D26 | 4712 |
| 46 | 87.7 | 4408F27 | 4620^31 | 4678^32 | 4329F14 | 4602^23 | 4678^26 | 4830 |
| 44 | 87.6 | 4456F28 | 4674^31 | 4733^32 | 4375F14 | 4655^24 | 4731^27 | 4893 |
| 42 | 87.4 | 4476F28 | 4696^32 | 4754^33 | 4395F14 | 4675^24 | 4754^27 | 4946 |
| 40 | 87.2 | 4493F28 | 4713^32 | 4773^33 | 4413F15 | 4695^24 | 4772^28 | 4959 |
| 38 | 86.9 | 4502F28 | 4722^32 | 4781^33 | 4425F15 | 4705^25 | 4781D28 | 4961 |
| 36 | 86.6 | 4513F28 | 4731^32 | 4789^33 | 4437F16 | 4716^25 | 4789D28 | 4962 |
| 34 | 86.3 | 4524F29 | 4740^32 | 4798^33 | 4449F16 | 4726^26 | 4798D29 | 4964 |
| 32 | 86.1 | 4536F29 | 4748^33 | 4809^34 | 4462F16 | 4738^26 | 4809D29 | 4966 |
| 30 | 85.8 | 4547F29 | 4758^33 | 4818^34 | 4475F17 | 4748^26 | 4818D29 | 4968 |
| 20 | 84.4 | 4607F30 | 4805^34 | 4865^35 | 4540F18 | 4805^28 | 4865D31 | 4976 |
| 10 | 82.9 | 4667F31 | 4845^34 | 4906^35 | 4604F20 | 4845D30 | 4906D33 | 4972 |
| 0 | 81.4 | 4722^32 | 4895^35 | 4939^36 | 4678F22 | 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" 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 | 4432^28 | 4589^31 | 4644^32 | 4329F15 | 4576^24 | 4644D28 | 4712 |
| 46 | 90.9 | 4515F29 | 4684^32 | 4740^33 | 4403F15 | 4663^25 | 4740D28 | 4830 |
| 44 | 90.8 | 4575F30 | 4747^33 | 4804^34 | 4458F16 | 4723^26 | 4802^29 | 4893 |
| 42 | 90.6 | 4620F30 | 4781^33 | 4839^34 | 4495F16 | 4759^26 | 4839^30 | 4946 |
| 40 | 90.3 | 4634^31 | 4799^33 | 4857^34 | 4513F17 | 4777^27 | 4857D30 | 4959 |
| 38 | 90.0 | 4644^31 | 4809^34 | 4866^35 | 4527F17 | 4789^27 | 4866D30 | 4961 |
| 36 | 89.7 | 4651^31 | 4817^34 | 4875^35 | 4540F17 | 4799^27 | 4875D31 | 4962 |
| 34 | 89.5 | 4661^31 | 4826^34 | 4883^35 | 4553F18 | 4810^28 | 4883D31 | 4964 |
| 32 | 89.2 | 4669^31 | 4835^34 | 4892^35 | 4567F18 | 4822^28 | 4892D31 | 4966 |
| 30 | 88.9 | 4678^31 | 4844^34 | 4901^35 | 4580F18 | 4834^29 | 4901D32 | 4968 |
| 20 | 87.4 | 4722^32 | 4888^35 | 4946^36 | 4648F20 | 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" 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 - 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 | 4515F29-29-39 | 4684^32-32-41 | 4740^33-33-42 | 4797^34-34-43 |
| 44 | 90.8 | 4575F30-30-40 | 4747^33-33-42 | 4804^34-34-43 | 4862^35-35-44 |
| 42 | 90.6 | 4620F30-30-40 | 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" Low QNH **-170** per .10"
Engine A/I ON **-840** 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**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4432^28 | 4589^31 | 4644^32 |
| 46 | 4515F29 | 4684^32 | 4740^33 |
| 44 | 4575F30 | 4747^33 | 4804^34 |
| 42 | 4620F30 | 4781^33 | 4839^34 |
| 40 | 4634^31 | 4799^33 | 4857^34 |
| 38 | 4644^31 | 4809^34 | 4866^35 |
| 36 | 4651^31 | 4817^34 | 4875^35 |
| 34 | 4661^31 | 4826^34 | 4883^35 |
| 32 | 4669^31 | 4835^34 | 4892^35 |
| 30 | 4678^31 | 4844^34 | 4901^35 |
| 20 | 4722^32 | 4888^35 | 4946^36 |
| 10 | 4760^33 | 4910^35 | 4948^36 |
| 0 | 4799^33 | 4915^35 | 4954^36 |
| -10 | 4792^33 | 4912^35 | 4952^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## DRY - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4425F28 | 4582^30 | 4636^31 |
| 4504F29 | 4675^32 | 4732^33 |
| 4564F29 | 4739^33 | 4795^34 |
| 4608F30 | 4773^33 | 4831^34 |
| 4626F30 | 4792^33 | 4849^34 |
| 4636^31 | 4801^33 | 4858^34 |
| 4645^31 | 4810^34 | 4867^35 |
| 4652^31 | 4818^34 | 4876^35 |
| 4662^31 | 4827^34 | 4885^35 |
| 4670^31 | 4836^34 | 4894^35 |
| 4714^32 | 4881^35 | 4939^36 |
| 4701^32 | 4825^34 | 4863^35 |
| 4714^32 | 4828^34 | 4866^35 |
| 4706^32 | 4824^34 | 4864^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## DRY

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4329F15 | 4576^24 | 4644D28 |
| 46 | 4403F15 | 4663^25 | 4740D28 |
| 44 | 4458F16 | 4723^26 | 4802^29 |
| 42 | 4495F16 | 4759^26 | 4839^30 |
| 40 | 4513F17 | 4777^27 | 4857D30 |
| 38 | 4527F17 | 4789^27 | 4866D30 |
| 36 | 4540F17 | 4799^27 | 4875D31 |
| 34 | 4553F18 | 4810^28 | 4883D31 |
| 32 | 4567F18 | 4822^28 | 4892D31 |
| 30 | 4580F18 | 4834^29 | 4901D32 |
| 20 | 4648F20 | 4888D31 | 4946D34 |
| 10 | 4704^22 | 4910D33 | 4948D36 |
| 0 | 4760^24 | 4915D35 | 4954D36 |
| -10 | 4789^26 | 4912D35 | 4952D36 |

High QNH **+0** per .10"
Low QNH **-160** per .10"

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

## WET - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4322F14 | 4569^24 | 4636D27 |
| 4395F15 | 4655^25 | 4732D28 |
| 4450F16 | 4715^25 | 4794^29 |
| 4487F16 | 4751^26 | 4831^29 |
| 4505F17 | 4769^27 | 4849D30 |
| 4520F17 | 4781^27 | 4858D30 |
| 4532F17 | 4792^27 | 4867D31 |
| 4546F18 | 4804^28 | 4876D31 |
| 4559F18 | 4815^28 | 4885D31 |
| 4573F18 | 4826^28 | 4894D32 |
| 4640F20 | 4881D30 | 4939D34 |
| 4654^22 | 4825D33 | 4863D35 |
| 4709^24 | 4828D34 | 4866D35 |
| 4705^27 | 4824D34 | 4864D35 |

High QNH **+0** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## WET

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3425F98 | 4246F 6 | 4340F10 |
| 26 | 3560F98 | 4257F 7 | 4353F10 |
| 24 | 3718F98 | 4270F 7 | 4365F10 |
| 22 | 3854F98 | 4282F 7 | 4378F11 |
| 20 | 3969F98 | 4294F 8 | 4391F11 |
| 18 | 4037F98 | 4306F 8 | 4404F11 |
| 16 | 4047F98 | 4318F 8 | 4416F12 |
| 14 | 4059F99 | 4330F 9 | 4429F12 |
| 12 | 4069F99 | 4343F 9 | 4442F13 |
| 10 | 4080F99 | 4355F10 | 4455F13 |
| 0 | 4140F 1 | 4424F12 | 4528F15 |
| -10 | 4197F 3 | 4493F14 | 4601F17 |
| -20 | 4258F 5 | 4564F16 | 4677F20 |
| -30 | 4321F 7 | 4639F18 | 4754F22 |

High QNH **+70** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-460**
Wing A/I ON **-460**

## LEVEL 2 CONTAM

Flaps 22

| -10T | +0 | +10H |
|---|---|---|
| 3505F 2 | 3948F10 | 4114F12 |
| 3527F 2 | 3966F10 | 4131F13 |
| 3545F 2 | 3985F10 | 4152F13 |
| 3564F 2 | 4005F11 | 4170F13 |
| 3579F 3 | 4024F11 | 4188F13 |
| 3583F 3 | 4042F11 | 4209F14 |
| 3598F 3 | 4062F11 | 4228F14 |
| 3609F 4 | 4079F12 | 4249F14 |
| 3617F 4 | 4101F12 | 4270F15 |
| 3637F 4 | 4117F12 | 4280^15 |
| 3716F 6 | 4219F14 | 4285^15 |
| 3806F 7 | 4238^14 | 4283^15 |
| 3907F 9 | 4230^14 | 4277^15 |
| 3999F10 | 4221^14 | 4269^15 |

High QNH **+10** per .10"
Low QNH **-100** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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 | 4319F26 | 4568F30 | 4655F32 | 4247F13 | 4539F23 | 4642F26 | 4712 |
| 46 | 87.7 | 4395F27 | 4649F31 | 4737F33 | 4318F14 | 4616F23 | 4719F26 | 4830 |
| 44 | 87.6 | 4443F27 | 4700F32 | 4789F33 | 4364F14 | 4665F24 | 4769F27 | 4893 |
| 42 | 87.4 | 4462F28 | 4721F32 | 4810F34 | 4384F15 | 4687F24 | 4791F27 | 4946 |
| 40 | 87.2 | 4480F28 | 4739F32 | 4829F34 | 4403F15 | 4706F24 | 4811F27 | 4959 |
| 38 | 86.9 | 4491F28 | 4751F33 | 4841F34 | 4414F15 | 4719F25 | 4825F28 | 4961 |
| 36 | 86.6 | 4502F28 | 4763F33 | 4853F34 | 4426F16 | 4733F25 | 4839F28 | 4962 |
| 34 | 86.3 | 4513F28 | 4775F33 | 4865F35 | 4439F16 | 4746F25 | 4853F28 | 4964 |
| 32 | 86.1 | 4524F29 | 4787F33 | 4878F35 | 4451F16 | 4760F26 | 4867F29 | 4966 |
| 30 | 85.8 | 4534F29 | 4799F33 | 4889F35 | 4464F17 | 4774F26 | 4882F29 | 4968 |
| 20 | 84.4 | 4593F30 | 4862F34 | 4938^36 | 4529F18 | 4845F28 | 4938^31 | 4976 |
| 10 | 82.9 | 4653F31 | 4893^35 | 4931^36 | 4595F20 | 4892^30 | 4931D33 | 4972 |
| 0 | 81.4 | 4715F32 | 4898^35 | 4937^36 | 4666F22 | 4898D32 | 4937D36 | 4984 |
| -10 | 79.9 | 4774F33 | 4895^35 | 4936^36 | 4735F24 | 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 | 4421F28 | 4635^31 | 4667^32 | 4320F15 | 4623F24 | 4667^28 | 4712 |
| 46 | 90.9 | 4502F29 | 4749^33 | 4782^34 | 4393F15 | 4702F25 | 4780^28 | 4830 |
| 44 | 90.8 | 4562F29 | 4821F34 | 4871^35 | 4449F16 | 4762F25 | 4867^28 | 4893 |
| 42 | 90.6 | 4606F30 | 4865F35 | 4930^36 | 4485F16 | 4803F26 | 4914F29 | 4946 |
| 40 | 90.3 | 4624F30 | 4884F35 | 4940^36 | 4504F17 | 4823F26 | 4932F30 | 4959 |
| 38 | 90.0 | 4637F31 | 4898F35 | 4944^36 | 4518F17 | 4838F27 | 4940^30 | 4961 |
| 36 | 89.7 | 4648F31 | 4910F35 | 4945^36 | 4530F18 | 4852F27 | 4943^30 | 4962 |
| 34 | 89.5 | 4659F31 | 4911^35 | 4946^36 | 4543F18 | 4867F28 | 4944^31 | 4964 |
| 32 | 89.2 | 4670F31 | 4912^35 | 4947^36 | 4557F18 | 4881F28 | 4947^31 | 4966 |
| 30 | 88.9 | 4682F31 | 4913^35 | 4949^36 | 4570F19 | 4896F28 | 4948^32 | 4968 |
| 20 | 87.4 | 4740F32 | 4918^35 | 4954^36 | 4638F20 | 4916^30 | 4954D34 | 4976 |
| 10 | 85.9 | 4797^33 | 4909^35 | 4947^36 | 4706F22 | 4909D33 | 4947D36 | 4972 |
| 0 | 84.3 | 4798^33 | 4913^35 | 4953^36 | 4781F24 | 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 | 4421F28-28-37 | 4635^31-31-40 | 4667^32-32-41 | 4700^33-33-41 |
| 46 | 90.9 | 4502F29-29-39 | 4749^33-33-42 | 4782^34-34-43 | 4815^34-34-43 |
| 44 | 90.8 | 4562F29-29-39 | 4821F34-34-43 | 4871^35-35-44 | 4893C35-35-44 |
| 42 | 90.6 | 4606F30-30-40 | 4865F35-35-44 | 4930^36-36-45 | 4946C36-36-45 |
| 40 | 90.3 | 4624F30-30-40 | 4884F35-35-44 | 4940^36-36-45 | 4959C36-36-45 |
| 38 | 90.0 | 4637F31-31-41 | 4898F35-35-44 | 4944^36-36-45 | 4961C36-36-45 |
| 36 | 89.7 | 4648F31-31-41 | 4910F35-35-44 | 4945^36-36-45 | 4962C36-36-45 |
| 34 | 89.5 | 4659F31-31-41 | 4911^35-35-44 | 4946^36-36-45 | 4964C36-36-45 |
| 32 | 89.2 | 4670F31-31-41 | 4912^35-35-45 | 4947^36-36-45 | 4966C36-36-45 |
| 30 | 88.9 | 4682F31-31-41 | 4913^35-35-45 | 4949^36-36-45 | 4968C36-36-45 |
| 20 | 87.4 | 4740F32-32-42 | 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 | 4969F42-42-51 | 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 | 4821F40-40-49 | 5000C43-43-52 | 5000C43-43-52 | 5000C43-43-52 |
| -30 | 79.6 | 4882F41-41-50 | 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 per .10" Low QNH 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 per .10" Low QNH 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 per .10" Low QNH 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 -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 | 4387^27 | 4536^30 | 4588^31 | 4387D26 | 4536D31 | 4588D31 | 4724 |
| 46 | 87.7 | 4478^28 | 4633^31 | 4686^32 | 4478D27 | 4633D32 | 4686D33 | 4843 |
| 44 | 87.6 | 4530^29 | 4687^32 | 4741^33 | 4530D27 | 4687D33 | 4741D33 | 4900 |
| 42 | 87.4 | 4546^29 | 4704^32 | 4758^33 | 4546D27 | 4704D33 | 4758D34 | 4947 |
| 40 | 87.1 | 4561^29 | 4718^32 | 4773^33 | 4561D28 | 4718D33 | 4773D34 | 4959 |
| 38 | 86.8 | 4568^29 | 4726^32 | 4780^33 | 4568D28 | 4726D33 | 4780D34 | 4961 |
| 36 | 86.6 | 4575^30 | 4732^32 | 4787^33 | 4575D28 | 4732D33 | 4787D34 | 4962 |
| 34 | 86.3 | 4582^30 | 4740^32 | 4795^33 | 4582D29 | 4740D33 | 4795D34 | 4964 |
| 32 | 86.0 | 4590^30 | 4748^33 | 4802^33 | 4590D29 | 4748D34 | 4802D34 | 4966 |
| 30 | 85.7 | 4597^30 | 4755^33 | 4810^34 | 4597D30 | 4755D34 | 4810D35 | 4968 |
| 20 | 84.3 | 4634^31 | 4793^33 | 4847^34 | 4634D32 | 4793D34 | 4847D35 | 4976 |
| 10 | 82.8 | 4665^31 | 4823^34 | 4878^35 | 4665D32 | 4823D35 | 4878D36 | 4973 |
| 0 | 81.3 | 4704^32 | 4862^34 | 4917^35 | 4704D33 | 4862D35 | 4917D36 | 4984 |
| -10 | 79.8 | 4736^32 | 4894^35 | 4935^36 | 4736D33 | 4894D35 | 4935D36 | 4988 |
| -20 | 78.3 | 4762^33 | 4887^35 | 4929^36 | 4762D33 | 4887D35 | 4929D36 | 4985 |
| -30 | 76.7 | 4747^32 | 4877^35 | 4921^35 | 4747D33 | 4877D35 | 4921D36 | 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 | 4436^28 | 4581^30 | 4632^31 | 4436D28 | 4581D31 | 4632D32 | 4724 |
| 46 | 90.9 | 4532^29 | 4682^32 | 4733^33 | 4532D28 | 4682D33 | 4733D34 | 4843 |
| 44 | 90.8 | 4591^30 | 4743^33 | 4795^33 | 4591D29 | 4743D34 | 4795D34 | 4900 |
| 42 | 90.5 | 4619^30 | 4771^33 | 4823^34 | 4619D30 | 4771D34 | 4823D35 | 4947 |
| 40 | 90.2 | 4632^31 | 4785^33 | 4838^34 | 4632D30 | 4785D34 | 4838D35 | 4959 |
| 38 | 89.9 | 4639^31 | 4792^33 | 4844^34 | 4639D31 | 4792D34 | 4844D35 | 4961 |
| 36 | 89.7 | 4646^31 | 4798^33 | 4851^34 | 4646D31 | 4798D34 | 4851D35 | 4962 |
| 34 | 89.4 | 4653^31 | 4805^34 | 4857^34 | 4653D31 | 4805D34 | 4857D35 | 4964 |
| 32 | 89.1 | 4659^31 | 4812^34 | 4865^35 | 4659D32 | 4812D35 | 4865D35 | 4966 |
| 30 | 88.8 | 4666^31 | 4819^34 | 4872^35 | 4666D32 | 4819D35 | 4872D36 | 4968 |
| 20 | 87.3 | 4702^32 | 4854^34 | 4907^35 | 4702D33 | 4854D35 | 4907D36 | 4976 |
| 10 | 85.8 | 4729^32 | 4882^35 | 4934^36 | 4729D33 | 4882D35 | 4934D36 | 4973 |
| 0 | 84.2 | 4766^33 | 4913^35 | 4952^36 | 4766D33 | 4913D35 | 4952D36 | 4984 |
| -10 | 82.7 | 4791^33 | 4910^35 | 4951^36 | 4791D33 | 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 **+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 | 4436^28-28-38 | 4581^30-30-40 | 4632^31-31-40 | 4683^32-32-41 |
| 46 | 90.9 | 4532^29-29-39 | 4682^32-32-41 | 4733^33-33-42 | 4786^34-34-43 |
| 44 | 90.8 | 4591^30-30-40 | 4743^33-33-42 | 4795^33-33-43 | 4848^34-34-44 |
| 42 | 90.5 | 4619^30-30-40 | 4771^33-33-42 | 4823^34-34-43 | 4877^35-35-44 |
| 40 | 90.2 | 4632^31-31-40 | 4785^33-33-43 | 4838^34-34-43 | 4891^35-35-44 |
| 38 | 89.9 | 4639^31-31-41 | 4792^33-33-43 | 4844^34-34-44 | 4898^35-35-44 |
| 36 | 89.7 | 4646^31-31-41 | 4798^33-33-43 | 4851^34-34-44 | 4904^35-35-44 |
| 34 | 89.4 | 4653^31-31-41 | 4805^34-34-43 | 4857^34-34-44 | 4911^35-35-44 |
| 32 | 89.1 | 4659^31-31-41 | 4812^34-34-43 | 4865^35-35-44 | 4918^35-35-45 |
| 30 | 88.8 | 4666^31-31-41 | 4819^34-34-43 | 4872^35-35-44 | 4925^36-36-45 |
| 20 | 87.3 | 4702^32-32-41 | 4854^34-34-44 | 4907^35-35-44 | 4961^36-36-45 |
| 10 | 85.8 | 4729^32-32-42 | 4882^35-35-44 | 4934^36-36-45 | 4973C36-36-45 |
| 0 | 84.2 | 4766^33-33-42 | 4913^35-35-45 | 4952^36-36-45 | 4998C43-43-52 |
| -10 | 82.7 | 4791^33-33-43 | 4925^41-41-51 | 4981^42-42-51 | 5003C43-43-52 |
| -20 | 81.1 | 4796^39-39-49 | 4957^42-42-51 | 5000C43-43-52 | 5000C43-43-52 |
| -30 | 79.5 | 4826^40-40-49 | 4988^42-42-51 | 4996C43-43-52 | 4996C43-43-52 |

High QNH **+10** 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 | 23 | Length | 10187 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.12 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Apr 19** |

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# PUERTO VALLARTA -PVR 04 *LT H230*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4436^28 | 4581^30 | 4632^31 |
| 46 | 4532^29 | 4682^32 | 4733^33 |
| 44 | 4591^30 | 4743^33 | 4795^33 |
| 42 | 4619^30 | 4771^33 | 4823^34 |
| 40 | 4632^31 | 4785^33 | 4838^34 |
| 38 | 4639^31 | 4792^33 | 4844^34 |
| 36 | 4646^31 | 4798^33 | 4851^34 |
| 34 | 4653^31 | 4805^34 | 4857^34 |
| 32 | 4659^31 | 4812^34 | 4865^35 |
| 30 | 4666^31 | 4819^34 | 4872^35 |
| 20 | 4702^32 | 4854^34 | 4907^35 |
| 10 | 4729^32 | 4882^35 | 4934^36 |
| 0 | 4766^33 | 4913^35 | 4952^36 |
| -10 | 4791^33 | 4910^35 | 4951^36 |

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

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

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4429^28 | 4575^30 | 4624^31 |
| 4524^29 | 4674^32 | 4725^33 |
| 4583^30 | 4735^32 | 4787^33 |
| 4611^30 | 4763^33 | 4816^34 |
| 4626^30 | 4778^33 | 4831^34 |
| 4633^31 | 4784^33 | 4838^34 |
| 4639^31 | 4792^33 | 4845^34 |
| 4645^31 | 4799^33 | 4851^34 |
| 4653^31 | 4806^34 | 4858^34 |
| 4660^31 | 4813^34 | 4866^35 |
| 4695^32 | 4849^34 | 4901^35 |
| 4666^31 | 4815^34 | 4861^35 |
| 4703^32 | 4827^34 | 4865^35 |
| 4703^32 | 4823^34 | 4862^35 |

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

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4436D28 | 4581D31 | 4632D32 |
| 46 | 4532D28 | 4682D33 | 4733D34 |
| 44 | 4591D29 | 4743D34 | 4795D34 |
| 42 | 4619D30 | 4771D34 | 4823D35 |
| 40 | 4632D30 | 4785D34 | 4838D35 |
| 38 | 4639D31 | 4792D34 | 4844D35 |
| 36 | 4646D31 | 4798D34 | 4851D35 |
| 34 | 4653D31 | 4805D34 | 4857D35 |
| 32 | 4659D32 | 4812D35 | 4865D35 |
| 30 | 4666D32 | 4819D35 | 4872D36 |
| 20 | 4702D33 | 4854D35 | 4907D36 |
| 10 | 4729D33 | 4882D35 | 4934D36 |
| 0 | 4766D33 | 4913D35 | 4952D36 |
| -10 | 4791D33 | 4910D35 | 4951D36 |

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

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

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4429D28 | 4575D31 | 4624D32 |
| 4524D28 | 4674D33 | 4725D33 |
| 4583D29 | 4735D33 | 4787D34 |
| 4611D30 | 4763D34 | 4816D35 |
| 4626D30 | 4778D34 | 4831D35 |
| 4633D30 | 4784D34 | 4838D35 |
| 4639D31 | 4792D34 | 4845D35 |
| 4645D31 | 4799D34 | 4851D35 |
| 4653D32 | 4806D34 | 4858D35 |
| 4660D32 | 4813D35 | 4866D35 |
| 4695D33 | 4849D35 | 4901D36 |
| 4666D32 | 4815D34 | 4861D35 |
| 4703D32 | 4827D34 | 4865D35 |
| 4703D32 | 4823D34 | 4862D35 |

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

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4329^ 9 | 4547^19 | 4627^22 |
| 26 | 4339^ 9 | 4559^20 | 4637^23 |
| 24 | 4349^10 | 4570^20 | 4649^23 |
| 22 | 4359^10 | 4581^20 | 4661^24 |
| 20 | 4369^10 | 4591^21 | 4672^24 |
| 18 | 4378^11 | 4602^21 | 4684^25 |
| 16 | 4388^11 | 4614^22 | 4695^25 |
| 14 | 4398^12 | 4624^22 | 4706^25 |
| 12 | 4407^12 | 4634^23 | 4716^26 |
| 10 | 4416^13 | 4644^23 | 4726^26 |
| 0 | 4470^15 | 4704^25 | 4789^28 |
| -10 | 4521^17 | 4762^27 | 4849^31 |
| -20 | 4571^19 | 4818^30 | 4909^33 |
| -30 | 4623^22 | 4877^32 | 4931^36 |

High QNH **+20** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-680**
Wing A/I ON **-680**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4119^13 | 4340^22 | 4429^25 |
| 4129^13 | 4352^23 | 4443^25 |
| 4138^14 | 4364^23 | 4455^26 |
| 4147^14 | 4376^23 | 4469^26 |
| 4157^14 | 4388^24 | 4482^27 |
| 4166^15 | 4401^24 | 4497^27 |
| 4176^15 | 4413^24 | 4510^27 |
| 4185^16 | 4426^25 | 4522^28 |
| 4194^16 | 4439^25 | 4536^28 |
| 4204^16 | 4452^26 | 4552^28 |
| 4258^18 | 4523^27 | 4632^30 |
| 4310^20 | 4595^29 | 4718^32 |
| 4367^22 | 4678^31 | 4797^33 |
| 4425^24 | 4770^33 | 4826^34 |

High QNH **+70** per .10"
Low QNH **-80** per .10"

Engine A/I ON **-580**
Wing A/I ON **-580**

## LEVEL 3 CONTAM

Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 23 | Length | 10187 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.12 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Apr 19** |

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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**

| 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 | 4435^28 | 4593^31 | 4647^32 | 4435D26 | 4593D32 | 4647D32 | 4724 |
| 46 | 87.7 | 4525^29 | 4688^32 | 4743^33 | 4525D26 | 4688D33 | 4743D34 | 4843 |
| 44 | 87.6 | 4576^30 | 4742^33 | 4799^34 | 4576D27 | 4742D34 | 4799D35 | 4900 |
| 42 | 87.4 | 4593^30 | 4760^33 | 4817^34 | 4593D27 | 4760D34 | 4817D35 | 4947 |
| 40 | 87.1 | 4608^30 | 4775^33 | 4832^34 | 4608D27 | 4775D34 | 4832D35 | 4959 |
| 38 | 86.8 | 4615^30 | 4783^33 | 4840^34 | 4615D28 | 4783D34 | 4840D35 | 4961 |
| 36 | 86.6 | 4623^30 | 4790^33 | 4847^34 | 4623D28 | 4790D34 | 4847D35 | 4962 |
| 34 | 86.3 | 4631^31 | 4798^33 | 4856^34 | 4631D28 | 4798D35 | 4856D35 | 4964 |
| 32 | 86.0 | 4640^31 | 4807^34 | 4864^35 | 4640D29 | 4807D35 | 4864D36 | 4966 |
| 30 | 85.7 | 4648^31 | 4814^34 | 4872^35 | 4648D29 | 4814D35 | 4872D36 | 4968 |
| 20 | 84.3 | 4690^32 | 4856^34 | 4914^35 | 4690D31 | 4856D35 | 4914D36 | 4976 |
| 10 | 82.8 | 4724^32 | 4892^35 | 4934^36 | 4724D33 | 4892D35 | 4934D36 | 4973 |
| 0 | 81.3 | 4767^33 | 4900^35 | 4940^36 | 4767D33 | 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 **+10** 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 | 4491^29 | 4645^32 | 4681^32 | 4491D27 | 4645D32 | 4681D32 | 4724 |
| 46 | 90.9 | 4586^30 | 4744^33 | 4796^34 | 4586D28 | 4744D33 | 4796D34 | 4843 |
| 44 | 90.8 | 4647^31 | 4807^34 | 4861^35 | 4647D29 | 4807D34 | 4861D35 | 4900 |
| 42 | 90.5 | 4676^31 | 4837^34 | 4891^35 | 4676D29 | 4837D35 | 4891D36 | 4947 |
| 40 | 90.2 | 4690^32 | 4851^34 | 4906^35 | 4690D30 | 4851D35 | 4906D36 | 4959 |
| 38 | 89.9 | 4698^32 | 4858^34 | 4914^35 | 4698D30 | 4858D35 | 4914D36 | 4961 |
| 36 | 89.7 | 4704^32 | 4865^35 | 4921^35 | 4704D30 | 4865D35 | 4921D36 | 4962 |
| 34 | 89.4 | 4712^32 | 4873^35 | 4928^36 | 4712D31 | 4873D35 | 4928D36 | 4964 |
| 32 | 89.1 | 4720^32 | 4881^35 | 4936^36 | 4720D31 | 4881D35 | 4936D36 | 4966 |
| 30 | 88.8 | 4728^32 | 4889^35 | 4944^36 | 4728D32 | 4889D36 | 4944D36 | 4968 |
| 20 | 87.3 | 4767^33 | 4920^35 | 4956^36 | 4767D34 | 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 | 4780^33 | 4905^35 | 4946^36 | 4780D33 | 4905D35 | 4946D36 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4491^29-29-38 | 4645^32-32-41 | 4681^32-32-41 | 4714^33-33-42 |
| 46 | 90.9 | 4586^30-30-40 | 4744^33-33-42 | 4796^34-34-43 | 4829^34-34-43 |
| 44 | 90.8 | 4647^31-31-41 | 4807^34-34-43 | 4861^35-35-44 | 4900C35-35-44 |
| 42 | 90.5 | 4676^31-31-41 | 4837^34-34-43 | 4891^35-35-44 | 4947^36-36-45 |
| 40 | 90.2 | 4690^32-32-41 | 4851^34-34-44 | 4906^35-35-44 | 4959C36-36-45 |
| 38 | 89.9 | 4698^32-32-41 | 4858^34-34-44 | 4914^35-35-45 | 4961C36-36-45 |
| 36 | 89.7 | 4704^32-32-42 | 4865^35-35-44 | 4921^35-35-45 | 4962C36-36-45 |
| 34 | 89.4 | 4712^32-32-42 | 4873^35-35-44 | 4928^36-36-45 | 4964C36-36-45 |
| 32 | 89.1 | 4720^32-32-42 | 4881^35-35-44 | 4936^36-36-45 | 4966C36-36-45 |
| 30 | 88.8 | 4728^32-32-42 | 4889^35-35-44 | 4944^36-36-45 | 4968C36-36-45 |
| 20 | 87.3 | 4767^33-33-42 | 4920^35-35-45 | 4956^36-36-45 | 4986^42-42-51 |
| 10 | 85.8 | 4799^33-33-43 | 4911^35-35-44 | 4966^42-42-51 | 4986C42-42-51 |
| 0 | 84.2 | 4800^33-33-43 | 4954^42-42-51 | 4998C43-43-52 | 4998C43-43-52 |
| -10 | 82.7 | 4826^40-40-49 | 4996^43-43-52 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.1 | 4863^40-40-50 | 5000C43-43-52 | 5000C43-43-52 | 5000C43-43-52 |
| -30 | 79.5 | 4898^41-41-50 | 4996C43-43-52 | 4996C43-43-52 | 4996C43-43-52 |

High QNH **+0** per .10" — Engine A/I ON **-830**
Low QNH **-170** per .10" — Wing A/I ON **-830**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 23 | Length | 10187 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.12 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Apr 19** |

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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 | 4491^29 | 4645^32 | 4681^32 | 4484^29 | 4637^31 | 4675^32 | | | |
| 46 | 4586^30 | 4744^33 | 4796^34 | 4578^30 | 4736^33 | 4790^34 | | | |
| 44 | 4647^31 | 4807^34 | 4861^35 | 4638^31 | 4798^34 | 4853^34 | | | |
| 42 | 4676^31 | 4837^34 | 4891^35 | 4668^31 | 4828^34 | 4883^35 | | | |
| 40 | 4690^32 | 4851^34 | 4906^35 | 4682^31 | 4843^34 | 4898^35 | | | |
| 38 | 4698^32 | 4858^34 | 4914^35 | 4690^32 | 4851^34 | 4906^35 | | | |
| 36 | 4704^32 | 4865^35 | 4921^35 | 4697^32 | 4859^34 | 4914^35 | | | |
| 34 | 4712^32 | 4873^35 | 4928^36 | 4705^32 | 4866^35 | 4922^36 | | | |
| 32 | 4720^32 | 4881^35 | 4936^36 | 4713^32 | 4874^35 | 4930^36 | | | |
| 30 | 4728^32 | 4889^35 | 4944^36 | 4720^32 | 4882^35 | 4937^36 | | | |
| 20 | 4767^33 | 4920^35 | 4956^36 | 4760^33 | 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 | 4867^35 | | | |
| -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 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 | 4491D27 | 4645D32 | 4681D32 | 4484D27 | 4637D32 | 4675D32 | | | |
| 46 | 4586D28 | 4744D33 | 4796D34 | 4578D28 | 4736D33 | 4790D34 | | | |
| 44 | 4647D29 | 4807D34 | 4861D35 | 4638D28 | 4798D34 | 4853D35 | | | |
| 42 | 4676D29 | 4837D35 | 4891D36 | 4668D29 | 4828D35 | 4883D36 | | | |
| 40 | 4690D30 | 4851D35 | 4906D36 | 4682D30 | 4843D35 | 4898D36 | | | |
| 38 | 4698D30 | 4858D35 | 4914D36 | 4690D30 | 4851D35 | 4906D36 | | | |
| 36 | 4704D30 | 4865D35 | 4921D36 | 4697D30 | 4859D35 | 4914D36 | | | |
| 34 | 4712D31 | 4873D35 | 4928D36 | 4705D31 | 4866D35 | 4922D36 | | | |
| 32 | 4720D31 | 4881D35 | 4936D36 | 4713D31 | 4874D35 | 4930D36 | | | |
| 30 | 4728D32 | 4889D36 | 4944D36 | 4720D32 | 4882D35 | 4937D36 | | | |
| 20 | 4767D34 | 4920D36 | 4956D36 | 4760D34 | 4915D35 | 4951D36 | | | |
| 10 | 4799D34 | 4911D35 | 4949D36 | 4715D32 | 4826D34 | 4863D35 | | | |
| 0 | 4800D34 | 4916D35 | 4955D36 | 4715D32 | 4829D34 | 4867D35 | | | |
| -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 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 | 4344^ 8 | 4568^18 | 4649^22 | 4129^12 | 4348^22 | 4438^25 | | | |
| 26 | 4356^ 9 | 4579^19 | 4661^22 | 4140^13 | 4361^22 | 4450^25 | | | |
| 24 | 4365^ 9 | 4591^19 | 4674^23 | 4149^13 | 4372^23 | 4464^26 | | | |
| 22 | 4376^ 9 | 4602^20 | 4686^23 | 4159^14 | 4385^23 | 4477^26 | | | |
| 20 | 4387^10 | 4614^20 | 4697^23 | 4168^14 | 4397^23 | 4490^26 | | | |
| 18 | 4397^10 | 4625^20 | 4710^24 | 4177^14 | 4410^24 | 4504^27 | | | |
| 16 | 4406^10 | 4638^21 | 4722^24 | 4186^15 | 4422^24 | 4518^27 | | | |
| 14 | 4416^11 | 4650^21 | 4733^25 | 4195^15 | 4435^24 | 4532^27 | | | |
| 12 | 4426^11 | 4660^22 | 4744^25 | 4205^15 | 4447^25 | 4546^28 | | | |
| 10 | 4435^12 | 4670^22 | 4755^26 | 4214^16 | 4460^25 | 4560^28 | | | |
| 0 | 4493^14 | 4734^24 | 4821^28 | 4270^18 | 4531^27 | 4638^30 | | | |
| -10 | 4547^16 | 4795^27 | 4885^30 | 4323^20 | 4603^29 | 4718^32 | | | |
| -20 | 4601^18 | 4855^29 | 4930^33 | 4379^22 | 4681^31 | 4811^34 | | | |
| -30 | 4655^21 | 4879^32 | 4933^35 | 4437^24 | 4768^33 | 4888^35 | | | |
| | High QNH +20 per .10" Low QNH -50 per .10" | | | High QNH +80 per .10" Low QNH -70 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -680 Wing A/I ON -680 | | | Engine A/I ON -440 Wing A/I ON -440 | | | Engine A/I ON Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 23 | Length | 10187 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.12 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Apr 19** |

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# 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 per .10" Low QNH 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 per .10" Low QNH 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 per .10" Low QNH 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*

*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 A0571/20

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 | 4185^25 | 4213^25 | 4103D23 | 4185D25 | 4213D25 | 4265 |
| 32 | 89.4 | 4181^25 | 4262^26 | 4292^27 | 4181D25 | 4262D26 | 4292D27 | 4343 |
| 30 | 89.7 | 4261^26 | 4343^27 | 4372^28 | 4261D26 | 4343D27 | 4372D28 | 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 | 4354^27 | 4382^28 | 4271D26 | 4354D28 | 4382D28 | 4424 |
| 28 | 93.5 | 4352^27 | 4437^29 | 4464^29 | 4352D27 | 4437D29 | 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 **-170** 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 | 4735C39-39-48 | 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 **-180** per .10"
Engine A/I ON **-4470** Wing A/I ON **-4470**

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 | | **10 Feb 20** |

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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 | 4110^24 | 4137^24 | | | |
| 34 | 4113^24 | 4195^25 | 4222^26 | 4109^23 | 4190^25 | 4217^25 | | | |
| 32 | 4191^25 | 4273^26 | 4301^27 | 4187^25 | 4269^26 | 4297^27 | | | |
| 30 | 4271^26 | 4354^27 | 4382^28 | 4267^26 | 4350^27 | 4378^28 | | | |
| 28 | 4352^27 | 4437^29 | 4464^29 | 4348^27 | 4433^29 | 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 | 4150^24 | 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 -170 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 | 4110D24 | 4137D24 | | | |
| 34 | 4113D24 | 4195D25 | 4222D26 | 4109D24 | 4190D25 | 4217D26 | | | |
| 32 | 4191D25 | 4273D26 | 4301D27 | 4187D25 | 4269D26 | 4297D27 | | | |
| 30 | 4271D26 | 4354D28 | 4382D28 | 4267D26 | 4350D27 | 4378D28 | | | |
| 28 | 4352D27 | 4437D29 | 4464D29 | 4348D27 | 4433D29 | 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 | 4150D24 | 4236D26 | 4265D26 | | | |
| 0 | 4581D30 | 4672D32 | 4703D33 | 4513D30 | 4604D31 | 4635D32 | | | |
| -10 | 4565D30 | 4660D32 | 4692D32 | 4498D29 | 4592D31 | 4623D31 | | | |
| | High QNH +100 per .10" Low QNH -170 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 | | **10 Feb 20** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# 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 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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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 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 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 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 | LEVEL 1 CONTAM Flaps 22 -10T | +0 | +10H | LEVEL 2 CONTAM Flaps 9 -10T | +0 | +10H | LEVEL 3 CONTAM Flaps -10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | | 3656F94 | 3937F96 | | 3419F98 | 3522F 1 | | | |
| 26 | | 3670F94 | 3967F96 | | 3430F98 | 3533F 1 | | | |
| 24 | | 3702F94 | 4000F96 | | 3440F98 | 3546F 1 | | | |
| 22 | | 3733F94 | 4034F96 | | 3452F99 | 3557F 2 | | | |
| 20 | | 3764F95 | 4070F97 | | 3464F99 | 3569F 2 | | | |
| 18 | | 3797F95 | 4093^97 | | 3474F99 | 3581F 2 | | | |
| 16 | | 3830F95 | 4103^97 | | 3483F 0 | 3592F 3 | | | |
| 14 | | 3866F95 | 4103^97 | | 3495F 0 | 3603F 3 | | | |
| 12 | | 3899F96 | 4103^97 | | 3507F 0 | 3615F 4 | | | |
| 10 | | 3932F96 | | | 3520F 1 | 3628F 4 | | | |
| 0 | | 4096F97 | | | 3584F 2 | 3695F 6 | | | |
| -10 | | 4137F99 | 4257^ 2 | | 3646F 4 | 3761F 8 | | | |
| -20 | | 4204^ 1 | 4258^ 5 | 2649F 0 | 3713F 6 | 3832F10 | | | |
| -30 | 2944F94 | 4201^ 3 | 4256^ 7 | 3058F99 | 3782F 8 | 3905F12 | | | |
| | High QNH +10 per .10" Low QNH -250 per .10" | | | High QNH +60 per .10" Low QNH -60 per .10" | | | High QNH per .10" Low QNH 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 | 4014F20 | 4086^21 | 3716F 0 | 3997F10 | 4083^14 | 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 | 4271^24 | 3876F 2 | 4171F13 | 4266^16 | 4962 |
| 34 | 86.4 | 3946F18 | 4200F23 | 4279^24 | 3886F 3 | 4181F13 | 4276^16 | 4964 |
| 32 | 86.1 | 3956F18 | 4211F23 | 4287^24 | 3898F 3 | 4193F13 | 4285^17 | 4966 |
| 30 | 85.8 | 3967F18 | 4221F23 | 4295^24 | 3910F 3 | 4205F14 | 4295^17 | 4968 |
| 20 | 84.4 | 4021F19 | 4277F24 | 4337^25 | 3968F 5 | 4268F15 | 4337D19 | 4976 |
| 10 | 82.9 | 4072F20 | 4323^25 | 4373^26 | 4026F 7 | 4321^17 | 4373D21 | 4972 |
| 0 | 81.4 | 4126F21 | 4366^26 | 4419^27 | 4088F 9 | 4366D19 | 4419D23 | 4984 |
| -10 | 79.9 | 4177F22 | 4407^26 | 4465^28 | 4147F10 | 4407D21 | 4465D25 | 4987 |
| -20 | 78.4 | 4230F23 | 4449^27 | 4511^28 | 4209F12 | 4449D23 | 4511D27 | 4985 |
| -30 | 76.8 | 4284F24 | 4493^28 | 4555^29 | 4271F14 | 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 | 3773F 1 | 4061F12 | 4127^15 | 4702 |
| 46 | 90.9 | 3930F18 | 4169^23 | 4216^23 | 3836F 2 | 4130F12 | 4206^16 | 4820 |
| 44 | 90.8 | 3983F19 | 4224^23 | 4273^24 | 3882F 2 | 4181F13 | 4260^16 | 4887 |
| 42 | 90.6 | 4022F19 | 4256^24 | 4305^25 | 3914F 3 | 4214F13 | 4290^17 | 4945 |
| 40 | 90.4 | 4040F20 | 4274^24 | 4322^25 | 3933F 3 | 4234F14 | 4309^17 | 4959 |
| 38 | 90.1 | 4052F20 | 4283^24 | 4331^25 | 3945F 4 | 4248F14 | 4320^18 | 4961 |
| 36 | 89.8 | 4059F20 | 4290^24 | 4339^25 | 3957F 4 | 4260F14 | 4329^18 | 4962 |
| 34 | 89.5 | 4069F20 | 4298^25 | 4346^25 | 3968F 4 | 4269^15 | 4339^18 | 4964 |
| 32 | 89.2 | 4079F20 | 4306^25 | 4354^26 | 3981F 5 | 4279^15 | 4349^19 | 4966 |
| 30 | 89.0 | 4089F21 | 4314^25 | 4362^26 | 3992F 5 | 4289^16 | 4359^19 | 4968 |
| 20 | 87.5 | 4139F21 | 4354^26 | 4403^26 | 4053F 6 | 4338^17 | 4403D21 | 4976 |
| 10 | 86.0 | 4189F22 | 4388^26 | 4445^27 | 4110F 8 | 4385^19 | 4445D23 | 4972 |
| 0 | 84.4 | 4244F23 | 4436^27 | 4495^28 | 4173F10 | 4436D21 | 4495D25 | 4984 |
| -10 | 82.9 | 4298F24 | 4480^28 | 4541^29 | 4236F12 | 4480D23 | 4541D27 | 4987 |
| -20 | 81.3 | 4354F25 | 4522^29 | 4581^30 | 4301F14 | 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 | 4022F19-19-31 | 4256^24-24-35 | 4305^25-25-36 | 4351^26-26-36 |
| 40 | 90.4 | 4040F20-20-32 | 4274^24-24-35 | 4322^25-25-36 | 4369^26-26-37 |
| 38 | 90.1 | 4052F20-20-32 | 4283^24-24-35 | 4331^25-25-36 | 4378^26-26-37 |
| 36 | 89.8 | 4059F20-20-32 | 4290^24-24-35 | 4339^25-25-36 | 4387^26-26-37 |
| 34 | 89.5 | 4069F20-20-32 | 4298^25-25-36 | 4346^25-25-36 | 4396^26-26-37 |
| 32 | 89.2 | 4079F20-20-32 | 4306^25-25-36 | 4354^26-26-36 | 4405^26-26-37 |
| 30 | 89.0 | 4089F21-21-32 | 4314^25-25-36 | 4362^26-26-36 | 4415^27-27-37 |
| 20 | 87.5 | 4139F21-21-33 | 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 | 4244F23-23-35 | 4436^27-27-38 | 4495^28-28-38 | 4556^29-29-39 |
| -10 | 82.9 | 4298F24-24-36 | 4480^28-28-38 | 4541^29-29-39 | 4603^30-30-40 |
| -20 | 81.3 | 4354F25-25-36 | 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 | 4388^26 | 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 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 |
|---|---|---|---|---|---|---|---|---|---|
| 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 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 22 -10T | +0 | +10H | LEVEL 2 CONTAM Flaps 9 -10T | +0 | +10H | LEVEL 3 CONTAM Flaps -10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | | 3656F94 | 3937F96 | | 3419F98 | 3522F 1 | | | |
| 26 | | 3670F94 | 3967F96 | | 3430F98 | 3533F 1 | | | |
| 24 | | 3702F94 | 4000F96 | | 3440F98 | 3546F 1 | | | |
| 22 | | 3733F94 | 4034F96 | | 3452F99 | 3557F 2 | | | |
| 20 | | 3764F95 | 4070F97 | | 3464F99 | 3569F 2 | | | |
| 18 | | 3797F95 | 4083^97 | | 3474F99 | 3581F 2 | | | |
| 16 | | 3830F95 | 4093^97 | | 3483F 0 | 3592F 3 | | | |
| 14 | | 3866F95 | 4093^97 | | 3495F 0 | 3603F 3 | | | |
| 12 | | 3899F96 | 4093^97 | | 3507F 0 | 3615F 4 | | | |
| 10 | | 3932F96 | | | 3520F 1 | 3628F 4 | | | |
| 0 | | 4093^97 | | | 3584F 2 | 3695F 6 | | | |
| -10 | | 4137F99 | 4230^ 2 | | 3646F 4 | 3761F 8 | | | |
| -20 | | 4193^ 1 | 4258^ 5 | 2649F 0 | 3713F 6 | 3832F10 | | | |
| -30 | 2944F94 | 4201^ 3 | 4256^ 7 | 3058F99 | 3782F 8 | 3905F12 | | | |
| | High QNH +10 per .10" Low QNH -250 per .10" | | | High QNH +60 per .10" Low QNH -60 per .10" | | | High QNH per .10" Low QNH 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 -SLW 17 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | D5.5 SLW | D5.7 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 | 4023F22 | 4195^25 | 4224^25 | 3983F14 | 4195D23 | 4224D26 | 4295 |
| 38 | 88.8 | 4084F23 | 4279^26 | 4308^27 | 4040F15 | 4279D23 | 4308D26 | 4380 |
| 36 | 89.1 | 4145F23 | 4361^27 | 4390^28 | 4098F15 | 4360^24 | 4390D27 | 4464 |
| 34 | 89.5 | 4204F24 | 4430F28 | 4467^29 | 4153F16 | 4422F24 | 4467D27 | 4542 |
| 32 | 89.8 | 4261F25 | 4489F29 | 4545^30 | 4207F16 | 4478F25 | 4545D27 | 4619 |
| 30 | 90.1 | 4316F26 | 4547F30 | 4628F31 | 4259F17 | 4534F25 | 4627^28 | 4700 |
| 28 | 90.0 | 4370F26 | 4603F31 | 4684F32 | 4310F17 | 4587F26 | 4684D28 | 4789 |
| 26 | 89.8 | 4420F27 | 4654F31 | 4737F33 | 4358F18 | 4637F26 | 4736F29 | 4879 |
| 24 | 89.7 | 4452F28 | 4688F32 | 4771F33 | 4389F18 | 4670F27 | 4767F29 | 4903 |
| 22 | 89.6 | 4465F28 | 4702F32 | 4786F33 | 4403F19 | 4686F27 | 4784F30 | 4907 |
| 20 | 89.4 | 4478F28 | 4717F32 | 4801F34 | 4417F19 | 4703F27 | 4801F30 | 4909 |
| 18 | 89.1 | 4490F28 | 4730F32 | 4814F34 | 4430F19 | 4717F28 | 4814D30 | 4911 |
| 10 | 87.9 | 4535F29 | 4780F33 | 4833^34 | 4483F21 | 4774F29 | 4833D32 | 4915 |
| 0 | 86.4 | 4589F30 | 4793^34 | 4826^34 | 4545F23 | 4793D31 | 4826D34 | 4908 |
| -10 | 84.8 | 4649F31 | 4788^33 | 4823^34 | 4615F24 | 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 | 4118F23 | 4207^25 | 4235^26 | 4059F16 | 4207D25 | 4235D26 | 4295 |
| 38 | 92.2 | 4180F24 | 4291^26 | 4319^27 | 4116F16 | 4291D25 | 4319D27 | 4380 |
| 36 | 92.6 | 4242F25 | 4373^28 | 4402^28 | 4174F17 | 4373D26 | 4402D28 | 4464 |
| 34 | 92.9 | 4302F26 | 4451^29 | 4480^29 | 4230F17 | 4451D26 | 4480D29 | 4542 |
| 32 | 93.3 | 4357F27 | 4527^30 | 4557^30 | 4282F18 | 4527^27 | 4557D30 | 4619 |
| 30 | 93.6 | 4415F28 | 4611^31 | 4641^32 | 4335F18 | 4609^27 | 4641D30 | 4700 |
| 28 | 93.6 | 4472F28 | 4697^32 | 4727^33 | 4388F19 | 4679F27 | 4727D30 | 4789 |
| 26 | 93.6 | 4529F29 | 4770F33 | 4808^34 | 4442F20 | 4736F28 | 4807^31 | 4879 |
| 24 | 93.4 | 4573F30 | 4811^34 | 4842^34 | 4482F20 | 4778F29 | 4842^32 | 4903 |
| 22 | 93.1 | 4608F30 | 4815^34 | 4846^34 | 4514F21 | 4812^29 | 4846D33 | 4907 |
| 20 | 92.8 | 4620F31 | 4817^34 | 4847^34 | 4527F21 | 4814^30 | 4847D33 | 4909 |
| 18 | 92.4 | 4632F31 | 4818^34 | 4848^34 | 4541F22 | 4816^30 | 4848D34 | 4911 |
| 10 | 91.2 | 4681F32 | 4820^34 | 4852^35 | 4597F23 | 4820D32 | 4852D35 | 4915 |
| 0 | 89.6 | 4712^32 | 4811^34 | 4844^34 | 4665F25 | 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 | 4118F23-23-33 | 4207^25-25-34 | 4259F32-32-40 | 4322F33-33-41 |
| 38 | 92.2 | 4180F24-24-34 | 4291^26-26-35 | 4325F33-33-41 | 4389F34-34-42 |
| 36 | 92.6 | 4242F25-25-35 | 4373^28-28-37 | 4402^28-28-37 | 4456F35-35-43 |
| 34 | 92.9 | 4302F26-26-36 | 4451^29-29-38 | 4480^29-29-38 | 4521F36-36-44 |
| 32 | 93.3 | 4357F27-27-36 | 4527^30-30-39 | 4557^30-30-39 | 4586^31-31-40 |
| 30 | 93.6 | 4415F28-28-37 | 4611^31-31-40 | 4641^32-32-41 | 4670^32-32-41 |
| 28 | 93.6 | 4472F28-28-38 | 4697^32-32-41 | 4727^33-33-42 | 4757^33-33-42 |
| 26 | 93.6 | 4529F29-29-39 | 4770F33-33-43 | 4808^34-34-43 | 4838^34-34-44 |
| 24 | 93.4 | 4573F30-30-40 | 4811^34-34-43 | 4842^34-34-44 | 4872^35-35-44 |
| 22 | 93.1 | 4608F30-30-40 | 4815^34-34-43 | 4846^34-34-44 | 4877^35-35-44 |
| 20 | 92.8 | 4620F31-31-40 | 4817^34-34-43 | 4847^34-34-44 | 4878^35-35-44 |
| 18 | 92.4 | 4632F31-31-41 | 4818^34-34-43 | 4848^34-34-44 | 4880^35-35-44 |
| 10 | 91.2 | 4681F32-32-41 | 4820^34-34-43 | 4852^35-35-44 | 4913F41-41-50 |
| 0 | 89.6 | 4712^32-32-42 | 4821F40-40-49 | 4892F41-41-50 | 4947C42-42-51 |
| -10 | 87.9 | 4704^32-32-42 | 4878F41-41-50 | 4951F42-42-51 | 4954C42-42-51 |
| -20 | 86.2 | 4700F38-38-47 | 4934F42-42-51 | 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 per .10" Low QNH 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 per .10" Low QNH 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 per .10" Low QNH 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

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

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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**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 40 | 88.5 | 4139^24 | 4224^25 | 4252^26 |
| 38 | 88.8 | 4222^25 | 4308^27 | 4337^27 |
| 36 | 89.1 | 4304^26 | 4391^28 | 4420^28 |
| 34 | 89.5 | 4381^27 | 4469^29 | 4498^30 |
| 32 | 89.8 | 4458^29 | 4547^30 | 4576^31 |
| 30 | 90.1 | 4541^30 | 4631^31 | 4660^32 |
| 28 | 90.0 | 4626^31 | 4717^33 | 4747^33 |
| 26 | 89.8 | 4706^32 | 4797^34 | 4828^34 |
| 24 | 89.7 | 4737^33 | 4829^34 | 4860^35 |
| 22 | 89.6 | 4738^33 | 4831^34 | 4862^35 |
| 20 | 89.4 | 4739^33 | 4832^34 | 4863^35 |
| 18 | 89.1 | 4740^33 | 4833^34 | 4865^35 |
| 10 | 87.9 | 4739^33 | 4835^34 | 4867^35 |
| 0 | 86.4 | 4727^32 | 4826^34 | 4860^35 |
| -10 | 84.8 | 4720^32 | 4821^34 | 4856^35 |
| -20 | 83.2 | 4709^32 | 4814^34 | 4850^34 |

**ALT TO-1 - WET RWY** — Flaps **9**

| OAT °C | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|
| 40 | 4134^12 | 4224D23 | 4252D26 | 4295 |
| 38 | 4216^13 | 4308D23 | 4337D26 | 4380 |
| 36 | 4297^13 | 4391D23 | 4420D27 | 4464 |
| 34 | 4373^14 | 4469D24 | 4498D27 | 4542 |
| 32 | 4448^14 | 4546^24 | 4576D28 | 4619 |
| 30 | 4530^14 | 4629^25 | 4660D28 | 4700 |
| 28 | 4603F15 | 4715^25 | 4747D28 | 4789 |
| 26 | 4654F15 | 4794^25 | 4827^29 | 4879 |
| 24 | 4687F15 | 4826^26 | 4860^29 | 4903 |
| 22 | 4703F16 | 4828^26 | 4862D30 | 4907 |
| 20 | 4719F16 | 4829^27 | 4863D30 | 4909 |
| 18 | 4728^17 | 4831^27 | 4865D30 | 4911 |
| 10 | 4730^18 | 4835D29 | 4867D32 | 4915 |
| 0 | 4721^21 | 4826D31 | 4860D35 | 4908 |
| -10 | 4716^23 | 4821D34 | 4856D35 | 4911 |
| -20 | 4709^26 | 4814D34 | 4850D35 | 4910 |

High QNH **+70** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-2760** — Wing A/I ON **-2760**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 40 | 91.9 | 4148^24 | 4233^26 | 4260^26 |
| 38 | 92.2 | 4232^25 | 4317^27 | 4346^27 |
| 36 | 92.6 | 4315^27 | 4401^28 | 4429^29 |
| 34 | 92.9 | 4392^28 | 4478^29 | 4507^30 |
| 32 | 93.3 | 4469^29 | 4556^30 | 4585^31 |
| 30 | 93.6 | 4551^30 | 4640^32 | 4669^32 |
| 28 | 93.6 | 4638^31 | 4727^33 | 4757^33 |
| 26 | 93.6 | 4718^32 | 4808^34 | 4839^34 |
| 24 | 93.4 | 4751^33 | 4842^34 | 4872^35 |
| 22 | 93.1 | 4754^33 | 4845^34 | 4876^35 |
| 20 | 92.8 | 4755^33 | 4846^34 | 4877^35 |
| 18 | 92.4 | 4755^33 | 4847^34 | 4878^35 |
| 10 | 91.2 | 4755^33 | 4849^34 | 4881^35 |
| 0 | 89.6 | 4743^33 | 4840^34 | 4873^35 |
| -10 | 87.9 | 4735^33 | 4835^34 | 4868^35 |
| -20 | 86.2 | 4724^32 | 4827^34 | 4862^35 |

**TO-1 - WET RWY** — Flaps **9**

| OAT °C | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|
| 40 | 4143^14 | 4233D24 | 4260D26 | 4295 |
| 38 | 4226^14 | 4317D25 | 4346D28 | 4380 |
| 36 | 4307^15 | 4401D25 | 4429D28 | 4464 |
| 34 | 4383^15 | 4478D25 | 4507D29 | 4542 |
| 32 | 4459^15 | 4556D26 | 4585D29 | 4619 |
| 30 | 4541^16 | 4640^26 | 4669D30 | 4700 |
| 28 | 4626^16 | 4725^27 | 4757D30 | 4789 |
| 26 | 4705^16 | 4806^27 | 4839D30 | 4879 |
| 24 | 4738^17 | 4839^28 | 4872D31 | 4903 |
| 22 | 4741^18 | 4844^28 | 4876D32 | 4907 |
| 20 | 4742^18 | 4845^29 | 4877D32 | 4909 |
| 18 | 4744^19 | 4847^29 | 4878D33 | 4911 |
| 10 | 4745^20 | 4849D31 | 4881D35 | 4915 |
| 0 | 4737^23 | 4840D34 | 4873D35 | 4908 |
| -10 | 4733^25 | 4835D34 | 4868D35 | 4911 |
| -20 | 4724D28 | 4827D34 | 4862D35 | 4910 |

High QNH **+70** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-2780** — Wing A/I ON **-2780**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 40 | 91.9 | 4276^32-41 | 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 | 4570F36-36-45 | 4677C38-38-47 | 4677C38-38-47 | 4677C38-38-47 |
| 30 | 93.6 | 4627F37-37-46 | 4754C39-39-48 | 4754C39-39-48 | 4754C39-39-48 |
| 28 | 93.6 | 4683F37-38-47 | 4830C40-40-49 | 4830C40-40-49 | 4830C40-40-49 |
| 26 | 93.6 | 4740F38-39-48 | 4906C41-41-50 | 4906C41-41-50 | 4906C41-41-50 |
| 24 | 93.4 | 4785F39-39-49 | 4944C42-42-51 | 4944C42-42-51 | 4944C42-42-51 |
| 22 | 93.1 | 4827F40-40-49 | 4947C42-42-51 | 4947C42-42-51 | 4947C42-42-51 |
| 20 | 92.8 | 4843F40-40-49 | 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" — Low QNH **-170** per .10"

Engine A/I ON **-2660** — 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 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **27 Sep 17** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# SALTILLO -SLW 35 *DT H355*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 40 | 4148^24 | 4233^26 | 4260^26 |
| 38 | 4232^25 | 4317^27 | 4346^27 |
| 36 | 4315^27 | 4401^28 | 4429^29 |
| 34 | 4392^28 | 4478^29 | 4507^30 |
| 32 | 4469^29 | 4556^30 | 4585^31 |
| 30 | 4551^30 | 4640^32 | 4669^32 |
| 28 | 4638^31 | 4727^33 | 4757^33 |
| 26 | 4718^32 | 4808^34 | 4839^34 |
| 24 | 4751^33 | 4842^34 | 4872^35 |
| 22 | 4754^33 | 4845^34 | 4876^35 |
| 20 | 4755^33 | 4846^34 | 4877^35 |
| 18 | 4755^33 | 4847^34 | 4878^35 |
| 10 | 4755^33 | 4849^34 | 4881^35 |
| 0 | 4743^33 | 4840^34 | 4873^35 |

High QNH **+70** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-2780**
Wing A/I ON **-2780**

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4143^24 | 4228^26 | 4256^26 |
| 4227^25 | 4312^27 | 4341^27 |
| 4310^26 | 4396^28 | 4424^29 |
| 4388^28 | 4474^29 | 4502^30 |
| 4465^29 | 4552^30 | 4581^31 |
| 4547^30 | 4636^31 | 4665^32 |
| 4633^31 | 4723^33 | 4752^33 |
| 4714^32 | 4804^34 | 4834^34 |
| 4747^33 | 4838^34 | 4869^35 |
| 4751^33 | 4842^34 | 4873^35 |
| 4751^33 | 4843^34 | 4874^35 |
| 4752^33 | 4844^34 | 4875^35 |
| 4481^29 | 4574^31 | 4605^31 |
| 4669^32 | 4767^33 | 4799^34 |

High QNH **+60** per .10"
Low QNH **-200** per .10"

Engine A/I ON **-30**
Wing A/I ON **-30**

## DRY

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 40 | 4143^14 | 4233D24 | 4260D26 |
| 38 | 4226^14 | 4317D25 | 4346D28 |
| 36 | 4307^15 | 4401D25 | 4429D28 |
| 34 | 4383^15 | 4478D25 | 4507D29 |
| 32 | 4459^15 | 4556D26 | 4585D29 |
| 30 | 4541^16 | 4640^26 | 4669D30 |
| 28 | 4626^16 | 4725^27 | 4757D30 |
| 26 | 4705^16 | 4806^27 | 4839D30 |
| 24 | 4738^17 | 4839^28 | 4872D31 |
| 22 | 4741^18 | 4844^28 | 4876D32 |
| 20 | 4742^18 | 4845^29 | 4877D32 |
| 18 | 4744^19 | 4847^29 | 4878D33 |
| 10 | 4745^20 | 4849D31 | 4881D35 |
| 0 | 4737^23 | 4840D34 | 4873D35 |

High QNH **+70** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-2780**
Wing A/I ON **-2780**

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4138^14 | 4228D24 | 4256D26 |
| 4221^14 | 4312D24 | 4341D27 |
| 4302^14 | 4396D25 | 4424D28 |
| 4379^15 | 4474D25 | 4502D29 |
| 4455^15 | 4552D26 | 4581D29 |
| 4537^16 | 4636^26 | 4665D29 |
| 4622^16 | 4721^26 | 4752D30 |
| 4701^16 | 4802^27 | 4834D30 |
| 4734^17 | 4836^27 | 4869D31 |
| 4738^18 | 4840^28 | 4873D32 |
| 4739^18 | 4842^29 | 4874D32 |
| 4740^19 | 4843^29 | 4875D33 |
| 4478^22 | 4574D31 | 4605D31 |
| 4665^23 | 4767D34 | 4799D34 |

High QNH **+60** per .10"
Low QNH **-200** per .10"

Engine A/I ON **-30**
Wing A/I ON **-30**

## WET

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 2856F97 | 4334F 1 | 4416F 4 |
| 26 | 2736F98 | 4390F 2 | 4473F 5 |
| 24 | 2764F99 | 4429F 2 | 4513F 5 |
| 22 | 2920F98 | 4452F 3 | 4537F 6 |
| 20 | 3059F98 | 4465F 3 | 4550F 6 |
| 18 | 3183F98 | 4476F 3 | 4564F 6 |
| 16 | 3317F98 | 4491F 4 | 4578F 7 |
| 14 | 3453F98 | 4504F 4 | 4592F 7 |
| 12 | 3587F98 | 4517F 4 | 4605F 8 |
| 10 | 3723F97 | 4530F 5 | 4619F 8 |
| 0 | 4329F97 | 4592F 7 | 4682F10 |
| -10 | 4397F99 | 4664F 9 | 4756F12 |
| -20 | 4462F 1 | 4736F11 | 4814^15 |
| -30 | 4528F 3 | 4768^14 | 4810^17 |

High QNH **+50** per .10"
Low QNH **-130** per .10"

Engine A/I ON **-1380**
Wing A/I ON **-1380**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 3756F98 | 3968F 7 | 4040F10 |
| 3812F98 | 4028F 8 | 4101F10 |
| 3851F99 | 4070F 8 | 4144F11 |
| 3876F99 | 4099F 9 | 4175F12 |
| 3885F 0 | 4109F 9 | 4187F12 |
| 3896F 0 | 4120F 9 | 4199F12 |
| 3908F 0 | 4134F10 | 4212F13 |
| 3918F 1 | 4144F10 | 4225F13 |
| 3929F 1 | 4156F10 | 4237F13 |
| 3941F 1 | 4168F11 | 4249F14 |
| 3990F 3 | 4224F13 | 4306F16 |
| 4045F 5 | 4288F15 | 4374F18 |
| 4102F 7 | 4352F17 | 4441F20 |
| 4160F 9 | 4419F19 | 4509F22 |

High QNH **+40** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-1310**
Wing A/I ON **-1310**

## LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 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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**TAR Mexico** **EMB-145** **AE3007A1**

## 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 | 3352F98 | 4306F 6 | 4385^ 9 | 3618F 1 | 3995^10 | 4126F12 | | | |
| 26 | 3480F98 | 4317F 6 | 4395^ 9 | 3630F 1 | 4008^10 | 4145F13 | | | |
| 24 | 3624F98 | 4330F 6 | 4405^10 | 3642F 2 | 4021^10 | 4164F13 | | | |
| 22 | 3763F98 | 4342F 7 | 4416^10 | 3653F 2 | 4036^11 | 4184F13 | | | |
| 20 | 3923F98 | 4352^ 7 | 4426^11 | 3669F 2 | 4051^11 | 4205F14 | | | |
| 18 | 4049F98 | 4362^ 8 | 4436^11 | 3669F 2 | 4066^11 | 4221F14 | | | |
| 16 | 4113F98 | 4371^ 8 | 4446^11 | 3693F 3 | 4080^12 | 4242F14 | | | |
| 14 | 4124F98 | 4380^ 8 | 4455^12 | 3707F 3 | 4097F12 | 4258F14 | | | |
| 12 | 4135F99 | 4388^ 9 | 4464^12 | 3720F 3 | 4115F12 | 4278F15 | | | |
| 10 | 4145F99 | 4396^ 9 | 4472^13 | 3734F 4 | 4133F12 | 4279^15 | | | |
| 0 | 4203F 1 | 4450^11 | 4530^15 | 3814F 5 | 4236F14 | 4282^15 | | | |
| -10 | 4265F 3 | 4502^14 | 4584^17 | 3894F 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**

**ALT TO-1 - DRY RWY** — Flaps **9**

**ALT TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | -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**

**TO-1 - DRY RWY** — Flaps **22**

**TO-1 - WET RWY** — Flaps **22**

| OAT °C | N1% | -10T | +0 | +10H | -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**

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

| OAT °C | N1% | -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**

### DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 22 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3785^ 7 | 3908^10 | 3942^11 |
| 46 | 3867^ 7 | 4002^11 | 4036^12 |
| 44 | 3939^ 8 | 4082^12 | 4123^13 |
| 42 | 4003^ 8 | 4152^13 | 4195^14 |
| 40 | 4053^ 9 | 4204^14 | 4248^14 |
| 38 | 4067^ 9 | 4213^14 | 4256^14 |
| 36 | 4072^10 | 4217^14 | 4260^14 |
| 34 | 4079^10 | 4222^14 | 4264^15 |
| 32 | 4085^10 | 4225^14 | 4269^15 |
| 30 | 4091^11 | 4230^14 | 4273^15 |
| 20 | 4123^12 | 4251^14 | 4294^15 |
| 10 | 4130^13 | 4247^14 | 4287^15 |
| 0 | 4129^12 | 4249^14 | 4289^15 |
| -10 | 4121^12 | 4245^14 | 4287^15 |

High QNH **+0** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

### DRY - EAI VLV INOP OPEN

| Flaps 22 -10T | +0 | +10H |
|---|---|---|
| 3779^ 7 | 3904^10 | 3937^10 |
| 3861^ 7 | 3997^11 | 4031^12 |
| 3933^ 7 | 4076^12 | 4118^13 |
| 3996^ 8 | 4146^13 | 4189^14 |
| 4047^ 8 | 4199^14 | 4242^14 |
| 4061^ 9 | 4208^14 | 4251^14 |
| 4067^ 9 | 4213^14 | 4256^14 |
| 4073^10 | 4216^14 | 4260^14 |
| 4079^10 | 4221^14 | 4264^15 |
| 4086^10 | 4225^14 | 4268^15 |
| 4117^12 | 4247^14 | 4284^15 |
| 4060^12 | 4225^14 | 4216^14 |
| 4057^12 | 4176^13 | 4216^14 |
| 4052^12 | 4175^13 | 4216^14 |

High QNH **+0** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### WET - 1 FLP CHNL INOP

| OAT °C | Flaps 22 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3675F93 | 3907^ 3 | 3942D 6 |
| 46 | 3629F94 | 3999^ 3 | 4036D 7 |
| 44 | 3596F94 | 4073^ 3 | 4123D 7 |
| 42 | 3579F95 | 4139^ 4 | 4195D 7 |
| 40 | 3567F96 | 4190^ 4 | 4248D 8 |
| 38 | 3617F96 | 4202^ 5 | 4256D 8 |
| 36 | 3650F96 | 4208^ 5 | 4260D 9 |
| 34 | 3683F96 | 4215^ 6 | 4264D 9 |
| 32 | 3716F97 | 4221^ 6 | 4269D 9 |
| 30 | 3748F97 | 4228^ 6 | 4273D10 |
| 20 | 3905F98 | 4251D 8 | 4294D12 |
| 10 | 4060F99 | 4247D10 | 4287D14 |
| 0 | 4122^ 1 | 4249D12 | 4289D15 |
| -10 | 4117^ 3 | 4245D14 | 4287D15 |

High QNH **+0** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

### WET - EAI VLV INOP OPEN

| Flaps 22 -10T | +0 | +10H |
|---|---|---|
| 3666F93 | 3902^ 3 | 3937D 6 |
| 3621F93 | 3993^ 3 | 4031D 6 |
| 3588F94 | 4067^ 3 | 4118D 7 |
| 3571F95 | 4133^ 4 | 4189D 7 |
| 3560F96 | 4184^ 4 | 4242D 8 |
| 3609F96 | 4196^ 5 | 4251D 8 |
| 3643F96 | 4203^ 5 | 4256D 9 |
| 3676F96 | 4210^ 6 | 4260D 9 |
| 3708F97 | 4217^ 6 | 4264D 9 |
| 3740F97 | 4223^ 6 | 4268D10 |
| 3897F98 | 4247D 8 | 4284D12 |
| 4035^99 | 4181^10 | 4216D14 |
| 4051^ 1 | 4176D12 | 4216D14 |
| 4049^ 3 | 4175D13 | 4216D14 |

High QNH **+0** per .10"
Low QNH **-150** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### LEVEL 1 CONTAM

| OAT °C | 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"

Engine A/I ON
Wing A/I ON

### LEVEL 2 CONTAM

| Flaps 22 -10T | +0 | +10H |
|---|---|---|
| | | 2732F96 |
| | | 2772F96 |
| | | 2804F96 |
| | | 2847F96 |
| | | 2883F97 |
| | | 2917F97 |
| | | 2951F97 |
| | | 2990F97 |
| | 2661F95 | 3031F97 |
| | 2654F95 | 3076F98 |
| | 2933F97 | 3254F99 |
| | 3109F98 | 3510F 0 |
| | 3292F99 | 3643F 1 |
| | 3519F 0 | 3756F 3 |

High QNH **+110** per .10"
Low QNH **-420** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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 | 4228^24 | 4376^27 | 4428^28 | 4205^14 | 4376D24 | 4428D27 | 4581 |
| 46 | 87.8 | 4317^26 | 4470^29 | 4523^29 | 4290^14 | 4470D24 | 4523D28 | 4692 |
| 44 | 88.0 | 4397^27 | 4554^30 | 4607^31 | 4365^15 | 4554D25 | 4607D28 | 4797 |
| 42 | 88.0 | 4469^28 | 4630^31 | 4684^32 | 4431^15 | 4630D25 | 4684D28 | 4902 |
| 40 | 87.9 | 4510^28 | 4672^31 | 4727^32 | 4473^16 | 4672D26 | 4727D29 | 4937 |
| 38 | 87.6 | 4517^29 | 4678^31 | 4734^32 | 4481^16 | 4678D26 | 4734D29 | 4956 |
| 36 | 87.4 | 4524^29 | 4685^32 | 4742^32 | 4489^16 | 4685D26 | 4742D30 | 4961 |
| 34 | 87.1 | 4531^29 | 4693^32 | 4748^33 | 4497^17 | 4693D27 | 4748D30 | 4962 |
| 32 | 86.8 | 4536^29 | 4699^32 | 4755^33 | 4505^17 | 4699D27 | 4755D30 | 4964 |
| 30 | 86.5 | 4543^29 | 4706^32 | 4761^33 | 4513^17 | 4706D28 | 4761D31 | 4966 |
| 20 | 85.1 | 4573^29 | 4737^32 | 4793^33 | 4553^19 | 4737D30 | 4793D33 | 4974 |
| 10 | 83.6 | 4595^30 | 4759^33 | 4814^34 | 4584^21 | 4759D32 | 4814D34 | 4970 |
| 0 | 82.1 | 4628^30 | 4792^33 | 4848^34 | 4626^24 | 4792D34 | 4848D35 | 4977 |
| -10 | 80.6 | 4654^31 | 4819^34 | 4875^35 | 4654D26 | 4819D34 | 4875D35 | 4981 |
| -20 | 79.0 | 4675^31 | 4841^34 | 4897^35 | 4675D28 | 4841D35 | 4897D36 | 4978 |
| -30 | 77.5 | 4698^32 | 4864^34 | 4920^35 | 4698D30 | 4864D35 | 4920D36 | 4976 |

High QNH **+20** per .10" Engine A/I ON **-670**
Low QNH **-160** per .10" Wing A/I ON **-670**

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 | 4264^25 | 4410^28 | 4459^29 | 4241^16 | 4410D26 | 4459D29 | 4581 |
| 46 | 91.1 | 4356^26 | 4506^29 | 4556^30 | 4327^16 | 4506D26 | 4556D29 | 4692 |
| 44 | 91.3 | 4439^28 | 4593^30 | 4644^31 | 4404^16 | 4593D27 | 4644D30 | 4797 |
| 42 | 91.2 | 4515^29 | 4673^31 | 4726^32 | 4474^17 | 4673D27 | 4726D30 | 4902 |
| 40 | 91.2 | 4562^29 | 4720^32 | 4773^33 | 4520^17 | 4720D28 | 4773D31 | 4937 |
| 38 | 90.9 | 4575^30 | 4733^32 | 4787^33 | 4535^18 | 4733D28 | 4787D32 | 4956 |
| 36 | 90.6 | 4581^30 | 4740^32 | 4793^33 | 4543^18 | 4740D29 | 4793D32 | 4961 |
| 34 | 90.3 | 4588^30 | 4745^33 | 4799^33 | 4552^19 | 4745D29 | 4799D33 | 4962 |
| 32 | 90.1 | 4593^30 | 4752^33 | 4805^34 | 4559^19 | 4752D30 | 4805D33 | 4964 |
| 30 | 89.8 | 4599^30 | 4758^33 | 4811^34 | 4567^20 | 4758D30 | 4811D33 | 4966 |
| 20 | 88.2 | 4629^30 | 4787^33 | 4841^34 | 4607^22 | 4787D32 | 4841D35 | 4974 |
| 10 | 86.7 | 4647^31 | 4806^34 | 4859^34 | 4639^24 | 4806D34 | 4859D35 | 4970 |
| 0 | 85.2 | 4678^31 | 4838^34 | 4891^35 | 4678D26 | 4838D35 | 4891D36 | 4977 |
| -10 | 83.6 | 4703^32 | 4863^34 | 4917^35 | 4703D28 | 4863D35 | 4917D36 | 4981 |
| -20 | 82.0 | 4723^32 | 4883^35 | 4937^36 | 4723D31 | 4883D35 | 4937D36 | 4978 |
| -30 | 80.4 | 4743^32 | 4894^35 | 4936^36 | 4743D33 | 4894D35 | 4936D36 | 4976 |

High QNH **+10** 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 - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.7 | 4264^25-25-35 | 4410^28-28-37 | 4459^29-29-38 | 4509^30-30-39 |
| 46 | 91.1 | 4356^26-26-36 | 4506^29-29-39 | 4556^30-30-39 | 4608^31-31-40 |
| 44 | 91.3 | 4439^28-28-38 | 4593^30-30-40 | 4644^31-31-41 | 4698^32-32-41 |
| 42 | 91.2 | 4515^29-29-39 | 4673^31-31-41 | 4726^32-32-42 | 4780^33-33-43 |
| 40 | 91.2 | 4562^29-29-39 | 4720^32-32-42 | 4773^33-33-43 | 4827^34-34-43 |
| 38 | 90.9 | 4575^30-30-40 | 4733^32-32-42 | 4787^33-33-43 | 4840^34-34-43 |
| 36 | 90.6 | 4581^30-30-40 | 4740^32-32-42 | 4793^33-33-43 | 4846^34-34-44 |
| 34 | 90.3 | 4588^30-30-40 | 4745^33-33-42 | 4799^33-33-43 | 4853^34-34-44 |
| 32 | 90.1 | 4593^30-30-40 | 4752^33-33-42 | 4805^34-34-43 | 4859^34-34-44 |
| 30 | 89.8 | 4599^30-30-40 | 4758^33-33-42 | 4811^34-34-43 | 4865^35-35-44 |
| 20 | 88.2 | 4629^30-30-40 | 4787^33-33-43 | 4841^34-34-43 | 4895^35-35-44 |
| 10 | 86.7 | 4647^31-31-41 | 4806^34-34-43 | 4859^34-34-44 | 4914^35-35-45 |
| 0 | 85.2 | 4678^31-31-41 | 4838^34-34-43 | 4891^35-35-44 | 4946^36-36-45 |
| -10 | 83.6 | 4703^32-32-42 | 4863^34-34-44 | 4917^35-35-45 | 4972^42-42-51 |
| -20 | 82.0 | 4723^32-32-42 | 4883^35-35-44 | 4939^42-42-51 | 4997^43-43-52 |
| -30 | 80.4 | 4743^32-32-42 | 4908^41-41-50 | 4965^42-42-51 | 4996C43-43-52 |

High QNH **+20** 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 | 809 | Length | 8502 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.36 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **30 Oct 18** |

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## SAN ANTONIO/INTL -SAT 13R *DT H127*

A/C **AUTO**

### DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4264^25 | 4410^28 | 4459^29 |
| 46 | 4356^26 | 4506^29 | 4556^30 |
| 44 | 4439^28 | 4593^30 | 4644^31 |
| 42 | 4515^29 | 4673^31 | 4726^32 |
| 40 | 4562^29 | 4720^32 | 4773^33 |
| 38 | 4575^30 | 4733^32 | 4787^33 |
| 36 | 4581^30 | 4740^32 | 4793^33 |
| 34 | 4588^30 | 4745^33 | 4799^33 |
| 32 | 4593^30 | 4752^33 | 4805^34 |
| 30 | 4599^30 | 4758^33 | 4811^34 |
| 20 | 4629^30 | 4787^33 | 4841^34 |
| 10 | 4647^31 | 4806^34 | 4859^34 |
| 0 | 4678^31 | 4838^34 | 4891^35 |
| -10 | 4703^32 | 4863^34 | 4917^35 |

High QNH **+20** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

### DRY - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 4258^25 | 4404^28 | 4454^29 |
| 4349^26 | 4499^29 | 4550^30 |
| 4432^28 | 4586^30 | 4638^31 |
| 4509^29 | 4666^31 | 4719^32 |
| 4556^29 | 4713^32 | 4767^33 |
| 4569^29 | 4727^32 | 4781^33 |
| 4576^30 | 4734^32 | 4788^33 |
| 4582^30 | 4740^32 | 4794^33 |
| 4588^30 | 4746^33 | 4800^33 |
| 4593^30 | 4752^33 | 4805^34 |
| 4622^30 | 4782^33 | 4835^34 |
| 4582^30 | 4736^33 | 4789^34 |
| 4613^30 | 4769^33 | 4821^34 |
| 4636^31 | 4791^34 | 4844^34 |

High QNH **+20** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4241^16 | 4410D26 | 4459D29 |
| 46 | 4327^16 | 4506D26 | 4556D29 |
| 44 | 4404^16 | 4593D27 | 4644D30 |
| 42 | 4474^17 | 4673D27 | 4726D30 |
| 40 | 4520^17 | 4720D28 | 4773D31 |
| 38 | 4535^18 | 4733D28 | 4787D32 |
| 36 | 4543^18 | 4740D29 | 4793D32 |
| 34 | 4552^19 | 4745D29 | 4799D33 |
| 32 | 4559^19 | 4752D30 | 4805D33 |
| 30 | 4567^20 | 4758D30 | 4811D33 |
| 20 | 4607^22 | 4787D32 | 4841D35 |
| 10 | 4639^24 | 4806D34 | 4859D35 |
| 0 | 4678D26 | 4838D35 | 4891D36 |
| -10 | 4703D28 | 4863D35 | 4917D36 |

High QNH **+20** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

### WET - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 4236^15 | 4404D25 | 4454D29 |
| 4321^16 | 4499D26 | 4550D29 |
| 4398^16 | 4586D26 | 4638D30 |
| 4468^17 | 4666D27 | 4719D30 |
| 4514^17 | 4713D28 | 4767D31 |
| 4530^18 | 4727D28 | 4781D32 |
| 4538^18 | 4734D29 | 4788D32 |
| 4546^19 | 4740D29 | 4794D32 |
| 4554^19 | 4746D29 | 4800D33 |
| 4562^20 | 4752D30 | 4805D33 |
| 4602^21 | 4782D32 | 4835D35 |
| 4579^24 | 4736D33 | 4789D34 |
| 4613D26 | 4769D34 | 4821D35 |
| 4636D28 | 4791D34 | 4844D35 |

High QNH **+20** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### LEVEL 1 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3642F98 | 4327F 6 | 4419F10 |
| 26 | 3771F98 | 4339F 7 | 4432F10 |
| 24 | 3927F98 | 4352F 7 | 4445F10 |
| 22 | 4034F98 | 4364F 7 | 4458F11 |
| 20 | 4115F98 | 4377F 8 | 4471F11 |
| 18 | 4125F98 | 4389F 8 | 4483F11 |
| 16 | 4138F98 | 4402F 9 | 4496F12 |
| 14 | 4148F99 | 4414F 9 | 4509F12 |
| 12 | 4158F99 | 4425F 9 | 4521F13 |
| 10 | 4167F 0 | 4436F10 | 4534F13 |
| 0 | 4227F 1 | 4505F12 | 4608F15 |
| -10 | 4284F 3 | 4576F14 | 4660^18 |
| -20 | 4344F 5 | 4627^16 | 4706^20 |
| -30 | 4409F 8 | 4672^19 | 4755^22 |

High QNH **+40** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-540**
Wing A/I ON **-540**

### LEVEL 2 CONTAM

Flaps **22**

| -10T | +0 | +10H |
|---|---|---|
| 3651F 2 | 4015F10 | 4159F13 |
| 3664F 2 | 4029F10 | 4176F13 |
| 3674F 2 | 4042F11 | 4195F13 |
| 3688F 2 | 4058F11 | 4213F14 |
| 3701F 3 | 4071F11 | 4233F14 |
| 3708F 3 | 4089F12 | 4249F14 |
| 3728F 3 | 4106F12 | 4272F15 |
| 3728F 3 | 4125F12 | 4284^15 |
| 3757F 4 | 4144F13 | 4280^15 |
| 3768F 4 | 4166F13 | 4278^15 |
| 3855F 6 | 4239^14 | 4282^15 |
| 3923F 7 | 4237^14 | 4281^15 |
| 3991F 9 | 4229^14 | 4274^15 |
| 4053^11 | 4219^14 | 4266^14 |

High QNH **+10** per .10"
Low QNH **-100** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

### LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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 | | **30 Oct 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

## 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 | 4397F16 | 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**

### DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4226^24 | 4364^27 | 4412^28 |
| 46 | 4313^26 | 4455^28 | 4504^29 |
| 44 | 4391^27 | 4536^29 | 4587^30 |
| 42 | 4461^28 | 4609^30 | 4661^31 |
| 40 | 4508^28 | 4657^31 | 4709^32 |
| 38 | 4524^29 | 4673^31 | 4726^32 |
| 36 | 4532^29 | 4681^31 | 4733^32 |
| 34 | 4540^29 | 4689^32 | 4741^32 |
| 32 | 4546^29 | 4696^32 | 4749^33 |
| 30 | 4554^29 | 4703^32 | 4756^33 |
| 20 | 4590^30 | 4741^32 | 4793^33 |
| 10 | 4618^30 | 4768^33 | 4820^34 |
| 0 | 4656^31 | 4807^34 | 4859^34 |
| -10 | 4689^32 | 4840^34 | 4891^35 |

High QNH **+30** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-670**
Wing A/I ON **-670**

### DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4220^24 | 4358^27 | 4405^28 |
| 4306^26 | 4447^28 | 4496^29 |
| 4383^27 | 4529^29 | 4579^30 |
| 4453^28 | 4602^30 | 4654^31 |
| 4501^28 | 4650^31 | 4702^32 |
| 4518^29 | 4667^31 | 4719^32 |
| 4526^29 | 4674^31 | 4727^32 |
| 4533^29 | 4683^31 | 4735^32 |
| 4541^29 | 4689^32 | 4743^32 |
| 4547^29 | 4697^32 | 4750^33 |
| 4585^30 | 4735^32 | 4787^33 |
| 4558^30 | 4704^32 | 4755^33 |
| 4596^30 | 4743^33 | 4794^34 |
| 4626^31 | 4772^33 | 4823^34 |

High QNH **+30** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4196^16 | 4364D25 | 4412D28 |
| 46 | 4276^16 | 4455D26 | 4504D29 |
| 44 | 4348^17 | 4536D26 | 4587D30 |
| 42 | 4411^17 | 4609D27 | 4661D30 |
| 40 | 4457^18 | 4657D28 | 4709D31 |
| 38 | 4476^18 | 4673D28 | 4726D32 |
| 36 | 4485^19 | 4681D29 | 4733D32 |
| 34 | 4495^19 | 4689D29 | 4741D32 |
| 32 | 4505^19 | 4696D29 | 4749D33 |
| 30 | 4515^20 | 4703D30 | 4756D33 |
| 20 | 4562^22 | 4741D32 | 4793D34 |
| 10 | 4604^24 | 4768D34 | 4820D35 |
| 0 | 4655^26 | 4807D34 | 4859D35 |
| -10 | 4689D28 | 4840D35 | 4891D36 |

High QNH **+30** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-670**
Wing A/I ON **-670**

### WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4190^15 | 4358D25 | 4405D28 |
| 4270^16 | 4447D26 | 4496D29 |
| 4340^16 | 4529D26 | 4579D29 |
| 4405^17 | 4602D27 | 4654D30 |
| 4451^17 | 4650D27 | 4702D31 |
| 4470^18 | 4667D28 | 4719D31 |
| 4480^19 | 4674D29 | 4727D32 |
| 4490^19 | 4683D29 | 4735D32 |
| 4500^19 | 4689D29 | 4743D33 |
| 4509^20 | 4697D30 | 4750D33 |
| 4557^22 | 4735D32 | 4787D34 |
| 4551^24 | 4704D33 | 4755D34 |
| 4596D26 | 4743D34 | 4794D34 |
| 4626D28 | 4772D34 | 4823D35 |

High QNH **+30** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3986F98 | 4239F 8 | 4332F11 |
| 26 | 3996F98 | 4251F 8 | 4345F12 |
| 24 | 4007F99 | 4263F 9 | 4357F12 |
| 22 | 4017F99 | 4276F 9 | 4370F12 |
| 20 | 4028F 0 | 4288F10 | 4383F13 |
| 18 | 4038F 0 | 4300F10 | 4396F13 |
| 16 | 4047F 0 | 4313F10 | 4408F14 |
| 14 | 4058F 1 | 4325F11 | 4420F14 |
| 12 | 4068F 1 | 4335F11 | 4432F14 |
| 10 | 4076F 1 | 4347F12 | 4444F15 |
| 0 | 4136F 3 | 4415F14 | 4517F17 |
| -10 | 4194F 5 | 4485F16 | 4576^19 |
| -20 | 4253F 7 | 4549^18 | 4633^21 |
| -30 | 4314F 9 | 4606^20 | 4692^24 |

High QNH **+50** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-480**
Wing A/I ON **-480**

### LEVEL 2 CONTAM

| Flaps 22 -10T | +0 | +10H |
|---|---|---|
| 3569F 3 | 4004F11 | 4164F13 |
| 3577F 3 | 4021F11 | 4182F13 |
| 3588F 4 | 4038F11 | 4191F13 |
| 3596F 4 | 4057F11 | 4195F13 |
| 3608F 4 | 4075F12 | 4199F14 |
| 3621F 5 | 4094F12 | 4203F14 |
| 3633F 5 | 4112F12 | 4207F14 |
| 3645F 5 | 4132F13 | 4208F14 |
| 3655F 5 | 4151F13 | 4208F14 |
| 3671F 6 | 4171F13 | 4208F14 |
| 3743F 7 | 4211F14 | 4242^14 |
| 3831F 9 | 4222F14 | 4268^15 |
| 3953F10 | 4223^14 | 4268^15 |
| 4058F11 | 4214^14 | 4260D14 |

High QNH **+0** per .10"
Low QNH **-100** per .10"

Engine A/I ON **-980**
Wing A/I ON **-980**

### LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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'** | |
| NOTAMS 9/7412 | | | | | | |

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" 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 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" 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 - 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 | 4819^34-34-43 |
| 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" 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 Apr 19** |

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## SAN ANTONIO/INTL -SAT 31L *SPECIAL*

A/C **AUTO**

### DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4278^25 | 4412^28 | 4459^29 |
| 46 | 4369^27 | 4507^29 | 4555^30 |
| 44 | 4450^28 | 4593^30 | 4642^31 |
| 42 | 4524^29 | 4669^31 | 4720^32 |
| 40 | 4571^30 | 4717^32 | 4768^33 |
| 38 | 4586^30 | 4732^32 | 4782^33 |
| 36 | 4593^30 | 4739^32 | 4789^33 |
| 34 | 4599^30 | 4745^33 | 4796^33 |
| 32 | 4606^30 | 4752^33 | 4802^34 |
| 30 | 4612^30 | 4758^33 | 4809^34 |
| 20 | 4644^31 | 4790^33 | 4841^34 |
| 10 | 4666^31 | 4812^34 | 4863^35 |
| 0 | 4699^32 | 4846^34 | 4896^35 |
| -10 | 4725^32 | 4872^35 | 4922^35 |

High QNH **+20** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-700**
Wing A/I ON **-700**

### DRY - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 4272^25 | 4406^28 | 4453^29 |
| 4362^27 | 4501^29 | 4548^30 |
| 4443^28 | 4585^30 | 4634^31 |
| 4516^29 | 4663^31 | 4713^32 |
| 4564^29 | 4711^32 | 4761^33 |
| 4580^30 | 4726^32 | 4777^33 |
| 4587^30 | 4733^32 | 4784^33 |
| 4593^30 | 4740^32 | 4790^33 |
| 4600^30 | 4746^33 | 4797^33 |
| 4606^30 | 4753^33 | 4803^34 |
| 4638^31 | 4785^33 | 4835^34 |
| 4601^30 | 4744^33 | 4793^34 |
| 4635^31 | 4777^33 | 4827^34 |
| 4657^31 | 4800^34 | 4849^35 |

High QNH **+20** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### DRY

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

### WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4246^16 | 4412D26 | 4459D29 |
| 46 | 4330^16 | 4507D26 | 4555D29 |
| 44 | 4405^17 | 4593D27 | 4642D30 |
| 42 | 4470F17 | 4669D27 | 4720D31 |
| 40 | 4517F18 | 4717D28 | 4768D31 |
| 38 | 4536^19 | 4732D29 | 4782D32 |
| 36 | 4544^19 | 4739D29 | 4789D32 |
| 34 | 4553^19 | 4745D29 | 4796D33 |
| 32 | 4562^20 | 4752D30 | 4802D33 |
| 30 | 4571^20 | 4758D30 | 4809D33 |
| 20 | 4613^22 | 4790D32 | 4841D35 |
| 10 | 4649^24 | 4812D34 | 4863D35 |
| 0 | 4694^26 | 4846D35 | 4896D36 |
| -10 | 4725D28 | 4872D35 | 4922D36 |

High QNH **+20** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-700**
Wing A/I ON **-700**

### WET - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 4240^16 | 4406D26 | 4453D29 |
| 4324^16 | 4501D26 | 4548D29 |
| 4398^17 | 4585D27 | 4634D30 |
| 4462F17 | 4663D27 | 4713D30 |
| 4509F18 | 4711D28 | 4761D31 |
| 4530^18 | 4726D29 | 4777D32 |
| 4539^19 | 4733D29 | 4784D32 |
| 4548^19 | 4740D29 | 4790D33 |
| 4556^20 | 4746D30 | 4797D33 |
| 4565^20 | 4753D30 | 4803D33 |
| 4608^22 | 4785D32 | 4835D35 |
| 4591^24 | 4744D33 | 4793D34 |
| 4635D26 | 4777D34 | 4827D35 |
| 4657D29 | 4800D34 | 4849D35 |

High QNH **+20** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### WET

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

### LEVEL 1 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4009F99 | 4264F 9 | 4356F12 |
| 26 | 4022F99 | 4276F 9 | 4369F12 |
| 24 | 4032F99 | 4288F 9 | 4382F13 |
| 22 | 4041F 0 | 4300F10 | 4395F13 |
| 20 | 4053F 0 | 4313F10 | 4408F13 |
| 18 | 4062F 0 | 4325F10 | 4419F14 |
| 16 | 4073F 1 | 4338F11 | 4433F14 |
| 14 | 4082F 1 | 4350F11 | 4446F15 |
| 12 | 4092F 1 | 4361F12 | 4457F15 |
| 10 | 4101F 2 | 4372F12 | 4470F15 |
| 0 | 4160F 4 | 4441F14 | 4543F17 |
| -10 | 4219F 6 | 4510F16 | 4615F20 |
| -20 | 4278F 8 | 4581F18 | 4688F22 |
| -30 | 4341F10 | 4654F21 | 4744^24 |

High QNH **+50** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-430**
Wing A/I ON **-430**

### LEVEL 2 CONTAM

Flaps **22**

| -10T | +0 | +10H |
|---|---|---|
| 3595F 3 | 4030F11 | 4189F13 |
| 3608F 4 | 4049F11 | 4194F13 |
| 3619F 4 | 4067F12 | 4198F14 |
| 3625F 4 | 4086F12 | 4202F14 |
| 3641F 5 | 4103F12 | 4207F14 |
| 3656F 5 | 4123F12 | 4210F14 |
| 3656F 5 | 4142F13 | 4214F14 |
| 3681F 6 | 4160F13 | 4216F14 |
| 3692F 6 | 4180F13 | 4216F14 |
| 3708F 6 | 4193F13 | 4216^14 |
| 3785F 8 | 4218F14 | 4249^14 |
| 3879F 9 | 4231^14 | 4275^15 |
| 3986F10 | 4223^14 | 4268^15 |
| 4077^12 | 4214^14 | 4261^14 |

High QNH **+0** per .10"
Low QNH **-90** per .10"

Engine A/I ON **-1040**
Wing A/I ON **-1040**

### LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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 Apr 19** |

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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 | 3464F 9 | 3707F14 | 3784F16 | 3041F97 | 3701F 5 | 3784D 8 | 4581 |
| 46 | 87.8 | 3522F10 | 3770F15 | 3849F17 | 2804F99 | 3761F 6 | 3849D 9 | 4692 |
| 44 | 88.0 | 3573F11 | 3825F16 | 3906F18 | | 3812F 6 | 3906D 9 | 4797 |
| 42 | 88.0 | 3618F11 | 3872F17 | 3957F18 | | 3857F 6 | 3955F10 | 4902 |
| 40 | 87.9 | 3650F12 | 3906F17 | 3992F19 | | 3892F 7 | 3990F10 | 4937 |
| 38 | 87.6 | 3660F12 | 3917F17 | 4003F19 | | 3904F 7 | 4002F10 | 4956 |
| 36 | 87.4 | 3670F12 | 3928F17 | 4013F19 | 2650F 2 | 3916F 7 | 4013D11 | 4961 |
| 34 | 87.1 | 3679F12 | 3939F18 | 4021F19 | 2836F 1 | 3928F 8 | 4021D11 | 4962 |
| 32 | 86.8 | 3689F12 | 3950F18 | 4032F19 | 2993F 1 | 3940F 8 | 4032D11 | 4964 |
| 30 | 86.5 | 3698F13 | 3961F18 | 4042F20 | 3148F 1 | 3952F 8 | 4042D12 | 4966 |
| 20 | 85.1 | 3747F14 | 4011F19 | 4094F21 | 3700F 0 | 4008F10 | 4094D13 | 4974 |
| 10 | 83.6 | 3796F15 | 4059F20 | 4145F22 | 3763F 1 | 4059D12 | 4145D15 | 4970 |
| 0 | 82.1 | 3851F16 | 4115F21 | 4204F23 | 3823F 3 | 4115D14 | 4204D17 | 4977 |
| -10 | 80.6 | 3904F17 | 4168F22 | 4260F24 | 3882F 5 | 4168D16 | 4260D19 | 4981 |
| -20 | 79.0 | 3959F18 | 4223F23 | 4318F25 | 3942F 7 | 4223D17 | 4318D21 | 4978 |
| -30 | 77.5 | 4008F19 | 4280F24 | 4378F26 | 4002F 9 | 4280D19 | 4378D23 | 4976 |

High QNH **+40** 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 22 -10T | +0 | +10H | TO-1 - WET RWY Flaps 22 -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|---|---|---|
| 48 | 90.7 | 3800^ 7 | 3892^10 | 3933^10 | 3760F94 | 3892D 4 | 3933D 7 | 4046 |
| 46 | 91.1 | 3891^ 8 | 3993^11 | 4027^12 | 3779F94 | 3993D 4 | 4027D 8 | 4146 |
| 44 | 91.3 | 3967F 8 | 4079^12 | | 3753F95 | 4079D 5 | | 4235 |
| 42 | 91.2 | 4026F 9 | 4161^13 | | 3744F96 | 4161D 5 | | 4323 |
| 40 | 91.2 | 4076F 9 | 4217^14 | | 3738F96 | 4217D 5 | | 4368 |
| 38 | 90.9 | 4102F10 | 4242^14 | | 3786F97 | 4242D 6 | | 4384 |
| 36 | 90.6 | 4113F10 | 4242^14 | | 3817F97 | 4242D 6 | | 4388 |
| 34 | 90.3 | 4122F10 | 4243^14 | | 3845F97 | 4243D 7 | | 4390 |
| 32 | 90.1 | 4132F11 | 4243^14 | 4280^15 | 3874F97 | 4243D 7 | 4280D11 | 4391 |
| 30 | 89.8 | 4134^11 | 4243^14 | 4281^15 | 3904F98 | 4243D 7 | 4281D11 | 4393 |
| 20 | 88.2 | 4136^13 | | 4285^15 | 4048F99 | | 4285D13 | 4400 |
| 10 | 86.7 | 4124^12 | 4238^14 | 4277^15 | 4117^ 0 | 4238D11 | 4277D15 | 4395 |
| 0 | 85.2 | 4122^12 | 4240^14 | 4279^15 | 4118^ 2 | 4240D13 | 4279D15 | 4404 |
| -10 | 83.6 | 4114^12 | 4236^14 | 4277^15 | 4114^ 4 | 4236D14 | 4277D15 | 4407 |
| -20 | 82.0 | 4102^12 | 4227^14 | 4270^15 | 4102D 6 | 4227D14 | 4270D15 | 4405 |
| -30 | 80.4 | | 4217^14 | 4261^14 | | 4217D14 | 4261D15 | 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 | 3800^ 7- 8-16 | 3892^10-10-17 | 3933^10-10-18 | 3967^11-11-18 |
| 46 | 91.1 | 3891^ 8-10-17 | 3993^11-11-18 | 4027^12-12-19 | 4061^12-12-19 |
| 44 | 91.3 | 3967F 8-10-18 | 4079^12-12-19 | - - | - - |
| 42 | 91.2 | 4026F 9-11-19 | 4161^13-13-20 | - - | - - |
| 40 | 91.2 | 4076F 9-12-19 | 4217^14-14-21 | - - | - - |
| 38 | 90.9 | 4102F10-12-20 | 4242^14-14-21 | - - | - - |
| 36 | 90.6 | 4113F10-12-20 | 4242^14-14-21 | - - | - - |
| 34 | 90.3 | 4122F10-12-20 | 4243^14-14-21 | - - | - - |
| 32 | 90.1 | 4132F11-13-20 | 4243^14-14-21 | 4280^15-15-22 | 4317^15-15-22 |
| 30 | 89.8 | 4134^11-13-20 | 4243^14-14-21 | 4281^15-15-22 | 4319^15-15-22 |
| 20 | 88.2 | 4136^13-13-20 | - - | 4285^15-15-22 | 4323^15-15-22 |
| 10 | 86.7 | 4124^12-12-20 | 4238^14-14-21 | 4277^15-15-22 | 4316^15-15-22 |
| 0 | 85.2 | 4122^12-12-20 | 4240^14-14-21 | 4279^15-15-22 | 4320^15-15-22 |
| -10 | 83.6 | 4114^12-12-20 | 4236^14-14-21 | 4277^15-15-22 | 4319^15-15-22 |
| -20 | 82.0 | 4102^12-12-20 | 4227^14-14-21 | 4270^15-15-22 | 4313^15-15-22 |
| -30 | 80.4 | - - | 4217^14-14-21 | 4261^14-14-22 | 4306^15-15-22 |

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 | | **01 Oct 18** |

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## SAN ANTONIO/INTL -SAT 31R *SPECIAL*

A/C **AUTO**

### DRY - 1 FLP CHNL INOP

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3800^ 7 | 3892^10 | 3933^10 |
| 46 | 3891^ 8 | 3993^11 | 4027^12 |
| 44 | 3967F 8 | 4079^12 | |
| 42 | 4026F 9 | 4161^13 | |
| 40 | 4076F 9 | 4217^14 | |
| 38 | 4102F10 | 4242^14 | |
| 36 | 4113F10 | 4242^14 | |
| 34 | 4122F10 | 4243^14 | |
| 32 | 4132F11 | 4243^14 | 4280^15 |
| 30 | 4134^11 | 4243^14 | 4281^15 |
| 20 | 4136^13 | | 4285^15 |
| 10 | 4124^12 | 4238^14 | 4277^15 |
| 0 | 4122^12 | 4240^14 | 4279^15 |
| -10 | 4114^12 | 4236^14 | 4277^15 |

High QNH **+0** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

### DRY - EAI VLV INOP OPEN

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3795^ 7 | | 3928^10 |
| 46 | 3886^ 7 | 3988^11 | 4022^12 |
| 44 | 3958F 8 | 4074^12 | |
| 42 | 4016F 8 | 4157^13 | |
| 40 | 4067F 9 | 4213^14 | |
| 38 | 4093F10 | 4238^14 | |
| 36 | 4104F10 | 4239^14 | |
| 34 | 4115F10 | 4239^14 | |
| 32 | 4124F10 | 4239^14 | 4276^15 |
| 30 | 4130^11 | 4239^14 | 4277^15 |
| 20 | 4132^13 | | 4281^15 |
| 10 | 4054^12 | 4167^13 | 4206^14 |
| 0 | 4050^12 | 4167^13 | 4206^14 |
| -10 | 4046^11 | 4166^13 | 4207^14 |

High QNH **+0** per .10"
Low QNH **-140** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

### WET - 1 FLP CHNL INOP

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3760F94 | 3892D 4 | 3933D 7 |
| 46 | 3779F94 | 3993D 4 | 4027D 8 |
| 44 | 3753F95 | 4079D 5 | |
| 42 | 3744F96 | 4161D 5 | |
| 40 | 3738F96 | 4217D 5 | |
| 38 | 3786F97 | 4242D 6 | |
| 36 | 3817F97 | 4242D 6 | |
| 34 | 3845F97 | 4243D 7 | |
| 32 | 3874F97 | 4243D 7 | 4280D11 |
| 30 | 3904F98 | 4243D 7 | 4281D11 |
| 20 | 4048F99 | | 4285D13 |
| 10 | 4117^ 0 | 4238D11 | 4277D15 |
| 0 | 4118^ 2 | 4240D13 | 4279D15 |
| -10 | 4114^ 4 | 4236D14 | 4277D15 |

High QNH **+0** per .10"
Low QNH **-140** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

### WET - EAI VLV INOP OPEN

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3753F94 | | 3928D 7 |
| 46 | 3769F94 | 3988D 4 | 4022D 8 |
| 44 | 3744F95 | 4074D 4 | |
| 42 | 3735F96 | 4157D 5 | |
| 40 | 3729F96 | 4213D 5 | |
| 38 | 3778F97 | 4238D 6 | |
| 36 | 3808F97 | 4239D 6 | |
| 34 | 3837F97 | 4239D 7 | |
| 32 | 3866F97 | 4239D 7 | 4276D10 |
| 30 | 3895F98 | 4239D 7 | 4277D11 |
| 20 | 4040F99 | | 4281D13 |
| 10 | 4049^ 0 | 4167D11 | 4206D14 |
| 0 | 4048^ 2 | 4167D13 | 4206D14 |
| -10 | 4046D 4 | 4166D13 | 4207D14 |

High QNH **+0** per .10"
Low QNH **-140** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

### Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

### LEVEL 1 CONTAM

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | | | 3434F92 |
| 26 | | | 3512F93 |
| 24 | | | 3544F93 |
| 22 | | | 3561F93 |
| 20 | | | 3596F93 |
| 18 | | | 3631F94 |
| 16 | | | 3666F94 |
| 14 | | | 3701F94 |
| 12 | | 3258F92 | 3737F94 |
| 10 | | 3301F92 | 3773F95 |
| 0 | | 3498F93 | 3943F96 |
| -10 | | 3555F95 | 3987F98 |
| -20 | | 3753F96 | 4160F99 |
| -30 | | 3947F98 | 4232^ 1 |

High QNH **+130** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-40**
Wing A/I ON **-40**

### LEVEL 2 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | | | 2987F97 |
| 26 | | | 3075F97 |
| 24 | | | 3163F97 |
| 22 | | | 3252F97 |
| 20 | | | 3359F97 |
| 18 | | | 3382F97 |
| 16 | | | 3393F98 |
| 14 | | 2648F98 | 3404F98 |
| 12 | | 2740F98 | 3415F98 |
| 10 | | 2838F98 | 3424F99 |
| 0 | | 3390F98 | 3488F 1 |
| -10 | | 3449F 0 | 3552F 2 |
| -20 | | 3510F 1 | 3616F 4 |
| -30 | | 3574F 3 | 3684F 6 |

High QNH **+50** per .10"
Low QNH **-370** per .10"

Engine A/I ON **-330**
Wing A/I ON **-330**

### LEVEL 3 CONTAM

Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

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 | | **01 Oct 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# SAN JOSE DEL CABO -SJD 16 *DT H166*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1379' | | DT H166 | 1379' | |

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 | 4482^29 | 4580^31 | 4612^31 | 4481^22 | 4580D31 | 4612D31 | 4658 |
| 46 | 87.7 | 4593^30 | 4692^32 | 4724^33 | 4590^23 | 4692D32 | 4724D33 | 4773 |
| 44 | 87.8 | 4688^32 | 4788^34 | 4822^34 | 4683^23 | 4788D33 | 4822D34 | 4858 |
| 42 | 87.6 | 4762^33 | 4865^35 | 4898^35 | 4756^23 | 4865D33 | 4898D35 | 4940 |
| 40 | 87.5 | 4787^33 | 4890^35 | 4924^36 | 4782^23 | 4890D34 | 4924D36 | 4958 |
| 38 | 87.2 | 4796^33 | 4901^35 | 4935^36 | 4791^24 | 4901D34 | 4935D36 | 4960 |
| 36 | 86.9 | 4797^33 | 4902^35 | 4937^36 | 4793^24 | 4902D35 | 4937D36 | 4962 |
| 34 | 86.6 | 4798^33 | 4903^35 | 4938^36 | 4794^25 | 4903D35 | 4938D36 | 4964 |
| 32 | 86.4 | 4798^33 | 4904^35 | 4939^36 | 4794^25 | 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 | 4800^28 | 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 | 4789D33 | 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**

| 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 | 4494^29 | 4590^31 | 4622^31 | 4494^24 | 4590D31 | 4622D31 | 4658 |
| 46 | 91.0 | 4605^31 | 4703^32 | 4735^33 | 4603^24 | 4703D32 | 4735D33 | 4773 |
| 44 | 91.0 | 4702^32 | 4801^34 | 4834^34 | 4698^25 | 4801D34 | 4834D34 | 4858 |
| 42 | 90.8 | 4778^33 | 4878^35 | 4912^35 | 4774^25 | 4878D35 | 4912D36 | 4940 |
| 40 | 90.7 | 4804^34 | 4906^35 | 4939^36 | 4800^26 | 4906D35 | 4939D36 | 4958 |
| 38 | 90.4 | 4814^34 | 4917^35 | 4951^36 | 4810^26 | 4917D36 | 4951D36 | 4960 |
| 36 | 90.1 | 4815^34 | 4918^35 | 4952^36 | 4812^27 | 4918D36 | 4952D36 | 4962 |
| 34 | 89.8 | 4815^34 | 4919^35 | 4953^36 | 4813^27 | 4919D36 | 4953D36 | 4964 |
| 32 | 89.5 | 4816^34 | 4920^35 | 4955^36 | 4814^28 | 4920D36 | 4955D36 | 4966 |
| 30 | 89.3 | 4816^34 | 4921^35 | 4956^36 | 4815^28 | 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 | 4806D33 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4628^37-37-46 | 4693C38-38-47 | 4693C38-38-47 | 4693C38-38-47 |
| 46 | 91.0 | 4744^39-39-48 | 4812C40-40-49 | 4812C40-40-49 | 4812C40-40-49 |
| 44 | 91.0 | 4846^40-40-49 | 4896C41-41-50 | 4896C41-41-50 | 4896C41-41-50 |
| 42 | 90.8 | 4926^42-42-51 | 4946C42-42-51 | 4946C42-42-51 | 4946C42-42-51 |
| 40 | 90.7 | 4950^42-42-51 | 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 | 4964^42-42-51 | 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 | 379 | Length | 9856 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.63 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Jan 19** |

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# SAN JOSE DEL CABO -SJD 16 *DT H166*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4494^29 | 4590^31 | 4622^31 |
| 46 | 4605^31 | 4703^32 | 4735^33 |
| 44 | 4702^32 | 4801^34 | 4834^34 |
| 42 | 4778^33 | 4878^35 | 4912^35 |
| 40 | 4804^34 | 4906^35 | 4939^36 |
| 38 | 4814^34 | 4917^35 | 4951^36 |
| 36 | 4815^34 | 4918^35 | 4952^36 |
| 34 | 4815^34 | 4919^35 | 4953^36 |
| 32 | 4816^34 | 4920^35 | 4955^36 |
| 30 | 4816^34 | 4921^35 | 4956^36 |
| 20 | 4817^34 | 4925^36 | 4961^36 |
| 10 | 4806^34 | 4917^35 | 4954^36 |
| 0 | 4806^33 | 4920^35 | 4958^36 |
| -10 | 4799^33 | 4917^35 | 4957^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4488^29 | 4585^31 | 4617^31 |
| 4599^31 | 4697^32 | 4729^33 |
| 4696^32 | 4795^34 | 4828^34 |
| 4773^33 | 4874^35 | 4908^35 |
| 4799^33 | 4901^35 | 4935^36 |
| 4810^34 | 4913^35 | 4946^36 |
| 4811^34 | 4914^35 | 4948^36 |
| 4811^34 | 4915^35 | 4949^36 |
| 4811^34 | 4916^35 | 4950^36 |
| 4812^34 | 4917^35 | 4951^36 |
| 4812^34 | 4921^35 | 4956^36 |
| 4723^32 | 4833^34 | 4870^35 |
| 4720^32 | 4833^34 | 4871^35 |
| 4713^32 | 4831^34 | 4870^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## DRY - Flaps

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4494^24 | 4590D31 | 4622D31 |
| 46 | 4603^24 | 4703D32 | 4735D33 |
| 44 | 4698^25 | 4801D34 | 4834D34 |
| 42 | 4774^25 | 4878D35 | 4912D36 |
| 40 | 4800^26 | 4906D35 | 4939D36 |
| 38 | 4810^26 | 4917D36 | 4951D36 |
| 36 | 4812^27 | 4918D36 | 4952D36 |
| 34 | 4813^27 | 4919D36 | 4953D36 |
| 32 | 4814^28 | 4920D36 | 4955D36 |
| 30 | 4815^28 | 4921D36 | 4956D36 |
| 20 | 4817D30 | 4925D36 | 4961D36 |
| 10 | 4806D33 | 4917D36 | 4954D36 |
| 0 | 4806D34 | 4920D36 | 4958D36 |
| -10 | 4799D33 | 4917D35 | 4957D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4488^24 | 4585D31 | 4617D31 |
| 4597^24 | 4697D32 | 4729D33 |
| 4693^25 | 4795D34 | 4828D34 |
| 4769^25 | 4874D35 | 4908D36 |
| 4795^26 | 4901D35 | 4935D36 |
| 4806^26 | 4913D35 | 4946D36 |
| 4808^27 | 4914D36 | 4948D36 |
| 4809^27 | 4915D36 | 4949D36 |
| 4809^28 | 4916D36 | 4950D36 |
| 4810^28 | 4917D36 | 4951D36 |
| 4812D30 | 4921D36 | 4956D36 |
| 4723D33 | 4833D34 | 4870D35 |
| 4720D32 | 4833D34 | 4871D35 |
| 4713D32 | 4831D34 | 4870D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## WET - Flaps

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4433F 3 | 4703F13 | 4798F17 |
| 26 | 4445F 4 | 4716F14 | 4812F17 |
| 24 | 4457F 4 | 4730F14 | 4826F17 |
| 22 | 4469F 5 | 4744F15 | 4840F18 |
| 20 | 4482F 5 | 4757F15 | 4854F18 |
| 18 | 4492F 5 | 4771F15 | 4868F19 |
| 16 | 4504F 6 | 4785F16 | 4883F19 |
| 14 | 4516F 6 | 4798F16 | 4896F19 |
| 12 | 4527F 6 | 4811F17 | 4906^20 |
| 10 | 4539F 7 | 4824F17 | 4906^20 |
| 0 | 4607F 9 | 4872^19 | 4916^23 |
| -10 | 4674F11 | 4876^22 | 4922^26 |
| -20 | 4733^13 | 4875^25 | 4924^28 |
| -30 | 4726^16 | 4873^27 | 4924^31 |

High QNH **+10** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-810**
Wing A/I ON **-810**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4108F 9 | 4343F18 | 4427F21 |
| 4120F 9 | 4354F19 | 4440F22 |
| 4130F 9 | 4366F19 | 4452F22 |
| 4141F10 | 4377F19 | 4465F22 |
| 4152F10 | 4389F20 | 4478F23 |
| 4162F10 | 4402F20 | 4490F23 |
| 4172F11 | 4414F21 | 4504F24 |
| 4184F11 | 4426F21 | 4516F24 |
| 4194F12 | 4437F21 | 4528F24 |
| 4204F12 | 4449F22 | 4541F25 |
| 4260F14 | 4517F24 | 4613F27 |
| 4315F16 | 4585F26 | 4685F29 |
| 4369F18 | 4654F28 | 4760F31 |
| 4428F20 | 4727F30 | 4835F33 |

High QNH **+40** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-510**
Wing A/I ON **-510**

## LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 379 | Length | 9856 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.63 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Jan 19** |

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# SAN JOSE DEL CABO -SJD 34 *RT H360*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1379' | | RT H360 | 1379' | |

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 | 4467^29 | 4566^30 | 4598^31 | 4465^23 | 4566D30 | 4598D31 | 4658 |
| 46 | 87.7 | 4577^30 | 4676^32 | 4709^32 | 4572^23 | 4676D32 | 4709D33 | 4773 |
| 44 | 87.8 | 4671^32 | 4772^33 | 4806^34 | 4665^23 | 4772D33 | 4806D34 | 4858 |
| 42 | 87.6 | 4745^33 | 4848^34 | 4882^35 | 4703F24 | 4848D33 | 4882D35 | 4940 |
| 40 | 87.5 | 4770^33 | 4873^35 | 4908^35 | 4730F24 | 4873D34 | 4908D35 | 4958 |
| 38 | 87.2 | 4779^33 | 4883^35 | 4919^35 | 4744F24 | 4883D34 | 4919D36 | 4960 |
| 36 | 86.9 | 4780^33 | 4885^35 | 4921^35 | 4757F25 | 4885D35 | 4921D36 | 4962 |
| 34 | 86.6 | 4781^33 | 4886^35 | 4922^36 | 4770F25 | 4886D35 | 4922D36 | 4964 |
| 32 | 86.4 | 4781^33 | 4887^35 | 4923^36 | 4775^25 | 4887D35 | 4923D36 | 4966 |
| 30 | 86.1 | 4781^33 | 4888^35 | 4924^36 | 4776^26 | 4888D35 | 4924D36 | 4968 |
| 20 | 84.7 | 4783^33 | 4893^35 | 4930^36 | 4781^28 | 4893D35 | 4930D36 | 4976 |
| 10 | 83.2 | 4772^33 | 4885^35 | 4924^36 | 4772D30 | 4885D35 | 4924D36 | 4971 |
| 0 | 81.7 | 4773^33 | 4889^35 | 4928^36 | 4773D33 | 4889D35 | 4928D36 | 4983 |
| -10 | 80.2 | 4766^33 | 4886^35 | 4927^36 | 4766D33 | 4886D35 | 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 | 4480^29 | 4577^31 | 4609^31 | 4480D25 | 4577D31 | 4609D31 | 4658 |
| 46 | 91.0 | 4590^30 | 4689^32 | 4722^33 | 4588^25 | 4689D32 | 4722D33 | 4773 |
| 44 | 91.0 | 4686^32 | 4787^33 | 4820^34 | 4682^26 | 4787D34 | 4820D34 | 4858 |
| 42 | 90.8 | 4763^33 | 4864^35 | 4898^35 | 4757^26 | 4864D35 | 4898D35 | 4940 |
| 40 | 90.7 | 4788^33 | 4890^35 | 4925^36 | 4783^27 | 4890D35 | 4925D36 | 4958 |
| 38 | 90.4 | 4799^33 | 4902^35 | 4937^36 | 4794^27 | 4902D35 | 4937D36 | 4960 |
| 36 | 90.1 | 4800^33 | 4903^35 | 4938^36 | 4796^28 | 4903D35 | 4938D36 | 4962 |
| 34 | 89.8 | 4800^33 | 4904^35 | 4940^36 | 4797^28 | 4904D35 | 4940D36 | 4964 |
| 32 | 89.5 | 4801^33 | 4905^35 | 4941^36 | 4799^28 | 4905D35 | 4941D36 | 4966 |
| 30 | 89.3 | 4801^33 | 4906^35 | 4942^36 | 4800^29 | 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 | 4544F36-36-45 | 4693C38-38-47 | 4693C38-38-47 | 4693C38-38-47 |
| 46 | 91.0 | 4626F37-37-46 | 4812C40-40-49 | 4812C40-40-49 | 4812C40-40-49 |
| 44 | 91.0 | 4696F38-38-47 | 4896C41-41-50 | 4896C41-41-50 | 4896C41-41-50 |
| 42 | 90.8 | 4763^33-33-42 | 4946C42-42-51 | 4946C42-42-51 | 4946C42-42-51 |
| 40 | 90.7 | 4788^33-33-43 | 4973C42-42-51 | 4973C42-42-51 | 4973C42-42-51 |
| 38 | 90.4 | 4805F39-39-49 | 4974C42-42-51 | 4974C42-42-51 | 4974C42-42-51 |
| 36 | 90.1 | 4816F40-40-49 | 4976C42-42-51 | 4976C42-42-51 | 4976C42-42-51 |
| 34 | 89.8 | 4828F40-40-49 | 4978C42-42-51 | 4978C42-42-51 | 4978C42-42-51 |
| 32 | 89.5 | 4840F40-40-49 | 4980C42-42-51 | 4980C42-42-51 | 4980C42-42-51 |
| 30 | 89.3 | 4852F40-40-49 | 4982C42-42-51 | 4982C42-42-51 | 4982C42-42-51 |
| 20 | 87.7 | 4913F41-41-50 | 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 | 379 | Length | 9856 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.63 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Jan 19** |

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# SAN JOSE DEL CABO -SJD 34 *RT H360*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4480^29 | 4577^31 | 4609^31 |
| 46 | 4590^30 | 4689^32 | 4722^33 |
| 44 | 4686^32 | 4787^33 | 4820^34 |
| 42 | 4763^33 | 4864^35 | 4898^35 |
| 40 | 4788^33 | 4890^35 | 4925^36 |
| 38 | 4799^33 | 4902^35 | 4937^36 |
| 36 | 4800^33 | 4903^35 | 4938^36 |
| 34 | 4800^33 | 4904^35 | 4940^36 |
| 32 | 4801^33 | 4905^35 | 4941^36 |
| 30 | 4801^33 | 4906^35 | 4942^36 |
| 20 | 4802^33 | 4910^35 | 4947^36 |
| 10 | 4791^33 | 4903^35 | 4940^36 |
| 0 | 4791^33 | 4906^35 | 4945^36 |
| -10 | 4784^33 | 4903^35 | 4944^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-840**
Wing A/I ON **-840**

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4475^29 | 4571^30 | 4604^31 |
| 4584^30 | 4683^32 | 4716^33 |
| 4681^32 | 4781^33 | 4815^34 |
| 4758^33 | 4859^35 | 4894^35 |
| 4784^33 | 4886^35 | 4921^36 |
| 4794^33 | 4898^35 | 4932^36 |
| 4795^33 | 4899^35 | 4934^36 |
| 4796^33 | 4900^35 | 4935^36 |
| 4796^33 | 4901^35 | 4936^36 |
| 4796^33 | 4902^35 | 4937^36 |
| 4798^33 | 4906^35 | 4942^36 |
| 4708^32 | 4820^34 | 4857^35 |
| 4705^32 | 4820^34 | 4858^35 |
| 4699^32 | 4817^34 | 4857^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4480D25 | 4577D31 | 4609D31 |
| 46 | 4588^25 | 4689D32 | 4722D33 |
| 44 | 4682^26 | 4787D34 | 4820D34 |
| 42 | 4757^26 | 4864D35 | 4898D35 |
| 40 | 4783^27 | 4890D35 | 4925D36 |
| 38 | 4794^27 | 4902D35 | 4937D36 |
| 36 | 4796^28 | 4903D35 | 4938D36 |
| 34 | 4797^28 | 4904D35 | 4940D36 |
| 32 | 4799^28 | 4905D35 | 4941D36 |
| 30 | 4800^29 | 4906D35 | 4942D36 |
| 20 | 4802D31 | 4910D35 | 4947D36 |
| 10 | 4791D33 | 4903D35 | 4940D36 |
| 0 | 4791D33 | 4906D35 | 4945D36 |
| -10 | 4784D33 | 4903D35 | 4944D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-840**
Wing A/I ON **-840**

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4474^25 | 4571D31 | 4604D31 |
| 4582^25 | 4683D32 | 4716D33 |
| 4677^25 | 4781D34 | 4815D34 |
| 4752^26 | 4859D35 | 4894D35 |
| 4778^26 | 4886D35 | 4921D36 |
| 4790^27 | 4898D35 | 4932D36 |
| 4791^27 | 4899D35 | 4934D36 |
| 4793^28 | 4900D35 | 4935D36 |
| 4794^28 | 4901D35 | 4936D36 |
| 4795^29 | 4902D35 | 4937D36 |
| 4798D31 | 4906D35 | 4942D36 |
| 4708D32 | 4820D34 | 4857D35 |
| 4705D32 | 4820D34 | 4858D35 |
| 4699D32 | 4817D34 | 4857D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4316F 8 | 4579F17 | 4672F20 |
| 26 | 4327F 8 | 4592F18 | 4686F21 |
| 24 | 4340F 8 | 4605F18 | 4699F21 |
| 22 | 4351F 9 | 4618F18 | 4712F22 |
| 20 | 4361F 9 | 4631F19 | 4727F22 |
| 18 | 4372F 9 | 4644F19 | 4740F22 |
| 16 | 4384F10 | 4658F20 | 4755F23 |
| 14 | 4396F10 | 4670F20 | 4768F23 |
| 12 | 4407F11 | 4682F20 | 4781F24 |
| 10 | 4419F11 | 4695F21 | 4794F24 |
| 0 | 4484F13 | 4769F23 | 4869F26 |
| -10 | 4545F15 | 4842F25 | 4906^28 |
| -20 | 4609F17 | 4859^28 | 4911^31 |
| -30 | 4676F19 | 4861^30 | 4915^34 |

High QNH **+10** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-740**
Wing A/I ON **-740**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4025F12 | 4258F21 | 4344F24 |
| 4034F12 | 4269F21 | 4357F24 |
| 4045F12 | 4281F21 | 4369F24 |
| 4054F13 | 4294F22 | 4383F25 |
| 4064F13 | 4305F22 | 4396F25 |
| 4074F13 | 4318F23 | 4409F25 |
| 4084F14 | 4330F23 | 4423F26 |
| 4093F14 | 4343F23 | 4436F26 |
| 4103F15 | 4353F24 | 4449F26 |
| 4112F15 | 4366F24 | 4462F27 |
| 4169F17 | 4435F26 | 4536F28 |
| 4223F19 | 4504F28 | 4617F30 |
| 4281F21 | 4575F29 | 4694F32 |
| 4339F23 | 4668F31 | 4525F29 |

High QNH **+40** per .10"
Low QNH **-80** per .10"

Engine A/I ON **-3600**
Wing A/I ON **-3600**

## LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 379 | Length | 9856 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.63 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Jan 19** |

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# 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**

| 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 | 4067^23 | 4149^24 | 4177^25 | 4053^13 | 4149D22 | 4177D25 | 4233 |
| 34 | 89.2 | 4144^24 | 4228^25 | 4256^26 | 4121^13 | 4228D23 | 4256D26 | 4312 |
| 32 | 89.5 | 4215^25 | 4306^27 | 4334^27 | 4180F14 | 4306D23 | 4334D26 | 4390 |
| 30 | 89.7 | 4286^26 | 4387^28 | 4415^28 | 4235F14 | 4387D23 | 4415D27 | 4471 |
| 28 | 89.8 | 4361^27 | 4469^29 | 4498^30 | 4293F15 | 4468^24 | 4498D27 | 4555 |
| 26 | 89.9 | 4436^28 | 4552^30 | 4581^31 | 4350F15 | 4549^24 | 4581D27 | 4640 |
| 24 | 90.0 | 4510F29 | 4633^31 | 4662^32 | 4405F16 | 4629^24 | 4662^28 | 4724 |
| 22 | 90.1 | 4550^30 | 4677^32 | 4707^32 | 4446F16 | 4672^25 | 4707^28 | 4764 |
| 20 | 90.2 | 4558^30 | 4680^32 | 4710^33 | 4460F16 | 4677^25 | 4710D29 | 4770 |
| 18 | 89.9 | 4563^30 | 4681^32 | 4711^33 | 4474F17 | 4679^26 | 4711D29 | 4772 |
| 16 | 89.6 | 4568^30 | 4682^32 | 4712^33 | 4487F17 | 4680^26 | 4712D30 | 4773 |
| 10 | 88.7 | 4581^30 | 4684^32 | 4715^33 | 4525F18 | 4684^28 | 4715D31 | 4777 |
| 0 | 87.1 | 4586^30 | 4680^32 | 4712^33 | 4576^20 | 4680D30 | 4712D33 | 4779 |
| -10 | 85.5 | 4573^30 | 4670^32 | 4702^32 | 4568^23 | 4670D32 | 4702D32 | 4771 |
| -20 | 83.9 | 4565^30 | 4666^32 | 4699^32 | 4565D25 | 4666D32 | 4699D32 | 4773 |
| -30 | 82.2 | 4548^30 | 4653^32 | 4687^32 | 4548D28 | 4653D32 | 4687D32 | 4765 |

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 | 4159^25 | 4186^25 | 4071^14 | 4159D24 | 4186D25 | 4233 |
| 34 | 92.7 | 4155^24 | 4238^26 | 4266^26 | 4145^15 | 4238D24 | 4266D26 | 4312 |
| 32 | 93.0 | 4233^25 | 4316^27 | 4344^27 | 4212^15 | 4316D25 | 4344D27 | 4390 |
| 30 | 93.2 | 4309^26 | 4397^28 | 4425^29 | 4280^16 | 4397D25 | 4425D28 | 4471 |
| 28 | 93.5 | 4385^28 | 4480^29 | 4509^30 | 4352^16 | 4480D26 | 4509D29 | 4555 |
| 26 | 93.8 | 4461^29 | 4563^30 | 4592^31 | 4420F16 | 4562^26 | 4592D29 | 4640 |
| 24 | 93.9 | 4538^30 | 4646^32 | 4675^32 | 4481F17 | 4643^26 | 4675D30 | 4724 |
| 22 | 93.8 | 4581^30 | 4691^32 | 4720^33 | 4527F18 | 4689^27 | 4720D30 | 4764 |
| 20 | 93.6 | 4596^31 | 4696^32 | 4725^33 | 4555^18 | 4696^28 | 4725D31 | 4770 |
| 18 | 93.3 | 4600^31 | 4697^32 | 4721^33 | 4562^19 | 4697D29 | 4721D32 | 4766 |
| 16 | 93.0 | 4605^31 | 4698^32 | 4728^33 | 4569^19 | 4698D29 | 4728D32 | 4773 |
| 10 | 92.0 | 4610^31 | 4700^32 | 4730^33 | 4587^20 | 4700D31 | 4730D33 | 4777 |
| 0 | 90.3 | 4603^31 | 4696^32 | 4727^33 | 4597^23 | 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 | 4582D28 | 4681D32 | 4714D33 | 4773 |
| -30 | 85.2 | 4565^30 | 4667^32 | 4701^32 | 4565D30 | 4667D32 | 4701D32 | 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 | 4103F29-29-38 | 4236^32-32-40 | 4277^32-32-41 | 4290C33-33-41 |
| 34 | 92.7 | 4163F30-30-39 | 4309^33-33-41 | 4351^33-33-42 | 4370C34-34-42 |
| 32 | 93.0 | 4233^25-25-35 | 4380^34-34-42 | 4423^34-34-43 | 4448C35-35-43 |
| 30 | 93.2 | 4309^26-26-36 | 4453^35-35-43 | 4496^36-36-44 | 4526C36-36-45 |
| 28 | 93.5 | 4385^28-28-37 | 4529^36-36-45 | 4574^37-37-45 | 4612C37-37-46 |
| 26 | 93.8 | 4461^29-29-38 | 4606^37-37-46 | 4652^38-38-47 | 4697^38-38-47 |
| 24 | 93.9 | 4538^30-30-39 | 4685^38-38-47 | 4730^39-39-48 | 4776^40-40-48 |
| 22 | 93.8 | 4581^30-30-40 | 4729^39-39-48 | 4776^39-39-48 | 4822^40-40-49 |
| 20 | 93.6 | 4596^31-31-40 | 4746^39-39-48 | 4792^40-40-49 | 4833C40-40-49 |
| 18 | 93.3 | 4600^31-31-40 | 4751^39-39-48 | 4798^40-40-49 | 4835C40-40-49 |
| 16 | 93.0 | 4605^31-31-40 | 4757^39-39-48 | 4803^40-40-49 | 4836C40-40-49 |
| 10 | 92.0 | 4618F37-37-46 | 4773^39-39-48 | 4819^40-40-49 | 4841C41-41-49 |
| 0 | 90.3 | 4659^37-37-47 | 4796^40-40-49 | 4843^41-41-49 | 4848C41-41-50 |
| -10 | 88.7 | 4670^38-38-47 | 4808^40-40-49 | 4839C40-40-49 | 4839C40-40-49 |
| -20 | 87.0 | 4689^38-38-47 | 4819^40-40-49 | 4841C41-41-49 | 4841C41-41-49 |
| -30 | 85.2 | 4701^38-38-47 | 4805^40-40-49 | 4836C40-40-49 | 4836C40-40-49 |

High QNH **+100** per .10" Engine A/I ON **-3500**
Low QNH **-170** per .10" Wing A/I ON **-3500**

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 **23 Feb 18**

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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 | 4078^23 | 4159^25 | 4186^25 | 4072^23 | 4154^24 | 4181^25 | | | |
| 34 | 4155^24 | 4238^26 | 4266^26 | 4151^24 | 4233^26 | 4261^26 | | | |
| 32 | 4233^25 | 4316^27 | 4344^27 | 4229^25 | 4312^27 | 4340^27 | | | |
| 30 | 4309^26 | 4397^28 | 4425^29 | 4304^26 | 4393^28 | 4421^28 | | | |
| 28 | 4385^28 | 4480^29 | 4509^30 | 4380^27 | 4476^29 | 4504^30 | | | |
| 26 | 4461^29 | 4563^30 | 4592^31 | 4456^29 | 4559^30 | 4588^31 | | | |
| 24 | 4538^30 | 4646^32 | 4675^32 | 4533^30 | 4643^32 | 4672^32 | | | |
| 22 | 4581^30 | 4691^32 | 4720^33 | 4577^30 | 4689^32 | 4718^33 | | | |
| 20 | 4596^31 | 4696^32 | 4725^33 | 4592^30 | 4694^32 | 4723^33 | | | |
| 18 | 4600^31 | 4697^32 | 4721^33 | 4597^31 | 4695^32 | 4725^33 | | | |
| 16 | 4605^31 | 4698^32 | 4728^33 | 4601^31 | 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 per .10" Low QNH 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 | 4066^14 | 4154D24 | 4181D25 | | | |
| 34 | 4145^15 | 4238D24 | 4266D26 | 4140^15 | 4233D24 | 4261D26 | | | |
| 32 | 4212^15 | 4316D25 | 4344D27 | 4207^15 | 4312D25 | 4340D27 | | | |
| 30 | 4280^16 | 4397D25 | 4425D28 | 4275^15 | 4393D25 | 4421D28 | | | |
| 28 | 4352^16 | 4480D26 | 4509D29 | 4347^16 | 4476D25 | 4504D29 | | | |
| 26 | 4420F16 | 4562^26 | 4592D29 | 4412F16 | 4558^26 | 4588D29 | | | |
| 24 | 4481F17 | 4643^26 | 4675D30 | 4472F17 | 4640^26 | 4672D29 | | | |
| 22 | 4527F18 | 4689^27 | 4720D30 | 4519F17 | 4687^27 | 4718D30 | | | |
| 20 | 4555^18 | 4696^28 | 4725D31 | 4551^18 | 4694^28 | 4723D31 | | | |
| 18 | 4562^19 | 4697D29 | 4721D32 | 4558^19 | 4695D28 | 4725D32 | | | |
| 16 | 4569^19 | 4698D29 | 4728D32 | 4565^19 | 4696D29 | 4726D32 | | | |
| 10 | 4587^20 | 4700D31 | 4730D33 | 4203D23 | 4292D27 | 4321D27 | | | |
| 0 | 4597^23 | 4696D32 | 4727D33 | 4530^23 | 4627D31 | 4658D32 | | | |
| -10 | 4587^25 | 4685D32 | 4717D33 | 4526D26 | 4621D31 | 4652D32 | | | |
| | 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 -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 | 3824F96 | 4045F 5 | 4121F 7 | 3540F 0 | 3729F 9 | 3794F12 | | | |
| 26 | 3883F96 | 4106F 5 | 4183F 8 | 3599F 1 | 3793F 9 | 3858F12 | | | |
| 24 | 3942F97 | 4168F 5 | 4246F 8 | 3660F 1 | 3859F10 | 3924F12 | | | |
| 22 | 3984F97 | 4213F 6 | 4293F 9 | 3708F 2 | 3911F10 | 3977F13 | | | |
| 20 | 4007F98 | 4240F 7 | 4321F 9 | 3740F 2 | 3946F11 | 4015F14 | | | |
| 18 | 4018F98 | 4253F 7 | 4335F10 | 3751F 3 | 3957F11 | 4026F14 | | | |
| 16 | 4030F98 | 4266F 7 | 4348F10 | 3760F 3 | 3968F12 | 4037F15 | | | |
| 14 | 4041F99 | 4276F 8 | 4361F11 | 3770F 3 | 3978F12 | 4048F15 | | | |
| 12 | 4052F99 | 4290F 8 | 4373F11 | 3782F 4 | 3989F12 | 4057F15 | | | |
| 10 | 4063F99 | 4302F 8 | 4387F11 | 3792F 4 | 4000F13 | 4069F16 | | | |
| 0 | 4117F 1 | 4364F10 | 4451F13 | 3841F 6 | 4051F15 | 4124F17 | | | |
| -10 | 4175F 3 | 4429F12 | 4515F16 | 3894F 8 | 4107F17 | 4185F19 | | | |
| -20 | 4235F 5 | 4497F15 | 4585F18 | 3943F 9 | 4164F19 | 4248F21 | | | |
| -30 | 4297F 7 | 4562F17 | 4656F20 | 3991F11 | 4224F21 | 4311F23 | | | |
| | High QNH +110 per .10" Low QNH -160 per .10" | | | High QNH +110 per .10" Low QNH -160 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -1960 Wing A/I ON -1960 | | | Engine A/I ON -1850 Wing A/I ON -1850 | | | 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 **23 Feb 18**

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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**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4079^23 | 4161^25 | 4188^25 |
| 34 | 4157^24 | 4240^26 | 4267^26 |
| 32 | 4235^25 | 4318^27 | 4346^27 |
| 30 | 4315^27 | 4399^28 | 4427^29 |
| 28 | 4397^28 | 4482^29 | 4510^30 |
| 26 | 4479^29 | 4565^30 | 4594^31 |
| 24 | 4561^30 | 4647^32 | 4676^32 |
| 22 | 4605^31 | 4693^32 | 4721^33 |
| 20 | 4610^31 | 4698^32 | 4727^33 |
| 18 | 4611^31 | 4699^32 | 4728^33 |
| 16 | 4611^31 | 4700^32 | 4729^33 |
| 10 | 4612^31 | 4702^32 | 4732^33 |
| 0 | 4605^31 | 4698^32 | 4729^33 |
| -10 | 4591^30 | 4687^32 | 4719^33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4070**
Wing A/I ON **-4070**

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4074^23 | 4155^24 | 4183^25 |
| 4153^24 | 4235^26 | 4262^26 |
| 4231^25 | 4314^27 | 4342^27 |
| 4311^26 | 4395^28 | 4423^29 |
| 4393^28 | 4477^29 | 4506^30 |
| 4475^29 | 4561^30 | 4589^31 |
| 4558^30 | 4645^32 | 4674^32 |
| 4604^31 | 4691^32 | 4720^33 |
| 4608^31 | 4696^32 | 4725^33 |
| 4609^31 | 4697^32 | 4727^33 |
| 4609^31 | 4698^32 | 4727^33 |
| 4205^25 | 4293^27 | 4322^27 |
| 4536^30 | 4624^31 | 4660^32 |
| 4527^29 | 4622^31 | 4654^32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## DRY

Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 36 | 4072^14 | 4161D23 | 4188D25 |
| 34 | 4149^14 | 4240D24 | 4267D26 |
| 32 | 4225^14 | 4318D24 | 4346D27 |
| 30 | 4299F15 | 4399D25 | 4427D28 |
| 28 | 4358F15 | 4481^25 | 4510D28 |
| 26 | 4416F16 | 4563^25 | 4594D29 |
| 24 | 4477F16 | 4644^26 | 4676D29 |
| 22 | 4525F17 | 4690^27 | 4721D30 |
| 20 | 4556F18 | 4697^28 | 4727D31 |
| 18 | 4571F18 | 4699^28 | 4728D31 |
| 16 | 4585F18 | 4700D28 | 4729D32 |
| 10 | 4601^20 | 4702D30 | 4732D33 |
| 0 | 4598^22 | 4698D32 | 4729D33 |
| -10 | 4588^25 | 4687D32 | 4719D33 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-4070**
Wing A/I ON **-4070**

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4067^13 | 4155D23 | 4183D25 |
| 4145^14 | 4235D24 | 4262D26 |
| 4221^14 | 4314D24 | 4342D27 |
| 4291F15 | 4395D24 | 4423D28 |
| 4350F15 | 4477^25 | 4506D28 |
| 4408F16 | 4559^25 | 4589D28 |
| 4468F16 | 4642^26 | 4674D29 |
| 4517F17 | 4688^26 | 4720D30 |
| 4549F18 | 4695^27 | 4725D31 |
| 4563F18 | 4697^28 | 4727D31 |
| 4577F18 | 4698D28 | 4727D32 |
| 4205D22 | 4293D27 | 4322D27 |
| 4531^22 | 4624D31 | 4660D32 |
| 4527^25 | 4622D31 | 4654D32 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## WET

Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3820F95 | 4040F 4 | 4116F 7 |
| 26 | 3878F95 | 4100F 4 | 4178F 7 |
| 24 | 3937F96 | 4161F 4 | 4239F 7 |
| 22 | 3978F96 | 4206F 5 | 4287F 8 |
| 20 | 4001F97 | 4233F 6 | 4314F 9 |
| 18 | 4013F97 | 4246F 6 | 4327F 9 |
| 16 | 4024F97 | 4258F 6 | 4340F 9 |
| 14 | 4034F98 | 4270F 7 | 4352F10 |
| 12 | 4046F98 | 4284F 7 | 4366F10 |
| 10 | 4057F98 | 4294F 7 | 4379F10 |
| 0 | 4109F 0 | 4356F 9 | 4443F12 |
| -10 | 4168F 2 | 4420F11 | 4509F15 |
| -20 | 4227F 4 | 4489F14 | 4578F17 |
| -30 | 4289F 6 | 4555F16 | 4649F19 |

High QNH **+110** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-1990**
Wing A/I ON **-1990**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 3526F 0 | 3718F 8 | 3783F11 |
| 3586F 0 | 3781F 8 | 3847F11 |
| 3647F 0 | 3845F 9 | 3913F12 |
| 3694F 1 | 3899F10 | 3966F12 |
| 3725F 2 | 3934F10 | 4002F13 |
| 3736F 2 | 3945F11 | 4014F13 |
| 3746F 2 | 3955F11 | 4024F14 |
| 3756F 3 | 3966F11 | 4035F14 |
| 3766F 3 | 3977F12 | 4044F14 |
| 3777F 3 | 3987F12 | 4056F15 |
| 3824F 5 | 4038F14 | 4112F17 |
| 3878F 7 | 4093F16 | 4172F19 |
| 3931F 9 | 4151F18 | 4235F21 |
| 3978F11 | 4212F20 | 4298F23 |

High QNH **+100** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-1890**
Wing A/I ON **-1890**

## LEVEL 3 CONTAM

Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

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 | | **12 May 16** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# TAMPICO -TAM 13 *DT H141*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1080' | | DT H141 | 1080' | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4403F27 | 4627^31 | 4660^32 |
| 46 | 87.7 | 4480F28 | 4736F33 | 4773^33 |
| 44 | 87.6 | 4527F29 | 4788F33 | 4860^35 |
| 42 | 87.4 | 4547F29 | 4808F34 | 4897F35 |
| 40 | 87.2 | 4564F29 | 4827F34 | 4917F35 |
| 38 | 86.9 | 4575F30 | 4839F34 | 4928^36 |
| 36 | 86.6 | 4587F30 | 4851F34 | 4930^36 |
| 34 | 86.3 | 4598F30 | 4863F35 | 4932^36 |
| 32 | 86.1 | 4610F30 | 4876F35 | 4933^36 |
| 30 | 85.8 | 4622F30 | 4886F35 | 4934^36 |
| 20 | 84.4 | 4683F31 | 4903^35 | 4939^36 |
| 10 | 82.9 | 4741F32 | 4895^35 | 4933^36 |
| 0 | 81.4 | 4782^33 | 4899^35 | 4939^36 |
| -10 | 79.9 | 4776^33 | 4897^35 | 4938^36 |
| -20 | 78.4 | 4764^33 | 4889^35 | 4931^36 |
| -30 | 76.8 | 4750^33 | 4879^35 | 4923^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4325F15 | 4620F24 | 4660^27 | 4713 |
| 4398F15 | 4698F25 | 4772^28 | 4832 |
| 4444F16 | 4748F25 | 4853F28 | 4894 |
| 4464F16 | 4769F25 | 4875F28 | 4946 |
| 4482F16 | 4789F26 | 4895F29 | 4959 |
| 4495F17 | 4802F26 | 4909F29 | 4961 |
| 4507F17 | 4816F26 | 4923F29 | 4962 |
| 4520F17 | 4830F27 | 4930^30 | 4964 |
| 4533F18 | 4844F27 | 4932^30 | 4966 |
| 4546F18 | 4858F27 | 4933^31 | 4968 |
| 4611F20 | 4901^29 | 4939D33 | 4976 |
| 4679F22 | 4895D32 | 4933D35 | 4972 |
| 4751F23 | 4899D34 | 4939D36 | 4984 |
| 4773^26 | 4897D35 | 4938D36 | 4987 |
| 4764D28 | 4889D35 | 4931D36 | 4985 |
| 4750D31 | 4879D35 | 4923D36 | 4983 |

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4505F29 | 4638^31 | 4670^32 |
| 46 | 90.9 | 4588F30 | 4752^33 | 4785^34 |
| 44 | 90.8 | 4652F31 | 4839^34 | 4873^35 |
| 42 | 90.6 | 4695F32 | 4897^35 | 4932^36 |
| 40 | 90.3 | 4713F32 | 4907^35 | 4942^36 |
| 38 | 90.0 | 4726F32 | 4910^35 | 4945^36 |
| 36 | 89.7 | 4737F32 | 4912^35 | 4946^36 |
| 34 | 89.5 | 4748F33 | 4913^35 | 4948^36 |
| 32 | 89.2 | 4760F33 | 4914^35 | 4949^36 |
| 30 | 88.9 | 4772F33 | 4915^35 | 4950^36 |
| 20 | 87.4 | 4810^34 | 4919^35 | 4955^36 |
| 10 | 85.9 | 4798^33 | 4910^35 | 4949^36 |
| 0 | 84.3 | 4799^33 | 4915^35 | 4954^36 |
| -10 | 82.8 | 4793^33 | 4912^35 | 4952^36 |
| -20 | 81.2 | 4780^33 | 4904^35 | 4946^36 |
| -30 | 79.6 | 4765^33 | 4894^35 | 4937^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4400F16 | 4636^26 | 4670D29 | 4713 |
| 4475F17 | 4748^26 | 4785D30 | 4832 |
| 4531F17 | 4834^27 | 4873^30 | 4894 |
| 4568F18 | 4888F27 | 4930^31 | 4946 |
| 4587F18 | 4902^28 | 4940^31 | 4959 |
| 4599F19 | 4906^28 | 4945^32 | 4961 |
| 4612F19 | 4907^29 | 4946D32 | 4962 |
| 4625F19 | 4909^29 | 4948D33 | 4964 |
| 4639F20 | 4911^30 | 4949D33 | 4966 |
| 4653F20 | 4913^30 | 4950D34 | 4968 |
| 4723F22 | 4919D32 | 4955D36 | 4976 |
| 4791^24 | 4910D35 | 4949D36 | 4972 |
| 4795^26 | 4915D35 | 4954D36 | 4984 |
| 4792^29 | 4912D35 | 4952D36 | 4987 |
| 4780D31 | 4904D35 | 4946D36 | 4985 |
| 4765D33 | 4894D35 | 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4505F29-29-39 | 4638^31-31-41 | 4675F38-38-47 | 4747C39-39-48 |
| 46 | 90.9 | 4588F30-30-40 | 4752^33-33-42 | 4785^34-34-43 | 4846F40-40-49 |
| 44 | 90.8 | 4652F31-31-41 | 4839^34-34-43 | 4873^35-35-44 | 4911F41-41-50 |
| 42 | 90.6 | 4695F32-32-41 | 4897^35-35-44 | 4932^36-36-45 | 4959F42-42-51 |
| 40 | 90.3 | 4713F32-32-42 | 4907^35-35-44 | 4942^36-36-45 | 4974C42-42-51 |
| 38 | 90.0 | 4726F32-32-42 | 4910^35-35-44 | 4945^36-36-45 | 4975C42-42-51 |
| 36 | 89.7 | 4737F32-32-42 | 4912^35-35-44 | 4946^36-36-45 | 4976C42-42-51 |
| 34 | 89.5 | 4748F33-33-42 | 4913^35-35-45 | 4948^36-36-45 | 4977C42-42-51 |
| 32 | 89.2 | 4760F33-33-42 | 4914^35-35-45 | 4949^36-36-45 | 4979C42-42-51 |
| 30 | 88.9 | 4772F33-33-42 | 4915^35-35-45 | 4953F42-42-51 | 4981C42-42-51 |
| 20 | 87.4 | 4810^34-34-43 | 4928F41-41-51 | 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 | 4799^33-33-43 | 4998C43-43-52 | 4998C43-43-52 | 4998C43-43-52 |
| -10 | 82.8 | 4850F40-40-49 | 5003C43-43-52 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.2 | 4913F41-41-50 | 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" — 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 | 80 | Length | 8366 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.07 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **23 Aug 18** |

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# TAMPICO -TAM 13 *DT H141*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4505F29 | 4638^31 | 4670^32 |
| 46 | 4588F30 | 4752^33 | 4785^34 |
| 44 | 4652F31 | 4839^34 | 4873^35 |
| 42 | 4695F32 | 4897^35 | 4932^36 |
| 40 | 4713F32 | 4907^35 | 4942^36 |
| 38 | 4726F32 | 4910^35 | 4945^36 |
| 36 | 4737F32 | 4912^35 | 4946^36 |
| 34 | 4748F33 | 4913^35 | 4948^36 |
| 32 | 4760F33 | 4914^35 | 4949^36 |
| 30 | 4772F33 | 4915^35 | 4950^36 |
| 20 | 4810^34 | 4919^35 | 4955^36 |
| 10 | 4798^33 | 4910^35 | 4949^36 |
| 0 | 4799^33 | 4915^35 | 4954^36 |
| -10 | 4793^33 | 4912^35 | 4952^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## DRY - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 4495F29 | 4632^31 | 4665^32 |
| 4577F30 | 4746^33 | 4779^33 |
| 4640F31 | 4834^34 | 4868^35 |
| 4684F32 | 4893^35 | 4927^36 |
| 4702F32 | 4902^35 | 4937^36 |
| 4715F32 | 4906^35 | 4941^36 |
| 4726F32 | 4907^35 | 4942^36 |
| 4738F32 | 4908^35 | 4944^36 |
| 4749F33 | 4909^35 | 4945^36 |
| 4761F33 | 4910^35 | 4946^36 |
| 4805^34 | 4915^35 | 4951^36 |
| 4714^32 | 4826^34 | 4863^35 |
| 4714^32 | 4828^34 | 4867^35 |
| 4706^32 | 4825^34 | 4864^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4400F16 | 4636^26 | 4670D29 |
| 46 | 4475F17 | 4748^26 | 4785D30 |
| 44 | 4531F17 | 4834^27 | 4873^30 |
| 42 | 4568F18 | 4888F27 | 4930^31 |
| 40 | 4587F18 | 4902^28 | 4940^31 |
| 38 | 4599F19 | 4906^28 | 4945^32 |
| 36 | 4612F19 | 4907^29 | 4946D32 |
| 34 | 4625F19 | 4909^29 | 4948D33 |
| 32 | 4639F20 | 4911^30 | 4949D33 |
| 30 | 4653F20 | 4913^30 | 4950D34 |
| 20 | 4723F22 | 4919D32 | 4955D36 |
| 10 | 4791^24 | 4910D35 | 4949D36 |
| 0 | 4795^26 | 4915D35 | 4954D36 |
| -10 | 4792^29 | 4912D35 | 4952D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

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

## WET - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 4392F16 | 4631^26 | 4665D29 |
| 4467F16 | 4742^26 | 4779D30 |
| 4522F17 | 4829^27 | 4867^30 |
| 4560F18 | 4879F27 | 4925^31 |
| 4578F18 | 4897^28 | 4936^31 |
| 4593F18 | 4901^28 | 4940^32 |
| 4604F19 | 4903^29 | 4942D32 |
| 4618F19 | 4905^29 | 4944D32 |
| 4631F19 | 4907^29 | 4945D33 |
| 4645F20 | 4908^30 | 4946D33 |
| 4715F22 | 4915D32 | 4951D36 |
| 4709^24 | 4826D34 | 4863D35 |
| 4712^26 | 4828D34 | 4867D35 |
| 4706D29 | 4825D34 | 4864D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4052F98 | 4311F 8 | 4406F11 |
| 26 | 4063F98 | 4324F 8 | 4419F11 |
| 24 | 4073F98 | 4336F 8 | 4432F12 |
| 22 | 4085F99 | 4349F 9 | 4445F12 |
| 20 | 4095F99 | 4361F 9 | 4456F13 |
| 18 | 4105F99 | 4373F10 | 4469F13 |
| 16 | 4115F 0 | 4385F10 | 4483F13 |
| 14 | 4125F 0 | 4397F10 | 4496F14 |
| 12 | 4135F 1 | 4410F11 | 4509F14 |
| 10 | 4146F 1 | 4423F11 | 4522F15 |
| 0 | 4206F 3 | 4492F13 | 4597F17 |
| -10 | 4264F 5 | 4563F15 | 4671F19 |
| -20 | 4327F 7 | 4636F18 | 4747F21 |
| -30 | 4389F 9 | 4710F20 | 4826F23 |

High QNH **+80** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-460**
Wing A/I ON **-460**

## LEVEL 2 CONTAM

Flaps **22**

| -10T | +0 | +10H |
|---|---|---|
| 3619F 3 | 4032F11 | 4196F13 |
| 3632F 3 | 4050F11 | 4214F14 |
| 3645F 3 | 4067F12 | 4233F14 |
| 3657F 4 | 4087F12 | 4252F14 |
| 3668F 4 | 4107F12 | 4274F15 |
| 3682F 4 | 4124F12 | 4287^15 |
| 3692F 5 | 4143F13 | 4285^15 |
| 3707F 5 | 4161F13 | 4283^15 |
| 3707F 5 | 4182F13 | 4280^15 |
| 3737F 5 | 4192F13 | 4280^15 |
| 3819F 7 | 4242^14 | 4286^15 |
| 3900F 9 | 4238^14 | 4283^15 |
| 3981F10 | 4231^14 | 4277^15 |
| 4081^12 | 4221^14 | 4269^15 |

High QNH **+10** per .10"
Low QNH **-90** per .10"

Engine A/I ON **-710**
Wing A/I ON **-710**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 80 | Length | 8366 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.07 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **23 Aug 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# TAMPICO -TAM 31 *DT H321*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1080' | | DT H321 | 1080' | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4326^26 | 4480^29 | 4533^30 |
| 46 | 87.7 | 4414^27 | 4573^30 | 4627^31 |
| 44 | 87.6 | 4466^28 | 4627^31 | 4683^32 |
| 42 | 87.4 | 4486^28 | 4649^31 | 4704^32 |
| 40 | 87.2 | 4503^28 | 4665^31 | 4721^32 |
| 38 | 86.9 | 4510^28 | 4673^31 | 4729^32 |
| 36 | 86.6 | 4517^29 | 4680^31 | 4737^32 |
| 34 | 86.3 | 4525^29 | 4688^32 | 4744^33 |
| 32 | 86.1 | 4533^29 | 4696^32 | 4752^33 |
| 30 | 85.8 | 4541^29 | 4704^32 | 4761^33 |
| 20 | 84.4 | 4581^30 | 4744^32 | 4800^33 |
| 10 | 82.9 | 4615^30 | 4778^33 | 4834^34 |
| 0 | 81.4 | 4656^31 | 4818^34 | 4872^35 |
| -10 | 79.9 | 4685^31 | 4840^34 | 4894^35 |
| -20 | 78.4 | 4702^32 | 4856^34 | 4910^35 |
| -30 | 76.8 | 4716^32 | 4872^35 | 4921^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4289^15 | 4480D25 | 4533D28 | 4713 |
| 4371^15 | 4573D25 | 4627D28 | 4832 |
| 4421^16 | 4627D26 | 4683D29 | 4894 |
| 4441^16 | 4649D26 | 4704D29 | 4946 |
| 4457^17 | 4665D26 | 4721D30 | 4959 |
| 4466^17 | 4673D27 | 4729D30 | 4961 |
| 4476^17 | 4680D27 | 4737D30 | 4962 |
| 4486^18 | 4688D28 | 4744D31 | 4964 |
| 4495^18 | 4696D28 | 4752D31 | 4966 |
| 4505^18 | 4704D28 | 4761D31 | 4968 |
| 4554^20 | 4744D30 | 4800D33 | 4976 |
| 4599^22 | 4778D32 | 4834D35 | 4972 |
| 4650^24 | 4818D34 | 4872D35 | 4984 |
| 4685D26 | 4840D35 | 4894D35 | 4987 |
| 4702D29 | 4856D35 | 4910D36 | 4985 |
| 4716D31 | 4872D35 | 4921D36 | 4983 |

High QNH **+20** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-730** — Wing A/I ON **-730**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4380^27 | 4529^30 | 4580^30 |
| 46 | 90.9 | 4471^28 | 4626^31 | 4679^32 |
| 44 | 90.8 | 4531^29 | 4687^32 | 4741^33 |
| 42 | 90.6 | 4563^29 | 4719^32 | 4773^33 |
| 40 | 90.3 | 4580^30 | 4736^32 | 4790^33 |
| 38 | 90.0 | 4588^30 | 4744^33 | 4798^33 |
| 36 | 89.7 | 4595^30 | 4752^33 | 4806^34 |
| 34 | 89.5 | 4602^30 | 4759^33 | 4813^34 |
| 32 | 89.2 | 4610^30 | 4767^33 | 4820^34 |
| 30 | 88.9 | 4618^30 | 4774^33 | 4828^34 |
| 20 | 87.4 | 4654^31 | 4811^34 | 4862^34 |
| 10 | 85.9 | 4677^31 | 4826^34 | 4877^35 |
| 0 | 84.3 | 4703^32 | 4853^34 | 4904^35 |
| -10 | 82.8 | 4722^32 | 4873^35 | 4925^35 |
| -20 | 81.2 | 4736^32 | 4887^35 | 4940^36 |
| -30 | 79.6 | 4749^33 | 4892^35 | 4936^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4338^16 | 4529D26 | 4580D30 | 4713 |
| 4422^17 | 4626D27 | 4679D30 | 4832 |
| 4479^18 | 4687D28 | 4741D31 | 4894 |
| 4509^18 | 4719D28 | 4773D32 | 4946 |
| 4527^19 | 4736D29 | 4790D32 | 4959 |
| 4537^19 | 4744D29 | 4798D32 | 4961 |
| 4547^19 | 4752D30 | 4806D33 | 4962 |
| 4556^20 | 4759D30 | 4813D33 | 4964 |
| 4566^20 | 4767D30 | 4820D34 | 4966 |
| 4576^21 | 4774D31 | 4828D34 | 4968 |
| 4626^22 | 4811D33 | 4862D35 | 4976 |
| 4668^24 | 4826D34 | 4877D35 | 4972 |
| 4703D27 | 4853D35 | 4904D36 | 4984 |
| 4722D29 | 4873D35 | 4925D36 | 4987 |
| 4736D31 | 4887D35 | 4940D36 | 4985 |
| 4749D33 | 4892D35 | 4936D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-760** — Wing A/I ON **-760**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4380^27-27-37 | 4529^30-30-39 | 4580^30-30-40 | 4632^31-31-40 |
| 46 | 90.9 | 4471^28-28-38 | 4626^31-31-40 | 4679^32-32-41 | 4733^33-33-42 |
| 44 | 90.8 | 4531^29-29-39 | 4687^32-32-41 | 4741^33-33-42 | 4796^34-34-43 |
| 42 | 90.6 | 4563^29-29-39 | 4719^32-32-42 | 4773^33-33-42 | 4828^34-34-43 |
| 40 | 90.3 | 4580^30-30-40 | 4736^32-32-42 | 4790^33-33-43 | 4845^34-34-44 |
| 38 | 90.0 | 4588^30-30-40 | 4744^33-33-42 | 4798^33-33-43 | 4853^34-34-44 |
| 36 | 89.7 | 4595^30-30-40 | 4752^33-33-42 | 4806^34-34-43 | 4860^34-34-44 |
| 34 | 89.5 | 4602^30-30-40 | 4759^33-33-42 | 4813^34-34-43 | 4868^35-35-44 |
| 32 | 89.2 | 4610^30-30-40 | 4767^33-33-42 | 4820^34-34-43 | 4875^35-35-44 |
| 30 | 88.9 | 4618^30-30-40 | 4774^33-33-43 | 4828^34-34-43 | 4883^35-35-44 |
| 20 | 87.4 | 4654^31-31-41 | 4811^34-34-43 | 4862^34-34-44 | 4913^35-35-45 |
| 10 | 85.9 | 4677^31-31-41 | 4826^34-34-43 | 4877^35-35-44 | 4929^36-36-45 |
| 0 | 84.3 | 4703^32-32-41 | 4853^34-34-44 | 4904^35-35-44 | 4956^36-36-45 |
| -10 | 82.8 | 4722^32-32-42 | 4877^40-40-50 | 4934^42-42-51 | 4993^43-43-52 |
| -20 | 81.2 | 4747^38-38-48 | 4910^41-41-50 | 4965^42-42-51 | 5000C43-43-52 |
| -30 | 79.6 | 4770^39-39-48 | 4928^41-41-51 | 4982^42-42-51 | 4996C43-43-52 |

High QNH **+30** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-710** — Wing A/I ON **-710**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 80 | Length | 8366 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.07 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **23 Aug 18** |

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# TAMPICO -TAM 31 *DT H321*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4380^27 | 4529^30 | 4580^30 |
| 46 | 4471^28 | 4626^31 | 4679^32 |
| 44 | 4531^29 | 4687^32 | 4741^33 |
| 42 | 4563^29 | 4719^32 | 4773^33 |
| 40 | 4580^30 | 4736^32 | 4790^33 |
| 38 | 4588^30 | 4744^33 | 4798^33 |
| 36 | 4595^30 | 4752^33 | 4806^34 |
| 34 | 4602^30 | 4759^33 | 4813^34 |
| 32 | 4610^30 | 4767^33 | 4820^34 |
| 30 | 4618^30 | 4774^33 | 4828^34 |
| 20 | 4654^31 | 4811^34 | 4862^34 |
| 10 | 4677^31 | 4826^34 | 4877^35 |
| 0 | 4703^32 | 4853^34 | 4904^35 |
| -10 | 4722^32 | 4873^35 | 4925^35 |

High QNH **+30** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-760**
Wing A/I ON **-760**

## DRY - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4372^27 | 4522^29 | 4574^30 |
| 46 | 4464^28 | 4618^31 | 4671^32 |
| 44 | 4523^29 | 4680^32 | 4734^32 |
| 42 | 4556^29 | 4712^32 | 4767^33 |
| 40 | 4572^30 | 4729^32 | 4783^33 |
| 38 | 4581^30 | 4738^32 | 4791^33 |
| 36 | 4588^30 | 4745^33 | 4799^33 |
| 34 | 4596^30 | 4752^33 | 4806^34 |
| 32 | 4603^30 | 4760^33 | 4814^34 |
| 30 | 4611^30 | 4768^33 | 4822^34 |
| 20 | 4649^31 | 4805^34 | 4856^34 |
| 10 | 4609^30 | 4754^33 | 4804^34 |
| 0 | 4634^31 | 4781^33 | 4832^34 |
| -10 | 4648^31 | 4796^34 | 4847^34 |

High QNH **+30** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4338^16 | 4529D26 | 4580D30 |
| 46 | 4422^17 | 4626D27 | 4679D30 |
| 44 | 4479^18 | 4687D28 | 4741D31 |
| 42 | 4509^18 | 4719D28 | 4773D32 |
| 40 | 4527^19 | 4736D29 | 4790D32 |
| 38 | 4537^19 | 4744D29 | 4798D32 |
| 36 | 4547^19 | 4752D30 | 4806D33 |
| 34 | 4556^20 | 4759D30 | 4813D33 |
| 32 | 4566^20 | 4767D30 | 4820D34 |
| 30 | 4576^21 | 4774D31 | 4828D34 |
| 20 | 4626^22 | 4811D33 | 4862D35 |
| 10 | 4668^24 | 4826D34 | 4877D35 |
| 0 | 4703D27 | 4853D35 | 4904D36 |
| -10 | 4722D29 | 4873D35 | 4925D36 |

High QNH **+30** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-760**
Wing A/I ON **-760**

## WET - EAI VLV INOP OPEN

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4331^16 | 4522D26 | 4574D30 |
| 46 | 4415^17 | 4618D27 | 4671D30 |
| 44 | 4471^17 | 4680D28 | 4734D31 |
| 42 | 4502^18 | 4712D28 | 4767D32 |
| 40 | 4520^19 | 4729D29 | 4783D32 |
| 38 | 4531^19 | 4738D29 | 4791D32 |
| 36 | 4540^19 | 4745D29 | 4799D33 |
| 34 | 4550^20 | 4752D30 | 4806D33 |
| 32 | 4559^20 | 4760D30 | 4814D33 |
| 30 | 4570^20 | 4768D31 | 4822D34 |
| 20 | 4620^22 | 4805D33 | 4856D35 |
| 10 | 4606^25 | 4754D33 | 4804D34 |
| 0 | 4634D27 | 4781D34 | 4832D35 |
| -10 | 4648D29 | 4796D34 | 4847D35 |

High QNH **+30** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4040F98 | 4299F 8 | 4394F12 |
| 26 | 4050F98 | 4311F 9 | 4407F12 |
| 24 | 4062F99 | 4324F 9 | 4420F12 |
| 22 | 4072F99 | 4336F 9 | 4432F13 |
| 20 | 4083F 0 | 4349F10 | 4446F13 |
| 18 | 4091F 0 | 4361F10 | 4457F13 |
| 16 | 4102F 0 | 4373F10 | 4470F14 |
| 14 | 4112F 1 | 4385F11 | 4484F14 |
| 12 | 4123F 1 | 4397F11 | 4497F15 |
| 10 | 4133F 1 | 4410F12 | 4510F15 |
| 0 | 4194F 3 | 4480F14 | 4579^17 |
| -10 | 4252F 5 | 4550F16 | 4638^19 |
| -20 | 4314F 7 | 4611^18 | 4698^22 |
| -30 | 4376F10 | 4667^21 | 4756^24 |

High QNH **+70** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-500**
Wing A/I ON **-500**

## LEVEL 2 CONTAM

| OAT °C | Flaps 22 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3609F 3 | 4040F11 | 4204F14 |
| 26 | 3621F 3 | 4060F11 | 4223F14 |
| 24 | 3634F 4 | 4075F12 | 4242F14 |
| 22 | 3646F 4 | 4093F12 | 4261F14 |
| 20 | 3658F 4 | 4113F12 | 4281F15 |
| 18 | 3670F 5 | 4133F13 | 4285^15 |
| 16 | 3681F 5 | 4151F13 | 4285^15 |
| 14 | 3695F 5 | 4169F13 | 4282^15 |
| 12 | 3709F 6 | 4191F13 | 4279^15 |
| 10 | 3725F 6 | 4211F14 | 4279^15 |
| 0 | 3809F 7 | 4241^14 | 4284^15 |
| -10 | 3887F 9 | 4237^14 | 4282^15 |
| -20 | 3987F10 | 4230^14 | 4276^15 |
| -30 | 4080^12 | 4220^14 | 4268^15 |

High QNH **+10** per .10"
Low QNH **-90** per .10"

Engine A/I ON **-720**
Wing A/I ON **-720**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 80 | Length | 8366 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.07 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **23 Aug 18** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# TAPACHULA -TAP 05 RT H230

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1097' | | RT H230 | 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 | 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**

| 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 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +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 — 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 | 3923F18 | 4165F23 | 4251F24 | 3851F 3 | 4136F13 | 4234F16 | 4710 |
| 46 | 87.7 | 3989F19 | 4238F24 | 4325F25 | 3914F 3 | 4205F13 | 4305F16 | 4829 |
| 44 | 87.6 | 4031F20 | 4284F24 | 4372F26 | 3955F 3 | 4250F14 | 4350F17 | 4892 |
| 42 | 87.4 | 4049F20 | 4304F25 | 4392F26 | 3973F 4 | 4270F14 | 4371F17 | 4946 |
| 40 | 87.2 | 4066F20 | 4321F25 | 4410F27 | 3991F 4 | 4288F14 | 4390F18 | 4959 |
| 38 | 86.9 | 4077F20 | 4332F25 | 4421F27 | 4002F 4 | 4300F15 | 4402F18 | 4961 |
| 36 | 86.6 | 4087F21 | 4343F25 | 4432F27 | 4014F 5 | 4312F15 | 4415F18 | 4962 |
| 34 | 86.4 | 4098F21 | 4353F26 | 4443F27 | 4025F 5 | 4324F15 | 4427F19 | 4964 |
| 32 | 86.1 | 4109F21 | 4365F26 | 4455F27 | 4036F 5 | 4337F16 | 4440F19 | 4966 |
| 30 | 85.8 | 4121F21 | 4376F26 | 4465F28 | 4049F 6 | 4349F16 | 4454F19 | 4968 |
| 20 | 84.4 | 4173F22 | 4434F27 | 4526F29 | 4110F 7 | 4414F18 | 4521F21 | 4976 |
| 10 | 82.9 | 4225F23 | 4491F28 | 4587F30 | 4169F 9 | 4480F20 | 4587D23 | 4972 |
| 0 | 81.4 | 4281F24 | 4556F29 | 4655F31 | 4233F11 | 4552F21 | 4655D25 | 4984 |
| -10 | 79.9 | 4335F25 | 4618F30 | 4699^32 | 4294F13 | 4618D23 | 4699D27 | 4987 |
| -20 | 78.4 | 4392F26 | 4683F31 | 4744^32 | 4358F15 | 4683D25 | 4744D29 | 4985 |
| -30 | 76.8 | 4448F27 | 4726^32 | 4787^33 | 4425F17 | 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 — 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 | 4009F20 | 4254F25 | 4342F26 | 3912F 4 | 4202F14 | 4305F17 | 4710 |
| 46 | 90.9 | 4082F21 | 4330F25 | 4419F27 | 3977F 4 | 4274F14 | 4377F18 | 4829 |
| 44 | 90.8 | 4137F22 | 4389F26 | 4476F28 | 4025F 5 | 4326F15 | 4432F18 | 4892 |
| 42 | 90.6 | 4174F22 | 4429F27 | 4518F29 | 4056F 5 | 4361F16 | 4468F19 | 4946 |
| 40 | 90.3 | 4191F23 | 4444F27 | 4536F29 | 4074F 5 | 4380F16 | 4487F19 | 4959 |
| 38 | 90.0 | 4202F23 | 4457F27 | 4549F29 | 4087F 6 | 4394F16 | 4502F20 | 4961 |
| 36 | 89.8 | 4212F23 | 4469F28 | 4561F29 | 4098F 6 | 4406F17 | 4515F20 | 4962 |
| 34 | 89.5 | 4222F23 | 4480F28 | 4573F30 | 4110F 6 | 4419F17 | 4528F20 | 4964 |
| 32 | 89.2 | 4232F23 | 4492F28 | 4585F30 | 4123F 7 | 4432F17 | 4542F21 | 4966 |
| 30 | 88.9 | 4243F23 | 4504F28 | 4598F30 | 4136F 7 | 4446F18 | 4556F21 | 4968 |
| 20 | 87.4 | 4296F24 | 4565F29 | 4643^31 | 4195F 9 | 4514F19 | 4621^23 | 4976 |
| 10 | 85.9 | 4349F25 | 4625F30 | 4685^31 | 4255F11 | 4582F21 | 4675^25 | 4972 |
| 0 | 84.3 | 4408F26 | 4675^31 | 4734^32 | 4320F13 | 4653^23 | 4734D27 | 4984 |
| -10 | 82.8 | 4464F27 | 4721^32 | 4779^33 | 4387F15 | 4712^25 | 4779D29 | 4987 |
| -20 | 81.2 | 4523F29 | 4763^33 | 4819^34 | 4457F17 | 4763D28 | 4819D31 | 4985 |
| -30 | 79.6 | 4583F30 | 4804^33 | 4858^34 | 4528F19 | 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 — TO-1 - DRY RWY - OPT V2

| OAT °C | N1% | Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4009F20-20-31 | 4254F25-25-35 | 4342F26-26-36 | 4410^27-27-37 |
| 46 | 90.9 | 4082F21-21-32 | 4330F25-25-36 | 4419F27-27-37 | 4499^29-29-38 |
| 44 | 90.8 | 4137F22-22-33 | 4389F26-26-37 | 4476F28-28-38 | 4559^29-29-39 |
| 42 | 90.6 | 4174F22-22-34 | 4429F27-27-37 | 4518F29-29-39 | 4592^30-30-40 |
| 40 | 90.3 | 4191F23-23-34 | 4444F27-27-38 | 4536F29-29-39 | 4610^30-30-40 |
| 38 | 90.0 | 4202F23-23-34 | 4457F27-27-38 | 4549F29-29-39 | 4620^30-30-40 |
| 36 | 89.8 | 4212F23-23-34 | 4469F28-28-38 | 4561F29-29-39 | 4628^31-31-40 |
| 34 | 89.5 | 4222F23-23-34 | 4480F28-28-38 | 4573F30-30-40 | 4637^31-31-41 |
| 32 | 89.2 | 4232F23-23-35 | 4492F28-28-38 | 4585F30-30-40 | 4646^31-31-41 |
| 30 | 88.9 | 4243F23-23-35 | 4504F28-28-39 | 4598F30-30-40 | 4656^31-31-41 |
| 20 | 87.4 | 4296F24-24-35 | 4565F29-29-39 | 4643^31-31-41 | 4702^32-32-41 |
| 10 | 85.9 | 4349F25-25-36 | 4625F30-30-40 | 4685^31-31-41 | 4742^32-32-42 |
| 0 | 84.3 | 4408F26-26-37 | 4675^31-31-41 | 4734^32-32-42 | 4790^33-33-43 |
| -10 | 82.8 | 4464F27-27-38 | 4721^32-32-42 | 4779^33-33-43 | 4832^34-34-43 |
| -20 | 81.2 | 4523F29-29-39 | 4763^33-33-42 | 4819^34-34-43 | 4872^35-35-44 |
| -30 | 79.6 | 4583F30-30-40 | 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**

## DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4009F20 | 4254F25 | 4342F26 |
| 46 | 4082F21 | 4330F25 | 4419F27 |
| 44 | 4137F22 | 4389F26 | 4476F28 |
| 42 | 4174F22 | 4429F27 | 4518F29 |
| 40 | 4191F23 | 4444F27 | 4536F29 |
| 38 | 4202F23 | 4457F27 | 4549F29 |
| 36 | 4212F23 | 4469F28 | 4561F29 |
| 34 | 4222F23 | 4480F28 | 4573F30 |
| 32 | 4232F23 | 4492F28 | 4585F30 |
| 30 | 4243F23 | 4504F28 | 4598F30 |
| 20 | 4296F24 | 4565F29 | 4643^31 |
| 10 | 4349F25 | 4625F30 | 4685^31 |
| 0 | 4408F26 | 4675^31 | 4734^32 |
| -10 | 4464F27 | 4721^32 | 4779^33 |

High QNH **+60** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-570**
Wing A/I ON **-570**

## DRY - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 4000F20 | 4245F24 | 4332F26 |
| 4073F21 | 4321F25 | 4409F27 |
| 4128F21 | 4379F26 | 4466F28 |
| 4165F22 | 4419F27 | 4507F28 |
| 4182F22 | 4436F27 | 4526F29 |
| 4193F23 | 4448F27 | 4540F29 |
| 4203F23 | 4459F27 | 4551F29 |
| 4213F23 | 4471F28 | 4563F29 |
| 4224F23 | 4482F28 | 4576F30 |
| 4234F23 | 4494F28 | 4588F30 |
| 4288F24 | 4555F29 | 4637^31 |
| 4309F25 | 4572^30 | 4630^31 |
| 4369F26 | 4623^31 | 4679^32 |
| 4422F27 | 4663^31 | 4718^32 |

High QNH **+60** per .10"
Low QNH **-150** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## DRY

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 3912F 4 | 4202F14 | 4305F17 |
| 46 | 3977F 4 | 4274F14 | 4377F18 |
| 44 | 4025F 5 | 4326F15 | 4432F18 |
| 42 | 4056F 5 | 4361F16 | 4468F19 |
| 40 | 4074F 5 | 4380F16 | 4487F19 |
| 38 | 4087F 6 | 4394F16 | 4502F20 |
| 36 | 4098F 6 | 4406F17 | 4515F20 |
| 34 | 4110F 6 | 4419F17 | 4528F20 |
| 32 | 4123F 7 | 4432F17 | 4542F21 |
| 30 | 4136F 7 | 4446F18 | 4556F21 |
| 20 | 4195F 9 | 4514F19 | 4621^23 |
| 10 | 4255F11 | 4582F21 | 4675^25 |
| 0 | 4320F13 | 4653^23 | 4734D27 |
| -10 | 4387F15 | 4712^25 | 4779D29 |

High QNH **+70** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-510**
Wing A/I ON **-510**

## WET - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 3906F 4 | 4195F14 | 4298F17 |
| 3970F 4 | 4266F14 | 4370F18 |
| 4018F 4 | 4319F15 | 4424F18 |
| 4049F 5 | 4354F15 | 4460F19 |
| 4067F 5 | 4372F16 | 4479F19 |
| 4080F 6 | 4386F16 | 4494F20 |
| 4093F 6 | 4399F17 | 4507F20 |
| 4104F 6 | 4412F17 | 4521F20 |
| 4117F 7 | 4425F17 | 4535F21 |
| 4130F 7 | 4439F18 | 4549F21 |
| 4189F 9 | 4507F19 | 4614^23 |
| 4218F11 | 4546F21 | 4626^25 |
| 4284F13 | 4607^23 | 4679D27 |
| 4349F15 | 4661^25 | 4718D29 |

High QNH **+70** per .10"
Low QNH **-150** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## WET

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps **22**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | | 3785F95 | 4114F97 |
| 26 | | 3820F95 | 4147F97 |
| 24 | | 3855F95 | 4179F97 |
| 22 | | 3889F95 | 4207F98 |
| 20 | | 3937F96 | 4239F98 |
| 18 | | 3995F96 | 4251^98 |
| 16 | | 4054F97 | 4254^99 |
| 14 | | 4092F97 | 4253^99 |
| 12 | | 4109F97 | 4252^ 0 |
| 10 | | 4141F97 | 4253^ 0 |
| 0 | | 4214^99 | |
| -10 | | 4217^ 1 | |
| -20 | 3145F93 | 4216^ 4 | 4268^ 7 |
| -30 | 3406F95 | 4210^ 6 | 4266^ 9 |

High QNH **+10** per .10"
Low QNH **-290** per .10"

Engine A/I ON **-690**
Wing A/I ON **-690**

## LEVEL 2 CONTAM

Flaps **22**

| -10T | +0 | +10H |
|---|---|---|
| | 3307F 0 | 3607F 2 |
| | 3340F 0 | 3626F 3 |
| | 3375F 1 | 3644F 3 |
| | 3411F 1 | 3662F 3 |
| 2655F94 | 3447F 1 | 3681F 3 |
| 2667F94 | 3487F 1 | 3694F 4 |
| 2679F94 | | 3718F 4 |
| 2702F95 | 3569F 1 | 3742F 4 |
| 2727F95 | 3583F 2 | 3763F 4 |
| 2751F95 | 3601F 2 | 3787F 5 |
| 2878F96 | 3698F 3 | 3904F 6 |
| 3010F98 | 3812F 5 | 3995F 8 |
| 3163F99 | 3924F 7 | 4078F10 |
| 3323F 0 | 4015F 8 | 4163F12 |

High QNH **+70** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-410**
Wing A/I ON **-410**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

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**

**ALT TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 42 | 88.2 | 3921F19 | 4156F23 | 4238F25 |
| 40 | 88.4 | 3981F20 | 4218F24 | 4302F26 |
| 38 | 88.5 | 4040F21 | 4279F25 | 4363F27 |
| 36 | 88.6 | 4098F21 | 4340F26 | 4425F27 |
| 34 | 88.7 | 4155F22 | 4398F27 | 4484F28 |
| 32 | 88.8 | 4188F23 | 4434F27 | 4520F29 |
| 30 | 88.9 | 4200F23 | 4446F27 | 4534F29 |
| 28 | 88.6 | 4211F23 | 4459F28 | 4546F29 |
| 26 | 88.3 | 4221F23 | 4471F28 | 4559F29 |
| 24 | 88.0 | 4232F23 | 4483F28 | 4570F30 |
| 22 | 87.7 | 4243F24 | 4495F28 | 4582F30 |
| 20 | 87.4 | 4254F24 | 4507F28 | 4595F30 |
| 10 | 85.9 | 4309F25 | 4567F30 | 4660F31 |
| 0 | 84.3 | 4362F26 | 4628F31 | 4719F32 |
| -10 | 82.8 | 4421F27 | 4692F32 | 4777^33 |
| -20 | 81.2 | 4477F28 | 4755F33 | 4813^34 |

**ALT TO-1 - WET RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 42 | 88.2 | 3851F 5 | 4120F14 | 4215F17 | 4505 |
| 40 | 88.4 | 3907F 5 | 4179F15 | 4276F18 | 4596 |
| 38 | 88.5 | 3962F 6 | 4237F15 | 4334F18 | 4685 |
| 36 | 88.6 | 4017F 6 | 4295F16 | 4393F19 | 4773 |
| 34 | 88.7 | 4071F 7 | 4351F16 | 4450F19 | 4855 |
| 32 | 88.8 | 4103F 7 | 4385F17 | 4485F20 | 4894 |
| 30 | 88.9 | 4115F 8 | 4399F17 | 4499F20 | 4918 |
| 28 | 88.6 | 4127F 8 | 4412F18 | 4513F21 | 4925 |
| 26 | 88.3 | 4139F 8 | 4425F18 | 4527F21 | 4932 |
| 24 | 88.0 | 4150F 9 | 4439F18 | 4541F21 | 4934 |
| 22 | 87.7 | 4162F 9 | 4452F19 | 4555F22 | 4936 |
| 20 | 87.4 | 4174F 9 | 4466F19 | 4569F22 | 4937 |
| 10 | 85.9 | 4235F11 | 4535F21 | 4639F24 | 4942 |
| 0 | 84.3 | 4293F13 | 4603F23 | 4709F26 | 4934 |
| -10 | 82.8 | 4359F15 | 4676F24 | 4776^28 | 4940 |
| -20 | 81.2 | 4426F17 | 4749F26 | 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**

**TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 42 | 91.5 | 4010F21 | 4249F25 | 4329F27 |
| 40 | 91.8 | 4072F22 | 4314F26 | 4395F28 |
| 38 | 92.2 | 4131F22 | 4375F27 | 4458F28 |
| 36 | 92.5 | 4190F23 | 4437F28 | 4522F29 |
| 34 | 92.6 | 4248F24 | 4497F28 | 4584F30 |
| 32 | 92.5 | 4292F25 | 4542F29 | 4631F31 |
| 30 | 92.3 | 4324F25 | 4577F30 | 4666F31 |
| 28 | 92.0 | 4335F25 | 4589F30 | 4678F32 |
| 26 | 91.8 | 4347F26 | 4602F30 | 4691F32 |
| 24 | 91.5 | 4358F26 | 4615F30 | 4703F32 |
| 22 | 91.1 | 4369F26 | 4627F31 | 4716F32 |
| 20 | 90.8 | 4381F26 | 4640F31 | 4728F32 |
| 10 | 89.2 | 4438F27 | 4702F32 | 4770^33 |
| 0 | 87.6 | 4491F28 | 4745^33 | 4799^34 |
| -10 | 86.0 | 4553F29 | 4784^33 | 4839^34 |
| -20 | 84.4 | 4614F30 | 4817^34 | 4872^35 |

**TO-1 - WET RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 42 | 91.5 | 3911F 6 | 4191F16 | 4289F19 | 4505 |
| 40 | 91.8 | 3968F 7 | 4251F16 | 4351F19 | 4596 |
| 38 | 92.2 | 4023F 7 | 4309F17 | 4410F20 | 4685 |
| 36 | 92.5 | 4078F 7 | 4367F17 | 4469F20 | 4773 |
| 34 | 92.6 | 4132F 8 | 4423F18 | 4527F21 | 4855 |
| 32 | 92.5 | 4171F 8 | 4466F18 | 4570F21 | 4894 |
| 30 | 92.3 | 4196F 9 | 4496F19 | 4602F22 | 4918 |
| 28 | 92.0 | 4209F 9 | 4510F19 | 4614F22 | 4925 |
| 26 | 91.8 | 4221F10 | 4524F20 | 4629F23 | 4932 |
| 24 | 91.5 | 4234F10 | 4538F20 | 4644F23 | 4934 |
| 22 | 91.1 | 4246F10 | 4552F20 | 4659F23 | 4936 |
| 20 | 90.8 | 4259F11 | 4567F21 | 4673F24 | 4937 |
| 10 | 89.2 | 4322F13 | 4638F23 | 4748F26 | 4942 |
| 0 | 87.6 | 4385F15 | 4708F25 | 4790^28 | 4934 |
| -10 | 86.0 | 4456F17 | 4768^27 | 4839D30 | 4940 |
| -20 | 84.4 | 4526F19 | 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**

**TO-1 - DRY RWY - OPT V2**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Flaps 9 +20H |
|---|---|---|---|---|---|
| 42 | 91.5 | 4010F21-21-31 | 4249F25-25-35 | 4329F27-27-36 | 4387^28-28-37 |
| 40 | 91.8 | 4072F22-22-32 | 4314F26-26-36 | 4395F28-28-37 | 4464^29-29-38 |
| 38 | 92.2 | 4131F22-22-33 | 4375F27-27-37 | 4458F28-28-38 | 4537^30-30-39 |
| 36 | 92.5 | 4190F23-23-34 | 4437F28-28-38 | 4522F29-29-39 | 4608F31-31-40 |
| 34 | 92.6 | 4248F24-24-35 | 4497F28-28-39 | 4584F30-30-40 | 4671F32-32-41 |
| 32 | 92.5 | 4292F25-25-35 | 4542F29-29-39 | 4631F31-31-41 | 4719F32-32-42 |
| 30 | 92.3 | 4324F25-25-36 | 4577F30-30-40 | 4666F31-31-41 | 4744^33-33-42 |
| 28 | 92.0 | 4335F25-25-36 | 4589F30-30-40 | 4678F32-32-41 | 4753^33-33-42 |
| 26 | 91.8 | 4347F26-26-36 | 4602F30-30-40 | 4691F32-32-41 | 4762^33-33-42 |
| 24 | 91.5 | 4358F26-26-36 | 4615F30-30-40 | 4703F32-32-42 | 4771^33-33-43 |
| 22 | 91.1 | 4369F26-26-37 | 4627F31-31-40 | 4716F32-32-42 | 4778^33-33-43 |
| 20 | 90.8 | 4381F26-26-37 | 4640F31-31-41 | 4728F32-32-42 | 4787^33-33-43 |
| 10 | 89.2 | 4438F27-27-38 | 4702F32-32-42 | 4770^33-33-43 | 4826^34-34-43 |
| 0 | 87.6 | 4491F28-28-38 | 4745^33-33-42 | 4799^34-34-43 | 4855^35-35-44 |
| -10 | 86.0 | 4553F29-29-39 | 4784^33-33-43 | 4839^34-34-44 | 4895^35-35-44 |
| -20 | 84.4 | 4614F30-30-40 | 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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**TAR Mexico** **EMB-145** **AE3007A1**

# 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 | 3910F19 | 4143F23 | 4210^24 | 3842F 5 | 4110F14 | 4196^17 | 4505 |
| 40 | 88.4 | 3970F20 | 4206F24 | 4277^25 | 3898F 6 | 4170F15 | 4260^18 | 4596 |
| 38 | 88.5 | 4028F20 | 4267F25 | 4342^26 | 3953F 6 | 4227F15 | 4325F18 | 4685 |
| 36 | 88.6 | 4087F21 | 4327F26 | 4406^27 | 4008F 6 | 4285F16 | 4383F19 | 4773 |
| 34 | 88.7 | 4143F22 | 4386F26 | 4472F28 | 4061F 7 | 4341F16 | 4440F20 | 4855 |
| 32 | 88.8 | 4176F22 | 4421F27 | 4508F29 | 4093F 7 | 4375F17 | 4475F20 | 4894 |
| 30 | 88.9 | 4188F23 | 4434F27 | 4521F29 | 4106F 8 | 4389F17 | 4489F20 | 4918 |
| 28 | 88.6 | 4199F23 | 4446F27 | 4528^29 | 4117F 8 | 4402F18 | 4503F21 | 4925 |
| 26 | 88.3 | 4209F23 | 4458F28 | 4538^29 | 4129F 8 | 4415F18 | 4517F21 | 4932 |
| 24 | 88.0 | 4220F23 | 4470F28 | 4549^29 | 4141F 9 | 4429F18 | 4526^21 | 4934 |
| 22 | 87.7 | 4231F23 | 4482F28 | 4559^29 | 4153F 9 | 4442F19 | 4538^22 | 4936 |
| 20 | 87.4 | 4242F24 | 4494F28 | 4569^30 | 4165F 9 | 4456F19 | 4551^22 | 4937 |
| 10 | 85.9 | 4297F25 | 4556F29 | 4620^30 | 4225F11 | 4525F21 | 4612^24 | 4942 |
| 0 | 84.3 | 4349F26 | 4600^30 | 4665^31 | 4283F13 | 4583^23 | 4665D26 | 4934 |
| -10 | 82.8 | 4408F27 | 4651^31 | 4716^32 | 4349F15 | 4646^25 | 4716D28 | 4940 |
| -20 | 81.2 | 4466F28 | 4698^32 | 4761^33 | 4416F17 | 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 | 3998F20 | 4216^25 | 4273^26 | 3902F 6 | 4177^16 | 4254^19 | 4505 |
| 40 | 91.8 | 4060F21 | 4285^26 | 4344^27 | 3959F 7 | 4242F16 | 4321^19 | 4596 |
| 38 | 92.2 | 4119F22 | 4350^26 | 4412^28 | 4014F 7 | 4300F17 | 4384^20 | 4685 |
| 36 | 92.5 | 4178F23 | 4416^27 | 4479^28 | 4069F 8 | 4358F17 | 4446^20 | 4773 |
| 34 | 92.6 | 4236F24 | 4478^28 | 4544^29 | 4123F 8 | 4414F18 | 4505^21 | 4855 |
| 32 | 92.5 | 4280F24 | 4523^29 | 4589^30 | 4162F 9 | 4456F18 | 4548^22 | 4894 |
| 30 | 92.3 | 4312F25 | 4550^29 | 4614^30 | 4187F 9 | 4486F19 | 4575^22 | 4918 |
| 28 | 92.0 | 4323F25 | 4561^29 | 4624^31 | 4200F10 | 4500F19 | 4588^23 | 4925 |
| 26 | 91.8 | 4334F25 | 4572^30 | 4635^31 | 4212F10 | 4515F20 | 4599^23 | 4932 |
| 24 | 91.5 | 4345F26 | 4581^30 | 4644^31 | 4224F10 | 4529F20 | 4612^23 | 4934 |
| 22 | 91.1 | 4357F26 | 4592^30 | 4654^31 | 4237F11 | 4537^20 | 4624^24 | 4936 |
| 20 | 90.8 | 4368F26 | 4602^30 | 4663^31 | 4250F11 | 4550^21 | 4636^24 | 4937 |
| 10 | 89.2 | 4425F27 | 4651^31 | 4712^32 | 4313F13 | 4612^23 | 4697^26 | 4942 |
| 0 | 87.6 | 4480F28 | 4692^32 | 4750^33 | 4375F15 | 4668^25 | 4750D28 | 4934 |
| -10 | 86.0 | 4540F29 | 4741^33 | 4798^34 | 4446F17 | 4731^27 | 4798D30 | 4940 |
| -20 | 84.4 | 4600F30 | 4764^33 | 4818^34 | 4517F19 | 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 | 3998F20-20-31 | 4216^25-25-34 | 4273^26-26-35 | 4327^27-27-36 |
| 40 | 91.8 | 4060F21-21-32 | 4285^26-26-35 | 4344^27-27-36 | 4401^28-28-37 |
| 38 | 92.2 | 4119F22-22-33 | 4350^26-26-36 | 4412^28-28-37 | 4469^29-29-38 |
| 36 | 92.5 | 4178F23-23-34 | 4416^27-27-37 | 4479^28-28-38 | 4538^29-29-39 |
| 34 | 92.6 | 4236F24-24-35 | 4478^28-28-38 | 4544^29-29-39 | 4604^30-30-40 |
| 32 | 92.5 | 4280F24-24-35 | 4523^29-29-39 | 4589^30-30-40 | 4649^31-31-41 |
| 30 | 92.3 | 4312F25-25-36 | 4550^29-29-39 | 4614^30-30-40 | 4673^31-31-41 |
| 28 | 92.0 | 4323F25-25-36 | 4561^29-29-39 | 4624^31-31-40 | 4684^32-32-41 |
| 26 | 91.8 | 4334F25-25-36 | 4572^30-30-40 | 4635^31-31-41 | 4694^32-32-41 |
| 24 | 91.5 | 4345F26-26-36 | 4581^30-30-40 | 4644^31-31-41 | 4703^32-32-42 |
| 22 | 91.1 | 4357F26-26-36 | 4592^30-30-40 | 4654^31-31-41 | 4712^32-32-42 |
| 20 | 90.8 | 4368F26-26-37 | 4602^30-30-40 | 4663^31-31-41 | 4721^32-32-42 |
| 10 | 89.2 | 4425F27-27-37 | 4651^31-31-41 | 4712^32-32-42 | 4768^33-33-42 |
| 0 | 87.6 | 4480F28-28-38 | 4692^32-32-41 | 4750^33-33-42 | 4805^34-34-43 |
| -10 | 86.0 | 4540F29-29-39 | 4741^33-33-42 | 4798^34-34-43 | 4850^34-34-44 |
| -20 | 84.4 | 4600F30-30-40 | 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 | 3998F20 | 4216^25 | 4273^26 | 3988F20 | 4208^24 | 4265^25 | | | |
| 40 | 4060F21 | 4285^26 | 4344^27 | 4050F21 | 4276^25 | 4336^26 | | | |
| 38 | 4119F22 | 4350^26 | 4412^28 | 4109F22 | 4341^26 | 4403^27 | | | |
| 36 | 4178F23 | 4416^27 | 4479^28 | 4169F23 | 4407^27 | 4471^28 | | | |
| 34 | 4236F24 | 4478^28 | 4544^29 | 4226F24 | 4474F28 | 4535^29 | | | |
| 32 | 4280F24 | 4523^29 | 4589^30 | 4270F24 | 4514^29 | 4580^30 | | | |
| 30 | 4312F25 | 4550^29 | 4614^30 | 4302F25 | 4542^29 | 4605^30 | | | |
| 28 | 4323F25 | 4561^29 | 4624^31 | 4313F25 | 4552^29 | 4616^30 | | | |
| 26 | 4334F25 | 4572^30 | 4635^31 | 4325F25 | 4563^29 | 4626^31 | | | |
| 24 | 4345F26 | 4581^30 | 4644^31 | 4336F25 | 4573^30 | 4636^31 | | | |
| 22 | 4357F26 | 4592^30 | 4654^31 | 4347F26 | 4583^30 | 4646^31 | | | |
| 20 | 4368F26 | 4602^30 | 4663^31 | 4358F26 | 4594^30 | 4655^31 | | | |
| 10 | 4425F27 | 4651^31 | 4712^32 | 4387F27 | 4603^30 | 4662^31 | | | |
| 0 | 4480F28 | 4692^32 | 4750^33 | 4438F28 | 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 | 3902F 6 | 4177^16 | 4254^19 | 3895F 6 | 4169^16 | 4247^19 | | | |
| 40 | 3959F 7 | 4242F16 | 4321^19 | 3952F 7 | 4234F16 | 4313^19 | | | |
| 38 | 4014F 7 | 4300F17 | 4384^20 | 4007F 7 | 4292F17 | 4376^20 | | | |
| 36 | 4069F 8 | 4358F17 | 4446^20 | 4063F 8 | 4350F17 | 4438^20 | | | |
| 34 | 4123F 8 | 4414F18 | 4505^21 | 4116F 8 | 4406F18 | 4498^21 | | | |
| 32 | 4162F 9 | 4456F18 | 4548^22 | 4155F 9 | 4449F18 | 4540^21 | | | |
| 30 | 4187F 9 | 4486F19 | 4575^22 | 4181F 9 | 4478F19 | 4567^22 | | | |
| 28 | 4200F10 | 4500F19 | 4588^23 | 4193F 9 | 4492F19 | 4580^22 | | | |
| 26 | 4212F10 | 4515F20 | 4599^23 | 4206F10 | 4507F20 | 4592^23 | | | |
| 24 | 4224F10 | 4529F20 | 4612^23 | 4218F10 | 4521F20 | 4604^23 | | | |
| 22 | 4237F11 | 4537^20 | 4624^24 | 4230F10 | 4529^20 | 4617^24 | | | |
| 20 | 4250F11 | 4550^21 | 4636^24 | 4243F11 | 4543^21 | 4629^24 | | | |
| 10 | 4313F13 | 4612^23 | 4697^26 | 4279F13 | 4571^23 | 4653^26 | | | |
| 0 | 4375F15 | 4668^25 | 4750D28 | 4337F15 | 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 | 2648F91 | 4091F96 | 4187^ 0 | 2908F96 | 3423F 3 | 3620F 5 | | | |
| 26 | 2817F91 | 4105F97 | 4200^ 0 | 2921F96 | 3455F 3 | 3637F 6 | | | |
| 24 | 2982F91 | 4119F97 | 4213^ 0 | 2936F96 | 3487F 4 | 3655F 6 | | | |
| 22 | 3150F90 | 4133F97 | 4215^ 1 | 2953F97 | 3520F 4 | 3674F 6 | | | |
| 20 | 3198F91 | 4143^98 | 4218^ 1 | 2968F97 | 3550F 4 | 3694F 6 | | | |
| 18 | 3235F91 | 4156^98 | 4221^ 1 | 2985F97 | 3559F 4 | 3713F 7 | | | |
| 16 | 3275F91 | 4169^98 | 4223^ 2 | 3001F97 | 3575F 5 | 3734F 7 | | | |
| 14 | 3316F91 | 4179^99 | 4225^ 2 | 3017F98 | 3590F 5 | 3755F 7 | | | |
| 12 | 3380F92 | 4180^99 | 4226^ 3 | 3034F98 | 3606F 5 | 3776F 7 | | | |
| 10 | 3422F92 | 4180^ 0 | 4227^ 3 | 3049F98 | 3625F 5 | 3801F 8 | | | |
| 0 | 3679F94 | 4177^ 2 | 4226^ 5 | 3133F 0 | 3718F 7 | 3891F 9 | | | |
| -10 | 3704F95 | 4186^ 4 | 4235^ 7 | 3231F 1 | 3831F 8 | 4002F11 | | | |
| -20 | 3871F97 | 4188^ 6 | 4239^10 | 3345F 2 | 3928F10 | 4097F12 | | | |
| -30 | 4035^98 | 4186^ 9 | 4238D13 | 3507F 3 | 4037F11 | 4210F14 | | | |
| | 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 -TIJ 09 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| **V2** | | ***D0.8 TIJ** | **D2.2 ITIJ** | **RT H290** | **1600'** | |

*EAST OF TIJ

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 | 4408^28 | 4556^30 | 4589^31 | 4408^22 | 4556D30 | 4589D31 | 4638 |
| 46 | 87.8 | 4499^29 | 4656^32 | 4700^32 | 4492^22 | 4656D32 | 4700D32 | 4752 |
| 44 | 87.8 | 4566^30 | 4727^33 | 4782^33 | 4556^23 | 4727D32 | 4782D34 | 4846 |
| 42 | 87.7 | 4613^30 | 4778^33 | 4834^34 | 4601^23 | 4778D33 | 4834D35 | 4938 |
| 40 | 87.6 | 4644^31 | 4809^34 | 4866^35 | 4632^23 | 4809D33 | 4866D36 | 4957 |
| 38 | 87.3 | 4652^31 | 4817^34 | 4874^35 | 4642^24 | 4817D33 | 4874D36 | 4960 |
| 36 | 87.0 | 4660^31 | 4825^34 | 4882^35 | 4652^24 | 4825D34 | 4882D36 | 4962 |
| 34 | 86.7 | 4668^31 | 4833^34 | 4890^35 | 4662^24 | 4833D34 | 4890D36 | 4964 |
| 32 | 86.5 | 4676^31 | 4842^34 | 4897^35 | 4672^25 | 4842D35 | 4897D36 | 4966 |
| 30 | 86.2 | 4684^31 | 4849^34 | 4905^35 | 4682^25 | 4849D35 | 4905D36 | 4968 |
| 20 | 84.8 | 4723^32 | 4888^35 | 4941^36 | 4723D27 | 4888D35 | 4941D36 | 4976 |
| 10 | 83.3 | 4755^33 | 4897^35 | 4934^36 | 4755D29 | 4897D35 | 4934D36 | 4971 |
| 0 | 81.8 | 4784^33 | 4899^35 | 4938^36 | 4784D32 | 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 | 4459^29 | 4567^30 | 4599^31 | 4459D23 | 4567D31 | 4599D31 | 4638 |
| 46 | 91.0 | 4554^30 | 4678^32 | 4711^33 | 4547^24 | 4678D32 | 4711D33 | 4752 |
| 44 | 91.1 | 4627^31 | 4779^33 | 4812^34 | 4617^24 | 4779D34 | 4812D34 | 4846 |
| 42 | 90.9 | 4684^32 | 4842^34 | 4896^35 | 4671^25 | 4842D35 | 4896D35 | 4938 |
| 40 | 90.8 | 4718^32 | 4876^35 | 4930^36 | 4705^25 | 4876D35 | 4930D36 | 4957 |
| 38 | 90.5 | 4731^32 | 4889^35 | 4943^36 | 4721^26 | 4889D35 | 4943D36 | 4960 |
| 36 | 90.2 | 4739^32 | 4897^35 | 4948^36 | 4730^26 | 4897D35 | 4948D36 | 4962 |
| 34 | 89.9 | 4745^33 | 4905^35 | 4949^36 | 4740^27 | 4905D36 | 4949D36 | 4964 |
| 32 | 89.7 | 4753^33 | 4909^35 | 4950^36 | 4750^27 | 4909D36 | 4950D36 | 4966 |
| 30 | 89.4 | 4761^33 | 4913^35 | 4951^36 | 4760^28 | 4913D36 | 4951D36 | 4968 |
| 20 | 87.8 | 4784^33 | 4921^35 | 4956^36 | 4784D30 | 4921D36 | 4956D36 | 4976 |
| 10 | 86.3 | 4787^33 | 4912^35 | 4950^36 | 4787D32 | 4912D35 | 4950D36 | 4971 |
| 0 | 84.8 | 4801^33 | 4915^35 | 4953^36 | 4801D34 | 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 | 4459^29-29-38 | 4567^30-30-40 | 4610^37-37-46 | 4664^38-38-47 |
| 46 | 91.0 | 4554^30-30-39 | 4678^32-32-41 | 4711^33-33-42 | 4761^39-39-48 |
| 44 | 91.1 | 4627^31-31-40 | 4779^33-33-43 | 4812^34-34-43 | 4845^35-35-44 |
| 42 | 90.9 | 4684^32-32-41 | 4842^34-34-43 | 4896^35-35-44 | 4929^36-36-45 |
| 40 | 90.8 | 4718^32-32-42 | 4876^35-35-44 | 4930^36-36-45 | 4957C36-36-45 |
| 38 | 90.5 | 4731^32-32-42 | 4889^35-35-44 | 4943^36-36-45 | 4960C36-36-45 |
| 36 | 90.2 | 4739^32-32-42 | 4897^35-35-44 | 4948^36-36-45 | 4962C36-36-45 |
| 34 | 89.9 | 4745^33-33-42 | 4905^35-35-44 | 4949^36-36-45 | 4964C36-36-45 |
| 32 | 89.7 | 4753^33-33-42 | 4909^35-35-44 | 4950^36-36-45 | 4973^42-42-51 |
| 30 | 89.4 | 4761^33-33-42 | 4913^35-35-45 | 4951^36-36-45 | 4981^42-42-51 |
| 20 | 87.8 | 4784^33-33-43 | 4921^35-35-45 | 4966^42-42-51 | 4991C43-43-52 |
| 10 | 86.3 | 4787^33-33-43 | 4943^42-42-51 | 4985C42-42-51 | 4985C42-42-51 |
| 0 | 84.8 | 4820^40-40-49 | 4987^42-42-51 | 4997C43-43-52 | 4997C43-43-52 |
| -10 | 83.2 | 4859^40-40-50 | 5002C43-43-52 | 5002C43-43-52 | 5002C43-43-52 |
| -20 | 81.6 | 4876^41-41-50 | 4998C43-43-52 | 4998C43-43-52 | 4998C43-43-52 |
| -30 | 80.0 | 4882^41-41-50 | 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 | 487 | Length | 9715 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.22 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **04 Jun 19** |

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# TIJUANA -TIJ 09 *SPECIAL*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4459^29 | 4567^30 | 4599^31 |
| 46 | 4554^30 | 4678^32 | 4711^33 |
| 44 | 4627^31 | 4779^33 | 4812^34 |
| 42 | 4684^32 | 4842^34 | 4896^35 |
| 40 | 4718^32 | 4876^35 | 4930^36 |
| 38 | 4731^32 | 4889^35 | 4943^36 |
| 36 | 4739^32 | 4897^35 | 4948^36 |
| 34 | 4745^33 | 4905^35 | 4949^36 |
| 32 | 4753^33 | 4909^35 | 4950^36 |
| 30 | 4761^33 | 4913^35 | 4951^36 |
| 20 | 4784^33 | 4921^35 | 4956^36 |
| 10 | 4787^33 | 4912^35 | 4950^36 |
| 0 | 4801^33 | 4915^35 | 4953^36 |
| -10 | 4795^33 | 4912^35 | 4952^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-840**
Wing A/I ON **-840**

## DRY - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4452^28 | 4562^30 | 4594^31 |
| 4546^30 | 4672^32 | 4705^32 |
| 4620^31 | 4773^33 | 4806^34 |
| 4676^31 | 4834^34 | 4888^35 |
| 4710^32 | 4869^35 | 4924^36 |
| 4724^32 | 4883^35 | 4937^36 |
| 4731^32 | 4890^35 | 4944^36 |
| 4739^32 | 4898^35 | 4945^36 |
| 4747^33 | 4905^35 | 4945^36 |
| 4754^33 | 4909^35 | 4947^36 |
| 4779^33 | 4916^35 | 4952^36 |
| 4709^32 | 4830^34 | 4867^35 |
| 4716^32 | 4829^34 | 4866^35 |
| 4709^32 | 4826^34 | 4866^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4459D23 | 4567D31 | 4599D31 |
| 46 | 4547^24 | 4678D32 | 4711D33 |
| 44 | 4617^24 | 4779D34 | 4812D34 |
| 42 | 4671^25 | 4842D35 | 4896D35 |
| 40 | 4705^25 | 4876D35 | 4930D36 |
| 38 | 4721^26 | 4889D35 | 4943D36 |
| 36 | 4730^26 | 4897D35 | 4948D36 |
| 34 | 4740^27 | 4905D36 | 4949D36 |
| 32 | 4750^27 | 4909D36 | 4950D36 |
| 30 | 4760^28 | 4913D36 | 4951D36 |
| 20 | 4784D30 | 4921D36 | 4956D36 |
| 10 | 4787D32 | 4912D35 | 4950D36 |
| 0 | 4801D34 | 4915D35 | 4953D36 |
| -10 | 4795D33 | 4912D35 | 4952D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-840**
Wing A/I ON **-840**

## WET - EAI VLV INOP OPEN

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4452D23 | 4562D30 | 4594D31 |
| 4540^24 | 4672D32 | 4705D33 |
| 4609^24 | 4773D33 | 4806D34 |
| 4663^25 | 4834D35 | 4888D35 |
| 4698^25 | 4869D35 | 4924D36 |
| 4713^26 | 4883D35 | 4937D36 |
| 4724^26 | 4890D35 | 4944D36 |
| 4733^27 | 4898D35 | 4945D36 |
| 4744^27 | 4905D35 | 4945D36 |
| 4753^27 | 4909D35 | 4947D36 |
| 4779D30 | 4916D36 | 4952D36 |
| 4709D32 | 4830D34 | 4867D35 |
| 4716D32 | 4829D34 | 4866D35 |
| 4709D32 | 4826D34 | 4866D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4338^ 4 | 4550^14 | 4627^18 |
| 26 | 4349^ 4 | 4561^15 | 4638^18 |
| 24 | 4359^ 5 | 4572^15 | 4649^18 |
| 22 | 4368^ 5 | 4583^16 | 4661^19 |
| 20 | 4379^ 6 | 4594^16 | 4672^19 |
| 18 | 4388^ 6 | 4604^16 | 4684^20 |
| 16 | 4398^ 6 | 4616^17 | 4695^20 |
| 14 | 4406^ 7 | 4625^17 | 4706^21 |
| 12 | 4415^ 7 | 4635^18 | 4715^21 |
| 10 | 4423^ 8 | 4644^18 | 4725^21 |
| 0 | 4478^10 | 4705^20 | 4787^24 |
| -10 | 4529^12 | 4763^22 | 4847^26 |
| -20 | 4578^14 | 4817^25 | 4905^28 |
| -30 | 4629^16 | 4865^27 | 4917^31 |

High QNH **+10** per .10"
Low QNH **-50** per .10"

Engine A/I ON **-670**
Wing A/I ON **-670**

## LEVEL 2 CONTAM

Flaps 9

| -10T | +0 | +10H |
|---|---|---|
| 4042F 9 | 4274F18 | 4354^21 |
| 4053F 9 | 4285F19 | 4366^22 |
| 4063F10 | 4298F19 | 4378^22 |
| 4073F10 | 4307F19 | 4390^22 |
| 4084F10 | 4319F20 | 4402^23 |
| 4094F11 | 4331F20 | 4415^23 |
| 4104F11 | 4343^21 | 4426^24 |
| 4114F11 | 4353^21 | 4439^24 |
| 4124F12 | 4365^21 | 4451^24 |
| 4133F12 | 4375^22 | 4462^25 |
| 4187F14 | 4439^24 | 4532^27 |
| 4242F16 | 4503^26 | 4602^29 |
| 4298F18 | 4571^28 | 4678^31 |
| 4356F20 | 4643^30 | 4759^32 |

High QNH **+40** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-480**
Wing A/I ON **-480**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 487 | Length | 9715 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.22 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **04 Jun 19** |

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# TIJUANA -TIJ 09-E700M *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| **V2** | | ***D0.8 TIJ** | **D2.2 ITIJ** | **RT H290** | **1600'** | |

*EAST OF TIJ NOTAMS M0657/20

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 | 4113F22 | 4362F27 | 4447F28 | 4042F 8 | 4329F18 | 4430F21 | 4638 |
| 46 | 87.8 | 4184F23 | 4436F28 | 4526F29 | 4110F 9 | 4399F18 | 4502F21 | 4752 |
| 44 | 87.8 | 4239F24 | 4494F28 | 4582F30 | 4162F 9 | 4455F19 | 4558F22 | 4846 |
| 42 | 87.7 | 4278F24 | 4533F29 | 4625F31 | 4199F 9 | 4494F19 | 4599F22 | 4938 |
| 40 | 87.6 | 4307F25 | 4563F29 | 4655F31 | 4228F10 | 4524F20 | 4627F23 | 4957 |
| 38 | 87.3 | 4317F25 | 4575F30 | 4667F31 | 4239F10 | 4537F20 | 4641F23 | 4960 |
| 36 | 87.0 | 4328F25 | 4587F30 | 4680F31 | 4251F10 | 4551F20 | 4655F23 | 4962 |
| 34 | 86.7 | 4339F25 | 4599F30 | 4692F32 | 4263F11 | 4564F21 | 4669F24 | 4964 |
| 32 | 86.5 | 4350F25 | 4611F30 | 4705F32 | 4273F11 | 4577F21 | 4683F24 | 4966 |
| 30 | 86.2 | 4361F26 | 4624F30 | 4718F32 | 4285F11 | 4589F21 | 4697F24 | 4968 |
| 20 | 84.8 | 4417F27 | 4687F31 | 4781F33 | 4347F13 | 4659F23 | 4769F26 | 4976 |
| 10 | 83.3 | 4470F28 | 4749F33 | 4843F34 | 4409F15 | 4730F25 | 4840F28 | 4971 |
| 0 | 81.8 | 4533F29 | 4816F34 | 4911F35 | 4478F17 | 4806F27 | 4911D30 | 4981 |
| -10 | 80.3 | 4592F30 | 4878F35 | 4937^36 | 4546F19 | 4878D29 | 4937D32 | 4985 |
| -20 | 78.7 | 4654F31 | 4890^35 | 4931^36 | 4614F21 | 4890D31 | 4931D35 | 4983 |
| -30 | 77.2 | 4717F32 | 4880^35 | 4923^35 | 4687F23 | 4880D34 | 4923D36 | 4980 |

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 | 90.7 | 4206F24 | 4458F28 | 4544F30 | 4106F 9 | 4405F19 | 4506F22 | 4638 |
| 46 | 91.0 | 4281F25 | 4539F30 | 4625F31 | 4175F10 | 4477F20 | 4581F23 | 4752 |
| 44 | 91.1 | 4345F26 | 4604F30 | 4694F32 | 4233F10 | 4539F20 | 4645F23 | 4846 |
| 42 | 90.9 | 4397F27 | 4661F31 | 4751F33 | 4277F11 | 4587F21 | 4697F24 | 4938 |
| 40 | 90.8 | 4430F27 | 4697F32 | 4787F33 | 4310F11 | 4622F21 | 4733F25 | 4957 |
| 38 | 90.5 | 4452F27 | 4721F32 | 4811F34 | 4329F12 | 4644F22 | 4756F25 | 4960 |
| 36 | 90.2 | 4463F28 | 4732F32 | 4823F34 | 4341F12 | 4658F22 | 4770F25 | 4962 |
| 34 | 89.9 | 4474F28 | 4744F33 | 4835F34 | 4353F13 | 4672F23 | 4784F26 | 4964 |
| 32 | 89.7 | 4485F28 | 4756F33 | 4848F34 | 4366F13 | 4687F23 | 4798F26 | 4966 |
| 30 | 89.4 | 4496F28 | 4768F33 | 4860F34 | 4379F13 | 4701F23 | 4813F26 | 4968 |
| 20 | 87.8 | 4555F29 | 4831F34 | 4924F36 | 4444F15 | 4774F25 | 4888F28 | 4976 |
| 10 | 86.3 | 4612F30 | 4891F35 | 4949^36 | 4509F17 | 4846F27 | 4947^30 | 4971 |
| 0 | 84.8 | 4677F31 | 4915^35 | 4953^36 | 4580F19 | 4912^29 | 4953D33 | 4981 |
| -10 | 83.2 | 4741F32 | 4913^35 | 4952^36 | 4653F21 | 4913D32 | 4952D35 | 4985 |
| -20 | 81.6 | 4782^33 | 4904^35 | 4945^36 | 4729F23 | 4904D34 | 4945D36 | 4983 |
| -30 | 80.0 | 4768^33 | 4894^35 | 4937^36 | 4764^25 | 4894D35 | 4937D36 | 4980 |

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 | 90.7 | 4206F24-24-34 | 4458F28-28-38 | 4544F30-30-39 | 4631^32-32-40 |
| 46 | 91.0 | 4281F25-25-35 | 4539F30-30-39 | 4625F31-31-40 | 4714F33-33-42 |
| 44 | 91.1 | 4345F26-26-36 | 4604F30-30-40 | 4694F32-32-41 | 4784F34-34-43 |
| 42 | 90.9 | 4397F27-27-37 | 4661F31-31-41 | 4751F33-33-42 | 4842F34-34-43 |
| 40 | 90.8 | 4430F27-27-37 | 4697F32-32-41 | 4787F33-33-43 | 4877F35-35-44 |
| 38 | 90.5 | 4452F27-27-38 | 4721F32-32-42 | 4811F34-34-43 | 4902F35-35-44 |
| 36 | 90.2 | 4463F28-28-38 | 4732F32-32-42 | 4823F34-34-43 | 4915F35-35-45 |
| 34 | 89.9 | 4474F28-28-38 | 4744F33-33-42 | 4835F34-34-43 | 4928F36-36-45 |
| 32 | 89.7 | 4485F28-28-38 | 4756F33-33-42 | 4848F34-34-44 | 4941F36-36-45 |
| 30 | 89.4 | 4496F28-28-38 | 4768F33-33-42 | 4860F34-34-44 | 4954F36-36-45 |
| 20 | 87.8 | 4555F29-29-39 | 4831F34-34-43 | 4924F36-36-45 | 4976C36-36-45 |
| 10 | 86.3 | 4612F30-30-40 | 4891F35-35-44 | 4949^36-36-45 | 4971C36-36-45 |
| 0 | 84.8 | 4677F31-31-41 | 4915^35-35-45 | 4953^36-36-45 | 4981C36-36-46 |
| -10 | 83.2 | 4741F32-32-42 | 4913^35-35-45 | 4952^36-36-45 | 5002C43-43-52 |
| -20 | 81.6 | 4782^33-33-43 | 4915F41-41-50 | 4998C43-43-52 | 4998C43-43-52 |
| -30 | 80.0 | 4768^33-33-42 | 4984F42-42-51 | 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 | 487 | Length | 7418 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.22 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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**TIJUANA** **-TIJ** **09-E700M** ***SPECIAL***

A/C **AUTO**

| OAT °C | DRY - 1 FLP CHNL INOP<br>Flaps 9<br>-10T | +0 | +10H | DRY - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 48 | 4206F24 | 4458F28 | 4544F30 | 4197F24 | 4448F28 | 4534F30 | | | |
| 46 | 4281F25 | 4539F30 | 4625F31 | 4271F25 | 4528F29 | 4614F31 | | | |
| 44 | 4345F26 | 4604F30 | 4694F32 | 4334F26 | 4593F30 | 4683F32 | | | |
| 42 | 4397F27 | 4661F31 | 4751F33 | 4387F26 | 4649F31 | 4740F33 | | | |
| 40 | 4430F27 | 4697F32 | 4787F33 | 4422F27 | 4686F32 | 4777F33 | | | |
| 38 | 4452F27 | 4721F32 | 4811F34 | 4442F27 | 4710F32 | 4800F33 | | | |
| 36 | 4463F28 | 4732F32 | 4823F34 | 4453F27 | 4722F32 | 4812F34 | | | |
| 34 | 4474F28 | 4744F33 | 4835F34 | 4464F28 | 4734F32 | 4825F34 | | | |
| 32 | 4485F28 | 4756F33 | 4848F34 | 4475F28 | 4746F33 | 4837F34 | | | |
| 30 | 4496F28 | 4768F33 | 4860F34 | 4487F28 | 4758F33 | 4850F34 | | | |
| 20 | 4555F29 | 4831F34 | 4924F36 | 4545F29 | 4821F34 | 4914F35 | | | |
| 10 | 4612F30 | 4891F35 | 4949^36 | 4571F30 | 4830^34 | 4867^35 | | | |
| 0 | 4677F31 | 4915^35 | 4953^36 | 4637F31 | 4829^34 | 4867^35 | | | |
| -10 | 4741F32 | 4913^35 | 4952^36 | 4695F32 | 4827^34 | 4866^35 | | | |
| | 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<br>Flaps 9<br>-10T | +0 | +10H | WET - EAI VLV INOP OPEN<br>Flaps 9<br>-10T | +0 | +10H | Flaps<br>-10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 48 | 4106F 9 | 4405F19 | 4506F22 | 4099F 9 | 4397F19 | 4497F22 | | | |
| 46 | 4175F10 | 4477F20 | 4581F23 | 4168F10 | 4469F20 | 4573F23 | | | |
| 44 | 4233F10 | 4539F20 | 4645F23 | 4226F10 | 4530F20 | 4636F23 | | | |
| 42 | 4277F11 | 4587F21 | 4697F24 | 4269F11 | 4581F21 | 4689F24 | | | |
| 40 | 4310F11 | 4622F21 | 4733F25 | 4303F11 | 4614F21 | 4724F24 | | | |
| 38 | 4329F12 | 4644F22 | 4756F25 | 4322F12 | 4636F22 | 4747F25 | | | |
| 36 | 4341F12 | 4658F22 | 4770F25 | 4334F12 | 4650F22 | 4761F25 | | | |
| 34 | 4353F13 | 4672F23 | 4784F26 | 4347F12 | 4664F22 | 4776F26 | | | |
| 32 | 4366F13 | 4687F23 | 4798F26 | 4359F13 | 4679F23 | 4790F26 | | | |
| 30 | 4379F13 | 4701F23 | 4813F26 | 4372F13 | 4693F23 | 4805F26 | | | |
| 20 | 4444F15 | 4774F25 | 4888F28 | 4437F15 | 4766F25 | 4880F28 | | | |
| 10 | 4509F17 | 4846F27 | 4947^30 | 4471F17 | 4806F27 | 4867D30 | | | |
| 0 | 4580F19 | 4912^29 | 4953D33 | 4545F19 | 4828^29 | 4867D33 | | | |
| -10 | 4653F21 | 4913D32 | 4952D35 | 4614F21 | 4827D32 | 4866D35 | | | |
| | 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 -840 | | | Engine A/I ON +0 | | | Engine A/I ON | | |
| | Wing A/I ON -840 | | | Wing A/I ON +0 | | | Wing A/I ON | | |

| OAT °C | LEVEL 1 CONTAM<br>Flaps 9<br>-10T | +0 | +10H | LEVEL 2 CONTAM<br>Flaps 22<br>-10T | +0 | +10H | LEVEL 3 CONTAM<br>Flaps<br>-10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | | 4070F 1 | 4164F 4 | 3103F98 | 3711F 5 | 3894F 8 | | | |
| 26 | | 4082F 1 | 4176F 4 | 3117F98 | 3730F 6 | 3910F 8 | | | |
| 24 | | 4096F 1 | 4189F 5 | 3134F98 | 3750F 6 | 3927F 8 | | | |
| 22 | | 4107F 2 | 4201F 5 | 3151F99 | 3769F 6 | 3942F 9 | | | |
| 20 | | 4120F 2 | 4213F 5 | 3169F99 | 3790F 6 | 3959F 9 | | | |
| 18 | | 4130F 2 | 4226F 6 | 3189F99 | 3812F 7 | 3975F 9 | | | |
| 16 | | 4142F 3 | 4238F 6 | 3209F99 | 3835F 7 | 3991F10 | | | |
| 14 | | 4153F 3 | 4250F 7 | 3230F 0 | 3859F 7 | 4006F10 | | | |
| 12 | | 4164F 4 | 4260F 7 | 3251F 0 | 3876F 7 | 4021F10 | | | |
| 10 | | 4174F 4 | 4272F 7 | 3274F 0 | 3893F 8 | 4035F11 | | | |
| 0 | | 4242F 6 | 4343F 9 | 3404F 1 | 3980F 9 | 4118F12 | | | |
| -10 | 3075F 1 | 4307F 8 | 4413F12 | 3569F 2 | 4059F11 | 4223F14 | | | |
| -20 | 4078F 0 | 4375F10 | 4485F14 | 3657F 4 | 4148F13 | 4275^15 | | | |
| -30 | 4140F 2 | 4446F12 | 4559F16 | 3679^ 4 | 4220^14 | 4268^15 | | | |
| | High QNH +50 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 -450 | | | Engine A/I ON -580 | | | Engine A/I ON | | |
| | Wing A/I ON -450 | | | Wing A/I ON -580 | | | Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 487 | Length | 7418 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.22 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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# TIJUANA -TIJ 27 *DT H268*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **1487'** | | **DT H268** | **1487'** | |

NOTAMS A0586/20

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.5 | 4454^28 | 4552^30 | 4584^31 |
| 46 | 87.8 | 4563^30 | 4661^32 | 4694^32 |
| 44 | 87.8 | 4660^31 | 4760^33 | 4794^34 |
| 42 | 87.7 | 4741^33 | 4842^34 | 4876^35 |
| 40 | 87.6 | 4773^33 | 4875^35 | 4910^35 |
| 38 | 87.3 | 4785^33 | 4890^35 | 4924^36 |
| 36 | 87.0 | 4786^33 | 4891^35 | 4926^36 |
| 34 | 86.7 | 4786^33 | 4892^35 | 4927^36 |
| 32 | 86.5 | 4787^33 | 4893^35 | 4928^36 |
| 30 | 86.2 | 4787^33 | 4894^35 | 4929^36 |
| 20 | 84.8 | 4788^33 | 4899^35 | 4935^36 |
| 10 | 83.3 | 4778^33 | 4891^35 | 4929^36 |
| 0 | 81.8 | 4778^33 | 4894^35 | 4933^36 |
| -10 | 80.3 | 4772^33 | 4891^35 | 4932^36 |
| -20 | 78.7 | 4760^33 | 4883^35 | 4925^36 |
| -30 | 77.2 | 4746^32 | 4874^35 | 4917^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4451^21 | 4552D30 | 4584D31 | 4638 |
| 4558^22 | 4661D32 | 4694D32 | 4752 |
| 4653^22 | 4760D32 | 4794D34 | 4846 |
| 4709F22 | 4842D32 | 4876D35 | 4938 |
| 4740F23 | 4875D33 | 4910D35 | 4957 |
| 4754F23 | 4890D33 | 4924D36 | 4960 |
| 4767F23 | 4891D34 | 4926D36 | 4962 |
| 4779^24 | 4892D34 | 4927D36 | 4964 |
| 4780^24 | 4893D34 | 4928D36 | 4966 |
| 4781^25 | 4894D35 | 4929D36 | 4968 |
| 4786^27 | 4899D35 | 4935D36 | 4976 |
| 4778D29 | 4891D35 | 4929D36 | 4971 |
| 4778D32 | 4894D35 | 4933D36 | 4981 |
| 4772D33 | 4891D35 | 4932D36 | 4985 |
| 4760D33 | 4883D35 | 4925D36 | 4983 |
| 4746D33 | 4874D35 | 4917D36 | 4980 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-830** — Wing A/I ON **-830**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.7 | 4466^29 | 4562^30 | 4595^31 |
| 46 | 91.0 | 4576^30 | 4674^32 | 4706^32 |
| 44 | 91.1 | 4674^32 | 4774^33 | 4807^34 |
| 42 | 90.9 | 4757^33 | 4857^35 | 4891^35 |
| 40 | 90.8 | 4790^33 | 4891^35 | 4926^36 |
| 38 | 90.5 | 4804^34 | 4906^35 | 4941^36 |
| 36 | 90.2 | 4805^34 | 4908^35 | 4943^36 |
| 34 | 89.9 | 4805^34 | 4909^35 | 4944^36 |
| 32 | 89.7 | 4806^34 | 4910^35 | 4945^36 |
| 30 | 89.4 | 4806^34 | 4911^35 | 4946^36 |
| 20 | 87.8 | 4807^34 | 4915^35 | 4951^36 |
| 10 | 86.3 | 4796^33 | 4907^35 | 4945^36 |
| 0 | 84.8 | 4796^33 | 4910^35 | 4949^36 |
| -10 | 83.2 | 4789^33 | 4907^35 | 4947^36 |
| -20 | 81.6 | 4777^33 | 4899^35 | 4941^36 |
| -30 | 80.0 | 4762^33 | 4889^35 | 4932^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4465^23 | 4562D30 | 4595D31 | 4638 |
| 4573^24 | 4674D32 | 4706D33 | 4752 |
| 4670^24 | 4774D33 | 4807D34 | 4846 |
| 4750^25 | 4857D35 | 4891D35 | 4938 |
| 4783^25 | 4891D35 | 4926D36 | 4957 |
| 4798^26 | 4906D35 | 4941D36 | 4960 |
| 4799^26 | 4908D35 | 4943D36 | 4962 |
| 4801^27 | 4909D35 | 4944D36 | 4964 |
| 4802^27 | 4910D35 | 4945D36 | 4966 |
| 4803^28 | 4911D35 | 4946D36 | 4968 |
| 4807D30 | 4915D35 | 4951D36 | 4976 |
| 4796D32 | 4907D35 | 4945D36 | 4971 |
| 4796D33 | 4910D35 | 4949D36 | 4981 |
| 4789D33 | 4907D35 | 4947D36 | 4985 |
| 4777D33 | 4899D35 | 4941D36 | 4983 |
| 4762D33 | 4889D35 | 4932D36 | 4980 |

High QNH **+0** per .10" — Low QNH **-170** per .10"

Engine A/I ON **-840** — Wing A/I ON **-840**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.7 | 4553F36-36-45 | 4673C38-38-47 | 4673C38-38-47 | 4673C38-38-47 |
| 46 | 91.0 | 4636F37-37-46 | 4792C40-40-49 | 4792C40-40-49 | 4792C40-40-49 |
| 44 | 91.1 | 4707F38-38-47 | 4881C41-41-50 | 4881C41-41-50 | 4881C41-41-50 |
| 42 | 90.9 | 4767F39-39-48 | 4941C42-42-51 | 4941C42-42-51 | 4941C42-42-51 |
| 40 | 90.8 | 4803F39-39-49 | 4972C42-42-51 | 4972C42-42-51 | 4972C42-42-51 |
| 38 | 90.5 | 4828F40-40-49 | 4974C42-42-51 | 4974C42-42-51 | 4974C42-42-51 |
| 36 | 90.2 | 4840F40-40-49 | 4976C42-42-51 | 4976C42-42-51 | 4976C42-42-51 |
| 34 | 89.9 | 4852F40-40-49 | 4978C42-42-51 | 4978C42-42-51 | 4978C42-42-51 |
| 32 | 89.7 | 4861F40-40-50 | 4980C42-42-51 | 4980C42-42-51 | 4980C42-42-51 |
| 30 | 89.4 | 4874F41-41-50 | 4982C42-42-51 | 4982C42-42-51 | 4982C42-42-51 |
| 20 | 87.8 | 4937F42-42-51 | 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" — Low QNH **-180** per .10"

Engine A/I ON **-890** — Wing A/I ON **-890**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 487 | Length | 9715 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.22 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# TIJUANA -TIJ 27 *DT H268*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4466^29 | 4562^30 | 4595^31 |
| 46 | 4576^30 | 4674^32 | 4706^32 |
| 44 | 4674^32 | 4774^33 | 4807^34 |
| 42 | 4757^33 | 4857^35 | 4891^35 |
| 40 | 4790^33 | 4891^35 | 4926^36 |
| 38 | 4804^34 | 4906^35 | 4941^36 |
| 36 | 4805^34 | 4908^35 | 4943^36 |
| 34 | 4805^34 | 4909^35 | 4944^36 |
| 32 | 4806^34 | 4910^35 | 4945^36 |
| 30 | 4806^34 | 4911^35 | 4946^36 |
| 20 | 4807^34 | 4915^35 | 4951^36 |
| 10 | 4796^33 | 4907^35 | 4945^36 |
| 0 | 4796^33 | 4910^35 | 4949^36 |
| -10 | 4789^33 | 4907^35 | 4947^36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-840**
Wing A/I ON **-840**

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4461^29 | 4557^30 | 4589^31 |
| 4570^30 | 4668^32 | 4700^32 |
| 4669^32 | 4768^33 | 4802^34 |
| 4752^33 | 4852^34 | 4887^35 |
| 4785^33 | 4887^35 | 4921^36 |
| 4800^33 | 4902^35 | 4937^36 |
| 4801^33 | 4904^35 | 4939^36 |
| 4801^33 | 4905^35 | 4940^36 |
| 4801^33 | 4905^35 | 4941^36 |
| 4802^33 | 4906^35 | 4942^36 |
| 4803^33 | 4910^35 | 4947^36 |
| 4715^32 | 4825^34 | 4862^35 |
| 4710^32 | 4824^34 | 4862^35 |
| 4704^32 | 4822^34 | 4861^35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 48 | 4465^23 | 4562D30 | 4595D31 |
| 46 | 4573^24 | 4674D32 | 4706D33 |
| 44 | 4670^24 | 4774D33 | 4807D34 |
| 42 | 4750^25 | 4857D35 | 4891D35 |
| 40 | 4783^25 | 4891D35 | 4926D36 |
| 38 | 4798^26 | 4906D35 | 4941D36 |
| 36 | 4799^26 | 4908D35 | 4943D36 |
| 34 | 4801^27 | 4909D35 | 4944D36 |
| 32 | 4802^27 | 4910D35 | 4945D36 |
| 30 | 4803^28 | 4911D35 | 4946D36 |
| 20 | 4807D30 | 4915D35 | 4951D36 |
| 10 | 4796D32 | 4907D35 | 4945D36 |
| 0 | 4796D33 | 4910D35 | 4949D36 |
| -10 | 4789D33 | 4907D35 | 4947D36 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-840**
Wing A/I ON **-840**

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4459^23 | 4557D30 | 4589D31 |
| 4567^24 | 4668D32 | 4700D32 |
| 4664^24 | 4768D33 | 4802D34 |
| 4745^25 | 4852D35 | 4887D35 |
| 4778^25 | 4887D35 | 4921D36 |
| 4793^26 | 4902D35 | 4937D36 |
| 4795^26 | 4904D35 | 4939D36 |
| 4796^27 | 4905D35 | 4940D36 |
| 4797^27 | 4905D35 | 4941D36 |
| 4799^27 | 4906D35 | 4942D36 |
| 4803D30 | 4910D35 | 4947D36 |
| 4715D32 | 4825D34 | 4862D35 |
| 4710D32 | 4824D34 | 4862D35 |
| 4704D32 | 4822D34 | 4861D35 |

High QNH **+0** per .10"
Low QNH **-170** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 4315F 5 | 4579F15 | 4672F18 |
| 26 | 4327F 6 | 4593F16 | 4685F19 |
| 24 | 4339F 6 | 4605F16 | 4699F19 |
| 22 | 4350F 6 | 4618F16 | 4712F20 |
| 20 | 4362F 7 | 4631F17 | 4726F20 |
| 18 | 4373F 7 | 4645F17 | 4740F20 |
| 16 | 4385F 8 | 4658F18 | 4754F21 |
| 14 | 4394F 8 | 4670F18 | 4767F21 |
| 12 | 4406F 8 | 4682F18 | 4780F22 |
| 10 | 4417F 9 | 4694F19 | 4793F22 |
| 0 | 4483F11 | 4768F21 | 4867F24 |
| -10 | 4548F13 | 4838F23 | 4907^26 |
| -20 | 4611F15 | 4860^26 | 4910^29 |
| -30 | 4677F17 | 4861^28 | 4913^32 |

High QNH **+10** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-730**
Wing A/I ON **-730**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4015F10 | 4244F19 | 4330F22 |
| 4024F10 | 4256F20 | 4342F23 |
| 4034F11 | 4268F20 | 4355F23 |
| 4044F11 | 4280F20 | 4368F23 |
| 4053F11 | 4292F21 | 4380F24 |
| 4064F12 | 4304F21 | 4394F24 |
| 4073F12 | 4315F21 | 4405F24 |
| 4082F12 | 4327F22 | 4419F25 |
| 4091F13 | 4338F22 | 4432F25 |
| 4101F13 | 4350F23 | 4444F25 |
| 4156F15 | 4417F24 | 4518F27 |
| 4211F17 | 4487F26 | 4590F29 |
| 4267F19 | 4558F28 | 4664F31 |
| 4324F21 | 4632F30 | 4762F33 |

High QNH **+40** per .10"
Low QNH **-60** per .10"

Engine A/I ON **-460**
Wing A/I ON **-460**

## LEVEL 3 CONTAM

| Flaps -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 487 | Length | 9715 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.22 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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# TIJUANA -TIJ 27-E700M *DT H268*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1487' | | DT H268 | 1487' | |
| NOTAMS A0657/20 | | | | | | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.5 | 4060F21 | 4306F26 | 4388F27 |
| 46 | 87.8 | 4131F22 | 4380F27 | 4463F28 |
| 44 | 87.8 | 4186F23 | 4437F27 | 4522F29 |
| 42 | 87.7 | 4224F23 | 4478F28 | 4564F30 |
| 40 | 87.6 | 4252F24 | 4507F28 | 4594F30 |
| 38 | 87.3 | 4263F24 | 4519F29 | 4606F30 |
| 36 | 87.0 | 4273F24 | 4531F29 | 4618F30 |
| 34 | 86.7 | 4284F24 | 4542F29 | 4629F31 |
| 32 | 86.5 | 4294F24 | 4554F29 | 4641F31 |
| 30 | 86.2 | 4305F25 | 4566F29 | 4653F31 |
| 20 | 84.8 | 4360F26 | 4624F30 | 4714F32 |
| 10 | 83.3 | 4415F27 | 4683F31 | 4775F33 |
| 0 | 81.8 | 4475F28 | 4748F33 | 4843F34 |
| -10 | 80.3 | 4534F29 | 4811F34 | 4907F35 |
| -20 | 78.7 | 4591F30 | 4873F35 | 4925^36 |
| -30 | 77.2 | 4650F31 | 4874^35 | 4917^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 48 | 87.5 | 4001F 9 | 4286F18 | 4383F21 | 4638 |
| 46 | 87.8 | 4068F 9 | 4356F19 | 4455F22 | 4752 |
| 44 | 87.8 | 4120F10 | 4410F19 | 4512F22 | 4846 |
| 42 | 87.7 | 4156F10 | 4450F20 | 4551F23 | 4938 |
| 40 | 87.6 | 4185F10 | 4479F20 | 4581F23 | 4957 |
| 38 | 87.3 | 4196F11 | 4492F20 | 4594F23 | 4960 |
| 36 | 87.0 | 4208F11 | 4505F21 | 4607F24 | 4962 |
| 34 | 86.7 | 4219F11 | 4518F21 | 4621F24 | 4964 |
| 32 | 86.5 | 4231F12 | 4532F21 | 4634F24 | 4966 |
| 30 | 86.2 | 4241F12 | 4545F22 | 4648F25 | 4968 |
| 20 | 84.8 | 4303F14 | 4611F23 | 4714D26 | 4976 |
| 10 | 83.3 | 4364F16 | 4679F25 | 4775D28 | 4971 |
| 0 | 81.8 | 4432F17 | 4748D27 | 4843D30 | 4981 |
| -10 | 80.3 | 4499F19 | 4811D29 | 4907D32 | 4985 |
| -20 | 78.7 | 4568F21 | 4873D31 | 4925D35 | 4983 |
| -30 | 77.2 | 4636F23 | 4874D34 | 4917D36 | 4980 |

High QNH **+0** per .10" — Low QNH **-150** per .10"
Engine A/I ON **-700** — Wing A/I ON **-700**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.7 | 4153F23 | 4398F27 | 4481F29 |
| 46 | 91.0 | 4227F24 | 4476F28 | 4561F30 |
| 44 | 91.1 | 4290F25 | 4543F29 | 4629F31 |
| 42 | 90.9 | 4342F25 | 4598F30 | 4686F32 |
| 40 | 90.8 | 4376F26 | 4634F31 | 4722F32 |
| 38 | 90.5 | 4397F26 | 4656F31 | 4745F33 |
| 36 | 90.2 | 4408F27 | 4667F31 | 4756F33 |
| 34 | 89.9 | 4419F27 | 4679F31 | 4769F33 |
| 32 | 89.7 | 4430F27 | 4691F32 | 4781F33 |
| 30 | 89.4 | 4441F27 | 4703F32 | 4793F33 |
| 20 | 87.8 | 4498F28 | 4764F33 | 4855F34 |
| 10 | 86.3 | 4553F29 | 4824F34 | 4918F35 |
| 0 | 84.8 | 4615F30 | 4890F35 | 4949^36 |
| -10 | 83.2 | 4673F31 | 4908^35 | 4947^36 |
| -20 | 81.6 | 4732F32 | 4900^35 | 4941^36 |
| -30 | 80.0 | 4763^33 | 4889^35 | 4932^36 |

**TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 48 | 90.7 | 4066F10 | 4361F20 | 4462F23 | 4638 |
| 46 | 91.0 | 4135F10 | 4434F20 | 4535F23 | 4752 |
| 44 | 91.1 | 4192F11 | 4496F21 | 4598F24 | 4846 |
| 42 | 90.9 | 4238F12 | 4544F21 | 4650F24 | 4938 |
| 40 | 90.8 | 4268F12 | 4579F22 | 4686F25 | 4957 |
| 38 | 90.5 | 4288F12 | 4601F22 | 4709F25 | 4960 |
| 36 | 90.2 | 4300F13 | 4614F23 | 4723F26 | 4962 |
| 34 | 89.9 | 4312F13 | 4628F23 | 4737F26 | 4964 |
| 32 | 89.7 | 4325F13 | 4641F23 | 4751F27 | 4966 |
| 30 | 89.4 | 4337F14 | 4655F24 | 4765F27 | 4968 |
| 20 | 87.8 | 4402F16 | 4727F25 | 4840F29 | 4976 |
| 10 | 86.3 | 4466F17 | 4798F27 | 4912F31 | 4971 |
| 0 | 84.8 | 4538F19 | 4878F29 | 4949D33 | 4981 |
| -10 | 83.2 | 4608F21 | 4908D32 | 4947D35 | 4985 |
| -20 | 81.6 | 4680F23 | 4900D34 | 4941D36 | 4983 |
| -30 | 80.0 | 4755F25 | 4889D35 | 4932D36 | 4980 |

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

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.7 | 4153F23-23-33 | 4398F27-27-37 | 4481F29-29-38 | 4568F30-30-40 |
| 46 | 91.0 | 4227F24-24-34 | 4476F28-28-38 | 4561F30-30-39 | 4650F31-31-41 |
| 44 | 91.1 | 4290F25-25-35 | 4543F29-29-39 | 4629F31-31-40 | 4719F32-32-42 |
| 42 | 90.9 | 4342F25-25-36 | 4598F30-30-40 | 4686F32-32-41 | 4776F33-33-43 |
| 40 | 90.8 | 4376F26-26-37 | 4634F31-31-40 | 4722F32-32-42 | 4813F34-34-43 |
| 38 | 90.5 | 4397F26-26-37 | 4656F31-31-41 | 4745F33-33-42 | 4836F34-34-43 |
| 36 | 90.2 | 4408F27-27-37 | 4667F31-31-41 | 4756F33-33-42 | 4849F34-34-44 |
| 34 | 89.9 | 4419F27-27-37 | 4679F31-31-41 | 4769F33-33-42 | 4861F34-34-44 |
| 32 | 89.7 | 4430F27-27-37 | 4691F32-32-41 | 4781F33-33-43 | 4872F35-35-44 |
| 30 | 89.4 | 4441F27-27-38 | 4703F32-32-41 | 4793F33-33-43 | 4885F35-35-44 |
| 20 | 87.8 | 4498F28-28-39 | 4764F33-33-42 | 4855F34-34-44 | 4952F36-36-45 |
| 10 | 86.3 | 4553F29-29-39 | 4824F34-34-43 | 4918F35-35-45 | 4971C36-36-45 |
| 0 | 84.8 | 4615F30-30-40 | 4890F35-35-44 | 4949^36-36-45 | 4981C36-36-46 |
| -10 | 83.2 | 4673F31-31-41 | 4908^35-35-44 | 4947^36-36-45 | 4985C36-36-46 |
| -20 | 81.6 | 4732F32-32-42 | 4900^35-35-44 | 4943F42-42-51 | 4998C43-43-52 |
| -30 | 80.0 | 4763^33-33-42 | 4913F41-41-50 | 4996C43-43-52 | 4996C43-43-52 |

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

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 487 | Length | 7418 | Shift | **-2297** | Clearway | 0 | Stopway | 0 | Slope | +0.22 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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# TIJUANA -TIJ 27-E700M *DT H268*

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 | 4153F23 | 4398F27 | 4481F29 | 4143F23 | 4388F27 | 4471F29 | | | |
| 46 | 4227F24 | 4476F28 | 4561F30 | 4217F24 | 4465F28 | 4551F30 | | | |
| 44 | 4290F25 | 4543F29 | 4629F31 | 4280F25 | 4532F29 | 4618F31 | | | |
| 42 | 4342F25 | 4598F30 | 4686F32 | 4332F25 | 4587F30 | 4675F31 | | | |
| 40 | 4376F26 | 4634F31 | 4722F32 | 4366F26 | 4623F30 | 4711F32 | | | |
| 38 | 4397F26 | 4656F31 | 4745F33 | 4388F26 | 4646F31 | 4734F32 | | | |
| 36 | 4408F27 | 4667F31 | 4756F33 | 4398F26 | 4657F31 | 4746F33 | | | |
| 34 | 4419F27 | 4679F31 | 4769F33 | 4409F27 | 4669F31 | 4758F33 | | | |
| 32 | 4430F27 | 4691F32 | 4781F33 | 4420F27 | 4681F31 | 4771F33 | | | |
| 30 | 4441F27 | 4703F32 | 4793F33 | 4432F27 | 4693F32 | 4783F33 | | | |
| 20 | 4498F28 | 4764F33 | 4855F34 | 4489F28 | 4754F33 | 4847F34 | | | |
| 10 | 4553F29 | 4824F34 | 4918F35 | 4511F29 | 4779F33 | 4862^35 | | | |
| 0 | 4615F30 | 4890F35 | 4949^36 | 4572F30 | 4824^34 | 4862^35 | | | |
| -10 | 4673F31 | 4908^35 | 4947^36 | 4628F31 | 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 per .10" Low QNH 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 | 4066F10 | 4361F20 | 4462F23 | 4060F10 | 4353F19 | 4454F23 | | | |
| 46 | 4135F10 | 4434F20 | 4535F23 | 4128F10 | 4426F20 | 4526F23 | | | |
| 44 | 4192F11 | 4496F21 | 4598F24 | 4185F11 | 4487F21 | 4589F24 | | | |
| 42 | 4238F12 | 4544F21 | 4650F24 | 4230F11 | 4537F21 | 4641F24 | | | |
| 40 | 4268F12 | 4579F22 | 4686F25 | 4261F12 | 4570F22 | 4677F25 | | | |
| 38 | 4288F12 | 4601F22 | 4709F25 | 4281F12 | 4593F22 | 4700F25 | | | |
| 36 | 4300F13 | 4614F23 | 4723F26 | 4293F13 | 4606F23 | 4714F26 | | | |
| 34 | 4312F13 | 4628F23 | 4737F26 | 4305F13 | 4620F23 | 4728F26 | | | |
| 32 | 4325F13 | 4641F23 | 4751F27 | 4318F13 | 4633F23 | 4743F26 | | | |
| 30 | 4337F14 | 4655F24 | 4765F27 | 4330F14 | 4647F24 | 4757F27 | | | |
| 20 | 4402F16 | 4727F25 | 4840F29 | 4395F15 | 4718F25 | 4831F29 | | | |
| 10 | 4466F17 | 4798F27 | 4912F31 | 4428F17 | 4758F27 | 4862^31 | | | |
| 0 | 4538F19 | 4878F29 | 4949D33 | 4502F19 | 4823^29 | 4862D33 | | | |
| -10 | 4608F21 | 4908D32 | 4947D35 | 4568F21 | 4822D32 | 4861D35 | | | |
| | 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 -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 22 -10T | +0 | +10H | LEVEL 3 CONTAM Flaps -10T | +0 | +10H |
|---|---|---|---|---|---|---|---|---|---|
| 28 | | 4036F 2 | 4128F 5 | 3058F99 | 3669F 6 | 3855F 9 | | | |
| 26 | | 4047F 2 | 4140F 6 | 3074F 0 | 3687F 7 | 3874F 9 | | | |
| 24 | | 4059F 3 | 4152F 6 | 3093F 0 | 3704F 7 | 3894F 9 | | | |
| 22 | | 4071F 3 | 4165F 6 | 3108F 0 | 3723F 7 | 3916F 9 | | | |
| 20 | | 4083F 3 | 4177F 7 | 3127F 0 | 3743F 7 | 3938F10 | | | |
| 18 | | 4094F 4 | 4188F 7 | 3144F 1 | 3764F 8 | 3960F10 | | | |
| 16 | | 4105F 4 | 4200F 8 | 3162F 1 | 3784F 8 | 3980F10 | | | |
| 14 | | 4116F 5 | 4212F 8 | 3181F 1 | 3807F 8 | 4001F11 | | | |
| 12 | | 4127F 5 | 4224F 8 | 3201F 1 | 3830F 8 | 4022F11 | | | |
| 10 | | 4138F 5 | 4236F 9 | 3222F 2 | 3854F 9 | 4042F11 | | | |
| 0 | 3893F98 | 4203F 7 | 4305F11 | 3338F 3 | 3963F10 | 4139F13 | | | |
| -10 | 3991F 0 | 4269F 9 | 4375F13 | 3488F 4 | 4069F12 | 4244F14 | | | |
| -20 | 4048F 2 | 4336F12 | 4447F15 | 3614F 5 | 4171F13 | 4272^15 | | | |
| -30 | 4105F 4 | 4407F14 | 4522F17 | 3624^ 5 | 4217^14 | 4265^14 | | | |
| | 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 -420 Wing A/I ON -420 | | | Engine A/I ON -580 Wing A/I ON -580 | | | Engine A/I ON Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 487 | Length | 7418 | Shift | **-2297** | Clearway | 0 | Stopway | 0 | Slope | +0.22 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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# 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**

| 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 | 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**

| 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 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +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**

## DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 32 | 3801^19 | 3877^20 | 3865^20 |
| 30 | 3880^20 | 3956^21 | 3981^22 |
| 28 | 3961^21 | 4037^23 | 4063^23 |
| 26 | 4042^22 | 4120^24 | 4145^24 |
| 24 | 4126^24 | 4204^25 | 4230^26 |
| 22 | 4210^25 | 4289^26 | 4315^27 |
| 20 | 4284^26 | 4365^28 | 4391^28 |
| 18 | 4344^27 | 4424^29 | 4451^29 |
| 16 | 4353^27 | 4433^29 | 4460^29 |
| 14 | 4355^27 | 4436^29 | 4463^29 |
| 12 | 4356^27 | 4437^29 | 4465^29 |
| 10 | 4356^27 | 4438^29 | 4465^29 |
| 0 | 4354^27 | 4438^29 | 4466^29 |
| -10 | 4337^27 | 4424^28 | 4453^29 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **-6870**
Wing A/I ON **-6870**

## DRY - EAI VLV INOP OPEN

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 32 | 3797^19 | 3872^20 | 3897^21 |
| 30 | 3875^20 | 3952^21 | 3976^22 |
| 28 | 3956^21 | 4033^23 | 4058^23 |
| 26 | 4038^22 | 4116^24 | 4132^24 |
| 24 | 4122^24 | 4200^25 | 4226^26 |
| 22 | 4206^25 | 4285^26 | 4312^27 |
| 20 | 4277^26 | 4357^27 | 4384^28 |
| 18 | 4326^27 | 4413^28 | 4440^29 |
| 16 | 4350^27 | 4431^29 | 4458^29 |
| 14 | 4351^27 | 4432^29 | 4459^29 |
| 12 | 4351^27 | 4433^29 | 4460^29 |
| 10 | 4351^27 | 3750^18 | 3776^19 |
| 0 | 4075^23 | 4157^24 | 4185^25 |
| -10 | 4236^25 | 4323^27 | 4351^27 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 32 | 3801D19 | 3877D20 | 3865D21 |
| 30 | 3880D20 | 3956D22 | 3981D22 |
| 28 | 3961D21 | 4037D23 | 4063D23 |
| 26 | 4042D23 | 4120D24 | 4145D25 |
| 24 | 4126D24 | 4204D25 | 4230D26 |
| 22 | 4210D25 | 4289D27 | 4315D27 |
| 20 | 4284D26 | 4365D28 | 4391D28 |
| 18 | 4344D27 | 4424D29 | 4451D29 |
| 16 | 4353D27 | 4433D29 | 4460D29 |
| 14 | 4355D27 | 4436D29 | 4463D29 |
| 12 | 4356D27 | 4437D29 | 4465D29 |
| 10 | 4356D27 | 4438D29 | 4465D29 |
| 0 | 4354D27 | 4438D29 | 4466D29 |
| -10 | 4337D27 | 4424D29 | 4453D29 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **-6870**
Wing A/I ON **-6870**

## WET - EAI VLV INOP OPEN

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 32 | 3797D19 | 3872D20 | 3897D21 |
| 30 | 3875D20 | 3952D21 | 3976D22 |
| 28 | 3956D21 | 4033D23 | 4058D23 |
| 26 | 4038D23 | 4116D24 | 4132D24 |
| 24 | 4122D24 | 4200D25 | 4226D26 |
| 22 | 4206D25 | 4285D27 | 4312D27 |
| 20 | 4277D26 | 4357D28 | 4384D28 |
| 18 | 4326D27 | 4413D28 | 4440D29 |
| 16 | 4350D27 | 4431D29 | 4458D29 |
| 14 | 4351D27 | 4432D29 | 4459D29 |
| 12 | 4351D27 | 4433D29 | 4460D29 |
| 10 | 3678^17 | 3750D18 | 3776D19 |
| 0 | 4075D23 | 4157D24 | 4185D25 |
| -10 | 4236D25 | 4323D27 | 4351D28 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3919^ 7 | 4012^16 | 4044^19 |
| 26 | 3985^ 8 | 4092^17 | 4124^20 |
| 24 | 4050^ 8 | 4174^17 | 4206^20 |
| 22 | 4115^ 9 | 4257^17 | 4289^20 |
| 20 | 4181^ 9 | 4330^18 | 4363^21 |
| 18 | 4224^10 | 4389^18 | 4422^21 |
| 16 | 4259^10 | 4401^19 | 4435^22 |
| 14 | 4276^11 | 4406^20 | 4439^23 |
| 12 | 4288^11 | 4409^20 | 4442^23 |
| 10 | 4299^12 | 4410^21 | 4444^24 |
| 0 | 4314^14 | 4418^23 | 4453^27 |
| -10 | 4305^17 | 4412^26 | 4448^29 |
| -20 | 4306^19 | 4415^28 | 4445^29 |
| -30 | 4302^22 | 4407^28 | 4438^29 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **-6620**
Wing A/I ON **-6620**

## LEVEL 2 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3715^10 | 3895^17 | 3964^20 |
| 26 | 3781^11 | 3961^18 | 4029^20 |
| 24 | 3849^11 | 4029^19 | 4096^21 |
| 22 | 3916^12 | 4098^19 | 4167^22 |
| 20 | 3984^12 | 4167^20 | 4237^22 |
| 18 | 4032^13 | 4219^21 | 4290^23 |
| 16 | 4073^14 | 4265^22 | 4337^24 |
| 14 | 4091^14 | 4287^22 | 4360^24 |
| 12 | 4104^15 | 4303^22 | 4377^25 |
| 10 | 4115^15 | 4315^23 | 4390^25 |
| 0 | 4166^17 | 4377^25 | 4426^27 |
| -10 | 4214^19 | 4388^27 | 4425^28 |
| -20 | 4271^21 | 4393^28 | 4424^28 |
| -30 | 4275^23 | 4385^28 | 4417^28 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **-5820**
Wing A/I ON **-5820**

## LEVEL 3 CONTAM

Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 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 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 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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# TOLUCA -TLC 33 *SPECIAL*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 32 | 3801^19 | 3877^20 | 3893^21 |
| 30 | 3880^20 | 3956^21 | 3981^22 |
| 28 | 3961^21 | 4037^23 | 4063^23 |
| 26 | 4042^22 | 4120^24 | 4146^24 |
| 24 | 4126^24 | 4204^25 | 4230^26 |
| 22 | 4210^25 | 4289^26 | 4315^27 |
| 20 | 4284^26 | 4365^28 | 4391^28 |
| 18 | 4344^27 | 4424^29 | 4451^29 |
| 16 | 4353^27 | 4434^29 | 4460^29 |
| 14 | 4355^27 | 4436^29 | 4463^29 |
| 12 | 4356^27 | 4438^29 | 4465^29 |
| 10 | 4356^27 | 4438^29 | 4465^29 |
| 0 | 4354^27 | 4439^29 | 4467^29 |
| -10 | 4337^27 | 4424^28 | 4453^29 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **-6870**
Wing A/I ON **-6870**

## DRY - EAI VLV INOP OPEN

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 32 | 3797^19 | 3873^20 | 3898^21 |
| 30 | 3875^20 | 3952^21 | 3977^22 |
| 28 | 3957^21 | 4033^23 | 4059^23 |
| 26 | 4038^22 | 4116^24 | 4142^24 |
| 24 | 4123^24 | 4200^25 | 4226^26 |
| 22 | 4206^25 | 4286^26 | 4312^27 |
| 20 | 4278^26 | 4358^27 | 4384^28 |
| 18 | 4333^27 | 4413^28 | 4441^29 |
| 16 | 4350^27 | 4431^29 | 4458^29 |
| 14 | 4351^27 | 4433^29 | 4460^29 |
| 12 | 4352^27 | 4433^29 | 4460^29 |
| 10 | 3672^17 | 3750^18 | 3776^19 |
| 0 | 4075^23 | 4157^24 | 4185^25 |
| -10 | 4236^25 | 4323^27 | 4352^27 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 32 | 3801D19 | 3877D20 | 3893D21 |
| 30 | 3880D20 | 3956D22 | 3981D22 |
| 28 | 3961D21 | 4037D23 | 4063D23 |
| 26 | 4042D23 | 4120D24 | 4146D25 |
| 24 | 4126D24 | 4204D25 | 4230D26 |
| 22 | 4210D25 | 4289D27 | 4315D27 |
| 20 | 4284D26 | 4365D28 | 4391D28 |
| 18 | 4344D27 | 4424D29 | 4451D29 |
| 16 | 4353D27 | 4434D29 | 4460D29 |
| 14 | 4355D27 | 4436D29 | 4463D29 |
| 12 | 4356D27 | 4438D29 | 4465D29 |
| 10 | 4356D27 | 4438D29 | 4465D29 |
| 0 | 4354D27 | 4439D29 | 4467D29 |
| -10 | 4337D27 | 4424D29 | 4453D29 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **-6870**
Wing A/I ON **-6870**

## WET - EAI VLV INOP OPEN

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 32 | 3797D19 | 3873D20 | 3898D21 |
| 30 | 3875D20 | 3952D21 | 3977D22 |
| 28 | 3957D21 | 4033D23 | 4059D23 |
| 26 | 4038D23 | 4116D24 | 4142D24 |
| 24 | 4123D24 | 4200D25 | 4226D26 |
| 22 | 4206D25 | 4286D27 | 4312D27 |
| 20 | 4278D26 | 4358D28 | 4384D28 |
| 18 | 4333D27 | 4413D28 | 4441D29 |
| 16 | 4350D27 | 4431D29 | 4458D29 |
| 14 | 4351D27 | 4433D29 | 4460D29 |
| 12 | 4352D27 | 4433D29 | 4460D29 |
| 10 | 3672D17 | 3750D18 | 3776D19 |
| 0 | 4075D23 | 4157D24 | 4185D25 |
| -10 | 4236D25 | 4323D27 | 4352D28 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3919^ 7 | 4012^16 | 4044^19 |
| 26 | 3999^ 8 | 4092^17 | 4124^20 |
| 24 | 4080^ 8 | 4174^17 | 4207^20 |
| 22 | 4161^ 8 | 4257^17 | 4289^20 |
| 20 | 4235^ 9 | 4331^18 | 4363^21 |
| 18 | 4292^ 9 | 4389^18 | 4423^21 |
| 16 | 4303^10 | 4401^19 | 4435^22 |
| 14 | 4307^10 | 4406^20 | 4439^23 |
| 12 | 4309^11 | 4409^20 | 4443^23 |
| 10 | 4310^11 | 4411^21 | 4444^24 |
| 0 | 4314^14 | 4418^23 | 4453^26 |
| -10 | 4305^16 | 4412^26 | 4448^29 |
| -20 | 4306^19 | 4415^28 | 4445^29 |
| -30 | 4302^22 | 4407^28 | 4438^29 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **-6620**
Wing A/I ON **-6620**

## LEVEL 2 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3759F10 | 3949^17 | 4000^19 |
| 26 | 3825F10 | 4018^17 | 4078^20 |
| 24 | 3893F11 | 4087^18 | 4152^20 |
| 22 | 3964F11 | 4160^19 | 4225^21 |
| 20 | 4034F12 | 4232^19 | 4298^22 |
| 18 | 4085F13 | 4285^20 | 4352^22 |
| 16 | 4130F13 | 4331^21 | 4393^23 |
| 14 | 4151F14 | 4353^21 | 4401^24 |
| 12 | 4166F14 | 4368^22 | 4407^25 |
| 10 | 4176F15 | 4370^22 | 4410^25 |
| 0 | 4233F16 | 4385^24 | 4427^27 |
| -10 | 4265^18 | 4389^27 | 4425^28 |
| -20 | 4272^21 | 4393^28 | 4424^28 |
| -30 | 4275^23 | 4385^28 | 4417^28 |

High QNH **+100** per .10"
Low QNH per .10"

Engine A/I ON **-6370**
Wing A/I ON **-6370**

## LEVEL 3 CONTAM

Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 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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# TORREON -TRC 13 *LT H330*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | **4688'** | | **LT H330** | **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 | 4076^22 | 4225^25 | 4276^26 | 4044^13 | 4225D22 | 4276D25 | 4391 |
| 40 | 88.5 | 4144^23 | 4297^26 | 4349^27 | 4108^13 | 4297D22 | 4349D25 | 4480 |
| 38 | 88.7 | 4210^24 | 4366^27 | 4419^28 | 4170^14 | 4366D23 | 4419D26 | 4567 |
| 36 | 88.9 | 4276^25 | 4435^28 | 4489^29 | 4232^14 | 4435D24 | 4489D27 | 4654 |
| 34 | 89.1 | 4340^26 | 4501^29 | 4557^30 | 4291^15 | 4501D24 | 4557D27 | 4735 |
| 32 | 89.3 | 4393^27 | 4557^30 | 4613^31 | 4342^15 | 4557D25 | 4613D28 | 4816 |
| 30 | 89.5 | 4438^27 | 4604^30 | 4661^31 | 4385^15 | 4604D25 | 4661D28 | 4876 |
| 28 | 89.2 | 4458^28 | 4625^31 | 4682^32 | 4405^16 | 4625D25 | 4682D29 | 4896 |
| 26 | 89.0 | 4472^28 | 4640^31 | 4696^32 | 4420^16 | 4640D26 | 4696D29 | 4916 |
| 24 | 88.7 | 4484^28 | 4652^31 | 4708^32 | 4433^17 | 4652D26 | 4708D29 | 4920 |
| 22 | 88.4 | 4492^28 | 4660^31 | 4717^32 | 4444^17 | 4660D27 | 4717D30 | 4922 |
| 20 | 88.2 | 4502^28 | 4670^31 | 4727^32 | 4455^17 | 4670D27 | 4727D30 | 4924 |
| 10 | 86.7 | 4548^29 | 4716^32 | 4773^33 | 4510^19 | 4716D29 | 4773D32 | 4931 |
| 0 | 85.1 | 4585^30 | 4752^33 | 4809^34 | 4559^21 | 4752D31 | 4809D34 | 4922 |
| -10 | 83.6 | 4629^31 | 4796^34 | 4854^35 | 4614^23 | 4796D33 | 4854D35 | 4928 |
| -20 | 82.0 | 4671^31 | 4838^34 | 4896^35 | 4668^25 | 4838D35 | 4896D35 | 4928 |

High QNH **+50** per .10" Engine A/I ON **-660**
Low QNH **-150** 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 |
|---|---|---|---|---|---|---|---|---|
| 42 | 91.5 | 4132^23 | 4277^26 | 4326^27 | 4094^14 | 4277D24 | 4326D27 | 4391 |
| 40 | 91.8 | 4203^24 | 4351^27 | 4402^28 | 4160^15 | 4351D24 | 4402D27 | 4480 |
| 38 | 92.3 | 4270^25 | 4421^28 | 4473^29 | 4222^15 | 4421D25 | 4473D28 | 4567 |
| 36 | 92.7 | 4337^26 | 4492^29 | 4544^30 | 4284^16 | 4492D25 | 4544D28 | 4654 |
| 34 | 93.0 | 4402^27 | 4559^30 | 4613^31 | 4344^16 | 4559D26 | 4613D29 | 4735 |
| 32 | 92.9 | 4458^28 | 4618^31 | 4673^32 | 4397^16 | 4618D26 | 4673D29 | 4816 |
| 30 | 92.9 | 4509^29 | 4671^32 | 4726^32 | 4445^17 | 4670^27 | 4726D30 | 4876 |
| 28 | 92.7 | 4533^29 | 4694^32 | 4750^33 | 4468^18 | 4694D27 | 4750D30 | 4896 |
| 26 | 92.5 | 4555^29 | 4718^32 | 4773^33 | 4492^18 | 4718D28 | 4773D31 | 4916 |
| 24 | 92.2 | 4567^30 | 4730^32 | 4785^33 | 4505^19 | 4730D28 | 4785D31 | 4920 |
| 22 | 91.9 | 4576^30 | 4738^33 | 4794^34 | 4517^19 | 4738D29 | 4794D32 | 4922 |
| 20 | 91.6 | 4586^30 | 4747^33 | 4803^34 | 4528^19 | 4747D29 | 4803D32 | 4924 |
| 10 | 90.0 | 4630^31 | 4791^33 | 4847^34 | 4585^21 | 4791D31 | 4847D34 | 4931 |
| 0 | 88.4 | 4663^31 | 4825^34 | 4881^35 | 4634^23 | 4825D33 | 4881D36 | 4922 |
| -10 | 86.8 | 4706^32 | 4868^35 | 4914^36 | 4691^25 | 4868D35 | 4914D36 | 4928 |
| -20 | 85.1 | 4744^33 | 4873^35 | 4910^35 | 4744D28 | 4873D35 | 4910D36 | 4928 |

High QNH **+0** 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 |
|---|---|---|---|---|---|
| 42 | 91.5 | 4132^23-23-33 | 4277^26-26-35 | 4326^27-27-36 | 4377^28-28-37 |
| 40 | 91.8 | 4203^24-24-34 | 4351^27-27-36 | 4402^28-28-37 | 4453^29-29-38 |
| 38 | 92.3 | 4270^25-25-35 | 4421^28-28-37 | 4473^29-29-38 | 4526^30-30-39 |
| 36 | 92.7 | 4337^26-26-36 | 4492^29-29-38 | 4544^30-30-39 | 4598^31-31-40 |
| 34 | 93.0 | 4402^27-27-37 | 4559^30-30-39 | 4613^31-31-40 | 4668^32-32-41 |
| 32 | 92.9 | 4458^28-28-38 | 4618^31-31-40 | 4673^32-32-41 | 4729^33-33-42 |
| 30 | 92.9 | 4509^29-29-39 | 4671^32-32-41 | 4726^32-32-42 | 4783^33-33-43 |
| 28 | 92.7 | 4533^29-29-39 | 4694^32-32-41 | 4750^33-33-42 | 4806^34-34-43 |
| 26 | 92.5 | 4555^29-29-39 | 4718^32-32-42 | 4773^33-33-43 | 4830^34-34-43 |
| 24 | 92.2 | 4567^30-30-40 | 4730^32-32-42 | 4785^33-33-43 | 4842^34-34-44 |
| 22 | 91.9 | 4576^30-30-40 | 4738^33-33-42 | 4794^34-34-43 | 4851^34-34-44 |
| 20 | 91.6 | 4586^30-30-40 | 4747^33-33-42 | 4803^34-34-43 | 4860^35-35-44 |
| 10 | 90.0 | 4630^31-31-40 | 4791^33-33-43 | 4847^34-34-44 | 4904^35-35-44 |
| 0 | 88.4 | 4663^31-31-41 | 4825^34-34-43 | 4881^35-35-44 | 4922C36-36-45 |
| -10 | 86.8 | 4706^32-32-42 | 4868^35-35-44 | 4914^36-36-45 | 4928C36-36-45 |
| -20 | 85.1 | 4744^33-33-42 | 4873^35-35-44 | 4910^35-35-45 | 4953C42-42-51 |

High QNH **+0** 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 | 3688 | Length | 9039 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.08 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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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 | 4132^23 | 4277^26 | 4326^27 | 4124^23 | 4269^26 | 4319^27 | | | |
| 40 | 4203^24 | 4351^27 | 4402^28 | 4195^24 | 4343^27 | 4394^28 | | | |
| 38 | 4270^25 | 4421^28 | 4473^29 | 4262^25 | 4414^28 | 4465^29 | | | |
| 36 | 4337^26 | 4492^29 | 4544^30 | 4329^26 | 4484^29 | 4537^30 | | | |
| 34 | 4402^27 | 4559^30 | 4613^31 | 4394^27 | 4552^30 | 4605^31 | | | |
| 32 | 4458^28 | 4618^31 | 4673^32 | 4451^28 | 4611^31 | 4666^32 | | | |
| 30 | 4509^29 | 4671^32 | 4726^32 | 4501^29 | 4665^31 | 4720^32 | | | |
| 28 | 4533^29 | 4694^32 | 4750^33 | 4526^29 | 4687^32 | 4742^33 | | | |
| 26 | 4555^29 | 4718^32 | 4773^33 | 4549^29 | 4711^32 | 4766^33 | | | |
| 24 | 4567^30 | 4730^32 | 4785^33 | 4560^29 | 4722^32 | 4778^33 | | | |
| 22 | 4576^30 | 4738^33 | 4794^34 | 4569^30 | 4731^32 | 4787^33 | | | |
| 20 | 4586^30 | 4747^33 | 4803^34 | 4577^30 | 4740^33 | 4796^34 | | | |
| 10 | 4630^31 | 4791^33 | 4847^34 | 4562^30 | 4719^33 | 4774^34 | | | |
| 0 | 4663^31 | 4825^34 | 4881^35 | 4603^31 | 4762^33 | 4816^34 | | | |
| | 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 -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 |
|---|---|---|---|---|---|---|---|---|---|
| 42 | 4094^14 | 4277D24 | 4326D27 | 4087^14 | 4269D23 | 4319D26 | | | |
| 40 | 4160^15 | 4351D24 | 4402D27 | 4153^14 | 4343D24 | 4394D27 | | | |
| 38 | 4222^15 | 4421D25 | 4473D28 | 4215^15 | 4414D24 | 4465D27 | | | |
| 36 | 4284^16 | 4492D25 | 4544D28 | 4277^15 | 4484D25 | 4537D28 | | | |
| 34 | 4344^16 | 4559D26 | 4613D29 | 4338^16 | 4552D25 | 4605D28 | | | |
| 32 | 4397^16 | 4618D26 | 4673D29 | 4391^16 | 4611D26 | 4666D29 | | | |
| 30 | 4445^17 | 4670^27 | 4726D30 | 4439^17 | 4664^27 | 4720D30 | | | |
| 28 | 4468^18 | 4694D27 | 4750D30 | 4462^17 | 4687D27 | 4742D30 | | | |
| 26 | 4492^18 | 4718D28 | 4773D31 | 4486^18 | 4711D28 | 4766D31 | | | |
| 24 | 4505^19 | 4730D28 | 4785D31 | 4499^18 | 4722D28 | 4778D31 | | | |
| 22 | 4517^19 | 4738D29 | 4794D32 | 4510^19 | 4731D29 | 4787D32 | | | |
| 20 | 4528^19 | 4747D29 | 4803D32 | 4521^19 | 4740D29 | 4796D32 | | | |
| 10 | 4585^21 | 4791D31 | 4847D34 | 4526^21 | 4719D31 | 4774D34 | | | |
| 0 | 4634^23 | 4825D33 | 4881D36 | 4582^23 | 4762D33 | 4816D35 | | | |
| | 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 -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 | 3679F97 | 4221F 5 | 4293^ 8 | 3618F 0 | 3903F 9 | 4023F11 | | | |
| 26 | 3787F97 | 4245F 5 | 4314^ 9 | 3650F 1 | 3940F 9 | 4057F12 | | | |
| 24 | 3864F97 | 4259F 6 | 4326^ 9 | 3663F 1 | 3954F 9 | 4075F12 | | | |
| 22 | 3976F97 | 4270F 6 | 4336^ 9 | 3673F 1 | 3966F10 | 4094F12 | | | |
| 20 | 4040F97 | 4281F 6 | 4347^10 | 3687F 2 | 3978F10 | 4114F12 | | | |
| 18 | 4053F97 | 4294F 7 | 4358^10 | 3698F 2 | 3991F10 | 4134F13 | | | |
| 16 | 4063F98 | 4304^ 7 | 4369^10 | 3711F 2 | 4003F11 | 4152F13 | | | |
| 14 | 4075F98 | 4315^ 8 | 4381^11 | 3726F 2 | 4021F11 | 4172F13 | | | |
| 12 | 4084F98 | 4325^ 8 | 4393^11 | 3739F 3 | 4040F11 | 4192F14 | | | |
| 10 | 4097F99 | 4335^ 8 | 4404^12 | 3751F 3 | 4057F12 | 4211F14 | | | |
| 0 | 4147F 1 | 4381^11 | 4457^14 | 3818F 5 | 4154F13 | 4242^14 | | | |
| -10 | 4207F 3 | 4442^13 | 4520^16 | 3880F 6 | 4204^14 | 4244^14 | | | |
| -20 | 4265F 5 | 4501^15 | 4582^18 | 3943F 8 | 4200^14 | 4241^14 | | | |
| -30 | 4326F 7 | 4561^17 | 4645^21 | 3998^10 | 4191^14 | 4234^14 | | | |
| | High QNH +60 per .10" Low QNH -90 per .10" | | | High QNH +0 per .10" Low QNH -100 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -610 Wing A/I ON -610 | | | Engine A/I ON -290 Wing A/I ON -290 | | | Engine A/I ON Wing A/I ON | | |

Elevation 3688 Length 9039 Shift **0** Clearway 0 Stopway 0 Slope -0.08

Rwy Rev. Program Rules FAA **10 Feb 20**

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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 | 3966^20 | 4110^23 | 4158^24 | 3960^13 | 4110D23 | 4158D25 | 4391 |
| 40 | 88.5 | 4033^21 | 4180^24 | 4230^25 | 4024^14 | 4180D23 | 4230D26 | 4480 |
| 38 | 88.7 | 4099^22 | 4248^25 | 4300^26 | 4085^14 | 4248D24 | 4300D27 | 4567 |
| 36 | 88.9 | 4163^23 | 4316^26 | 4369^27 | 4147^15 | 4316D24 | 4369D27 | 4654 |
| 34 | 89.1 | 4226^24 | 4381^27 | 4435^28 | 4206^15 | 4381D25 | 4435D28 | 4735 |
| 32 | 89.3 | 4279^25 | 4436^28 | 4491^29 | 4257^16 | 4436D25 | 4491D28 | 4816 |
| 30 | 89.5 | 4323^25 | 4482^28 | 4539^29 | 4299^16 | 4482D26 | 4539D29 | 4876 |
| 28 | 89.2 | 4343^26 | 4502^29 | 4557^29 | 4319^17 | 4502D26 | 4557D29 | 4896 |
| 26 | 89.0 | 4356^26 | 4516^29 | 4572^30 | 4333^17 | 4516D26 | 4572D30 | 4916 |
| 24 | 88.7 | 4366^26 | 4527^29 | 4583^30 | 4346^17 | 4527D27 | 4583D30 | 4920 |
| 22 | 88.4 | 4374^26 | 4536^29 | 4591^30 | 4356^18 | 4536D27 | 4591D30 | 4922 |
| 20 | 88.2 | 4383^26 | 4544^29 | 4600^30 | 4366^18 | 4544D28 | 4600D31 | 4924 |
| 10 | 86.7 | 4424^27 | 4586^30 | 4641^31 | 4416^20 | 4586D30 | 4641D32 | 4931 |
| 0 | 85.1 | 4455^28 | 4613^30 | 4668^31 | 4455D22 | 4613D31 | 4668D32 | 4922 |
| -10 | 83.6 | 4491^28 | 4650^31 | 4705^32 | 4491D24 | 4650D32 | 4705D33 | 4928 |
| -20 | 82.0 | 4523^29 | 4683^32 | 4737^33 | 4523D26 | 4683D32 | 4737D33 | 4928 |

High QNH **+40** per .10" Engine A/I ON **-700**
Low QNH **-150** per .10" Wing A/I ON **-700**

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 | 4012^21 | 4149^24 | 4196^25 | 4005^15 | 4149D24 | 4196D26 | 4391 |
| 40 | 91.8 | 4083^22 | 4224^25 | 4272^26 | 4073^15 | 4224D25 | 4272D27 | 4480 |
| 38 | 92.3 | 4150^23 | 4294^26 | 4343^27 | 4135^16 | 4294D25 | 4343D28 | 4567 |
| 36 | 92.7 | 4216^24 | 4365^27 | 4415^28 | 4196^16 | 4365D26 | 4415D29 | 4654 |
| 34 | 93.0 | 4280^25 | 4433^28 | 4484^29 | 4256^17 | 4433D26 | 4484D29 | 4735 |
| 32 | 92.9 | 4336^26 | 4491^29 | 4543^29 | 4309^17 | 4491D27 | 4543D30 | 4816 |
| 30 | 92.9 | 4385^26 | 4542^29 | 4595^30 | 4356^18 | 4542D27 | 4595D30 | 4876 |
| 28 | 92.7 | 4407^27 | 4563^30 | 4615^31 | 4378^18 | 4563D28 | 4615D31 | 4896 |
| 26 | 92.5 | 4428^27 | 4584^30 | 4637^31 | 4401^19 | 4584D29 | 4637D32 | 4916 |
| 24 | 92.2 | 4439^27 | 4594^30 | 4647^31 | 4413^19 | 4594D29 | 4647D32 | 4920 |
| 22 | 91.9 | 4447^27 | 4602^30 | 4654^31 | 4423^20 | 4602D29 | 4654D32 | 4922 |
| 20 | 91.6 | 4455^28 | 4609^30 | 4662^31 | 4435^20 | 4609D30 | 4662D32 | 4924 |
| 10 | 90.0 | 4491^28 | 4645^31 | 4698^32 | 4484^22 | 4645D32 | 4698D33 | 4931 |
| 0 | 88.4 | 4516^29 | 4670^31 | 4723^32 | 4516D24 | 4670D32 | 4723D33 | 4922 |
| -10 | 86.8 | 4550^29 | 4704^32 | 4757^33 | 4550D26 | 4704D33 | 4757D34 | 4928 |
| -20 | 85.1 | 4581^30 | 4734^32 | 4788^33 | 4581D29 | 4734D33 | 4788D34 | 4928 |

High QNH **+40** per .10" Engine A/I ON **-740**
Low QNH **-150** per .10" Wing A/I ON **-740**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 42 | 91.5 | 4012^21-21-31 | 4149^24-24-33 | 4196^25-25-34 | 4244^26-26-35 |
| 40 | 91.8 | 4083^22-22-32 | 4224^25-25-34 | 4272^26-26-35 | 4321^27-27-36 |
| 38 | 92.3 | 4150^23-23-33 | 4294^26-26-36 | 4343^27-27-36 | 4393^28-28-37 |
| 36 | 92.7 | 4216^24-24-34 | 4365^27-27-37 | 4415^28-28-37 | 4466^29-29-38 |
| 34 | 93.0 | 4280^25-25-35 | 4433^28-28-38 | 4484^29-29-38 | 4536^30-30-39 |
| 32 | 92.9 | 4336^26-26-36 | 4491^29-29-38 | 4543^29-29-39 | 4596^30-30-40 |
| 30 | 92.9 | 4385^26-26-37 | 4542^29-29-39 | 4595^30-30-40 | 4648^31-31-41 |
| 28 | 92.7 | 4407^27-27-37 | 4563^30-30-40 | 4615^31-31-40 | 4670^31-31-41 |
| 26 | 92.5 | 4428^27-27-38 | 4584^30-30-40 | 4637^31-31-41 | 4690^32-32-41 |
| 24 | 92.2 | 4439^27-27-38 | 4594^30-30-40 | 4647^31-31-41 | 4700^32-32-42 |
| 22 | 91.9 | 4447^27-27-38 | 4602^30-30-40 | 4654^31-31-41 | 4708^32-32-42 |
| 20 | 91.6 | 4455^28-28-38 | 4609^30-30-40 | 4662^31-31-41 | 4715^32-32-42 |
| 10 | 90.0 | 4491^28-28-38 | 4645^31-31-41 | 4698^32-32-41 | 4751^33-33-42 |
| 0 | 88.4 | 4516^29-29-39 | 4670^31-31-41 | 4723^32-32-42 | 4776^33-33-43 |
| -10 | 86.8 | 4550^29-29-39 | 4704^32-32-42 | 4757^33-33-42 | 4811^34-34-43 |
| -20 | 85.1 | 4581^30-30-40 | 4734^32-32-42 | 4788^33-33-43 | 4842^34-34-44 |

High QNH **+40** per .10" Engine A/I ON **-740**
Low QNH **-150** per .10" Wing A/I ON **-740**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

Elevation 3688 Length 9039 Shift **0** Clearway 0 Stopway 0 Slope +0.08
Rwy Rev. Program Rules FAA **10 Feb 20**

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# TORREON -TRC 31 *RT H340*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 42 | 4012^21 | 4149^24 | 4196^25 |
| 40 | 4083^22 | 4224^25 | 4272^26 |
| 38 | 4150^23 | 4294^26 | 4343^27 |
| 36 | 4216^24 | 4365^27 | 4415^28 |
| 34 | 4280^25 | 4433^28 | 4484^29 |
| 32 | 4336^26 | 4491^29 | 4543^29 |
| 30 | 4385^26 | 4542^29 | 4595^30 |
| 28 | 4407^27 | 4563^30 | 4615^31 |
| 26 | 4428^27 | 4584^30 | 4637^31 |
| 24 | 4439^27 | 4594^30 | 4647^31 |
| 22 | 4447^27 | 4602^30 | 4654^31 |
| 20 | 4455^28 | 4609^30 | 4662^31 |
| 10 | 4491^28 | 4645^31 | 4698^32 |
| 0 | 4516^29 | 4670^31 | 4723^32 |

High QNH **+40** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-740**
Wing A/I ON **-740**

## DRY - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 4005^21 | 4142^24 | 4189^25 |
| 4076^22 | 4217^25 | 4265^26 |
| 4143^23 | 4288^26 | 4337^27 |
| 4209^24 | 4358^27 | 4408^28 |
| 4273^25 | 4426^28 | 4477^29 |
| 4329^26 | 4485^28 | 4537^29 |
| 4379^26 | 4536^29 | 4589^30 |
| 4400^27 | 4557^29 | 4610^30 |
| 4422^27 | 4578^30 | 4631^31 |
| 4432^27 | 4588^30 | 4640^31 |
| 4440^27 | 4595^30 | 4648^31 |
| 4448^27 | 4603^30 | 4655^31 |
| 4419^27 | 4570^30 | 4621^31 |
| 4454^28 | 4604^31 | 4656^31 |

High QNH **+40** per .10"
Low QNH **-150** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 42 | 4005^15 | 4149D24 | 4196D26 |
| 40 | 4073^15 | 4224D25 | 4272D27 |
| 38 | 4135^16 | 4294D25 | 4343D28 |
| 36 | 4196^16 | 4365D26 | 4415D29 |
| 34 | 4256^17 | 4433D26 | 4484D29 |
| 32 | 4309^17 | 4491D27 | 4543D30 |
| 30 | 4356^18 | 4542D27 | 4595D30 |
| 28 | 4378^18 | 4563D28 | 4615D31 |
| 26 | 4401^19 | 4584D29 | 4637D32 |
| 24 | 4413^19 | 4594D29 | 4647D32 |
| 22 | 4423^20 | 4602D29 | 4654D32 |
| 20 | 4435^20 | 4609D30 | 4662D32 |
| 10 | 4484^22 | 4645D32 | 4698D33 |
| 0 | 4516D24 | 4670D32 | 4723D33 |

High QNH **+40** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-740**
Wing A/I ON **-740**

## WET - EAI VLV INOP OPEN

Flaps **9**

| -10T | +0 | +10H |
|---|---|---|
| 3999^15 | 4142D24 | 4189D25 |
| 4066^15 | 4217D25 | 4265D27 |
| 4128^16 | 4288D25 | 4337D28 |
| 4190^16 | 4358D26 | 4408D29 |
| 4250^16 | 4426D26 | 4477D29 |
| 4303^17 | 4485D27 | 4537D30 |
| 4350^18 | 4536D27 | 4589D30 |
| 4372^18 | 4557D28 | 4610D31 |
| 4395^19 | 4578D28 | 4631D32 |
| 4407^19 | 4588D29 | 4640D32 |
| 4418^19 | 4595D29 | 4648D32 |
| 4428^20 | 4603D30 | 4655D32 |
| 4419D22 | 4570D31 | 4621D32 |
| 4454D24 | 4604D31 | 4656D32 |

High QNH **+40** per .10"
Low QNH **-150** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps **9**

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3810F97 | 4156^ 6 | 4224^ 9 |
| 26 | 3928F97 | 4178^ 6 | 4247^ 9 |
| 24 | 4006F97 | 4190^ 7 | 4260^10 |
| 22 | 4017F97 | 4201^ 7 | 4270^10 |
| 20 | 4025^97 | 4212^ 7 | 4282^10 |
| 18 | 4035^98 | 4223^ 8 | 4294^11 |
| 16 | 4046^98 | 4234^ 8 | 4305^11 |
| 14 | 4055^99 | 4245^ 8 | 4317^12 |
| 12 | 4064^99 | 4255^ 9 | 4328^12 |
| 10 | 4073^99 | 4266^ 9 | 4339^12 |
| 0 | 4114^ 1 | 4316^11 | 4390^15 |
| -10 | 4164^ 3 | 4373^13 | 4452^17 |
| -20 | 4213^ 5 | 4431^16 | 4512^19 |
| -30 | 4262^ 8 | 4488^18 | 4572^22 |

High QNH **+60** per .10"
Low QNH **-80** per .10"

Engine A/I ON **-560**
Wing A/I ON **-560**

## LEVEL 2 CONTAM

Flaps **22**

| -10T | +0 | +10H |
|---|---|---|
| 3606F 1 | 3892^ 9 | 4029F11 |
| 3637F 1 | 3927^ 9 | 4066F12 |
| 3650F 1 | 3941F10 | 4084F12 |
| 3662F 2 | 3954F10 | 4101F12 |
| 3674F 2 | 3972F10 | 4121F13 |
| 3684F 2 | 3990F10 | 4139F13 |
| 3700F 3 | 4008F11 | 4160F13 |
| 3711F 3 | 4027F11 | 4179F13 |
| 3724F 3 | 4046F11 | 4199F14 |
| 3739F 3 | 4063F12 | 4220F14 |
| 3801^ 5 | 4160F13 | 4233F14 |
| 3863^ 7 | 4202^14 | 4243^14 |
| 3925^ 9 | 4198^14 | 4240^14 |
| 3988F10 | 4189^14 | 4233^14 |

High QNH **+0** per .10"
Low QNH **-110** per .10"

Engine A/I ON **-290**
Wing A/I ON **-290**

## LEVEL 3 CONTAM

Flaps

| -10T | +0 | +10H |
|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 3688 | Length | 9039 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.08 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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# 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:**

INTENTIONALLY BLANK

# TUXTLA GUTIERREZ -TGZ 14 *SPECIAL*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | | | | | |
| SEE COMPLEX SPECIAL | | | | | | |

A/C **AUTO**

**ALT TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 46 | 87.7 | 4120^22 | 4288^26 | 4340^27 |
| 44 | 88.0 | 4190^23 | 4364^27 | 4417^28 |
| 42 | 88.2 | 4260^24 | 4438^28 | 4494^29 |
| 40 | 88.3 | 4317^25 | 4498^28 | 4555^29 |
| 38 | 88.1 | 4354^26 | 4538^29 | 4595^30 |
| 36 | 87.9 | 4377^26 | 4562^29 | 4620^30 |
| 34 | 87.7 | 4387^26 | 4571^30 | 4630^31 |
| 32 | 87.5 | 4396^26 | 4580^30 | 4639^31 |
| 30 | 87.2 | 4405^27 | 4589^30 | 4647^31 |
| 28 | 87.0 | 4415^27 | 4599^30 | 4657^31 |
| 26 | 86.7 | 4425^27 | 4608^30 | 4666^31 |
| 24 | 86.4 | 4434^27 | 4618^30 | 4675^31 |
| 20 | 85.8 | 4453^27 | 4637^31 | 4694^32 |
| 10 | 84.3 | 4498^28 | 4679^31 | 4735^32 |
| 0 | 82.8 | 4546^29 | 4726^32 | 4779^33 |
| -10 | 81.3 | 4594^30 | 4769^33 | 4822^34 |

**ALT TO-1 - WET RWY**

| Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4076^11 | 4288D21 | 4340D24 | 4572 |
| 4143^11 | 4364D21 | 4417D24 | 4673 |
| 4207^12 | 4438D22 | 4494D25 | 4774 |
| 4261^12 | 4497^22 | 4555D25 | 4862 |
| 4298^13 | 4535^23 | 4595D26 | 4942 |
| 4320^13 | 4559^23 | 4620D26 | 4954 |
| 4331^13 | 4571^23 | 4630D27 | 4955 |
| 4342^14 | 4580D24 | 4639D27 | 4957 |
| 4353^14 | 4589D24 | 4647D27 | 4958 |
| 4365^14 | 4599D24 | 4657D28 | 4960 |
| 4375^15 | 4608D25 | 4666D28 | 4961 |
| 4387^15 | 4618D25 | 4675D28 | 4963 |
| 4410^16 | 4637D26 | 4694D29 | 4966 |
| 4463^18 | 4679D28 | 4735D31 | 4968 |
| 4521^20 | 4726D30 | 4779D33 | 4967 |
| 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**

**TO-1 - DRY RWY**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H |
|---|---|---|---|---|
| 46 | 91.0 | 4188^24 | 4346^27 | 4393^28 |
| 44 | 91.3 | 4262^25 | 4425^28 | 4475^29 |
| 42 | 91.5 | 4334^26 | 4502^29 | 4554^30 |
| 40 | 91.7 | 4398^27 | 4569^30 | 4622^31 |
| 38 | 91.5 | 4444^27 | 4618^30 | 4670^31 |
| 36 | 91.4 | 4472^28 | 4645^31 | 4698^32 |
| 34 | 91.2 | 4486^28 | 4658^31 | 4711^32 |
| 32 | 90.9 | 4496^28 | 4668^31 | 4720^32 |
| 30 | 90.6 | 4507^28 | 4678^31 | 4730^32 |
| 28 | 90.3 | 4516^29 | 4687^32 | 4738^32 |
| 26 | 90.0 | 4525^29 | 4696^32 | 4747^33 |
| 24 | 89.6 | 4535^29 | 4705^32 | 4755^33 |
| 20 | 89.0 | 4553^29 | 4722^32 | 4772^33 |
| 10 | 87.5 | 4595^30 | 4761^33 | 4808^34 |
| 0 | 85.9 | 4642^31 | 4802^33 | 4849^34 |
| -10 | 84.3 | 4688^32 | 4843^34 | 4891^35 |

**TO-1 - WET RWY**

| Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4132^12 | 4346D22 | 4393D25 | 4572 |
| 4200^13 | 4425D23 | 4475D26 | 4673 |
| 4266^13 | 4500^23 | 4554D26 | 4774 |
| 4326^14 | 4563^24 | 4622D27 | 4862 |
| 4368^14 | 4610^24 | 4670D28 | 4942 |
| 4395^15 | 4638^25 | 4698D28 | 4954 |
| 4410^15 | 4653^25 | 4711D29 | 4955 |
| 4423^16 | 4665^26 | 4720D29 | 4957 |
| 4435^16 | 4678^26 | 4730D30 | 4958 |
| 4446^16 | 4687D27 | 4738D30 | 4960 |
| 4458^17 | 4696D27 | 4747D30 | 4961 |
| 4469^17 | 4705D27 | 4755D31 | 4963 |
| 4492^18 | 4722D28 | 4772D31 | 4966 |
| 4546^20 | 4761D30 | 4808D34 | 4968 |
| 4606^22 | 4802D32 | 4849D35 | 4967 |
| 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**

**TO-1 - DRY RWY - OPT V2**

| OAT °C | N1% | Flaps 9 -10T | Flaps 9 +0 | Flaps 9 +10H | Flaps 9 +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 | | | |
| 20 | 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 | 3404F 0 | 3848^ 8 | 3986^10 | | | |
| 26 | | 4176^ 4 | 4257^ 7 | 3421F 0 | 3865^ 8 | 3996F10 | | | |
| 24 | | 4187^ 4 | 4268^ 7 | 3439F 0 | 3880^ 8 | 4018F11 | | | |
| 22 | 2647F99 | 4198^ 4 | 4280^ 8 | 3458F 0 | 3894^ 8 | 4036F11 | | | |
| 20 | 2830F99 | 4209^ 5 | 4291^ 8 | 3478F 0 | 3911^ 9 | 4057F11 | | | |
| 18 | 2996F99 | 4220^ 5 | 4303^ 9 | 3501F 1 | 3928^ 9 | 4074F12 | | | |
| 16 | 3183F99 | 4231^ 6 | 4316^ 9 | 3518F 1 | 3944^ 9 | 4094F12 | | | |
| 14 | 3317F98 | 4243^ 6 | 4326^ 9 | 3541F 1 | 3960^10 | 4114F12 | | | |
| 12 | 3476F98 | 4252^ 6 | 4336^10 | 3559F 2 | 3975^10 | 4132F13 | | | |
| 10 | 3625F98 | 4261^ 7 | 4346^10 | 3568F 2 | 3989F10 | 4150F13 | | | |
| 0 | 4072F98 | 4322^ 9 | 4409^12 | | 4084F12 | 4253F14 | | | |
| -10 | 4133F 0 | 4385^11 | 4474^14 | 3712F 5 | 4186F13 | 4271^15 | | | |
| -20 | 4185^ 3 | 4446^13 | 4537^17 | 3797F 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 |
|---|---|---|---|---|---|---|
| | | | | | | |
| SEE COMPLEX SPECIAL | | | | | | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 46 | 87.7 | 4153F23 | 4392F28 | 4475F29 |
| 44 | 88.0 | 4220F24 | 4462F28 | 4546F30 |
| 42 | 88.2 | 4286F25 | 4532F29 | 4617F31 |
| 40 | 88.3 | 4340F26 | 4589F30 | 4675F32 |
| 38 | 88.1 | 4376F26 | 4628F31 | 4714F32 |
| 36 | 87.9 | 4400F26 | 4653F31 | 4740F32 |
| 34 | 87.7 | 4411F27 | 4665F31 | 4752F33 |
| 32 | 87.5 | 4422F27 | 4677F31 | 4764F33 |
| 30 | 87.2 | 4434F27 | 4689F32 | 4777F33 |
| 28 | 87.0 | 4445F27 | 4701F32 | 4789F33 |
| 26 | 86.7 | 4457F27 | 4713F32 | 4802F34 |
| 24 | 86.4 | 4468F28 | 4725F32 | 4815F34 |
| 20 | 85.8 | 4491F28 | 4750F33 | 4841F34 |
| 10 | 84.3 | 4549F29 | 4812F34 | 4903F35 |
| 0 | 82.8 | 4608F30 | 4871^35 | 4912^35 |
| -10 | 81.3 | 4667F31 | 4870^35 | 4913^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4087F11 | 4367F20 | 4465F23 | 4572 |
| 4148F12 | 4434F21 | 4531F24 | 4673 |
| 4209F12 | 4500F21 | 4598F24 | 4774 |
| 4262F12 | 4553F22 | 4654F25 | 4862 |
| 4297F13 | 4591F22 | 4692F25 | 4942 |
| 4321F13 | 4616F23 | 4718F26 | 4954 |
| 4333F14 | 4630F23 | 4732F26 | 4955 |
| 4345F14 | 4643F23 | 4746F26 | 4957 |
| 4358F14 | 4657F24 | 4760F27 | 4958 |
| 4370F15 | 4670F24 | 4774F27 | 4960 |
| 4383F15 | 4684F24 | 4789F27 | 4961 |
| 4395F15 | 4698F25 | 4803F28 | 4963 |
| 4421F16 | 4726F25 | 4833F28 | 4966 |
| 4484F18 | 4797F27 | 4903D30 | 4968 |
| 4553F20 | 4870^29 | 4912D33 | 4967 |
| 4621F22 | 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**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 46 | 91.0 | 4251F25 | 4483^29 | 4518^30 |
| 44 | 91.3 | 4322F26 | 4564F30 | 4618^31 |
| 42 | 91.5 | 4390F27 | 4637F31 | 4719^33 |
| 40 | 91.7 | 4453F28 | 4703F32 | 4791F34 |
| 38 | 91.5 | 4502F28 | 4754F33 | 4843F34 |
| 36 | 91.4 | 4533F29 | 4786F33 | 4874F35 |
| 34 | 91.2 | 4551F29 | 4805F34 | 4894F35 |
| 32 | 90.9 | 4563F29 | 4820F34 | 4909F35 |
| 30 | 90.6 | 4577F30 | 4834F34 | 4923^36 |
| 28 | 90.3 | 4588F30 | 4847F34 | 4924^36 |
| 26 | 90.0 | 4600F30 | 4857F34 | 4925^36 |
| 24 | 89.6 | 4611F30 | 4870F35 | 4926^36 |
| 20 | 89.0 | 4634F31 | 4890^35 | 4929^36 |
| 10 | 87.5 | 4690F32 | 4886^35 | 4926^36 |
| 0 | 85.9 | 4750F33 | 4883^35 | 4924^36 |
| -10 | 84.3 | 4756^33 | 4882^35 | 4924^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4155F12 | 4447F22 | 4517^25 | 4572 |
| 4220F13 | 4514F22 | 4616^25 | 4673 |
| 4283F13 | 4582F23 | 4686F26 | 4774 |
| 4341F14 | 4643F23 | 4749F26 | 4862 |
| 4384F15 | 4691F24 | 4798F27 | 4942 |
| 4412F15 | 4722F25 | 4830F28 | 4954 |
| 4430F15 | 4741F25 | 4850F28 | 4955 |
| 4444F16 | 4757F25 | 4866F28 | 4957 |
| 4459F16 | 4773F26 | 4883F29 | 4958 |
| 4472F17 | 4787F26 | 4898F29 | 4960 |
| 4485F17 | 4802F27 | 4913F30 | 4961 |
| 4498F17 | 4817F27 | 4924^30 | 4963 |
| 4526F18 | 4847F28 | 4927^31 | 4966 |
| 4590F20 | 4885^30 | 4926D33 | 4968 |
| 4661F22 | 4883D32 | 4924D36 | 4967 |
| 4735F24 | 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**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 46 | 91.0 | 4251F25-25-35 | 4483^29-29-38 | 4518^30-30-39 | 4553^30-30-39 |
| 44 | 91.3 | 4322F26-26-36 | 4564F30-30-39 | 4618^31-31-40 | 4654^32-32-41 |
| 42 | 91.5 | 4390F27-27-37 | 4637F31-31-41 | 4719^33-33-42 | 4754^33-33-42 |
| 40 | 91.7 | 4453F28-28-38 | 4703F32-32-42 | 4791F34-34-43 | 4845^34-34-44 |
| 38 | 91.5 | 4502F28-28-39 | 4754F33-33-42 | 4843F34-34-44 | 4918^36-36-45 |
| 36 | 91.4 | 4533F29-29-39 | 4786F33-33-43 | 4874F35-35-44 | 4945^36-36-45 |
| 34 | 91.2 | 4551F29-29-39 | 4805F34-34-43 | 4894F35-35-44 | 4955C36-36-45 |
| 32 | 90.9 | 4563F29-29-39 | 4820F34-34-43 | 4909F35-35-44 | 4957C36-36-45 |
| 30 | 90.6 | 4577F30-30-40 | 4834F34-34-43 | 4923^36-36-45 | 4958C36-36-45 |
| 28 | 90.3 | 4588F30-30-40 | 4847F34-34-44 | 4924^36-36-45 | 4960C36-36-45 |
| 26 | 90.0 | 4600F30-30-40 | 4857F34-34-44 | 4925^36-36-45 | 4961C36-36-45 |
| 24 | 89.6 | 4611F30-30-40 | 4870F35-35-44 | 4926^36-36-45 | 4963C36-36-45 |
| 20 | 89.0 | 4634F31-31-41 | 4890^35-35-44 | 4929^36-36-45 | 4966C36-36-45 |
| 10 | 87.5 | 4690F32-32-41 | 4886^35-35-44 | 4926^36-36-45 | 4967F42-42-51 |
| 0 | 85.9 | 4750F33-33-42 | 4883^35-35-44 | 4942F42-42-51 | 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**

## DRY - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 46 | 4251F25 | 4483^29 | 4518^30 |
| 44 | 4322F26 | 4564F30 | 4618^31 |
| 42 | 4390F27 | 4637F31 | 4719^33 |
| 40 | 4453F28 | 4703F32 | 4791F34 |
| 38 | 4502F28 | 4754F33 | 4843F34 |
| 36 | 4533F29 | 4786F33 | 4874F35 |
| 34 | 4551F29 | 4805F34 | 4894F35 |
| 32 | 4563F29 | 4820F34 | 4909F35 |
| 30 | 4577F30 | 4834F34 | 4923^36 |
| 28 | 4588F30 | 4847F34 | 4924^36 |
| 26 | 4600F30 | 4857F34 | 4925^36 |
| 24 | 4611F30 | 4870F35 | 4926^36 |
| 20 | 4634F31 | 4890^35 | 4929^36 |
| 10 | 4690F32 | 4886^35 | 4926^36 |

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

Engine A/I ON **-700**
Wing A/I ON **-700**

## DRY - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4241F25 | 4477F29 | 4512^30 |
| 4311F26 | 4552F30 | 4613^31 |
| 4379F27 | 4625F31 | 4712F33 |
| 4442F27 | 4692F32 | 4779F33 |
| 4492F28 | 4744F33 | 4832F34 |
| 4522F29 | 4775F33 | 4865F35 |
| 4543F29 | 4797F33 | 4885F35 |
| 4556F29 | 4810F34 | 4899F35 |
| 4566F29 | 4824F34 | 4913F35 |
| 4578F30 | 4836F34 | 4919^36 |
| 4590F30 | 4849F34 | 4920^36 |
| 4601F30 | 4859F34 | 4922^36 |
| 4624F30 | 4885^35 | 4924^36 |
| 4648F31 | 4813^34 | 4852^35 |

High QNH **+0** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 46 | 4155F12 | 4447F22 | 4517^25 |
| 44 | 4220F13 | 4514F22 | 4616^25 |
| 42 | 4283F13 | 4582F23 | 4686F26 |
| 40 | 4341F14 | 4643F23 | 4749F26 |
| 38 | 4384F15 | 4691F24 | 4798F27 |
| 36 | 4412F15 | 4722F25 | 4830F28 |
| 34 | 4430F15 | 4741F25 | 4850F28 |
| 32 | 4444F16 | 4757F25 | 4866F28 |
| 30 | 4459F16 | 4773F26 | 4883F29 |
| 28 | 4472F17 | 4787F26 | 4898F29 |
| 26 | 4485F17 | 4802F27 | 4913F30 |
| 24 | 4498F17 | 4817F27 | 4924^30 |
| 20 | 4526F18 | 4847F28 | 4927^31 |
| 10 | 4590F20 | 4885^30 | 4926D33 |

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

Engine A/I ON **-700**
Wing A/I ON **-700**

## WET - EAI VLV INOP OPEN

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 4147F12 | 4438F22 | 4511^25 |
| 4212F13 | 4504F22 | 4608F25 |
| 4275F13 | 4572F23 | 4677F26 |
| 4333F14 | 4634F23 | 4740F26 |
| 4377F14 | 4682F24 | 4789F27 |
| 4405F15 | 4713F24 | 4821F27 |
| 4424F15 | 4735F25 | 4843F28 |
| 4438F16 | 4750F25 | 4859F28 |
| 4451F16 | 4764F26 | 4874F29 |
| 4464F16 | 4779F26 | 4889F29 |
| 4478F17 | 4793F26 | 4904F29 |
| 4491F17 | 4808F27 | 4917F30 |
| 4518F18 | 4838F27 | 4922^31 |
| 4553F20 | 4812^30 | 4852D33 |

High QNH **+0** per .10"
Low QNH **-160** per .10"

Engine A/I ON **+0**
Wing A/I ON **+0**

## Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

| OAT °C | Flaps 9 -10T | +0 | +10H |
|---|---|---|---|
| 28 | 2878F99 | 4141F 5 | 4231F 8 |
| 26 | 3017F99 | 4153F 5 | 4243F 8 |
| 24 | 3150F98 | 4165F 5 | 4255F 9 |
| 22 | 3304F98 | 4177F 6 | 4268F 9 |
| 20 | 3439F98 | 4189F 6 | 4280F 9 |
| 18 | 3567F98 | 4201F 6 | 4294F10 |
| 16 | 3721F98 | 4212F 7 | 4306F10 |
| 14 | 3836F98 | 4224F 7 | 4318F10 |
| 12 | 3960F98 | 4234F 8 | 4330F11 |
| 10 | 3983F98 | 4245F 8 | 4341F11 |
| 0 | 4040F 0 | 4311F10 | 4410F13 |
| -10 | 4097F 2 | 4379F12 | 4480F15 |
| -20 | 4152F 4 | 4447F14 | 4553F18 |
| -30 | 4214F 6 | 4518F16 | 4628F20 |

High QNH **+50** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-420**
Wing A/I ON **-420**

## LEVEL 2 CONTAM

| Flaps 9 -10T | +0 | +10H |
|---|---|---|
| 3547F 0 | 3799F10 | 3890F13 |
| 3557F 0 | 3810F10 | 3902F13 |
| 3566F 1 | 3822F10 | 3914F13 |
| 3576F 1 | 3833F11 | 3926F14 |
| 3586F 1 | 3845F11 | 3940F14 |
| 3596F 2 | 3857F11 | 3952F14 |
| 3606F 2 | 3869F12 | 3966F15 |
| 3615F 2 | 3879F12 | 3979F15 |
| 3624F 3 | 3889F12 | 3990F15 |
| 3633F 3 | 3900F13 | 4000F16 |
| 3686F 5 | 3965F15 | 4069F18 |
| 3743F 7 | 4033F16 | 4141F20 |
| 3797F 9 | 4100F18 | 4214F21 |
| 3853F11 | 4172F20 | 4291F23 |

High QNH **+50** per .10"
Low QNH **-70** per .10"

Engine A/I ON **-390**
Wing A/I ON **-390**

## LEVEL 3 CONTAM

Flaps -10T +0 +10H

High QNH per .10"
Low QNH per .10"

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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**TAR Mexico** **EMB-145** **AE3007A1**

# VERACRUZ -VER 01 *DT H007*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1090' | | DT H007 | 1090' | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4257^25 | 4422^28 | 4480^29 |
| 46 | 87.7 | 4342^26 | 4511^29 | 4569^30 |
| 44 | 87.6 | 4392^26 | 4563^29 | 4623^31 |
| 42 | 87.4 | 4412^27 | 4584^30 | 4644^31 |
| 40 | 87.2 | 4429^27 | 4602^30 | 4662^31 |
| 38 | 86.9 | 4437^27 | 4610^30 | 4670^31 |
| 36 | 86.6 | 4445^27 | 4618^30 | 4679^31 |
| 34 | 86.4 | 4453^27 | 4627^30 | 4688^32 |
| 32 | 86.1 | 4461^28 | 4636^31 | 4697^32 |
| 30 | 85.8 | 4470^28 | 4644^31 | 4706^32 |
| 20 | 84.4 | 4514^28 | 4689^32 | 4751^33 |
| 10 | 82.9 | 4552^29 | 4730^32 | 4790^33 |
| 0 | 81.4 | 4598^30 | 4776^33 | 4837^34 |
| -10 | 79.9 | 4639^31 | 4817^34 | 4879^35 |
| -20 | 78.4 | 4677^31 | 4855^34 | 4917^35 |
| -30 | 76.8 | 4715^32 | 4881^35 | 4925^36 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4209^12 | 4422D22 | 4480D25 | 4711 |
| 4289^12 | 4507^22 | 4569D25 | 4830 |
| 4338F13 | 4559^23 | 4623D26 | 4893 |
| 4358F13 | 4580^23 | 4644D26 | 4946 |
| 4374^13 | 4598^23 | 4662D27 | 4959 |
| 4383^14 | 4609^24 | 4670D27 | 4961 |
| 4393^14 | 4618D24 | 4679D27 | 4962 |
| 4403^14 | 4627D24 | 4688D28 | 4964 |
| 4413^15 | 4636D25 | 4697D28 | 4966 |
| 4423^15 | 4644D25 | 4706D28 | 4968 |
| 4474^17 | 4689D27 | 4751D30 | 4976 |
| 4523^19 | 4730D29 | 4790D32 | 4972 |
| 4579^21 | 4776D31 | 4837D34 | 4984 |
| 4630^23 | 4817D33 | 4879D36 | 4987 |
| 4677D25 | 4855D35 | 4917D36 | 4985 |
| 4715D27 | 4881D35 | 4925D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-720** — Wing A/I ON **-720**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4316^26 | 4479^29 | 4534^30 |
| 46 | 90.9 | 4404^27 | 4571^30 | 4628^31 |
| 44 | 90.8 | 4463^28 | 4631^31 | 4691^32 |
| 42 | 90.6 | 4496^28 | 4665^31 | 4725^32 |
| 40 | 90.3 | 4513^28 | 4683^31 | 4742^32 |
| 38 | 90.0 | 4522^29 | 4692^32 | 4751^33 |
| 36 | 89.7 | 4530^29 | 4701^32 | 4759^33 |
| 34 | 89.5 | 4538^29 | 4709^32 | 4767^33 |
| 32 | 89.2 | 4546^29 | 4718^32 | 4776^33 |
| 30 | 88.9 | 4555^29 | 4726^32 | 4784^33 |
| 20 | 87.4 | 4597^30 | 4769^33 | 4827^34 |
| 10 | 85.9 | 4633^31 | 4805^34 | 4863^34 |
| 0 | 84.3 | 4678^31 | 4849^34 | 4908^35 |
| -10 | 82.8 | 4718^32 | 4889^35 | 4948^36 |
| -20 | 81.2 | 4753^33 | 4906^35 | 4948^36 |
| -30 | 79.6 | 4768^33 | 4896^35 | 4939^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4259^13 | 4479D23 | 4534D27 | 4711 |
| 4339^14 | 4566^24 | 4628D27 | 4830 |
| 4394^14 | 4625^24 | 4691D28 | 4893 |
| 4425^15 | 4658^25 | 4725D28 | 4946 |
| 4442^15 | 4677^26 | 4742D29 | 4959 |
| 4453^16 | 4689^26 | 4751D29 | 4961 |
| 4463^16 | 4700^26 | 4759D30 | 4962 |
| 4473^16 | 4709D27 | 4767D30 | 4964 |
| 4484^17 | 4718D27 | 4776D30 | 4966 |
| 4494^17 | 4726D27 | 4784D31 | 4968 |
| 4547^19 | 4769D29 | 4827D33 | 4976 |
| 4597^21 | 4805D31 | 4863D35 | 4972 |
| 4653^23 | 4849D34 | 4908D36 | 4984 |
| 4707^25 | 4889D35 | 4948D36 | 4987 |
| 4753D27 | 4906D35 | 4948D36 | 4985 |
| 4768D30 | 4896D35 | 4939D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-800** — Wing A/I ON **-800**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4316^26-26-36 | 4479^29-29-38 | 4534^30-30-39 | 4591^31-31-40 |
| 46 | 90.9 | 4404^27-27-37 | 4571^30-30-40 | 4628^31-31-40 | 4686^32-32-41 |
| 44 | 90.8 | 4463^28-28-38 | 4631^31-31-40 | 4691^32-32-41 | 4749^33-33-42 |
| 42 | 90.6 | 4496^28-28-38 | 4665^31-31-41 | 4725^32-32-42 | 4783^33-33-43 |
| 40 | 90.3 | 4513^28-28-39 | 4683^31-31-41 | 4742^32-32-42 | 4800^33-33-43 |
| 38 | 90.0 | 4522^29-29-39 | 4692^32-32-41 | 4751^33-33-42 | 4810^34-34-43 |
| 36 | 89.7 | 4530^29-29-39 | 4701^32-32-41 | 4759^33-33-42 | 4818^34-34-43 |
| 34 | 89.5 | 4538^29-29-39 | 4709^32-32-42 | 4767^33-33-42 | 4826^34-34-43 |
| 32 | 89.2 | 4546^29-29-39 | 4718^32-32-42 | 4776^33-33-43 | 4835^34-34-43 |
| 30 | 88.9 | 4555^29-29-39 | 4726^32-32-42 | 4784^33-33-43 | 4843^34-34-44 |
| 20 | 87.4 | 4597^30-30-40 | 4769^33-33-42 | 4827^34-34-43 | 4887^35-35-44 |
| 10 | 85.9 | 4633^31-31-40 | 4805^34-34-43 | 4863^34-34-44 | 4923^35-35-45 |
| 0 | 84.3 | 4678^31-31-41 | 4849^34-34-44 | 4908^35-35-44 | 4968^36-36-45 |
| -10 | 82.8 | 4718^32-32-42 | 4889^35-35-44 | 4948^36-36-45 | 4987C37-37-46 |
| -20 | 81.2 | 4753^33-33-42 | 4906^35-35-44 | 4948^36-36-45 | 4991^43-43-51 |
| -30 | 79.6 | 4768^33-33-42 | 4907^41-41-50 | 4969^42-42-51 | 4996C43-43-52 |

High QNH **+10** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-800** — Wing A/I ON **-800**

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 | | **26 Apr 19** |

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# VERACRUZ -VER 01 *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 | 4316^26 | 4479^29 | 4534^30 | 4308^26 | 4471^28 | 4527^29 | | | |
| 46 | 4404^27 | 4571^30 | 4628^31 | 4396^27 | 4563^30 | 4621^31 | | | |
| 44 | 4463^28 | 4631^31 | 4691^32 | 4455^28 | 4623^31 | 4682^32 | | | |
| 42 | 4496^28 | 4665^31 | 4725^32 | 4488^28 | 4658^31 | 4717^32 | | | |
| 40 | 4513^28 | 4683^31 | 4742^32 | 4505^28 | 4676^31 | 4734^32 | | | |
| 38 | 4522^29 | 4692^32 | 4751^33 | 4514^28 | 4685^32 | 4744^33 | | | |
| 36 | 4530^29 | 4701^32 | 4759^33 | 4523^29 | 4693^32 | 4752^33 | | | |
| 34 | 4538^29 | 4709^32 | 4767^33 | 4531^29 | 4702^32 | 4760^33 | | | |
| 32 | 4546^29 | 4718^32 | 4776^33 | 4539^29 | 4711^32 | 4769^33 | | | |
| 30 | 4555^29 | 4726^32 | 4784^33 | 4548^29 | 4719^32 | 4777^33 | | | |
| 20 | 4597^30 | 4769^33 | 4827^34 | 4589^30 | 4762^33 | 4821^34 | | | |
| 10 | 4633^31 | 4805^34 | 4863^34 | 4578^30 | 4745^33 | 4802^34 | | | |
| 0 | 4678^31 | 4849^34 | 4908^35 | 4622^31 | 4790^33 | 4847^34 | | | |
| -10 | 4718^32 | 4889^35 | 4948^36 | 4657^31 | 4824^34 | 4866^35 | | | |
| | High QNH **+60** 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 **-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 |
|---|---|---|---|---|---|---|---|---|---|
| 48 | 4259^13 | 4479D23 | 4534D27 | 4252^13 | 4471D23 | 4527D26 | | | |
| 46 | 4339^14 | 4566^24 | 4628D27 | 4333^13 | 4558^24 | 4621D27 | | | |
| 44 | 4394^14 | 4625^24 | 4691D28 | 4388^14 | 4617^24 | 4682D28 | | | |
| 42 | 4425^15 | 4658^25 | 4725D28 | 4418^15 | 4651^25 | 4717D28 | | | |
| 40 | 4442^15 | 4677^26 | 4742D29 | 4436^15 | 4670^25 | 4734D29 | | | |
| 38 | 4453^16 | 4689^26 | 4751D29 | 4447^15 | 4682^26 | 4744D29 | | | |
| 36 | 4463^16 | 4700^26 | 4759D30 | 4457^16 | 4693^26 | 4752D29 | | | |
| 34 | 4473^16 | 4709D27 | 4767D30 | 4468^16 | 4702D27 | 4760D30 | | | |
| 32 | 4484^17 | 4718D27 | 4776D30 | 4478^17 | 4711D27 | 4769D30 | | | |
| 30 | 4494^17 | 4726D27 | 4784D31 | 4488^17 | 4719D27 | 4777D31 | | | |
| 20 | 4547^19 | 4769D29 | 4827D33 | 4541^19 | 4762D29 | 4821D33 | | | |
| 10 | 4597^21 | 4805D31 | 4863D35 | 4547^21 | 4745D31 | 4802D35 | | | |
| 0 | 4653^23 | 4849D34 | 4908D36 | 4604^23 | 4790D34 | 4847D35 | | | |
| -10 | 4707^25 | 4889D35 | 4948D36 | 4654^25 | 4824D34 | 4866D35 | | | |
| | High QNH **+60** 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 **-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 | | 4210F 4 | 4304F 7 | 3397F 0 | 3906F 8 | 4039F11 | | | |
| 26 | | 4222F 5 | 4316F 8 | 3414F 0 | 3922F 8 | 4052F11 | | | |
| 24 | | 4234F 5 | 4329F 8 | 3428F 1 | 3939F 9 | 4071F11 | | | |
| 22 | | 4246F 5 | 4342F 9 | 3458F 1 | 3956F 9 | 4089F12 | | | |
| 20 | 2777F99 | 4258F 6 | 4354F 9 | 3474F 1 | 3972F 9 | 4107F12 | | | |
| 18 | 3021F99 | 4270F 6 | 4367F 9 | 3501F 1 | 3985F10 | 4126F12 | | | |
| 16 | 3236F99 | 4282F 6 | 4379F10 | 3523F 2 | 4002F10 | 4140F13 | | | |
| 14 | 3424F98 | 4292F 7 | 4392F10 | 3547F 2 | 4006F10 | 4166F13 | | | |
| 12 | 3591F98 | 4305F 7 | 4405F11 | 3572F 2 | 4029F11 | 4184F13 | | | |
| 10 | 3786F98 | 4317F 8 | 4418F11 | 3583F 2 | 4044F11 | 4207F14 | | | |
| 0 | 4103F99 | 4386F10 | 4488F13 | 3658F 4 | 4135F12 | 4287^15 | | | |
| -10 | | 4454F12 | 4548^15 | 3746F 5 | 4236^14 | 4284^15 | | | |
| -20 | | 4520^14 | 4610^18 | 3860F 7 | 4232^14 | 4278^15 | | | |
| -30 | | 4580^16 | 4673^20 | 3947F 9 | 4222^14 | 4270^15 | | | |
| | High QNH **+70** 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 **-460** Wing A/I ON **-460** | | | Engine A/I ON **-680** Wing A/I ON **-680** | | | Engine A/I ON Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 90 | Length | 7874 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.27 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Apr 19** |

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# VERACRUZ -VER 19 *LT H090*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1090' | | LT H090 | 1090' | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4233F24 | 4478F29 | 4563F30 |
| 46 | 87.7 | 4308F25 | 4558F30 | 4644F31 |
| 44 | 87.6 | 4355F26 | 4608F30 | 4695F32 |
| 42 | 87.4 | 4374F26 | 4628F31 | 4716F32 |
| 40 | 87.2 | 4391F26 | 4647F31 | 4735F32 |
| 38 | 86.9 | 4401F26 | 4658F31 | 4747F33 |
| 36 | 86.6 | 4412F27 | 4669F31 | 4758F33 |
| 34 | 86.4 | 4423F27 | 4681F31 | 4770F33 |
| 32 | 86.1 | 4434F27 | 4693F32 | 4783F33 |
| 30 | 85.8 | 4445F27 | 4705F32 | 4795F33 |
| 20 | 84.4 | 4503F28 | 4766F33 | 4859F34 |
| 10 | 82.9 | 4559F29 | 4828F34 | 4922F35 |
| 0 | 81.4 | 4620F30 | 4894F35 | 4935^36 |
| -10 | 79.9 | 4677F31 | 4892^35 | 4933^36 |
| -20 | 78.4 | 4737F32 | 4885^35 | 4927^36 |
| -30 | 76.8 | 4745^32 | 4875^35 | 4919^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4168F12 | 4459F22 | 4558F25 | 4711 |
| 4239F13 | 4533F22 | 4635F25 | 4830 |
| 4284F13 | 4581F23 | 4684F26 | 4893 |
| 4304F13 | 4602F23 | 4706F26 | 4946 |
| 4322F14 | 4622F23 | 4726F26 | 4959 |
| 4333F14 | 4635F24 | 4739F27 | 4961 |
| 4345F14 | 4647F24 | 4752F27 | 4962 |
| 4357F15 | 4661F24 | 4766F27 | 4964 |
| 4370F15 | 4674F25 | 4780F28 | 4966 |
| 4382F16 | 4688F25 | 4794F28 | 4968 |
| 4446F17 | 4758F27 | 4859D30 | 4976 |
| 4510F19 | 4828D29 | 4922D32 | 4972 |
| 4578F21 | 4894D31 | 4935D34 | 4984 |
| 4646F23 | 4892D33 | 4933D36 | 4987 |
| 4717F25 | 4885D35 | 4927D36 | 4985 |
| 4745D27 | 4875D35 | 4919D36 | 4983 |

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

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4333F26 | 4578F30 | 4665^32 |
| 46 | 90.9 | 4411F27 | 4662F31 | 4750F33 |
| 44 | 90.8 | 4472F28 | 4725F32 | 4815F34 |
| 42 | 90.6 | 4514F29 | 4770F33 | 4858F34 |
| 40 | 90.3 | 4532F29 | 4788F33 | 4877F35 |
| 38 | 90.0 | 4542F29 | 4802F33 | 4892F35 |
| 36 | 89.7 | 4553F29 | 4813F34 | 4904F35 |
| 34 | 89.5 | 4565F29 | 4826F34 | 4917F35 |
| 32 | 89.2 | 4576F30 | 4838F34 | 4930F36 |
| 30 | 88.9 | 4587F30 | 4850F34 | 4943F36 |
| 20 | 87.4 | 4644F31 | 4913F35 | 4952^36 |
| 10 | 85.9 | 4700F32 | 4907^35 | 4945^36 |
| 0 | 84.3 | 4763F33 | 4912^35 | 4950^36 |
| -10 | 82.8 | 4789^33 | 4908^35 | 4949^36 |
| -20 | 81.2 | 4777^33 | 4900^35 | 4942^36 |
| -30 | 79.6 | 4762^33 | 4890^35 | 4933^36 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4240F14 | 4540F23 | 4645F26 | 4711 |
| 4313F14 | 4617F24 | 4724F27 | 4830 |
| 4367F15 | 4676F24 | 4784F27 | 4893 |
| 4402F15 | 4716F25 | 4826F28 | 4946 |
| 4421F16 | 4736F25 | 4847F28 | 4959 |
| 4435F16 | 4751F26 | 4862F29 | 4961 |
| 4447F16 | 4765F26 | 4877F29 | 4962 |
| 4460F17 | 4779F26 | 4891F30 | 4964 |
| 4473F17 | 4794F27 | 4906F30 | 4966 |
| 4486F17 | 4808F27 | 4920F30 | 4968 |
| 4554F19 | 4883F29 | 4952^32 | 4976 |
| 4618F21 | 4907D31 | 4945D35 | 4972 |
| 4692F23 | 4912D34 | 4950D36 | 4984 |
| 4765F25 | 4908D35 | 4949D36 | 4987 |
| 4775^27 | 4900D35 | 4942D36 | 4985 |
| 4762D30 | 4890D35 | 4933D36 | 4983 |

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

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4333F26-26-36 | 4578F30-30-40 | 4665^32-32-41 | 4698^32-32-41 |
| 46 | 90.9 | 4411F27-27-37 | 4662F31-31-41 | 4750F33-33-42 | 4812^34-34-43 |
| 44 | 90.8 | 4472F28-28-38 | 4725F32-32-42 | 4815F34-34-43 | 4893C35-35-44 |
| 42 | 90.6 | 4514F29-29-39 | 4770F33-33-42 | 4858F34-34-44 | 4946C36-36-45 |
| 40 | 90.3 | 4532F29-29-39 | 4788F33-33-43 | 4877F35-35-44 | 4959C36-36-45 |
| 38 | 90.0 | 4542F29-29-39 | 4802F33-33-43 | 4892F35-35-44 | 4961C36-36-45 |
| 36 | 89.7 | 4553F29-29-39 | 4813F34-34-43 | 4904F35-35-44 | 4962C36-36-45 |
| 34 | 89.5 | 4565F29-29-39 | 4826F34-34-43 | 4917F35-35-45 | 4964C36-36-45 |
| 32 | 89.2 | 4576F30-30-40 | 4838F34-34-43 | 4930F36-36-45 | 4966C36-36-45 |
| 30 | 88.9 | 4587F30-30-40 | 4850F34-34-44 | 4943F36-36-45 | 4968C36-36-45 |
| 20 | 87.4 | 4644F31-31-41 | 4913F35-35-45 | 4952^36-36-45 | 4976C36-36-45 |
| 10 | 85.9 | 4700F32-32-41 | 4907^35-35-44 | 4945^36-36-45 | 4986C42-42-51 |
| 0 | 84.3 | 4763F33-33-42 | 4912^35-35-44 | 4963F42-42-51 | 4998C43-43-52 |
| -10 | 82.8 | 4789^33-33-43 | 4935F42-42-51 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.2 | 4777^33-33-43 | 5000C43-43-52 | 5000C43-43-52 | 5000C43-43-52 |
| -30 | 79.6 | 4782F39-39-48 | 4996C43-43-52 | 4996C43-43-52 | 4996C43-43-52 |

High QNH **+0** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-840** — 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 | | **26 Apr 19** |

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# VERACRUZ -VER 19 *LT 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 | 4333F26 | 4578F30 | 4665^32 | 4323F26 | 4568F30 | 4655F32 | | | |
| 46 | 4411F27 | 4662F31 | 4750F33 | 4400F27 | 4651F31 | 4739F33 | | | |
| 44 | 4472F28 | 4725F32 | 4815F34 | 4461F28 | 4714F32 | 4803F34 | | | |
| 42 | 4514F29 | 4770F33 | 4858F34 | 4503F28 | 4758F33 | 4849F34 | | | |
| 40 | 4532F29 | 4788F33 | 4877F35 | 4521F29 | 4777F33 | 4866F35 | | | |
| 38 | 4542F29 | 4802F33 | 4892F35 | 4534F29 | 4791F33 | 4881F35 | | | |
| 36 | 4553F29 | 4813F34 | 4904F35 | 4543F29 | 4803F34 | 4893F35 | | | |
| 34 | 4565F29 | 4826F34 | 4917F35 | 4554F29 | 4815F34 | 4906F35 | | | |
| 32 | 4576F30 | 4838F34 | 4930F36 | 4566F29 | 4827F34 | 4919F35 | | | |
| 30 | 4587F30 | 4850F34 | 4943F36 | 4577F30 | 4840F34 | 4932F36 | | | |
| 20 | 4644F31 | 4913F35 | 4952^36 | 4634F31 | 4903F35 | 4947^36 | | | |
| 10 | 4700F32 | 4907^35 | 4945^36 | 4656F31 | 4822^34 | 4860^35 | | | |
| 0 | 4763F33 | 4912^35 | 4950^36 | 4710^32 | 4825^34 | 4863^35 | | | |
| -10 | 4789^33 | 4908^35 | 4949^36 | 4702^32 | 4821^34 | 4861^35 | | | |
| | High QNH +0 per .10" Low QNH -160 per .10" | | | High QNH +0 per .10" Low QNH -160 per .10" | | | High QNH per .10" Low QNH 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 | 4240F14 | 4540F23 | 4645F26 | 4233F13 | 4531F23 | 4636F26 | | | |
| 46 | 4313F14 | 4617F24 | 4724F27 | 4305F14 | 4608F24 | 4714F27 | | | |
| 44 | 4367F15 | 4676F24 | 4784F27 | 4359F15 | 4667F24 | 4774F27 | | | |
| 42 | 4402F15 | 4716F25 | 4826F28 | 4394F15 | 4707F25 | 4817F28 | | | |
| 40 | 4421F16 | 4736F25 | 4847F28 | 4413F16 | 4727F25 | 4837F28 | | | |
| 38 | 4435F16 | 4751F26 | 4862F29 | 4427F16 | 4743F26 | 4853F29 | | | |
| 36 | 4447F16 | 4765F26 | 4877F29 | 4439F16 | 4756F26 | 4868F29 | | | |
| 34 | 4460F17 | 4779F26 | 4891F30 | 4452F17 | 4770F26 | 4882F29 | | | |
| 32 | 4473F17 | 4794F27 | 4906F30 | 4465F17 | 4785F27 | 4897F30 | | | |
| 30 | 4486F17 | 4808F27 | 4920F30 | 4479F17 | 4799F27 | 4912F30 | | | |
| 20 | 4554F19 | 4883F29 | 4952^32 | 4546F19 | 4874F29 | 4947^32 | | | |
| 10 | 4618F21 | 4907D31 | 4945D35 | 4578F21 | 4822D31 | 4860D35 | | | |
| 0 | 4692F23 | 4912D34 | 4950D36 | 4653F23 | 4825D34 | 4863D35 | | | |
| -10 | 4765F25 | 4908D35 | 4949D36 | 4698^25 | 4821D34 | 4861D35 | | | |
| | 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 -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 | 3169F98 | 4164F 6 | 4258F 9 | 3339F 2 | 3881F 9 | 4059F11 | | | |
| 26 | 3328F98 | 4176F 6 | 4270F 9 | 3358F 2 | 3902F 9 | 4079F12 | | | |
| 24 | 3463F98 | 4188F 7 | 4283F10 | 3375F 2 | 3922F10 | 4096F12 | | | |
| 22 | 3616F98 | 4198F 7 | 4295F10 | 3393F 3 | 3942F10 | 4113F12 | | | |
| 20 | 3753F98 | 4211F 7 | 4308F11 | 3410F 3 | 3964F10 | 4132F13 | | | |
| 18 | 3870F98 | 4222F 8 | 4321F11 | 3430F 3 | 3985F10 | 4152F13 | | | |
| 16 | 3965F98 | 4234F 8 | 4333F11 | 3450F 3 | 4005F11 | 4172F13 | | | |
| 14 | 3977F98 | 4246F 8 | 4345F12 | 3472F 4 | 4023F11 | 4192F13 | | | |
| 12 | 3987F99 | 4259F 9 | 4358F12 | 3493F 4 | 4042F11 | 4212F14 | | | |
| 10 | 3997F99 | 4271F 9 | 4371F13 | 3519F 4 | 4062F12 | 4233F14 | | | |
| 0 | 4057F 1 | 4339F11 | 4442F15 | 3610F 5 | 4161F13 | 4283^15 | | | |
| -10 | 4113F 3 | 4407F13 | 4514F17 | 3692F 7 | 4235^14 | 4280^15 | | | |
| -20 | 4172F 5 | 4478F16 | 4589F19 | 3783F 8 | 4228^14 | 4274^15 | | | |
| -30 | 4232F 7 | 4550F18 | 4665F21 | 3927F10 | 4219^14 | 4266D14 | | | |
| | High QNH +70 per .10" Low QNH -60 per .10" | | | High QNH +10 per .10" Low QNH -150 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -440 Wing A/I ON -440 | | | Engine A/I ON -710 Wing A/I ON -710 | | | Engine A/I ON Wing A/I ON | | |

Elevation 90 Length 7874 Shift **0** Clearway 0 Stopway 0 Slope +0.27

Rwy Rev. Program Rules FAA **26 Apr 19**

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# VILLAHERMOSA -VSA 08 *DT H085*

*Engine Failure Procedure*

| CLIMB AT | VIA | REACHING | OR | TURN | FLAP RETRACT | HOLD |
|---|---|---|---|---|---|---|
| | | 1046' | | DT H085 | 1046' | |

A/C **AUTO**

**ALT TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4047F21 | 4293F25 | 4380F27 |
| 46 | 87.7 | 4119F22 | 4368F26 | 4457F28 |
| 44 | 87.6 | 4163F22 | 4415F27 | 4504F28 |
| 42 | 87.4 | 4180F22 | 4432F27 | 4522F29 |
| 40 | 87.1 | 4195F23 | 4449F27 | 4539F29 |
| 38 | 86.9 | 4204F23 | 4460F27 | 4550F29 |
| 36 | 86.6 | 4214F23 | 4471F28 | 4562F29 |
| 34 | 86.3 | 4224F23 | 4482F28 | 4571F29 |
| 32 | 86.0 | 4235F23 | 4494F28 | 4584F30 |
| 30 | 85.7 | 4245F24 | 4506F28 | 4595F30 |
| 20 | 84.3 | 4299F24 | 4566F29 | 4655F31 |
| 10 | 82.8 | 4353F26 | 4624F30 | 4716F32 |
| 0 | 81.3 | 4412F27 | 4687F31 | 4764^33 |
| -10 | 79.8 | 4469F28 | 4748F32 | 4802^33 |
| -20 | 78.3 | 4528F29 | 4794^33 | 4844^34 |
| -30 | 76.7 | 4586F30 | 4830^34 | 4891^35 |

**ALT TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 48 | 87.6 | 3989F 8 | 4274F17 | 4375F20 | 4719 |
| 46 | 87.7 | 4057F 8 | 4345F18 | 4448F21 | 4839 |
| 44 | 87.6 | 4099F 9 | 4390F18 | 4493F21 | 4898 |
| 42 | 87.4 | 4116F 9 | 4408F19 | 4512F22 | 4946 |
| 40 | 87.1 | 4132F 9 | 4426F19 | 4530F22 | 4959 |
| 38 | 86.9 | 4143F 9 | 4438F19 | 4543F22 | 4961 |
| 36 | 86.6 | 4154F10 | 4451F20 | 4556F23 | 4962 |
| 34 | 86.3 | 4165F10 | 4464F20 | 4569F23 | 4964 |
| 32 | 86.0 | 4177F10 | 4477F20 | 4581F23 | 4966 |
| 30 | 85.7 | 4188F11 | 4490F21 | 4594F24 | 4968 |
| 20 | 84.3 | 4246F12 | 4558F22 | 4655D26 | 4976 |
| 10 | 82.8 | 4307F14 | 4624D24 | 4716D27 | 4972 |
| 0 | 81.3 | 4374F16 | 4687D26 | 4764D29 | 4984 |
| -10 | 79.8 | 4439F18 | 4748D28 | 4802D31 | 4988 |
| -20 | 78.3 | 4507F20 | 4794D30 | 4844D34 | 4985 |
| -30 | 76.7 | 4577F22 | 4830D32 | 4891D36 | 4983 |

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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4138F22 | 4387F27 | 4463^28 |
| 46 | 90.9 | 4214F23 | 4469F28 | 4553F29 |
| 44 | 90.8 | 4270F24 | 4528F29 | 4614F30 |
| 42 | 90.5 | 4308F25 | 4567F29 | 4644^31 |
| 40 | 90.3 | 4323F25 | 4583F30 | 4659^31 |
| 38 | 90.0 | 4334F25 | 4595F30 | 4668^31 |
| 36 | 89.7 | 4344F25 | 4606F30 | 4678^31 |
| 34 | 89.4 | 4355F26 | 4617F30 | 4687^32 |
| 32 | 89.1 | 4366F26 | 4629F31 | 4696^32 |
| 30 | 88.9 | 4377F26 | 4640F31 | 4706^32 |
| 20 | 87.4 | 4433F27 | 4697^32 | 4750^33 |
| 10 | 85.9 | 4488F28 | 4739^32 | 4781^33 |
| 0 | 84.3 | 4548F29 | 4783^33 | 4832^34 |
| -10 | 82.8 | 4608F30 | 4822^34 | 4881^35 |
| -20 | 81.2 | 4666F31 | 4867^35 | 4926^36 |
| -30 | 79.6 | 4725F32 | 4891^35 | 4934^36 |

**TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|
| 48 | 90.8 | 4053F 9 | 4350F19 | 4448^22 | 4719 |
| 46 | 90.9 | 4123F 9 | 4424F19 | 4526F22 | 4839 |
| 44 | 90.8 | 4173F10 | 4478F20 | 4583F23 | 4898 |
| 42 | 90.5 | 4204F11 | 4515F21 | 4621F24 | 4946 |
| 40 | 90.3 | 4220F11 | 4532F21 | 4639F24 | 4959 |
| 38 | 90.0 | 4233F11 | 4546F21 | 4648^24 | 4961 |
| 36 | 89.7 | 4244F12 | 4559F22 | 4658^25 | 4962 |
| 34 | 89.4 | 4256F12 | 4571F22 | 4670^25 | 4964 |
| 32 | 89.1 | 4267F12 | 4585F22 | 4682^26 | 4966 |
| 30 | 88.9 | 4279F13 | 4599F23 | 4694^26 | 4968 |
| 20 | 87.4 | 4343F14 | 4669F24 | 4747^28 | 4976 |
| 10 | 85.9 | 4407F16 | 4727^26 | 4781D30 | 4972 |
| 0 | 84.3 | 4478F18 | 4782^28 | 4832D32 | 4984 |
| -10 | 82.8 | 4548F20 | 4822D31 | 4881D34 | 4988 |
| -20 | 81.2 | 4619F22 | 4867D33 | 4926D36 | 4985 |
| -30 | 79.6 | 4691F24 | 4891D35 | 4934D36 | 4983 |

High QNH **+0** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-730** — Wing A/I ON **-730**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4138F22-22-33 | 4387F27-27-37 | 4463^28-28-38 | 4516^29-29-39 |
| 46 | 90.9 | 4214F23-23-34 | 4469F28-28-38 | 4553F29-29-39 | 4608^30-30-40 |
| 44 | 90.8 | 4270F24-24-35 | 4528F29-29-39 | 4614F30-30-40 | 4669^31-31-41 |
| 42 | 90.5 | 4308F25-25-36 | 4567F29-29-40 | 4644^31-31-41 | 4701^32-32-41 |
| 40 | 90.3 | 4323F25-25-36 | 4583F30-30-40 | 4659^31-31-41 | 4715^32-32-42 |
| 38 | 90.0 | 4334F25-25-36 | 4595F30-30-40 | 4668^31-31-41 | 4723^32-32-42 |
| 36 | 89.7 | 4344F25-25-36 | 4606F30-30-40 | 4678^31-31-41 | 4730^32-32-42 |
| 34 | 89.4 | 4355F26-26-36 | 4617F30-30-40 | 4687^32-32-41 | 4737^32-32-42 |
| 32 | 89.1 | 4366F26-26-37 | 4629F31-31-40 | 4696^32-32-41 | 4744^32-32-42 |
| 30 | 88.9 | 4377F26-26-37 | 4640F31-31-41 | 4706^32-32-42 | 4752^33-33-42 |
| 20 | 87.4 | 4433F27-27-38 | 4697^32-32-41 | 4750^33-33-42 | 4793^33-33-43 |
| 10 | 85.9 | 4488F28-28-38 | 4739^32-32-42 | 4781^33-33-43 | 4839^34-34-43 |
| 0 | 84.3 | 4548F29-29-39 | 4783^33-33-43 | 4832^34-34-43 | 4892^35-35-44 |
| -10 | 82.8 | 4608F30-30-40 | 4822^34-34-43 | 4881^35-35-44 | 4941^36-36-45 |
| -20 | 81.2 | 4666F31-31-41 | 4867^35-35-44 | 4926^36-36-45 | 4984^36-36-46 |
| -30 | 79.6 | 4725F32-32-42 | 4891^35-35-44 | 4934^36-36-45 | 4977^36-36-45 |

High QNH **+0** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-730** — 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **26 Oct 17** |

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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

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

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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**

| 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 | 4099F22 | 4332^26 | 4387^27 | 4030F 7 | 4310^17 | 4383^20 | 4719 |
| 46 | 87.7 | 4172F22 | 4417^27 | 4474^28 | 4098F 8 | 4389F18 | 4465^21 | 4839 |
| 44 | 87.6 | 4217F23 | 4471F28 | 4525^29 | 4141F 8 | 4434F18 | 4514^21 | 4898 |
| 42 | 87.4 | 4233F23 | 4484^28 | 4543^29 | 4158F 8 | 4453F18 | 4533^22 | 4946 |
| 40 | 87.1 | 4248F24 | 4503F28 | 4558^29 | 4174F 9 | 4470F19 | 4549^22 | 4959 |
| 38 | 86.9 | 4258F24 | 4508^28 | 4567^29 | 4185F 9 | 4483F19 | 4560^22 | 4961 |
| 36 | 86.6 | 4268F24 | 4517^29 | 4575^30 | 4196F 9 | 4495F19 | 4570^23 | 4962 |
| 34 | 86.3 | 4278F24 | 4526^29 | 4584^30 | 4208F10 | 4504^20 | 4580^23 | 4964 |
| 32 | 86.0 | 4289F24 | 4535^29 | 4593^30 | 4219F10 | 4514^20 | 4591^23 | 4966 |
| 30 | 85.7 | 4300F25 | 4544^29 | 4602^30 | 4231F10 | 4525^20 | 4602D24 | 4968 |
| 20 | 84.3 | 4355F26 | 4590^30 | 4647^31 | 4290F12 | 4580^22 | 4647D26 | 4976 |
| 10 | 82.8 | 4410F27 | 4632^31 | 4688^32 | 4352F14 | 4632^24 | 4688D28 | 4972 |
| 0 | 81.3 | 4468F28 | 4681^31 | 4736^32 | 4419F16 | 4681D26 | 4736D30 | 4984 |
| -10 | 79.8 | 4526F29 | 4725^32 | 4778^33 | 4485F18 | 4725D28 | 4778D32 | 4988 |
| -20 | 78.3 | 4587F30 | 4764^33 | 4820^34 | 4555F20 | 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**

| 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 | 4191F23 | 4391^27 | 4443^28 | 4092F 8 | 4364^18 | 4437^22 | 4719 |
| 46 | 90.9 | 4267F24 | 4480^28 | 4534^29 | 4163F 9 | 4447^19 | 4522^22 | 4839 |
| 44 | 90.8 | 4324F25 | 4540^29 | 4594^30 | 4214F 9 | 4502^20 | 4578^23 | 4898 |
| 42 | 90.5 | 4363F26 | 4571^30 | 4624^30 | 4244F10 | 4532^20 | 4609^24 | 4946 |
| 40 | 90.3 | 4378F26 | 4586^30 | 4639^31 | 4261F10 | 4549^21 | 4626^24 | 4959 |
| 38 | 90.0 | 4389F26 | 4594^30 | 4648^31 | 4273F11 | 4560^21 | 4636^24 | 4961 |
| 36 | 89.7 | 4400F26 | 4603^30 | 4656^31 | 4285F11 | 4570^21 | 4647^25 | 4962 |
| 34 | 89.4 | 4410F27 | 4612^30 | 4664^31 | 4295F11 | 4581^22 | 4657^25 | 4964 |
| 32 | 89.1 | 4421F27 | 4620^30 | 4673^31 | 4307F12 | 4592^22 | 4668^26 | 4966 |
| 30 | 88.9 | 4431F27 | 4629^31 | 4681^31 | 4320F12 | 4603^22 | 4679^26 | 4968 |
| 20 | 87.4 | 4488F28 | 4673^31 | 4724^32 | 4384F14 | 4659^24 | 4724D28 | 4976 |
| 10 | 85.9 | 4545F29 | 4712^32 | 4761^33 | 4449F16 | 4710^26 | 4761D30 | 4972 |
| 0 | 84.3 | 4592^30 | 4757^33 | 4809^34 | 4520F18 | 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**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4191F23-23-34 | 4391^27-27-37 | 4443^28-28-38 | 4492^29-29-38 |
| 46 | 90.9 | 4267F24-24-35 | 4480^28-28-38 | 4534^29-29-39 | 4585^30-30-40 |
| 44 | 90.8 | 4324F25-25-36 | 4540^29-29-39 | 4594^30-30-40 | 4645^31-31-41 |
| 42 | 90.5 | 4363F26-26-36 | 4571^30-30-40 | 4624^30-30-40 | 4675^31-31-41 |
| 40 | 90.3 | 4378F26-26-37 | 4586^30-30-40 | 4639^31-31-41 | 4691^32-32-41 |
| 38 | 90.0 | 4389F26-26-37 | 4594^30-30-40 | 4648^31-31-41 | 4698^32-32-41 |
| 36 | 89.7 | 4400F26-26-37 | 4603^30-30-40 | 4656^31-31-41 | 4707^32-32-42 |
| 34 | 89.4 | 4410F27-27-37 | 4612^30-30-40 | 4664^31-31-41 | 4715^32-32-42 |
| 32 | 89.1 | 4421F27-27-37 | 4620^30-30-40 | 4673^31-31-41 | 4723^32-32-42 |
| 30 | 88.9 | 4431F27-27-37 | 4629^31-31-40 | 4681^31-31-41 | 4731^32-32-42 |
| 20 | 87.4 | 4488F28-28-38 | 4673^31-31-41 | 4724^32-32-42 | 4772^33-33-42 |
| 10 | 85.9 | 4545F29-29-39 | 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" | | | High QNH **+60** per .10" | | | High QNH per .10" | | |
| | Low QNH **-160** per .10" | | | Low QNH **-160** per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON **-580** | | | Engine A/I ON **+0** | | | Engine A/I ON | | |
| | Wing A/I ON **-580** | | | 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 | 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" | | | High QNH **+70** per .10" | | | High QNH per .10" | | |
| | Low QNH **-160** per .10" | | | Low QNH **-160** per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON **-580** | | | Engine A/I ON **+0** | | | Engine A/I ON | | |
| | Wing A/I ON **-580** | | | Wing A/I ON **+0** | | | 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" | | | High QNH **+90** per .10" | | | High QNH per .10" | | |
| | Low QNH **-30** per .10" | | | Low QNH **-190** per .10" | | | Low QNH per .10" | | |
| | Engine A/I ON **-690** | | | Engine A/I ON **-480** | | | Engine A/I ON | | |
| | Wing A/I ON **-690** | | | Wing A/I ON **-480** | | | 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 -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 | 3945^11 | 4032D20 | 4058D23 | 4112 |
| 32 | 89.4 | 4029^22 | 4110^24 | 4137^24 | 4018F11 | 4110D21 | 4137D24 | 4191 |
| 30 | 89.7 | 4109^23 | 4190^25 | 4217^25 | 4072F11 | 4190D21 | 4217D24 | 4271 |
| 28 | 89.9 | 4190^25 | 4272^26 | 4299^27 | 4128F12 | 4271^21 | 4299D24 | 4353 |
| 26 | 90.1 | 4270^26 | 4353^27 | 4381^28 | 4183F12 | 4351^22 | 4381D25 | 4436 |
| 24 | 90.4 | 4344F27 | 4434^29 | 4462^29 | 4237F13 | 4432^22 | 4462D25 | 4517 |
| 22 | 90.6 | 4398F28 | 4516^30 | 4544^30 | 4290F13 | 4511^22 | 4544^25 | 4599 |
| 20 | 90.8 | 4445F28 | 4546^30 | 4574^31 | 4332F14 | 4542^23 | 4574^26 | 4634 |
| 18 | 90.5 | 4459F29 | 4558^30 | 4587^31 | 4347F14 | 4555^23 | 4586^27 | 4642 |
| 16 | 90.2 | 4472F29 | 4564^30 | 4593^31 | 4361F15 | 4561^24 | 4593D27 | 4650 |
| 14 | 89.9 | 4478^29 | 4565^30 | 4594^31 | 4374F15 | 4563^24 | 4594D27 | 4652 |
| 10 | 89.3 | 4478^29 | 4566^30 | 4595^31 | 4401F16 | 4564^25 | 4595D28 | 4654 |
| 0 | 87.7 | 4475^29 | 4566^30 | 4597^31 | 4467^18 | 4566D27 | 4597D31 | 4657 |
| -10 | 86.1 | 4459^29 | 4553^30 | 4583^31 | 4454^20 | 4553D30 | 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 | 4436D25 | 4536D30 | 4569D31 | 4642 |

High QNH **+100** per .10" Low QNH **-170** per .10"

Engine A/I ON **-5340** Wing A/I ON **-5340**

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 | 4041D22 | 4067D23 | 4112 |
| 32 | 92.9 | 4040^22 | 4119^24 | 4146^24 | 4032^13 | 4119D22 | 4146D25 | 4191 |
| 30 | 93.2 | 4120^24 | 4200^25 | 4227^26 | 4111^13 | 4200D23 | 4227D26 | 4271 |
| 28 | 93.6 | 4201^25 | 4281^26 | 4308^27 | 4191^13 | 4281D23 | 4308D26 | 4353 |
| 26 | 94.0 | 4282^26 | 4363^28 | 4391^28 | 4249F14 | 4363^23 | 4391D27 | 4436 |
| 24 | 94.2 | 4363^27 | 4446^29 | 4473^29 | 4308F14 | 4444^24 | 4473D27 | 4517 |
| 22 | 94.2 | 4444^28 | 4528^30 | 4556^30 | 4367F15 | 4525^24 | 4556D27 | 4599 |
| 20 | 94.2 | 4475^29 | 4559^30 | 4587^31 | 4414F15 | 4557^25 | 4587D28 | 4634 |
| 18 | 93.9 | 4489^29 | 4574^31 | 4602^31 | 4445F16 | 4572^26 | 4602D29 | 4642 |
| 16 | 93.6 | 4495^29 | 4581^31 | 4608^31 | 4462F17 | 4580^26 | 4608D30 | 4650 |
| 14 | 93.3 | 4495^29 | 4581^31 | 4609^31 | 4476F17 | 4581^27 | 4609D30 | 4652 |
| 10 | 92.7 | 4495^29 | 4581^31 | 4610^31 | 4484^18 | 4581D28 | 4610D31 | 4654 |
| 0 | 91.0 | 4492^29 | 4581^31 | 4611^31 | 4484^20 | 4581D30 | 4611D31 | 4657 |
| -10 | 89.3 | 4474^29 | 4567^30 | 4597^31 | 4472^23 | 4567D31 | 4597D31 | 4647 |
| -20 | 87.6 | 4468^29 | 4563^30 | 4594^31 | 4468D25 | 4563D30 | 4594D31 | 4650 |
| -30 | 85.9 | 4452^28 | 4550^30 | 4583^31 | 4452D28 | 4550D30 | 4583D31 | 4642 |

High QNH **+100** per .10" Low QNH **-170** per .10"

Engine A/I ON **-5370** Wing A/I ON **-5370**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 34 | 92.5 | 3998F27-27-36 | 4158^30-30-39 | 4171C31-31-39 | 4171C31-31-39 |
| 32 | 92.9 | 4057F28-28-37 | 4239^32-32-40 | 4250C32-32-40 | 4250C32-32-40 |
| 30 | 93.2 | 4120^24-24-33 | 4321^33-33-41 | 4329C33-33-42 | 4329C33-33-42 |
| 28 | 93.6 | 4201^25-25-34 | 4387F34-34-42 | 4412C34-34-43 | 4412C34-34-43 |
| 26 | 94.0 | 4282^26-26-35 | 4447F35-35-43 | 4494C36-36-44 | 4494C36-36-44 |
| 24 | 94.2 | 4363^27-27-37 | 4510F36-36-44 | 4576C37-37-45 | 4576C37-37-45 |
| 22 | 94.2 | 4444^28-28-38 | 4576F37-37-45 | 4653F38-38-47 | 4658C38-38-47 |
| 20 | 94.2 | 4475^29-29-38 | 4631F37-37-46 | 4705C39-39-47 | 4705C39-39-47 |
| 18 | 93.9 | 4489^29-29-39 | 4672F38-38-47 | 4709C39-39-47 | 4709C39-39-47 |
| 16 | 93.6 | 4495^29-29-39 | 4689F38-38-47 | 4713C39-39-47 | 4713C39-39-47 |
| 14 | 93.3 | 4495^29-29-39 | 4702F39-39-47 | 4715C39-39-48 | 4715C39-39-48 |
| 10 | 92.7 | 4498F35-35-44 | 4716^39-39-48 | 4718C39-39-48 | 4718C39-39-48 |
| 0 | 91.0 | 4559F36-36-45 | 4716^39-39-48 | 4724C39-39-48 | 4724C39-39-48 |
| -10 | 89.3 | 4613^37-37-46 | 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 | 4590^37-37-46 | 4684^38-38-47 | 4712C39-39-47 | 4712C39-39-47 |

High QNH **+100** per .10" Low QNH **-170** per .10"

Engine A/I ON **-5510** Wing A/I ON **-5510**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 7141 | Length | 9843 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.07 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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# ZACATECAS -ZCL 02 *DT H022*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3962^21 | 4041^23 | 4067^23 |
| 32 | 4040^22 | 4119^24 | 4146^24 |
| 30 | 4120^24 | 4200^25 | 4227^26 |
| 28 | 4201^25 | 4281^26 | 4308^27 |
| 26 | 4282^26 | 4363^28 | 4391^28 |
| 24 | 4363^27 | 4446^29 | 4473^29 |
| 22 | 4444^28 | 4528^30 | 4556^30 |
| 20 | 4475^29 | 4559^30 | 4587^31 |
| 18 | 4489^29 | 4574^31 | 4602^31 |
| 16 | 4495^29 | 4581^31 | 4608^31 |
| 14 | 4495^29 | 4581^31 | 4609^31 |
| 10 | 4495^29 | 4581^31 | 4610^31 |
| 0 | 4492^29 | 4581^31 | 4611^31 |
| -10 | 4474^29 | 4567^30 | 4597^31 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-5370**
Wing A/I ON **-5370**

## DRY - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3957^21 | 4035^23 | 4062^23 |
| 32 | 4035^22 | 4114^24 | 4140^24 |
| 30 | 4115^24 | 4195^25 | 4222^26 |
| 28 | 4196^25 | 4277^26 | 4304^27 |
| 26 | 4278^26 | 4359^27 | 4387^28 |
| 24 | 4360^27 | 4442^29 | 4470^29 |
| 22 | 4441^28 | 4525^30 | 4553^30 |
| 20 | 4472^29 | 4556^30 | 4584^31 |
| 18 | 4486^29 | 4571^31 | 4599^31 |
| 16 | 4492^29 | 4578^31 | 4605^31 |
| 14 | 4492^29 | 4578^31 | 4606^31 |
| 10 | 3959^21 | 4043^23 | 4070^23 |
| 0 | 4406^28 | 4494^29 | 4523^30 |
| -10 | 4394^28 | 4485^29 | 4514^30 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **-170**
Wing A/I ON **-170**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## WET - 1 FLP CHNL INOP

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3955^12 | 4041D22 | 4067D23 |
| 32 | 4032^13 | 4119D22 | 4146D25 |
| 30 | 4111^13 | 4200D23 | 4227D26 |
| 28 | 4191^13 | 4281D23 | 4308D26 |
| 26 | 4249F14 | 4363^23 | 4391D27 |
| 24 | 4308F14 | 4444^24 | 4473D27 |
| 22 | 4367F15 | 4525^24 | 4556D27 |
| 20 | 4414F15 | 4557^25 | 4587D28 |
| 18 | 4445F16 | 4572^26 | 4602D29 |
| 16 | 4462F17 | 4580^26 | 4608D30 |
| 14 | 4476F17 | 4581^27 | 4609D30 |
| 10 | 4484^18 | 4581D28 | 4610D31 |
| 0 | 4484^20 | 4581D30 | 4611D31 |
| -10 | 4472^23 | 4567D31 | 4597D31 |

High QNH **+100** per .10"
Low QNH **-170** per .10"

Engine A/I ON **-5370**
Wing A/I ON **-5370**

## WET - EAI VLV INOP OPEN

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 34 | 3950^12 | 4035D22 | 4062D23 |
| 32 | 4027^12 | 4114D22 | 4140D24 |
| 30 | 4106^13 | 4195D22 | 4222D26 |
| 28 | 4184F13 | 4277D23 | 4304D26 |
| 26 | 4241F14 | 4359^23 | 4387D26 |
| 24 | 4299F14 | 4441^24 | 4470D27 |
| 22 | 4359F15 | 4522^24 | 4553D27 |
| 20 | 4407F15 | 4554^25 | 4584D28 |
| 18 | 4438F16 | 4570^26 | 4599D29 |
| 16 | 4455F16 | 4577^26 | 4605D30 |
| 14 | 4468F17 | 4578^27 | 4606D30 |
| 10 | 3959D21 | 4043D23 | 4070D23 |
| 0 | 4401^20 | 4494D30 | 4523D30 |
| -10 | 4394^23 | 4485D29 | 4514D30 |

High QNH **+100** per .10"
Low QNH **-210** per .10"

Engine A/I ON **-170**
Wing A/I ON **-170**

## Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

## LEVEL 1 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3666F93 | 3877F 2 | 3950F 5 |
| 26 | 3723F94 | 3936F 2 | 4010F 5 |
| 24 | 3781F94 | 3996F 3 | 4071F 6 |
| 22 | 3837F94 | 4055F 3 | 4132F 6 |
| 20 | 3879F95 | 4100F 4 | 4178F 7 |
| 18 | 3899F95 | 4125F 4 | 4203F 7 |
| 16 | 3912F96 | 4140F 5 | 4218F 8 |
| 14 | 3925F96 | 4152F 5 | 4232F 8 |
| 12 | 3935F96 | 4164F 5 | 4243F 8 |
| 10 | 3946F97 | 4176F 6 | 4256F 9 |
| 0 | 4002F99 | 4237F 8 | 4321F11 |
| -10 | 4052F 1 | 4296F10 | 4381F13 |
| -20 | 4112F 3 | 4363F12 | 4448F15 |
| -30 | 4172F 5 | 4430F14 | 4518F17 |

High QNH **+110** per .10"
Low QNH **-150** per .10"

Engine A/I ON **-2520**
Wing A/I ON **-2520**

## LEVEL 2 CONTAM

Flaps 9

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|
| 28 | 3376F98 | 3556F 6 | 3617F 9 |
| 26 | 3435F98 | 3618F 7 | 3680F 9 |
| 24 | 3494F99 | 3680F 7 | 3744F10 |
| 22 | 3553F99 | 3747F 8 | 3810F10 |
| 20 | 3600F 0 | 3798F 8 | 3862F11 |
| 18 | 3629F 0 | 3832F 9 | 3896F12 |
| 16 | 3642F 1 | 3844F 9 | 3910F12 |
| 14 | 3652F 1 | 3855F10 | 3921F12 |
| 12 | 3662F 1 | 3865F10 | 3932F13 |
| 10 | 3673F 2 | 3875F10 | 3943F13 |
| 0 | 3724F 3 | 3928F12 | 3999F15 |
| -10 | 3767F 5 | 3975F14 | 4048F17 |
| -20 | 3821F 7 | 4032F16 | 4110F19 |
| -30 | 3869F 9 | 4089F18 | 4173F21 |

High QNH **+110** per .10"
Low QNH **-160** per .10"

Engine A/I ON **-2350**
Wing A/I ON **-2350**

## LEVEL 3 CONTAM

Flaps

| OAT °C | -10T | +0 | +10H |
|---|---|---|---|

High QNH per .10"
Low QNH per .10"

Engine A/I ON
Wing A/I ON

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 7141 | Length | 9843 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.07 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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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 | 3943^11 | 4031D20 | 4057D23 | 4112 |
| 32 | 89.4 | 4028^22 | 4108^24 | 4135^24 | 4004F11 | 4108D21 | 4135D24 | 4191 |
| 30 | 89.7 | 4108^23 | 4189^25 | 4216^25 | 4057F12 | 4189D21 | 4216D24 | 4271 |
| 28 | 89.9 | 4188^25 | 4270^26 | 4297^27 | 4113F12 | 4269^21 | 4297D24 | 4353 |
| 26 | 90.1 | 4267F26 | 4352^27 | 4379^28 | 4169F13 | 4350^22 | 4379D25 | 4436 |
| 24 | 90.4 | 4325F27 | 4433^29 | 4461^29 | 4223F13 | 4430^22 | 4461D25 | 4517 |
| 22 | 90.6 | 4381F27 | 4514^30 | 4542^30 | 4275F14 | 4510^22 | 4542^25 | 4599 |
| 20 | 90.8 | 4425F28 | 4544^30 | 4572^31 | 4317F14 | 4540^23 | 4572^26 | 4634 |
| 18 | 90.5 | 4439F28 | 4556^30 | 4585^31 | 4333F14 | 4552^23 | 4585^27 | 4642 |
| 16 | 90.2 | 4452F28 | 4563^30 | 4591^31 | 4346F15 | 4559^24 | 4592^27 | 4650 |
| 14 | 89.9 | 4464F29 | 4563^30 | 4592^31 | 4360F15 | 4561^24 | 4592D27 | 4652 |
| 10 | 89.3 | 4476^29 | 4564^30 | 4594^31 | 4386F16 | 4563^25 | 4594D28 | 4654 |
| 0 | 87.7 | 4474^29 | 4564^30 | 4595^31 | 4453F18 | 4564D28 | 4595D31 | 4657 |
| -10 | 86.1 | 4457^28 | 4551^30 | 4581^31 | 4452^20 | 4551D30 | 4581D31 | 4647 |
| -20 | 84.5 | 4450^28 | 4546^30 | 4579^31 | 4448^22 | 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 **-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 | 3961^21 | 4039^23 | 4066^23 | 3955^12 | 4039D22 | 4066D23 | 4112 |
| 32 | 92.9 | 4038^22 | 4118^24 | 4144^24 | 4031^13 | 4118D22 | 4144D25 | 4191 |
| 30 | 93.2 | 4118^24 | 4198^25 | 4225^26 | 4109^13 | 4198D23 | 4225D26 | 4271 |
| 28 | 93.6 | 4199^25 | 4280^26 | 4307^27 | 4178F13 | 4280D23 | 4307D26 | 4353 |
| 26 | 94.0 | 4280^26 | 4362^28 | 4389^28 | 4235F14 | 4361^23 | 4389D27 | 4436 |
| 24 | 94.2 | 4361^27 | 4444^29 | 4472^29 | 4293F14 | 4443^24 | 4472D27 | 4517 |
| 22 | 94.2 | 4443^28 | 4527^30 | 4555^30 | 4352F15 | 4524^24 | 4555D28 | 4599 |
| 20 | 94.2 | 4474^29 | 4557^30 | 4585^31 | 4400F16 | 4555^25 | 4585D28 | 4634 |
| 18 | 93.9 | 4487^29 | 4572^31 | 4601^31 | 4431F16 | 4571^26 | 4601D29 | 4642 |
| 16 | 93.6 | 4493^29 | 4579^31 | 4607^31 | 4447F17 | 4578^27 | 4607D30 | 4650 |
| 14 | 93.3 | 4494^29 | 4580^31 | 4608^31 | 4461F17 | 4580^27 | 4608D30 | 4652 |
| 10 | 92.7 | 4493^29 | 4580^31 | 4609^31 | 4482^18 | 4580D28 | 4609D31 | 4654 |
| 0 | 91.0 | 4491^29 | 4580^31 | 4609^31 | 4483^20 | 4580D30 | 4609D31 | 4657 |
| -10 | 89.3 | 4473^29 | 4565^30 | 4596^31 | 4470^23 | 4565D31 | 4596D31 | 4647 |
| -20 | 87.6 | 4466^29 | 4561^30 | 4593^31 | 4466D25 | 4561D30 | 4593D31 | 4650 |
| -30 | 85.9 | 4450^28 | 4549^30 | 4582^31 | 4450D28 | 4549D30 | 4582D31 | 4642 |

High QNH **+100** per .10" Engine A/I ON **-5370**
Low QNH **-170** per .10" Wing A/I ON **-5370**

A/C **AUTO**

| OAT °C | N1% | TO-1 - DRY RWY - OPT V2 Flaps 9 -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 34 | 92.5 | 3982F27-27-36 | 4157^30-30-39 | 4171C31-31-39 | 4171C31-31-39 |
| 32 | 92.9 | 4039F28-28-37 | 4237^32-32-40 | 4250C32-32-40 | 4250C32-32-40 |
| 30 | 93.2 | 4118^24-24-33 | 4308F33-33-41 | 4329C33-33-42 | 4329C33-33-42 |
| 28 | 93.6 | 4199^25-25-34 | 4368F34-34-42 | 4412C34-34-43 | 4412C34-34-43 |
| 26 | 94.0 | 4280^26-26-35 | 4428F34-34-43 | 4494C36-36-44 | 4494C36-36-44 |
| 24 | 94.2 | 4361^27-27-37 | 4489F35-35-44 | 4565F37-37-45 | 4576C37-37-45 |
| 22 | 94.2 | 4443^28-28-38 | 4556F36-36-45 | 4633F38-38-46 | 4658C38-38-47 |
| 20 | 94.2 | 4474^29-29-38 | 4611F37-37-46 | 4689F38-38-47 | 4705C39-39-47 |
| 18 | 93.9 | 4487^29-29-38 | 4652F38-38-47 | 4709C39-39-47 | 4709C39-39-47 |
| 16 | 93.6 | 4493^29-29-39 | 4669F38-38-47 | 4713C39-39-47 | 4713C39-39-47 |
| 14 | 93.3 | 4494^29-29-39 | 4682F38-38-47 | 4715C39-39-48 | 4715C39-39-48 |
| 10 | 92.7 | 4493^29-29-39 | 4708F39-39-47 | 4718C39-39-48 | 4718C39-39-48 |
| 0 | 91.0 | 4539F36-36-45 | 4715^39-39-48 | 4724C39-39-48 | 4724C39-39-48 |
| -10 | 89.3 | 4595F37-37-46 | 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 | 4683^38-38-47 | 4712C39-39-47 | 4712C39-39-47 |

High QNH **+100** per .10" Engine A/I ON **-5440**
Low QNH **-170** per .10" Wing A/I ON **-5440**

ALL DATA BASED ON TO-1 UNLESS OTHERWISE NOTED

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 7141 | Length | 9843 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.07 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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# ZACATECAS -ZCL 20 *SPECIAL*

A/C **AUTO**

## DRY - 1 FLP CHNL INOP / DRY - EAI VLV INOP OPEN

| 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 | 3961^21 | 4039^23 | 4066^23 | 3955^21 | 4034^23 | 4060^23 | | | |
| 32 | 4038^22 | 4118^24 | 4144^24 | 4033^22 | 4113^24 | 4139^24 | | | |
| 30 | 4118^24 | 4198^25 | 4225^26 | 4114^24 | 4194^25 | 4221^26 | | | |
| 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 | 4527^30 | 4555^30 | 4440^28 | 4524^30 | 4552^30 | | | |
| 20 | 4474^29 | 4557^30 | 4585^31 | 4471^29 | 4555^30 | 4583^31 | | | |
| 18 | 4487^29 | 4572^31 | 4601^31 | 4484^29 | 4570^31 | 4598^31 | | | |
| 16 | 4493^29 | 4579^31 | 4607^31 | 4490^29 | 4576^31 | 4605^31 | | | |
| 14 | 4494^29 | 4580^31 | 4608^31 | 4490^29 | 4576^31 | 4604^31 | | | |
| 10 | 4493^29 | 4580^31 | 4609^31 | 3958^21 | 4041^23 | 4069^23 | | | |
| 0 | 4491^29 | 4580^31 | 4609^31 | 4404^28 | 4492^29 | 4522^30 | | | |
| -10 | 4473^29 | 4565^30 | 4596^31 | 4392^28 | 4484^29 | 4513^30 | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 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 | **-5370** | | Engine A/I ON | **-170** | | Engine A/I ON | | |
| Wing A/I ON | **-5370** | | Wing A/I ON | **-170** | | Wing A/I ON | | |

## WET - 1 FLP CHNL INOP / WET - EAI VLV INOP OPEN

| 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 | 4039D22 | 4066D23 | 3949^12 | 4034D22 | 4060D23 | | | |
| 32 | 4031^13 | 4118D22 | 4144D25 | 4025^12 | 4113D22 | 4139D24 | | | |
| 30 | 4109^13 | 4198D23 | 4225D26 | 4105^13 | 4194D23 | 4221D26 | | | |
| 28 | 4178F13 | 4280D23 | 4307D26 | 4170F13 | 4276D23 | 4303D26 | | | |
| 26 | 4235F14 | 4361^23 | 4389D27 | 4226F14 | 4358D23 | 4385D26 | | | |
| 24 | 4293F14 | 4443^24 | 4472D27 | 4285F14 | 4440^24 | 4468D27 | | | |
| 22 | 4352F15 | 4524^24 | 4555D28 | 4344F15 | 4521^24 | 4552D27 | | | |
| 20 | 4400F16 | 4555^25 | 4585D28 | 4392F16 | 4552^25 | 4583D28 | | | |
| 18 | 4431F16 | 4571^26 | 4601D29 | 4423F16 | 4568^26 | 4598D29 | | | |
| 16 | 4447F17 | 4578^27 | 4607D30 | 4440F17 | 4575^26 | 4605D30 | | | |
| 14 | 4461F17 | 4580^27 | 4608D30 | 4454F17 | 4576^27 | 4604D30 | | | |
| 10 | 4482^18 | 4580D28 | 4609D31 | 3958D21 | 4041D23 | 4069D23 | | | |
| 0 | 4483^20 | 4580D30 | 4609D31 | 4399^20 | 4492D29 | 4522D30 | | | |
| -10 | 4470^23 | 4565D31 | 4596D31 | 4392^23 | 4484D29 | 4513D30 | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 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 | **-5370** | | Engine A/I ON | **-170** | | Engine A/I ON | | |
| Wing A/I ON | **-5370** | | Wing A/I ON | **-170** | | Wing A/I ON | | |

## LEVEL 1 CONTAM / LEVEL 2 CONTAM / LEVEL 3 CONTAM

| 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 | 3656F94 | 3865F 3 | 3939F 5 | 3369F98 | 3548F 7 | 3609F 9 | | | |
| 26 | 3712F94 | 3924F 3 | 3998F 6 | 3428F99 | 3610F 7 | 3671F10 | | | |
| 24 | 3768F95 | 3984F 3 | 4059F 6 | 3487F99 | 3674F 7 | 3736F10 | | | |
| 22 | 3826F95 | 4043F 4 | 4120F 7 | 3546F 0 | 3738F 8 | 3801F11 | | | |
| 20 | 3868F95 | 4089F 4 | 4165F 7 | 3592F 0 | 3788F 8 | 3853F11 | | | |
| 18 | 3889F96 | 4114F 5 | 4191F 8 | 3621F 1 | 3823F 9 | 3887F12 | | | |
| 16 | 3901F96 | 4128F 5 | 4206F 8 | 3635F 1 | 3837F10 | 3901F12 | | | |
| 14 | 3913F97 | 4140F 5 | 4219F 8 | 3646F 1 | 3846F10 | 3912F13 | | | |
| 12 | 3923F97 | 4153F 6 | 4231F 9 | 3655F 2 | 3856F10 | 3923F13 | | | |
| 10 | 3935F97 | 4165F 6 | 4246F 9 | 3665F 2 | 3866F11 | 3934F13 | | | |
| 0 | 3989F99 | 4225F 8 | 4309F11 | 3715F 4 | 3918F12 | 3990F15 | | | |
| -10 | 4040F 1 | 4283F10 | 4369F13 | 3762F 6 | 3967F14 | 4042F17 | | | |
| -20 | 4098F 3 | 4350F12 | 4437F15 | 3812F 7 | 4021F16 | 4102F19 | | | |
| -30 | 4159F 5 | 4417F15 | 4504F18 | 3860F 9 | 4080F18 | 4164F21 | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| High QNH | **+110** | per .10" | High QNH | **+110** | per .10" | High QNH | | per .10" |
| Low QNH | **-150** | per .10" | Low QNH | **-160** | per .10" | Low QNH | | per .10" |
| Engine A/I ON | **-2500** | | Engine A/I ON | **-2310** | | Engine A/I ON | | |
| Wing A/I ON | **-2500** | | Wing A/I ON | **-2310** | | Wing A/I ON | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Elevation | 7141 | Length | 9843 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | +0.07 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **10 Feb 20** |

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**TAR Mexico** **EMB-145** **AE3007A1**

# 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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 87.6 | 4184^23 | 4338^26 | 4391^27 |
| 46 | 87.7 | 4269^24 | 4427^27 | 4482^28 |
| 44 | 87.6 | 4317^25 | 4477^28 | 4533^29 |
| 42 | 87.4 | 4333^25 | 4494^28 | 4550^29 |
| 40 | 87.1 | 4347^25 | 4509^28 | 4565^29 |
| 38 | 86.8 | 4354^26 | 4516^28 | 4572^30 |
| 36 | 86.6 | 4361^26 | 4523^29 | 4580^30 |
| 34 | 86.3 | 4369^26 | 4531^29 | 4587^30 |
| 32 | 86.0 | 4376^26 | 4539^29 | 4595^30 |
| 30 | 85.7 | 4384^26 | 4546^29 | 4603^30 |
| 20 | 84.3 | 4423^27 | 4587^30 | 4643^31 |
| 10 | 82.8 | 4457^27 | 4620^30 | 4676^31 |
| 0 | 81.3 | 4497^28 | 4662^31 | 4718^32 |
| -10 | 79.8 | 4532^29 | 4697^32 | 4754^33 |
| -20 | 78.3 | 4565^29 | 4729^32 | 4787^33 |
| -30 | 76.7 | 4596^30 | 4760^33 | 4817^34 |

**ALT TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4171^15 | 4338D25 | 4391D28 | 4723 |
| 4252^15 | 4427D25 | 4482D28 | 4842 |
| 4298^16 | 4477D26 | 4533D29 | 4900 |
| 4314^16 | 4494D26 | 4550D29 | 4947 |
| 4329^16 | 4509D26 | 4565D30 | 4959 |
| 4338^17 | 4516D27 | 4572D30 | 4961 |
| 4348^17 | 4523D27 | 4580D30 | 4962 |
| 4357^17 | 4531D27 | 4587D31 | 4964 |
| 4366^18 | 4539D28 | 4595D31 | 4966 |
| 4375^18 | 4546D28 | 4603D31 | 4968 |
| 4423^20 | 4587D30 | 4643D32 | 4976 |
| 4457D22 | 4620D31 | 4676D32 | 4973 |
| 4497D24 | 4662D32 | 4718D33 | 4984 |
| 4532D26 | 4697D33 | 4754D34 | 4988 |
| 4565D28 | 4729D33 | 4787D34 | 4985 |
| 4596D31 | 4760D34 | 4817D35 | 4983 |

High QNH **+60** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-620** — Wing A/I ON **-620**

A/C **AUTO**

**TO-1 - DRY RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H |
|---|---|---|---|---|
| 48 | 90.8 | 4234^24 | 4385^27 | 4437^28 |
| 46 | 90.9 | 4323^25 | 4478^28 | 4531^29 |
| 44 | 90.8 | 4379^26 | 4536^29 | 4590^30 |
| 42 | 90.5 | 4406^27 | 4564^29 | 4618^30 |
| 40 | 90.2 | 4420^27 | 4578^30 | 4632^31 |
| 38 | 90.0 | 4427^27 | 4586^30 | 4639^31 |
| 36 | 89.7 | 4434^27 | 4592^30 | 4646^31 |
| 34 | 89.4 | 4441^27 | 4599^30 | 4654^31 |
| 32 | 89.1 | 4449^27 | 4607^30 | 4661^31 |
| 30 | 88.8 | 4456^27 | 4615^30 | 4668^31 |
| 20 | 87.3 | 4493^28 | 4652^31 | 4706^32 |
| 10 | 85.8 | 4524^29 | 4683^31 | 4737^32 |
| 0 | 84.2 | 4563^29 | 4722^32 | 4777^33 |
| -10 | 82.7 | 4597^30 | 4756^33 | 4811^34 |
| -20 | 81.1 | 4627^30 | 4785^33 | 4840^34 |
| -30 | 79.5 | 4654^31 | 4813^34 | 4868^35 |

**TO-1 - WET RWY** — Flaps **9**

| -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|
| 4220^16 | 4385D26 | 4437D29 | 4723 |
| 4303^17 | 4478D27 | 4531D30 | 4842 |
| 4355^17 | 4536D28 | 4590D31 | 4900 |
| 4383^18 | 4564D28 | 4618D31 | 4947 |
| 4398^19 | 4578D29 | 4632D32 | 4959 |
| 4407^19 | 4586D29 | 4639D32 | 4961 |
| 4416^19 | 4592D29 | 4646D32 | 4962 |
| 4426^20 | 4599D30 | 4654D32 | 4964 |
| 4435^20 | 4607D30 | 4661D32 | 4966 |
| 4445^20 | 4615D31 | 4668D32 | 4968 |
| 4493D22 | 4652D32 | 4706D33 | 4976 |
| 4524D24 | 4683D32 | 4737D33 | 4973 |
| 4563D26 | 4722D33 | 4777D34 | 4984 |
| 4597D29 | 4756D34 | 4811D34 | 4988 |
| 4627D31 | 4785D34 | 4840D35 | 4985 |
| 4654D32 | 4813D34 | 4868D35 | 4983 |

High QNH **+60** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-660** — Wing A/I ON **-660**

A/C **AUTO**

**TO-1 - DRY RWY - OPT V2** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4234^24-24-35 | 4385^27-27-37 | 4437^28-28-38 | 4490^29-29-38 |
| 46 | 90.9 | 4323^25-25-36 | 4478^28-28-38 | 4531^29-29-39 | 4585^30-30-40 |
| 44 | 90.8 | 4379^26-26-37 | 4536^29-29-39 | 4590^30-30-40 | 4645^31-31-41 |
| 42 | 90.5 | 4406^27-27-37 | 4564^29-29-39 | 4618^30-30-40 | 4672^31-31-41 |
| 40 | 90.2 | 4420^27-27-37 | 4578^30-30-40 | 4632^31-31-40 | 4687^32-32-41 |
| 38 | 90.0 | 4427^27-27-37 | 4586^30-30-40 | 4639^31-31-41 | 4694^32-32-41 |
| 36 | 89.7 | 4434^27-27-38 | 4592^30-30-40 | 4646^31-31-41 | 4701^32-32-41 |
| 34 | 89.4 | 4441^27-27-38 | 4599^30-30-40 | 4654^31-31-41 | 4709^32-32-42 |
| 32 | 89.1 | 4449^27-27-38 | 4607^30-30-40 | 4661^31-31-41 | 4716^32-32-42 |
| 30 | 88.8 | 4456^27-27-38 | 4615^30-30-40 | 4668^31-31-41 | 4724^32-32-42 |
| 20 | 87.3 | 4493^28-28-38 | 4652^31-31-41 | 4706^32-32-42 | 4762^33-33-42 |
| 10 | 85.8 | 4524^29-29-39 | 4683^31-31-41 | 4737^32-32-42 | 4793^33-33-43 |
| 0 | 84.2 | 4563^29-29-39 | 4722^32-32-42 | 4777^33-33-43 | 4833^34-34-43 |
| -10 | 82.7 | 4597^30-30-40 | 4756^33-33-42 | 4811^34-34-43 | 4867^35-35-44 |
| -20 | 81.1 | 4627^30-30-40 | 4785^33-33-43 | 4840^34-34-43 | 4897^35-35-44 |
| -30 | 79.5 | 4654^31-31-41 | 4813^34-34-43 | 4868^35-35-44 | 4925^35-35-45 |

High QNH **+60** per .10" — Low QNH **-160** per .10"
Engine A/I ON **-660** — Wing A/I ON **-660**

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 | | **07 Feb 19** |

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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 | 4234^24 | 4385^27 | 4437^28 | 4228^24 | 4378^27 | 4430^28 | | | |
| 46 | 4323^25 | 4478^28 | 4531^29 | 4316^25 | 4470^28 | 4524^29 | | | |
| 44 | 4379^26 | 4536^29 | 4590^30 | 4371^26 | 4529^29 | 4583^30 | | | |
| 42 | 4406^27 | 4564^29 | 4618^30 | 4399^26 | 4557^29 | 4611^30 | | | |
| 40 | 4420^27 | 4578^30 | 4632^31 | 4413^27 | 4572^30 | 4625^30 | | | |
| 38 | 4427^27 | 4586^30 | 4639^31 | 4420^27 | 4578^30 | 4633^31 | | | |
| 36 | 4434^27 | 4592^30 | 4646^31 | 4428^27 | 4586^30 | 4640^31 | | | |
| 34 | 4441^27 | 4599^30 | 4654^31 | 4435^27 | 4593^30 | 4647^31 | | | |
| 32 | 4449^27 | 4607^30 | 4661^31 | 4442^27 | 4601^30 | 4655^31 | | | |
| 30 | 4456^27 | 4615^30 | 4668^31 | 4449^27 | 4608^30 | 4662^31 | | | |
| 20 | 4493^28 | 4652^31 | 4706^32 | 4487^28 | 4646^31 | 4700^32 | | | |
| 10 | 4524^29 | 4683^31 | 4737^32 | 4468^28 | 4622^31 | 4675^32 | | | |
| 0 | 4563^29 | 4722^32 | 4777^33 | 4507^29 | 4661^31 | 4715^32 | | | |
| -10 | 4597^30 | 4756^33 | 4811^34 | 4534^29 | 4689^32 | 4743^33 | | | |
| | 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 -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 | 4220^16 | 4385D26 | 4437D29 | 4214^16 | 4378D26 | 4430D29 | | | |
| 46 | 4303^17 | 4478D27 | 4531D30 | 4296^17 | 4470D27 | 4524D30 | | | |
| 44 | 4355^17 | 4536D28 | 4590D31 | 4348^17 | 4529D27 | 4583D31 | | | |
| 42 | 4383^18 | 4564D28 | 4618D31 | 4377^18 | 4557D28 | 4611D31 | | | |
| 40 | 4398^19 | 4578D29 | 4632D32 | 4392^18 | 4572D29 | 4625D32 | | | |
| 38 | 4407^19 | 4586D29 | 4639D32 | 4402^19 | 4578D29 | 4633D32 | | | |
| 36 | 4416^19 | 4592D29 | 4646D32 | 4411^19 | 4586D29 | 4640D32 | | | |
| 34 | 4426^20 | 4599D30 | 4654D32 | 4420^20 | 4593D30 | 4647D32 | | | |
| 32 | 4435^20 | 4607D30 | 4661D32 | 4429^20 | 4601D30 | 4655D32 | | | |
| 30 | 4445^20 | 4615D31 | 4668D32 | 4439^20 | 4608D31 | 4662D32 | | | |
| 20 | 4493D22 | 4652D32 | 4706D33 | 4487D22 | 4646D32 | 4700D33 | | | |
| 10 | 4524D24 | 4683D32 | 4737D33 | 4468D24 | 4622D32 | 4675D33 | | | |
| 0 | 4563D26 | 4722D33 | 4777D34 | 4507D26 | 4661D32 | 4715D33 | | | |
| -10 | 4597D29 | 4756D34 | 4811D34 | 4534D29 | 4689D33 | 4743D34 | | | |
| | 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 -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 | 4001F98 | 4236^ 8 | 4311^11 | 3556F 3 | 4007F11 | 4169F13 | | | |
| 26 | 4011F98 | 4247^ 8 | 4323^12 | 3575F 3 | 4024F11 | 4188F13 | | | |
| 24 | 4021F98 | 4256^ 9 | 4334^12 | 3581F 3 | 4042F11 | 4207F14 | | | |
| 22 | 4033F99 | 4268^ 9 | 4345^12 | 3591F 4 | 4059F11 | 4226F14 | | | |
| 20 | 4042F99 | 4278^ 9 | 4355^13 | 3604F 4 | 4077F12 | 4245F14 | | | |
| 18 | 4052F99 | 4288^10 | 4366^13 | 3615F 4 | 4094F12 | 4265F14 | | | |
| 16 | 4062F 0 | 4298^10 | 4377^14 | 3627F 5 | 4114F12 | 4284^15 | | | |
| 14 | 4072F 0 | 4309^11 | 4388^14 | 3635F 5 | 4134F13 | 4281^15 | | | |
| 12 | 4082F 0 | 4318^11 | 4398^15 | 3654F 5 | 4154F13 | 4278^15 | | | |
| 10 | 4093F 1 | 4328^11 | 4409^15 | 3666F 5 | 4174F13 | 4278^15 | | | |
| 0 | 4153F 3 | 4386^13 | 4470^17 | 3745F 7 | 4240^14 | 4284^15 | | | |
| -10 | 4211F 5 | 4443^16 | 4529^19 | 3832F 9 | 4236^14 | 4281^15 | | | |
| -20 | 4261^ 7 | 4499^18 | 4588^22 | 3947F10 | 4229^14 | 4276^15 | | | |
| -30 | 4310^ 9 | 4556^20 | 4647^24 | 4056F11 | 4220^14 | 4268^14 | | | |
| | High QNH +70 per .10" Low QNH -50 per .10" | | | High QNH +10 per .10" Low QNH -90 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -510 Wing A/I ON -510 | | | 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 | | **07 Feb 19** |

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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** — Flaps **9**

**ALT TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|---|---|---|
| 48 | 87.6 | 4386F27 | 4638^31 | 4670^32 | 4307F14 | 4604F23 | 4669^26 | 4723 |
| 46 | 87.7 | 4464F28 | 4722F32 | 4785^34 | 4380F14 | 4682F24 | 4782^27 | 4842 |
| 44 | 87.6 | 4509F28 | 4772F33 | 4862F35 | 4425F15 | 4730F24 | 4835F27 | 4900 |
| 42 | 87.4 | 4526F29 | 4790F33 | 4878F35 | 4442F15 | 4749F25 | 4854F28 | 4947 |
| 40 | 87.1 | 4542F29 | 4807F34 | 4896F35 | 4459F16 | 4767F25 | 4873F28 | 4959 |
| 38 | 86.8 | 4553F29 | 4819F34 | 4908F35 | 4471F16 | 4780F25 | 4886F28 | 4961 |
| 36 | 86.6 | 4564F29 | 4830F34 | 4921F35 | 4483F16 | 4793F26 | 4900F29 | 4962 |
| 34 | 86.3 | 4575F30 | 4843F34 | 4932^36 | 4496F17 | 4807F26 | 4914F29 | 4964 |
| 32 | 86.0 | 4587F30 | 4855F34 | 4934^36 | 4509F17 | 4821F26 | 4927F29 | 4966 |
| 30 | 85.7 | 4599F30 | 4868F35 | 4935^36 | 4522F17 | 4835F27 | 4933^30 | 4968 |
| 20 | 84.3 | 4659F31 | 4903^35 | 4941^36 | 4588F19 | 4901^28 | 4941D32 | 4976 |
| 10 | 82.8 | 4720F32 | 4896^35 | 4934^36 | 4654F21 | 4896D31 | 4934D34 | 4973 |
| 0 | 81.3 | 4784F33 | 4901^35 | 4940^36 | 4728F23 | 4901D33 | 4940D36 | 4984 |
| -10 | 79.8 | 4777^33 | 4898^35 | 4939^36 | 4773^25 | 4898D35 | 4939D36 | 4988 |
| -20 | 78.3 | 4765^33 | 4890^35 | 4932^36 | 4765D27 | 4890D35 | 4932D36 | 4985 |
| -30 | 76.7 | 4751^33 | 4880^35 | 4924^35 | 4751D30 | 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** — Flaps **9**

**TO-1 - WET RWY** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | -10T | +0 | +10H | Dry Rwy Climb Limit |
|---|---|---|---|---|---|---|---|---|
| 48 | 90.8 | 4492F29 | 4648^32 | 4681^32 | 4381F15 | 4645^25 | 4681D28 | 4723 |
| 46 | 90.9 | 4571F30 | 4763^33 | 4796^34 | 4456F16 | 4758^25 | 4795^29 | 4842 |
| 44 | 90.8 | 4634F31 | 4848^34 | 4882^35 | 4510F16 | 4827F26 | 4880^29 | 4900 |
| 42 | 90.5 | 4677F31 | 4902^35 | 4936^36 | 4545F17 | 4867F27 | 4934^30 | 4947 |
| 40 | 90.2 | 4692F32 | 4909^35 | 4944^36 | 4562F17 | 4885F27 | 4942^30 | 4959 |
| 38 | 90.0 | 4704F32 | 4912^35 | 4946^36 | 4575F18 | 4899F27 | 4944^31 | 4961 |
| 36 | 89.7 | 4715F32 | 4912^35 | 4947^36 | 4586F18 | 4908^28 | 4946^31 | 4962 |
| 34 | 89.4 | 4726F32 | 4913^35 | 4949^36 | 4599F18 | 4909^28 | 4948^32 | 4964 |
| 32 | 89.1 | 4738F32 | 4915^35 | 4950^36 | 4613F19 | 4911^29 | 4950D32 | 4966 |
| 30 | 88.8 | 4750F33 | 4916^35 | 4951^36 | 4627F19 | 4913^29 | 4951D33 | 4968 |
| 20 | 87.3 | 4810F34 | 4920^35 | 4956^36 | 4698F21 | 4920^31 | 4956D35 | 4976 |
| 10 | 85.8 | 4799^33 | 4911^35 | 4950^36 | 4767F23 | 4911D34 | 4950D36 | 4973 |
| 0 | 84.2 | 4800^33 | 4916^35 | 4955^36 | 4795^25 | 4916D35 | 4955D36 | 4984 |
| -10 | 82.7 | 4793^33 | 4913^35 | 4954^36 | 4792^27 | 4913D35 | 4954D36 | 4988 |
| -20 | 81.1 | 4782^33 | 4905^35 | 4947^36 | 4782D30 | 4905D35 | 4947D36 | 4985 |
| -30 | 79.5 | 4766^33 | 4895^35 | 4938^36 | 4766D33 | 4895D35 | 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** — Flaps **9**

| OAT °C | N1% | -10T | +0 | +10H | +20H |
|---|---|---|---|---|---|
| 48 | 90.8 | 4492F29-29-38 | 4648^32-32-41 | 4681^32-32-41 | 4746F39-39-48 |
| 46 | 90.9 | 4571F30-30-40 | 4763^33-33-42 | 4796^34-34-43 | 4832F40-40-49 |
| 44 | 90.8 | 4634F31-31-40 | 4848^34-34-44 | 4882^35-35-44 | 4900C35-35-44 |
| 42 | 90.5 | 4677F31-31-41 | 4902^35-35-44 | 4936^36-36-45 | 4947C36-36-45 |
| 40 | 90.2 | 4692F32-32-41 | 4909^35-35-44 | 4944^36-36-45 | 4959C36-36-45 |
| 38 | 90.0 | 4704F32-32-41 | 4912^35-35-44 | 4946^36-36-45 | 4971F42-42-51 |
| 36 | 89.7 | 4715F32-32-42 | 4912^35-35-45 | 4947^36-36-45 | 4976C42-42-51 |
| 34 | 89.4 | 4726F32-32-42 | 4913^35-35-45 | 4949^36-36-45 | 4977C42-42-51 |
| 32 | 89.1 | 4738F32-32-42 | 4915^35-35-45 | 4950^36-36-45 | 4979C42-42-51 |
| 30 | 88.8 | 4750F33-33-42 | 4916^35-35-45 | 4951^36-36-45 | 4981C42-42-51 |
| 20 | 87.3 | 4810F34-34-43 | 4920^35-35-45 | 4990C43-43-51 | 4990C43-43-51 |
| 10 | 85.8 | 4799^33-33-43 | 4970F42-42-51 | 4986C42-42-51 | 4986C42-42-51 |
| 0 | 84.2 | 4800^33-33-43 | 4998C43-43-52 | 4998C43-43-52 | 4998C43-43-52 |
| -10 | 82.7 | 4830F40-40-49 | 5003C43-43-52 | 5003C43-43-52 | 5003C43-43-52 |
| -20 | 81.1 | 4891F41-41-50 | 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 **+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 | 26 | Length | 8222 | Shift | **0** | Clearway | 0 | Stopway | 0 | Slope | -0.16 |
| Rwy Rev. | | Program | | | | | | Rules | FAA | | **07 Feb 19** |

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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 | 4492F29 | 4648^32 | 4681^32 | 4481F29 | 4642^31 | 4675^32 | | | |
| 46 | 4571F30 | 4763^33 | 4796^34 | 4560F30 | 4757^33 | 4790^34 | | | |
| 44 | 4634F31 | 4848^34 | 4882^35 | 4622F30 | 4842^34 | 4876^35 | | | |
| 42 | 4677F31 | 4902^35 | 4936^36 | 4665F31 | 4897^35 | 4931^36 | | | |
| 40 | 4692F32 | 4909^35 | 4944^36 | 4681F31 | 4905^35 | 4939^36 | | | |
| 38 | 4704F32 | 4912^35 | 4946^36 | 4693F32 | 4907^35 | 4942^36 | | | |
| 36 | 4715F32 | 4912^35 | 4947^36 | 4704F32 | 4908^35 | 4943^36 | | | |
| 34 | 4726F32 | 4913^35 | 4949^36 | 4716F32 | 4909^35 | 4945^36 | | | |
| 32 | 4738F32 | 4915^35 | 4950^36 | 4727F32 | 4910^35 | 4946^36 | | | |
| 30 | 4750F33 | 4916^35 | 4951^36 | 4739F32 | 4911^35 | 4947^36 | | | |
| 20 | 4810F34 | 4920^35 | 4956^36 | 4799F33 | 4915^35 | 4952^36 | | | |
| 10 | 4799^33 | 4911^35 | 4950^36 | 4715^32 | 4826^34 | 4864^35 | | | |
| 0 | 4800^33 | 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 -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 | 4381F15 | 4645^25 | 4681D28 | 4373F15 | 4640^25 | 4675D28 | | | |
| 46 | 4456F16 | 4758^25 | 4795^29 | 4447F16 | 4752^25 | 4789^29 | | | |
| 44 | 4510F16 | 4827F26 | 4880^29 | 4502F16 | 4818F26 | 4874^29 | | | |
| 42 | 4545F17 | 4867F27 | 4934^30 | 4537F17 | 4857F27 | 4929^30 | | | |
| 40 | 4562F17 | 4885F27 | 4942^30 | 4554F17 | 4875F27 | 4937^30 | | | |
| 38 | 4575F18 | 4899F27 | 4944^31 | 4567F18 | 4890F27 | 4940^31 | | | |
| 36 | 4586F18 | 4908^28 | 4946^31 | 4580F18 | 4903^28 | 4942^31 | | | |
| 34 | 4599F18 | 4909^28 | 4948^32 | 4591F18 | 4905^28 | 4944^32 | | | |
| 32 | 4613F19 | 4911^29 | 4950D32 | 4605F19 | 4906^29 | 4946D32 | | | |
| 30 | 4627F19 | 4913^29 | 4951D33 | 4619F19 | 4908^29 | 4947D32 | | | |
| 20 | 4698F21 | 4920^31 | 4956D35 | 4690F21 | 4915^31 | 4952D35 | | | |
| 10 | 4767F23 | 4911D34 | 4950D36 | 4708^23 | 4826D34 | 4864D35 | | | |
| 0 | 4795^25 | 4916D35 | 4955D36 | 4711^25 | 4829D34 | 4868D35 | | | |
| -10 | 4792^27 | 4913D35 | 4954D36 | 4707D28 | 4825D34 | 4865D35 | | | |
| | 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 | 3661F98 | 4287F 7 | 4382F10 | 3582F 2 | 3990F10 | 4150F13 | | | |
| 26 | 3820F98 | 4300F 7 | 4395F10 | 3591F 2 | 4009F11 | 4169F13 | | | |
| 24 | 3930F98 | 4312F 7 | 4408F11 | 3604F 2 | 4025F11 | 4188F13 | | | |
| 22 | 4057F98 | 4325F 8 | 4421F11 | 3614F 3 | 4042F11 | 4207F14 | | | |
| 20 | 4069F98 | 4337F 8 | 4434F12 | 3628F 3 | 4063F11 | 4227F14 | | | |
| 18 | 4080F98 | 4349F 9 | 4447F12 | 3638F 3 | 4081F12 | 4244F14 | | | |
| 16 | 4089F99 | 4361F 9 | 4460F12 | 3638F 3 | 4097F12 | 4267F15 | | | |
| 14 | 4102F99 | 4374F 9 | 4473F13 | 3664F 4 | 4120F12 | 4283F15 | | | |
| 12 | 4112F99 | 4386F10 | 4484F13 | 3680F 4 | 4120F12 | 4281^15 | | | |
| 10 | 4123F 0 | 4398F10 | 4498F14 | 3695F 5 | 4158F13 | 4281^15 | | | |
| 0 | 4183F 2 | 4469F12 | 4572F16 | 3776F 6 | 4243^14 | 4287^15 | | | |
| -10 | 4241F 4 | 4537F14 | 4646F18 | 3870F 8 | 4239^14 | 4284^15 | | | |
| -20 | 4301F 6 | 4610F17 | 4723F20 | 3953F 9 | 4232^14 | 4278^15 | | | |
| -30 | 4364F 8 | 4685F19 | 4801F22 | 4038F11 | 4222^14 | 4270^15 | | | |
| | High QNH +80 per .10" Low QNH -70 per .10" | | | High QNH +10 per .10" Low QNH -100 per .10" | | | High QNH per .10" Low QNH per .10" | | |
| | Engine A/I ON -470 Wing A/I ON -470 | | | 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 | | **07 Feb 19** |

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# 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 |

**See Adjustments On Next Page**

## 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.

## 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**

## 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.

## 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 |

**See Adjustments On Next Page**

## 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.

## 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 |

## 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.

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