

A330202 - JAA	CF6-80E1A4 engines	MILANO - MALPENSA MXP - LIMC	17L	23.0.0 04-DEC-08 AB202A03 V13
QNH 1013.25 HPA		Elevation 768 FT TORA 3920 M Isa temp 6.0 C DA 4040 M rwy slope -0.55% ASDA 3920 M	3 obstacles	DRY TOGA
Air cond. Off				
Anti-icing Off				
All reversers inoperative				
Dry check				

OAT C	CONF 1+F				CONF 2			
	TAILWIND -10 KT	TAILWIND -5 KT	WIND 0 KT	HEADWIND 10 KT	TAILWIND -10 KT	TAILWIND -5 KT	WIND 0 KT	HEADWIND 10 KT
0	238.1 4/6 144/50/59	243.9 4/6 150/56/65	249.3 4/6 156/62/70	252.6 4/6 160/66/74	240.0 4/6 145/52/60	245.1 4/6 151/58/65	249.5 4/6 157/64/71	252.0 4/6 162/68/75
5	236.9 4/6 143/49/58	242.7 4/6 149/55/64	248.1 4/6 155/61/69	251.4 4/6 159/65/73	238.8 4/6 144/51/59	244.0 4/6 150/57/64	248.6 4/6 156/63/70	251.1 4/6 160/67/74
10	235.7 4/6 142/48/57	241.4 4/6 148/54/63	246.9 4/6 153/60/68	250.2 4/6 157/64/72	237.6 4/6 143/50/58	242.8 4/6 149/56/63	247.6 4/6 155/62/69	250.1 4/6 159/66/72
15	234.3 4/6 141/48/57	240.2 4/6 147/53/62	245.6 4/6 152/59/67	249.0 4/6 156/62/70	236.3 4/6 142/49/57	241.6 4/6 148/55/62	246.4 4/6 154/61/68	249.0 4/6 158/64/71
20	233.0 4/6 141/48/56	238.9 4/6 146/52/61	244.4 4/6 151/58/66	247.8 4/6 155/61/69	235.1 4/6 141/48/56	240.5 4/6 147/54/61	245.2 4/6 152/59/67	248.0 4/6 156/63/70
25	231.7 4/6 140/47/56	237.7 4/6 145/51/60	243.1 4/6 150/57/65	246.6 4/6 154/60/68	233.9 4/6 140/47/55	239.3 4/6 146/53/60	244.1 4/6 151/58/66	247.0 4/6 155/62/69
30	229.2 4/6 139/46/55	235.1 4/6 145/50/59	240.5 4/6 150/56/64	243.9 4/6 154/60/67	231.4 4/6 140/47/54	236.7 4/6 145/52/60	241.4 4/6 151/58/65	244.3 4/6 155/61/68
32	226.9 4/6 140/46/54	232.7 4/6 145/50/58	237.9 4/6 150/56/64	241.2 4/6 154/59/67	229.0 4/6 140/47/54	234.2 4/6 146/52/59	238.7 4/6 152/58/65	241.5 4/6 155/61/68
34	224.6 4/6 140/45/54	230.2 4/6 146/50/58	235.3 4/6 151/56/64	238.5 4/6 155/59/67	226.5 4/6 141/47/54	231.5 4/6 146/52/59	236.0 4/6 152/58/64	238.5 4/6 156/61/68
36	222.4 4/6 141/45/53	227.8 4/6 146/50/58	232.8 4/6 152/56/63	235.9 4/6 155/59/67	224.2 4/6 142/47/54	229.0 4/6 147/52/59	233.4 4/6 153/58/64	235.7 4/6 157/61/68
38	220.0 4/6 142/45/53	225.2 4/6 147/50/58	230.1 4/6 152/56/63	233.1 4/6 156/59/67	221.6 4/6 142/47/54	226.3 4/6 148/52/59	230.4 4/6 153/58/64	232.7 4/6 157/62/68
40	217.7 4/6 142/45/53	222.8 4/6 147/50/58	227.6 4/6 153/56/63	230.5 4/6 156/59/67	219.3 4/6 143/47/54	223.8 4/6 148/52/59	227.7 4/6 154/58/64	229.8 4/6 158/62/68
42	215.4 4/6 143/45/52	220.4 4/6 148/50/58	225.0 4/6 153/56/63	227.9 4/6 157/59/66	216.9 4/6 143/47/54	221.2 4/6 149/52/59	224.9 4/6 155/58/64	227.0 4/6 159/62/68
44	212.7 4/6 144/45/52	217.6 4/6 149/50/58	222.0 4/6 154/56/63	224.8 4/6 158/59/66	214.0 4/6 144/47/54	218.3 4/6 150/52/59	221.7 4/6 156/58/64	223.5 4/6 160/62/68
46	209.7 4/6 145/45/52	214.5 4/6 150/50/58	218.8 4/6 155/56/63	221.4 4/6 159/60/66	210.9 4/6 145/47/54	214.9 4/6 151/53/59	218.0 4/6 157/59/65	219.3 4/6 161/62/68
48	206.7 4/6 146/46/53	211.2 4/6 151/51/58	215.2 4/6 156/56/63	217.5 2/4 159/59/66	207.8 4/6 146/47/54	211.2 4/6 151/53/59	213.9 2/4 157/58/64	214.9 2/4 160/62/67
50	203.1 4/6 147/47/54	207.0 4/4 151/51/57	210.7 2/4 155/55/62	212.9 2/4 158/58/65	203.7 2/4 146/47/53	206.8 2/4 151/52/58	209.1 2/4 156/57/63	209.8 2/4 159/61/66
52	199.0 4/4 147/47/54	202.8 4/4 150/50/56	206.4 2/4 154/54/61	208.3 2/4 157/58/64	199.6 2/4 145/46/52	202.4 2/4 150/52/57	204.3 2/4 155/57/62	204.9 2/4 159/60/66
54	195.3 4/4 146/46/53	199.0 4/4 149/49/56	202.4 2/4 153/54/60	204.2 2/4 157/57/63	195.8 2/4 144/45/51	198.4 2/4 150/51/57	200.0 2/4 155/56/61	200.4 2/4 158/59/64
56	192.8 4/4 145/45/52	196.4 4/4 149/49/55	199.6 2/4 153/53/59	201.4 2/4 156/56/62	193.2 2/4 144/45/51	195.7 2/4 149/50/56	197.0 2/4 154/55/61	197.3 2/4 156/58/63

D QNH HPA	INFLUENCE OF DELTA PRESSURE								
+10.0	+1.3 0	+1.3 0	+1.4 0	+1.4 0	+1.3 0	+1.4 0	+1.5 0	+1.3 0	+1.3 0
	0/ +1/ +1	0/ +1/ +1	0/ +1/ +1	0/ +1/ +1	0/ +1/ +1	0/ +1/ +1	0/ 0/ 0	0/ 0/ 0	0/ +1/ +1
-10.0	-2.5 -2	-3.2 -3	-3.0 -2	-2.9 -2	-2.5 -2	-2.7 -2	-2.7 -2	-2.8 -2	-2.8 -2
	0/ 0/ 0	-1/ 0/ 0	0/ 0/ 0	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1

	INFLUENCE OF RUNWAY CONDITION								
WET	-4.3 -4	-2.3 -2	-2.0 -2	-1.6 -1	-2.3 -2	-2.3 -2	-2.2 -2	-2.1 -2	-2.1 -2
	-12/ -1/ -1	-10/ -2/ -2	-8/ -1/ -1	-8/ -2/ -2	-9/ -2/ -2	-9/ -2/ -2	-9/ -2/ -2	-9/ -3/ -3	-9/ -3/ -3

	INFLUENCE OF ANTI-ICING ONLY BELOW OAT = 10 C								
Engine only	-0.3 -1	-0.3 -1	-0.4 -1	-0.4 -1	-0.4 -1	-0.4 -1	-0.4 -1	-0.5 -1	-0.5 -1
	0/ 0/ 0	0/ 0/ 0	0/ 0/ 0	0/ 0/ 0	0/ 0/ 0	0/ 0/ 0	0/ 0/ 0	0/ 0/ 0	0/ 0/ 0

Engine & Wing	-2.1 -2	-2.1 -2	-2.1 -2	-2.1 -2	-2.1 -2	-2.1 -2	-2.1 -2	-2.2 -2	-2.2 -2
	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1	-1/ -1/ -1

LABEL FOR INFLUENCE	MTOW(1000 KG) codes V1min/VR/V2 (kt)	VMC LIMITATION	Tref (OAT) = 28 C Tmax (OAT) = 53 C	Min acc height 800 FT Max acc height 1885 FT	Min QNH alt 1568 FT Max QNH alt 2653 FT
DW (1000 KG) DTFLEX DV1-DVR-DV2 (KT) (TVMC OAT C) DW (1000 KG) DTFLEX DV1-DVR-DV2 (KT)	LIMITATION CODES: 1=1st segment 2=2nd segment 3=runway length 4=obstacles 5=tire speed 6=brake energy 7=max weight 8=final take-off 9=VMU			Min V1/VR/V2 = 110/10/15 CHECK VMU LIMITATION Correct. V1/VR/V2 = 0.3 KT/1000 KG	

LIMC 35R

LIMC 35R

MXP MILAN / MALPENSA

AIR CONDITIONING OFF
ICE PROTECTION OFF

SAMPLE
(1000 KG)

DC-10-30
CF6-50C2

DRY RUNWAY

DATE 21-05-08 ELEV.(FT) = 767 RNWY = 35R
OPTIMUM FLAP SLOPE(PCT) = 0.60 BALANCED

LENGTH = 3920 M
CLEARWAY = 160 M
STOPWAY = 0 M

%N1	TEMP	-10	-5	0	5	10
	OAT	KNOTS	KNOTS	KNOTS	KNOTS	KNOTS
107.3	-10C	251.1(5.0) FL 172/182/193 198/247/283	255.9(5.0)*F 175/184/195 200/250/285	260.4(5.0)*F 178/187/198 203/252/288	261.7(5.0)*F 179/187/198 203/253/288	262.9(5.0)*F 180/188/199 204/253/289
108.3	-5C	249.6(6.0)*F 168/178/190 196/247/282	255.2(5.0)*F 174/184/195 200/249/285	259.6(5.0)*F 178/186/197 202/252/287	260.9(5.0)*F 179/187/198 203/252/288	262.2(5.0)*F 180/188/199 204/253/289
109.3	0C	248.9(6.0)*F 168/178/189 195/246/282	253.6(5.0) FL 174/183/194 199/249/284	258.9(5.0)*F 177/186/197 202/251/287	260.3(5.0)*F 178/187/198 203/252/288	261.5(5.0)*F 179/187/198 203/253/288
110.3	5C	248.1(6.0) FL 168/177/189 195/246/281	252.6(6.0)*F 171/180/191 197/248/283	257.9(5.0) FL 177/185/196 201/251/287	259.6(5.0)*F 178/186/197 202/252/287	260.8(5.0)*F 179/187/198 203/252/288
111.3	10C	246.9(7.0)*F 165/176/187 194/245/280	251.9(6.0)*F 170/181/191 197/248/283	256.2(6.0)*F 173/183/193 199/250/285	258.0(5.0) FL 177/186/197 202/251/287	259.9(5.0) FL 179/187/197 202/252/288
112.2	15C	246.3(7.0)*F 165/175/186 193/245/280	250.7(6.0) FL 170/180/190 196/247/283	255.6(6.0)*F 173/182/193 199/250/285	256.8(6.0)*F 174/183/193 199/250/286	258.2(5.0) FL 178/186/197 202/251/287
113.2	20C	245.6(7.0) FL 164/175/186 193/245/279	249.9(7.0)*F 167/177/188 195/247/282	254.8(6.0)*F 172/182/192 198/249/285	256.2(6.0)*F 173/183/193 199/250/285	257.4(6.0)*F 175/183/194 200/251/286
114.1	25C	244.6(8.0)*F 162/172/184 192/244/279	249.3(7.0)*F 167/177/188 195/246/282	253.5(6.0) FL 172/181/192 198/249/284	255.3(6.0) FL 173/182/193 199/249/285	256.8(6.0)*F 174/183/193 199/250/286
114.7	30C	243.0(8.0)*F 161/172/183 191/243/278	247.6(7.0) FL 166/176/187 194/246/281	251.7(7.0)*F 169/178/189 196/248/283	252.9(6.0) FL 172/181/191 197/248/284	254.8(6.0) FL 173/182/192 198/249/285
114.3	32C	239.5(8.0)*F 160/171/181 189/242/276	244.0(7.0)*F 165/175/185 192/244/279	248.4(6.0) FL 170/180/189 195/246/281	249.9(6.0)*F 171/180/190 196/247/282	251.1(6.0)*F 172/181/191 197/247/283
113.9	34C	236.3(7.0)*F 160/171/182 189/240/274	240.4(7.0)*F 163/173/184 191/242/277	245.0(6.0)*F 169/178/188 194/244/279	246.2(6.0)*F 170/178/188 194/245/280	247.4(6.0)*F 170/179/189 195/245/281
113.4	36C	232.7(7.0)*F 159/169/180 187/238/272	237.5(6.0) FL 165/174/184 190/240/275	241.4(6.0)*F 168/176/186 192/242/277	242.6(5.0) FL 171/179/189 194/243/278	244.4(5.0) FL 173/180/190 195/244/279
112.9	38C	229.2(6.0) FL 160/170/180 186/236/270	233.9(6.0)*F 164/173/183 189/239/273	238.5(5.0) FL 169/178/187 192/241/276	240.1(5.0)*F 171/178/188 193/242/277	241.3(5.0)*F 172/179/188 193/242/277

QNH CORRECTIONS - ADD/SUBTRACT 169./ 256. KG/MB ABOVE/BELOW 1013.25

ACCELERATION HEIGHT: 1204 TO 1255 FT AGL
EFP: At 8 DME 'MMP' 113.35 LT to ITCPT and PRCD on R 318 INBD
'MMP' 113.35 to 'MMP' 113.35 (318 INBD,RT).



AIR CONDITIONING OFF
ICE PROTECTION OFF

DC-10-30
CF6-50C2

DRY RUNWAY

DATE 21-05-08 ELEV.(FT) = 767 RNWY = 35R
OPTIMUM FLAP SLOPE(PCT) = 0.60 BALANCED

LENGTH = 3920 M
CLEARWAY = 160 M
STOPWAY = 0 M

Table with columns: %N1, TEMP, OAT, KNOTS, FL, *F, *F, *F, *F, *F. Rows include data for various temperatures and altitudes (e.g., 112.4, 111.9, 111.4, 110.8, 110.3, 109.8).

QNH CORRECTIONS - ADD/SUBTRACT 169./ 256. KG/MB ABOVE/BELOW 1013.25

ACCELERATION HEIGHT: 1204 TO 1255 FT AGL
EFP: At 8 DME 'MMP' 113.35 LT to ITCPT and PRCD on R 318 INBD
'MMP' 113.35 to 'MMP' 113.35 (318 INBD,RT).

*** LIMITATIONS ***

ST = MAX CERT. WT MC = MIN.CONT.SPND TS = TIRE SPEED BE = BRAKE ENERGY
SS = SECOND SEG FS = FINAL SEG FL = FIELD LENGTH TA = TAKOFF ACCEL
FD = FUEL DUMP *(LETTER) = OBSTACLE FP = WT LIMITED BY FLT PATH ACCEL HT

OBSTACLES (FT/M) FROM LIFTOFF

Table with columns: HT, DIST, OFFSET, HT, DIST, OFFSET, HT, DIST, OFFSET. Rows include obstacle data for *A through *H.