CHECK FLIGHT CERTIFICATE

SAAB 340A / SAAB 340B **CFS 262 Issue 1**

Date:	Crew:	Observer:	Registration:

Performance	Climb #1	Climb #2	
Average Weight			
Average Altitude			ft
Average Temp.			˚C
Speed			KIAS
Achieved Rate			fpm
Scheduled Rate			fpm
Margin			fpm
Permitted Margin	-70	-70	fpm

Airfield:
Start Weight Kg/Lbs*:
Takeoff cg:
Performance: SATIS/UNSATIS/NOT APPLICABLE* *(delete as applicable)**

Defects

No.	Defect	-/R/FT	Action?

(use a continuation sheet as necessary)

Conclusions/Comments

I CERTIFY that I have tested the above aircraft and have detailed the deficiencies and unsatisfactory features above. Those items annotated R or FT must be dealt with as shown in the notes on the reverse side.

Name:	Signed:	Date:	Licence No.:
For CAA Use only	Report Logged by:	Date:	Report No.:

NOTES

General

Only CAA personnel or pilots specifically briefed to carry out CAA Check Flights may conduct the test.
General notes on test conduct can be found in the CAA Check Flight Handbook.
This sheet replaces any flight test certificate given in the schedule.
Registration: If the aircraft is not on the UK register, add the manufacturers serial number and expected UK registration (if known).
Crew: Captain, Co-Pilot, Flight Engineer (where applicable).
Airfield: Departure airfield.
Start Weight: Actual all up weight at first engine start. Also delete Kg or Lbs as appropriate.
Takeoff cg: Actual cg at lift-off, preferably as a % of the Mean Aerodynamic Chord.

Performance

A full description of climb analysis is given in the CAA Check Flight Handbook.
Climb#1/Climb#2: Enter in these columns data from the first and second climbs.
Average Weight: The aircraft all up weight at the midpoint of the measured climb.
Average Altitude: The altitude at which the line drawn to average the measured points passes through at the mid time.
Average Temp: The temperature at which the line drawn to average the measured points passes through at the mid time.
Speed: The target climb speed (Indicated Airspeed.)
Achieved Rate: The climb rate as given by the slope of the line drawn to average the measured altitude points in feet per minute.
Scheduled Rate: The expected gross rate of climb read from the appropriate graph in the Flight Manual with any adjustments for configuration differences. For large aircraft, the basic gross data are normally to be found in a separate supplement labelled 'Additional Flight Test Data'.
Margin: The difference between the Scheduled and Achieved rates of climb (negative if achieved is lower than scheduled).

Defects

Enter all defects from the flight. All defects must also be entered in the Technical Log. Procedural items entered in the Technical Log (such as re-stowing oxygen masks) need not be entered here. Items affecting flight safety which were known before the flight, whether or not they were deferred should be entered. In the latter case, the defect should be annotated accordingly after the details.
No.: The first column is to allow the items to be numbered.
Defect: Enter details of the defect.
-/R/FT: Classify each defect according to its impact on safety, regardless of whether it can be deferred according to the MEL. Any deferrals should be dealt with in the normal way in the Technical Log. Items requiring rectification (or deferral under the MEL) before further flight for hire or reward or before the issue of the CofA should be marked 'R'. Additionally, items that require re-checking in-flight following rectification (such as inadequate climb performance) should be marked 'FT'. Items requiring both should be marked 'R/FT'.
Action?: This column should be left blank unless further information is required from the engineers or the item is considered to be of sufficient import that CAA action is considered necessary, then the person/department/agency from whom further action is required should be noted in this column. Annotate accordingly if an MOR or similar report is to be raised.

Conclusions/Comments

Any conclusions, notes or comments useful for tracking defects may be entered.
Name: Only the pilot who carried out the test may sign this sheet.

CAA Check Flight Schedules

All CAA Check Flight Schedules (CFSs) are prepared based on a design standard which, before September 2003, was the UK Type Certificate. Following the creation of EASA there may be different design standards in service within the European Union (EU) - this may include modifications approved in any EU country.

It is the responsibility of the flight crew to ensure that the exercises and limitations in the CFS are correct for the aircraft under test.

The prime source of information will be the aircraft flight manual and in the event of conflict the flight manual should be taken as overriding.

CAA policy is that pilots who conduct check flights on behalf of the Authority must be acceptable to the Authority, must have been briefed on techniques and safety considerations before carrying out the tests in these schedules and must have carried out a check flight within the last 4 years.

The CAA does not accept responsibility for the use of a CAA CFS on a test flight not directly under their control.

CHECK FLIGHT SCHEDULE

SAAB 340A (General Electric CT7-5A2)
SAAB 340B (General Electric CT7-9B) **CFS 262 Issue 1**

Registration	
Flight Date	

INTRODUCTION

This schedule is applicable only to SAAB 340 aircraft and is based on the assumption that the correct functioning of all normal services is checked in the course of everyday operation. The tests in the schedule are intended to cover those items including emergency systems, which are not routinely checked. On this test flight, however, the crew are expected generally to monitor the behaviour of all equipment and to report any unserviceable items. In particular, any characteristics which are considered to be unsafe or undesirable must be recorded.

The tests should, if possible, be flown in the sequence of the schedule and altitude conditions must be observed. Except where otherwise indicated, the flight techniques shall be those associated with normal operation of the aeroplane.

The limitations and procedures of the Flight Manual must be observed. The data in this schedule was correct at the time of issue, but may not agree with later Flight Manual amendments. In case of conflict, observe current Flight Manual and report the inconsistency to CAA Flight Department.

Commanders are reminded that it is illegal to carry passengers on a test flight made under 'A' or 'B' Conditions, except where they are required to perform duties in the aircraft in connection with the flight. While it is legal to carry passengers on a test flight of an aircraft with a valid Certificate of Airworthiness, the practice is not recommended. If passengers are carried, however, they should be informed that the risk is greater than on an ordinary flight.

CREW

The minimum crew shall be as specified in the Flight Manual, supplemented by one observer to record the results.

LOADING

The aircraft should be loaded to within 4% of the forward CG boundary and remain within this band and within the weight and CG envelopes at all stages of the flight.

When the aircraft weight is required to be recorded for a particular test, it should be calculated from the fuel contents gauges which should be read in steady level flight.

Record:	Zero Fuel Weight	Kg
	Ramp Weight	Kg
	CG Position	%MAC

1. **PRE-FLIGHT CHECK**

1.1 Carry out a comprehensive external and internal pre-flight check including a complete check of both stall protection systems. Record any deficiencies below:

SAT/UNSAT

1.2 Crew Oxygen Equipment Check

Put on the crew oxygen masks, and check satisfactory oxygen flow and functioning of mask microphones.

2. **TAKE-OFF**

Before take-off set 9000 ft on the Cabin Pressure Control in preparation for test 4.

Carry out a full power take-off recording any unusual characteristics below.

3. **PERFORMANCE** (starting below FL 60)

Carry out the performance climbs for 5 minutes, on a constant heading, clear of cloud and significant turbulence. Start recording when in stabilised, trimmed condition at the scheduled speed using not more than 5 degrees of bank towards the live engine. Aim to keep IAS within ±2 kts of scheduled speed, and adjust the live engine as necessary to maintain the scheduled thrust setting.

3.1 Engine Out Take-off Climb

Prior to shut down, idle (*set zero thrust)* the No. 1 engine and set approximately 70% torque on the No.2 engine for two minutes. Then shutdown the No.1 engine on the fire handle, with autocoarsen ON.

Low Autocoarsen	SAT/UNSAT
Move the power lever beyond 64° to confirm satisfactory operation of the High Autocoarsen. (No fail indication).	SAT/UNSAT
On the 340B	
CTOT ON - Confirm 70% Torque on operative engine.	*SAT/UNSAT*
Select APR - Confirm 77% Torque on operative engine.	*SAT/UNSAT*
Feather the propeller and complete securing procedure.	SAT/UNSAT

Configuration	No.1 Engine:	Inoperative
	No.2 Engine:	Take-off Torque, SAAB 340A (Page 17)
		Go-Around Power SAAB 340B (Page 19)
		1384 PRPM
	Gear:	Up
	Flap:	15
	Anti-ice:	OFF
	ECS:	OFF

V2 for weight | kts | SAAB 340A Fig. 1, Page 14

SAAB 340B Fig. 2, Page 15

Captains Altimeter set to 1013mb

LEFT ENGINE OUT TAKE-OFF CLIMB

RAMP WEIGHT	kg
FUEL USED	kg
START WEIGHT	kg

TIME	ALTIMETER	ASI P1	IOAT	TORQUE
0				%
0.5				
1.0				%
1.5				
2.0				%
2.5				
3.0				%
3.5				
4.0				%
4.5				
5.0				%

TRIM POSITIONS

AILERON	
RUDDER	
ELEVATOR	

AIRSPEED COMPARISON

PILOT	
CO-PILOT	

ENGINE DATA AT 3 MINUTES

TORQUE		FUEL FLOW	
ITT		OIL PRESSURE	
PROP. RPM		OIL TEMP TEMPERATURE	
ENGINE RPM			

RAMP WEIGHT	kg
FUEL USED	kg
END WEIGHT	kg

3.2 Engine Relight

Relight the No. 1 engine at 120 KIAS at the altitude existing after the climb.

Altitude	ft	Time to ITT rise	sec
IOAT	°C	Max ITT	°C
		Time to Idle	sec

3.3 Engine Out En-route Climb (start between FL 50 and FL 240)

Prior to shut down, idle (*set zero thrust)* the No. 2 engine and set approximately 70% torque on the No.1 engine for two minutes. Then shutdown the No.2 engine on the fire handle, with autocoarsen ON.

Low Autocoarsen	SAT/UNSAT
Move the power lever beyond 64° to confirm satisfactory operation of the High Autocoarsen. (No fail indication).	SAT/UNSAT

On the 340B

CTOT ON - Confirm 70% Torque on operative engine.	*SAT/UNSAT*
Select APR - Confirm 77% Torque on operative engine.	*SAT/UNSAT*
Feather the propeller	SAT/UNSAT

Configuration	No.1 Engine:	Max. Continuous Torque.
		1384 PRPM
		SAAB 340A (CT7-5A2) (Page 18)
		SAAB 340B (CT7-9B) (Page 19)

	No.2 Engine:	Inoperative
	Gear	Up
	Flap	Up
	Anti-ice	OFF
	ECS	ON

En-route Climb Speed [kts] (Table 1, Page 16)

Captains Altimeter set to 1013mb

RIGHT ENGINE OUT EN-ROUTE CLIMB

RAMP WEIGHT	kg
FUEL USED	kg
START WEIGHT	kg

TIME	ALTIMETER	ASI P1	IOAT	TORQUE
0				%
0.5				
1.0				%
1.5				
2.0				%
2.5				
3.0				%
3.5				
4.0				%
4.5				
5.0				%

TRIM POSITIONS			AIRSPEED COMPARISON	
	AILERON			
	RUDDER		PILOT	
	ELEVATOR		CO-PILOT	

ENGINE DATA AT 3 MINUTES

TORQUE	%	FUEL FLOW	
ITT	°C	OIL PRESSURE	
PROP RPM		OIL TEMP. TEMPERATURE	
ENGINE RPM			

RAMP WEIGHT	kg
FUEL USED	kg
END WEIGHT	kg

3.4 Engine Relight

Relight the No. 2 engine at 180 KIAS at the altitude existing at the end of the climb.

Altitude	ft	Time to ITT rise	sec
IOAT	°C	Max ITT	°C
		Time to Idle	sec

4. **FUNCTIONING - PRESSURISATION**

Carry out the following checks at or below FL200:

4.1 Cabin altitude warning check

Select the highest possible cabin altitude and record the cabin altitude at which the altitude warning occurs.	ft	(9750 ft to 10250 ft)

This can be done with the air conditioning and pressurisation in auto. An acceptable technique is to wind up the altitude setting knob to increase the landing altitude to a value of over 10000ft and adjust the rate to achieve around 1000ft/min.

Select a low cabin altitude and a high cabin rate of descent in preparation for test 6.

5. **CLIMB**

Continue a normal climb to FL200. During the climb check each flying control for backlash, breakout force, centering, weight and response. Check trimmers for correct functioning, backlash and friction.

Controls:	Elevator	SAT/UNSAT	**Trimmers:**	Pitch	SAT/UNSAT
	Aileron	SAT/UNSAT		Roll	SAT/UNSAT
	Rudder	SAT/UNSAT		Yaw	SAT/UNSAT

Note any significant power lever stagger.

Confirm satisfactory operation of the autopilot and yaw damper.	SAT/UNSAT

6. FUNCTIONING

Altitude 20000ft

6.1 Maximum Differential Pressure Check

At FL200 wind down the cabin altitude and monitor the differential gauge and recording the stabilised maximum differential pressure.

psi	(Tolerance 6.6 psi ± 0.1 psi at 20000 ft. See figure 3)

6.2 Operation of Safety Valve

Confirm the correct operation of the pressurisation safety valve. This can be achieved by setting the manual pressurisation knob to the 12 oclock position and then selecting manual on the pressurisation panel. Make small adjustments to achieve a rate of descent of approximately 1000ft/min and be prepared to prevent the differential pressure from exceeding 7.6psi.

psi	(Tolerance 7.4 to 7.6 psi)

WARNING: In the event of the safety valve failing to open correctly, **do not exceed 7.6 psi.**

Return the differential pressure to the auto schedule value and then return the system to auto.

7. HIGH IAS RUN

Altitude 15000 ft

Note: This test must not be carried out in turbulent conditions.

Carry out an acceleration to a maximum speed of Vmo + 20 kts preferably from FL150 or below. Trim in all axes up to Vmo and make small control inputs beyond Vmo to assess control characteristics. Close the throttles during recovery and monitor engine and propeller behaviour.

Altitude	

VMO Pointer	Scheduled	Indicated

	P1	P2
Record: Indicated Airspeed at Overspeed warning		

Any buffet or unusual vibrations	SAT/UNSAT
Engine/Propeller behaviour	SAT/UNSAT

8. STALLING

Altitude 10000ft AGL to 15000 ft

The aircraft should be operated in accordance with the procedure given in section 6-10 of the AFM. Recovery must be initiated at the stick push or when the indicated airspeed reaches 3 kts below the calculated speed, whichever occurs first.

Prior to each stall, trim the aircraft at the speed given in table 1 for the appropriate configuration with power at idle and the propellers adjusted to 1240 RPM. Aim for a steady speed reduction of 1 kt/sec on the approach to the stall, and accept the descending flight path this will give.

Disengage Autopilot, Yaw Damper ON, Propellers 1240 RPM.

TOLERANCES Stall Warning ±3 kts
Stall Speed ±3 kts

Flap 0, Gear UP Stall

Ramp Weight		Fuel Used	
Aircraft Weight			
Trim Speed		Pitch Trim	

	Scheduled	Achieved	
Stall Warning Speed			
Stall Speed			PUSH 1/PUSH 2 Lights SAT/UNSAT
Stall Warning Margin			
Stalling Behaviour			

Time flaps 0 to 15 at 170 kts ____ sec (Tolerance 6 to 13 seconds)

Flap 15, Gear UP Stall

Ramp Weight		Fuel Used	
Aircraft Weight			
Trim Speed		Pitch Trim	

	Scheduled	Achieved	
Stall Warning Speed			
Stall Speed			PUSH 1/PUSH 2 Lights SAT/UNSAT
Stall Warning Margin			
Stalling Behaviour			

Time Gear down at 160 kts	sec	(Tolerance 9 to 11 seconds)
Time flaps 15 to 20 at 160 kts	sec	(Tolerance 3 to 5 seconds)
Time flaps 20 to 35 at 135 kts	sec	(Tolerance 10 to 14 seconds)

Flap 35, Gear DOWN Stall

Ramp Weight		Fuel Used	
Aircraft Weight			
Trim Speed		Pitch Trim	

	Scheduled	Achieved	
Stall Warning Speed			
Stall Speed			PUSH 1/PUSH 2 Lights SAT/UNSAT
Stall Warning Margin			
Stalling Behaviour			

Flaps 35 to 15 at 120 kts	sec	
Time Gear Up at 120 kts	sec	(Tolerance 7 to 9 seconds)
Time flaps 15 to up at 120 kts	sec	(Tolerance 7 to 9 seconds)

9. **FUNCTIONING**

9.1 Demonstrate the correct functioning of the Emergency Flap system.

Select GEAR - DOWN
Select HYDRAULIC PUMP - OFF
Cycle FLAPS between up and 7 until no further flap movement is achieved.
Select FLAPS - 15

Use hand pump to operate flaps. SAT/UNSAT

Restow pump handle
Hydraulic Pump - ON
Retract gear and flaps as required

9.2 Confirm correct operation of the airframe de-ice using visual inspection where possible. SAT/UNSAT

10. **LANDING**

Carry out a normal landing using reverse thrust.

Record any unusual aspects.

11 **AFTER LANDING**

11.1 Stick Pusher Disconnect

Demonstrate satisfactory operation of the stick pusher dis-engage. SAT/UNSAT

RESET STICK PUSHER

11.2 Emergency Electrics

Demonstrate satisfactory operation of the appropriate equipment on emergency electrics. SAT/UNSAT

(VHF1/NAV1/STBY HORIZON and P1 and P2 Panel Flood Lights)

12. **POST-FLIGHT ACTIONS**

12.1 Placards

Check all cockpit placards and warning notices for presence, accuracy and legibility. SAT/UNSAT

12.2 Complete the statement of defects and sign the Check Flight Certificate and state whether or not the aeroplane needs to be reflown.

12.3 Plot the results of the performance climbs and compare the measured rates of climb with the gross data scheduled in Flight Manual.

12.4 Pass the completed Check Flight report to the Surveyor-in-Charge of the CAA Regional Office.

SAAB 340A SINGLE ENGINE TAKE-OFF CLIMB SPEED, V_2 FLAP 15

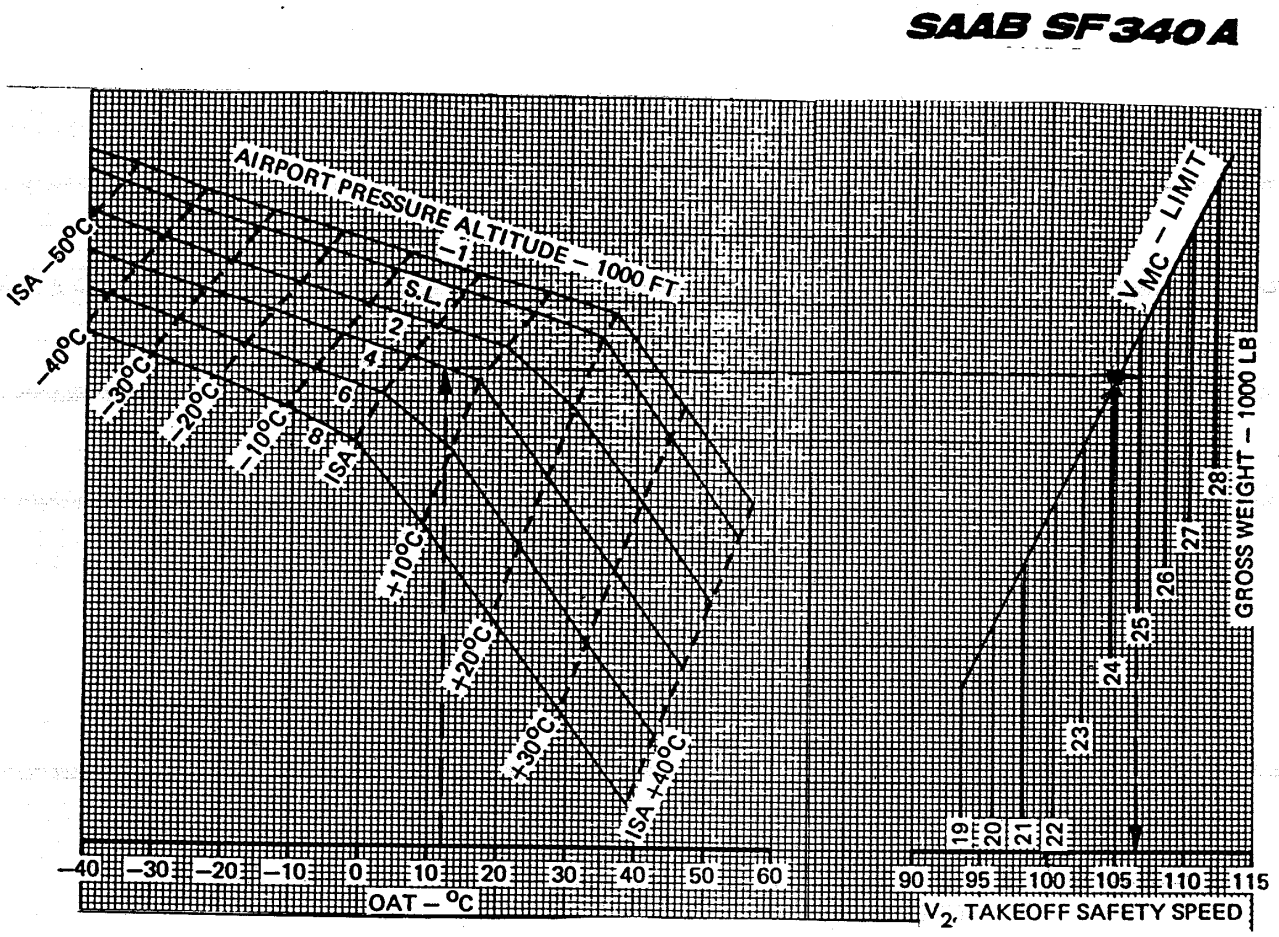


FIGURE 1

SAAB 340B SINGLE ENGINE TAKE-OFF CLIMB SPEED, V_2 FLAP 15

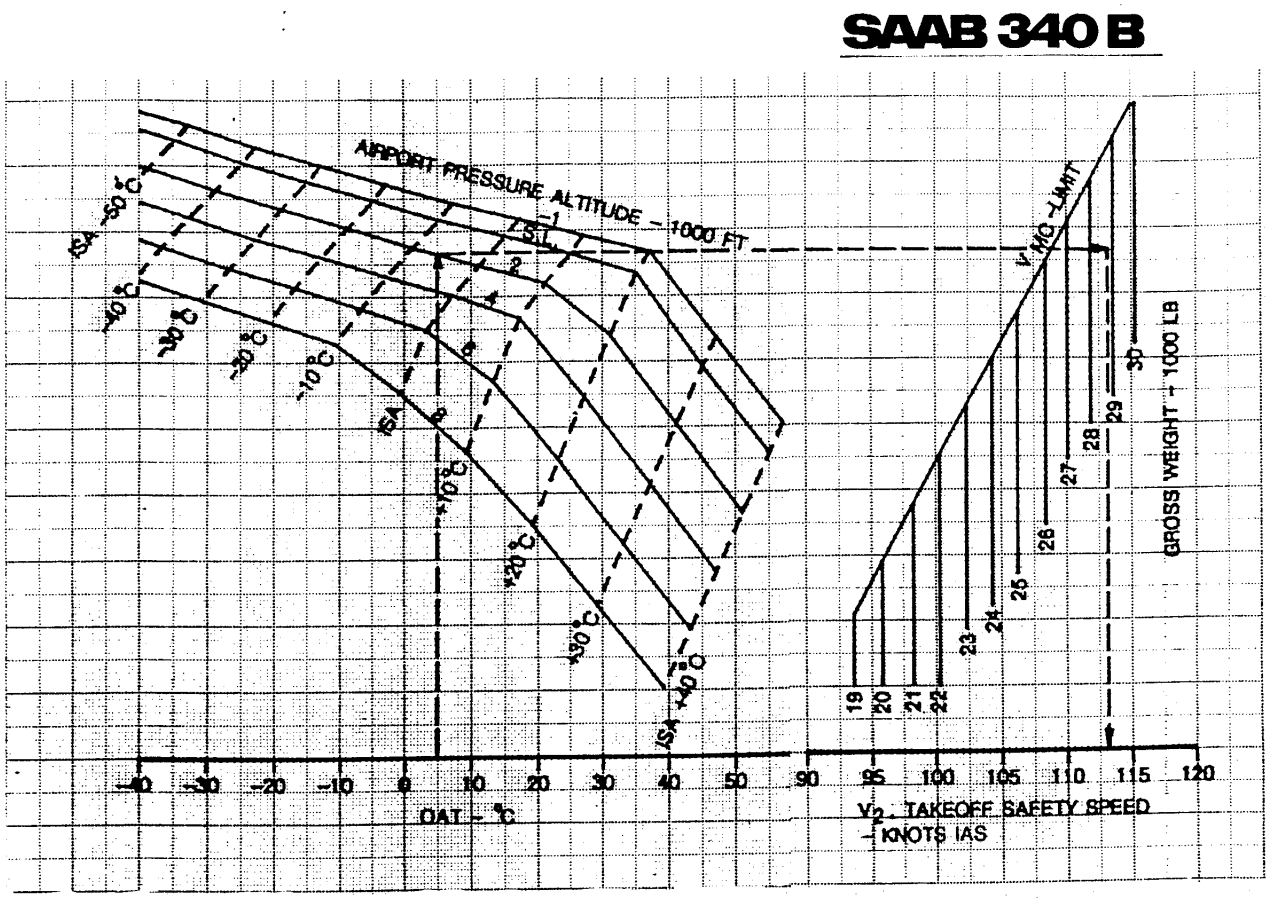


FIGURE 2

TABLE 1 : SF340 TARGET SPEEDS

	STALL SPEEDS									
	FLAP 0 GEAR UP			15 FLAP GEAR UP			FLAP 35 GEAR DOWN			
W lb.	1.3 V_S	SS	SP	1.3 V_S	SS	SP	1.3 V_S	SS	SP	ERC
27000	134	112	103	118	100	91	108	91	83	133
26500	133	111	102	117	99	90	107	90	83	132
26000	131	110	101	117	98	90	107	90	82	130
25500	130	109	100	116	97	89	105	89	81	129
25000	129	108	99	114	96	88	104	88	80	128
24500	127	107	98	113	95	87	104	87	80	127
24000	126	106	97	112	94	86	103	87	79	126
23500	125	105	96	111	93	86	101	86	78	124
23000	124	104	95	110	92	85	100	85	77	123
22500	122	103	94	109	91	84	100	84	77	122
22000	121	102	93	108	90	83	99	83	76	121
21500	120	100	92	107	89	82	98	82	75	119
21000	118	99	91	105	88	81	96	81	74	118
20500	117	98	90	104	87	80	95	80	73	117
20000	116	97	89	103	86	79	94	79	72	116

CABIN PRESSURE AUTO SCHEDULE

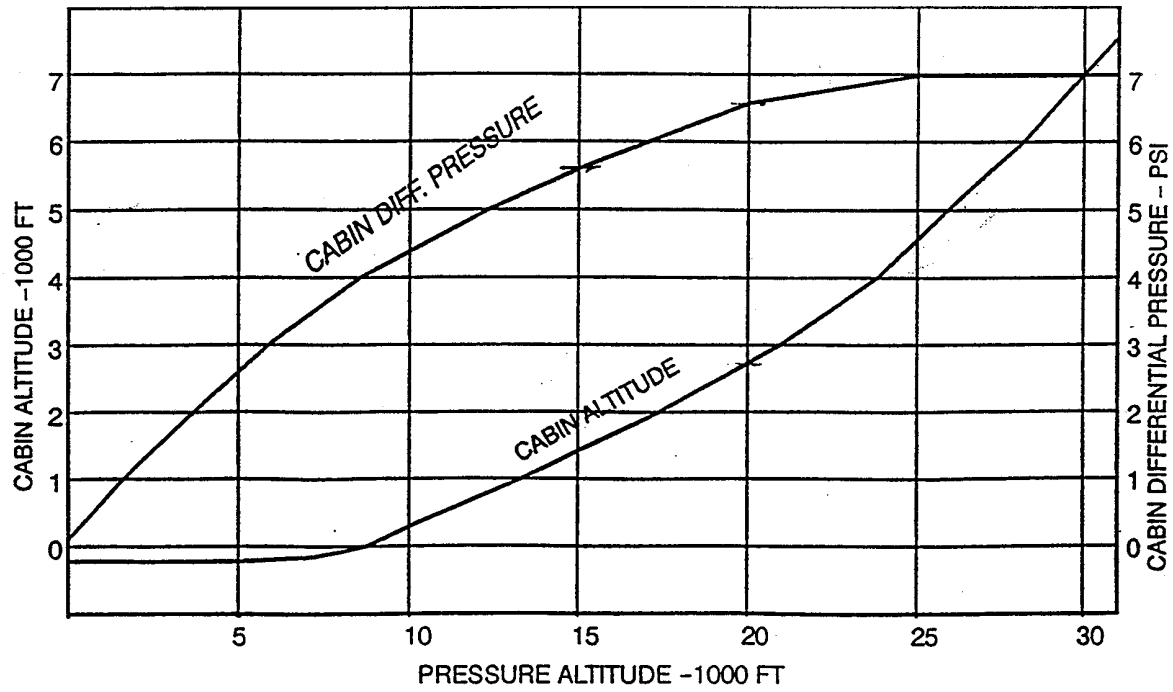


FIGURE 3

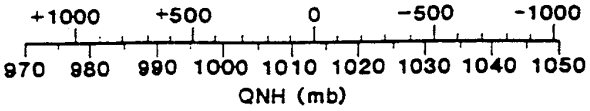
SAAB SF340A

POWER SETTINGS
CT7-5A2/132
Max Takeoff Power

MAX TAKEOFF POWER

(With CTOT on ground. With or without CTOT airborne.)

Correction (ft) to be added (with sign) to elevation to obtain pressure altitude.



ECS OFF
ENG A/I OFF

1384 PRPM

PRESSURE ALTITUDE (ft)	TORQUE (%) VS OAT (°C)																					
	-55	-50	-45	-40	-35	-30	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35	40	45	50	55
-1000																				108	102	97	92
0																			108	103	98	94	89
1000																		108	104	99	95	90	
2000																	108	105	100	95	91	86	
3000																108	105	100	96	91	87		
4000					- 108 -										108	106	101	96	92	88	83		
5000														108	106	101	97	92	88	84	80		
6000													108	106	102	97	93	88	84	80			
7000												108	106	102	98	93	89	85	81	77			
8000										108	108	106	102	98	93	89	85	81	77	74			
9000	108	108						108	108	107	105	102	98	94	89	85	81	78	74				
10000	107	107	108				108	107	105	103	100	97	94	90	86	82	78	74	71				

SAAB SF340A

POWER SETTINGS
CT7-5A2/132
Max Continuous power

MAX CONTINUOUS POWER

ECS ON
ENG A/I OFF

1384 PRPM
130 KIAS

TORQUE (%) VS SAT (°C)

F L	-65	-60	-55	-50	-45	-40	-35	-30	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35	40	CORR FOR KIAS		
310	46	46	46	45	44	43	42	40																	
300	47	48	48	48	47	45	44	42	40																
290	49	50	50	50	49	48	46	45	43																
280	51	51	52	52	51	50	49	47	45	43															
270	53	54	54	54	53	53	51	49	48	46															
260	55	56	56	56	56	55	54	52	51	48															
250	58	58	58	59	59	58	57	55	54	51	49	46	43												
240		60	61	61	62	61	59	58	56	54	52	49	46												
230		63	63	64	64	63	62	61	59	57	55	52	49										± 1%		
220			66	66	67	66	65	64	62	60	57	55	52	49									per		
210			68	69	69	69	68	67	65	63	60	58	54	51									20 kt.		
200			71	71	72	72	71	70	68	66	63	60	57	54	51										
190			74	75	75	75	74	73	71	69	67	64	60	57	54										
180			77	78	78	78	77	76	74	72	70	67	64	60	57										
170				81	81	82	81	79	78	76	73	70	67	63	60	55									
160				84	84	85	84	83	81	79	77	74	70	66	63	59									
150				87	87	88	87	86	84	82	80	77	73	69	66	63	59								
140				90	91	92	91	90	88	86	84	81	77	73	69	66	63								
130				94	95	95	95	93	92	90	88	84	80	77	73	69	66								
120				98	98	99	99	97	95	93	91	88	84	80	76	72	69	65							
110				100	100	100	100	100	99	98	95	92	88	84	80	76	72	68	65	62					
100									100	100	99	95	91	87	83	79	75	72	69	65	62		± 1%		
90											100	100	96	91	87	83	79	76	72	69	65		per		
80													100	96	91	87	83	79	76	72	68		30 kt.		
70														100	95	91	87	83	79	75	71	67	SAT		
60															99	95	90	86	83	78	74	70	45	50	55
50							100								100	99	94	90	86	82	78	74	70		
40																100	98	94	90	85	81	77	73		
30																	100	98	93	89	85	80	76		
20																		100	97	93	88	84	79	75	
10																			100	97	92	87	83	78	
0																				100	96	91	86	81	75
-10																					100	95	90	84	79

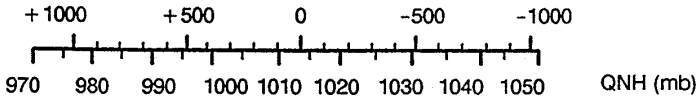
SAAB 340 B

CT7-9B
POWER SETTINGS
Go-around Power

GO-AROUND POWER

(Without CTOT airborne.)

Correction (ft) to be added (with sign) to elevation to obtain pressure altitude.



ECS OFF
ENG A/I OFF

1384 PRPM
KIAS 120 ± 15

PRESSURE ALTITUDE (ft)	TORQUE (%) VS OAT (°C)																					
	-55	-55	-45	-40	-35	-30	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35	40	45	50	55
-1000																			107	105	100	96	91
0																			107	101	97	92	88
1000																		107	103	98	93	88	
2000																	107	104	99	94	89	85	
3000																107	104	100	95	90	86	82	
4000															107	105	100	96	91	87	82		
5000								- 107 -						107	105	101	96	92	87	83	79		
6000													107	105	101	97	92	88	84	80	76		
7000											107	107	104	101	97	93	89	84	80	76			
8000	107									107	106	103	100	97	93	89	85	81	77	73			
9000	106	107	107	107	107			107	107	104	102	99	96	93	89	85	81	77	74				
10000	102	103	104	105	106	107	107	106	103	101	98	95	92	89	85	82	78	74	70				

SAAB 340 B

MAX CONTINUOUS POWER

CT7-9B
POWER SETTINGS
Max. Continuous power

ECS ON
ENG A/I OFF

1384 PRPM
130 KIAS

FL	TORQUE (%) VS SAT (°C)																				CORR FOR KIAS		
	-55	-50	-45	-40	-35	-30	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35	40	45	50	55
310	45	45	45	44	42	41	39	38	36	34													
300	47	47	47	46	44	43	41	40	38	36	34												
290	49	49	49	48	47	45	44	42	40	38	36												
280	50	51	51	50	49	47	46	44	42	40	38	36											
270	52	53	53	53	51	50	48	46	45	43	41	38											
260	54	55	55	55	54	52	50	49	47	45	43	41	38										
250	57	57	58	58	56	55	53	51	49	48	45	43	40										
240	59	59	60	60	59	57	55	54	52	50	48	45	43	40									
230	61	62	62	63	62	60	58	56	54	53	50	48	45	42							± 1%		
220	63	64	65	65	65	63	61	59	57	55	53	50	47	45							per		
210	66	66	67	68	68	66	64	62	60	58	56	53	50	47							20 kt.		
200	68	69	70	70	71	68	66	64	62	60	58	56	53	50	47								
190	71	72	72	73	74	72	69	67	65	63	61	59	56	52	49								
180	74	75	75	76	77	75	73	70	68	66	64	61	58	55	52	49							
170	77	78	78	79	80	78	76	74	71	69	67	64	61	58	54	51							
160	80	80	81	82	83	81	79	77	74	72	70	67	64	61	57	54	51						
150	83	84	84	85	86	85	83	80	78	75	73	70	67	64	60	57	54						
140	86	87	88	88	89	89	86	84	81	78	76	73	70	67	63	60	56						
130	90	90	91	92	93	92	90	87	84	82	79	77	74	70	66	62	59	56					
120	93	94	95	95	96	96	93	91	88	85	83	80	77	73	69	65	62	58					
110	97	97	98	99	100	100	97	94	92	89	86	84	80	77	72	68	65	61					
100	100	100	100	100			100	98	95	93	90	87	84	80	76	72	68	64	61				
90								100	99	96	94	91	87	83	79	75	71	67	63		± 1%		
80									100	100	97	94	91	87	83	78	74	70	66	63	per		
70											100	98	95	91	86	82	77	73	69	66	30 lt		
60												100	99	94	90	85	81	76	72	69			
50													100	98	94	89	84	80	75	72			
40														100	98	92	88	83	79	75	71		
30					- 100 -										100	96	91	87	82	78	74		
20																100	95	90	85	81	77	73	
10																	100	94	89	85	80	77	
0																	100	99	93	88	84	80	76
-10																		100	97	92	87	83	79