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|---|---|---|---|---|---|---|---|---|---|
| **1.c.3.** | One Engine Inoperative En route Climb. | ±10% time, ±10% distance, ±10% fuel used | Clean | Flight test data or airplane performance manual data may be used.<br><br>Test for at least a 1,550 m (5,000 ft) segment. | | | X | X | |
| **1.c.4.** | One Engine Inoperative Approach Climb for airplanes with icing accountability if provided in the airplane performance data for this phase of flight. | ±3 kt airspeed.<br><br>±0.5 m/s (100 ft/ min) or ±5% rate of climb, but not less than airplane performance data. | Approach | Flight test data or airplane performance manual data may be used.<br><br>FSTD performance to be recorded over an interval of at least 300 m (1,000 ft).<br><br>Test near maximum certificated landing weight as may be applicable to an approach in icing conditions. | X | X | X | X | Airplane should be configured with all anti-ice and de-ice systems operating normally, gear up and go-around flap.<br><br>All icing accountability considerations, in accordance with the airplane performance data for an approach in icing conditions, should be applied. |
| **1.d.** | **Cruise / Descent.** | | | | | | | | |
| **1.d.1.** | Level flight acceleration | ±5% Time | Cruise | Time required to increase airspeed a minimum of 50 kt, using maximum continuous thrust rating or equivalent.<br><br>For airplanes with a small operating speed range, speed change may be reduced to 80% of operational speed change. | X | X | X | X | |
| **1.d.2.** | Level flight deceleration. | ±5% Time | Cruise | Time required to decrease airspeed a minimum of 50 kt, using idle power.<br><br>For airplanes with a small operating speed range, speed change may be reduced to 80% of operational speed change. | X | X | X | X | |
| **1.d.3.** | Cruise performance. | ±.05 EPR or ±3% N1 or ±5% of torque.<br><br>±5% of fuel flow. | Cruise. | The test may be a single snapshot showing instantaneous fuel flow, or a minimum of two consecutive snapshots with a spread of at least 3 minutes in steady flight. | | | X | X | |
| **1.d.4.** | Idle descent. | ±3 kt airspeed.<br><br>±1.0 m/s (200 ft/min) or ±5% of rate of descent. | Clean. | Idle power stabilized descent at normal descent speed at mid altitude.<br><br>FSTD performance to be recorded over an interval of at least 300 m (1,000 ft). | X | X | X | X | |
| **1.d.5.** | Emergency descent. | ±5 kt airspeed.<br><br>±1.5 m/s (300 ft/min) or ±5% of rate of descent. | As per airplane performance data. | FSTD performance to be recorded over an interval of at least 900 m (3,000 ft). | X | X | X | X | Stabilized descent to be conducted with speed brakes extended if applicable, at mid altitude and near $V_{mo}$ or according to emergency |