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| | | | | | | | | | descent procedure. |
| **1.e.** | **Stopping.** | | | | | | | | |
| **1.e.1.** | Deceleration time and distance, manual wheel brakes, dry runway, no reverse thrust. | ±1.5 s or ±5% of time.<br><br>For distances up to 1,220 m (4, 000 ft), the smaller of ±61 m (200 ft) or ±10% of distance.<br><br>For distances greater than 1,220 m (4, 000 ft), ±5% of distance. | Landing. | Time and distance must be recorded for at least 80% of the total time from touchdown to a full stop.<br><br>Position of ground spoilers and brake system pressure must be plotted (if applicable).<br><br>Data required for medium and near maximum certificated landing mass.<br><br>Engineering data may be used for the medium mass condition. | **X** | **X** | **X** | **X** | |
| **1.e.2.** | Deceleration time and distance, reverse thrust, no wheel brakes, dry runway. | ±1.5 s or ±5% of time; and<br><br>the smaller of ±61 m (200 ft) or ±10% of distance. | Landing | Time and distance must be recorded for at least 80% of the total time from initiation of reverse thrust to full thrust reverser minimum operating speed.<br><br>Position of ground spoilers must be plotted (if applicable).<br><br>Data required for medium and near maximum certificated landing mass.<br><br>Engineering data may be used for the medium mass condition. | **X** | **X** | **X** | **X** | |
| **1.e.3.** | Stopping distance, wheel brakes, wet runway. | ±61 m (200 ft) or ±10% of distance. | Landing. | Either flight test or manufacturer's performance manual data must be used, where available.<br><br>Engineering data, based on dry runway flight test stopping distance and the effects of contaminated runway braking coefficients, are an acceptable alternative. | | | **X** | **X** | |
| **1.e.4.** | Stopping distance, wheel brakes, icy runway. | ±61 m (200 ft) or ±10% of distance. | Landing. | Either flight test or manufacturer's performance manual data must be used, where available.<br><br>Engineering data, based on dry runway flight test stopping distance and the effects of contaminated runway braking coefficients, are an acceptable alternative. | | | **X** | **X** | |
| **1.f.** | **Engines.** | | | | | | | | |