



WASSMER  
CE 43  
"GUEPARD"



**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

PERFORMANCE MEMENTO

09-2009

**LIMITATIONS**

All airspeeds are in KTS

VNE	189 KTS
VNO	155
VA	135
VFE 10°	120
VFE 25°	
VFE 30°	120
VFE 40°	
VLE	120
VLO down	120
VLO up	120
VS	66
VSO	57
Max crosswind comp.	25
Max Take Off Weight	1460 KG
Max Landing Weight	1460 KG
Max electrical load	

**FUEL**

Total capacity	428 liters	4 X 107
Usable	420 liters	4 X 105
Cruise Conso/mn	0,9 liters	
Holding Conso/min	0,7 liters	
Procedure Conso(15 mn)	11 liters	
Taxi	7 liters	

**ONE ENGINE STOP  
LIMITATIONS**

VMC	
V1=VR=V2	
VySE	
VxSE	
Cruise	
Parameters	
Descent	
Parameters	
Approach	
Parameters	
Approche finale	
Parameters	
Go-Around	
Zero thrust N-1	
Parameters	

**NORMAL  
PROCEDURES**

**TAXI**

Fuel Flow

**TAKE OFF**

Flap setting  
*Engine*

10°  
FP/FP/FR

IAS

60 KTS

**CLIMB**

Initial

80

*Engine*

FP/FP/FR

STD Cruise

100

*Engine*

2500/25/19

Vy

95

*Engine*

2500/25/19

Vx

77

*Engine*

FP/FP/FR

**CRUISE**

TAS 65%

135

*Engine*

2250/22/14

TAS 75%

145

*Engine*

2400/24/16

**DESCENT**

IAS

150

Rate

500 ft/mn

*Engine*

Cruise

**STALLING AIRSPEEDS**

Mass

1460 KG

Flaps UP

66

Flaps 15°

62

" " 25°

" " 30°

57

" " 40°

Variation

3 Kt per 100 Kg

**STANDARD AIRSPEEDS**

Holding

100

*Engine*

2250/17/10

App Hold 10°/Gd

93

*Engine*

2250/19/10

Approach 10°/Gd

100

*Engine*

2250/17/10

Final Approach 10°

85

" " 25°

" " 30°

75

" " 40°

Short Field Landing

70

**MAX GLIDE AIRSPEEDS**

Flaps UP

100

Flaps 10°/Gd

90

Flaps 30°/Gd

80



**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

PROCEDURES

09-2009

**PRE-FLIGHT**

**Taxi  
Check**

- Pre-Flight and Engine Start following the Check List
- At the beginning of taxi, Check braking action
- Cleared Parking area  
⇒ Taxi check
  - at right turn headings increases, attitude indicator steady, turn coordinator checked
  - same check at left turn
- Make taxi check in a right and left turn.
- Announce " Taxi Check ⇒ OK"
- At Holding point make Run-up as Do List, then verify following Check List
- For **IFR** flight, report ⇒ 3 minutes before
- Verifications before T/O with Check List
- T/O Briefing

**Briefing**

**NORMAL**

**▲ NORMAL**

RWY - QFU - Available length

Rotation airspeed

First HDG

First Altitude

Engine failure ⇒ maintain positive control and straight ahead

others problems ⇒ immediat landing with a right or left hand low pattern

**Before  
Take Off**

- Line Up ⇒ Brakes ON
- Line Up ⇒ Check
  - **RWY** (QFU)
  - **Full rich**
  - **Fine pitch**
  - **Fuel pump**
  - **Lights**
  - **Pitot** (IFR Flight)

**Take Off**

- Top
- 2000 RPM on brakes ⇒ looking straight ahead ⇒ Brakes release
- T/O power ⇒ 3 engine controls full foward
- Check engine instruments
- Annouce ⇒ "Take Off power OK, I continue"



# FTO OPERATION MANUAL WASSMER CE 43

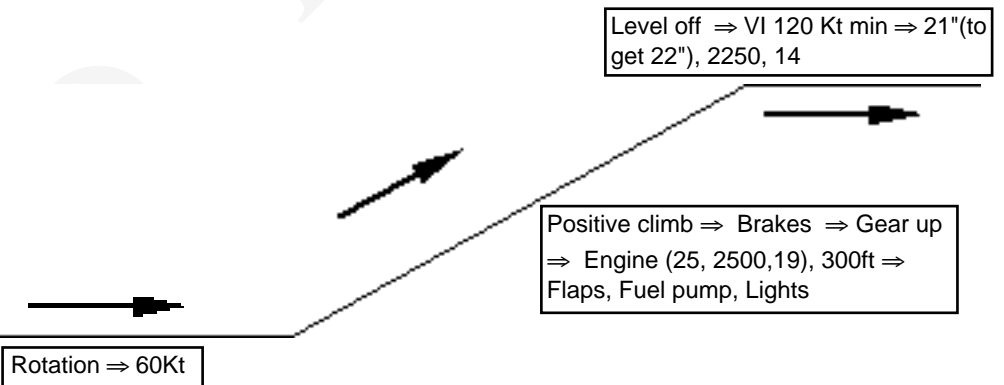
ACOP

## NORMAL PROCEDURES

09-2009

**TAKE OFF**

**Actions  
Parameters  
After T/O  
Check List**

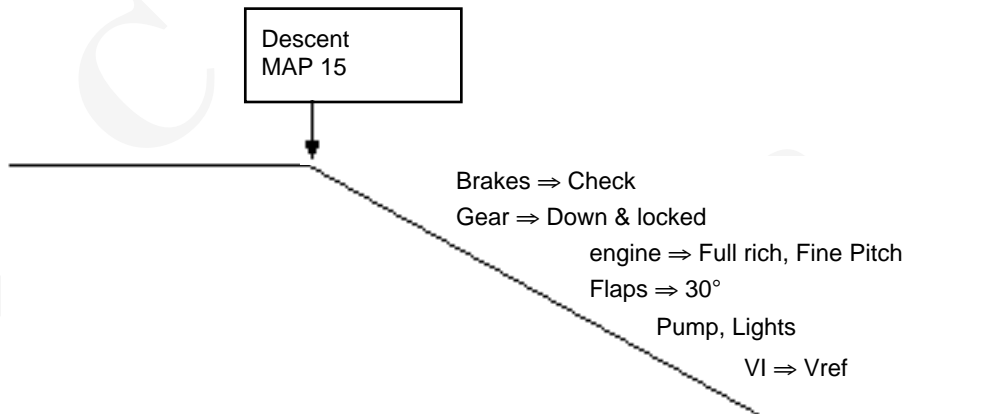


**ARRIVAL**

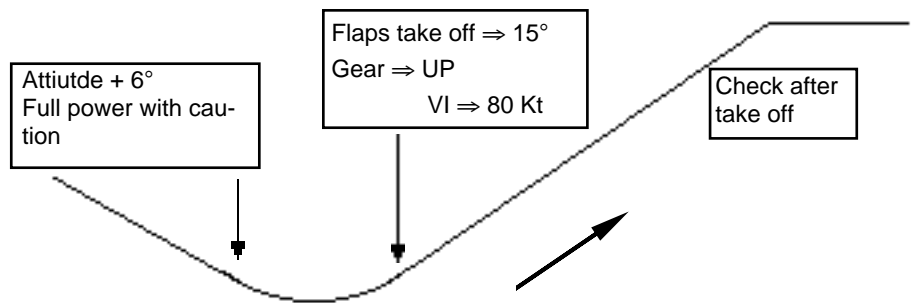
**APP  
Downwind**

- 2450 RPM
- MAP 17
- White Arc  $\Rightarrow$  Flaps 15°  
Gear down
- MAP 20  $\Rightarrow$  VI 90 Kt  $\Rightarrow$  1,45 VS1 ( $\Phi$ 37° max)

**FINAL**



**GO-AROUND**





**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

DRILLS

09-2009

<p align="center"><b>V S 0 IDENTIFICATION</b></p>	<p><b>Safety checks</b></p> <p><b>Settings</b></p> <p><b>Actions</b></p>	<ul style="list-style-type: none"> <li>- " Passive" ⇒ 2500 ft AGL minimum</li> <li>- "Active" ⇒ Make right and left “L” turns <math>\phi</math> 30°,</li> <li>- Seatbelts locked</li>   <li>- 2450</li> <li>- MAP 17</li> <li>- White Arc ⇒ Flaps 15° ⇒ Gear down ⇒ MAP 20"</li> <li>- Brakes, gear, engine, Flaps 30° ⇒ MAP 21", pump, lights</li>   <li>- Maintain straight and level flight</li> <li>- Throttle full retard</li> <li>- Zero Vz, level wings, ball centered</li> <li>- At warning horn ⇒ wait 3 seconds</li> <li>- Note the airspeed</li> <li>- Full power</li> <li>- Manage effects of power</li> <li>- Level off</li> <li>- Flaps 15°, Gear Up, 25/2500/19, Flaps 0°, pump, lights</li> <li>- VI 120 mini ⇒ 22/2250/14</li> </ul>
<p><b>V S IDENTIFICATION</b></p>		<ul style="list-style-type: none"> <li>- Likewise above with Flaps 0°</li> </ul>
<p><b>SLOW FLIGHT</b></p>	<p><b>Straight and level</b></p> <p><b>Turning</b></p>	<p>Calculate the slow flight airspeed: 1,1 VS or VSO plus 5 kts</p> <ul style="list-style-type: none"> <li>- Reduce throttle MAP at 13</li> <li>- Wait for the slow flight airspeed plus 5 kts</li> <li>- Re-adjust MAP between 15" and 20"</li> <li>- Verify and maintain: altitude ⇒ heading ⇒ airspeed</li>   <li>- Max Bank angle 10°</li> <li>- Re-adjust MAP plus 1 inch</li> </ul>
<p><b>STALL</b></p>		<ul style="list-style-type: none"> <li>- Likewise safety checks and settings</li> <li>- Throttle full reduction</li> <li>- Maintain zero Vz, pull stick <u>fully back</u></li> <li>- Level wings with ailerons, ball centered</li> <li>- Vz &gt;1000 ft/mn</li> <li>- center stick slowly for stall recovery</li> <li>- At IAS 80 kts set MAP 20"</li> <li>- Level off</li> <li>- Set engine as appropriate</li> </ul>



# FTO OPERATION MANUAL WASSMER CE 43

ACOP

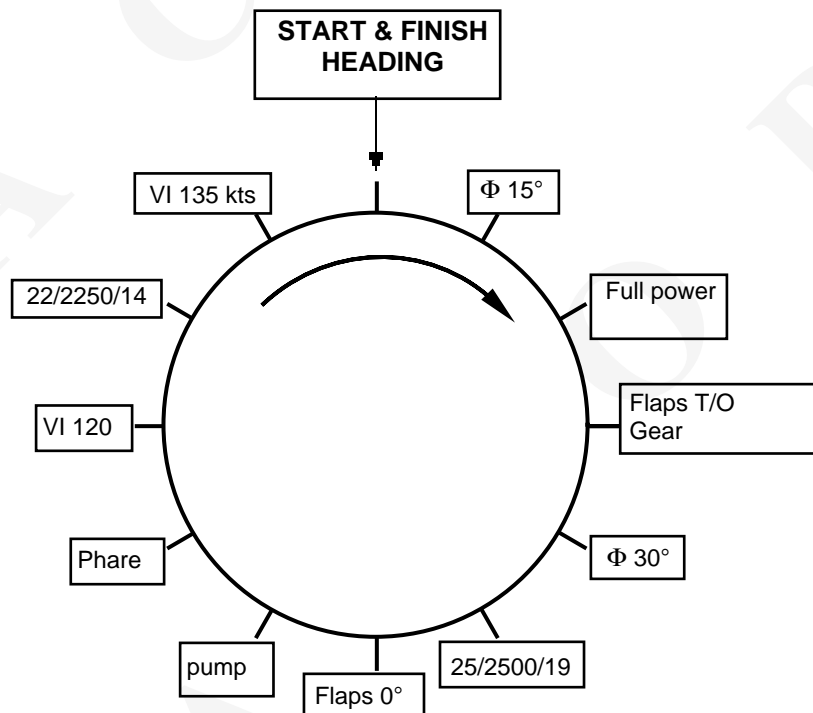
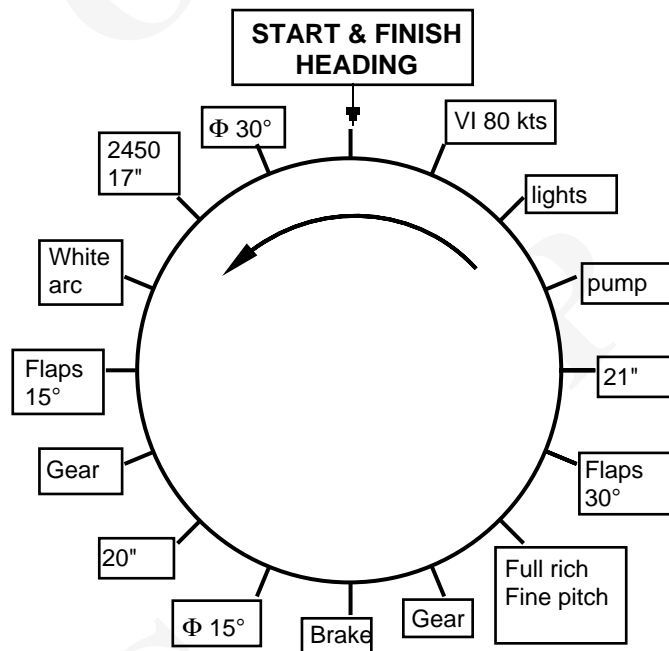
## SLOW DOWN / SPEED UP TURNS

09-2009

### TARGET:

Beginning from cruise level flight:

- after a 360° left turn, get out in landing configuration, check completed
- next, a 360° right turn, get back to cruise level flight, check completed



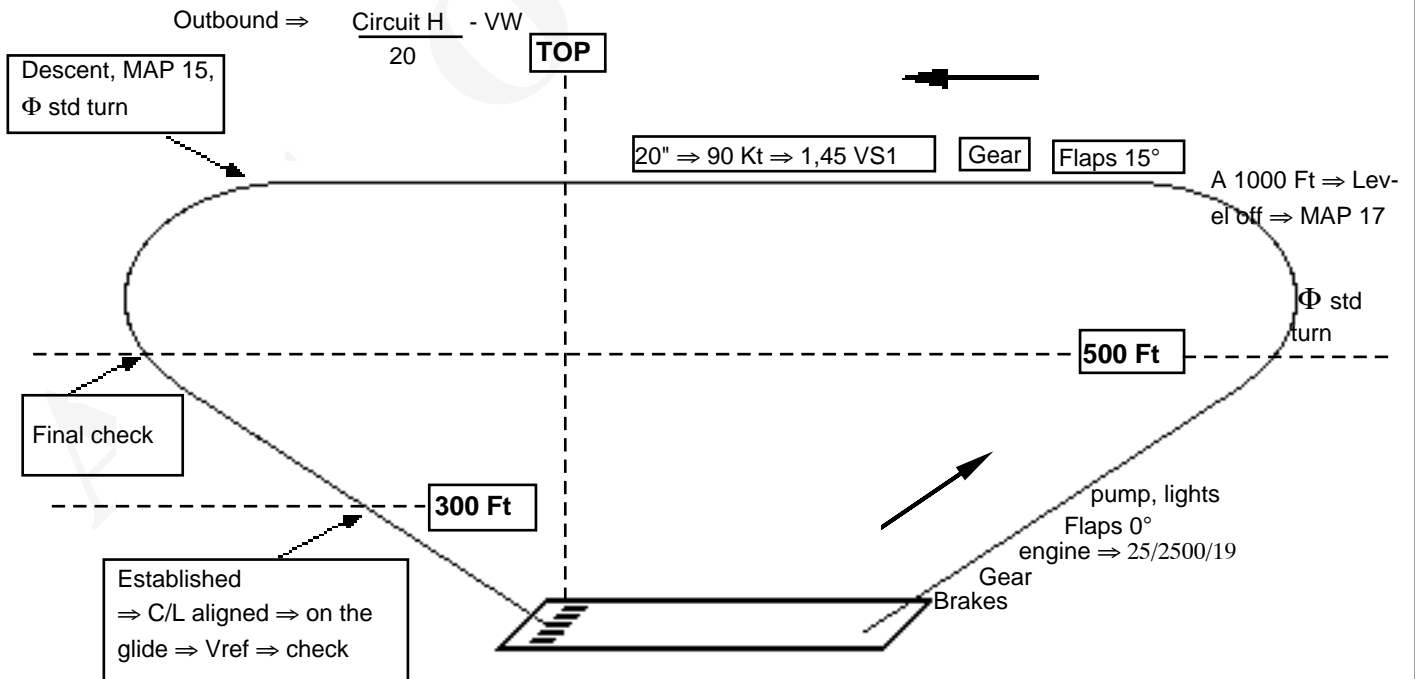


# FTO OPERATION MANUAL WASSMER CE 43

ACOP

1000 Ft STANDARD PATTERN

09-2009



- Turn corrections:

- Up wind ⇒ widen the turn
- Down wind ⇒ tighten the turn

- During the final turn, identify and take visual of a ground final turn exit point

- In short final leg at 300 Ft you must be established ⇒ C/L aligned, on the glide path, at Vref and check completed, so that full attention can be given to landing maneuver

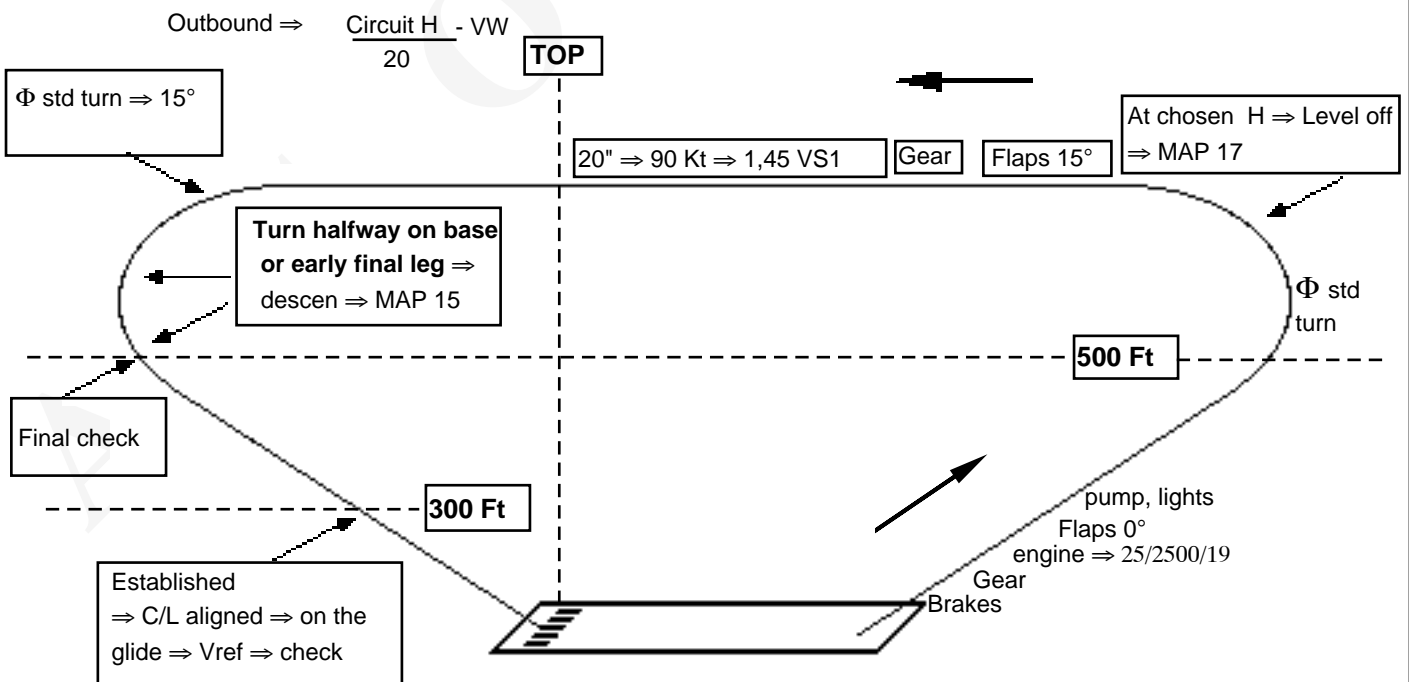


# FTO OPERATION MANUAL WASSMER CE 43

ACOP

500, 700, 800 Ft STANDARD PATTERNS

09-2009



- Start descent at halway base turn ( 700 ft, 800 ft ), or at the beginning of final leg ( 500 ft )
- Turn corrections:
  - Up wind  $\Rightarrow$  widen the turn
  - Down wind  $\Rightarrow$  tighten the turn
- During the final turn, identify and take visual of a ground final turn exit point
- In short final leg at 300 Ft you must be established  $\Rightarrow$  C/L aligned, on the glide path, at Vref and check completed, so that full attention can be given to landing maneuver



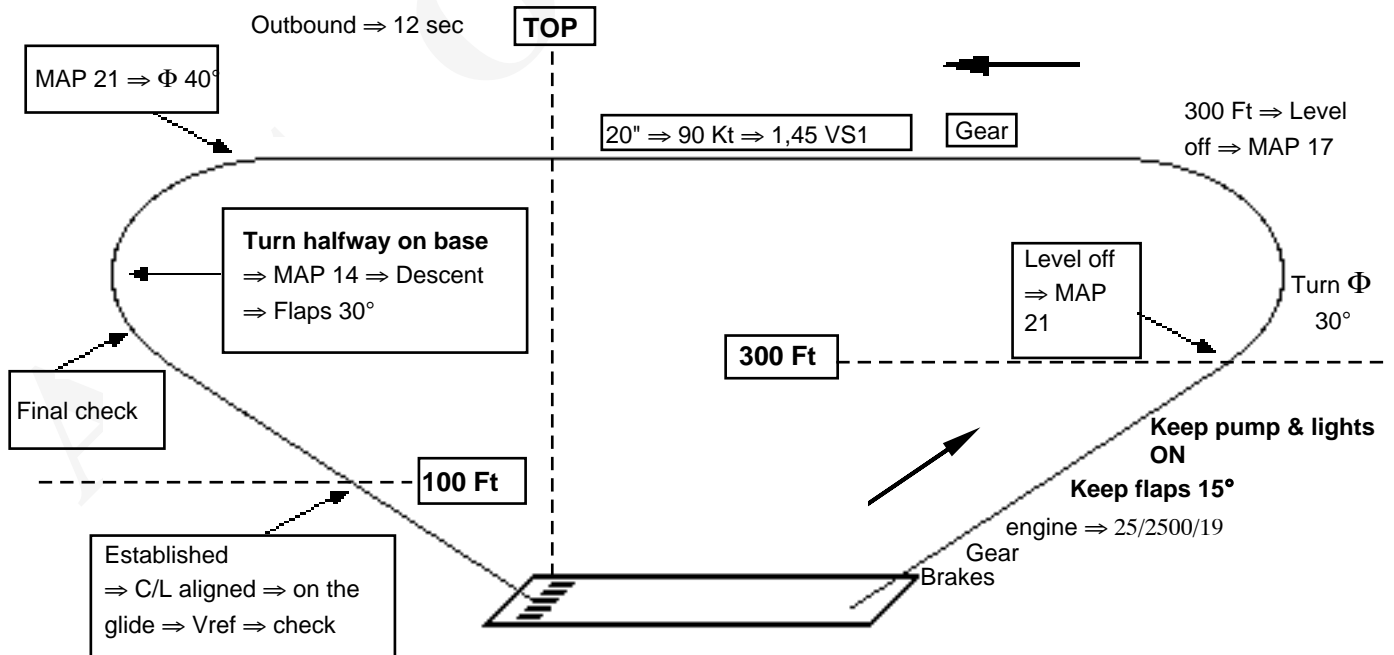


# FTO OPERATION MANUAL WASSMER CE 43

ACOP

300 Ft LOW PATTERN

09-2009



### - Turns corrections:

- Up wind => widen the turn
- Down wind => tighten the turn

- During the final turn, identify and take visual of a ground final turn exit point

- In short final leg at 100 Ft you must be established => C/L aligned, on the glide path, at Vref and check completed, so that full attention can be given to landing maneuver

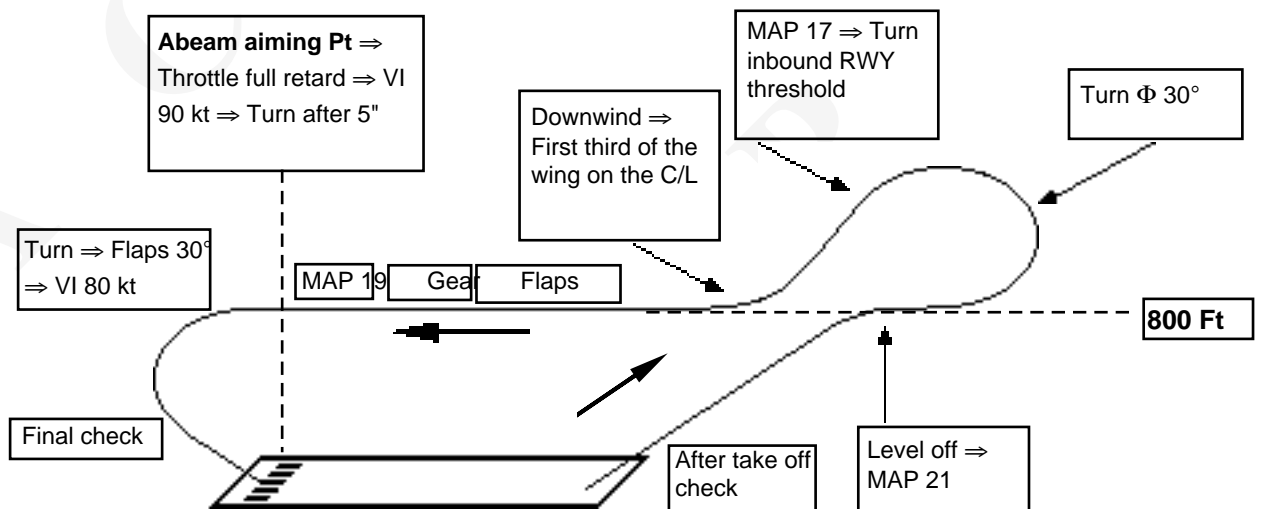


# FTO OPERATION MANUAL WASSMER CE 43

ACOP

180° POWER OFF APPROACH - LOW KEY 800 ft

09-2009



## Wind corrections:

- adjust low key point of a "wind vector"
- in crosswind conditions, widen or close the downwind leg ⇒ wing edge or half wing covering RWY

## 360° POWER OFF APPROACH - HIGH KEY

- Report overhead RWY threshold 2000 ft
- level off, MAP 17, make an upwind RWY heading
- overhead RWY end ⇒ throttle full reduction ⇒ descent ⇒ VI 100 kt
- immediate left turn outbound QFU + 60°
- trouble shooting ⇒ electric pump, fuel tank selection
- When C/L in sight from the rear canopy angle.  $\Phi$  30° turn to join the downwind leg
- the downwind path must converge with RWY, eventually parallel, never diverge
- **aim for the low key point 800ft**
- on demand ⇒ Flaps 15°, Gear down
- at the low key point perform above described procedure

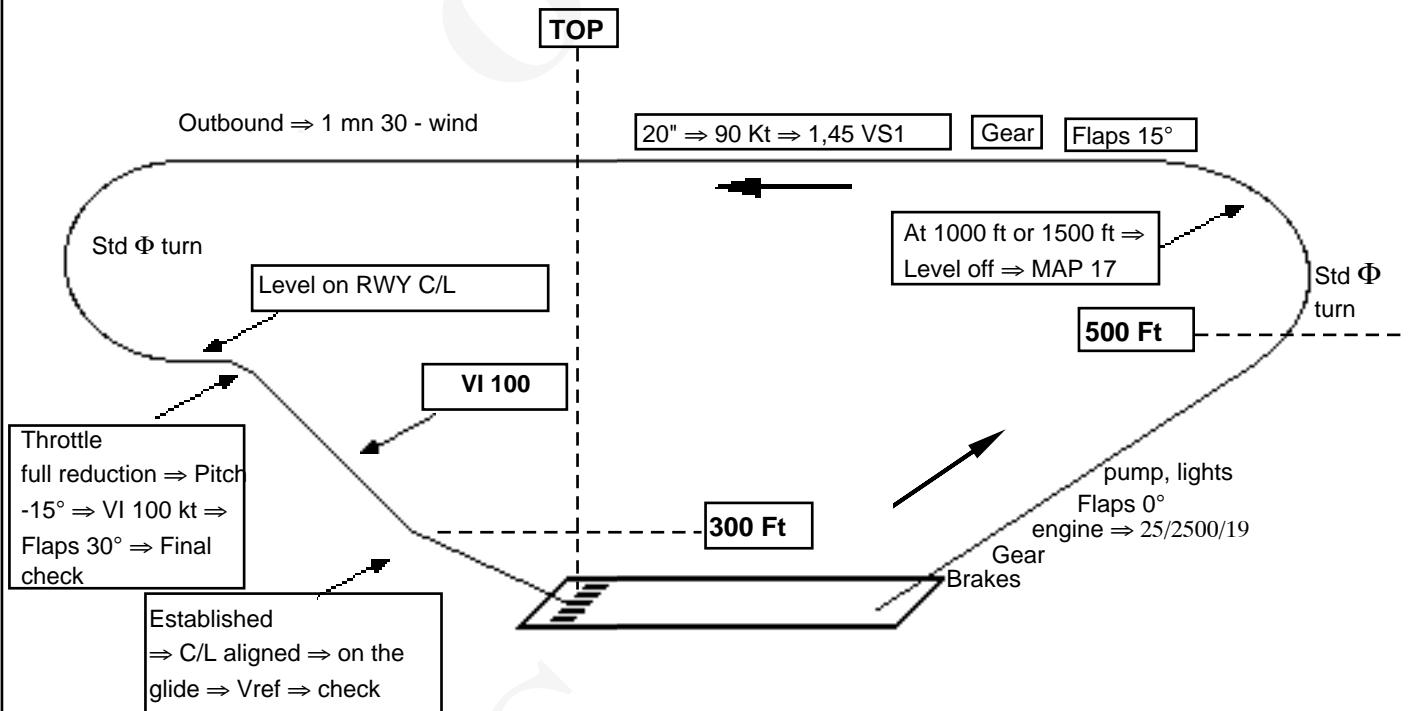


# FTO OPERATION MANUAL WASSMER CE 43

ACOP

## GLIDE PATH RECOVERY

09-2009



- Turn corrections:

- Up wind => widen the turn
- Down wind => tighten the turn

- Maintain level flight until TOD ( Top Of Descent)

- When on the glide path again, set normal descent attitude and wait for 80 kts before set MAP 14

- In short final leg at 100 Ft you must be established => C/L aligned, on the glide path, at Vref and check completed, so that full attention can be given to landing maneuver



**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

IMC - PROCEDURES

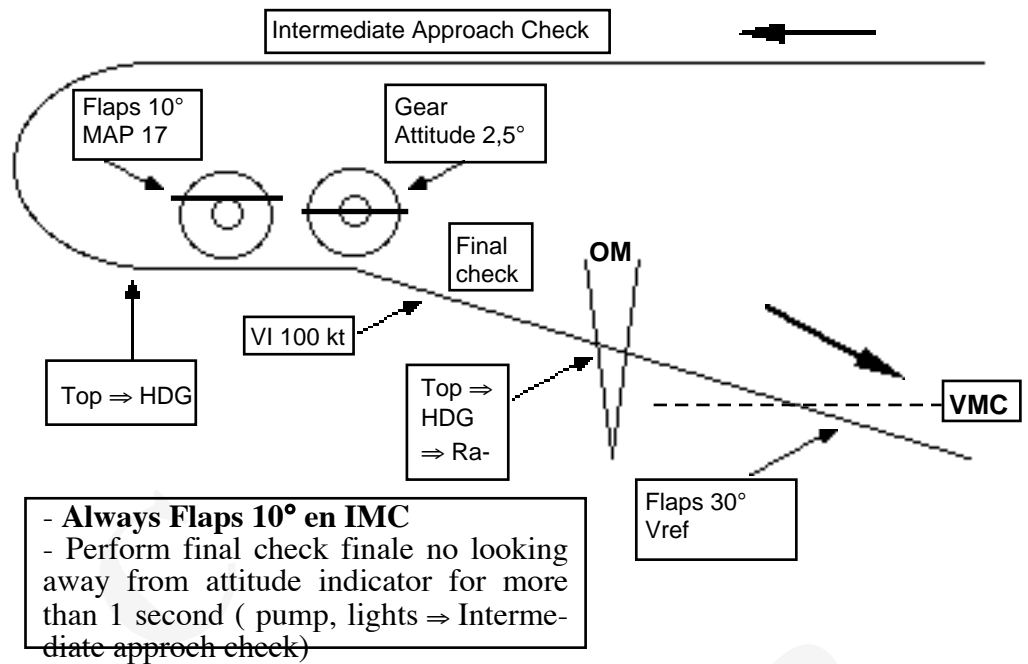
09-2009

PARA  
METRES

ILS

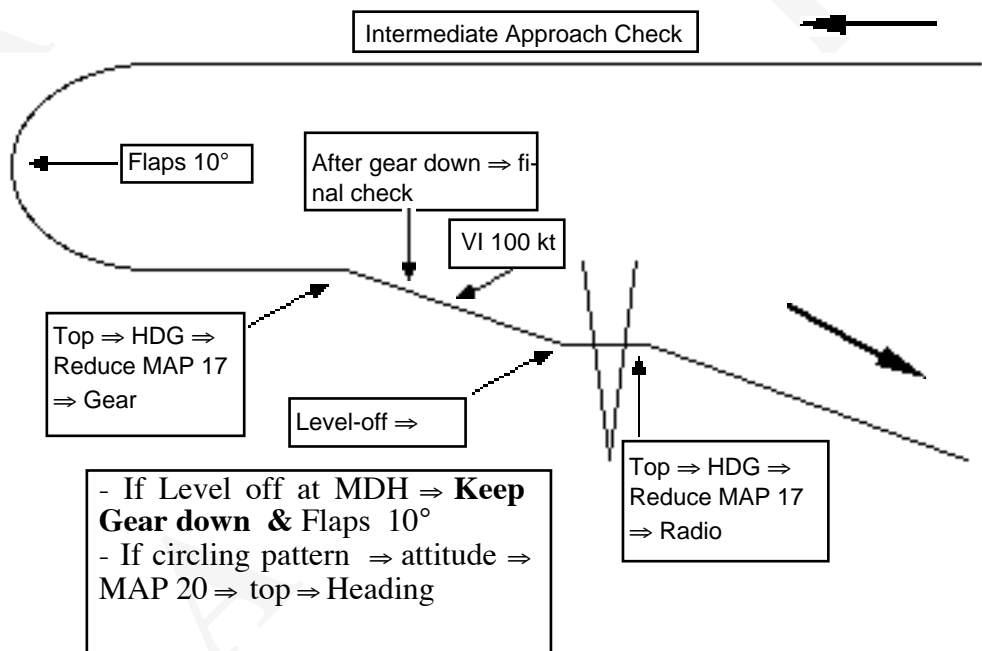
**Passing IAF:**

- Top
- Heading
- Reduce MAP 17 ⇒ **SUITABLE PROCEDURE SPEED: 100 Kt**
- Radio



- **Always Flaps 10° en IMC**
- Perform final check finale no looking away from attitude indicator for more than 1 second ( pump, lights ⇒ Intermediate approach check)

Nonprecision  
approach



- If Level off at MDH ⇒ **Keep Gear down & Flaps 10°**
- If circling pattern ⇒ attitude ⇒ MAP 20 ⇒ top ⇒ Heading



**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

TAKE OFF & LANDING DATA SHEET

09-2009

<b>ACOP</b>		<b>TAKE OFF</b>	
Wind	RWY	FAILURE TAKE OFF ⇒ STRAIGHT AHEAD	
VH:	VR 60 kt	<b>OTHERS PROBLEMS</b>	
CEIL:	1°HDH:		
QNH:	1°ALTI:	<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">VMC</span> BACK TO THE FIELD VIA _____ TURN :	
QFE:	DIST 50FT:	<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">IMC</span>	
CE 43			

<b>ACOP</b>		<b>LANDING</b>	
INFO:	MSA :	<b>INTER APP CHECK</b> GYROS ALTIS SET, COMPARE AVERAGE HEADING VZ RWY Time / MAPT HD / MHD GoAround pump lights	
RWY			
VW:	APP TYPE:	<b>GoA</b>	
VH:	TRACKS		
CEIL:	RADIO & NAVAIDS SETTING:		
QNH:	OM or FAF H:		
QFE:	APP SPEED:		
	FINAL SPEED :		
	HD :		
CE 43			

FUEL DATA SHEET			MASS DATA SHEET			
		LITERS	KG			
DESTINATION PROCEDURES	+			BASE WEIGHT CORRECTION	+	9 6 1
CONSUMPTION				BASE WEIGHT CORRECTED		1 0 4 1
ROUTE RESERVE 5% ALTERNATE RESERVE PROCEDURES	+			LOAD	+	
OPERATING RESERVE	+			NO FUEL WEIGHT PAY LOAD LIMIT	-	
FINAL RESERVE	+			MAX FUEL LOAD		
TOTAL RESERVES				BLOCK FUEL Q.TY		
NOT UTILISABLE TAXI	+	8		BLOCK MASS TAXI	-	
<i>REPORT CONSUMPTION</i>	+			T/O WEIGHT		
DEPARTURE NECESSARY FUEL Q.TY				CONSUMPTION	-	
BLOCK FUEL Q.TY				LANDING WEIGHT		

MEMENTO DATA					
	<b>CE 43</b>			<b>CE 43</b>	
Procedure 15 mn	11 L		Holding Conso/mn	0,7 L	
Consumption per mn	0,9 L		Cruise 45"	41 L	
Cruise conso per NM	0,4 L		Cruise 30"	27 L	

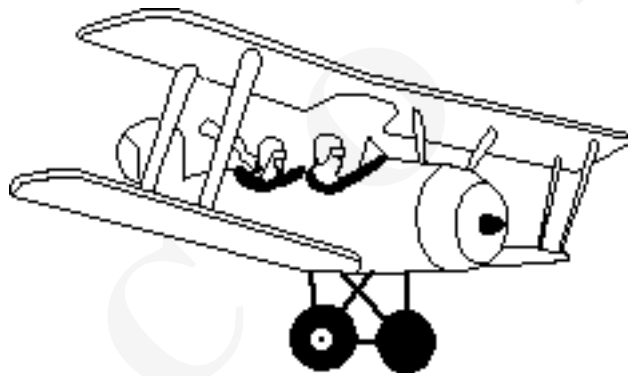
MAX WEIGHT			PREVISION CHARGE OFFERTE	
	<b>CE 43</b>		BASE WEIGHT CORRECTED	<b>1 0 4 1</b>
Take off	1460 Kg		T/O FUEL	
Landing	1460 Kg		OPERATIONAL WEIGHT	
			PAYLOAD LIMIT	
			<b>TOT PAYLOAD EXPECTED</b>	
RWY dist.	T/O	LAND		
X 0,7 =				
D 15				
X 1,43 =				
			ASD	
			Z RETABLIS	
<b>ACOP</b>				

- ToF < 6 h  - 2 RWYs disponibles	1 h	TAF		<b>IFR OPS1</b>	
		bef EAT	<b>VH</b>	5 Km	
		aft EAT	<b>CEIL</b>	- CIRCLING MDH+500ft or - 2000 ft	

	<b>WEIGHT (KG)</b>	<b>ARM</b>	<b>MOMENT (Kg.m)</b>
<b>BASIC EMPTY</b>	<b>9 6 1</b>	<b>0,293</b>	<b>2 8 1</b>
<b>FRONT SEATS</b>		<b>0,260</b>	
<b>PAX SEATS</b>			
<b>REAR PAX SEATS</b>		<b>1,15</b>	
<b>7th PAX SEAT</b>			
<b>FUEL LOADING</b>		<b>0,75</b>	
<b>AFT BAGGAGE</b>		<b>0,57</b>	
<b>BAGGAGE HOLD</b>		<b>2,44</b>	
<b>TOTAL</b>			



# CHECK - LIST



**CE 43**

**GUEPARD**

**ACOP**





**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

CHECK LIST

09-2009

PREFLIGHT INSPECTION

INTERNAL

Landing gear handle	Down
Parking brake	Set
Flight Controls	Free
Emerg landing gear handle	Check
Gear breaker	Set
Trim	Check
Magnetos	OFF
Battery master	ON
Flaps	0° - 30° - 0°
Lights	Check
Rotary light	Check
Nav lights	Check
Pitot heat	Check
Cabin light	Check
Instruments lights	Check
Emergency lights	Check
Stall warning	Check
Fuel q.ty & endurance	Verify
Gear lights	Test
Battery master	OFF

EXTERNAL

FRONT SIDE

Propeller & cone	Check
Régulateur	Check
Wheel & tyre	Check
Strut	Check
Wheel well door	Check
Engine cowling & door	Check
Engine oil	12 QTS = MAXI 9 QTS = MINI
Engine oil door	Secure

ACOP

CE 43

LEFT WING

Flaps	Check
Aileron	Check
Nav light	Check
Landing light	Check
Fuel tanks vent valve	Check
Fuel tanks	Check
Tank sump (1st flight)	Drain

LEFT GEAR

Wheel & tyre	Check
Stru	Check
Wheel well doors	Check

LEFT FUSELAGE

Static port	Check
Hold	Secure

EMPENNAGES

Control surfaces	Check
Tab	Check & neutral
Nav light	Check
Rotary light	Check
Rear skate	Check

RIGHT FUSELAGE

Static port	Check
-------------	-------

RIGHT GEAR

Idem left gear

RIGHT FUSELAGE

Idem left wing

AERIALS

All	Check
-----	-------

ACOP

CE 43



**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

CHECK LIST

09-2009

BEFORE START UP

Seat belts	Unlock
Parking brake	Set
Rudder	Set
Landing gear handle	Down
Door	Unlock
Chrono	Zero
Anem-Altis-Vario	Verify
MAP	QFE
Master battery	ON
Breakers	Check
8 radio panel breakers	Set
Radio & radionav	Set
IFR ops	
Start-up clearance	Requested

START-UP

COLD START

8 radio panel breakers	OFF
Fuel	OPEN
Rotary	ON
Magnetos	1 + 2
3 engine control levers	Foward
Pump	ON 5" then OFF
Throttle	5 mm
Starter	Start ( Max 30s )

HOT START

Idem cold start unless:

Pump	OFF
Throttle	5 mm
Mixture control	Cut-off
When engine start:	
Mixture control	Full rich

AFTER START-UP

Engine	1000 RPM
Oil pressure	Green arc
Engine	1200 RPM
Alternator switch	ON
Loadmeter	Check
Fuel flow	Halfway retard
8 radio panel breakers	ON
Vacuum	Check
Gyro	Check
Attitude indicator	Set ( +2° )
Fuel selector	Proper tank
Endurance	Noted
Crew	Secured
Door	Secure
Flight Controls	Check free

TAXI

Cylinder temperature	100° mini
Brakes	Check
Gyro	Check

ACOP

CE 43

ACOP

CE 43



**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

CHECK LIST

09-2009

RUN-UP

Parking brake	Set
Fuel selector	Internal proper tank
Cylinder temperature	150° mini
Oil pressure	Check
Propeller	Fine Pitch
Pitch governor check	1800 to 1500 RPM
Magnetos Check	1800 RPM
	Drop 175 max
	Diff. 75 max
Fuel heater	Check
Idle check	600/800 RPM
Engine	1200 RPM
IFR departure	
Report	3 mn before

BEFORE TAKE-OFF

Elevator trim	Set
Throttles friction	Set
Flaps	Set as required
Oil temperature	Check
Oil pressure	Check
Briefing	Completed

LINE-UP

HSI	QFU
Mag compass	Check
Mixture	FR
Propeller	FP
Pump, landing light, pitot	ON

TAKE-OFF

Engine	2000 RPM on brakes
Brakes	Release
Engine	2500 RPM mini
Fuel flow	26 USG mini
MAP	28" mini
Report	" I continue "
Rotation	VI 60 Kts

INITIAL CLIMB

VI	80 Kts
Attitude	+ 10°
Climb	Positive
Brakes	Apply
Gear	UP
MAP	25"
Engine	2500 RPM
Fuel flow	19 USG

AT 300 FT OR 90 KTS

Flaps	UP
Pump	OFF
Landing lights	OFF
VI	100 Kts

65% CRUISE

(above FL35 verify flight manual)

MAP	22"
Engine	2250 RPM
Fuel flow	14 USG

ACOP

CE 43

ACOP

CE 43



**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

CHECK LIST

09-2009

APPROACH

Engine	2450 RPM
Fuel flow	Unchanged
MAP	17"
Flaps ( VI 100 Kts )	15°
Gear ( VI 90 Kts )	DOWN 3 greens
MAP	19"
VI	90 Kts

FINAL ABOVE 300 FT AGL

Brake	Pressure check
Gear	DOWN 3 greens
Engine	FR, FP
Flaps	Set as required
Pump	ON
Landing lights	ON

RWY VACATED

Flaps	0°
Pump	OFF
Pitot	OFF
Elevator trim	Neutral
Fuel flow	.

ENGINE STOP

Parking brake	Set
Engine	1200 RPM for 30' mini
Landing lights	ON
8 radio breakers	OFF
Engine	700 RPM
Alternator breaker	OFF
Fuel flow	Full Lean
Magnetos	OFF
Master battery	OFF

ACOP

CE 43

ACOP

CE 43



**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

CHECK LIST

09-2009

**EMERGENCY PROCEDURES**

ENGINE FAILUIRE

VI 100 Kts

Troubleshooting

Fuel pump ON  
Fuel selector Proper tank  
Fuel flow Full rich

FORCED LANDING

Radio Mayday  
Transponder code 7700  
Seat belts Lock  
Cabin door Unlatch  
Gear As required  
VI with Flaps 10° 90 Kts  
VI with Flaps 30° 80 Kts

Before touchdown:

Magnetos OFF  
Master battery OFF

ENGINE FIRE

Fuel selector OFF  
Fuel pump OFF  
Throttle Full open

After engine shut down:

Magnetos OFF  
Alternator breaker OFF  
Master battery OFF

ELECTRICAL SMOKE OR FIRE

Master battery OFF  
Alternator breaker Pull  
Air cond switch Shut off

If electrical supply required:

All breakers Pull  
Breakers one by one Push, verify  
Failure circuit breaker Pull

LANDING GEAR MANUAL EXTENSION

Engine gear breaker Pull  
Landing gear swich handle DOWN  
Cover Open  
Handcrank 90 turn clockwise  
3 greens Check  
Handcrank Stow

ACOP

CE 43

ACOP

CE 43



**FTO OPERATION MANUAL  
WASSMER CE 43**

ACOP

CHECK LIST

09-2009

ALTERNATOR OFF

Alternator annunciator	Illuminated
Alternator breaker	Check, push
Loadmeter	Check

If alternator breaker pull-on, or annunciator light still red or negative charge, switch off nonessential electrical equipments

ATC	Advised
Lights	OFF
Nav lights	OFF
Internal lights	OFF
Pitot	OFF
Transponder	OFF
DME	OFF
VHF 2	OFF
ADF	OFF

conserve battery power for flaps expected landing gear manual extension

ACOP

CE 43

FLIGHT CONTROLS FAILURES

ELEVATOR FAILURE

Gear	DOWN
Flaps	15°
VI	90 Kt

perform engine descent control at low vario, use of elevator trim if possible, slowly engine reduction

RUDDER FAILURE

Use: rudder trim, ailerons adverse yaw, avoid crosswind landings

AILERON FAILURE

Use rudded induced roll

landing	
Flaps	0°
VI	100 Kt

In all cases TAKE YOUR TIME, choose a well equipped aerodrome with a long rwy, no crosswind, avoid missed approach procedure

ACOP

CE 43

**LIMITATIONS**  
**GENERAL AVIATION**

**DAILY CONDITION**

Paris Area ⇒ Minimum STD climb 5,5%

Crosswind	
Temperature	
Altitude	
RWY cond	

| TAKE OFF |

MASS MTOW 1460 Kg  
MLW 1460 Kg

RWY Conditions

$DDn \leq \square LP+PD$

$DAA \leq LP+POR$

DDn	
LP+PD	
LP+POR	

| CRUISE |

Obstacle height + 1000 ft	

| LANDING |

RWY conditions

$DA \leq \square P$

DA	
Lp	

| M/A (N) |

≥ 2,5%

VI	
Vz	

**DAILY LIMITATIONS**

<b>MASS</b>	
<b>CONFIGURATION</b>	



# FTO OPERATION MANUAL WASSMER CE 43

ACOP

PRE-CALCULATED MASS

**09-2009**

GUEPARD BTLU			FULL	INT. FULL + 1/4 EXT	INT. FULL	INT 1/2 + 1/4 EXT	INT 1/2	INT 1/4
			428 liters	268 liters	214 liters	161 liters	107 liters	54 liters
PILOT with DOC	90 kg		<b>1300</b>	<b>1183</b>	<b>1144</b>	<b>1106</b>	<b>1067</b>	<b>1029</b>
PILOT + PAX 1	90 + 80		<b>1380</b>	<b>1263</b>	<b>1224</b>	<b>1186</b>	<b>1147</b>	<b>1109</b>
PILOT + PAX 2	90 + 2X80		<b>1460</b>	<b>1343</b>	<b>1304</b>	<b>1266</b>	<b>1227</b>	<b>1189</b>
PILOT + PAX 3	90 + 3X80			<b>1423</b>	<b>1384</b>	<b>1346</b>	<b>1307</b>	<b>1269</b>

	VSO	1,3 VSO	VS 1 (Flaps 15°)	1,45 VS1
<b>1460</b>	58	75	62	90
<b>1400</b>	57	74	61	89
<b>1350</b>	56	73	60	87
<b>1300</b>	55	71	59	85
<b>1250</b>	54	70	58	84
<b>1200</b>	53	69	57	83
<b>1150</b>	52	68	56	81
<b>1100</b>	51	67	55	80
<b>1050</b>	50	66	54	78
<b>1000</b>	49	65	53	77