```
PROPGEOM
aaaaaa (a)
comment
bb.bbb (b)      cc.ccc (c)      d (d)    e.eee (e)
      13 (1)          15 (2)
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
    0.000    0.000000    0.000000    0.000000    00.000    0.000000    0.000000
      (3)         (4)         (5)         (6)       (7)         (8)         (9)
```

These tables are followed by the offsets of sectional profiles: x, y-back, y-face (x=0: LE, x=1: TE)

```
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
    0.000000    0.000000    0.000000
        (10)        (11)        (12)
```

Explanatory notes on the IST Standard Propeller Format:

(a) = propeller identification
(b) = propeller diameter [m]
(c) = hub diameter [m]
(d) = number of blades
(e) = blade area ratio

(1) = number of input radii
(2) = number of chordwise stations
(3) = dimensionless input radii / radius
(4) = blade section chord / diameter
(5) = blade section pitch / diameter
(6) = blade section rake / diameter
positive pointing downstream from
propeller plane
(7) = blade section skew angle [deg]
positive in the negative rotation direction
(8) = blade section maximum thickness / chord
(9) = blade section maximum camber / chord
(10) = chordwise coordinate / section chord
(11) = y-back offsets / section chord
(12) = y-face offsets / section chord