

Bombardier Challenger 650  
 Engine: CF34-3B  
 AFM: PSP 650 Rev 16  
 Obstacle Criteria: EASA AirOps 965/2012

## TAKEOFF PERFORMANCE FLAPS 20

SIN / WSSS  
 CHANGI  
 SINGAPORE, SGP  
 Elevation: 22

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

RWY 02C-SHP FOR USE WHEN SHIP IS PRESENT, ASSUMED 70M HEIGHT

Runway	02C	02CSHP	20C	02L	Line-Up
TORA (FT)	13123	13123	13123	13123	0
TODA (FT)	13320	13320	13320	14009	0
ASDA (FT)	13320	13320	13320	13320	0
SLOPE (%)	0.01	0.01	-0.01	-0.07	

RUNWAY/OBSTACLE LIMIT										CLIMB
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WEIGHT
5	88.7	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200
10	89.4	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200
15	90.2	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200
20	90.9	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200
25	91.8	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200
30	92.5	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200
35	91.4	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200
40	90.6	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200
45	89.8	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200
49	88.9	48200 ST	822	48200 ST	822	48200 ST	822	48200 ST	822	48200

Corrections	LBS	FT	LBS	FT	LBS	FT	LBS	FT	LBS
HWD per KT	0	0	0	0	0	0	0	0	
TWD per KT	-5	0	-109	0	-5	0	-5	0	
QNH per +0.1	0	0	0	0	0	0	0	0	0
QNH per -0.1	0	0	0	0	0	0	0	0	0
TRINOP	0	0	0	0	0	0	0	0	0
ASINOP	-8691	0	-8691	0	-8703	0	-8787	0	0
BLD OPN	0	0	-354	0	0	0	0	0	-342
CAI ON	0	0	0	0	0	0	0	0	0
WCAI ON	0	0	0	0	0	0	0	0	0
APR OFF	0	0	-1397	0	0	0	0	0	-1450
ROLLING	0	0	0	0	0	0	0	0	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.

Bombardier Challenger 650  
 Engine: CF34-3B  
 AFM: PSP 650 Rev 16  
 Obstacle Criteria: EASA AirOps 965/2012

## TAKEOFF PERFORMANCE FLAPS 20

SIN / WSSS  
 CHANGI  
 SINGAPORE, SGP  
 Elevation: 22

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

RWY 02L-SHP FOR USE WHEN SHIP IS PRESENT, ASSUMED 70M HEIGHT

Runway	02LSHP	20R	Line-Up
TORA (FT)	13123	13123	0
TODA (FT)	14009	14009	0
ASDA (FT)	13320	13320	0
SLOPE (%)	-0.03	0.07	

RUNWAY/OBSTACLE LIMIT						CLIMB LIMIT WEIGHT
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	
5	88.7	48200 ST	822	48200 ST	822	48200
10	89.4	48200 ST	822	48200 ST	822	48200
15	90.2	48200 ST	822	48200 ST	822	48200
20	90.9	48200 ST	822	48200 ST	822	48200
25	91.8	48200 ST	822	48200 ST	822	48200
30	92.5	48200 ST	822	48200 ST	822	48200
35	91.4	48200 ST	822	48200 ST	822	48200
40	90.6	48200 ST	822	48200 ST	822	48200
45	89.8	48190 -O	822	48200 ST	822	48200
49	88.9	46408 -O	822	48200 ST	822	48200

Corrections	LBS	FT	LBS	FT	LBS
HWD per KT	+57	0	0	0	
TWD per KT	-162	0	-6	0	
QNH per +0.1	+81	0	0	0	0
QNH per -0.1	-174	0	0	0	0
TRINOP	0	0	0	0	0
ASINOP	-8568	0	-8671	0	0
BLD OPN	-908	0	0	0	-342
CAI ON	0	0	0	0	0
WCAI ON	0	0	0	0	0
APR OFF	-2058	0	0	0	-1450
ROLLING	-129	0	0	0	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.

## SPECIAL DEPARTURE PROCEDURES

Rwy 03DP

Elevation: 45.8

Obstacle Criteria: EASA AirOps 965/2012

XSP / WSSL  
SELETAR  
SINGAPORE, SGP  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 03DP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING UNTIL CROSSING PU VOR R-269 (WITHIN 0.1 NM OF DER)
- TURN RIGHT HEADING 113 DEGREES \*\*DO NOT EXCEED 140 KIAS UNTIL ESTABLISHED ON HEADING 113 DEGREES\*\*
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

Rwy 03DPSHP

Elevation: 45.8

Obstacle Criteria: EASA AirOps 965/2012

XSP / WSSL  
SELETAR  
SINGAPORE, SGP  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 03DPSHP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING UNTIL CROSSING PU VOR R-269 (WITHIN 0.1 NM OF DER)
- TURN RIGHT HEADING 113 DEGREES \*\*DO NOT EXCEED 140 KIAS UNTIL ESTABLISHED ON HEADING 113 DEGREES\*\*
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

**Bombardier Challenger 650**  
**Engine: CF34-3B**  
**AFM: PSP 650 Rev 16**  
**Obstacle Criteria: EASA AirOps 965/2012**

## TAKEOFF PERFORMANCE FLAPS 20

**XSP / WSSL**  
**SELETAR**  
**SINGAPORE, SGP**  
**Elevation: 46**

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

*RWY 03DP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*

*RWY 03DPSHP FOR USE WHEN SHIP IS PRESENT IN CHANNEL*

*RWY 03DPSHP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*

*RWY 03SHP FOR USE WHEN SHIP IS PRESENT IN CHANNEL*

Runway	03DP	03DPSHP	03SHP	21	Line-Up
TORA (FT)	6024	6024	6024	6024	0
TODA (FT)	6221	6221	6221	6221	0
ASDA (FT)	6024	6024	6024	6024	0
SLOPE (%)	-0.48	-0.48	-0.48	0.48	

RUNWAY/OBSTACLE LIMIT										CLIMB
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WEIGHT
5	88.7	43119 SP	846	43119 SP	846	48200 ST	846	48200 ST	846	48200
10	89.4	43119 SP	846	43119 SP	846	48200 ST	846	48200 ST	846	48200
15	90.2	43119 SP	846	43119 SP	846	48200 ST	846	47804 FL	846	48200
20	90.9	43119 SP	846	43119 SP	846	48200 ST	846	47381 FL	846	48200
25	91.8	43119 SP	846	43119 SP	846	48200 ST	846	46976 FL	846	48200
30	92.5	43119 SP	846	43119 SP	846	48059 FL	846	46566 FL	846	48200
35	91.4	43119 SP	846	43119 SP	846	46352 -O	846	44791 FL	846	48200
40	90.6	43119 SP	846	43119 SP	846	44446 -O	846	43119 FL	846	48200
45	89.8	42864 FL	846	42864 FL	846	42548 -O	846	41461 FL	846	48200
49	88.9	41448 FL	846	41448 FL	846	40980 -O	846	40086 FL	846	48200

Corrections	LBS	FT	LBS	FT	LBS	FT	LBS	FT	LBS
HWD per KT	0	0	0	0	+77	0	+138	0	
TWD per KT	-393	0	-393	0	-455	0	-468	0	
QNH per +0.1	+2	0	+2	0	+69	0	+21	0	0
QNH per -0.1	-187	0	-187	0	-215	0	-222	0	0
TRINOP	0	0	0	0	0	0	0	0	0
ASINOP	NA	NA	NA	NA	NA	NA	NA	NA	0
BLD OPN	-427	0	-427	0	-780	0	-446	0	-382
CAI ON	0	0	0	0	-24	0	-509	0	0
WCAI ON	0	0	0	0	-1882	0	-1869	0	0
APR OFF	-880	0	-880	0	-1878	0	-941	0	-1490
ROLLING	-763	0	-763	0	-849	0	-810	0	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.

## SPECIAL DEPARTURE PROCEDURES

### Rwy 06LDP

Elevation: 113.1

Obstacle Criteria: EASA AirOps 965/2012

LAX / KLAX  
LOS ANGELES INTL  
LOS ANGELES, CA  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 06LDP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING TO INTERCEPT LAX VOR R-046 OUTBOUND TO AMTRA (LAX R-046/17.3 DME)
- CLIMB IN HOLDING PATTERN AT AMTRA ON LAX VOR R-046 (HOLD SOUTHWEST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 046 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

### Rwy 06RDP

Elevation: 110

Obstacle Criteria: EASA AirOps 965/2012

LAX / KLAX  
LOS ANGELES INTL  
LOS ANGELES, CA  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 06RDP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING TO INTERCEPT LAX VOR R-046 OUTBOUND TO AMTRA (LAX R-046/17.3 DME)
- CLIMB IN HOLDING PATTERN AT AMTRA ON LAX VOR R-046 (HOLD SOUTHWEST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 046 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

### Rwy 06RDPTP

Elevation: 110

Obstacle Criteria: EASA AirOps 965/2012

LAX / KLAX  
LOS ANGELES INTL  
LOS ANGELES, CA  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 06RDPTP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING TO INTERCEPT LAX VOR R-046 OUTBOUND TO AMTRA (LAX R-046/17.3 DME)
- CLIMB IN HOLDING PATTERN AT AMTRA ON LAX VOR R-046 (HOLD SOUTHWEST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 046 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

# SPECIAL DEPARTURE PROCEDURES

Rwy 07LDP

Elevation: 114.7

Obstacle Criteria: EASA AirOps 965/2012

LAX / KLAX  
LOS ANGELES INTL  
LOS ANGELES, CA  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 07LDP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- INTERCEPT LAX VOR R-068 OUTBOUND TO DOWNE (LAX R-068/15.5 DME)
- CLIMB IN HOLDING PATTERN AT DOWNE ON LAX VOR R-068 (HOLD WEST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 068 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

Rwy 07RDP

Elevation: 122

Obstacle Criteria: EASA AirOps 965/2012

LAX / KLAX  
LOS ANGELES INTL  
LOS ANGELES, CA  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 07RDP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- INTERCEPT LAX VOR R-068 OUTBOUND TO DOWNE (LAX R-068/15.5 DME)
- CLIMB IN HOLDING PATTERN AT DOWNE ON LAX VOR R-068 (HOLD WEST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 068 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

**Bombardier Challenger 650**  
**Engine: CF34-3B**  
**AFM: PSP 650 Rev 16**  
**Obstacle Criteria: EASA AirOps 965/2012**

## TAKEOFF PERFORMANCE FLAPS 20

**LAX / KLAX**  
**LOS ANGELES INTL**  
**LOS ANGELES, CA**  
**Elevation: 128**

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

*RWY 06LDP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*  
*RWY 06RDP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*  
*RWY 06RDPTP FOR USE WITH NOTAM 01/560 - EXP 12OCT20*  
*RWY 06RDPTP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*

Runway	06LDP	24R	06RDP	06RDPTP	Line-Up
TORA (FT)	8926	8926	10285	10285	0
TODA (FT)	8926	8926	10285	10285	0
ASDA (FT)	8566	8926	10285	10285	0
SLOPE (%)	0.06	-0.06	0.03	0.03	

RUNWAY/OBSTACLE LIMIT										CLIMB
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WEIGHT
5	88.7	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
10	89.5	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
15	90.2	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
20	91.0	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
25	91.8	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
30	92.5	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
35	91.4	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
40	90.6	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
45	89.8	48200 ST	928	48200 ST	928	46777 -O	928	46777 -O	928	48200
49	88.9	47306 -O	1033	47779 -O	928	45136 -O	928	45136 -O	928	48200

Corrections	LBS	FT	LBS	FT	LBS	FT	LBS	FT	LBS
HWD per KT	+84	+2	0	0	+72	0	+72	0	
TWD per KT	-285	0	-249	0	-223	0	-223	0	
QNH per +0.1	+89	0	+42	0	+86	0	+86	0	0
QNH per -0.1	-105	0	-56	0	-171	0	-171	0	0
TRINOP	0	0	0	0	0	0	0	0	0
ASINOP	-12751	0	-11958	0	-8441	0	-8441	0	0
BLD OPN	-735	+119	-765	0	-811	0	-811	0	-519
CAI ON	0	0	0	0	0	0	0	0	0
WCAI ON	0	0	0	0	0	0	0	0	0
APR OFF	-1612	+134	-1682	0	-1721	0	-1721	0	-1627
ROLLING	-277	0	-264	0	-246	0	-246	0	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.

Bombardier Challenger 650  
 Engine: CF34-3B  
 AFM: PSP 650 Rev 16  
 Obstacle Criteria: EASA AirOps 965/2012

## TAKEOFF PERFORMANCE FLAPS 20

LAX / KLAX  
 LOS ANGELES INTL  
 LOS ANGELES, CA  
 Elevation: 128

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

RWY 07LDP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE  
 RWY 07RDP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE

Runway	24L	07LDP	25R	07RDP	Line-Up
TORA (FT)	10285	12091	12091	11095	0
TODA (FT)	10285	12091	12091	11095	0
ASDA (FT)	10285	12091	12091	11095	0
SLOPE (%)	-0.03	-0.17	0.17	-0.22	

RUNWAY/OBSTACLE LIMIT										CLIMB
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WEIGHT
5	88.7	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
10	89.5	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
15	90.2	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
20	91.0	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
25	91.8	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
30	92.5	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
35	91.4	48200 ST	928	48200 ST	928	48200 ST	928	48200 ST	928	48200
40	90.6	48200 ST	928	48200 ST	928	48200 ST	928	47801 -O	928	48200
45	89.8	48200 ST	928	48200 ST	928	48200 ST	928	45751 -O	928	48200
49	88.9	48200 ST	928	48200 ST	928	48200 ST	928	44126 -O	928	48200

Corrections	LBS	FT	LBS	FT	LBS	FT	LBS	FT	LBS
HWD per KT	0	0	0	0	0	0	+76	0	
TWD per KT	-71	0	-221	0	-22	0	-250	0	
QNH per +0.1	0	0	0	0	0	0	+83	0	0
QNH per -0.1	0	0	-5	0	0	0	-184	0	0
TRINOP	0	0	0	0	0	0	0	0	0
ASINOP	-9465	0	-9038	0	-8745	0	-8620	0	0
BLD OPN	0	0	-746	0	0	0	-809	0	-519
CAI ON	0	0	0	0	0	0	0	0	0
WCAI ON	0	0	0	0	0	0	0	0	0
APR OFF	-243	0	-1689	0	-514	0	-1779	0	-1627
ROLLING	0	0	-177	0	0	0	-281	0	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.



Bombardier Challenger 650  
 Engine: CF34-3B  
 AFM: PSP 650 Rev 16  
 Obstacle Criteria: EASA AirOps 965/2012

## TAKEOFF PERFORMANCE FLAPS 20

LAX / KLAX  
 LOS ANGELES INTL  
 LOS ANGELES, CA  
 Elevation: 128

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

Runway	25L	Line-Up
TORA (FT)	11095	0
TODA (FT)	11095	0
ASDA (FT)	11095	0
SLOPE (%)	0.22	

RWY/OBS LIMIT				CLIMB
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WEIGHT
5	88.7	48200 ST	928	48200
10	89.5	48200 ST	928	48200
15	90.2	48200 ST	928	48200
20	91.0	48200 ST	928	48200
25	91.8	48200 ST	928	48200
30	92.5	48200 ST	928	48200
35	91.4	48200 ST	928	48200
40	90.6	48200 ST	928	48200
45	89.8	48200 ST	928	48200
49	88.9	48200 ST	928	48200

Corrections	LBS	FT	LBS
HWD per KT	0	0	
TWD per KT	-80	0	
QNH per +0.1	0	0	0
QNH per -0.1	0	0	0
TRINOP	0	0	0
ASINOP	-8730	0	0
BLD OPN	0	0	-519
CAI ON	0	0	0
WCAI ON	0	0	0
APR OFF	-953	0	-1627
ROLLING	0	0	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.

# SPECIAL DEPARTURE PROCEDURES

**Rwy 12LDP**

**Elevation: 38**

**Obstacle Criteria: EASA AirOps 965/2012**

**SJC / KSJC**  
**MINETA SAN JOSE INTL**  
**SAN JOSE, CA**  
**20Jul20**

- TAKEOFF WEIGHTS FOR RWY 12LDP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING TO SJC 5.0 DME (3.2 NM FROM DER)
- TURN RIGHT TO INTERCEPT OAK VOR R-135 INBOUND DIRECT TO OAK VOR
- CLIMB IN HOLDING PATTERN AT OAK ON OAK VOR R-135 (HOLD SOUTHEAST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 315 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

**Rwy 30RDP**

**Elevation: 61**

**Obstacle Criteria: EASA AirOps 965/2012**

**SJC / KSJC**  
**MINETA SAN JOSE INTL**  
**SAN JOSE, CA**  
**20Jul20**

- TAKEOFF WEIGHTS FOR RWY 30RDP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING TO SJC 1.8 DME (2.1 NM FROM DER)
- TURN RIGHT HEADING 123 DEGREES
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

**Rwy 12RDP**

**Elevation: 38**

**Obstacle Criteria: EASA AirOps 965/2012**

**SJC / KSJC**  
**MINETA SAN JOSE INTL**  
**SAN JOSE, CA**  
**20Jul20**

- TAKEOFF WEIGHTS FOR RWY 12RDP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING TO SJC 5.0 DME (3.2 NM FROM DER)
- TURN RIGHT TO INTERCEPT OAK VOR R-135 INBOUND DIRECT TO OAK VOR
- CLIMB IN HOLDING PATTERN AT OAK ON OAK VOR R-135 (HOLD SOUTHEAST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 315 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

# SPECIAL DEPARTURE PROCEDURES

Rwy 30LDP

Elevation: 62

Obstacle Criteria: EASA AirOps 965/2012

SJC / KSJC  
MINETA SAN JOSE INTL  
SAN JOSE, CA  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 30LDP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING TO SJC 1.8 DME (2.1 NM FROM DER)
- TURN RIGHT HEADING 123 DEGREES
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

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CL650

20-Jul-2020

Aircraft Performance Group, Inc

Bombardier Challenger 650  
 Engine: CF34-3B  
 AFM: PSP 650 Rev 16  
 Obstacle Criteria: EASA AirOps 965/2012

## TAKEOFF PERFORMANCE FLAPS 20

SJC / KSJC  
 MINETA SAN JOSE INTL  
 SAN JOSE, CA  
 Elevation: 62

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

RWY 12LDP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE  
 RWY 30RDP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE  
 RWY 12RDP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE  
 RWY 30LDP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE

Runway	12LDP	30RDP	12RDP	30LDP	Line-Up
TORA (FT)	10139	10134	9883	10152	0
TODA (FT)	11000	11000	11000	11000	0
ASDA (FT)	10139	10134	9883	10152	0
SLOPE (%)	0.21	-0.21	0.22	-0.22	

RUNWAY/OBSTACLE LIMIT										CLIMB
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WEIGHT
5	88.7	48200 ST	862	48200 ST	862	48200 ST	862	48200 ST	862	48200
10	89.4	48200 ST	862	48200 ST	862	48200 ST	862	48200 ST	862	48200
15	90.2	48200 ST	862	48200 ST	862	48200 ST	862	48200 ST	862	48200
20	90.9	48200 ST	862	48200 ST	862	48200 ST	862	48200 ST	862	48200
25	91.8	48200 ST	862	48200 ST	862	48200 ST	862	48200 ST	862	48200
30	92.5	48200 ST	862	48200 ST	862	48200 ST	862	48200 ST	862	48200
35	91.4	48200 ST	862	48200 ST	862	48200 ST	862	48200 ST	862	48200
40	90.6	48200 ST	862	48200 ST	862	48200 ST	862	48200 ST	862	48200
45	89.8	46533 -O	862	48200 ST	862	47289 -O	862	48200 ST	862	48200
49	88.9	44884 -O	862	47302 FP	862	45572 -O	862	47835 FP	862	48200

Corrections	LBS	FT	LBS	FT	LBS	FT	LBS	FT	LBS
HWD per KT	+55	0	+27	0	+54	0	+28	0	
TWD per KT	-175	0	-123	0	-163	0	-89	0	
QNH per +0.1	+80	0	+89	0	+79	0	+36	0	0
QNH per -0.1	-159	0	-82	0	-166	0	-28	0	0
TRINOP	0	0	0	0	0	0	0	0	0
ASINOP	-8315	0	-8872	0	-8385	0	-9133	0	0
BLD OPN	-922	0	-719	0	-916	0	-766	0	-409
CAI ON	0	0	0	0	0	0	0	0	0
WCAI ON	0	0	0	0	0	0	0	0	0
APR OFF	-1942	0	-1598	0	-1984	0	-1740	0	-1517
ROLLING	-125	0	-16	0	-109	0	-16	0	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.

## SPECIAL DEPARTURE PROCEDURES

Rwy 03DP

Elevation: 5602

Obstacle Criteria: EASA AirOps 965/2012

SMV / LSZS

SAMEDAN

SAMEDAN, CHE

20Jul20

- TAKEOFF WEIGHTS FOR RWY 03DP REQUIRE THE USE OF THIS TAILORED RNAV VISUAL DEPARTURE PROCEDURE
- NOTE: RNAV VISUAL PROCEDURE. ALL FIXES ARE FLY-BY FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- IT IS THE PILOTS RESPONSIBILITY TO MAINTAIN VISUAL SEPARATION FROM TERRAIN
- WEATHER MINIMUMS: 5000-3
- CLIMB DIRECT TO N46 34.23 E009 55.01
- THEN DIRECT TO N46 36.79 E009 59.40
- THEN DIRECT TO N46 41.64 E010 06.50 NOTE: N46 41.64 E010 06.50 IS A FLYOVER WAYPOINT
- THEN MAKE A 25 DEGREE BANKED LEFT TURN DIRECT TO LSZS FOR LANDING \*\*DO NOT EXCEED 140 KIAS UNTIL ESTABLISHED INBOUND TO LSZS\*\*
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

Rwy 03DP1

Elevation: 5602

Obstacle Criteria: EASA AirOps 965/2012

SMV / LSZS

SAMEDAN

SAMEDAN, CHE

20Jul20

- TAKEOFF WEIGHTS FOR RWY 03DP1 REQUIRE THE USE OF THIS TAILORED RNAV VISUAL DEPARTURE PROCEDURE
- NOTE: RNAV VISUAL PROCEDURE. ALL FIXES ARE FLY-BY FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- IT IS THE PILOTS RESPONSIBILITY TO MAINTAIN VISUAL SEPARATION FROM TERRAIN
- WEATHER MINIMUMS: 5000-3
- CLIMB DIRECT TO N46 34.23 E009 55.01
- THEN DIRECT TO N46 36.79 E009 59.40
- THEN DIRECT TO N46 40.77 E010 05.18
- THEN DIRECT TO ZERNZ (N46 41.97 E010 05.60)
- TURN LEFT OVER ZERNZ
- CONTINUE TO FOLLOW THE VALLEY VISUALLY TOWARDS THE VILLAGES ARDEZ AND PRUTZ
- CONTINUE CLIMB TO MEA FOR ROUTE OF FLIGHT \*\*DO NOT EXCEED 150 KIAS UNTIL MEA\*\*
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

# SPECIAL DEPARTURE PROCEDURES

Rwy 03DP2

Elevation: 5602

Obstacle Criteria: EASA AirOps 965/2012

SMV / LSZS

SAMEDAN

SAMEDAN, CHE

20Jul20

- TAKEOFF WEIGHTS FOR RWY 03DP2 REQUIRE THE USE OF THIS TAILORED RNAV DEPARTURE PROCEDURE
- \*\*\* RNAV PROCEDURE. ALL FIXES ARE FLY-BY FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED. \*\*\*
- CLIMB DIRECT TO ZS500 NOTE: ZS500 IS A FLYOVER WAYPOINT
- THEN DIRECT TO ZS711
- THEN DIRECT TO ZS710
- THEN DIRECT TO RONAG
- CLIMB IN HOLDING PATTERN AT RONAG (HOLD SOUTHWEST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 054 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

Rwy 03DP3

Elevation: 5602

Obstacle Criteria: EASA AirOps 965/2012

SMV / LSZS

SAMEDAN

SAMEDAN, CHE

20Jul20

- TAKEOFF WEIGHTS FOR RWY 03DP3 REQUIRE THE USE OF THIS TAILORED RNAV DEPARTURE PROCEDURE
- \*\*\* RNAV PROCEDURE. ALL FIXES ARE FLY-BY FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED. \*\*\*
- CLIMB DIRECT TO ZS501 NOTE: ZS501 IS A FLYOVER WAYPOINT
- THEN DIRECT TO ZS711
- THEN DIRECT TO ZS710
- THEN DIRECT TO RONAG
- CLIMB IN HOLDING PATTERN AT RONAG (HOLD SOUTHWEST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 053 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*



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# SPECIAL DEPARTURE PROCEDURES

Rwy 21DP

Elevation: 5575

Obstacle Criteria: EASA AirOps 965/2012

SMV / LSZS

SAMEDAN

SAMEDAN, CHE

20Jul20

- TAKEOFF WEIGHTS FOR RWY 21DP REQUIRE THE USE OF THIS TAILORED RNAV VISUAL DEPARTURE PROCEDURE
- NOTE: RNAV VISUAL PROCEDURE. ALL FIXES ARE FLY-BY FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- IT IS THE PILOTS RESPONSIBILITY TO MAINTAIN VISUAL SEPARATION FROM TERRAIN
- WEATHER MINIMUMS: 5000-3
- CLIMB DIRECT TO N46 26.84 E009 47.24
- THEN DIRECT TO N46 24.38 E009 42.50
- THEN DIRECT TO N46 20.73 E009 36.89
- THEN DIRECT TO N46 19.45 E009 24.42 NOTE: N46 19.45 E009 24.42 IS A FLYOVER WAYPOINT
- CONTINUE TO FOLLOW THE VALLEY VISUALLY TOWARDS LAKE COMO AND SRN VOR
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

Rwy 21DP1

Elevation: 5575

Obstacle Criteria: EASA AirOps 965/2012

SMV / LSZS

SAMEDAN

SAMEDAN, CHE

20Jul20

- TAKEOFF WEIGHTS FOR RWY 21DP1 REQUIRE THE USE OF THIS TAILORED RNAV DEPARTURE PROCEDURE
- \*\*\* RNAV PROCEDURE. ALL FIXES ARE FLY-BY FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED. \*\*\*
- CLIMB DIRECT TO ZS510 NOTE: ZS510 IS A FLYOVER WAYPOINT
- THEN DIRECT TO ZS511
- THEN DIRECT TO PELAD
- CLIMB IN HOLDING PATTERN AT PELAD (HOLD SOUTHWEST, LEFT TURNS, 25 DEGREE BANK, 5NM LEGS, 036 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

**Bombardier Challenger 650**  
**Engine: CF34-3B**  
**AFM: PSP 650 Rev 16**  
**Obstacle Criteria: EASA AirOps 965/2012**

## TAKEOFF PERFORMANCE FLAPS 20

**SMV / LSZS**  
**SAMEDAN**  
**SAMEDAN, CHE**  
**Elevation: 5602**

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

*RWY 03DP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*  
*RWY 03DP1 REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*  
*RWY 03DP2 REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*  
*RWY 03DP3 REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*

Runway	03DP	03DP1	03DP2	03DP3	Line-Up
TORA (FT)	6037	6037	6037	6037	0
TODA (FT)	6037	6037	6037	6037	0
ASDA (FT)	6037	6037	6037	6037	0
SLOPE (%)	-0.45	-0.45	-0.45	-0.45	

RUNWAY/OBSTACLE LIMIT										CLIMB
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WEIGHT
-5	89.9	39701 SP	6977	40450 -O	6992	32217 -O	9149	37504 FP	7187	48200
0	90.7	39701 SP	6951	40319 -O	6965	32199 -O	9083	37535 FP	7158	48200
5	91.5	39701 SP	6927	39943 -O	6934	32182 -O	9020	37562 FP	7130	48200
10	92.3	39593 -O	6902	39593 -O	6905	32166 -O	8958	37593 FP	7104	48200
15	93.1	39270 -O	6875	39270 -O	6878	32148 -O	8899	37620 FP	7078	48200
19	93.7	39011 -O	6854	39011 -O	6858	32115 -O	8853	37601 FP	7057	48200
20	93.6	38833 -O	6850	38833 -O	6854	31898 -O	8842	37367 FP	7053	48200
25	93.0	37979 -O	6836	37979 -O	6839	30799 -O	8786	36206 FP	7030	48200
30	92.3	36898 -O	6820	36902 -O	6823	29701 -O	8733	34945 FP	7007	47228
35	91.6	35596 -O	6802	35614 -O	6806	28517 -O	8681	33667 FP	6984	45282

Corrections	LBS	FT	LBS	FT	LBS	FT	LBS	FT	LBS
HWD per KT	0	0	+88	+39	+55	0	+27	0	
TWD per KT	-438	-2	-440	-3	-200	-1	-243	+1	
QNH per +0.1	+62	+1	+118	+115	+83	+2	+99	+1	+153
QNH per -0.1	-166	-1	-167	-1	-124	-3	-140	-2	-166
TRINOP	0	0	0	0	0	0	0	0	0
ASINOP	NA	NA	NA	NA	NA	NA	NA	NA	0
BLD OPN	-402	+6	-375	+5	-515	0	-295	+6	-820
CAI ON	-354	+4	-579	+1128	-543	0	-594	+1	0
WCAI ON	-3669	+7	-2987	+1164	-3371	0	-3882	0	-2747
APR OFF	-1057	+20	-1558	+21	-1746	0	-907	+17	-1980
ROLLING	-747	-1	-760	-8	-75	-1	-36	+1	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.



Bombardier Challenger 650  
 Engine: CF34-3B  
 AFM: PSP 650 Rev 16  
 Obstacle Criteria: EASA AirOps 965/2012

## TAKEOFF PERFORMANCE FLAPS 20

SMV / LSZS  
 SAMEDAN  
 SAMEDAN, CHE  
 Elevation: 5602

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

RWY 21DP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE  
 RWY 21DP1 REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE

Runway	21DP	21DP1	Line-Up
TORA (FT)	6037	6037	0
TODA (FT)	6037	6037	0
ASDA (FT)	6037	6037	0
SLOPE (%)	0.45	0.45	

RUNWAY/OBSTACLE LIMIT						CLIMB LIMIT WEIGHT
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	
-5	89.9	36922 -O	7680	33924 FP	7097	48200
0	90.7	36863 -O	7640	33933 FP	7069	48200
5	91.5	36800 -O	7602	33951 FP	7043	48200
10	92.3	36739 -O	7565	33967 FP	7018	48200
15	93.1	36677 -O	7530	33984 FP	6993	48200
19	93.7	36604 -O	7502	33969 FP	6974	48200
20	93.6	36362 -O	7496	33740 FP	6969	48200
25	93.0	35162 -O	7465	32635 FP	6946	48200
30	92.3	33973 -O	7435	31489 FP	6924	47228
35	91.6	32662 -O	7404	30302 FP	6902	45282

Corrections	LBS	FT	LBS	FT	LBS
HWD per KT	+69	0	+26	0	
TWD per KT	-353	-1	-146	+74	
QNH per +0.1	+100	+1	+89	+1	+153
QNH per -0.1	-142	-2	-133	-2	-166
TRINOP	0	0	0	0	0
ASINOP	NA	NA	NA	NA	0
BLD OPN	-553	+1	-379	+2	-820
CAI ON	-586	+1	-576	+1	0
WCAI ON	-3654	+4	-3594	0	-2747
APR OFF	-1744	+4	-1296	+6	-1980
ROLLING	-146	-2	-47	0	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.

## SPECIAL DEPARTURE PROCEDURES

Rwy 33DP

Elevation: 7837.9

Obstacle Criteria: EASA AirOps 965/2012

ASE / KASE  
ASPEN-PITKIN CO/SARDY  
ASPEN, CO  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 33DP REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING TO I-ASE 1.5 DME (WITHIN 0.1 NM OF DER)
- CLIMB HEADING 343 DEGREES TO I-ASE 3.5 DME
- TURN LEFT HEADING 273 DEGREES TO INTERCEPT I-PKN LDA 303 BACK COURSE OUTBOUND (FRONT COURSE 303) TO LINDZ (DBL R-244/12.6 DME)
- CLIMB IN HOLDING PATTERN AT LINDZ ON I-PKN LDA COURSE 303 (HOLD SOUTHEAST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 303 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

Rwy 33DP1

Elevation: 7837.9

Obstacle Criteria: EASA AirOps 965/2012

ASE / KASE  
ASPEN-PITKIN CO/SARDY  
ASPEN, CO  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 33DP1 REQUIRE THE USE OF THIS TAILORED RNAV DEPARTURE PROCEDURE
- \*\*\* RNAV PROCEDURE. ALL FIXES ARE FLY-BY FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED. \*\*\*
- AT DEPARTURE END OF RUNWAY TURN RIGHT TO AN INITIAL HEADING OF 343 DEGREES
- THEN DIRECT TO RNAV WPT (DBL R-165/D9.3)
- THEN DIRECT TO RNAV WPT (DBL R-197/D9.4)
- THEN DIRECT TO LINDZ
- CLIMB IN HOLDING PATTERN AT LINDZ (HOLD SOUTHEAST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 295 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

# SPECIAL DEPARTURE PROCEDURES

## Rwy 33DP5

Elevation: 7837.9

Obstacle Criteria: EASA AirOps 965/2012

ASE / KASE  
ASPEN-PITKIN CO/SARDY  
ASPEN, CO  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 33DP5 REQUIRE THE USE OF THIS TAILORED RNAV DEPARTURE PROCEDURE
- \*\*\* RNAV PROCEDURE. ALL FIXES ARE FLY-BY FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED. \*\*\*
- MAINTAIN RUNWAY HEADING DIRECT TO ADINY
- THEN DIRECT TO BOYET
- THEN DIRECT TO LINDZ
- CLIMB IN HOLDING PATTERN AT LINDZ (HOLD EAST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 288 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

## Rwy 33DP7

Elevation: 7837.9

Obstacle Criteria: EASA AirOps 965/2012

ASE / KASE  
ASPEN-PITKIN CO/SARDY  
ASPEN, CO  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 33DP7 REQUIRE THE USE OF THIS TAILORED NON-RNAV DEPARTURE PROCEDURE
- NOTE: NON-RNAV PROCEDURE. ALL FIXES ARE FLY-OVER FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED.
- MAINTAIN RUNWAY HEADING TO I-ASE 1.5 DME (WITHIN 0.1 NM OF DER)
- TURN RIGHT HEADING 348 DEGREES
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

## Rwy 33DP8

Elevation: 7837.9

Obstacle Criteria: EASA AirOps 965/2012

ASE / KASE  
ASPEN-PITKIN CO/SARDY  
ASPEN, CO  
20Jul20

- TAKEOFF WEIGHTS FOR RWY 33DP8 REQUIRE THE USE OF THIS TAILORED RNAV DEPARTURE PROCEDURE
- \*\*\* RNAV PROCEDURE. ALL FIXES ARE FLY-BY FIXES UNLESS OTHERWISE NOTED. ALL TURNS ARE CLIMBING 15 DEGREES OF BANK UNLESS OTHERWISE NOTED. \*\*\*
- CLIMB HEADING 343 DEGREES TO 1.4 NM FROM THE DER (N39 15.28 W106 52.69 NOTE: THIS IS A FLYOVER WAYPOINT)
- TURN LEFT TO AN INITIAL HEADING OF 290 DEGREES DIRECT TO LINDZ
- CLIMB IN HOLDING PATTERN AT LINDZ (HOLD EAST, RIGHT TURNS, 25 DEGREE BANK, 5NM LEGS, 290 COURSE INBOUND)
- ###

*These procedures describe the non-standard, one engine inoperative departure flight path. The maximum takeoff weights presented in the attached analysis are based upon the procedure(s) outlined above.*

**Bombardier Challenger 650**  
**Engine: CF34-3B**  
**AFM: PSP 650 Rev 16**  
**Obstacle Criteria: EASA AirOps 965/2012**

## TAKEOFF PERFORMANCE FLAPS 20

**ASE / KASE**  
**ASPEN-PITKIN CO/SARDY**  
**ASPEN, CO**  
**Elevation: 7838**

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

*RWY 15 - TAKEOFF NOT AUTHORIZED*

*RWY 33DP REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*  
*RWY 33DP1 REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*  
*RWY 33DP5 REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE*

Runway	15	33DP	33DP1	33DP5	Line-Up
TORA (FT)	7006	8006	8006	8006	0
TODA (FT)	7006	8006	8006	8006	0
ASDA (FT)	7006	8006	8006	8006	0
SLOPE (%)	1.97	-1.97	-1.97	-1.97	

RUNWAY/OBSTACLE LIMIT										CLIMB
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WEIGHT
-10	90.2	NA -O	NA	45508 FL	9254	45508 FL	8638	42001 -O	9366	48200
-5	91.0	NA -O	NA	45130 FL	9210	45130 FL	8638	41963 -O	9337	48200
0	91.9	NA -O	NA	44753 FL	9168	44753 FL	8638	41921 -O	9309	48200
5	92.7	NA -O	NA	44392 FL	9130	44392 FL	8638	41879 -O	9281	48200
10	93.5	NA -O	NA	44044 FL	9095	44044 FL	8638	41842 -O	9255	48200
14	94.2	NA -O	NA	43745 FL	9067	43745 FL	8638	41813 -O	9234	48200
15	94.2	NA -O	NA	43581 FL	9062	43581 FL	8638	41692 -O	9229	48200
20	93.6	NA -O	NA	42418 FL	9045	42418 FL	8638	40500 -O	9206	46822
25	92.9	NA -O	NA	41092 FL	9031	41092 FL	8638	39079 -O	9183	45071
30	92.2	NA -O	NA	39650 FL	9020	39650 FL	8638	37667 -O	9162	43324

Corrections	LBS	FT	LBS	FT	LBS	FT	LBS	FT	LBS
HWD per KT	NA	NA	+111	+4	+111	+11	+46	0	
TWD per KT	NA	NA	-363	-39	-363	0	-167	-1	
QNH per +0.1	NA	NA	+149	+3	+149	+30	+117	+1	+156
QNH per -0.1	NA	NA	-213	-2	-213	0	-162	-1	-180
TRINOP	NA	NA	0	0	0	0	0	0	0
ASINOP	NA	NA	NA	NA	NA	NA	NA	NA	0
BLD OPN	NA	NA	-436	+12	-436	0	-715	+1	-768
CAI ON	NA	NA	-464	+20	-464	0	-703	+1	-518
WCAI ON	NA	NA	-3590	+73	-3590	+305	-4695	+4	-5783
APR OFF	NA	NA	-1019	+76	-1310	+316	-1799	+3	-1972
ROLLING	NA	NA	-589	-16	-589	0	-74	-1	0

NA = No valid maximum weight found.

Data may be invalid after 28 days from: 20Jul20

Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.

Bombardier Challenger 650  
 Engine: CF34-3B  
 AFM: PSP 650 Rev 16  
 Obstacle Criteria: EASA AirOps 965/2012

## TAKEOFF PERFORMANCE FLAPS 20

ASE / KASE  
 ASPEN-PITKIN CO/SARDY  
 ASPEN, CO  
 Elevation: 7838

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

RWY 33DP7 REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE  
 RWY 33DP8 REQUIRES USE OF ATTACHED SPECIAL DEPARTURE PROCEDURE

Runway	33DP7	33DP8	Line-Up
TORA (FT)	8006	8006	0
TODA (FT)	8006	8006	0
ASDA (FT)	8006	8006	0
SLOPE (%)	-1.97	-1.97	

RUNWAY/OBSTACLE LIMIT						CLIMB LIMIT WEIGHT
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	
-10	90.2	33595 FP	11028	40054 -O	8932	48200
-5	91.0	33603 FP	10969	39997 -O	8911	48200
0	91.9	33614 FP	10911	39936 -O	8891	48200
5	92.7	33622 FP	10855	39877 -O	8871	48200
10	93.5	33628 FP	10802	39816 -O	8852	48200
14	94.2	33628 FP	10761	39768 -O	8838	48200
15	94.2	33529 FP	10750	39639 -O	8834	48200
20	93.6	32553 FP	10700	38534 -O	8817	46822
25	92.9	31448 FP	10652	37262 -O	8801	45071
30	92.2	30282 FP	10606	35847 -O	8786	43324

Corrections	LBS	FT	LBS	FT	LBS
HWD per KT	+43	0	+58	0	
TWD per KT	-130	0	-167	-1	
QNH per +0.1	+87	+2	+107	0	+156
QNH per -0.1	-130	-3	-156	-1	-180
TRINOP	0	0	0	0	0
ASINOP	NA	NA	NA	NA	0
BLD OPN	-422	+3	-591	+1	-768
CAI ON	-622	+1	-672	+1	-518
WCAI ON	-4015	-1	-4377	+4	-5783
APR OFF	-1363	+13	-1745	+3	-1972
ROLLING	-48	0	-121	-1	0

NA = No valid maximum weight found.

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Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.

Bombardier Challenger 650  
 Engine: CF34-3B  
 AFM: PSP 650 Rev 16  
 Obstacle Criteria: EASA AirOps 965/2012

## TAKEOFF PERFORMANCE FLAPS 20

APF / KAPF  
 NAPLES MUNI  
 NAPLES, FL  
 Elevation: 8

### Configuration:

- BLEEDS CLOSED
- APR ON
- Static T/O

Runway	05	23	14	32	Line-Up
TORA (FT)	5800	5800	5000	5000	0
TODA (FT)	5800	5800	5000	5000	0
ASDA (FT)	5800	5800	4550	4870	0
SLOPE (%)	0.00	0.00	0.02	-0.02	

RUNWAY/OBSTACLE LIMIT										CLIMB
TEMP (°C)	PWR	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WT/CODE	LVL OFF	LIMIT WEIGHT
5	88.7	48200 ST	808	48200 ST	808	42694 FL	808	42389 -O	808	48200
10	89.4	48200 ST	808	48200 ST	808	42255 FL	808	42105 -O	808	48200
15	90.2	48018 FL	808	48018 FL	808	41836 FL	808	41826 -O	808	48200
20	90.9	47589 FL	808	47589 FL	808	41423 FL	808	41556 -O	808	48200
25	91.8	47179 FL	808	47179 FL	808	41029 FL	808	41302 -O	808	48200
30	92.5	46783 FL	808	46783 FL	808	40648 FL	808	41066 -O	808	48200
35	91.4	45022 FL	808	45022 FL	808	39216 FL	808	39472 -O	808	48200
40	90.6	43339 FL	808	43339 FL	808	38058 FL	808	38149 -O	808	48200
45	89.8	41672 FL	808	41672 FL	808	36551 FL	808	36585 -O	808	48200
49	88.9	40276 FL	808	40276 FL	808	35226 FL	808	35217 -O	808	48200

Corrections	LBS	FT	LBS	FT	LBS	FT	LBS	FT	LBS
HWD per KT	+130	0	+138	0	+122	0	+103	0	
TWD per KT	-467	0	-467	0	NA	NA	-573	0	
QNH per +0.1	+15	0	+15	0	+14	0	+9	0	0
QNH per -0.1	-222	0	-222	0	-185	0	-171	0	0
TRINOP	0	0	0	0	0	0	0	0	0
ASINOP	NA	NA	NA	NA	NA	NA	NA	NA	0
BLD OPN	-455	0	-455	0	-480	0	-593	0	-319
CAI ON	-298	0	-298	0	-539	0	-629	0	0
WCAI ON	-1666	0	-1666	0	-1849	0	-2123	0	0
APR OFF	-953	0	-953	0	-1108	0	-1464	0	-1426
ROLLING	-862	0	-862	0	-1561	0	-752	0	0

NA = No valid maximum weight found.

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Maximum allowed weight is the minimum of the corrected Runway/Obstacle Limit, corrected Climb Limit, and the Structural Limit of the aircraft.