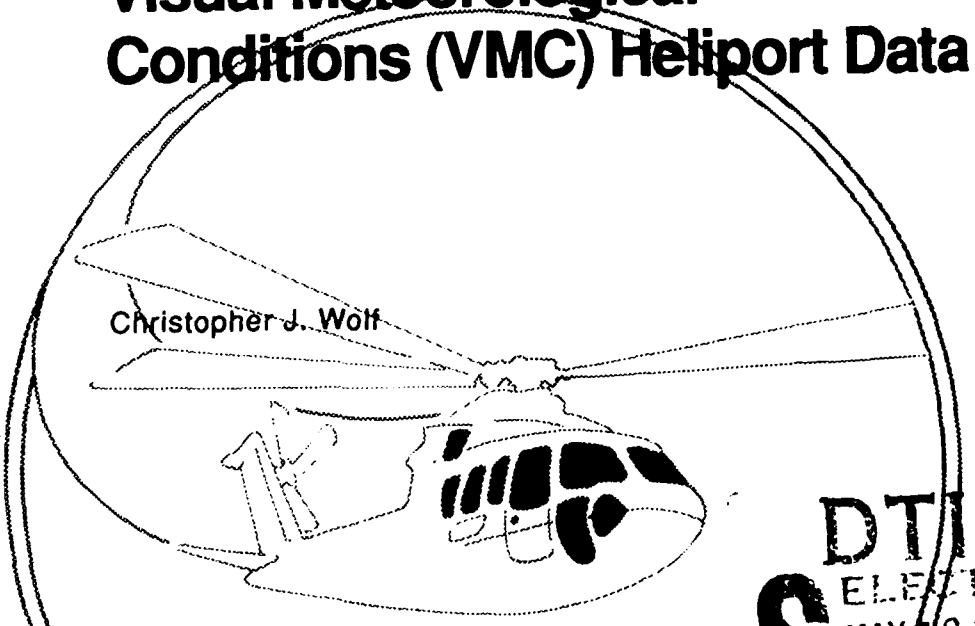
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Analysis of Distributions of Visual Meteorological Conditions (VMC) Heliport Data

Christopher J. Wolf



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March 1990

DOT/FAA/CT-TN89/67

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16. Abstract

The Federal Aviation Administration (FAA) Technical Center's Visual Meteorological Conditions (VMC) project was designed to provide data for the validation of the Heliport Design Advisory Circular (AC 150/5390-2) visual approach/departure surface criteria. Procedures for the analysis of data collected during this project were specified by the Design and Operations Criteria Division, AAS-100. These procedures are based on an assumption of the Gaussian, or Normal, distribution. The results of the VMC Project, based on the assumption of Normal data, are documented in DOT/FAA/CT-TN87/40, Heliport Visual Approach and Departure Airspace Tests.

During the data reduction and analysis phase of the VMC project, questions were raised as to validity of the assumption of the Normal distribution for the characterization of VMC data. This report documents an effort undertaken to look at the VMC data for the purpose of drawing conclusions about the proper distributional assumption. Several different procedures were used to test the original assumption. This report provides information on the tests used in this effort and on several alternate distributions, i.e., the Beta and Gamma distributions.

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EXECUTIVE SUMMARY

The Federal Aviation Administration (FAA) Technical Center's Visual Meteorological Conditions (VMC) project was designed to provide data for the validation of the Heliport Design Advisory Circular (AC 150/5390-2) visual approach/departure surface criteria. Procedures for the analysis of data collected during this project were specified by the Design and Operations Criteria Division, AAS-100. These procedures are based on an assumption of the Gaussian, or Normal, distribution. The results from the VMC project, based on the assumption of Normal data, are documented in DOT/FAA/CT-TN87/40, "Heliport Visual Approach and Departure Airspace Tests," by R. Weiss, et al..

During the data reduction and analysis phase of the VMC project, questions were raised as to validity of the assumption of the Normal distribution for the characterization of VMC data. This report documents an effort undertaken to look at the VMC data for the purpose of drawing conclusions about the proper distributional assumption. Several different procedures were used to test the original assumption. A graphical method for determining the potential underlying distribution employing the Pearson Product Moment Plane was used. Along with this graphical method, the Chi Square Goodness of Fit Test was also used on the original data. Both methods yielded the same results, in effect, that the assumption of Normalcy were not indicated for these data. The Chi Square test only provided information for the rejection of the assumed model. The Pearson Product Moment Plane tests yielded information on potential distributional assumptions for the VMC data. The majority of the data seemed to exhibit characteristics of some form of the Beta distribution. Along with this distribution, the Gamma distribution also became a candidate distribution based on the positioning of data on the Pearson Plane.

The final part of this effort was a comparison of 10^{-7} envelopes based on the original assumption of Normalcy, and the new assumptions of the Beta or Gamma distributions. From this comparison, the new distributional assumptions provided a better fit to the data. The use of the Normal distribution provided too conservative an estimate for airspace consumption and the other parameters. Along with the comparison data, the very nature of the two new distributions indicate a better fit to the VMC data than does the Normal distribution.

INTRODUCTION

PURPOSE.

During the data reduction and analysis phase of the Visual Meteorological Conditions (VMC) project, there were indications that the data were not Normally distributed. Moreover, indications were that the violation of the Normalcy assumption could lead to overly conservative probability statements. The analysis documented here was performed to shed more light on what distributions, other than Normal, were applicable to the VMC data.

BACKGROUND.

The Federal Aviation Administration (FAA) Technical Center's VMC project was designed to provide data to be used to validate the Heliport Design Advisory Circular (AC 150/5390-2) visual approach/departure surface criteria. The data collected during this project were analyzed using procedures specified by the Design and Operations Criteria Division, AAS-100, requirements. These procedures are based on an assumption of a Gaussian, or Normal, distribution. In addition to the distributional assumption, a target level of safety of 1 in 10^{-7} was assumed. While there is some question as to the applicability of the target level of safety to VMC data, it was used in this investigation. The results from this project, based on an assumtion of the Normal distribution, are documented in DOT/FAA/CT-TN87/40, "Heliport Visual Approach and Departure Airspace Tests," by R. Wiess, et al. During the original tests, questions were raised as to the validity of an assumption of the Normal distribution to characterize VMC approach and departure data. The analysis documented in this report was undertaken in an effort to look at the VMC data for the purpose of drawing conclusions about what distributional assumption should be made.

DISCUSSION

TESTS FOR NORMALCY.

The first step in this investigation was determining if the Gaussian (Normal) distribution was the underlying distribution for analysis of the VMC data. In determining the applicability of the Normal distribution two different methods were used. The first method was a graphical process for the determination of the potential distribution of the given sample data. This process made use of the Pearson Product Moment Plane. The second method used a mathematical procedure based on the probability of rejecting the assumption of a specific distribution to represent the sample data. This procedure is known as the Chi Square Goodness of Fit Test (reference 1).

PEARSON PRODUCT MOMENT PLANE. The Pearson Product Moment Plane (reference 1), as shown in figure 1, is a plot of the (B1,B2) plane that correspond to various Pearson type distributions. The regions shown in figure 1 and their corresponding distributions are shown in table 1.

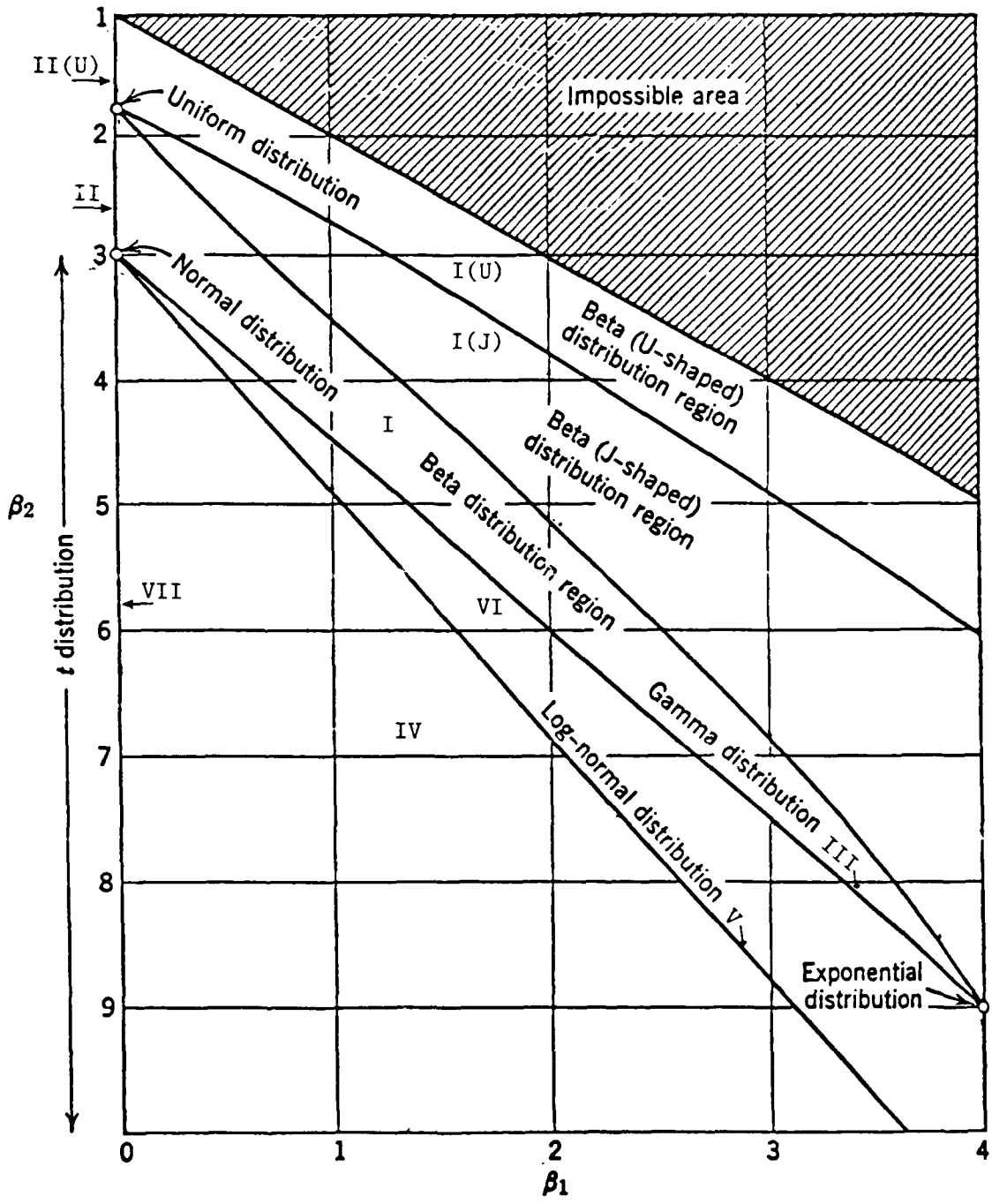


FIGURE 1. PEARSON PRODUCT MOMENT PLANE

TABLE 1. REGIONS OF THE PEARSON PRODUCT MOMENT PLANE

Region	Distribution
I	Beta
I(J)	J Shaped Beta
I(U)	U Shaped Beta
II	Pearson Type II
II(U)	U Shaped Pearson Type II
III	Gamma
IV	Pearson Type IV
V	Log-Normal
VI	Pearson Type VI
VII	Student's t
B1=0,B2=3	Gaussian (Normal)
B1=0, B2 Approx 1.8	Uniform
B1=4, B2 Approx 9.	Expotential

The first step in using the Pearson Plane is obtaining the values for the (B1,B2) coordinate pairs to plot on the plane. B1 is defined as the square of the skewness of the sample data, and B2 as the kurtosis of the sample data. Expressed mathematically, B1 is:

$$B1 = (A3)^2 = (M3/(S^3))^2$$

where

A3 is the moment coefficient of skewness
M3 is the third moment about the sample mean
S is the sample standard deviation

and

$$M3 = M3' - 3*M1'*M2' + 2*(M1'^3)$$

where

$M3' = SUM(X^3)/N$ is the third moment about zero
$M2' = SUM(X^2)/N$ is the second moment about zero
$M1' = SUM(X)/N$ is the sample mean

and

$$S = (N/(N-1))*(M2' - (M1'^2))$$

N is the number of samples.

B2 is expressed as:

$$B2 = A4 = M4/(S^4)$$

where

A4 is the moment coefficient of kurtosis
M4 is the fourth moment about the sample mean

and

$$M4 = M4' - 4*M1'*M3' + 6*(M1'^2)*M2' - 3*(M1^4)$$

where

$M4' = SUM(X^4)/N$ is the fourth moment about zero.

Once a (B1,B2) coordinate pair is developed for each data ensemble, it is then possible to plot these values to see in what region of the Pearson Plane they lie. To speed up the process of identifying distributions, the governing

equations representing lines which segment the Pearson Product Moment Plane were implemented in Fortran 77 on a Digital Equipment Corporation VAX-11/750 minicomputer. A separate program was developed to compare the (B1,B2) coordinate pairs to the Pearson Plane. The computer program is exact in that for a coordinate pair to be identified as coming from a particular distribution, the pair must be within the boundaries for a particular region or lie exactly on a particular line or point. In the theory governing the use of the (B1,B2) plane, however, if the point falls sufficiently close to any point, line, or region of the plane that has an associated distribution this distribution may also be used to represent the data.

CHI SQUARE GOODNESS OF FIT TEST. The Chi Square Goodness of Fit Test (reference 1), can be applied to the assumption of any distribution as the model for a given set of sample data. Since the assumption of a Normal distribution was being questioned, the Chi Squared Test was applied using a Normal distribution model.

In general, the given sample data is divided into cells. The number of data points actually occupying each cell is compared to the expected number of points for that cell. From these comparisons, a test statistic which follows a Chi Square distribution is calculated. The probability of obtaining a value as large as the test statistic is then determined.

The procedures used in the Chi Square Test are as follows (reference 1):

a. Calculate the unknown parameters for the assumed model. For the Normal distribution, these parameters are the mean and standard deviation.

b. The number of cells to be used are then determined. Ideally the number of points per cell is 5, which yields the number of cells as N/5 (the number of points divided by 5).

c. The cell boundaries, $X_1 \ldots X_k$, are determined from the cumulative distribution function (CDF) of the assumed model. Since this test was performed on a VAX 11/750 minicomputer, it was necessary to calculate boundaries using a standardized form of the Normal distribution. The boundaries were then converted to the type of the original data. The governing equation for obtaining boundaries relative to the original data is: $X_k = (X_{boundary} * sdev) + mean$. To obtain the boundaries as standardized variates, the probability of obtaining a value $X <= X_k$ was used. These probabilities are calculated as follows:

$$Pr\{x<=X_1\} = 1/k, \ldots, Pr\{x<=X_k\} = (k-1)/k.$$

d. The number of actual data points that lie within the boundaries of each cell is then counted.

e. The test statistic, CHSQ, is then computed by summing the square of each observed frequency, then multiplying by the number of cells divided by the number of data points, and then subtracting the number of data points. Mathematically:

$$CHSQ = ((k/N)*(U_1^2 + \ldots + U_k^2)) - N$$

where

$U_1 \ldots U_k$ are the observed frequencies for each cell.

k is the number of cells

and

N is the number of points.

f. The degrees of freedom for a Chi Square distribution is then determined as follows:

$$v = k - r - 1$$

where

v is the degrees of freedom

k is the number of cells

r is the number of parameters estimated from the sample data.

g. The probability of obtaining a value as large as CHSQ is then determined using the Chi Square distribution equation.

ALTERNATE DISTRIBUTIONS.

While the Normal distribution is a versatile model for representing populations, it does have certain areas in which it is questionable to apply it. The Normal distribution by its nature is symmetrical and unbound. When data are asymmetrical, or bound on one or both ends, or some combination of the previous, two other distributions may be more applicable. These distributions are the Gamma distribution and the Beta distribution. The Gamma distribution, by its nature, is bound only on one end. The Beta distribution is bound on both ends, representing an interval. These distributions were selected as possible alternates to the Normal distribution, from the results of the Pearson Product Moment Plane tests, which will be discussed later in this paper. While the selection of some form of Beta distribution is easily supported from the results of the (B1,B2) plane tests, the reasoning for the added use of the Gamma distribution is less direct. Many of the points identified as beta on the plane lie very close to the line representing the gamma distribution. From the theory governing the plane, it is possible, therefore, to use the Gamma distribution in place of the Beta distribution, if necessary.

GAMMA DISTRIBUTION. The Gamma distribution is a distribution having a probability density function of the form:

$$P_X(X) = \frac{(x^{(a-1)})*(e^{-x/b})}{(b^a)*(\Gamma(a))}$$

where

a is the Gamma distribution shape parameter

b is the Gamma distribution scale parameter

and

$\Gamma()$ is the Gamma function.

The Gamma function is defined as:

$$\Gamma(a) = \int_0^{\infty} x^{(a-1)} e^{-x}\, dx.$$

The Gamma CDF is:

$$F(x;a,b,z) = \int_{z}^{\infty} \frac{(x-z)^{(a-1)}\ e^{-(x-z)/b}}{b^{a} * \Gamma(a)}\ dx, \qquad x>=z,\ a>0,\ b>0$$

$$0 \qquad \text{elsewhere.}$$

Using the transformation equations:

$$t = x - z \quad \text{and} \quad dt = dx$$

the CDF becomes:

$$F(x;a,b) = \int_{0}^{\chi} \frac{t^{(a-1)}\ e^{-t/b}}{b^{a} * \Gamma(a)}\ dt, \qquad t>=0,\ a>0,\ b>0$$

$$0 \qquad \text{elsewhere.}$$

To use these equations, it is necessary to first obtain estimates for z, a, and b. Using the following equations, it is possible to determine estimates for these values.

$$a = \frac{4*B_2}{3*B_1} - 2$$

$$b = \frac{sdev}{a^{.5}}$$

and

$$z = Mean - a*b$$

where

Mean is the sample mean

and

sdev is the sample standard deviation.

BETA DISTRIBUTION. The Beta distribution is a family of distributions having probability density functions of the form:

$$P_X(X) = (1/B(p,q)) * ((X-X_l)^{(p-1)}) * ((X_u-X)^{(q-1)}) / ((X_u-X_l)^{(p+q-2)})$$

where

B(p,q) is the Beta function

p,q are the beta distribution shape parameters

X_l is the lower limit of the beta range

X_u is the upper limit of the Beta range

and

$P_X(X)$ is the probability that x has the value X

and is used to describe random variates that vary over an interval. The Beta CDF, also referred to as the Incomplete Beta function, is:

$$F(x;p,q,X_l,X_u) = \begin{cases} 0 & x<X_l \\ \dfrac{1}{B(p,q)} * \displaystyle\int_{X_l}^{X} \dfrac{(x-X_l)^{(p-1)} * (X_u-x)^{(q-1)}}{(X_u-X_l)^{(p+q-2)} * (X_u-X_l)}\, dx & X_u<=x<=X_l \\ 1 & x>X_u \end{cases}$$

Using the transformation equations

$$t = (x-X_l)/(X_u-X_l) \quad \text{and} \quad dt = dx / (X_u-X_l)$$

the above CDF becomes

$$F(x;p,q) = \begin{cases} 0 & x < 0 \\ \dfrac{1}{B(p,q)} * \displaystyle\int_{0}^{X} (t)^{(p-1)} * (1-t)^{(q-1)}\, dt & 0 <= x <= 1 \\ 1 & x > 1 \end{cases}$$

To use the above equations it is necessary to estimate values for X_u, X_l, p, and q. The following formulas are used to determine these estimates.

$$r = 6*(B2 - B1 - 1) / (6 + 3*B1 - 2*B2)$$
$$p,q = .5r\{1 \pm (r+2)[B1\{(r+2)^2*B1 + 16*(r+1)\}^{-1}]^{.5}\}$$

and

$$p \begin{matrix} < \\ = \\ > \end{matrix} q \text{ if } (B1)^{.5} \begin{matrix} < \\ = \\ > \end{matrix} 0$$

also

$$(X_u-X_l) = .5\ (M_2)^{.5}\ ((r+2)^2B_2 + 16(r+1))^{.5}$$
$$M_1 = X_l + \{(X_u-X_l)*p\}/(p+q)$$
$$M_2 = (X_u-X_l)^2*p*q\ /\ \{(p+q)^2*(p+q+1)\}$$

COMPARISON OF NEW DISTRIBUTIONS TO FLIGHT TEST DATA.

In the preceding two sections, two new distributions were defined. These distributions were applied to the data collected during the VMC approach/departure tests. Comparison of the new distribution to the assumption of Normalcy was achieved using a target level of safety of 10^{-7}. In respect to the Normal distribution, this results in an envelope constructed about the mean by multiplying the sample standard deviation by six and then adding and subtracting this value from the mean. To apply this level of safety to the Beta and Gamma distributions, it was necessary to determine the range of the data that would correspond to this level of safety. This was achieved by estimating the parameters of both distributions, then applying the distributional equations in reverse. Since a probability interval of 99.99999 percent was required, the equations for the distributions were used assuming probabilities of 99.999995 percent and 0.000005 percent, and then converting the resulting position to the

realm of the original VMC data. The resulting end points were considered representative of 99.99999 percent probability limits. The results were then graphically presented in comparison with the results from analyzing the data with an assumption of normalacy.

There were two criteria for using the Gamma distribution instead of the Beta distribution for the comparison plots. The first criteria was if it was found to be impossible to define the parameters describing the Beta distribution from the method used in this analysis, the Gamma distribution was substituted. The second criteria was if the 10^{-7} range for the Beta distribution was determined to be unreasonably large, then the Gamma distribution was substituted. If it was impossible to determine the Gamma distributions parameters or if its associated 10^{-7} range was found to be unreasonably large, then no alternate distribution was to be used, and only the Normal distribution's 10^{-7} envelope was represented at that bin range.

RESULTS

PEARSON PRODUCT MOMENT PLANE.

The original data from the VMC approach/departure tests was submitted to two different FORTRAN programs, both based upon the Pearson Product Moment Plane. The first program compared the values of B1 and B2 to the boundary regions on the plane to identify the most probable underlying distribution of the data. The resulting identifications were then counted and presented in tabular form. The results of this program for all the aircraft data taken as a whole is shown in table 2. The results for the UH1, S76, and OH6 are shown in tables 3, 4, and 5, respectively. It can be seen from these tables that the Normal distribution was never implied as the distribution representing any of the data. The Beta distribution, in all its forms, was the predominate representative distribution for the data, with various Pearson type distributions following. These results were the first concrete indications that Normalcy was not applicable to the VMC data.

The second analysis program was graphical in nature. It was a plot of the Pearson Product Moment Plane with the data for each parameter plotted on the plane. Appendix A contains the plots for the UH-1, appendix B contains those for the S-76, appendix C the OH-6, and appendix D those for all aircraft taken together. Although this test is really just another form of the previous test, it provides additional insight in the results of the first test. The graphs presented in the appendixes show graphically that the data tends not only to be Beta in nature, but that a majority of the VMC data lies on the (B1,B2) plane far enough from the Normal distribution, that the assumption of Normalcy is invalid. This tendency held true not only for the data taken on an individual aircraft basis, but also occurred when the data were combined and taken as a whole.

CHI SQUARE GOODNESS OF FIT TEST.

The VMC data, after being tested with the Pearson Product Moment Plane, was then subjected to the Chi Square test. As before, data were not only taken on an individual aircraft basis, but also as a whole. The results of this test are given in appendixes E, F, G, and H. UH-1 results are shown in appendix E, S-76

TABLE 2. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR ALL AIRCRAFT

AIRCRAFT: ALL
VMC DISTRIBUTION TEST
DATE -- 19-APR-1938 14:47:54.76

									PEARSON						
			STUDENTS		U SHAPED	J SHAPED				U SHAPED			LOG	IMPOSSIBLE	OFF
PARAMETERS	NORMAL	UNIFORM	t	BETA	BETA	BETA	GAMMA	EXPONENTIAL	II	II	IV	VI	NORMAL	REGION	PLANE
CROSSTRACK POSITION	0	0	0	195	60	92	0	0	0	1	53	5	0	0	14
ALTITUDE	0	0	0	243	57	87	0	0	0	0	18	10	0	0	5
CROSSTRACK VELOCITY	0	0	0	233	59	68	0	0	0	2	36	11	0	0	11
ALONGTRACK VELOCITY	0	0	0	266	62	77	0	0	0	2	7	2	0	0	4
VERTICAL VELOCITY	0	0	0	266	54	57	0	0	0	1	31	8	0	0	3
GROUND SPEED	0	0	0	275	59	72	0	0	0	2	8	2	0	0	2
ALONGPATH SPEED	0	0	0	275	59	75	0	0	0	3	4	2	0	0	2
ANGULAR POSITION	0	0	0	248	50	84	0	0	0	2	20	10	0	0	1
ANGULAR ERROR	0	0	0	248	50	84	0	0	0	2	20	10	0	0	1
ALTITUDE ERROR	0	0	0	244	57	85	0	0	0	1	18	10	0	0	5

TABLE 3. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR THE UH-1

AIRCRAFT: UH1
VMC DISTRIBUTION TEST
DATE -- 19-APR-1988 14:47:29.23

									PEARSON						
PARAMETERS	NORMAL	UNIFORM	STUDENTS t	BETA	U SHAPED BETA	J SHAPED BETA	GAMMA	EXPONENTIAL	II	U SHAPED II	IV	VI	LOG NORMAL	IMPOSSIBLE REGION	OFF PLANE
CROSSTRACK POSITION	0	0	0	36	2	42	0	0	0	0	25	3	0	0	8
ALTITUDE	0	0	0	83	1	17	0	0	0	0	6	2	0	0	2
CROSSTRACK VELOCITY	0	0	0	77	7	11	0	0	0	0	8	6	0	0	7
ALONGTRACK VELOCITY	0	0	0	89	4	19	0	0	0	0	1	1	0	0	2
VERTICAL VELOCITY	0	0	0	87	4	8	0	0	0	0	9	6	0	0	2
GROUND SPEED	0	0	0	90	4	18	0	0	0	0	1	1	0	0	2
ALONGPATH SPEED	0	0	0	88	5	19	0	0	0	0	0	2	0	0	2
ANGULAR POSITION	0	0	0	89	1	16	0	0	0	0	6	2	0	0	1
ANGULAR ERROR	0	0	0	89	0	16	0	0	0	1	6	2	0	0	1
ALTITUDE ERROR	0	0	0	88	1	17	0	0	0	0	6	2	0	0	2

TABLE 4. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR THE S-76

AIRCRAFT: S76
VMC DISTRIBUTION TEST
DATE -- 19-APR-1983 14:47:40.45

									PEARSON						
PARAMETERS	NORMAL	UNIFORM	STUDENTS t	BETA	U SHAPED BETA	J SHAPED BETA	GAMMA	EXPONENTIAL	II	U SHAPED II	IV	VI	LOG NORMAL	IMPOSSIBLE REGION	OFF PLANE
CROSSTRACK POSITION	0	0	0	89	5	18	0	0	0	1	28	2	0	0	3
ALTITUDE	0	0	0	74	20	30	0	0	0	0	12	8	0	0	2
CROSSTRACK VELOCITY	0	0	0	88	8	23	0	0	0	2	20	3	0	0	2
ALONGTRACK VELOCITY	0	0	0	108	8	24	0	0	0	2	3	0	0	0	1
VERTICAL VELOCITY	0	0	0	90	13	25	0	0	0	1	14	2	0	0	1
GROUND SPEED	0	0	0	111	7	22	0	0	0	2	4	0	0	0	0
ALONGPATH SPEED	0	0	0	110	12	21	0	0	0	3	0	0	0	0	0
ANGULAR POSITION	0	0	0	77	13	29	0	0	0	1	14	8	0	0	0
ANGULAR ERROR	0	0	0	77	14	29	0	0	0	0	14	8	0	0	0
ALTITUDE ERROR	0	0	0	74	19	30	0	0	0	1	12	8	0	0	2

TABLE 5. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR THE OH-6

AIRCRAFT: OH6
VMC DISTRIBUTION TEST
DATE -- 19-APR-1988 14:47:54.43

									PEARSON						
------PARAMETERS-----	NORMAL	UNIFORM	STUDENTS t	BETA	U SHAPED BETA	J SHAPED BETA	GAMMA	EXPONENTIAL	II	U SHAPED II	IV	VI	LOG NORMAL	IMPOSSIBLE REGION	OFF PLANE
CROSSTRACK POSITION	0	0	0	70	53	32	0	0	0	0	0	0	0	0	3
ALTITUDE	0	0	0	81	36	40	0	0	0	0	0	0	0	0	1
CROSSTRACK VELOCITY	0	0	0	68	44	34	0	0	0	0	8	2	0	0	2
ALONGTRACK VELOCITY	0	0	0	69	50	34	0	0	0	0	3	1	0	0	1
VERTICAL VELOCITY	0	0	0	89	37	24	0	0	0	0	8	0	0	0	0
GROUND SPEED	0	0	0	74	48	32	0	0	0	0	3	1	0	0	0
ALONGPATH SPEED	0	0	0	77	42	35	0	0	0	0	4	0	0	0	0
ANGULAR POSITION	0	0	0	82	36	39	0	0	0	1	0	0	0	0	0
ANGULAR ERROR	0	0	0	82	36	39	0	0	0	1	0	0	0	0	0
ALTITUDE ERROR	0	0	0	82	37	38	0	0	0	0	0	0	0	0	1

in appendix F, OH-6 in appendix G, and all aircraft in appendix H. Tables 6, 7, 8, and 9 summarize the results of the Chi Square Test. These tables show the number of points and percent of total points that showed probabilities of Normalcy greater than or equal to 50 percent. Examination of these tables shows that very few points had probabilities as high as 50 percent. By examining the tables presented in appendixes E through H, it is seen that the majority of points exhibited probabilities of between 0 and 5 percent. These results show that the assumption of the Normal distribution as the underlying distribution is invalid.

COMPARISON OF NEW DISTRIBUTIONS TO FLIGHT TEST DATA.

Graphical presentations of comparisons of the statistics based on a Normal distribution with those of the Gamma and Beta distributions are shown in appendixes I, J, K, and L. Because estimates for Beta and Gamma distributions were not obtainable at all bin points, not all bins have representational limits and may cause the plots and results to appear inconclusive. To obtain estimates at all bin ranges would have required the use of the method of matching moments. This method requires considerably more time both in initial mathematical expression development and computer modeling and program execution. Because of time constraints and availability of resources, it was determined that as an initial investigation of the distributional characteristics of the VMC data the approach outlined in this report would suffice.

The range limits, for the points represented by the Beta distribution, tend to fall inside the envelope obtained using the Normal distribution. In most cases, a difference of more than 100 feet was achieved. The Gamma distribution range limits, although skewed compared to the Normal, also represent a reduction of the envelope, albeit not as dramatic as the Beta distribution.

Figures 2 through 9 present the results for each approach and departure angle and type. Each figure presents data for all three approach or departure angles. Figure 2 shows the results for crosstrack position in feet (ft) vs. bin range (ft) for straight in approaches. Figure 3 presents the results for altitude (ft) vs. bin range (ft) for straight-in approaches. Figure 4 shows the results for crosstrack position (ft) vs. bin range (ft) for straight segment curved approaches. Figure 5 shows the results for altitude (ft) vs. bin range (ft) for straight segment curved approaches. Figure 6 shows the data for crosstrack position (ft) vs. bin range (ft) for straight out departures. Figure 7 shows the

TABLE 6. CHI SQUARE TEST RESULTS FOR ALL AIRCRAFT DATA

Parameter	No. of Points	Percent of Total Points
Crosstrack Position	41	5.11
Altitude	19	2.37
Crosstrack Velocity	41	5.11
Along-track Velocity	12	1.50
Vertical Velocity	23	2.87
Groundspeed	34	4.24
Along Path Speed	50	6.23
Angular Error	15	1.93
Altitude Error	19	2.37
Angular Position	16	2.06

TABLE 7. CHI SQUARE TEST RESULTS FOR UH-1 DATA

Parameter	No. of Points	Percent of Total Points
Crosstrack Position	33	11.58
Altitude	15	5.26
Crosstrack Velocity	18	6.32
Along-Track Velocity	12	4.21
Vertical Velocity	14	4.91
Groundspeed	19	6.67
Along Path Speed	16	5.61
Angular Error	12	4.33
Altitude Error	15	5.26
Angular Position	13	4.69

TABLE 8. CHI SQUARE TEST RESULTS FOR S-76 DATA

Parameter	No. of Points	Percent of Total Points
Crosstrack Position	6	2.29
Altitude	3	1.15
Crosstrack Velocity	22	8.40
Along-Track Velocity	0	0.00
Vertical Velocity	9	3.44
Groundspeed	15	5.73
Along Path Speed	14	5.34
Angular Error	2	0.79
Altitude Error	3	1.15
Angular Position	2	0.79

TABLE 9. CHI SQUARE TEST RESULTS FOR OH-6 DATA

Parameter	No. of Points	Percent of Total Points
Crosstrack Position	2	0.78
Altitude	1	0.39
Crosstrack Velocity	1	0.39
Along-Track Velocity	0	0.00
Vertical Velocity	0	0.00
Groundspeed	0	0.00
Along Path Speed	0	0.00
Angular Error	1	0.40
Altitude Error	1	0.39
Angular Position	1	0.40

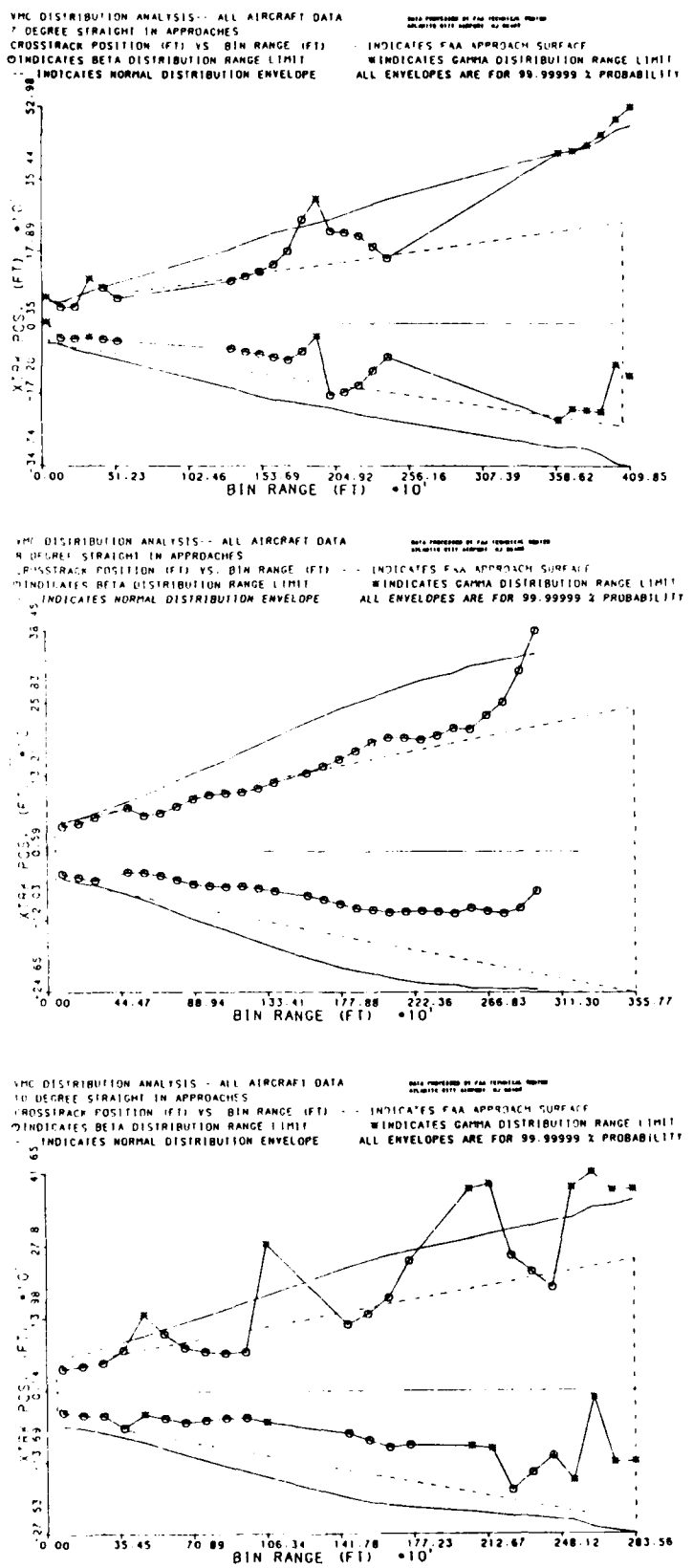


FIGURE 2. CROSSTRACK VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-IN APPROACHES

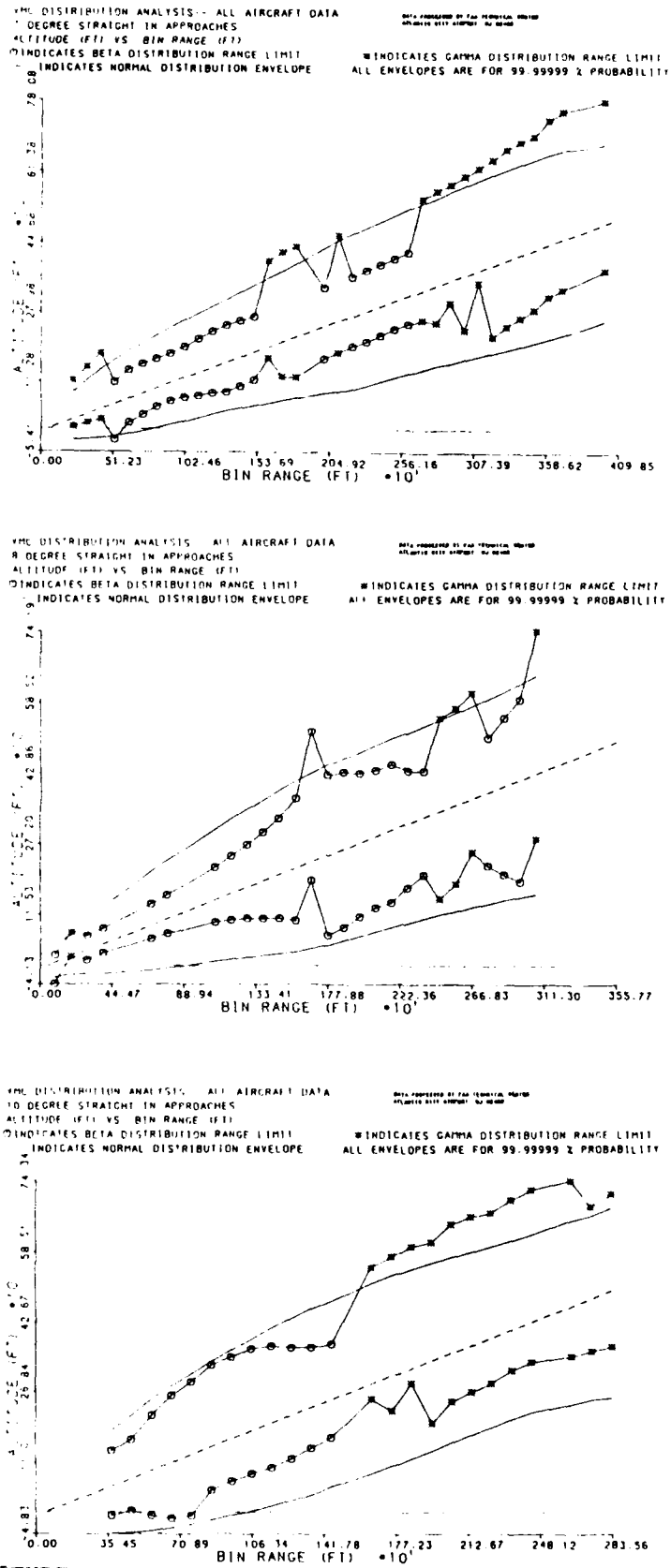


FIGURE 3. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-IN APPROACHES

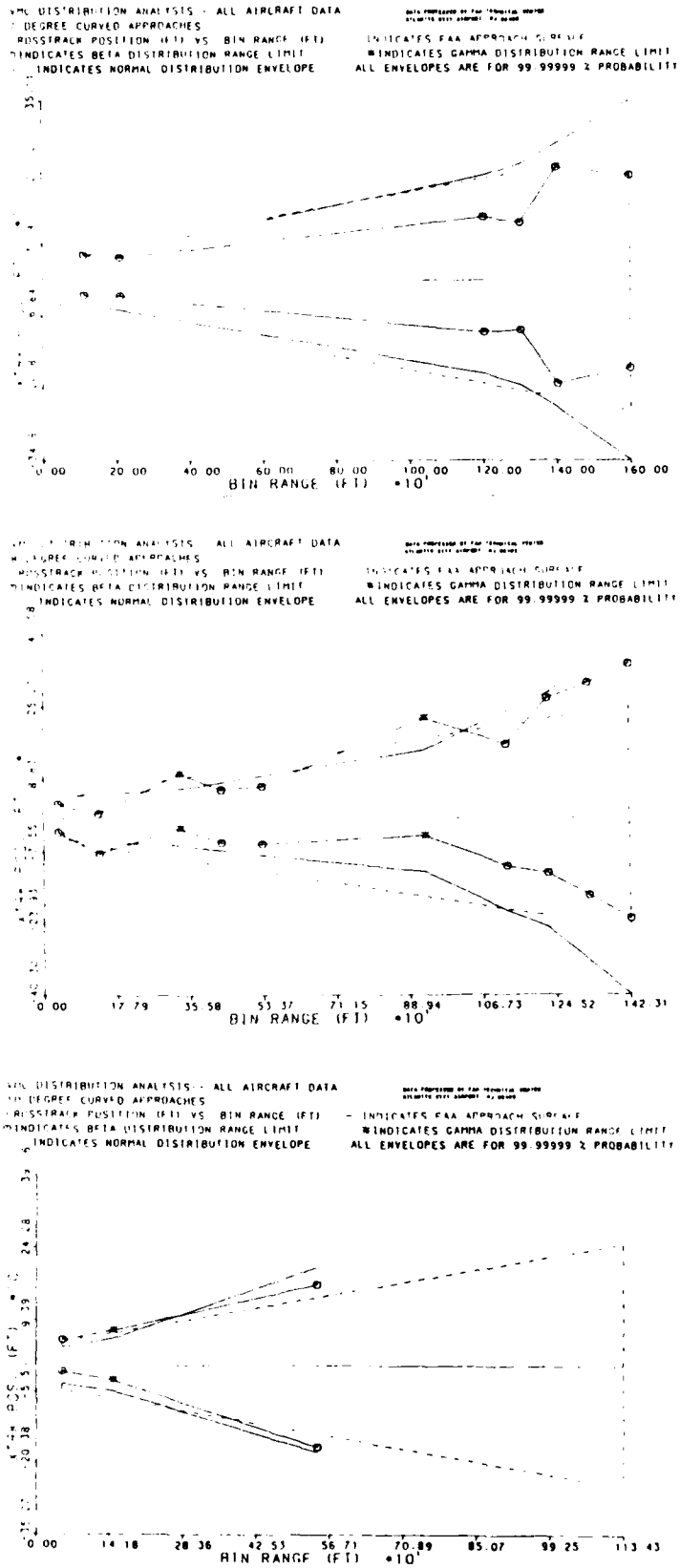


FIGURE 4. CROSSTRACK POSITION VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED APPROACHES

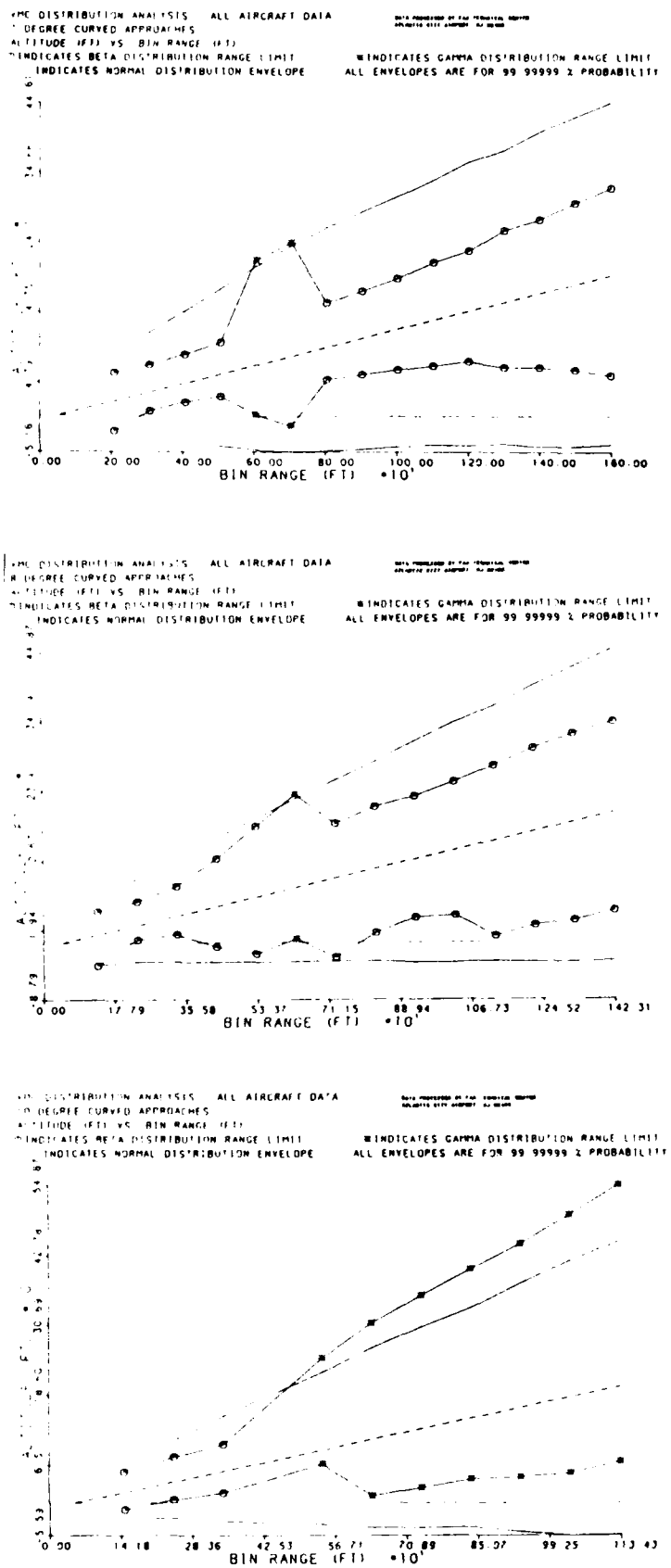


FIGURE 5. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED APPROACHES

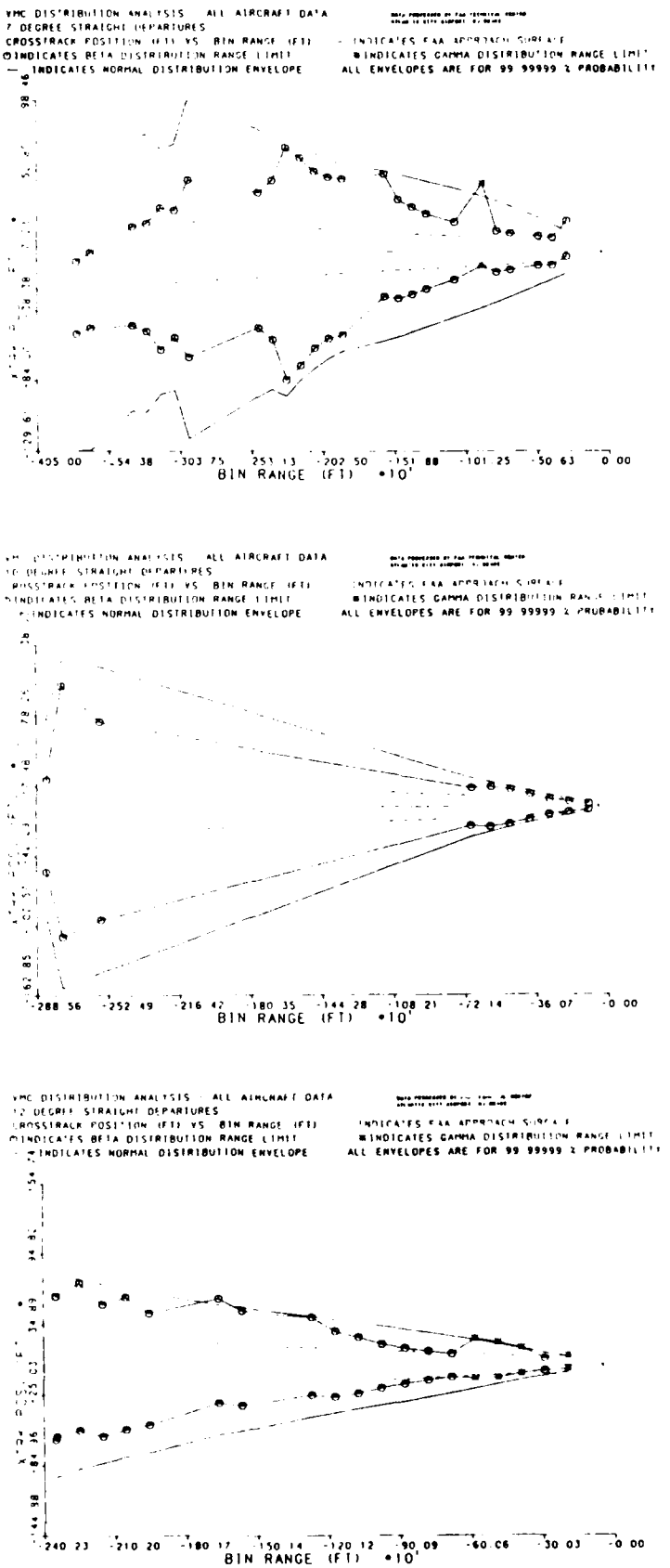


FIGURE 6. CROSSTRACK POSITION VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-OUT DEPARTURES

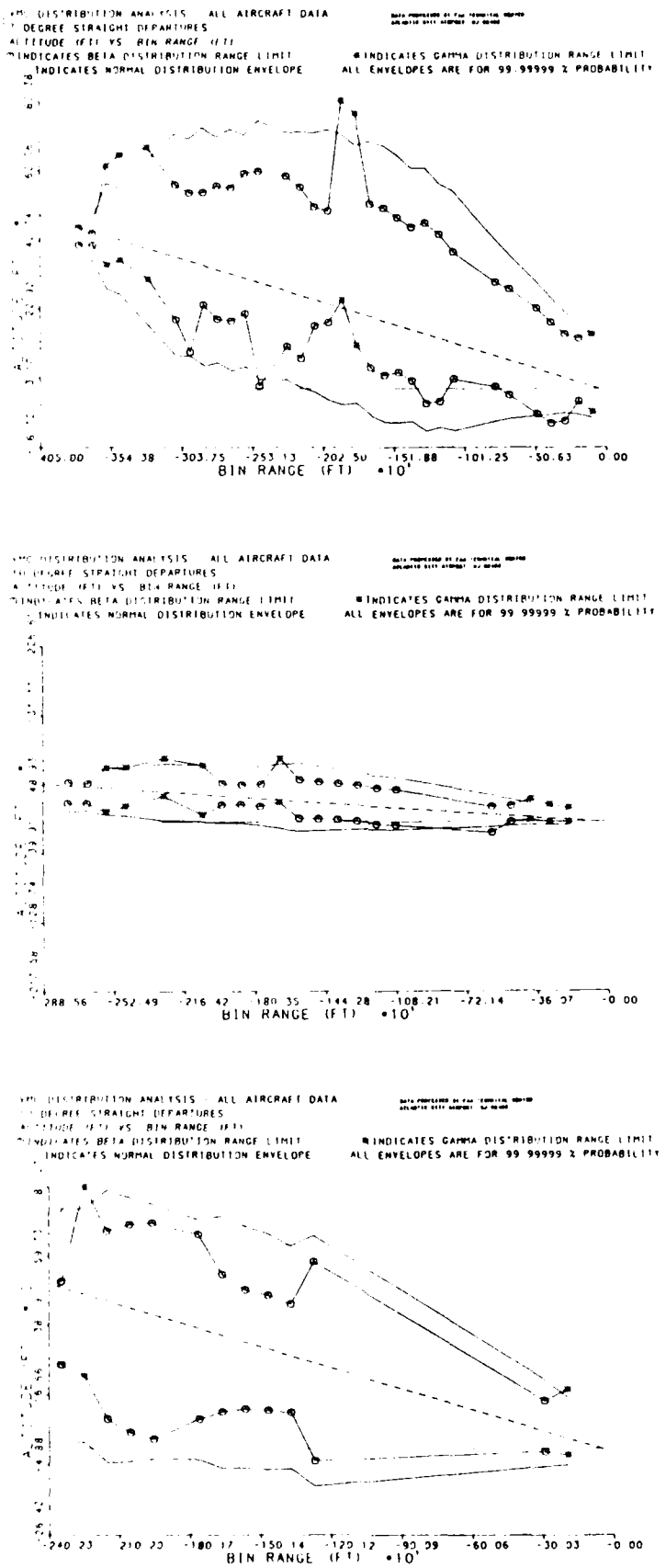


FIGURE 7. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-OUT DEPARTURES

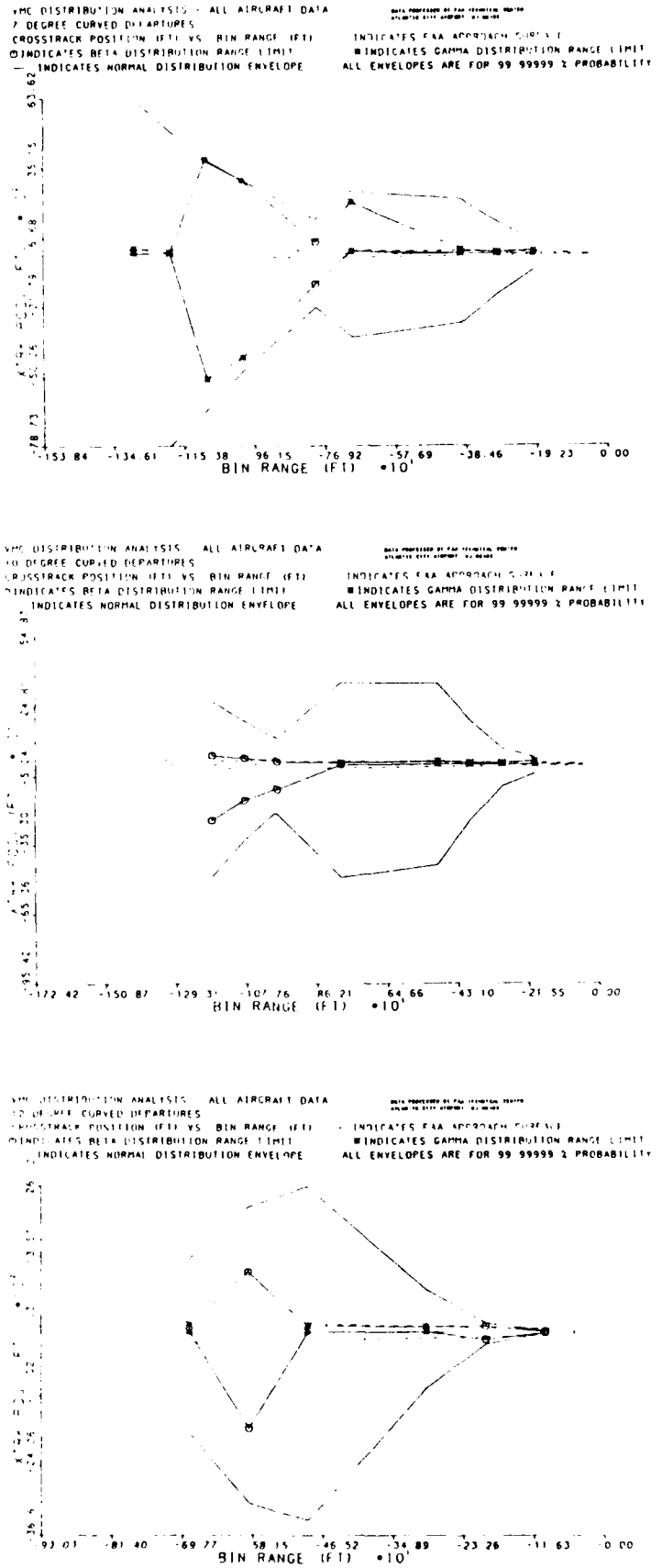
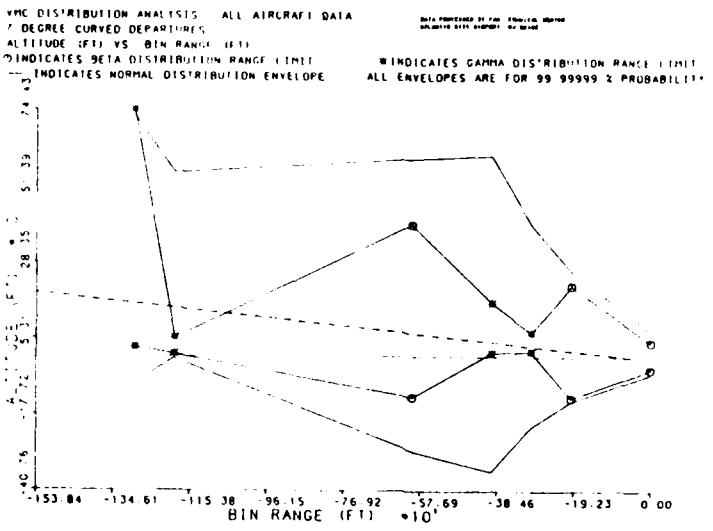
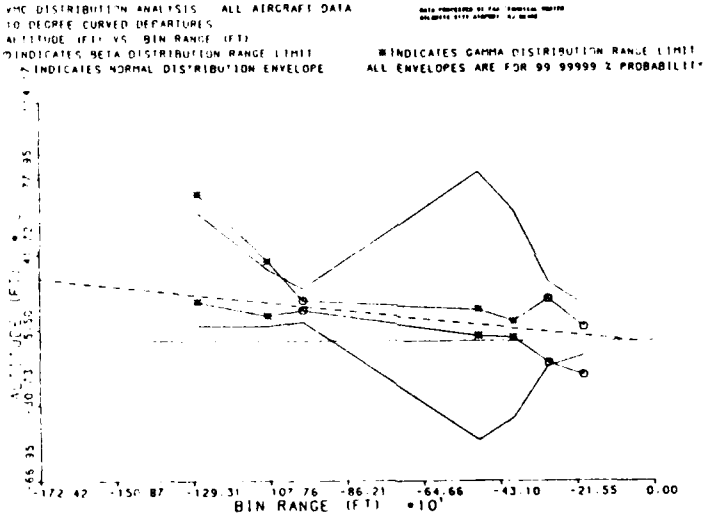


FIGURE 8. CROSSTRACK POSITION VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED DEPARTURES





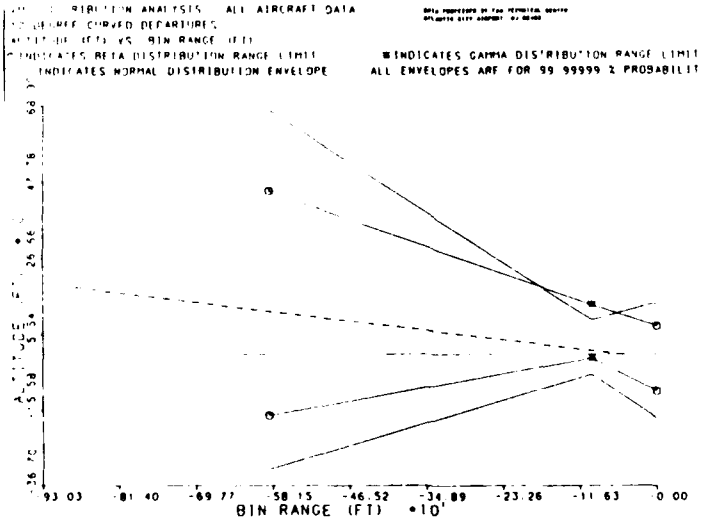


FIGURE 9. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED DEPARTURES

data for altitude (ft) vs. bin range (ft) for straight-out departures. Figure 8 shows the data for crosstrack position (ft) vs. bin range (ft) for curved departures. Figure 9 shows the data for altitude (ft) vs. bin range (ft) for curved departures.

CONCLUSIONS

1. The results of the initial analysis of the Visual Meteorological Conditions (VMC) approach/departure error data strongly indicate that these data are not Normally distributed. The Pearson Product Moment Plane testing showed that the majority of the binned data exhibited characteristics of some form of the Beta distribution. Since the Gamma distribution forms part of the boundary for the Beta distribution region of the plane, it can be inferred that the Gamma distribution could also serve to characterize some of the data.

2. The use of the Normal distribution to characterize the VMC data tends to project overly conservative estimates of the airspace consumption and other parameters. For example, the 10^{-7} envelopes for crosstrack position, obtained through the normal distribution, are not only larger than the surface described by AC 150/5390, but also tend to be larger than the limits provided by the other distributions.

3. The alternate distributions provide a better fit to the VMC data. The airspace consumption, based on these distributions, is not only noticeably reduced from the Normal distribution but seems more reasonable.

4. The nature of both alternate distributions indicate more applicability to these data than does the nature of the Normal distribution. It is not reasonable to assume that pilots making VMC approaches to a heliport will exhibit symmetrical error behavior over a range of +/- infinity. This assumption, however, is necessary for the Normal distribution. In the case of data that are either negatively skewed, positively skewed, or bimodal in nature, the Normal distribution tends to be an inadequate characterization of the underlying distribution.

5. Based on crosstrack data analysis, the specified airspace trapezoid appears to be best represented by the Beta Distribution. The probability level for that portion of the trapezoid within 2500 feet of the landing area appears to be 99.999999 percent (6 standard deviations). However, as the trapezoid goes beyond 2500 feet, the probability level appears to drop from 6 standard deviations to possibly as low as 3 standard deviations.

In the vertical domain it is not possible to draw conclusions about the 7.125 degree surface. This is brought about by the absence of obstacles during the test flights.

The Beta distribution is much more adaptable to the VMC data. This distribution is better suited to describing data with truncated tails or nonlimiting Normal tails since, by nature, the Beta distribution describes data occurring over a finite interval regardless of symmetry. Even the Gamma distribution, since it is bounded on one end, better characterizes the VMC error data than the Normalcy assumption.

REFERENCES

1. Hahn, Gerald J. and Samuel S. Shapiro, Statistical Models in Engineering, John Wiley & Sons, New York, NY, 1967.

2. Heliport Design Advisory Circular, AC 150/5390-2.

3. Weiss, Rosanne M., et al. Heliport Visual Approach and Departure Airspace Tests, DOT/FAA/CT-TN87/40.

APPENDIX A

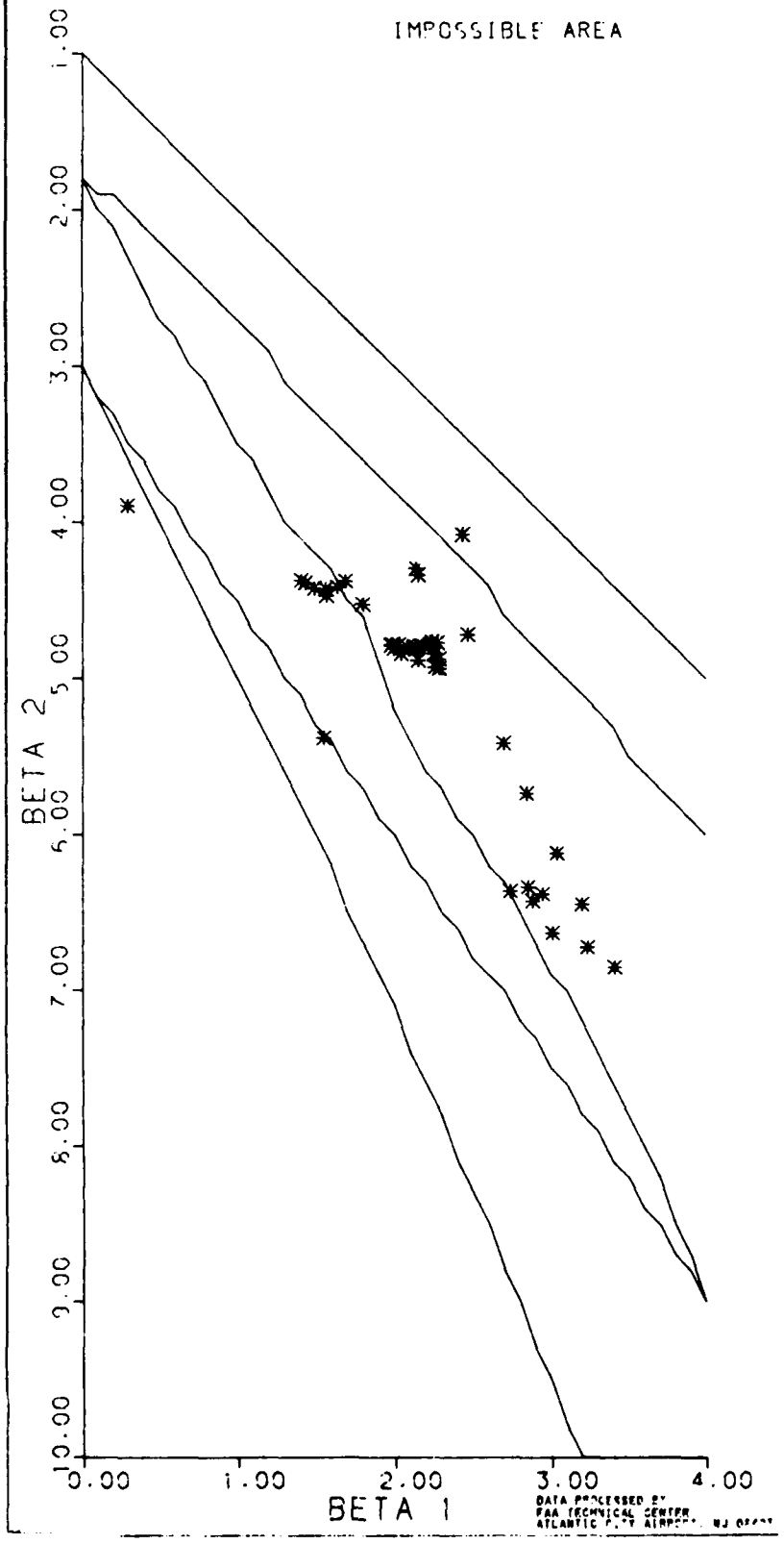
PEARSON PRODUCT MOMENT PLOTS FOR UH-1 DATA

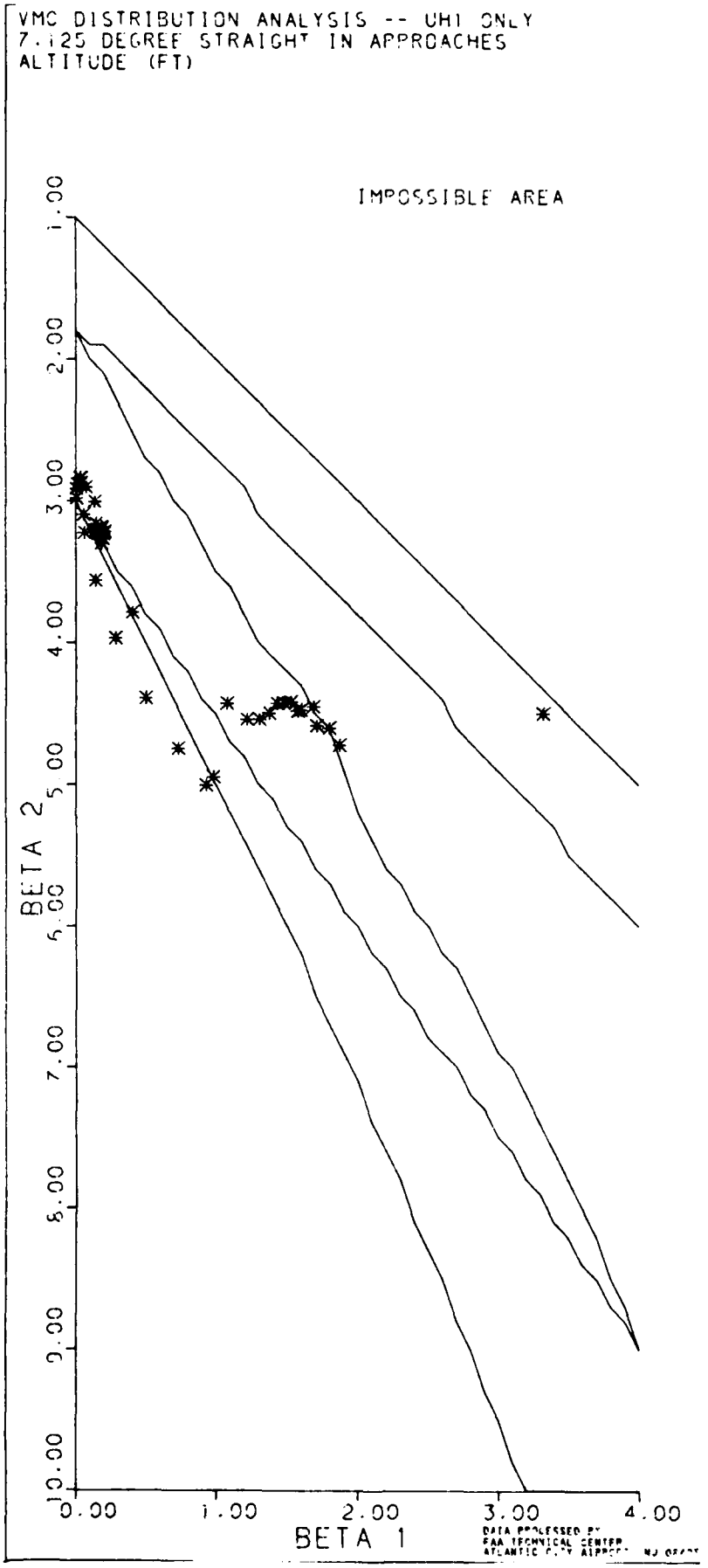
The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125^{o} 8.00^{o}, and 10.00^{o} approaches. For departures they are: 7.125^{o}, 10.00^{o}, and 12.00^{o} departures.

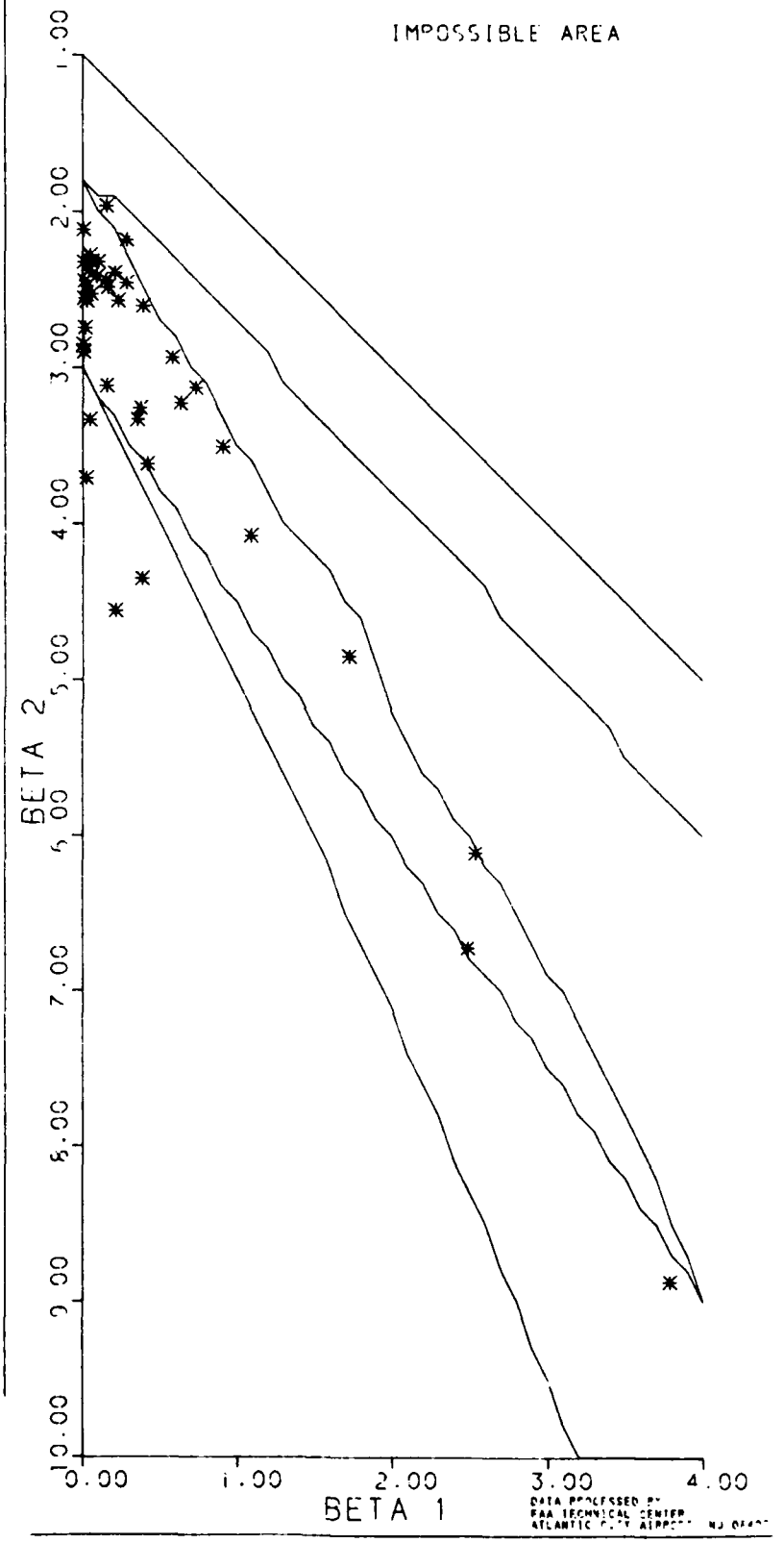
There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

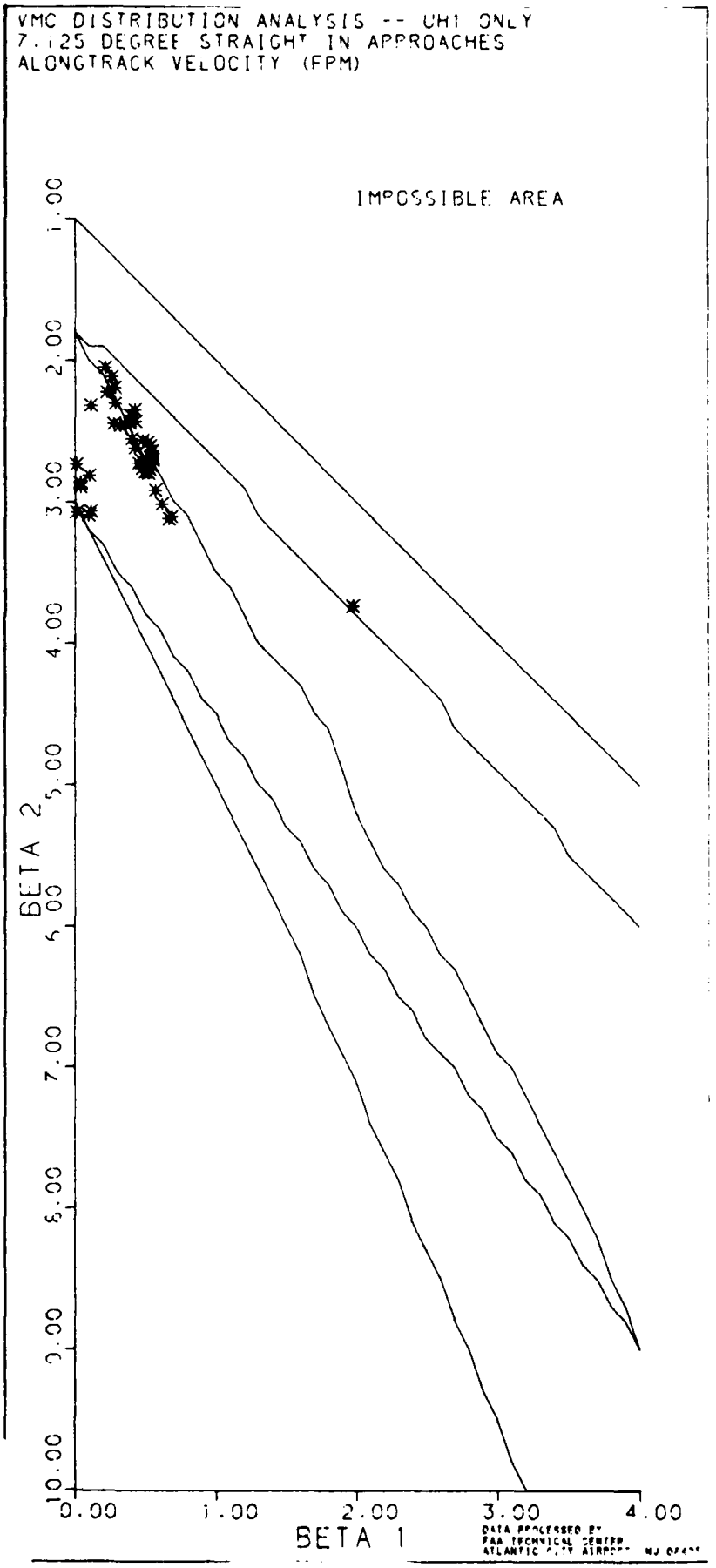
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)

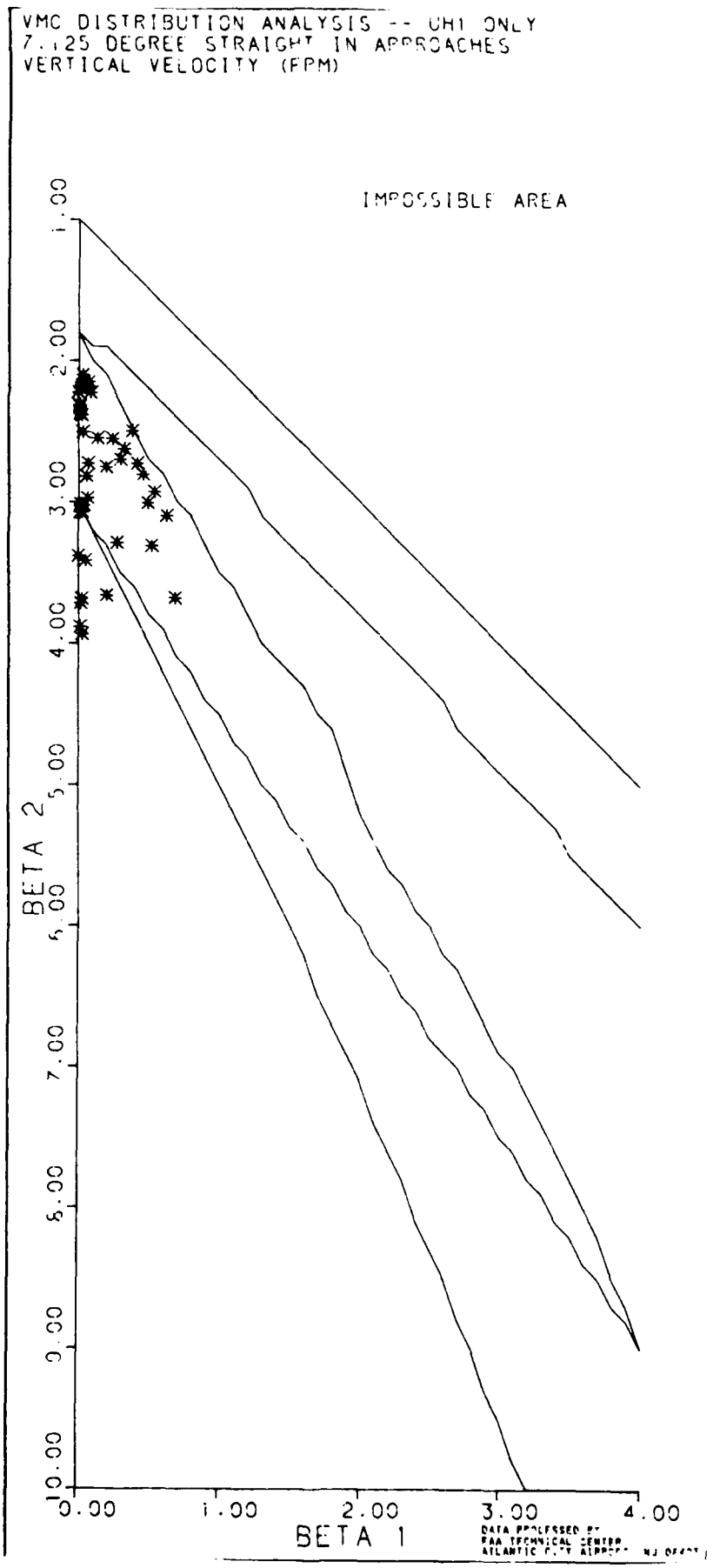


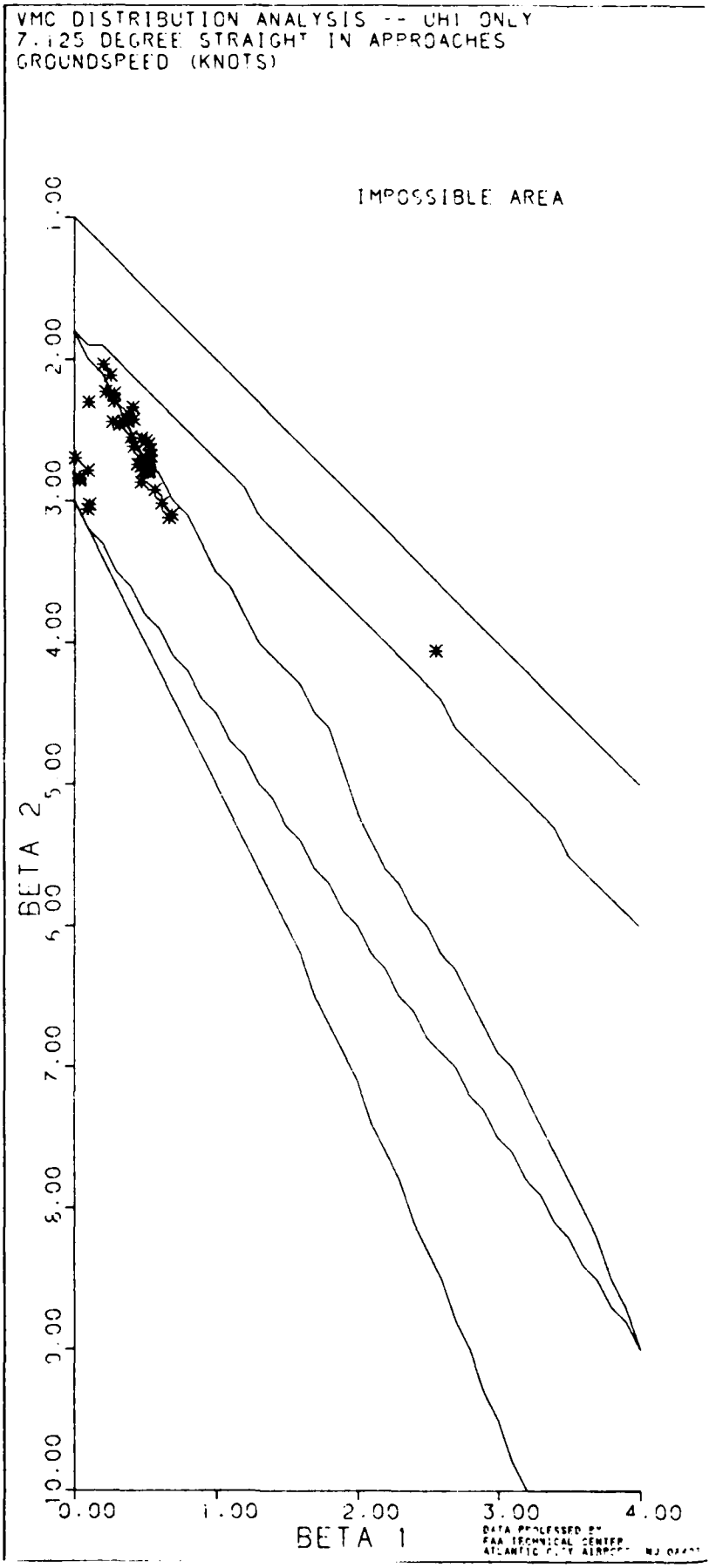

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

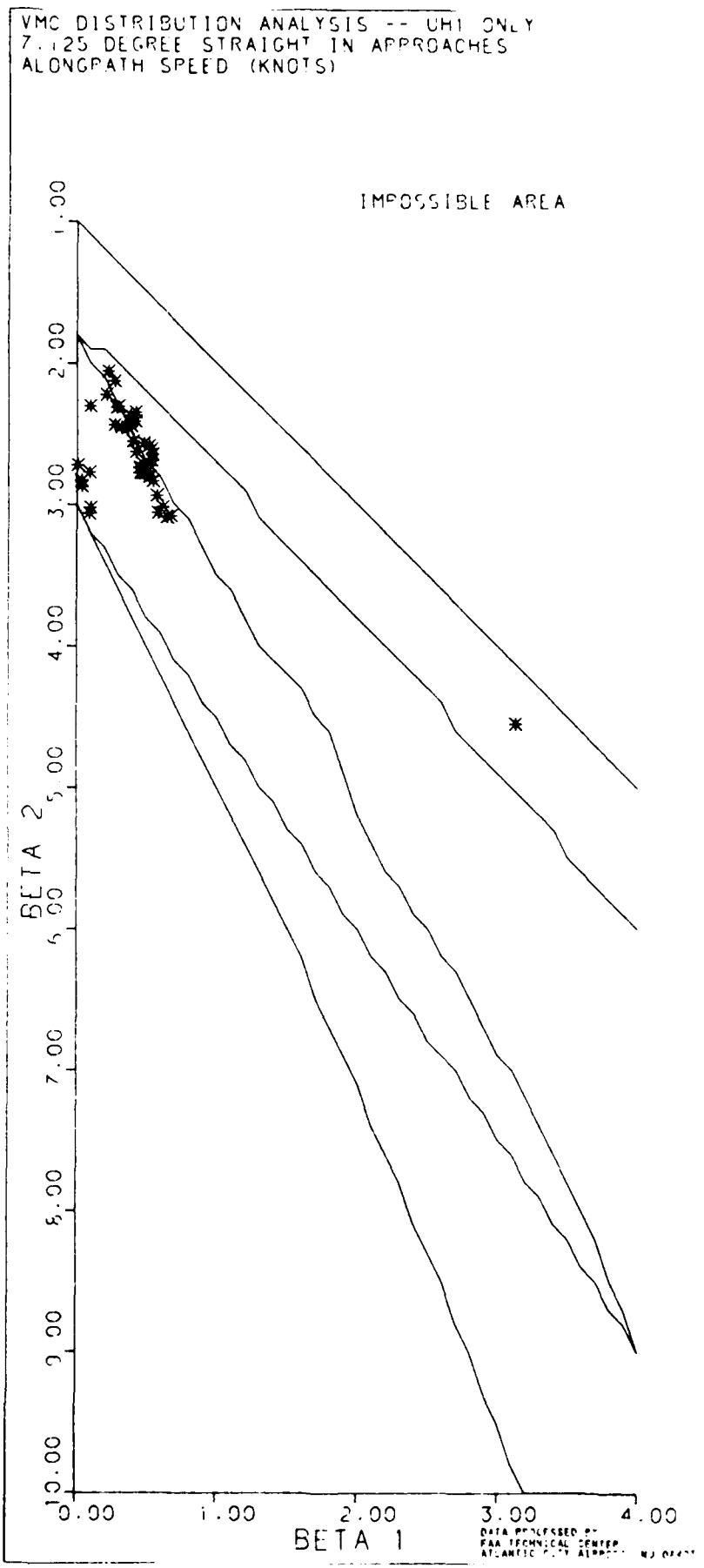
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)

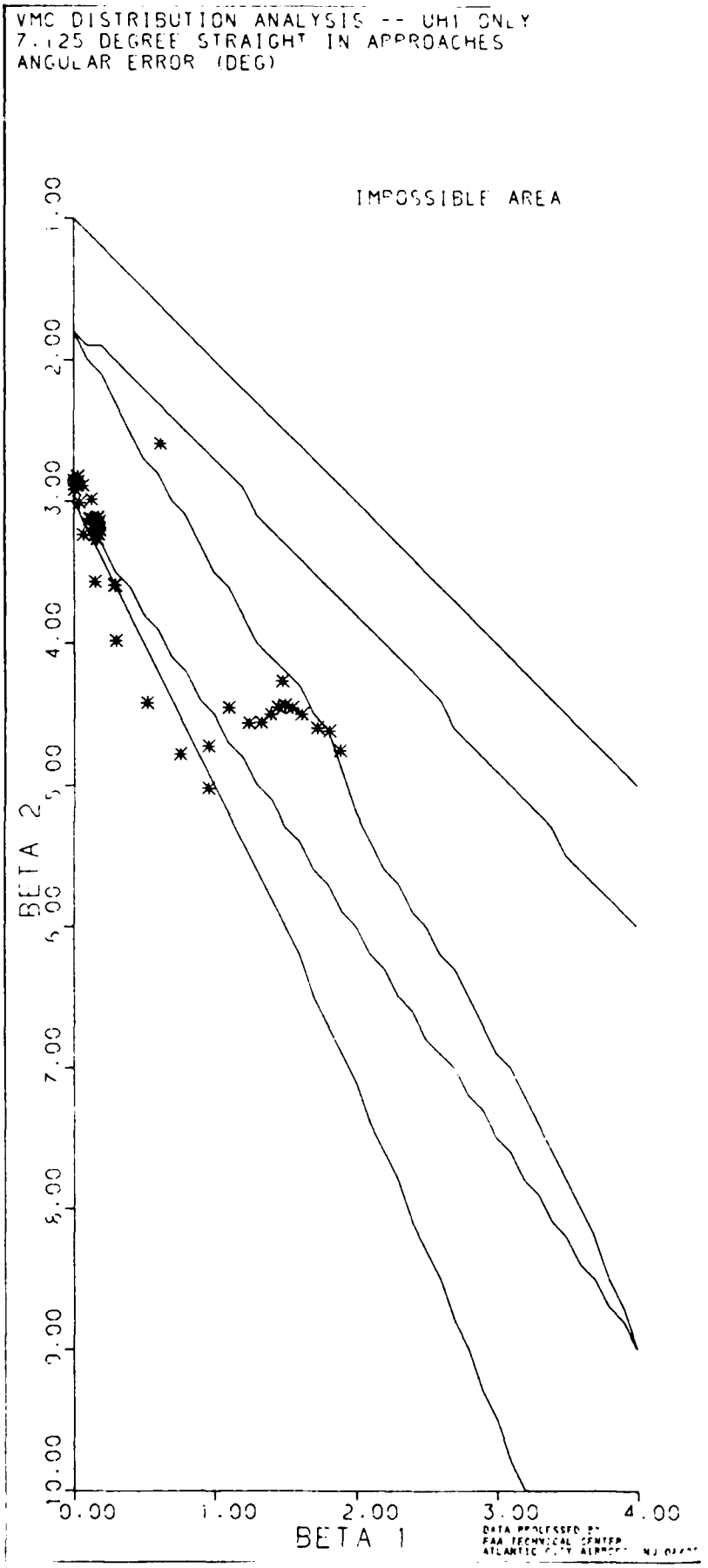


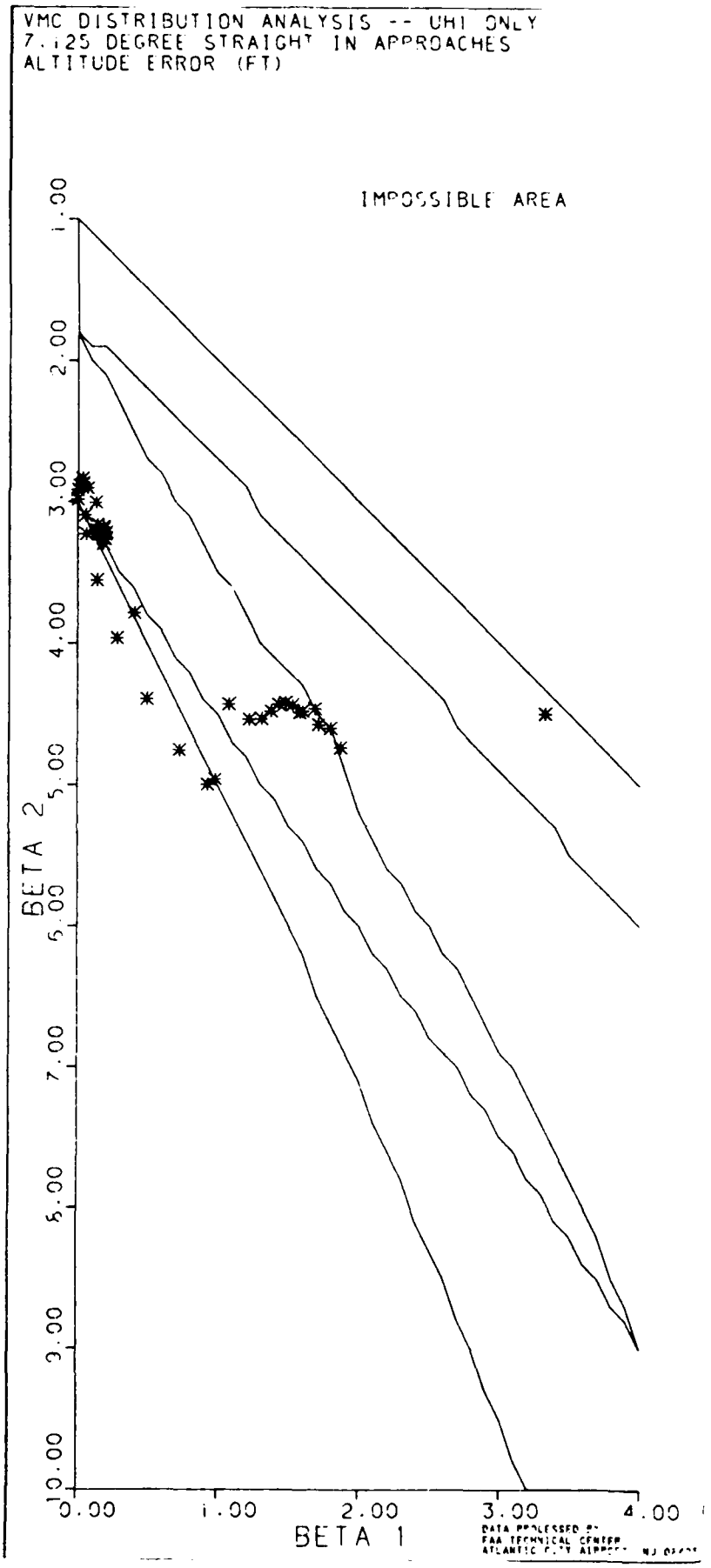

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

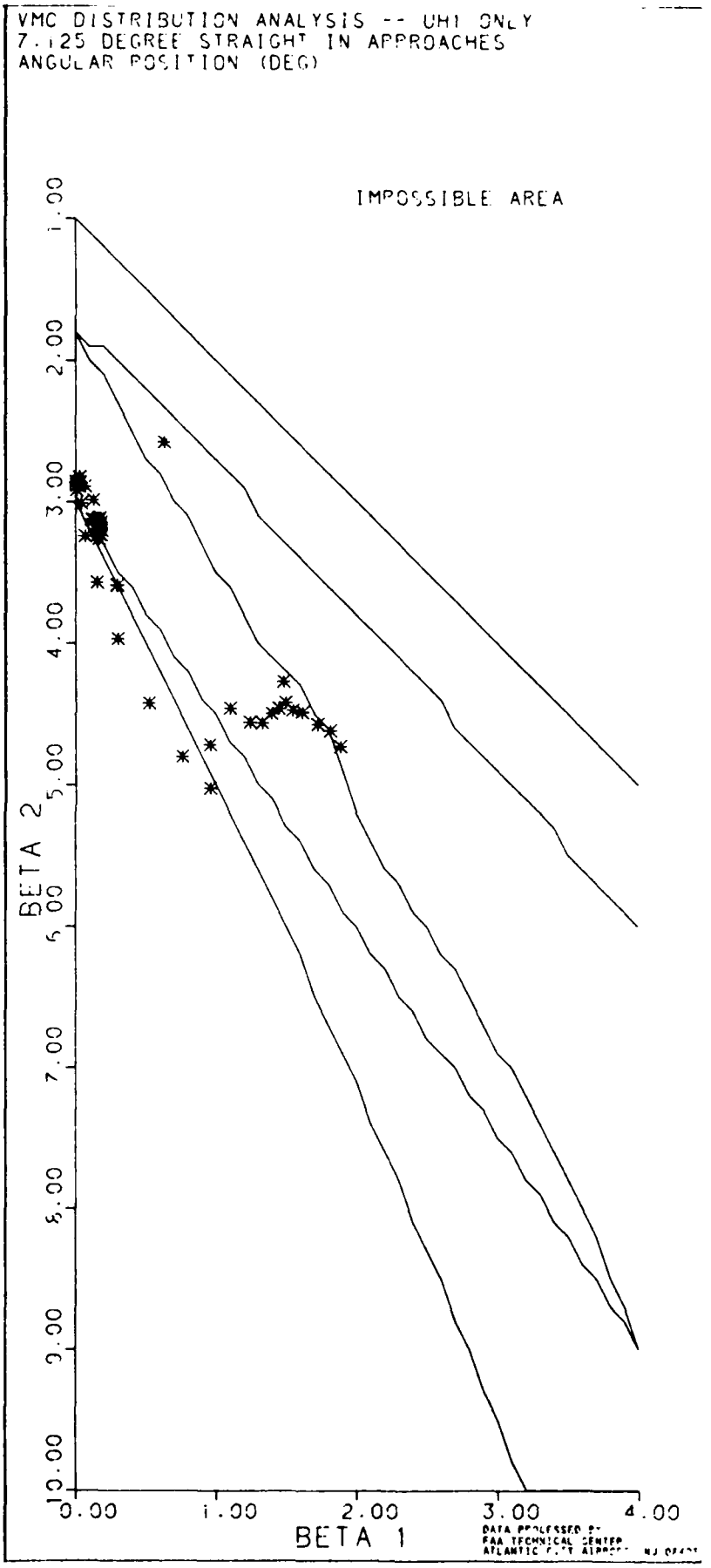

VMC DISTRIBUTION ANALYSIS -- CH1 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

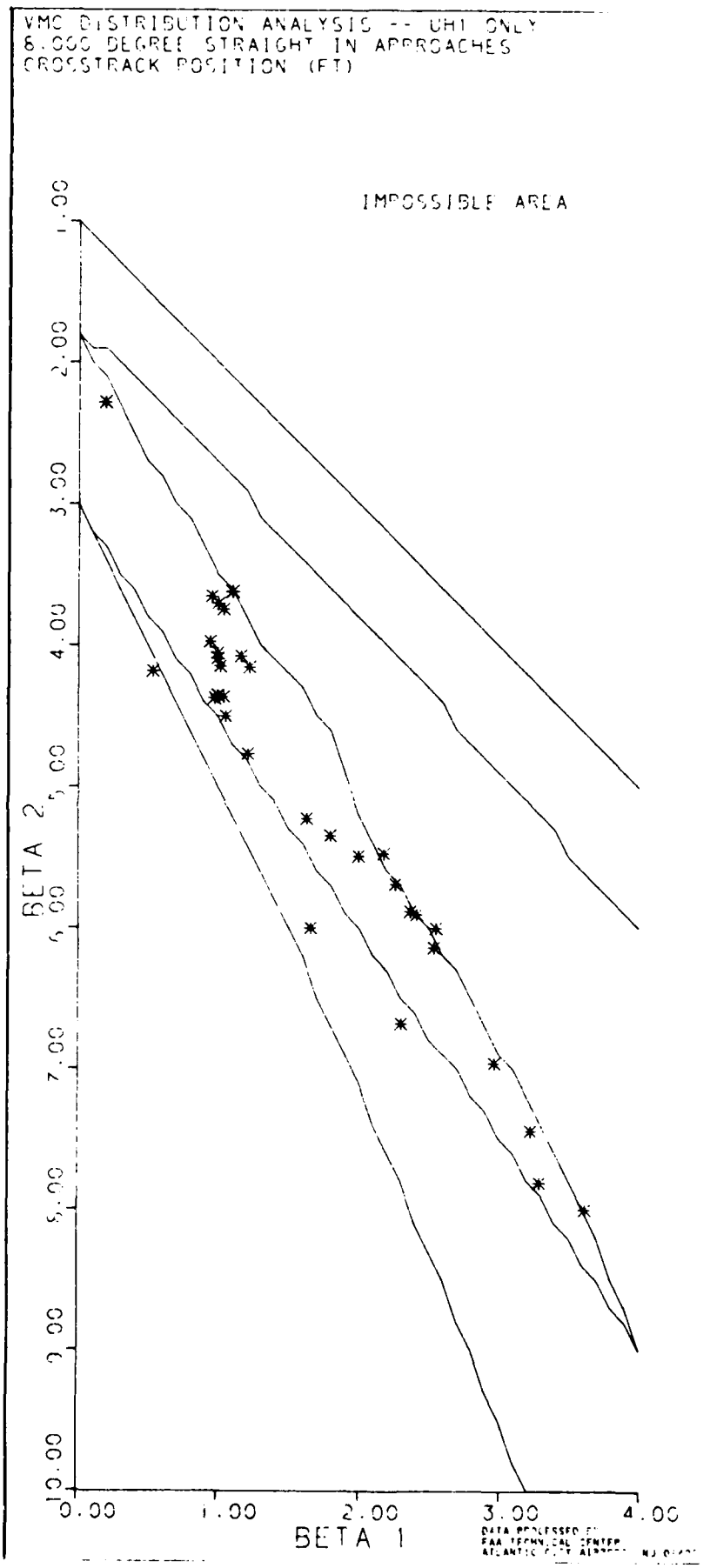

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

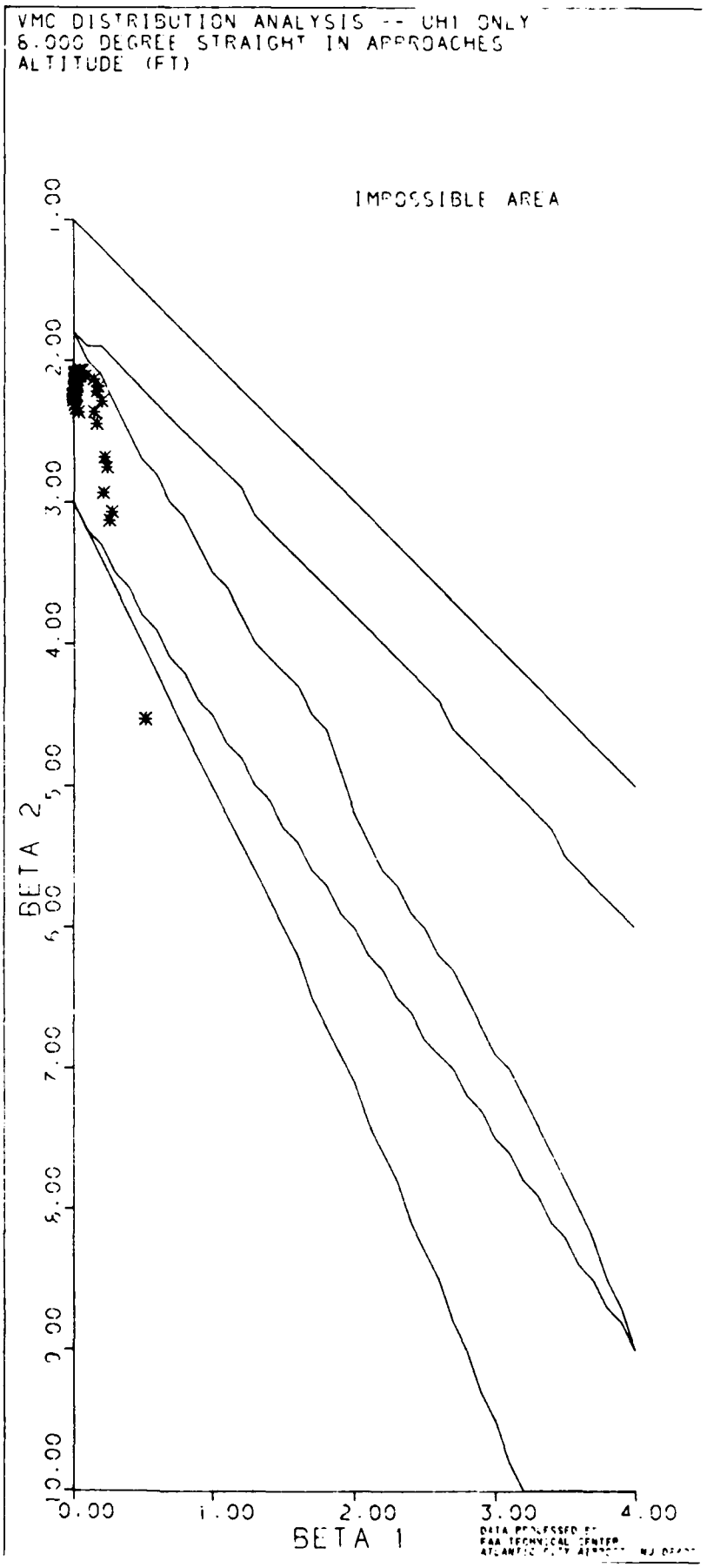

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- UHT ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
BETA 1
0.00
1.00
2.00
3.00
4.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
DATA PROCESSED BY
FAA TECHNICAL CENTER

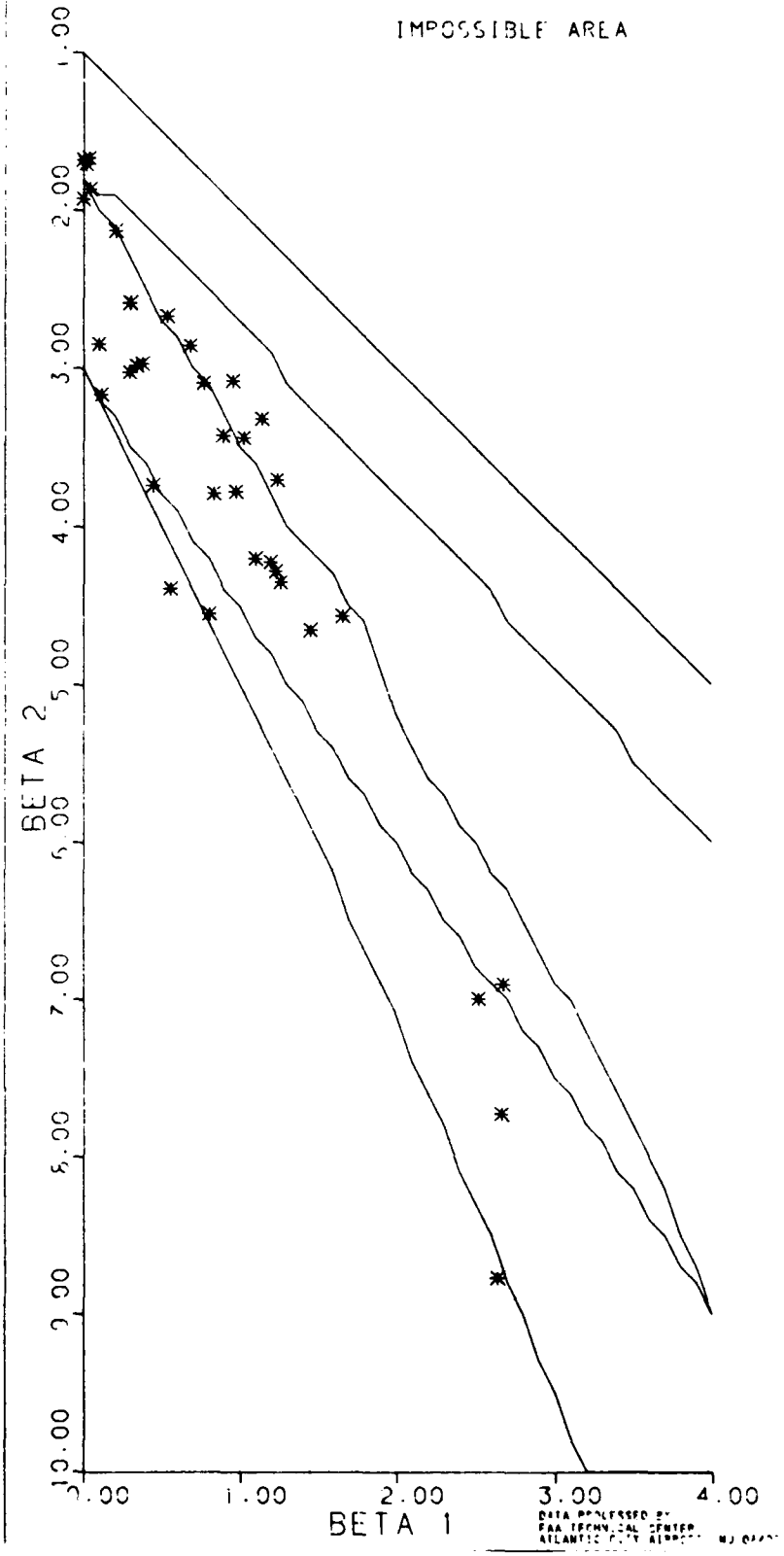

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY:
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

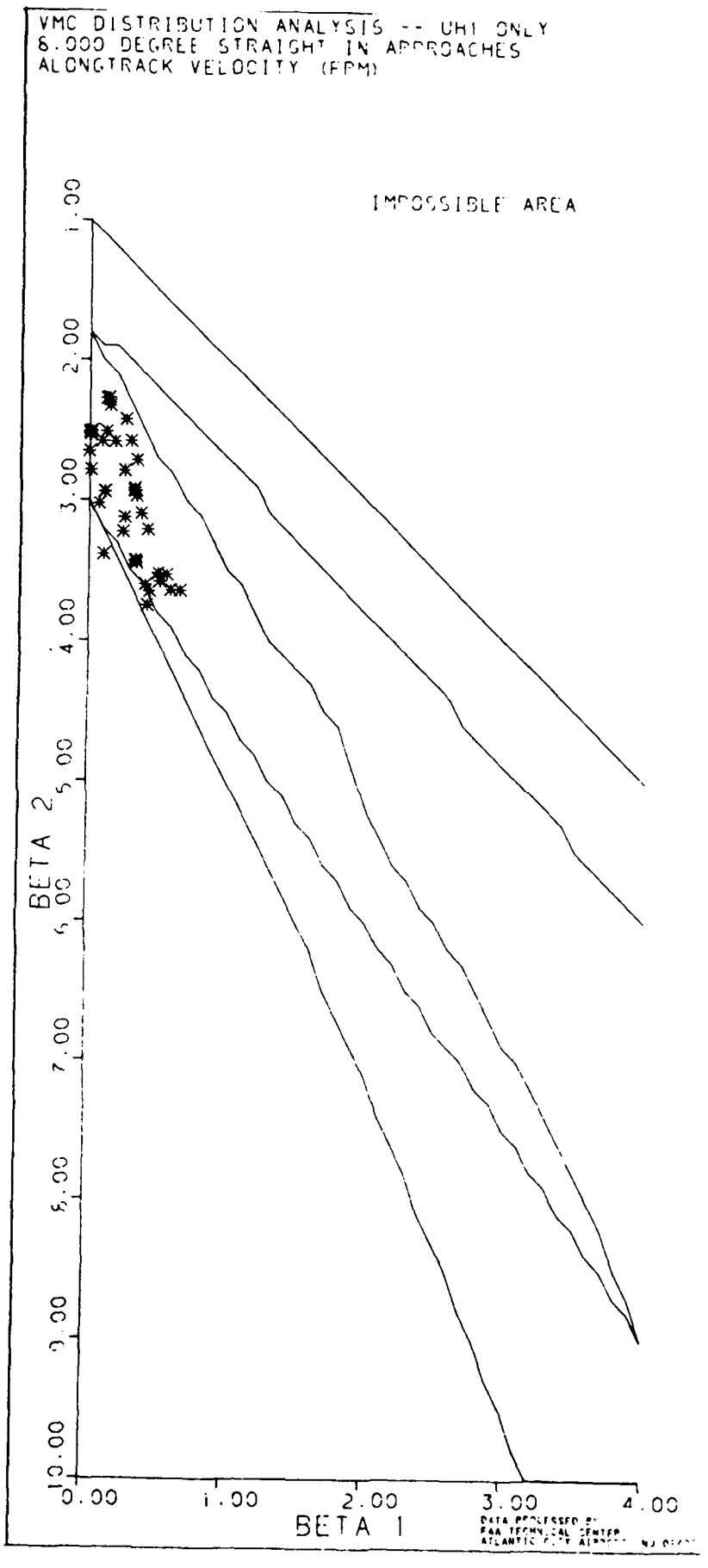

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
BETA 1
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
DATA PROCESSED BY:
FAA TECHNICAL CENTER

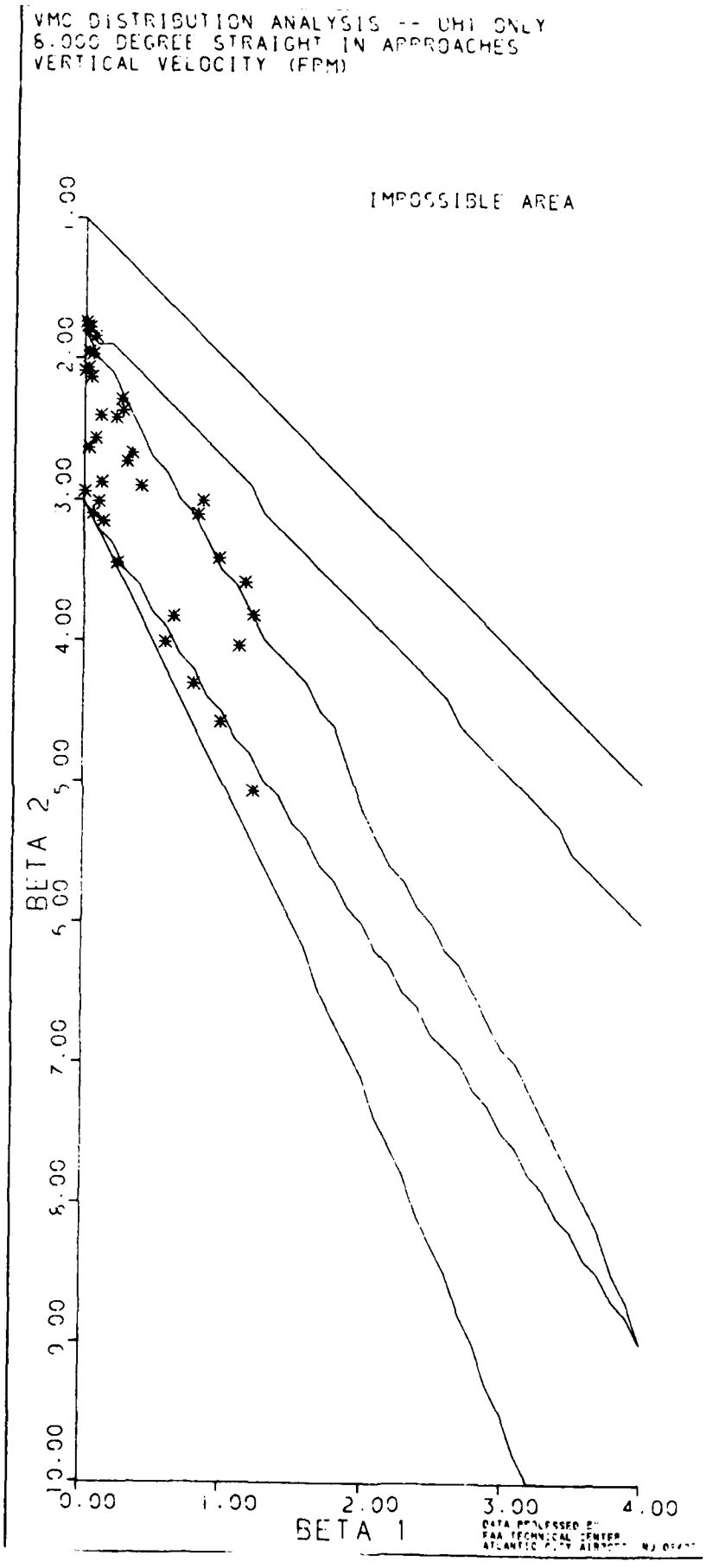

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
BETA 1
0.00
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

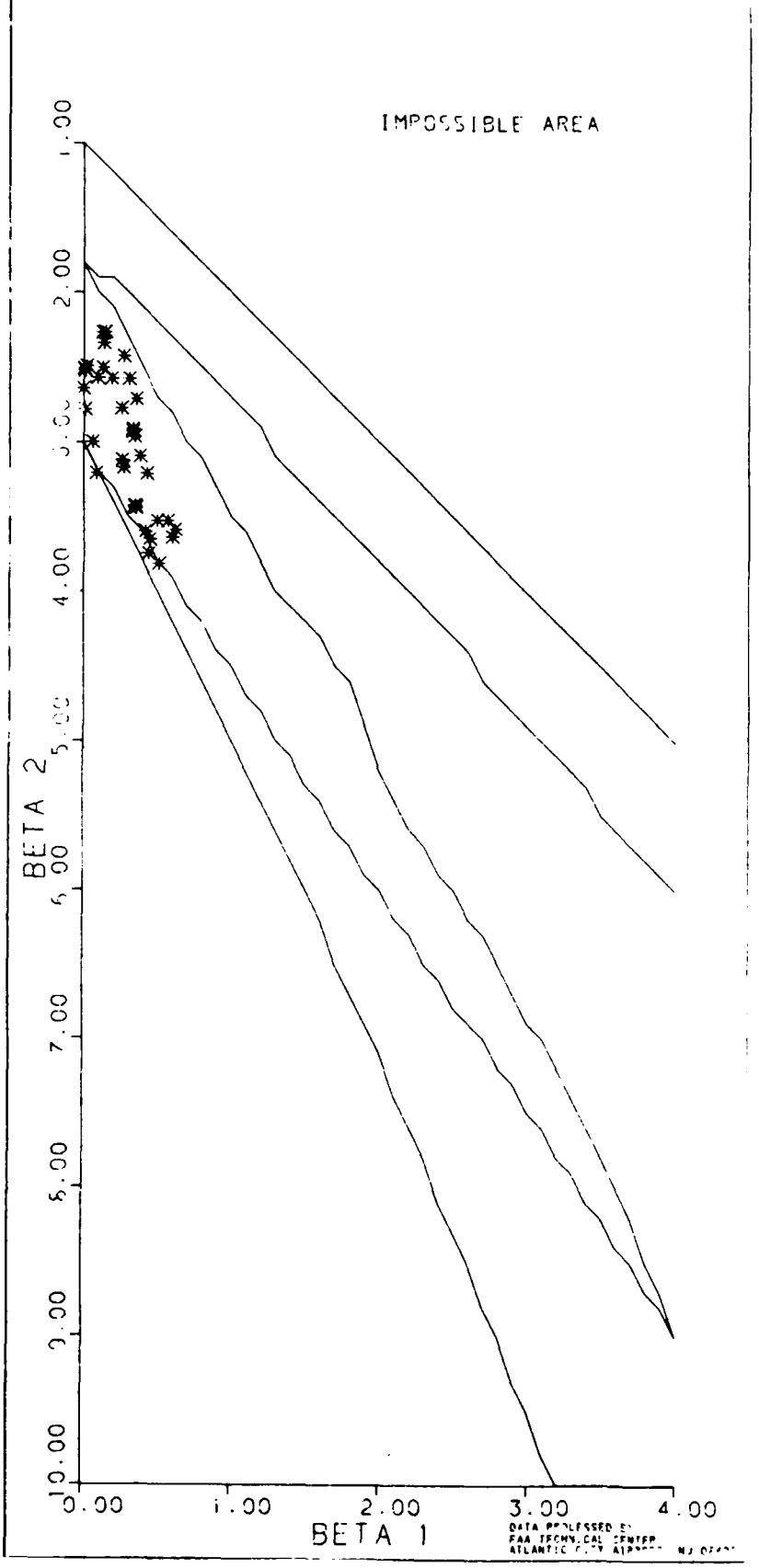
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)

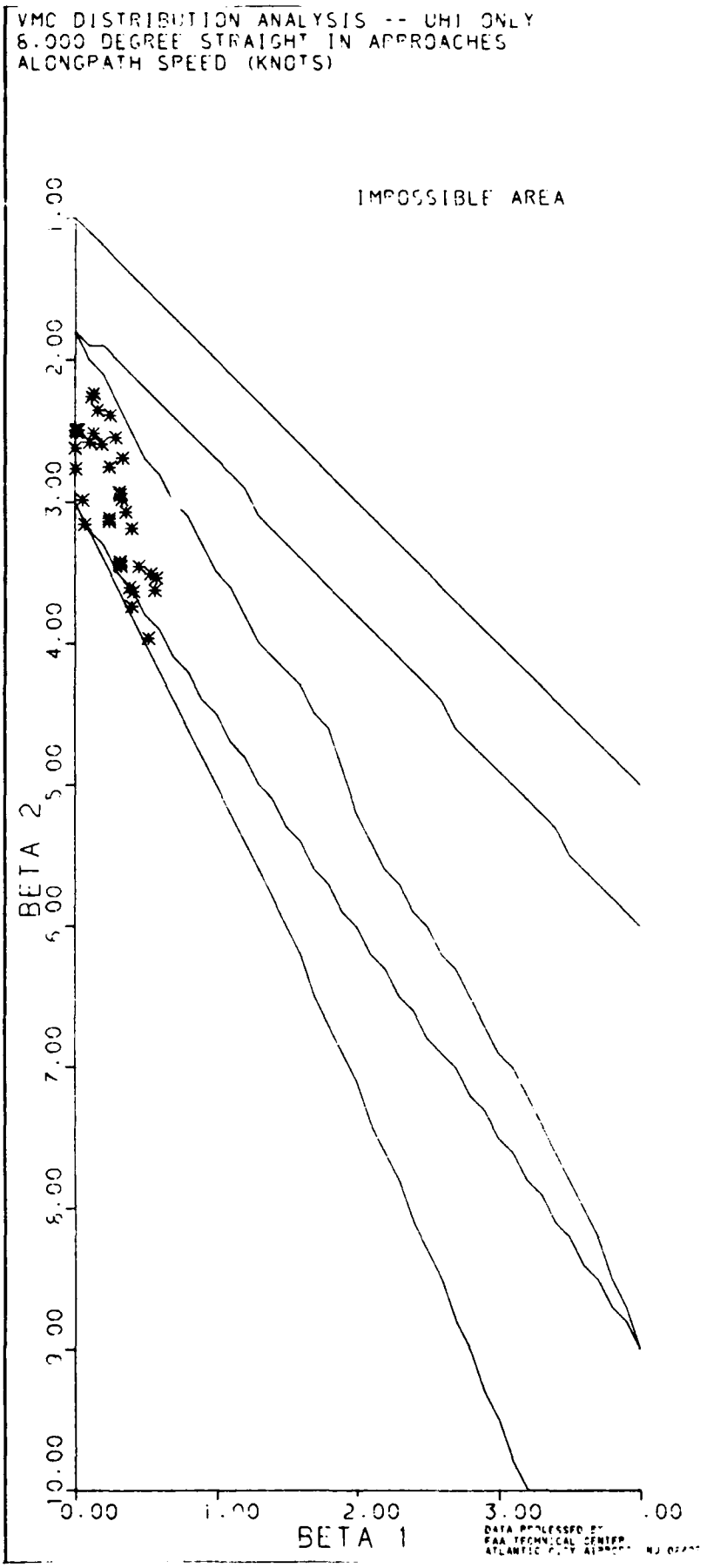


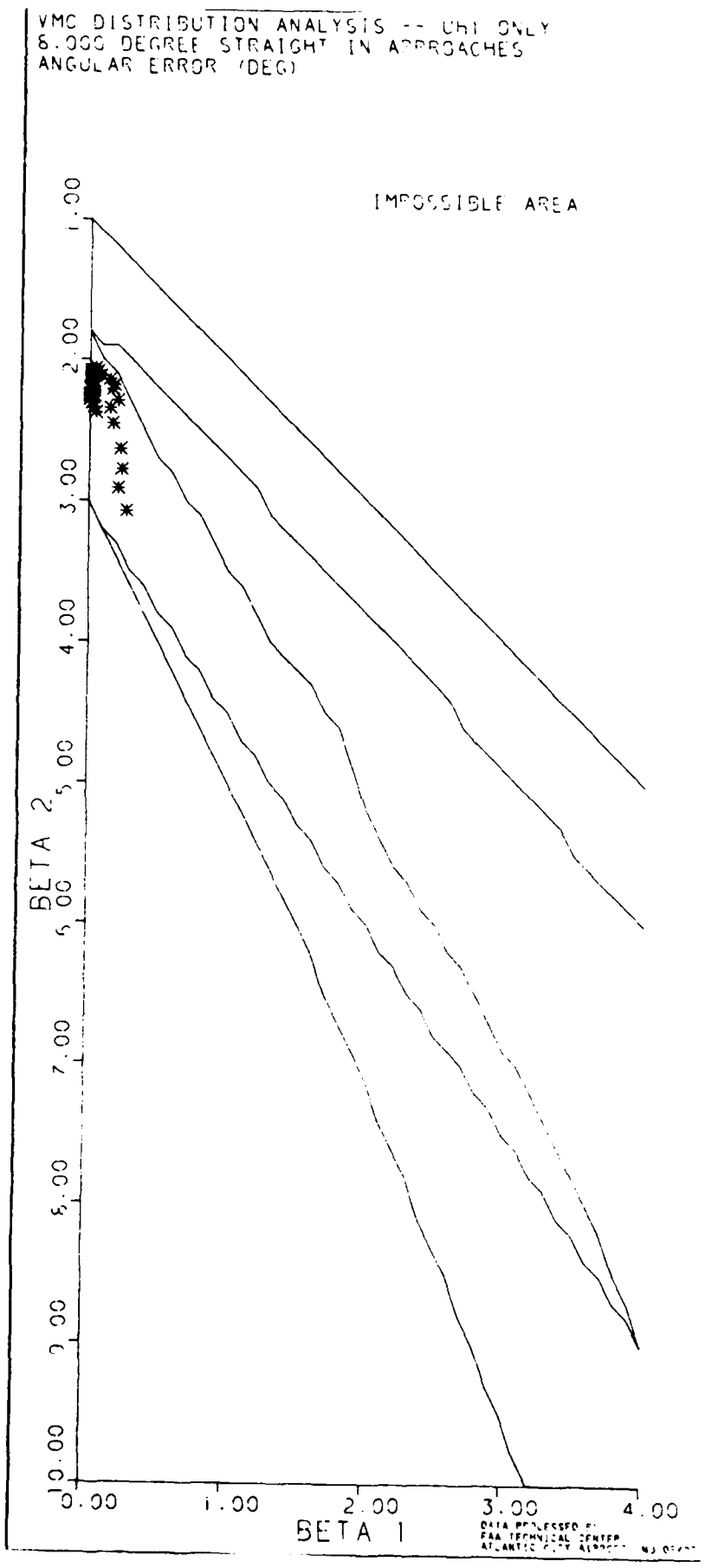

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- UHT ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

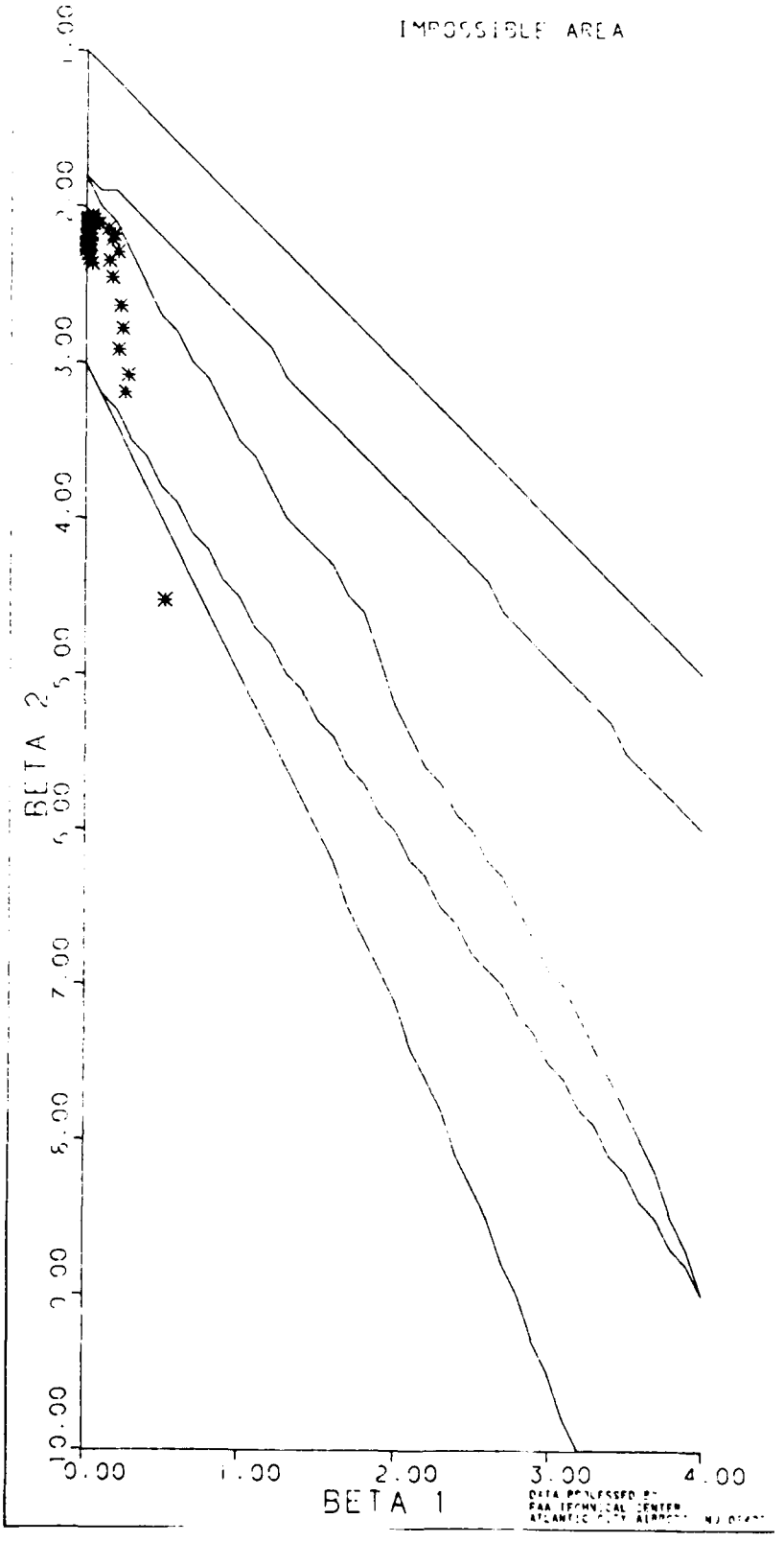
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)

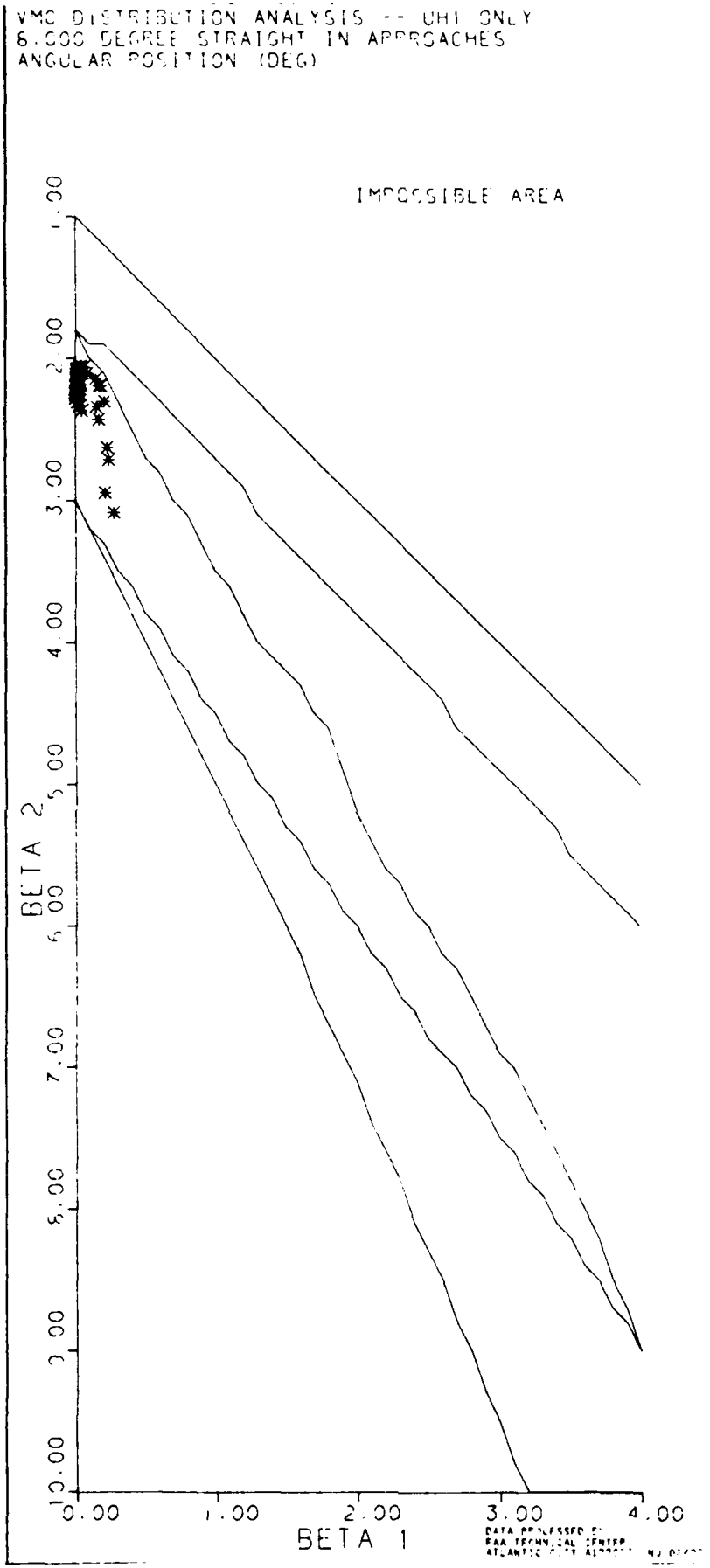


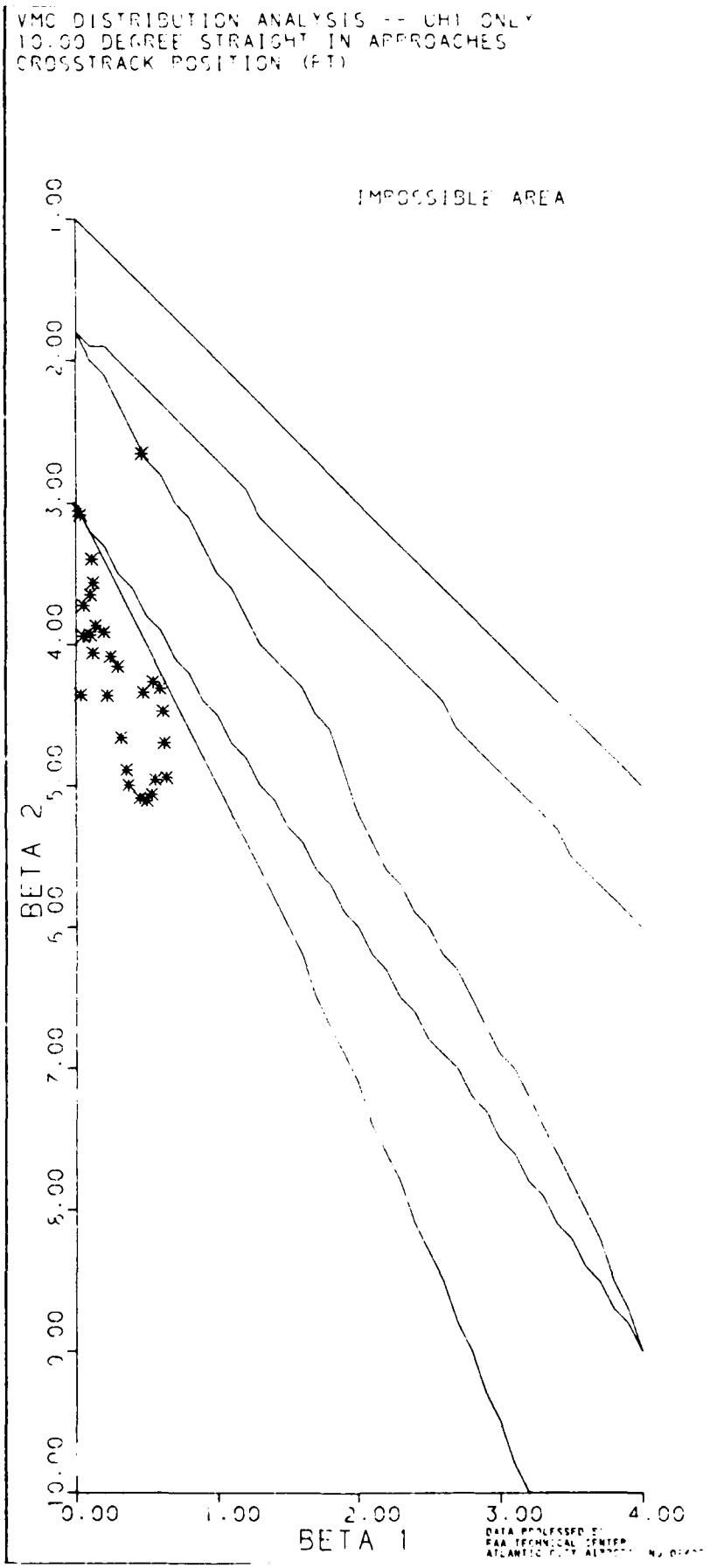

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
BETA 1
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
.00
DATA PROCESSED BY
FAA TECHNICAL CENTER

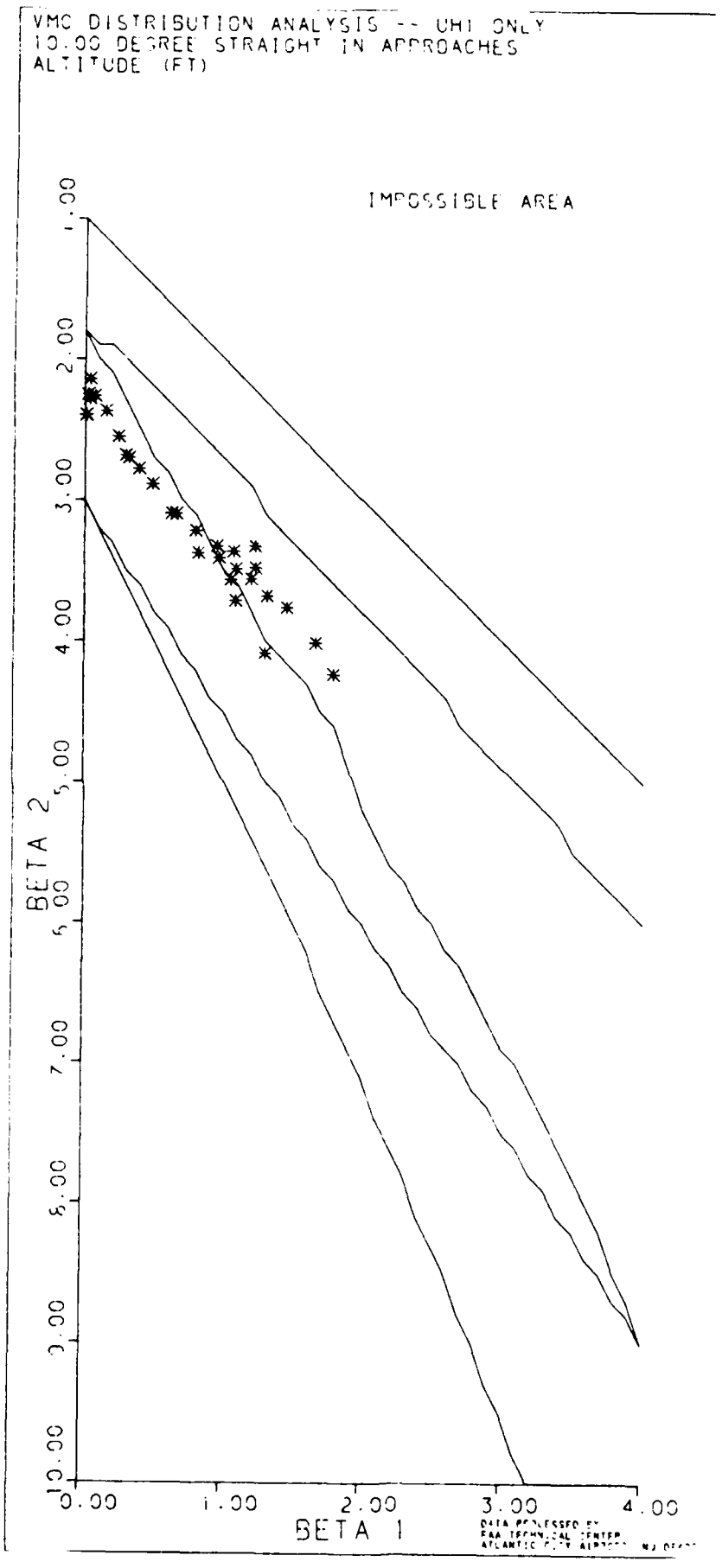

VMC DISTRIBUTION ANALYSIS -- UNI ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- UHT ONLY
5.000 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)

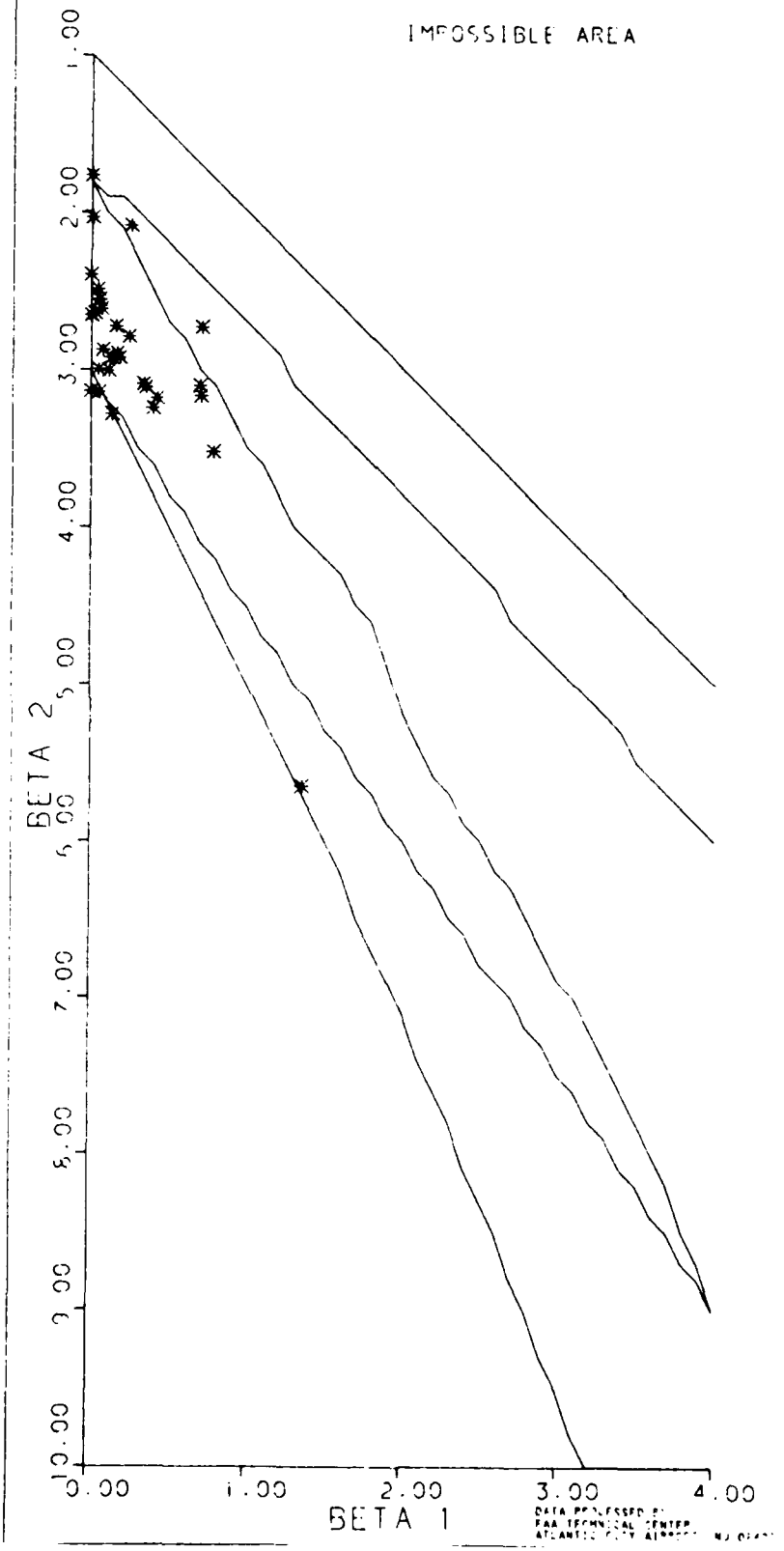


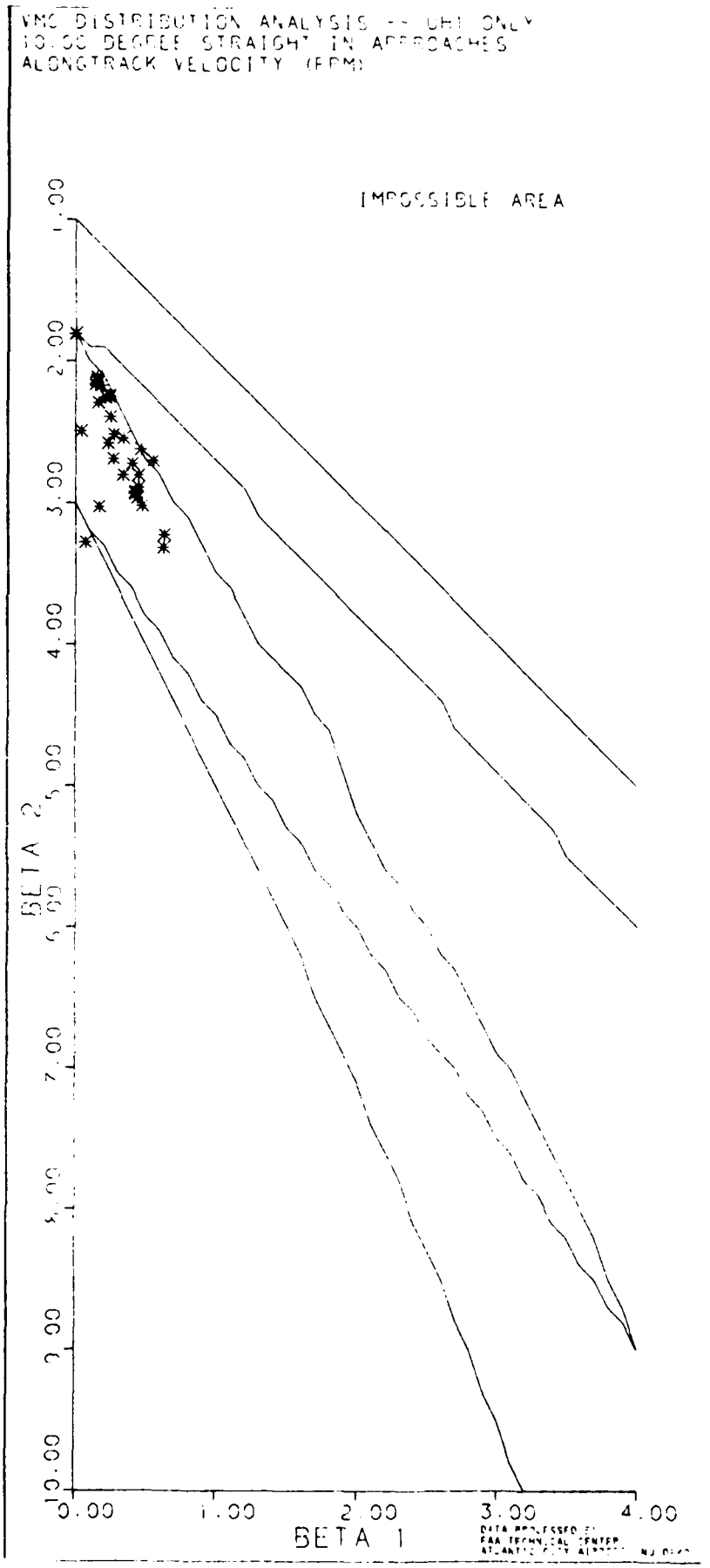

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
BETA 1
0.00
1.00
2.00
3.00
4.00
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00


VMC DISTRIBUTION ANALYSIS -- CHI ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
BETA 1
0.00
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
DATA PROCESSED BY
FAA TECHNICAL CENTER

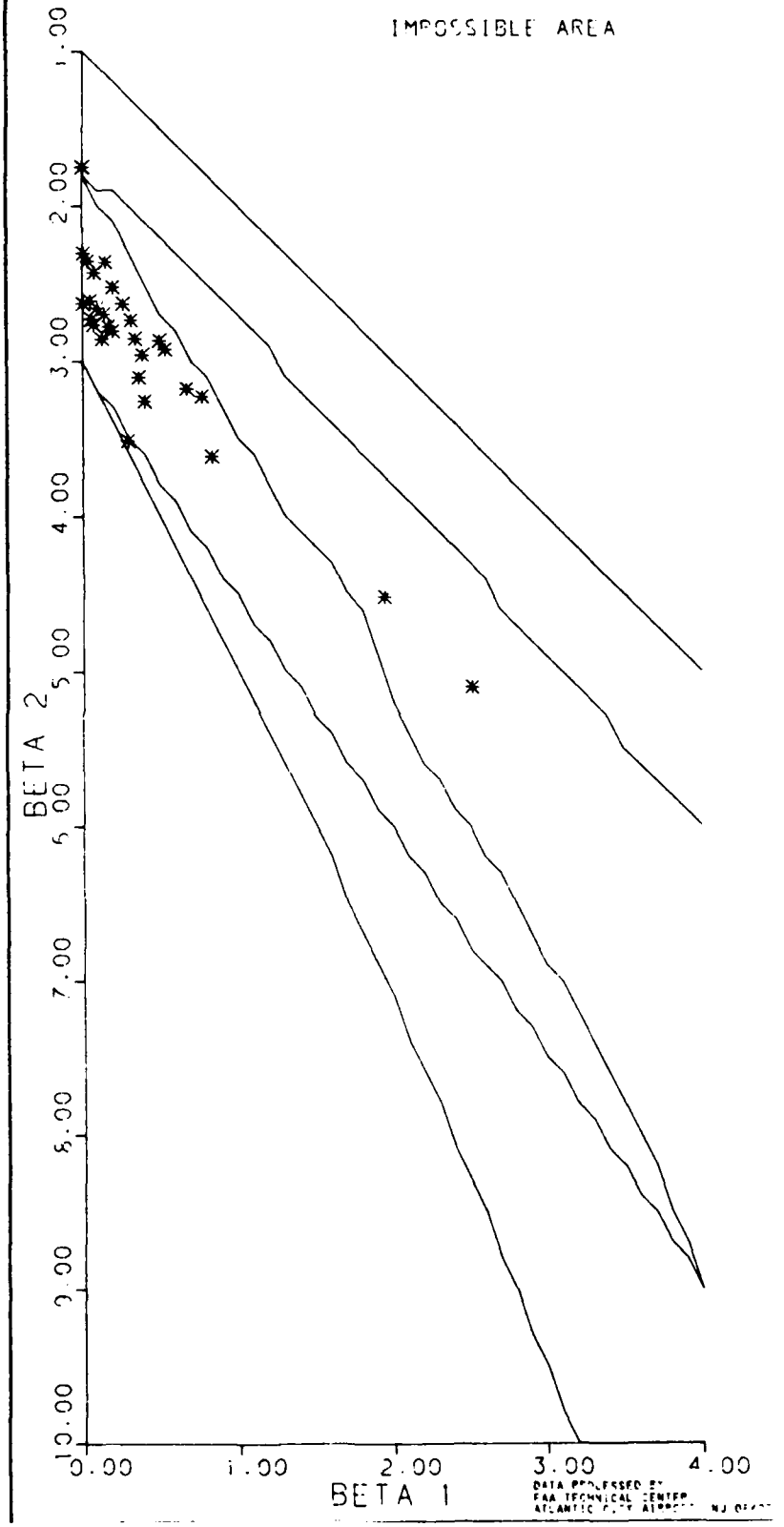

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
BETA 1
0.00
1.00
2.00
3.00
4.00
5.00
6.00
7.00
10.00

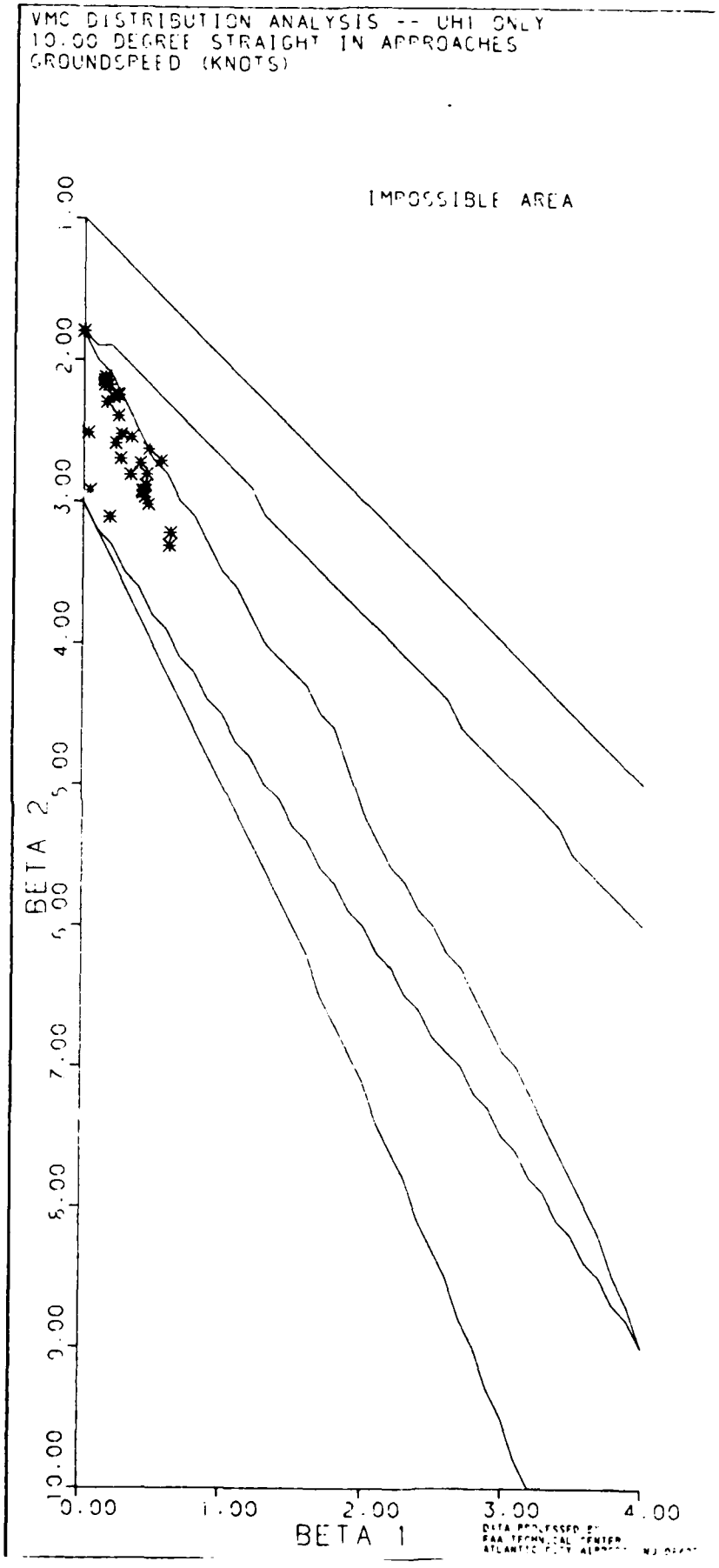
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)

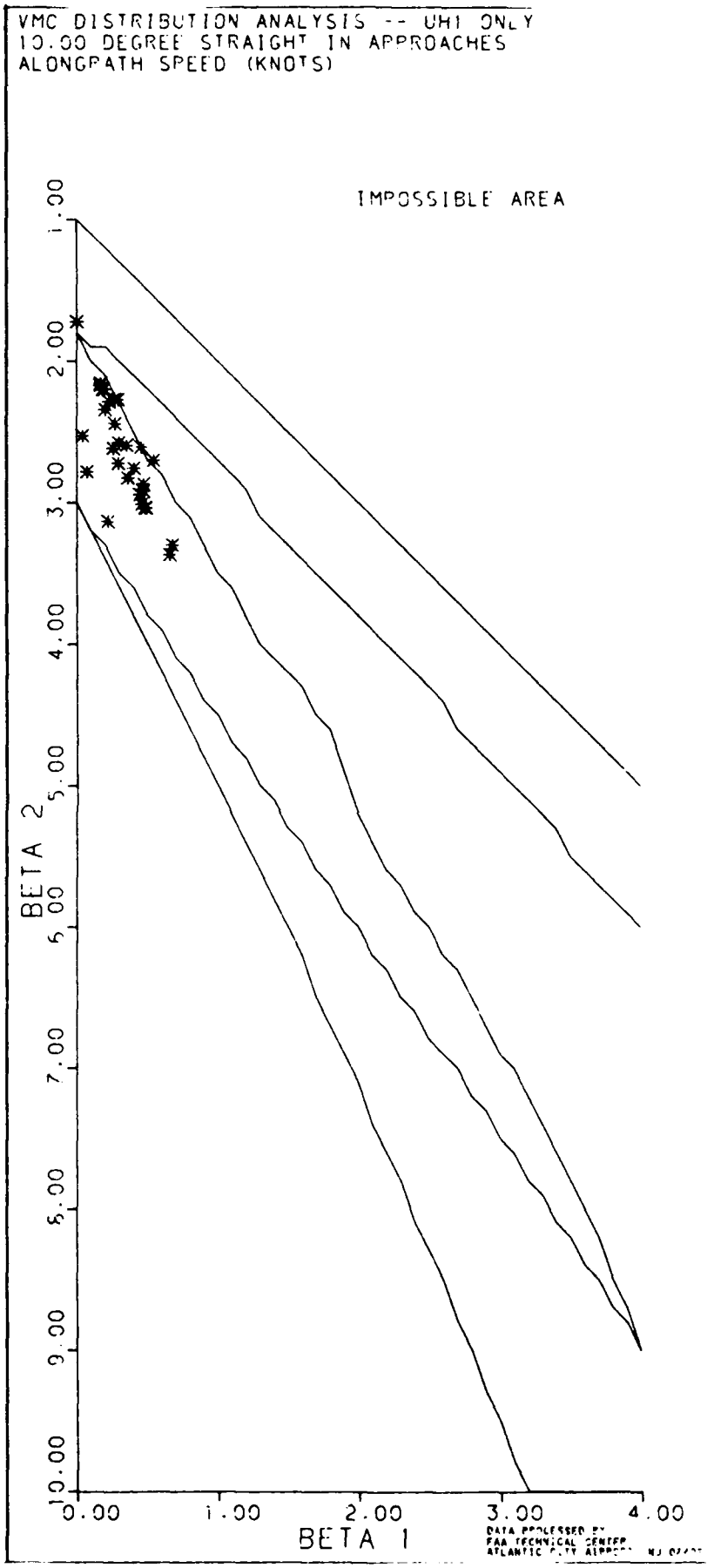


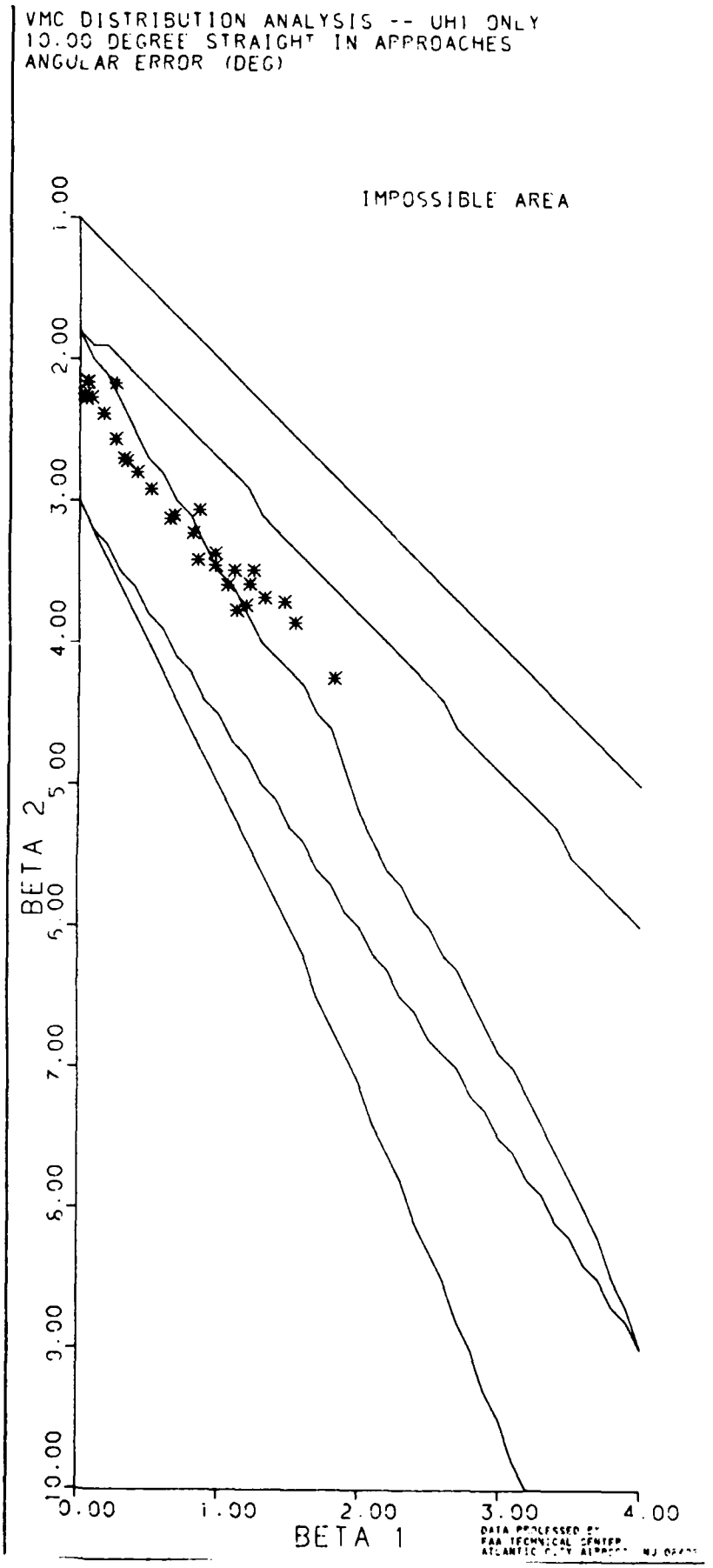

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (KNM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
7.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

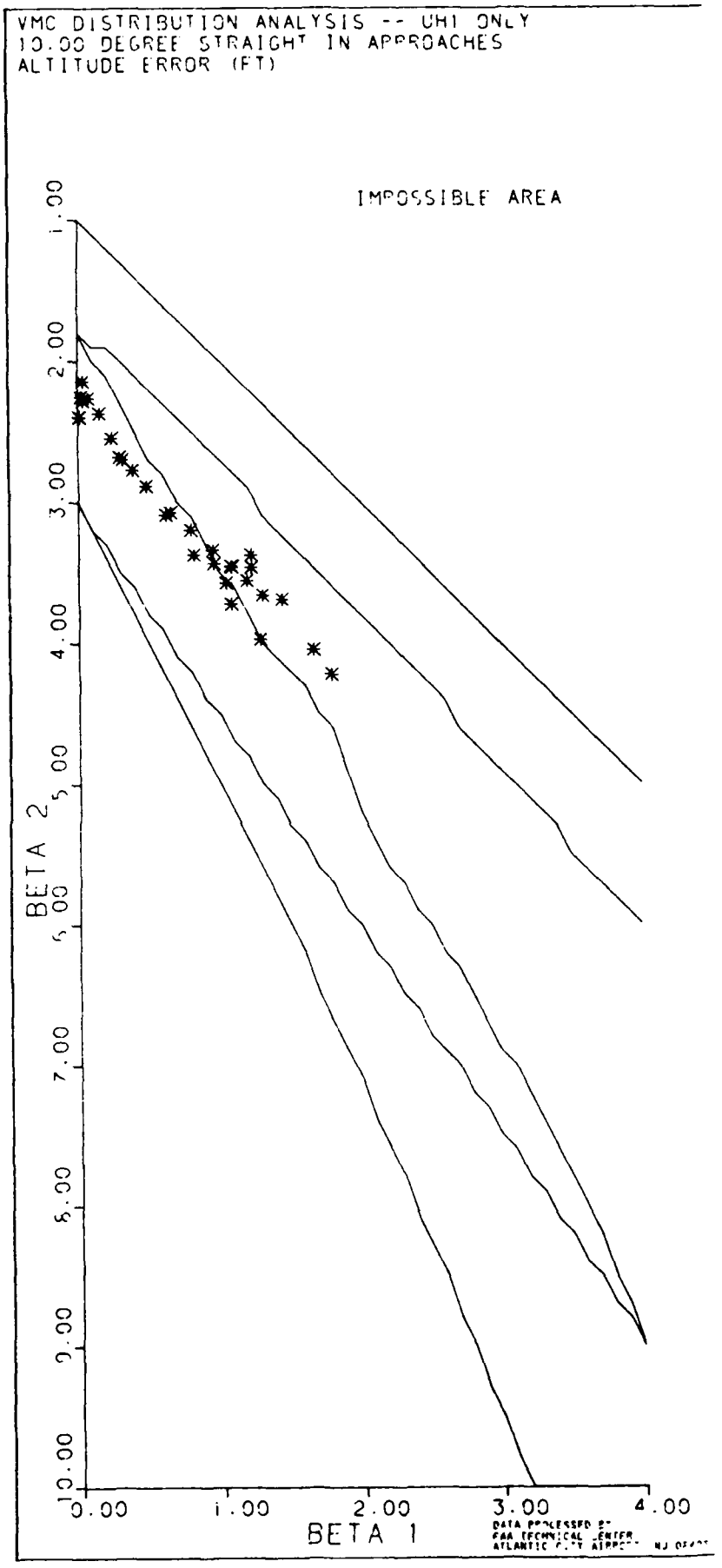
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)

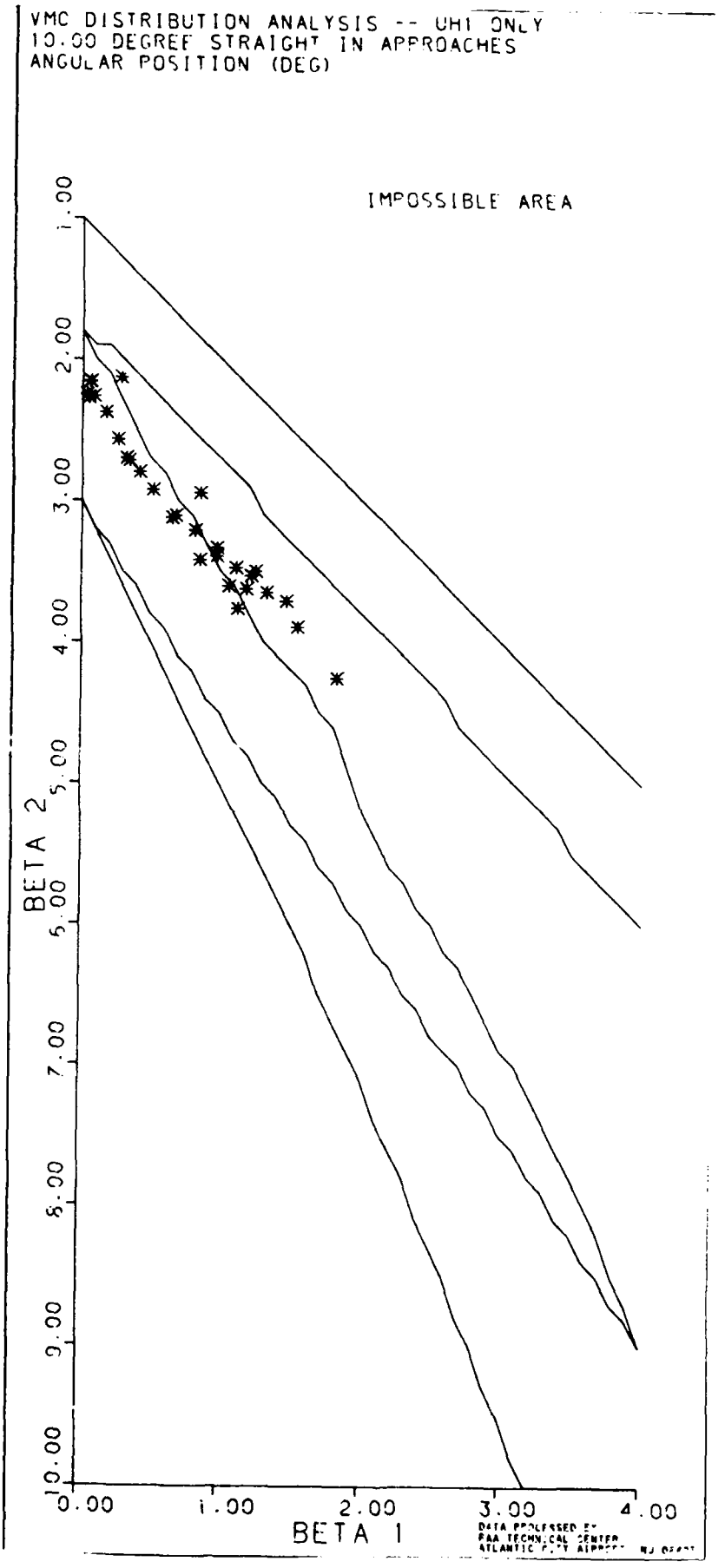


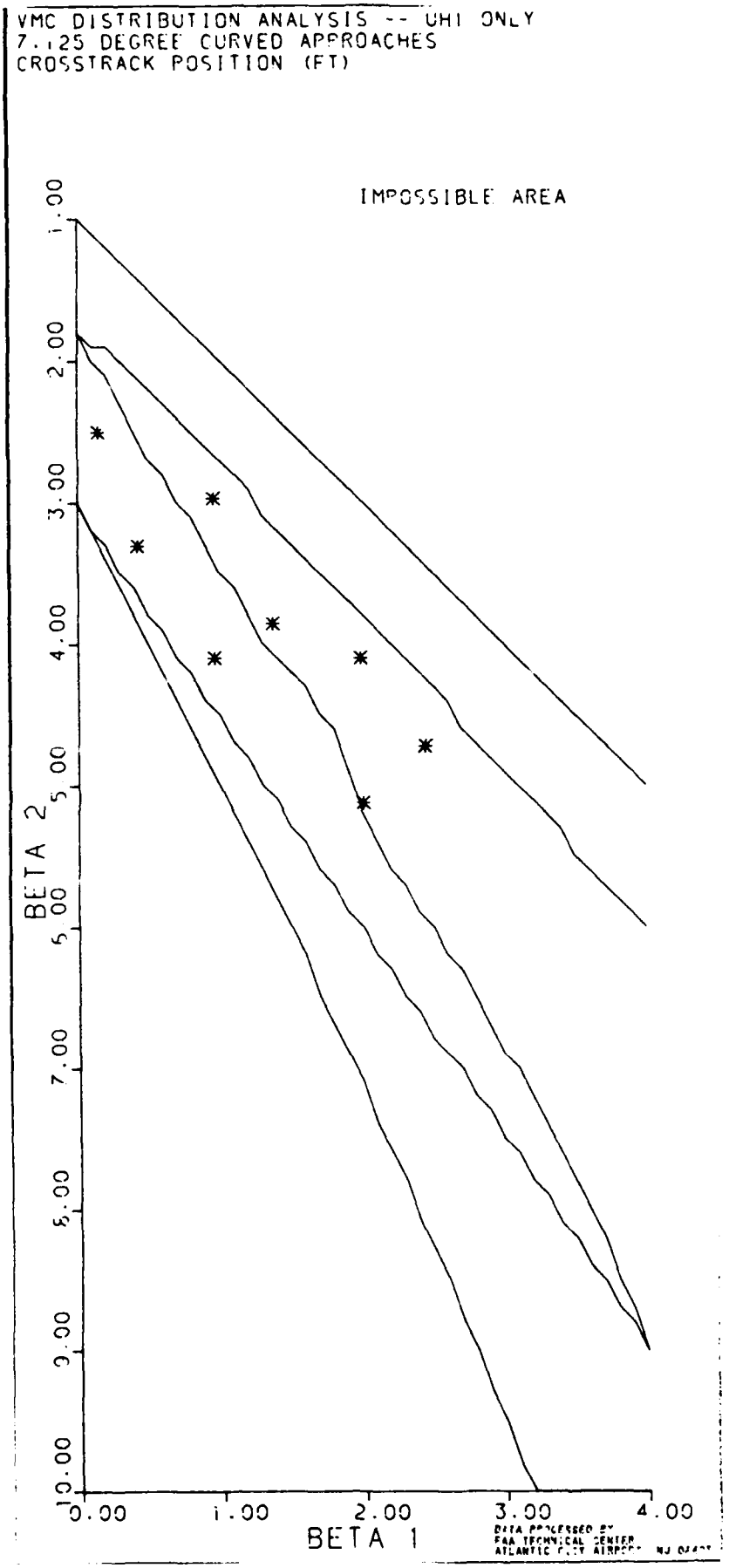

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

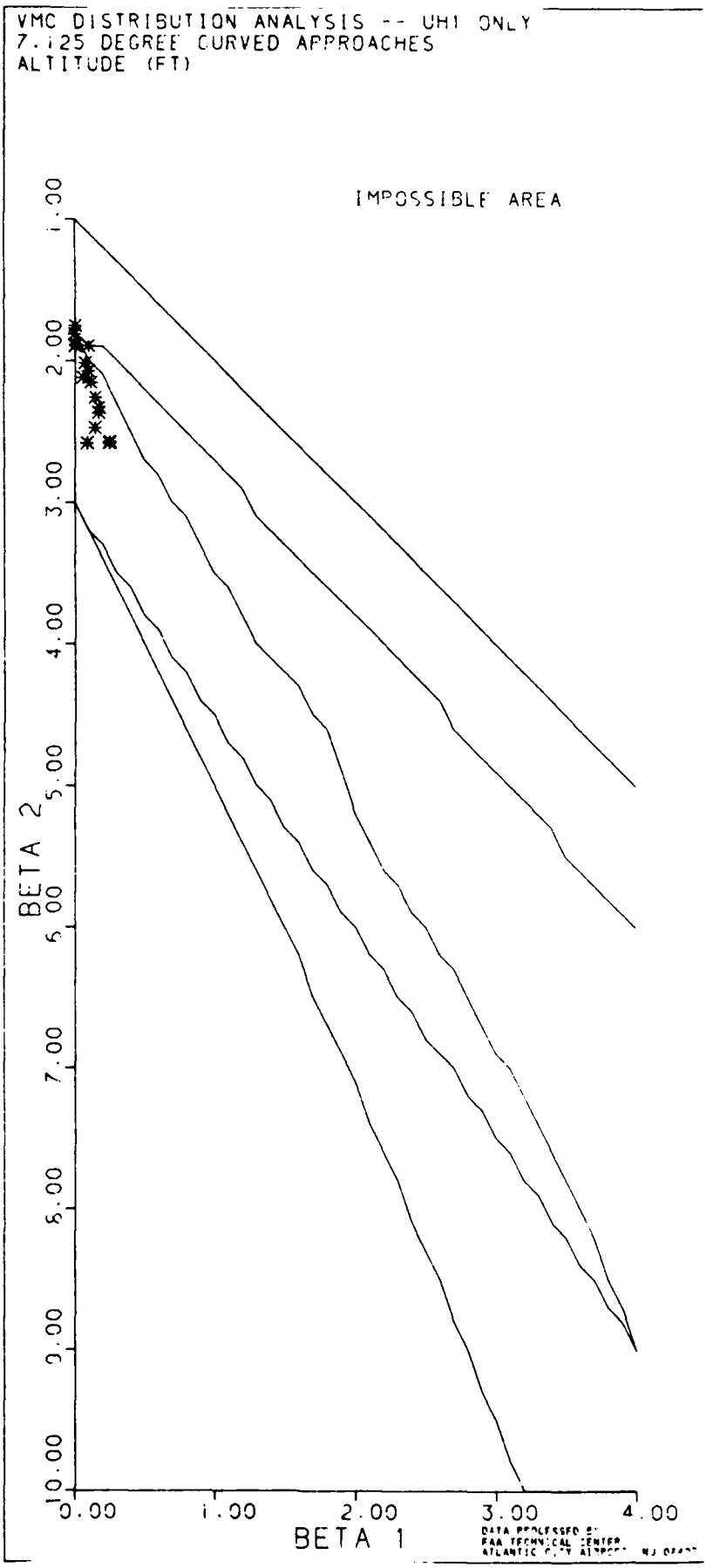

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

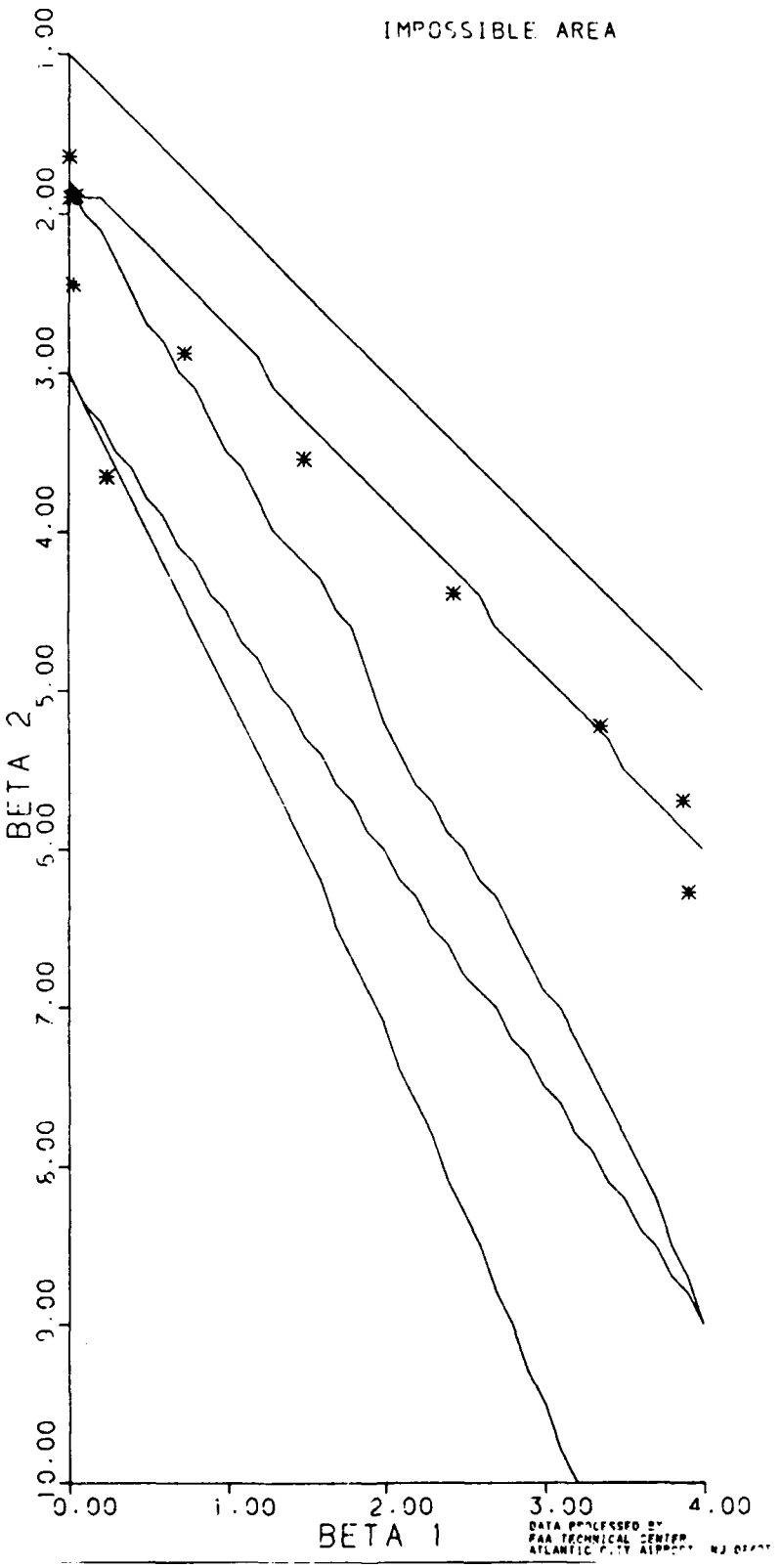

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405


VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

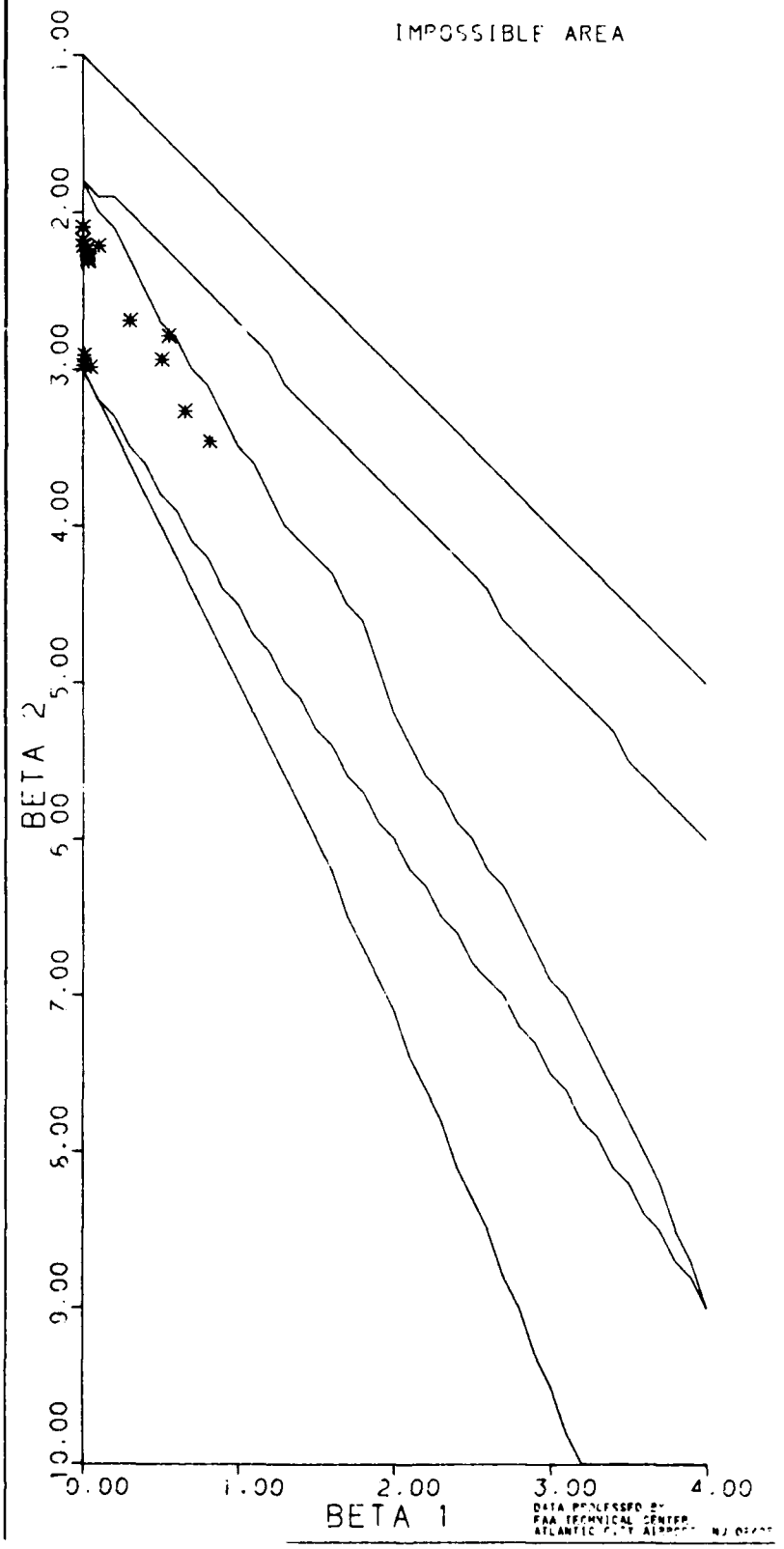

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

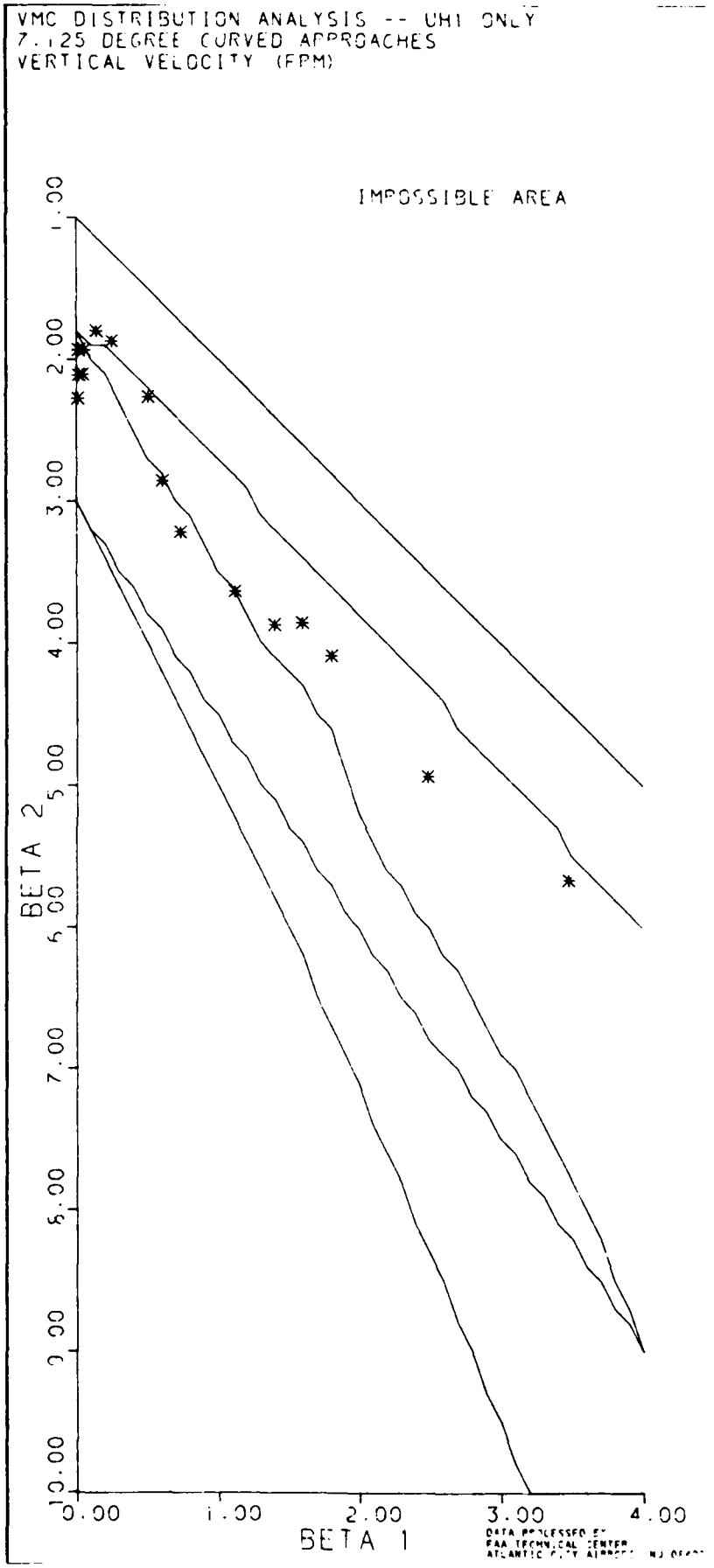

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

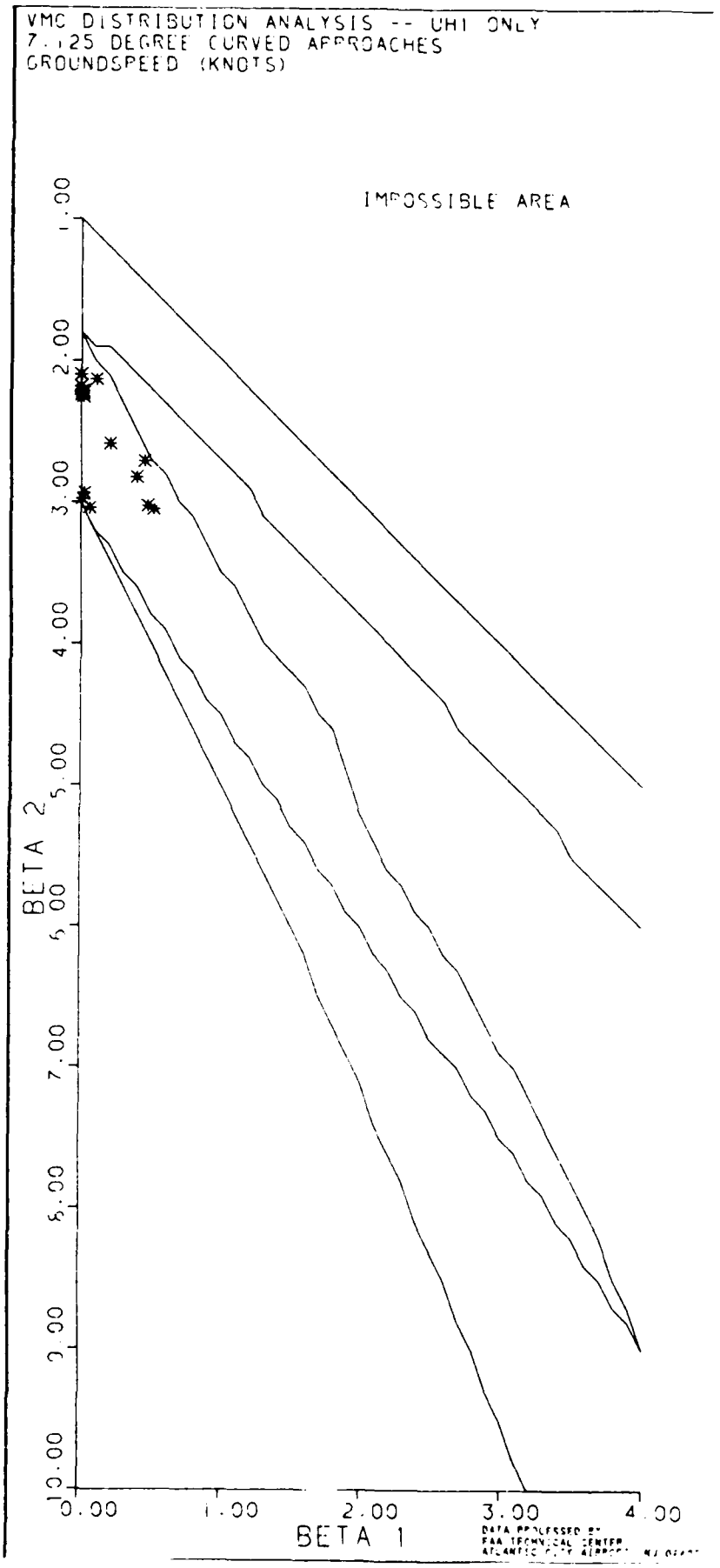
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)



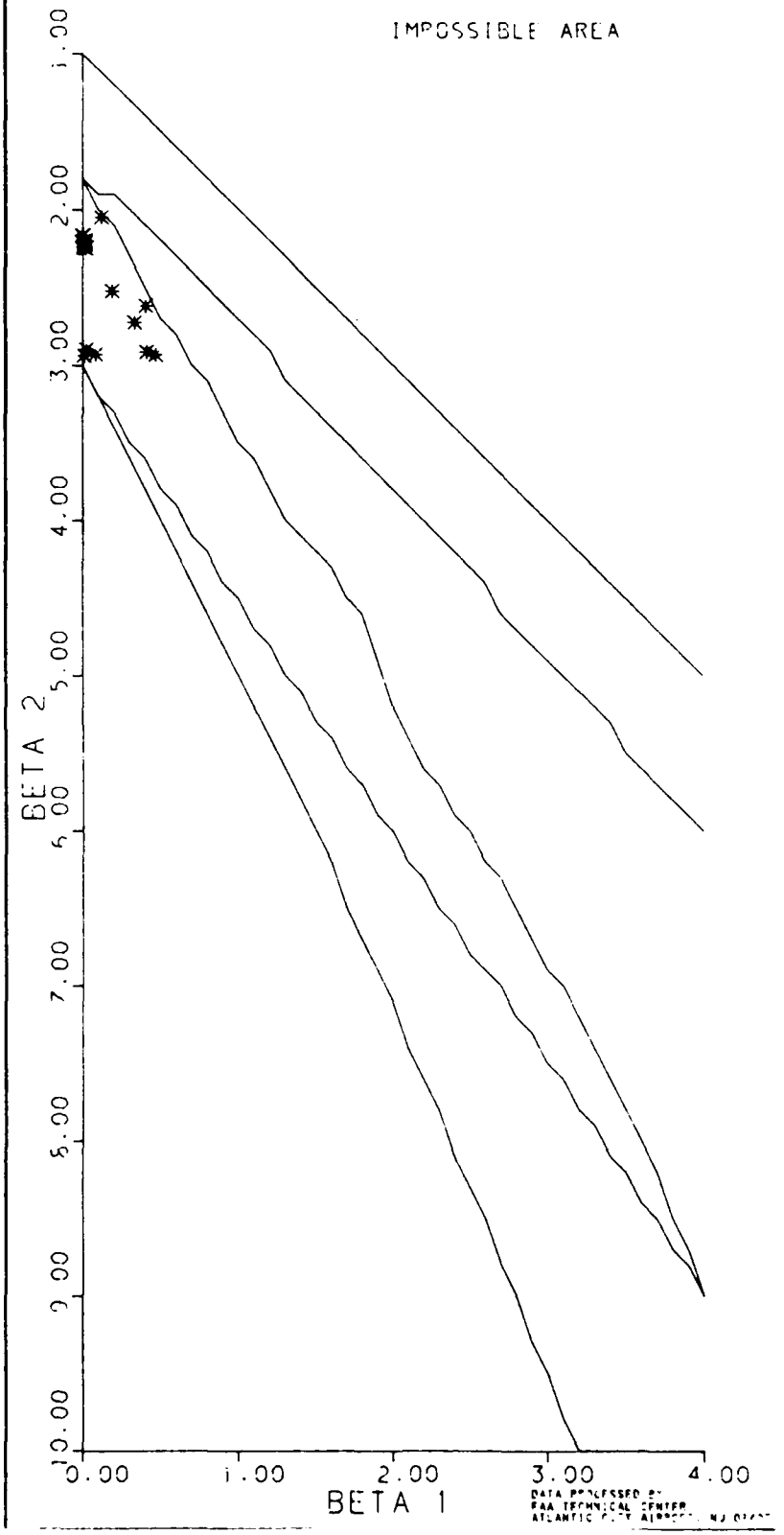
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)

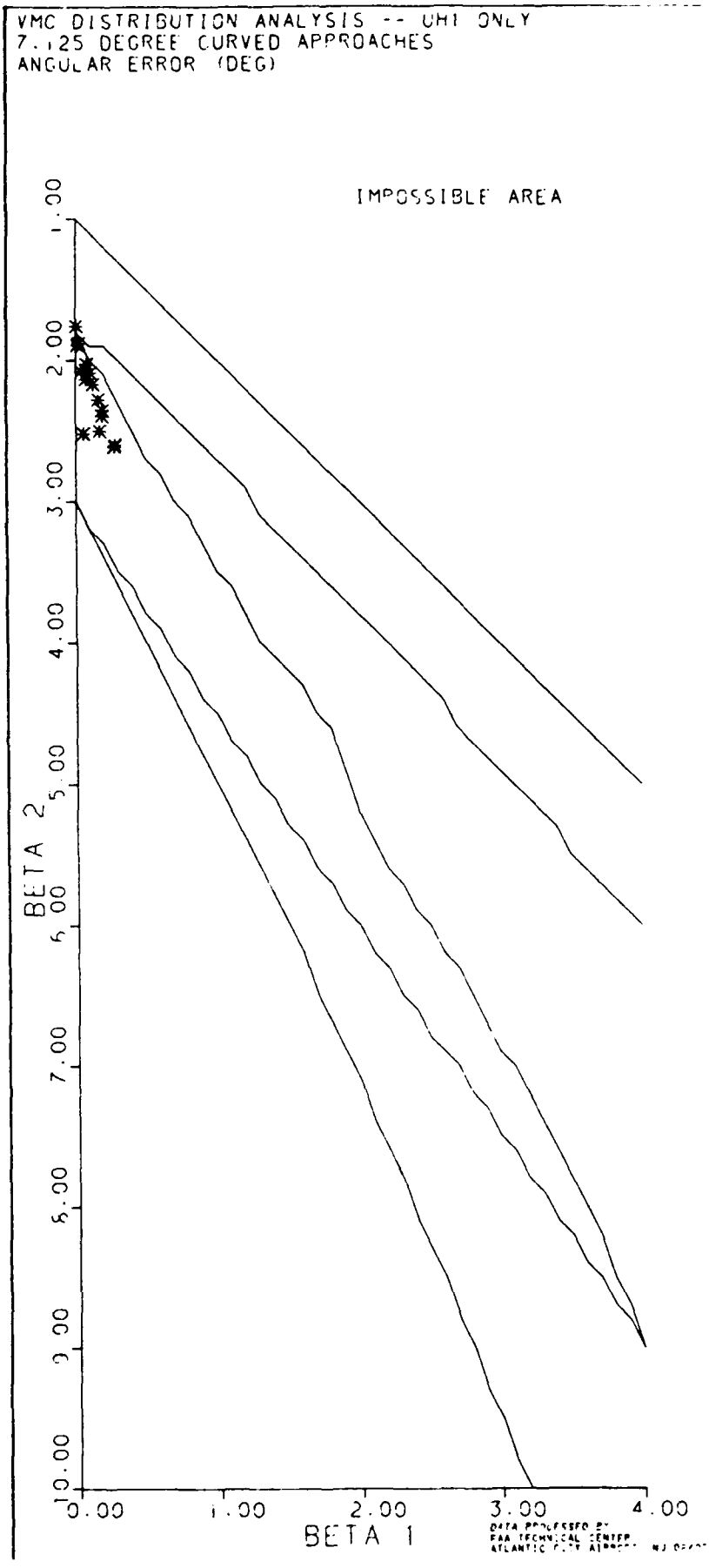


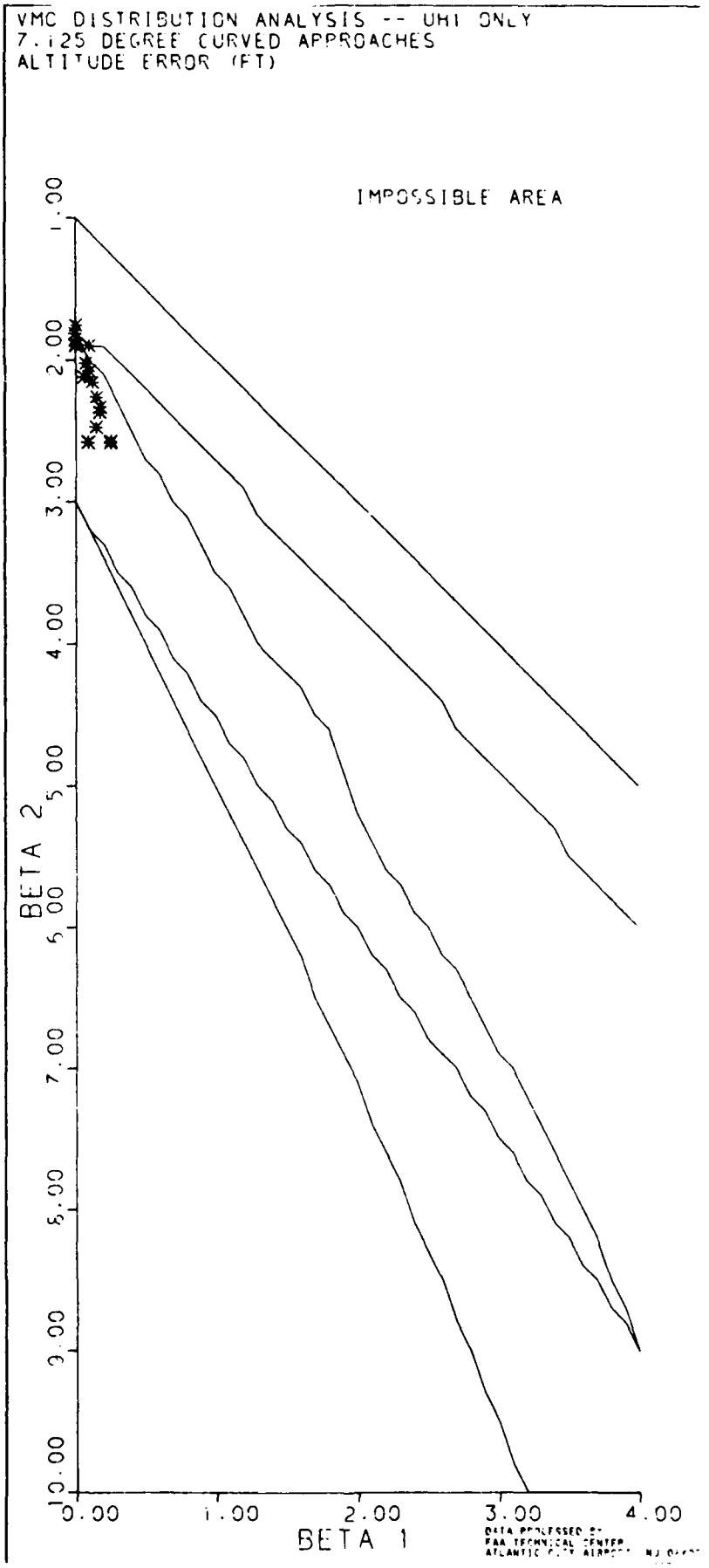

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

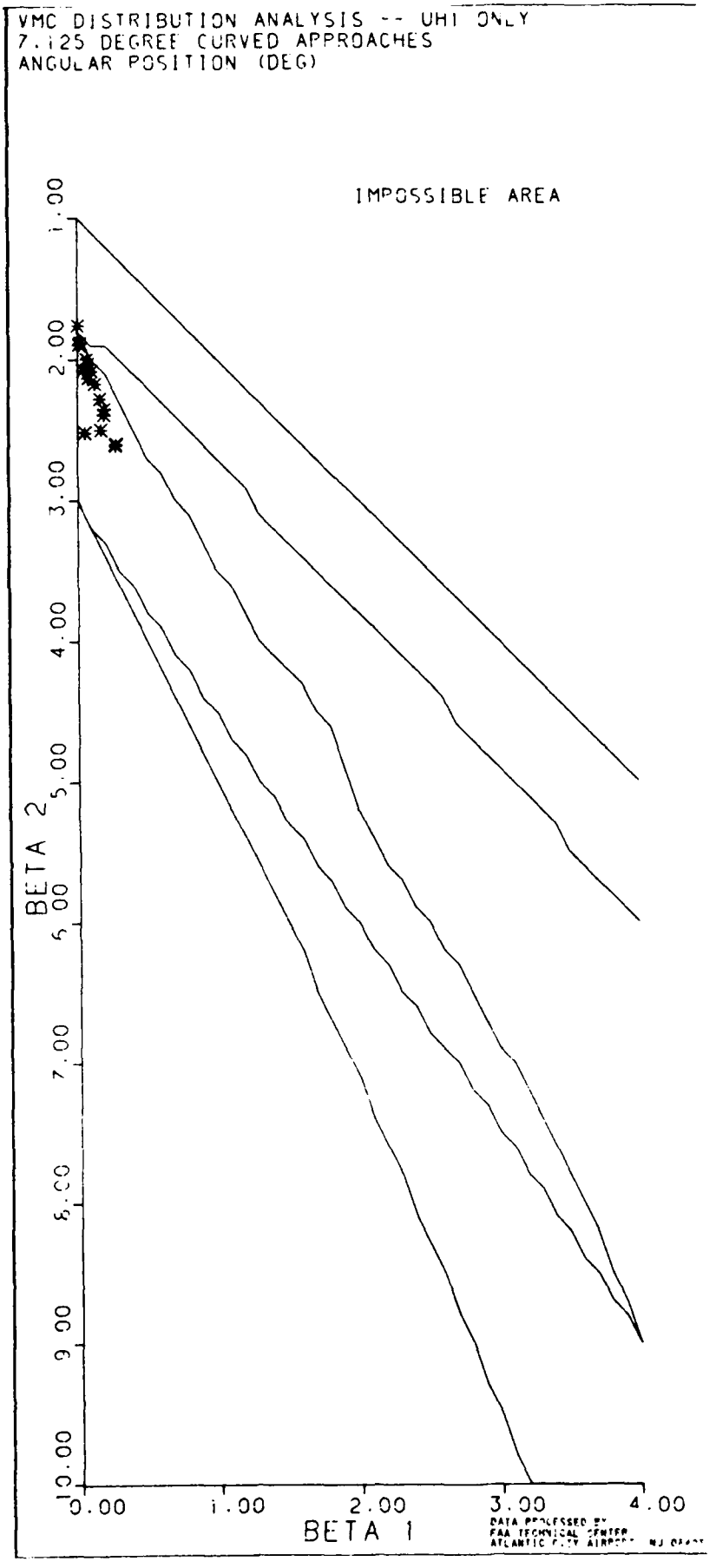

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

VMC DISTRIBUTION ANALYSIS -- UHT ONLY
7.125 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)

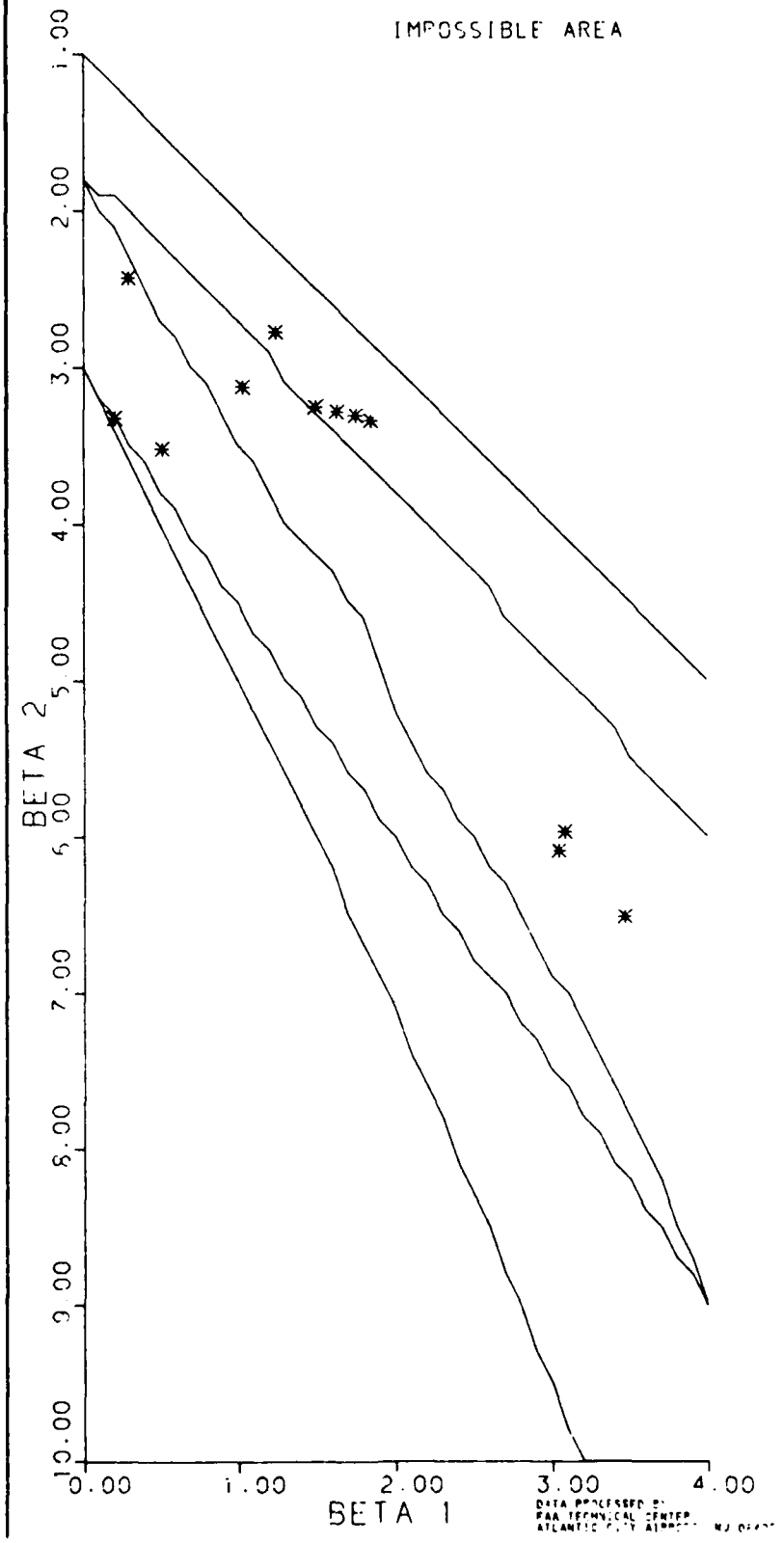


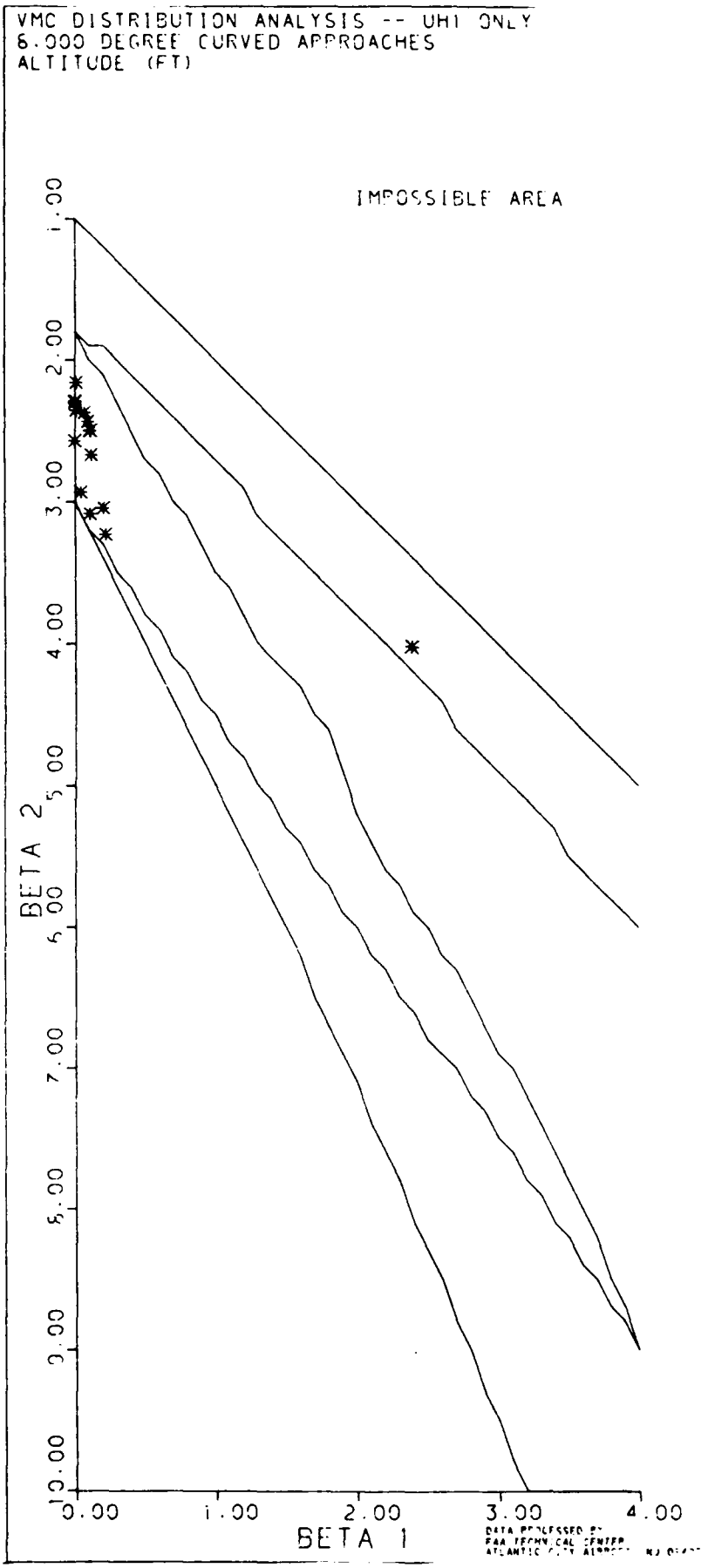

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- UHT ONLY
7.125 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

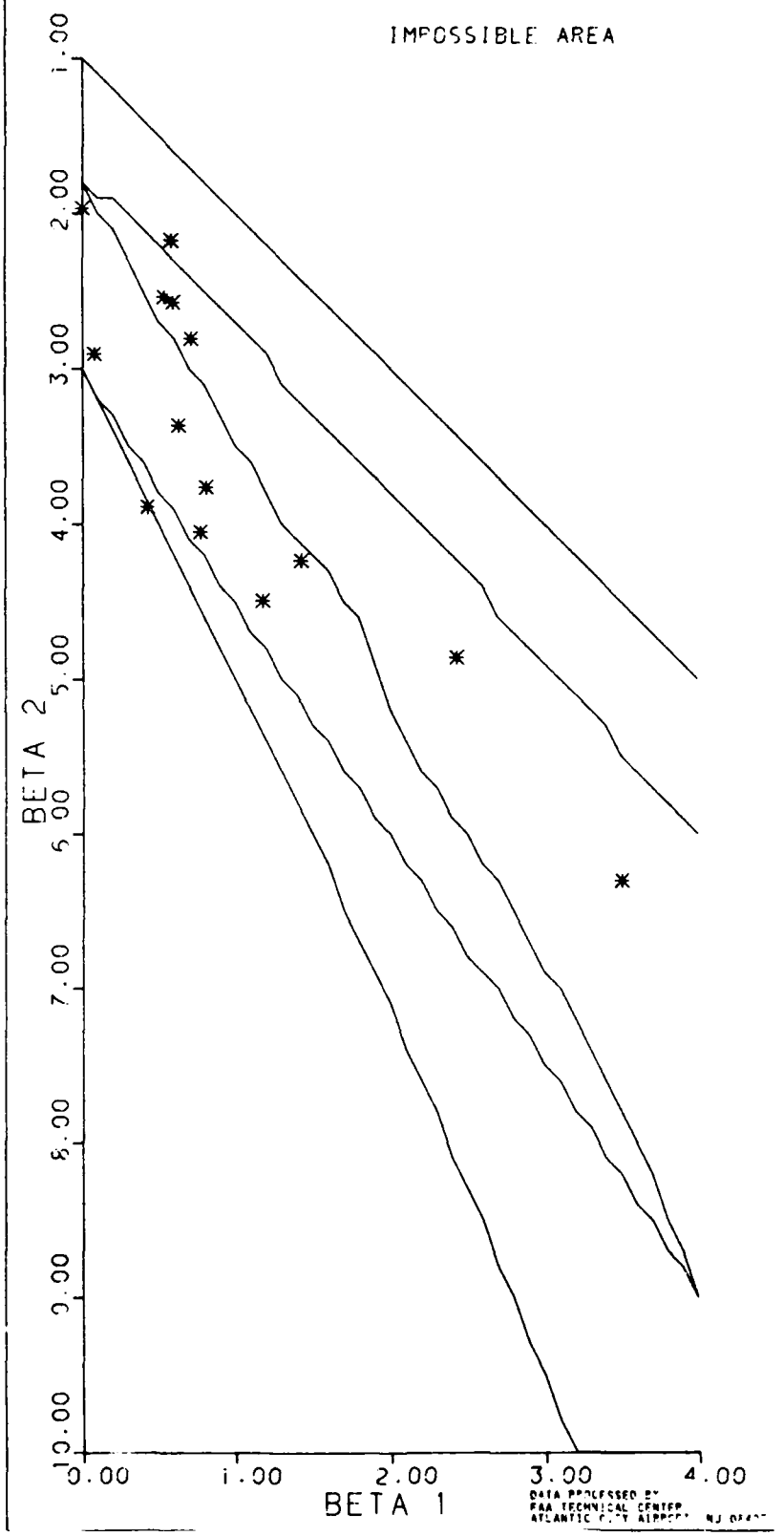

VMC DISTRIBUTION ANALYSIS -- UHT ONLY
7.125 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

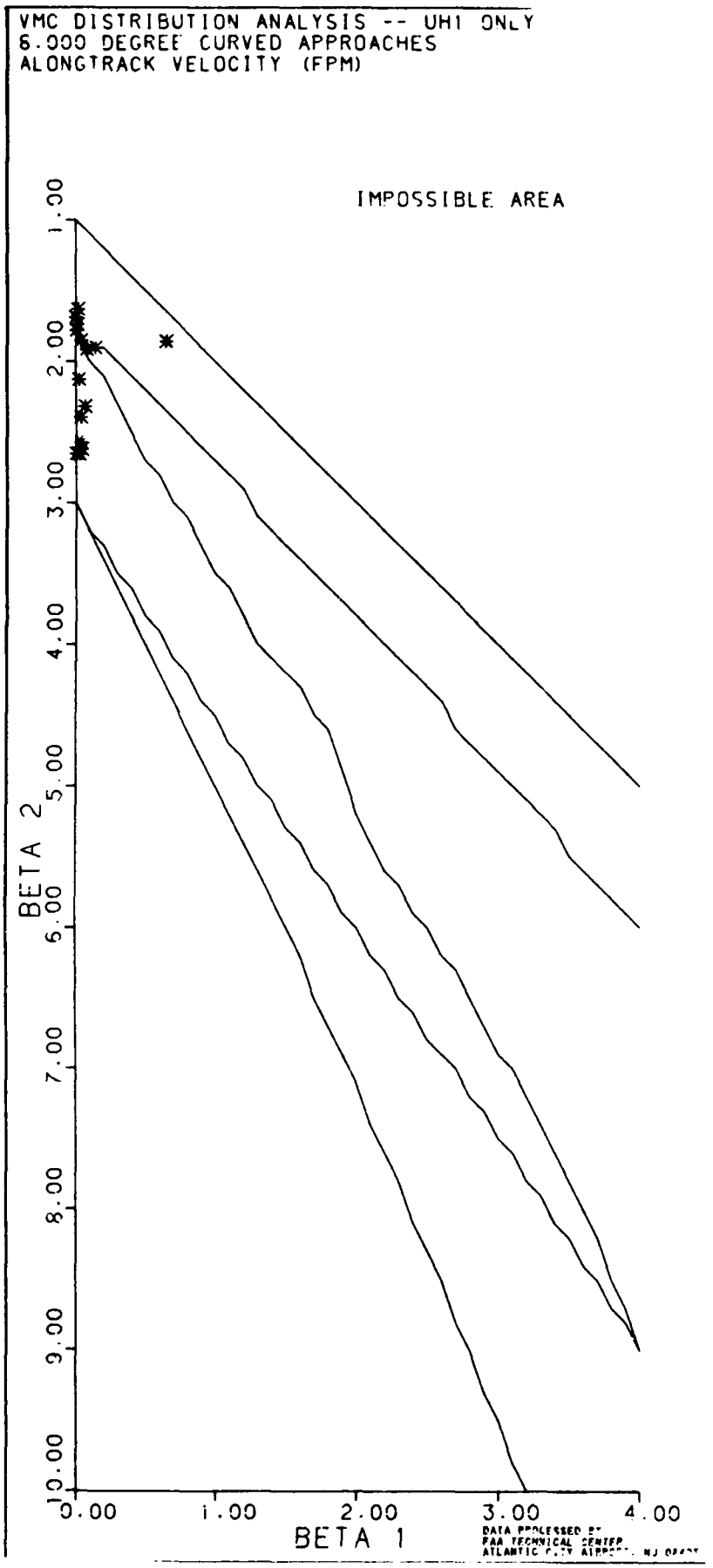
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
6.000 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)



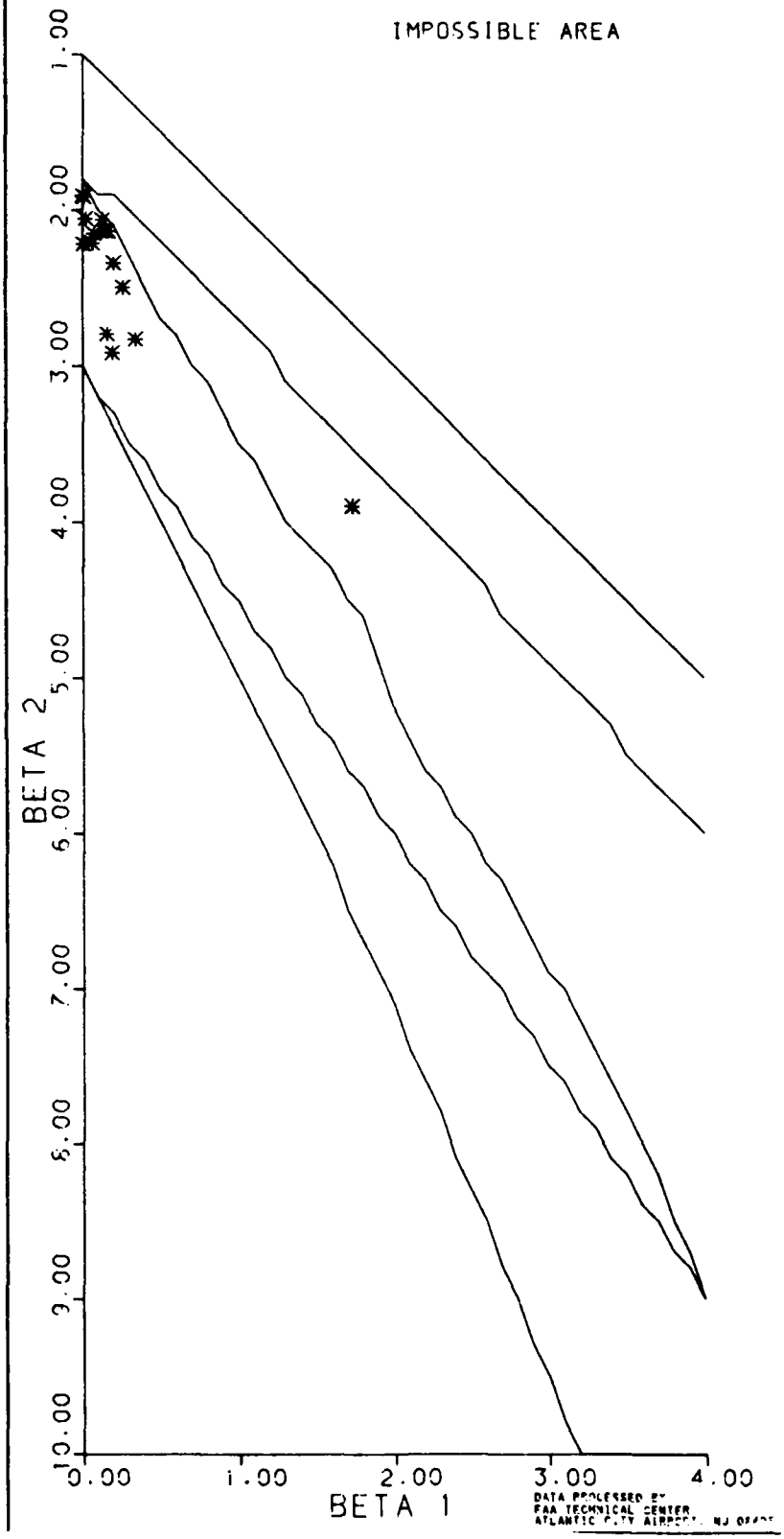

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
6.000 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

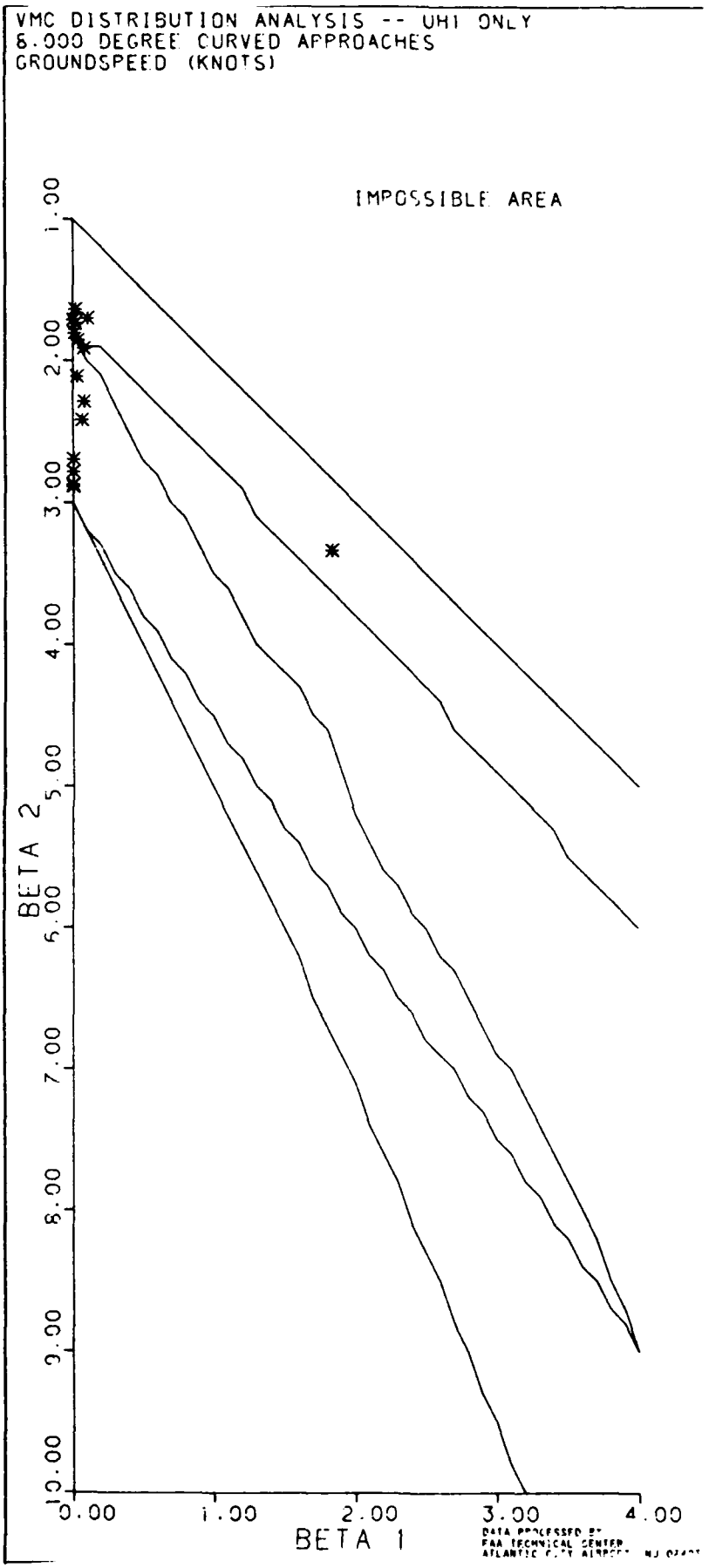
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
6.000 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)

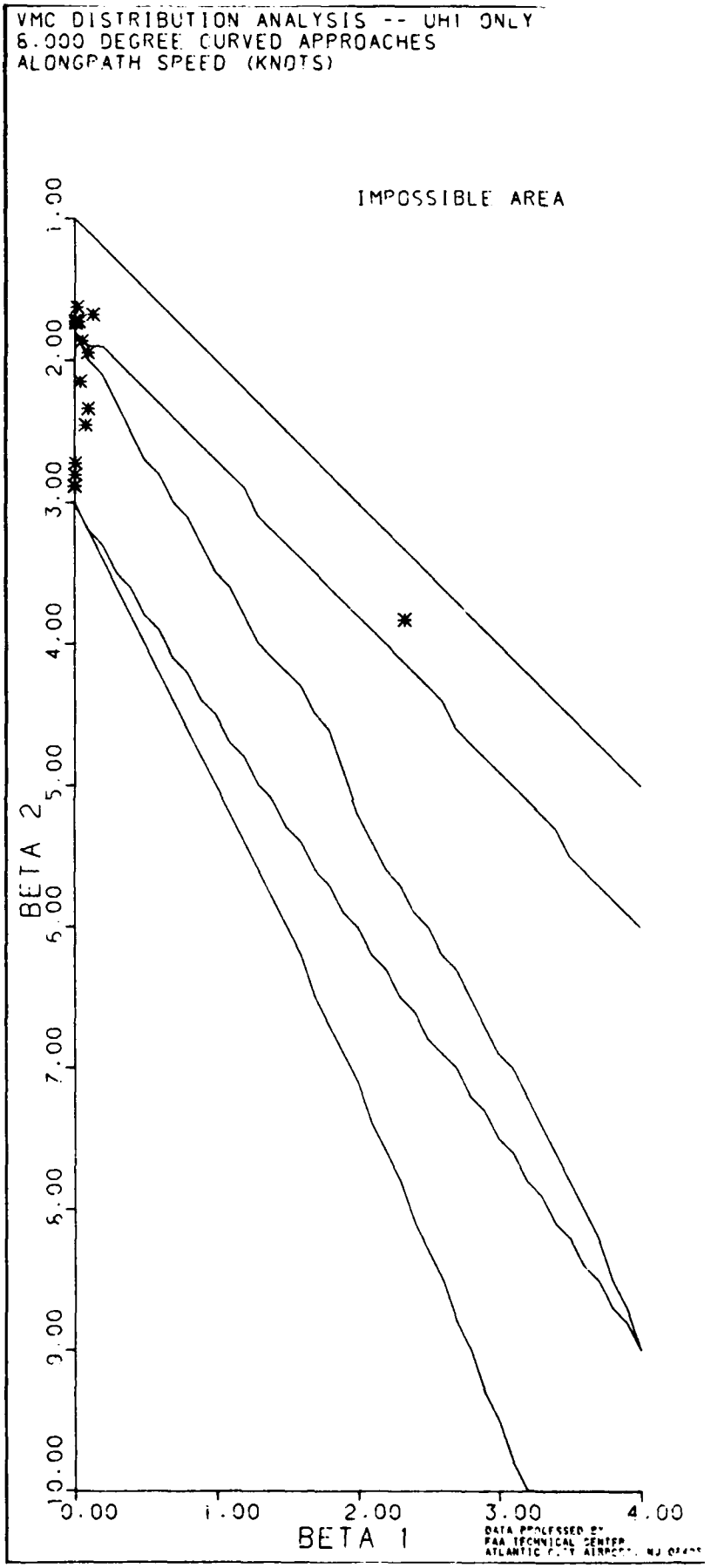



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
6.000 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

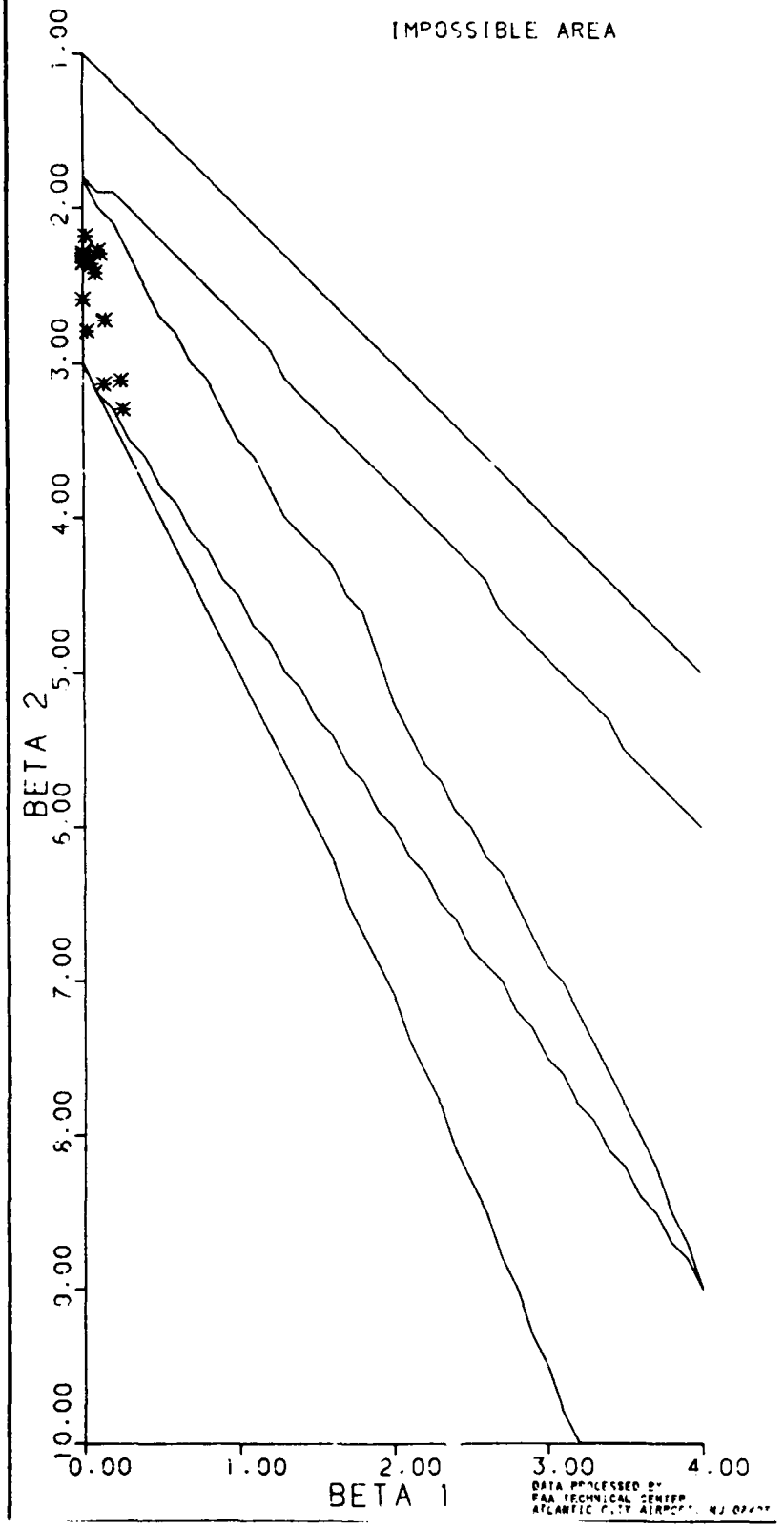
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
8.000 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)

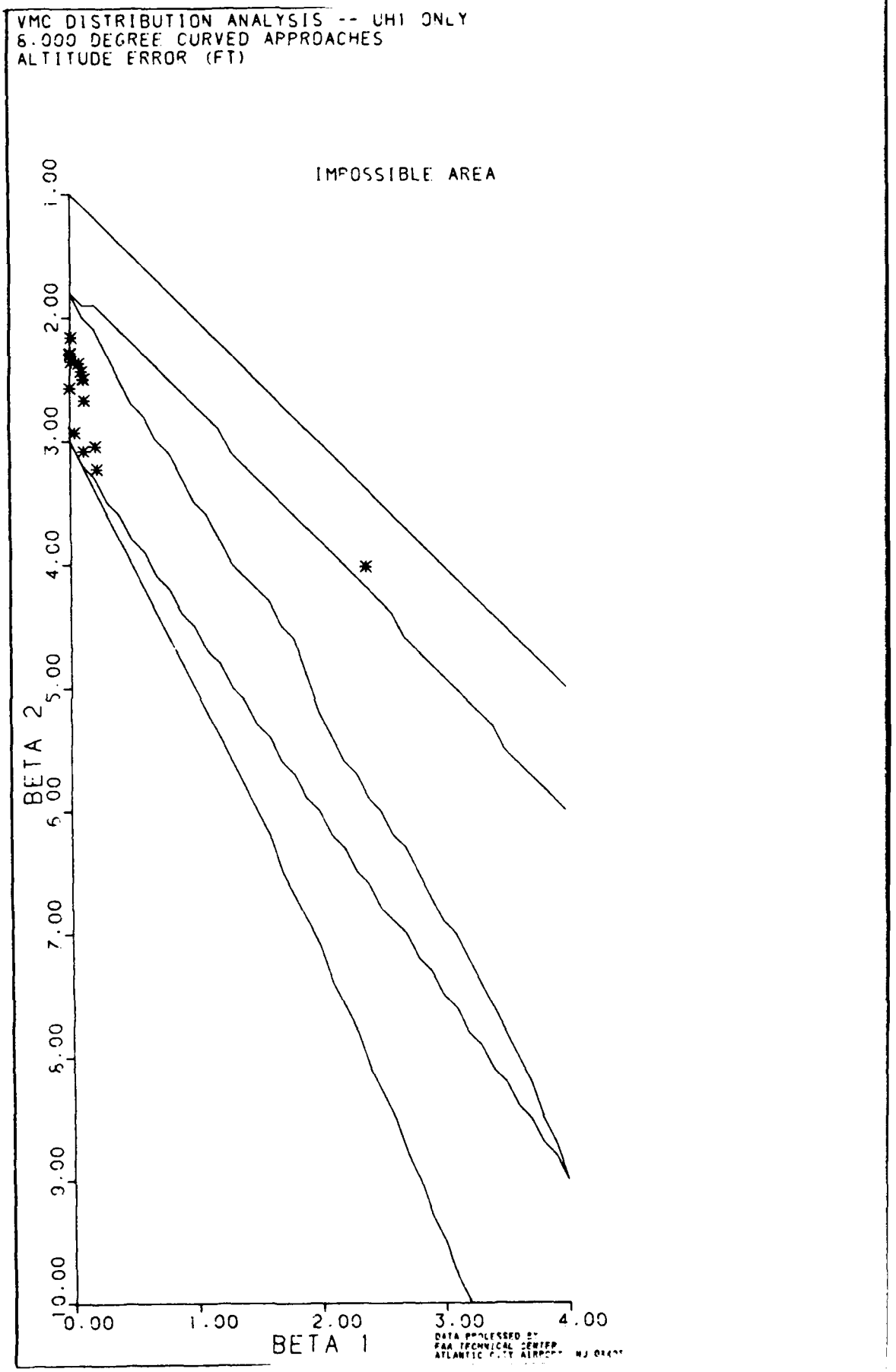


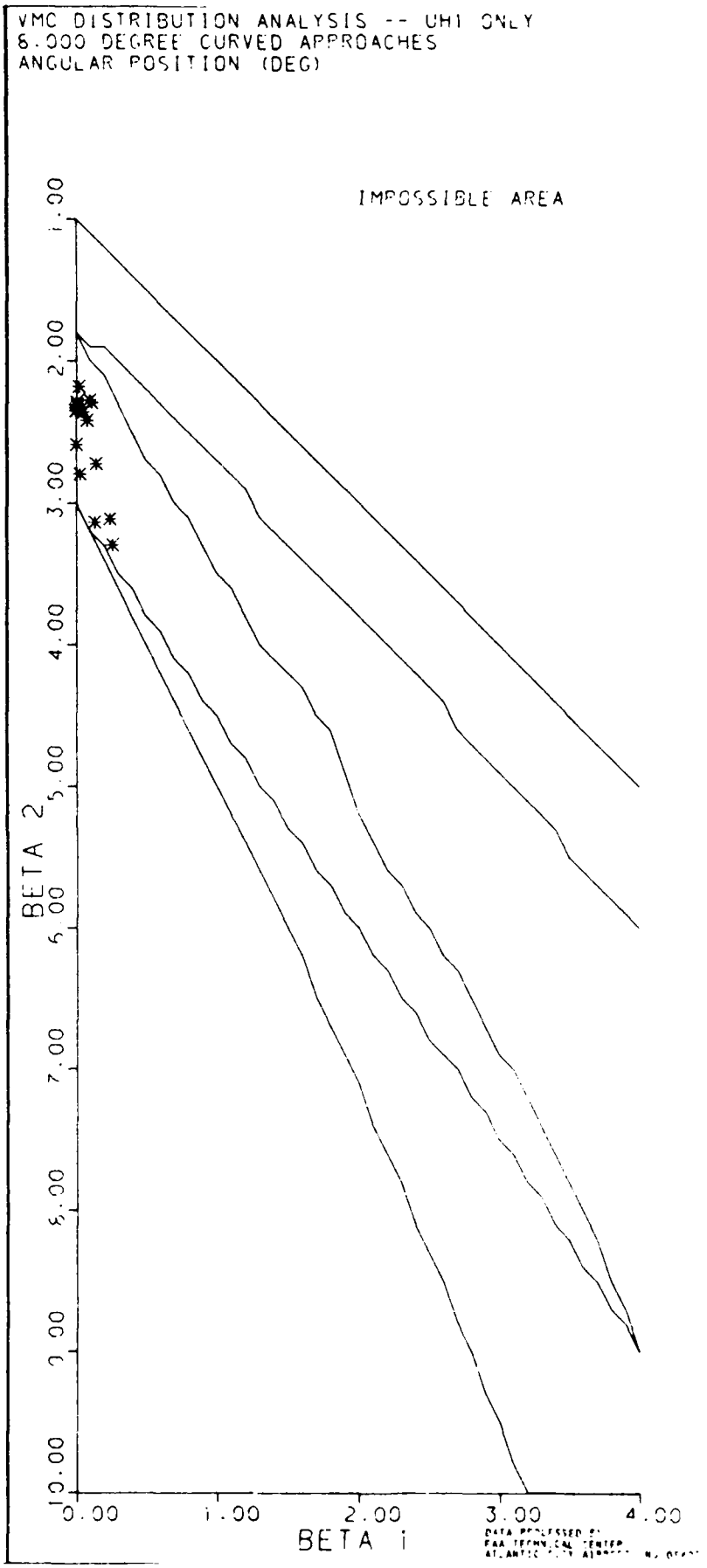

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
8.000 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- UHI ONLY
6.000 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

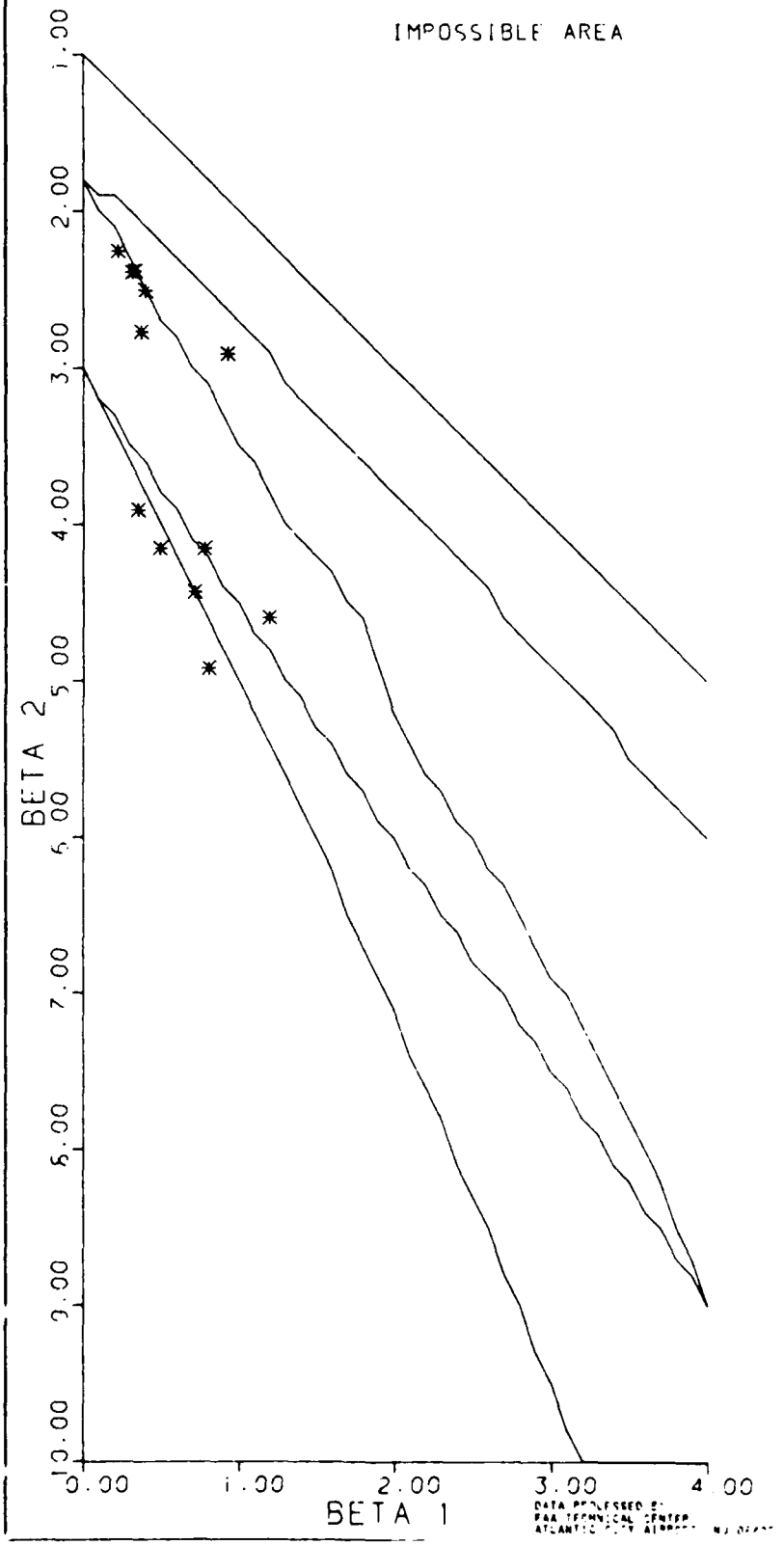
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
8.000 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)



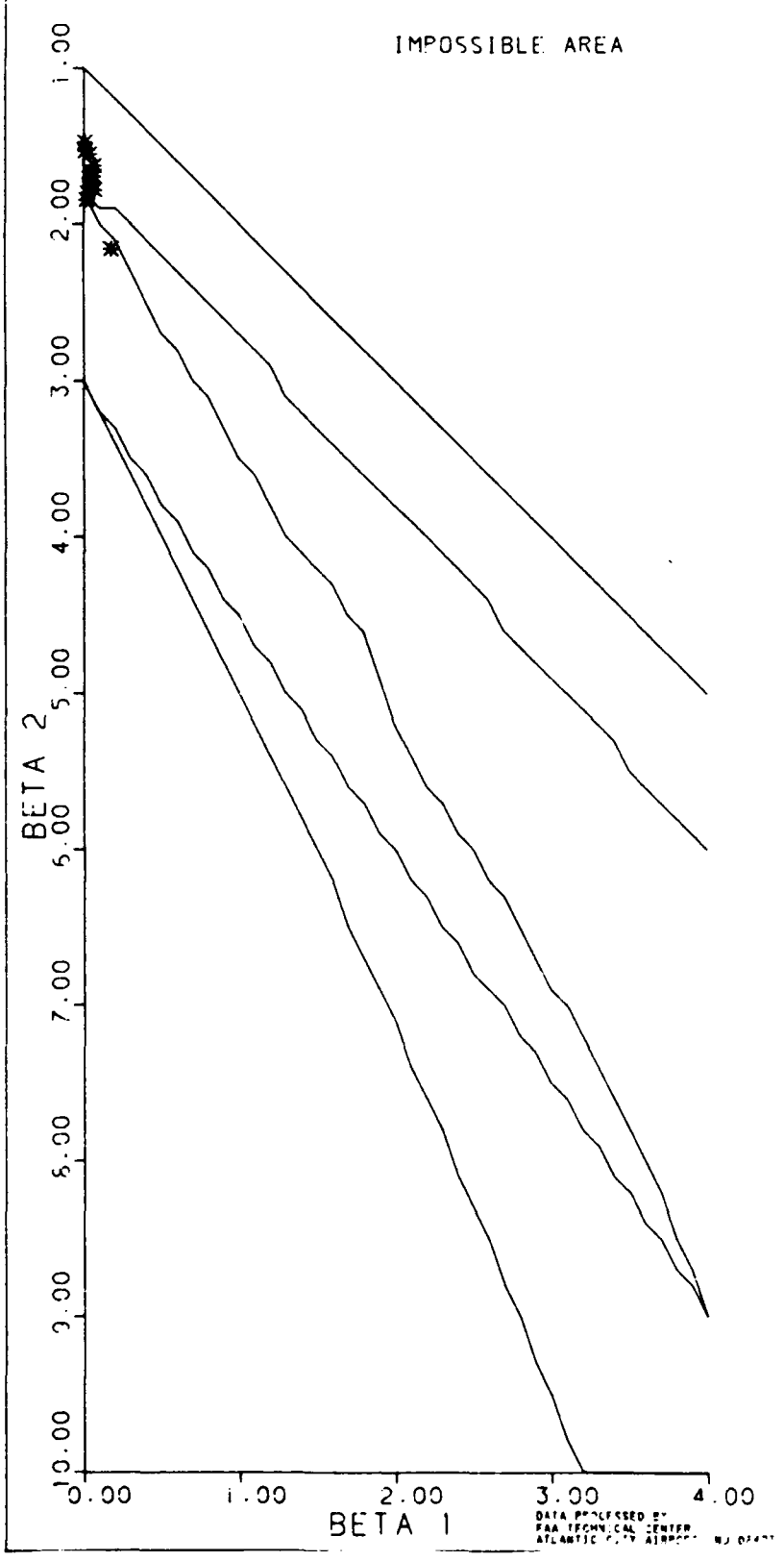

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
6.000 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
6.000 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

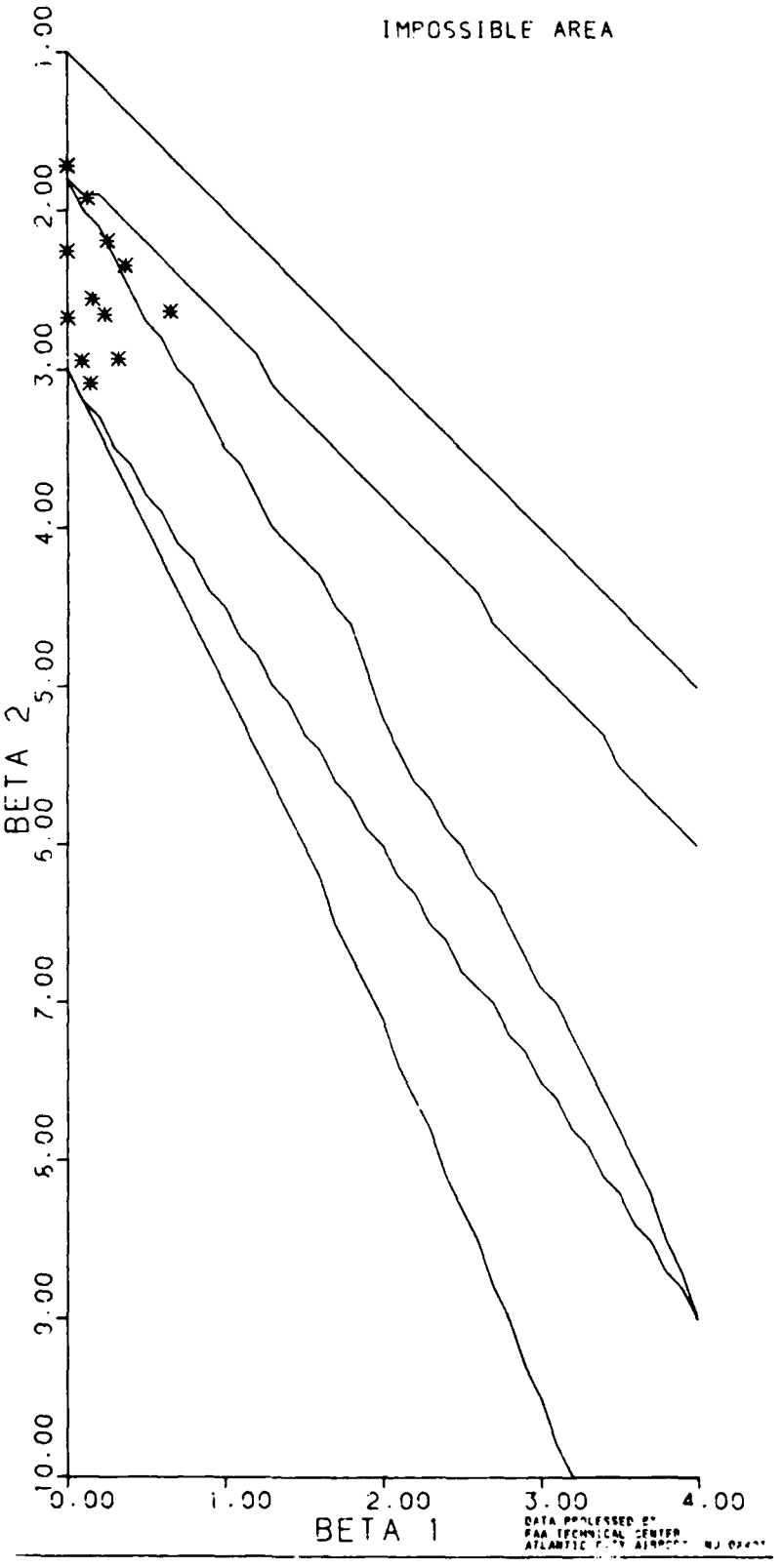
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)



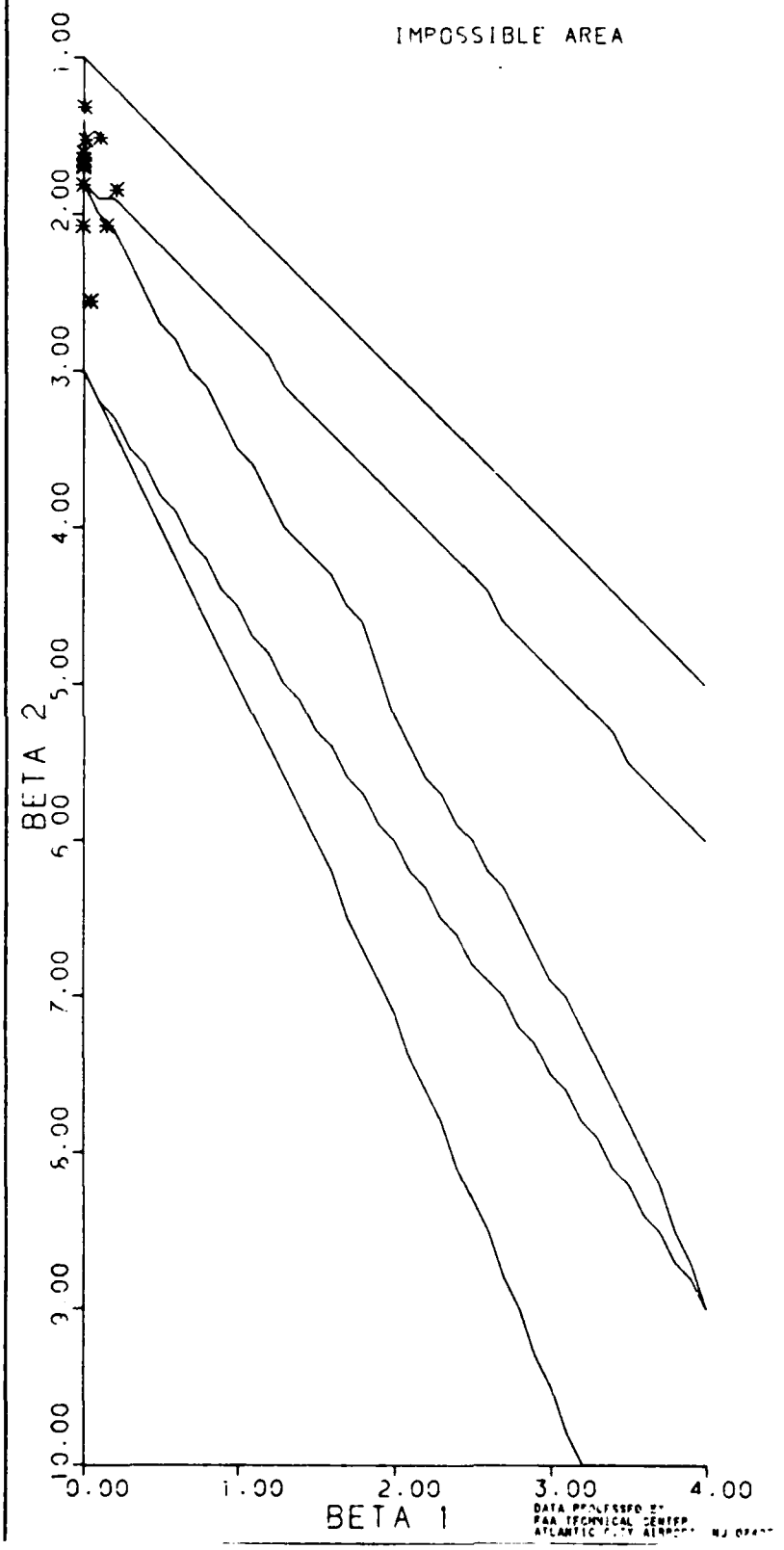
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED APPROACHES
ALTITUDE (FT)

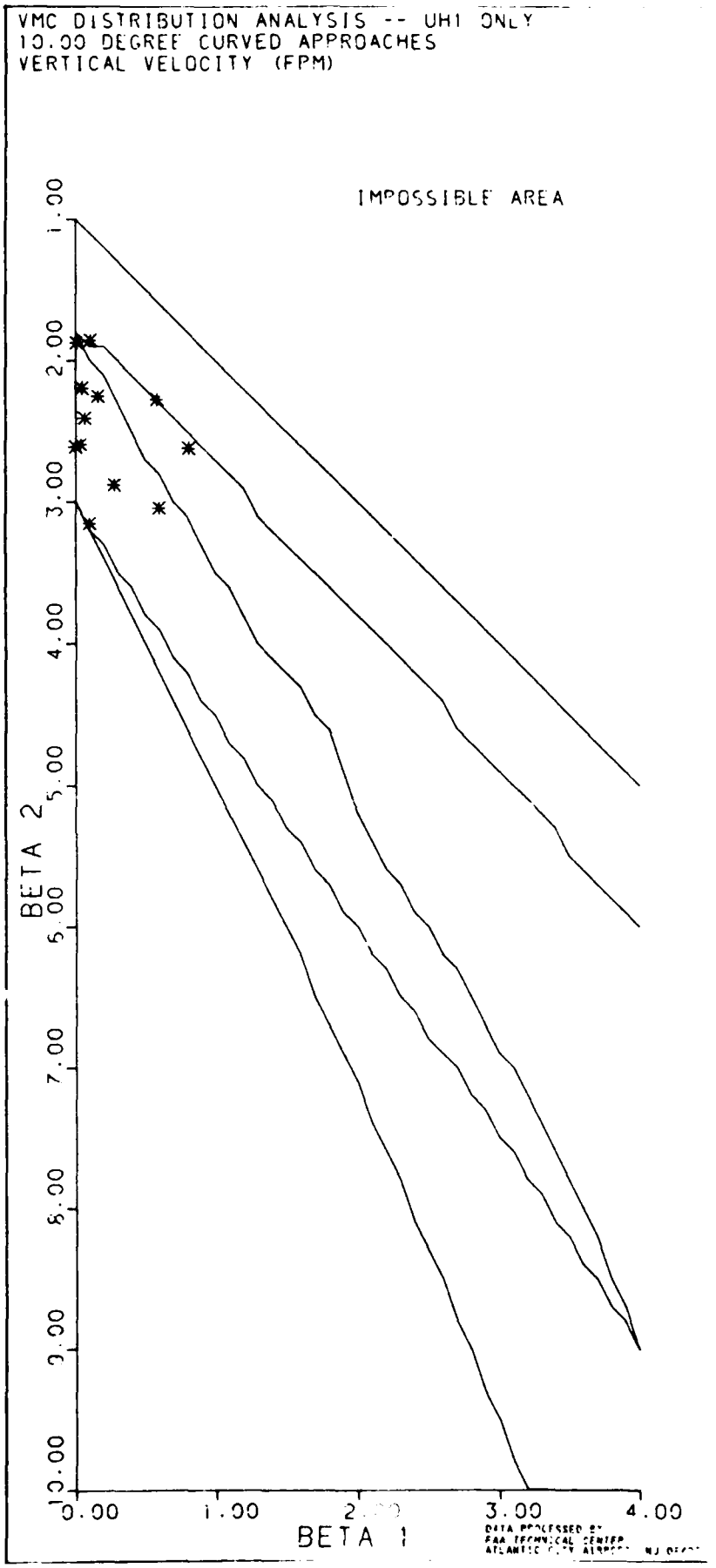


VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)

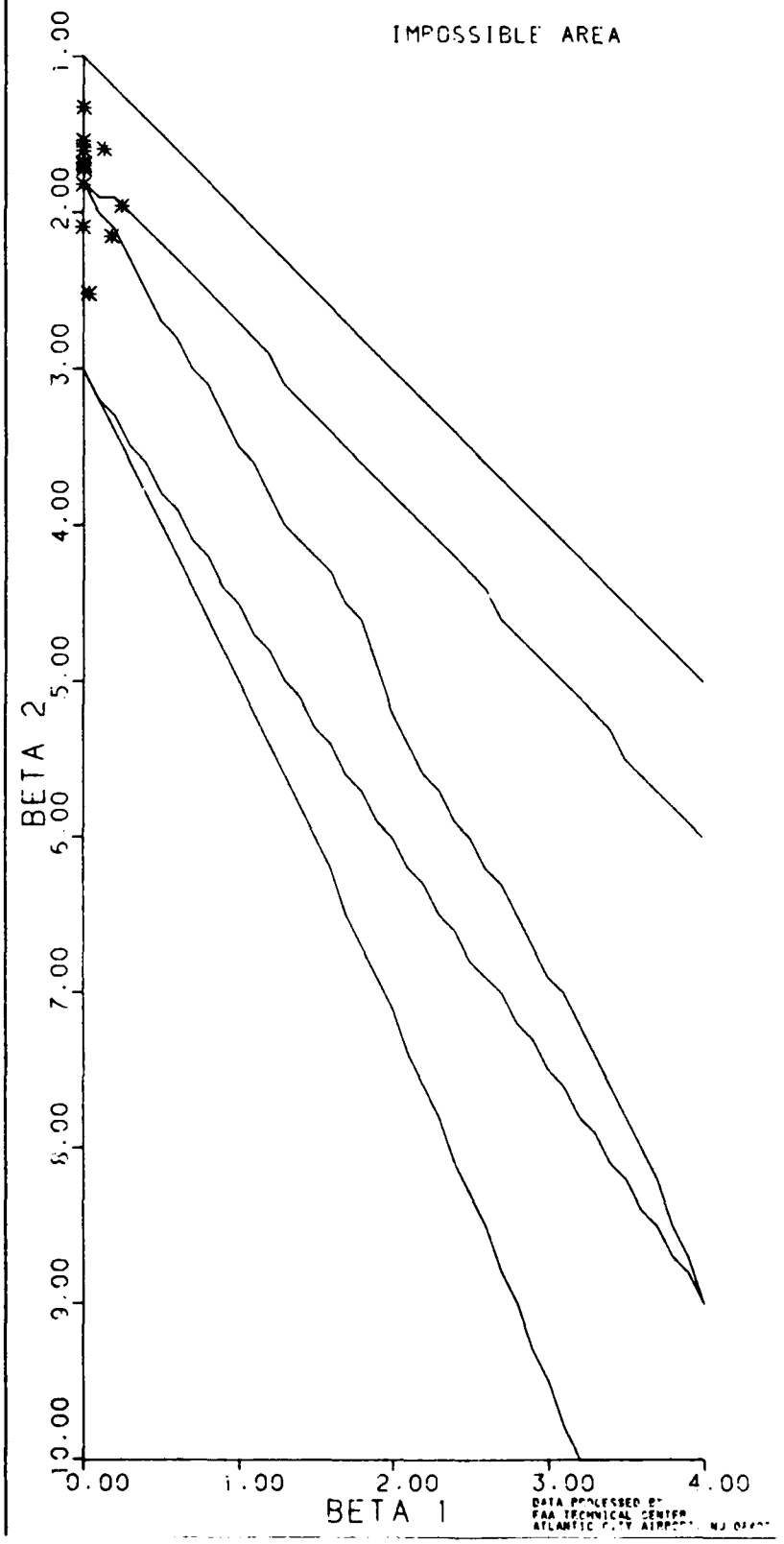


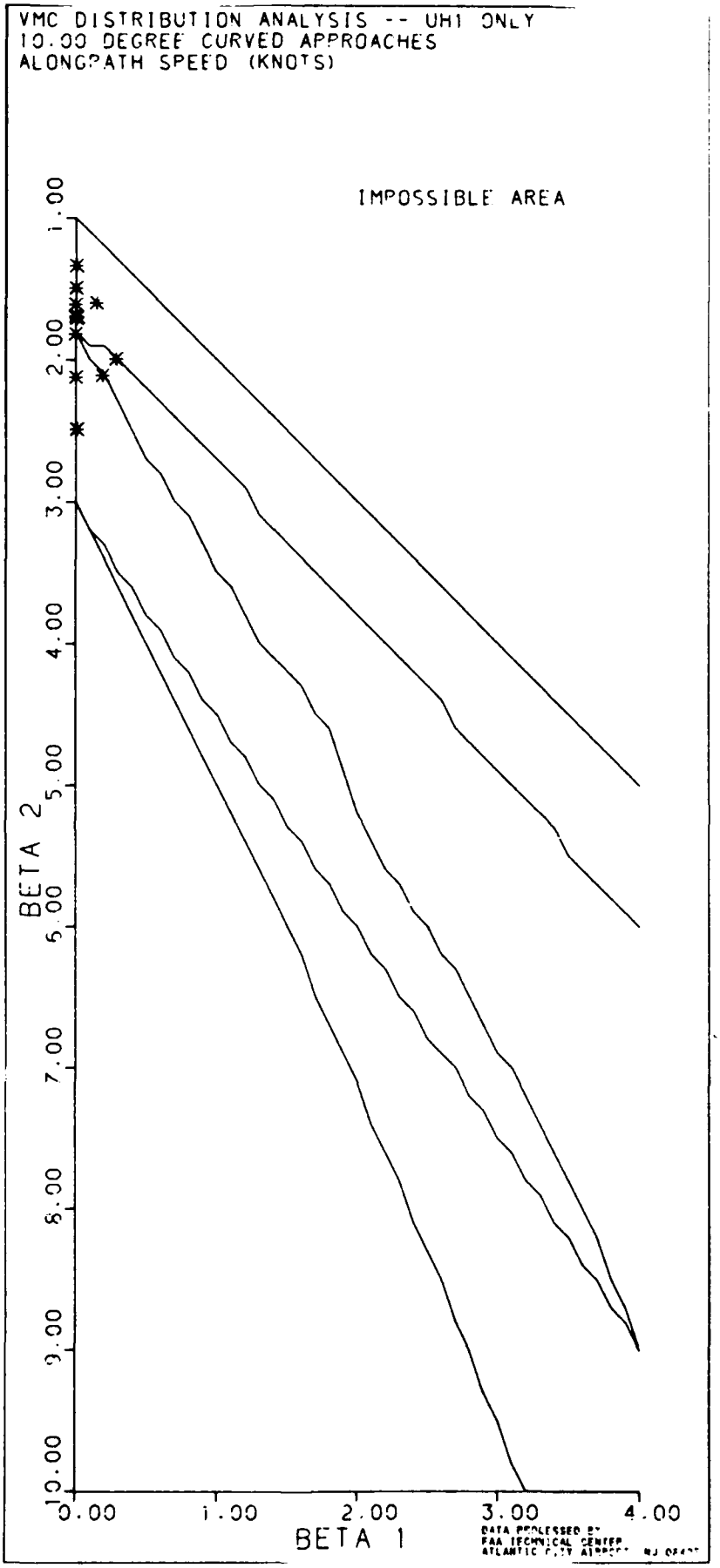
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)

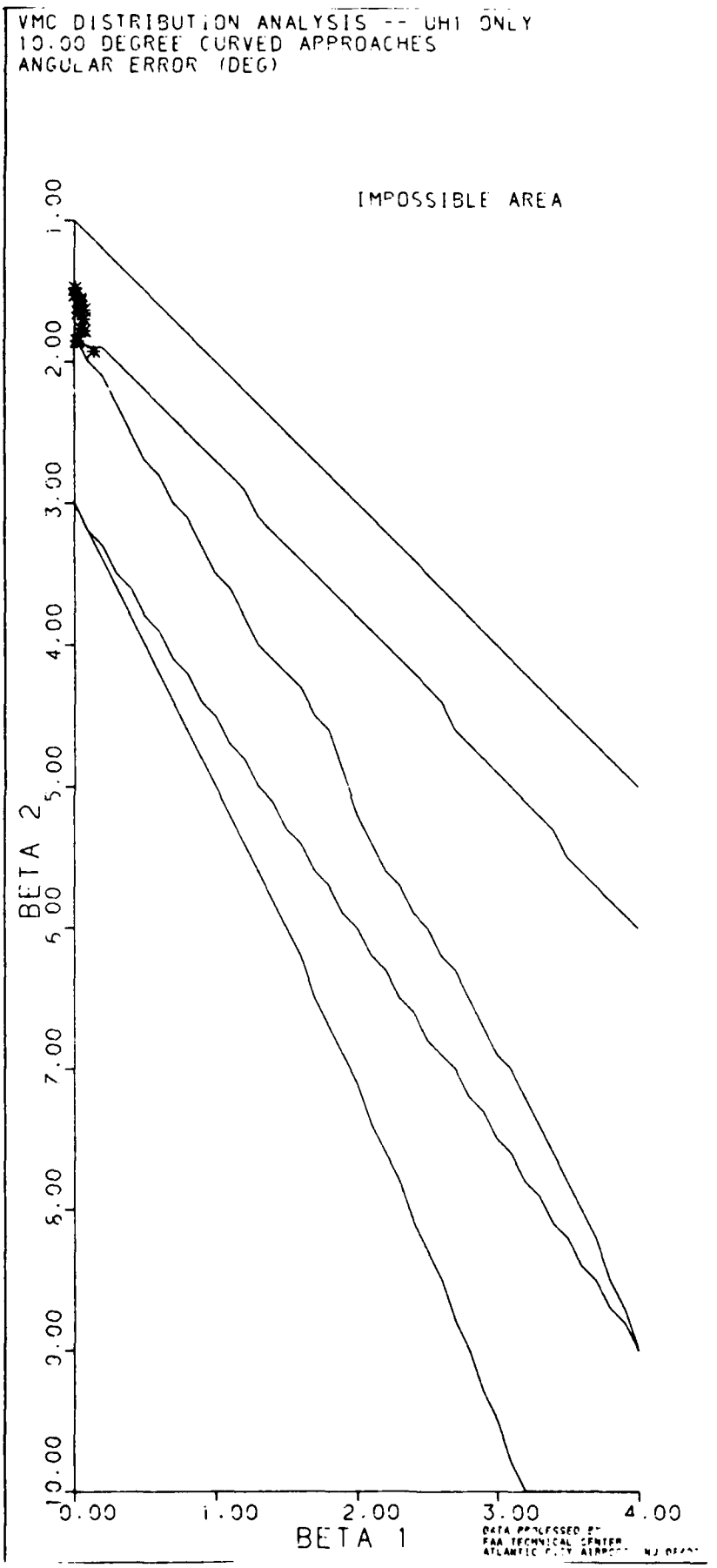



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

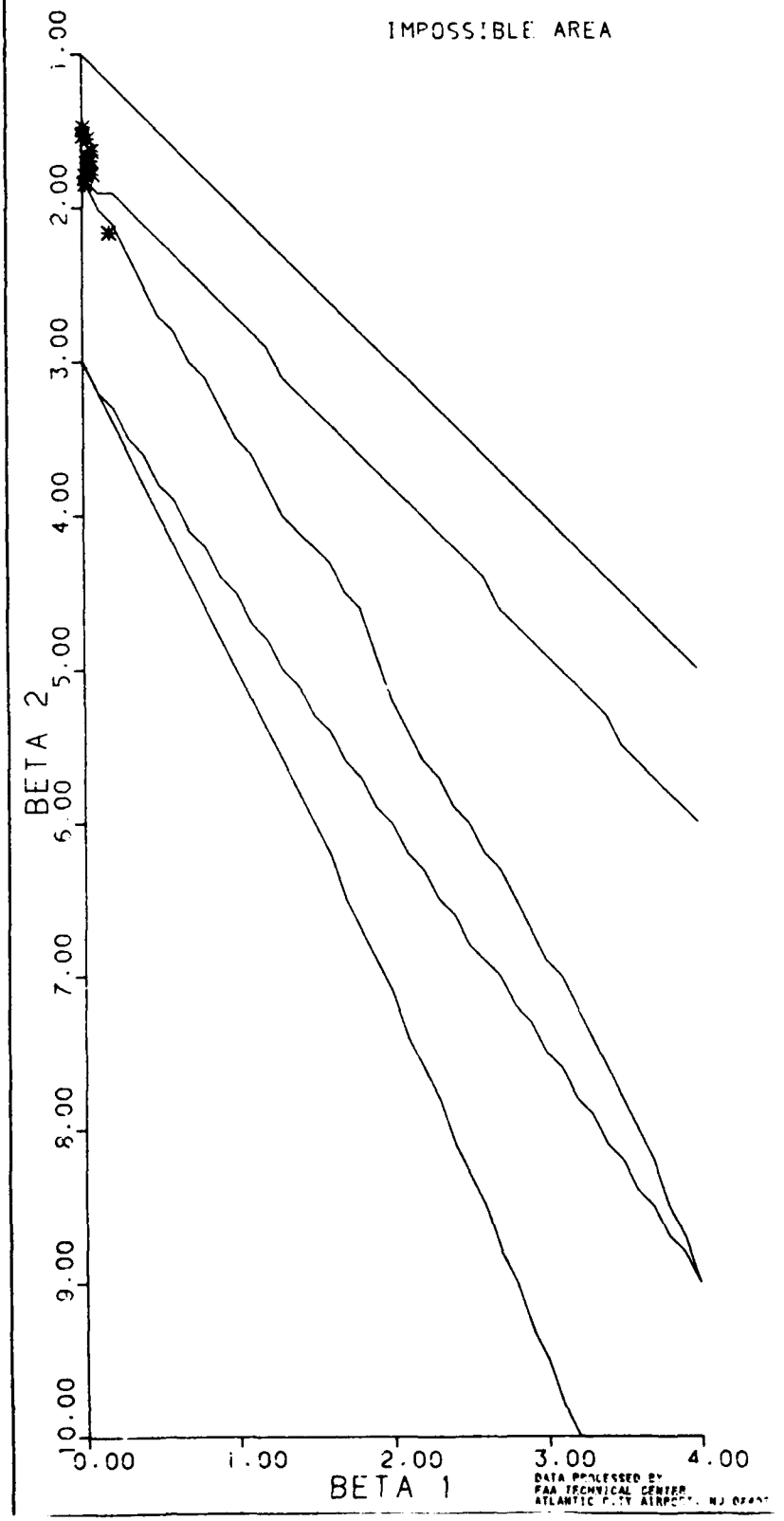
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)

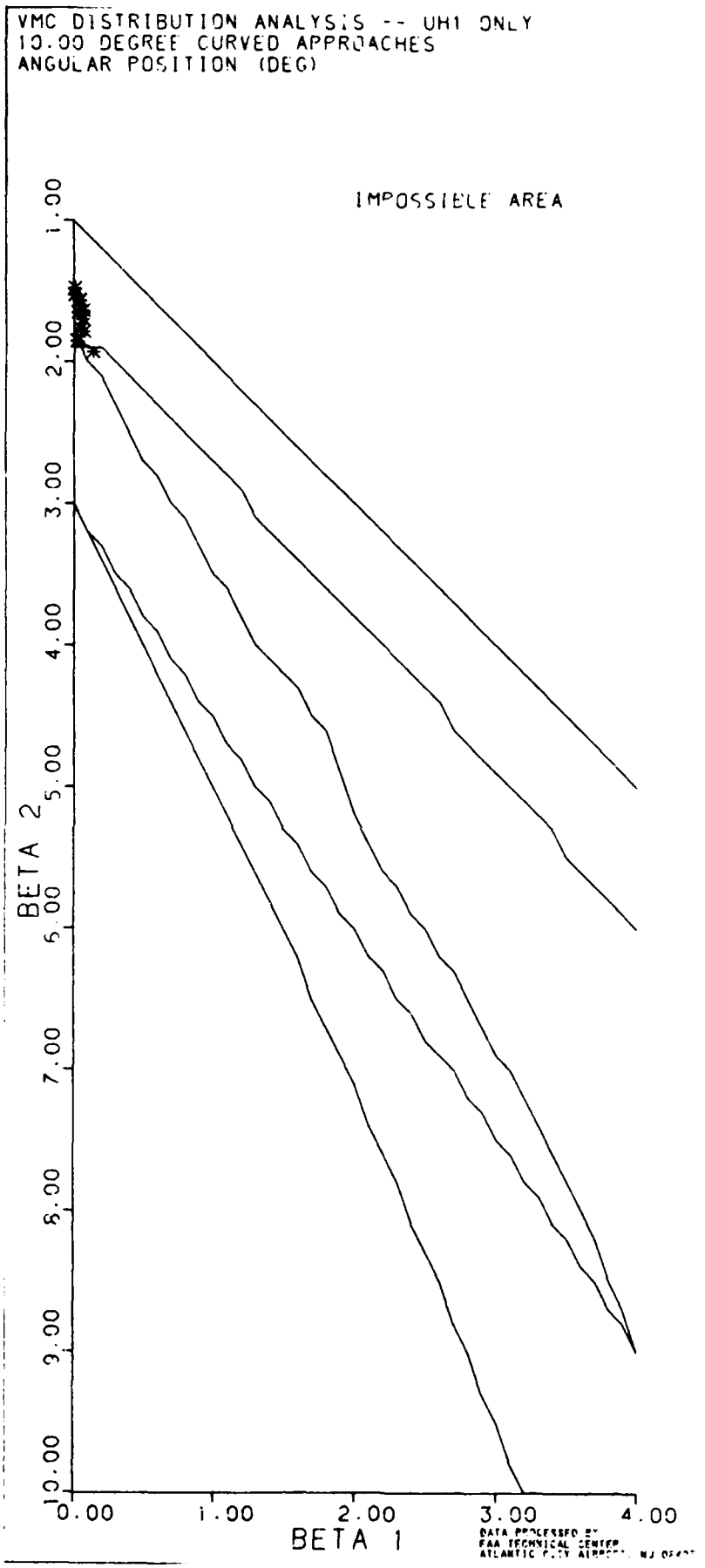


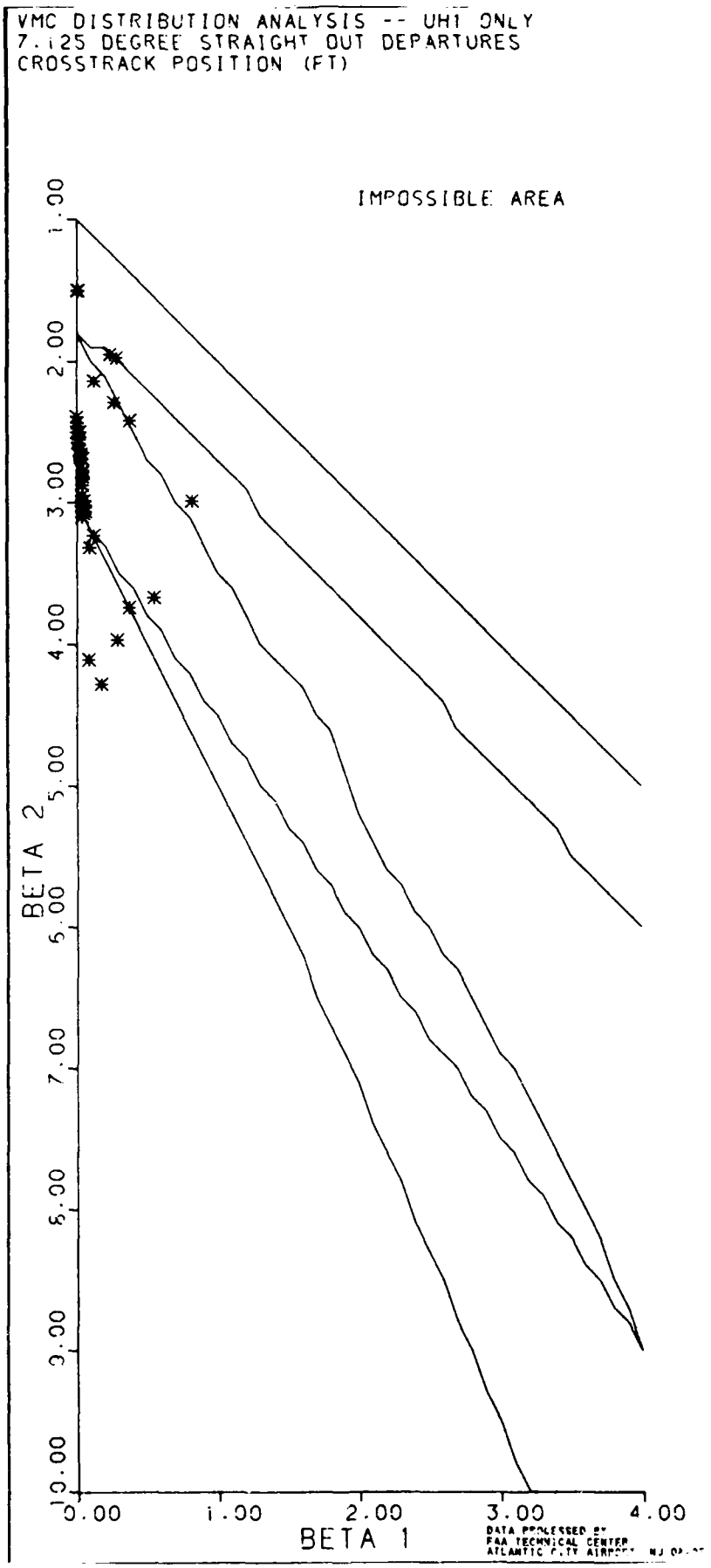

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

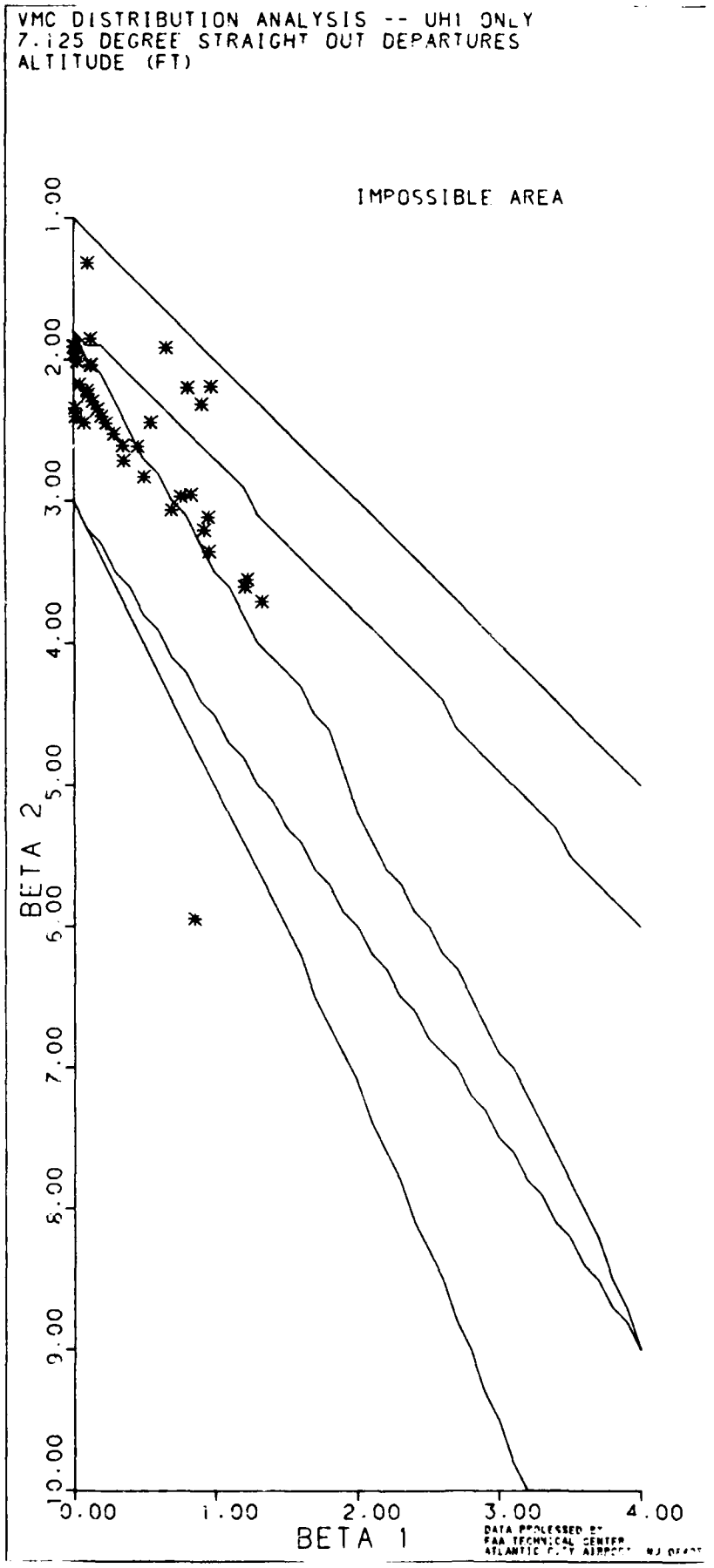

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)

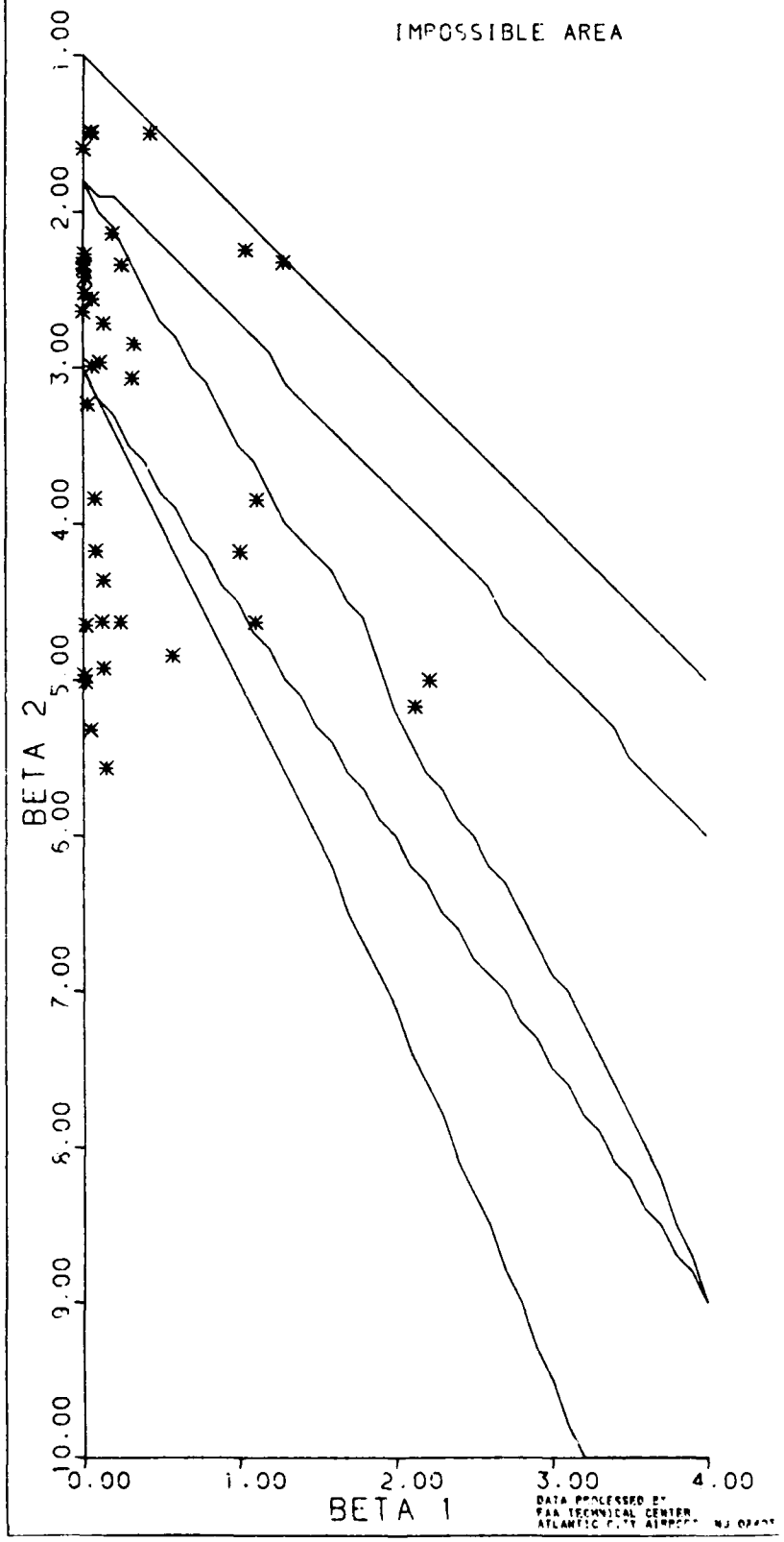



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

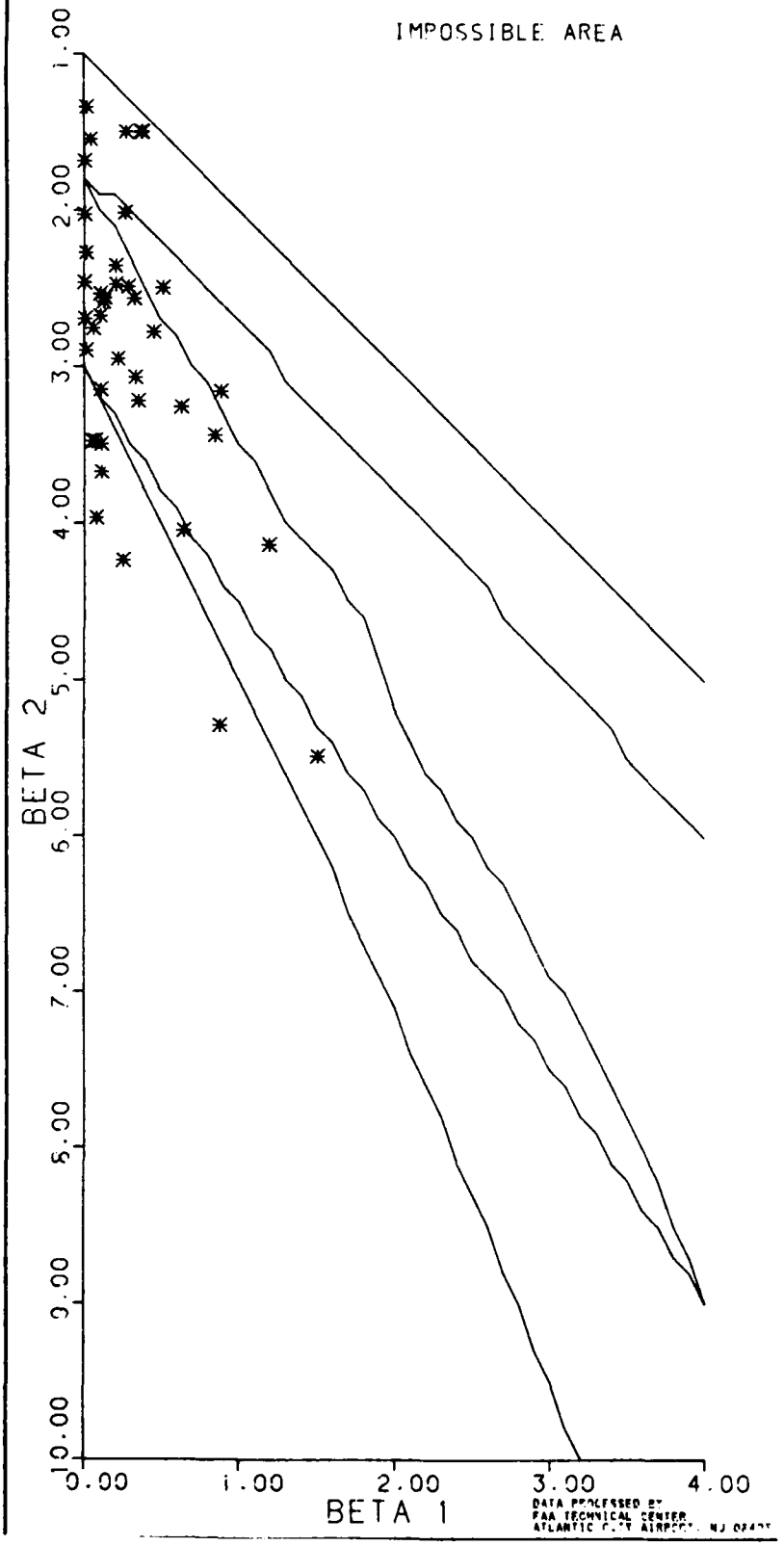

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
BETA 1
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
DATA PROCESSED BY
FAA TECHNICAL CENTER

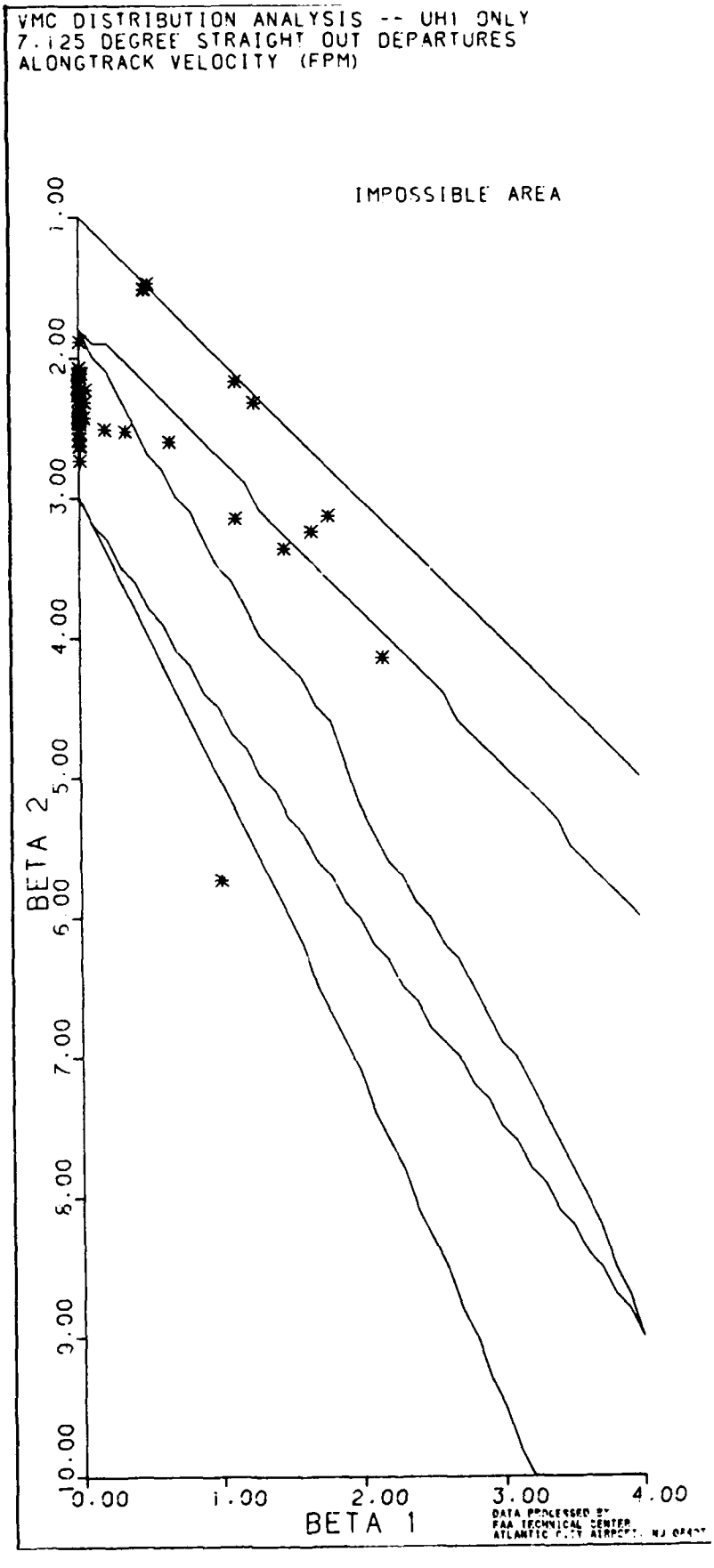

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

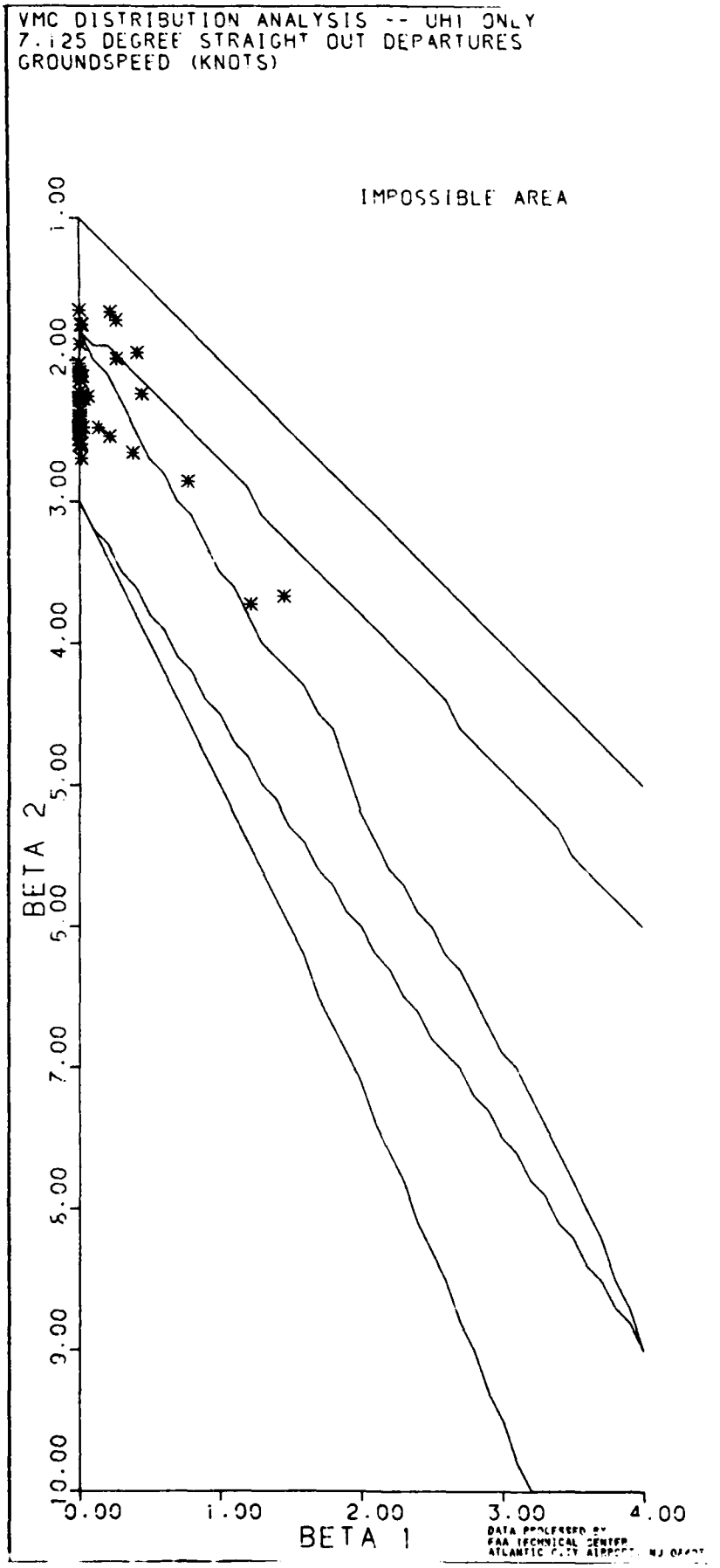
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)

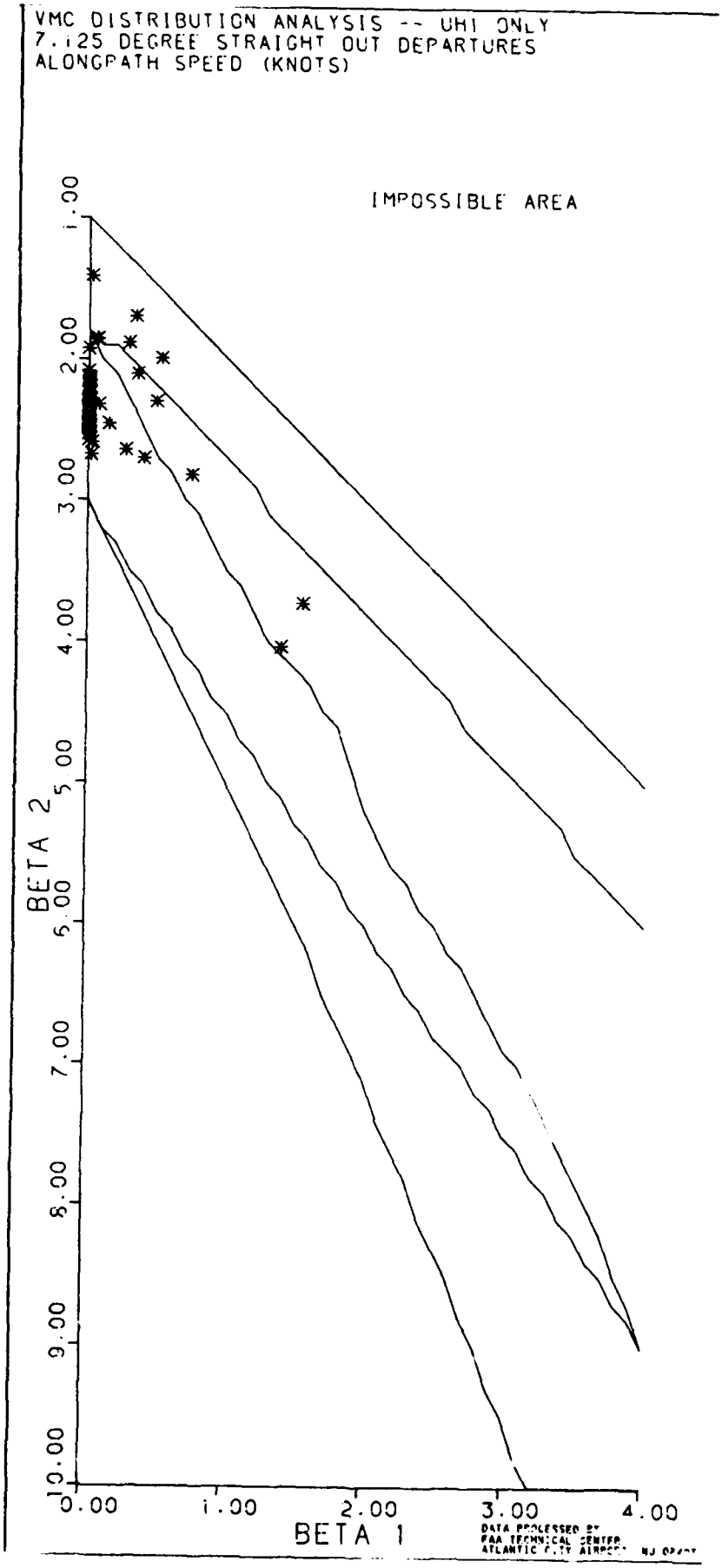


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)

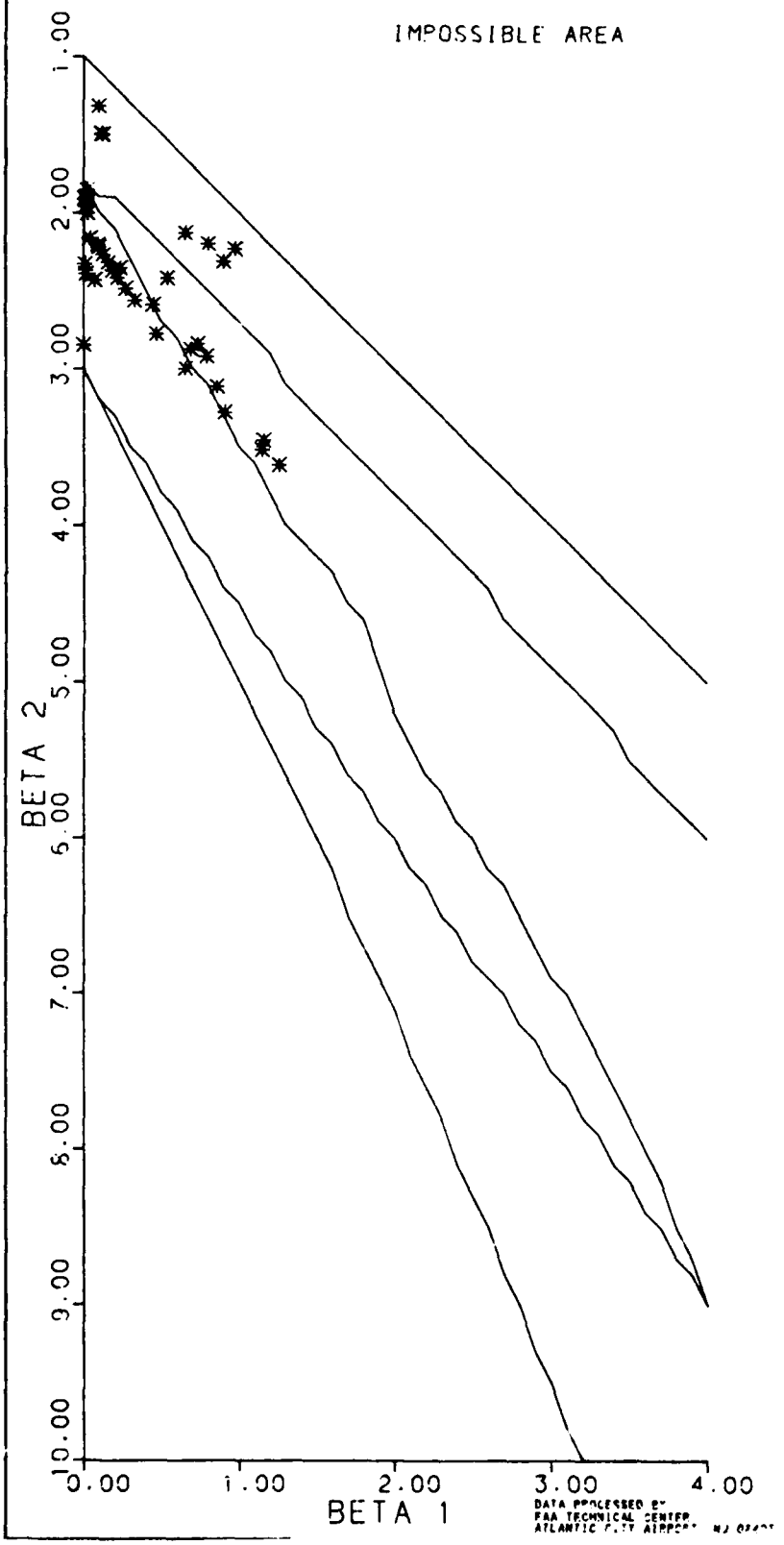



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

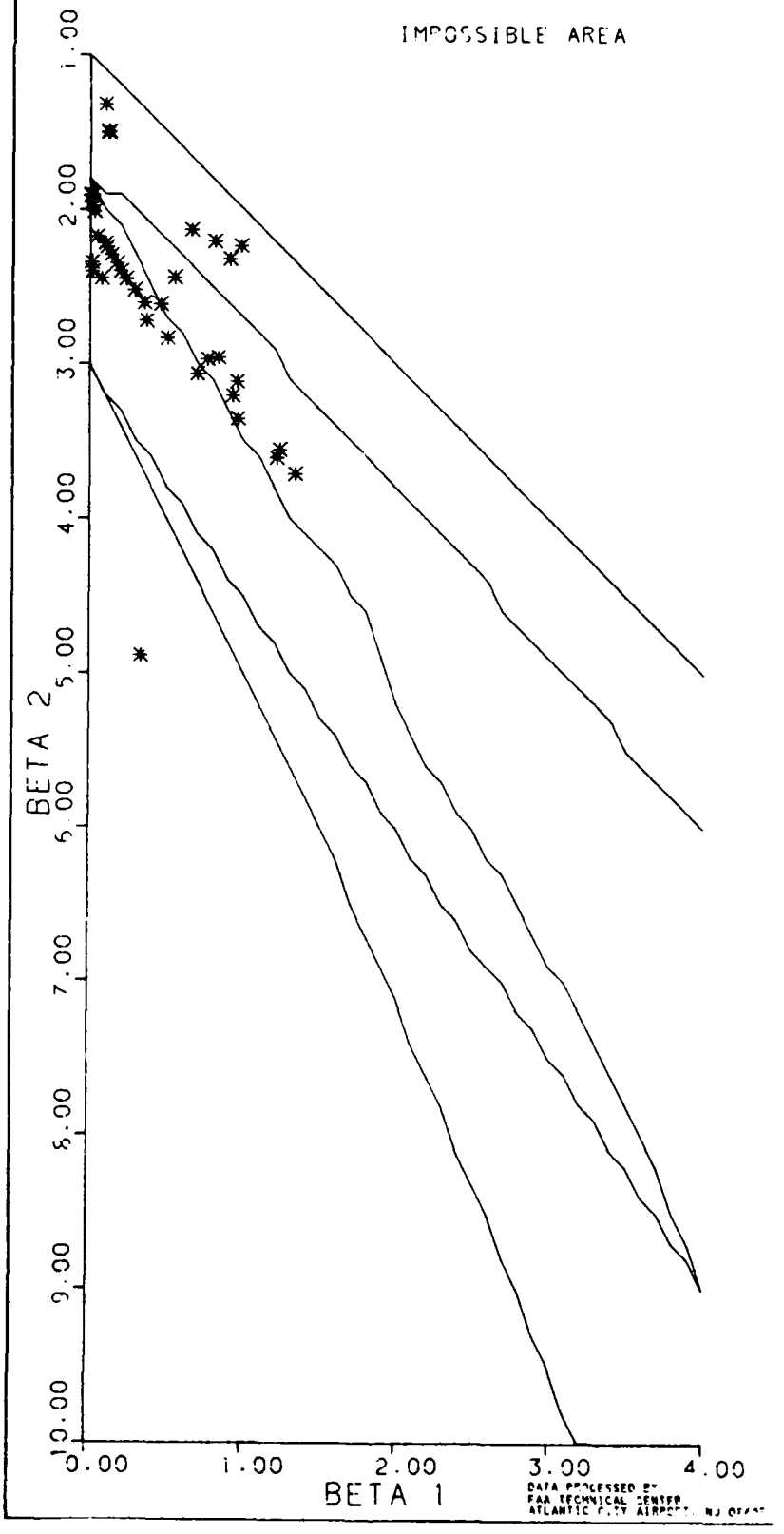

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

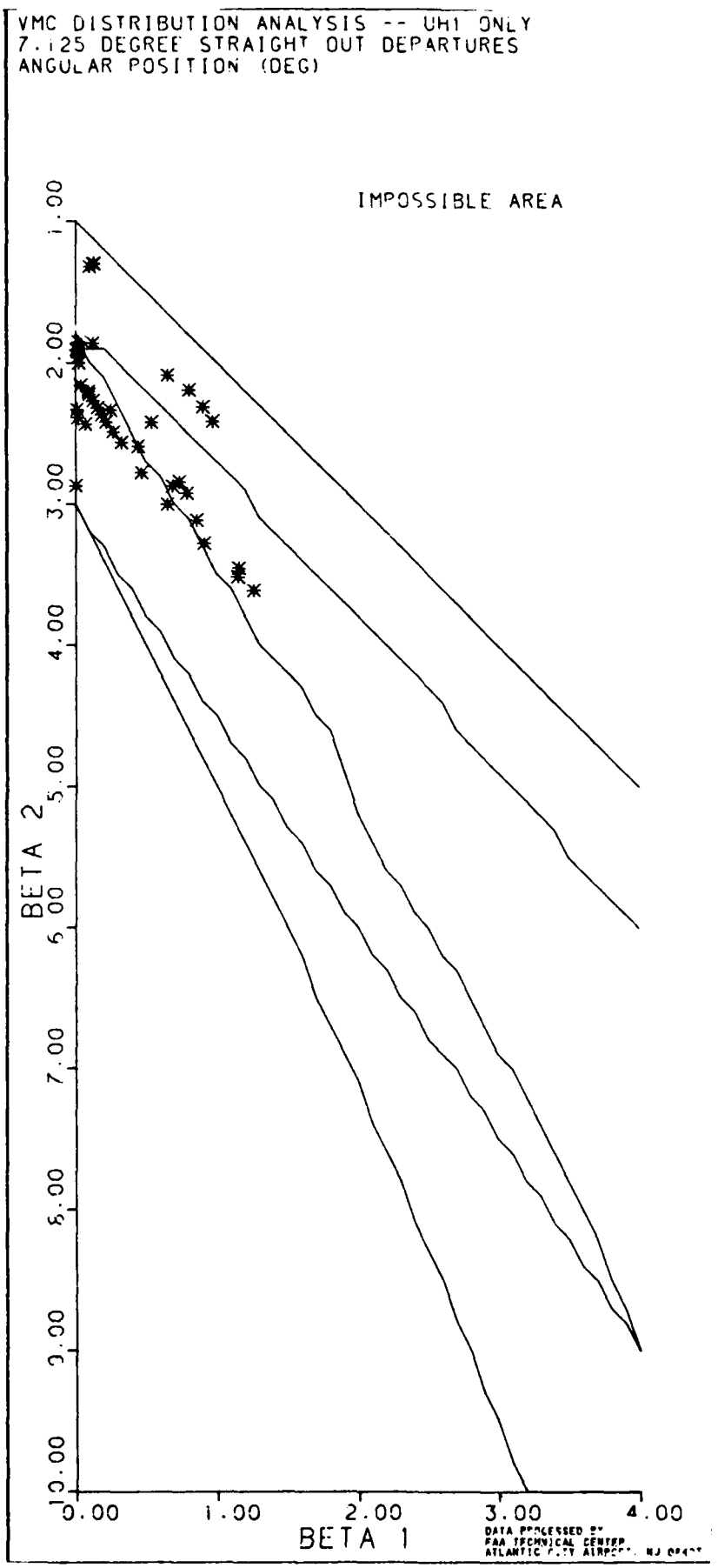

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)

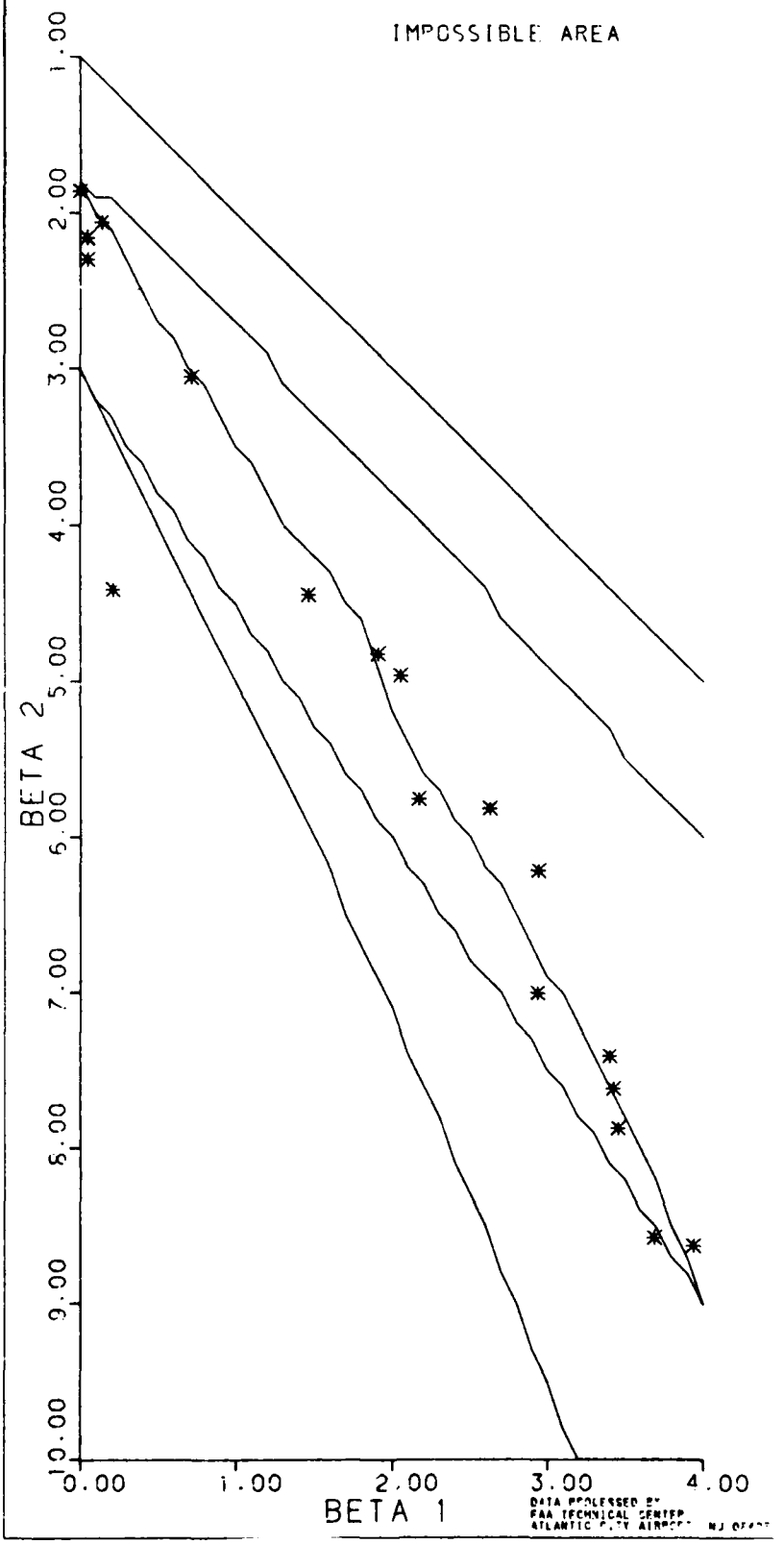


VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)

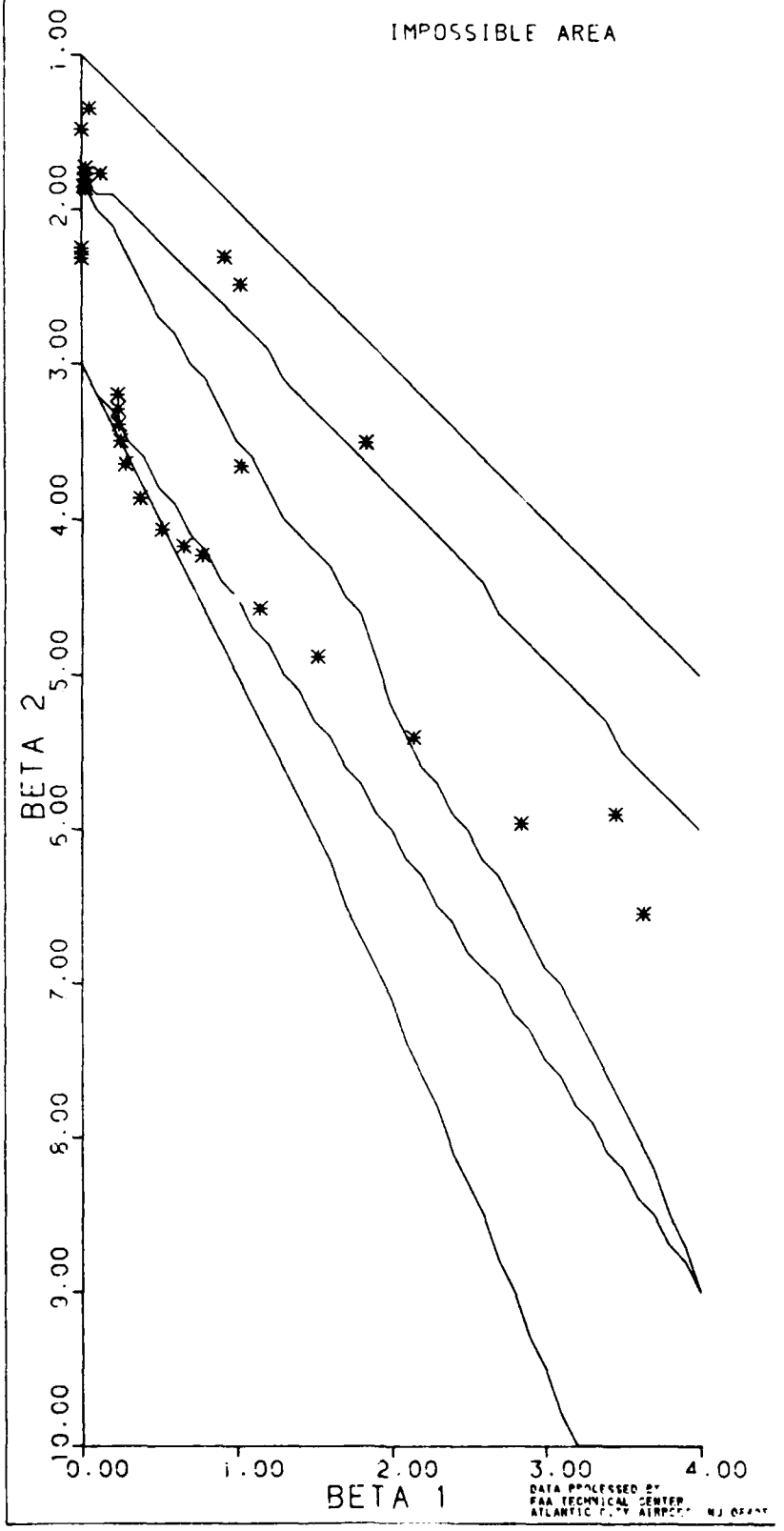


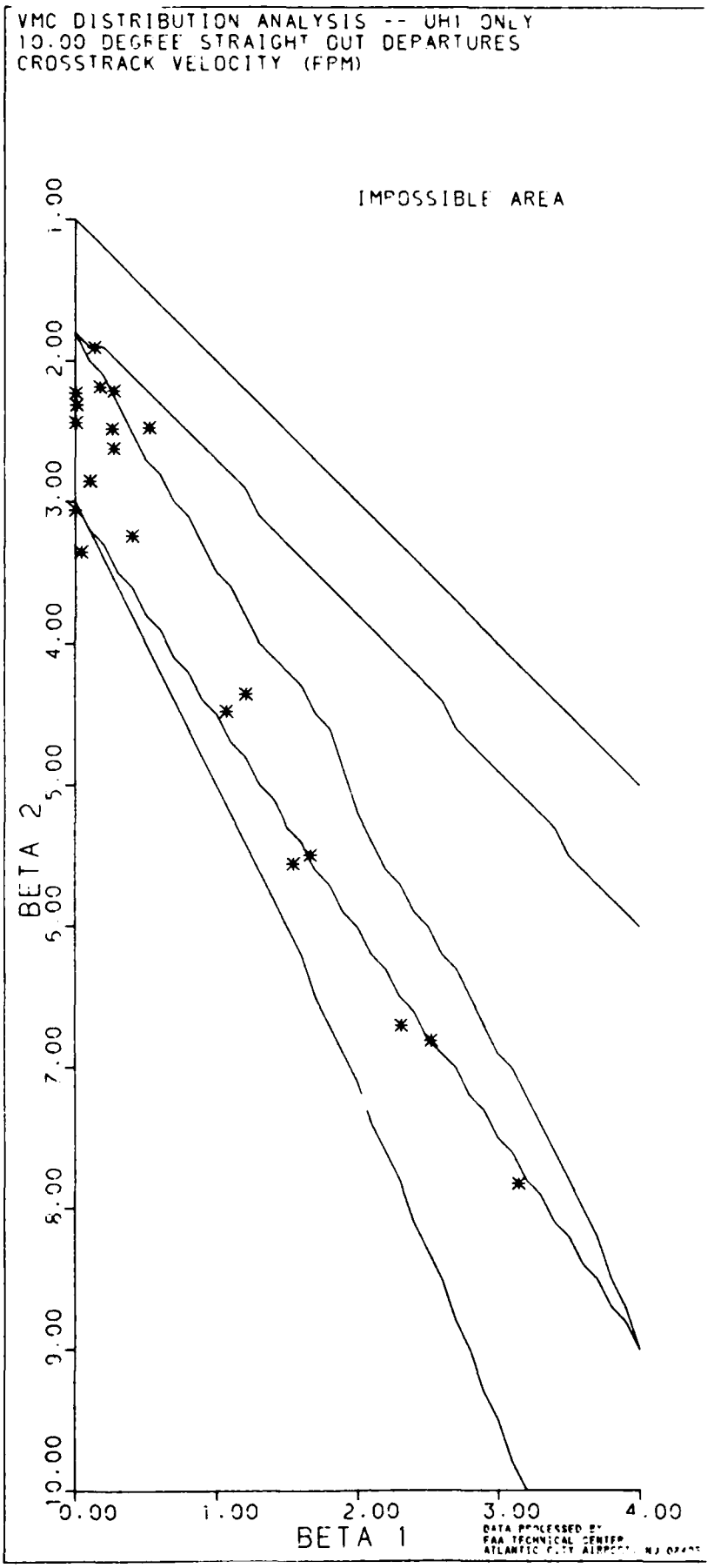

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
BETA 1
0.00
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
DATA PROCESSED BY
FAA TECHNICAL CENTER

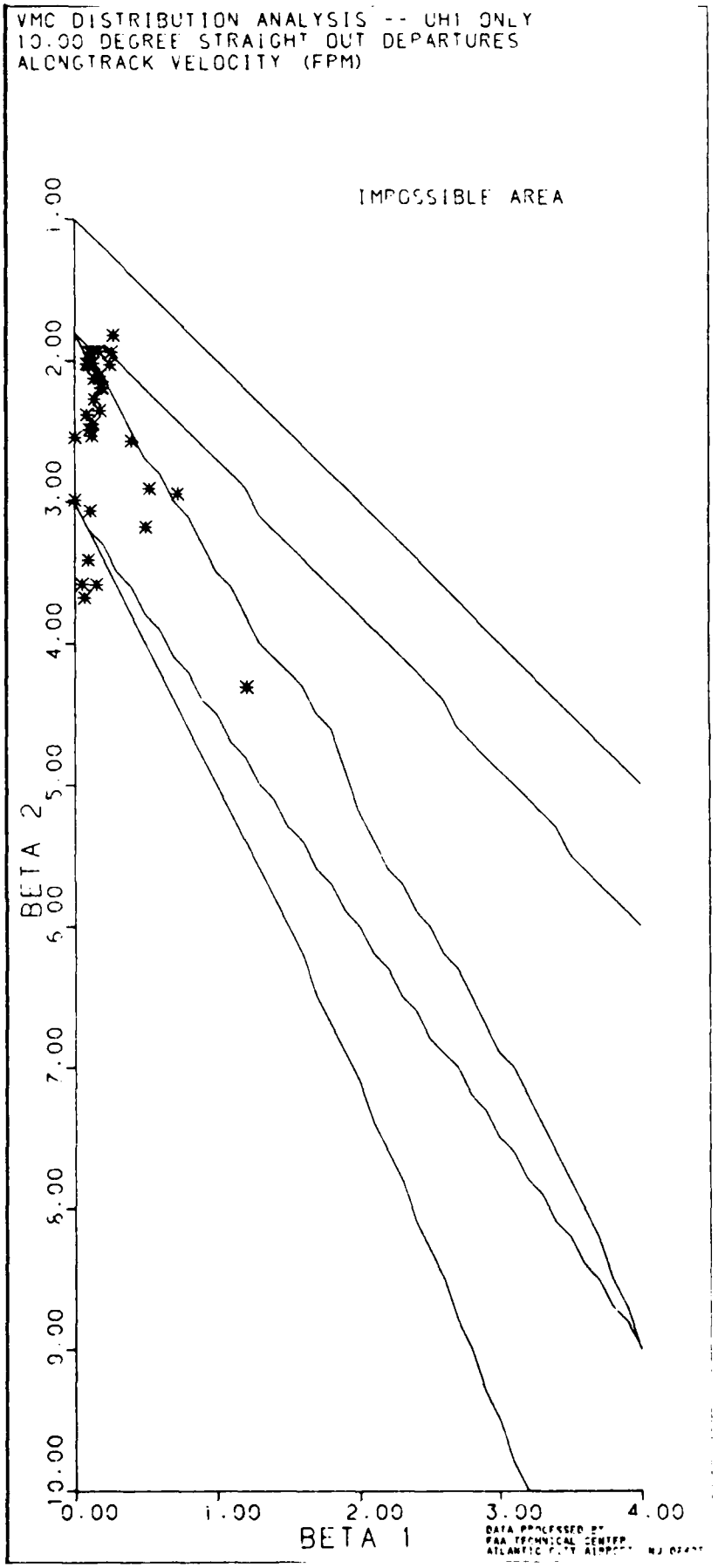
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)

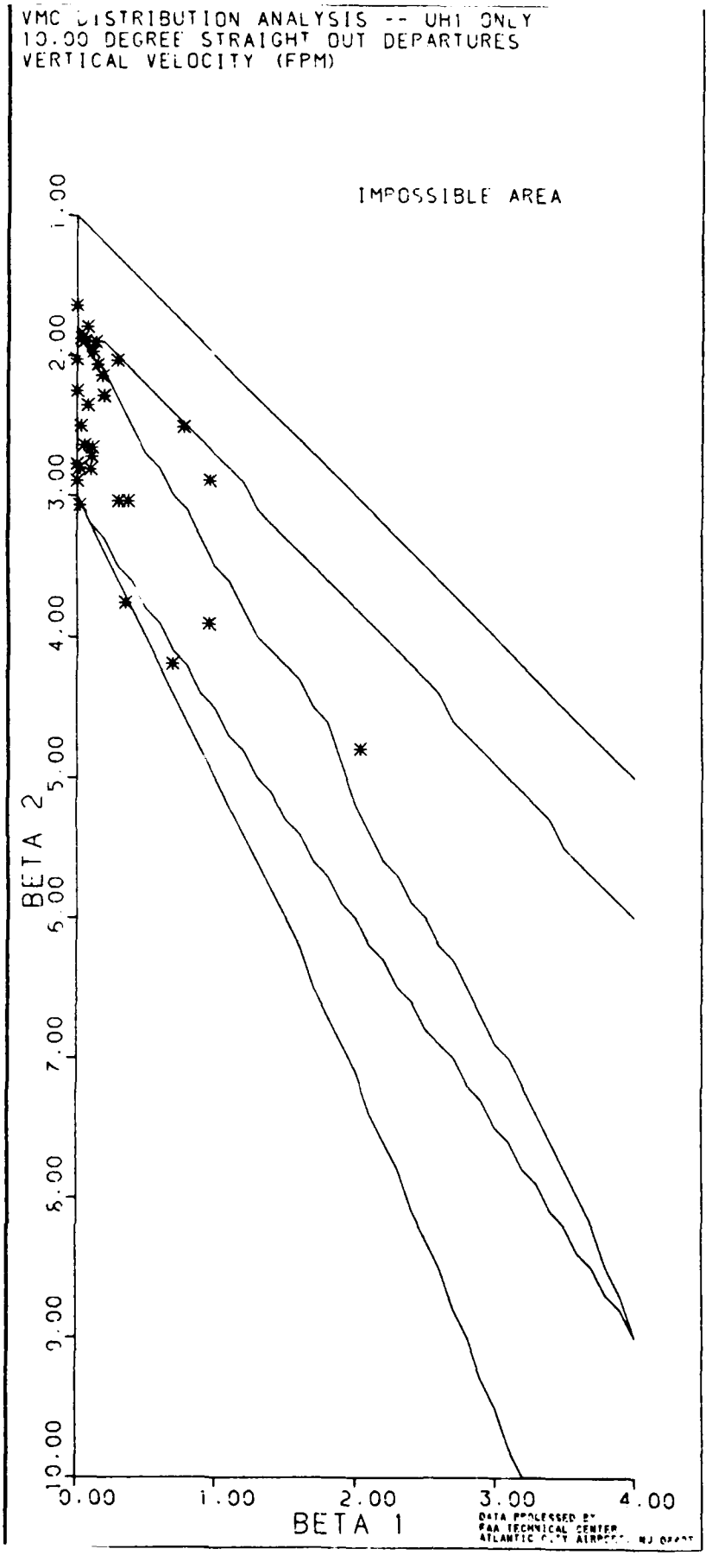


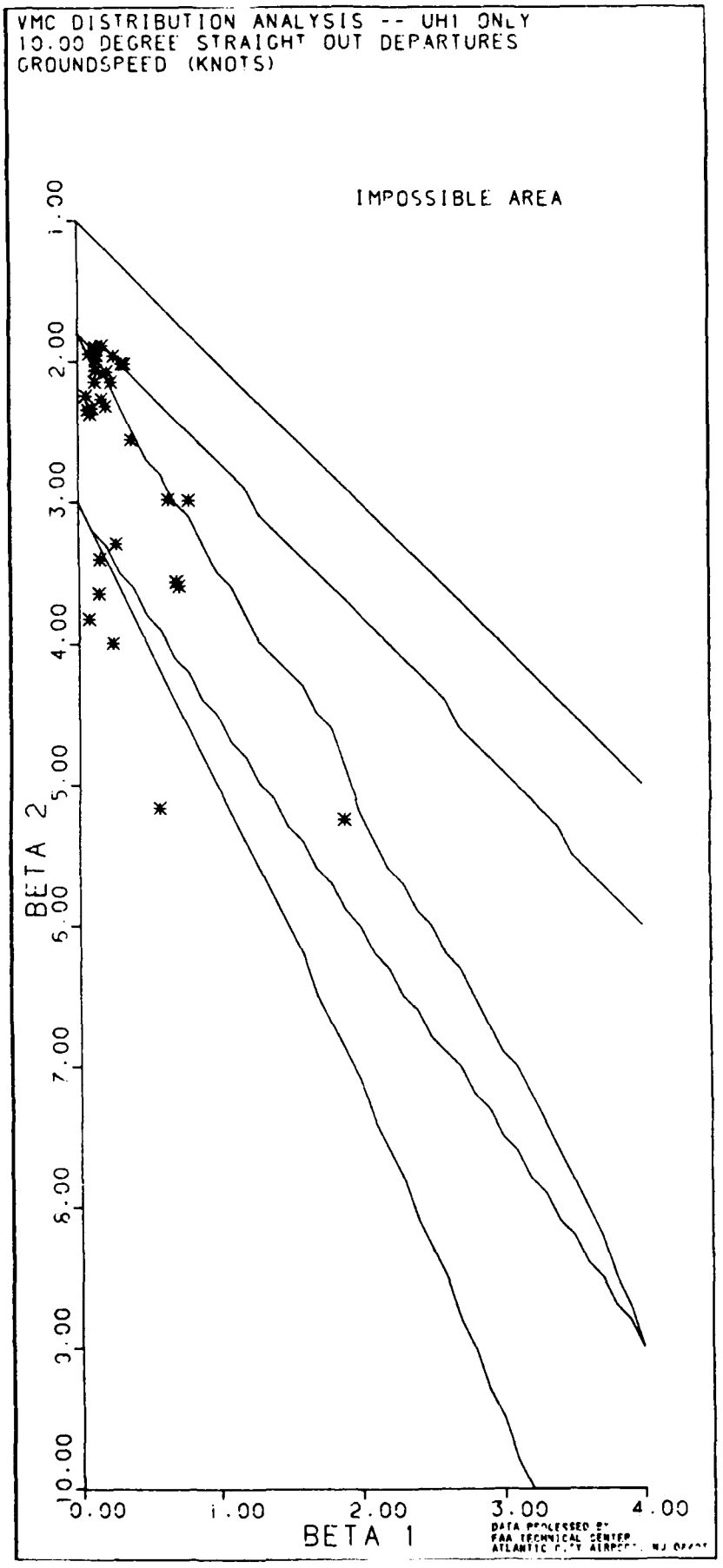
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)

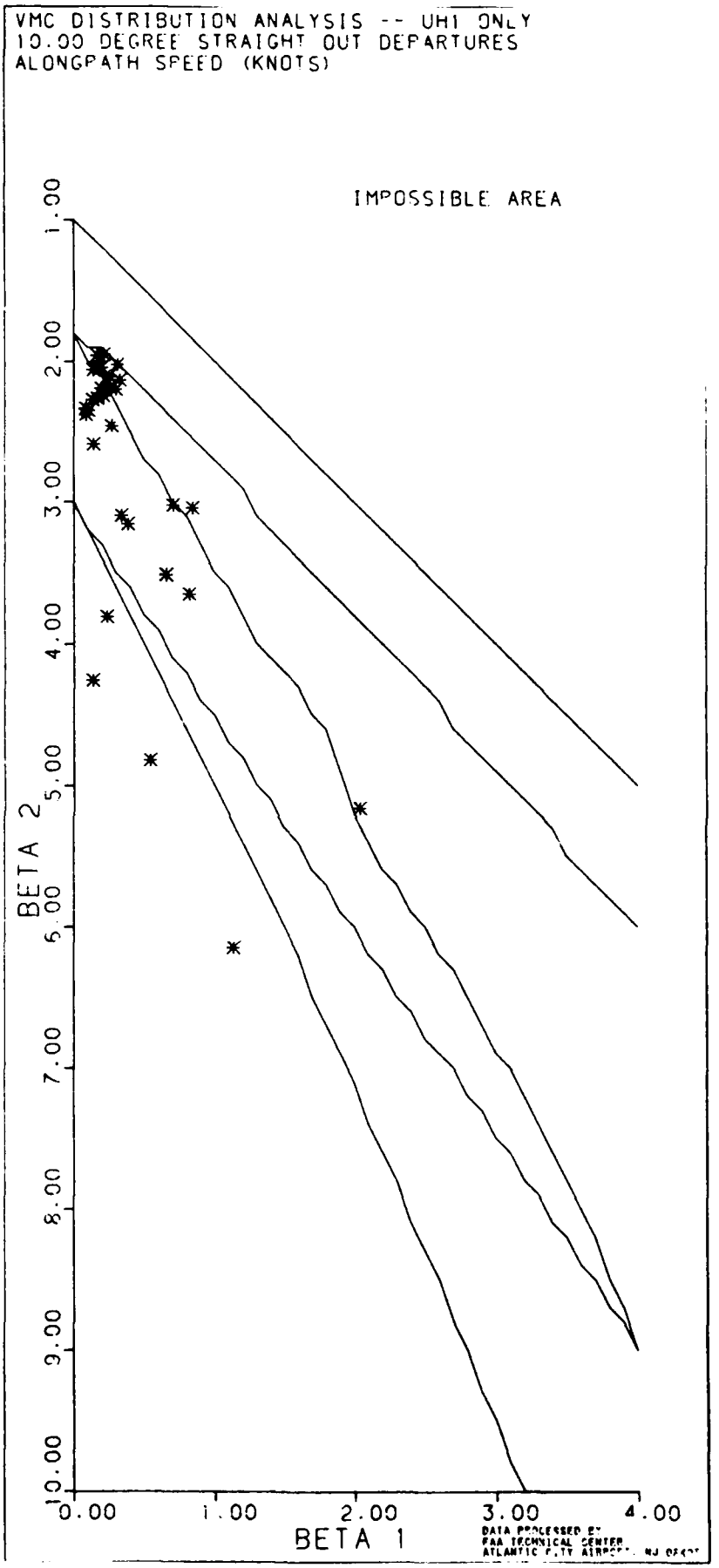


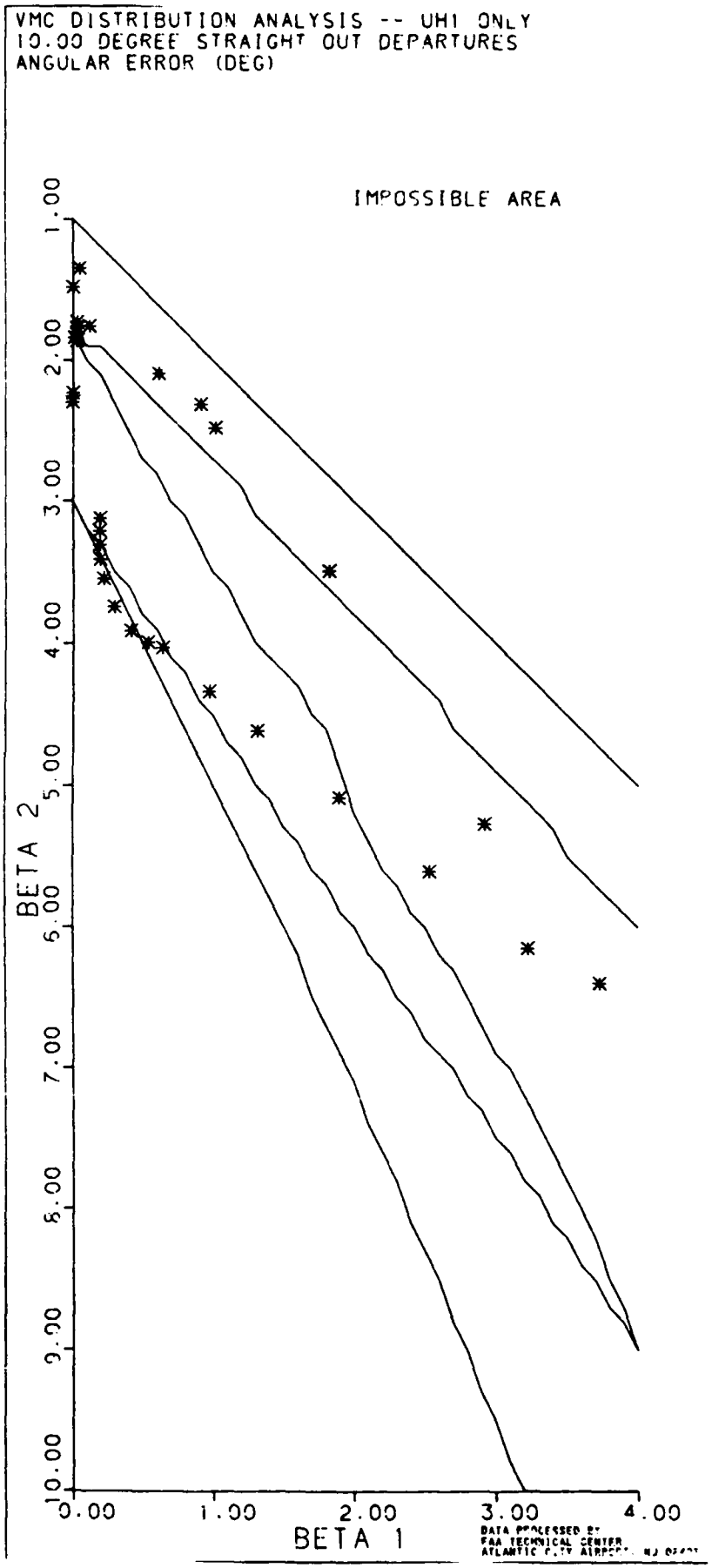

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
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1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

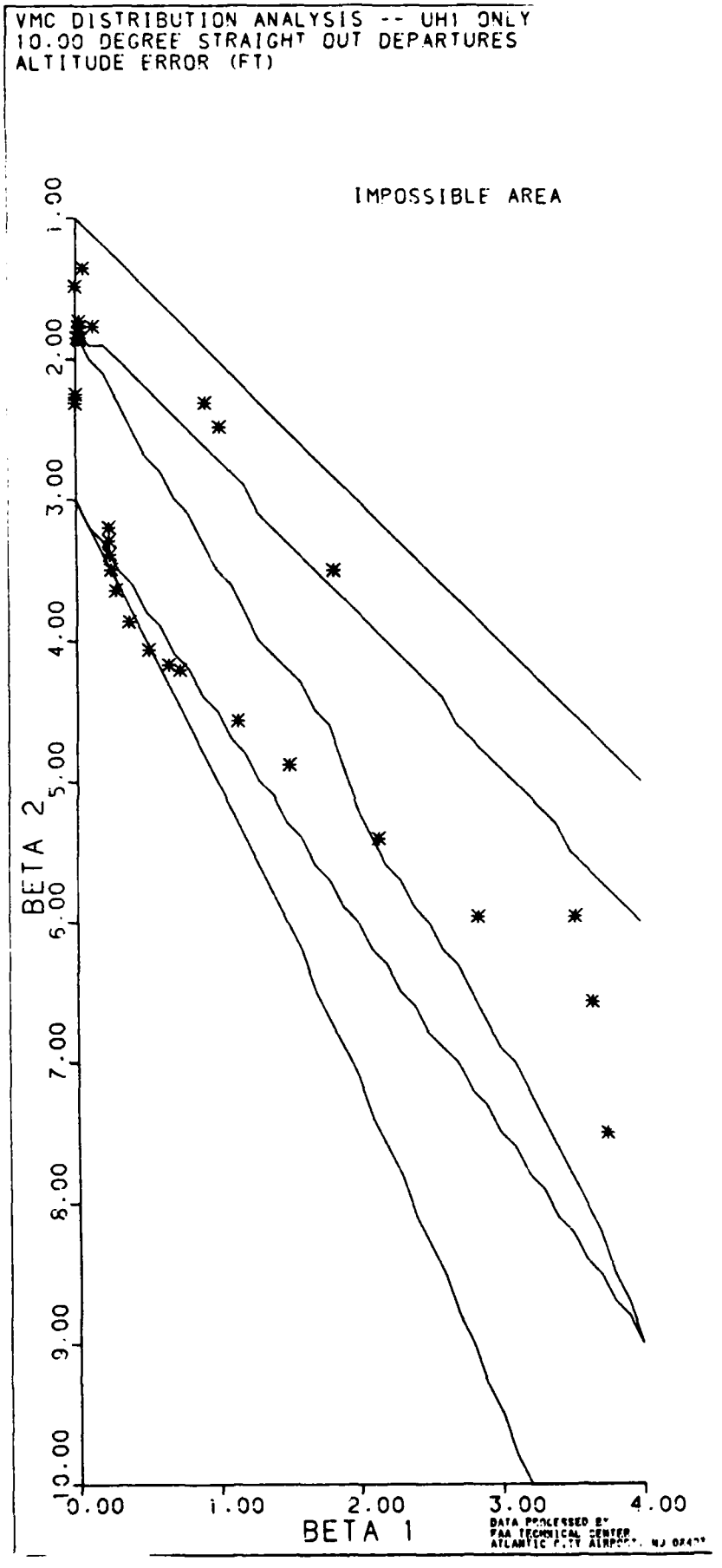

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

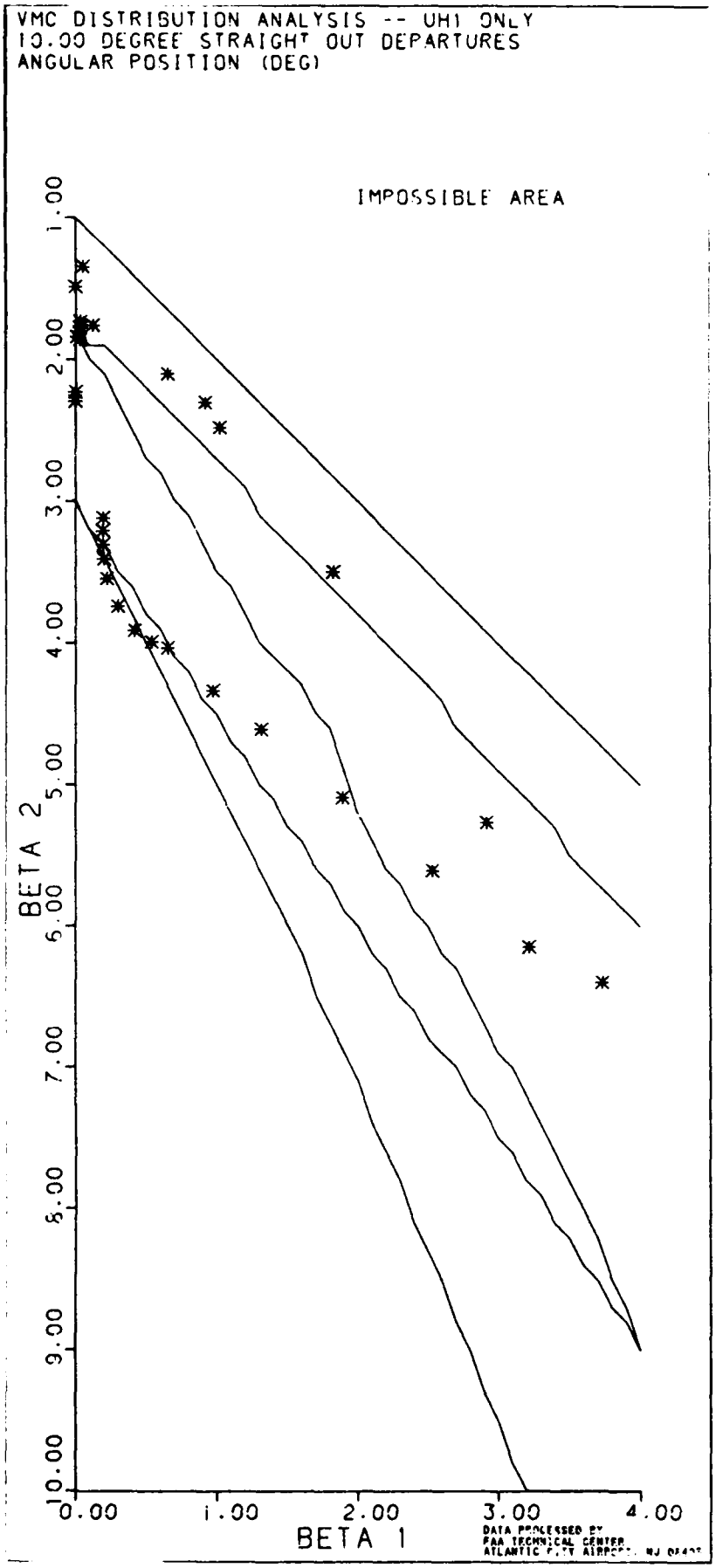

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

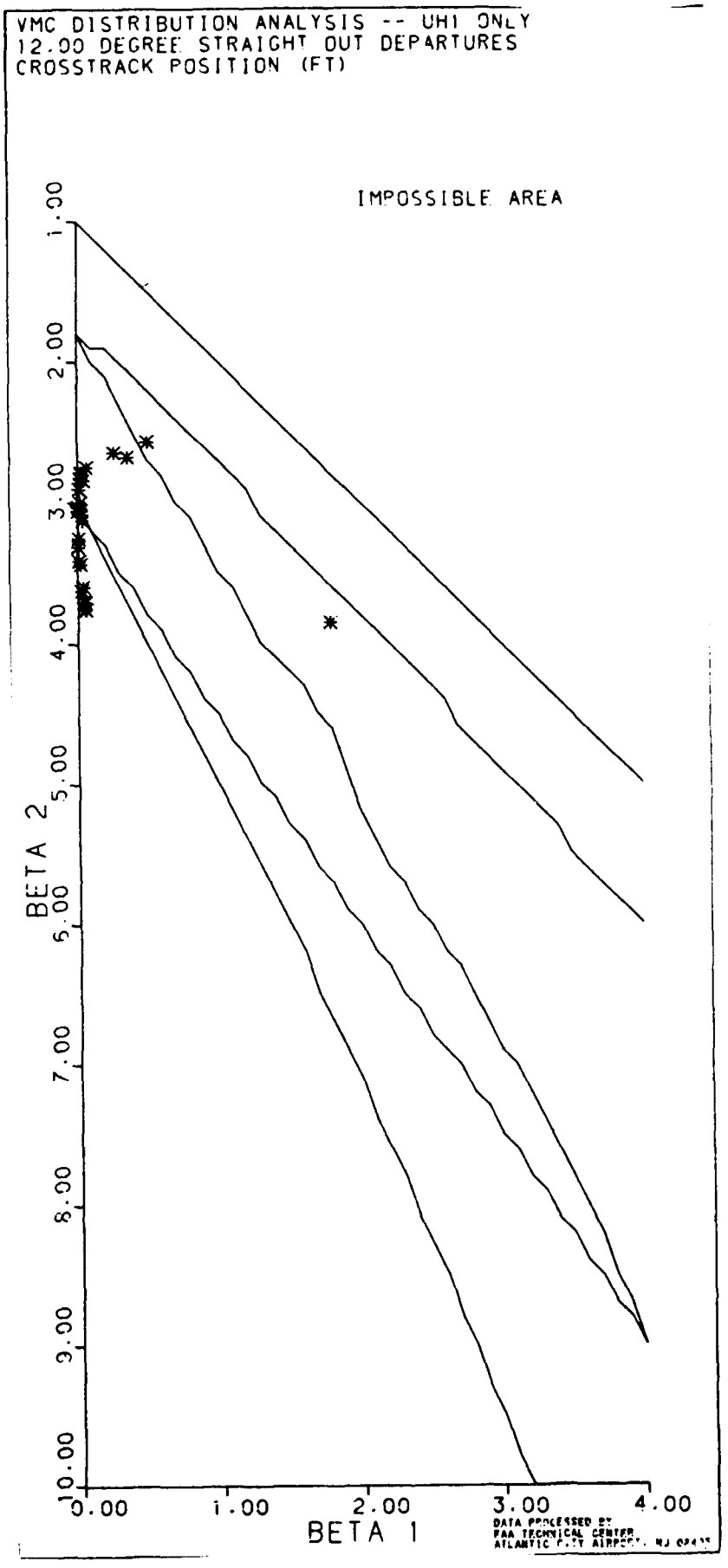

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

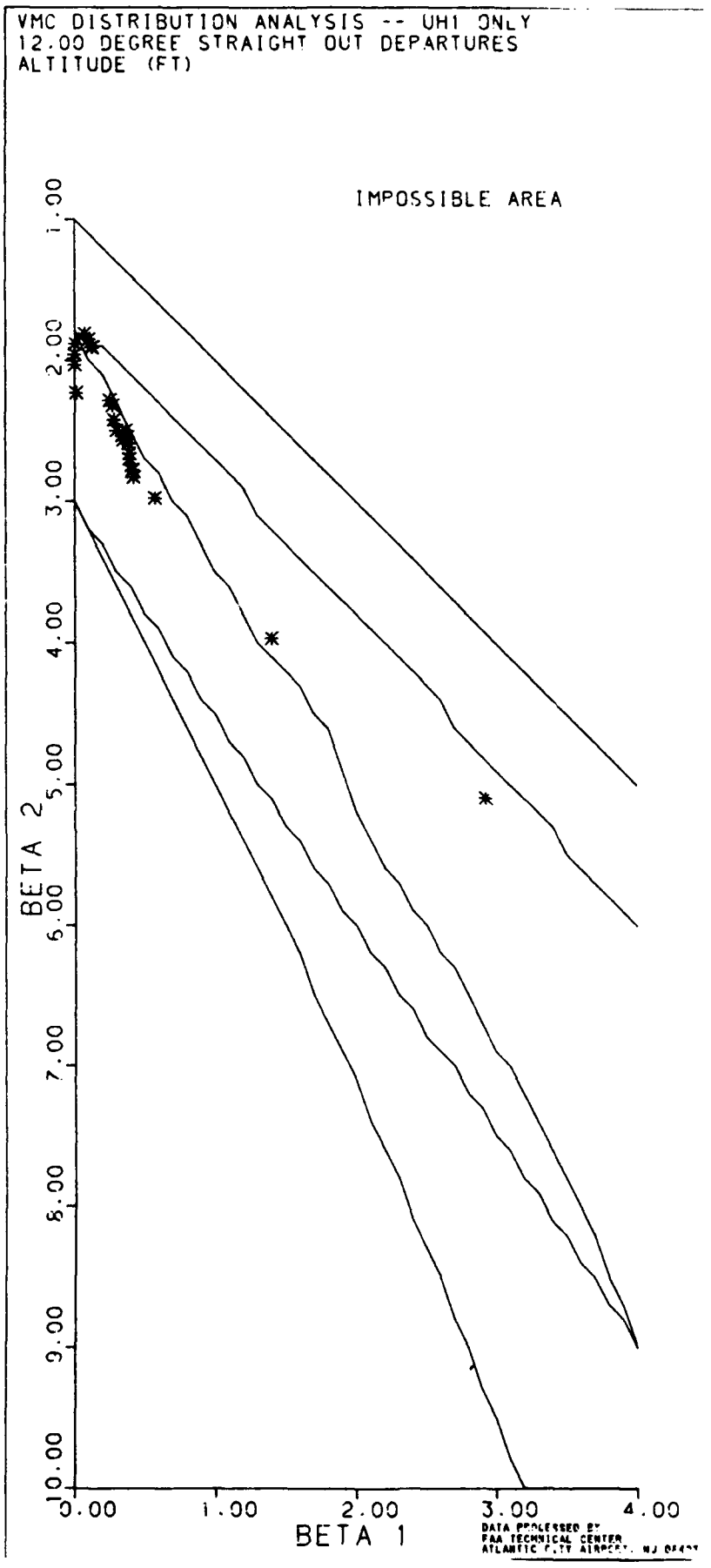

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

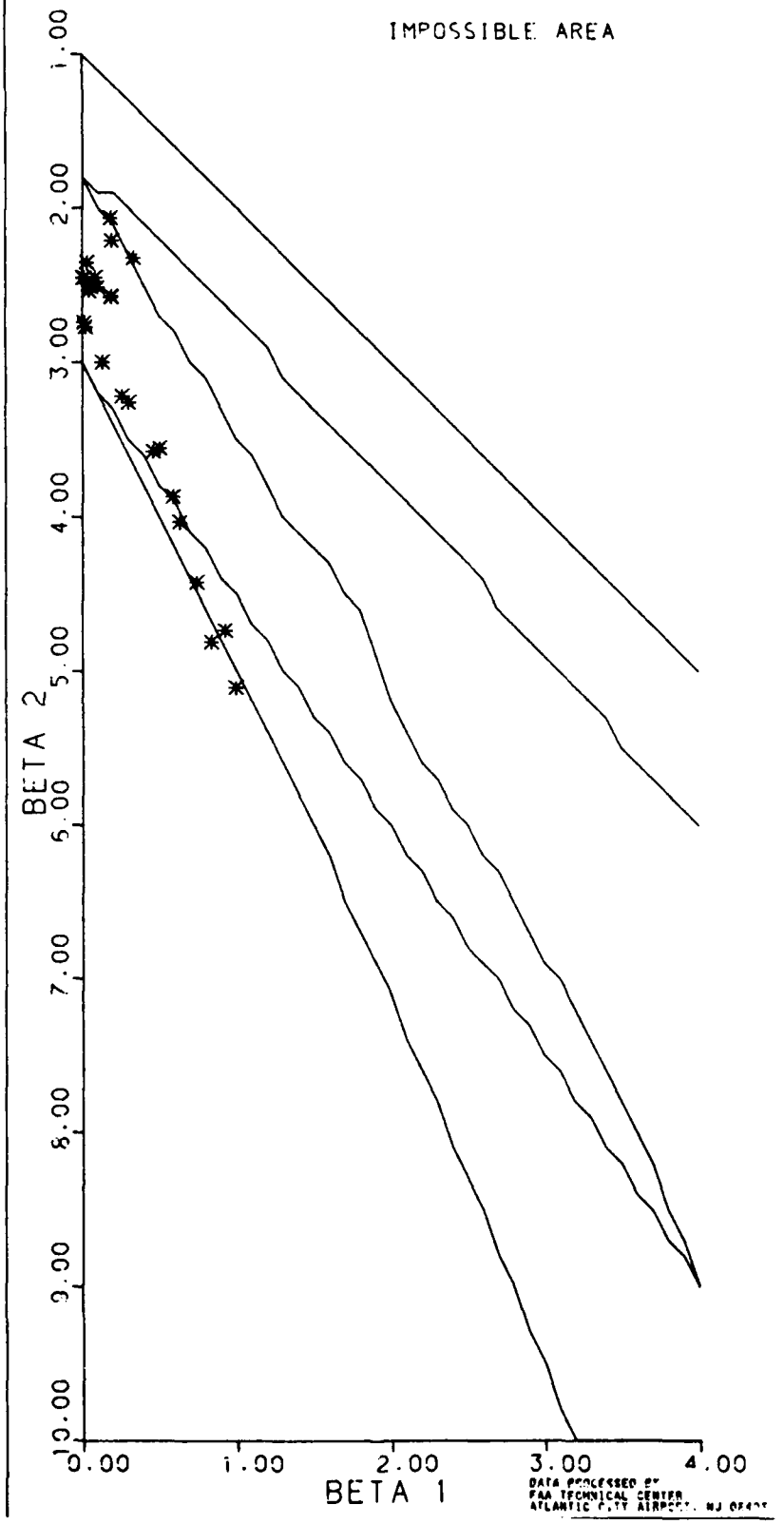

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

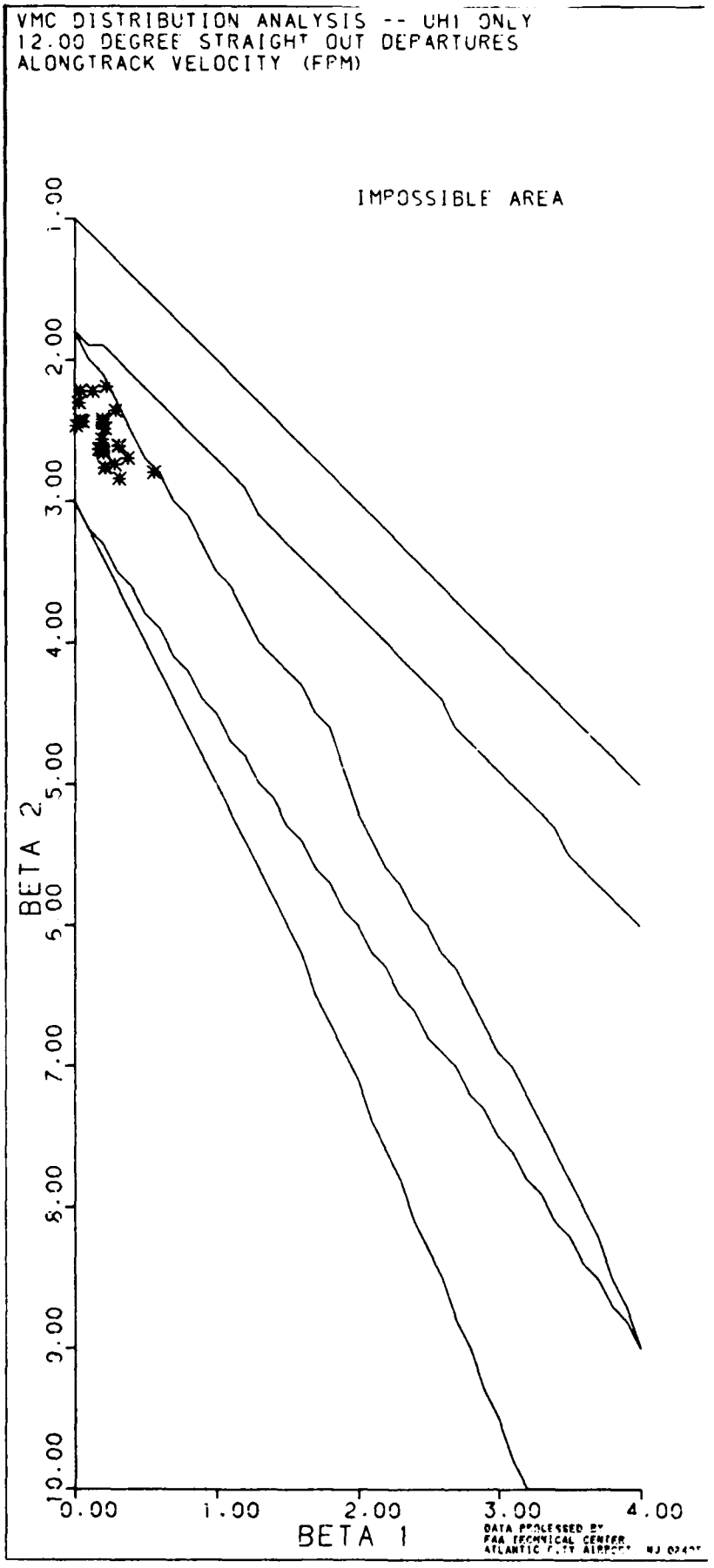

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

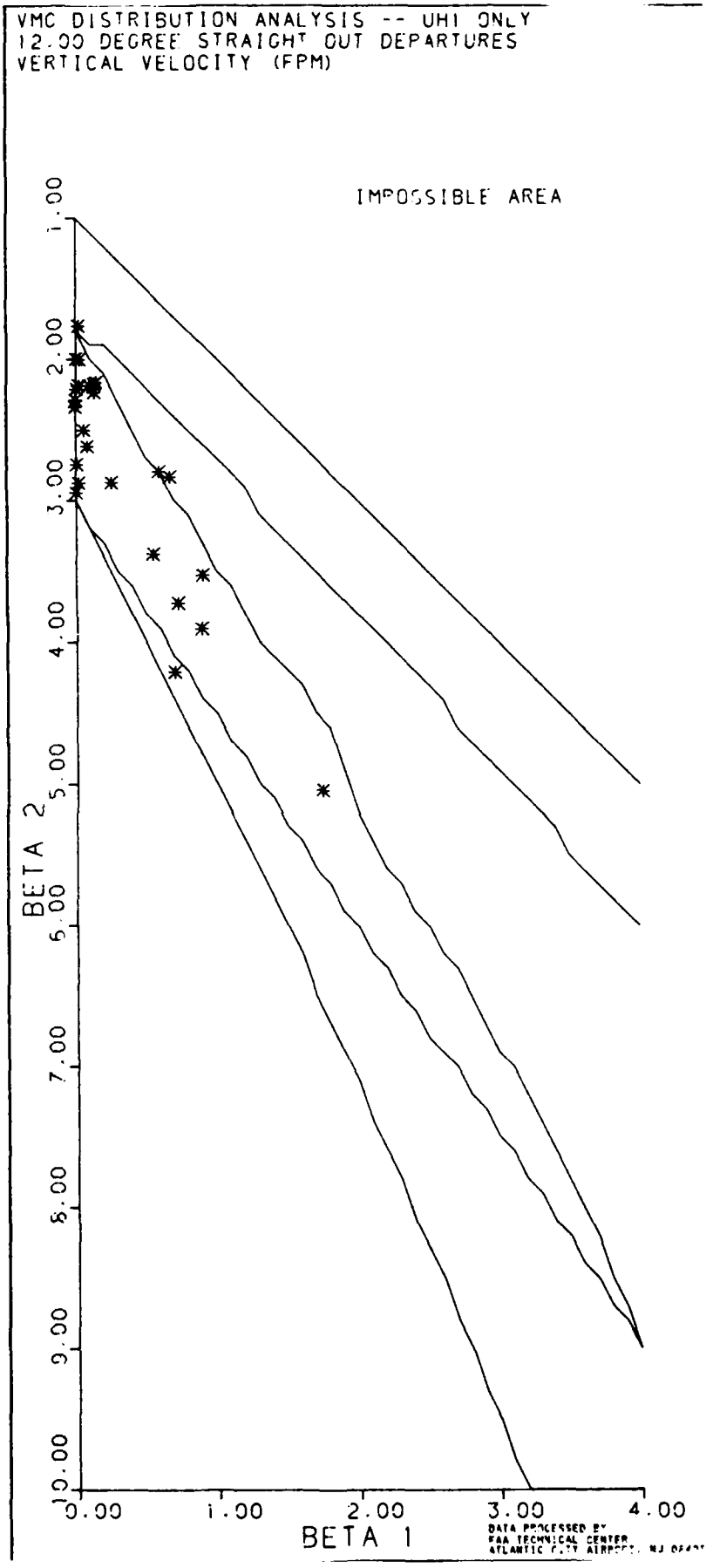

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

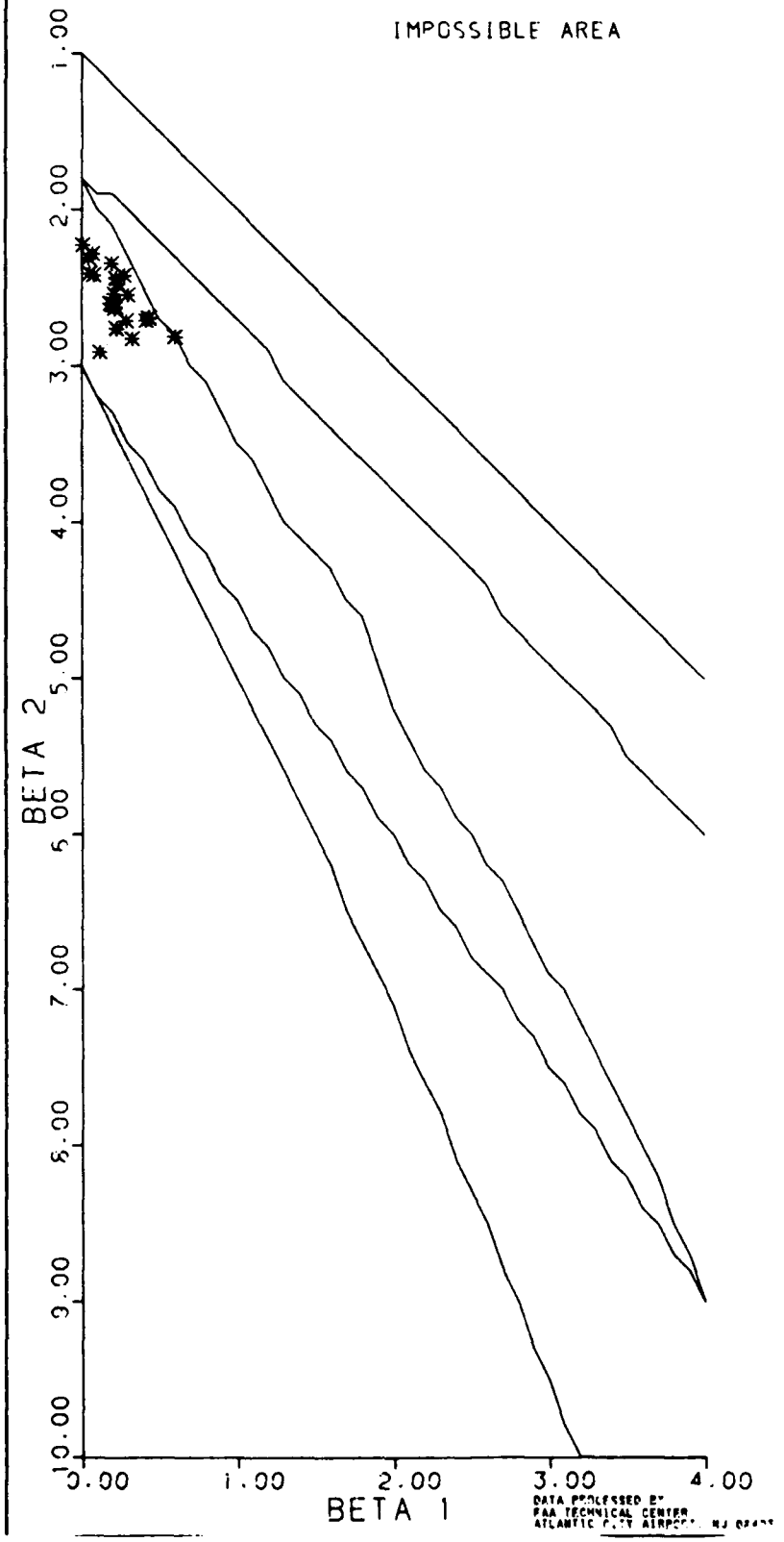
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)

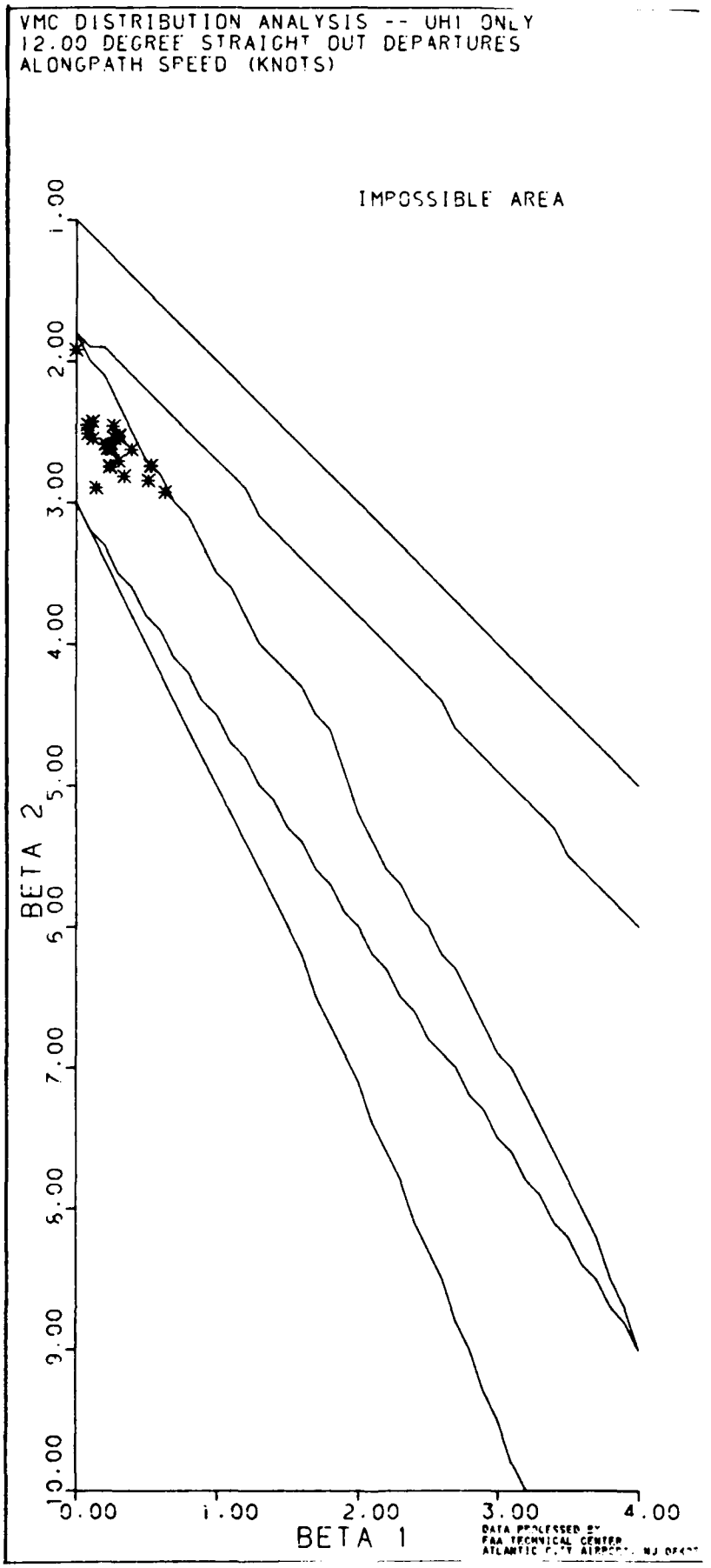


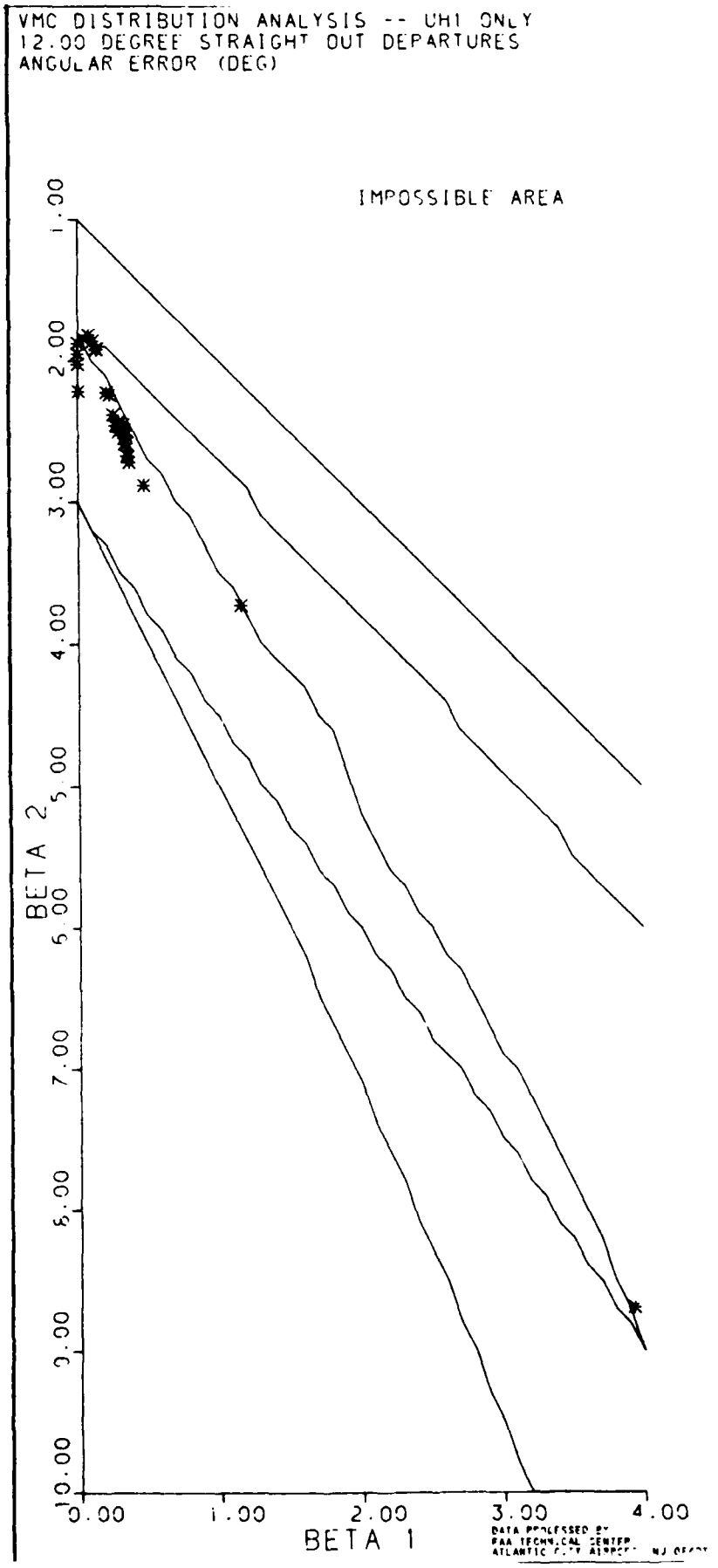

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405


VMC DISTRIBUTION ANALYSIS -- UHI ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

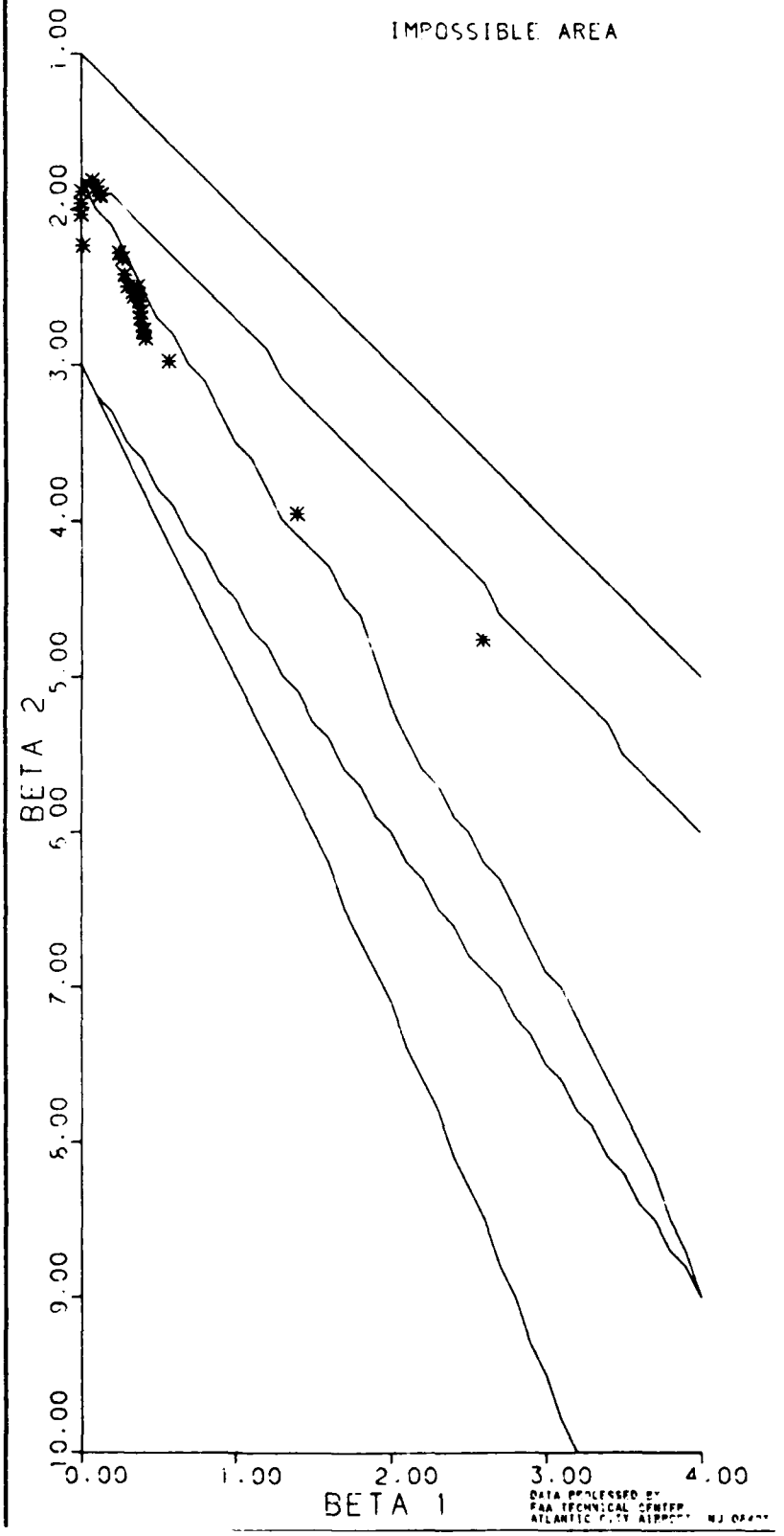
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)

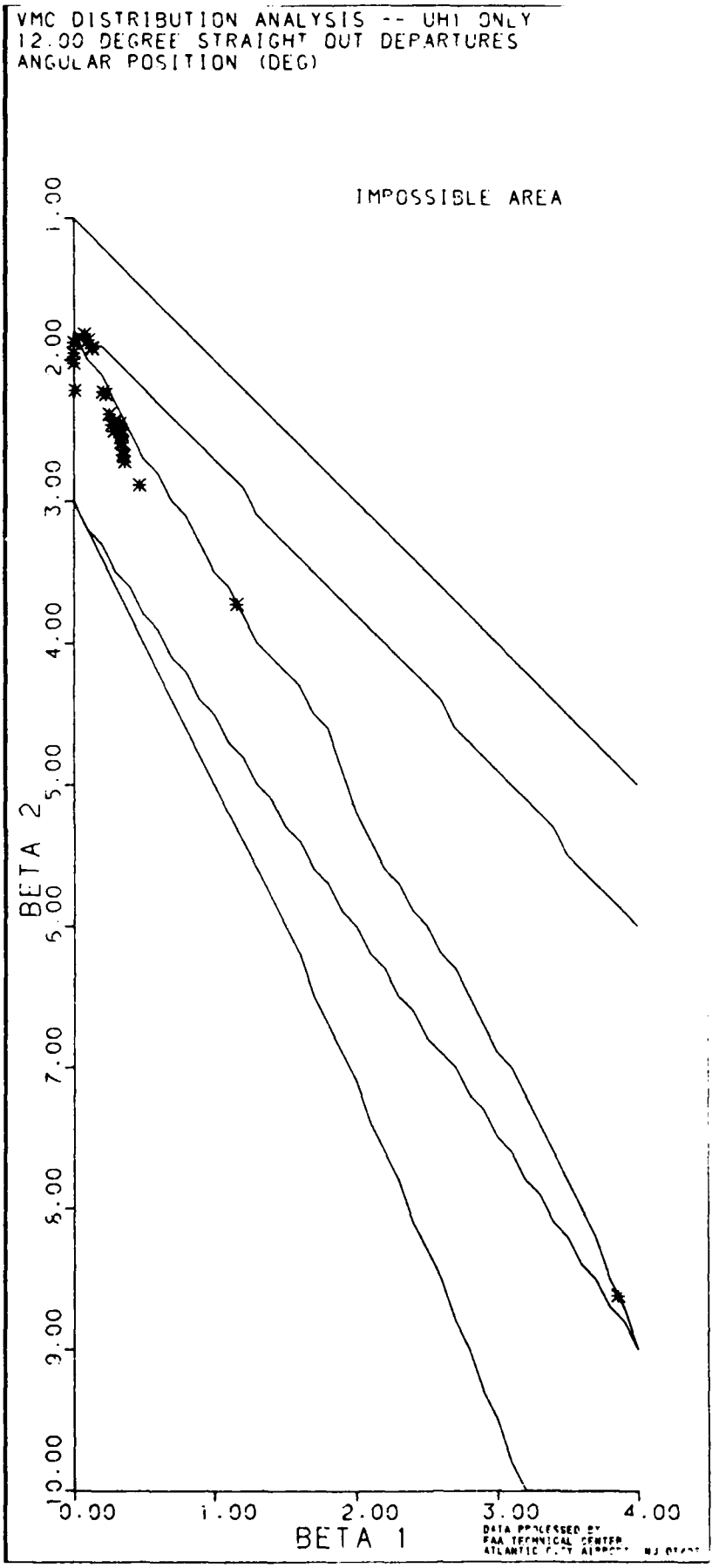


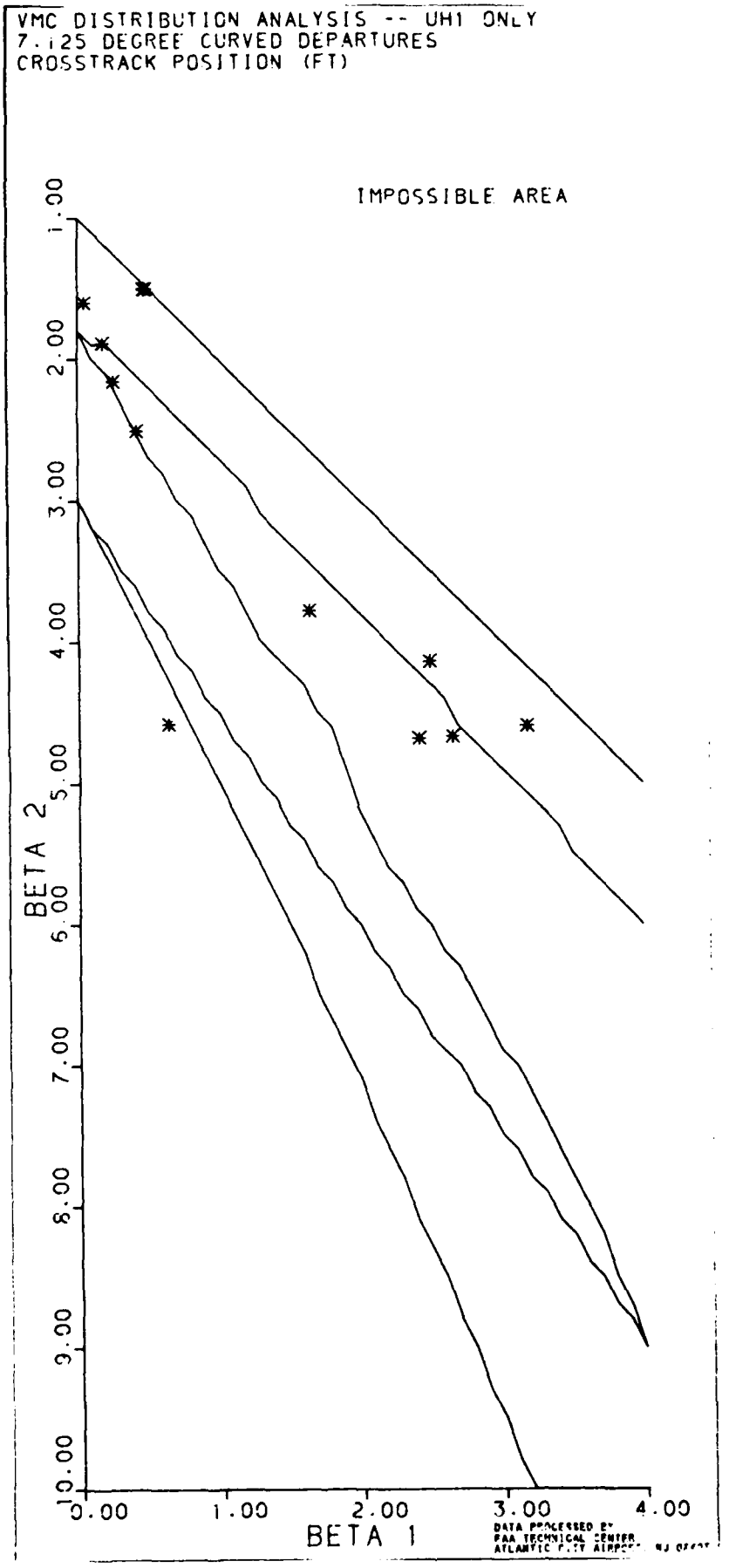

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

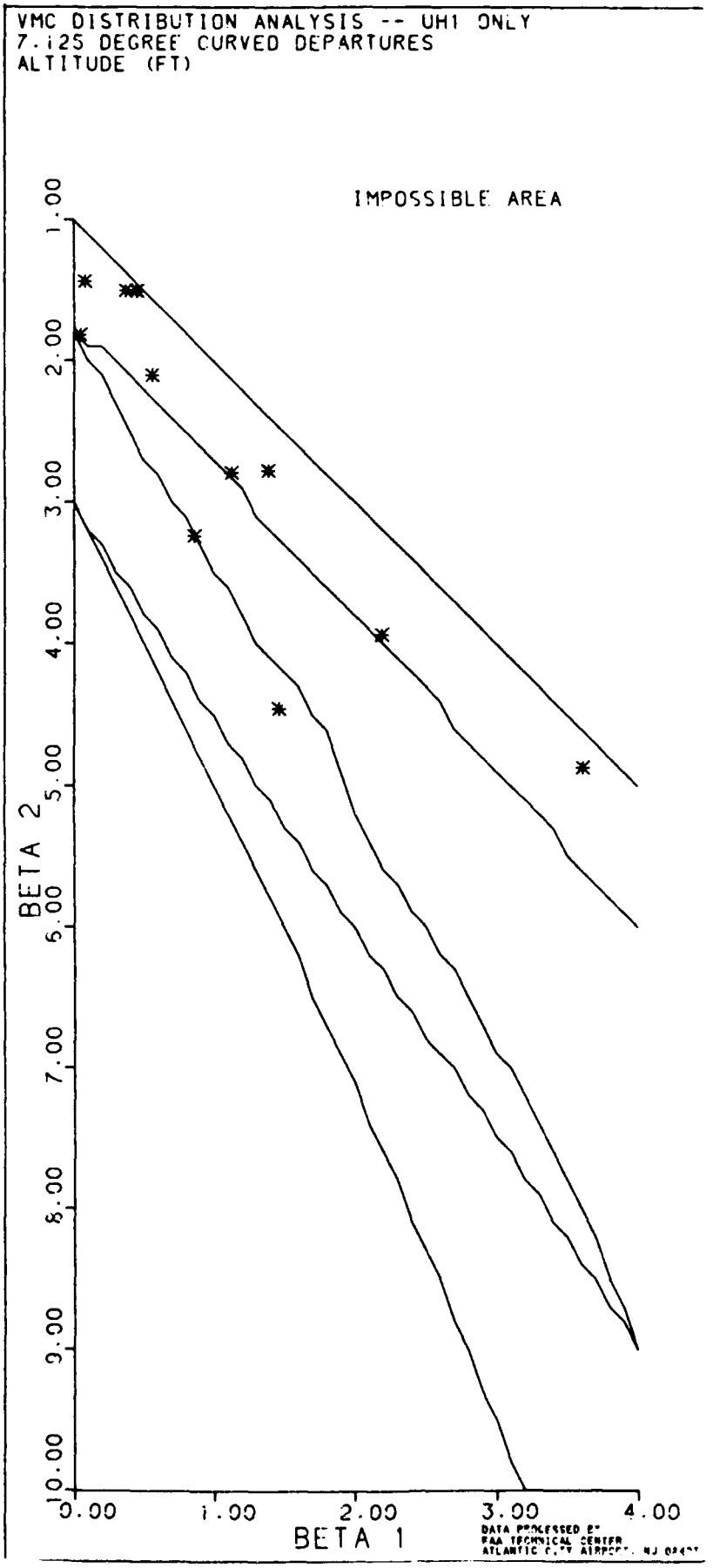

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)

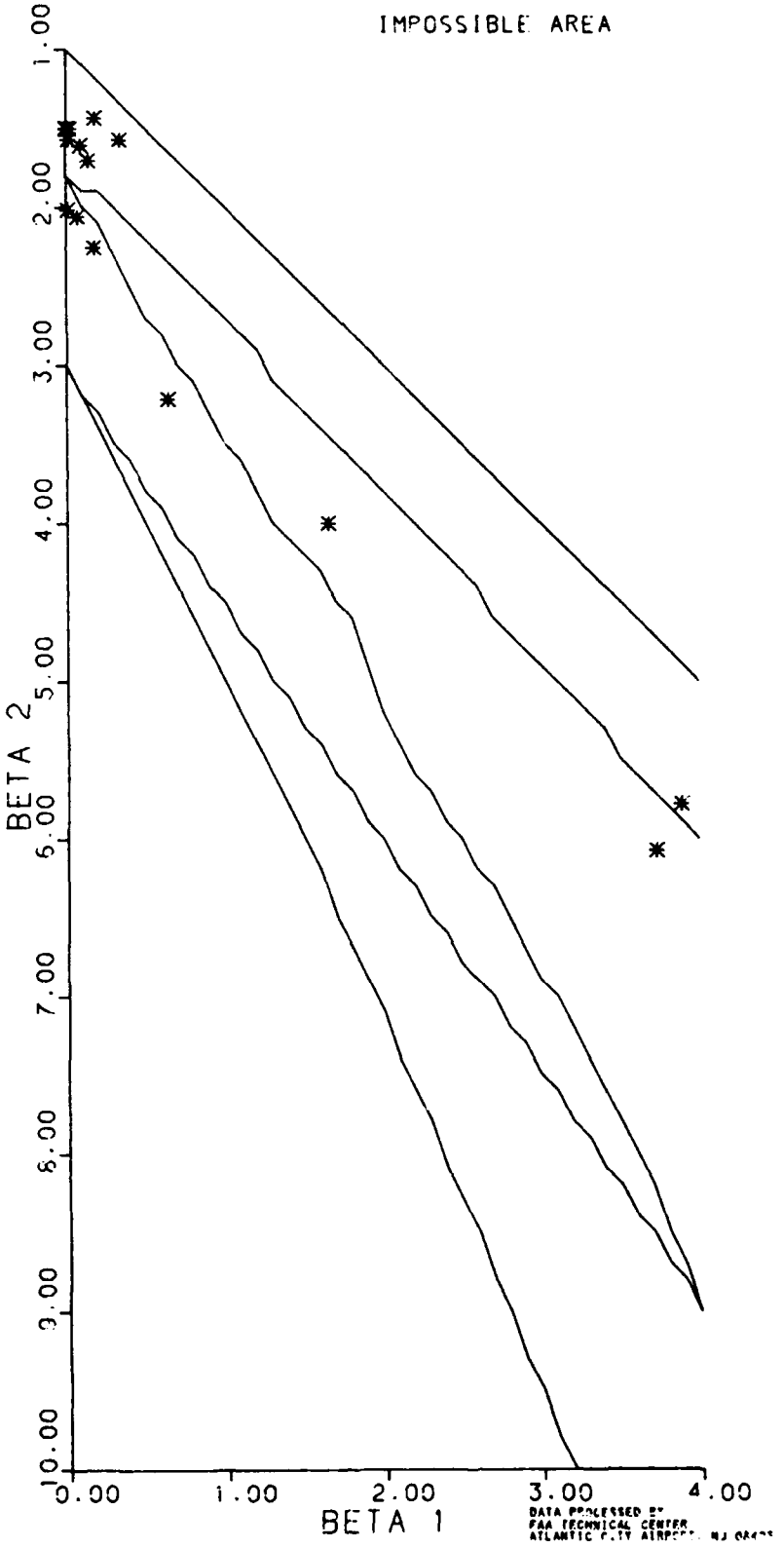


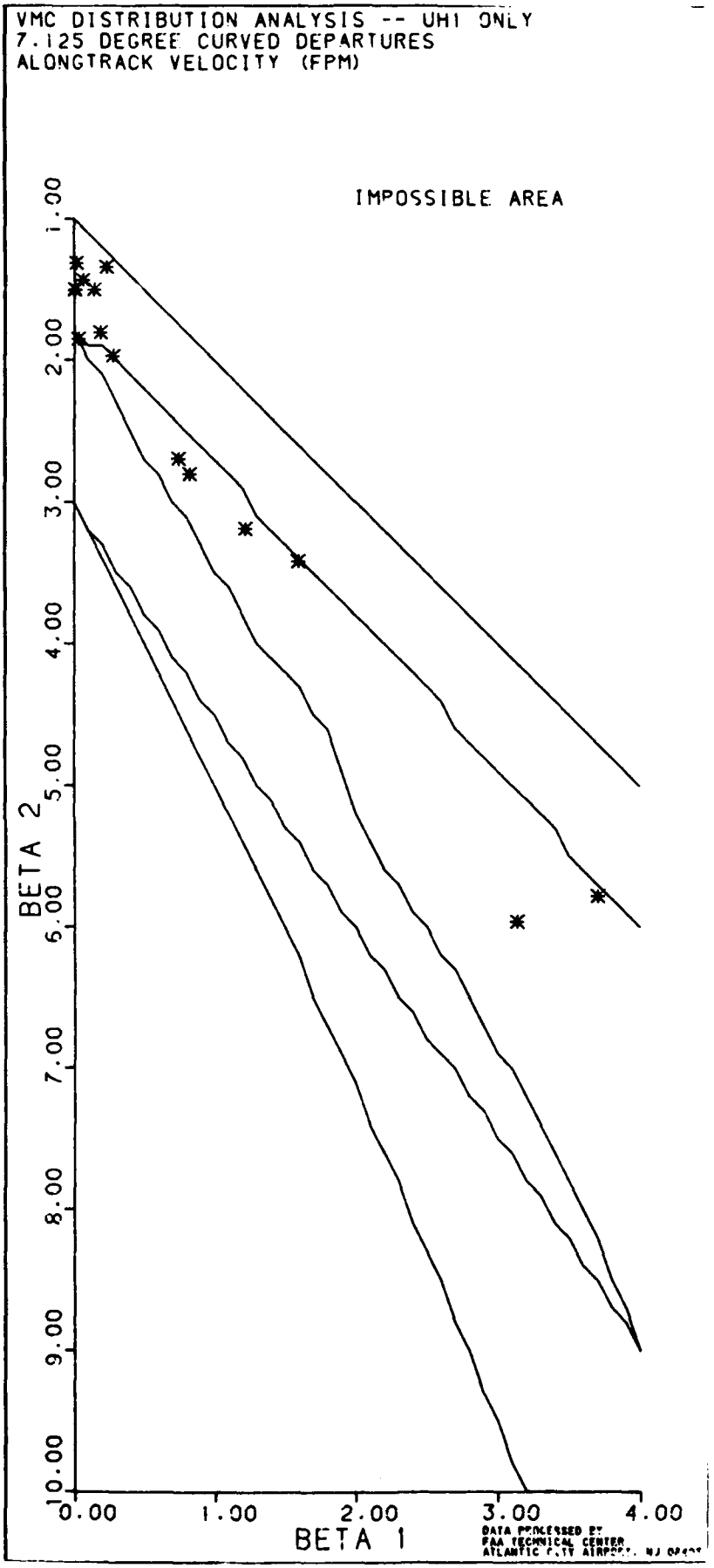

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT

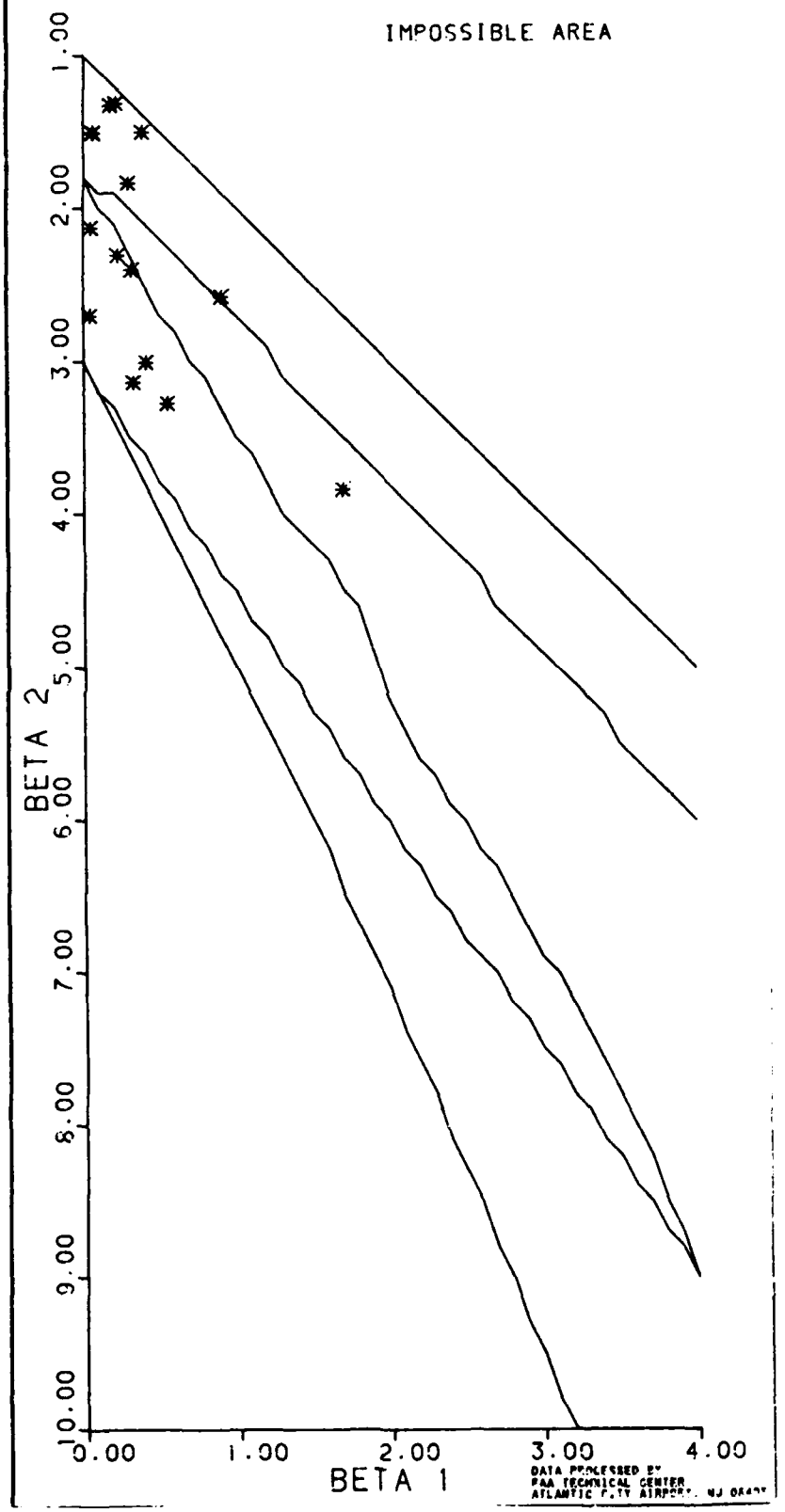

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

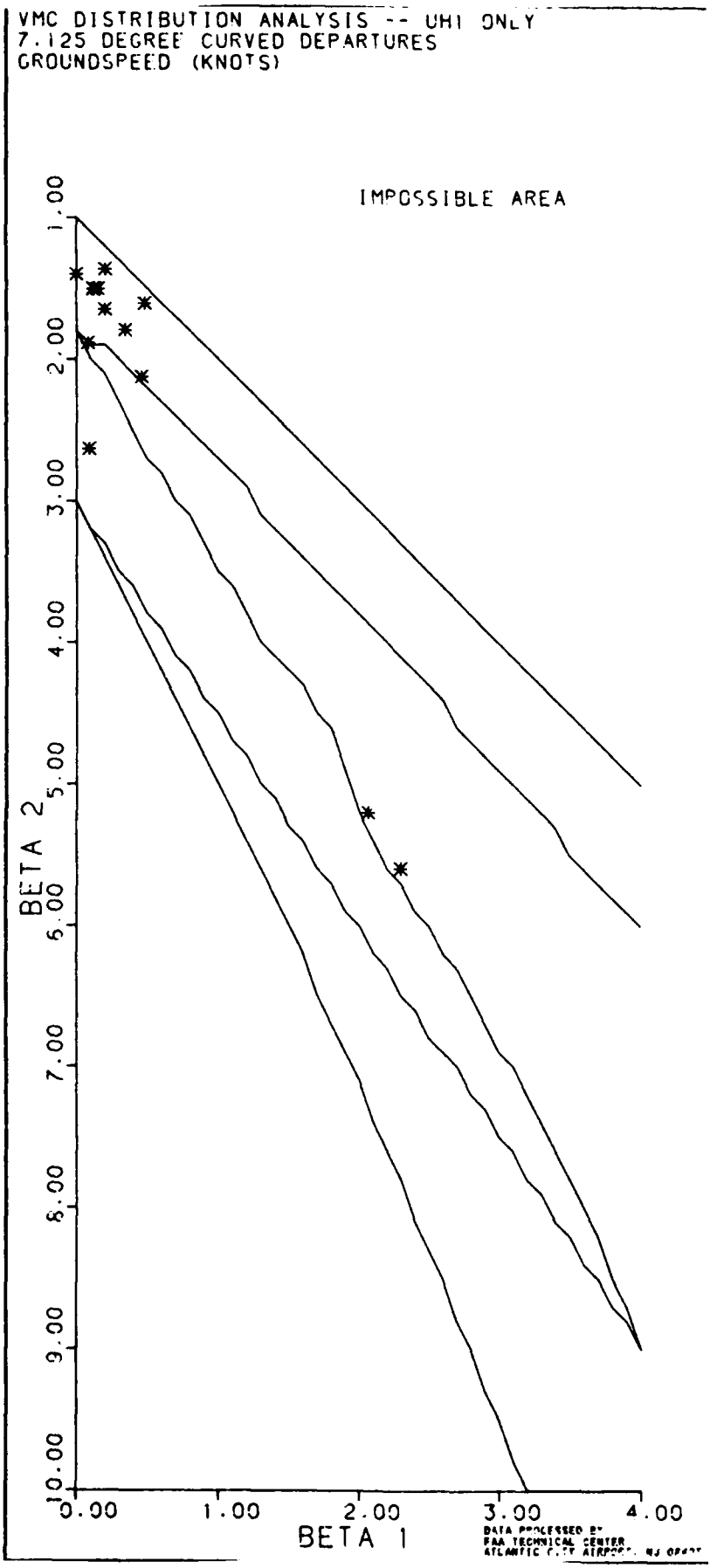
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)

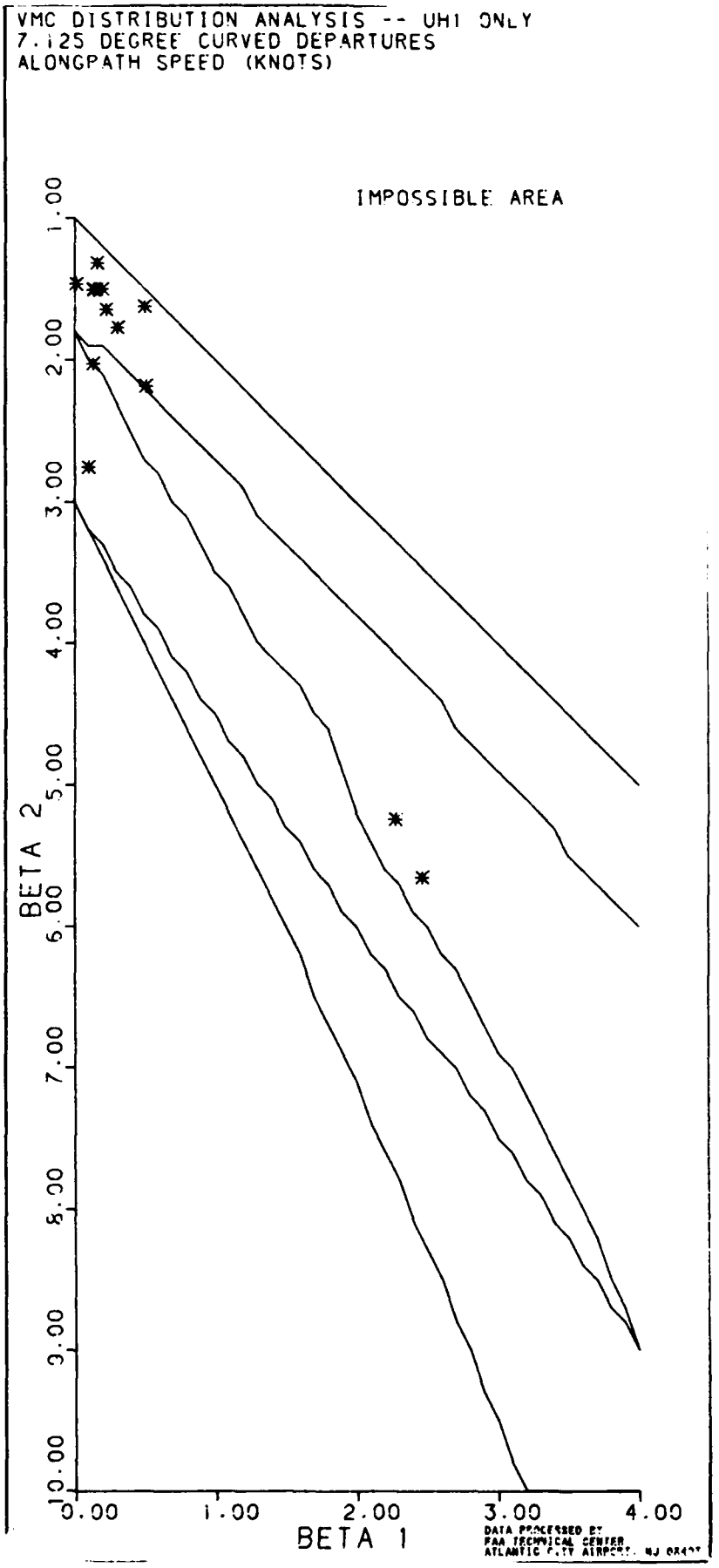


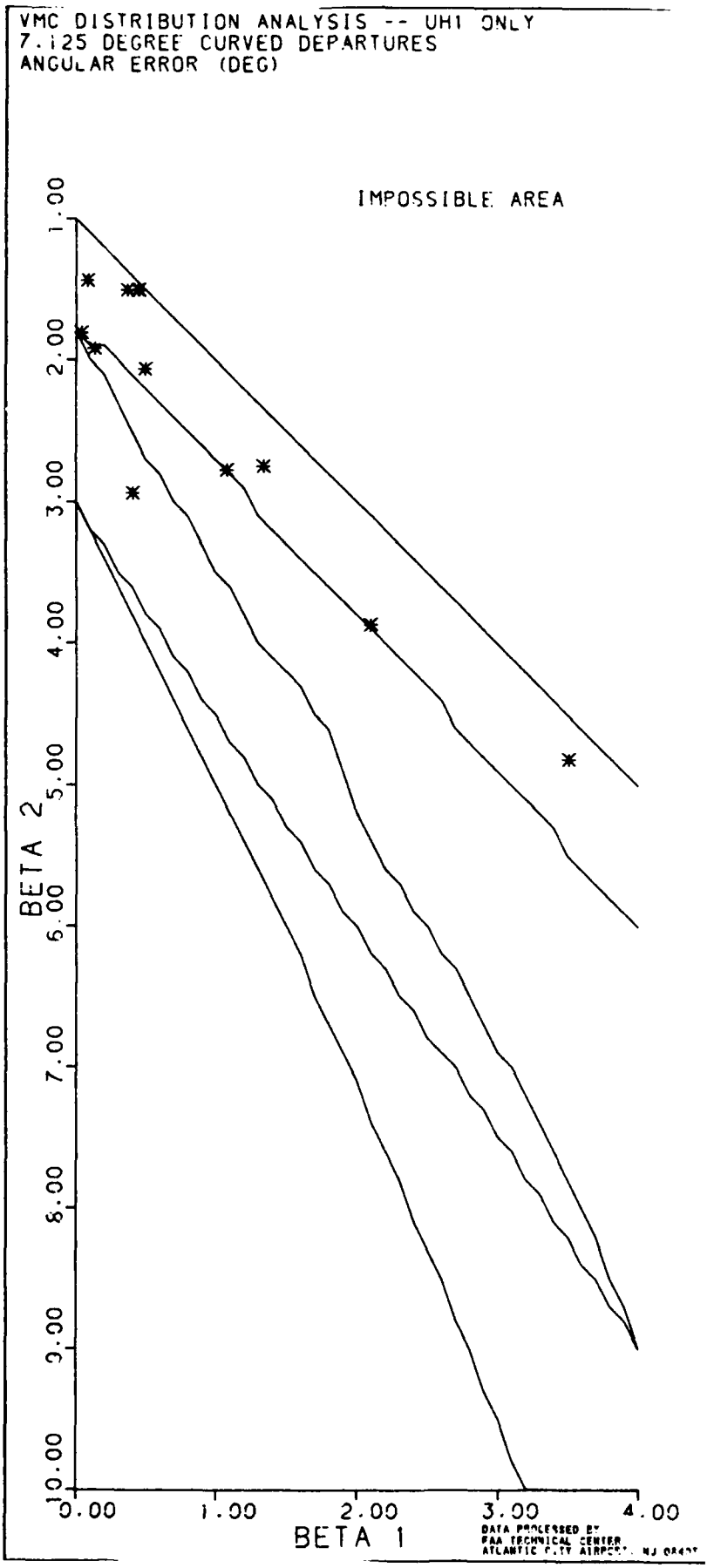

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

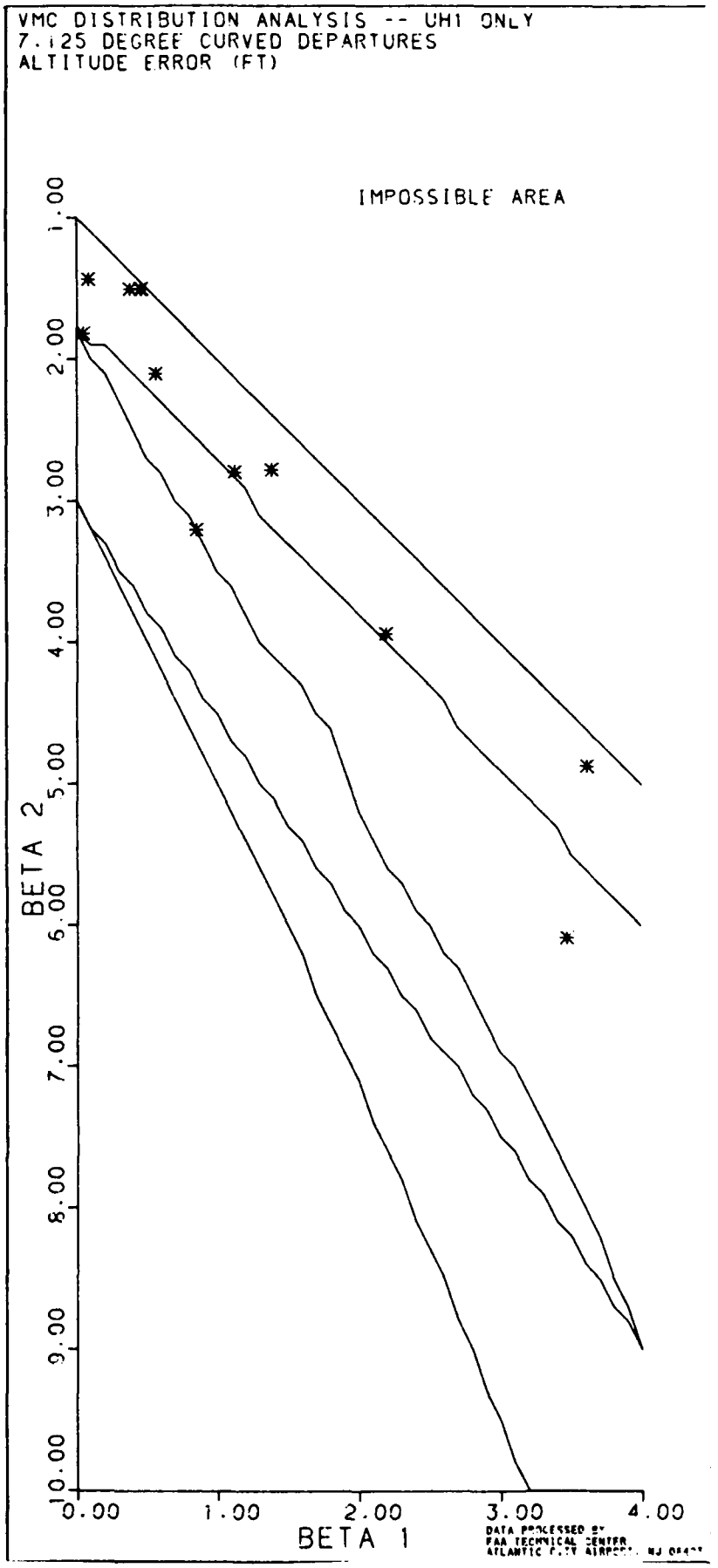
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)

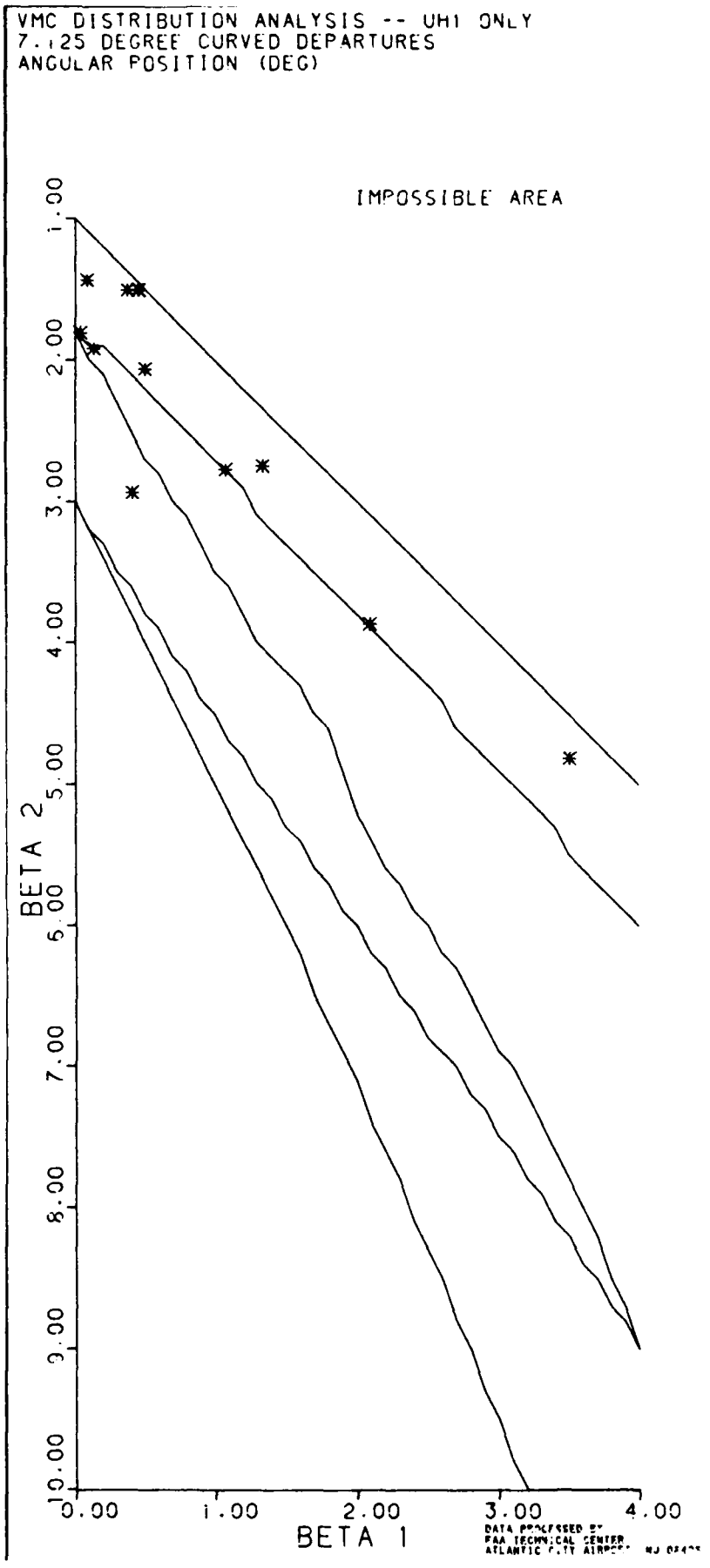


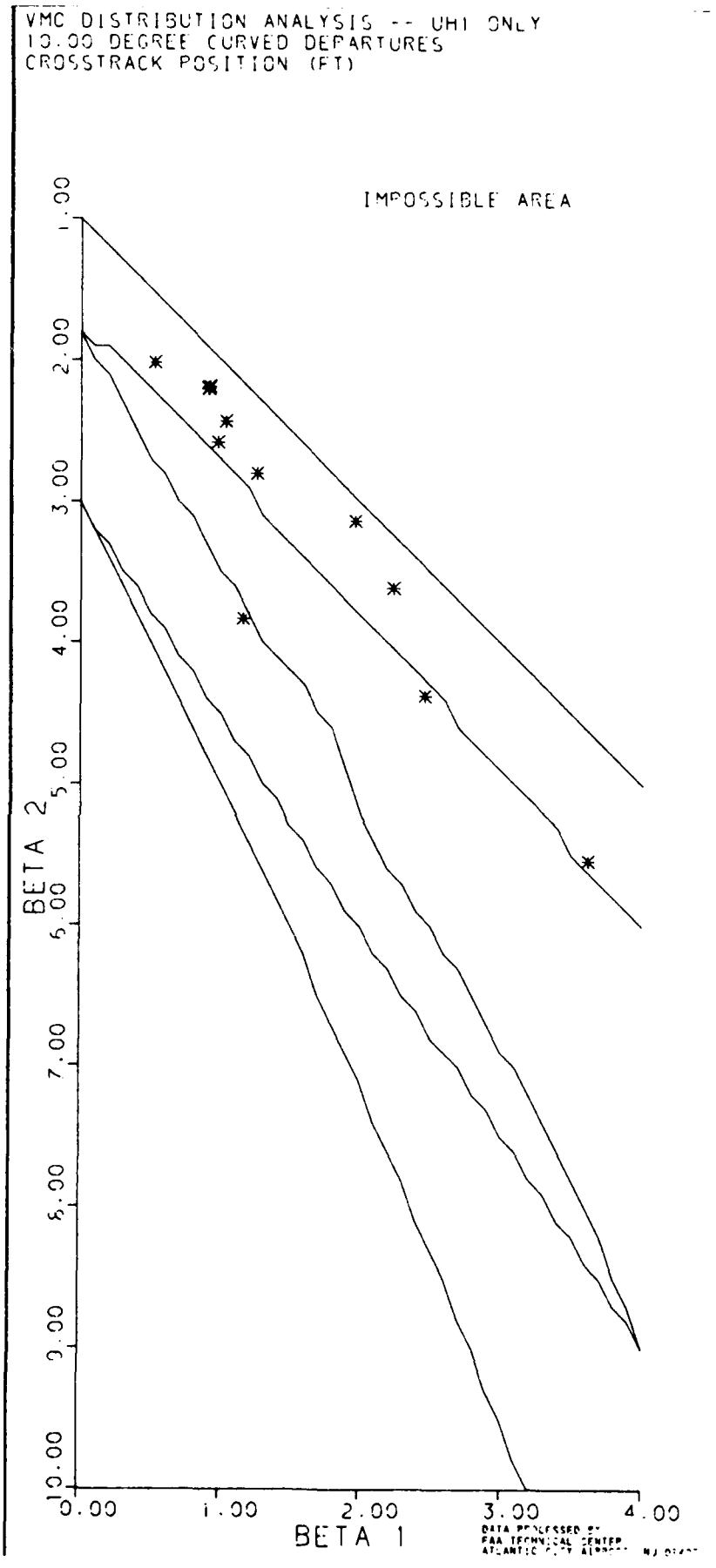

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
7.125 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

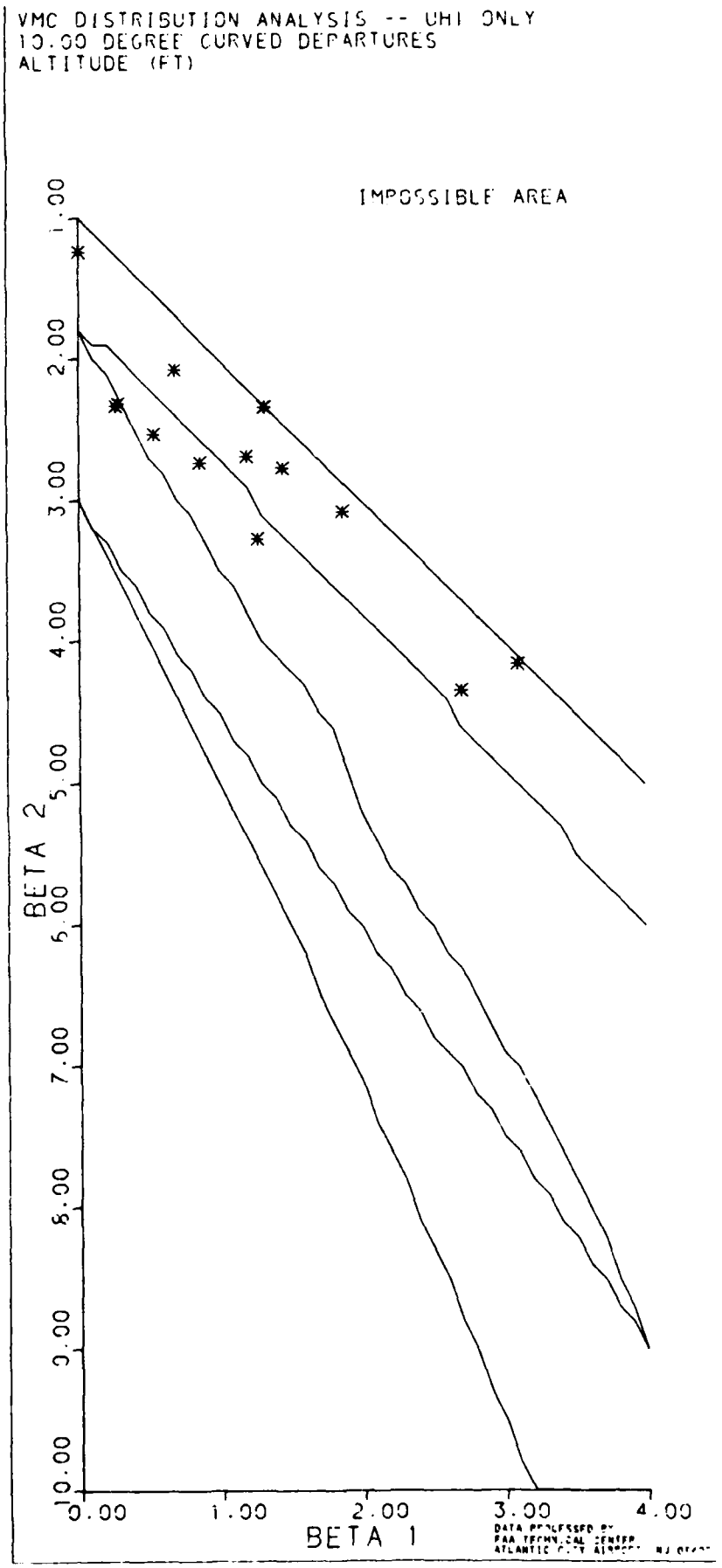

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

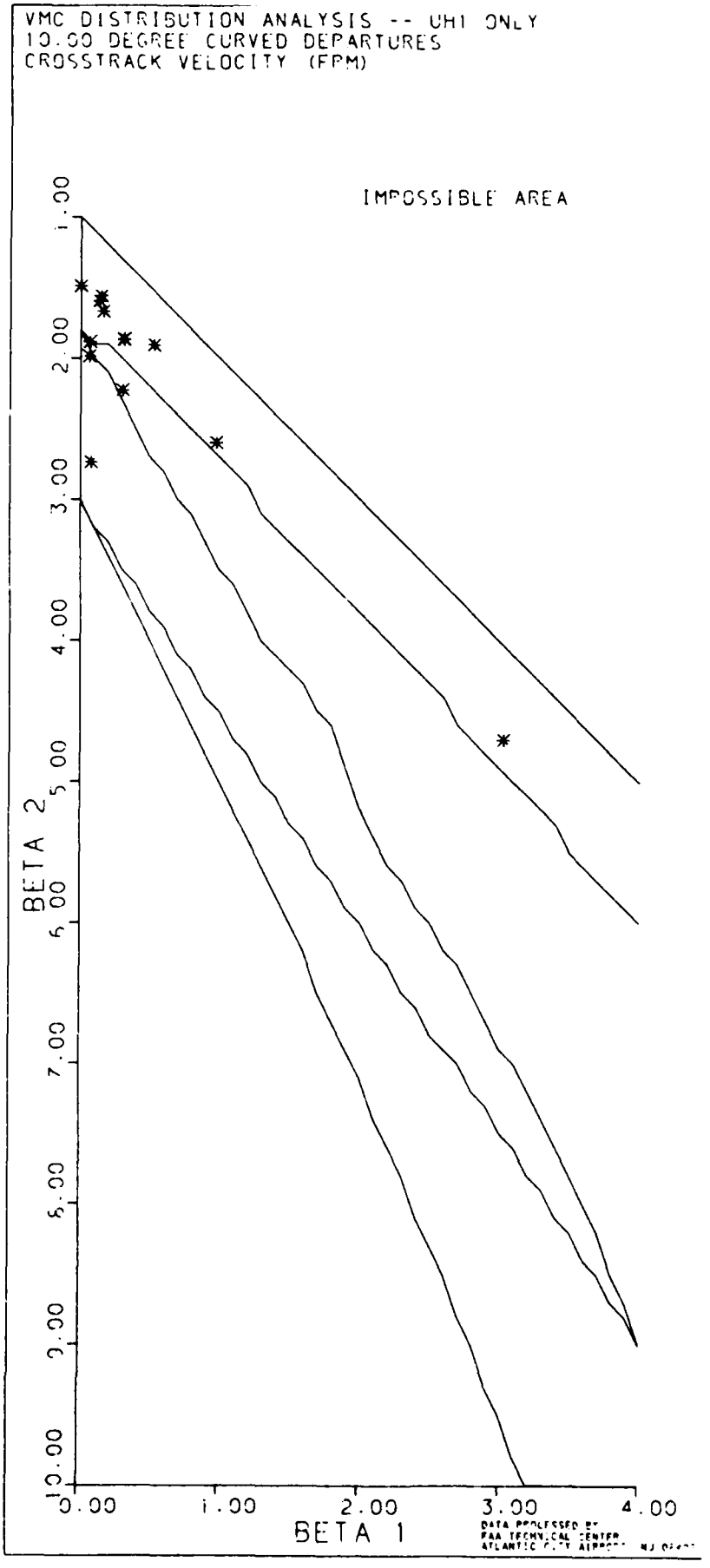

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

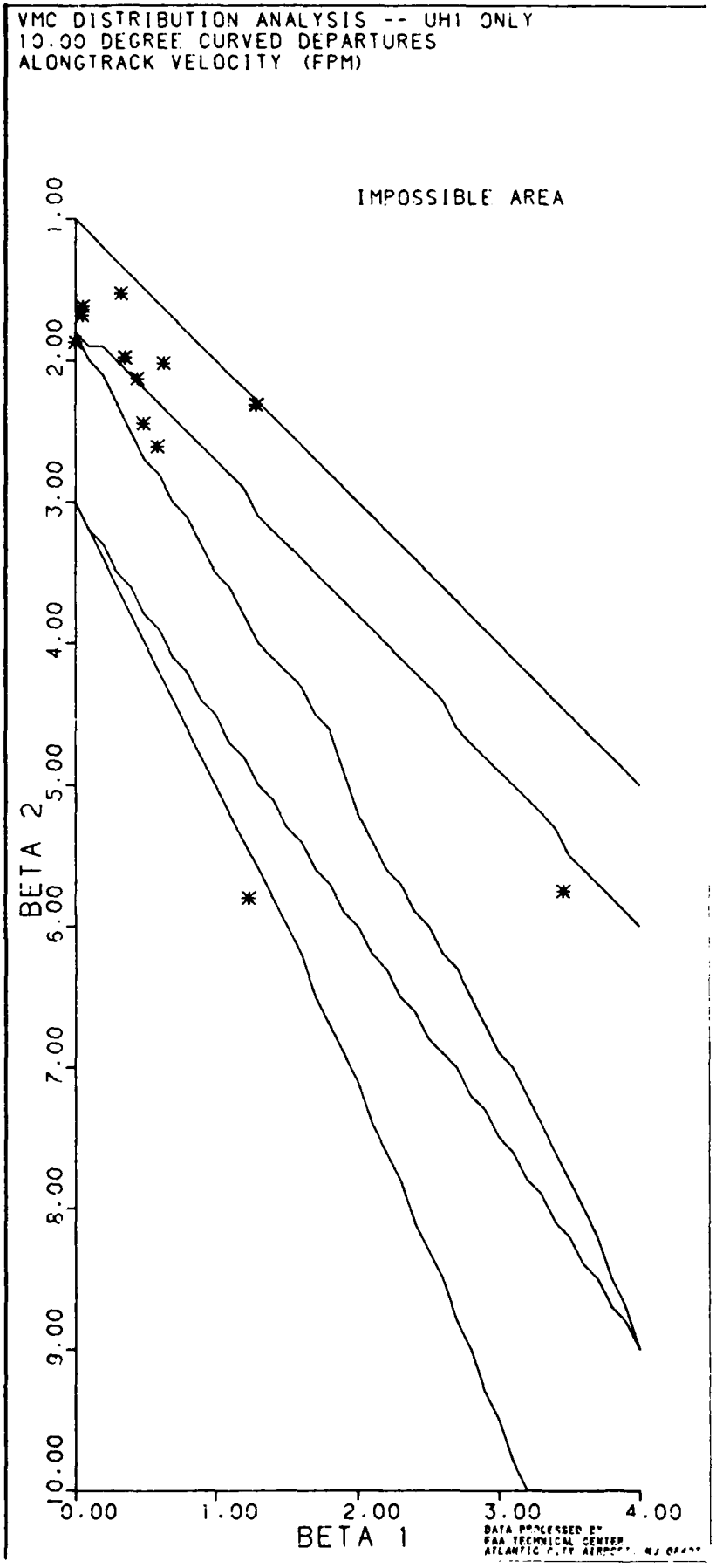

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
7.125 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

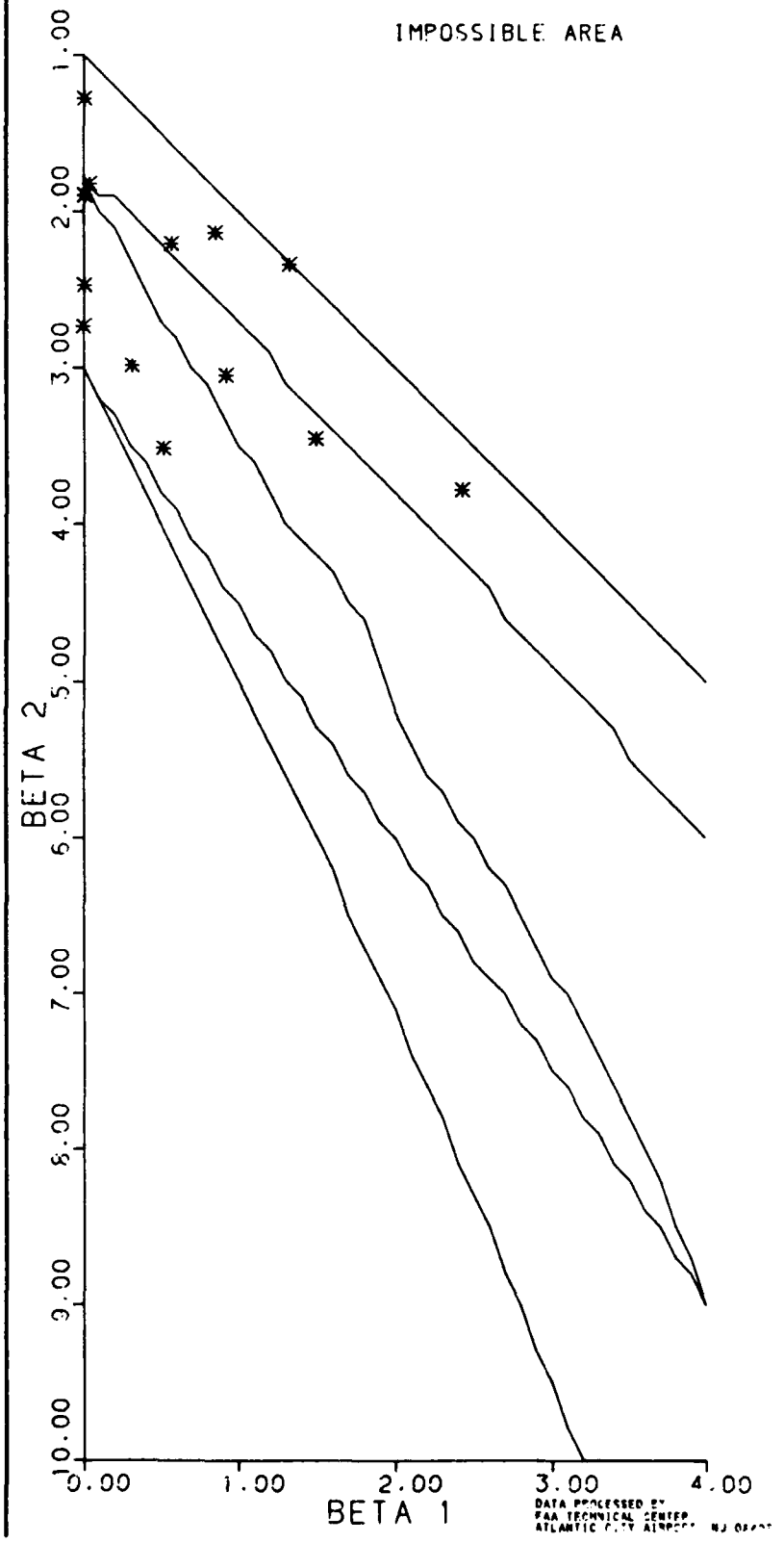

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

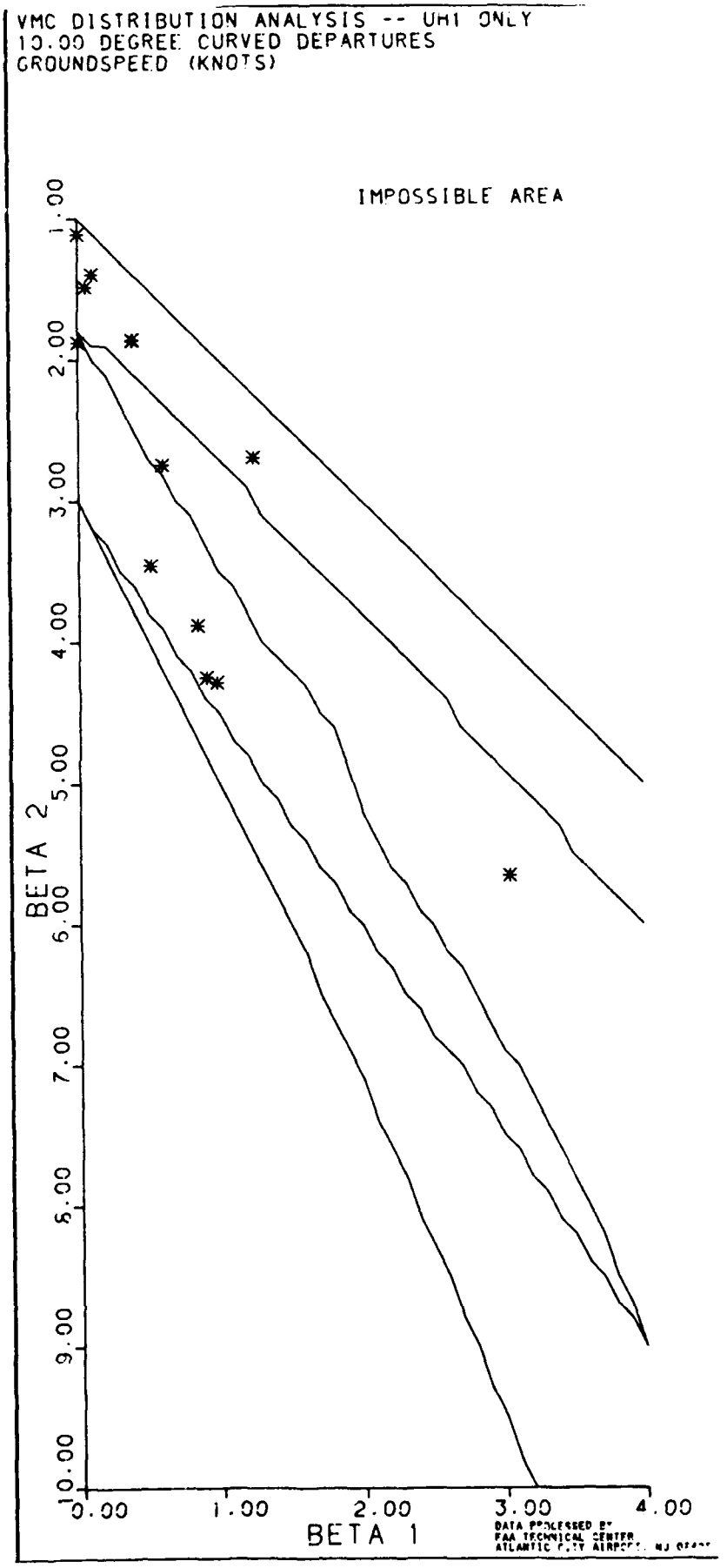

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE CURVED DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
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7.00
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10.00
BETA 2
0.00
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2.00
3.00
4.00
BETA 1

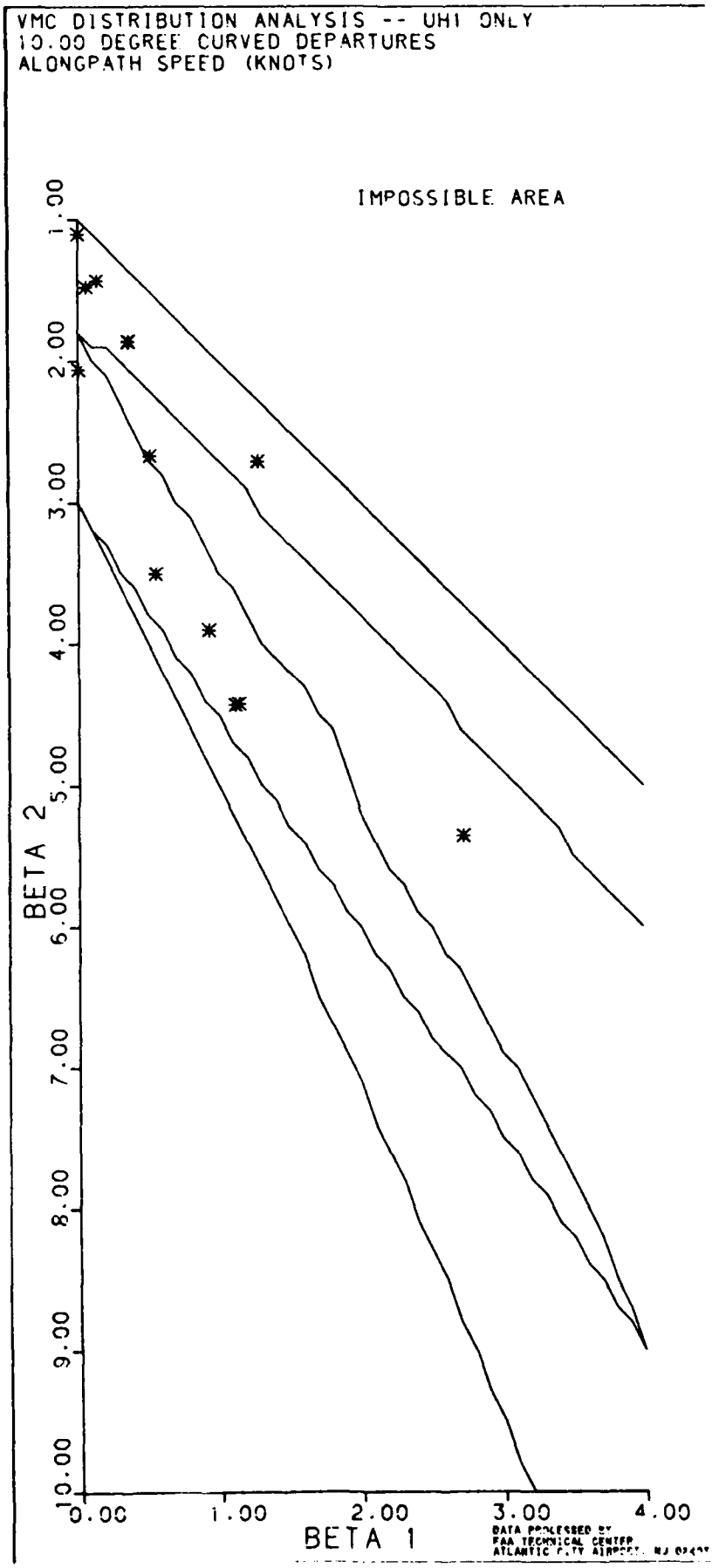

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

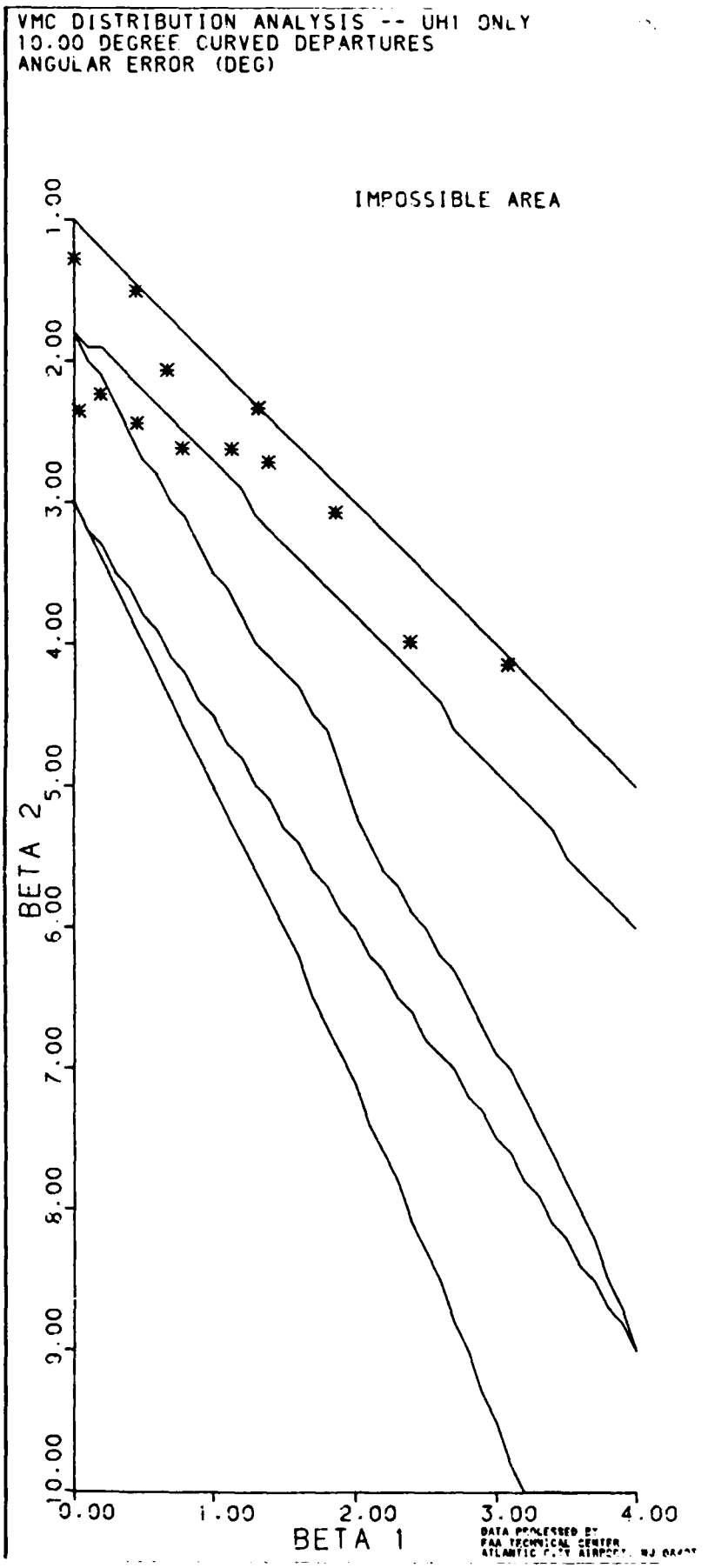

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)

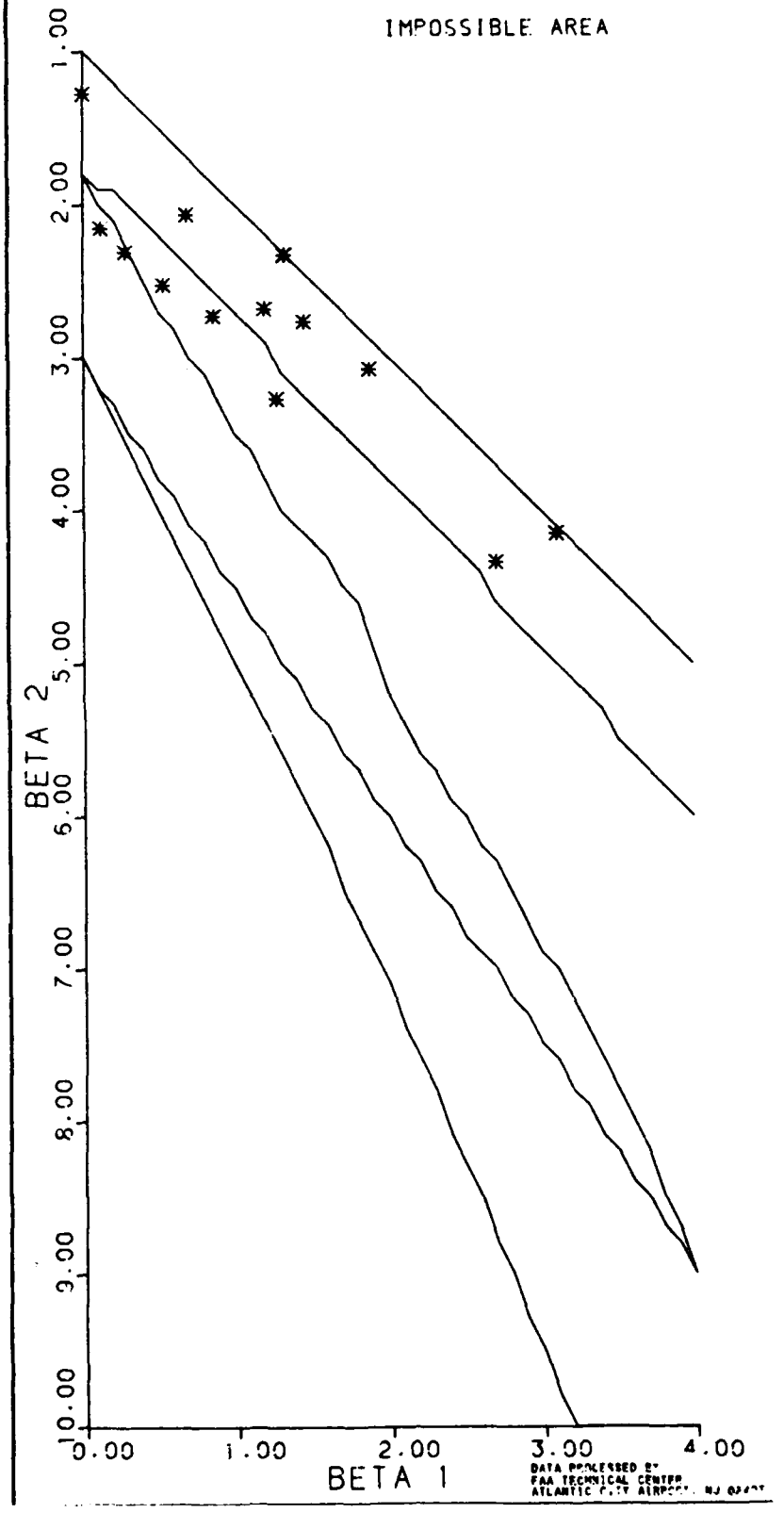


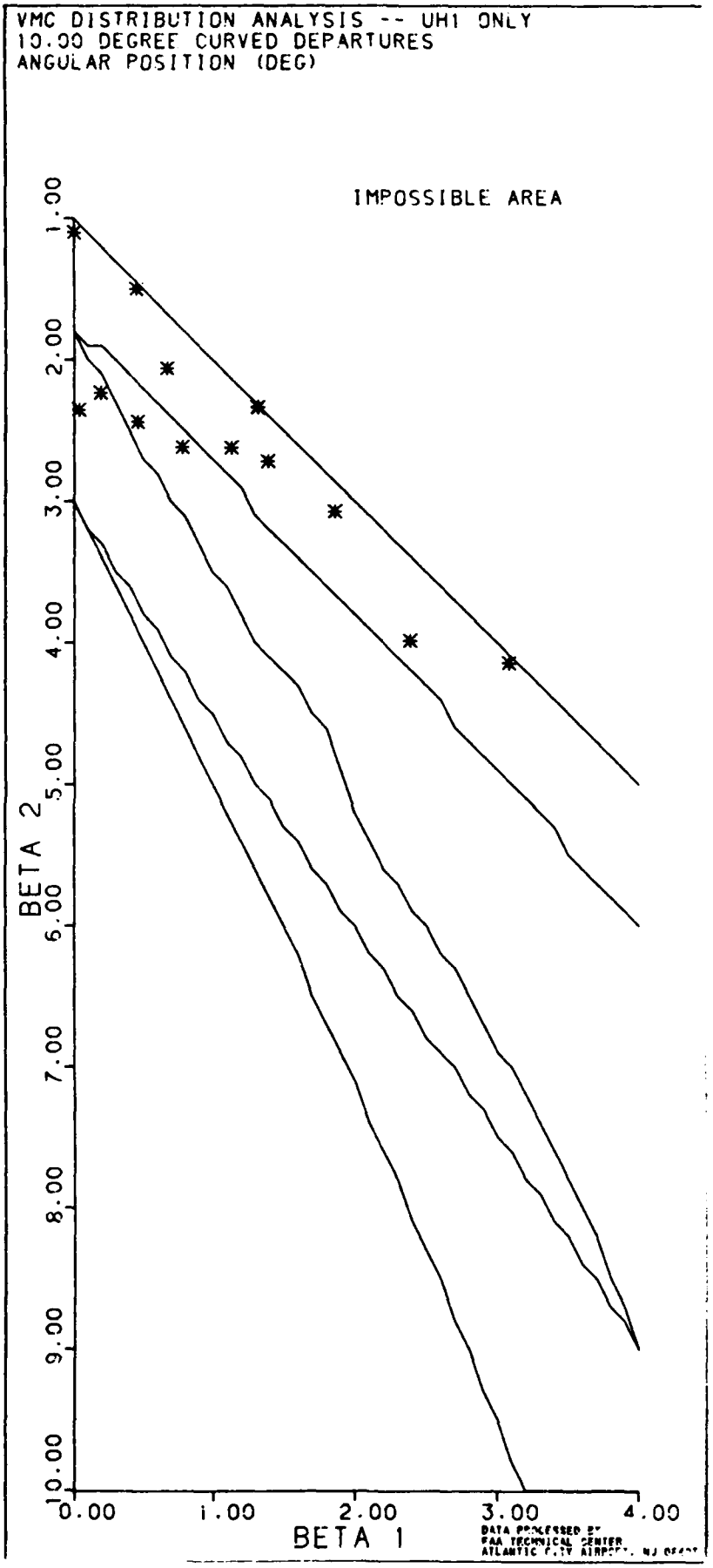

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

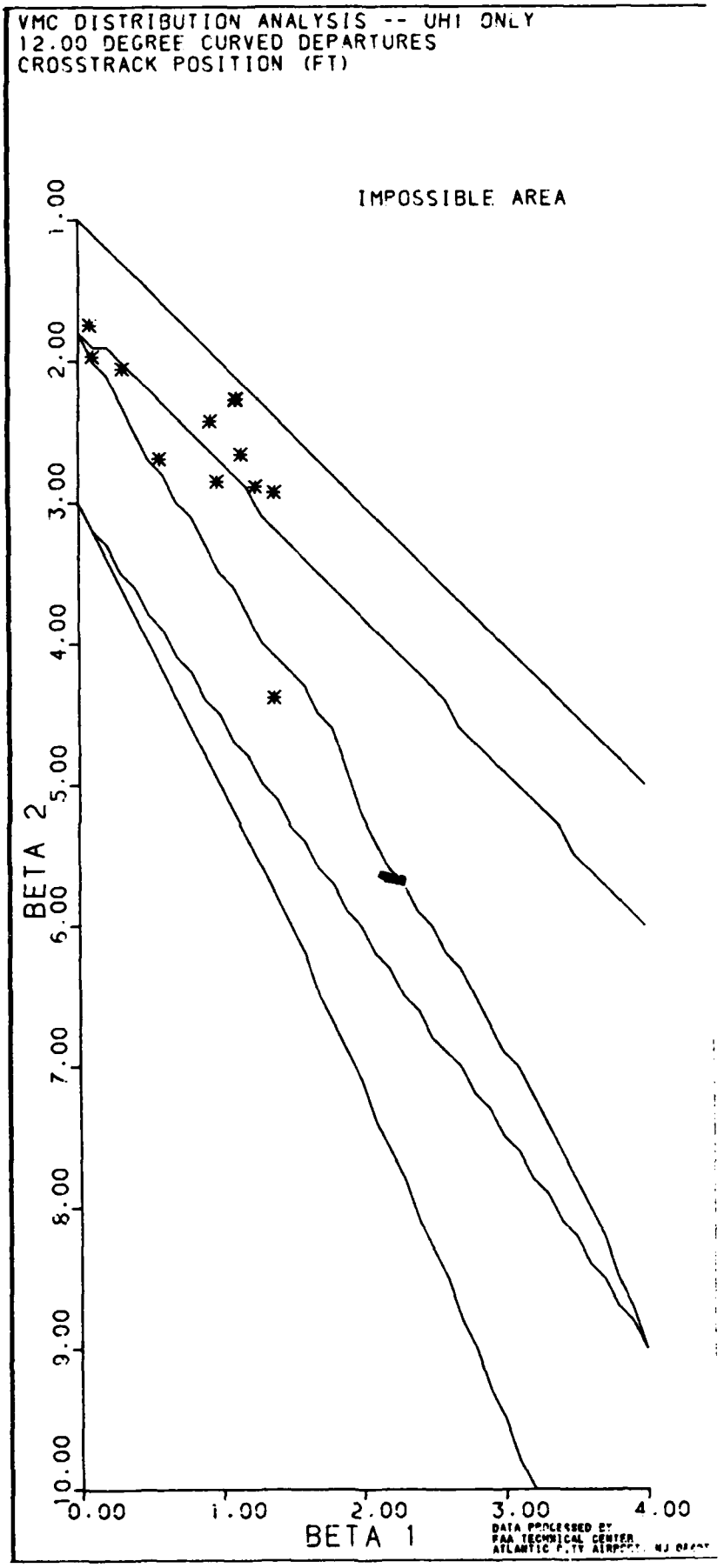

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
10.00 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

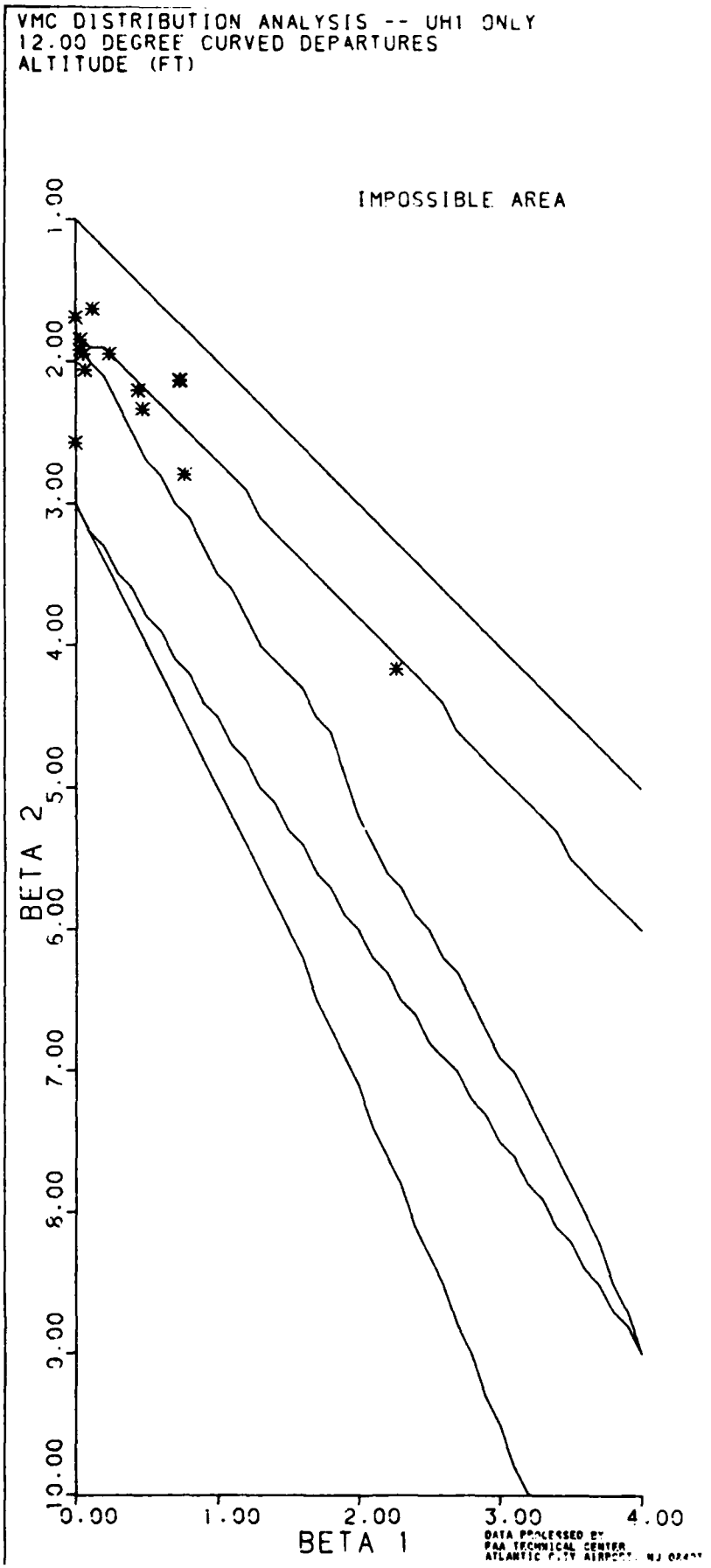

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)

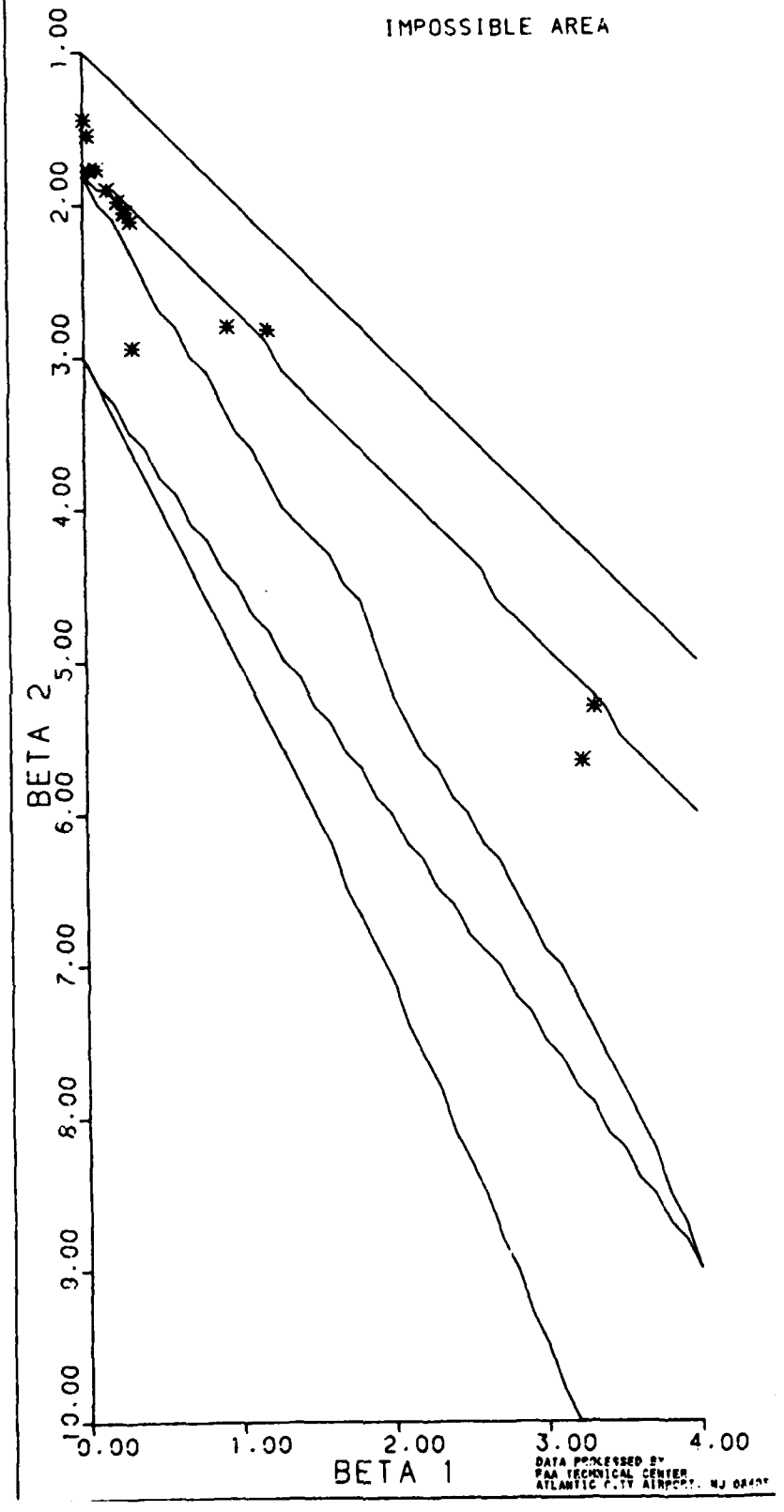


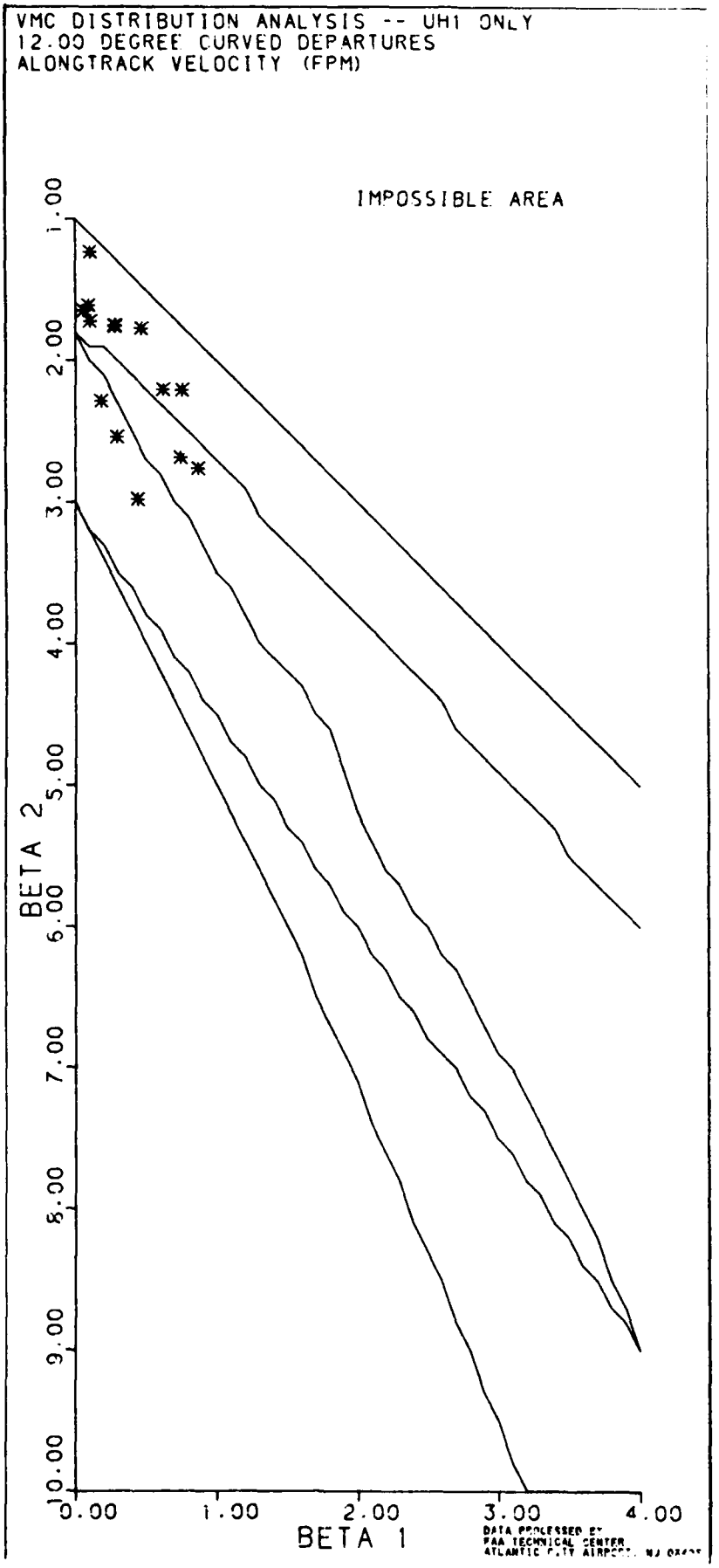

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
10.00 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

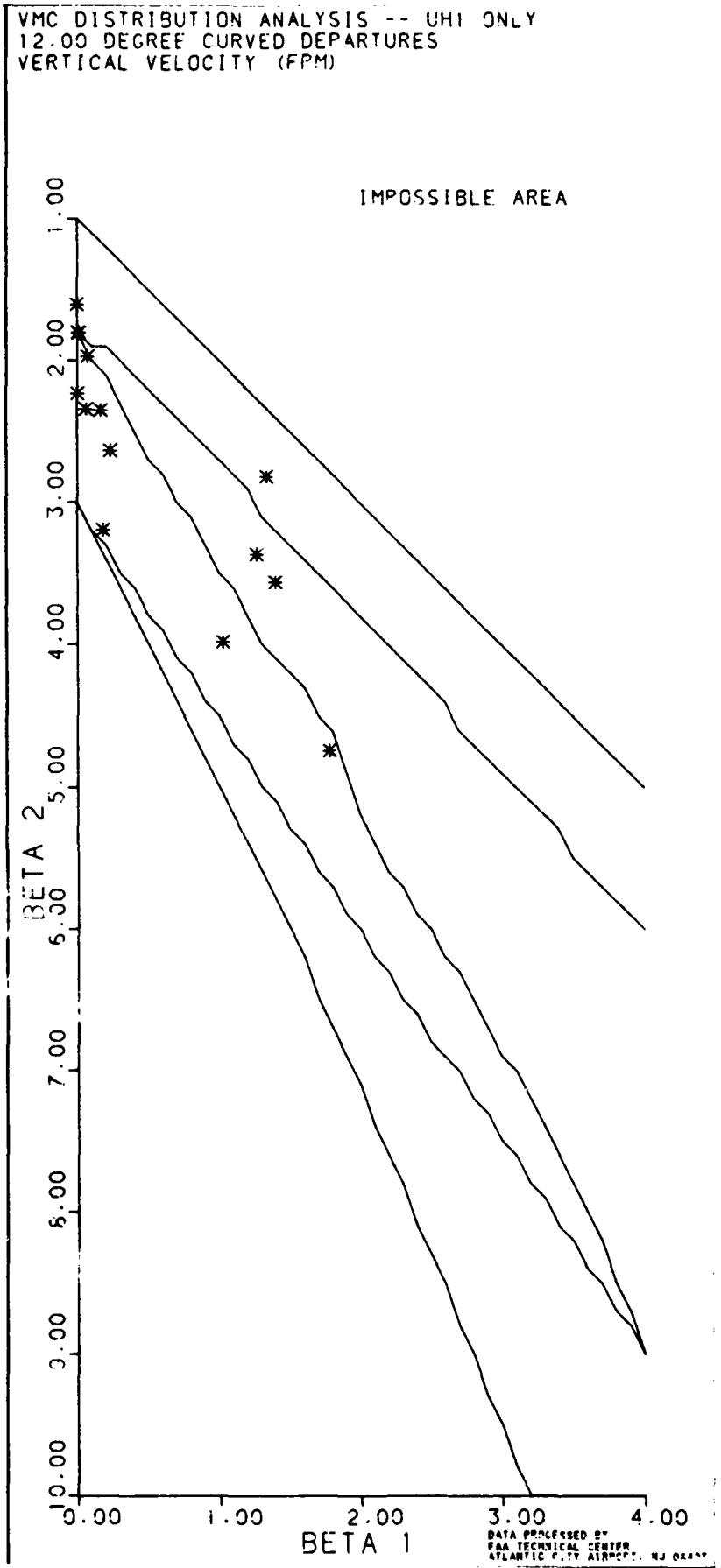

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
12.00 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

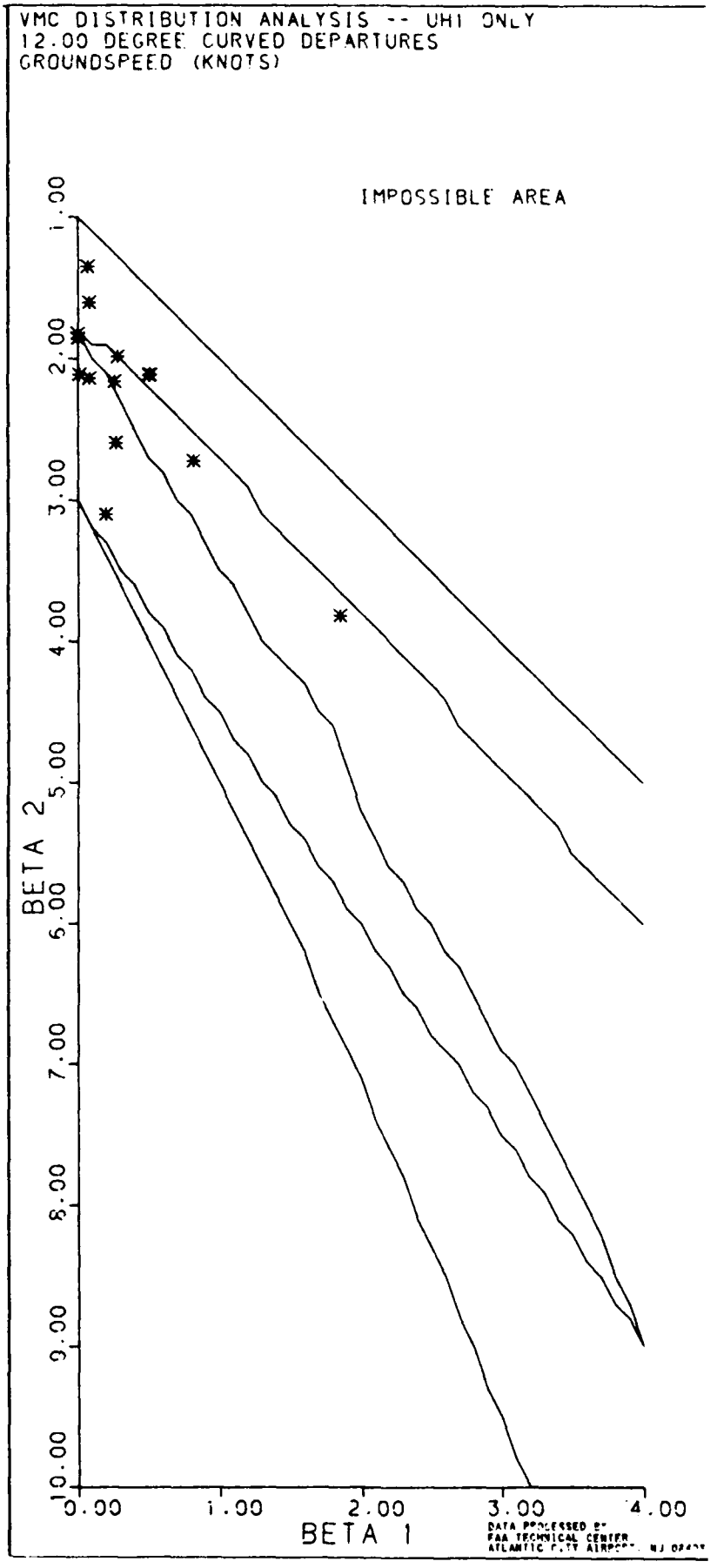

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE CURVED DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

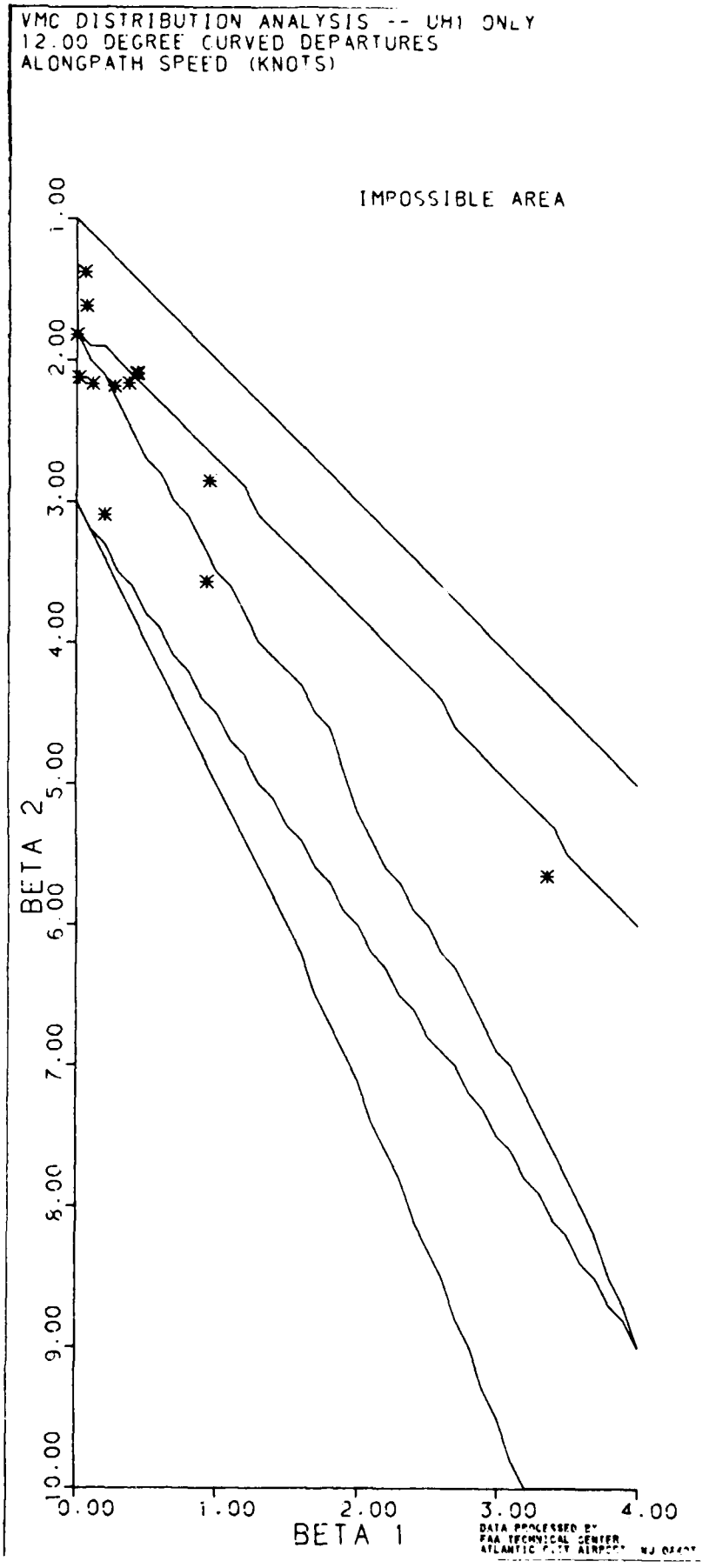
VMC DISTRIBUTION ANALYSIS -- UHI ONLY
12.00 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)

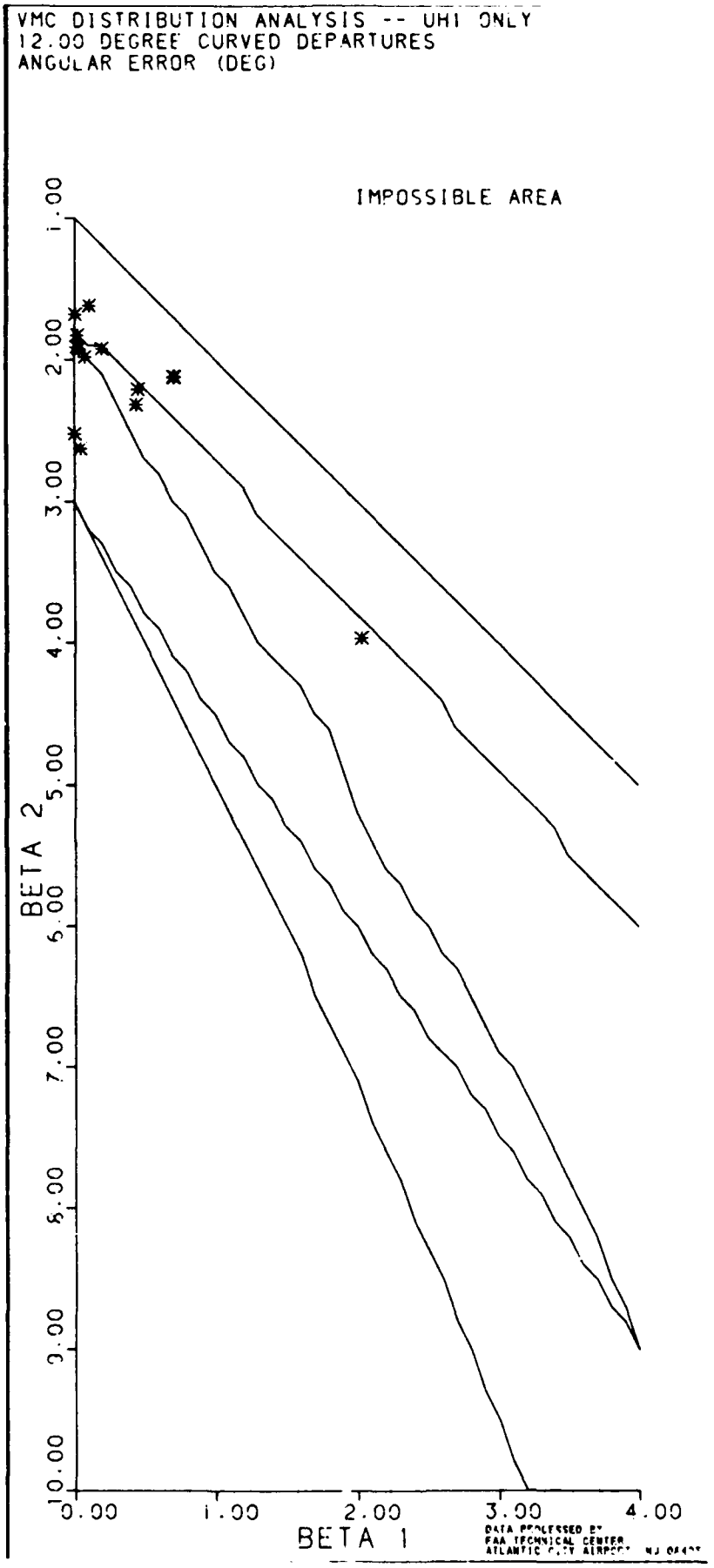


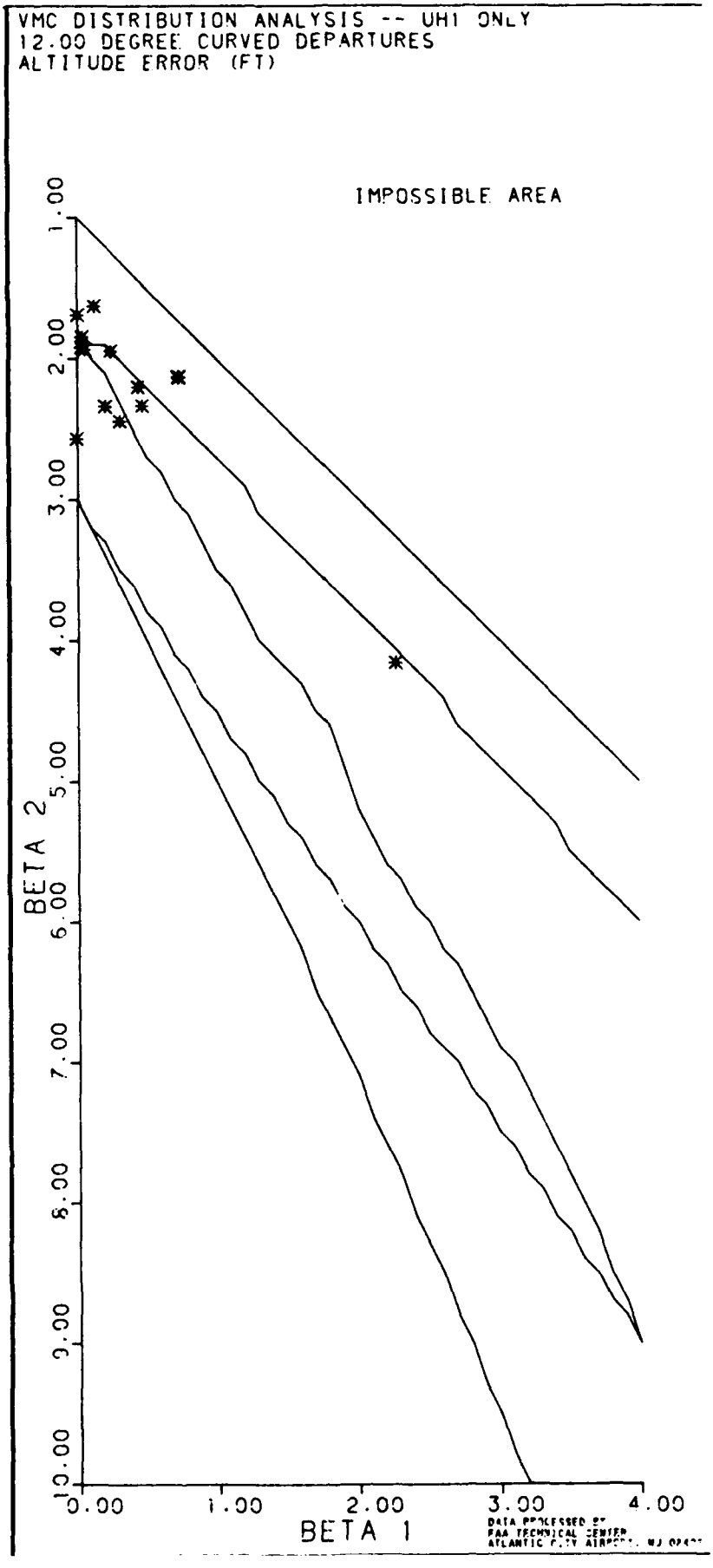

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

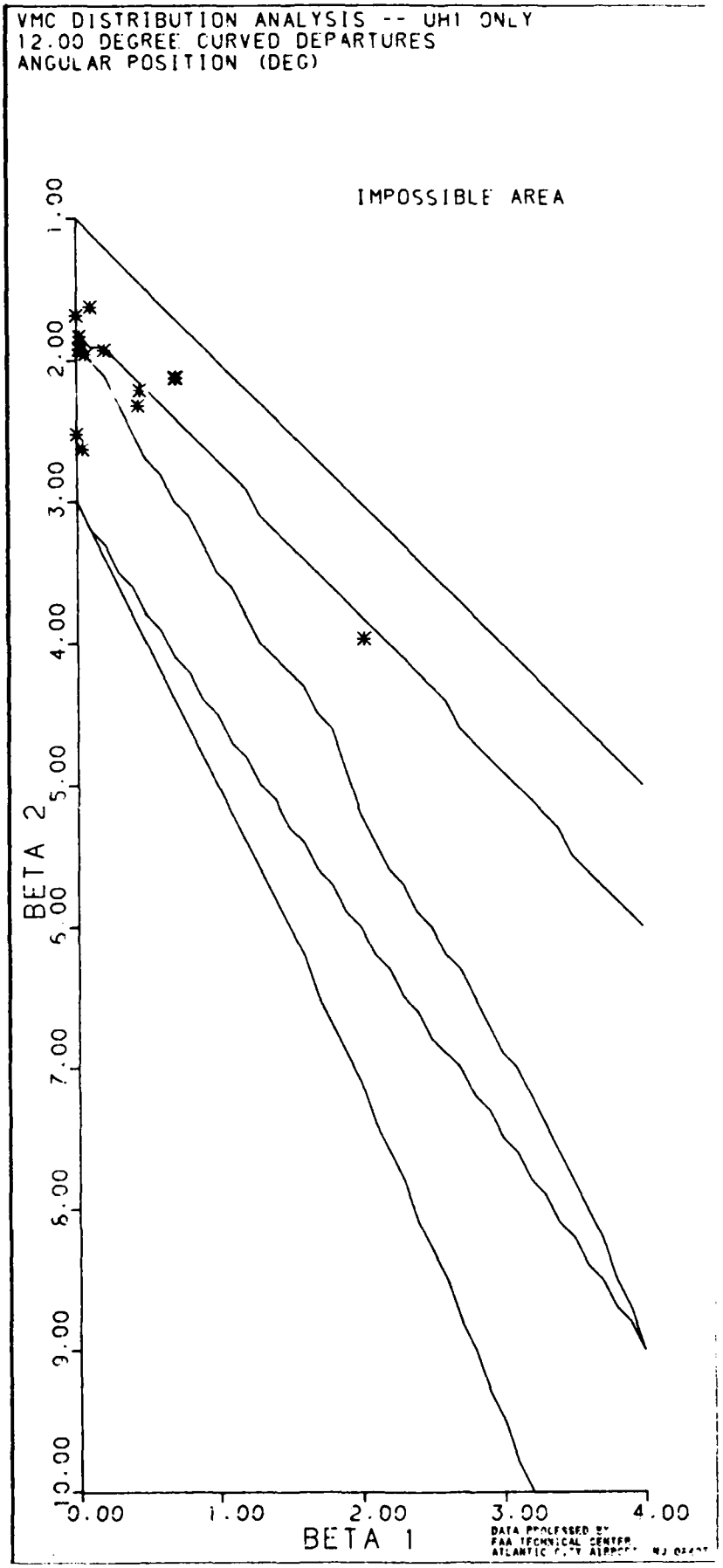

VMC DISTRIBUTION ANALYSIS -- UHI ONLY
12.00 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- UHI ONLY
12.00 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- UHI ONLY
12.00 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY
12.00 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

APPENDIX B

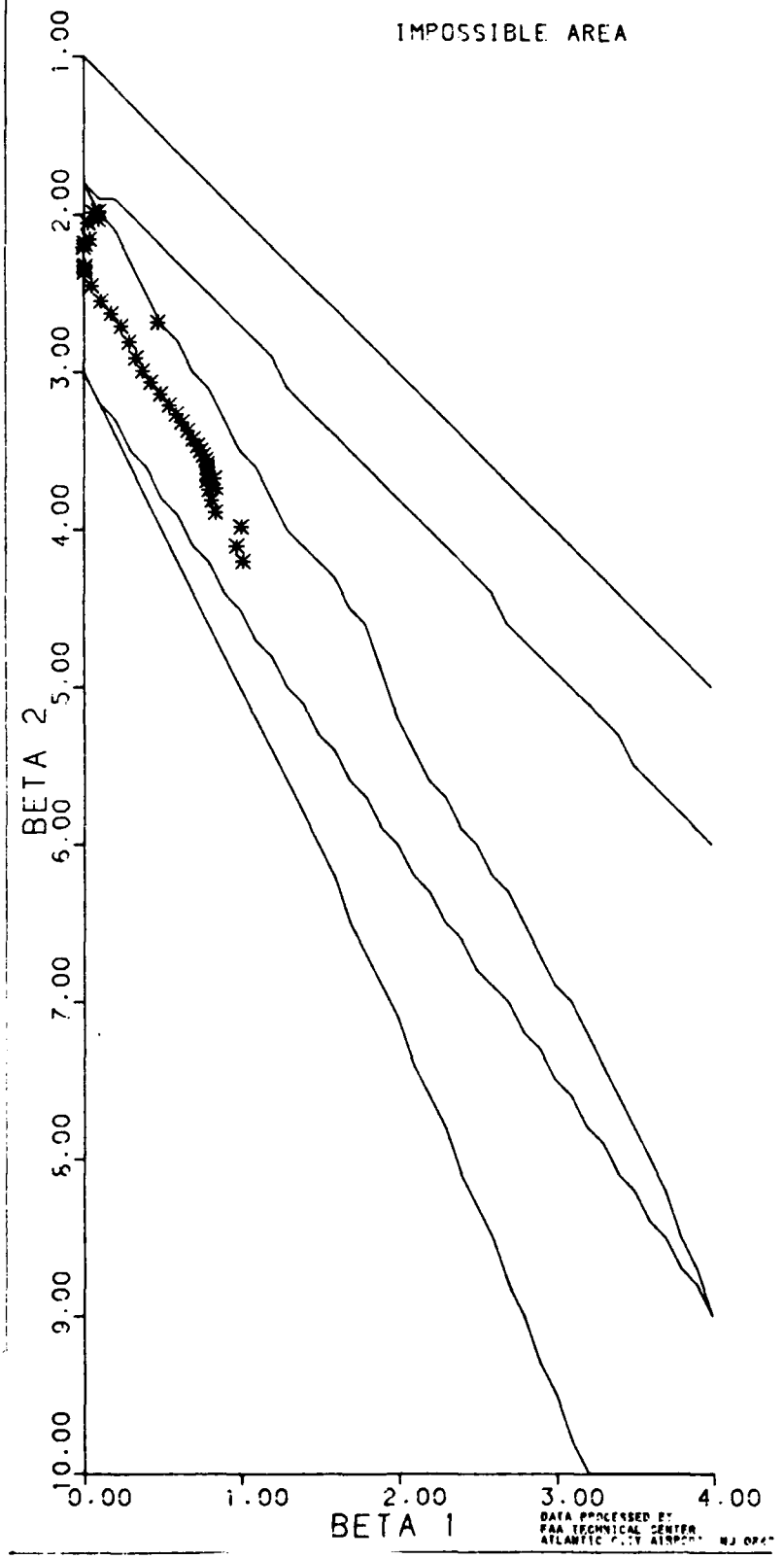
PEARSON PRODUCT MOMENT PLOTS FOR S-76 DATA

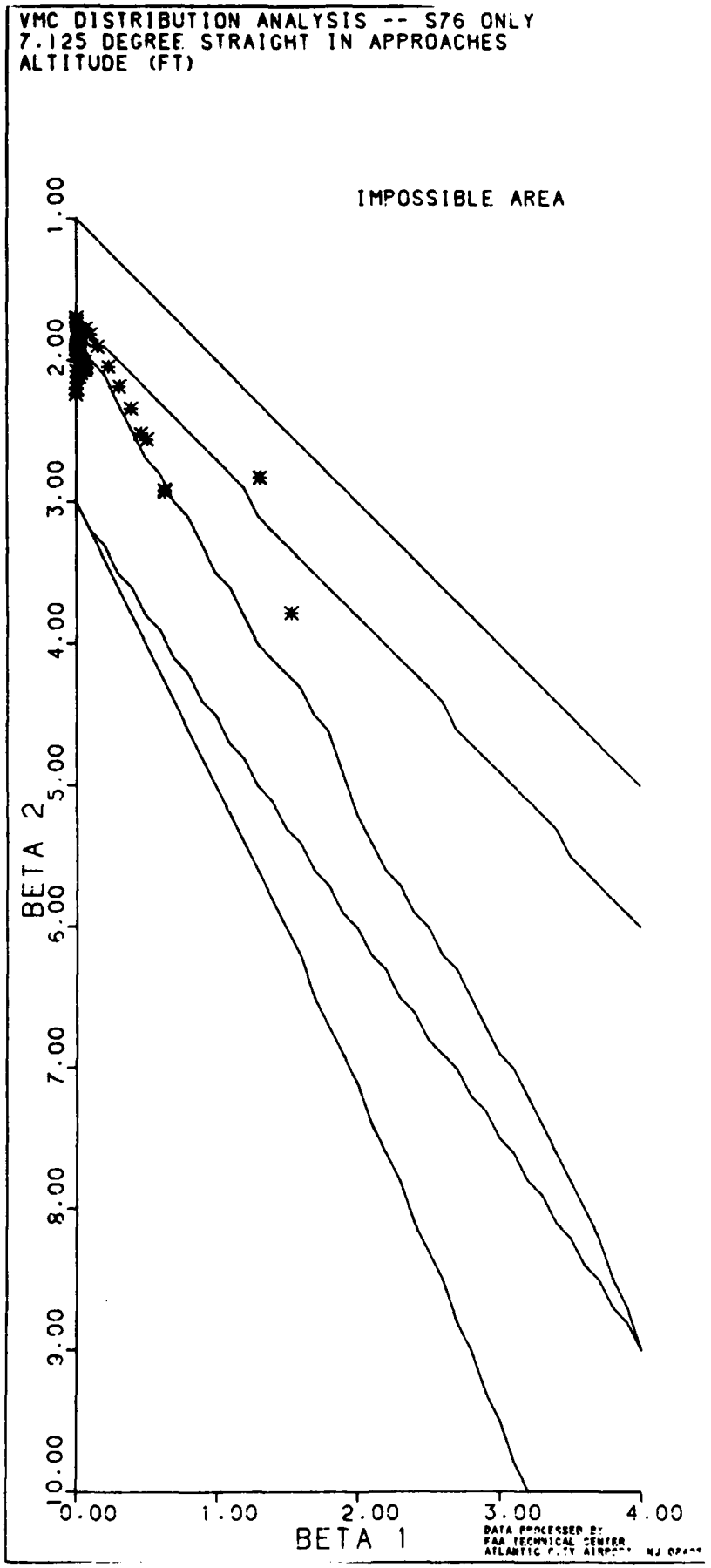
The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight- in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125°, 8.00°, and 10.00° approaches. For departures they are: 7.125°, 10.00°, and 12.00° departures.

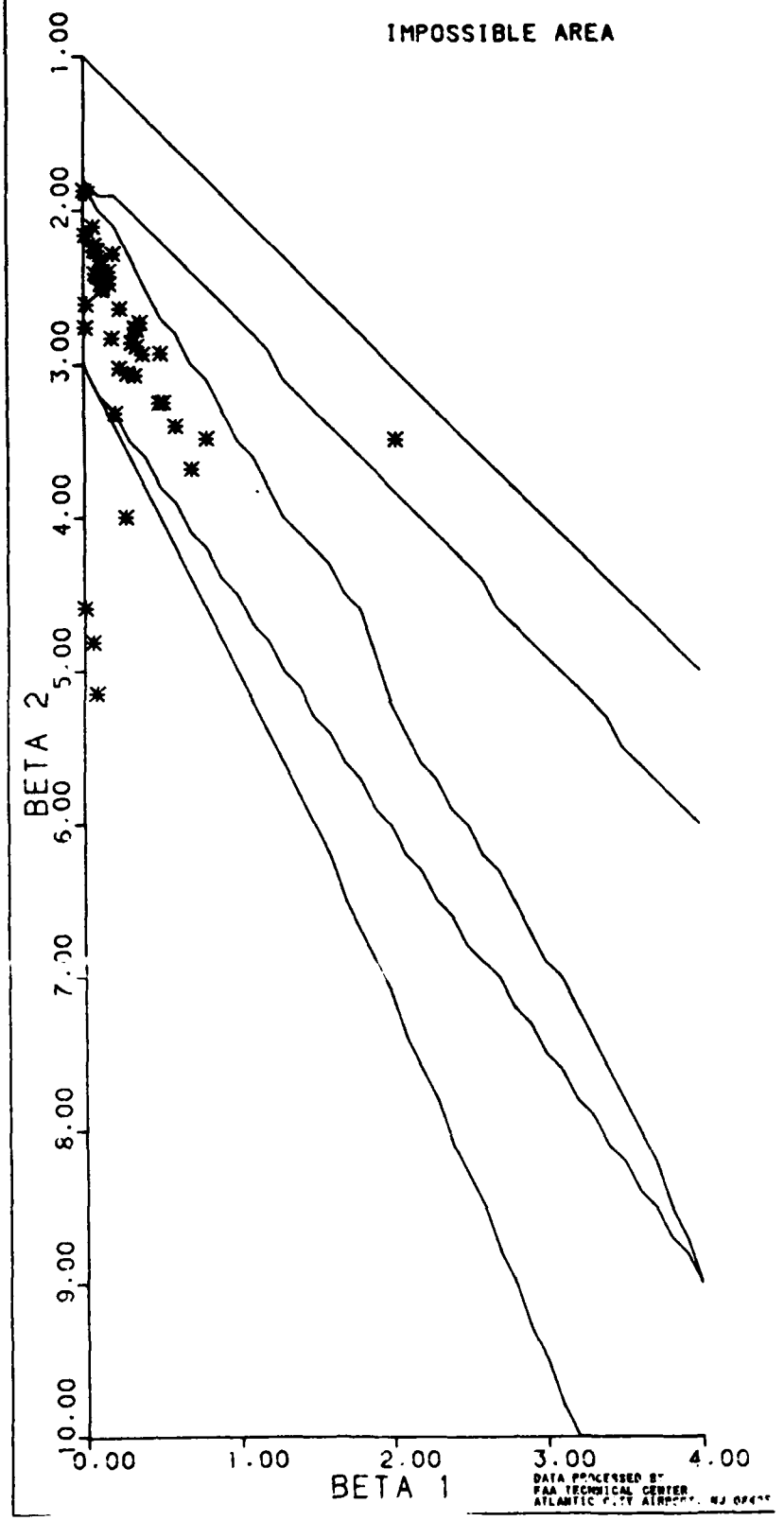
There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

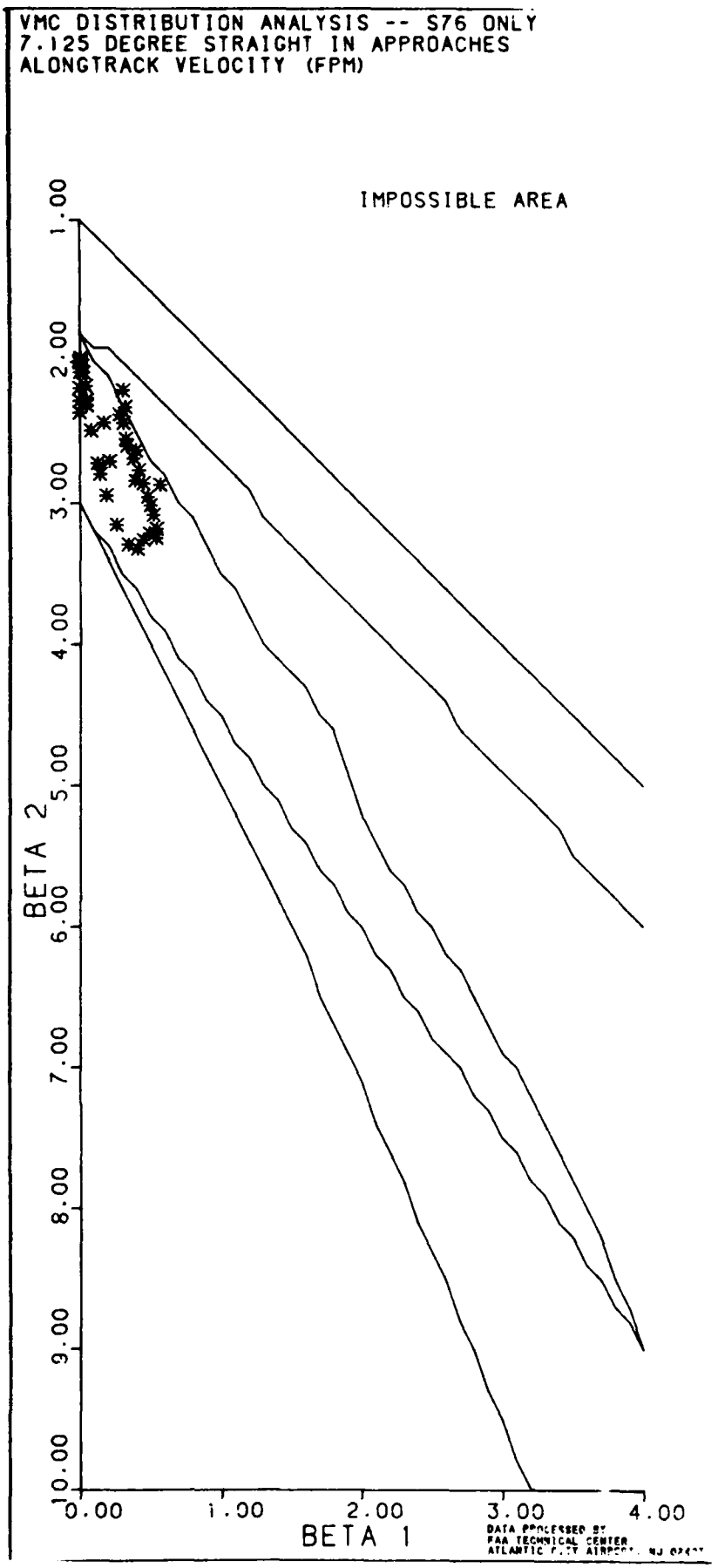
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)

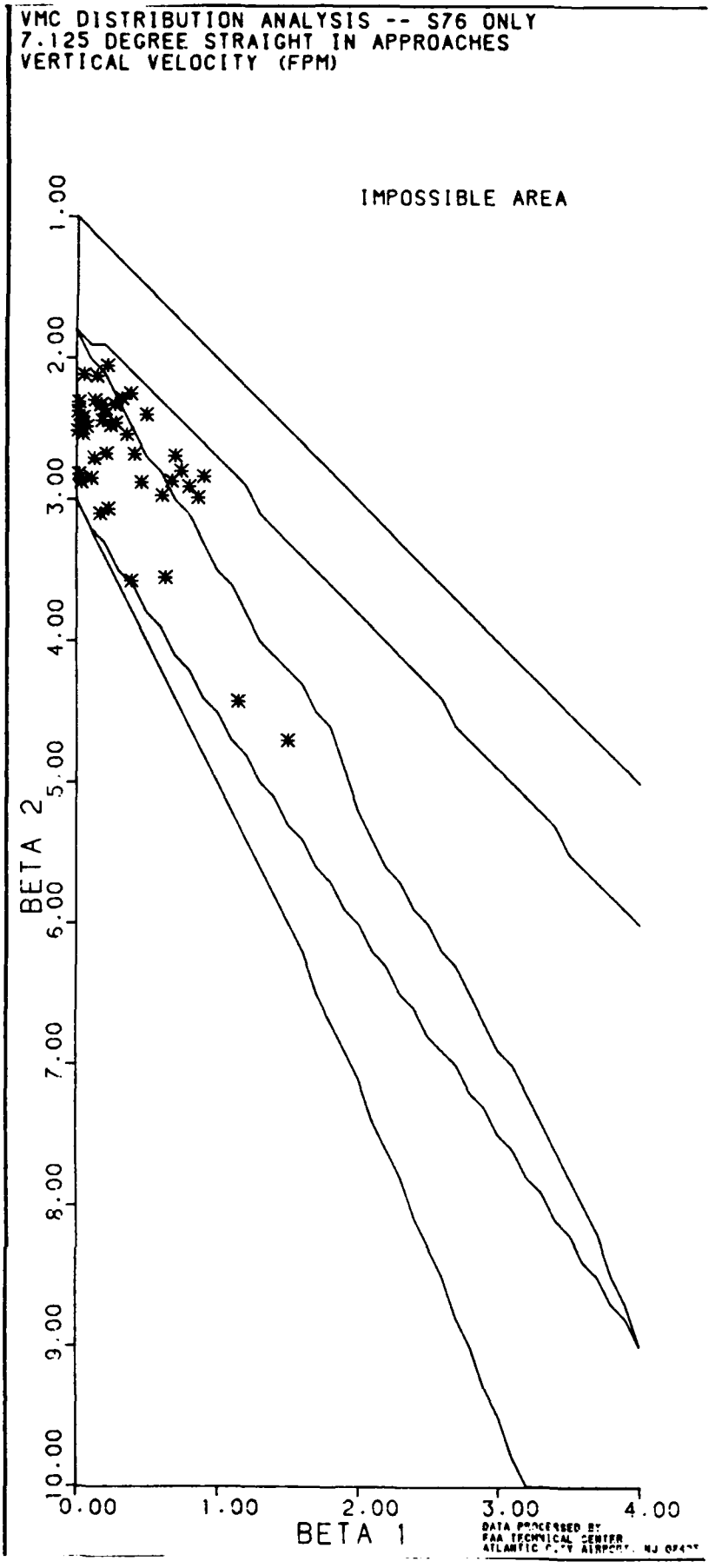


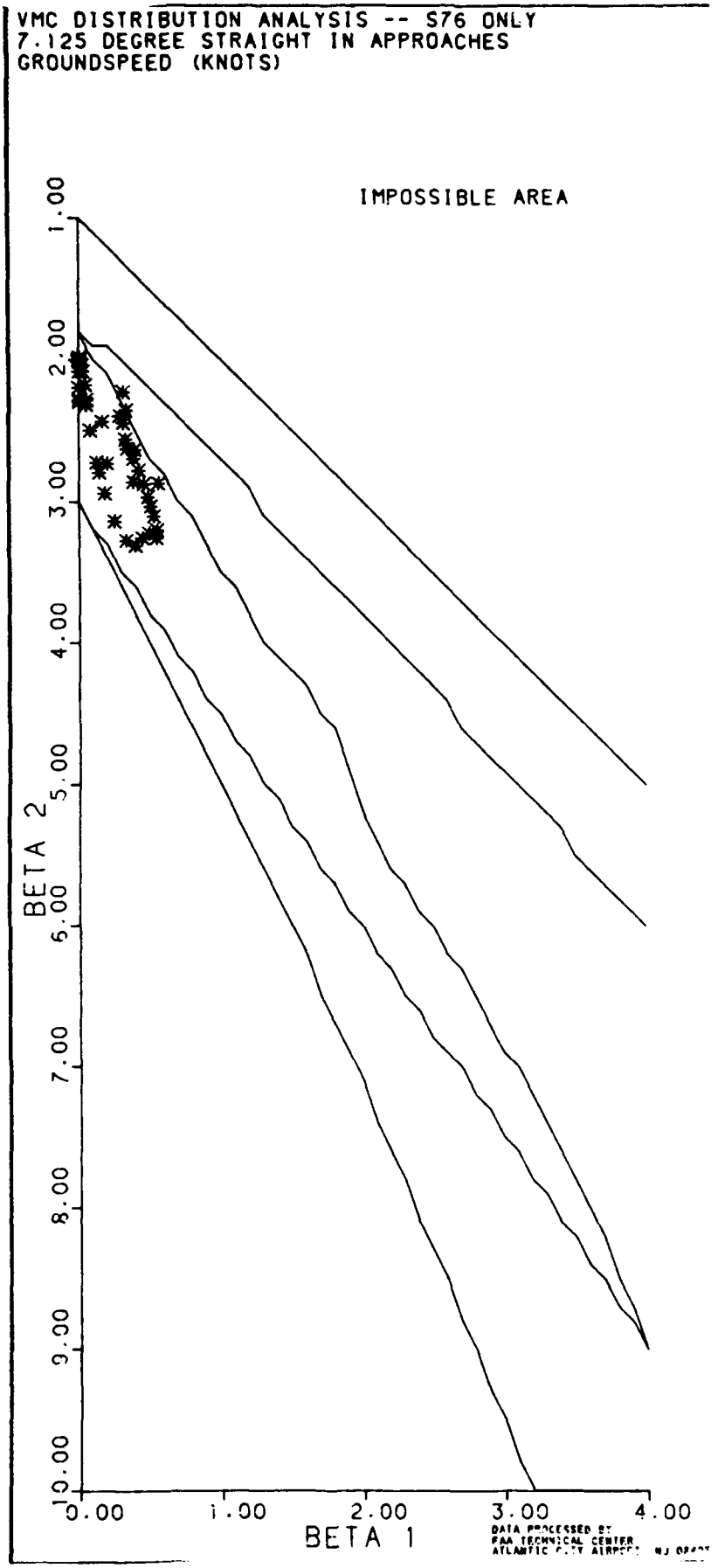

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY:
FAA TECHNICAL CENTER

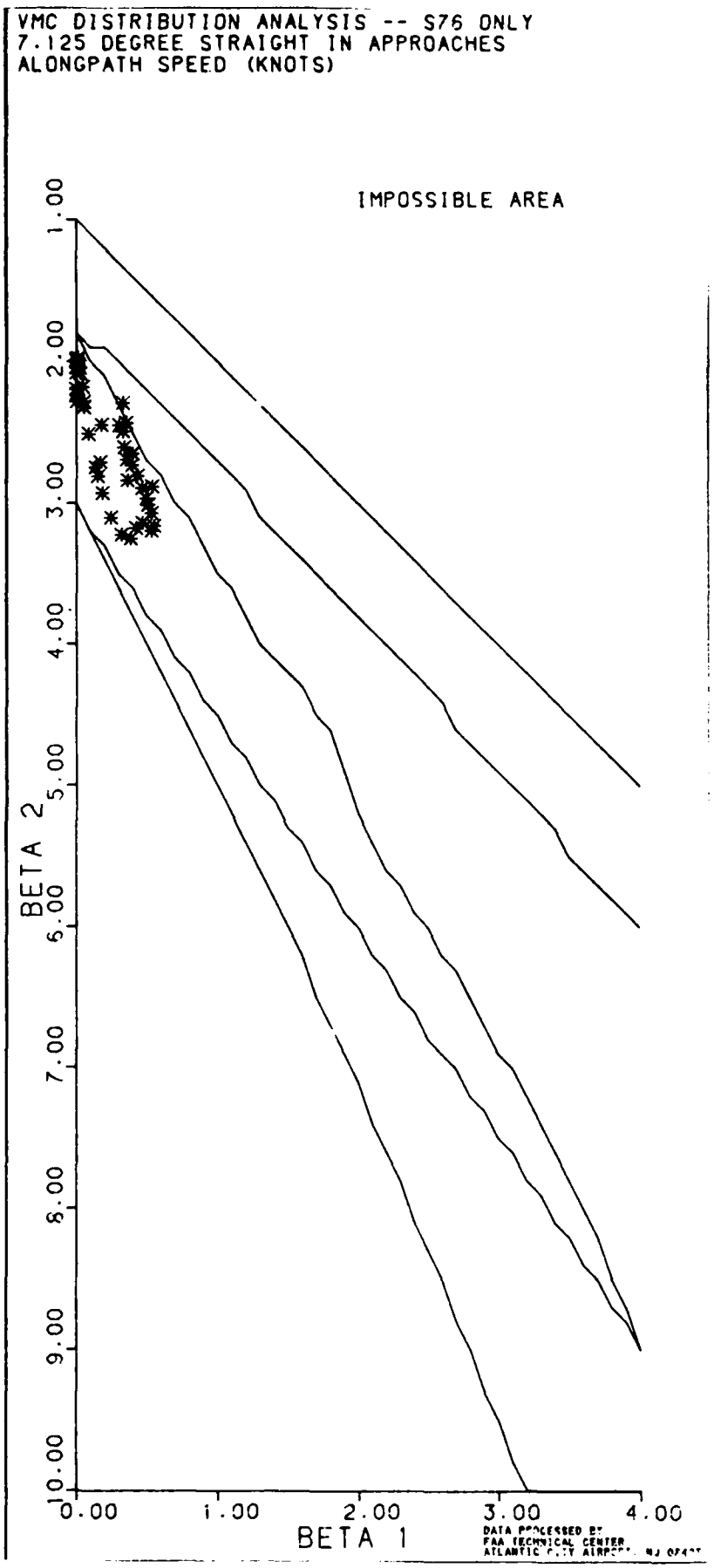
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)

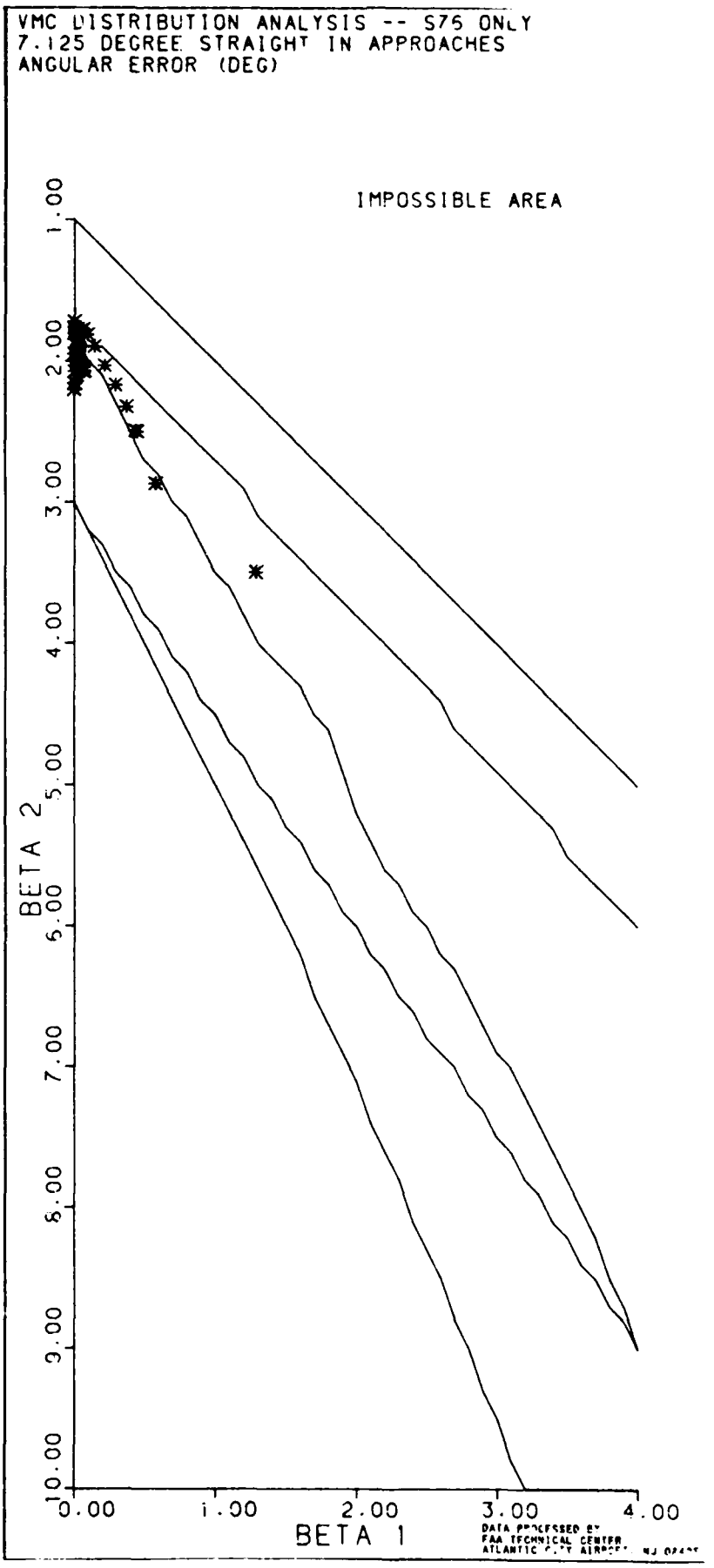



VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

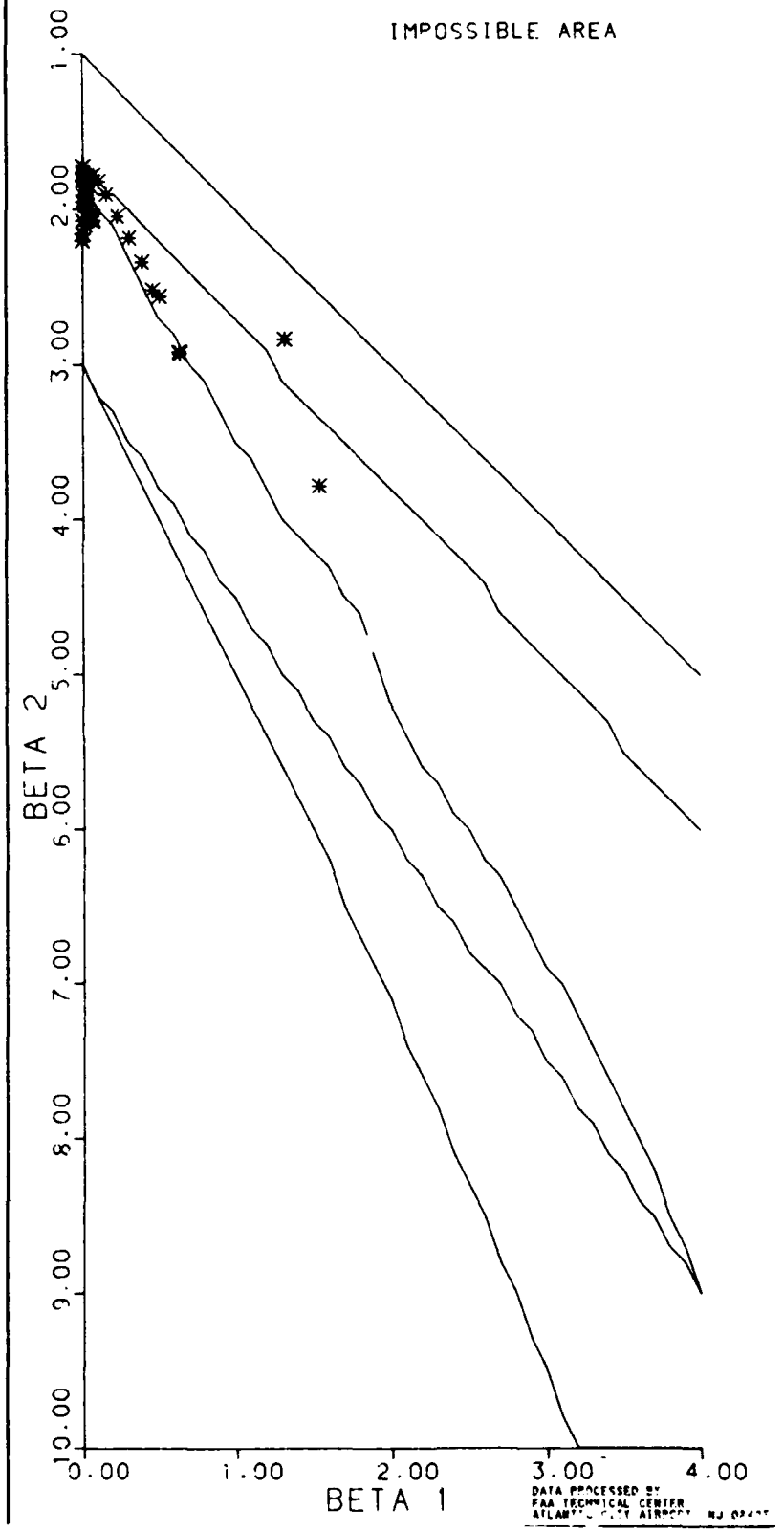

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

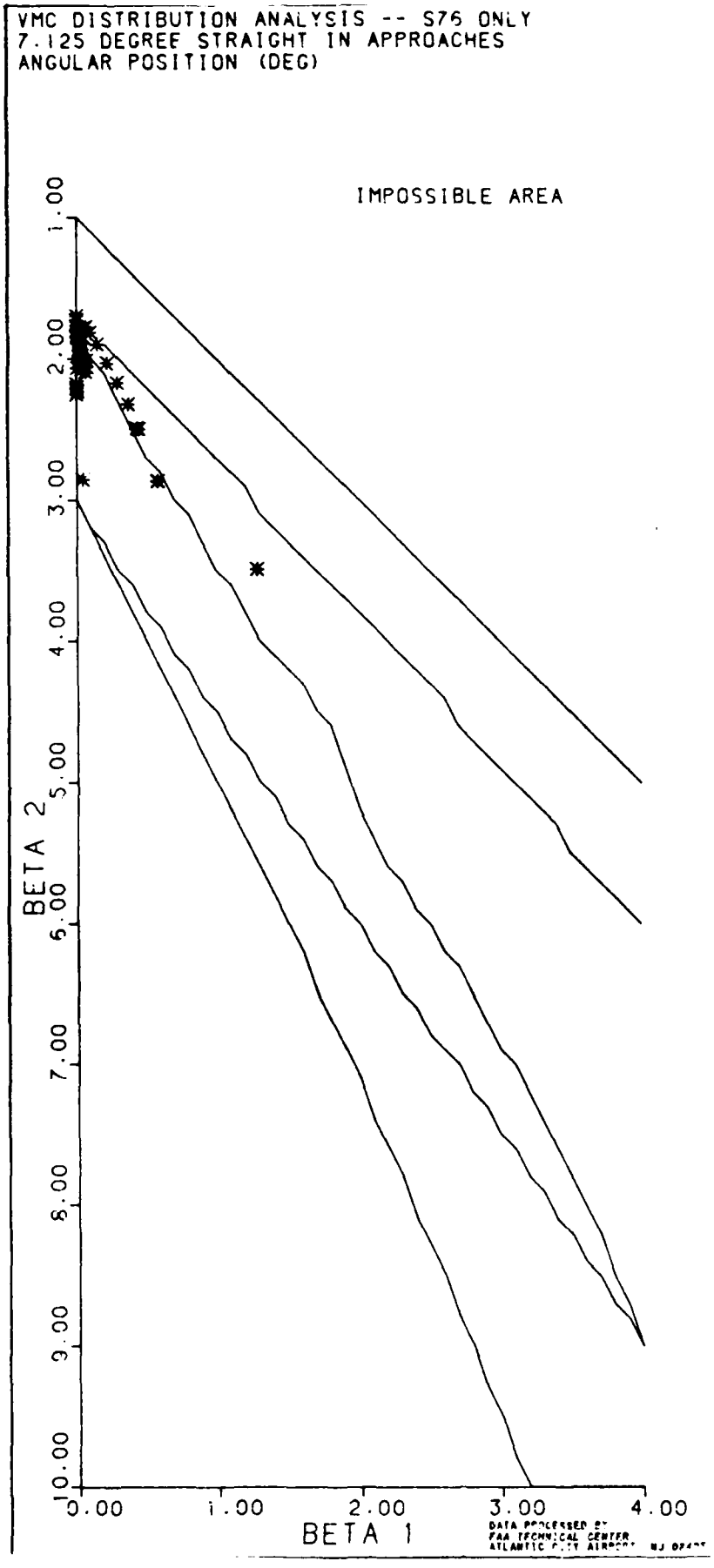

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405

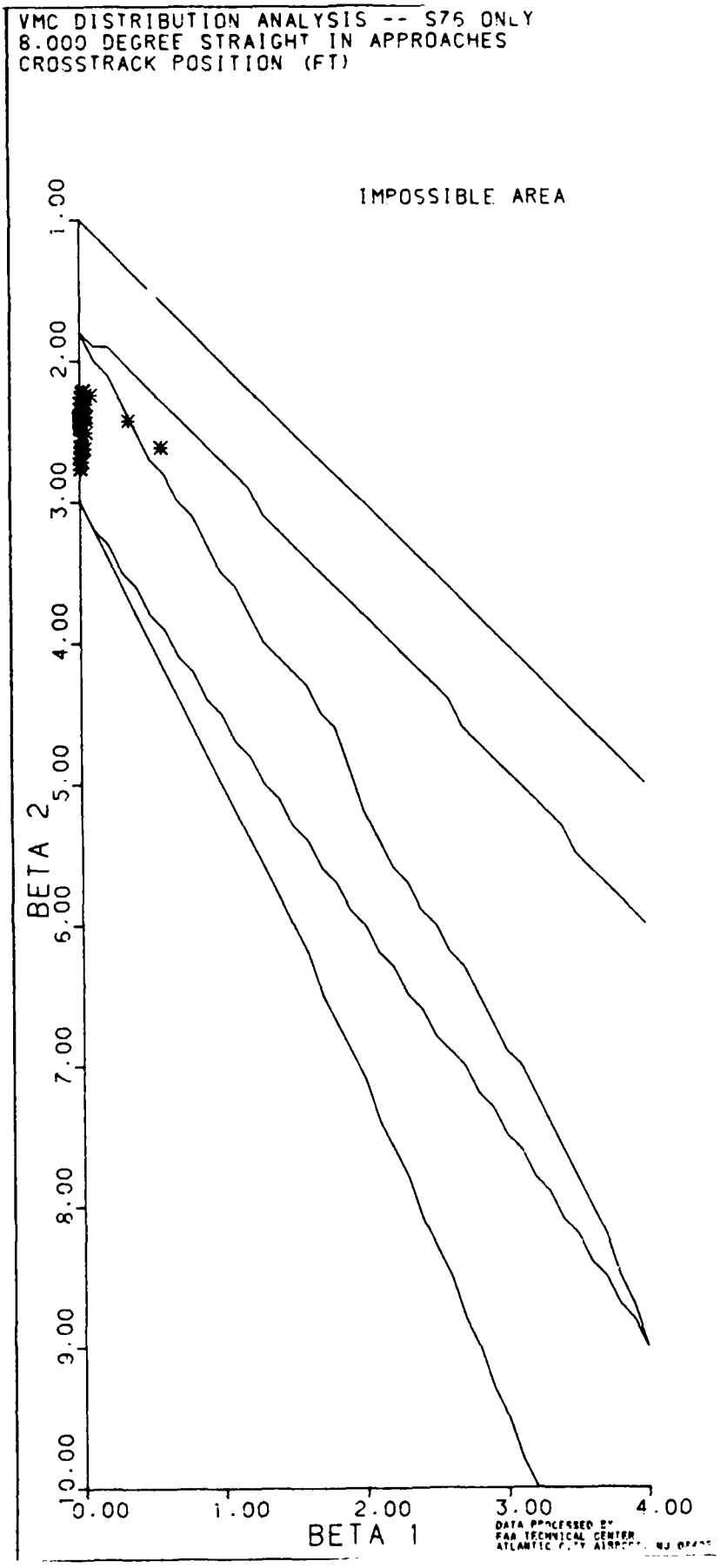

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

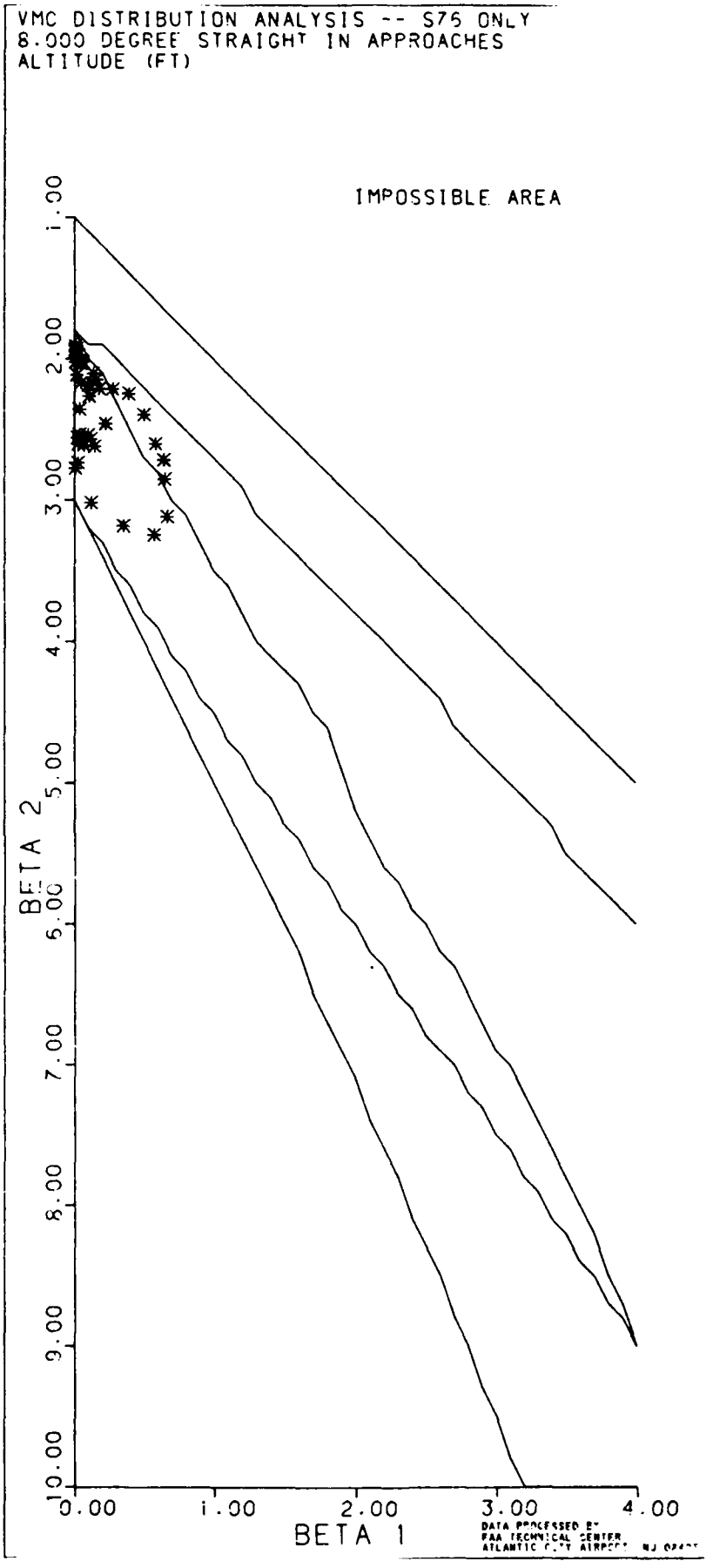

VMC DISTRIBUTION ANALYSIS -- S75 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

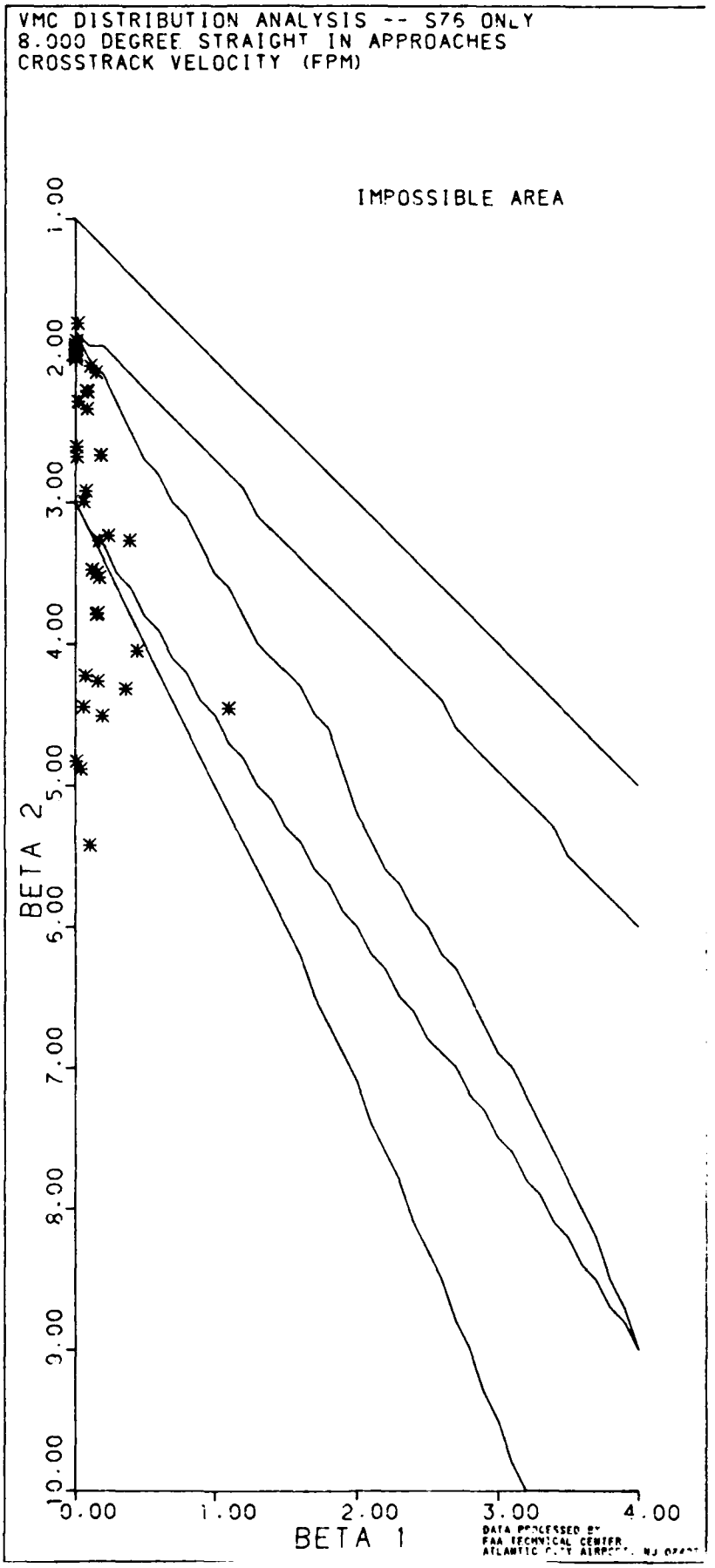
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)

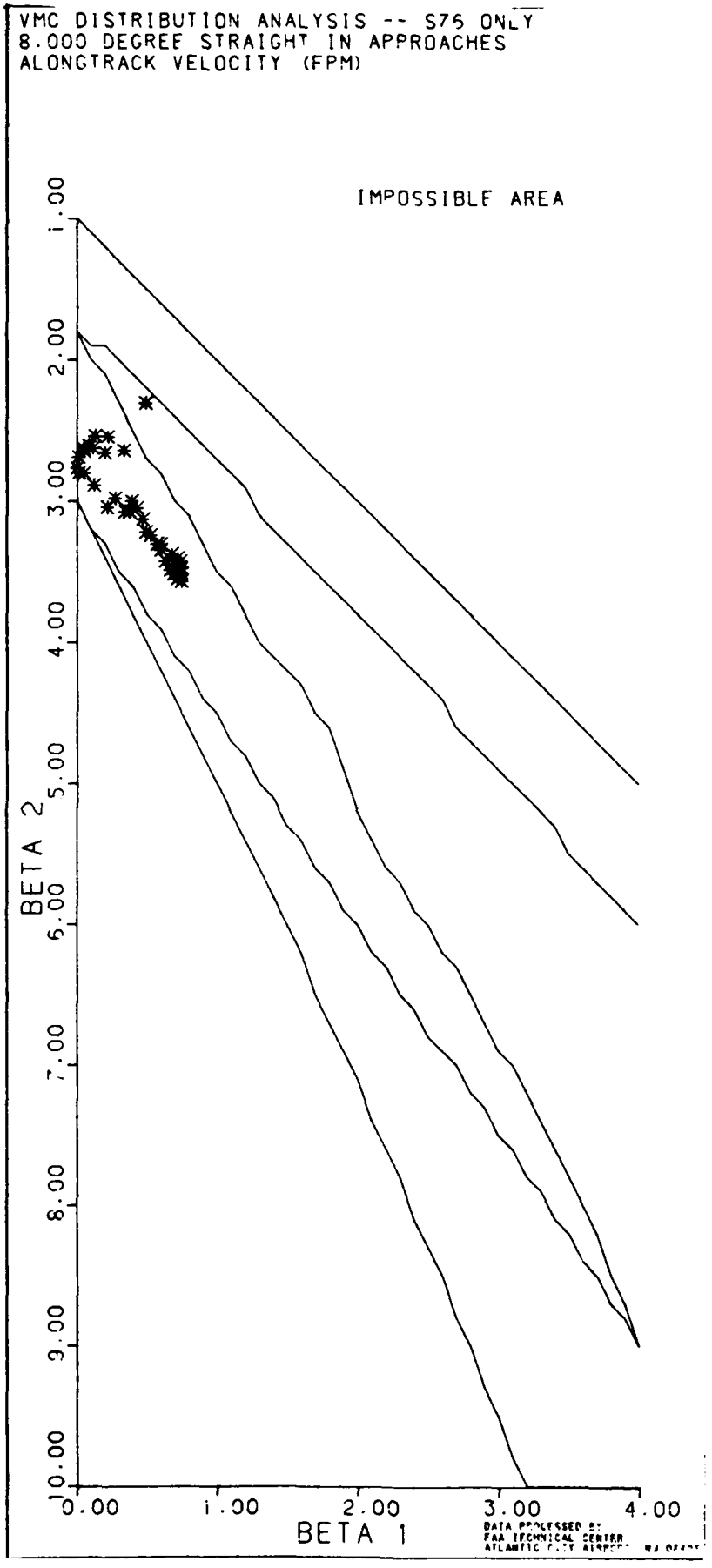


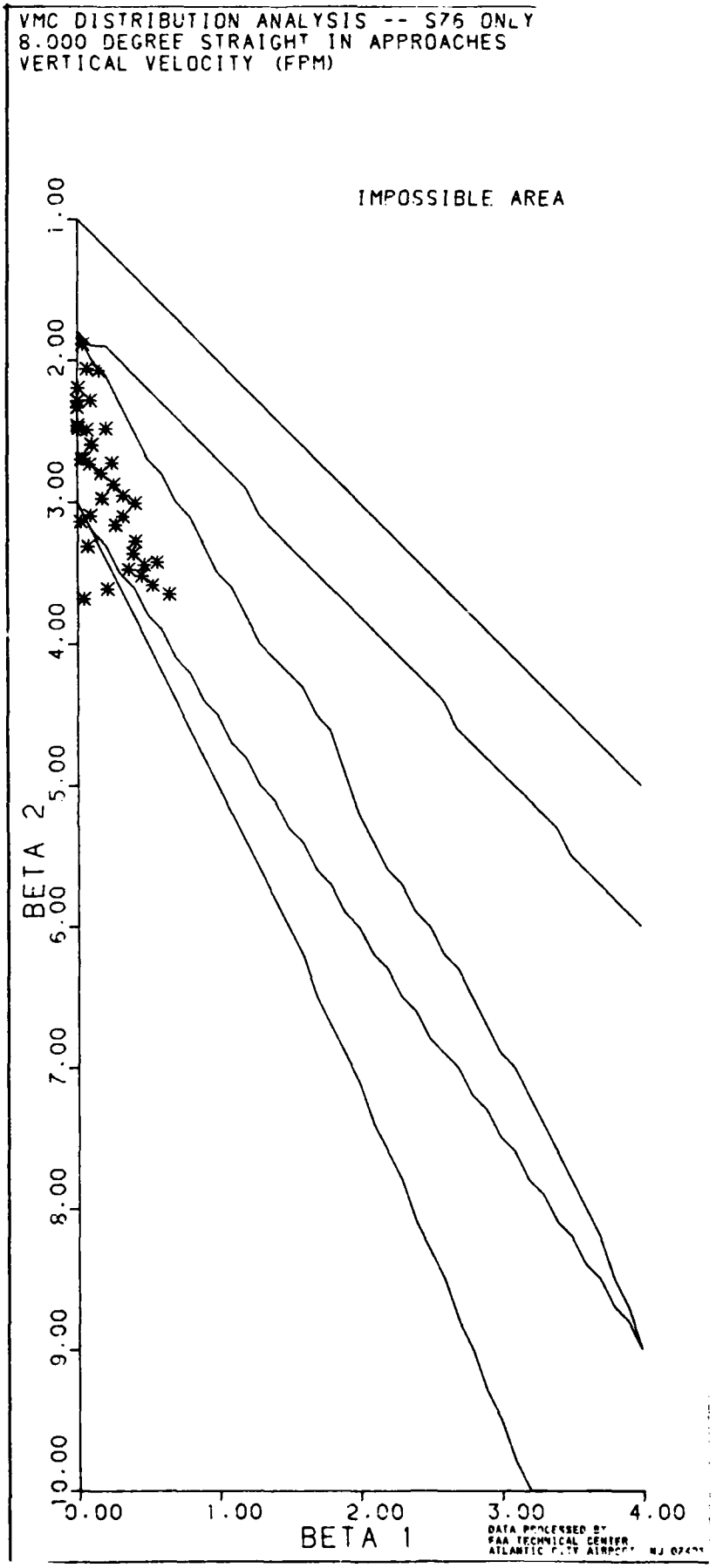

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

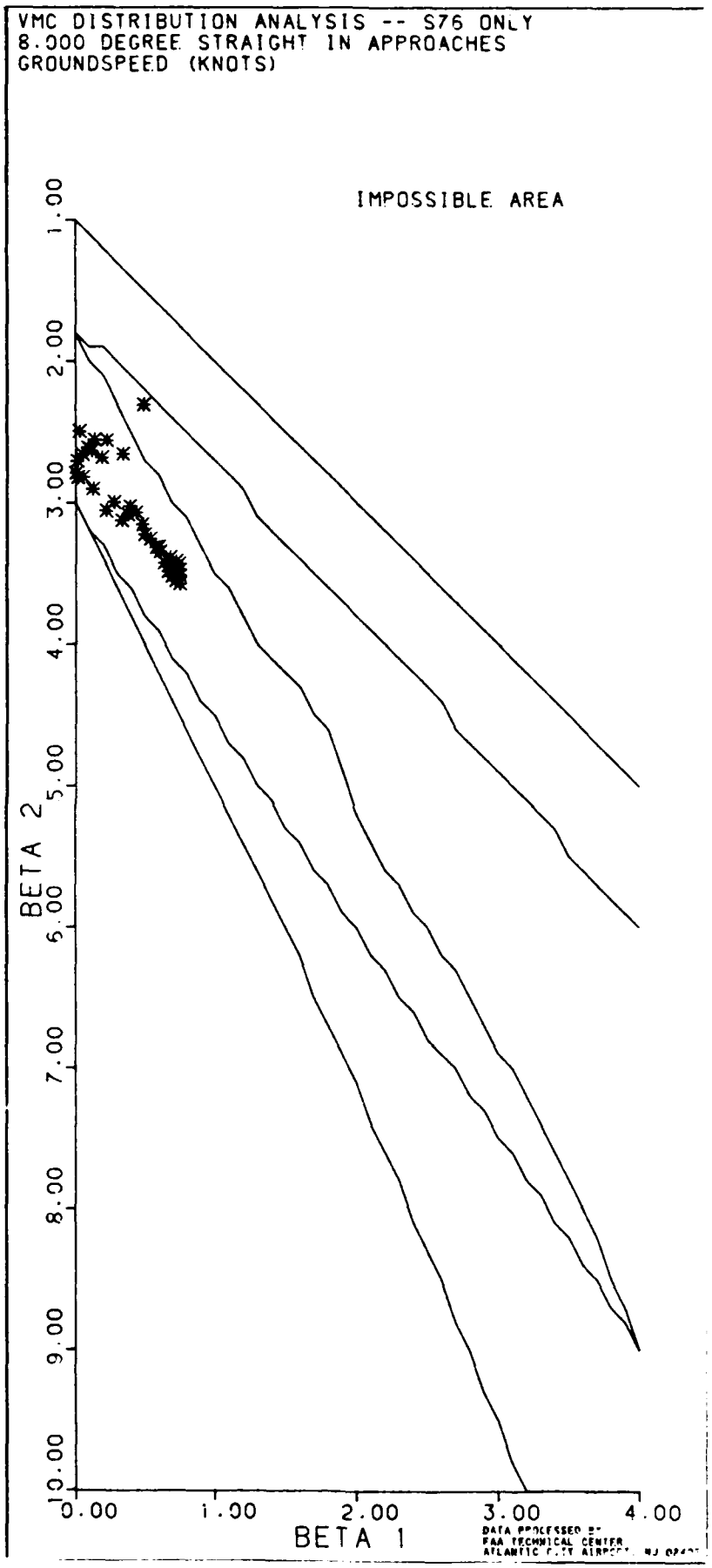

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

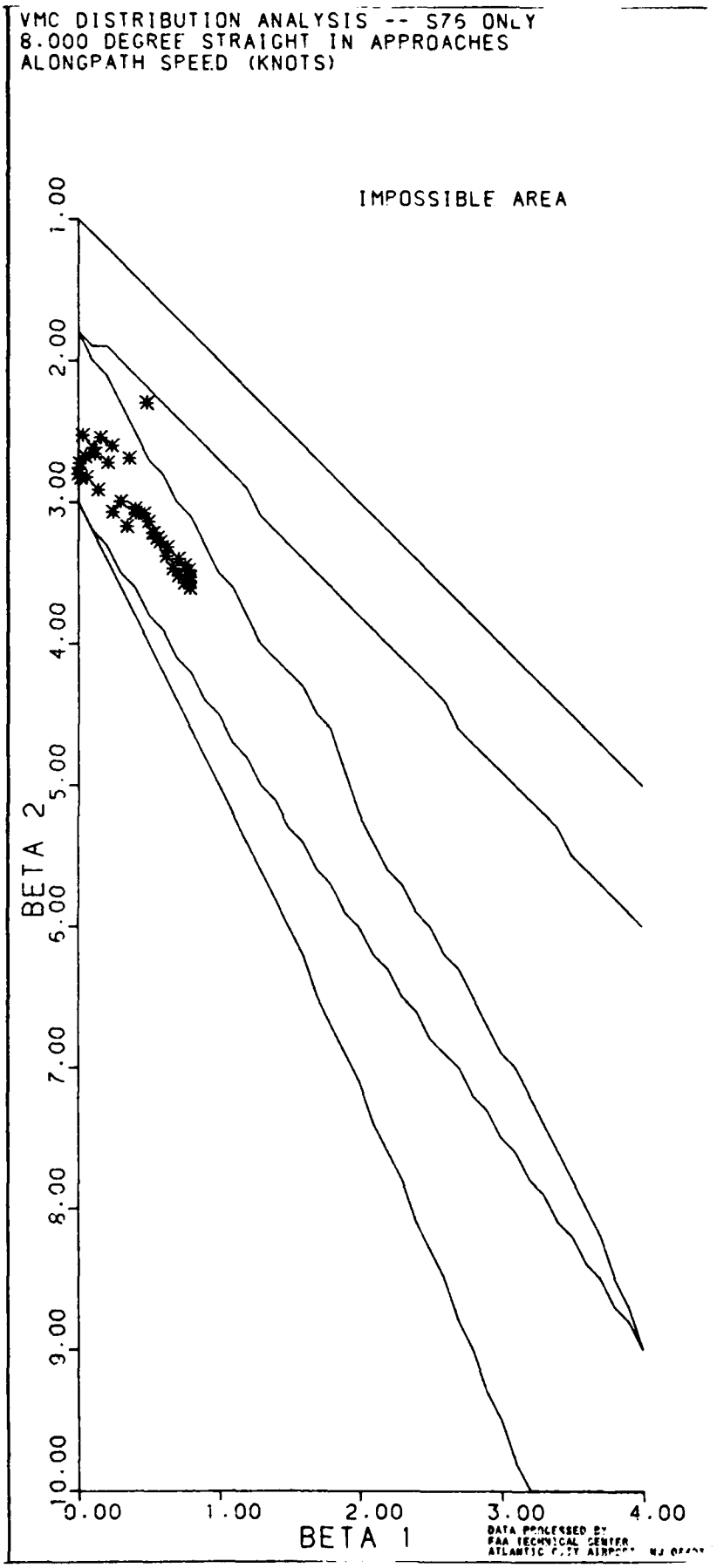

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

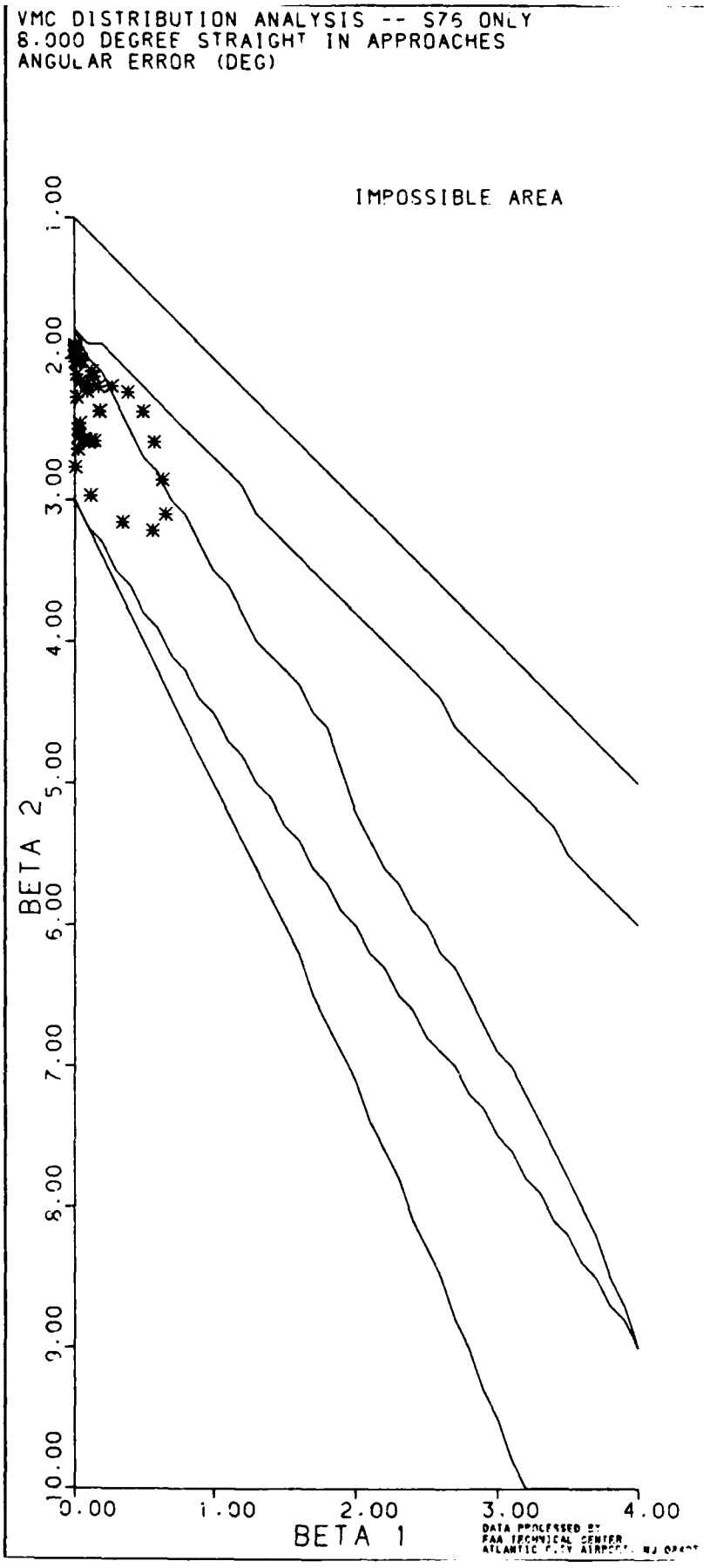

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

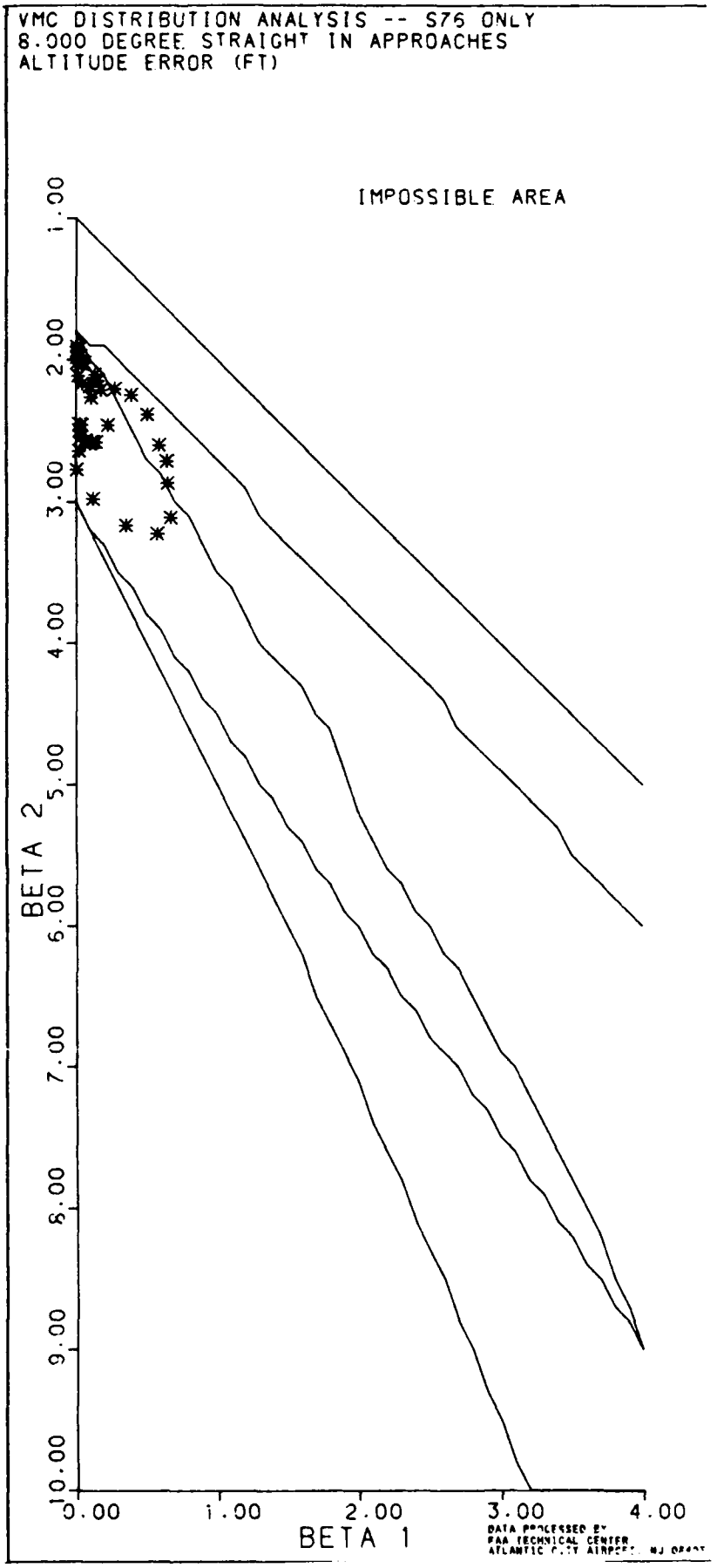

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

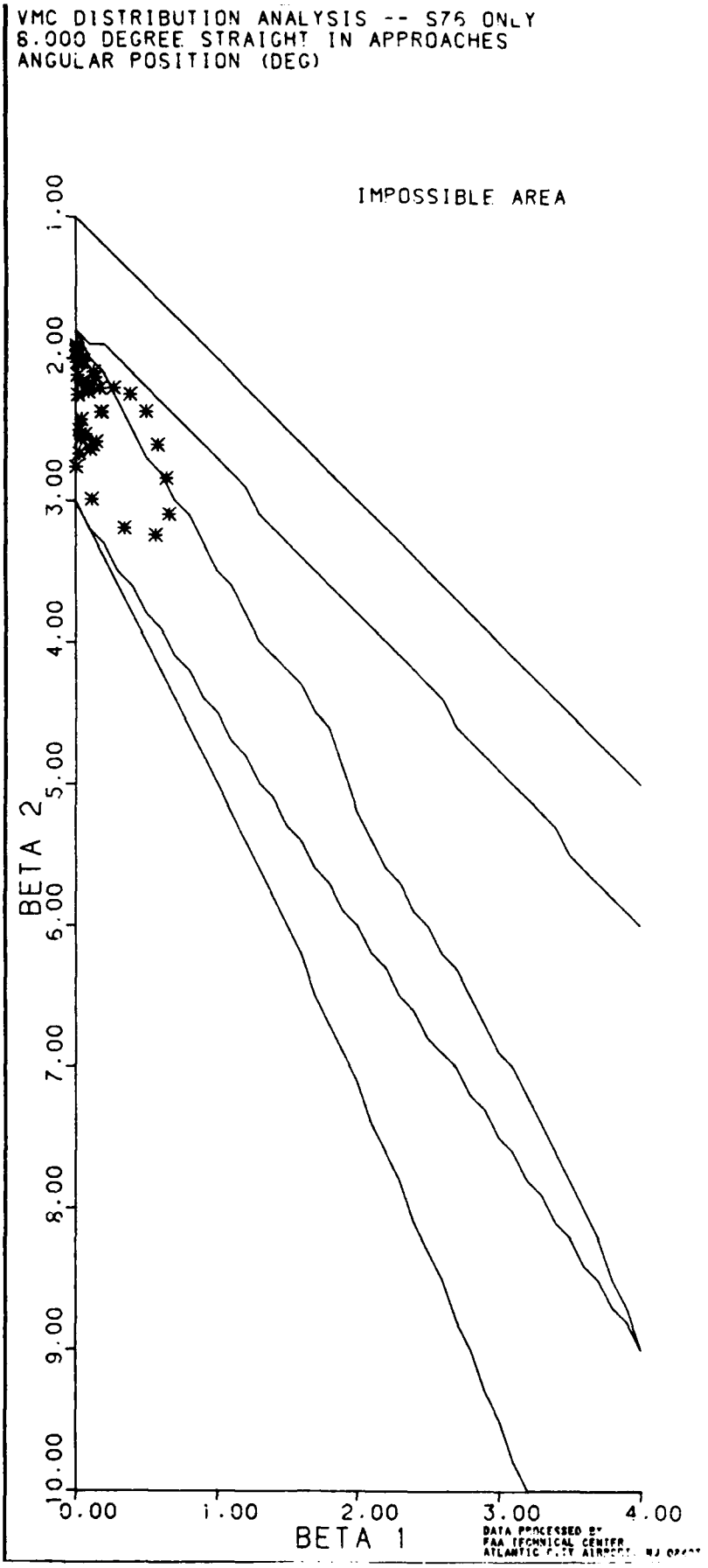

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

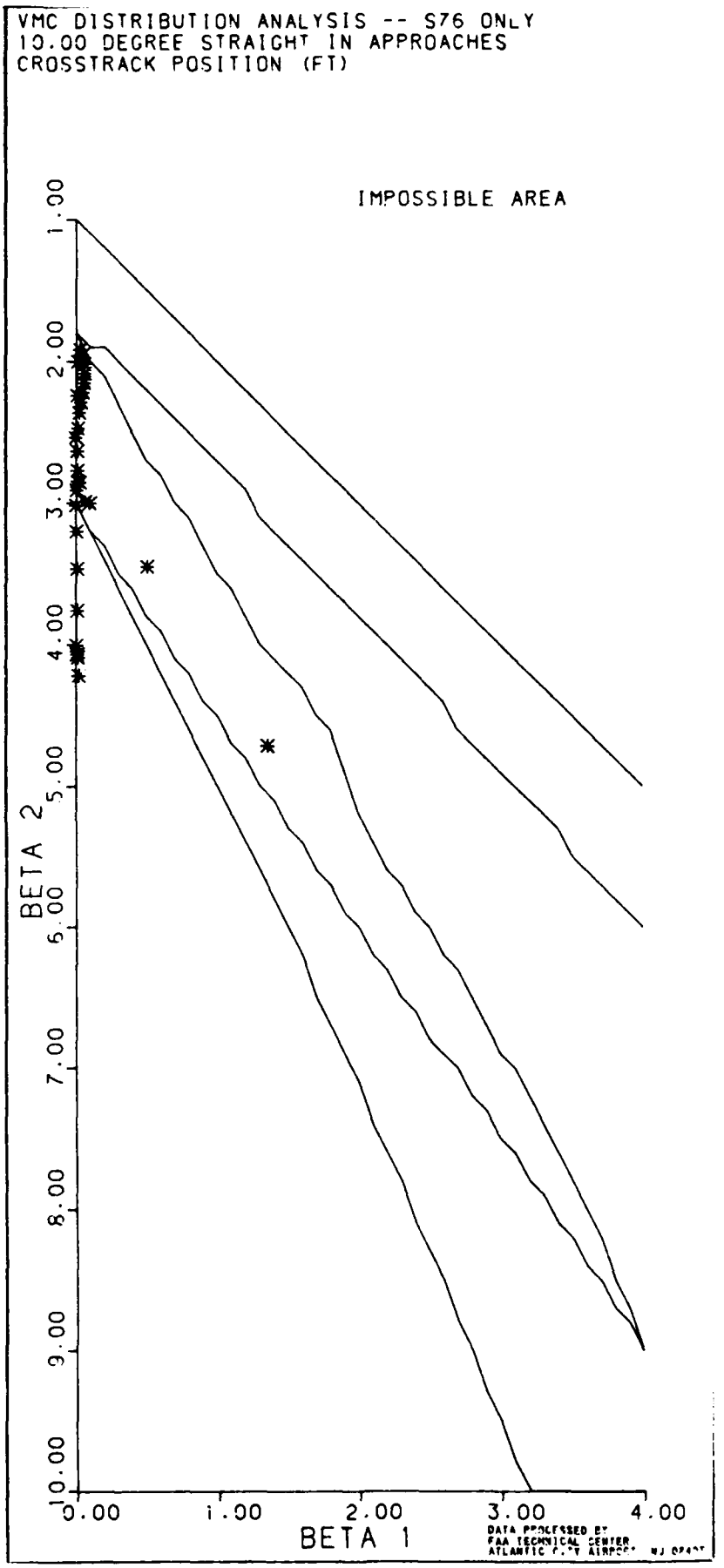

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

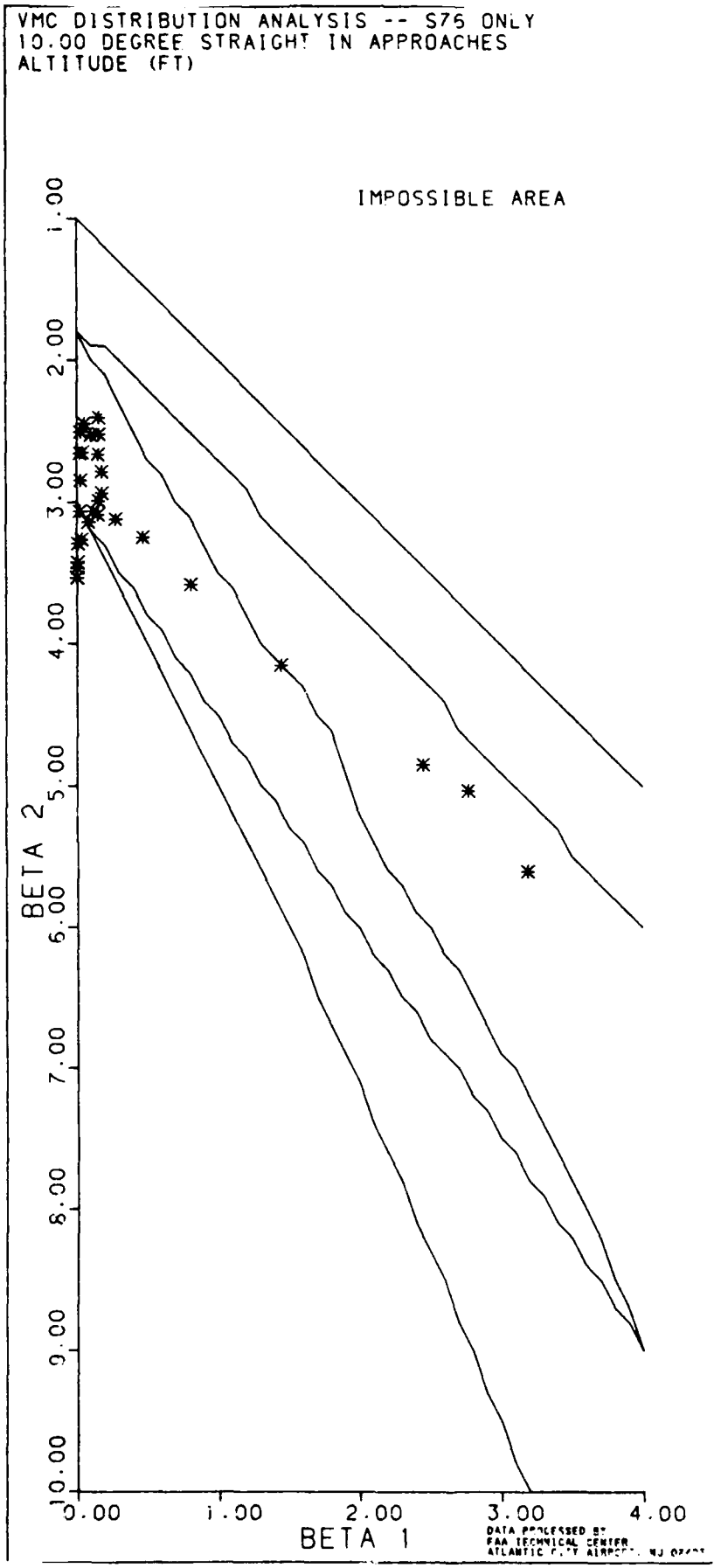

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

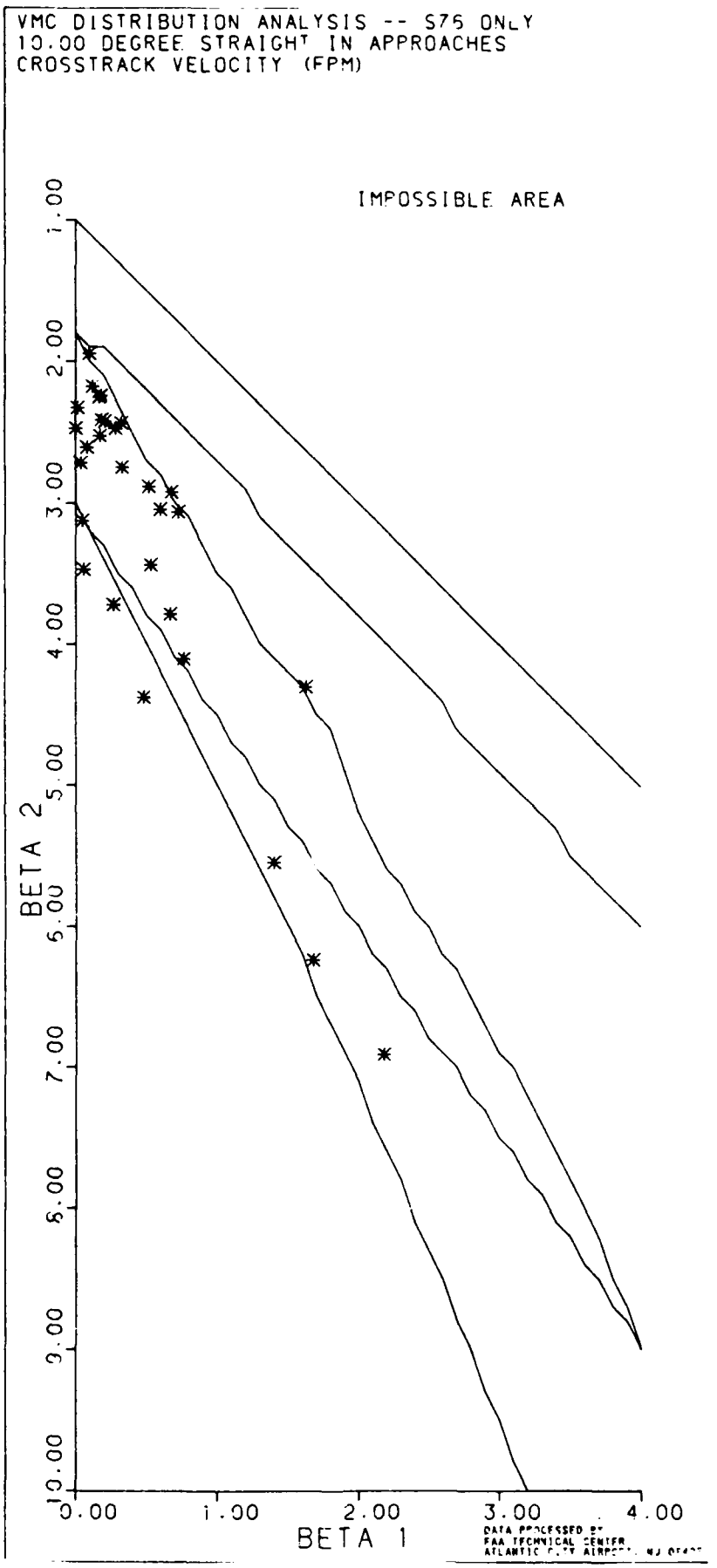

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

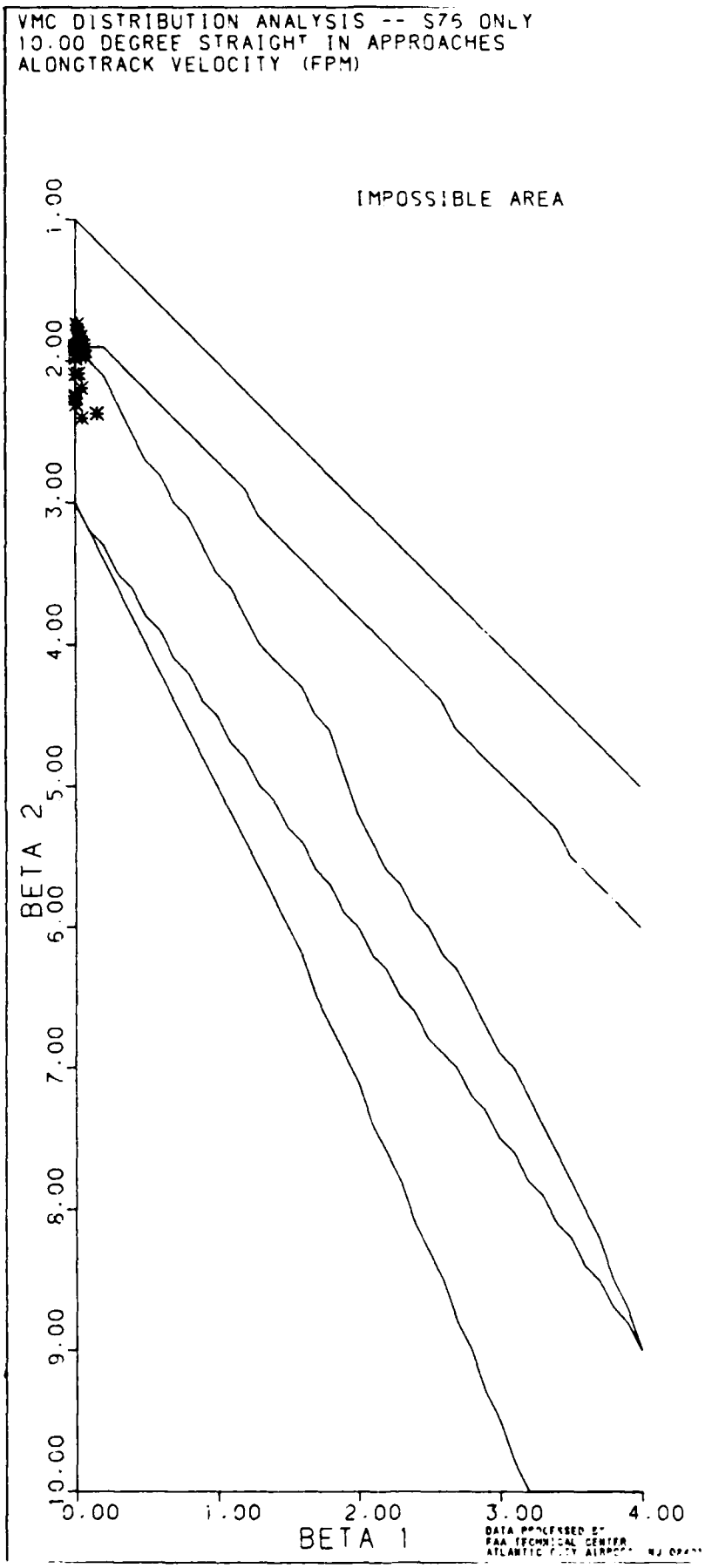

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

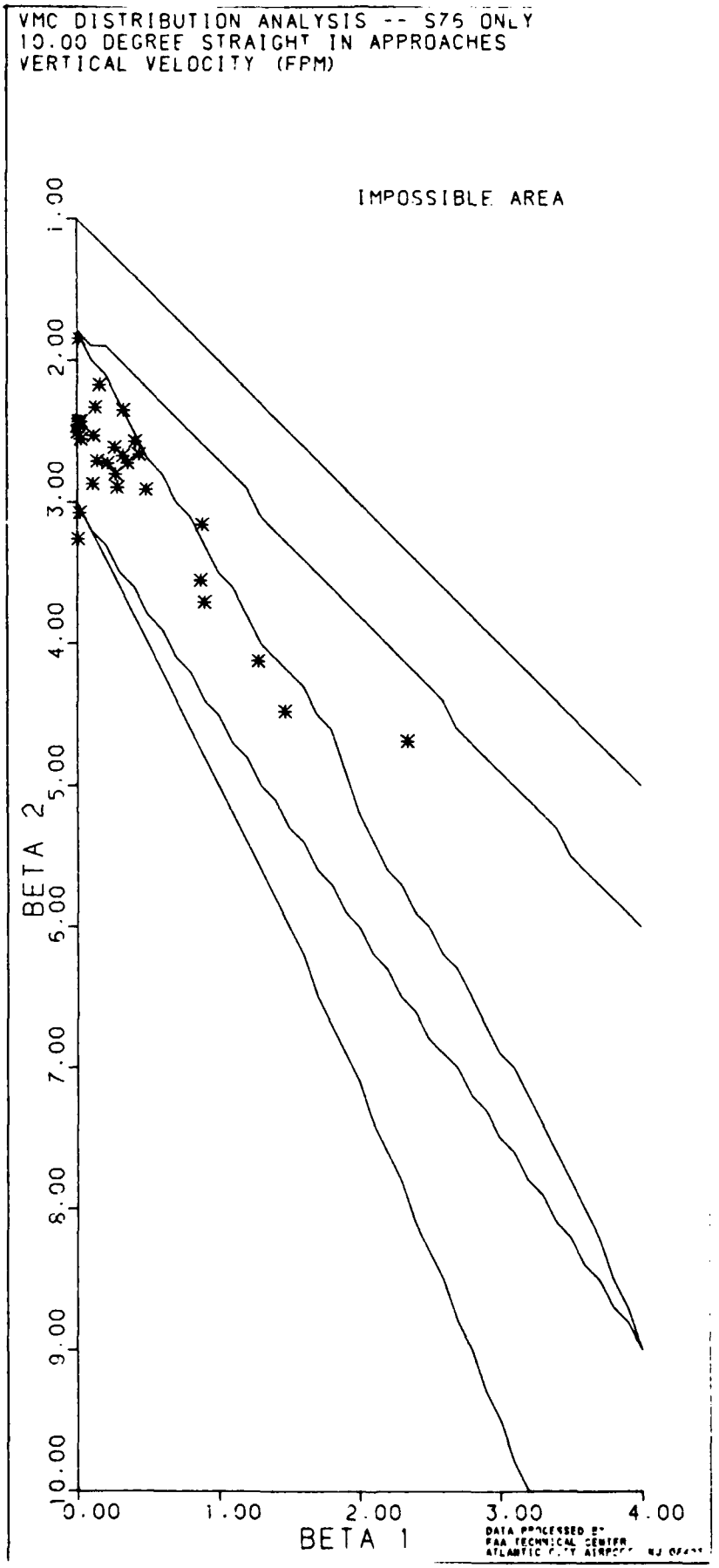

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

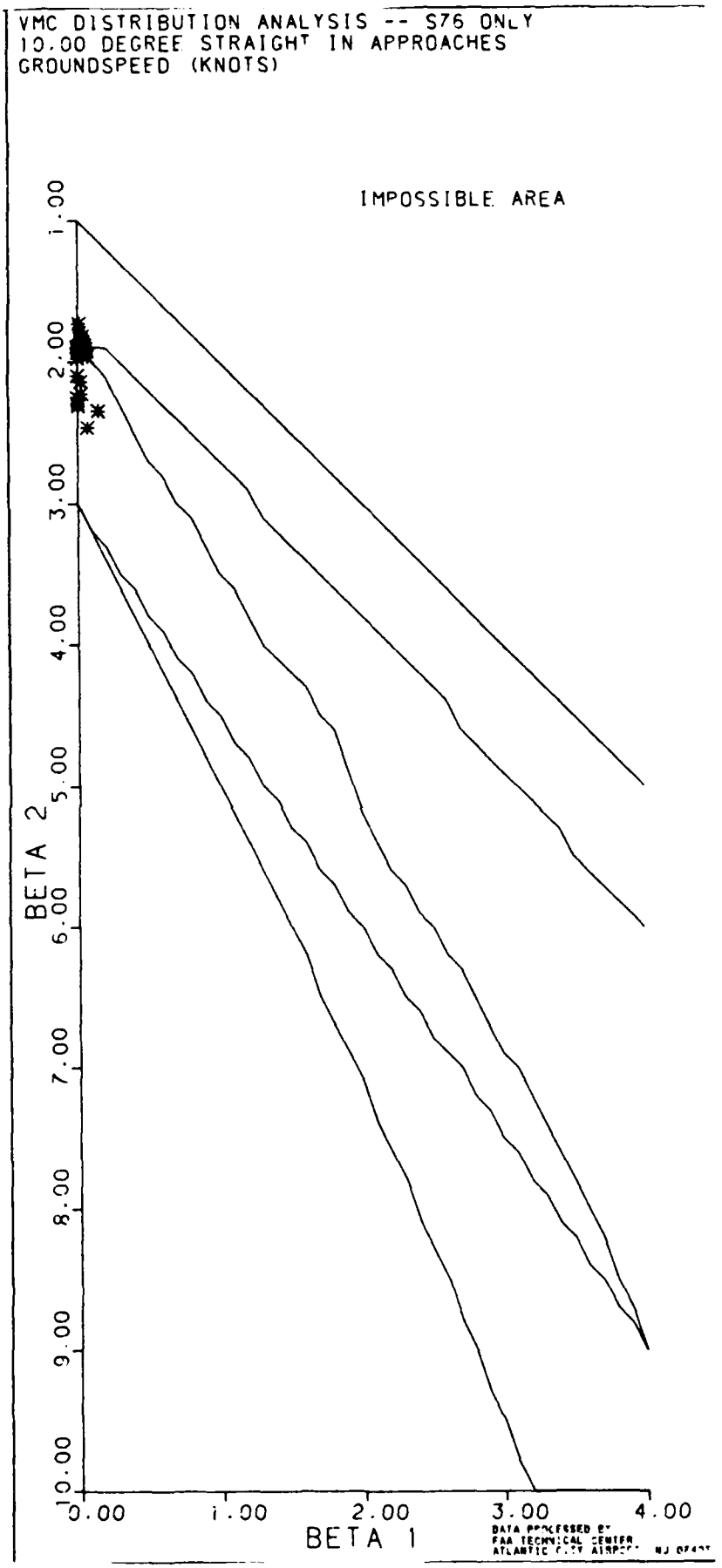

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

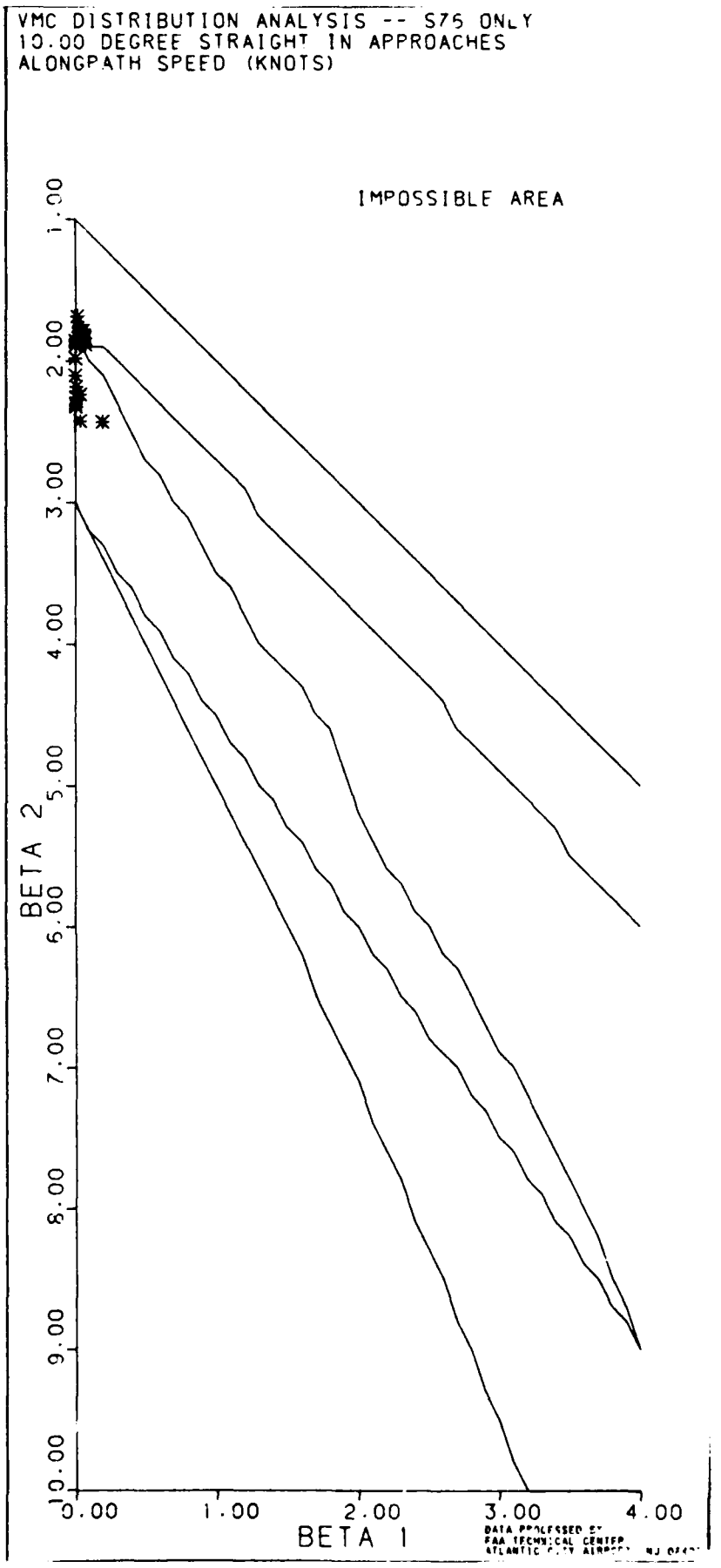

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

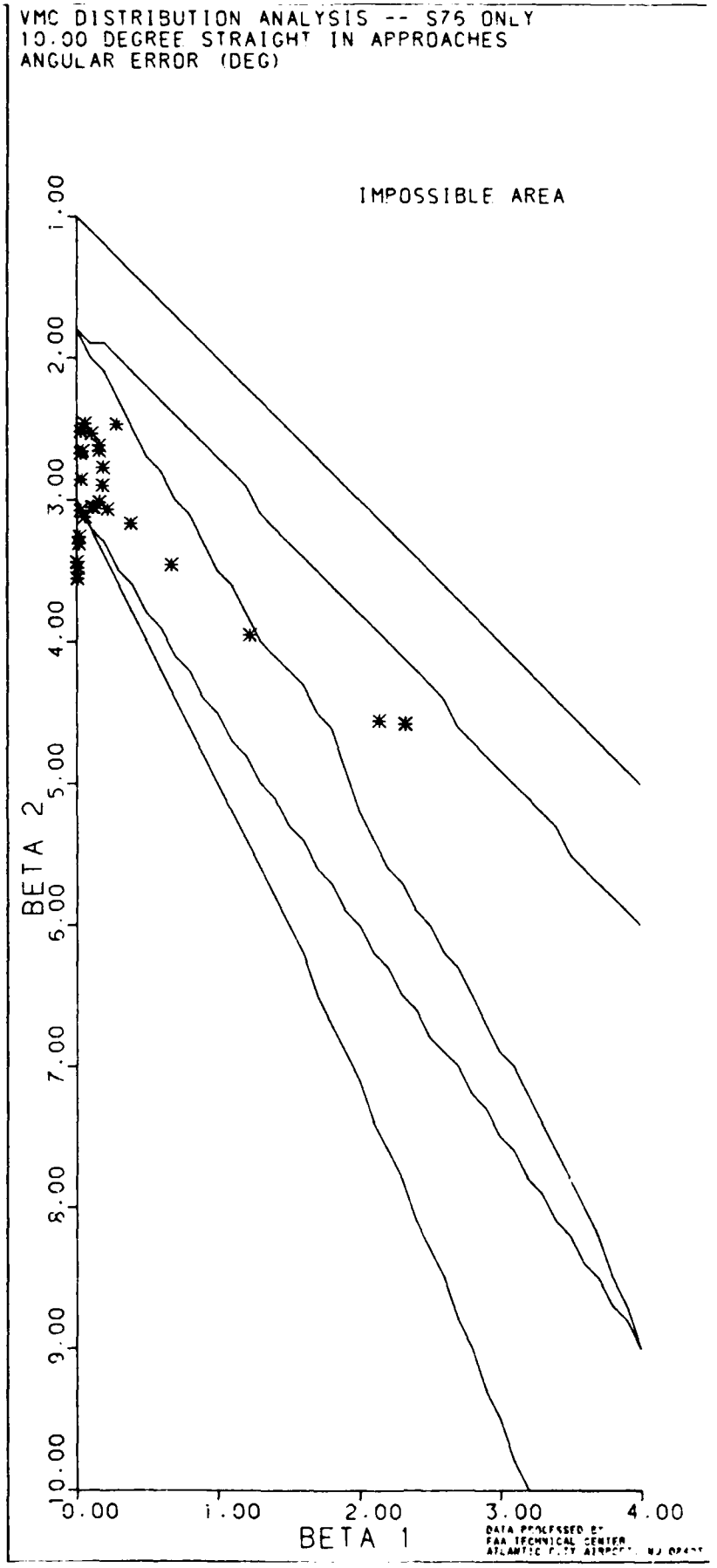

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

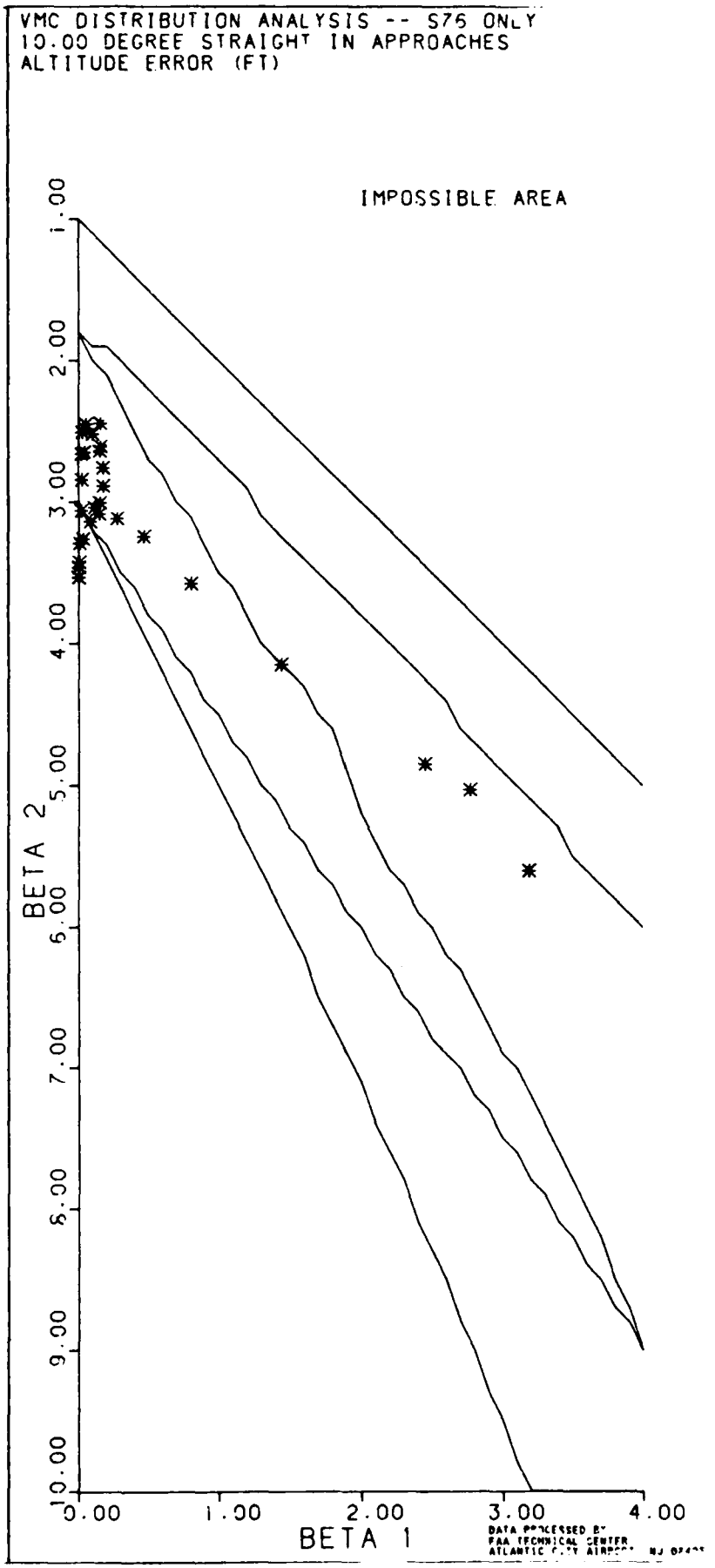

VMC DISTRIBUTION ANALYSIS -- S75 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

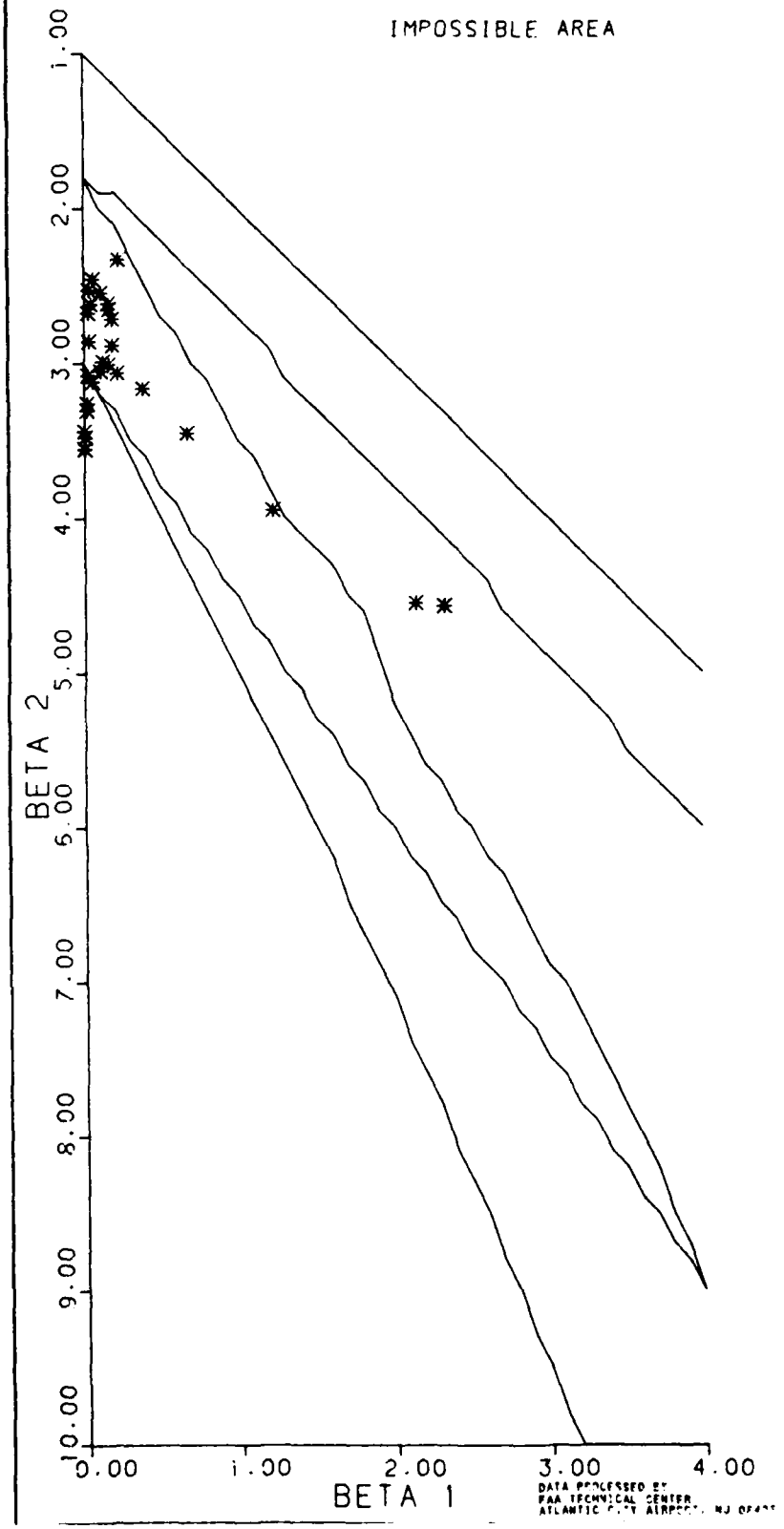

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

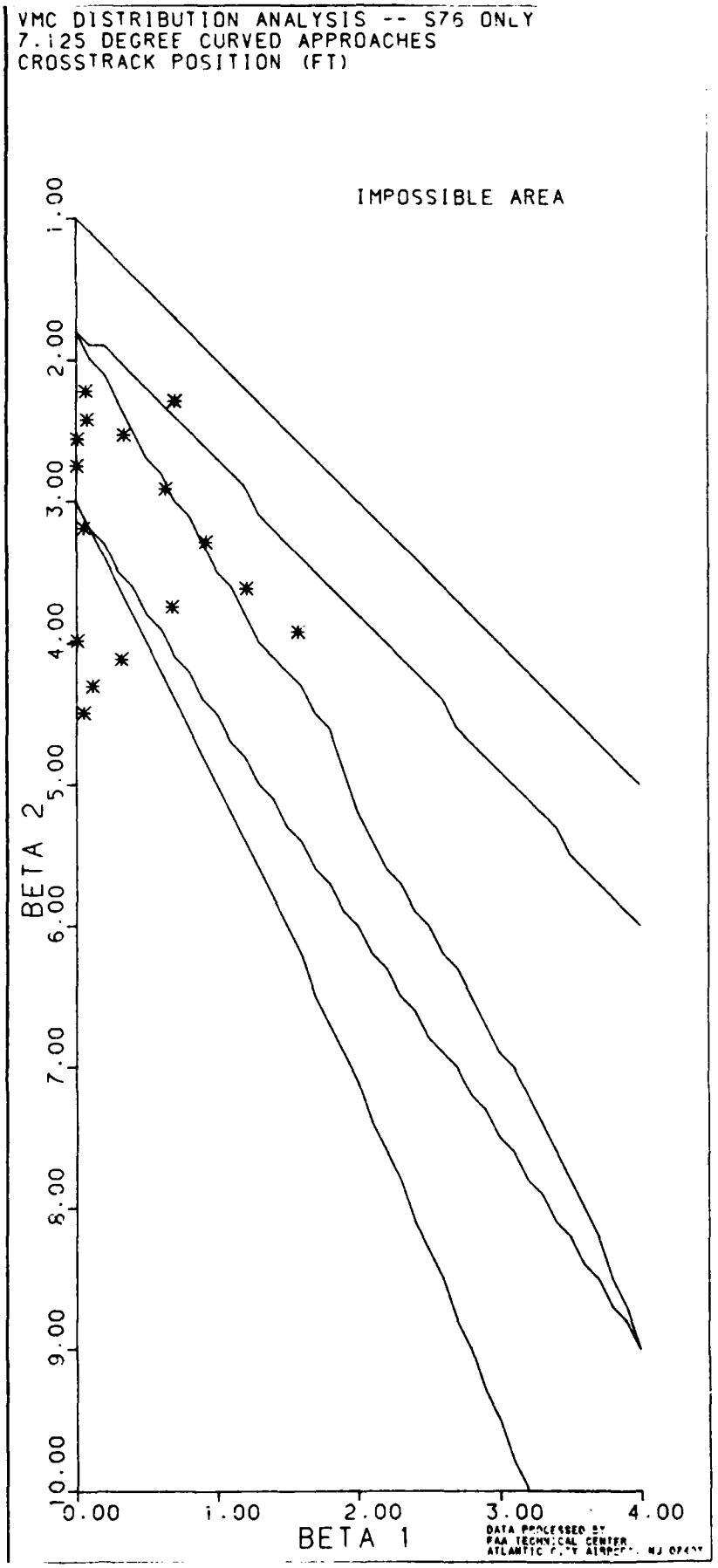

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

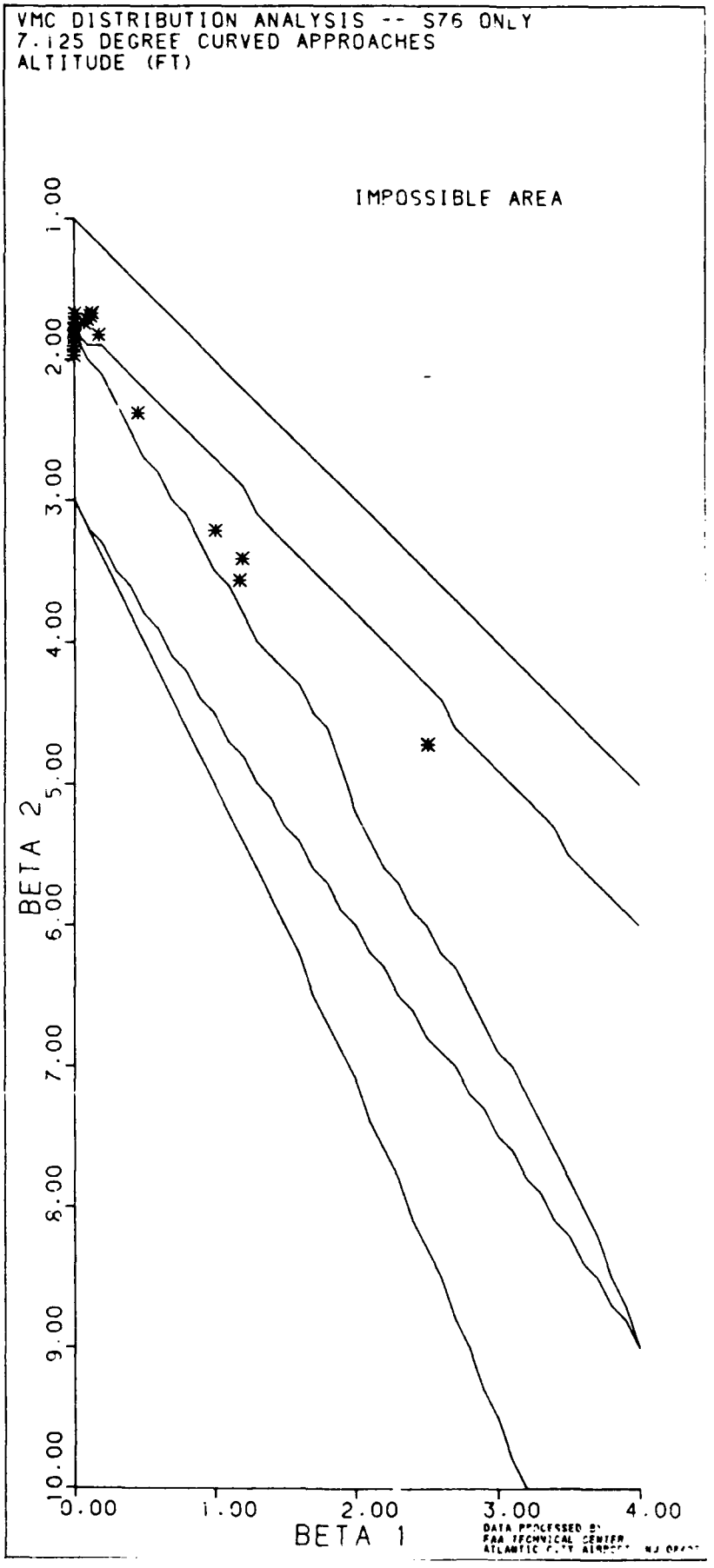

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

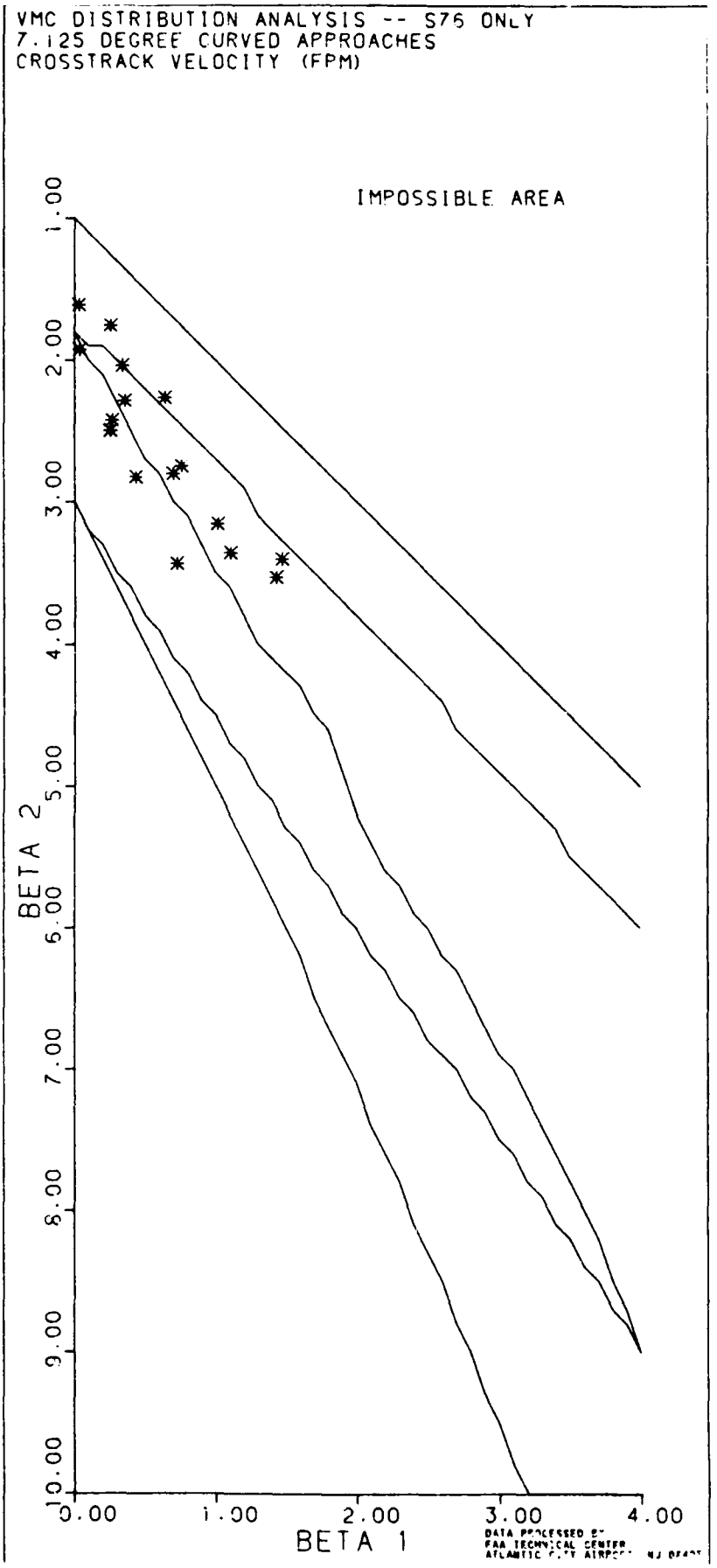

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)

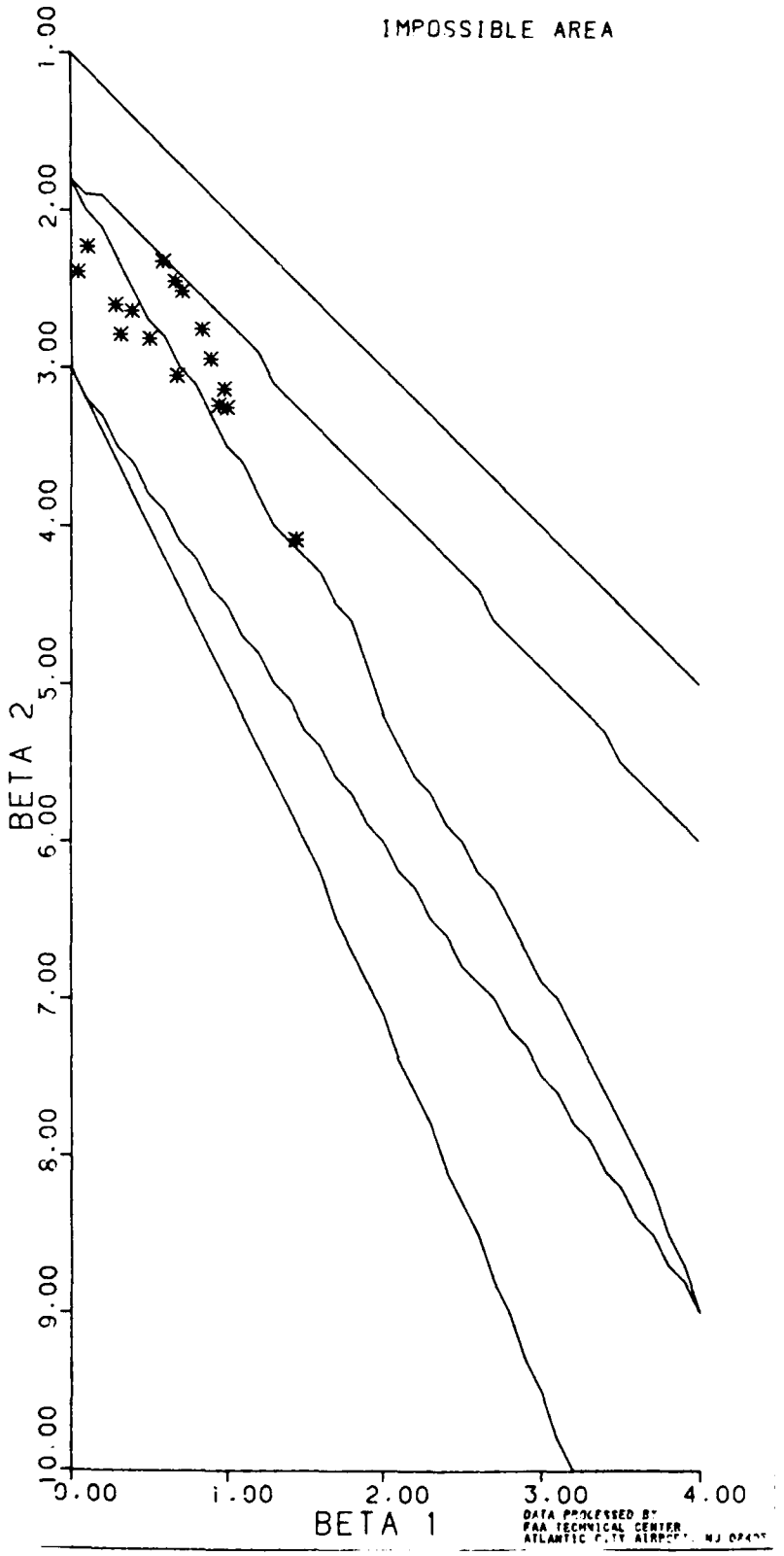



VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

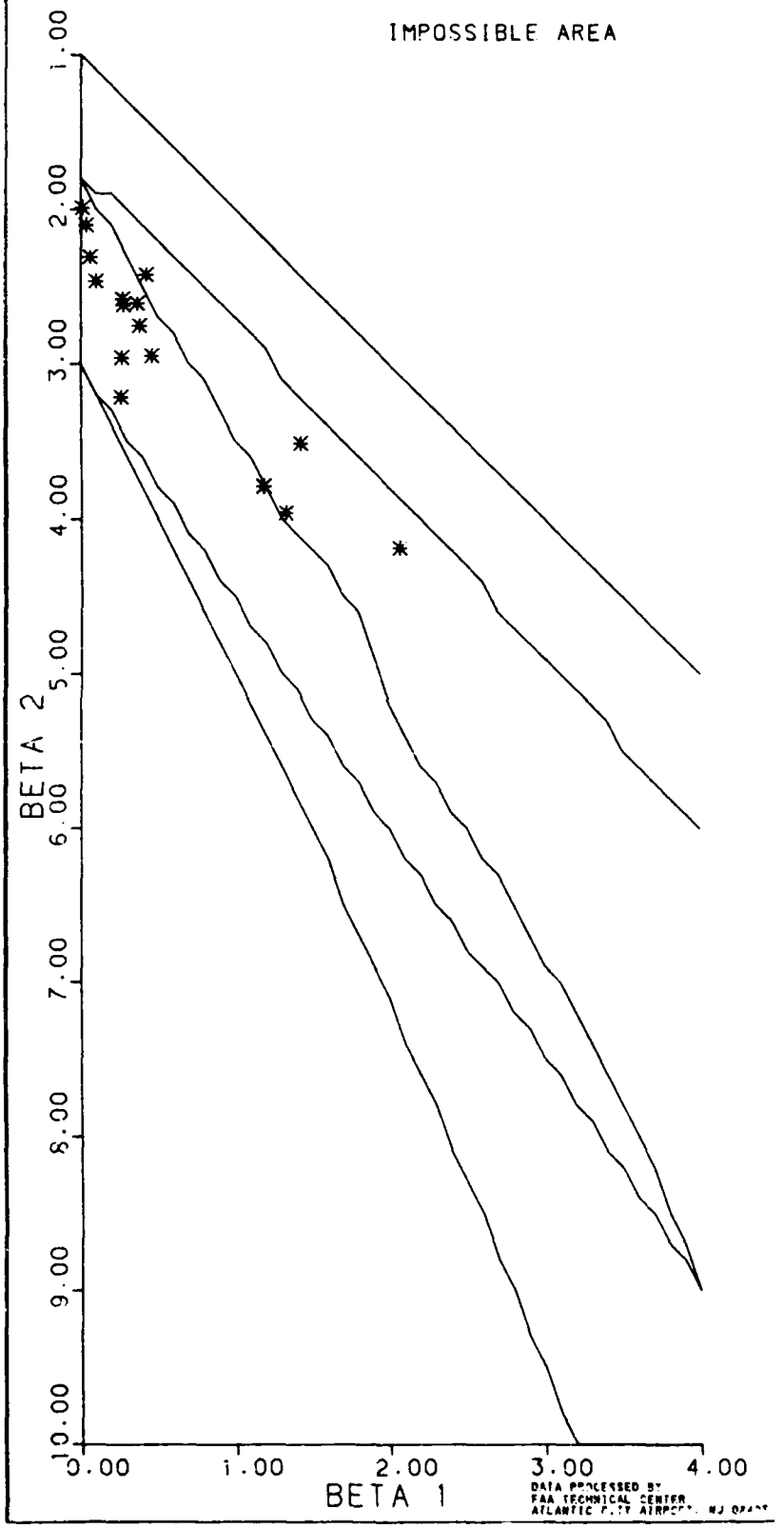

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

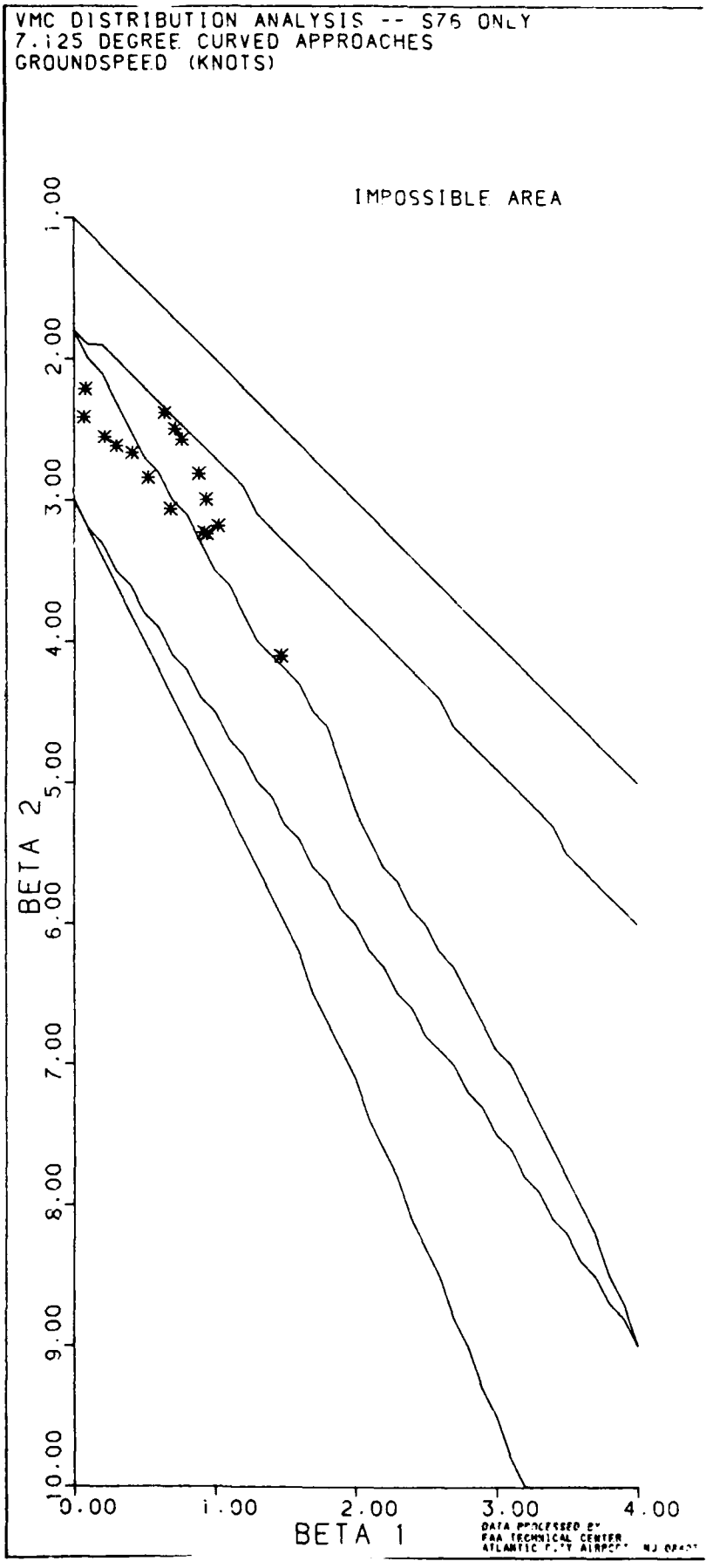

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

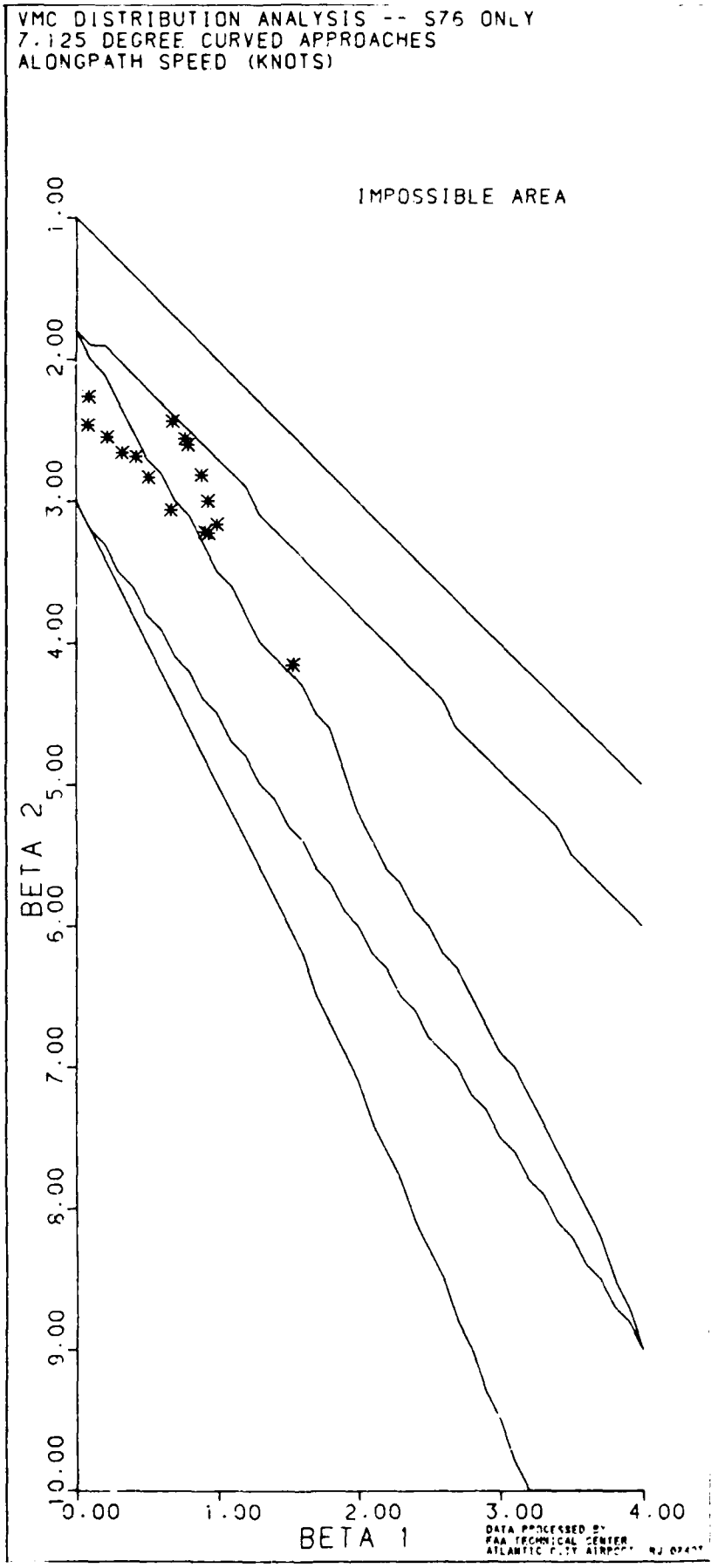
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)

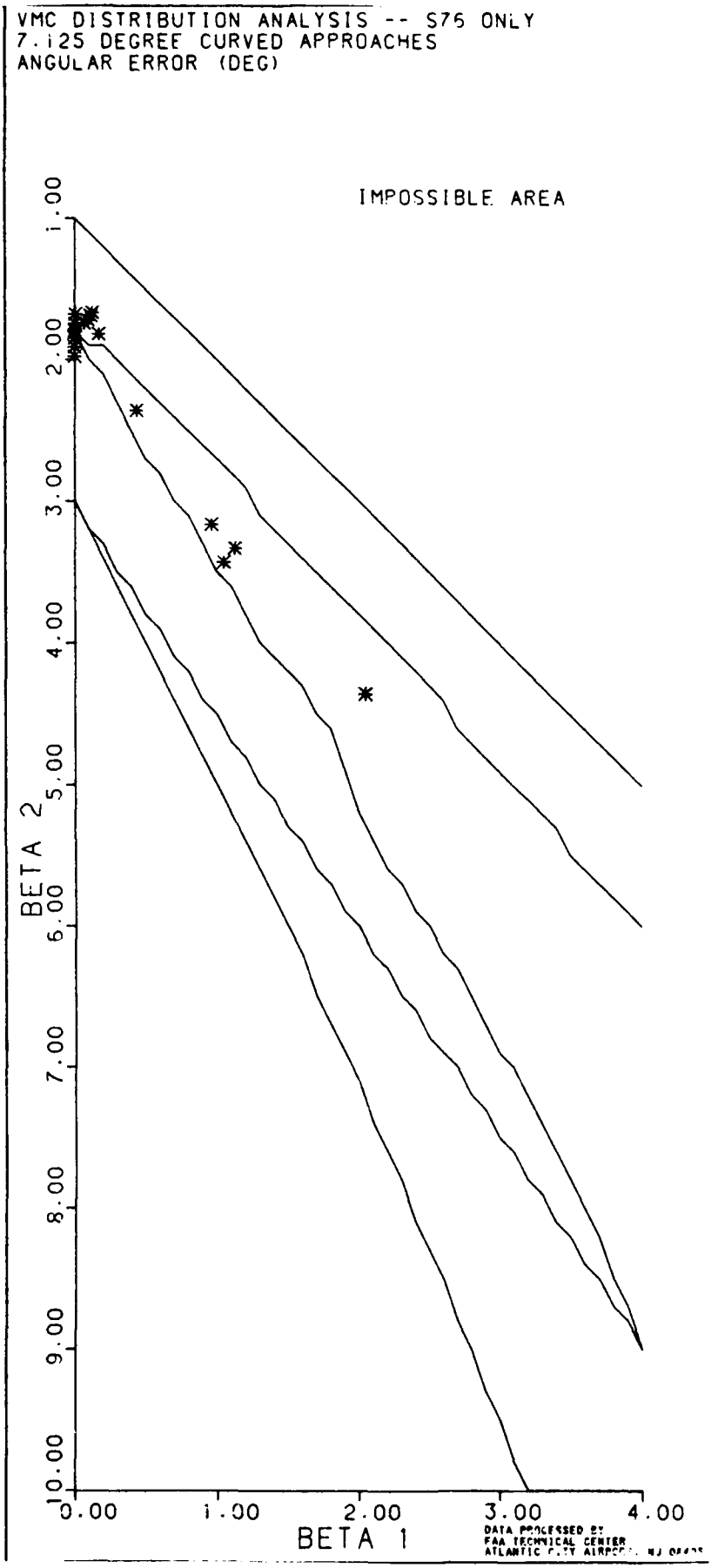


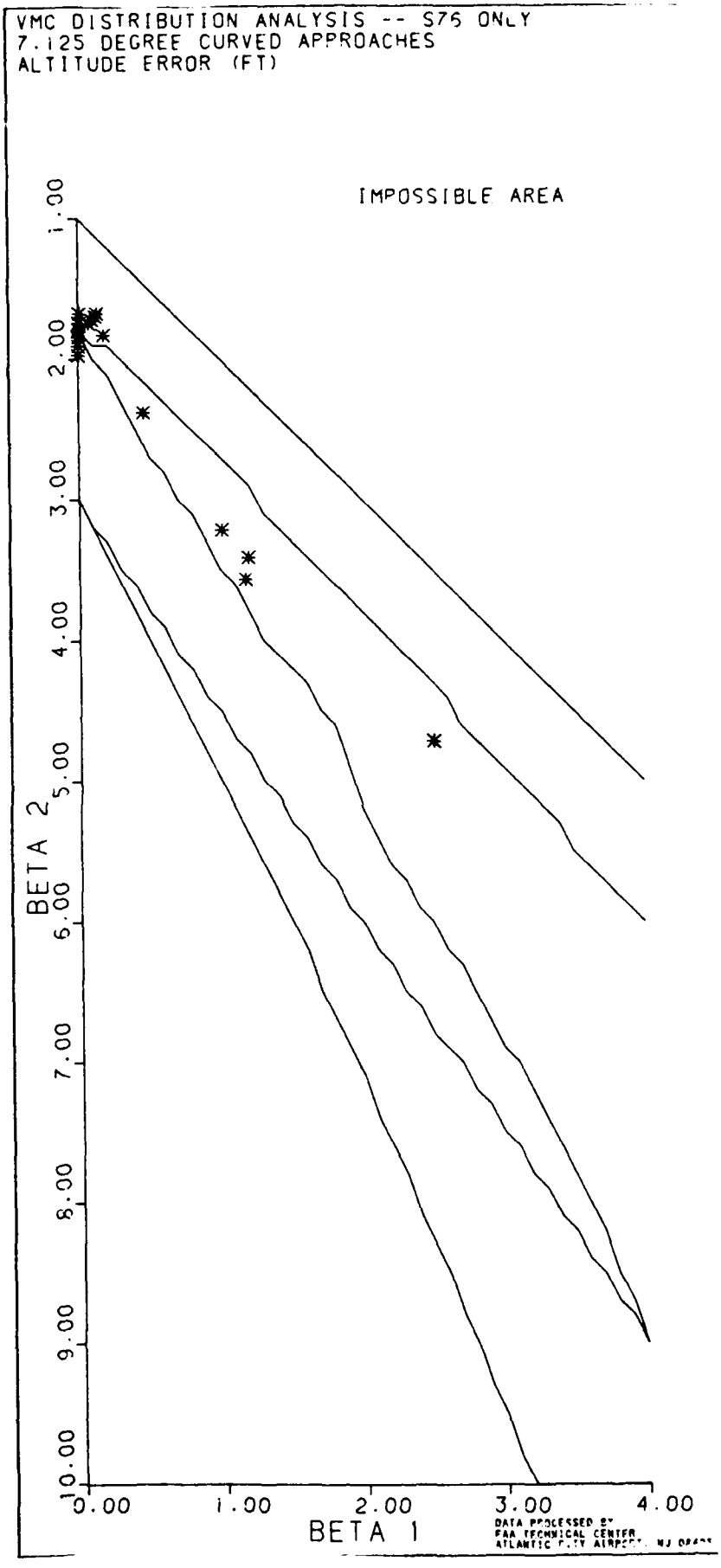
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)

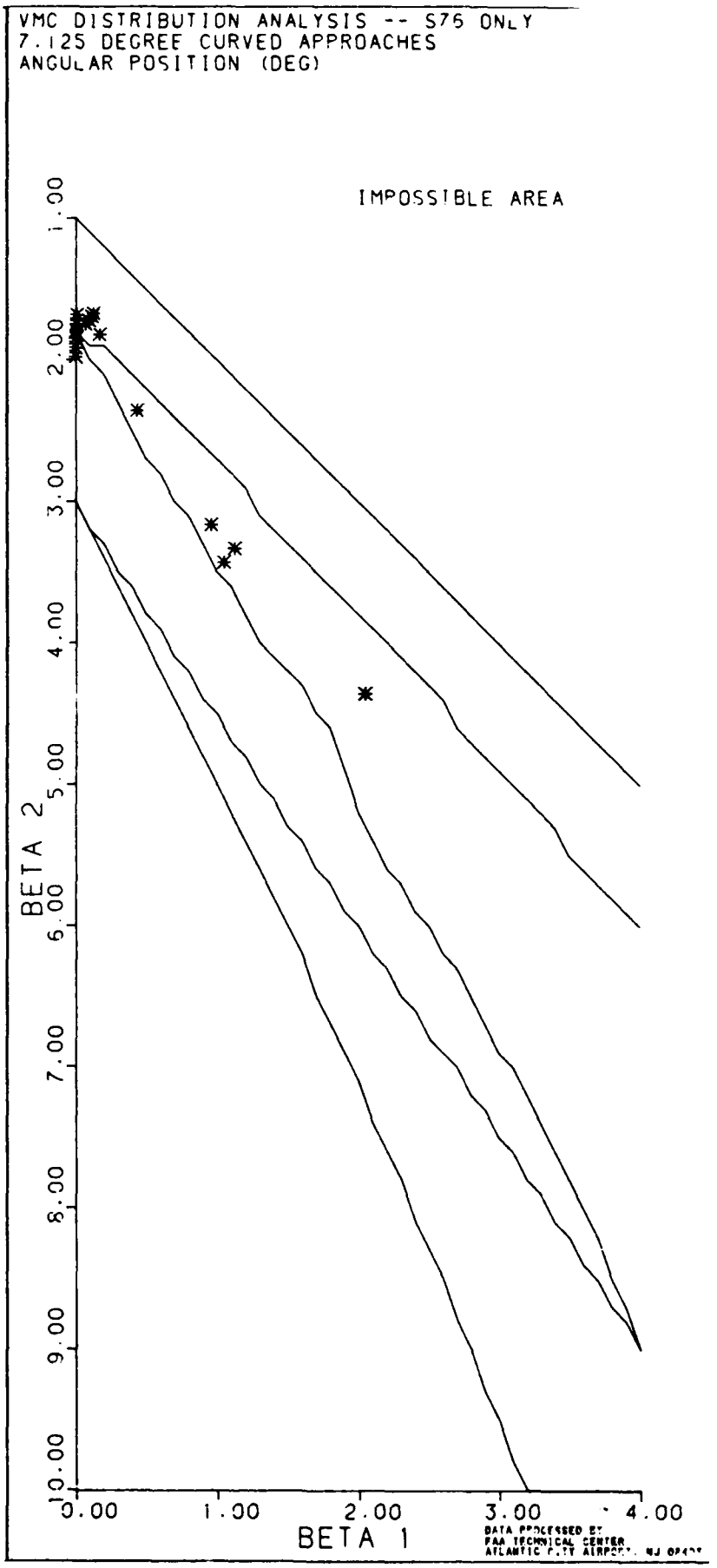


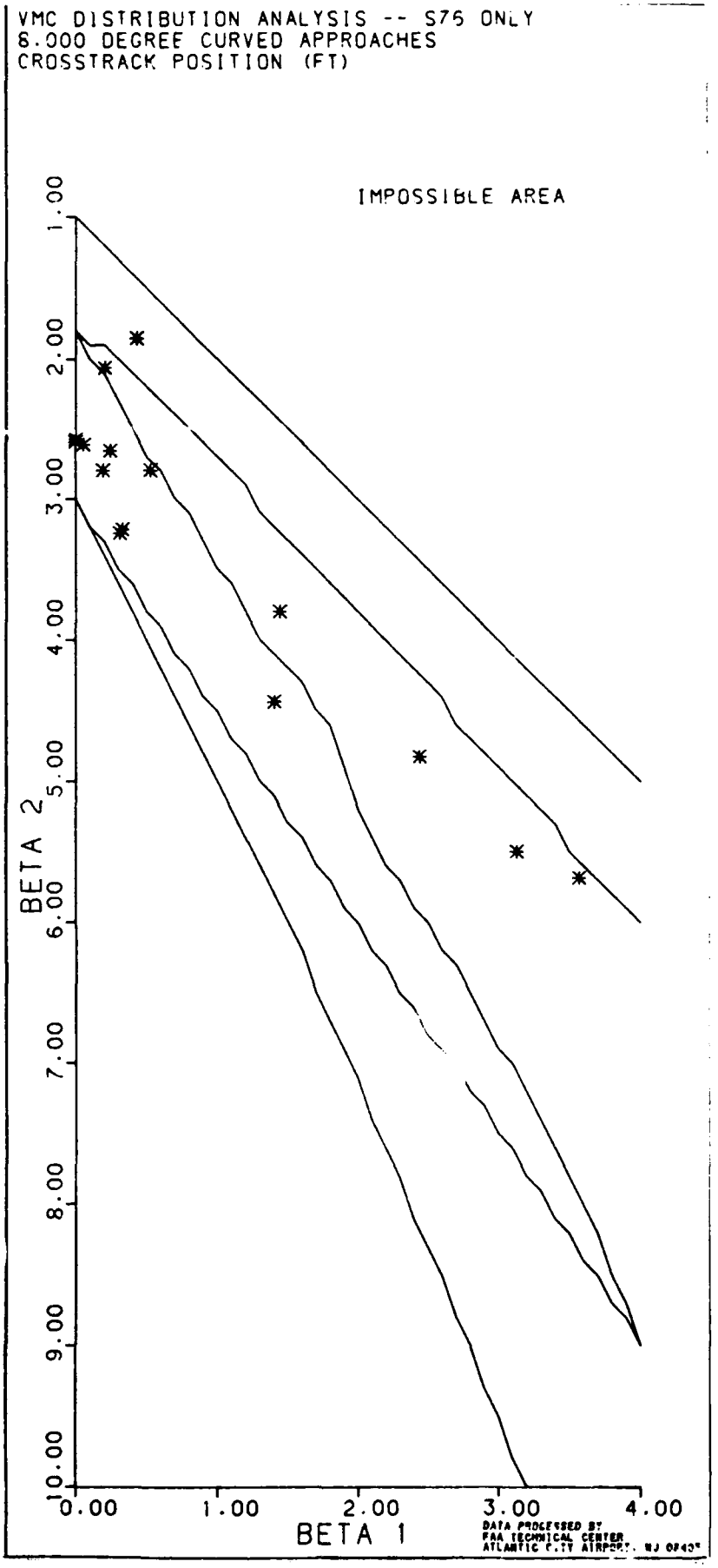

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

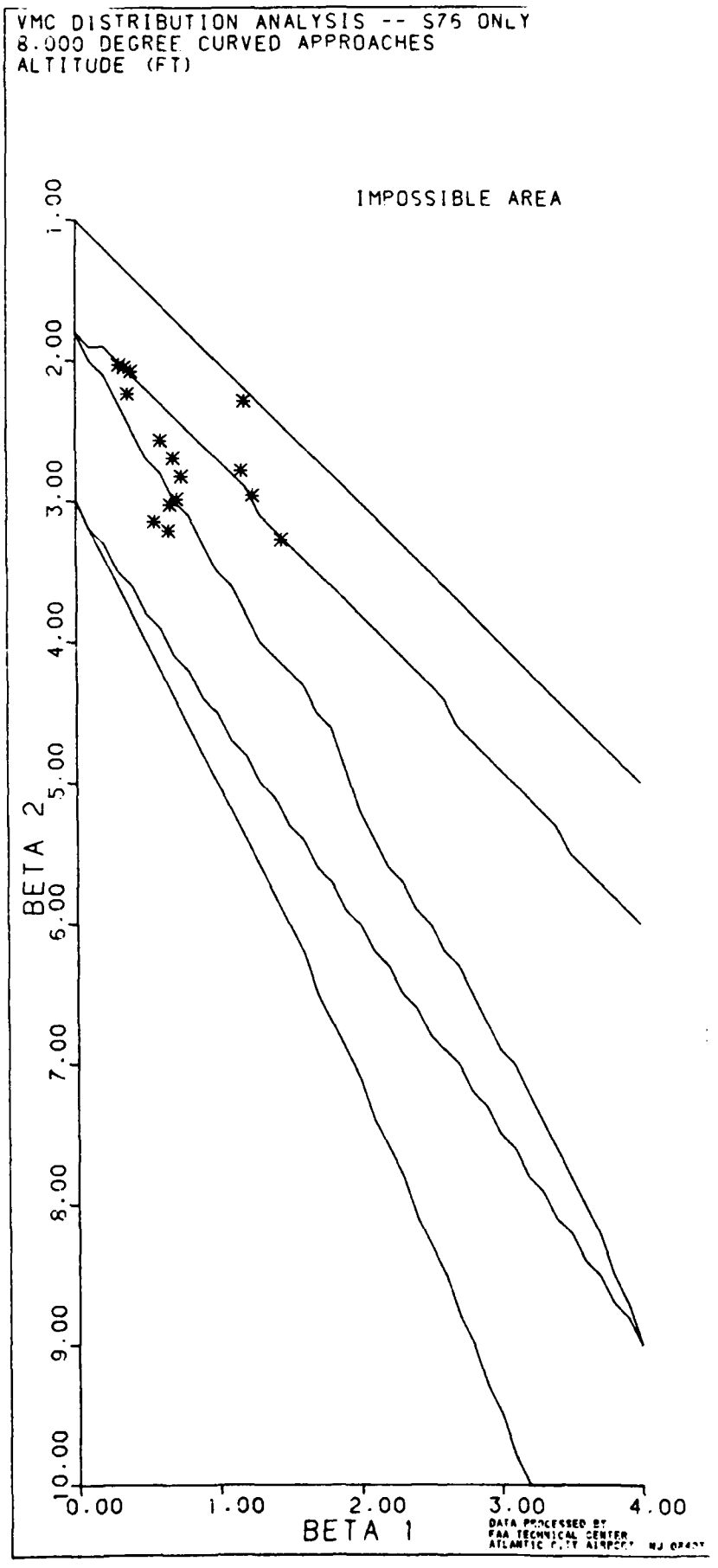

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY:
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

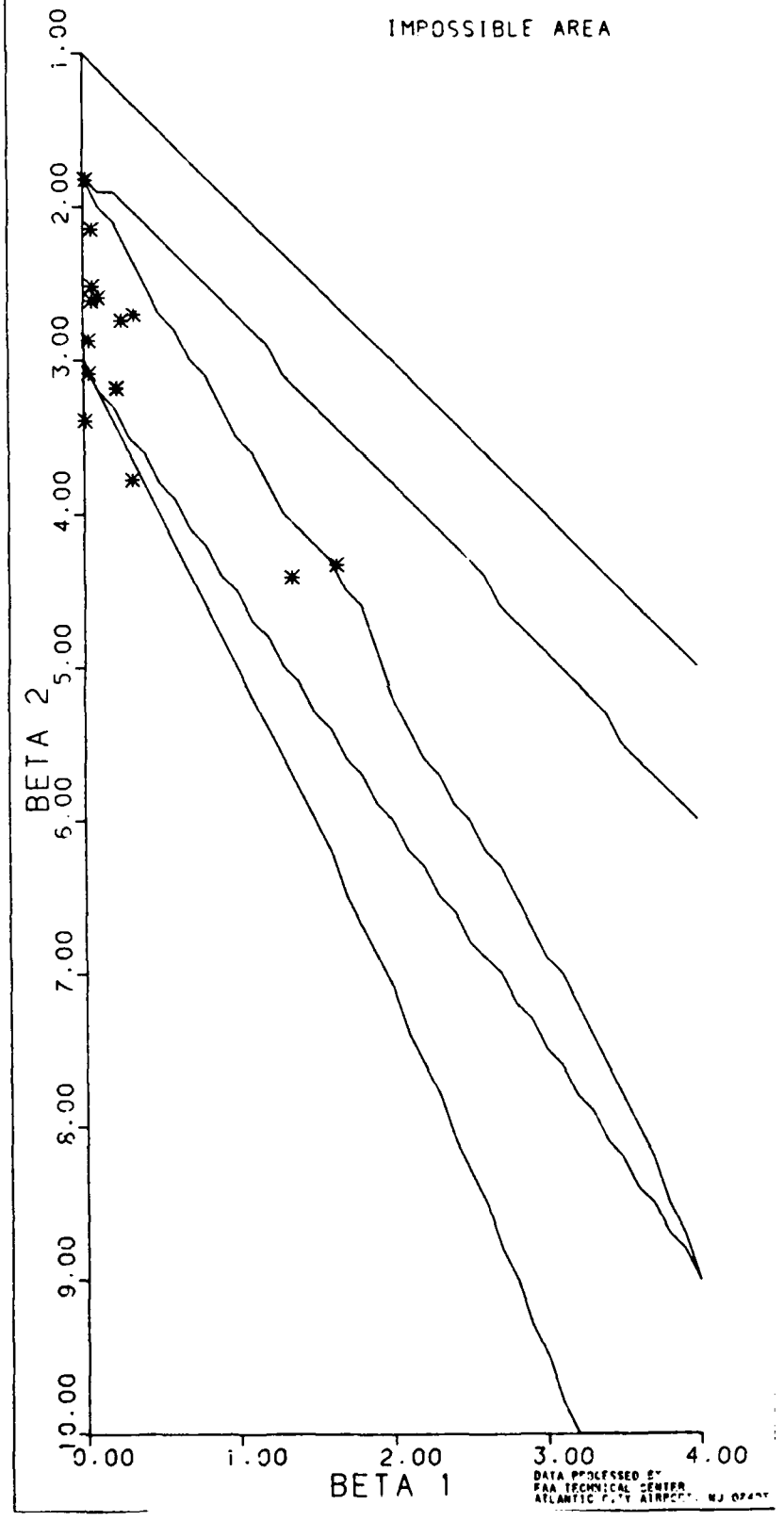

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

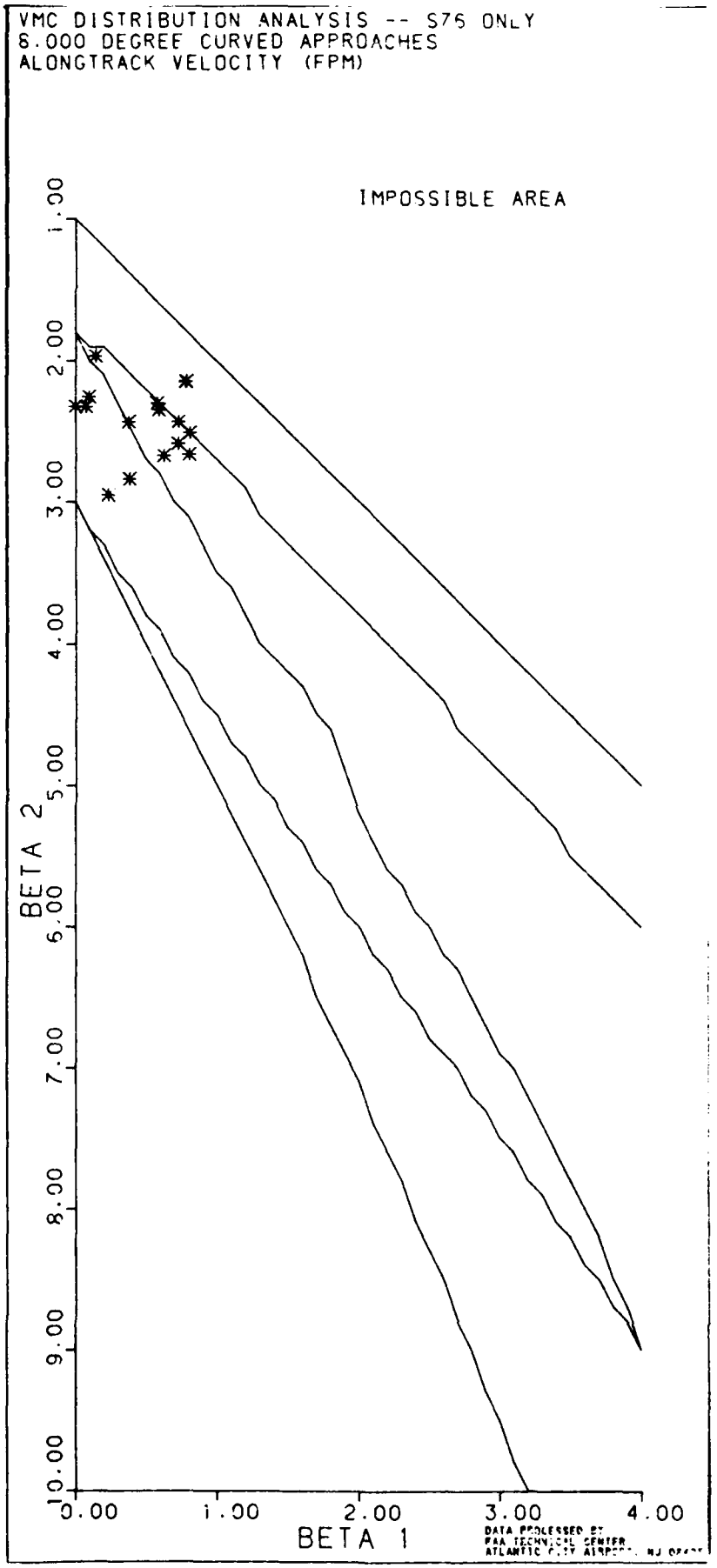

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

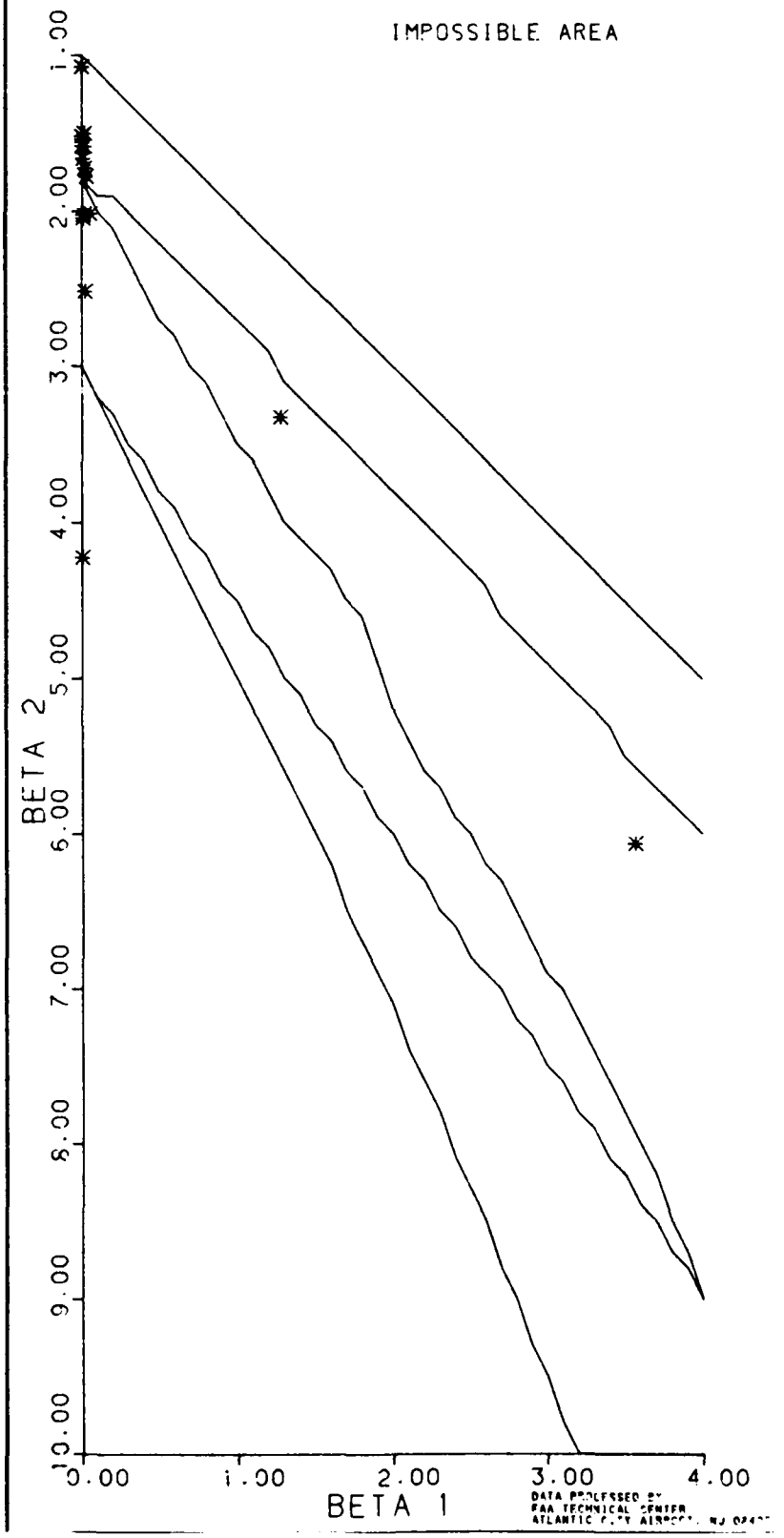

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

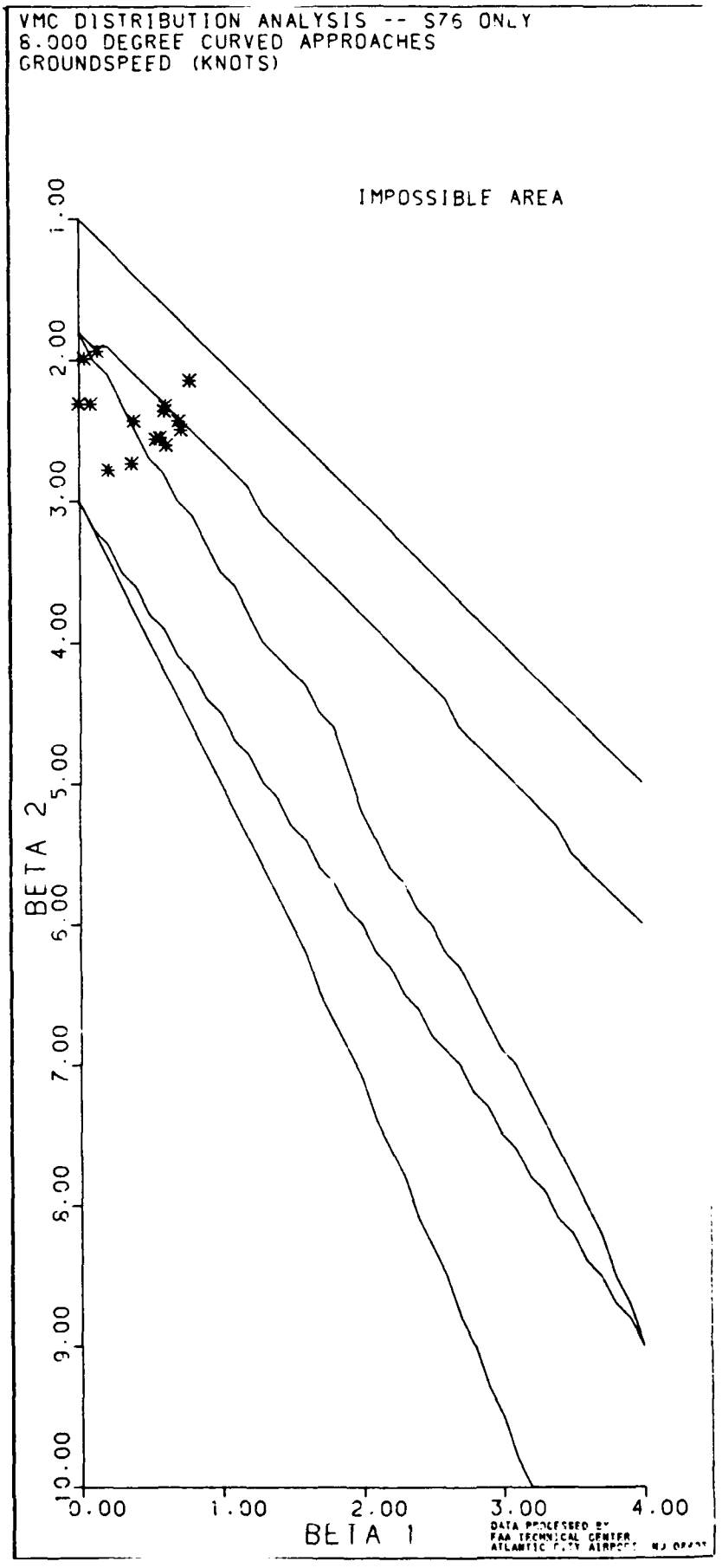
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)

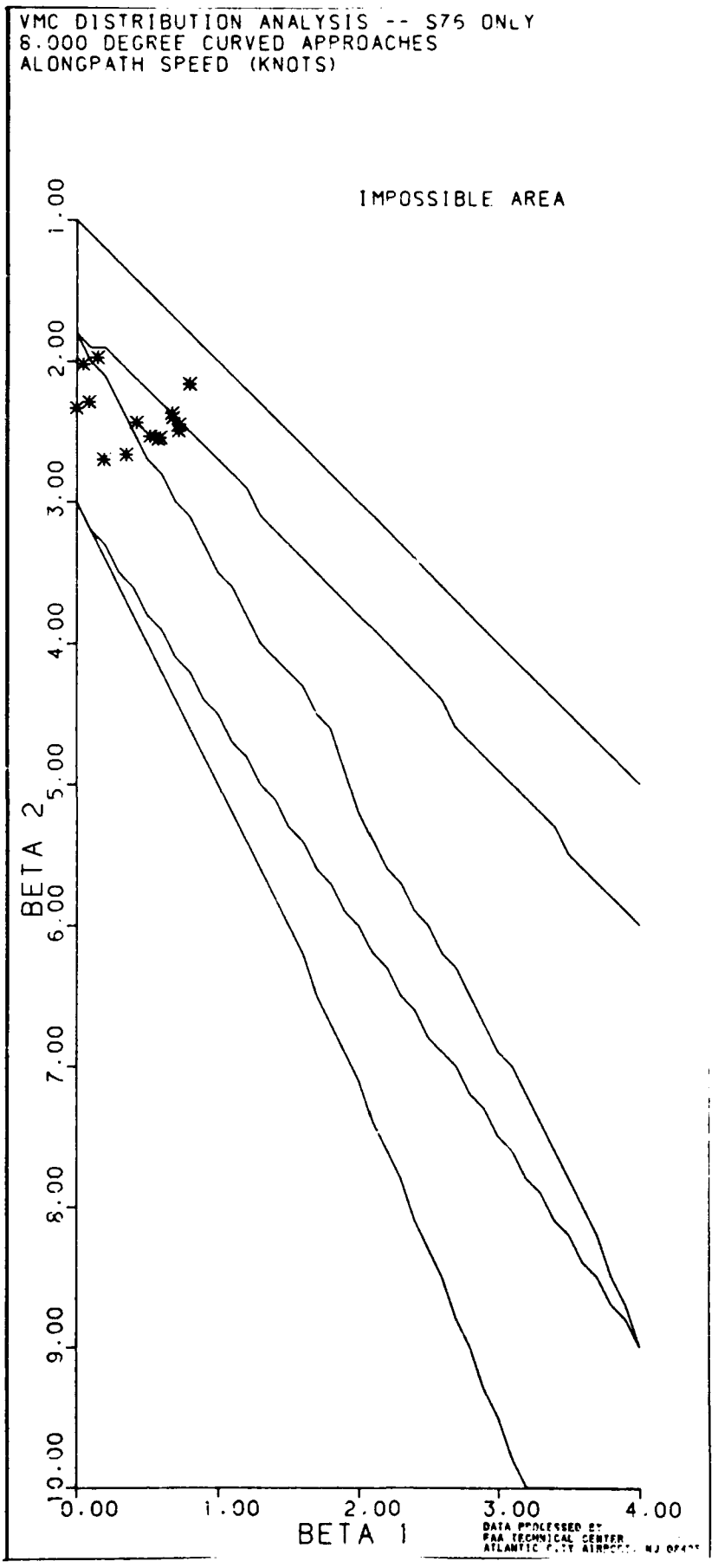


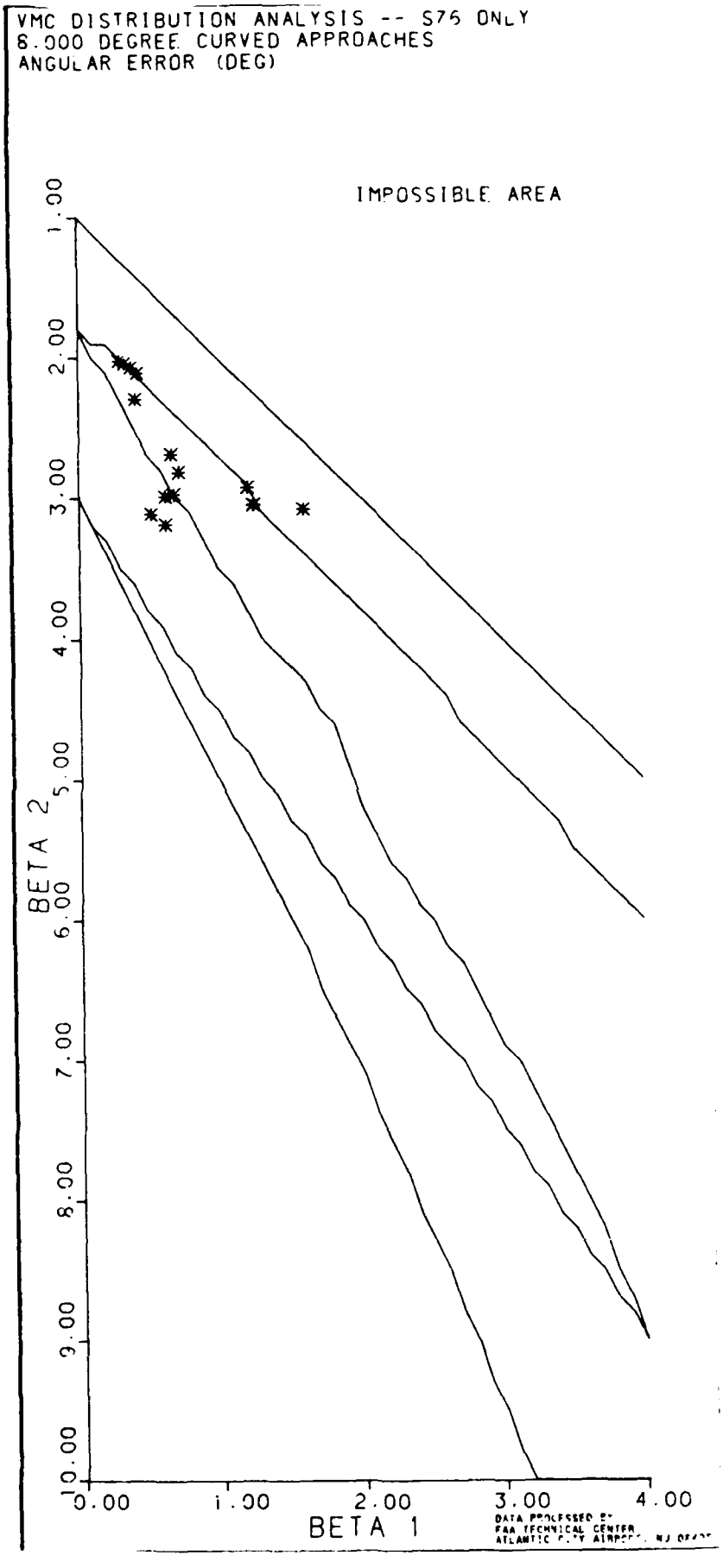

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
6.000 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

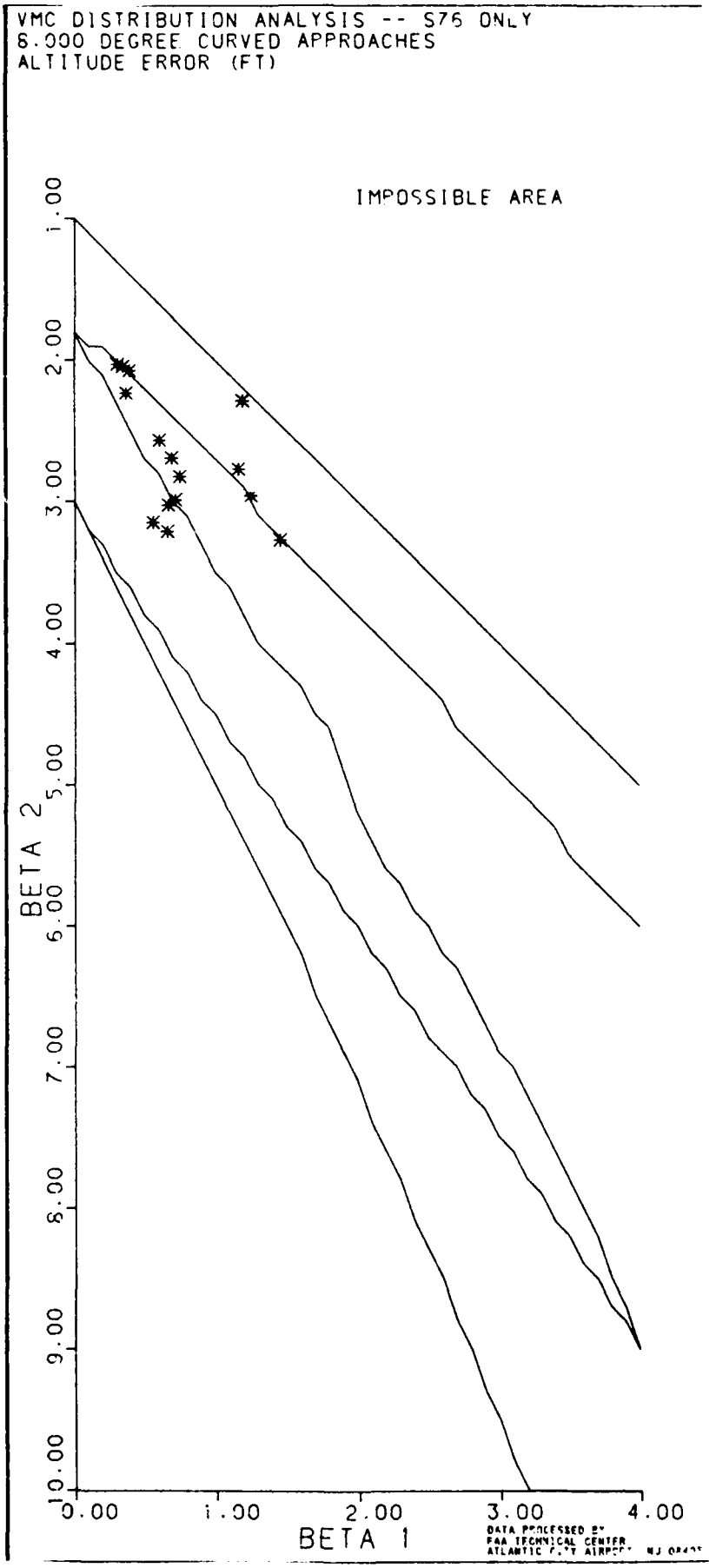
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)

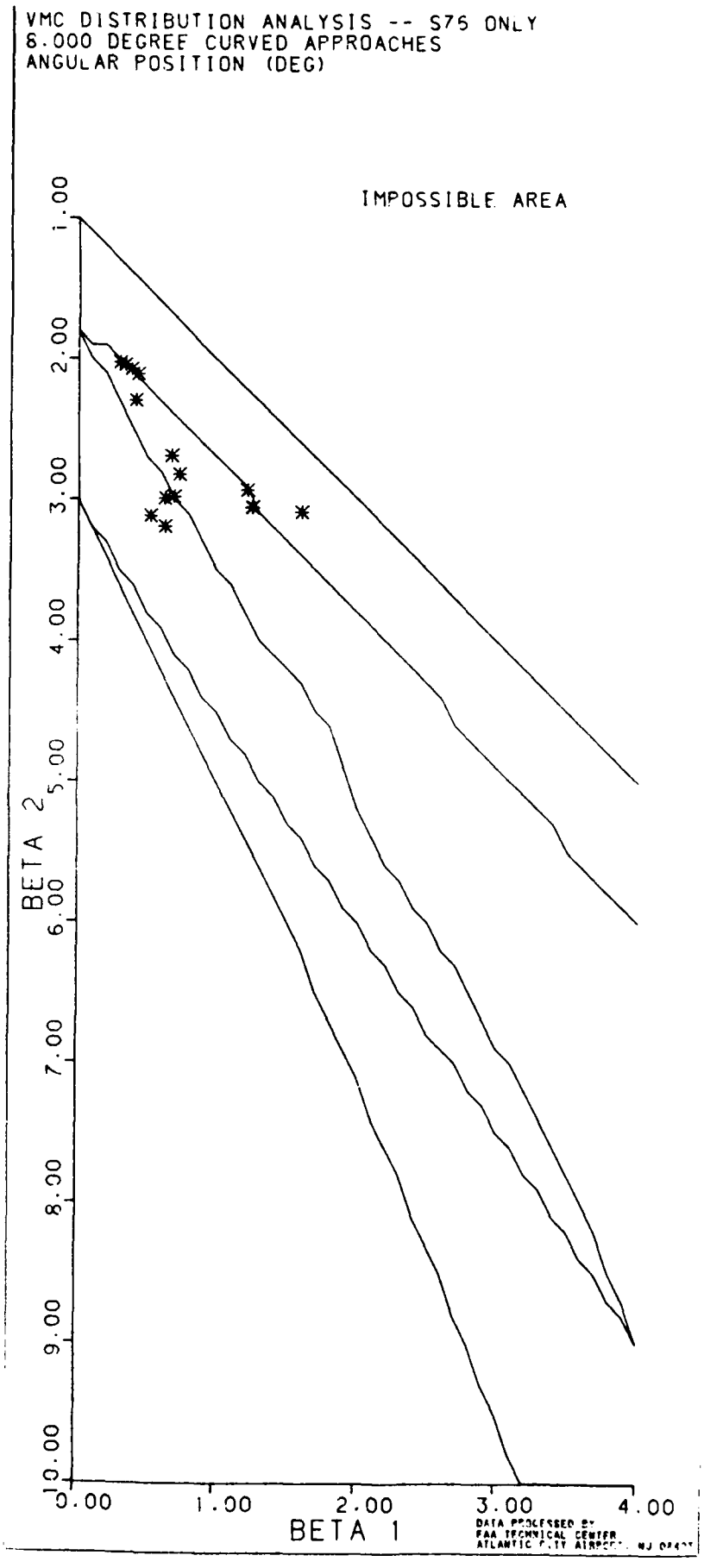


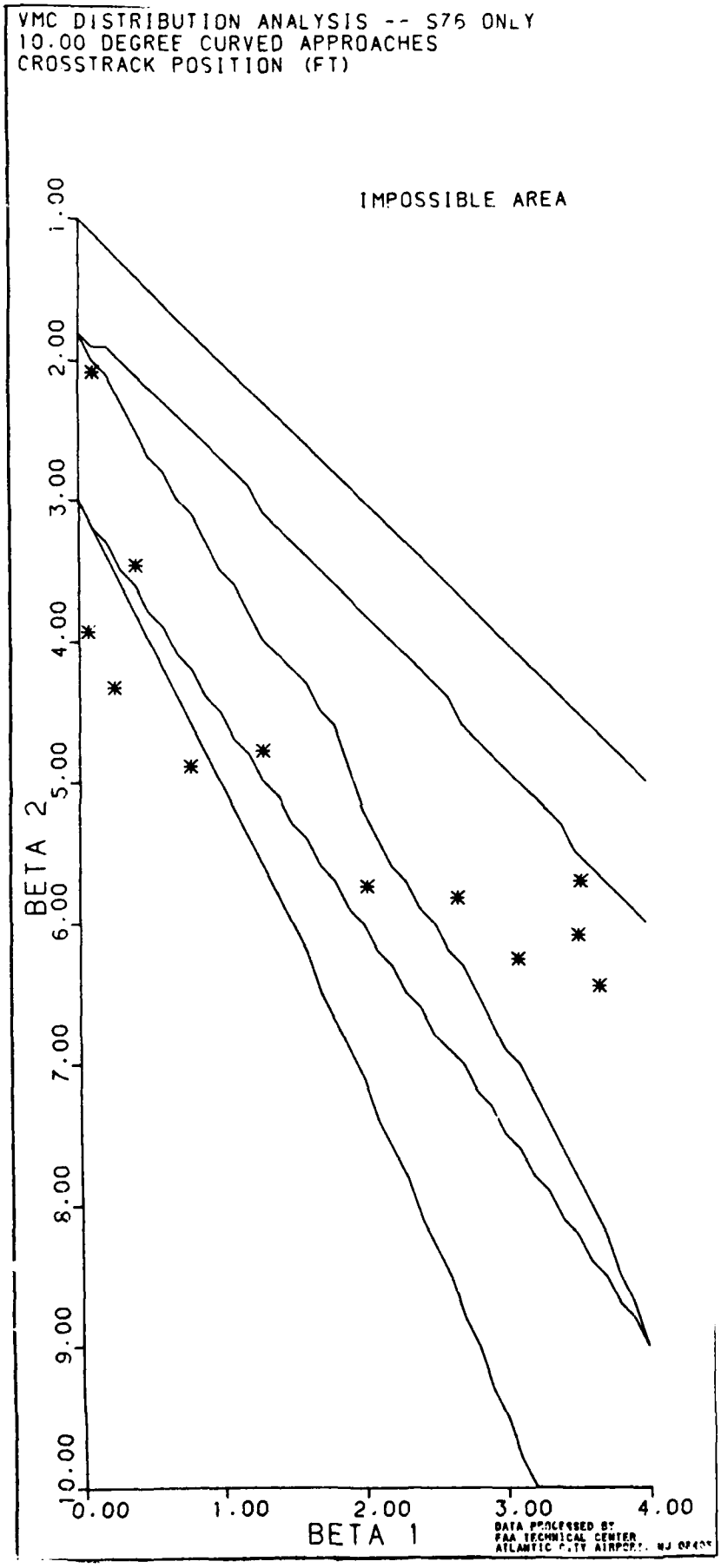

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

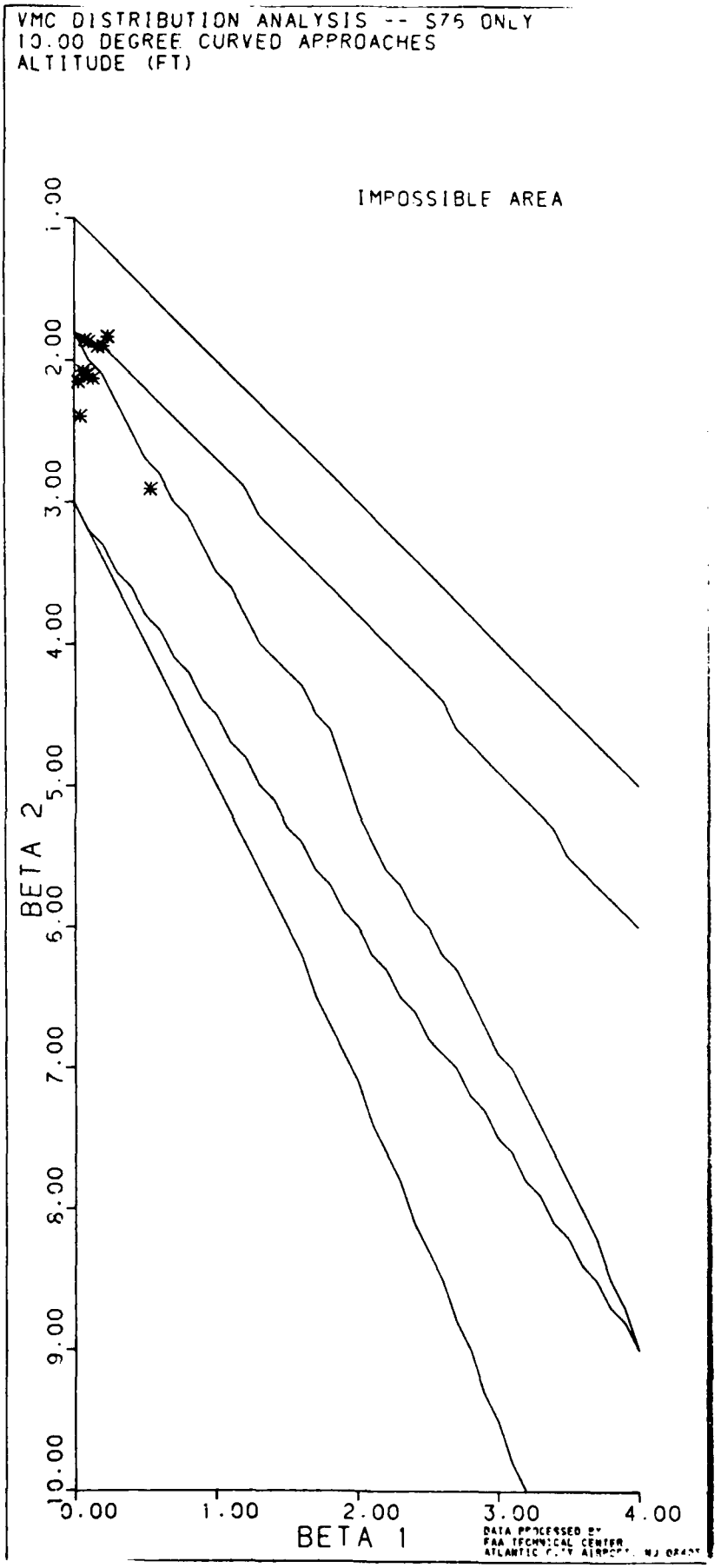

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

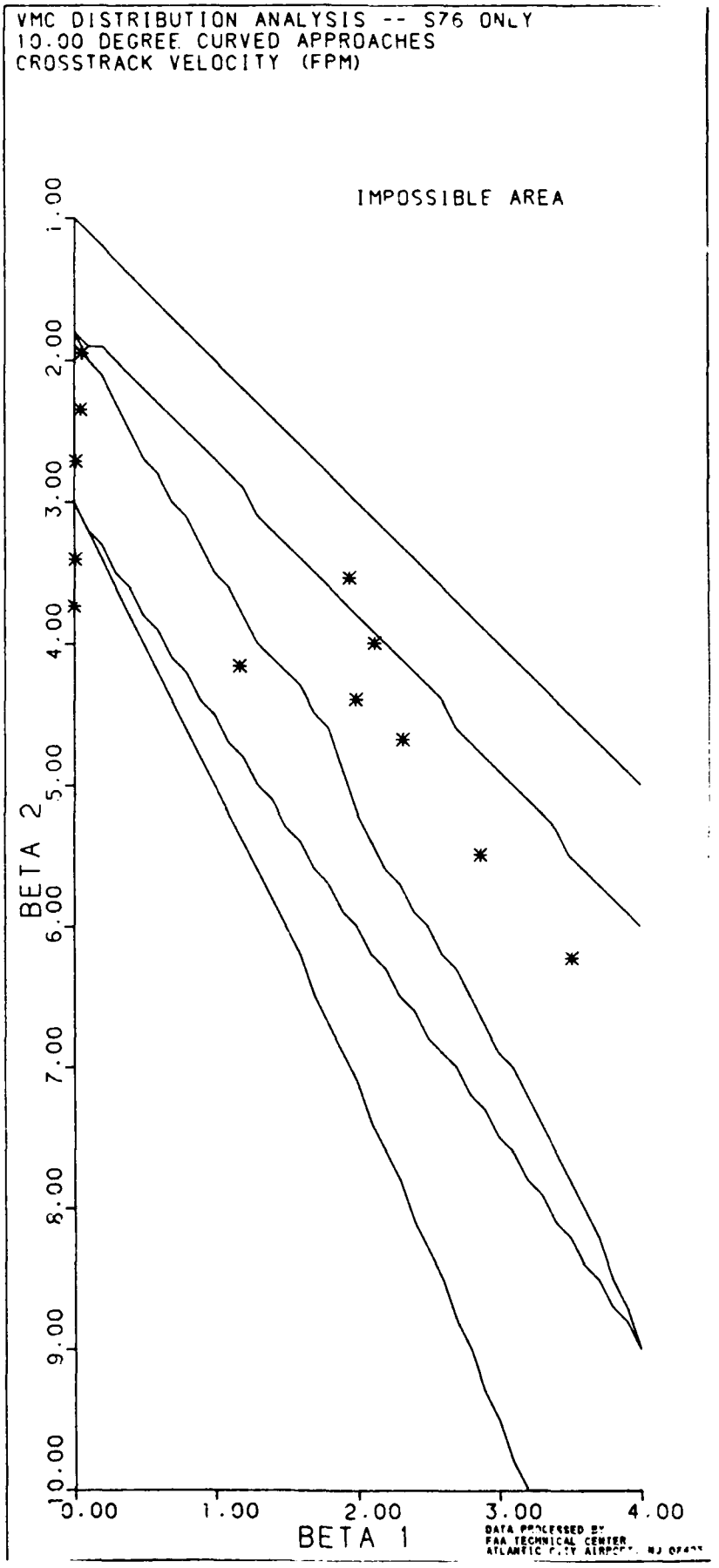

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
6.000 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

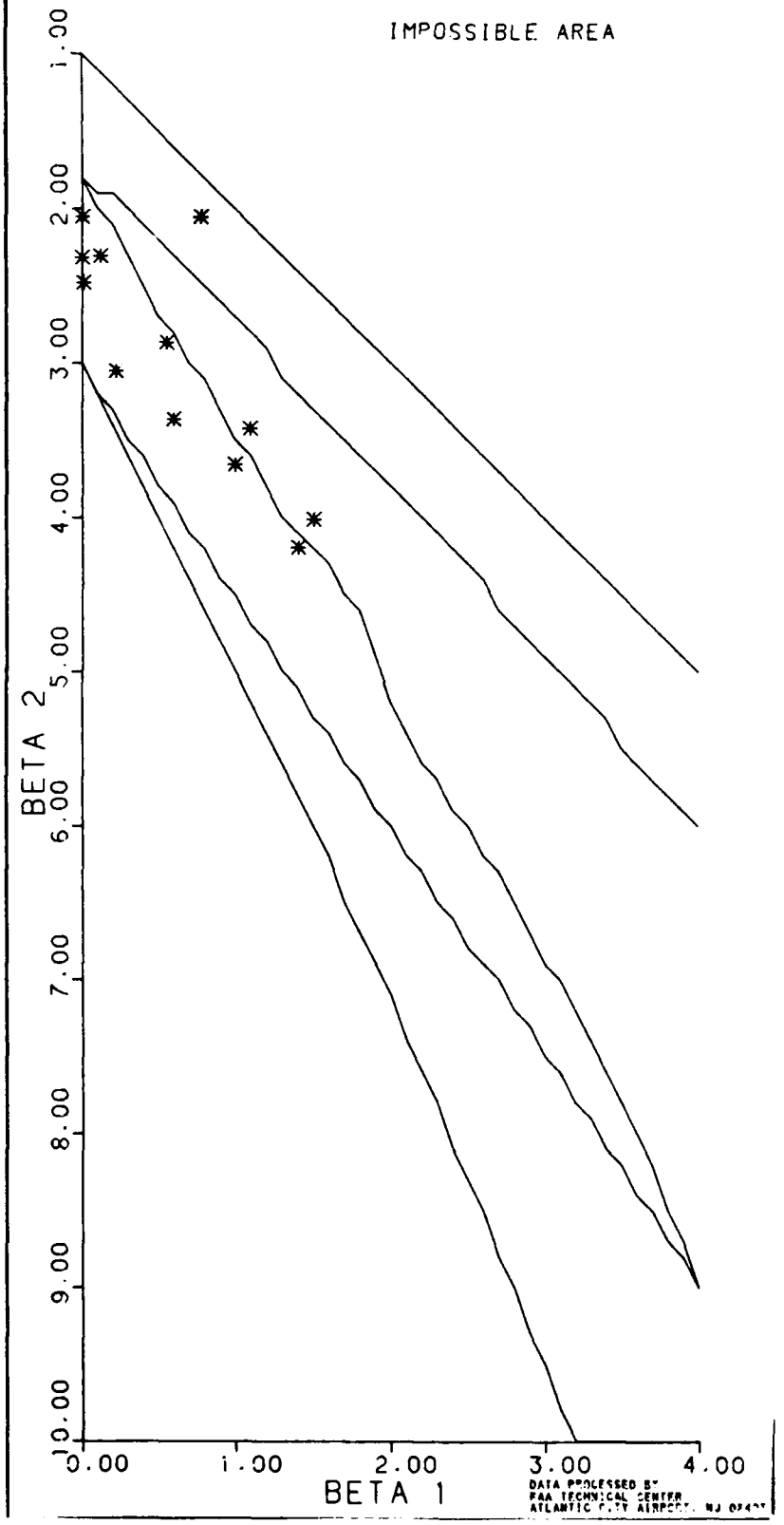

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
8.000 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

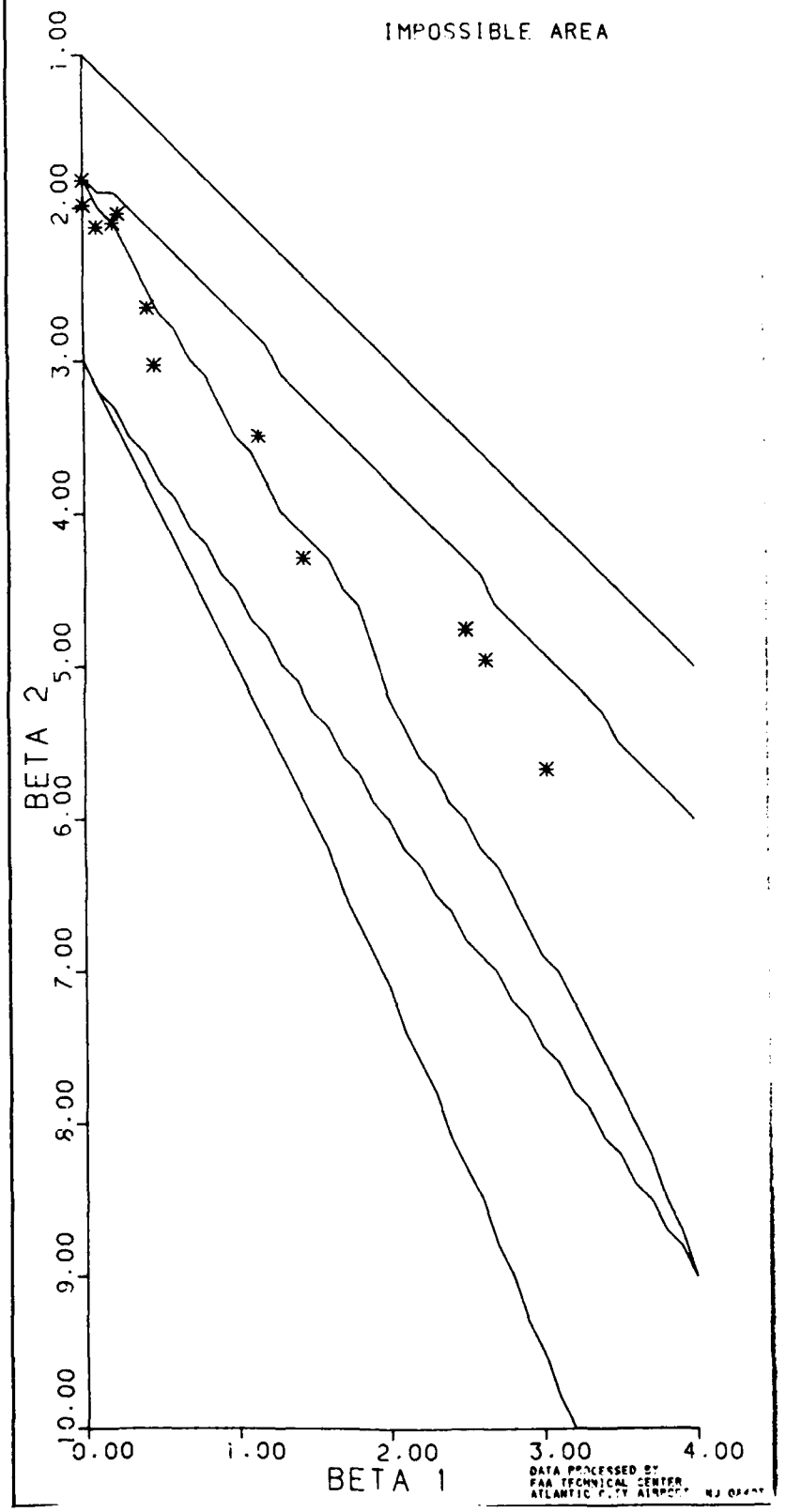

VMC DISTRIBUTION ANALYSIS -- S75 ONLY
10.00 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

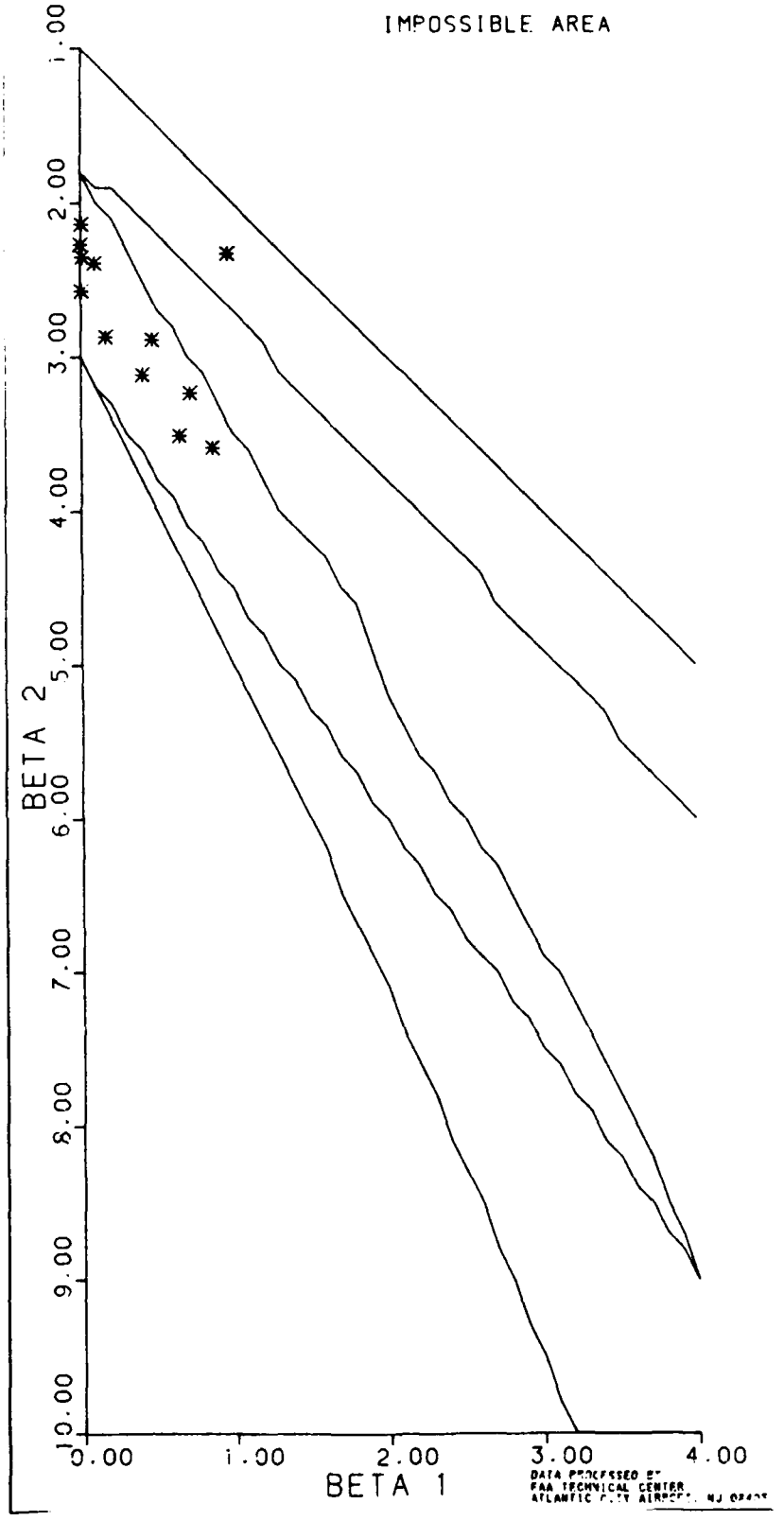
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)

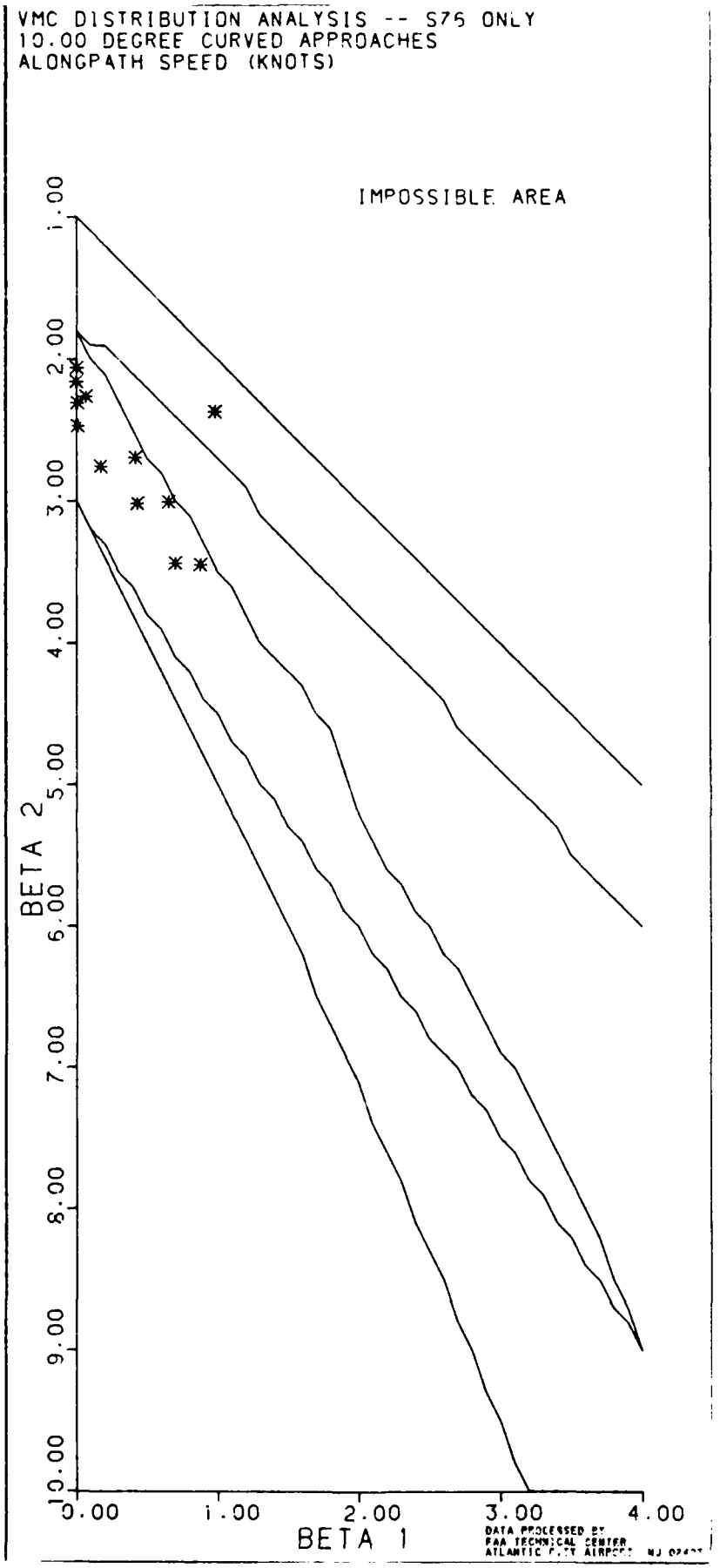


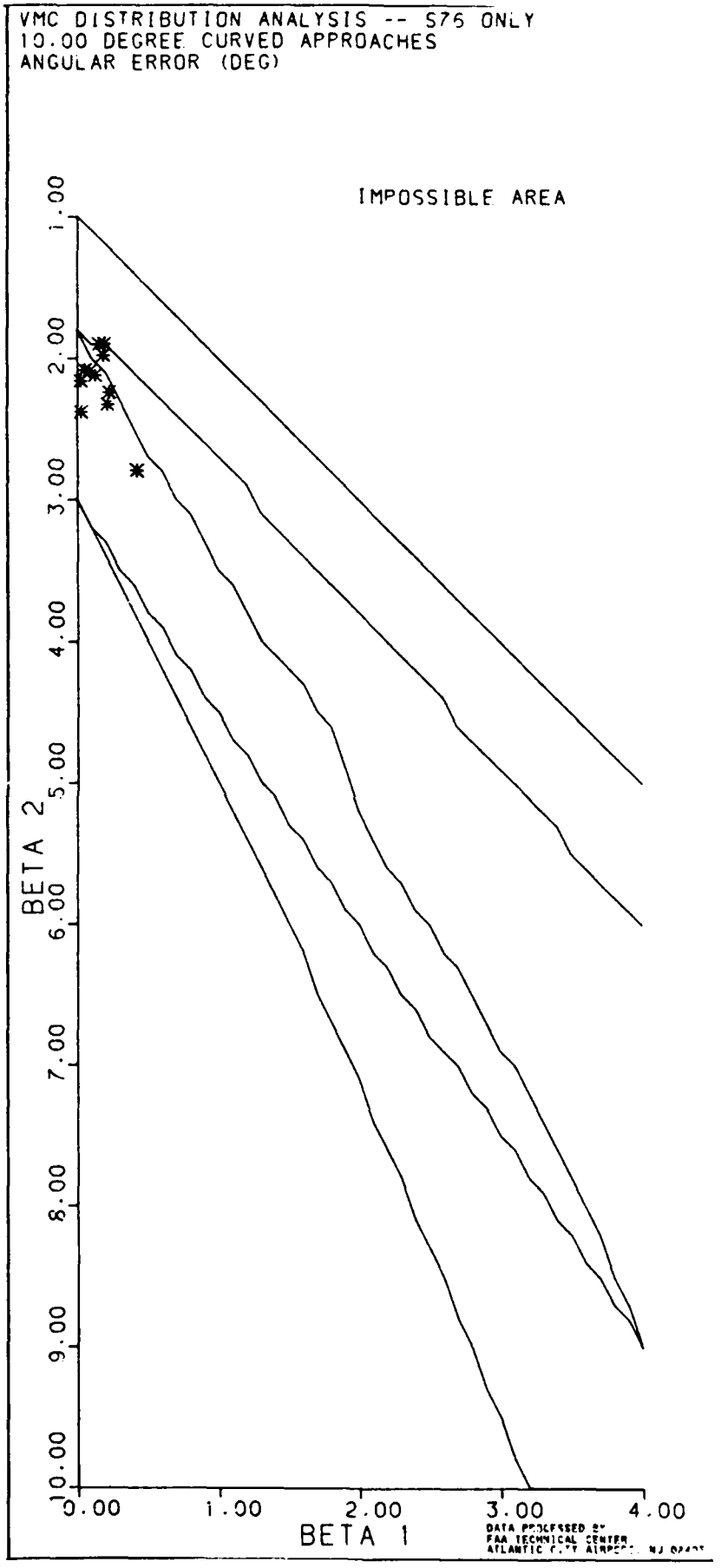
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)



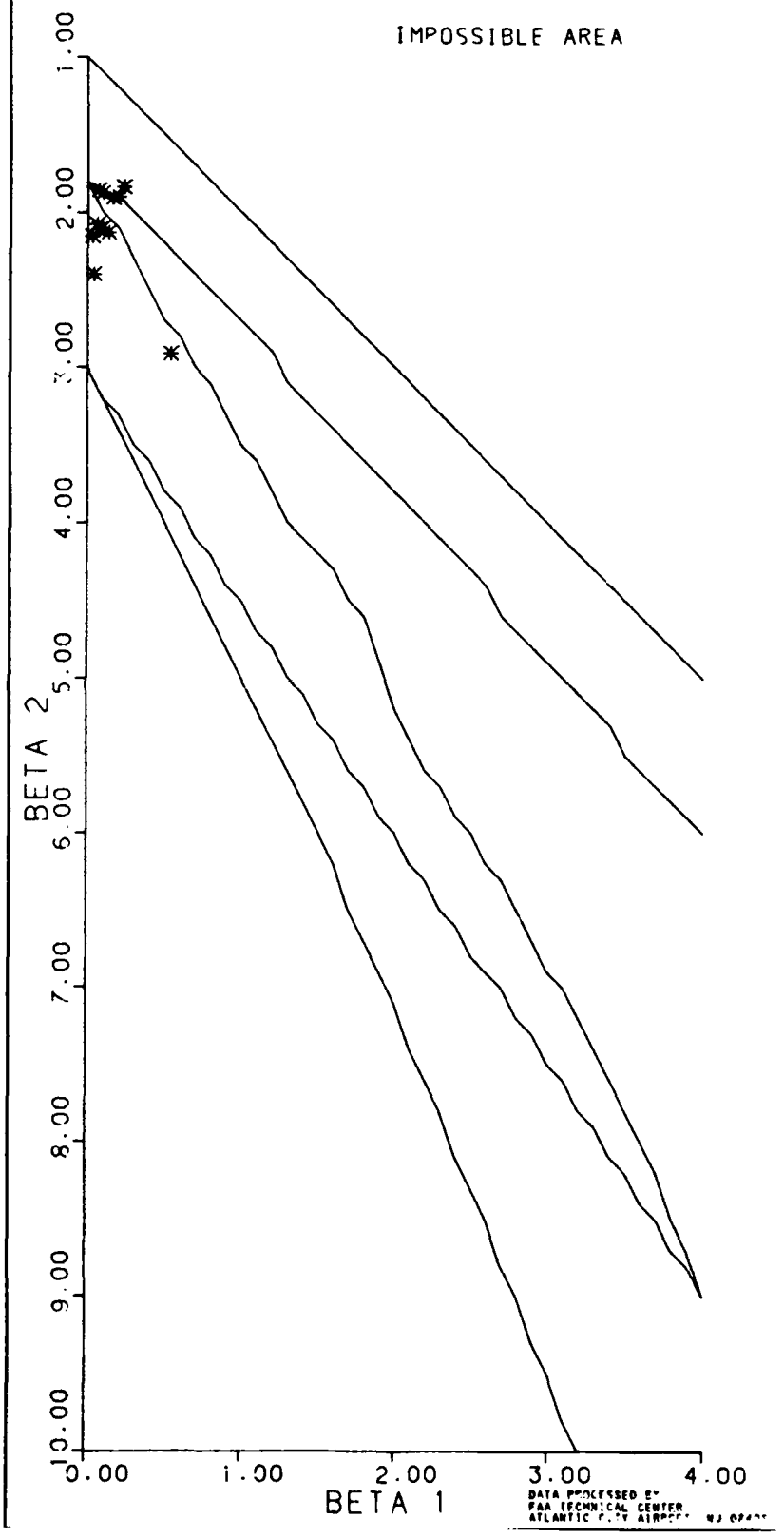
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)

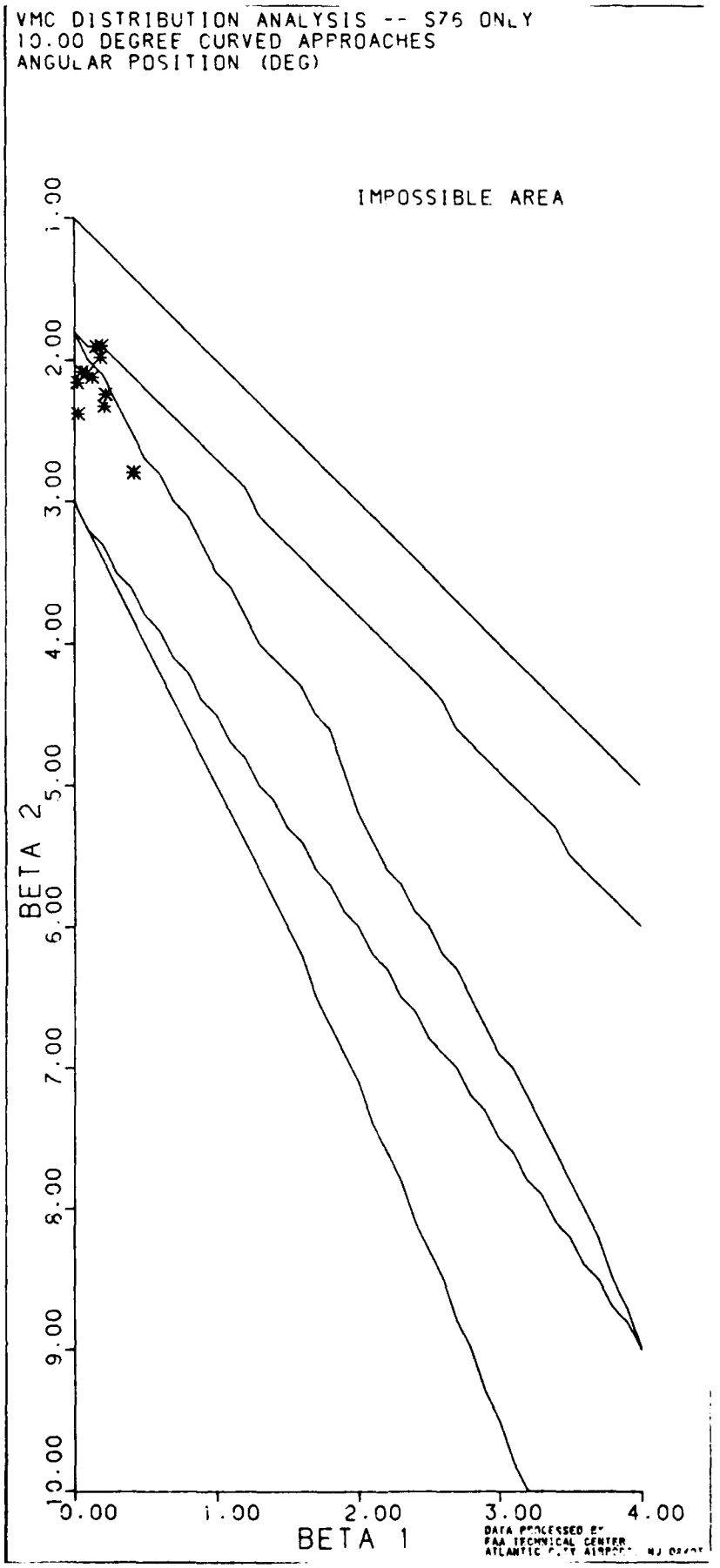



VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

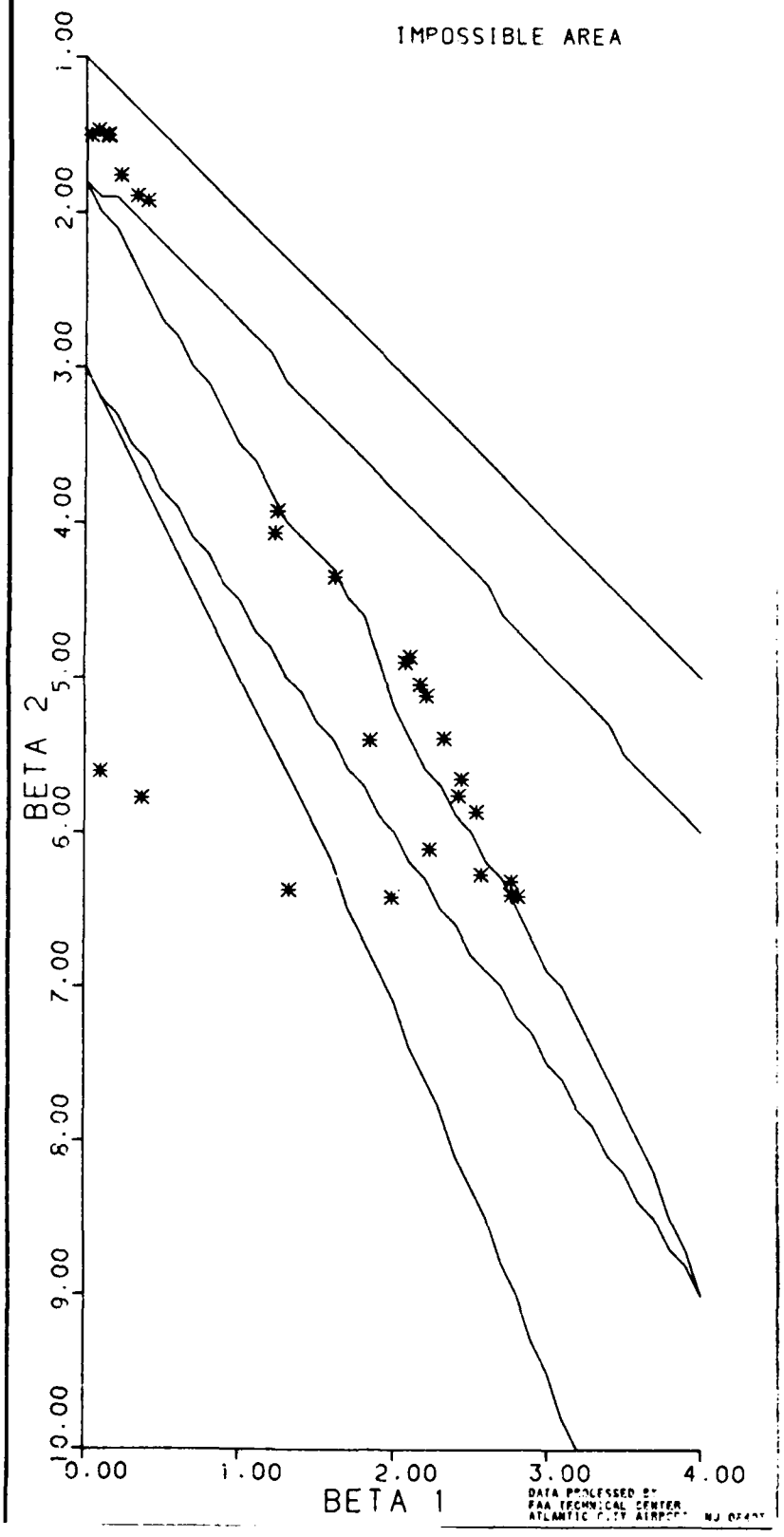

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

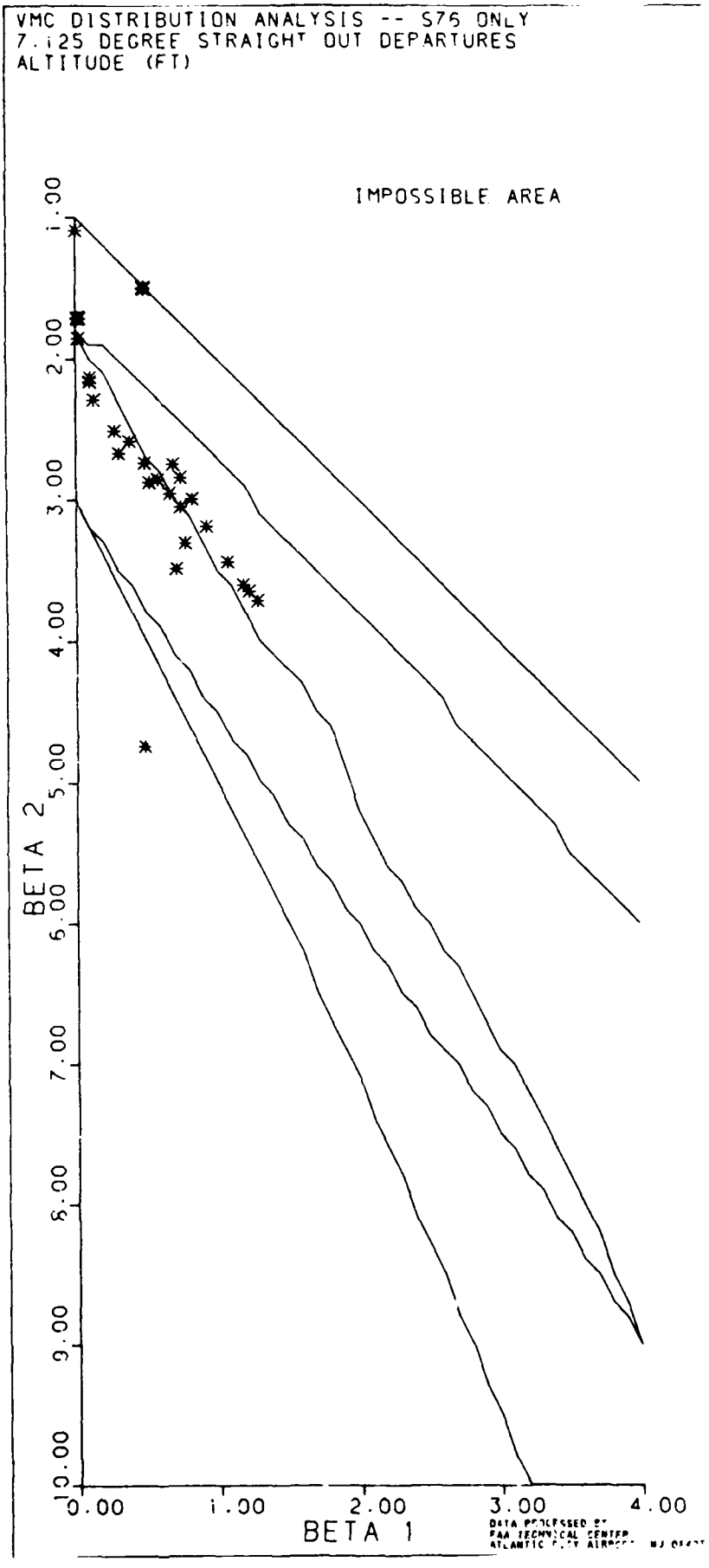
VMC DISTRIBUTION ANALYSIS -- S75 ONLY
10.00 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)



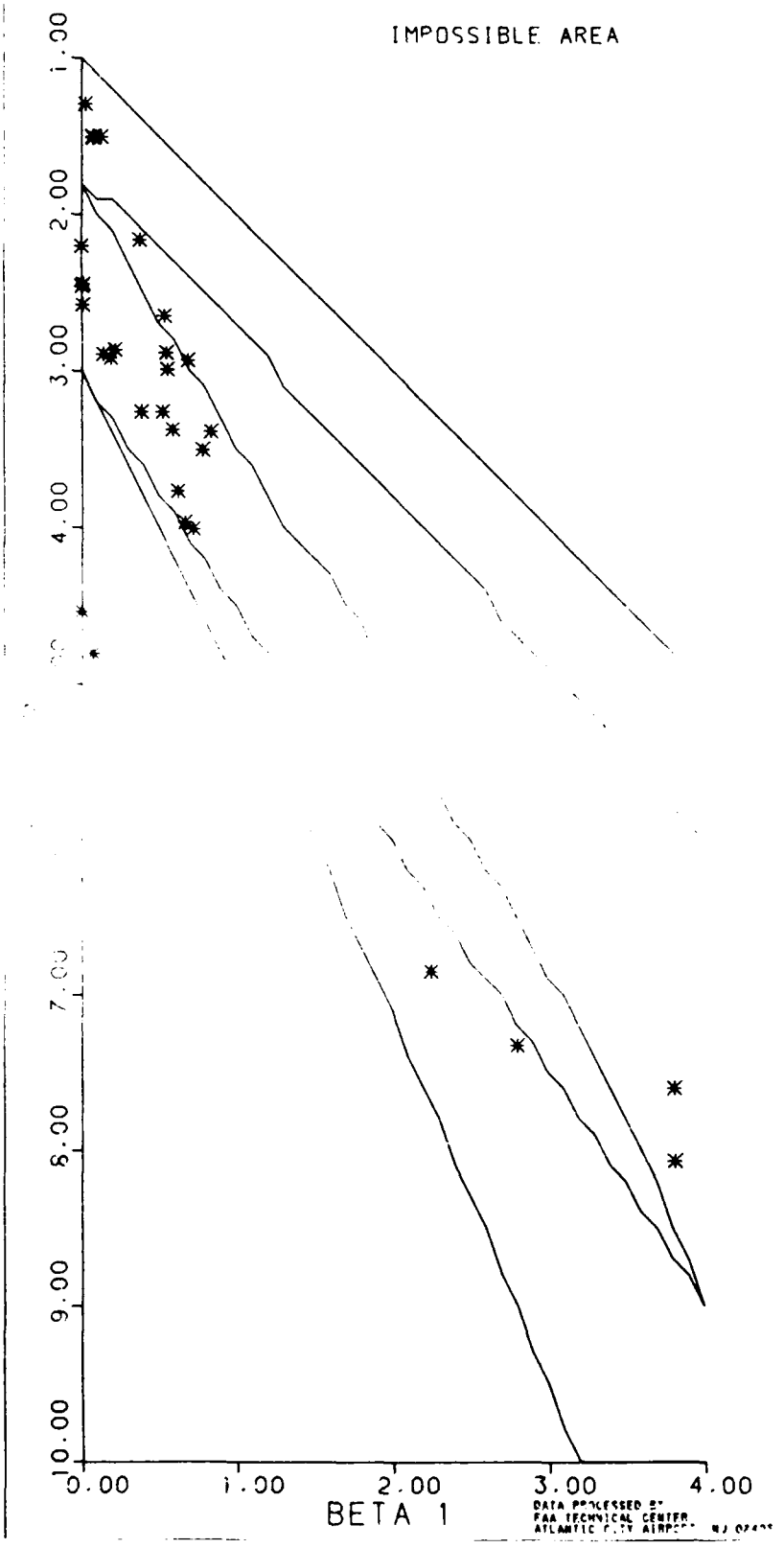

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

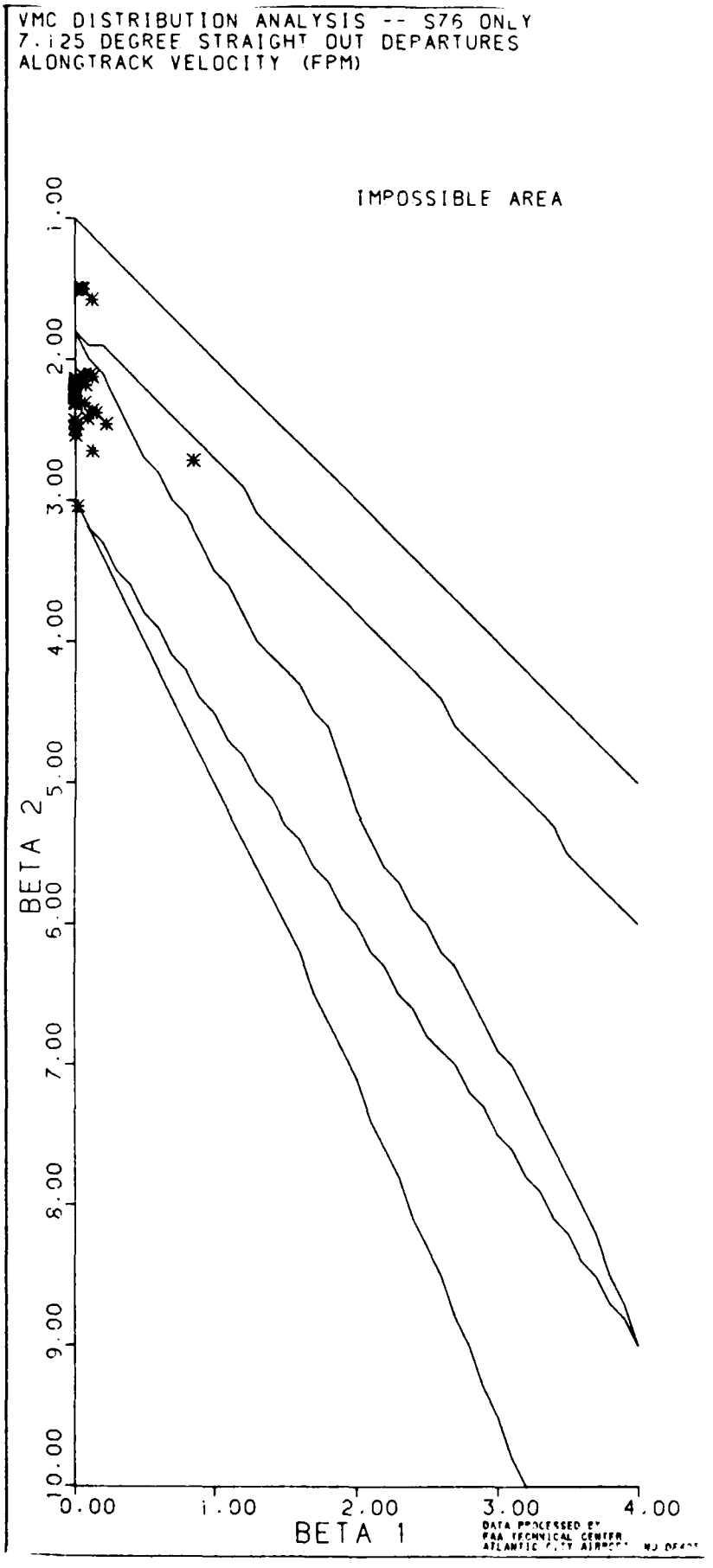
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)

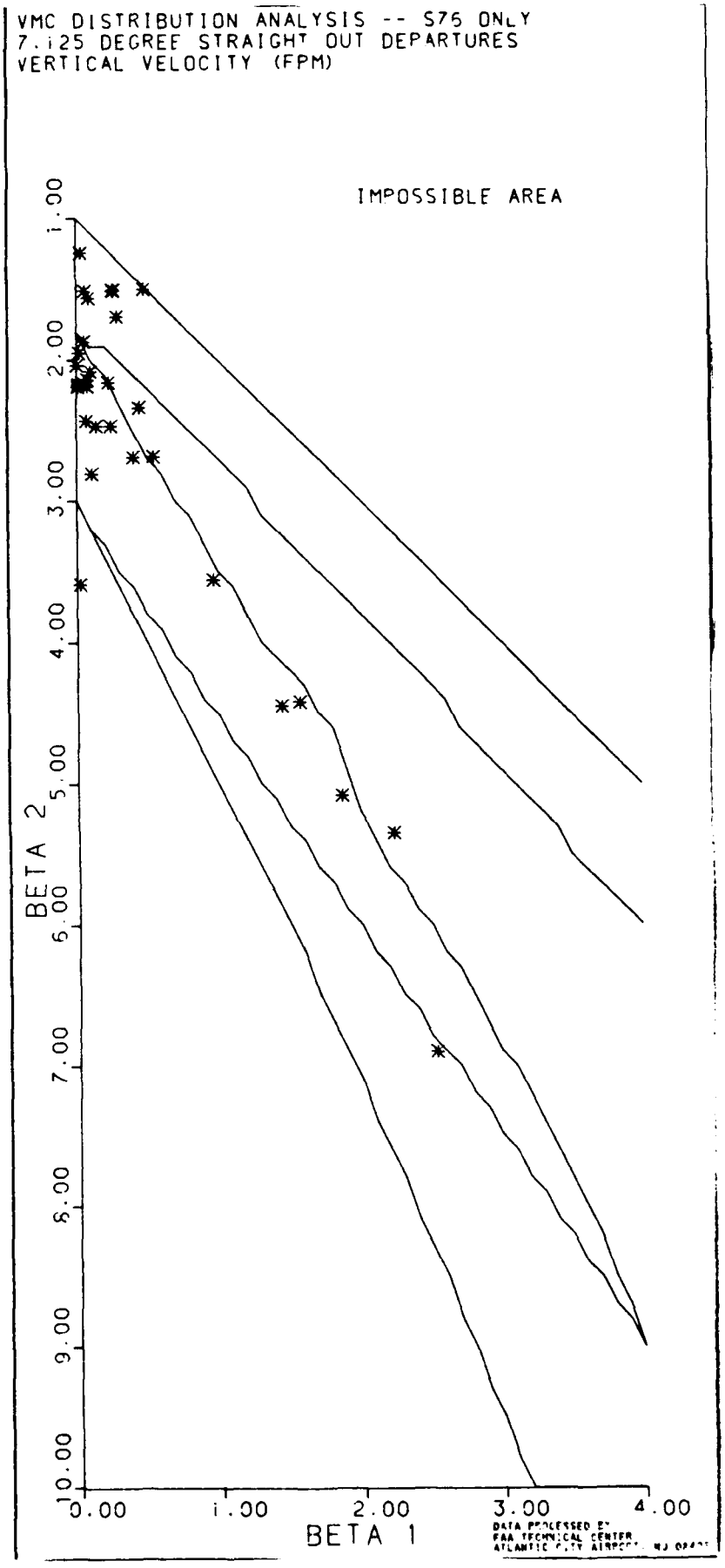


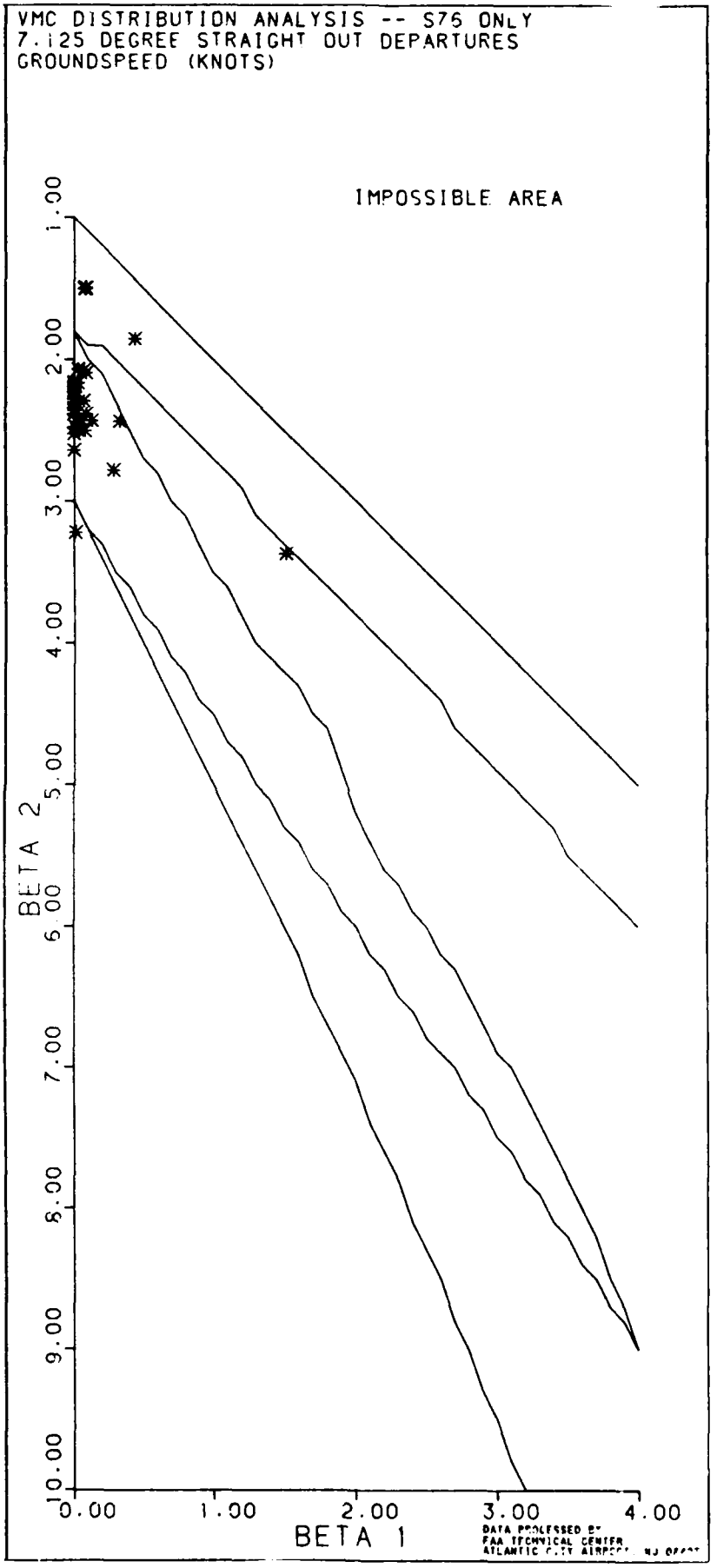

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

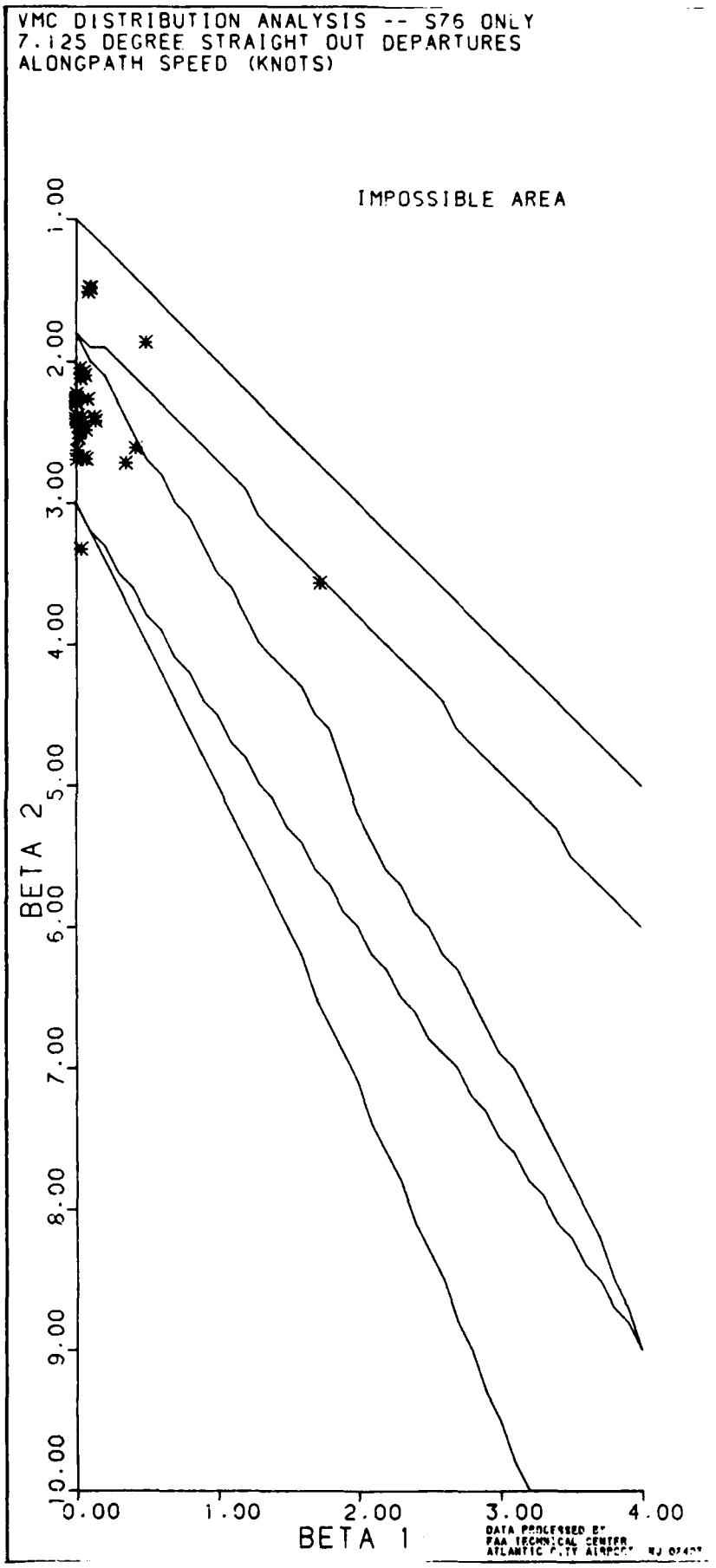
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)

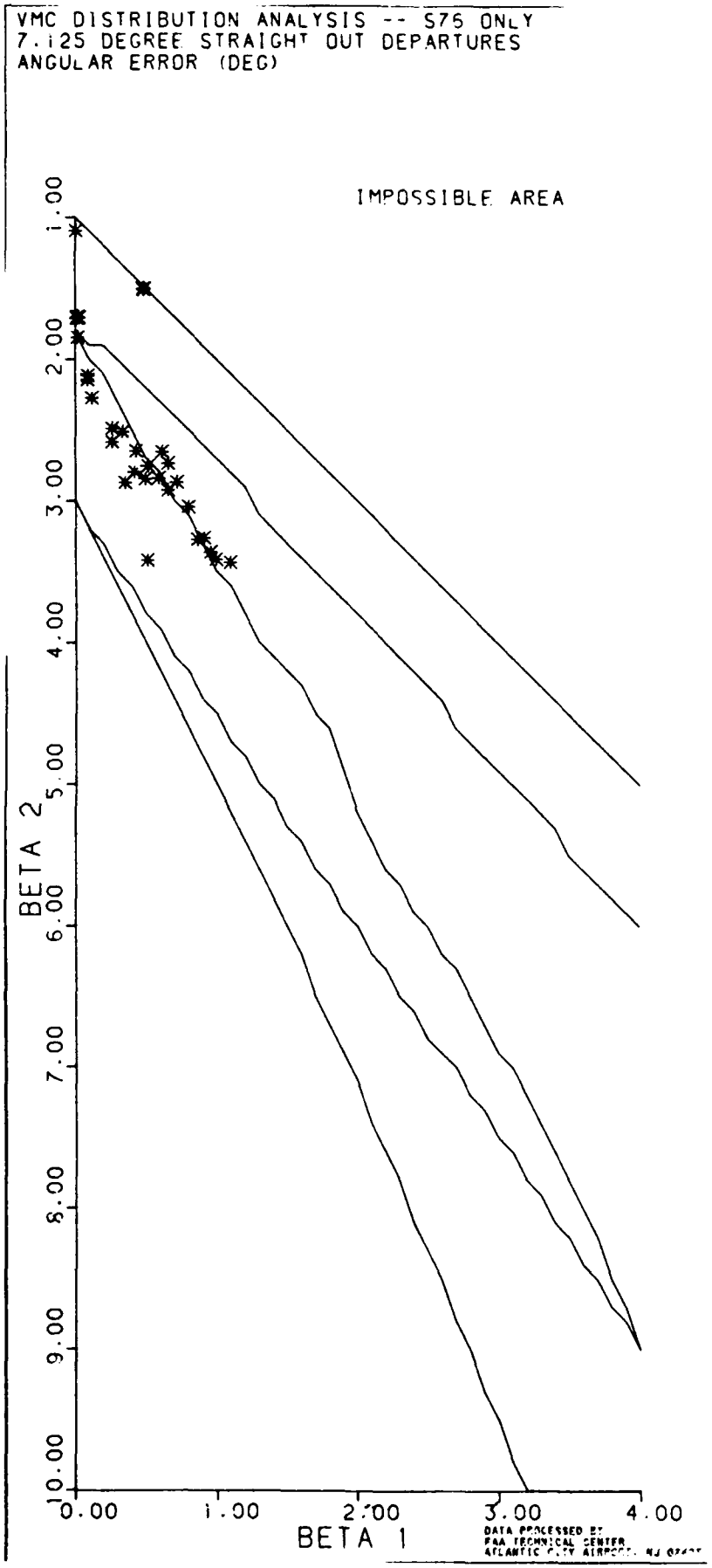



VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

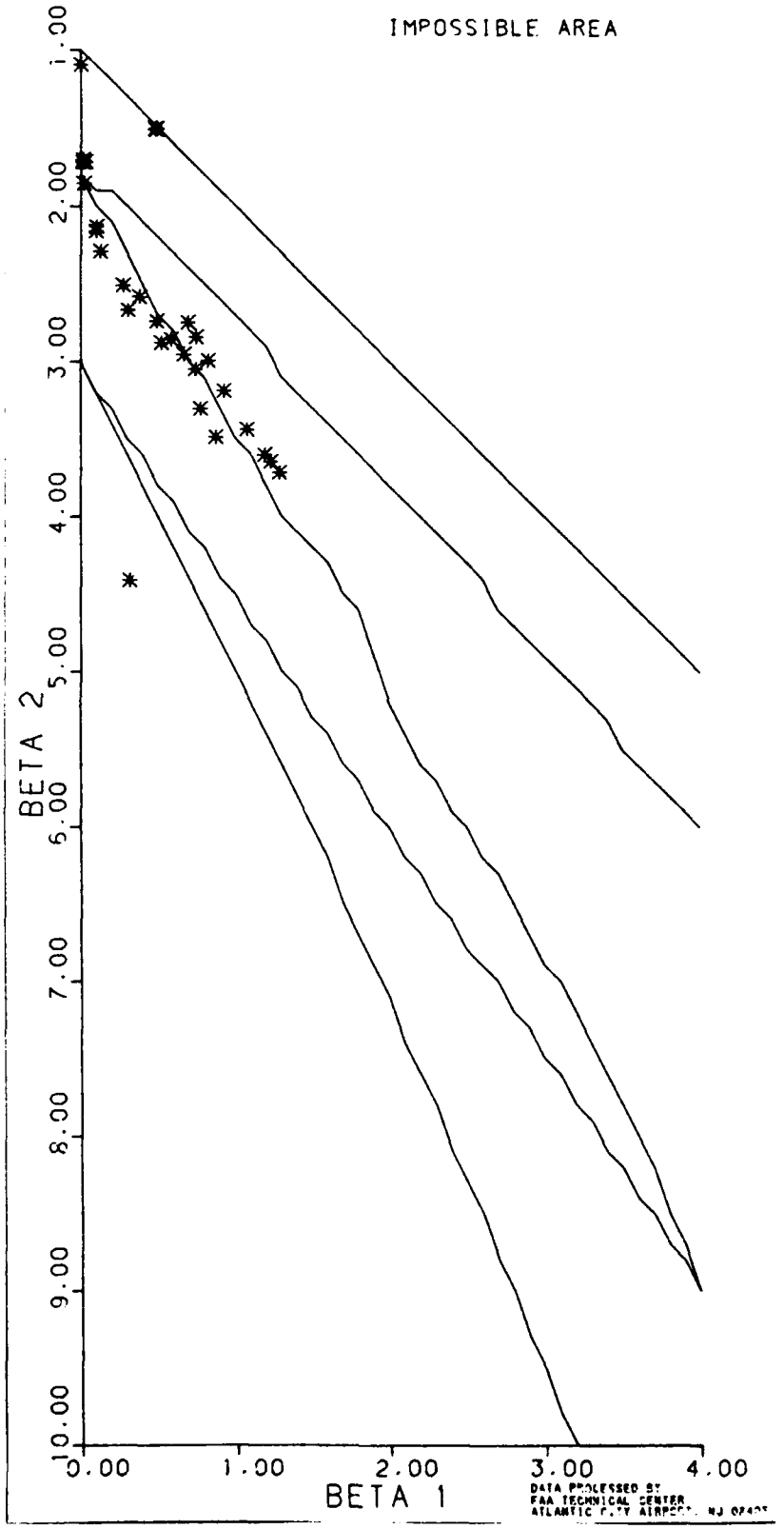

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

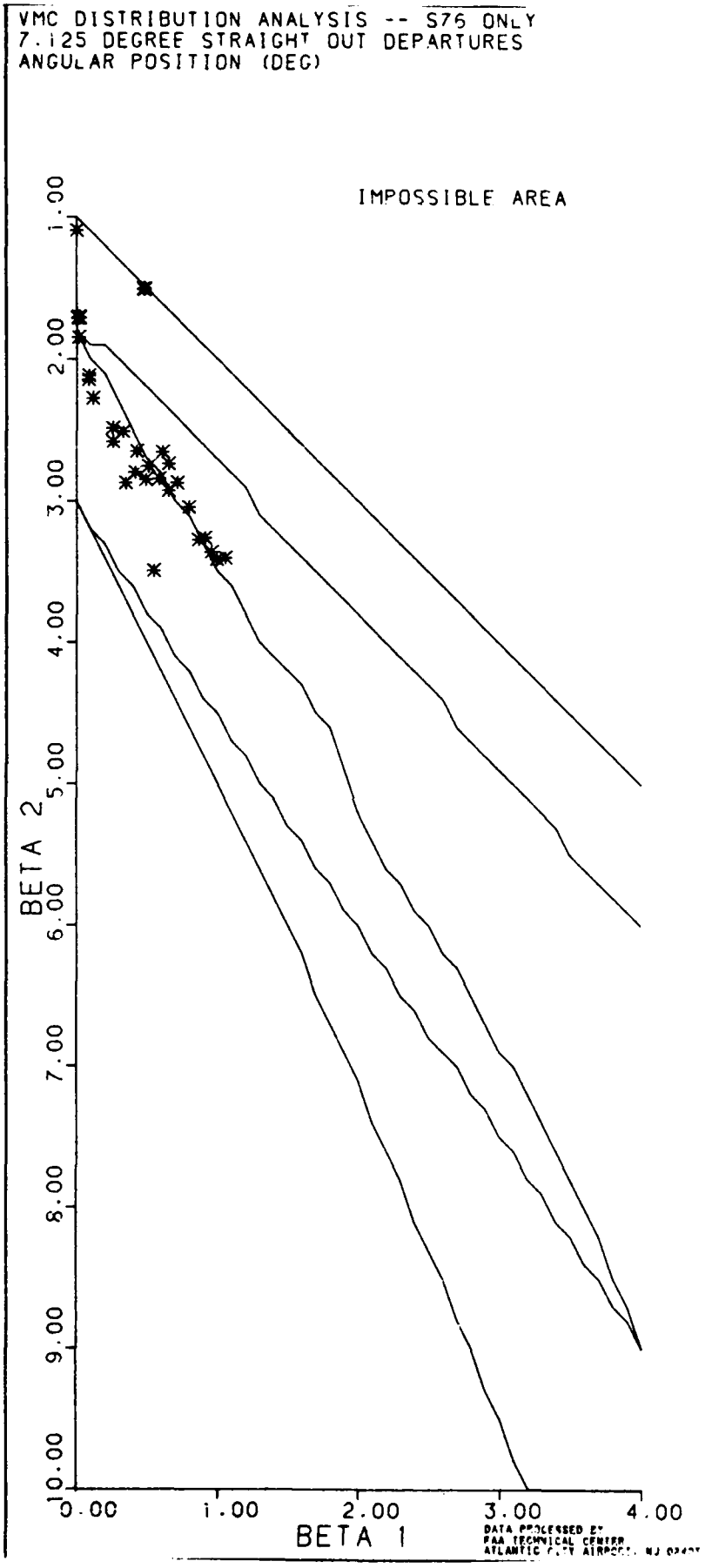

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

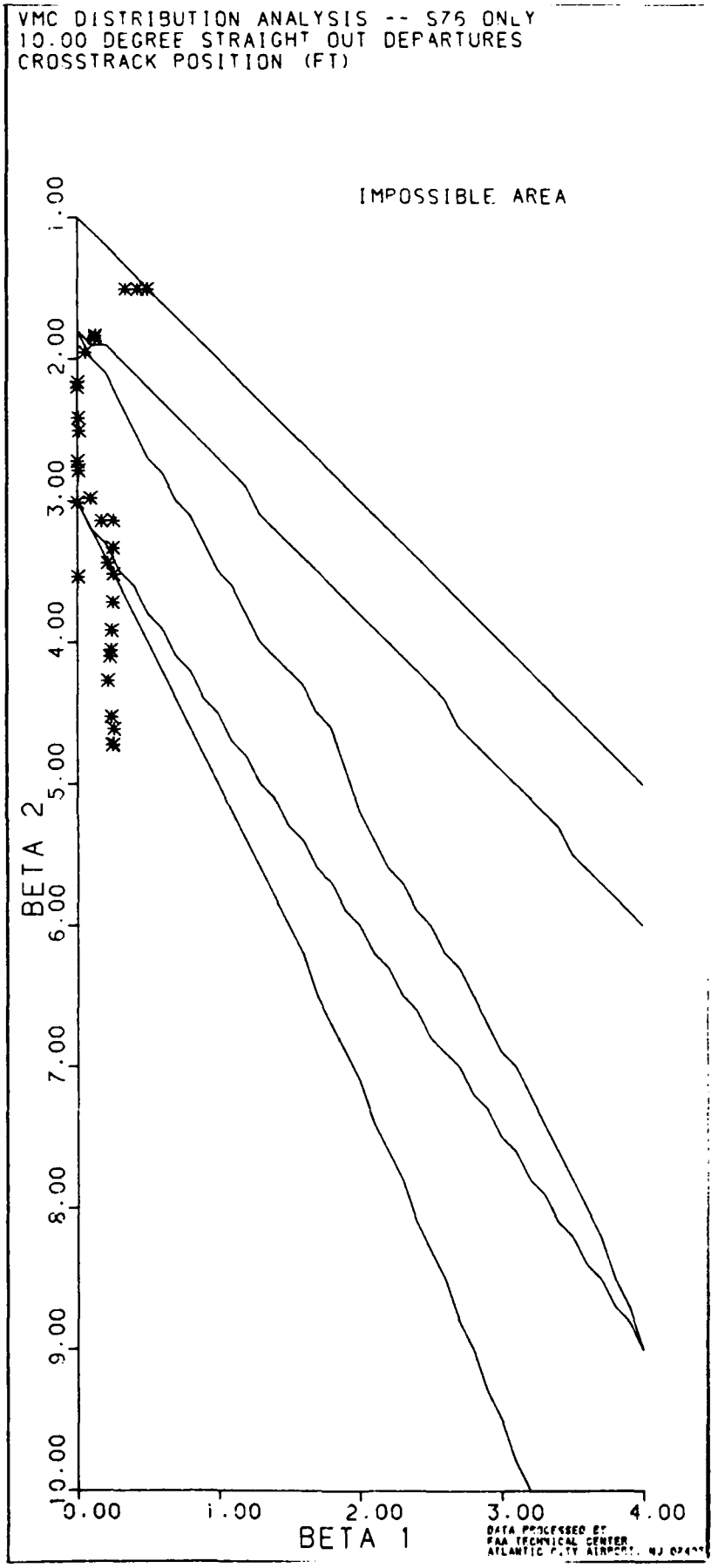

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

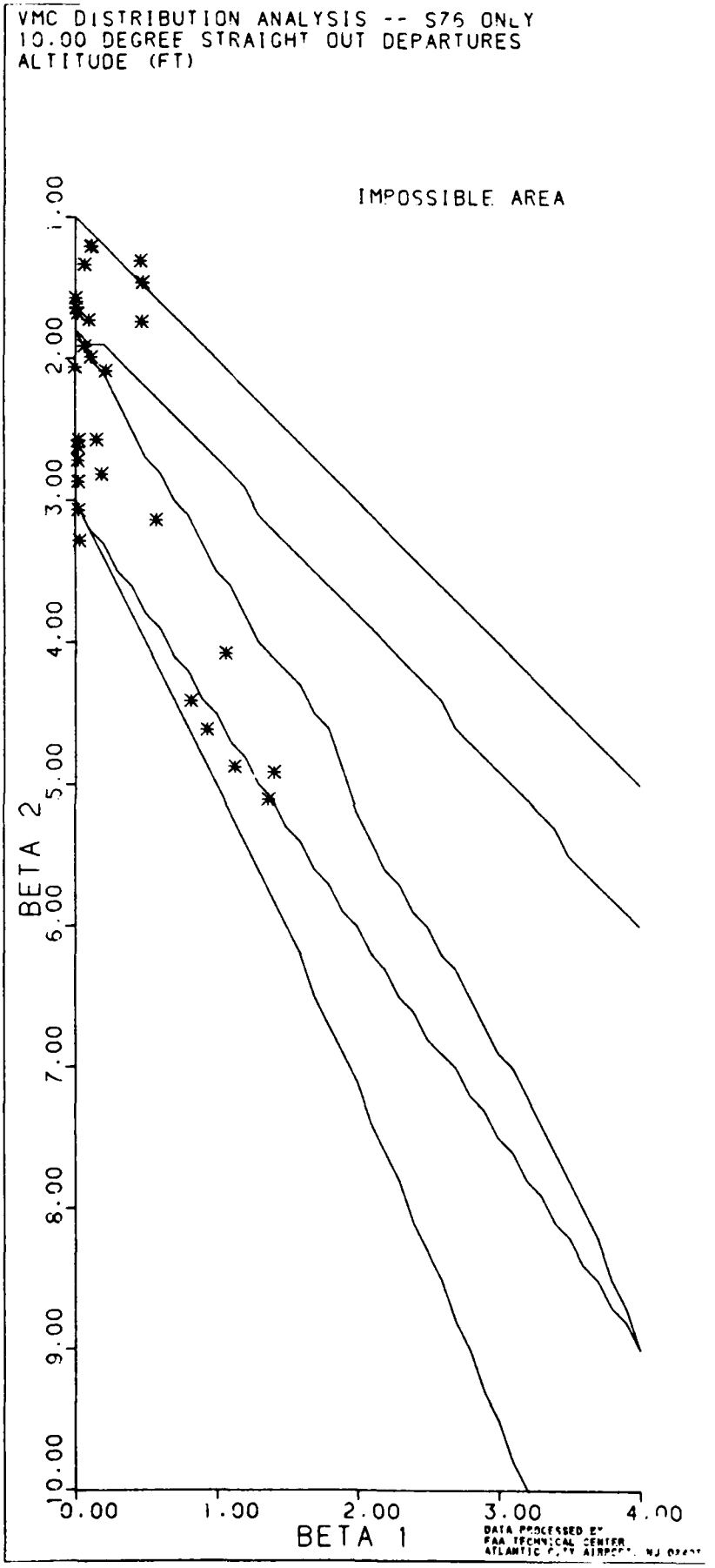

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

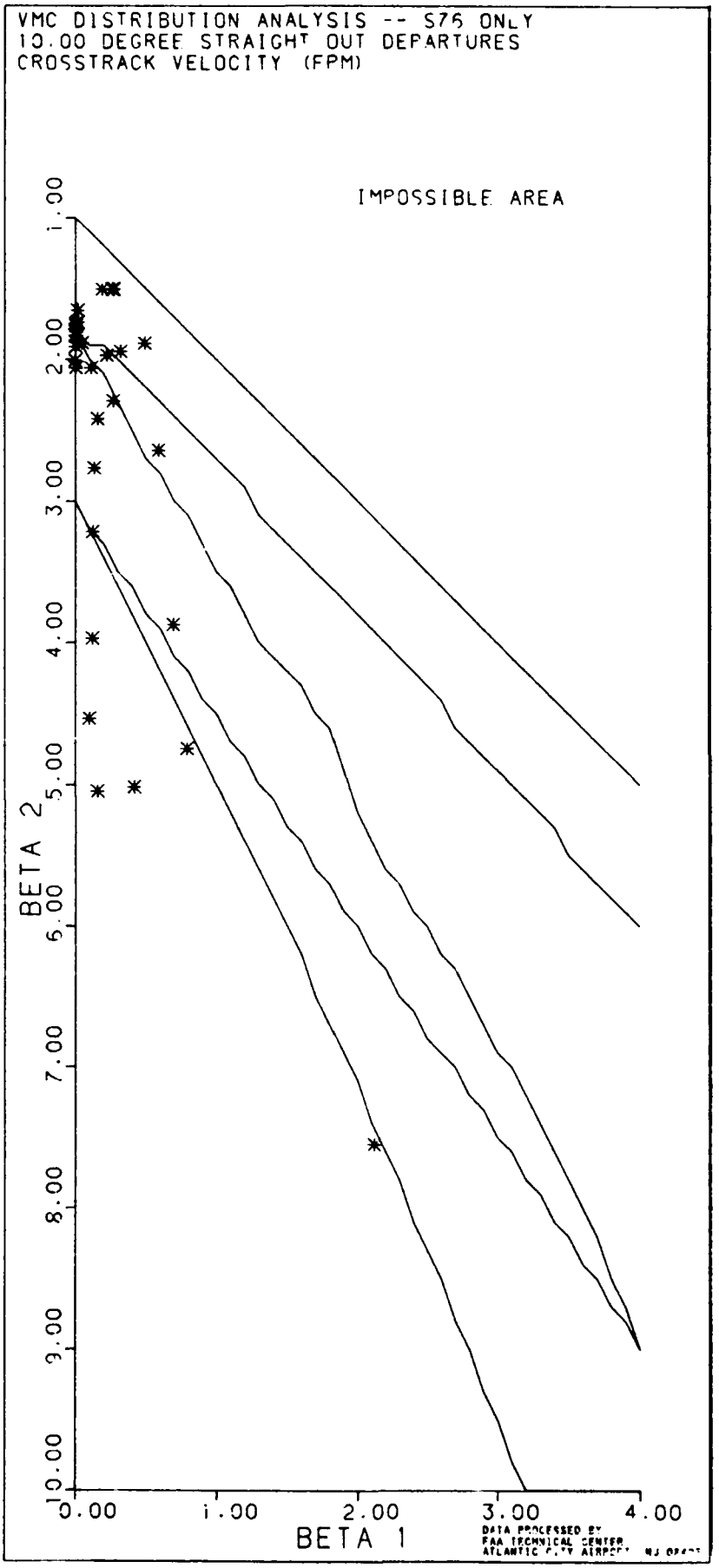
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)



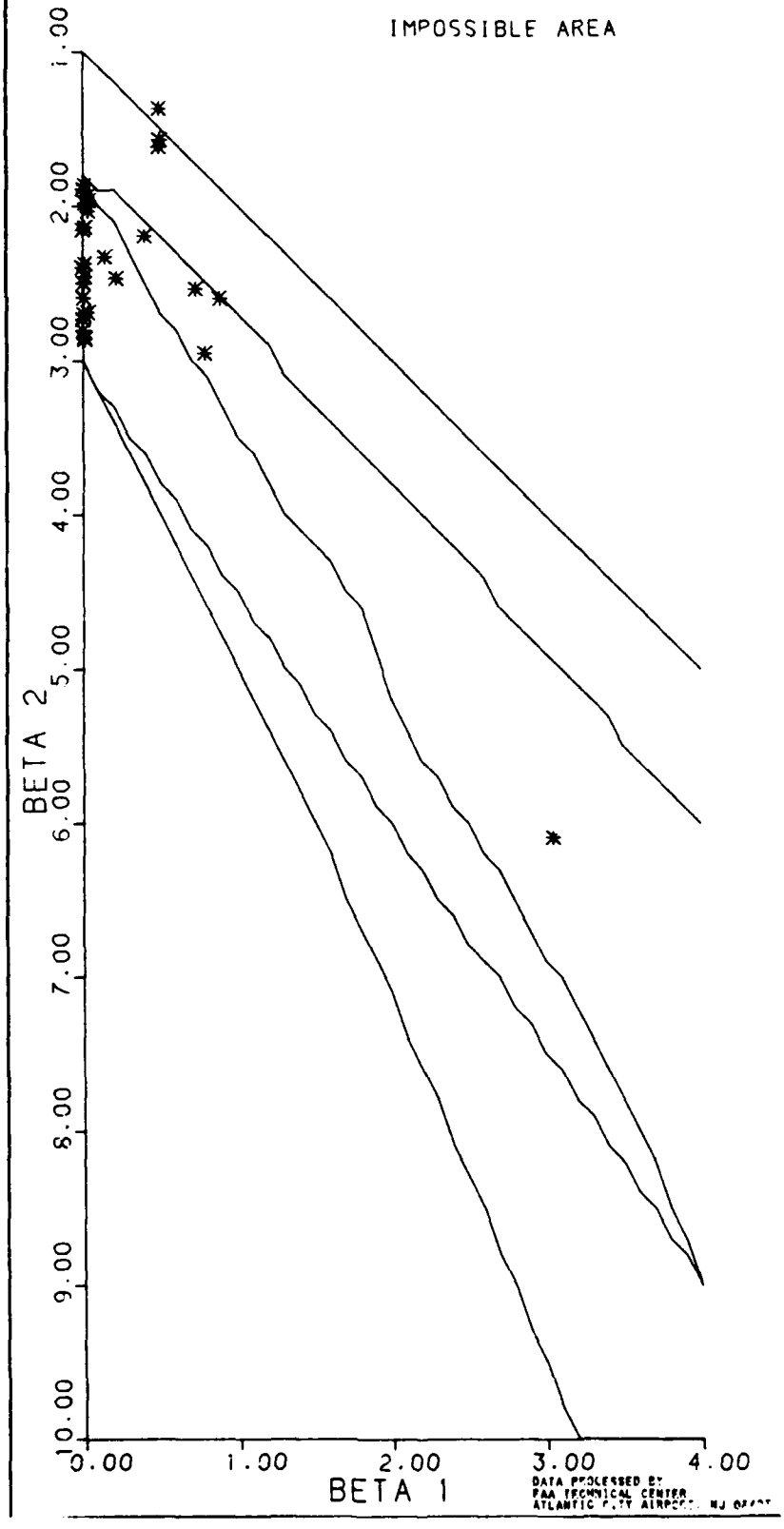

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

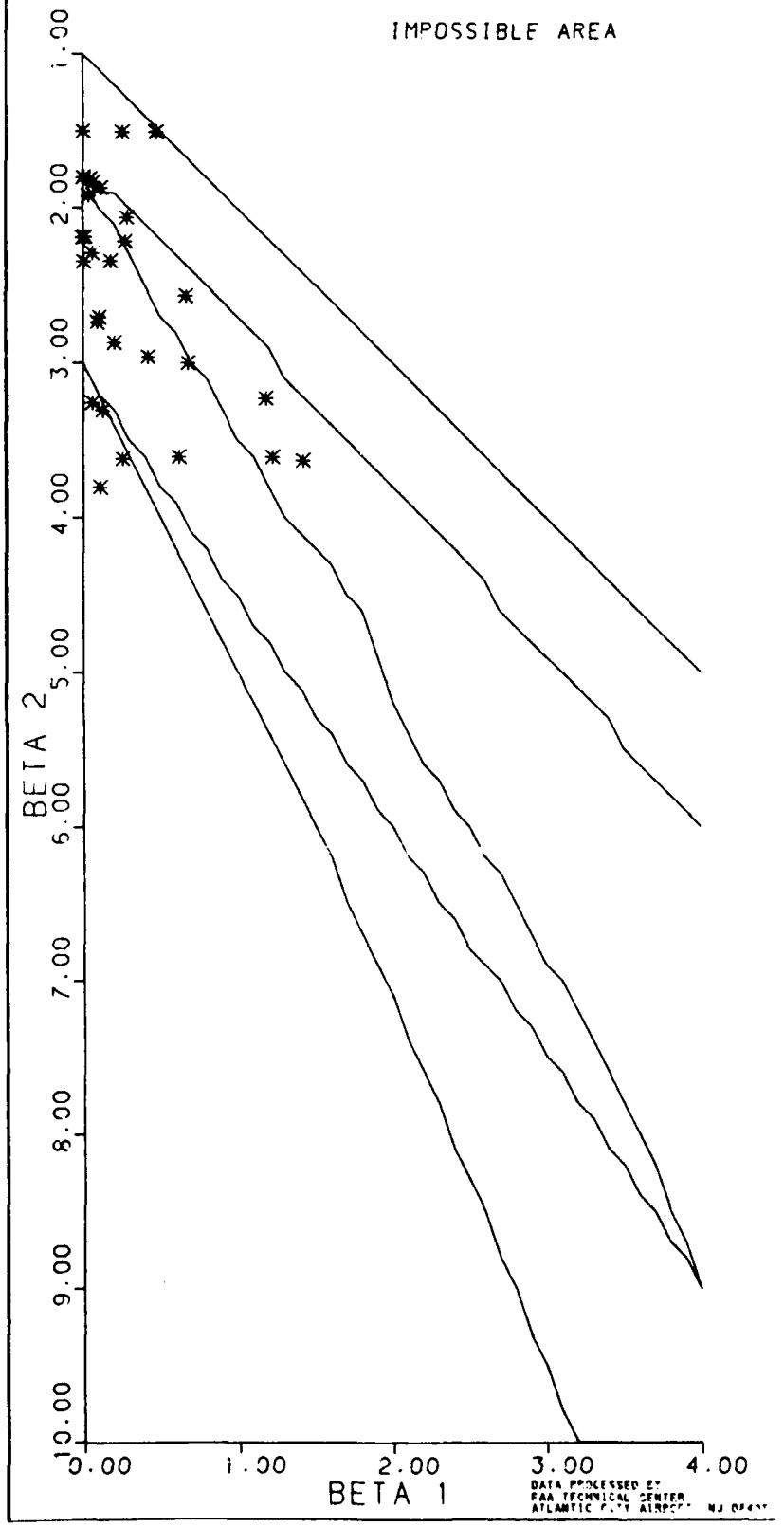

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

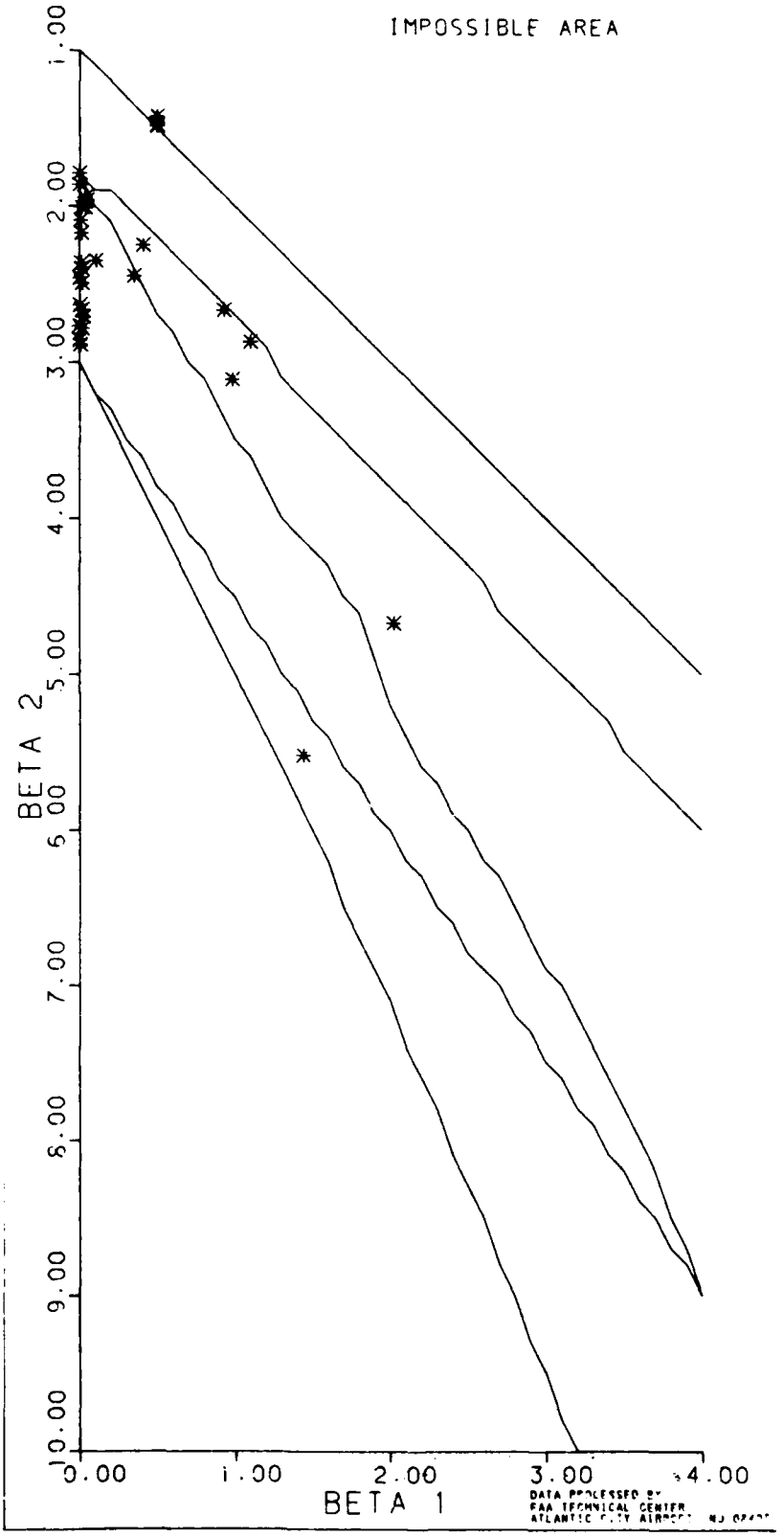
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)

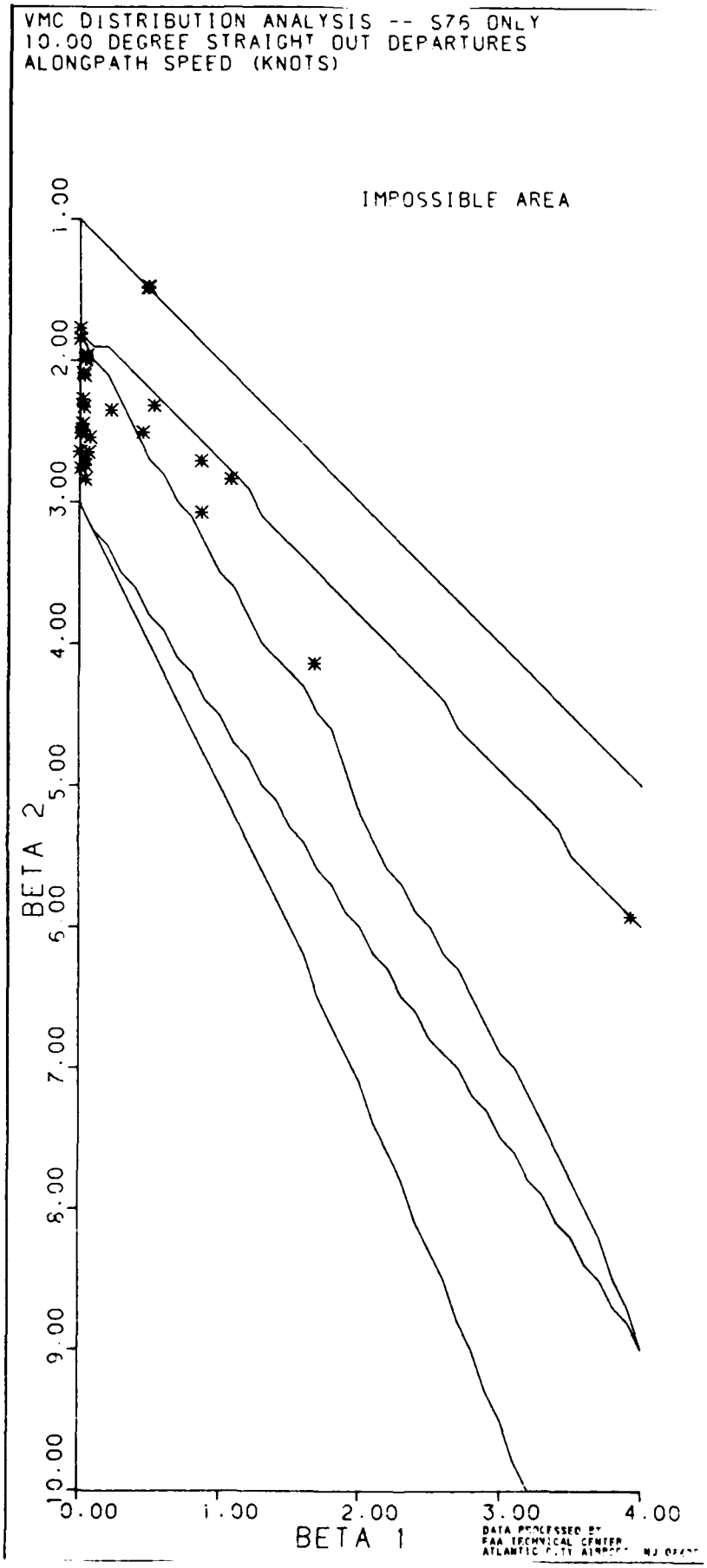


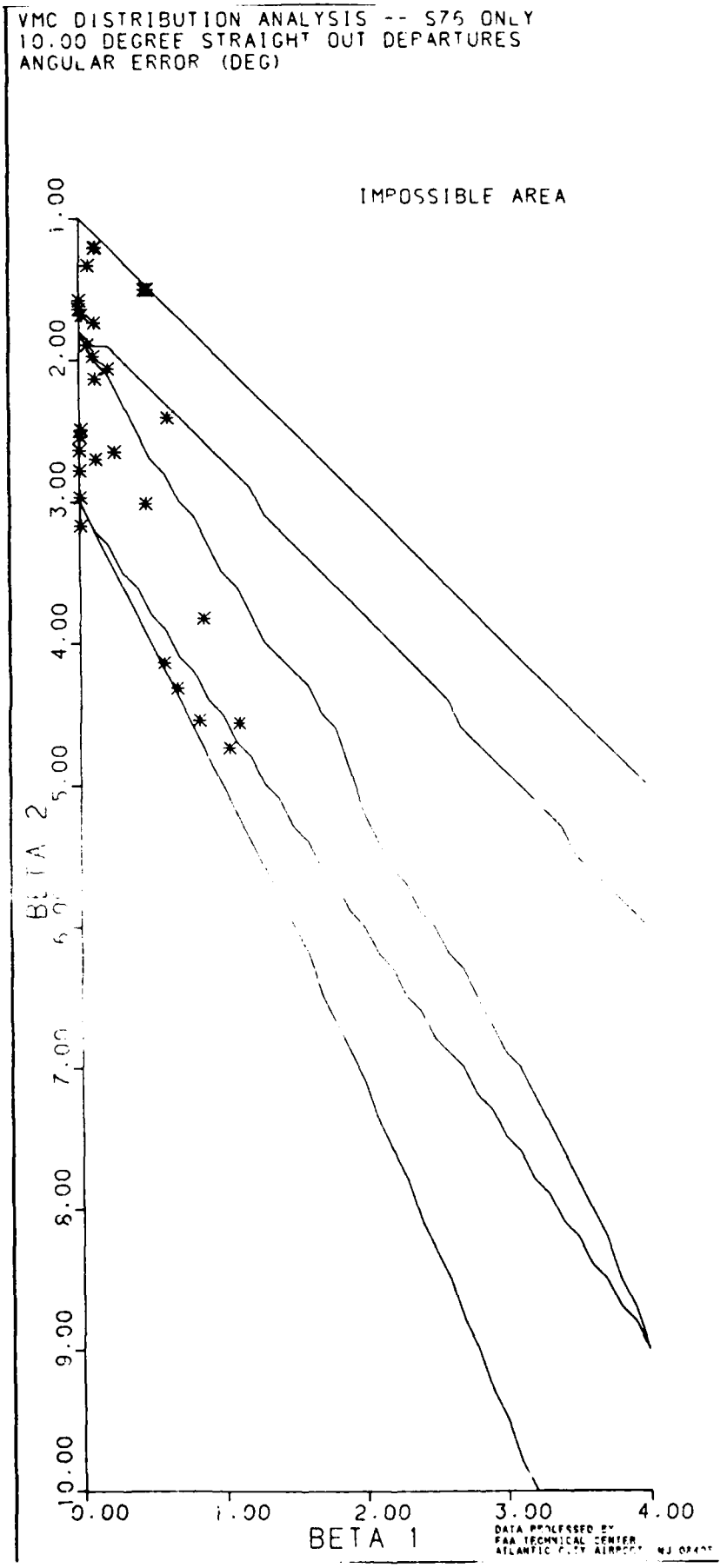
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)



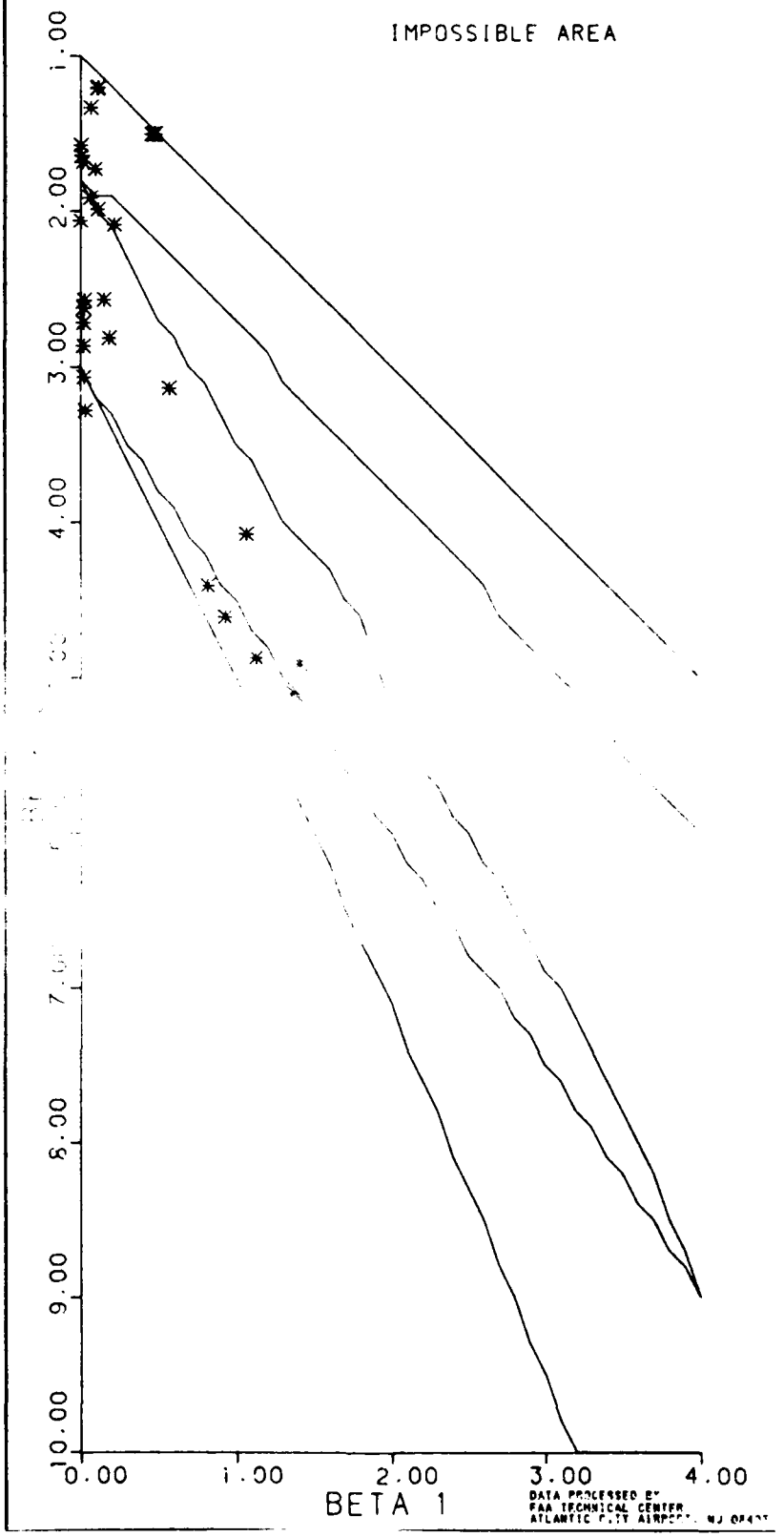
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)

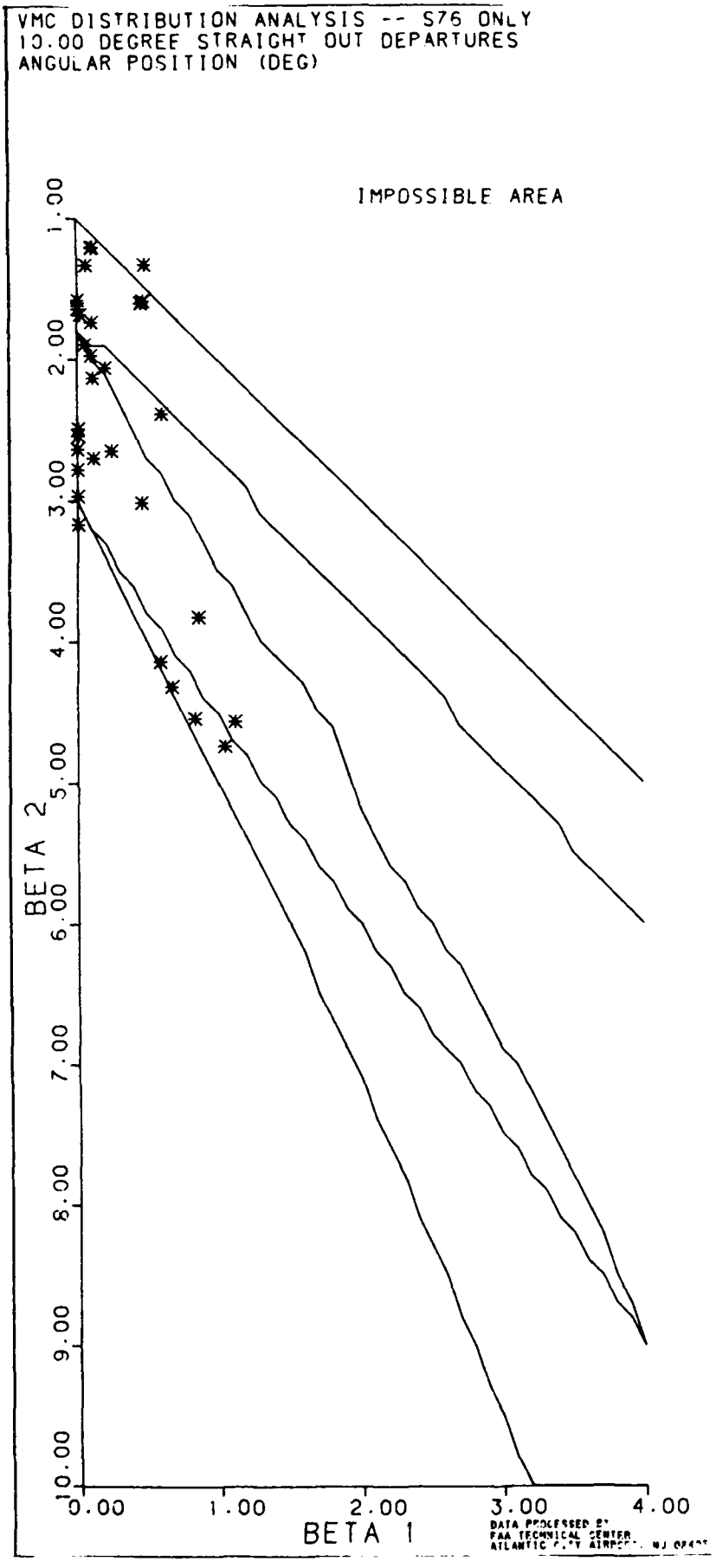


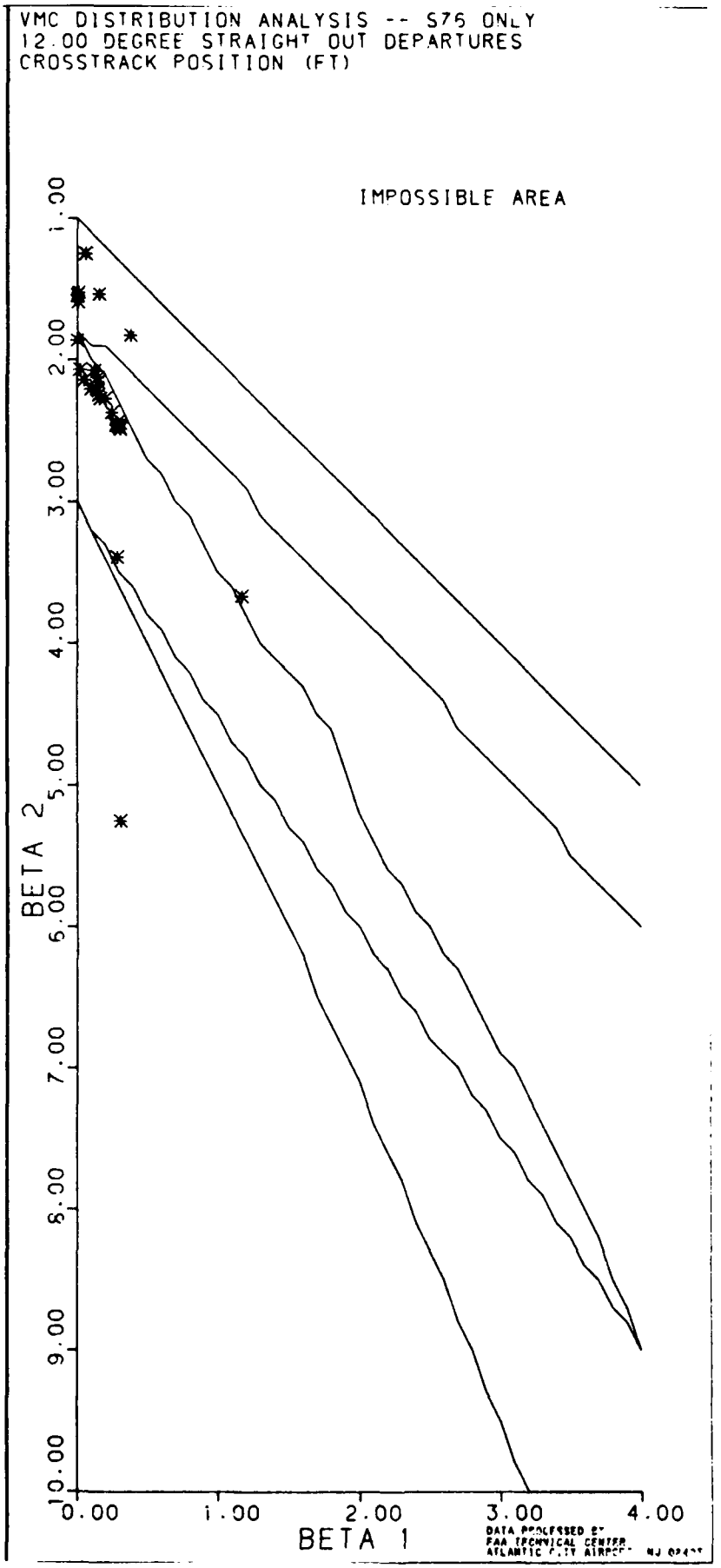

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

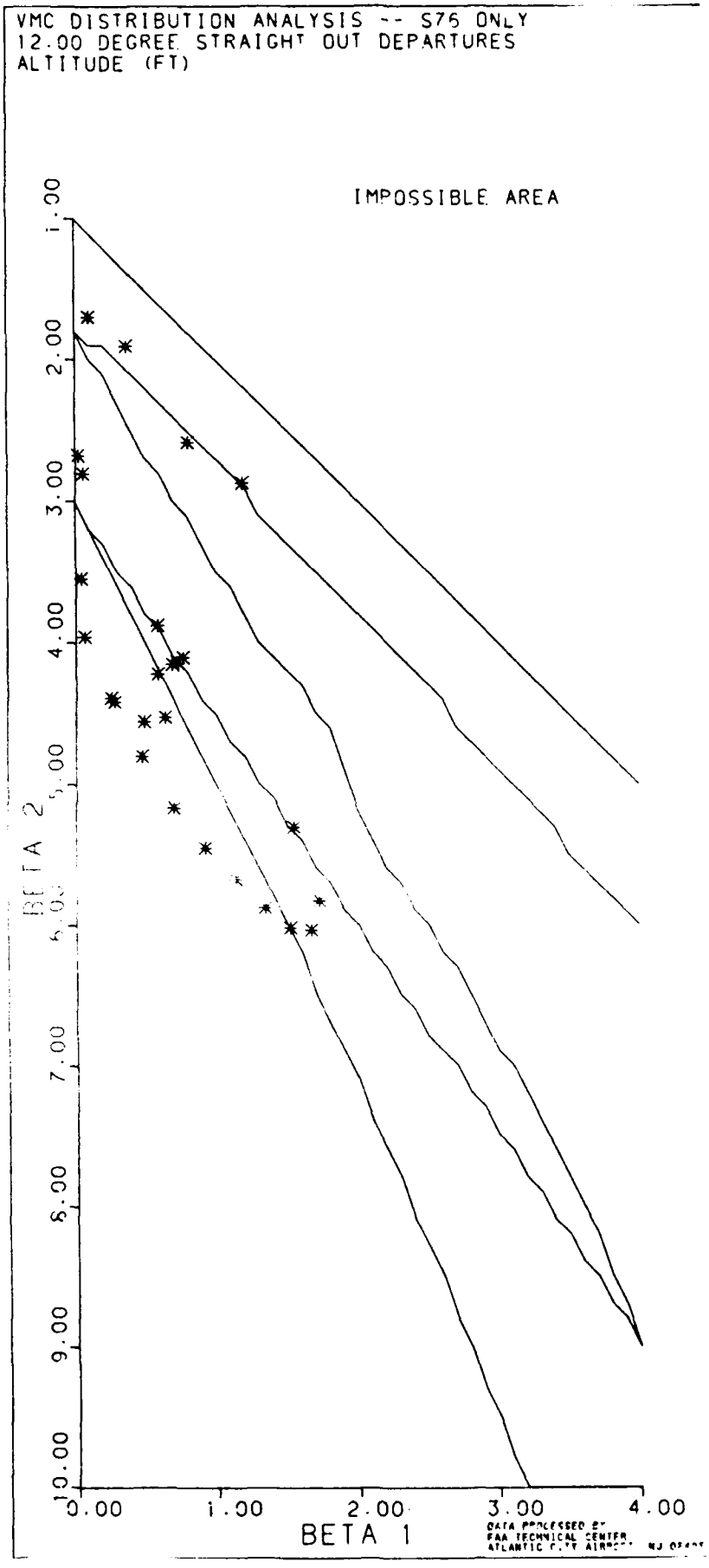

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
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10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- S75 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)

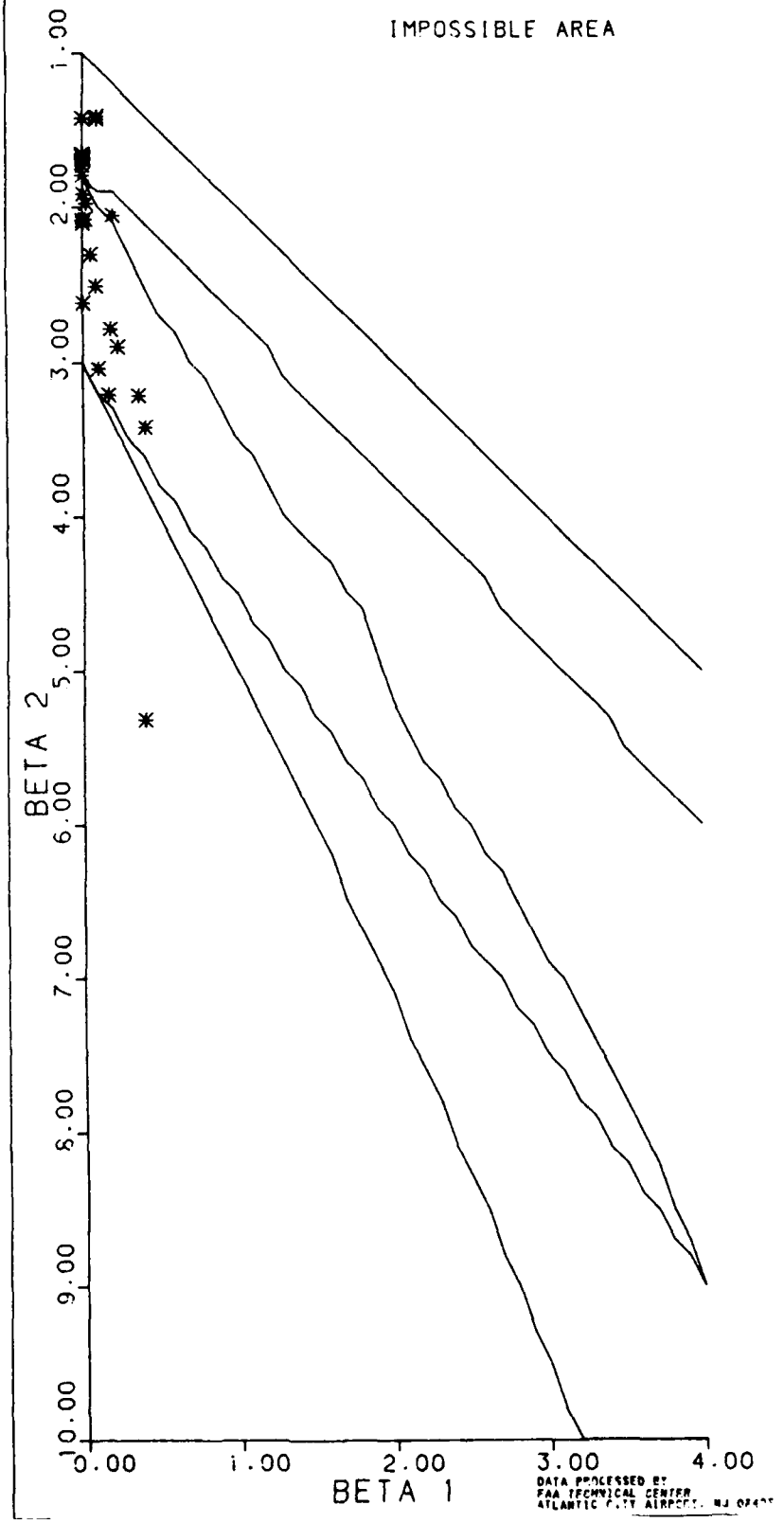


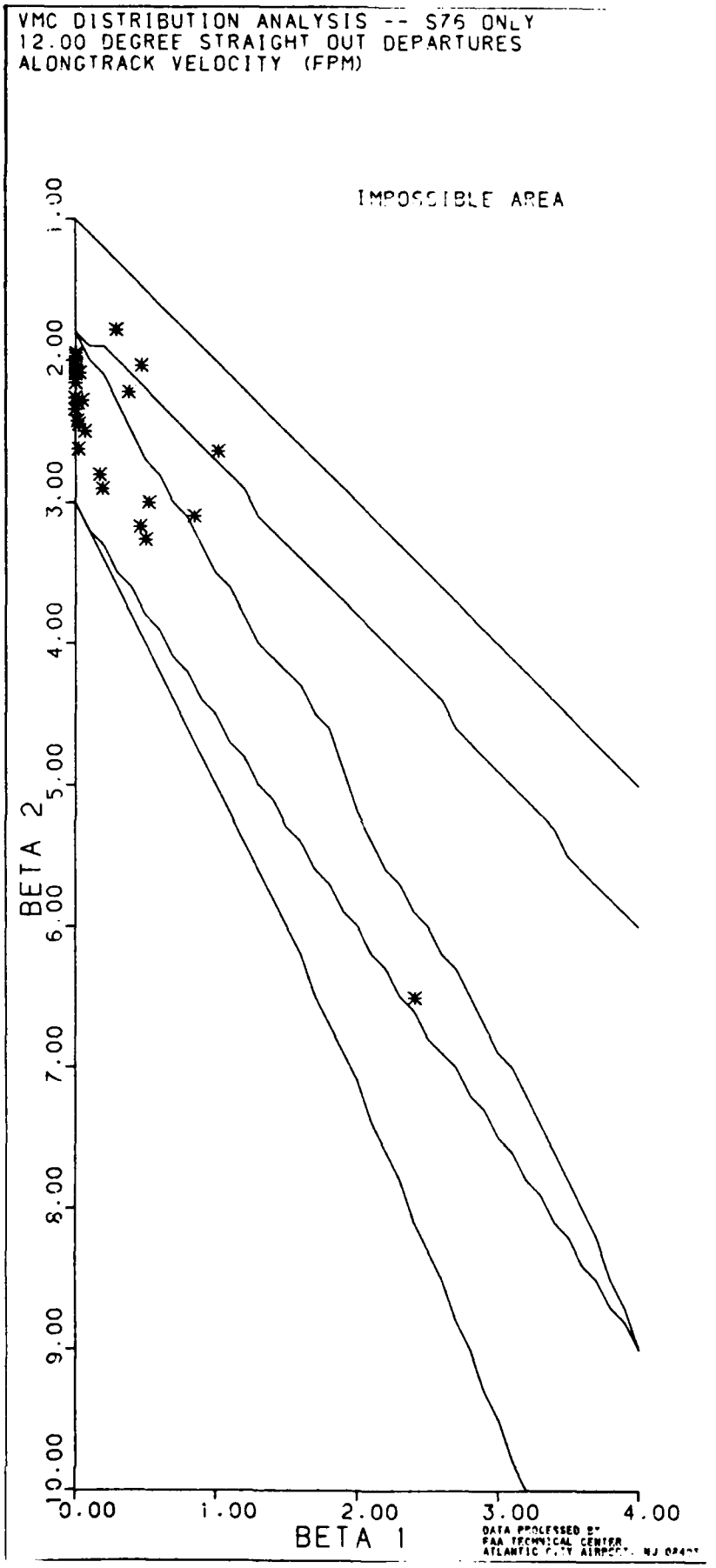

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
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2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

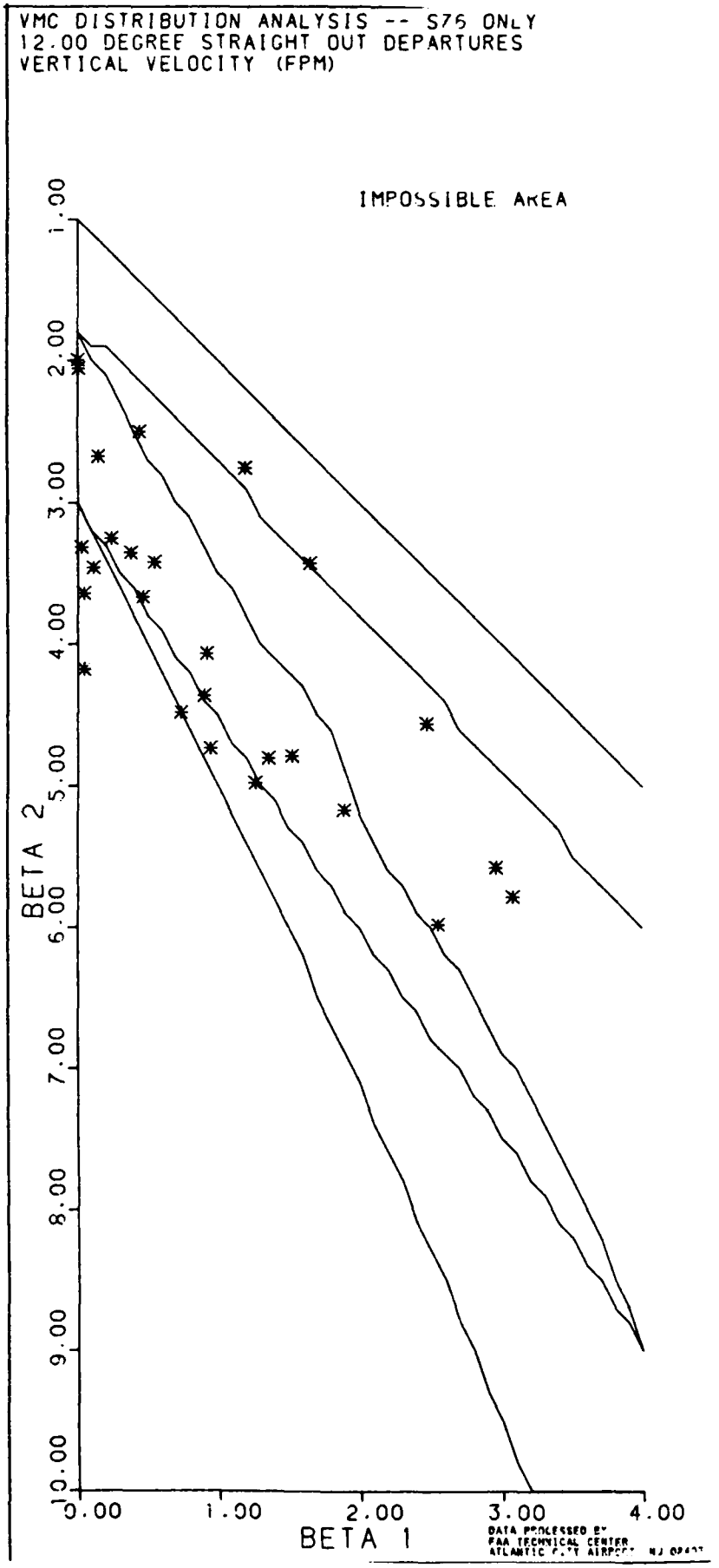

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
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2.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

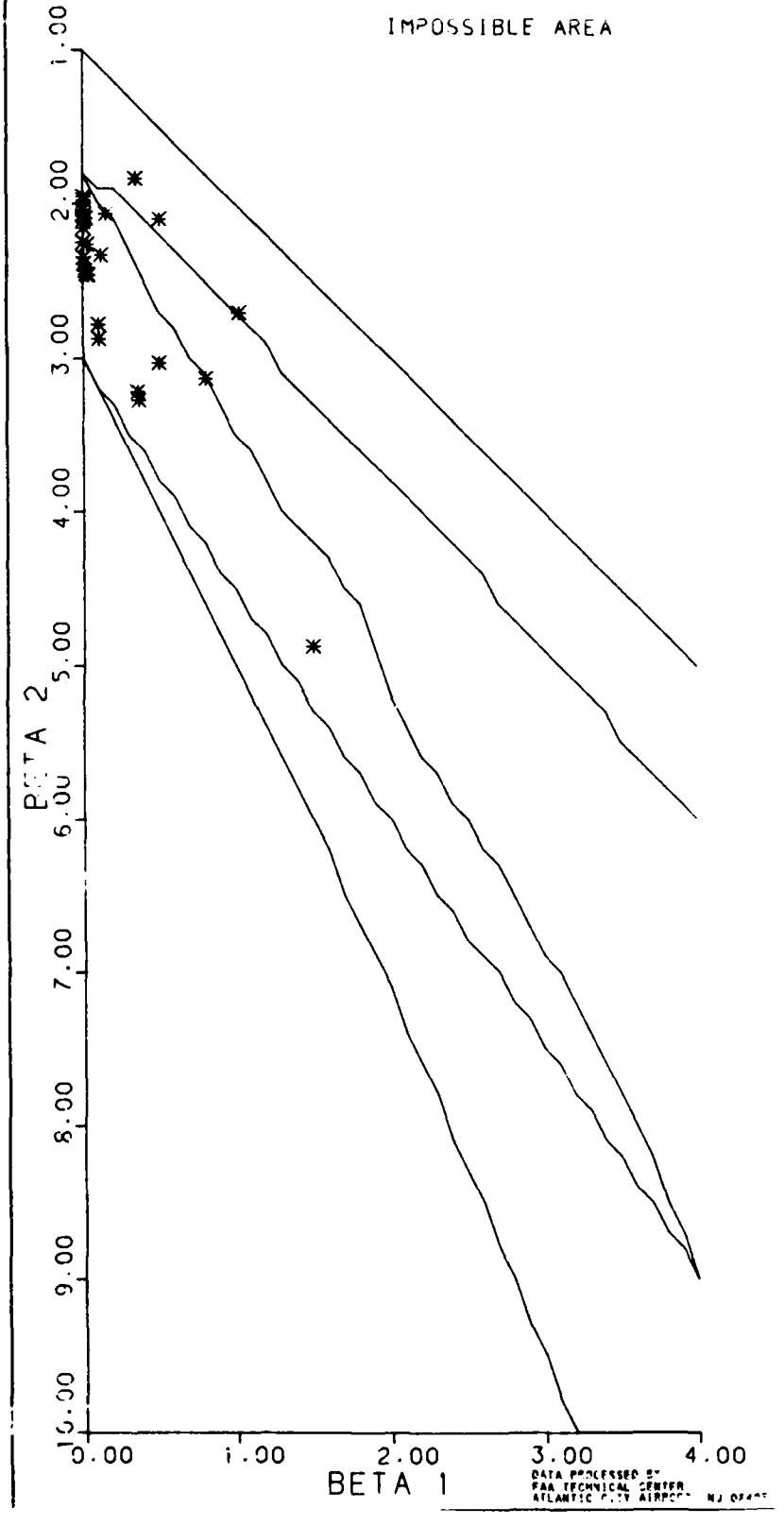
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)

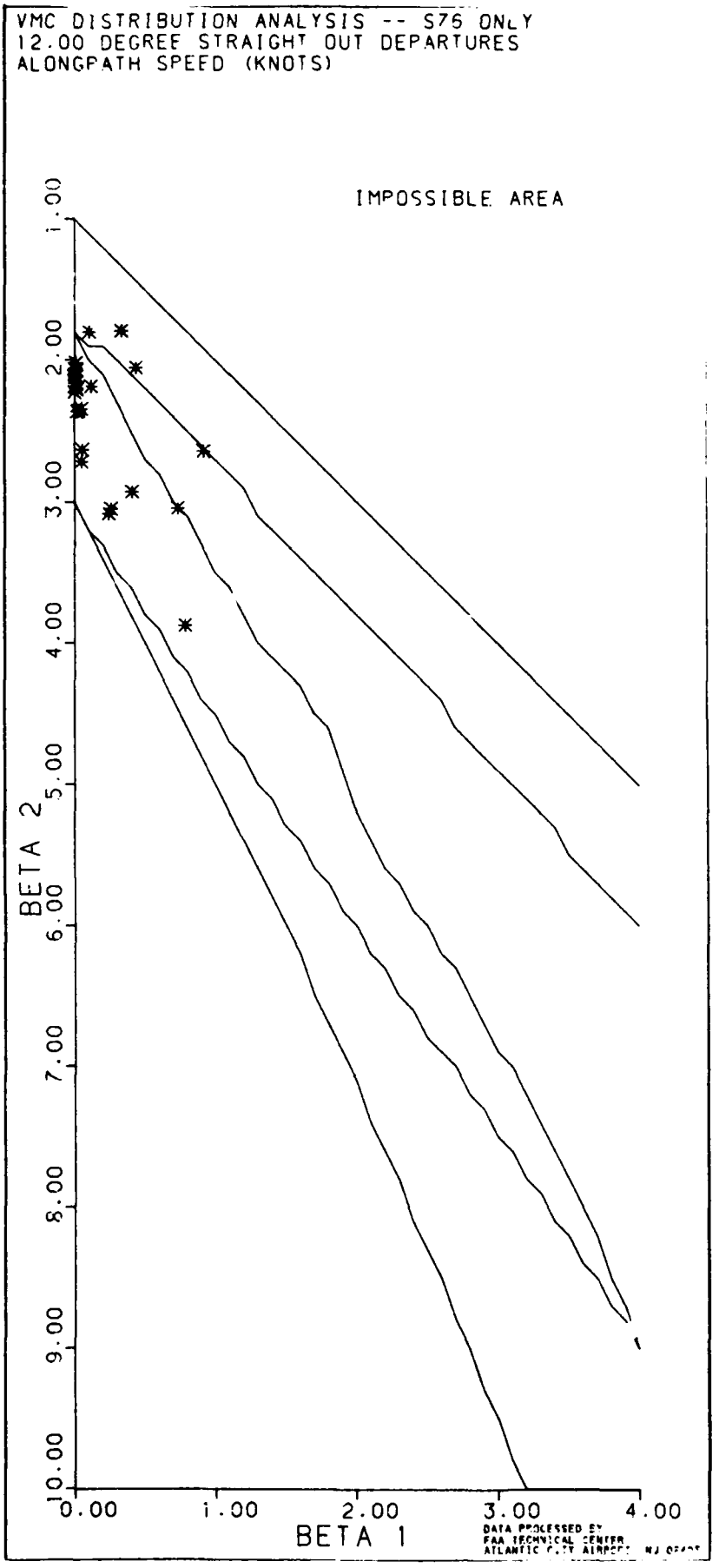


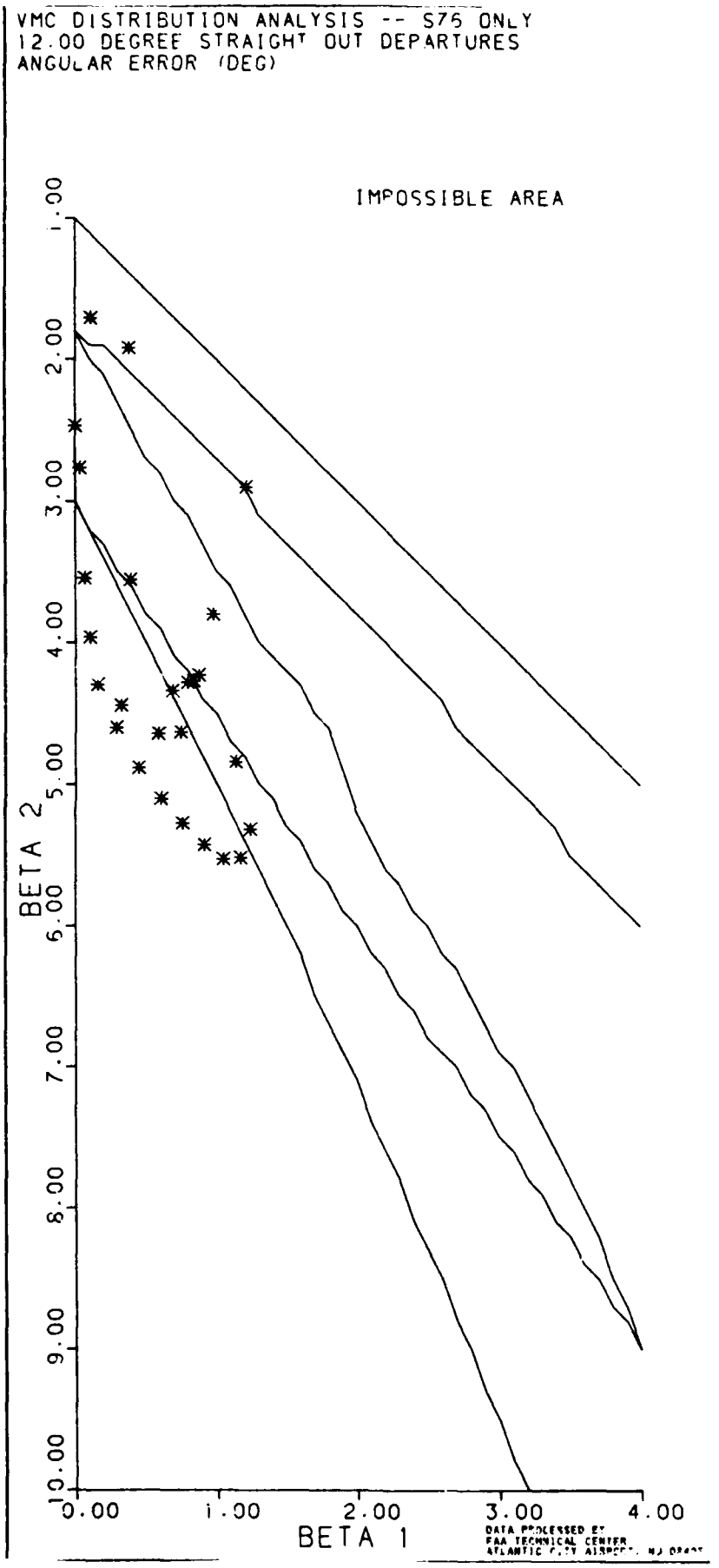

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
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10.00
BETA 2
0.00
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2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

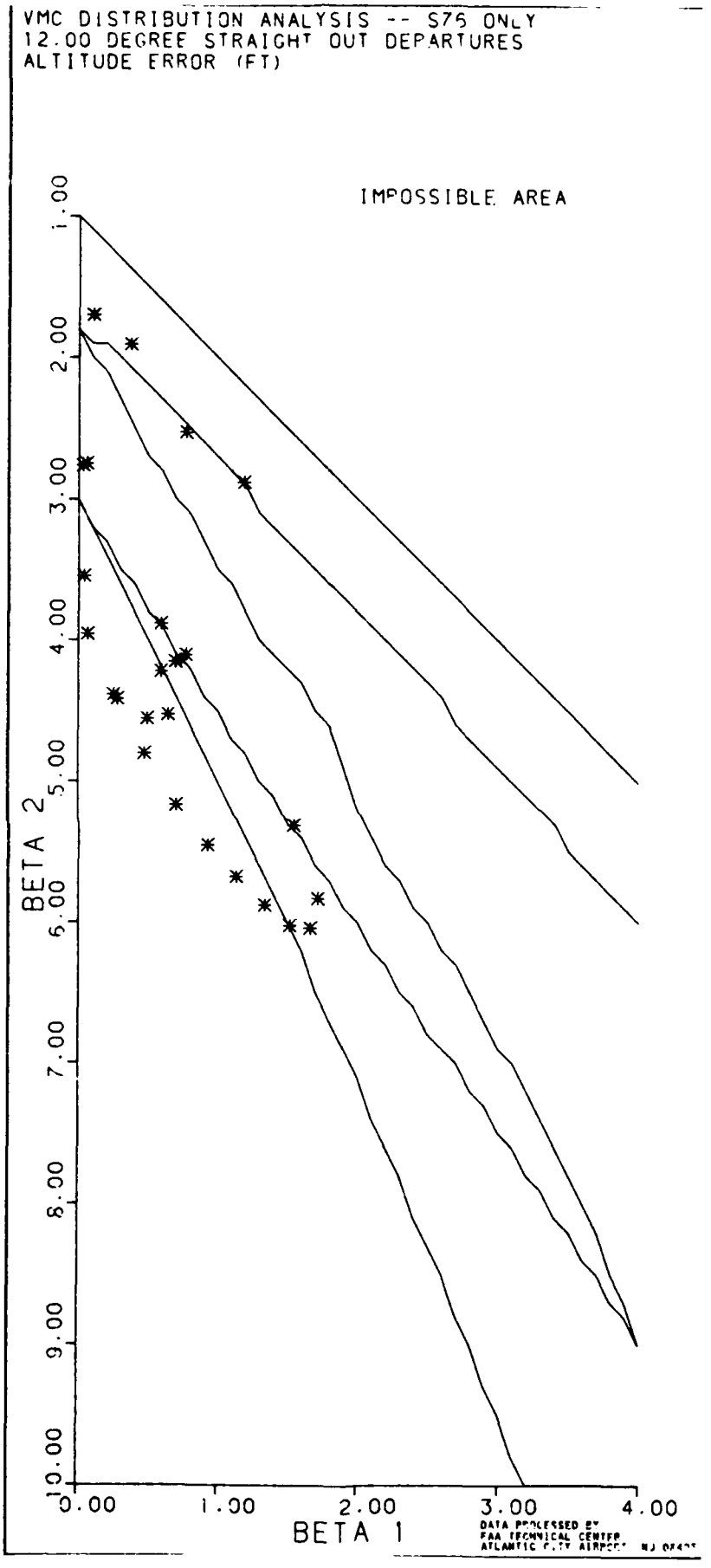

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

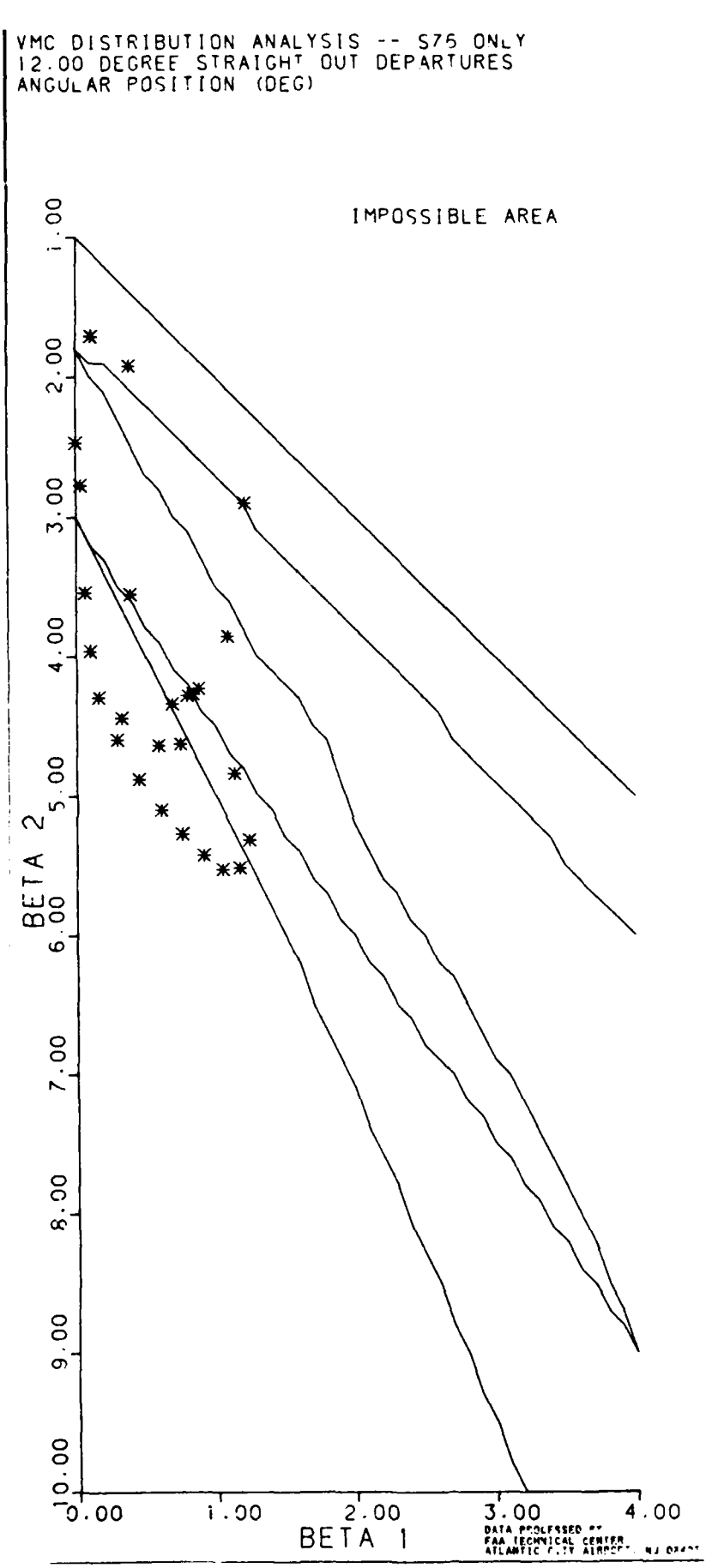
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)



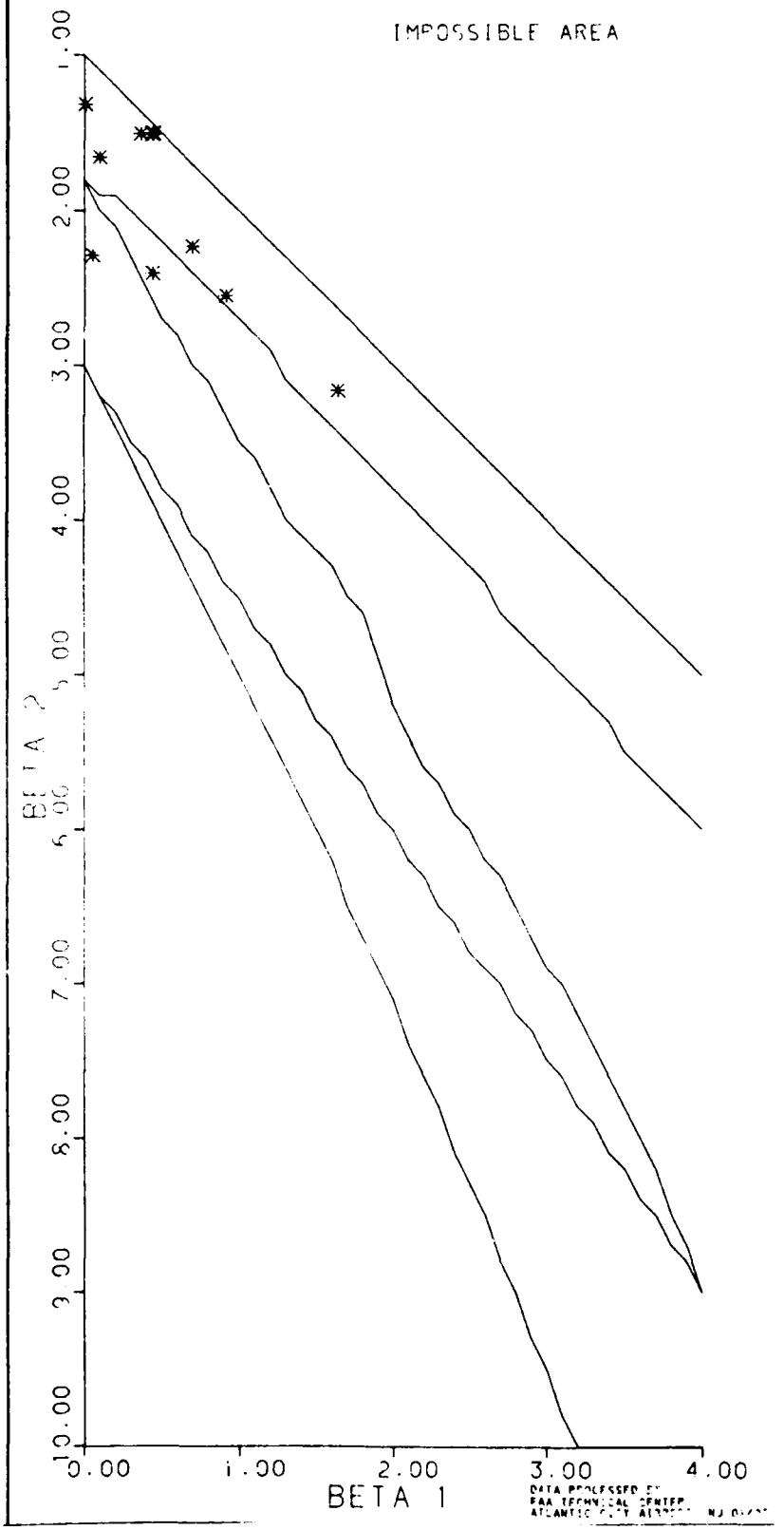

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
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4.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

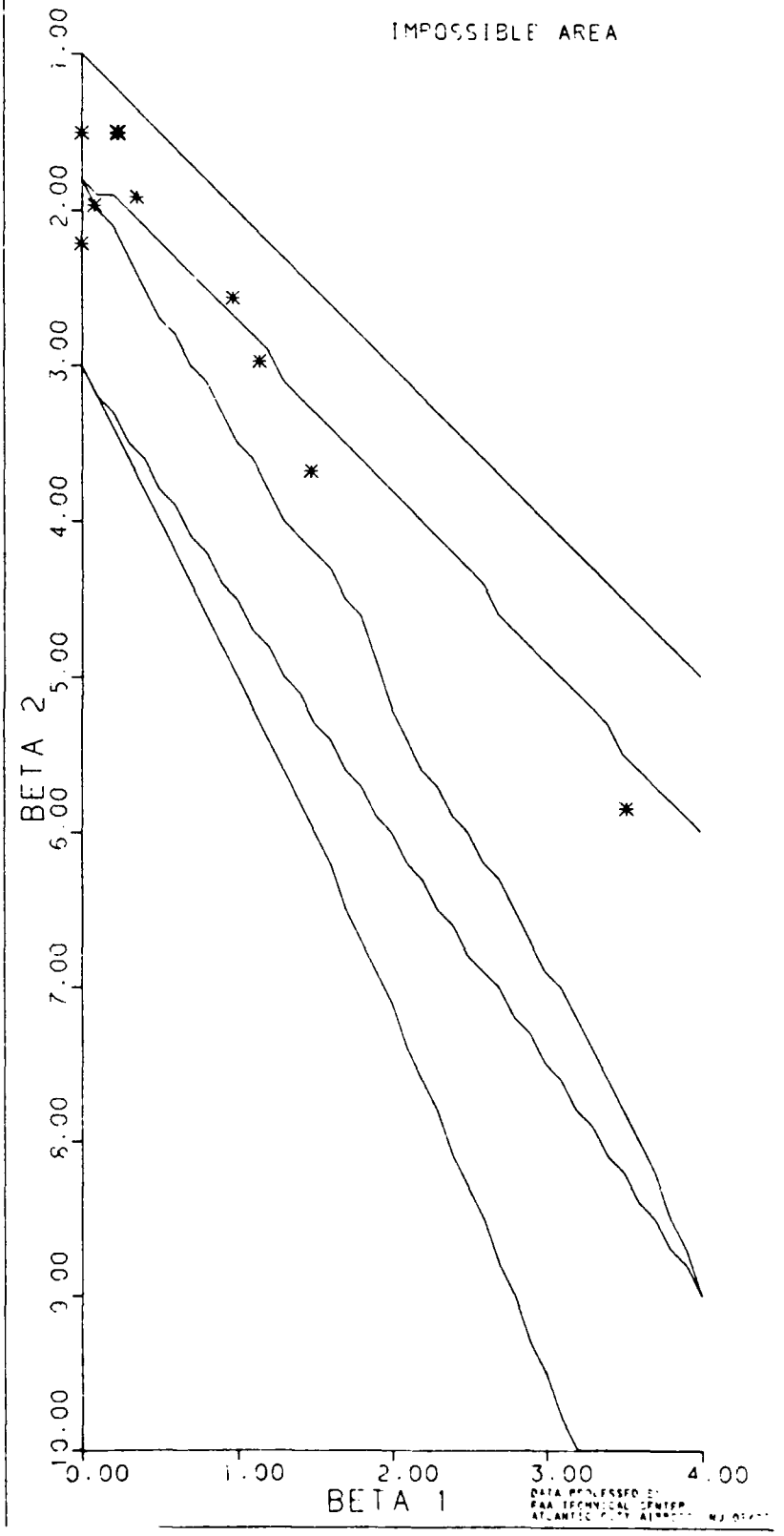

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

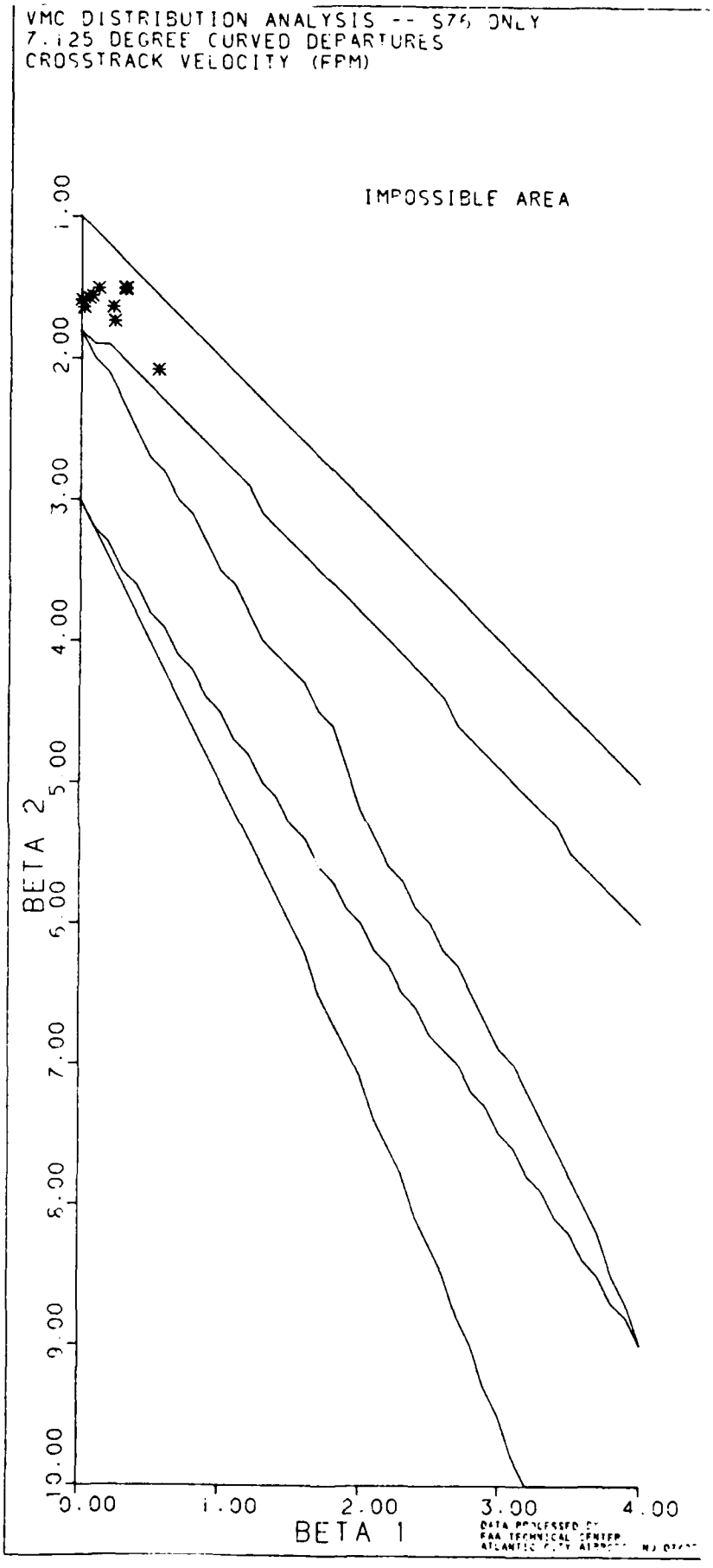

VMC DISTRIBUTION ANALYSIS -- S75 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

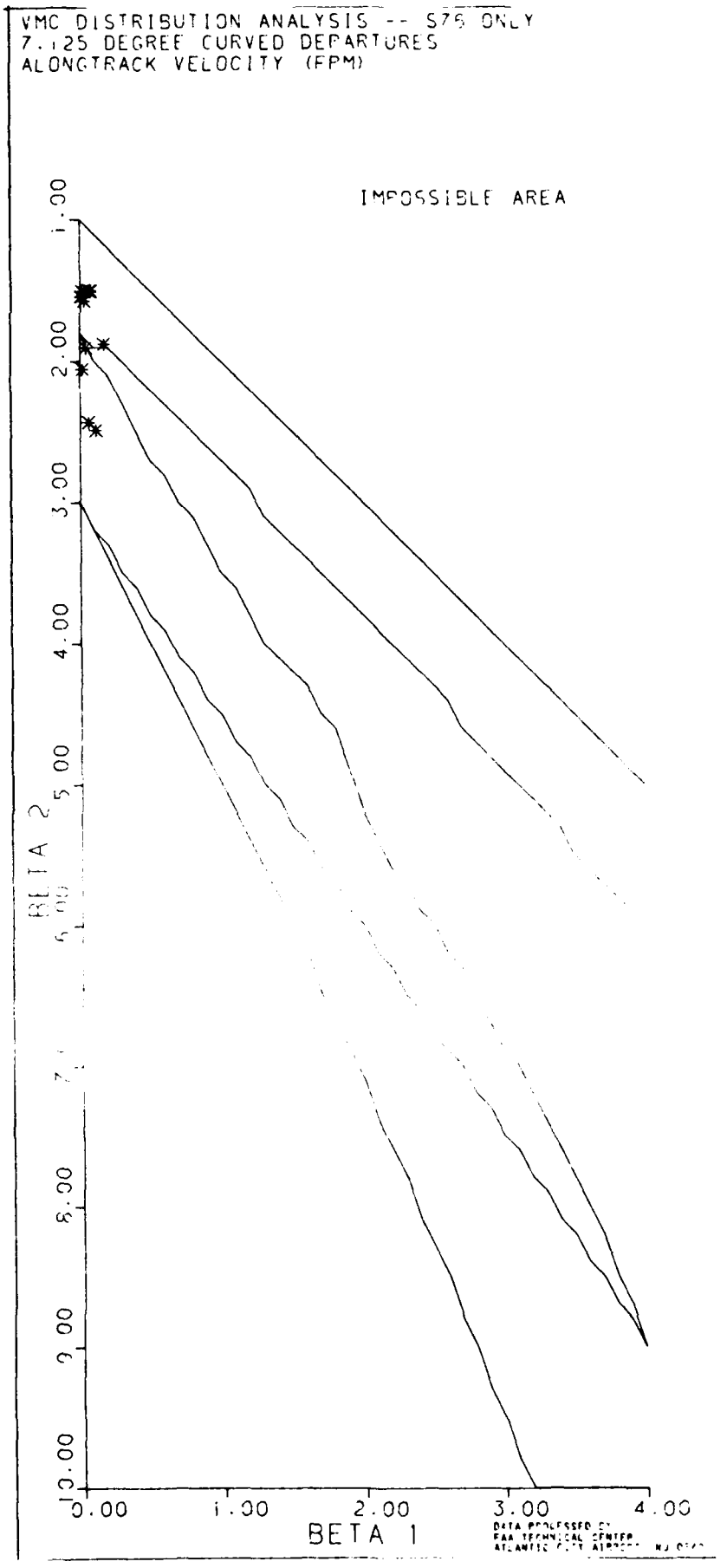
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)



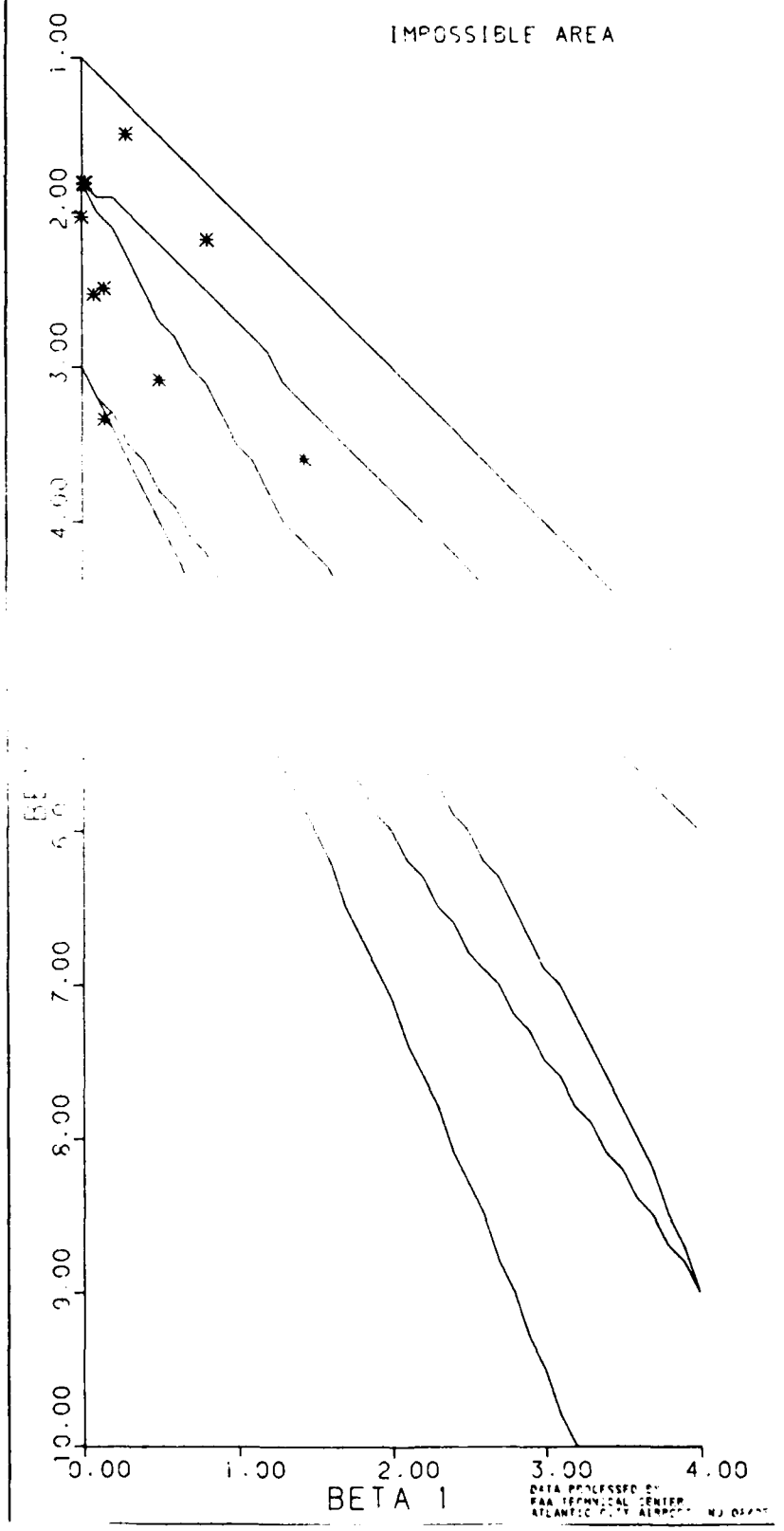
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED DEPARTURES
ALTITUDE (FT)

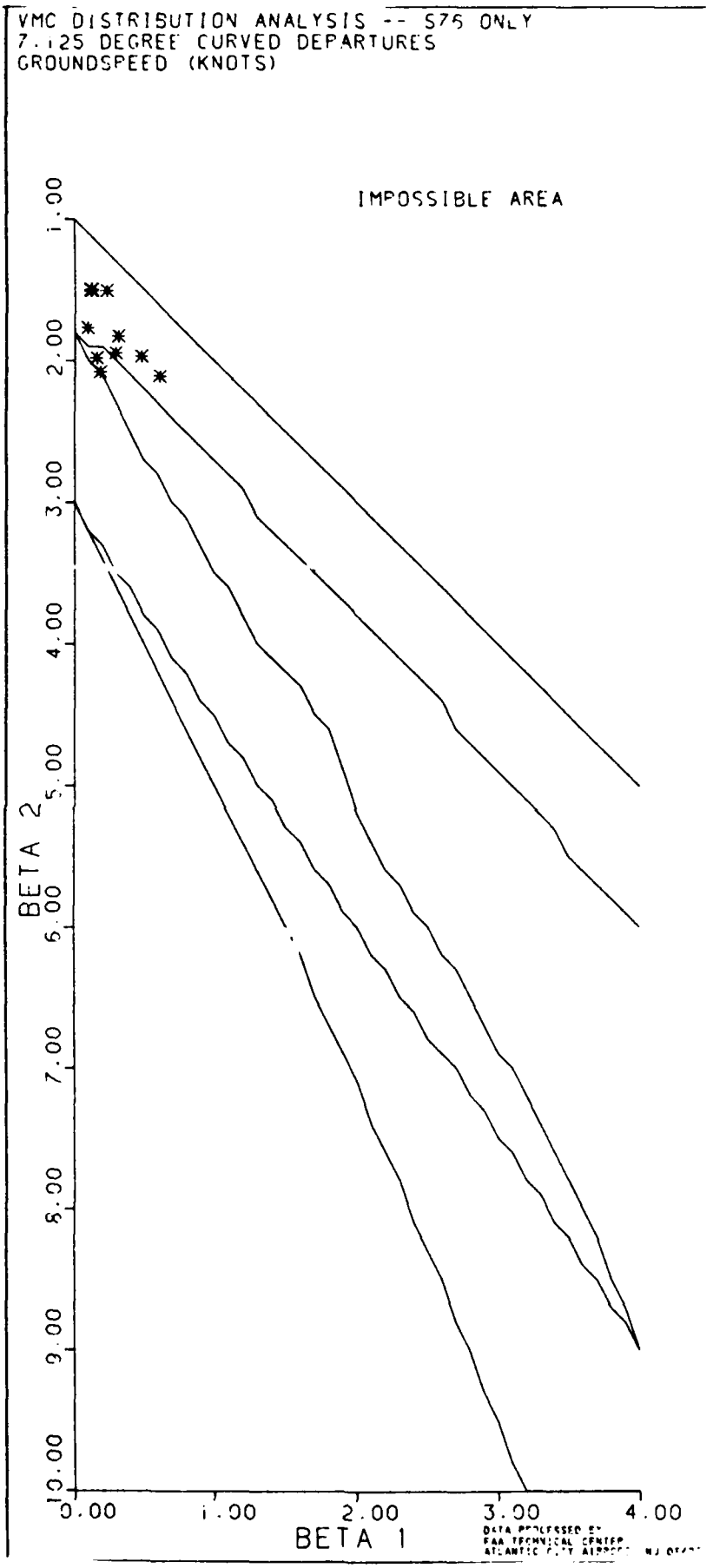


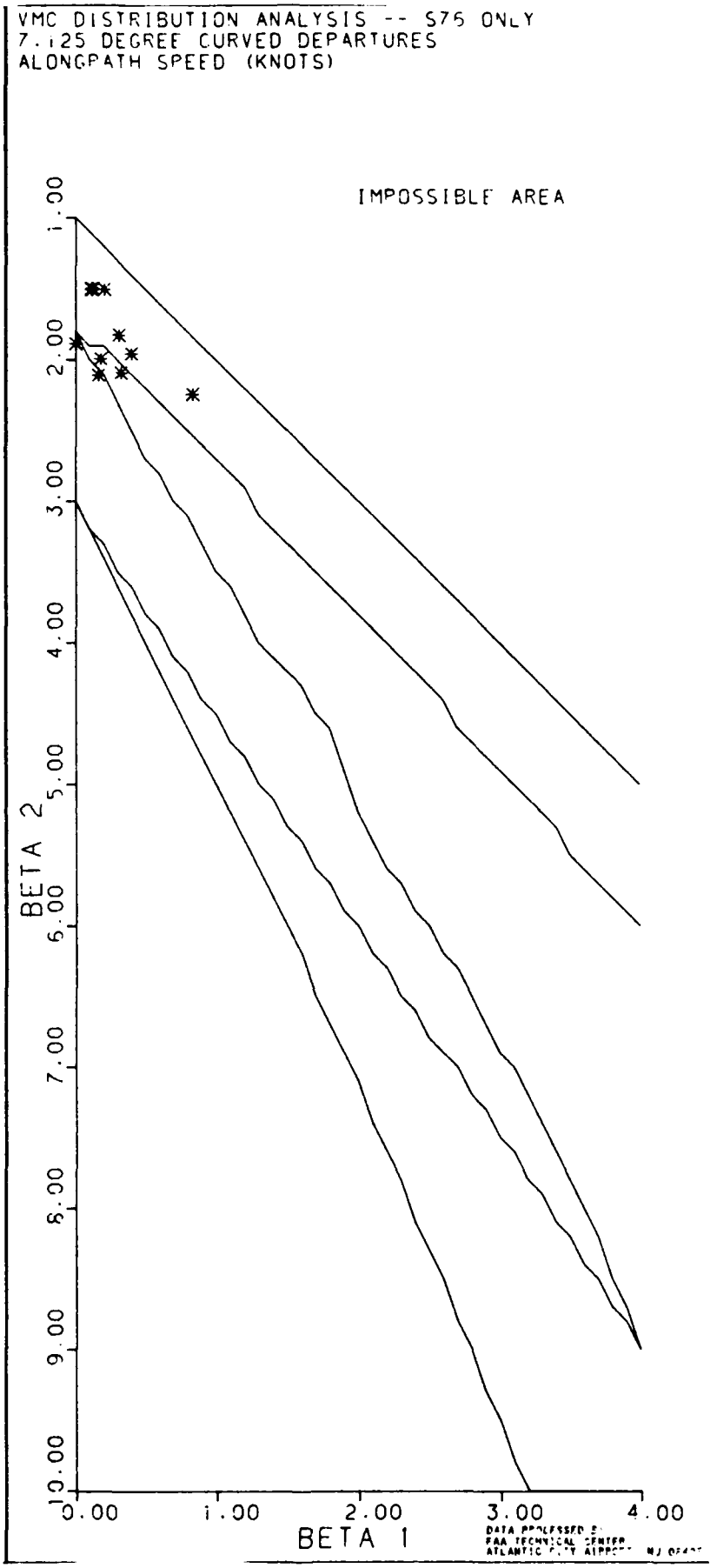

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

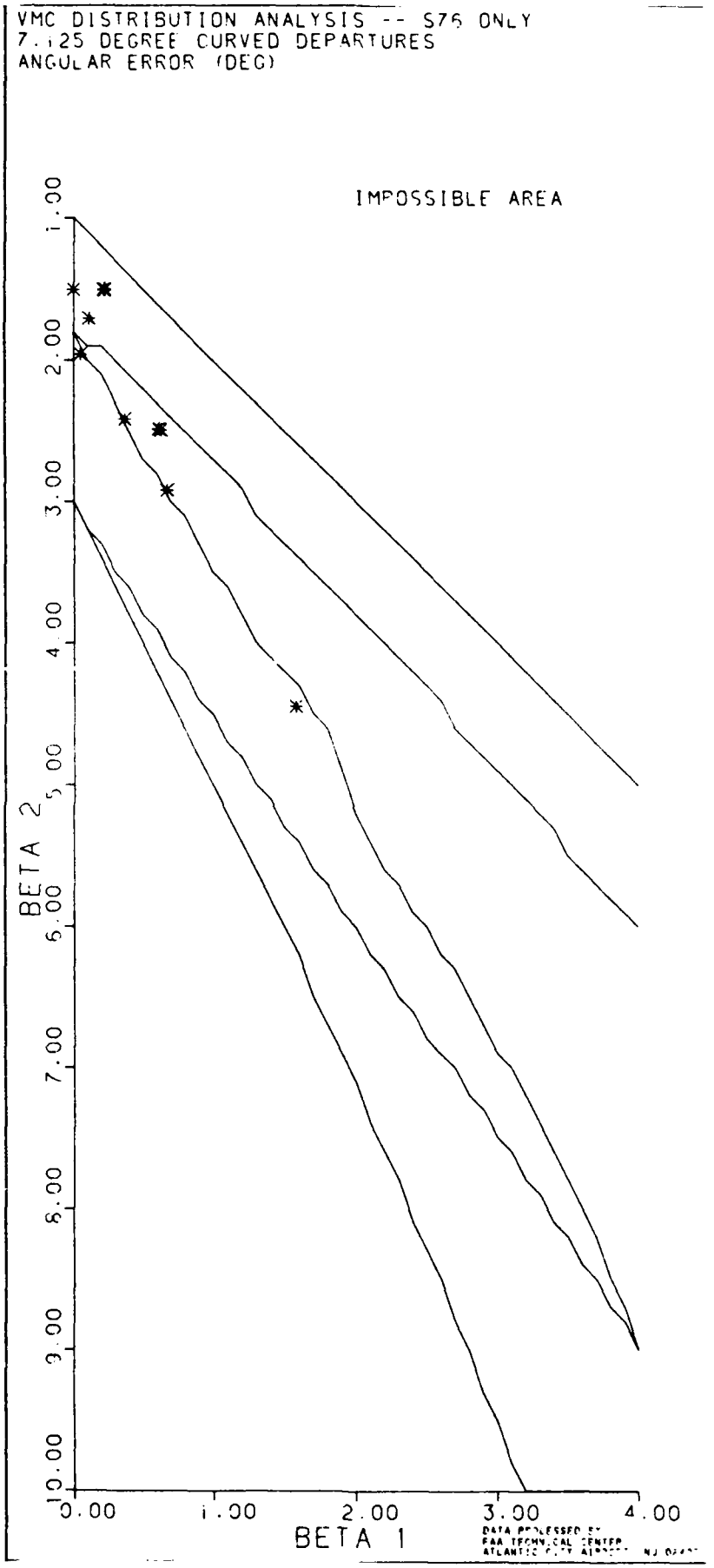

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
8.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

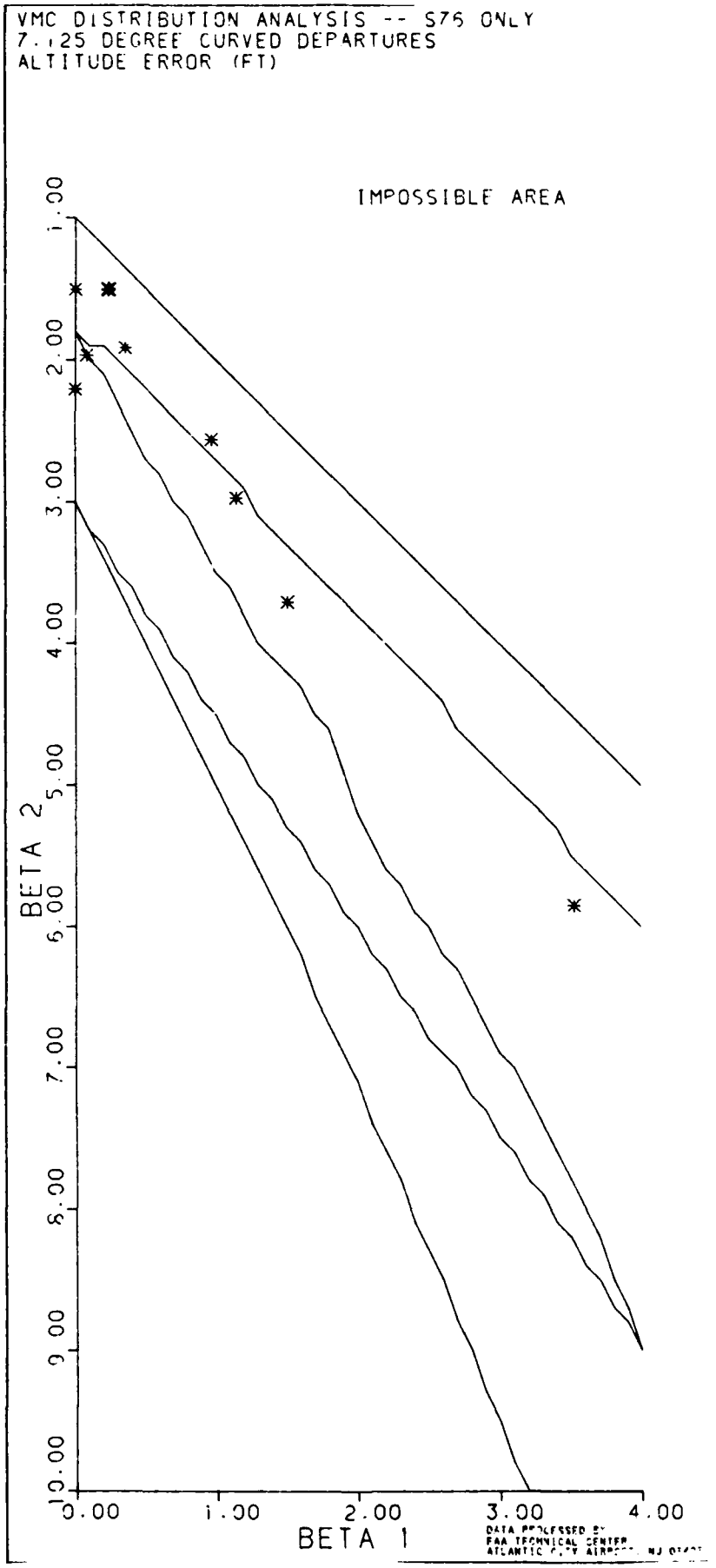
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)

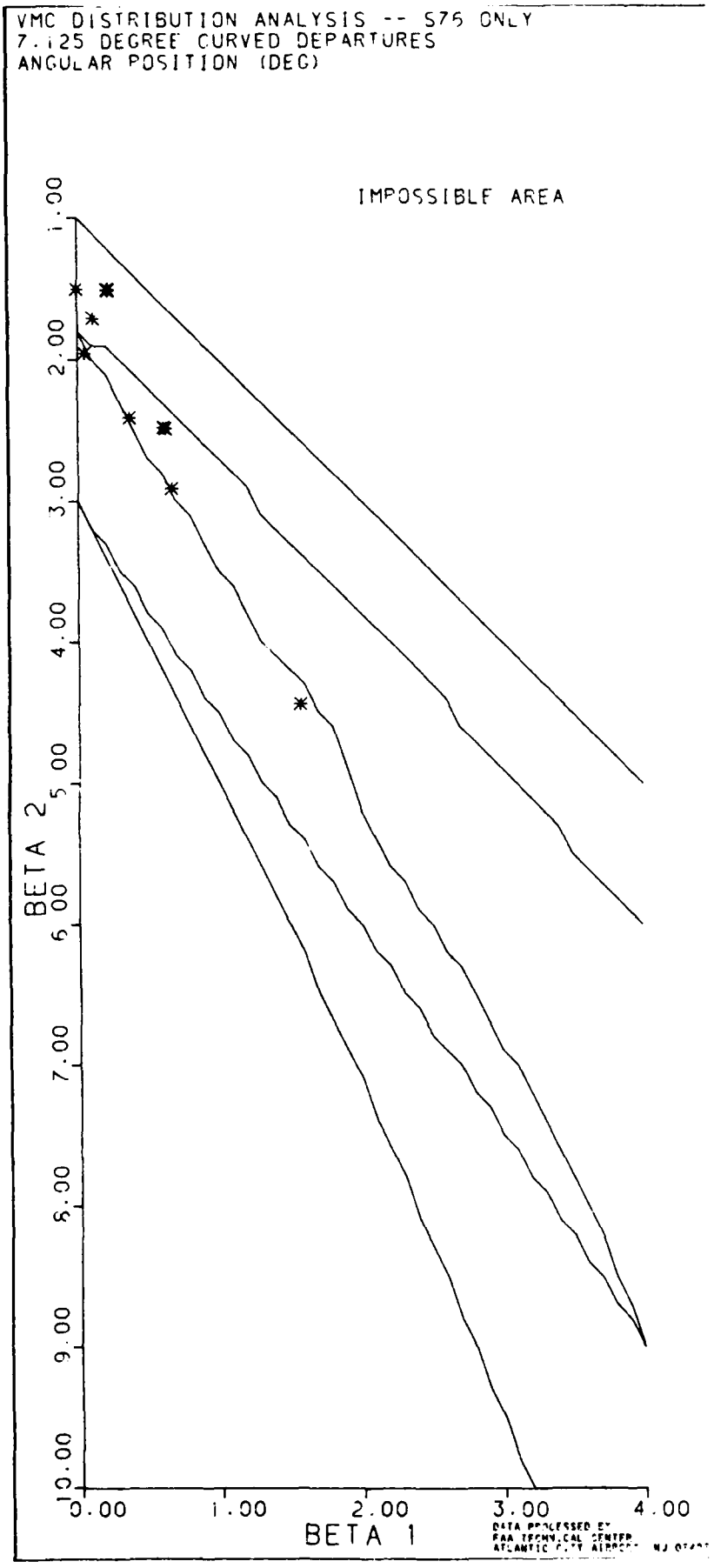


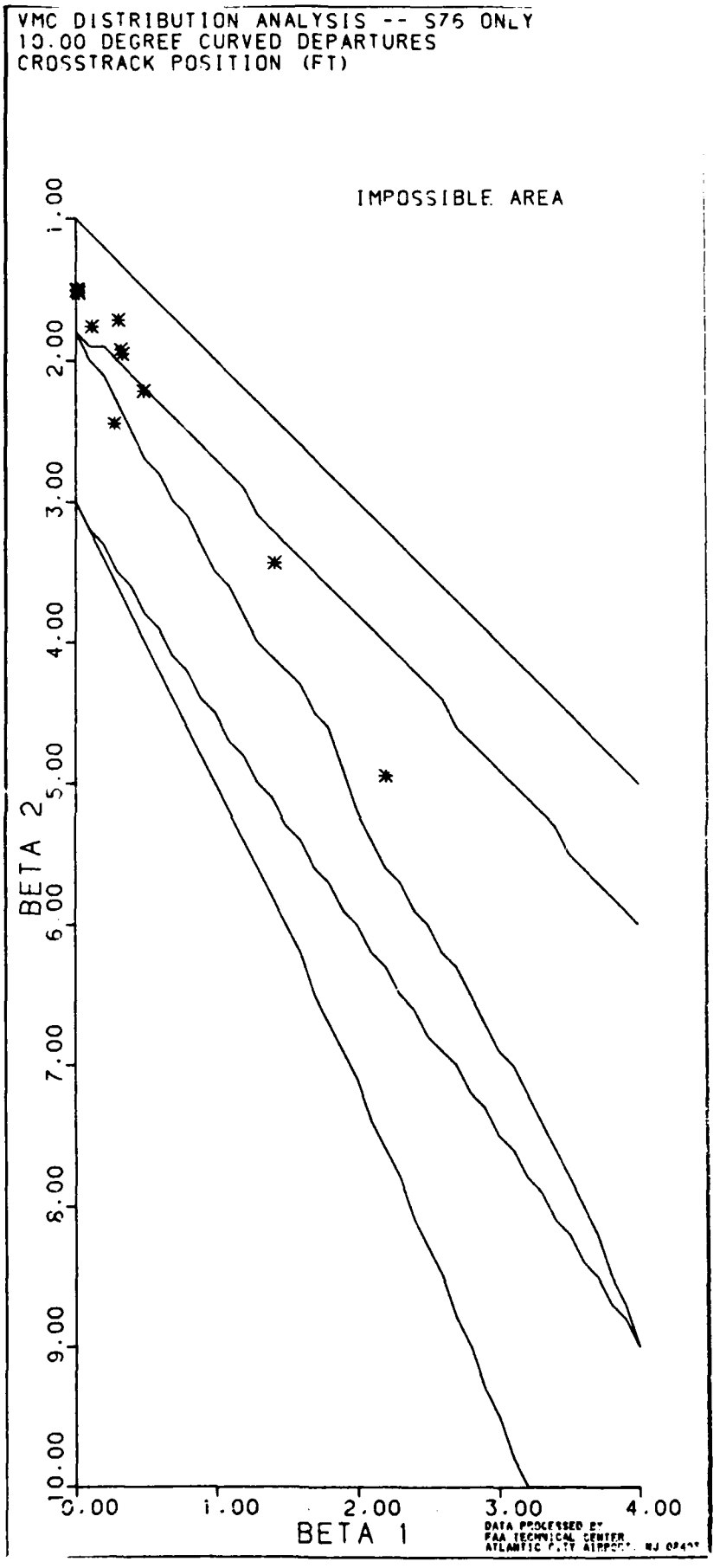

VMC DISTRIBUTION ANALYSIS -- 575 ONLY
7.125 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
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10.00
BETA 2
0.00
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4.00
BETA 1

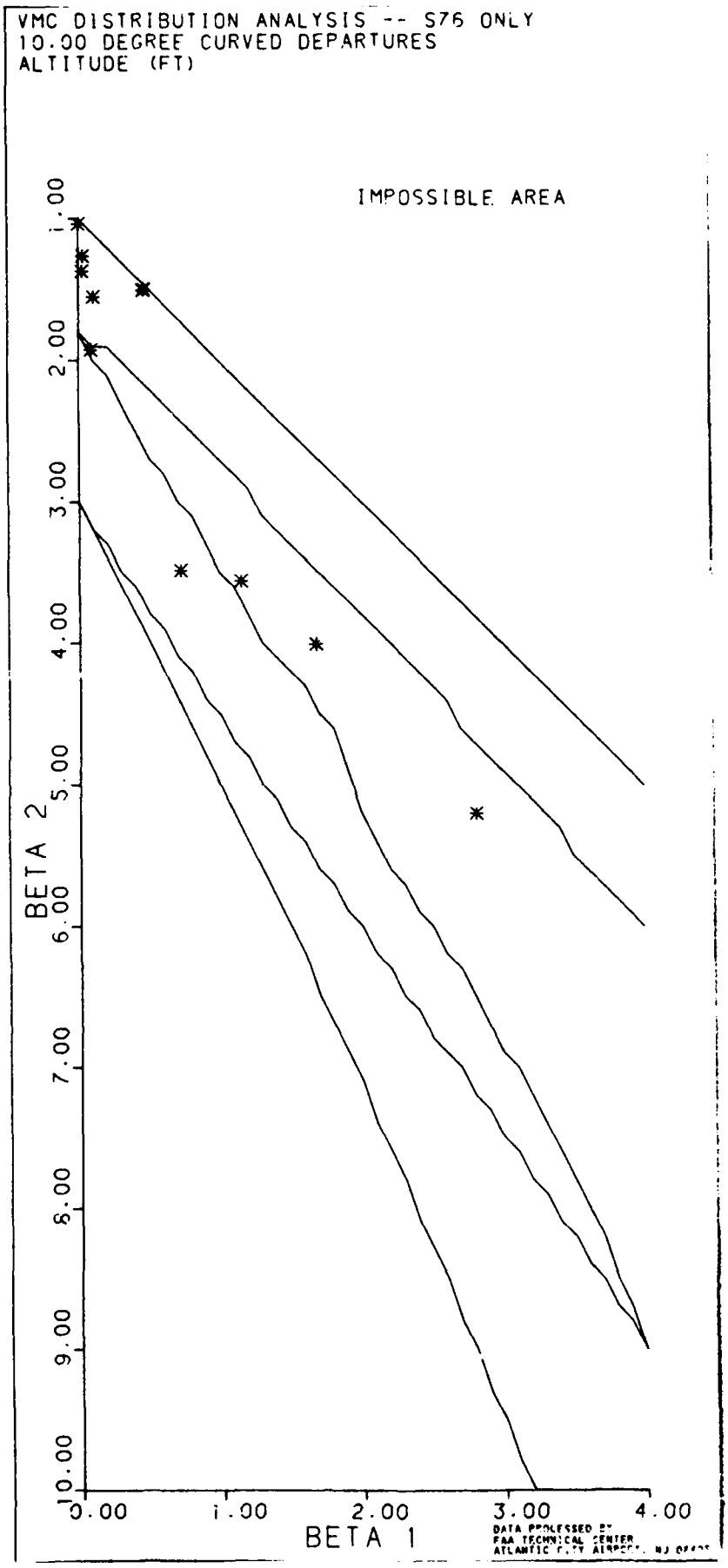

VMC DISTRIBUTION ANALYSIS -- S75 ONLY
7.125 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
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BETA 1

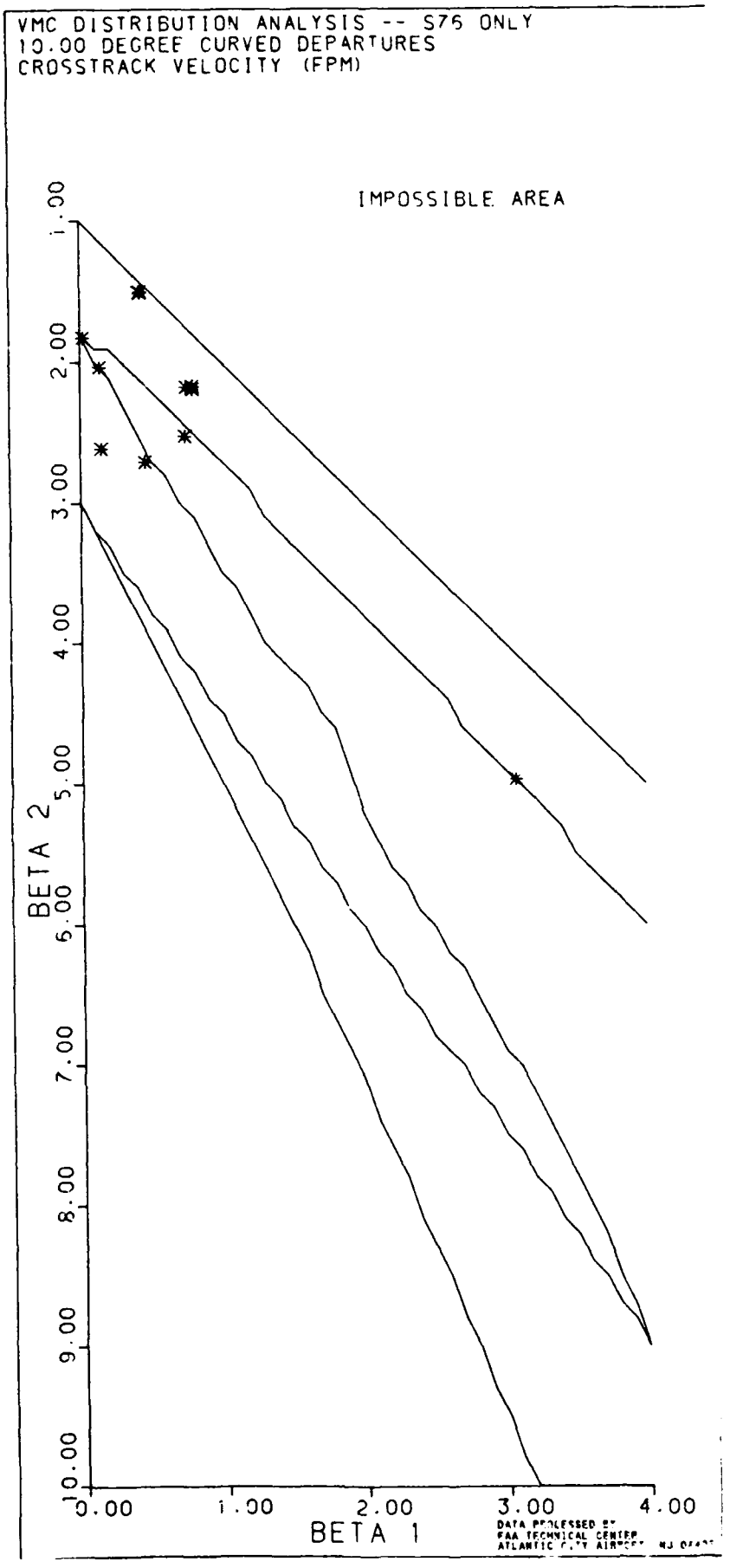

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
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10.00
BETA 2
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4.00
BETA 1

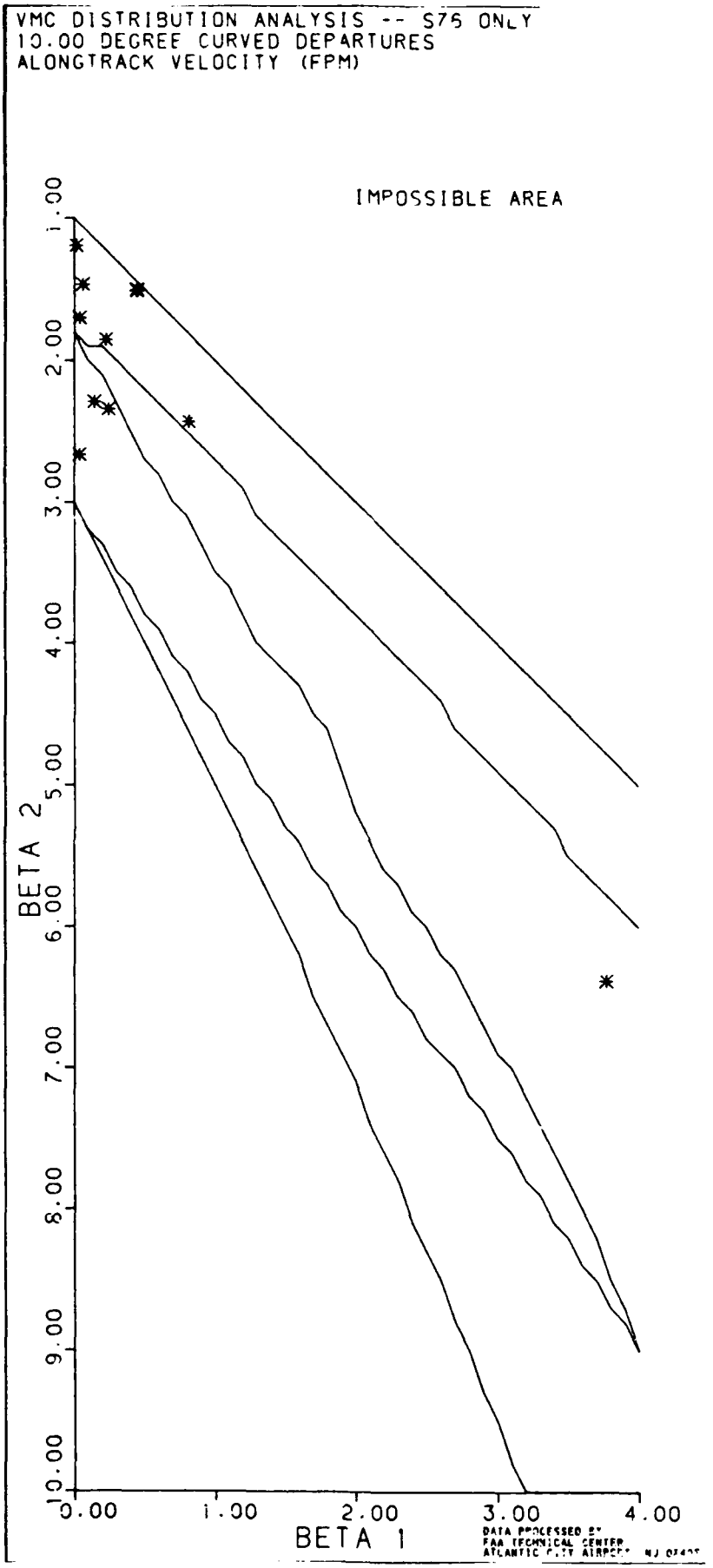

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

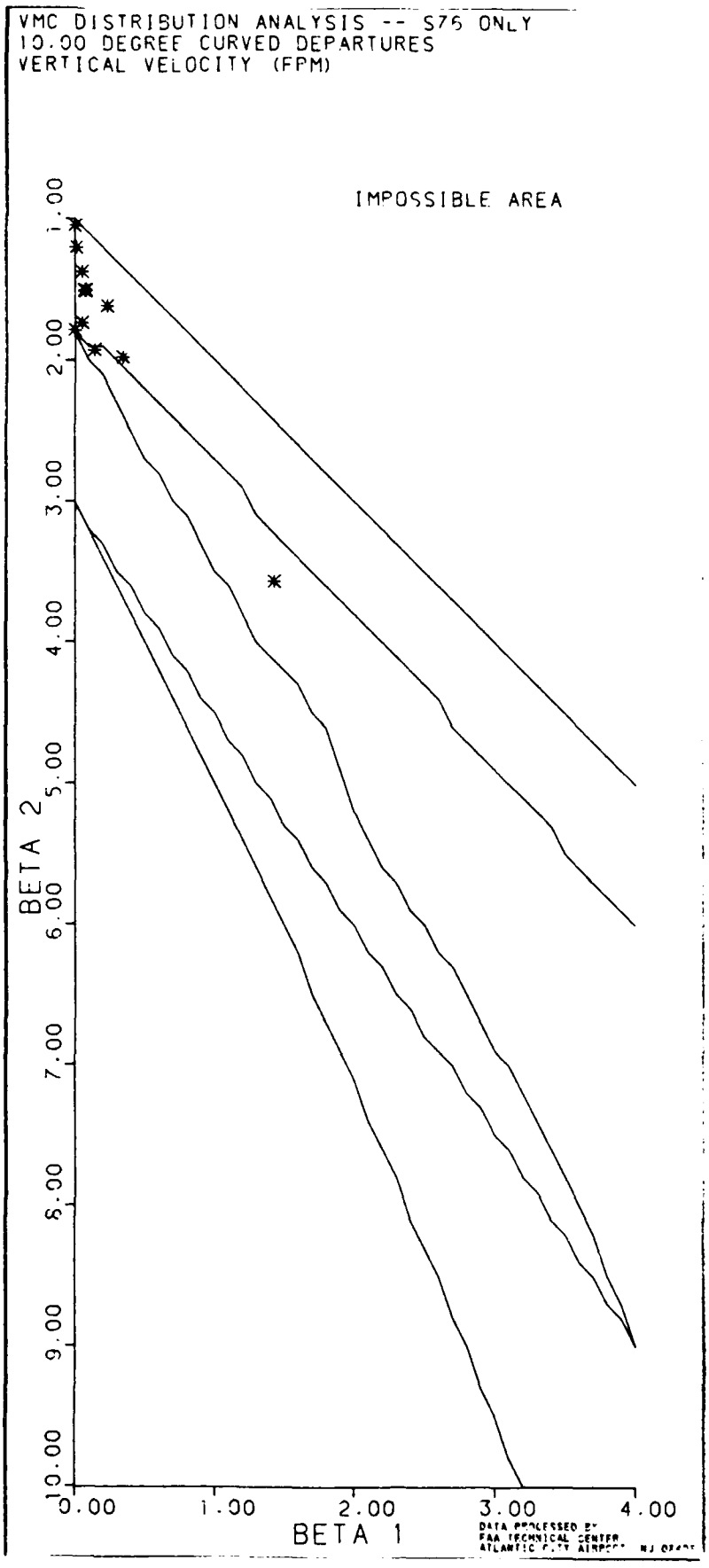

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
7.125 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
1.00
2.00
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10.00
BETA 2
0.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405

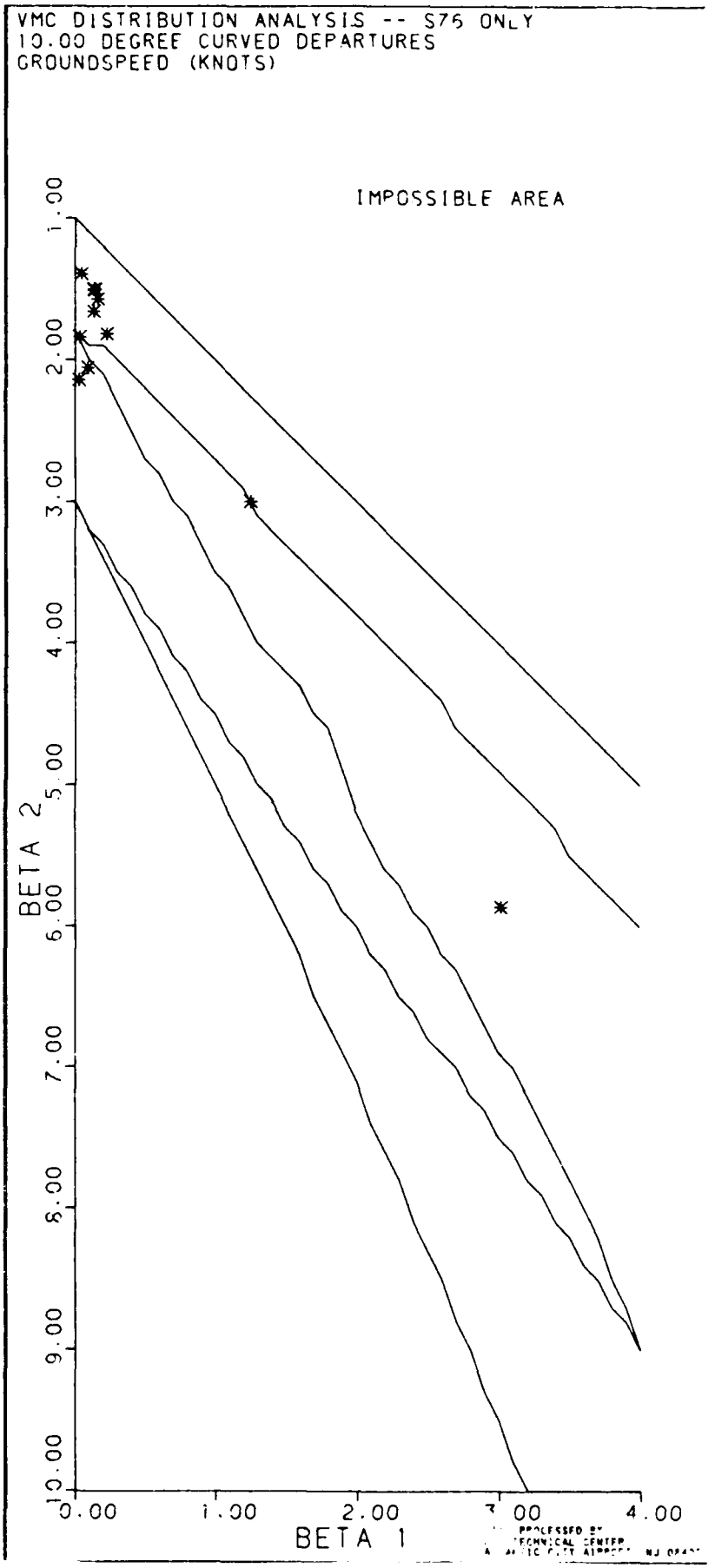

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

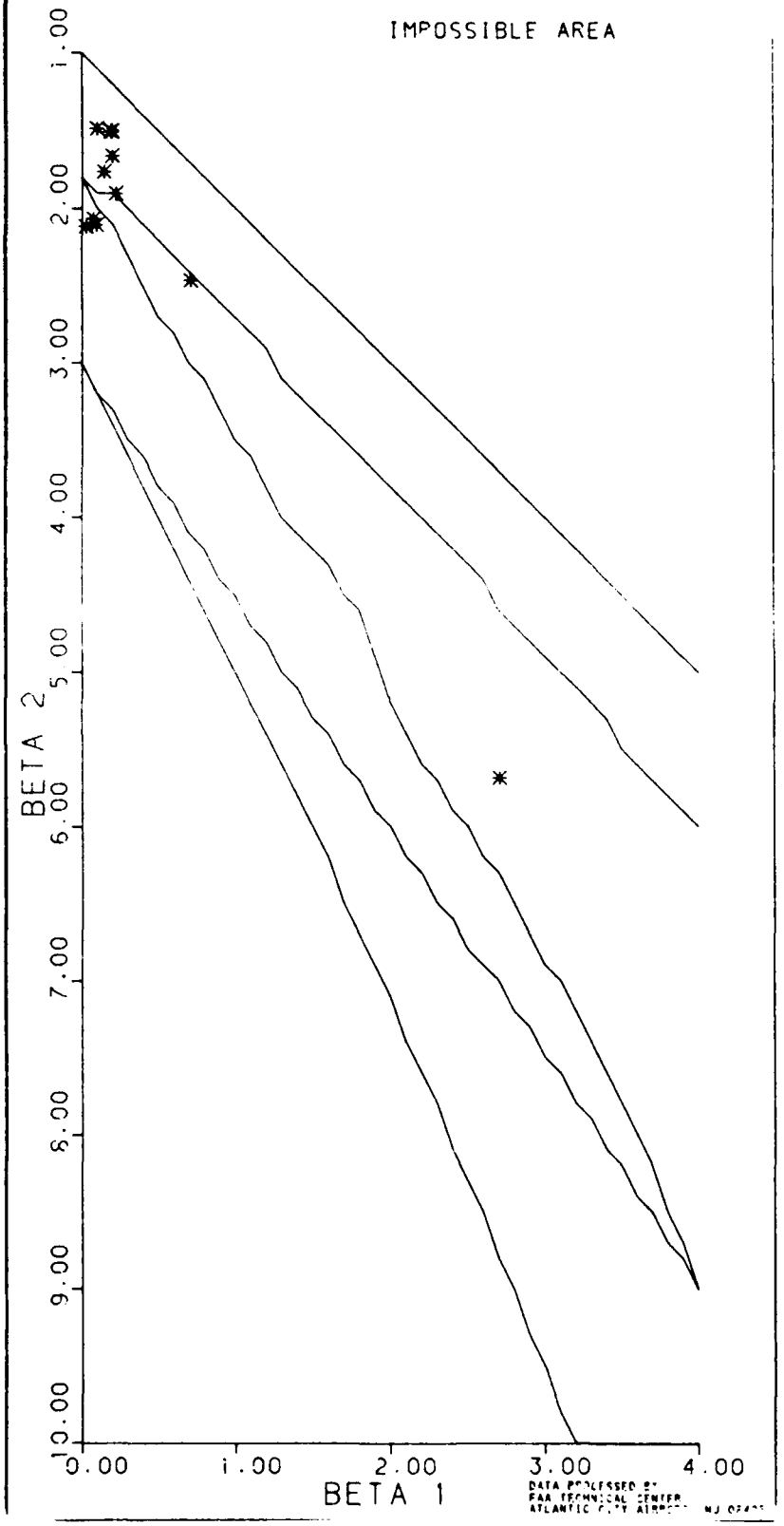

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

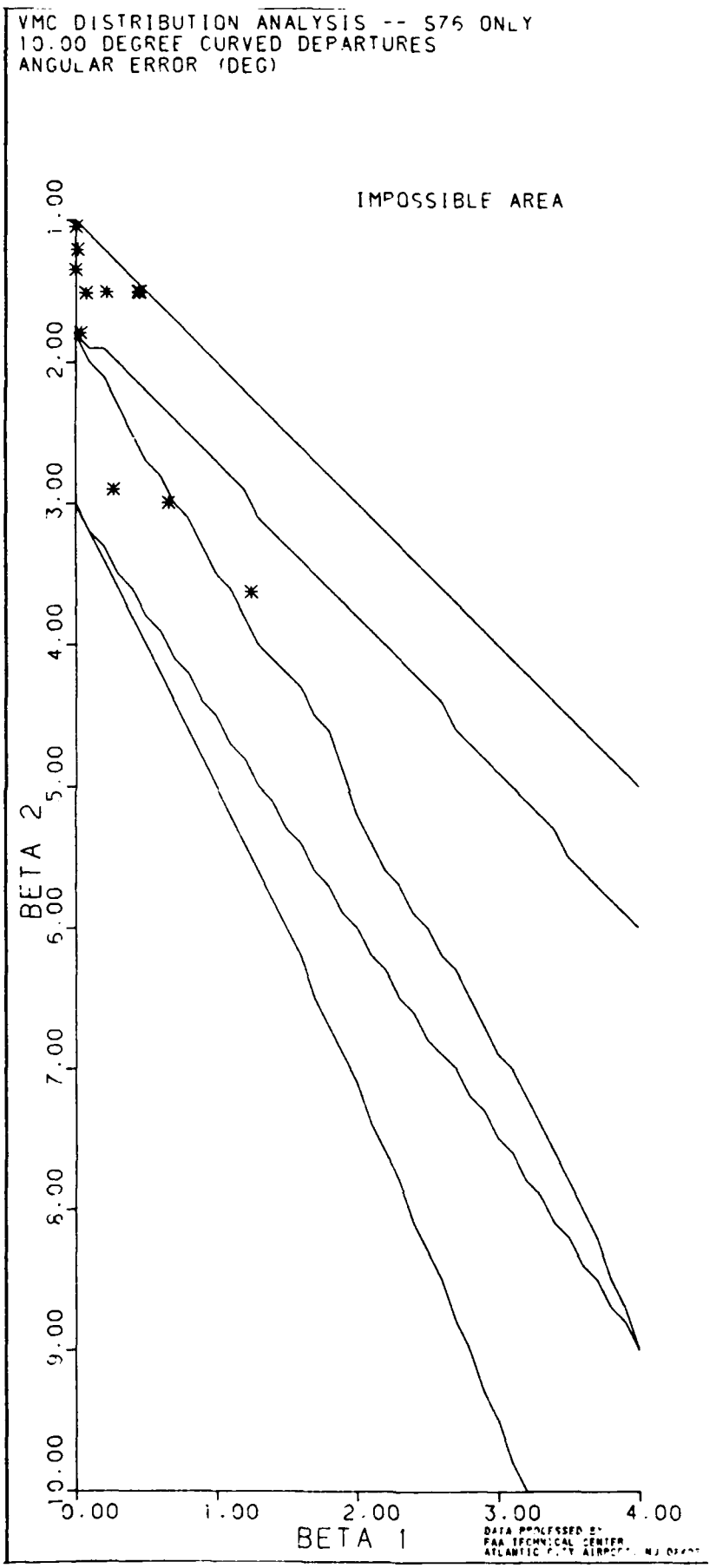

VMC DISTRIBUTION ANALYSIS -- S75 ONLY
10.00 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

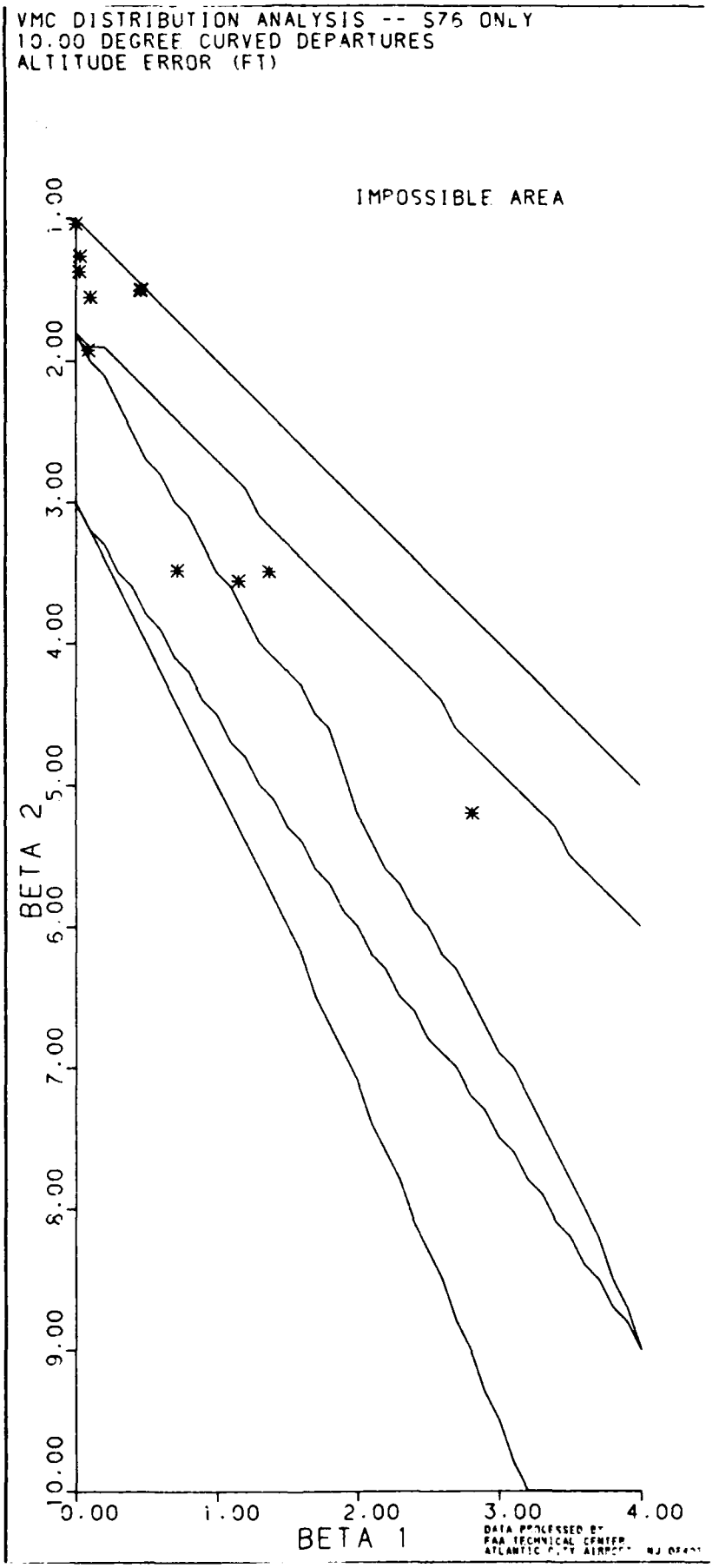

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

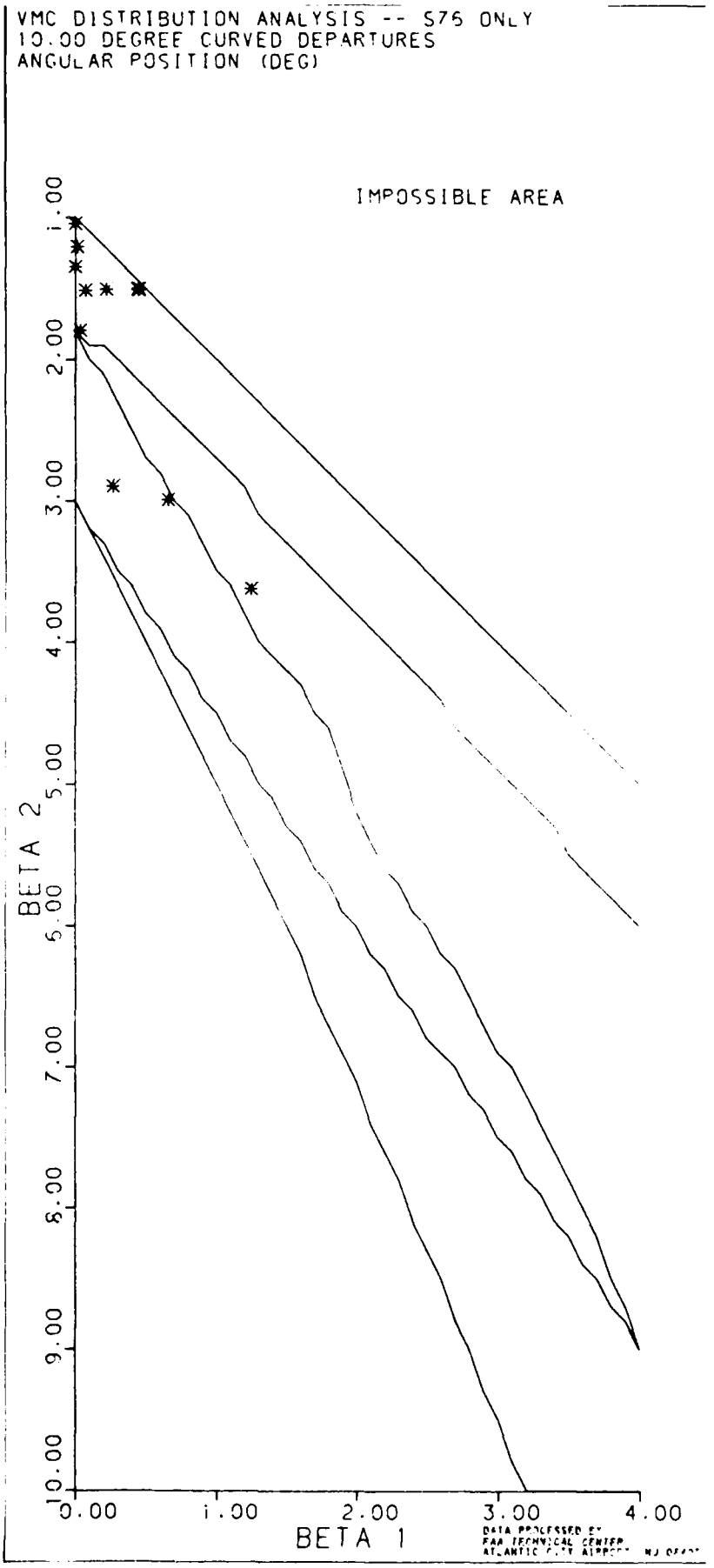

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
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BETA 1

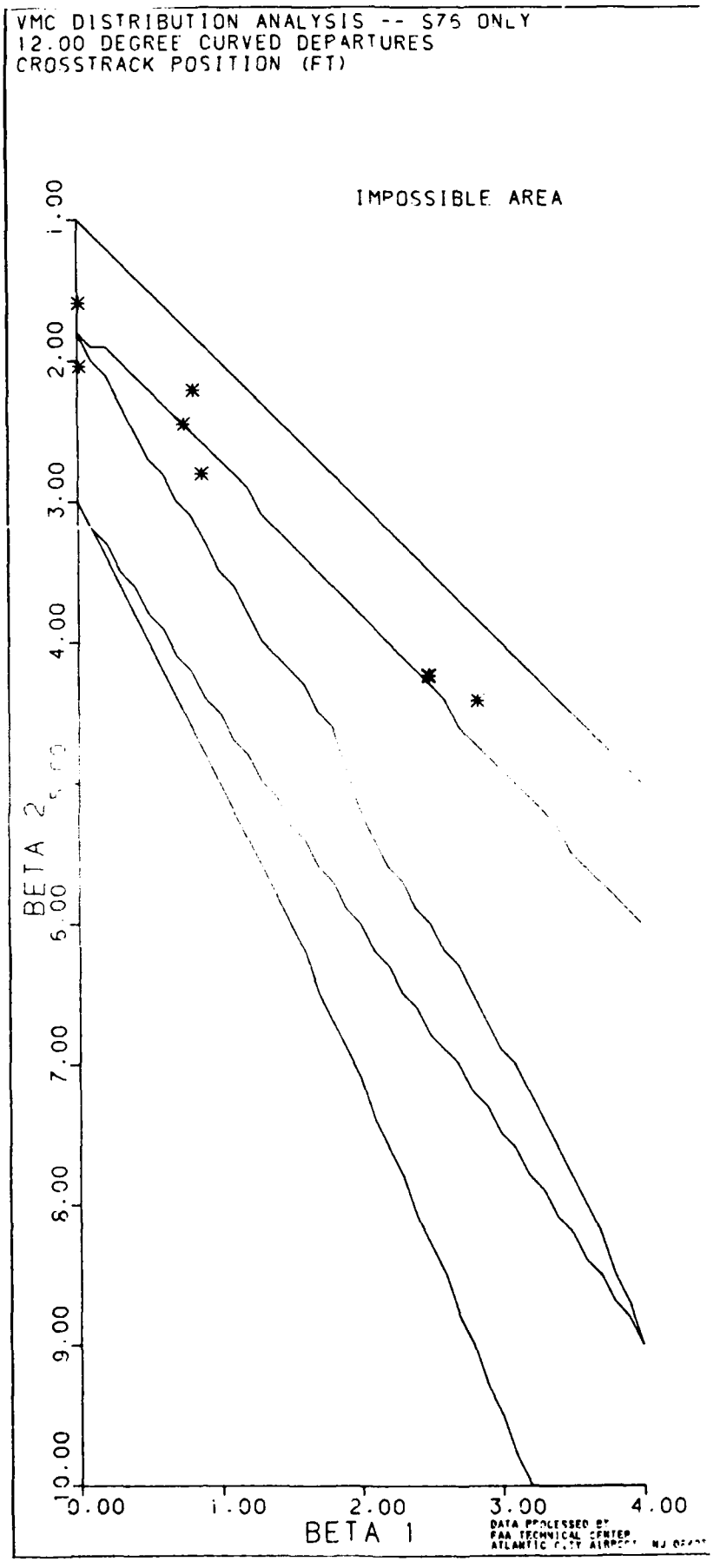
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)

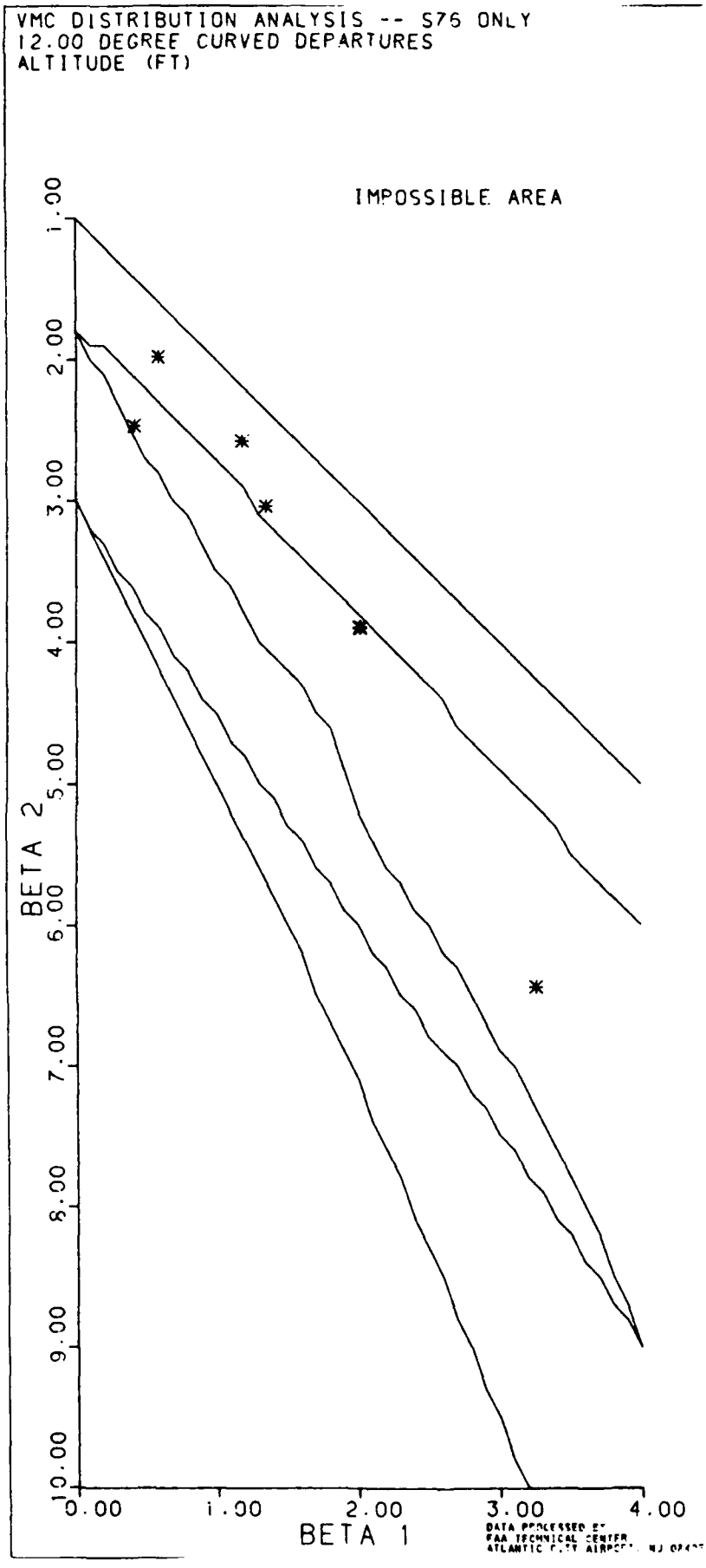


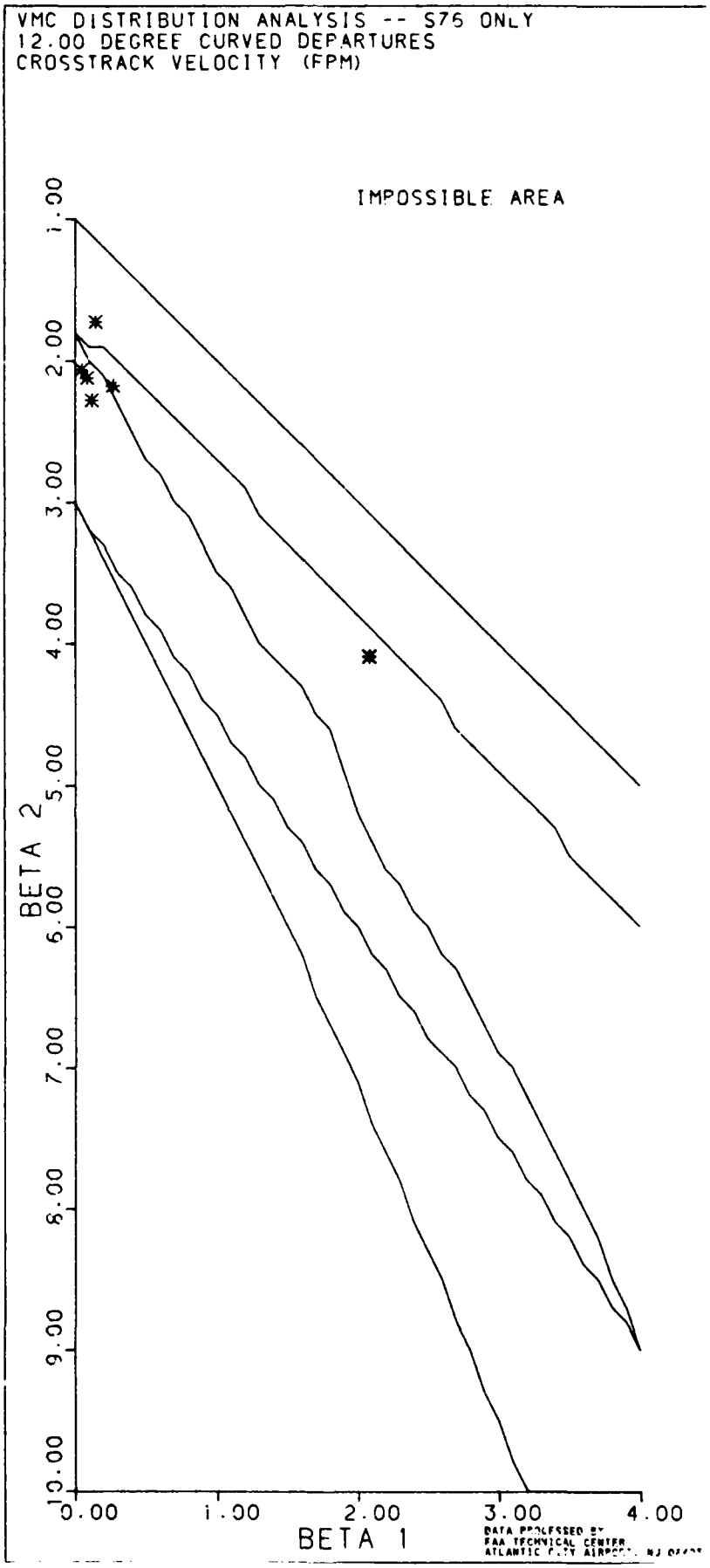

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
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0.00
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2.00
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4.00
BETA 1
DATA PROCESSED BY:
FAA TECHNICAL CENTER

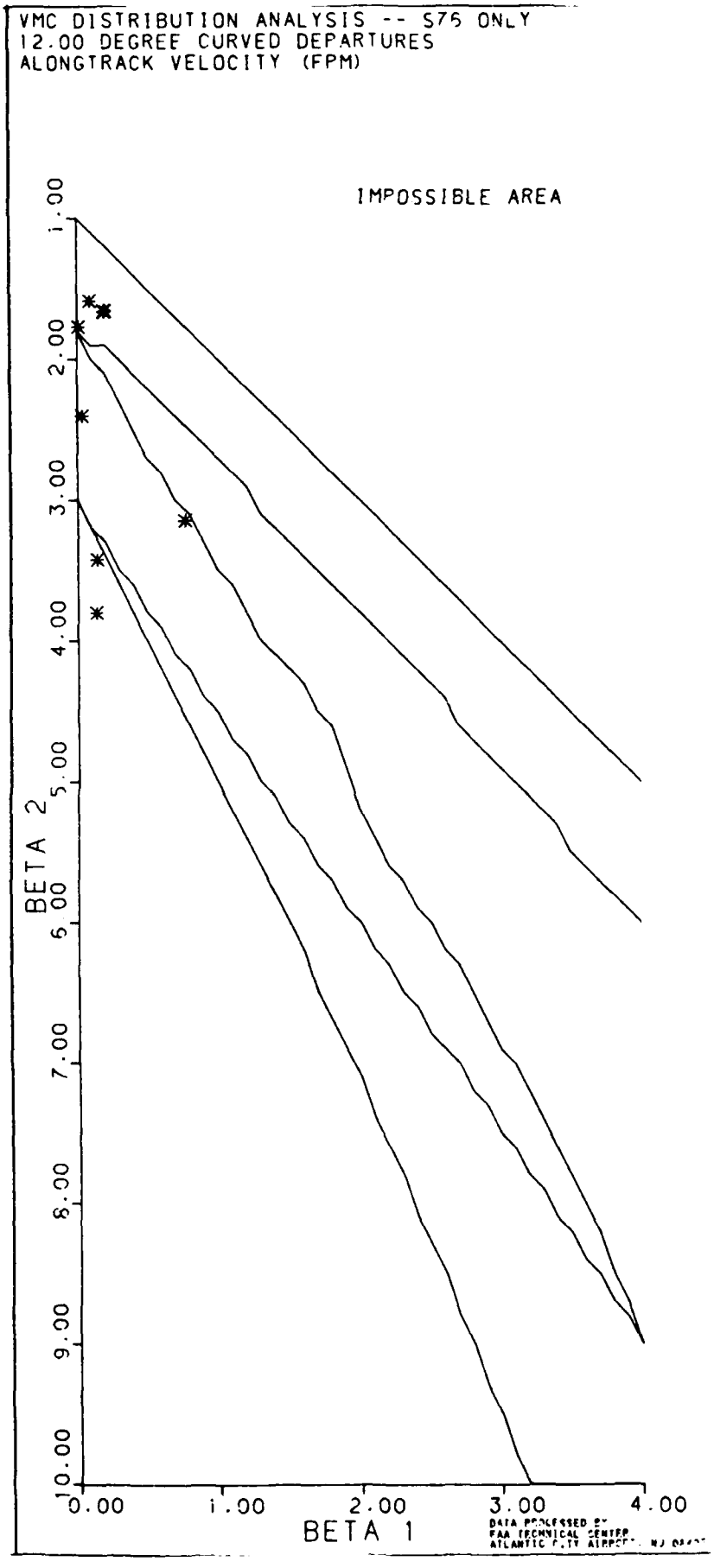

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
10.00 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

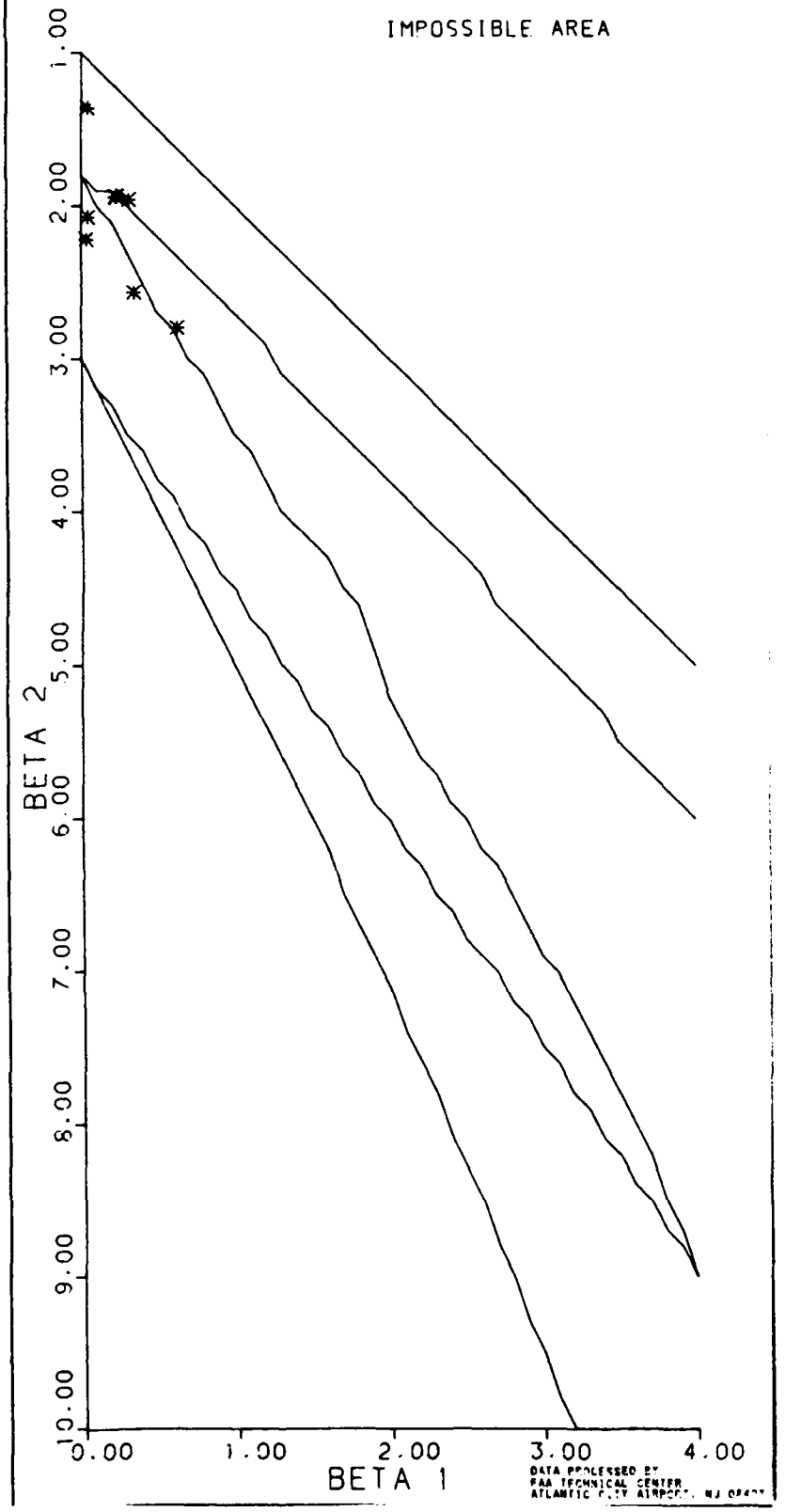

VMC DISTRIBUTION ANALYSIS -- S75 ONLY
12.00 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

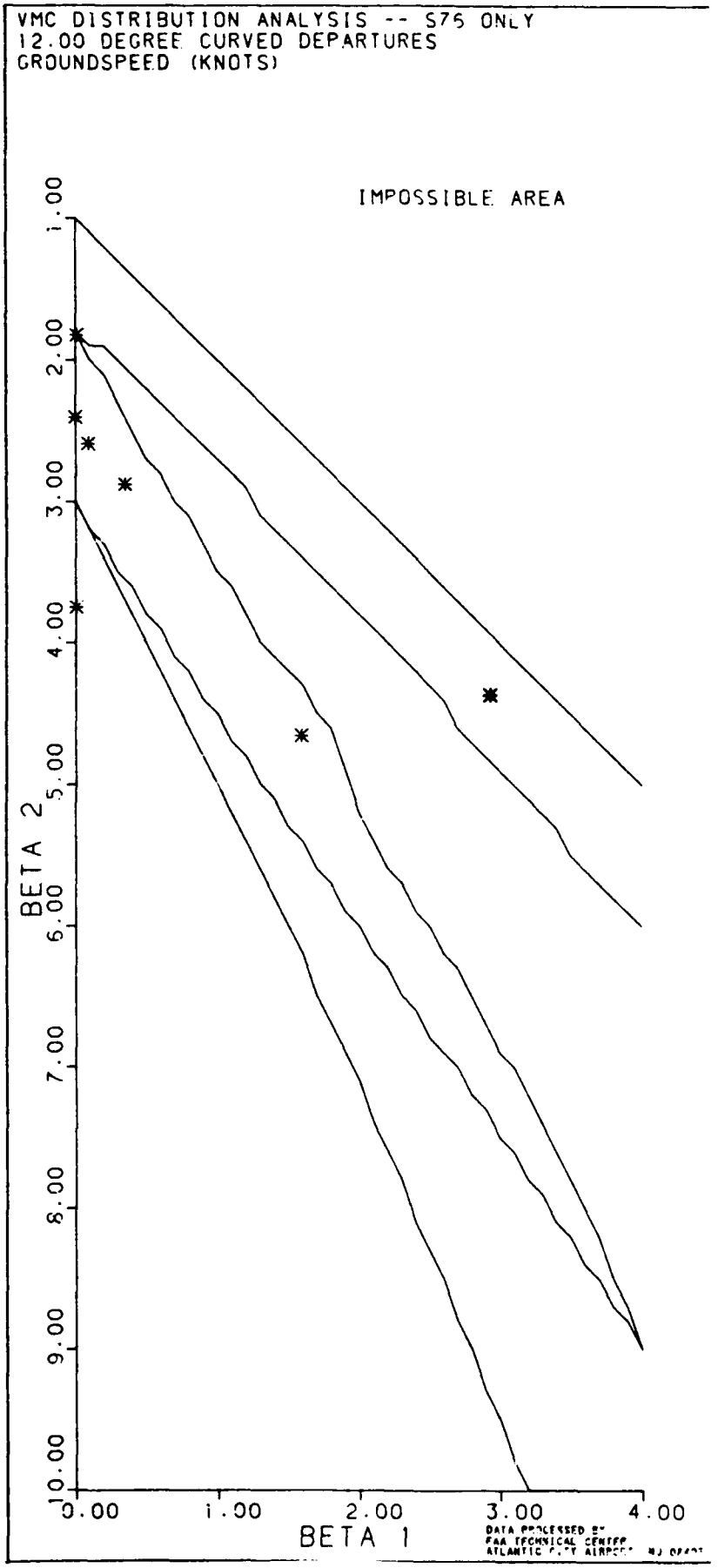

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE CURVED DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

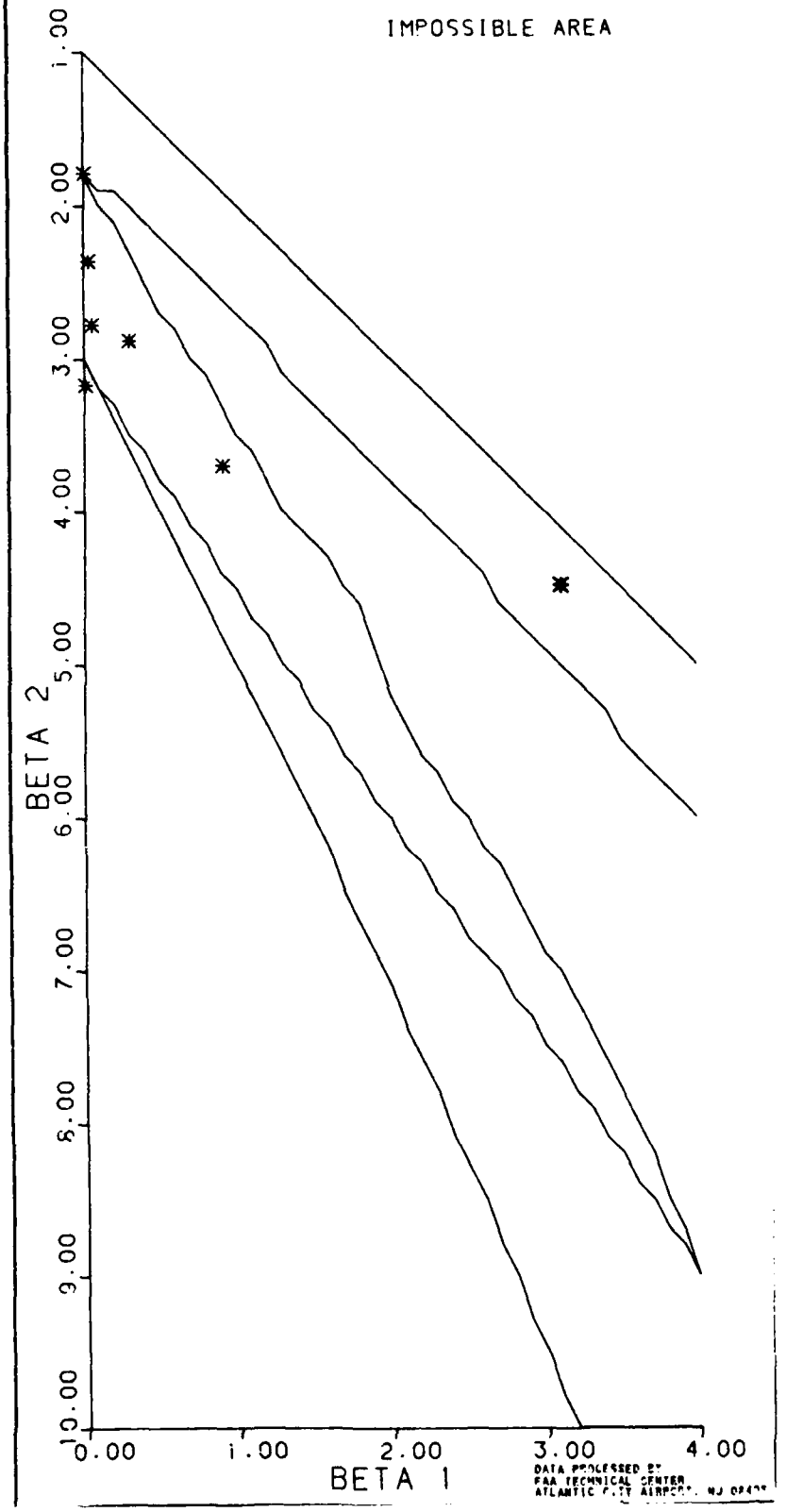

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

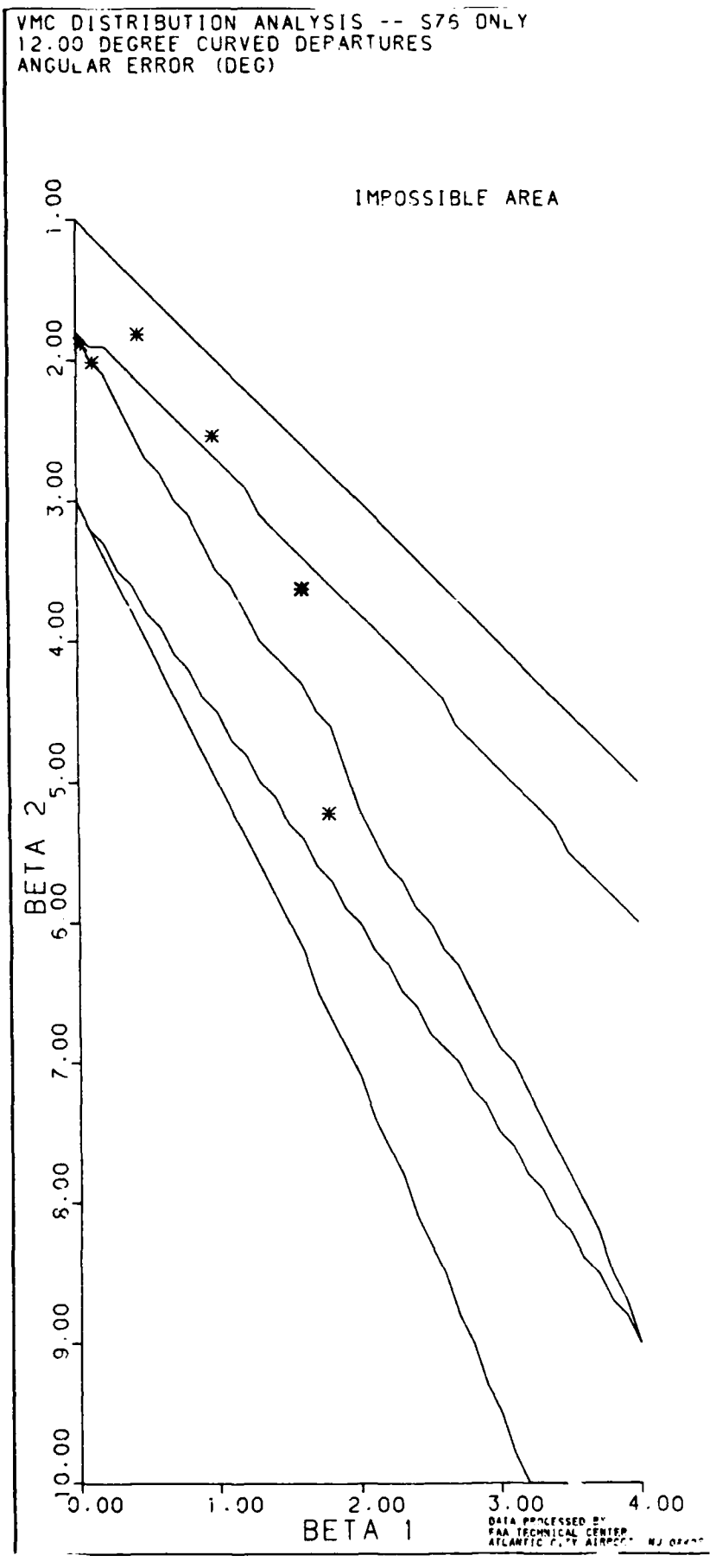
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)



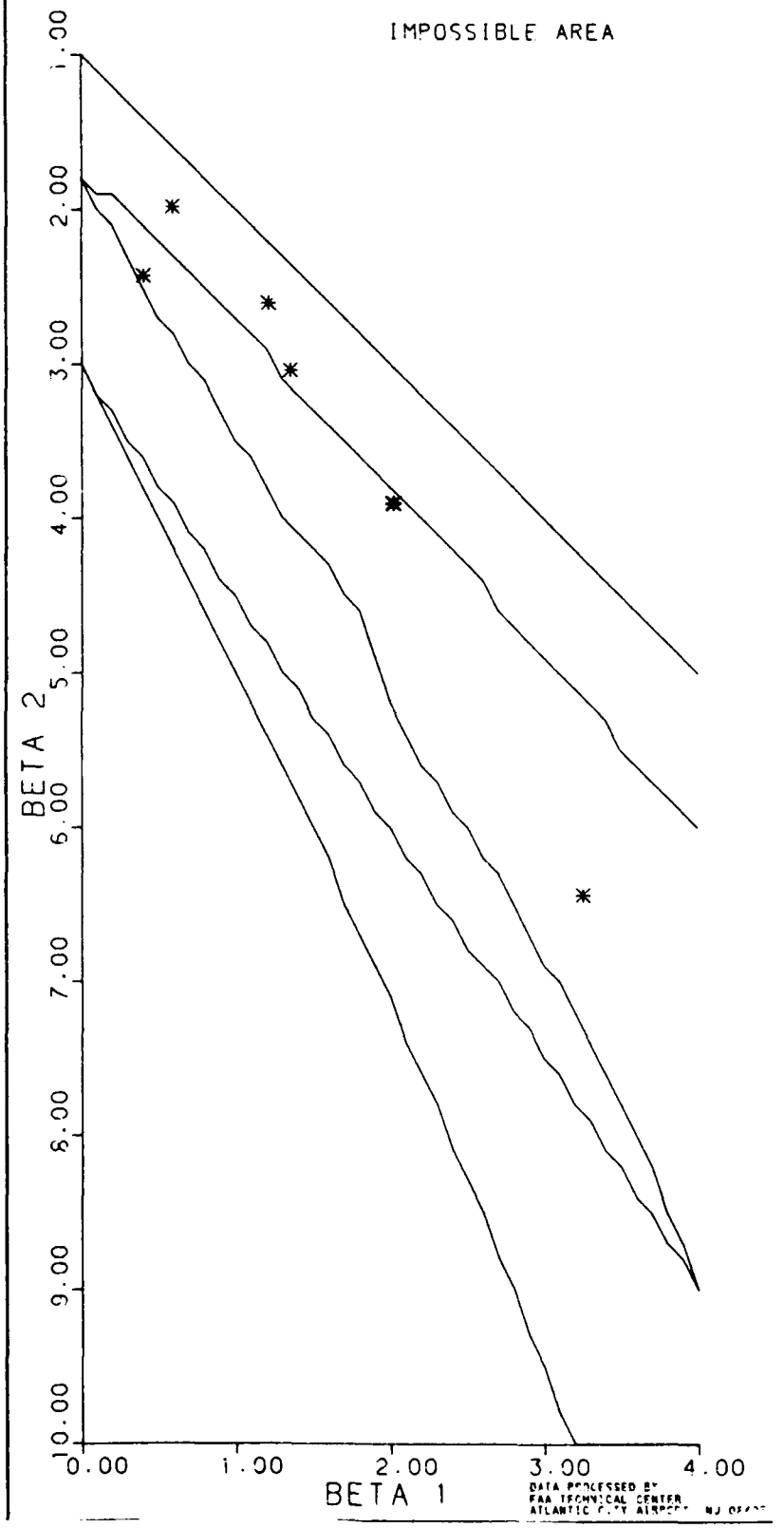

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

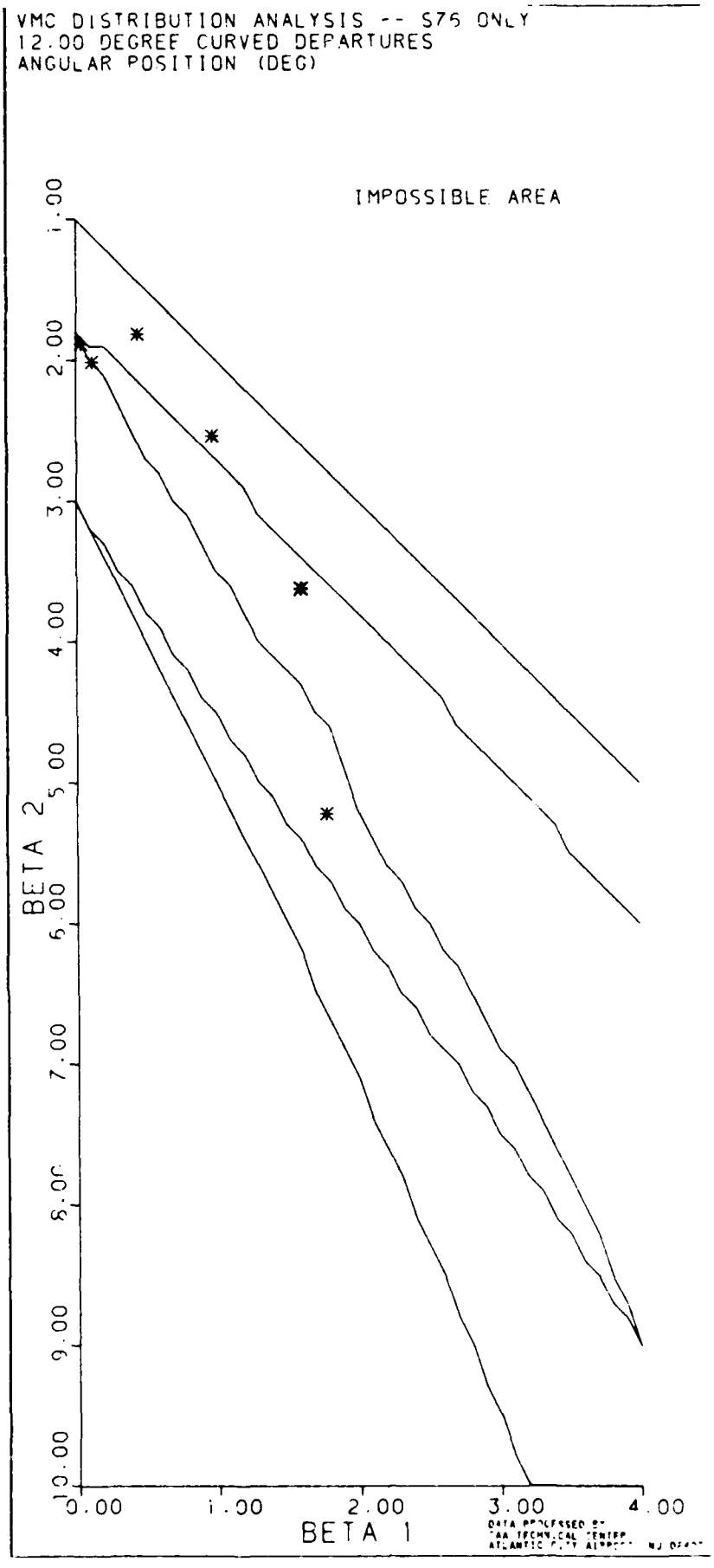
VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)




VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)




VMC DISTRIBUTION ANALYSIS -- S76 ONLY
12.00 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

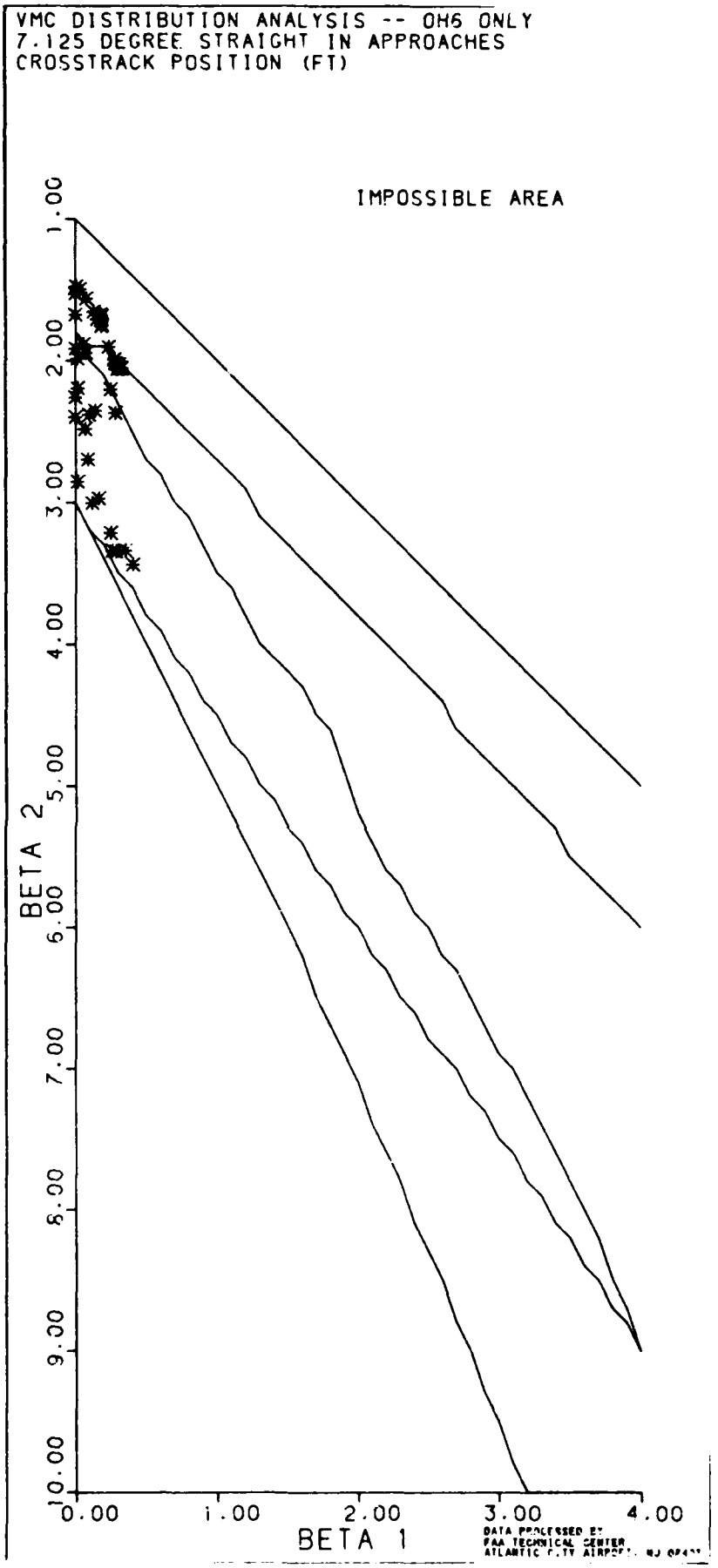
APPENDIX C

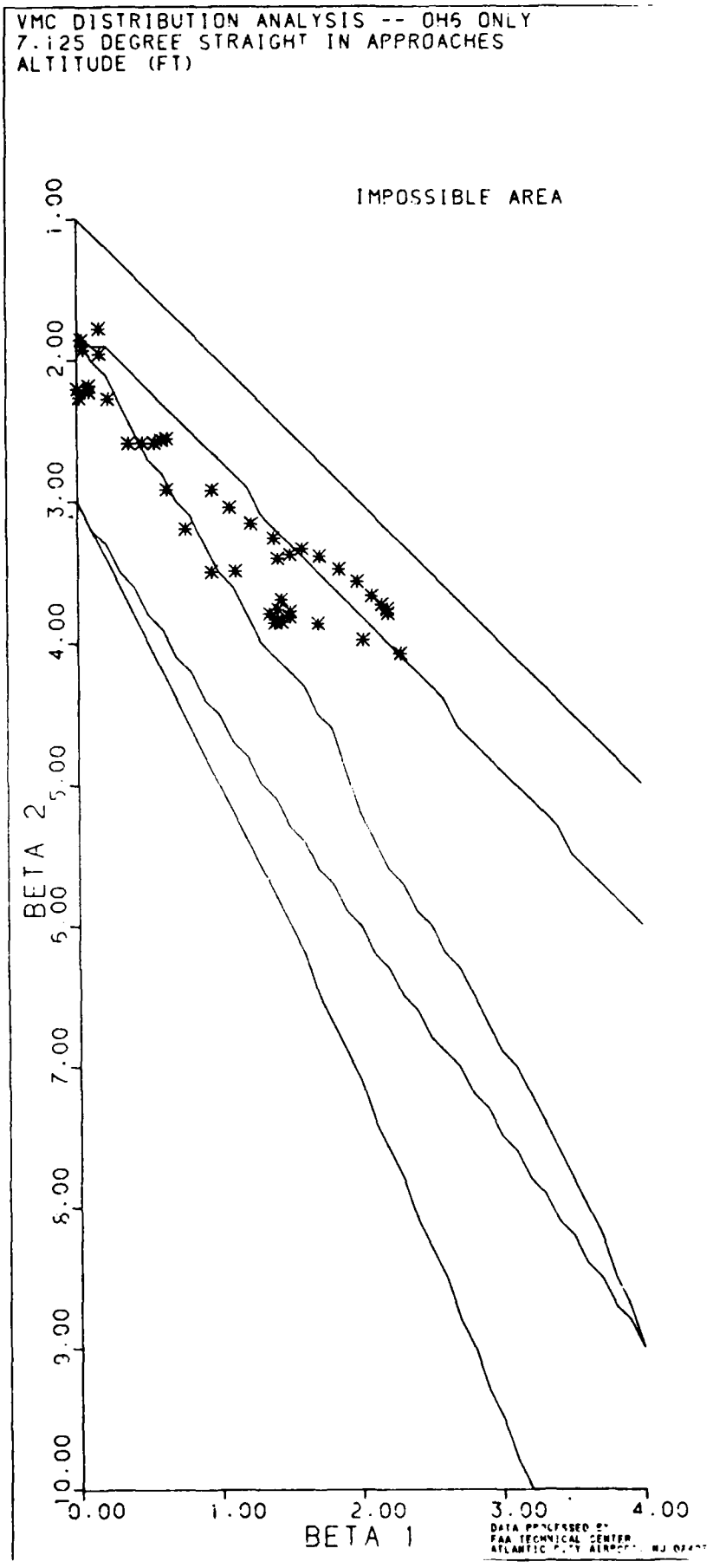
PEARSON PRODUCT MOMENT PLOTS FOR OH-6 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

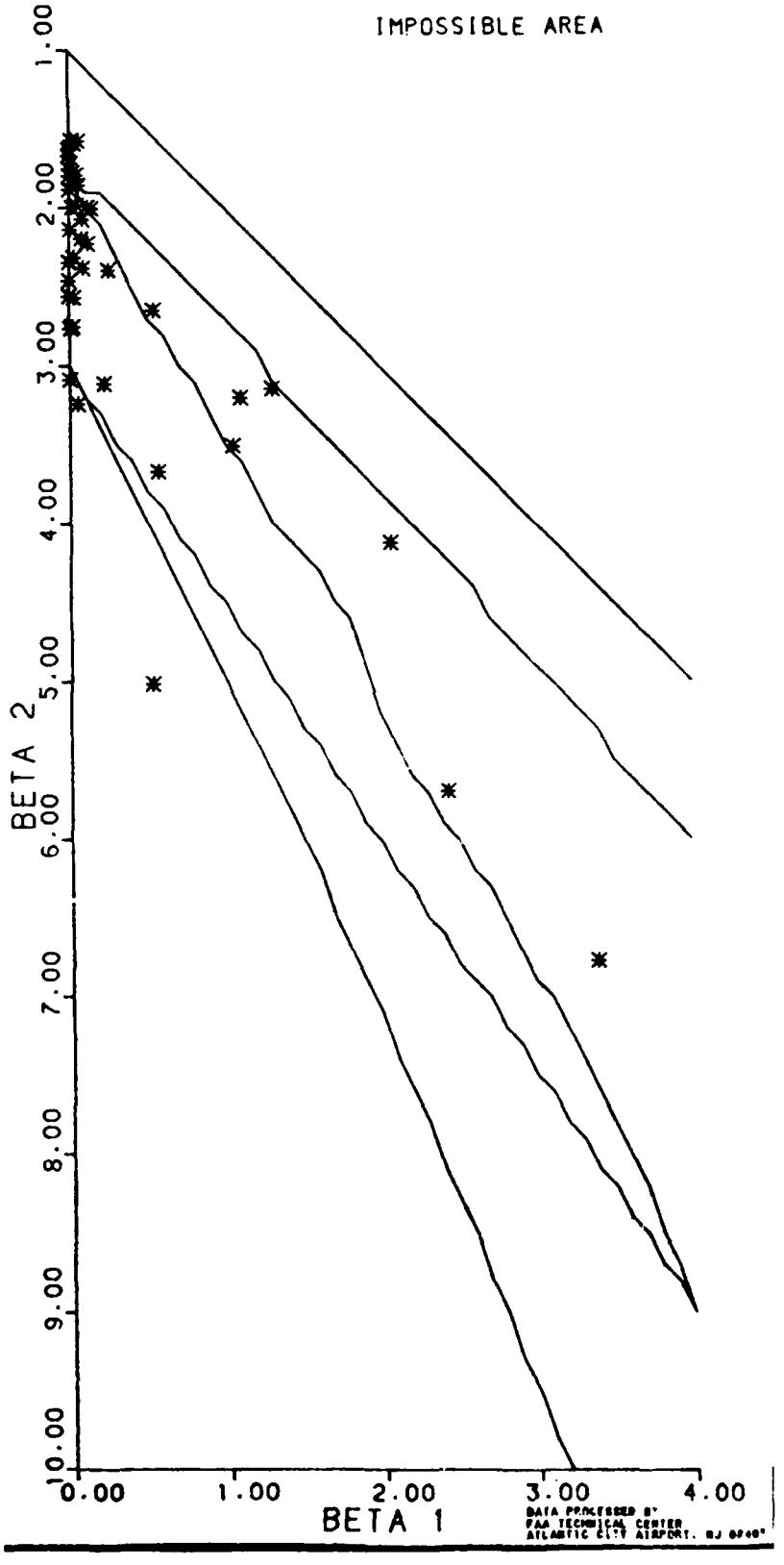
There are four major divisions of the plots (in order of presentation); straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125°, 8.00°, and 10.00° approaches. For departures they are: 7.125°, 10.00°, and 12.00° departures.

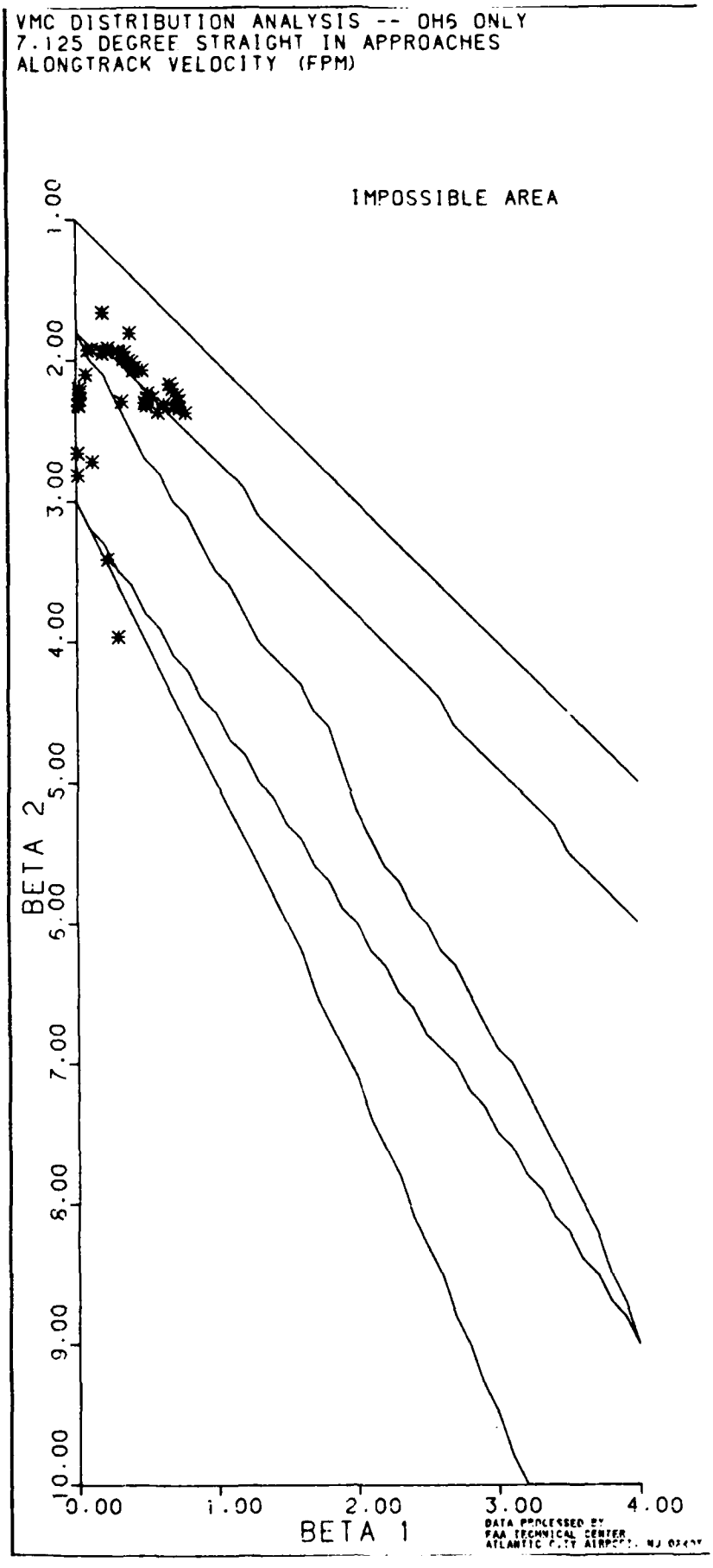
There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

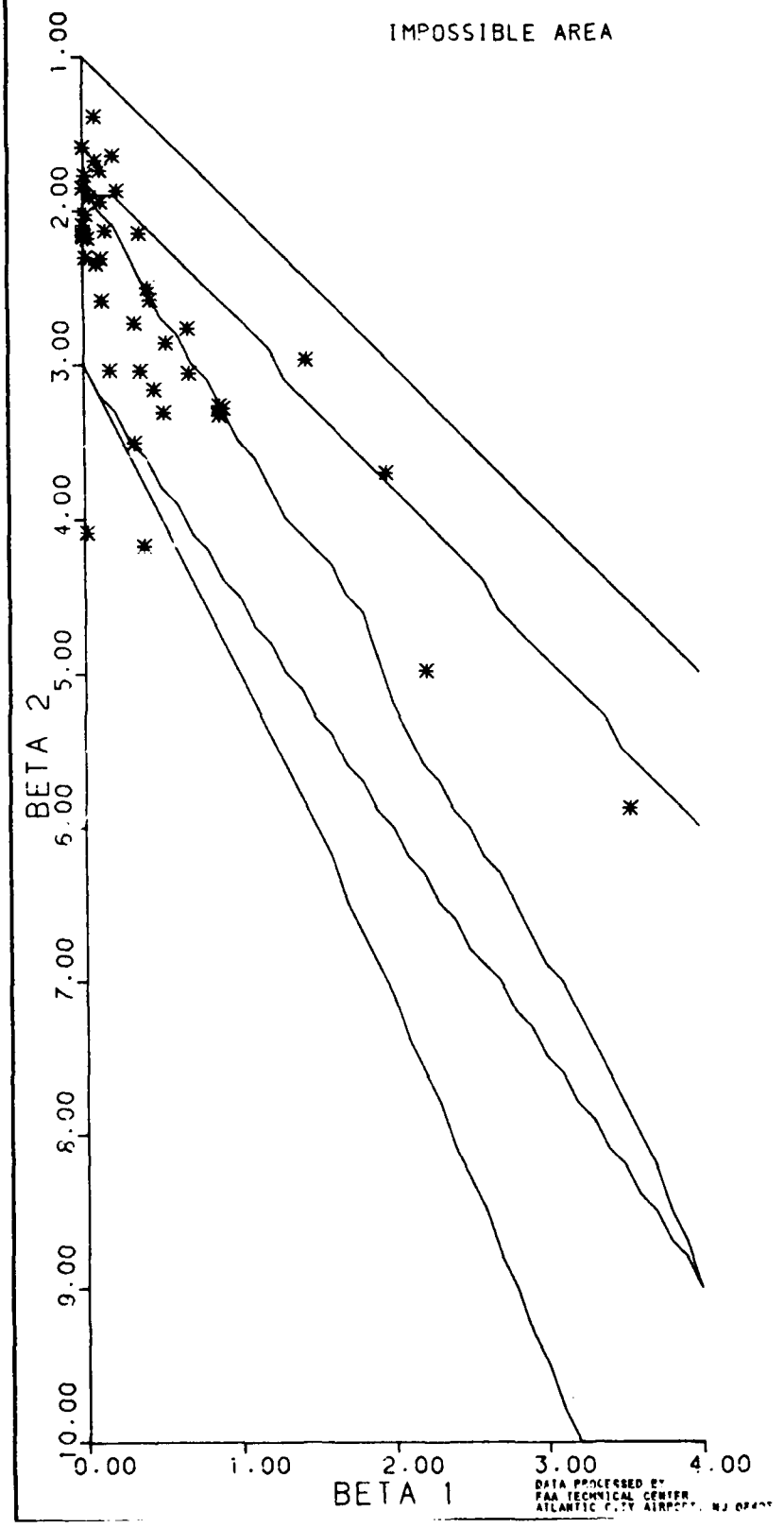

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

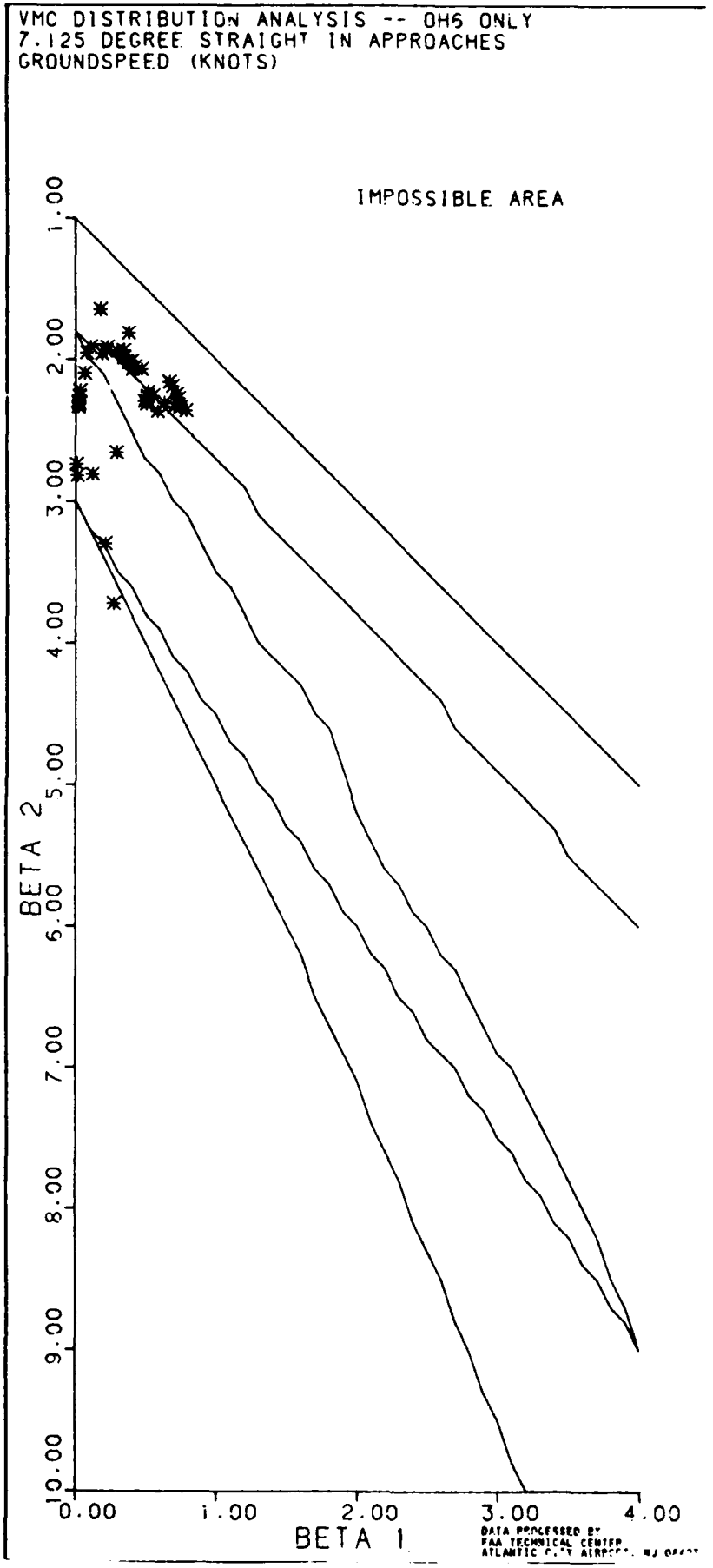
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)

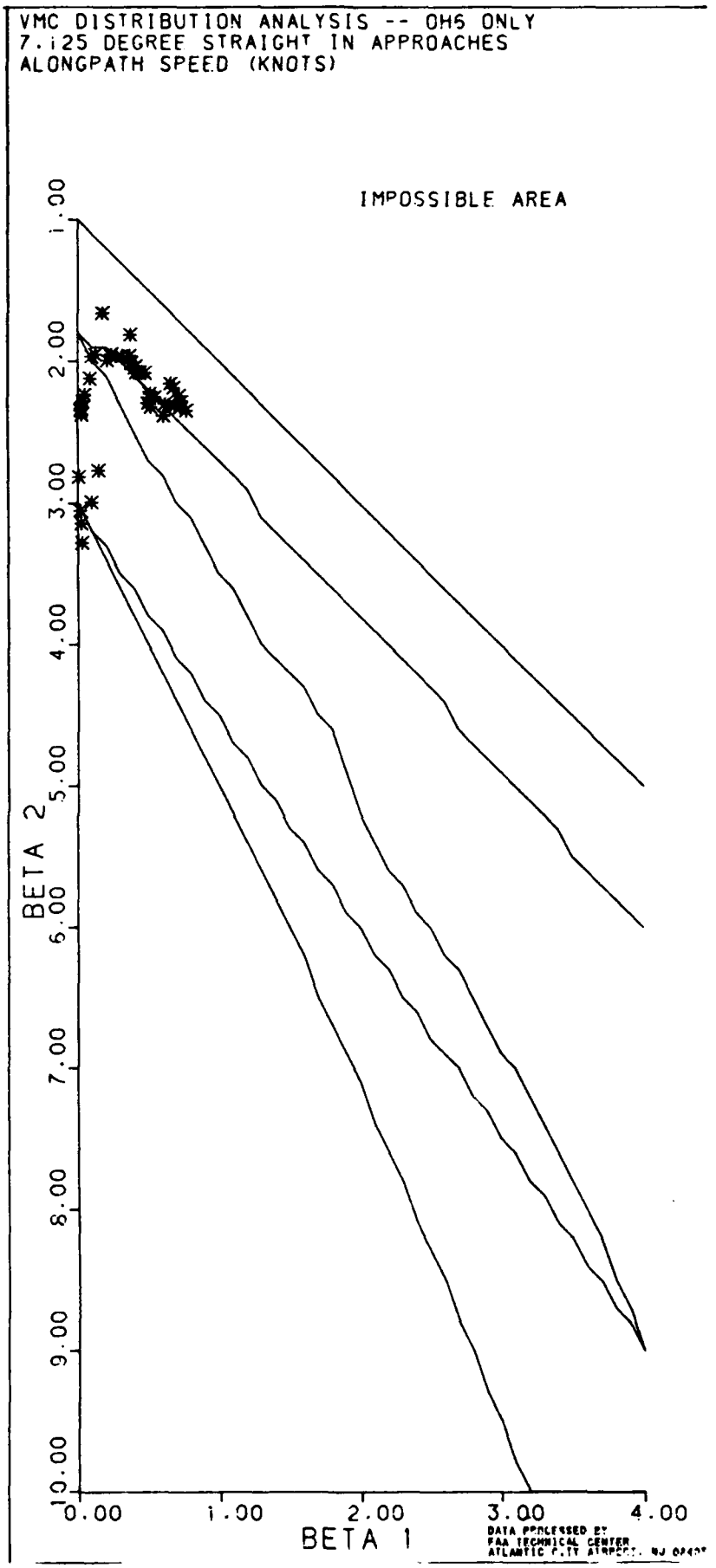


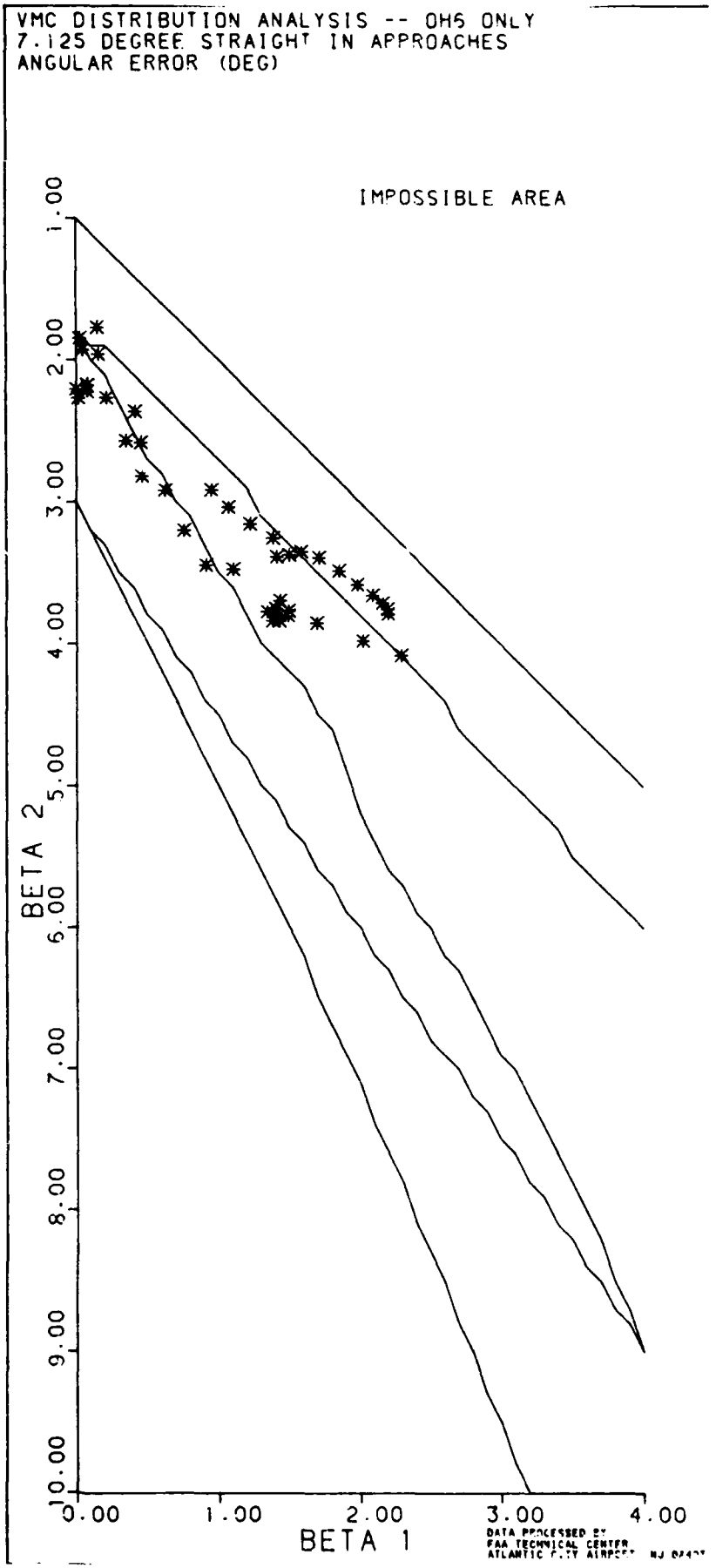

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

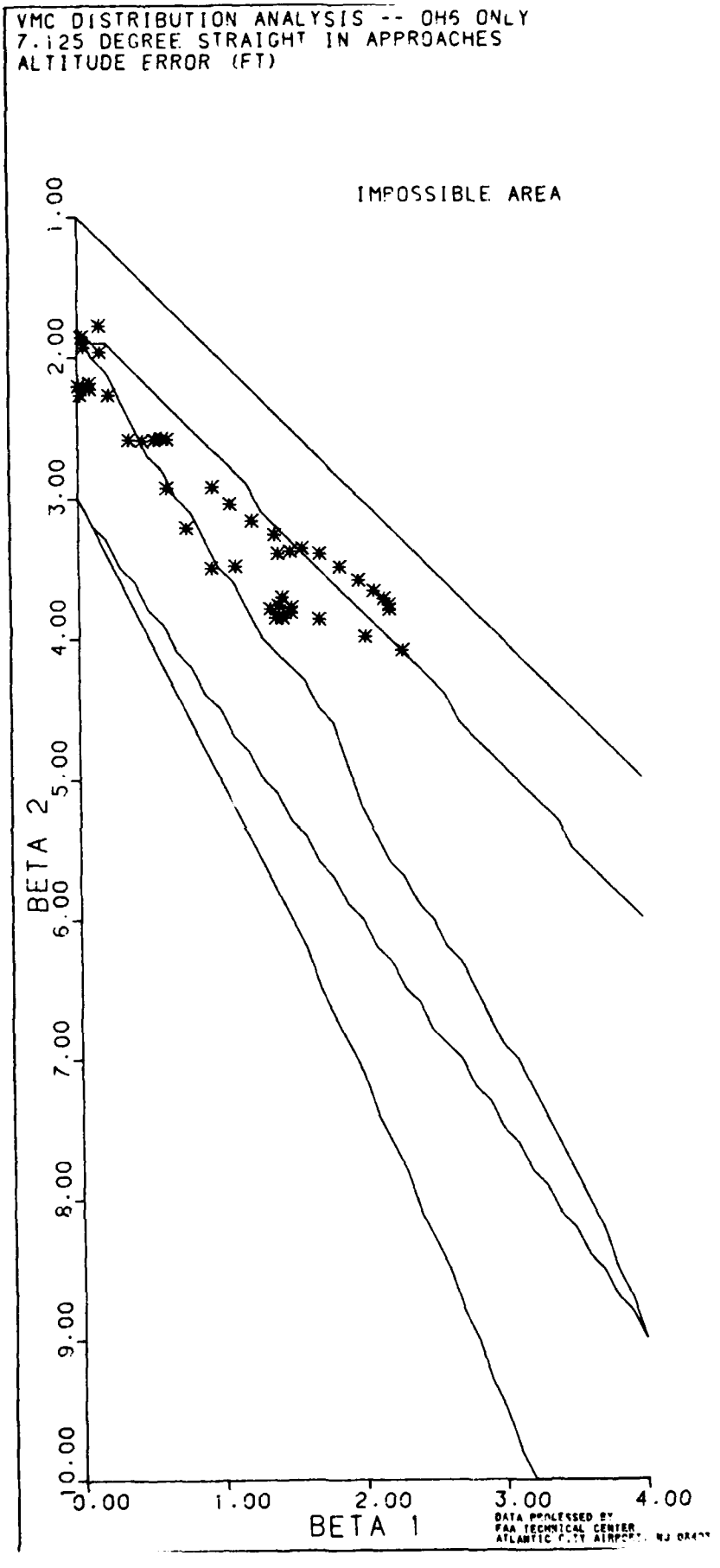
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)



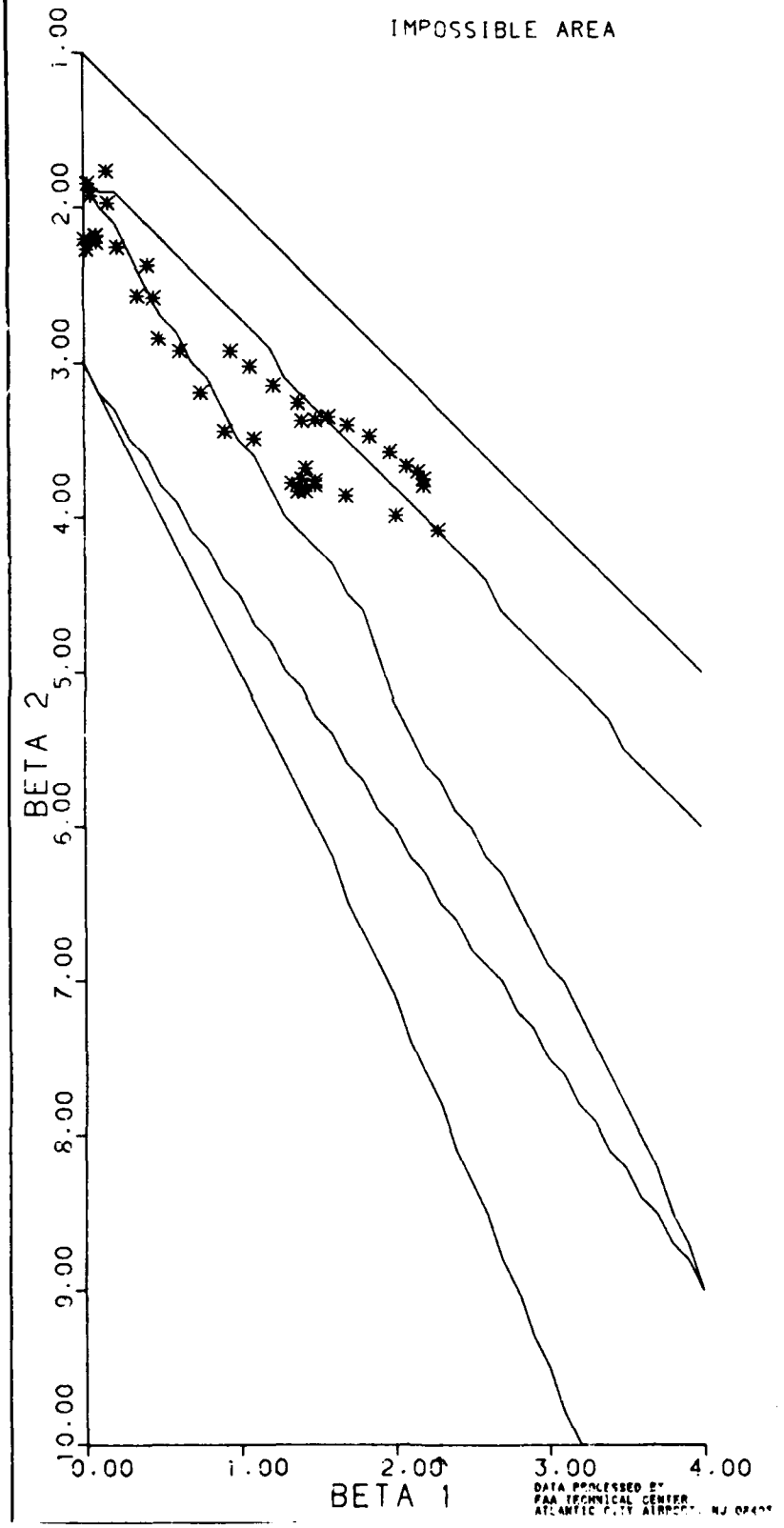

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

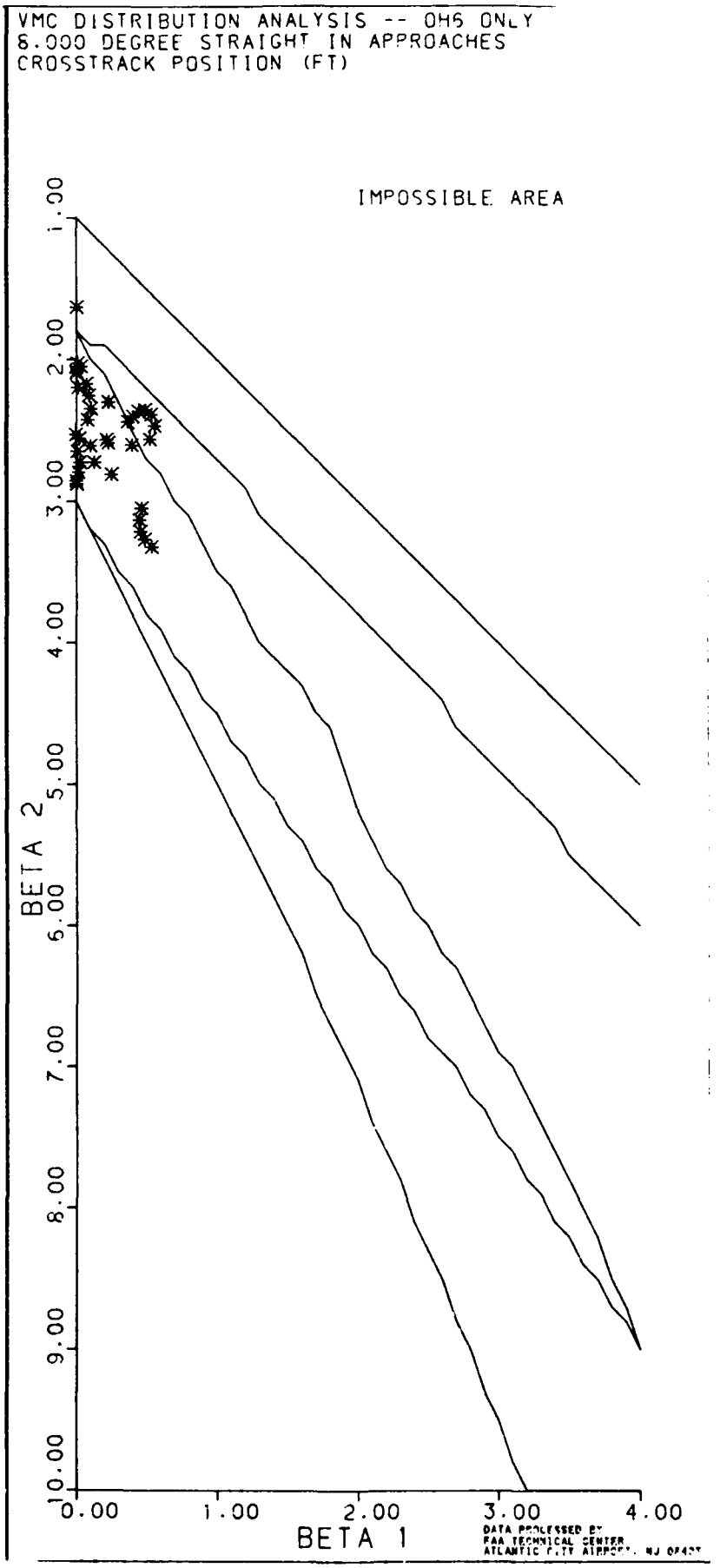

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

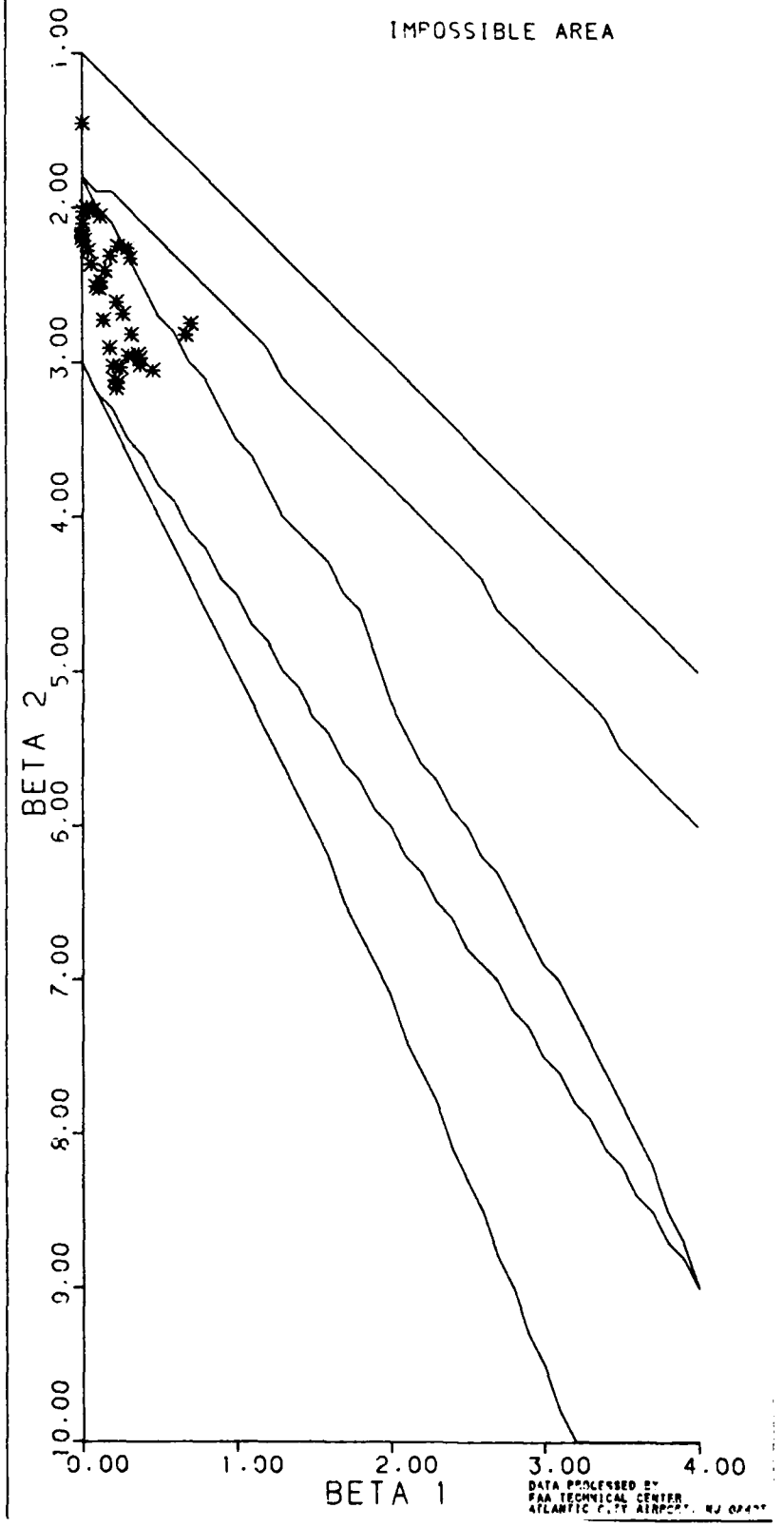

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

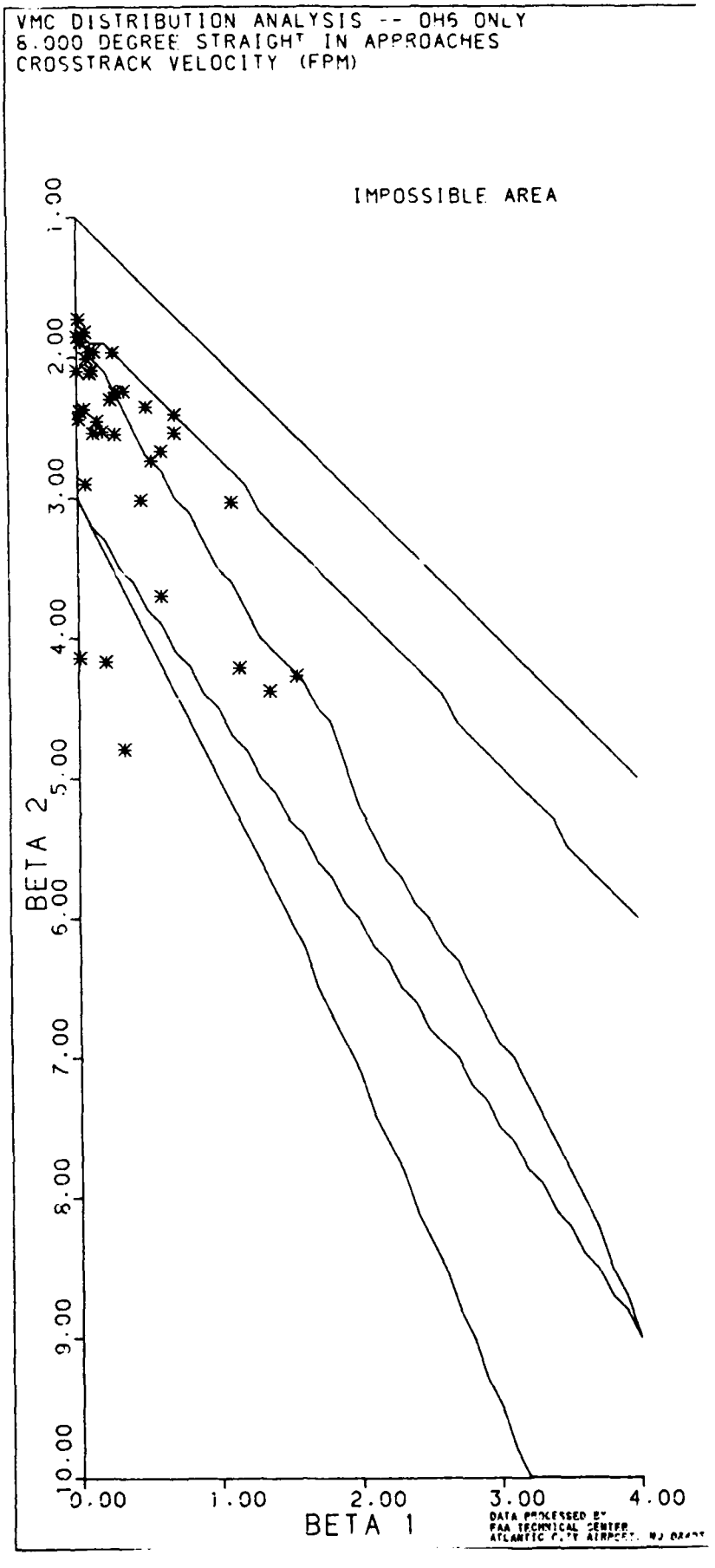
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)

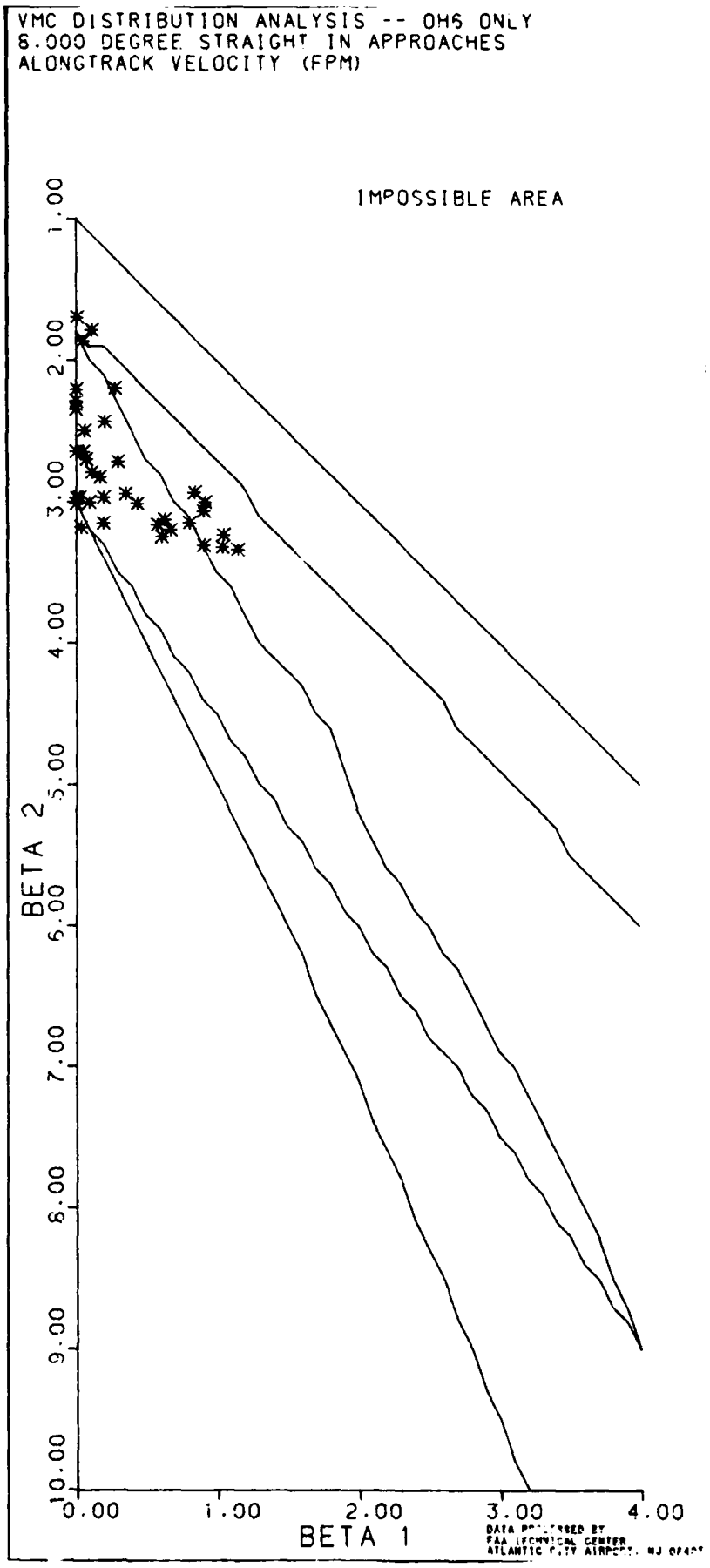


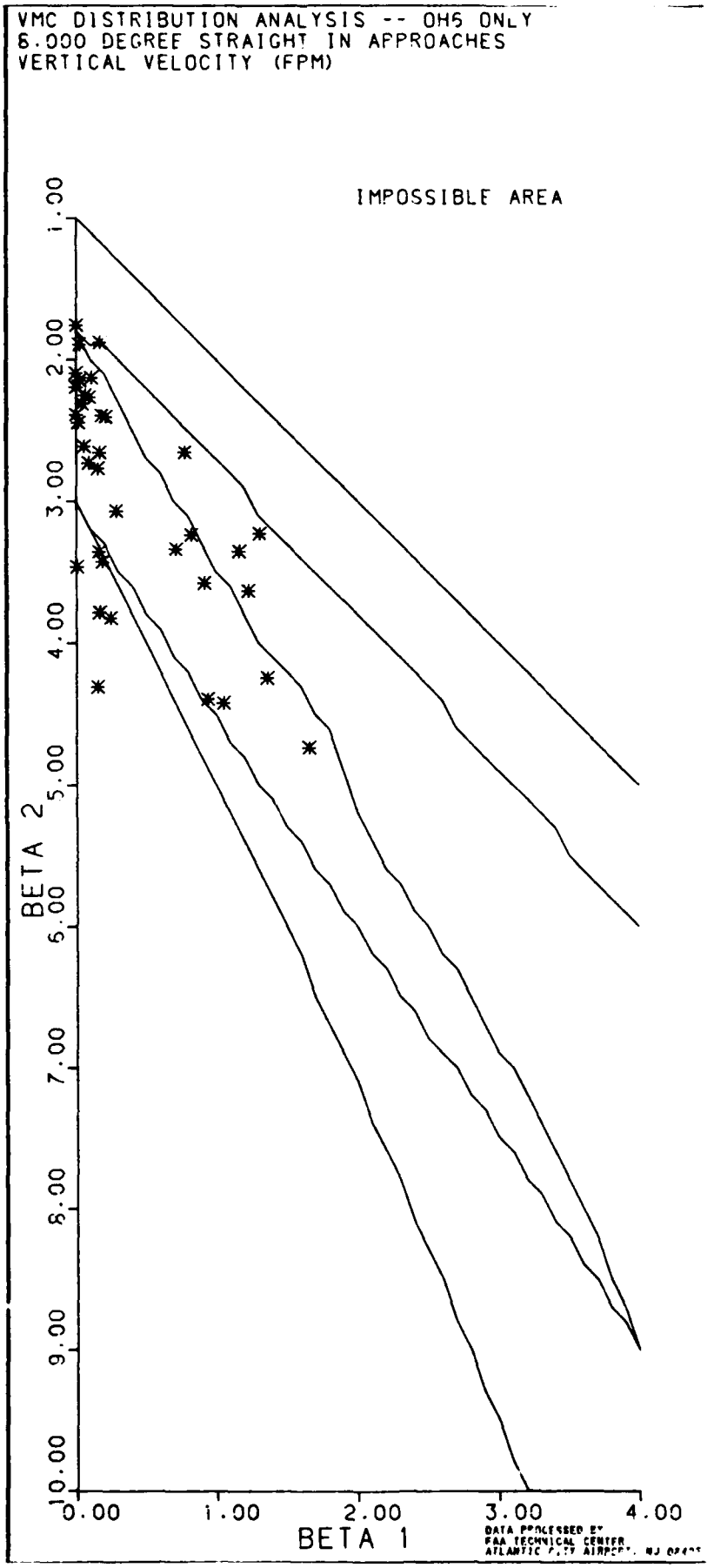

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

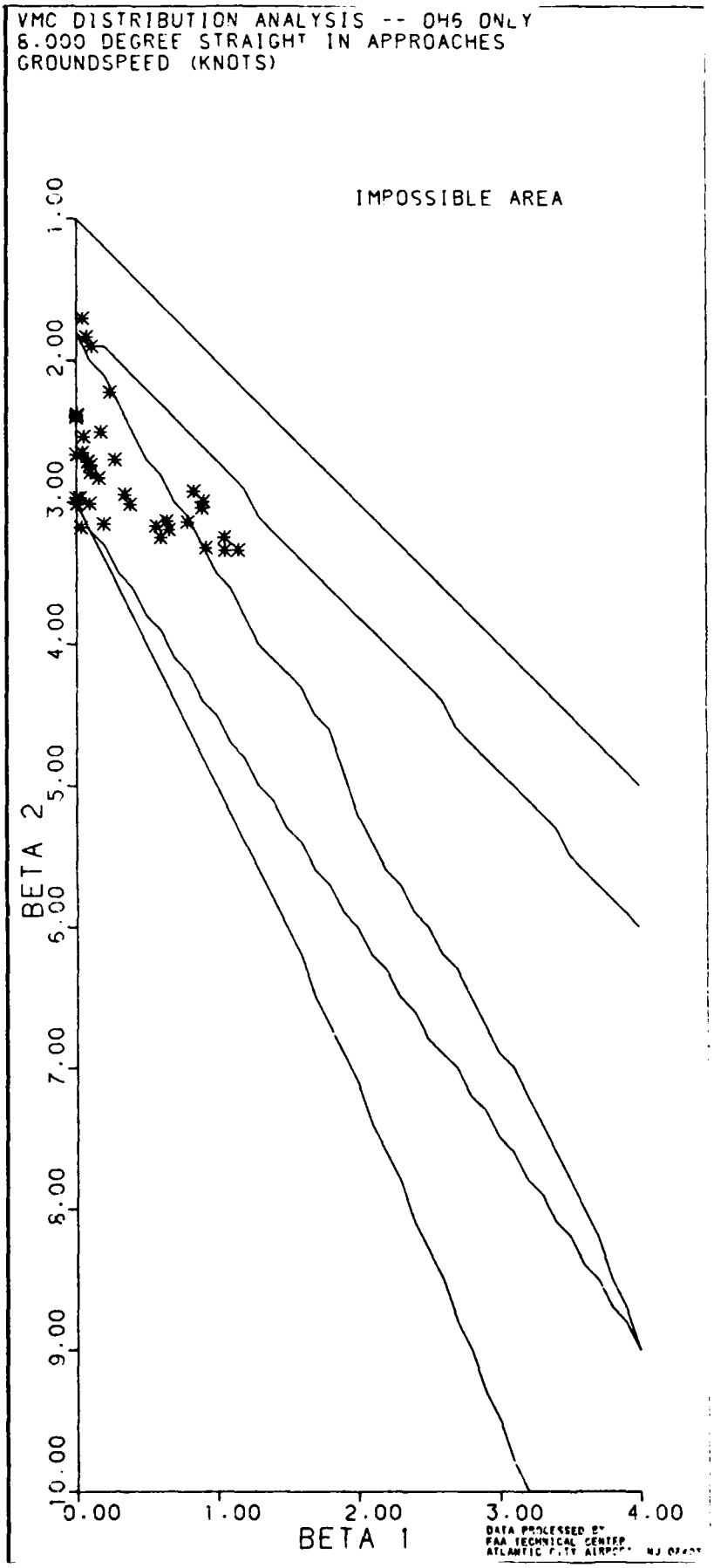
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)

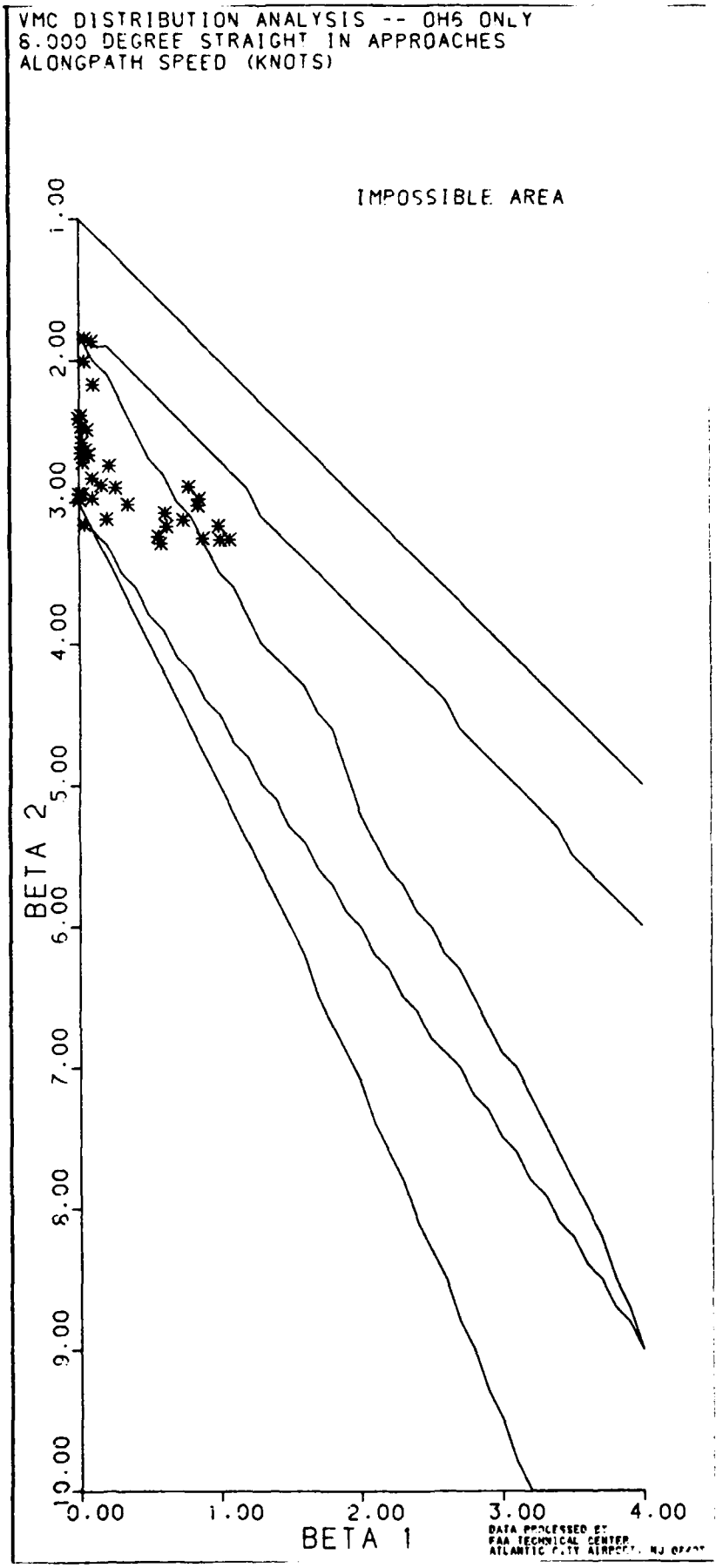


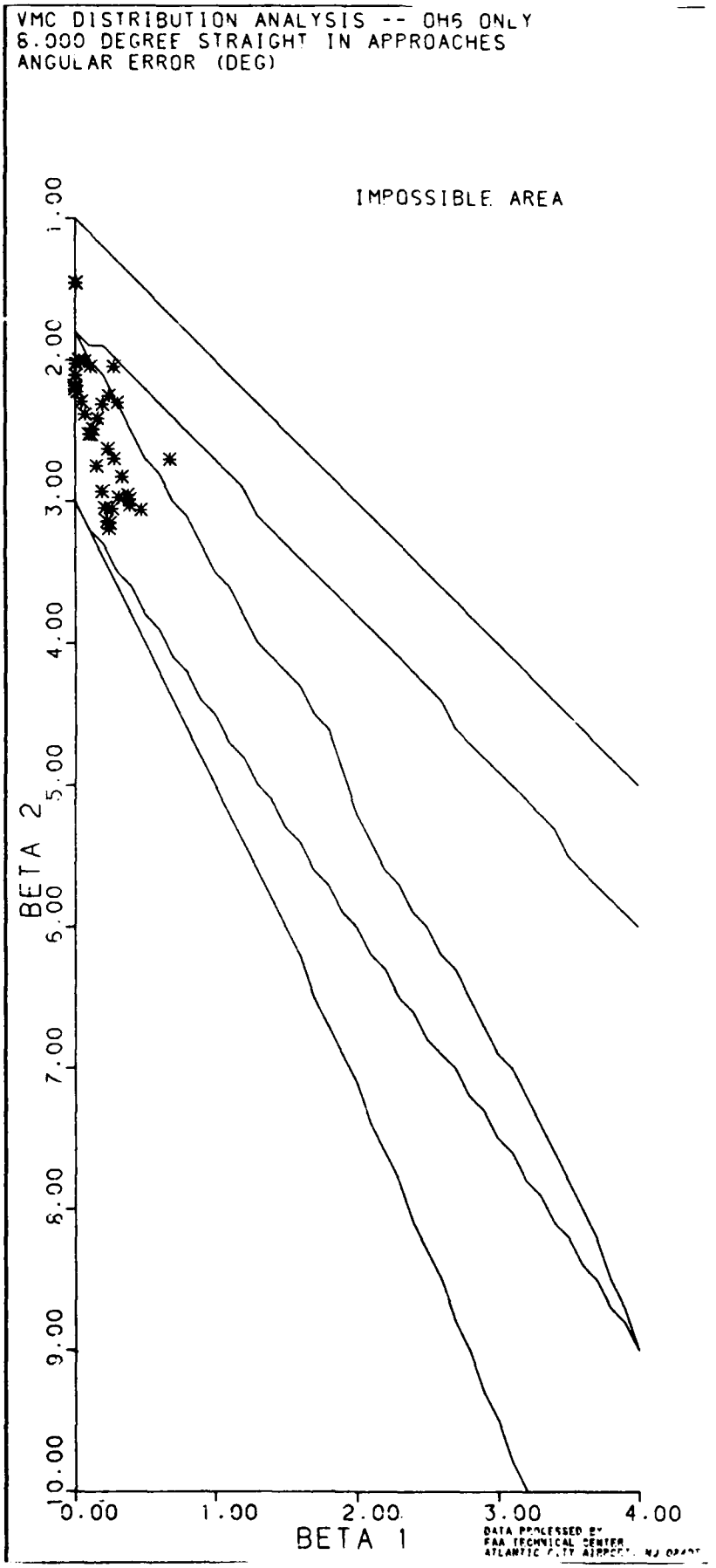

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

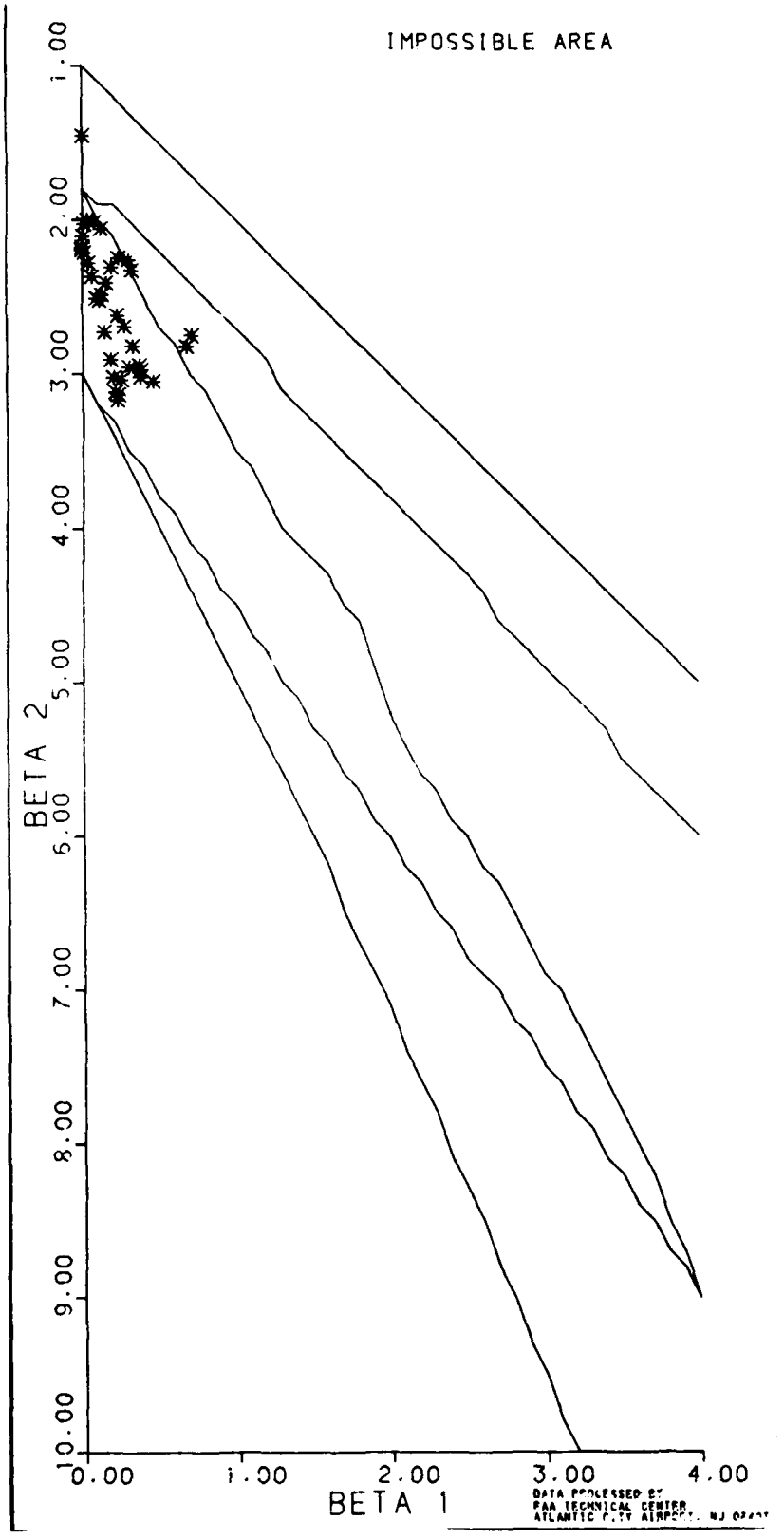

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ

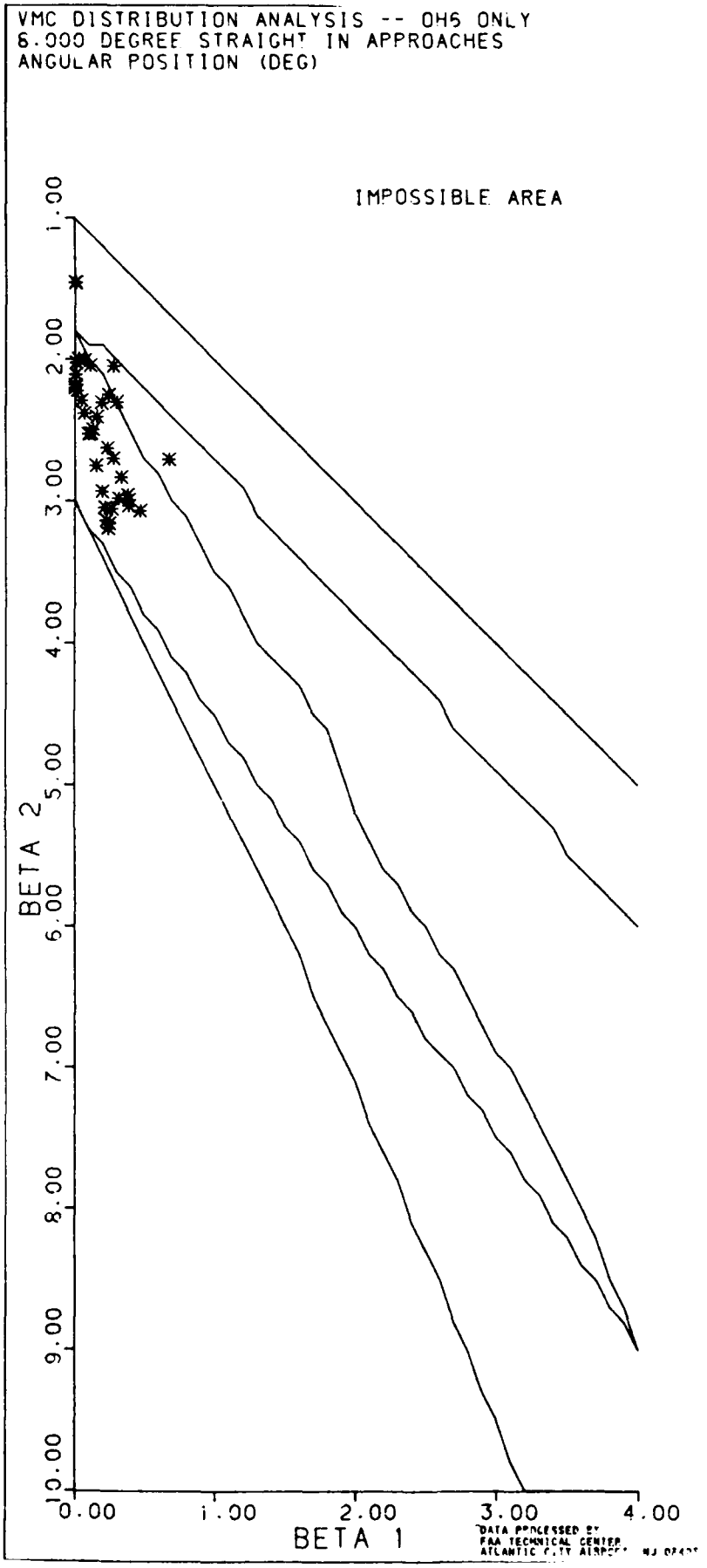

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

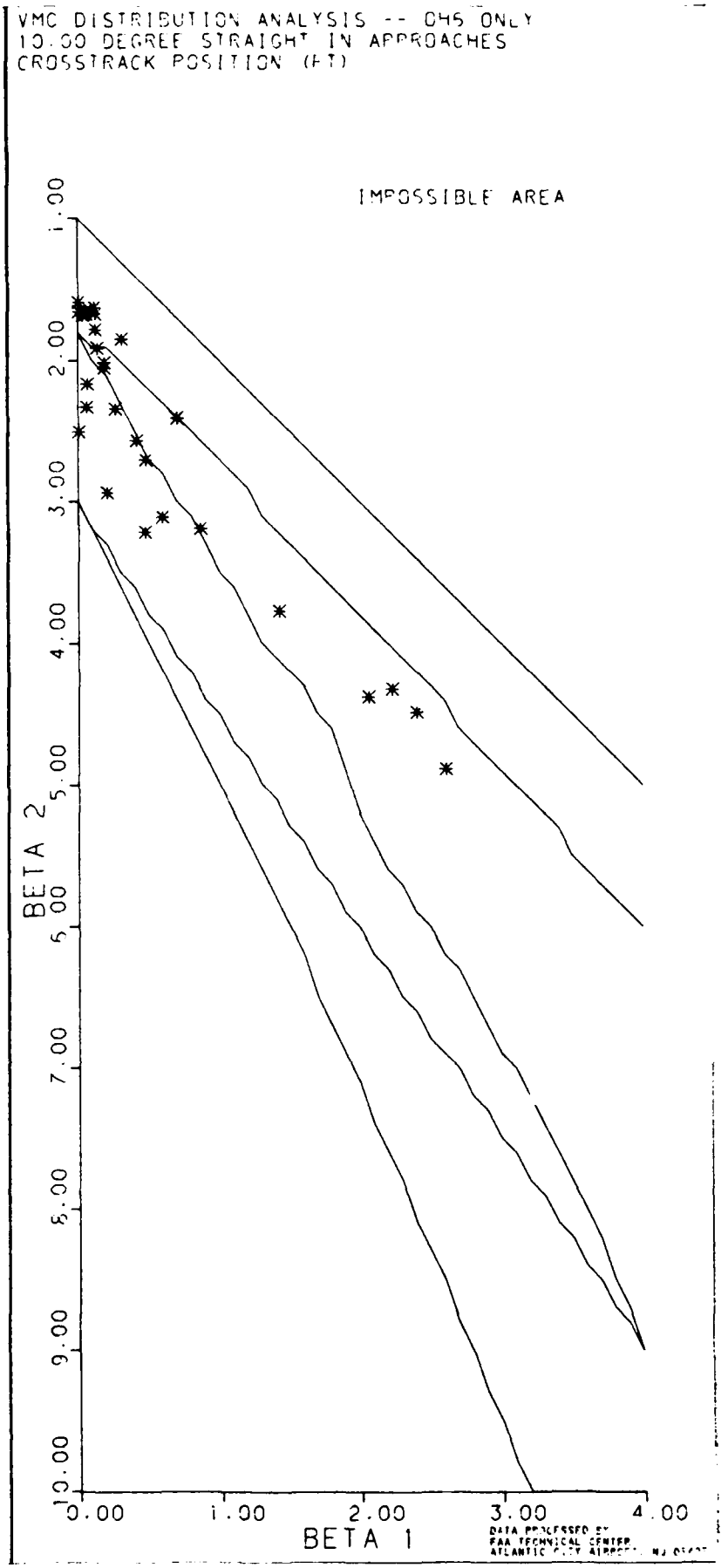

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

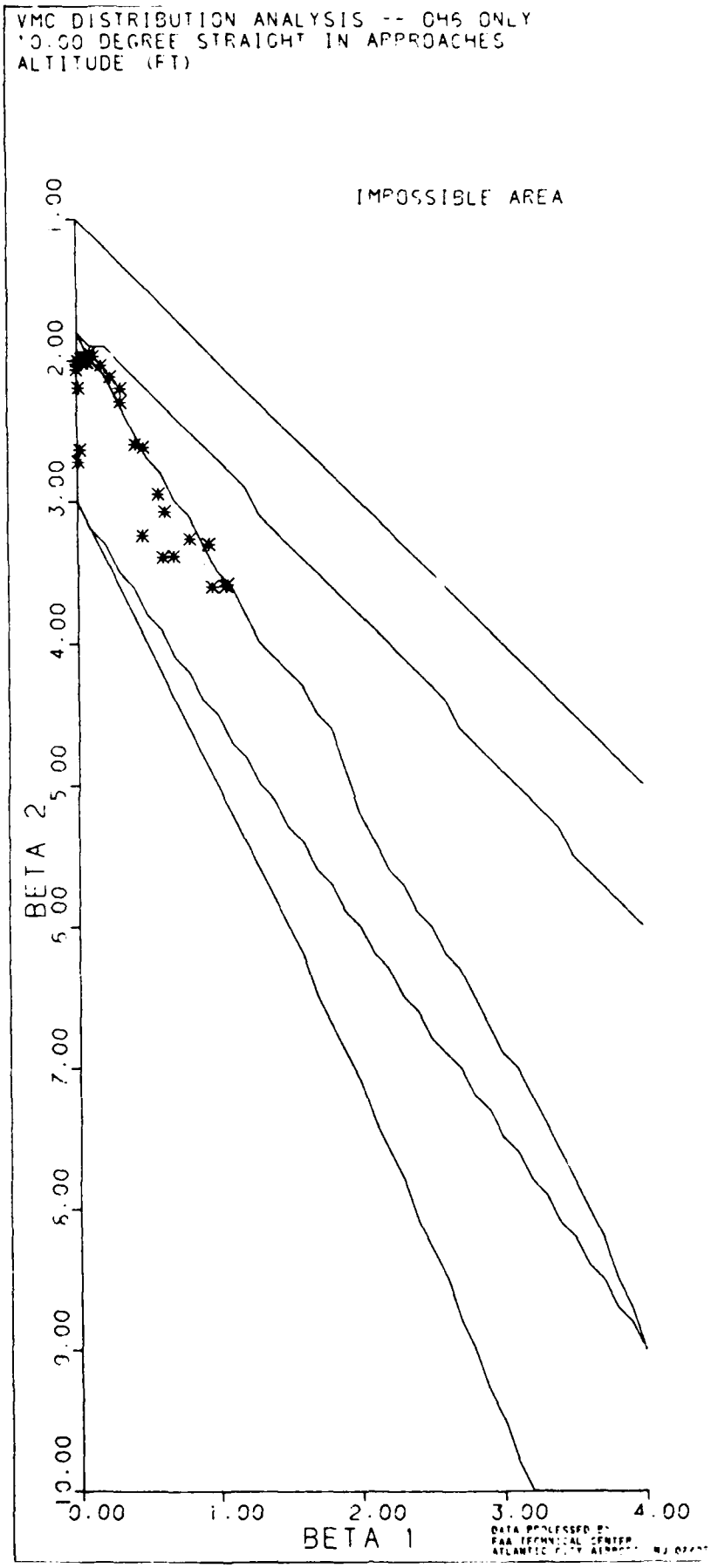

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
8.000 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)

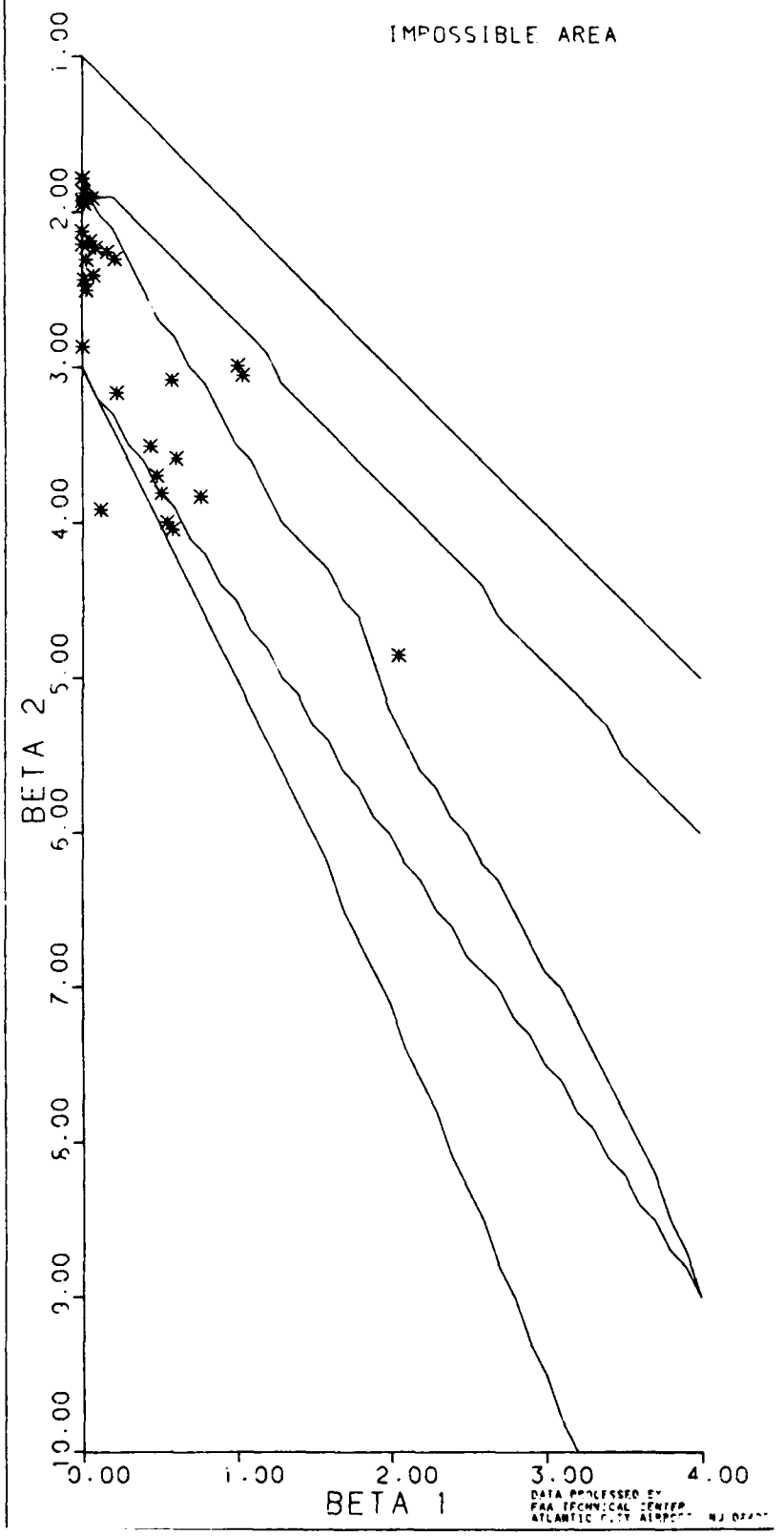


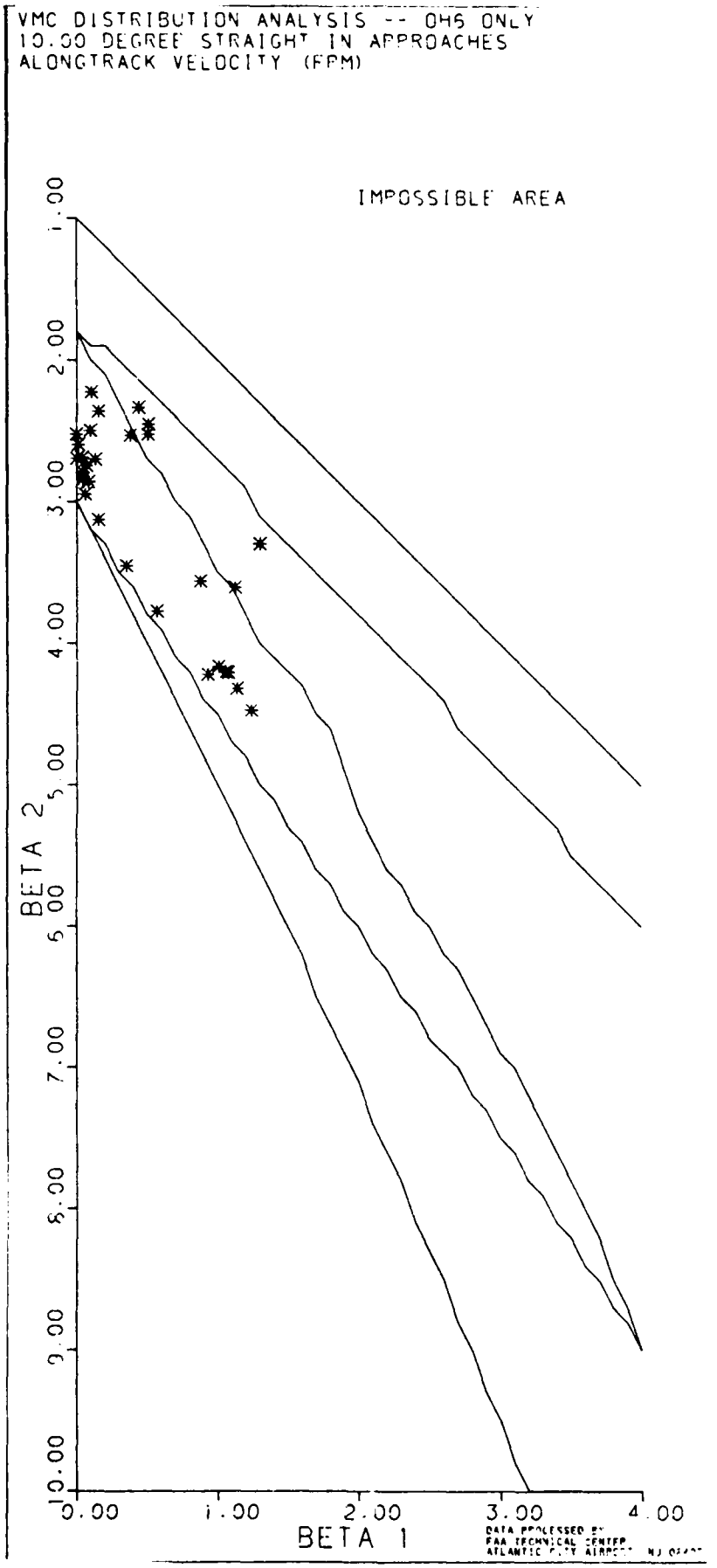

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
6.000 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

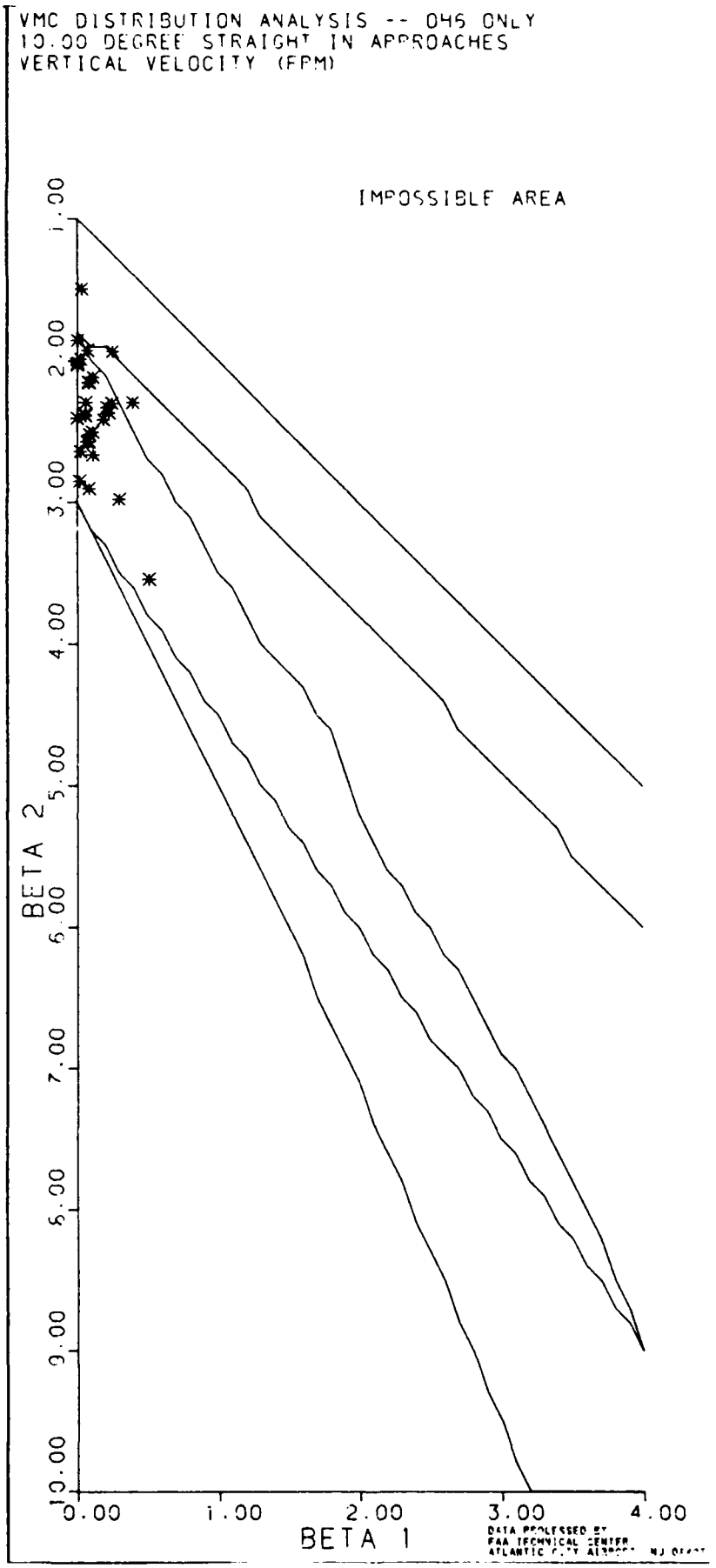

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

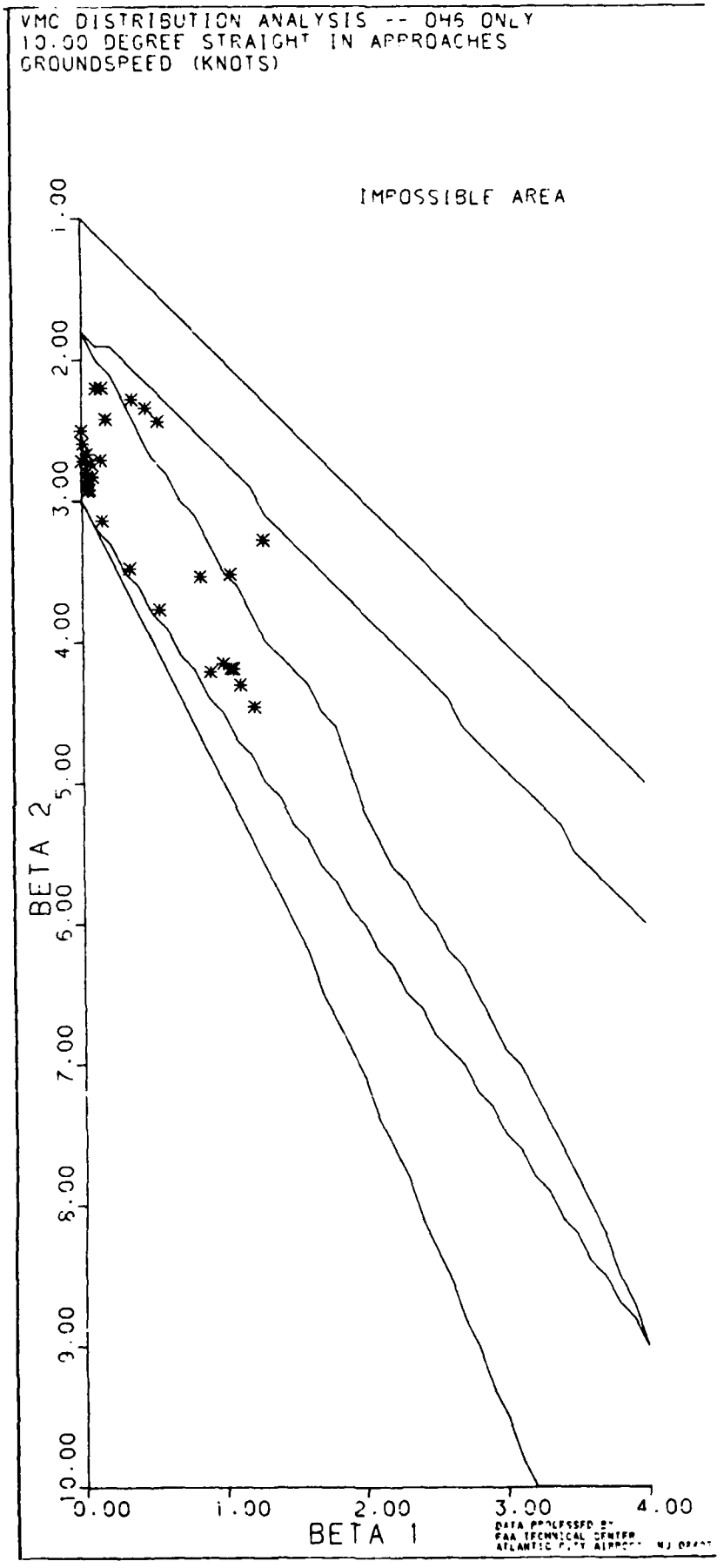

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
'0.00 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)

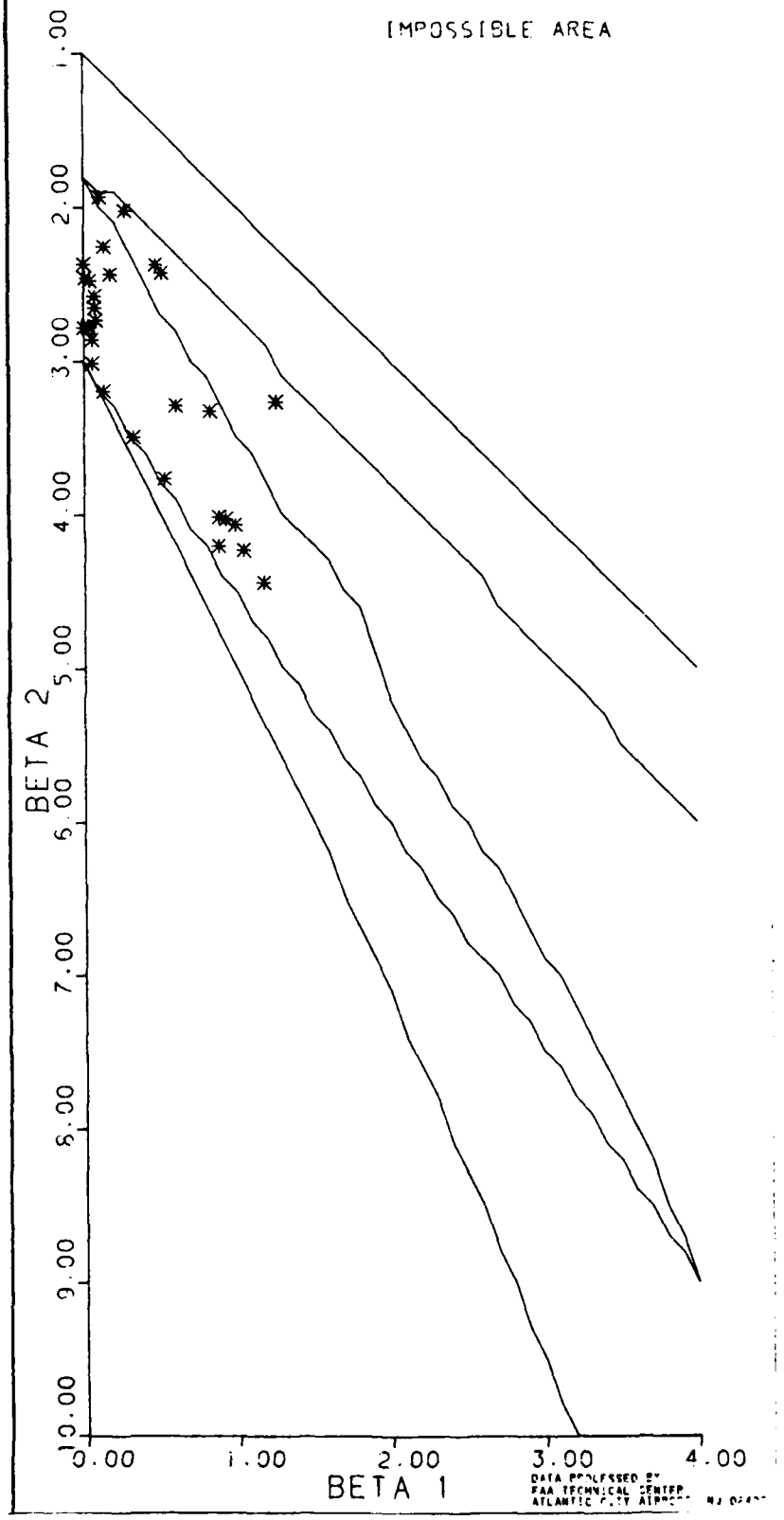


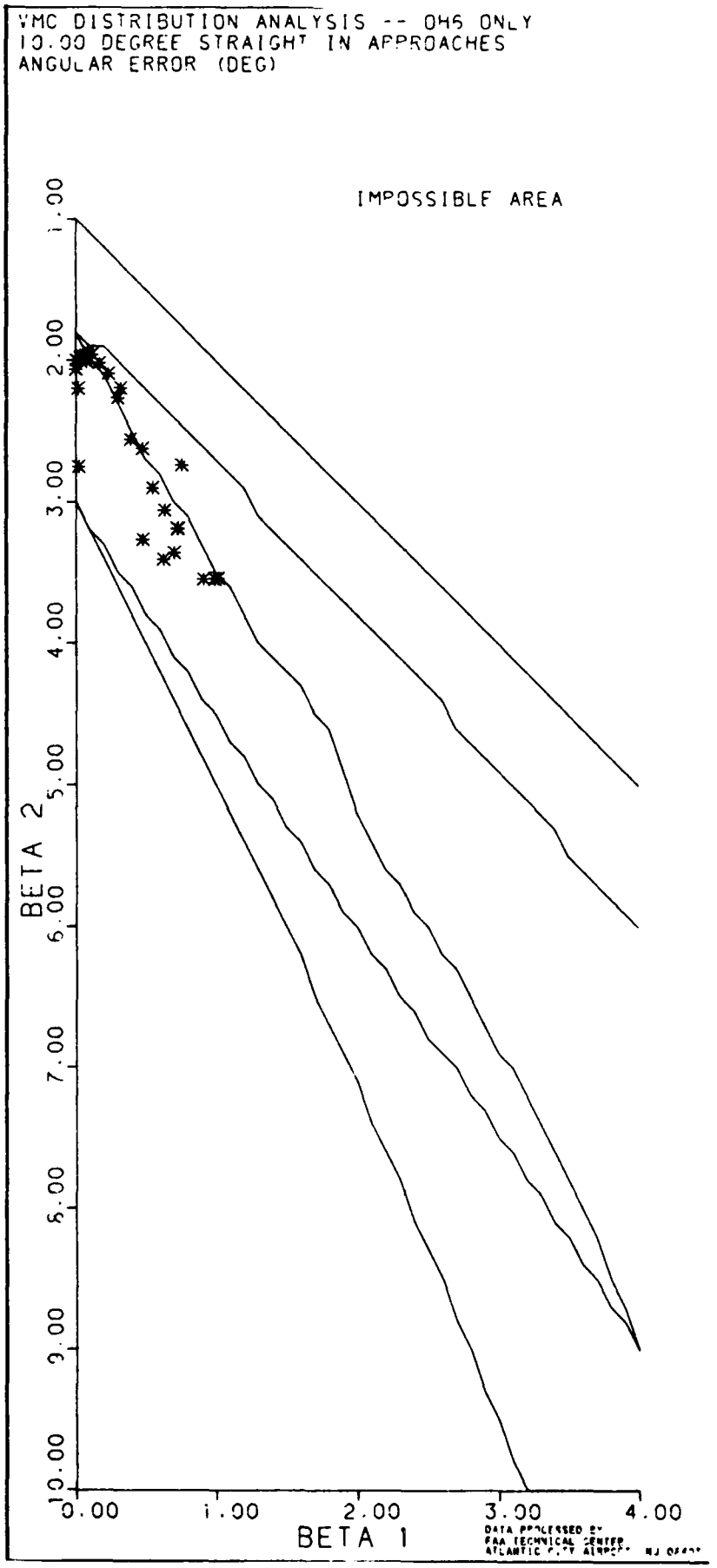

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

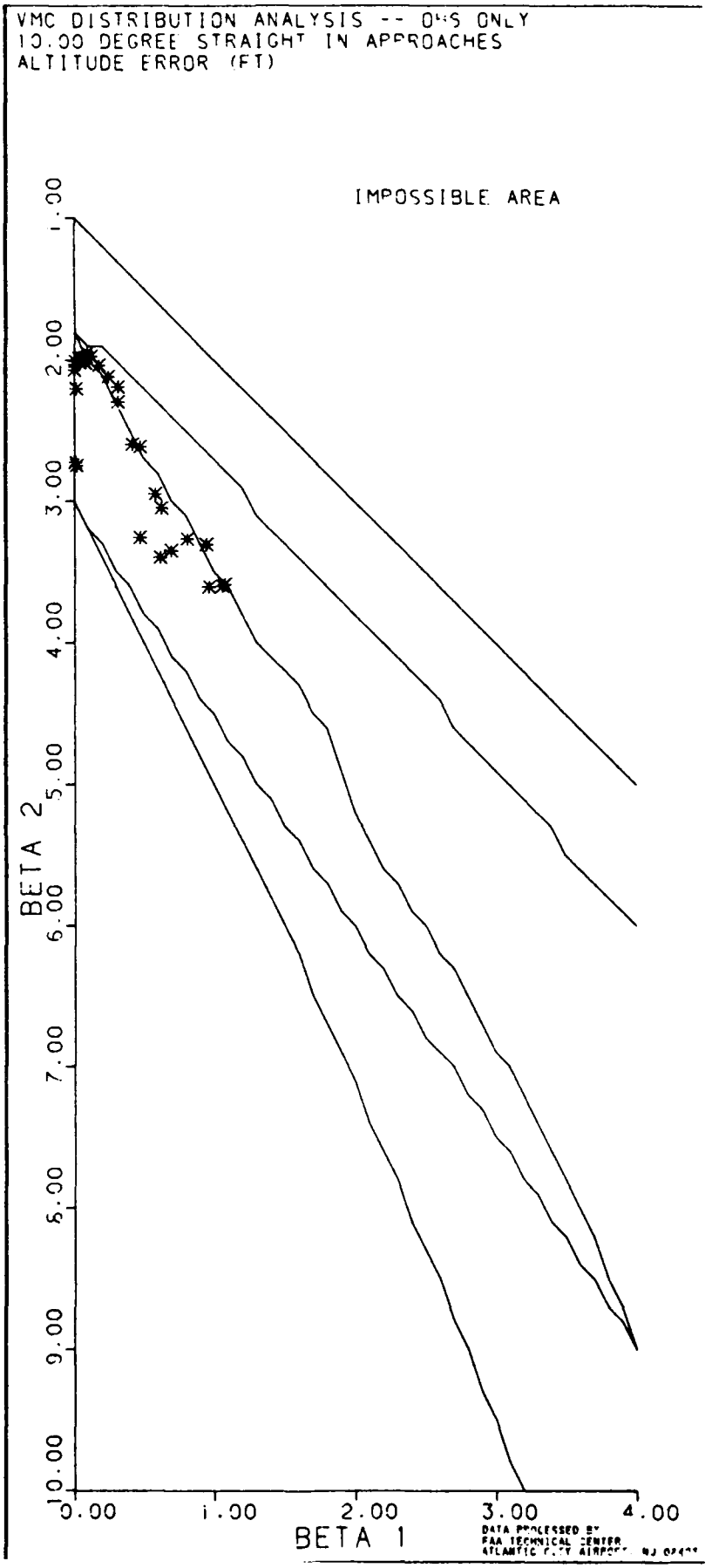

VMC DISTRIBUTION ANALYSIS -- 045 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

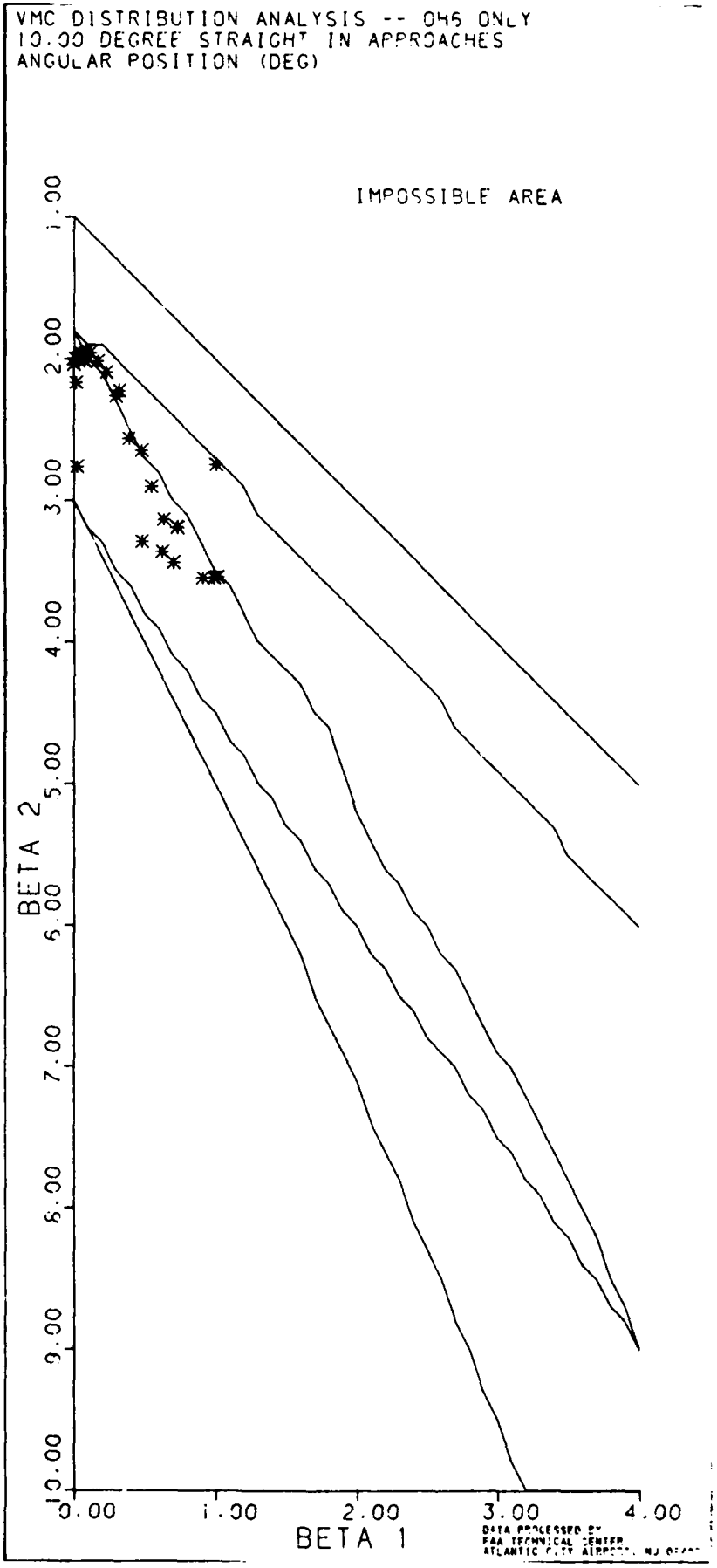

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

VMC DISTRIBUTION ANALYSIS -- 045 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)

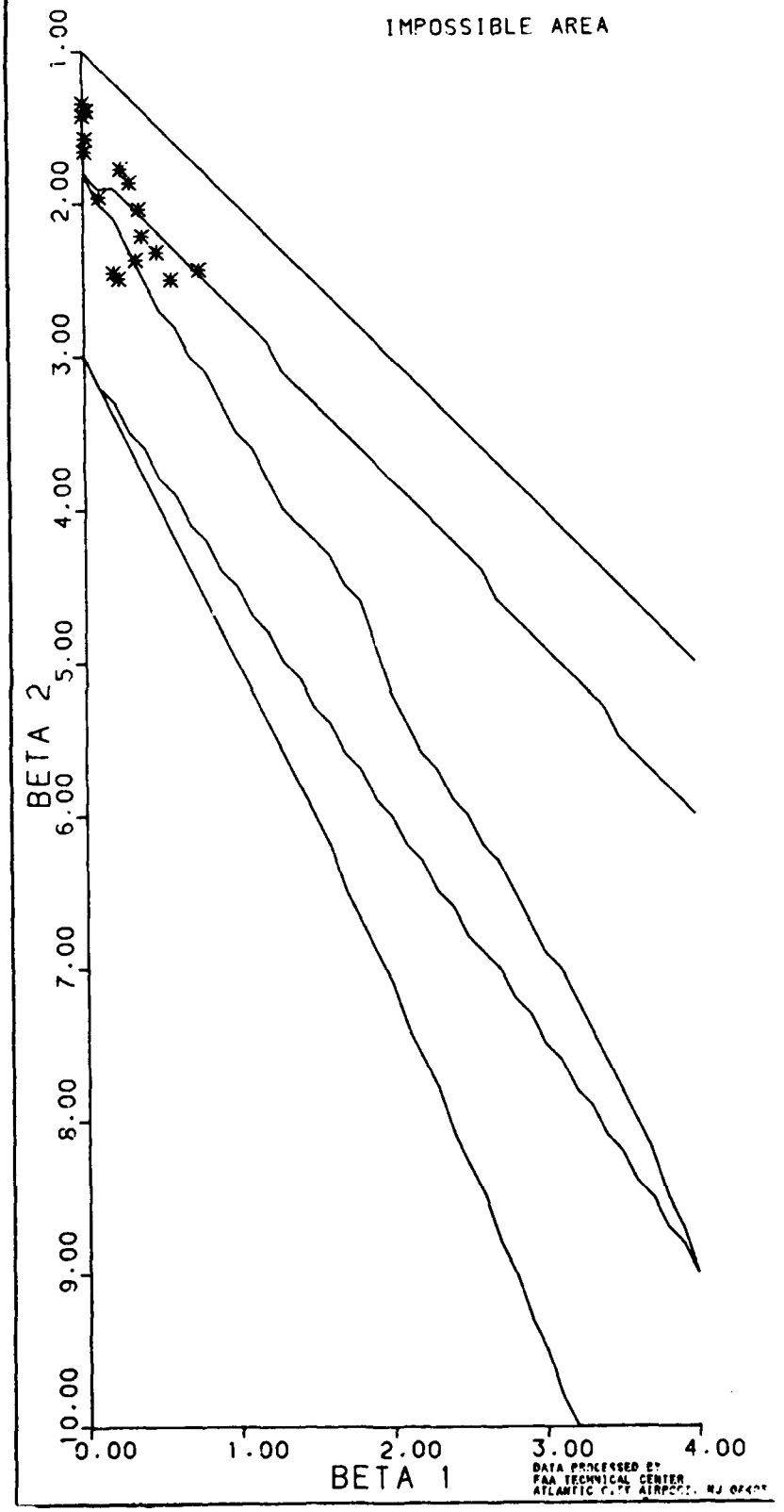


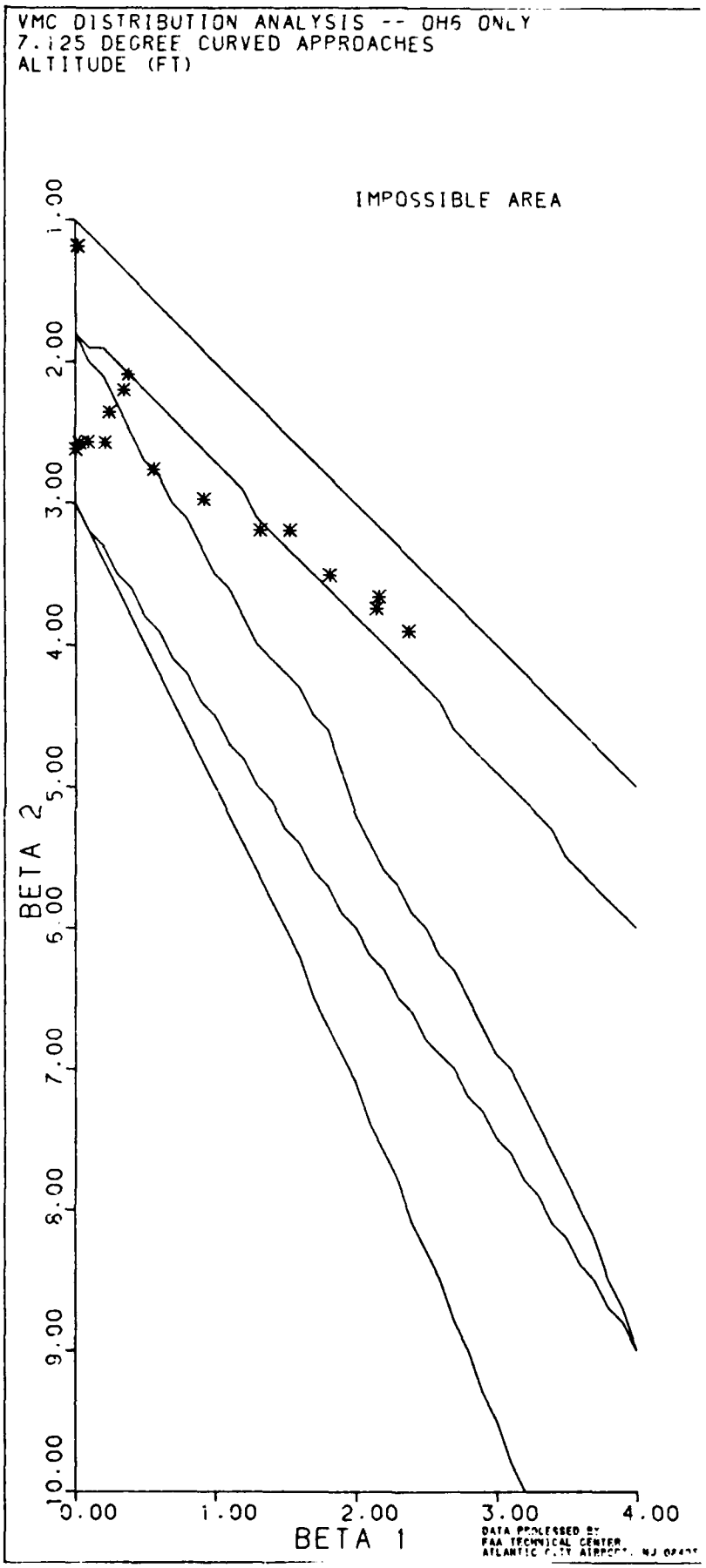

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- OTS ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

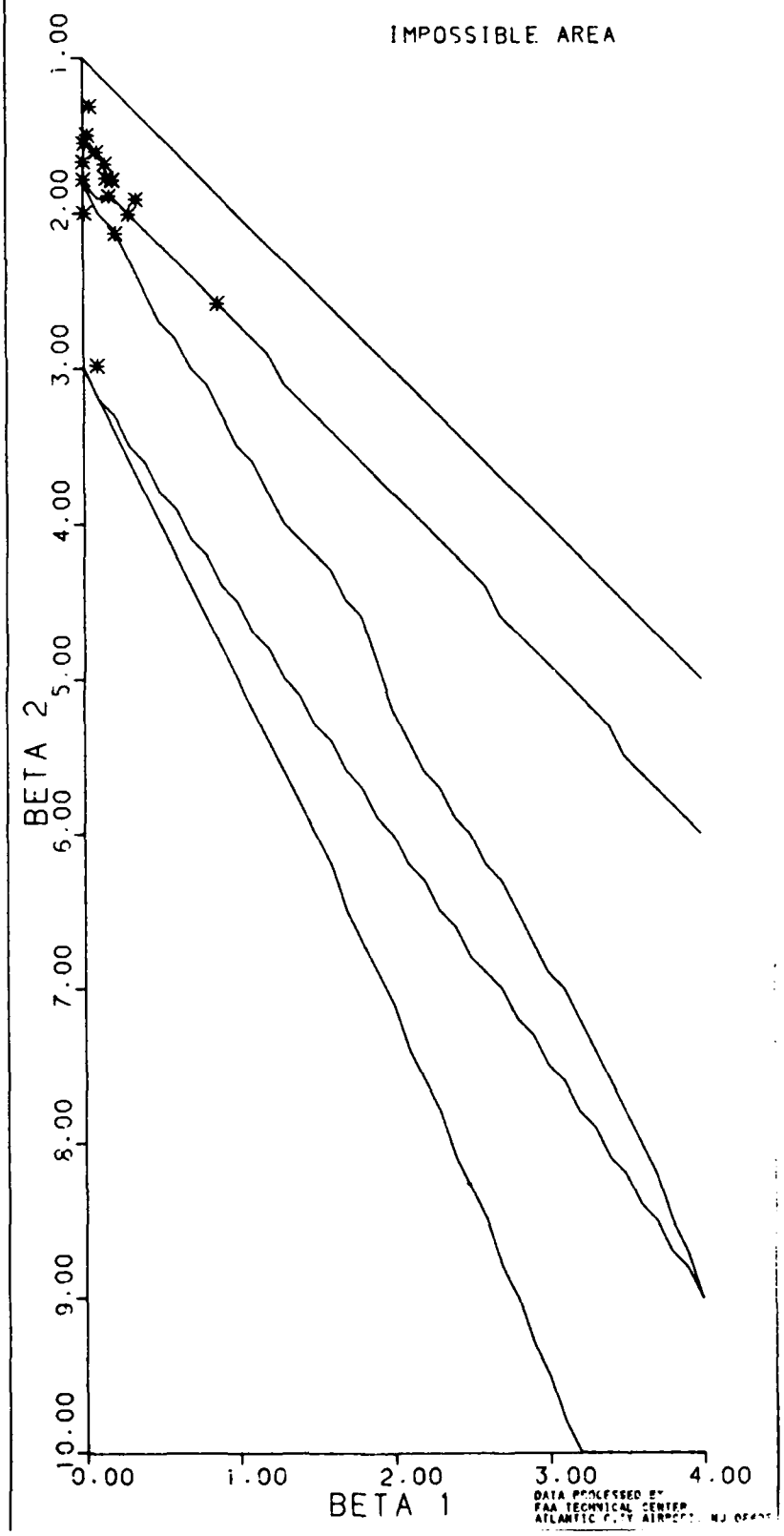

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)

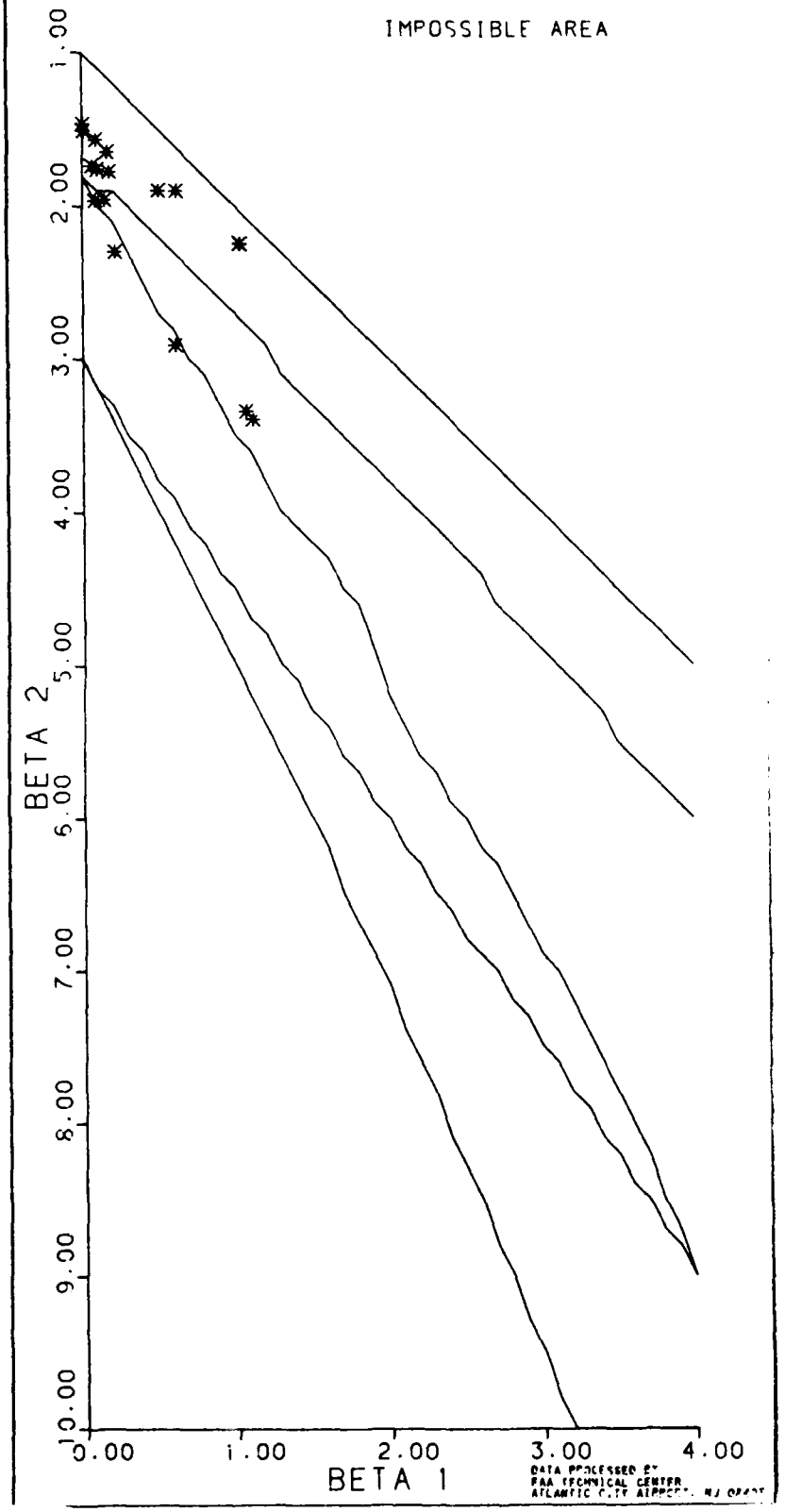



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

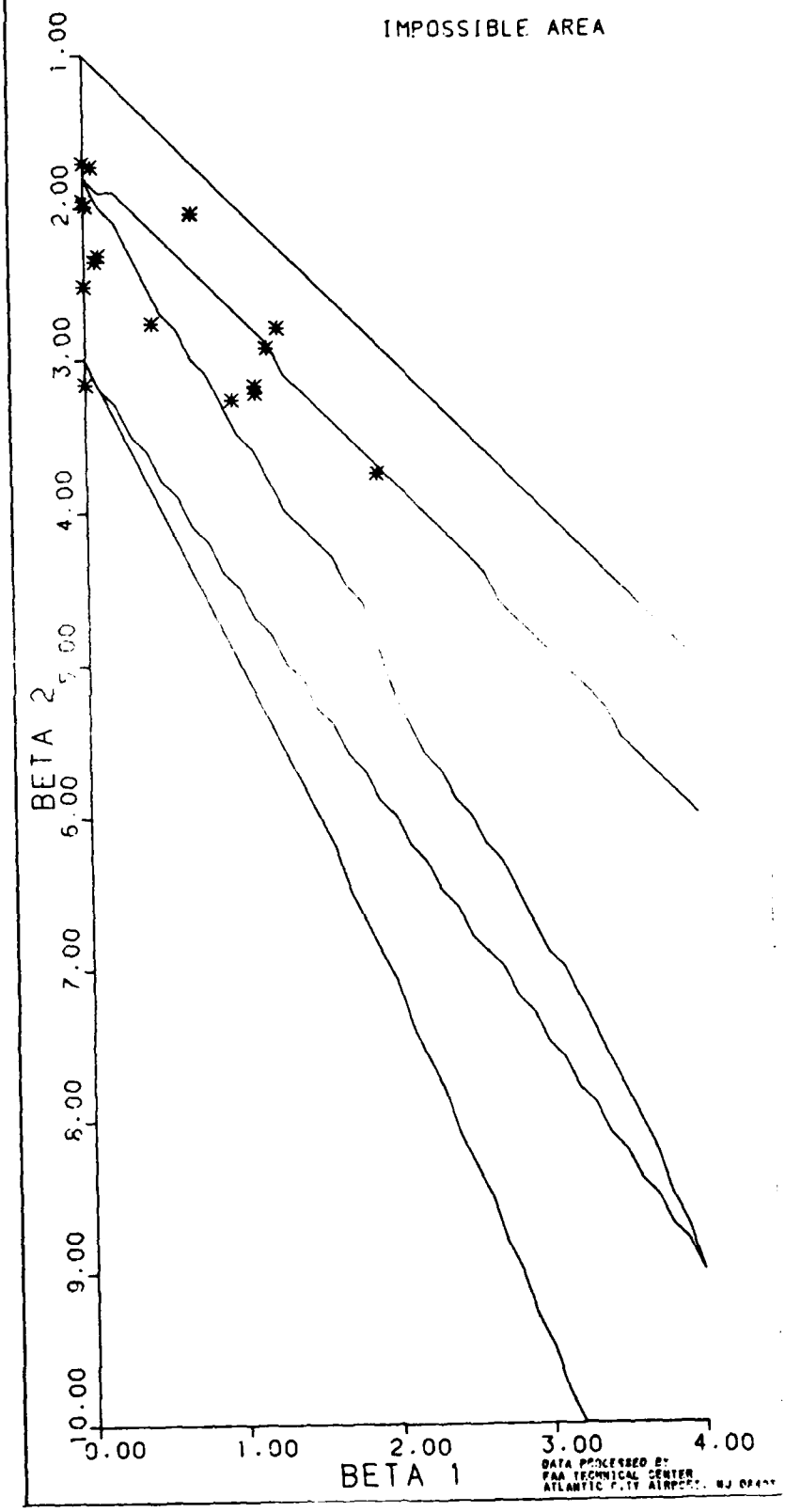
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)

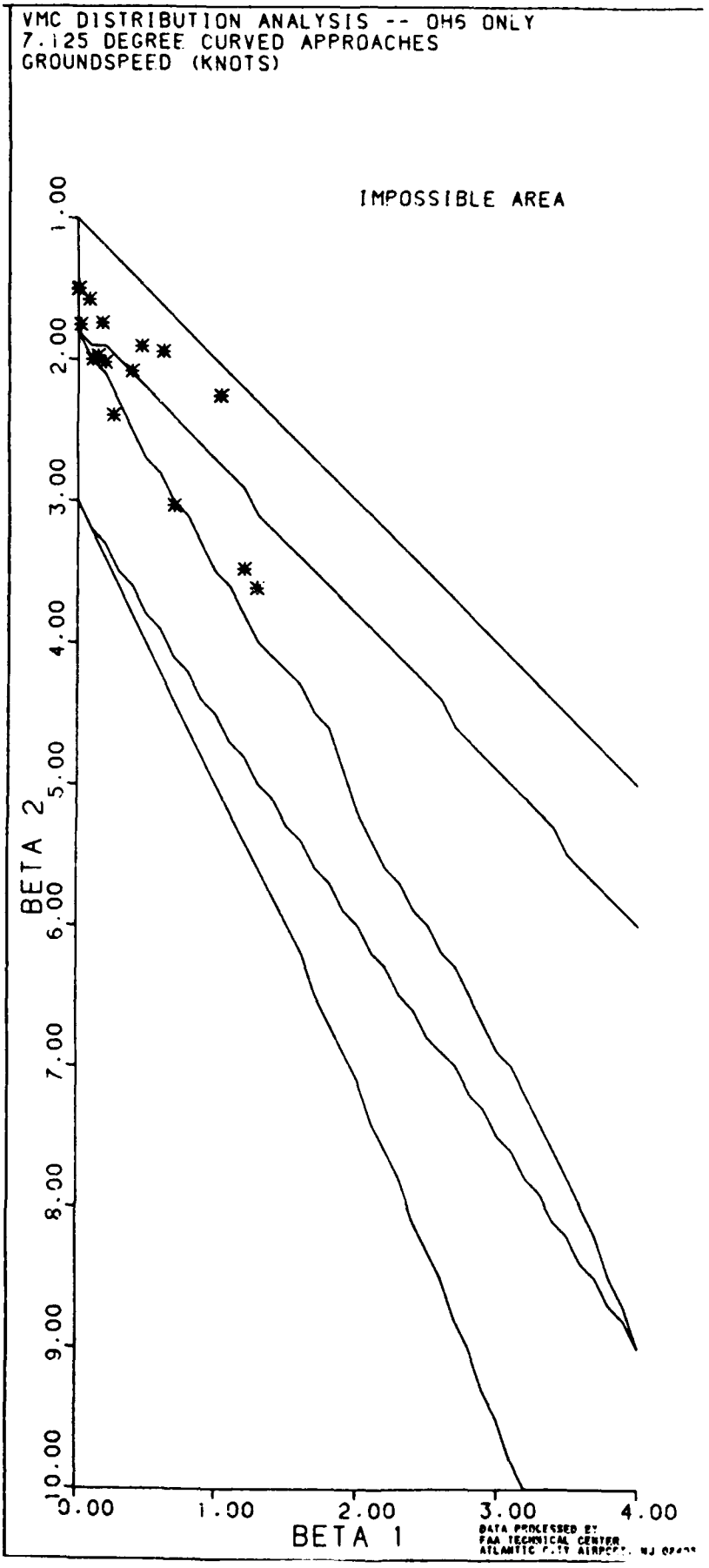


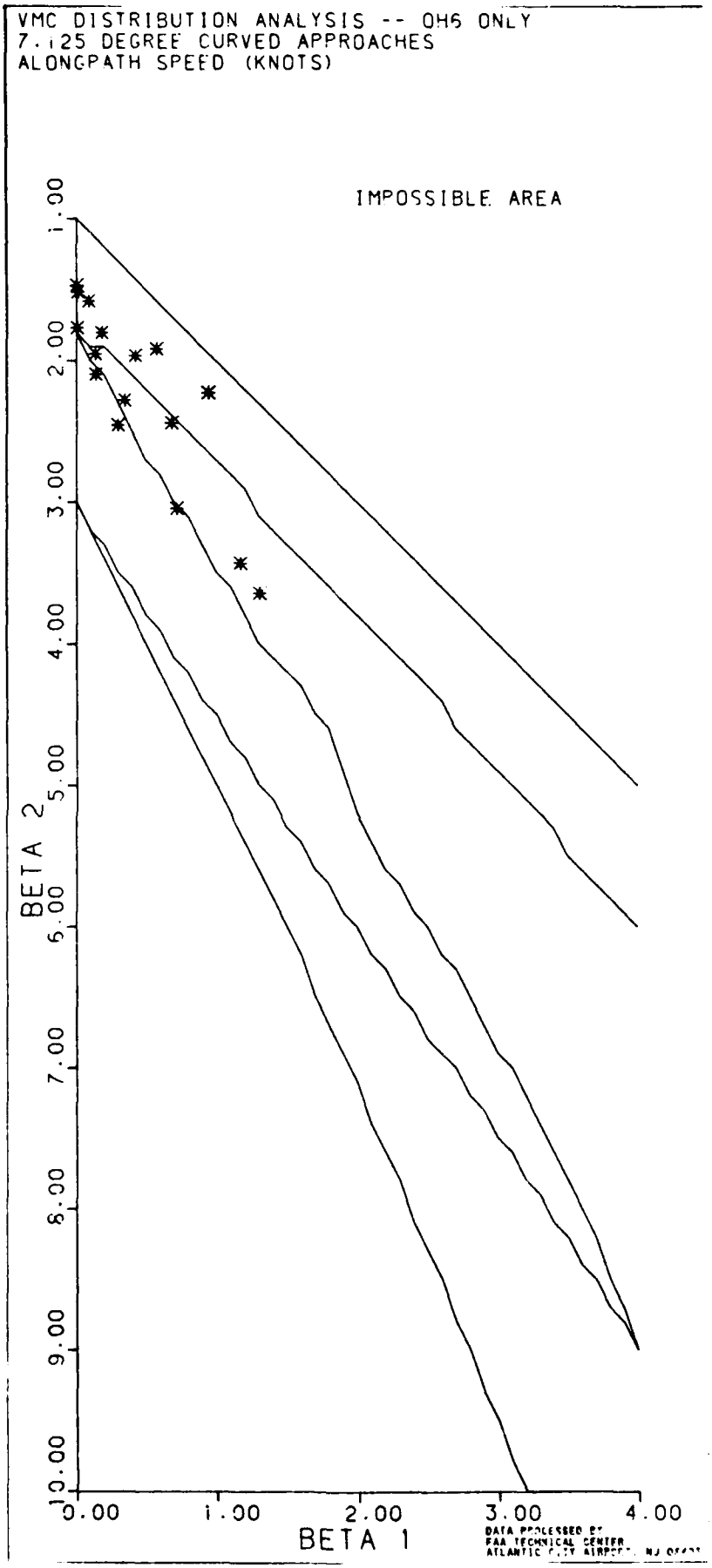
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)



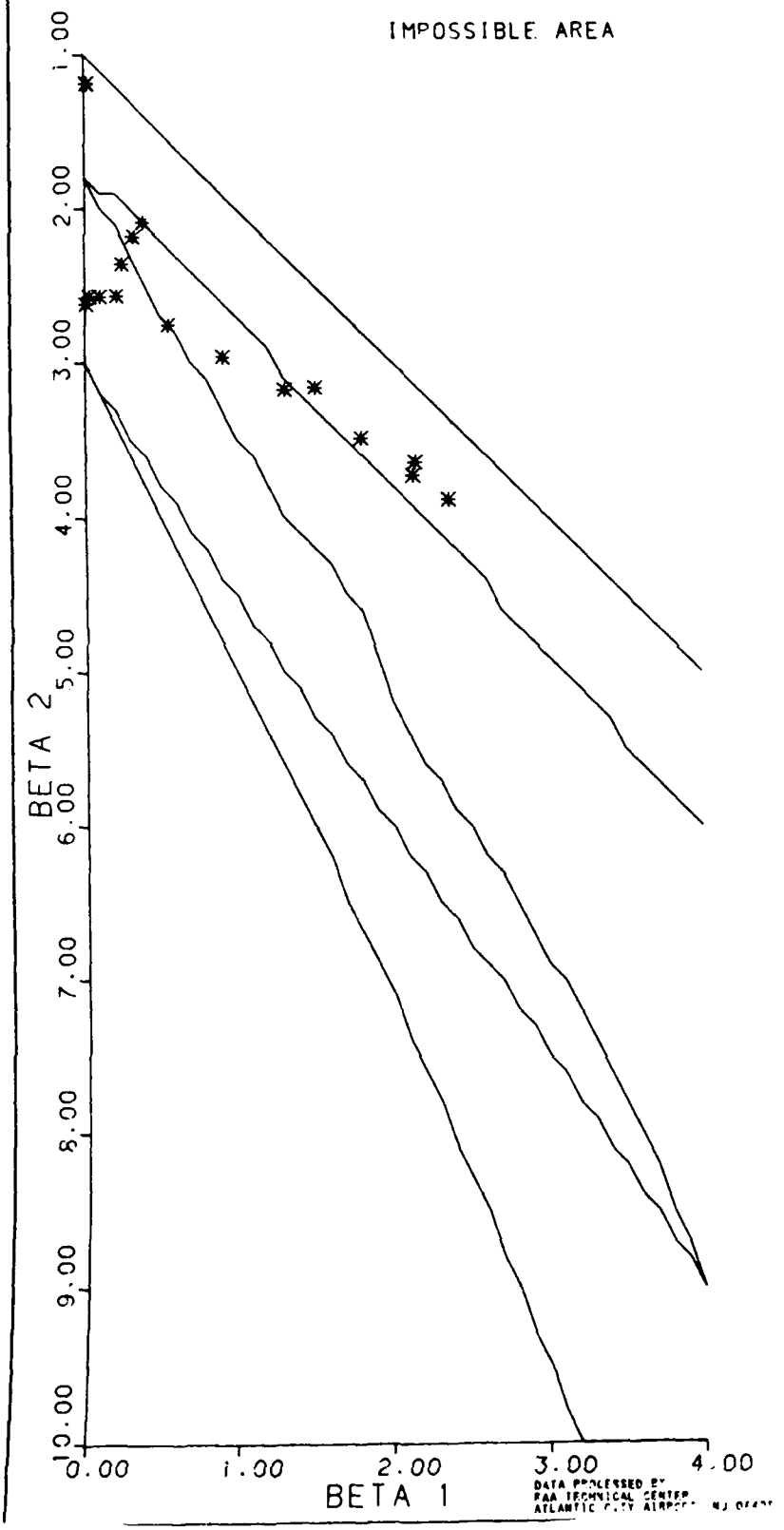
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)

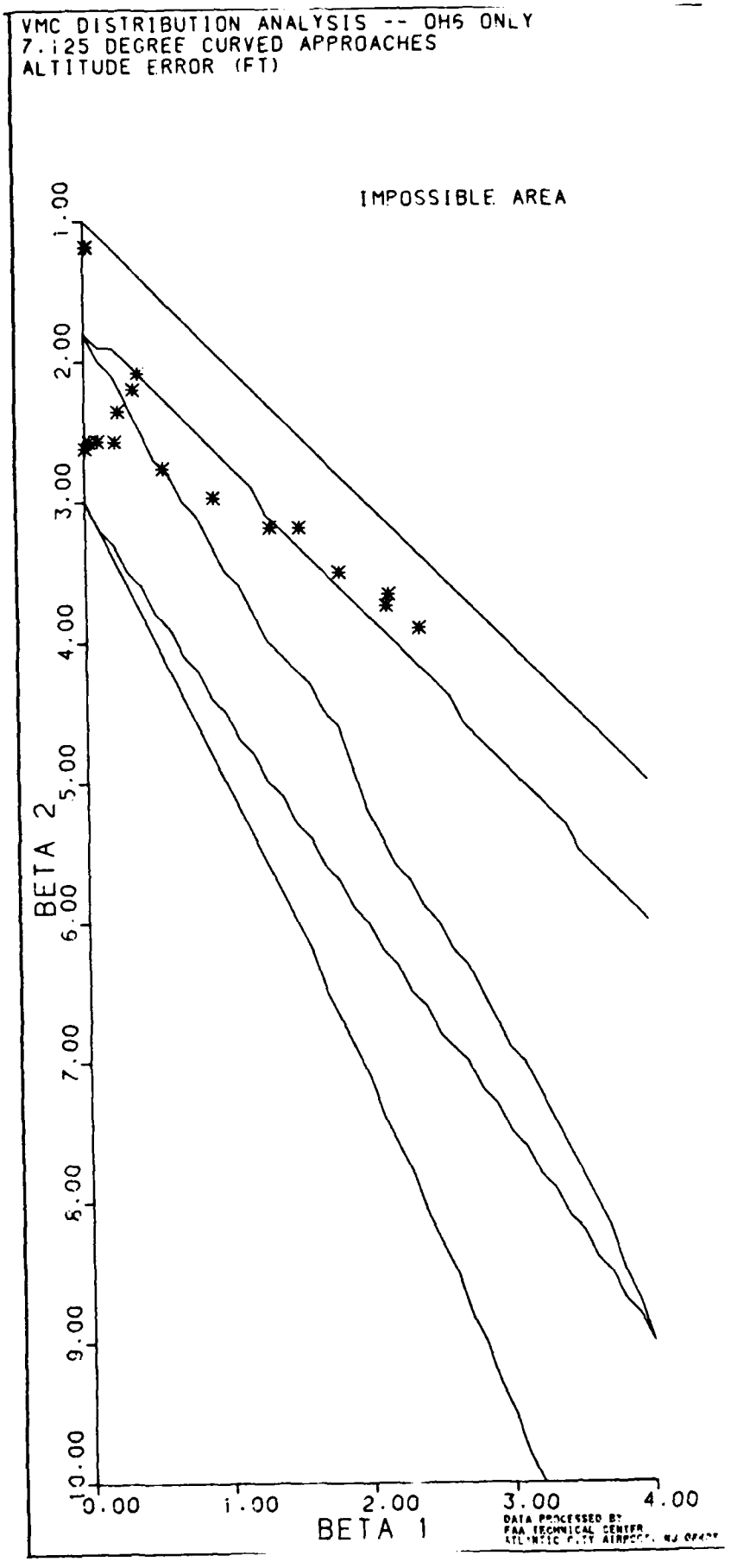


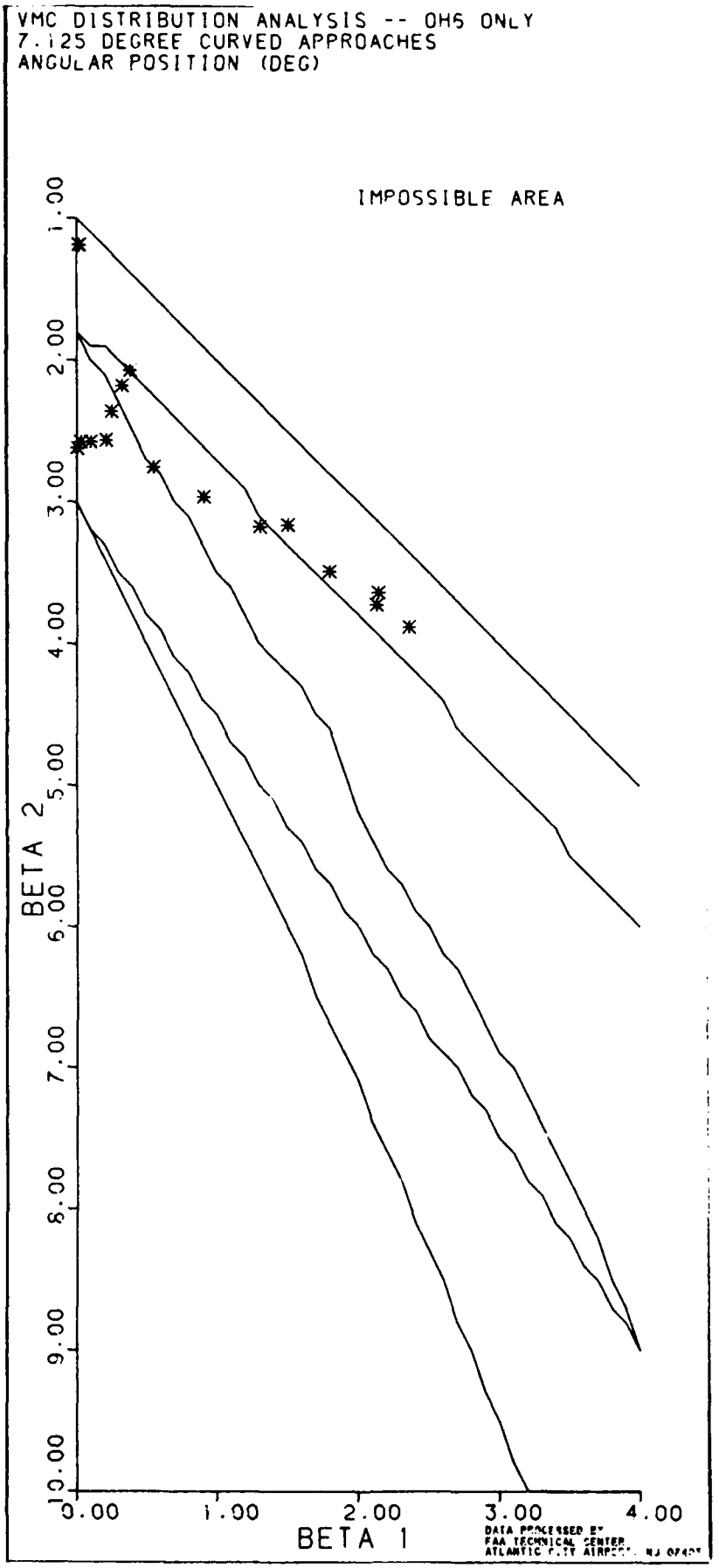

VMC DISTRIBUTION ANALYSIS -- OH5 ONLY
7.125 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

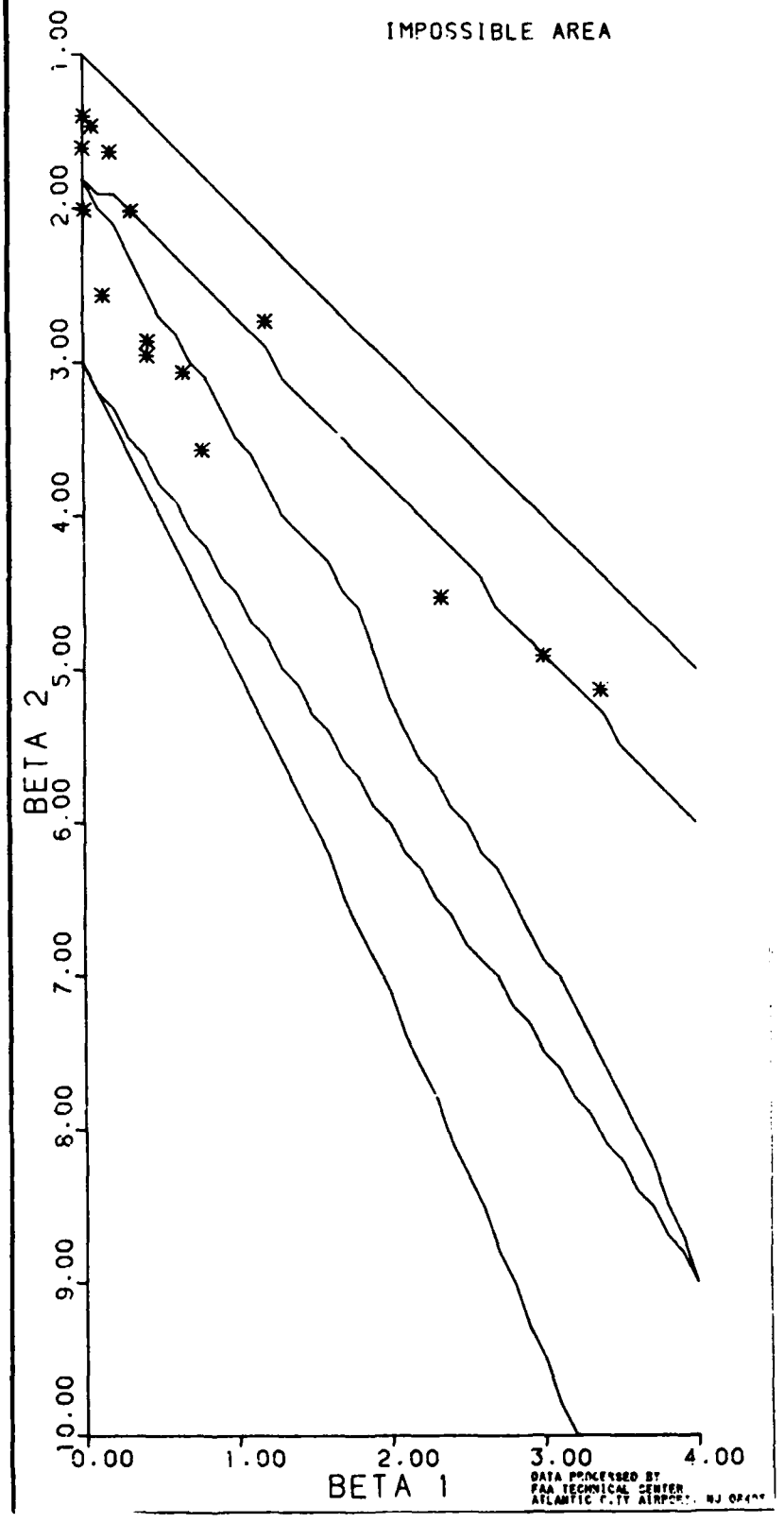
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)

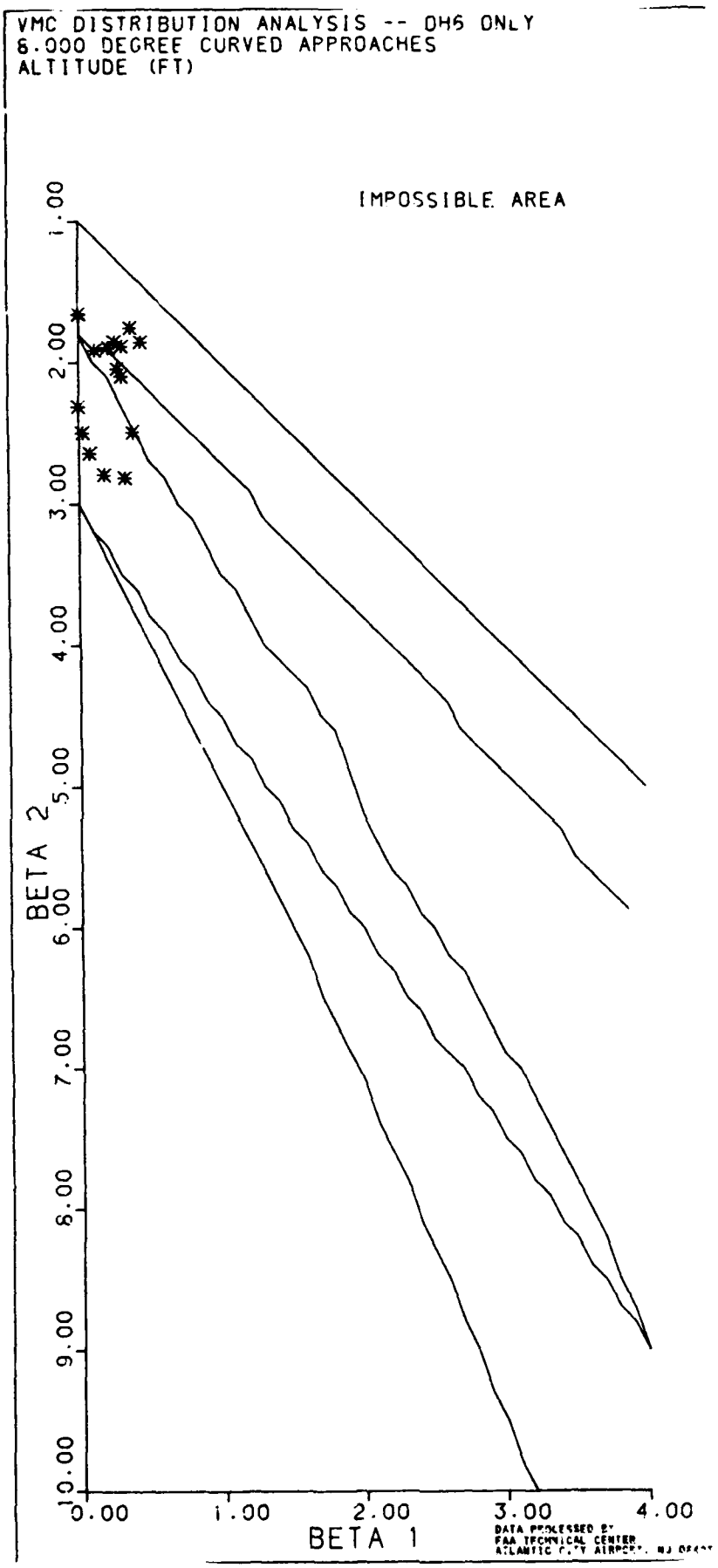


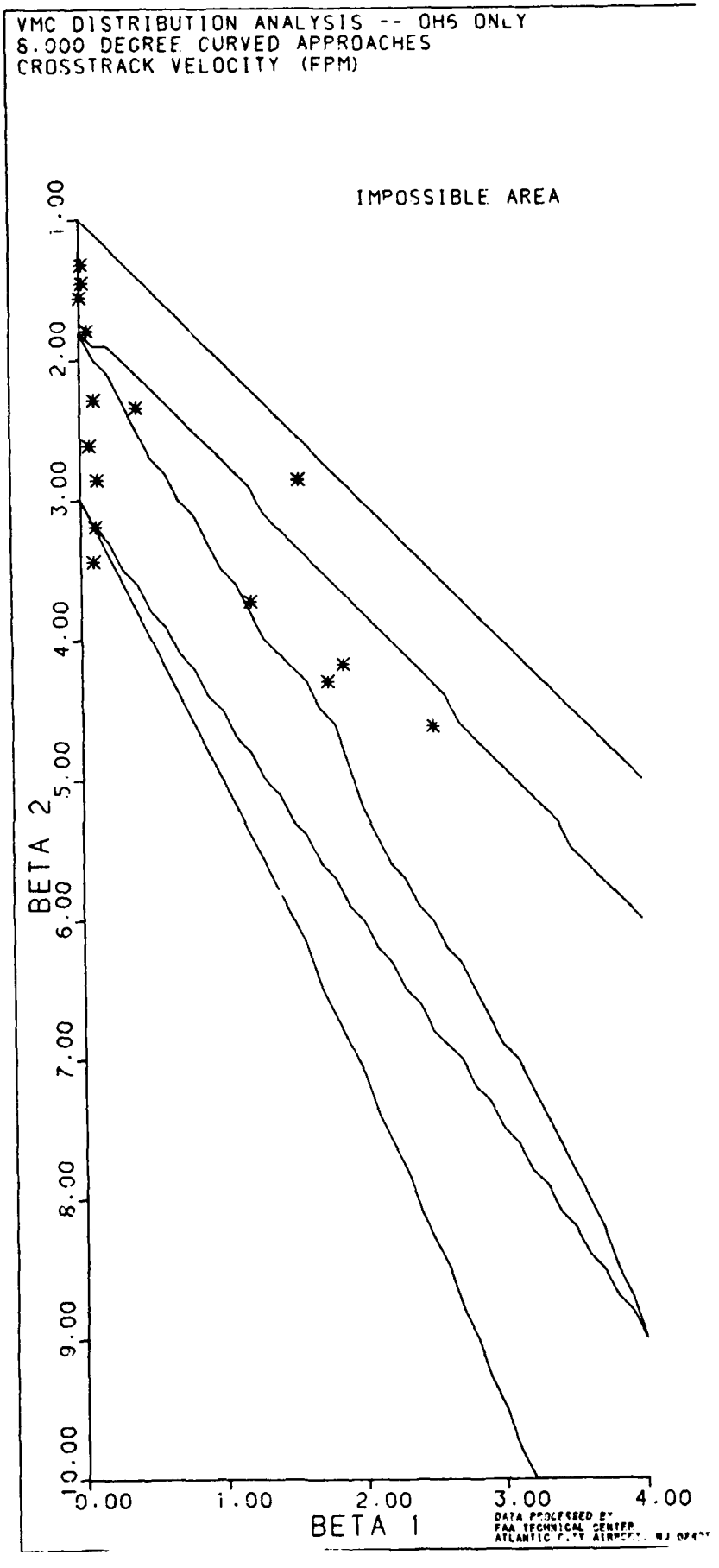

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

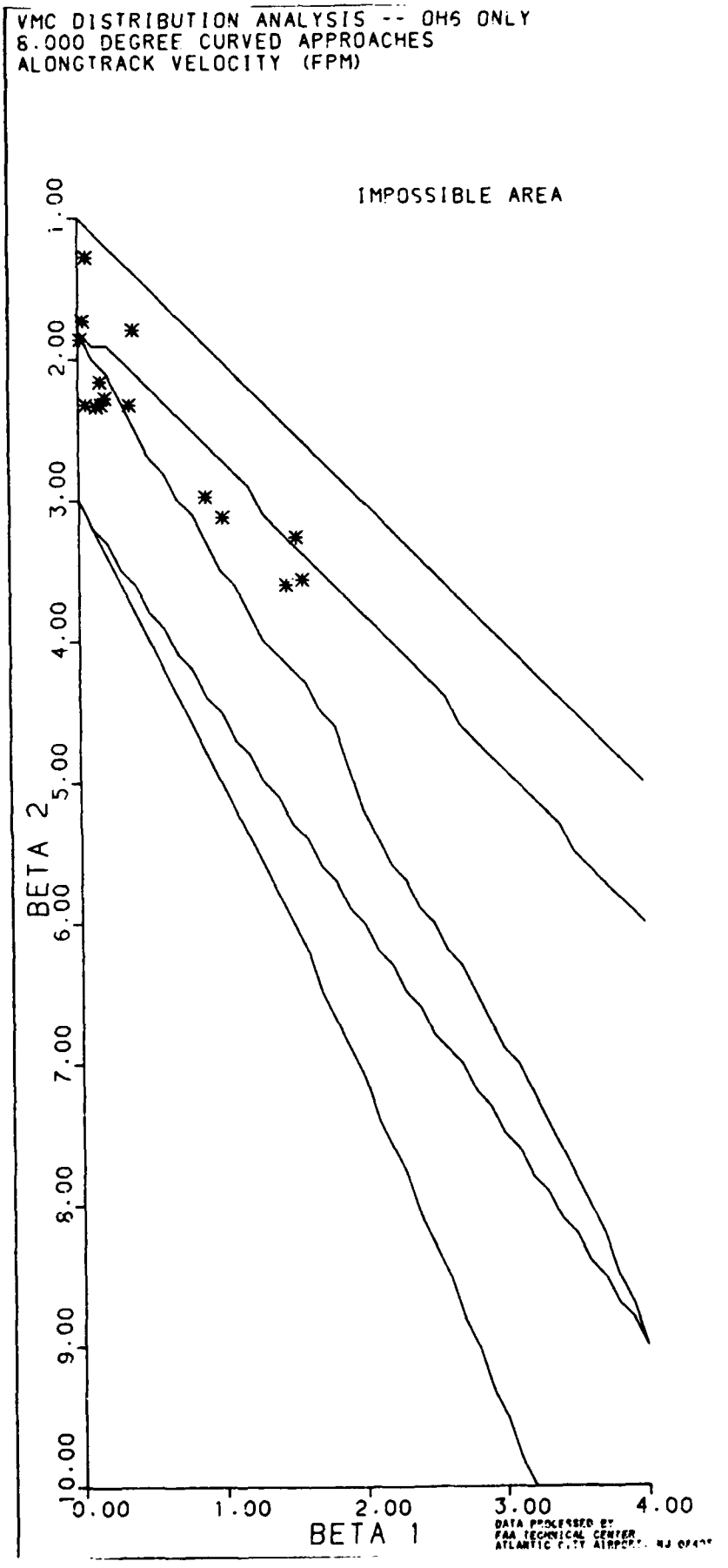

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

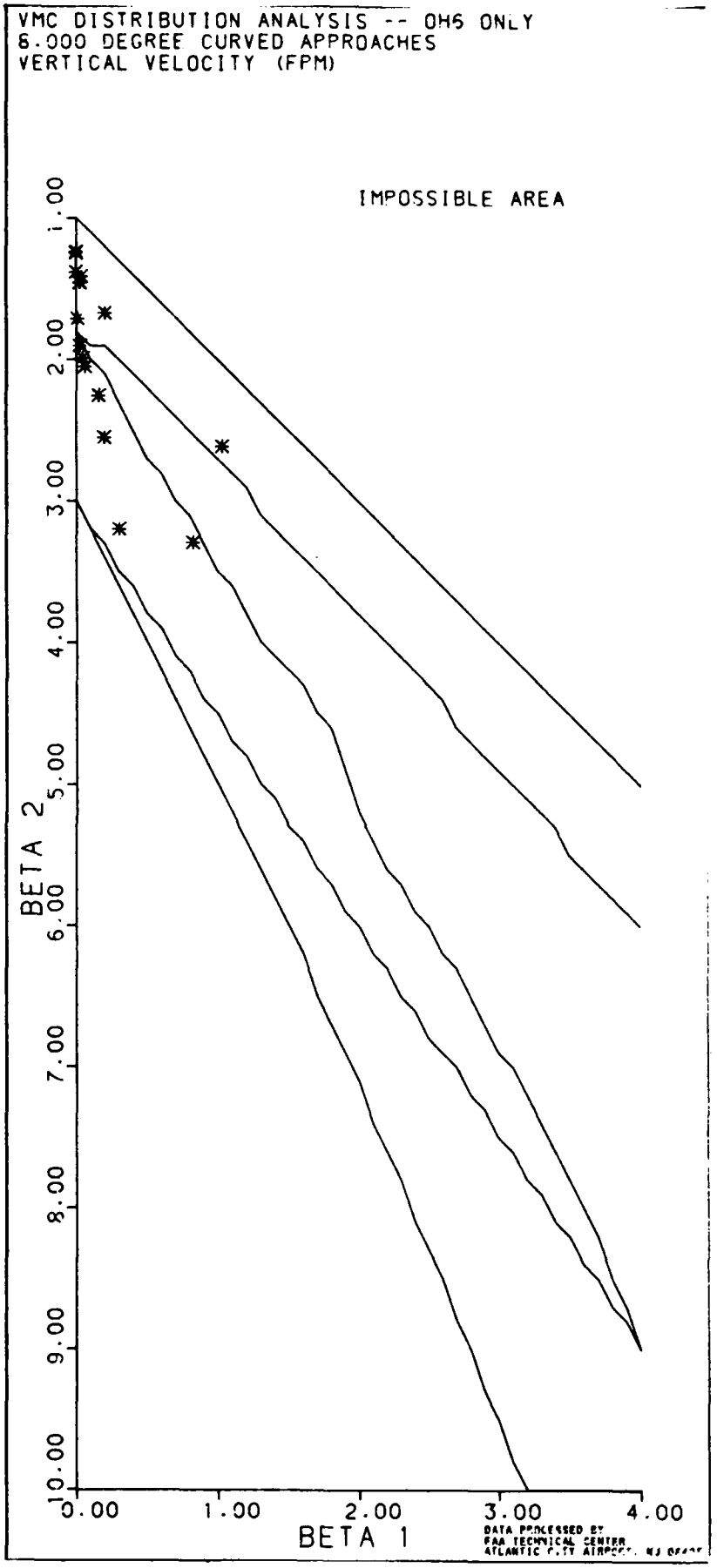
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
6.000 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)

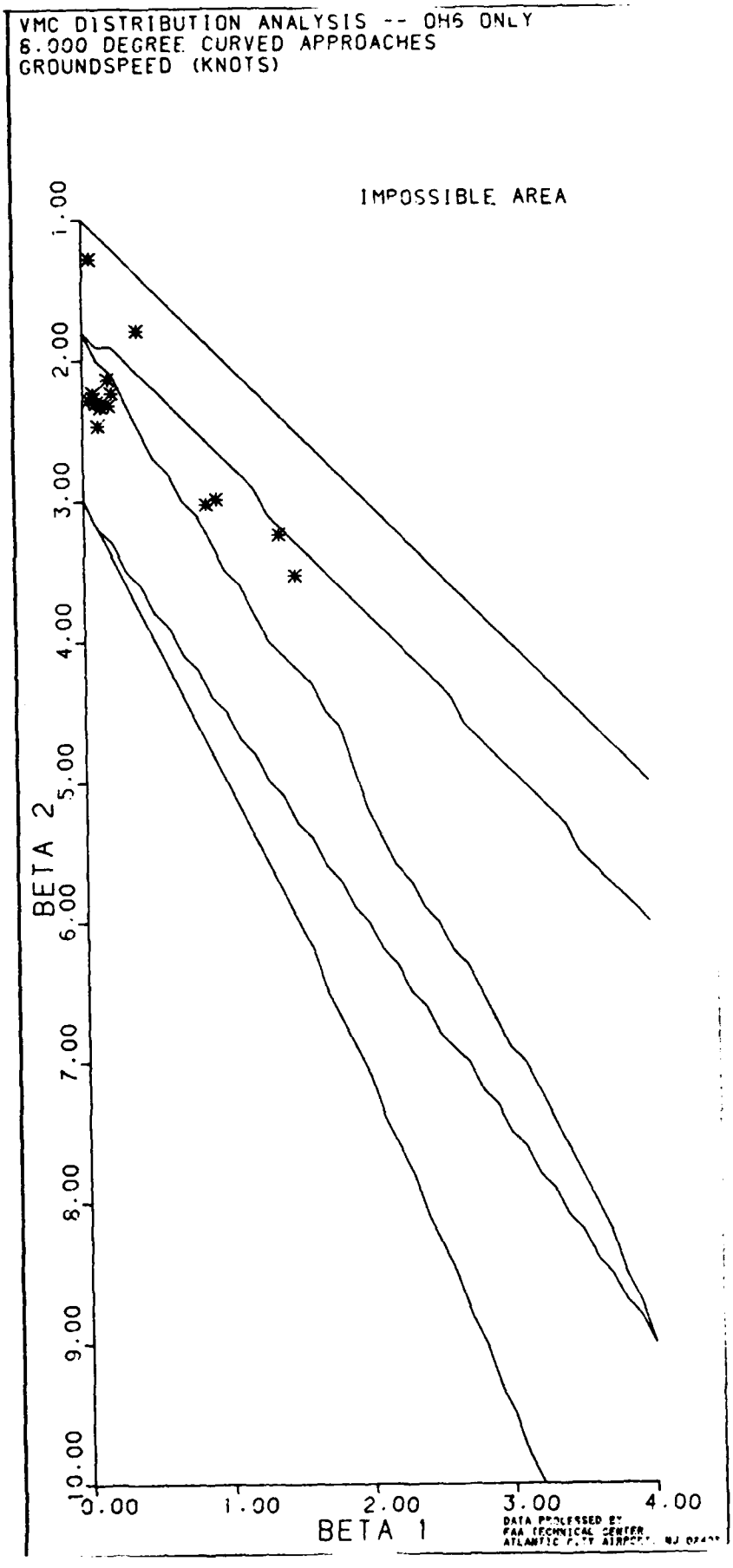


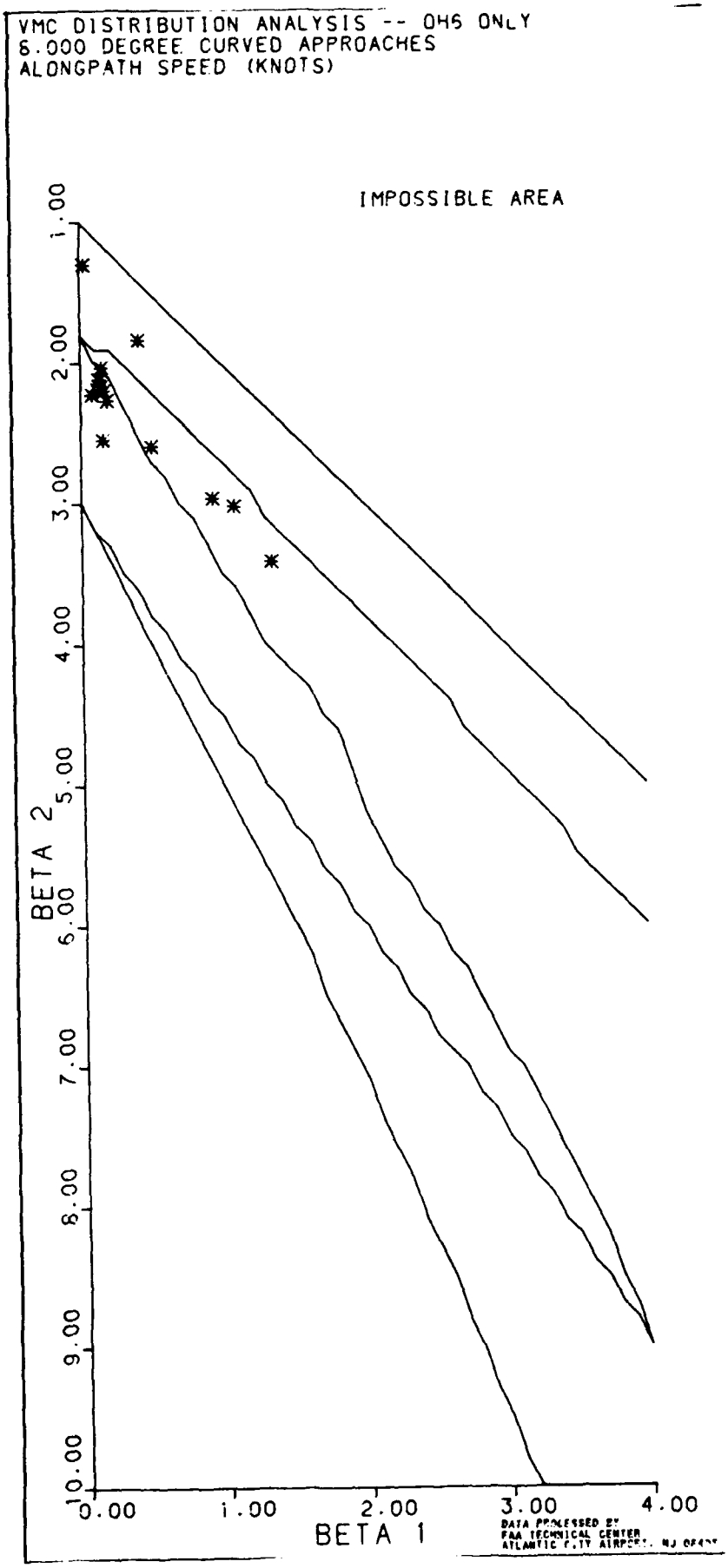

VMC DISTRIBUTION ANALYSIS -- DH6 ONLY
6.000 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

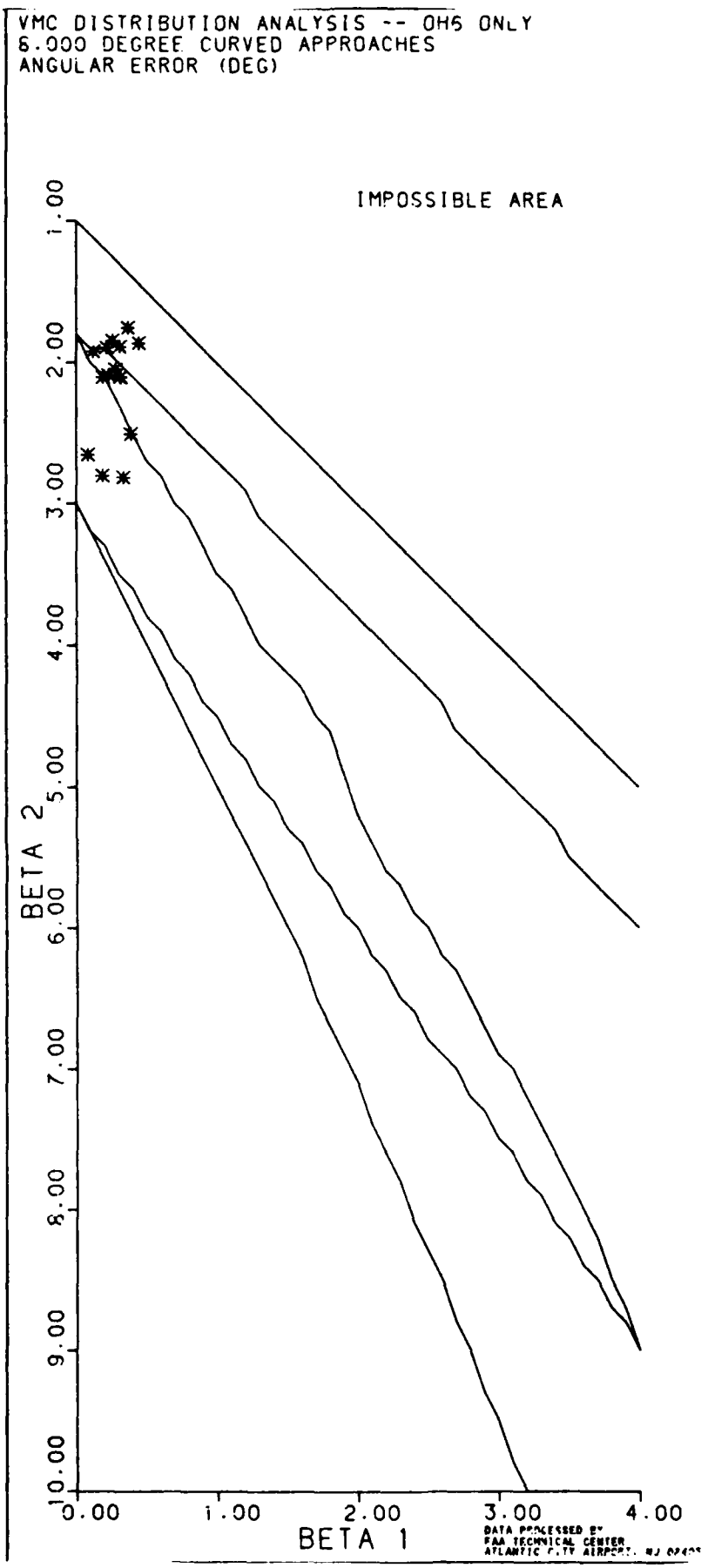

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

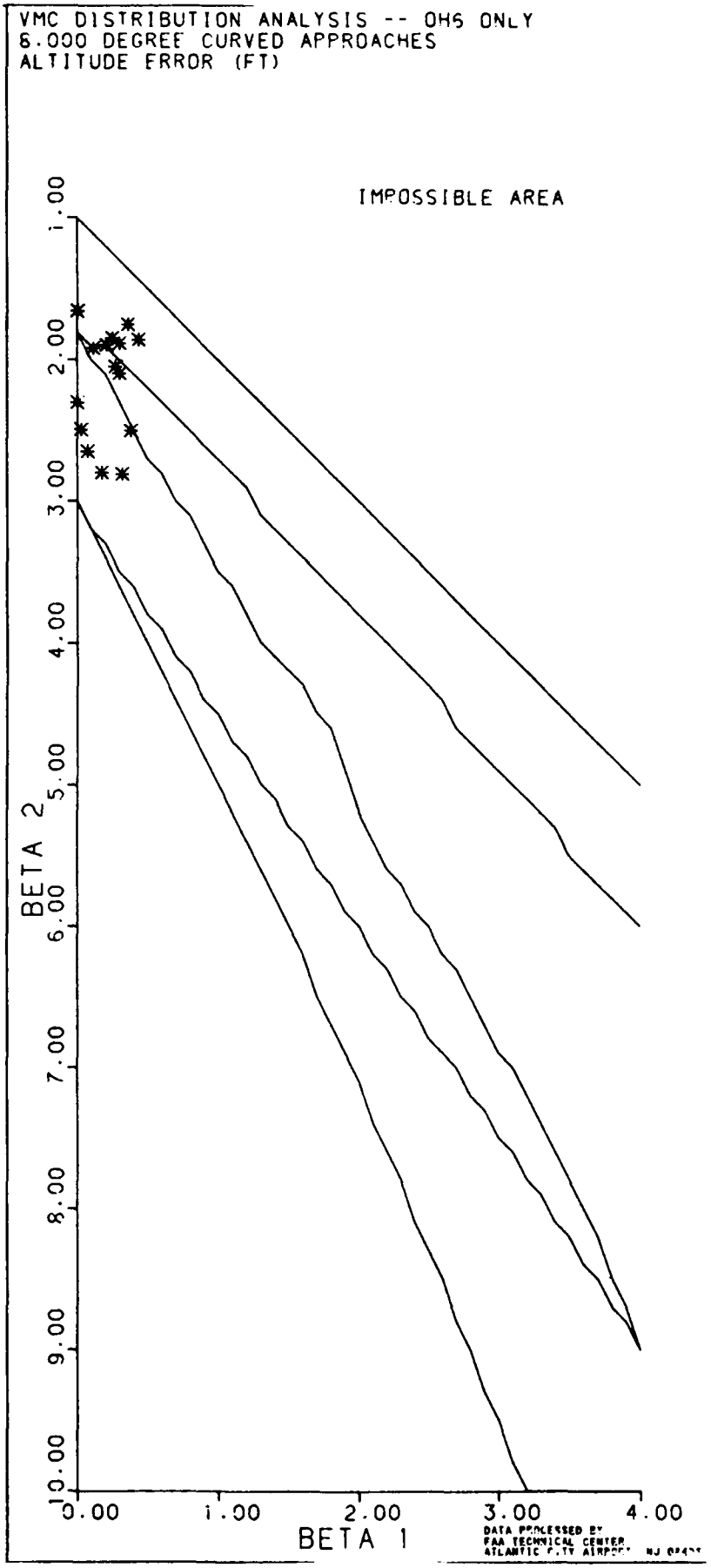

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

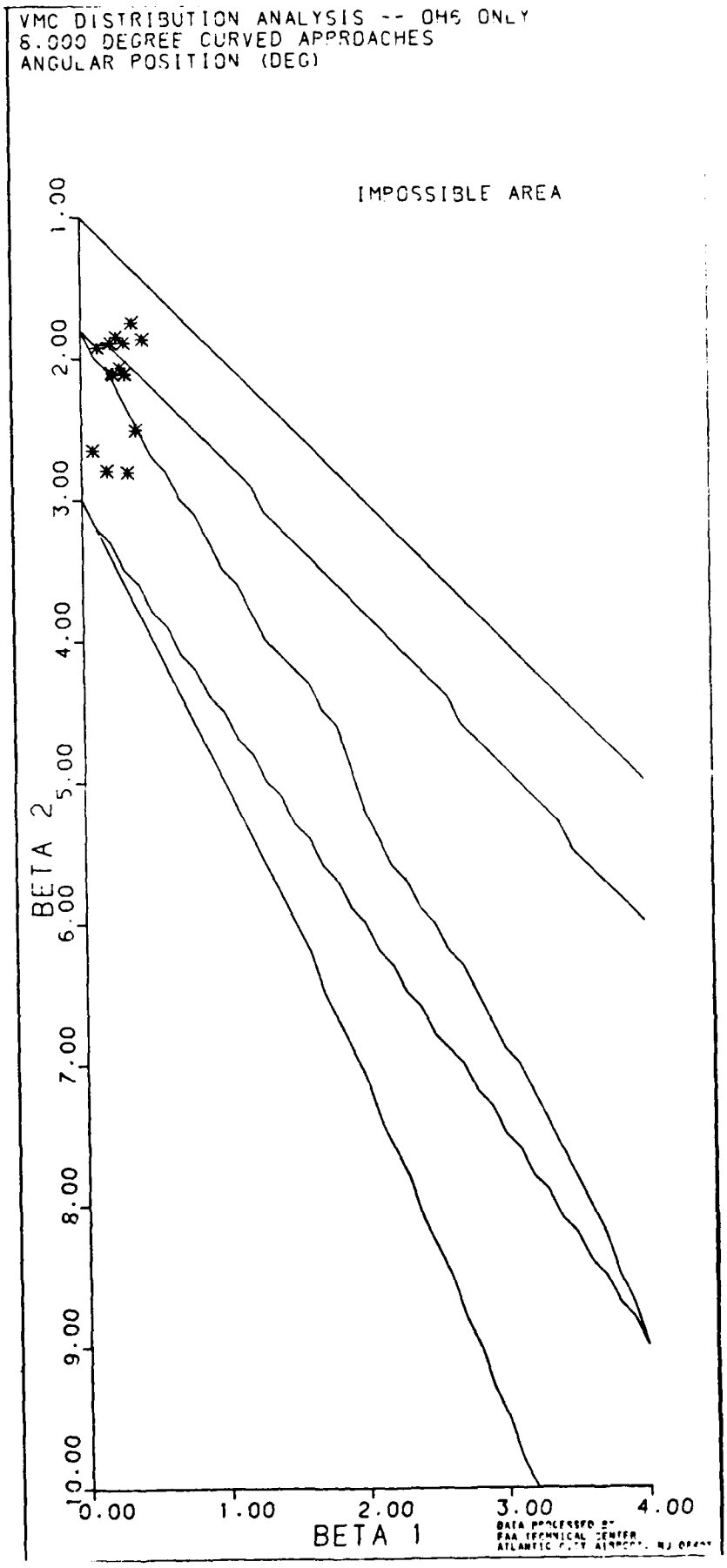

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

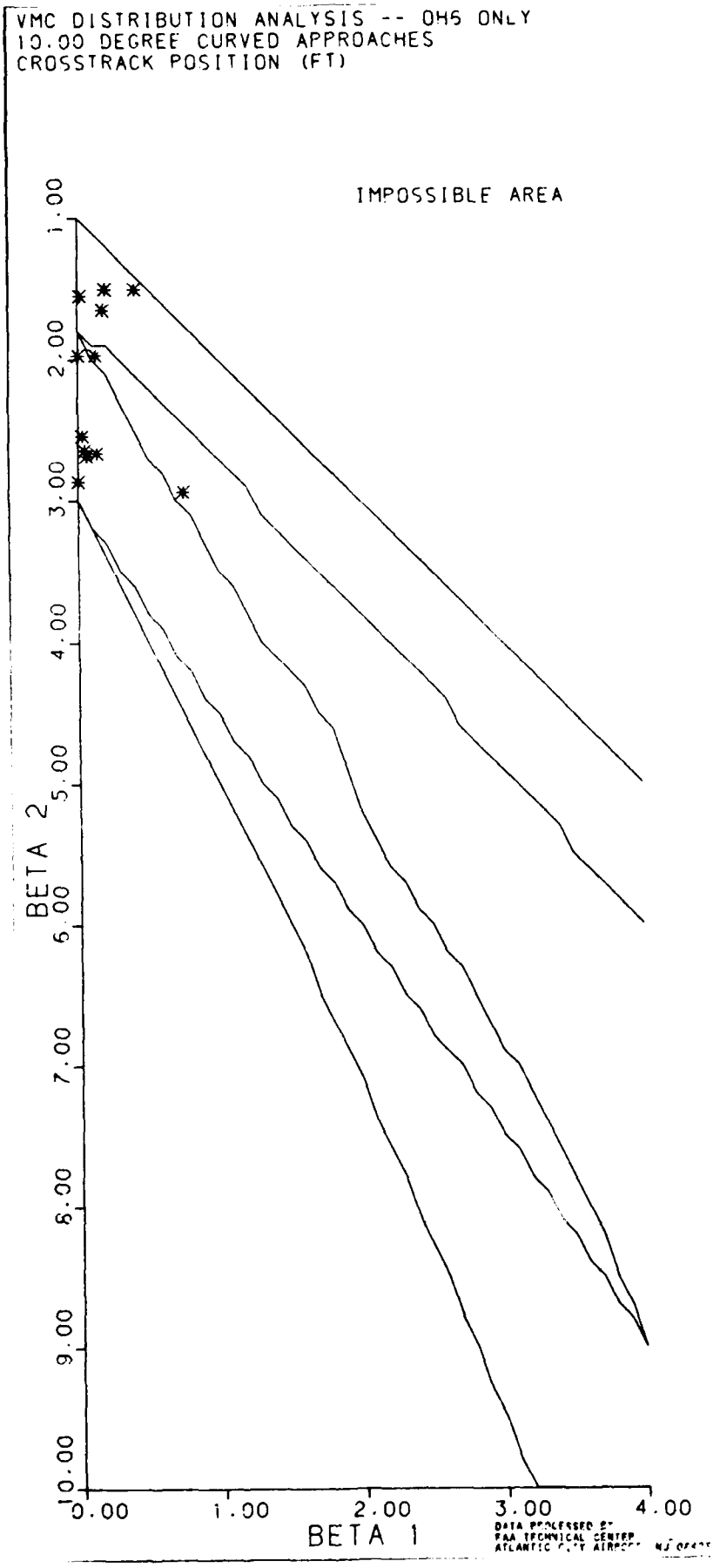

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
6.000 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

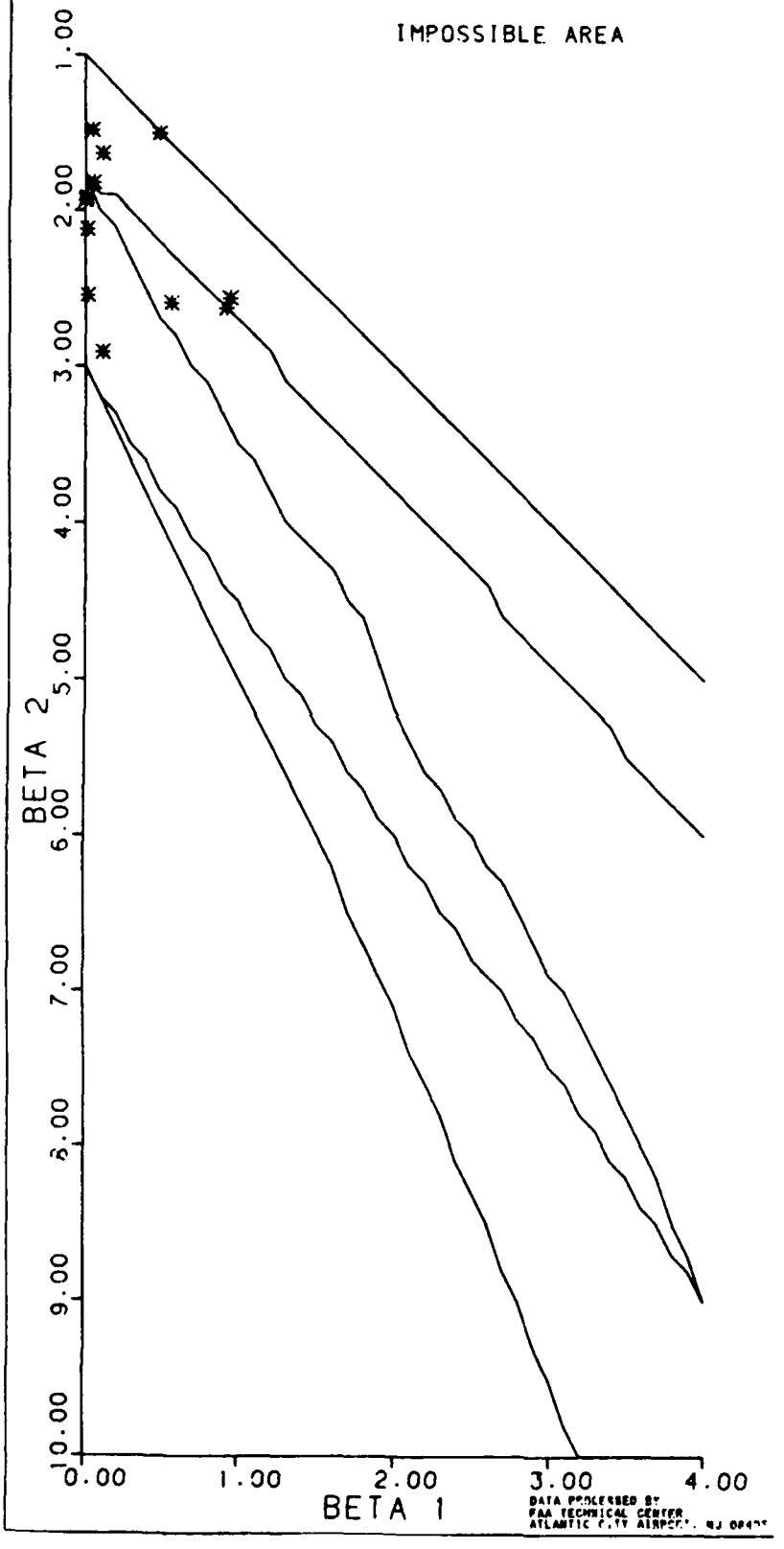

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
6.000 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

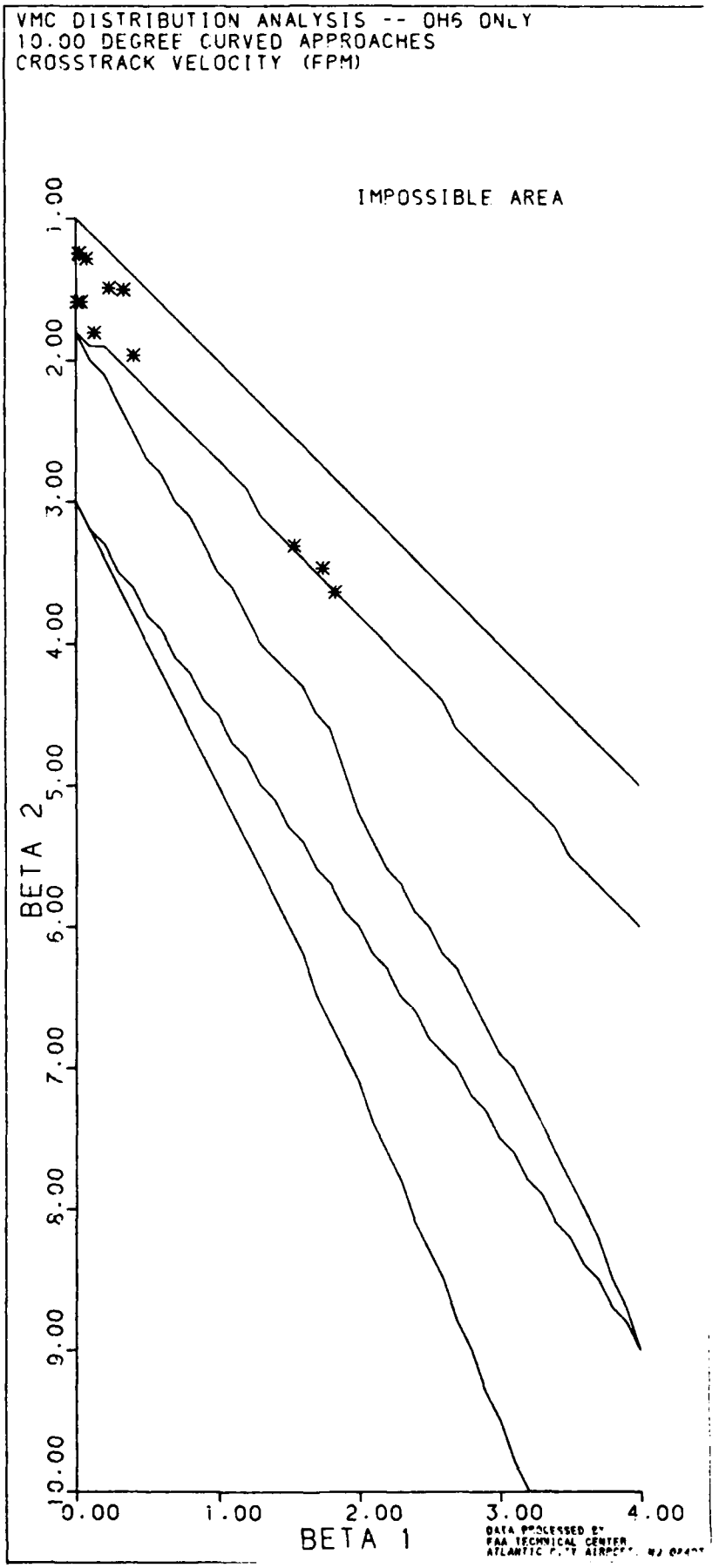

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
6.000 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

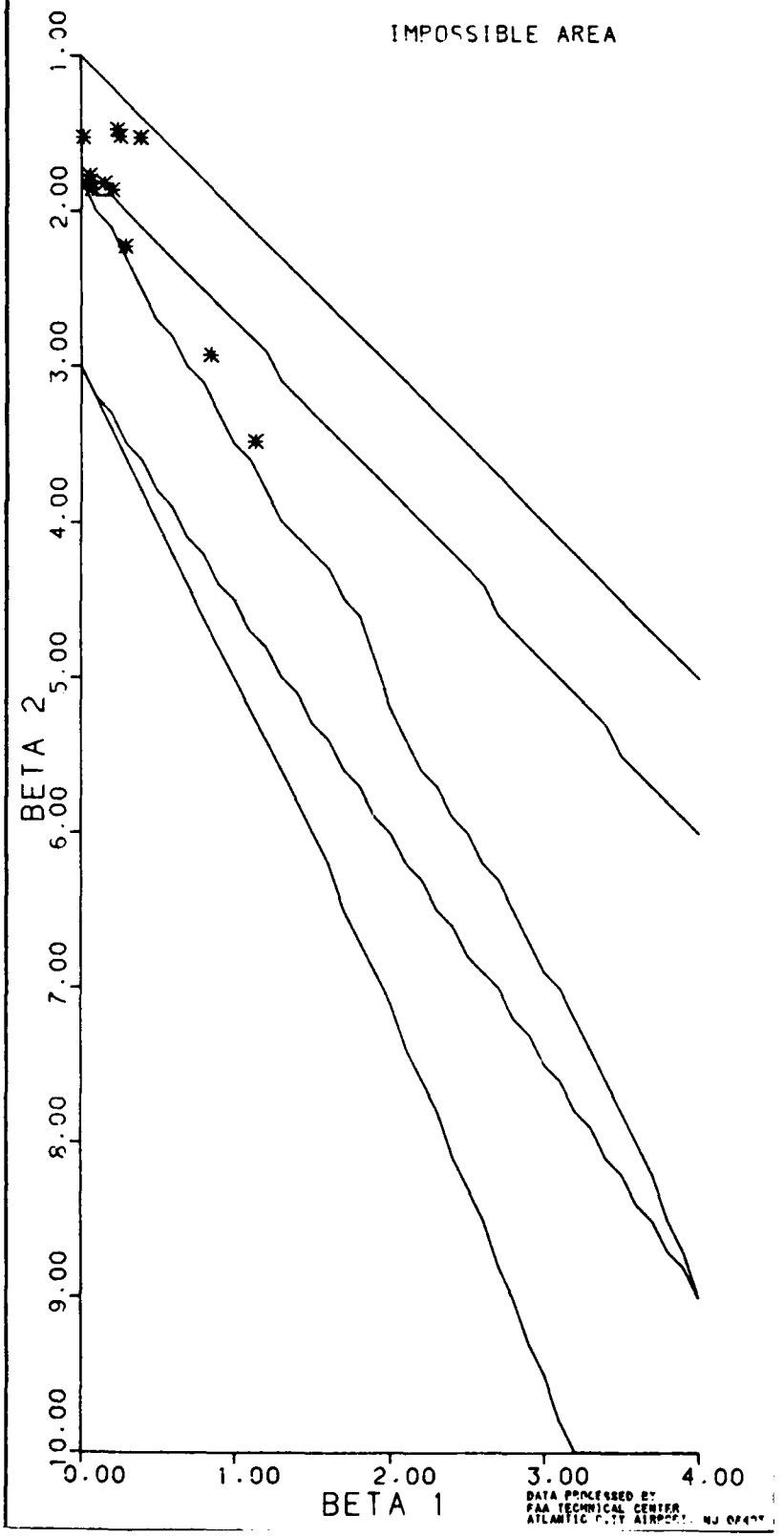

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
10.00 DEGREE CURVED APPROACHES
ALTITUDE (FT)

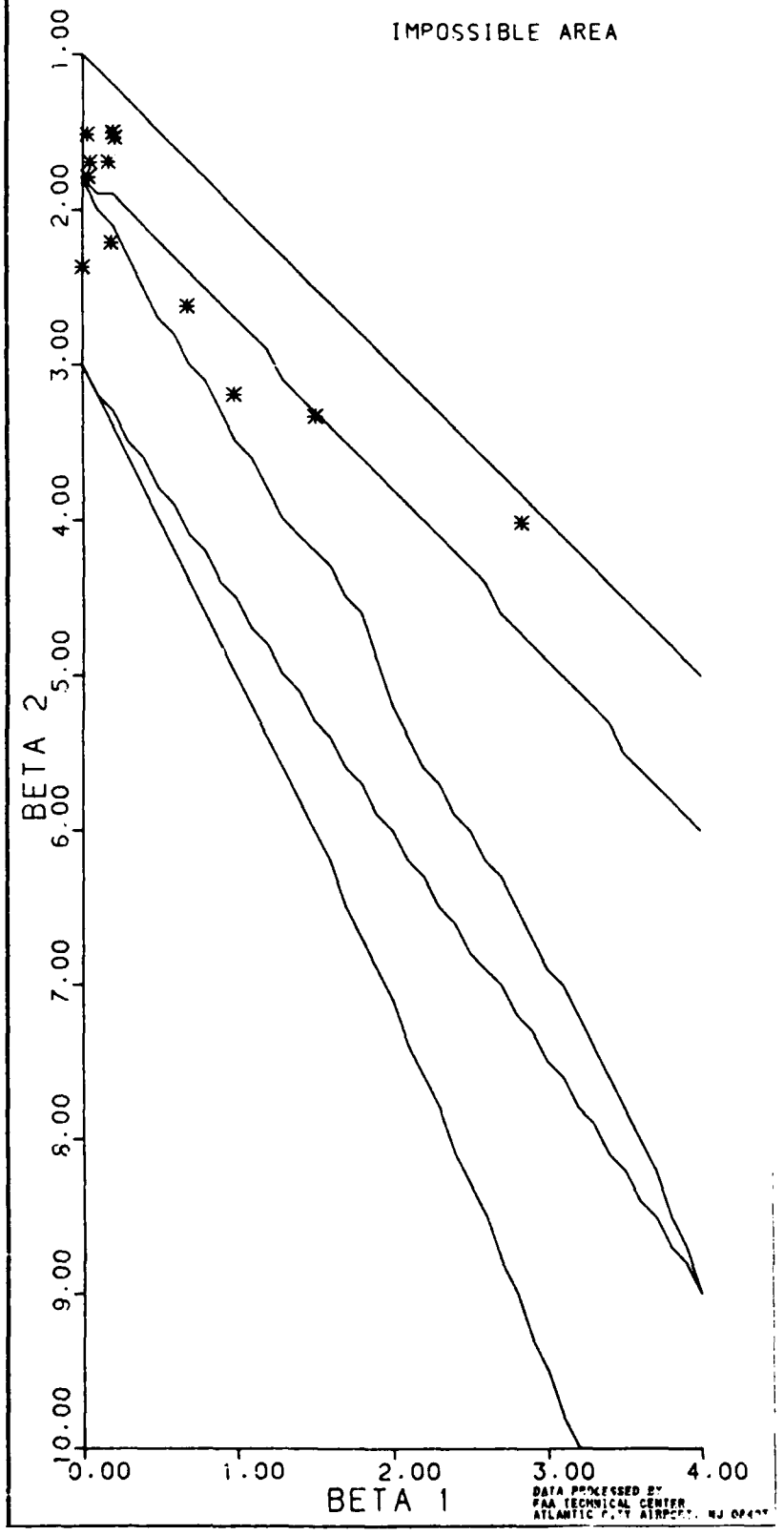


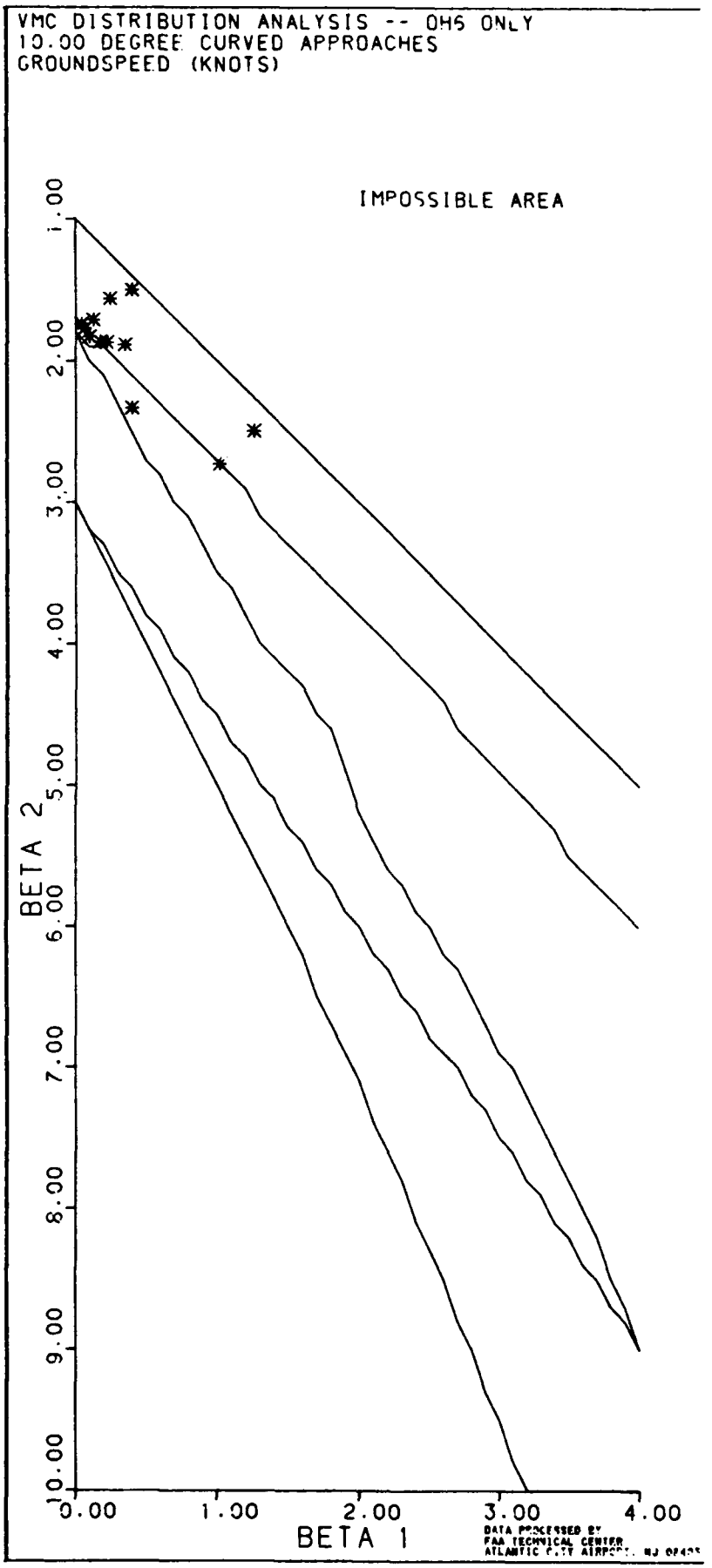

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
10.00 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

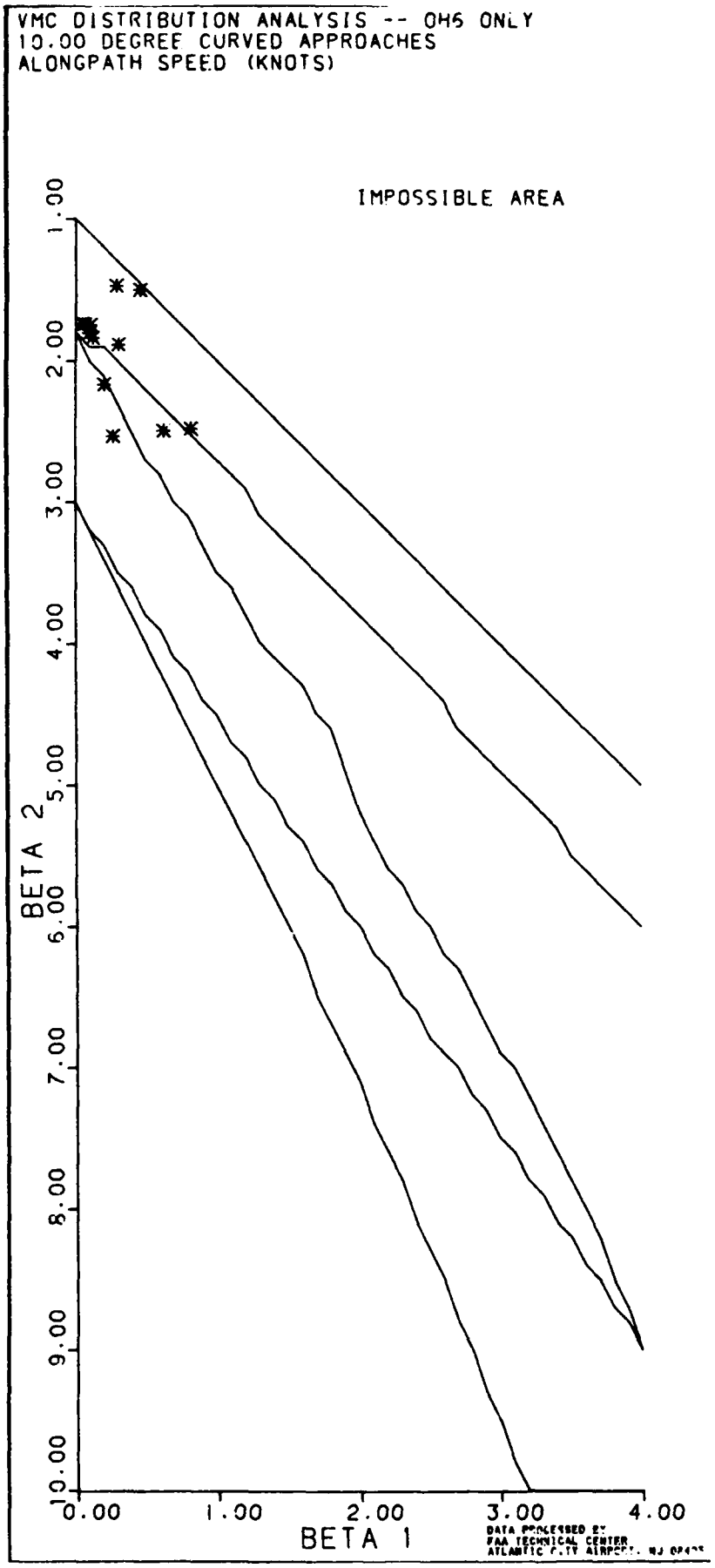
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)

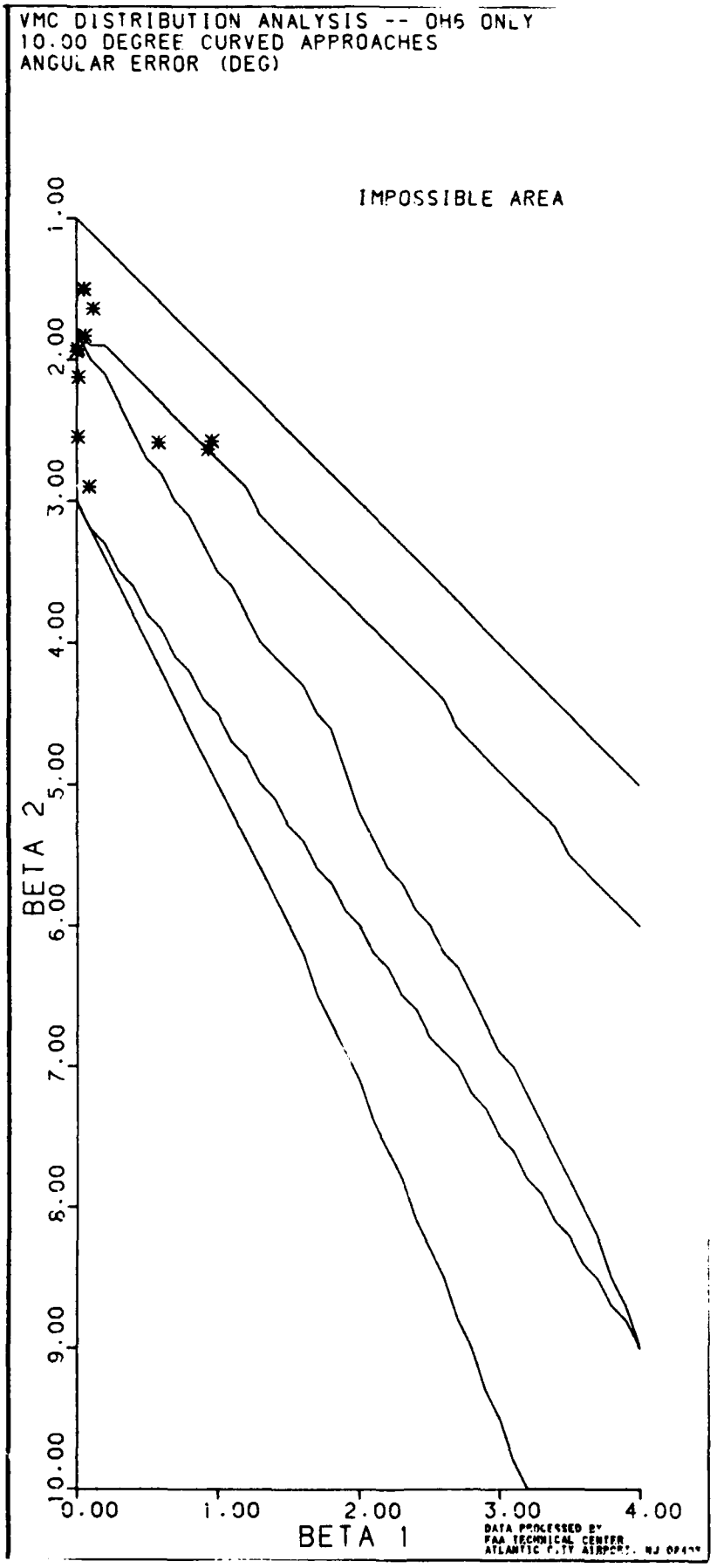


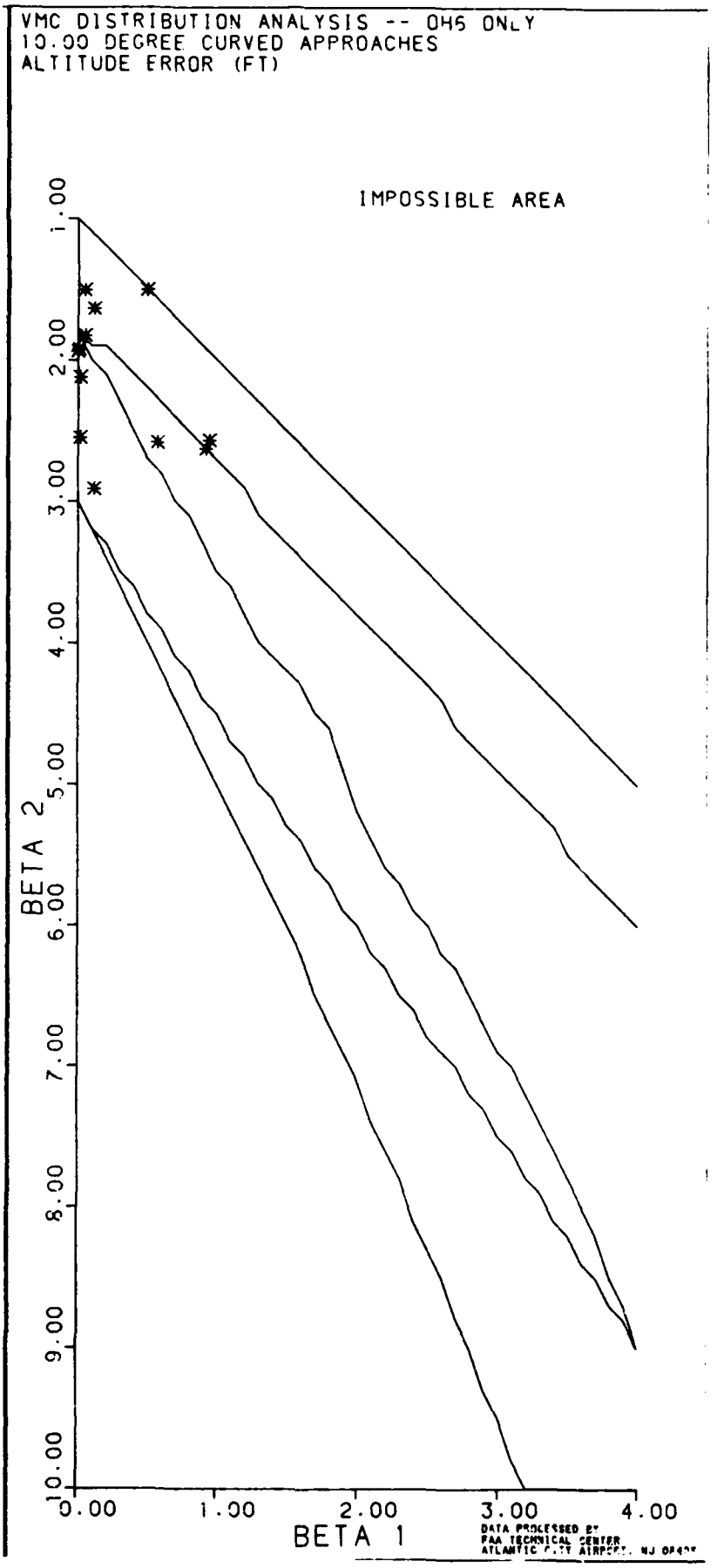
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)

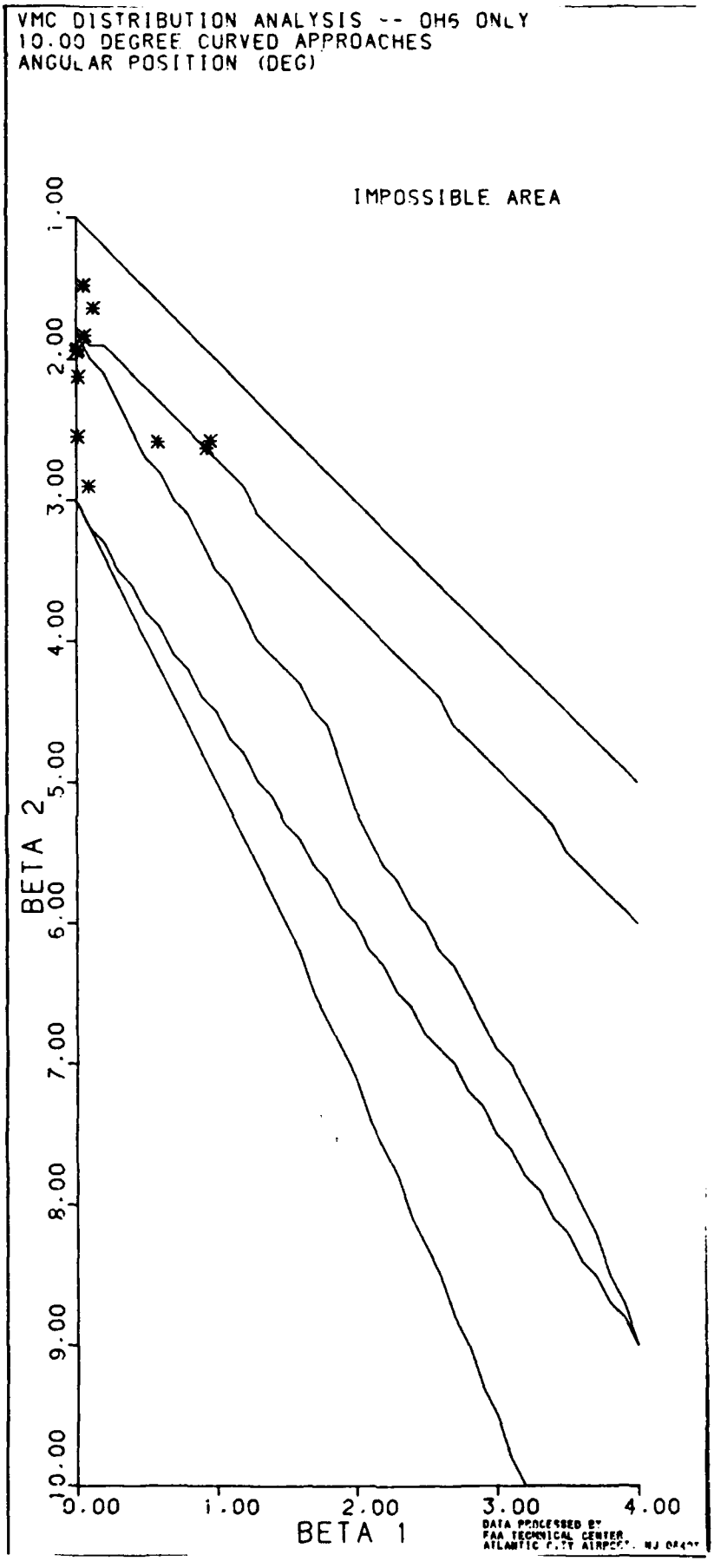


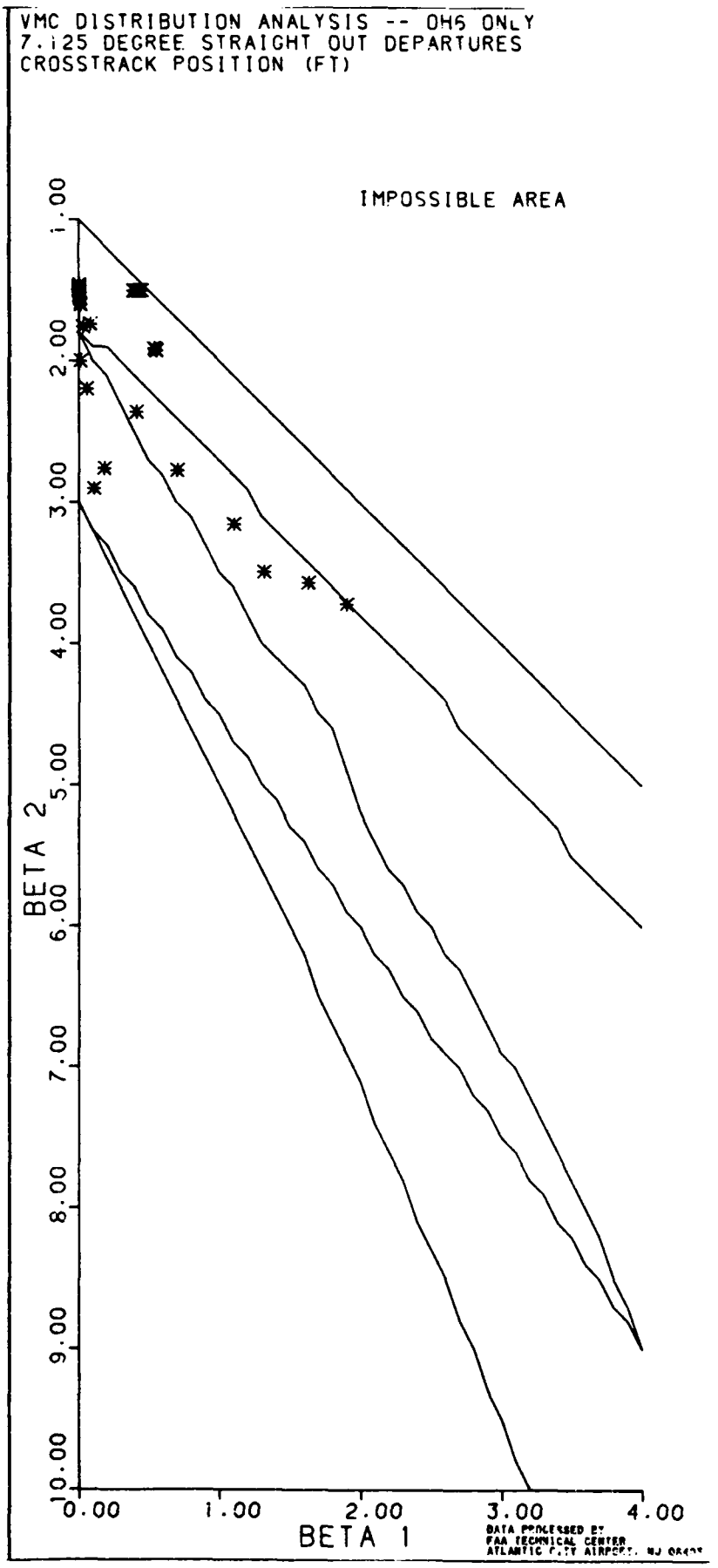

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

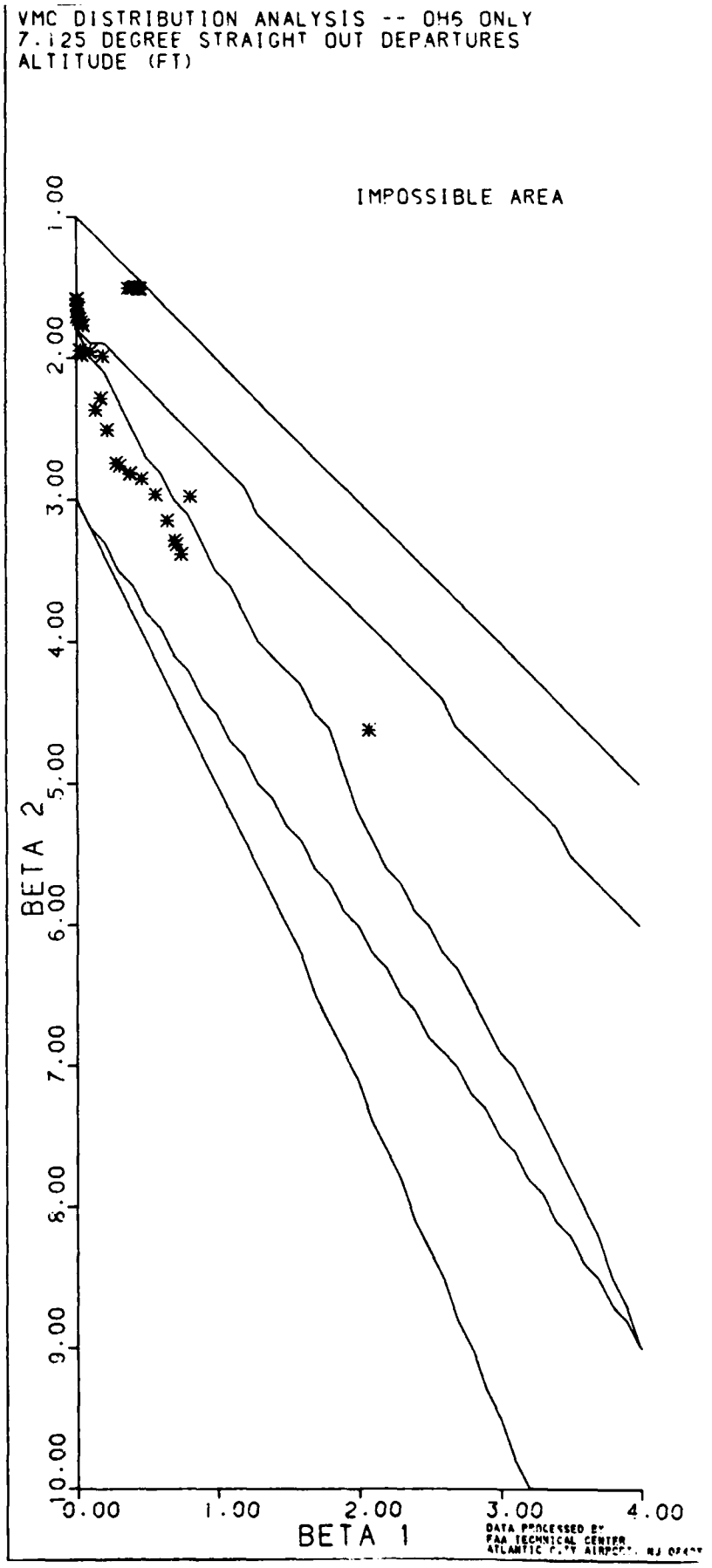

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

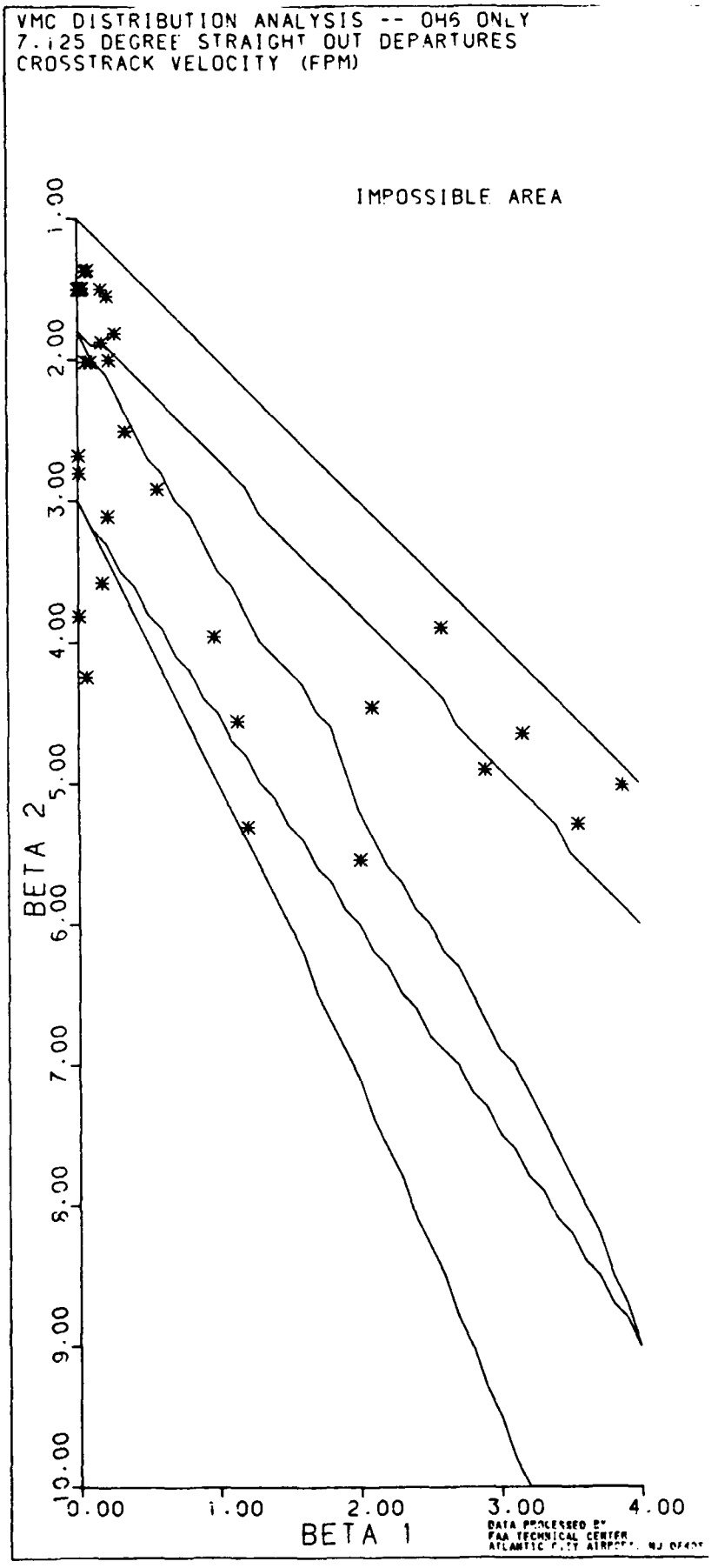

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
10.00 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

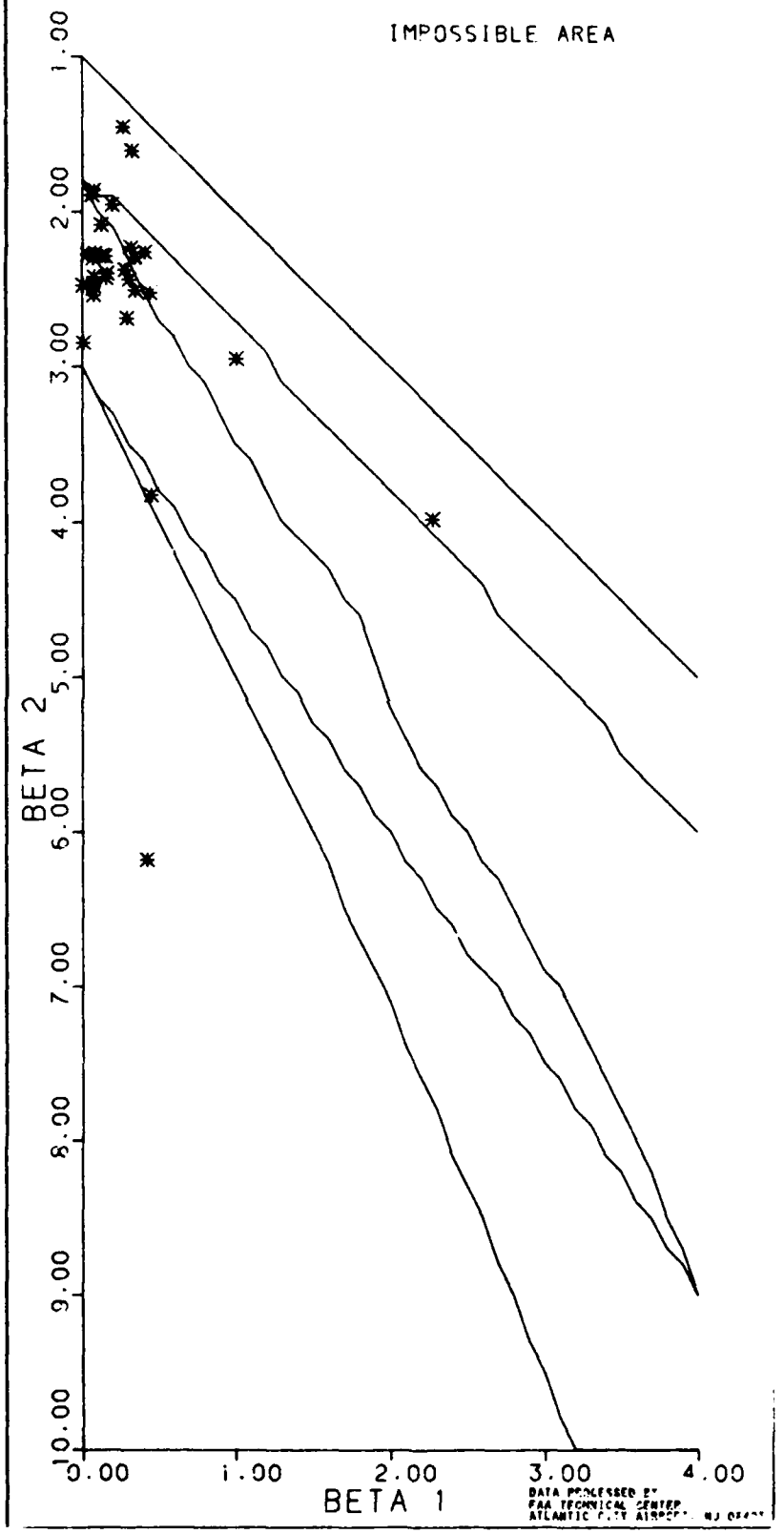

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
10.00 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

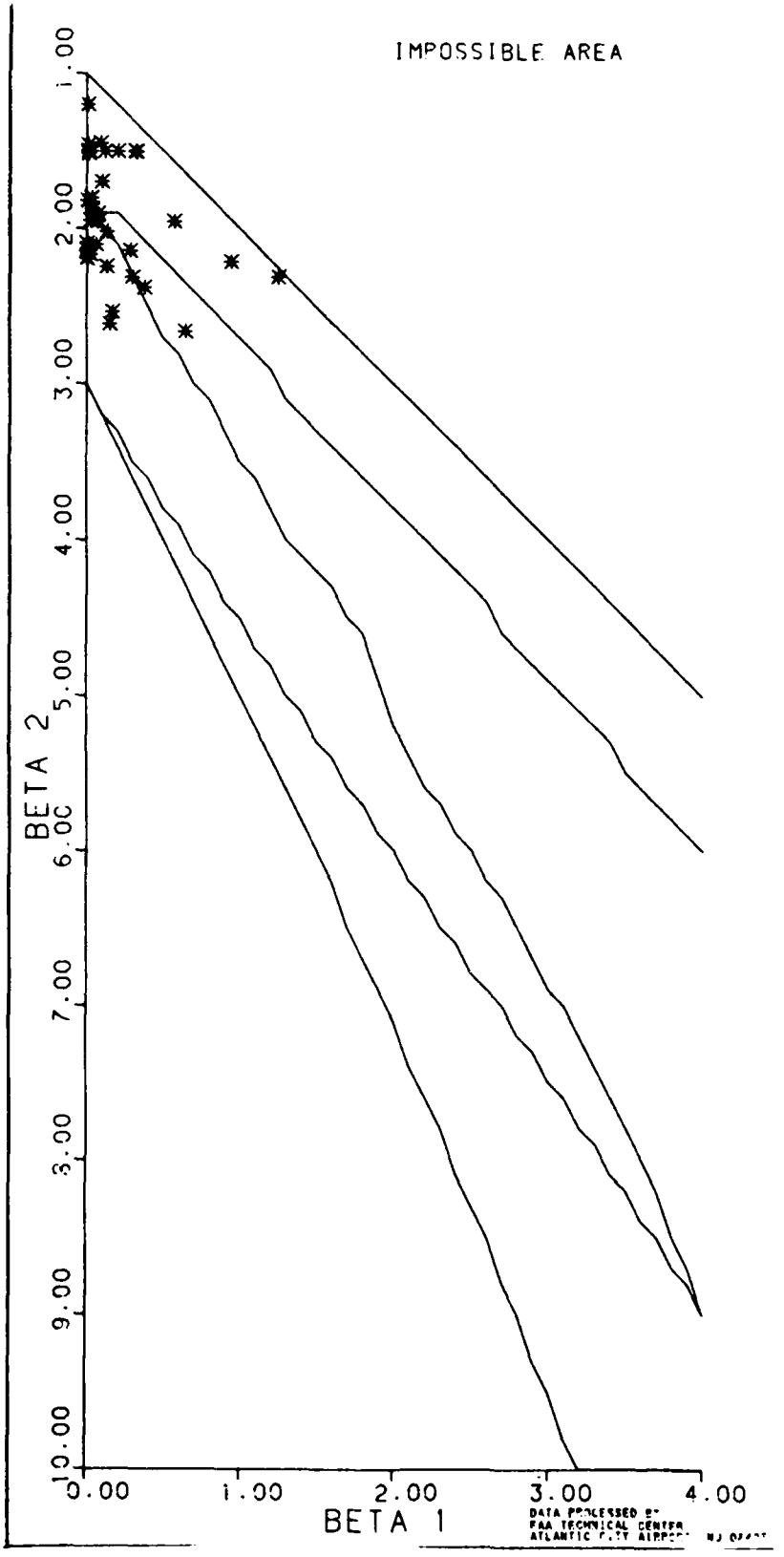

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ

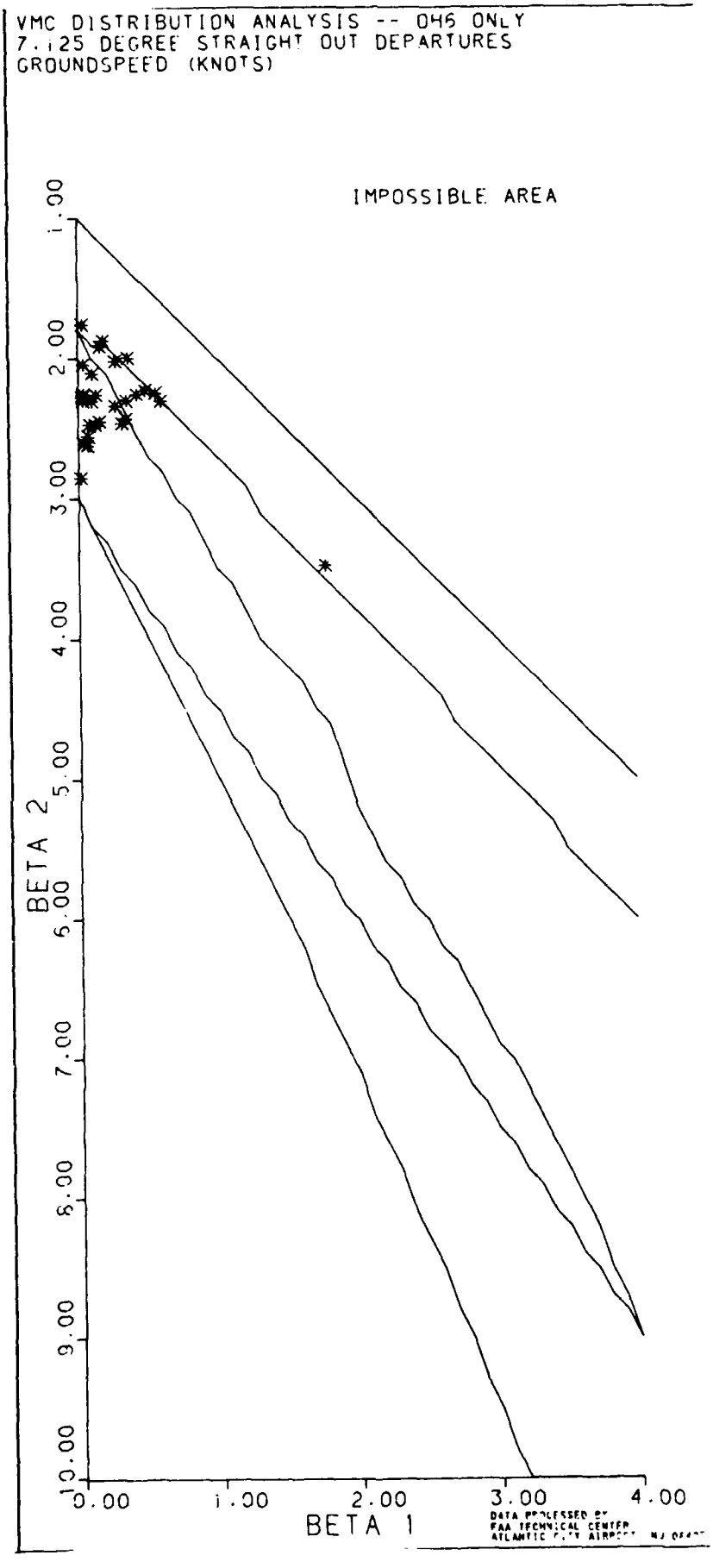

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

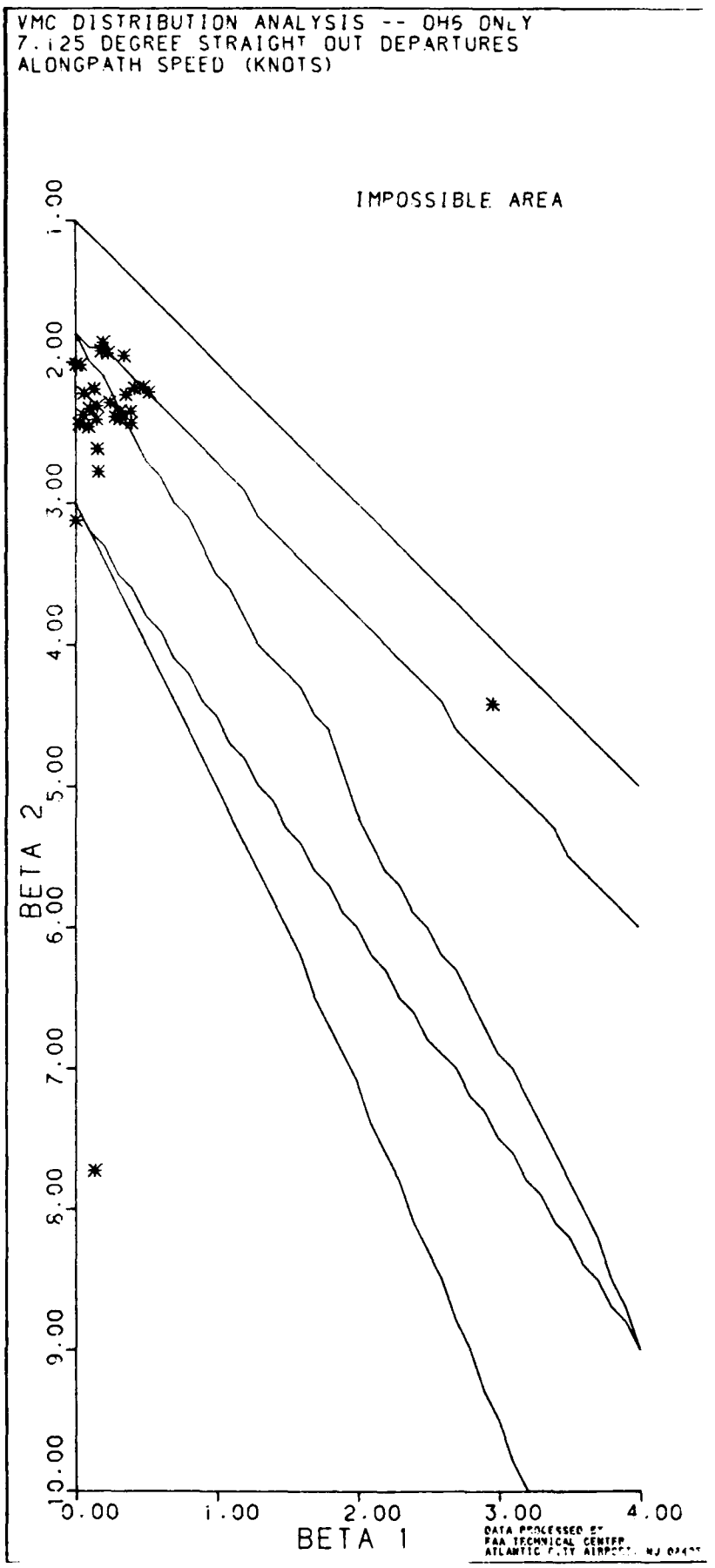
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)

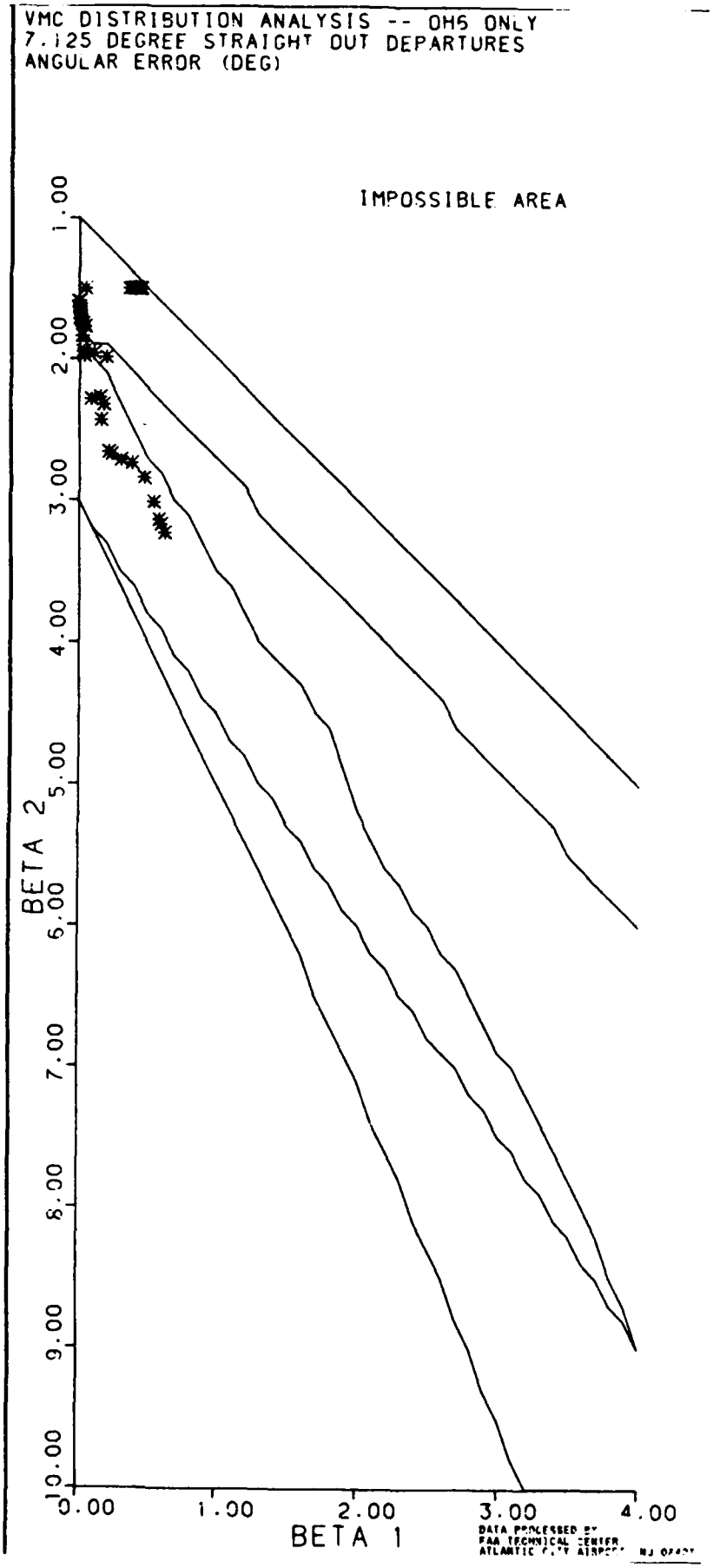


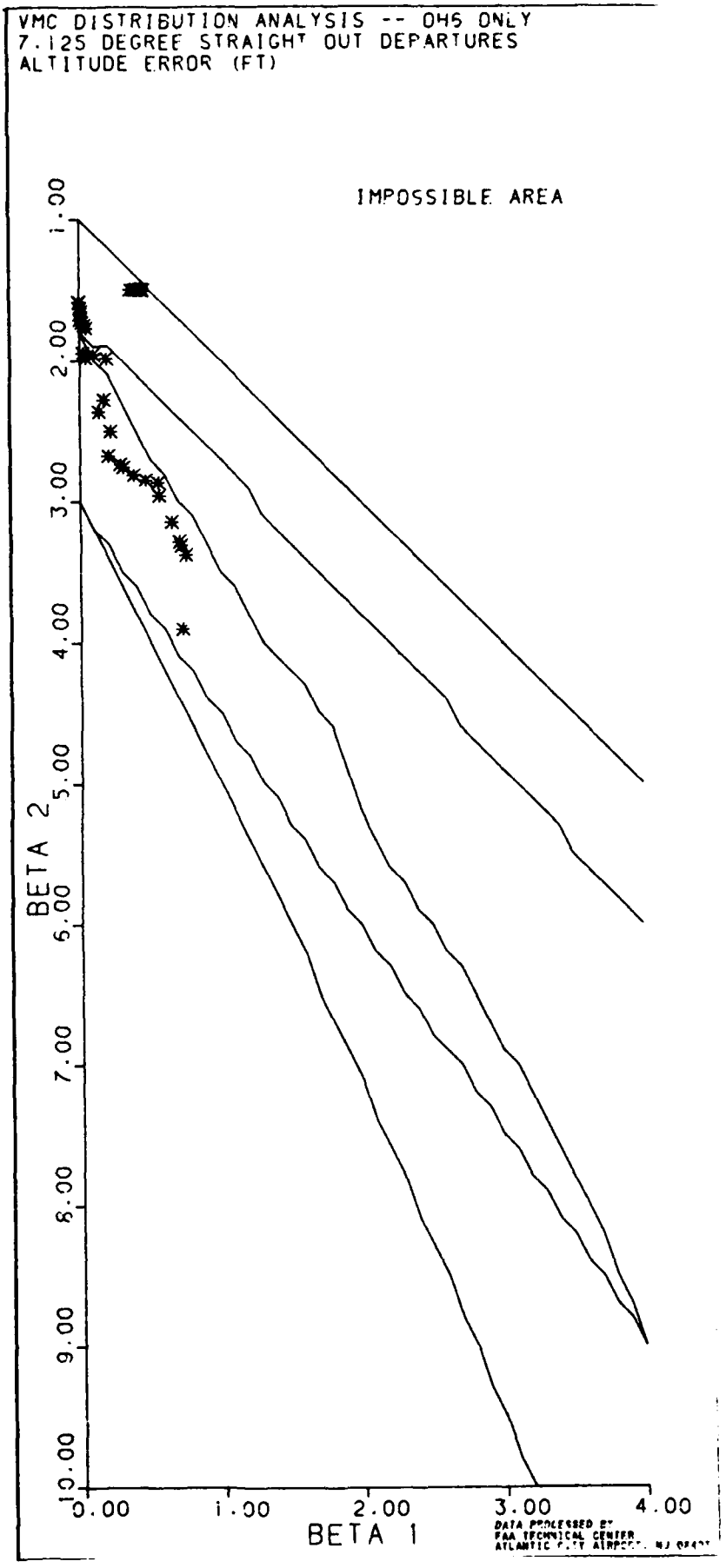
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)

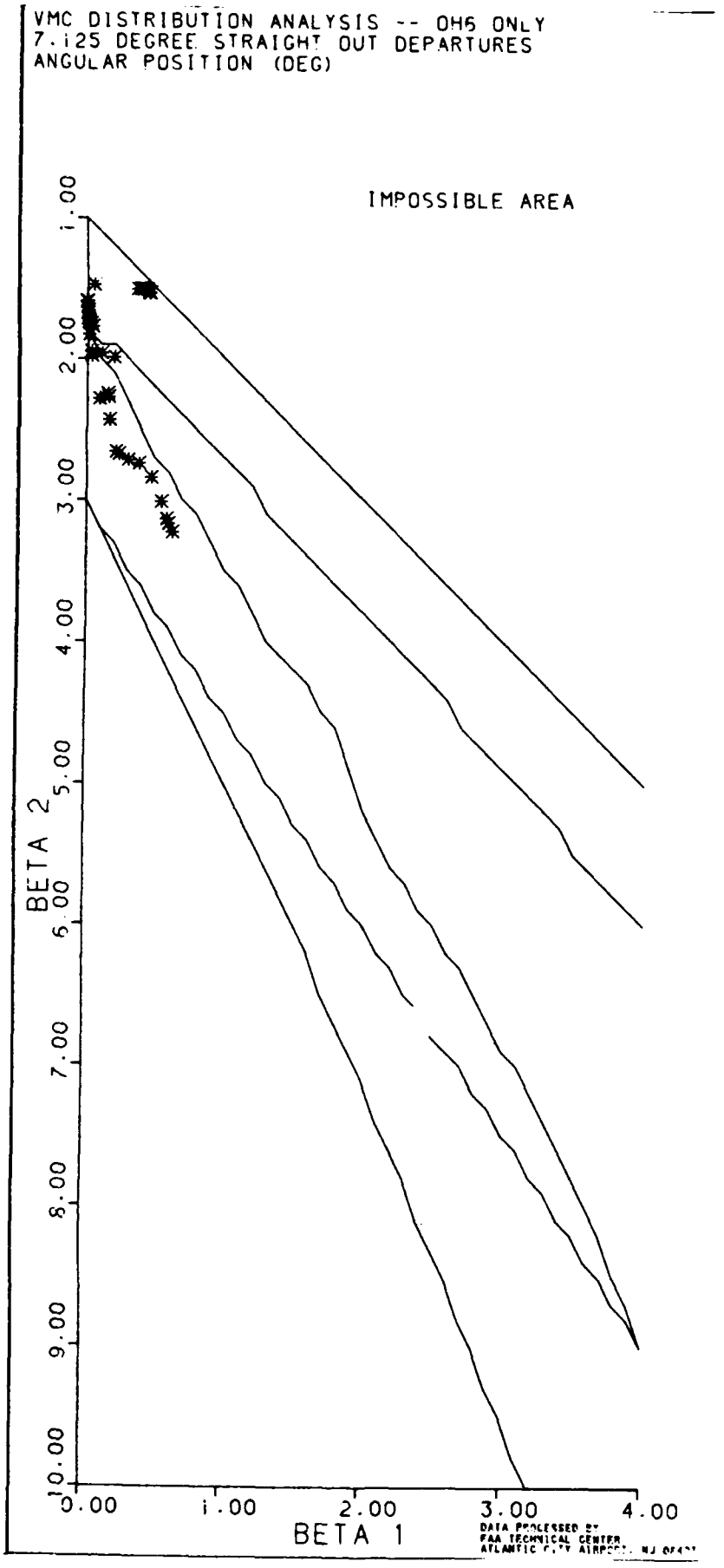


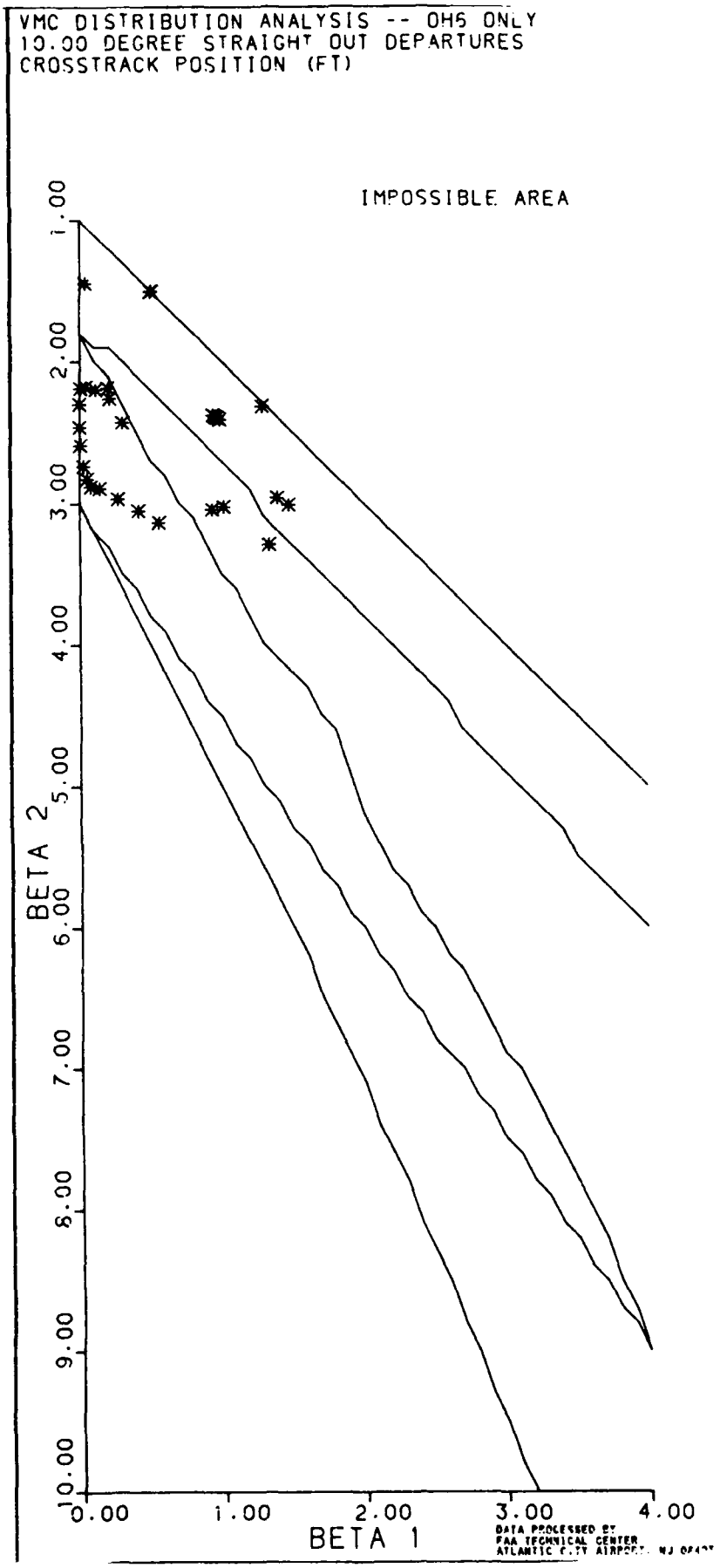

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

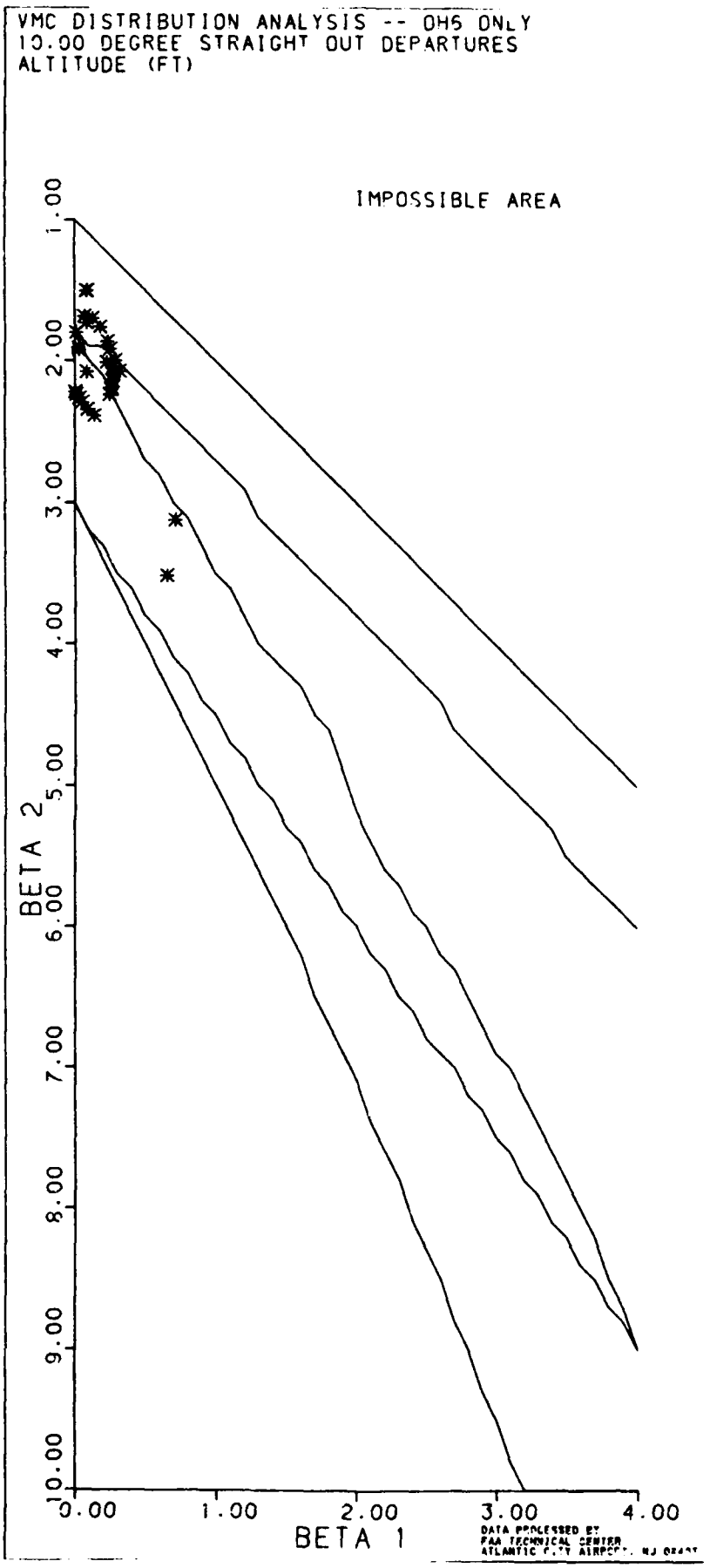

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

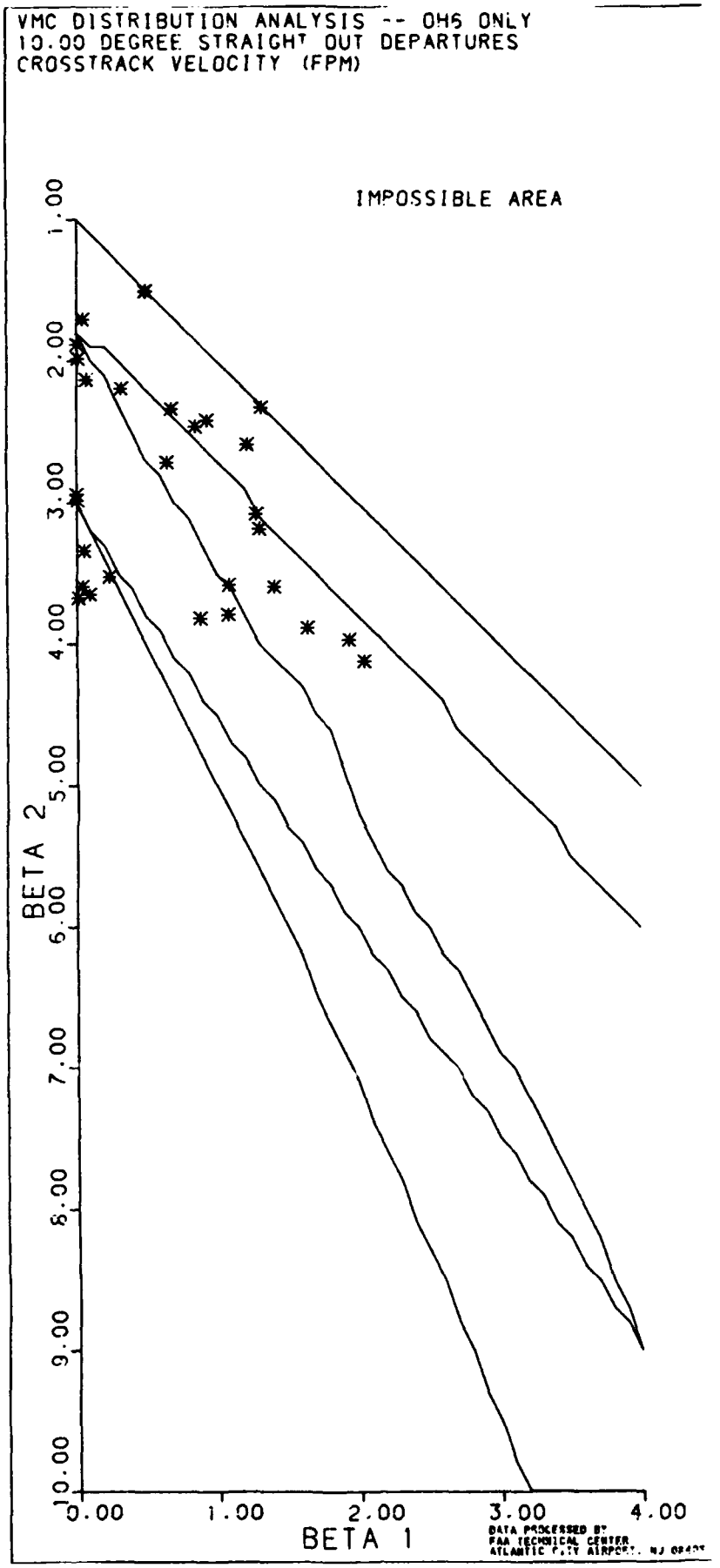

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

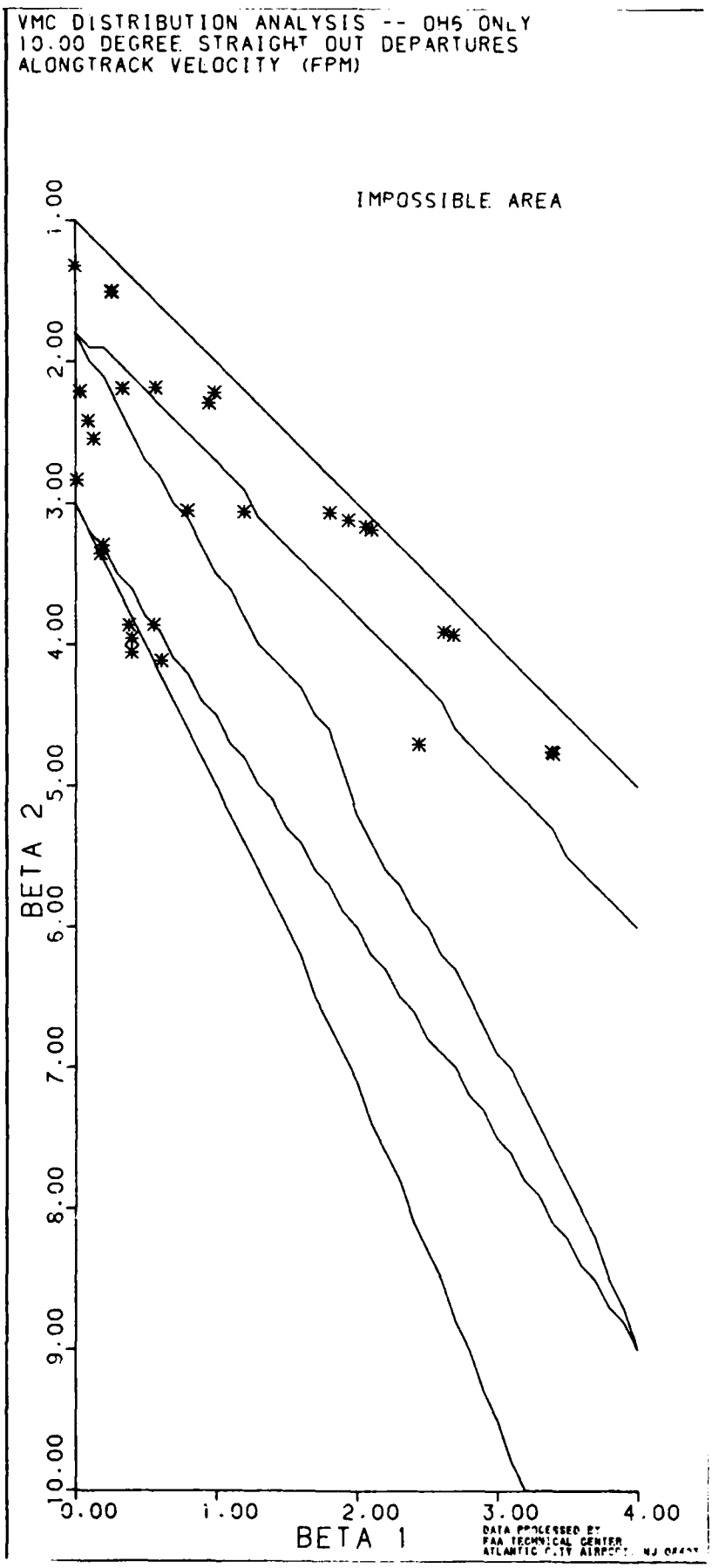

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

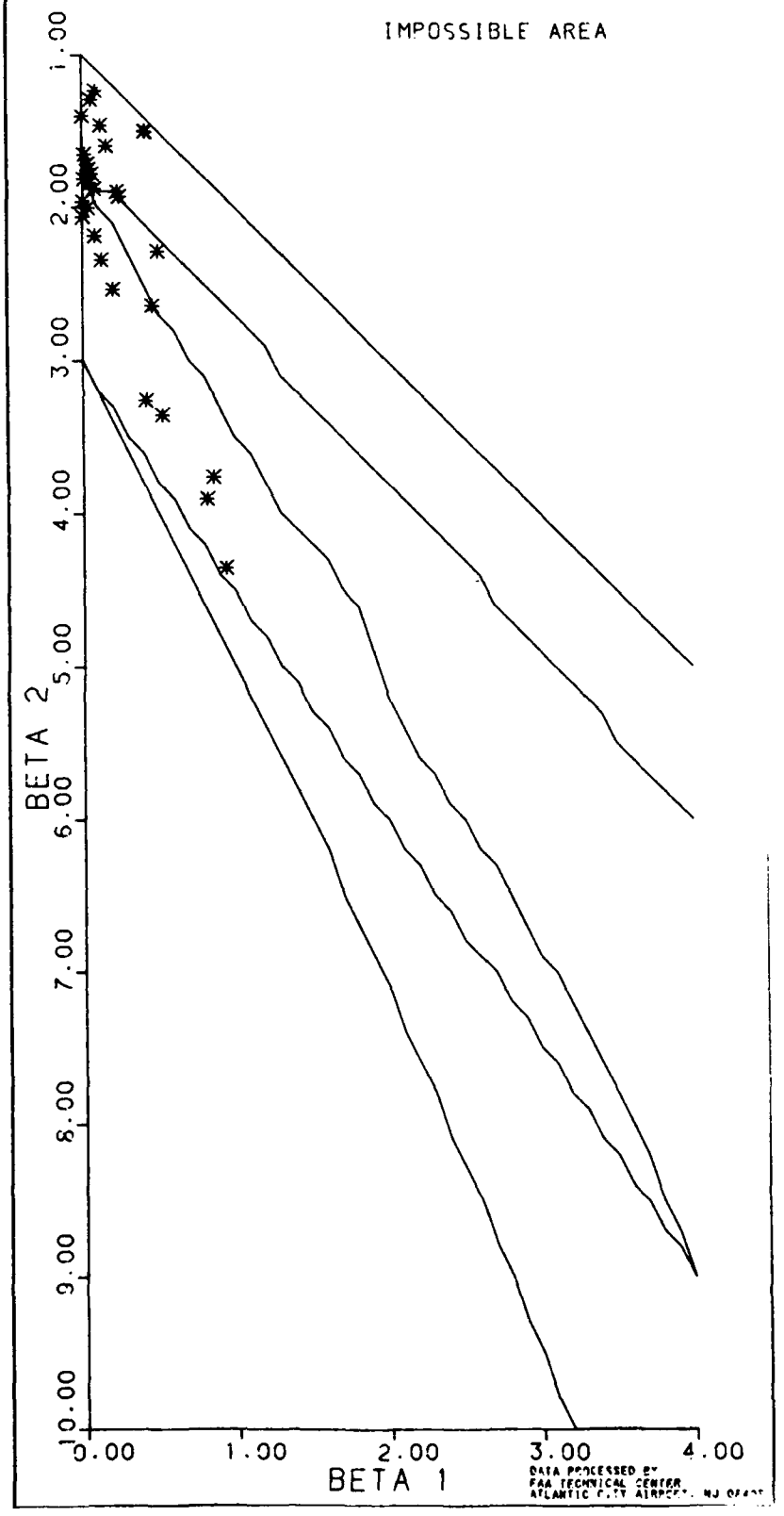

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

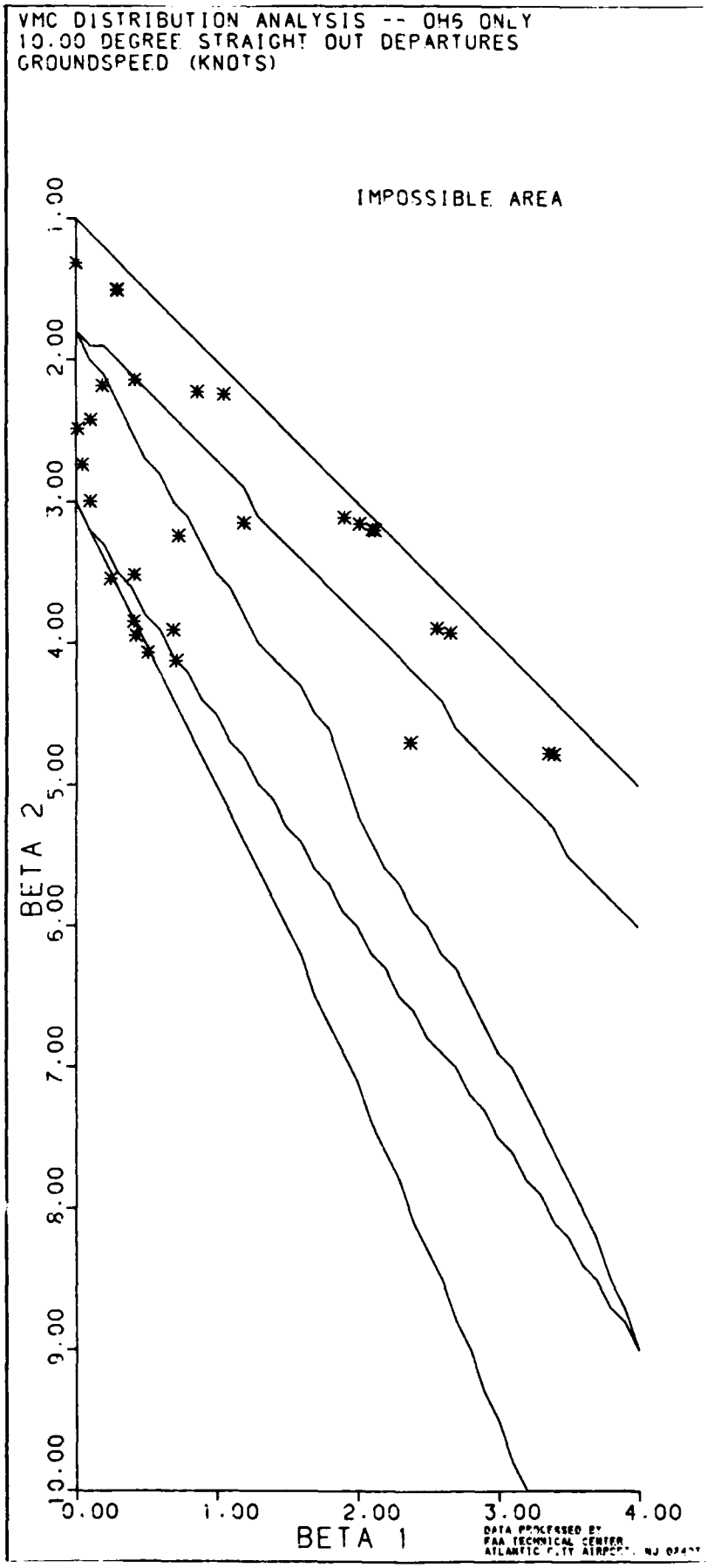

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

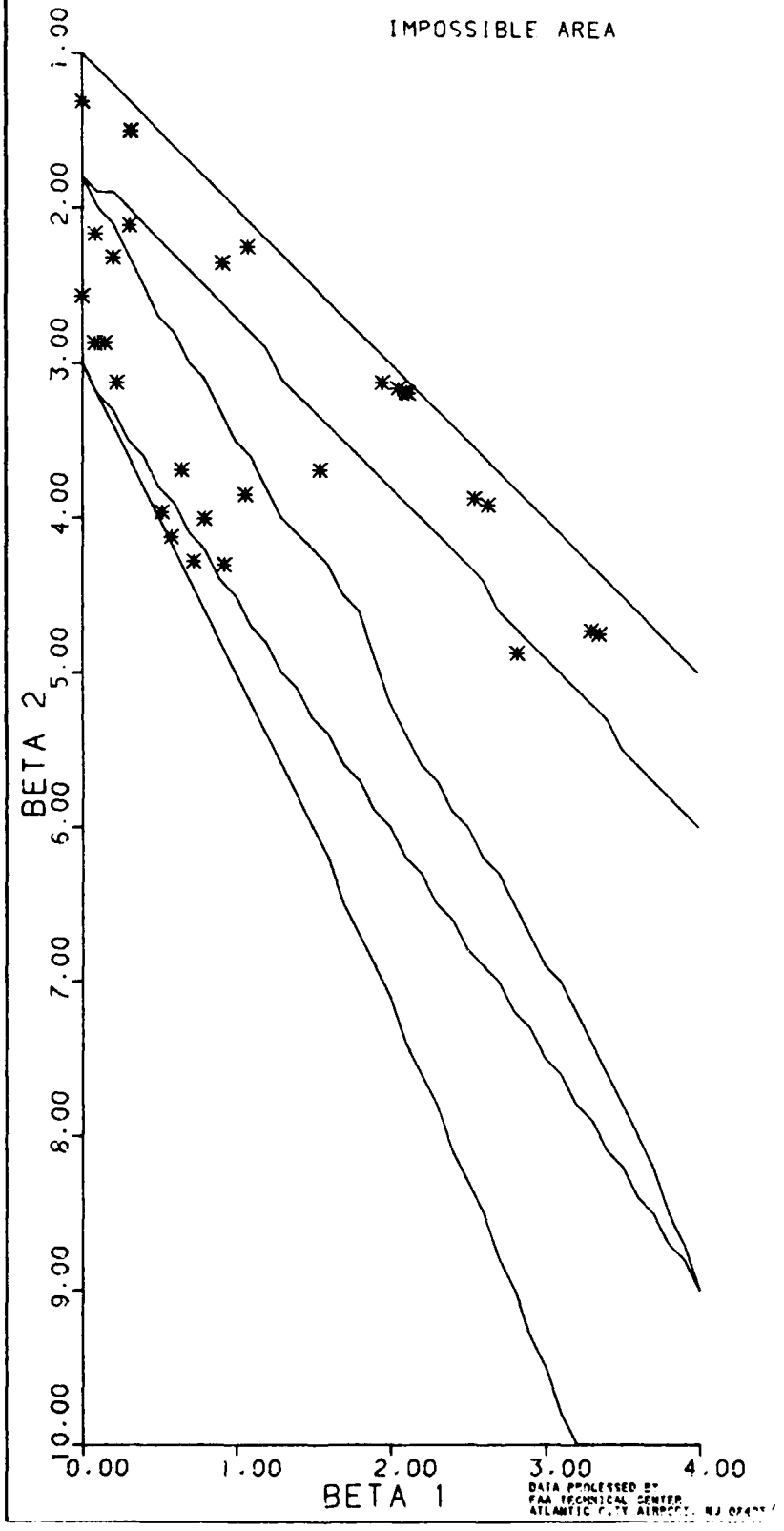

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- OH5 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)

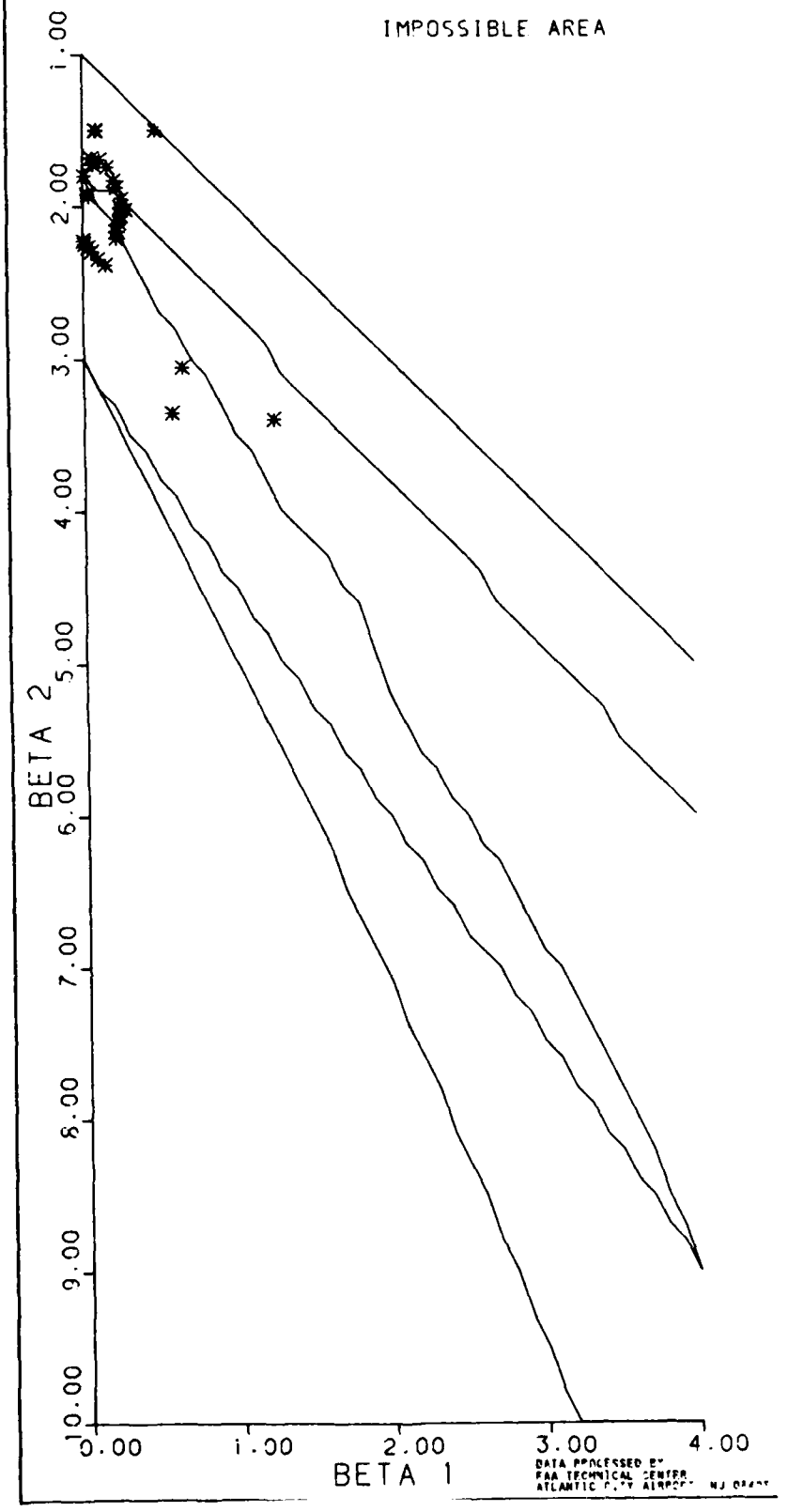


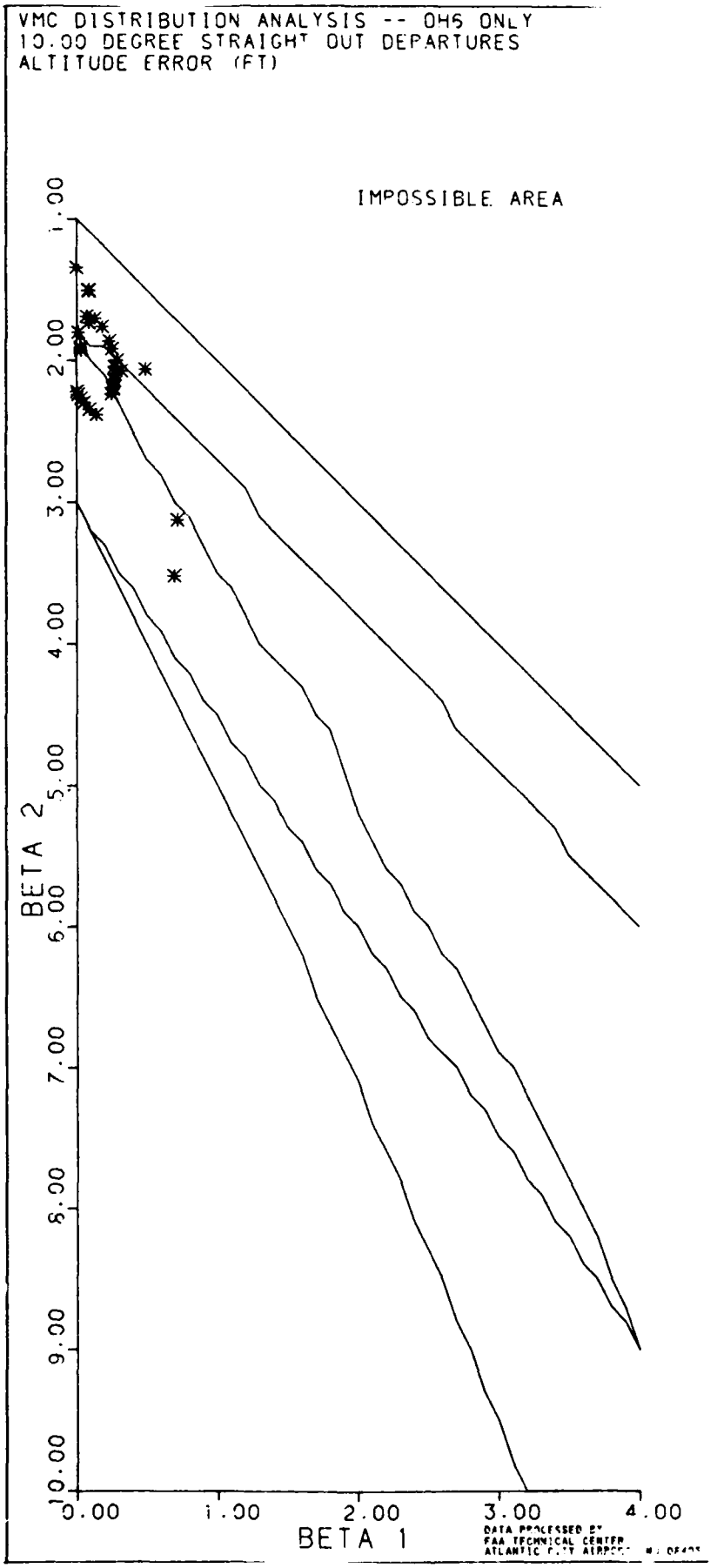

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

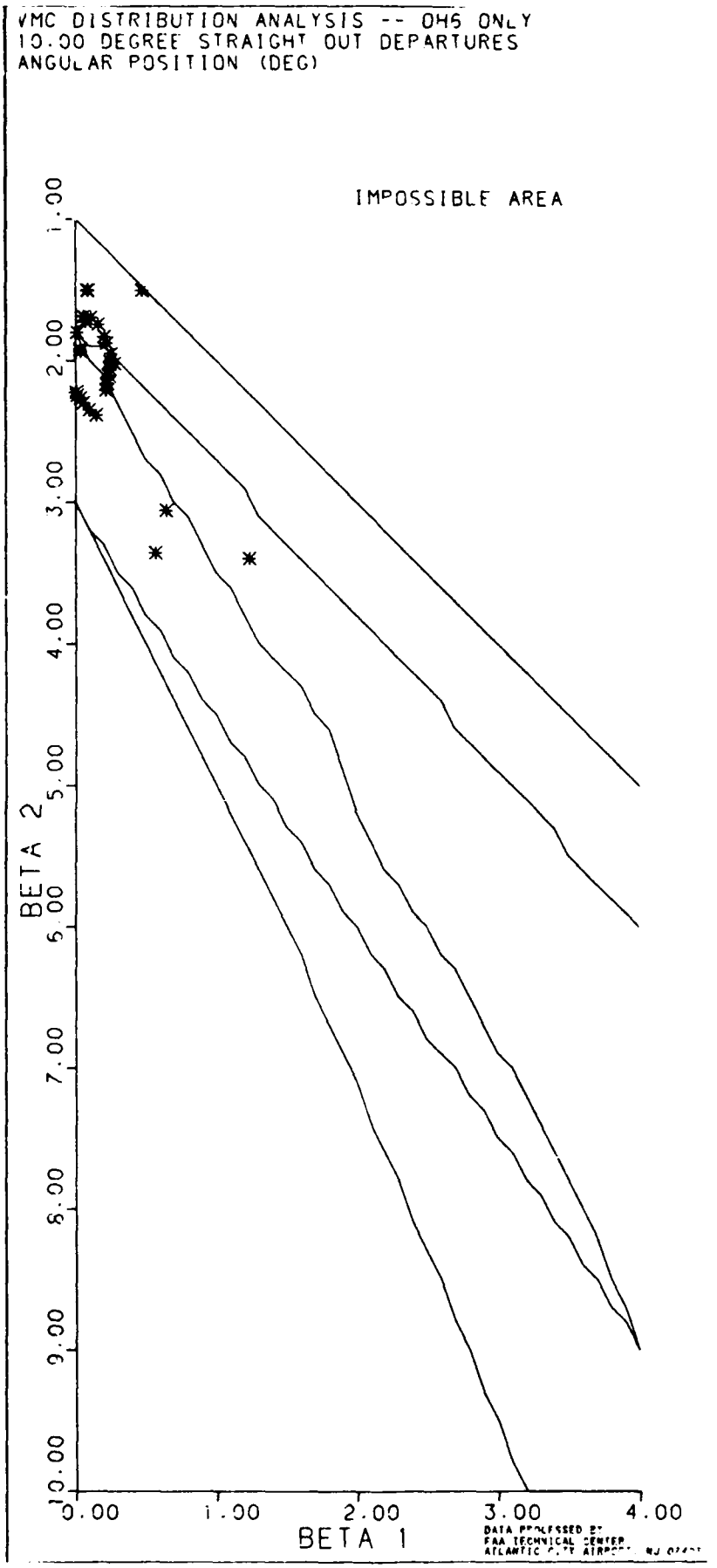
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)

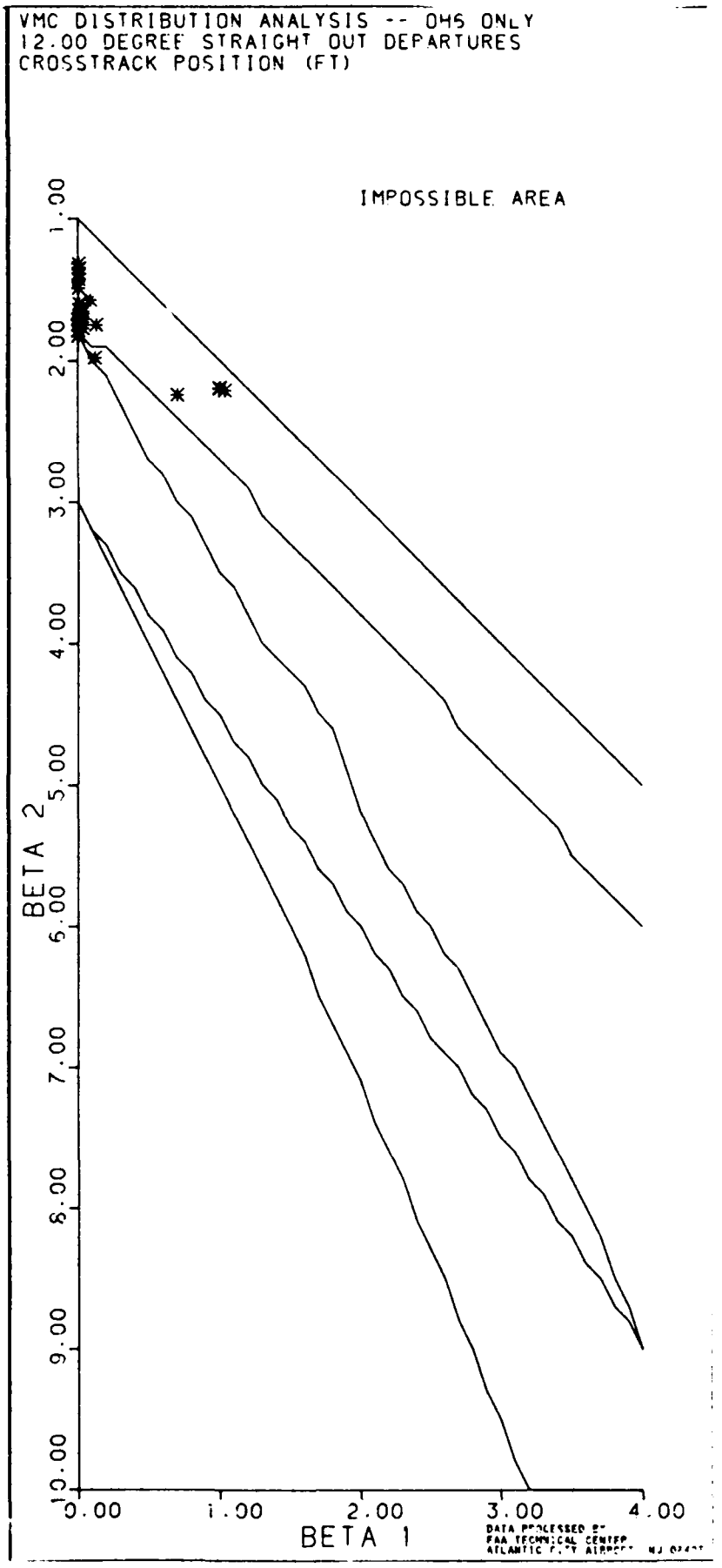


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)

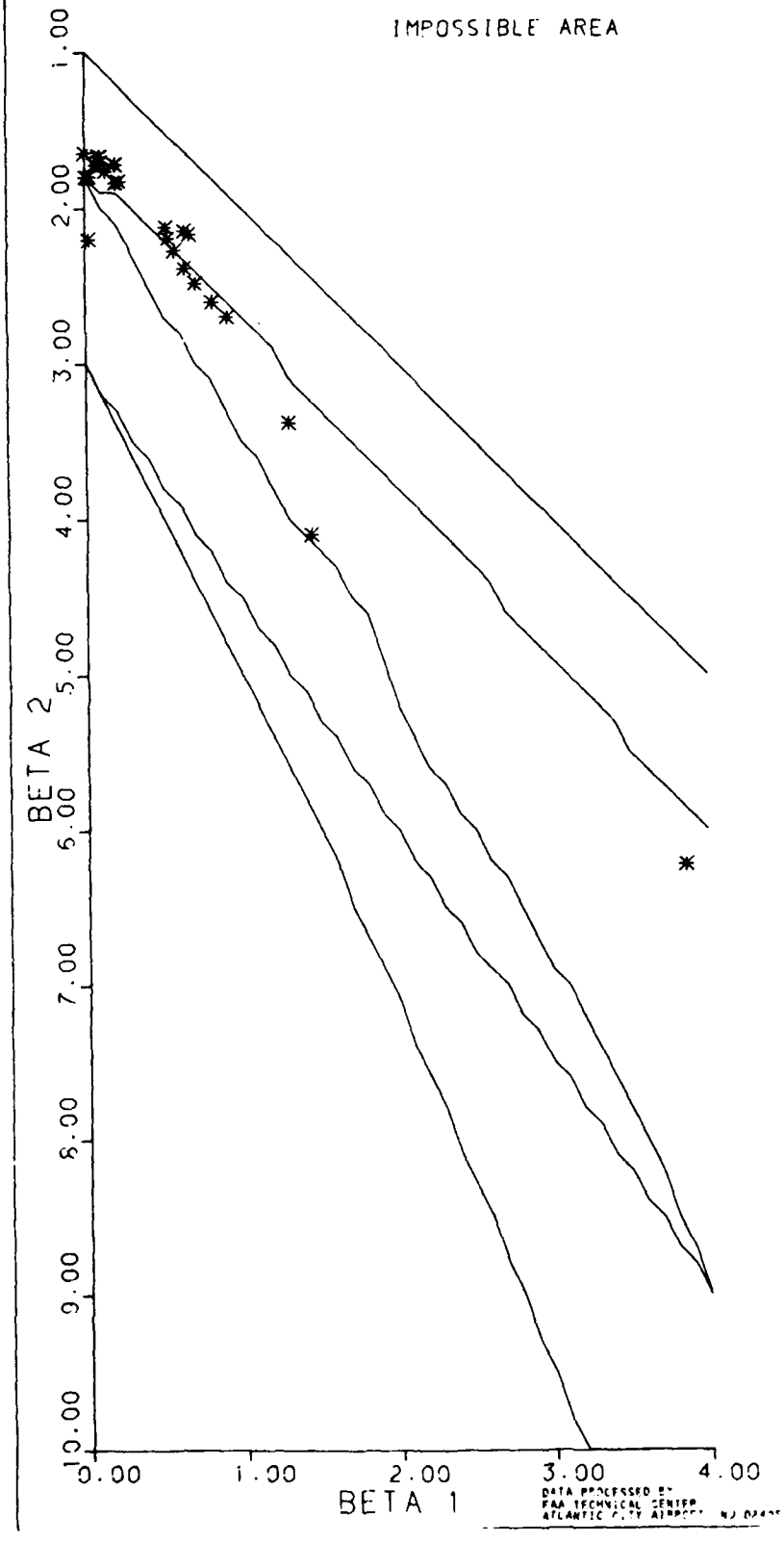



VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

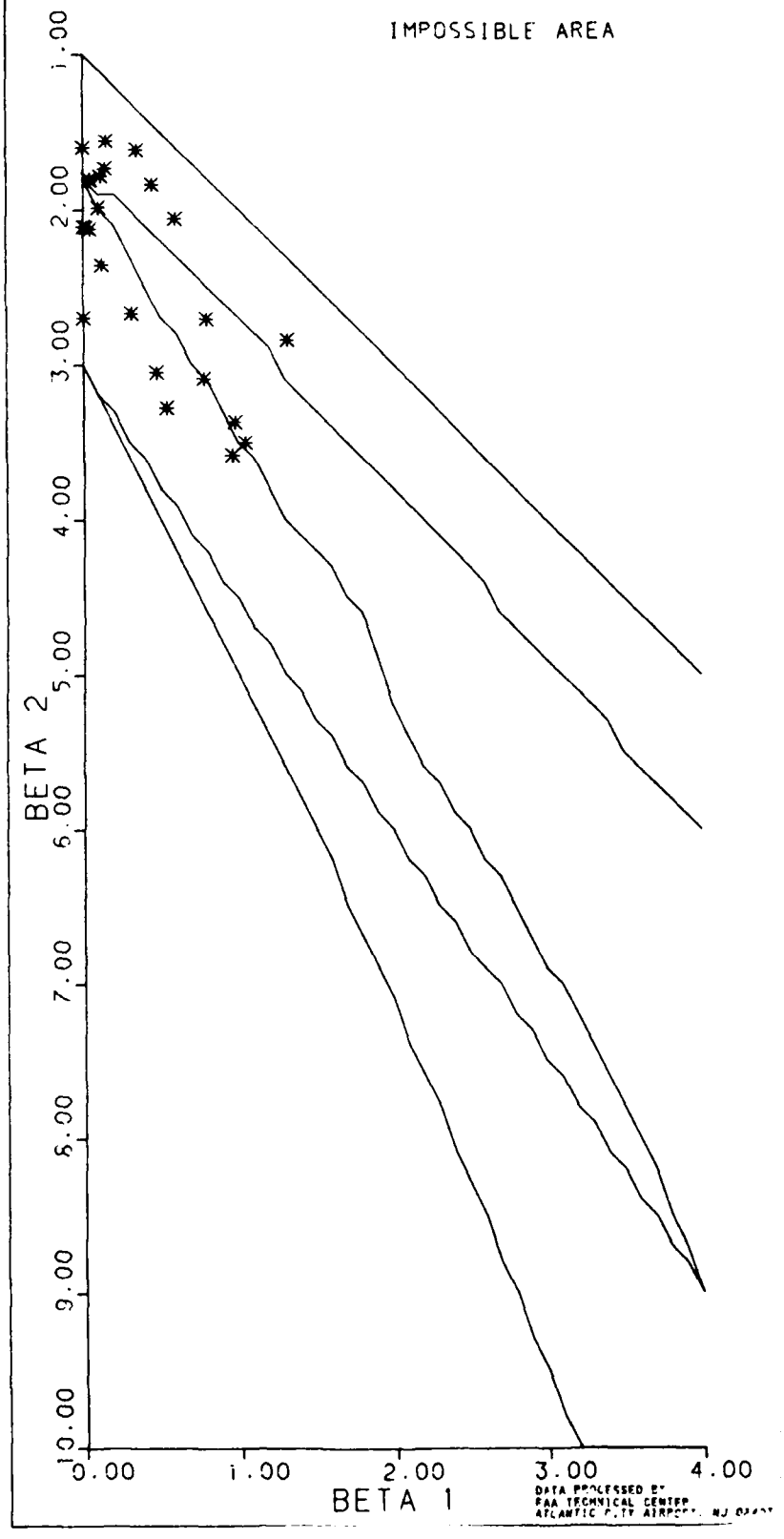

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

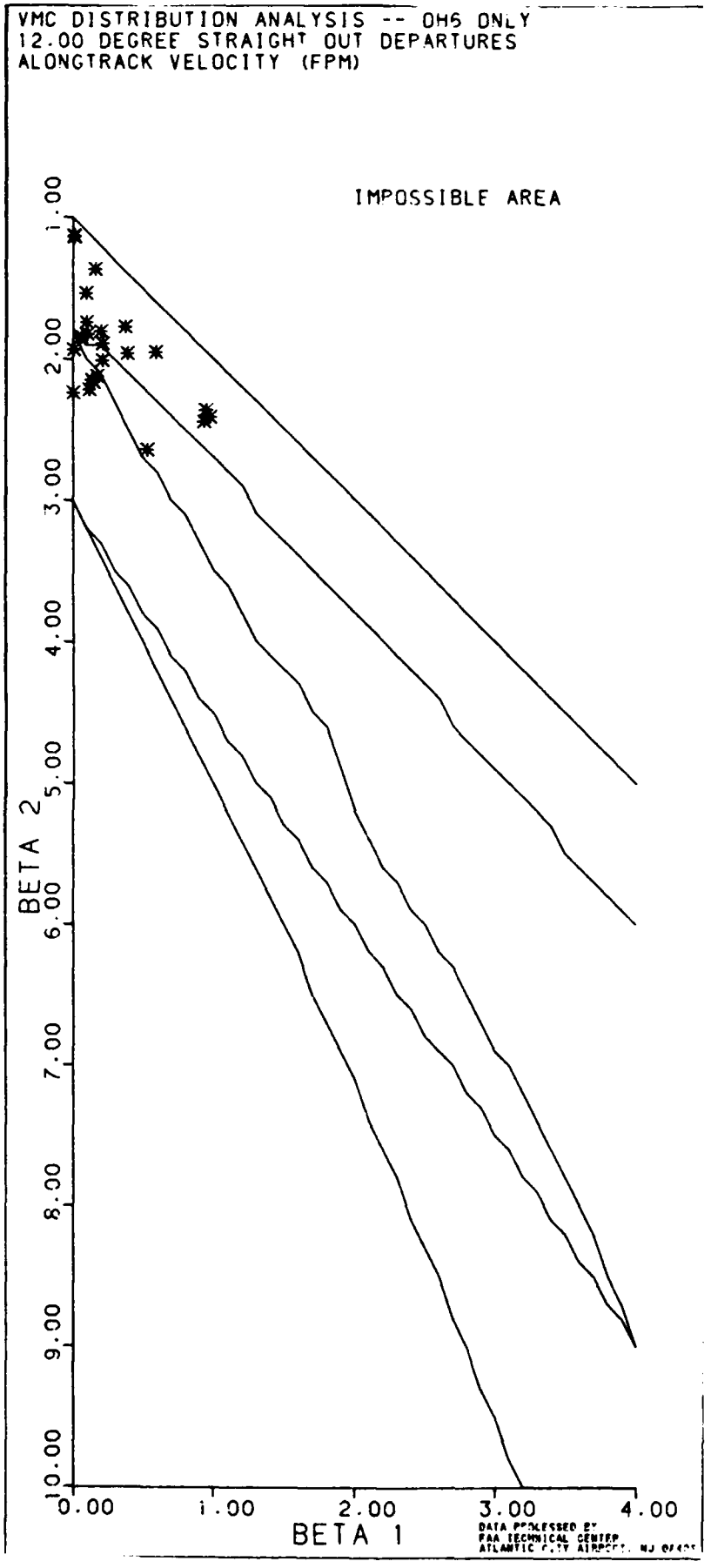

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)

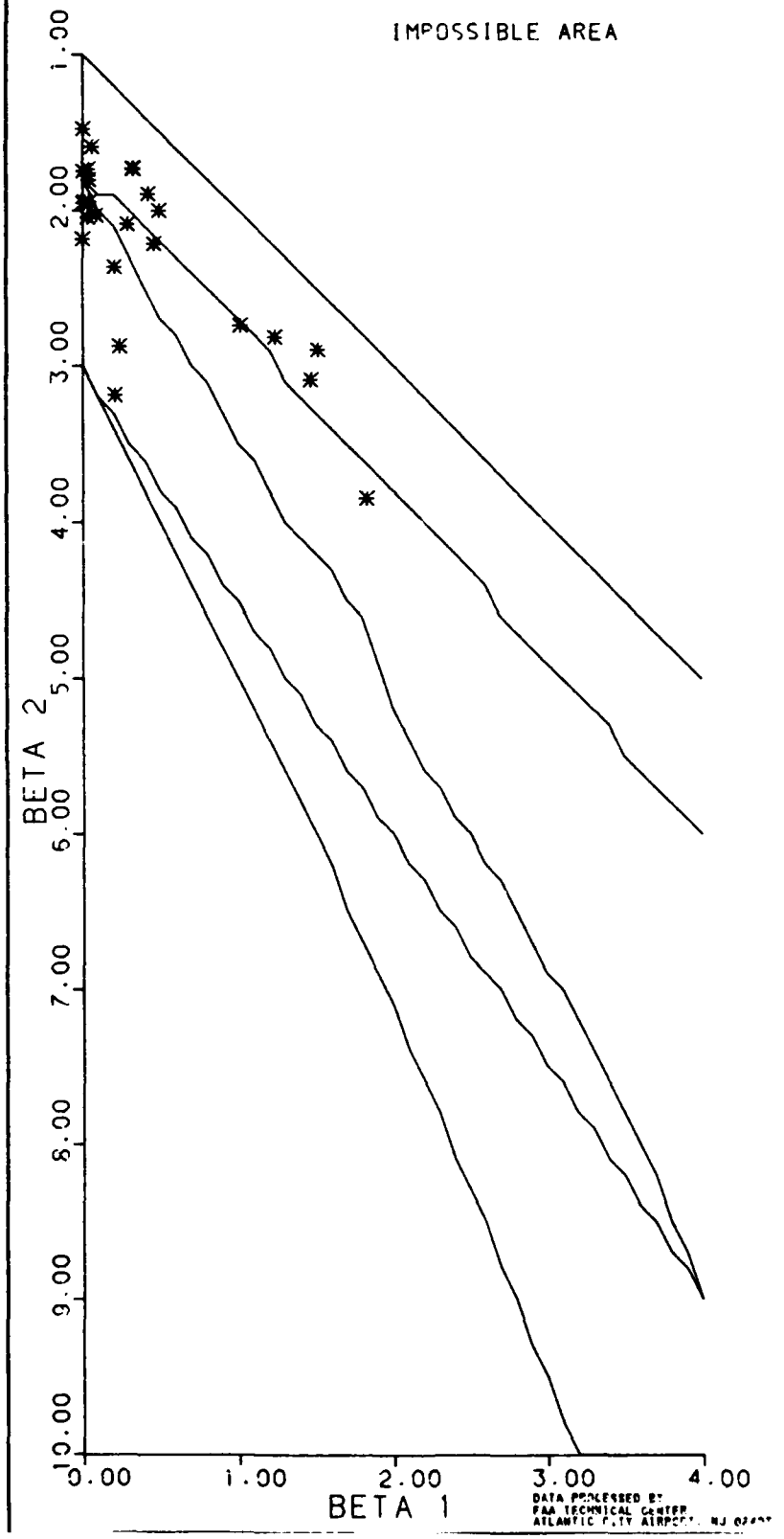


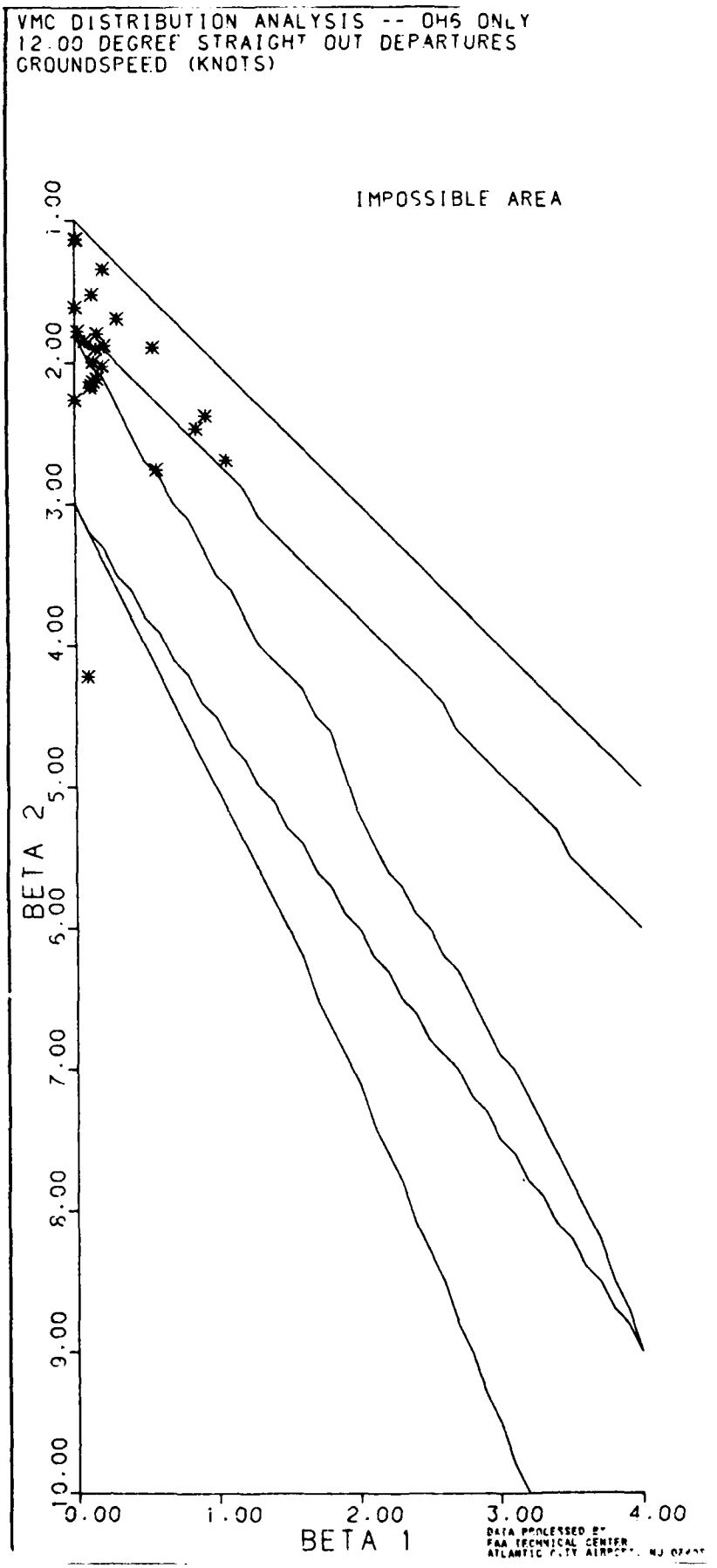
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)

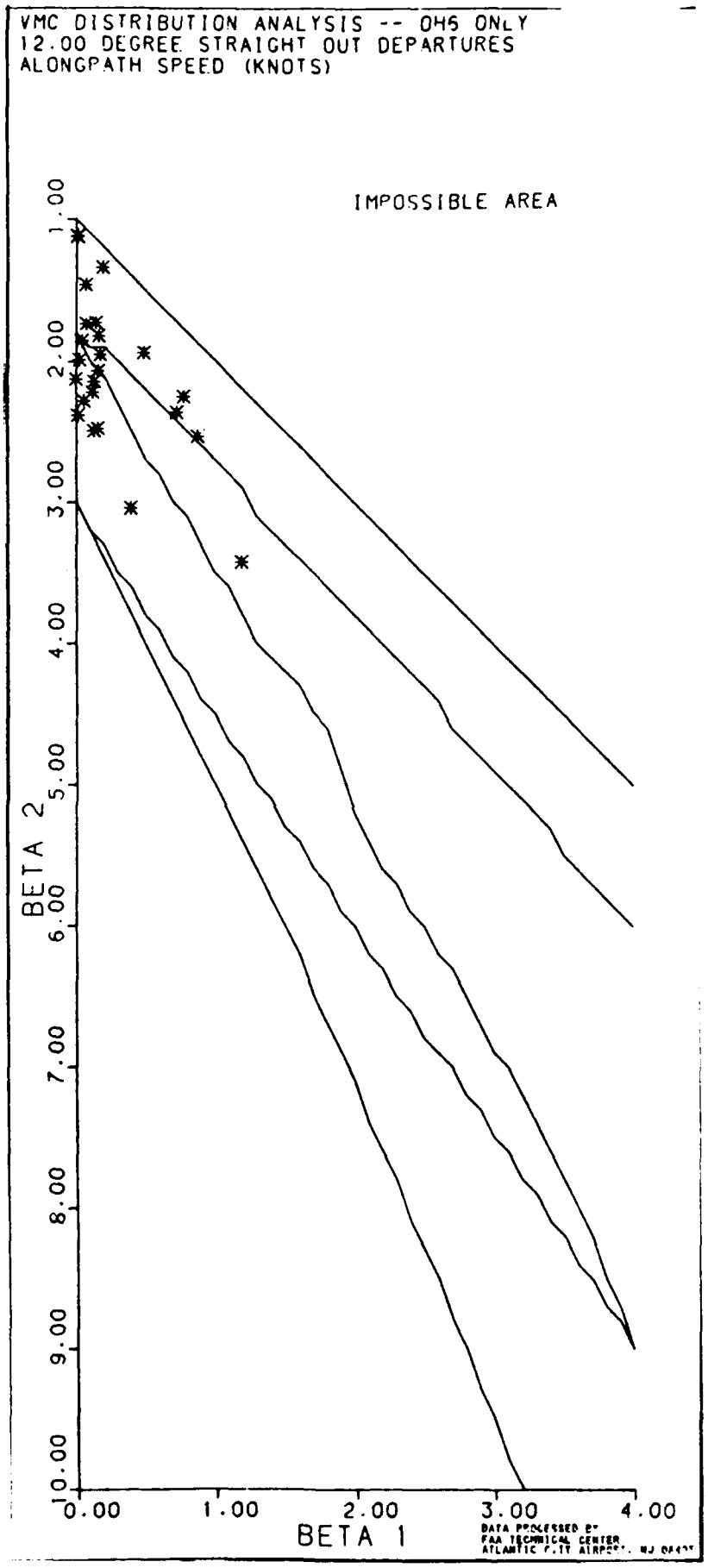


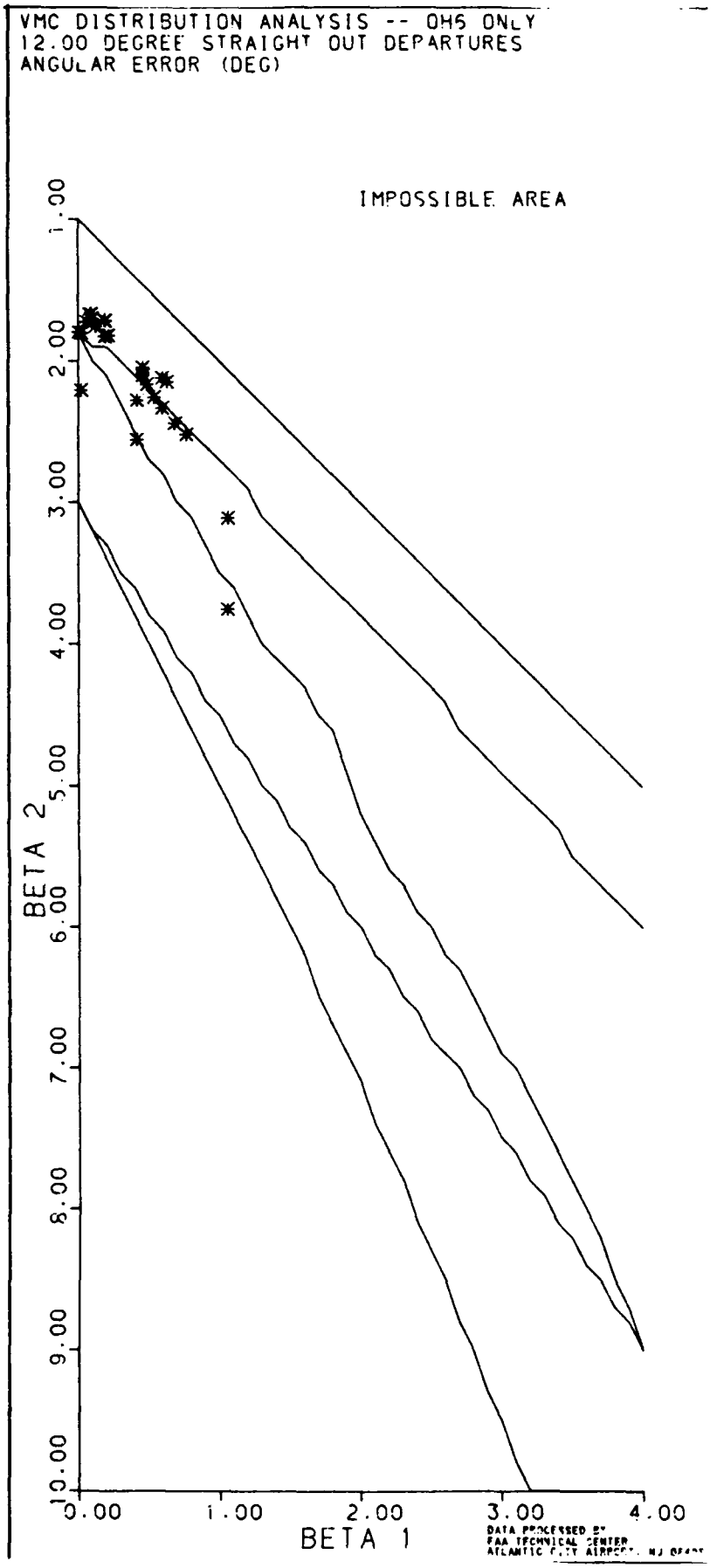

VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

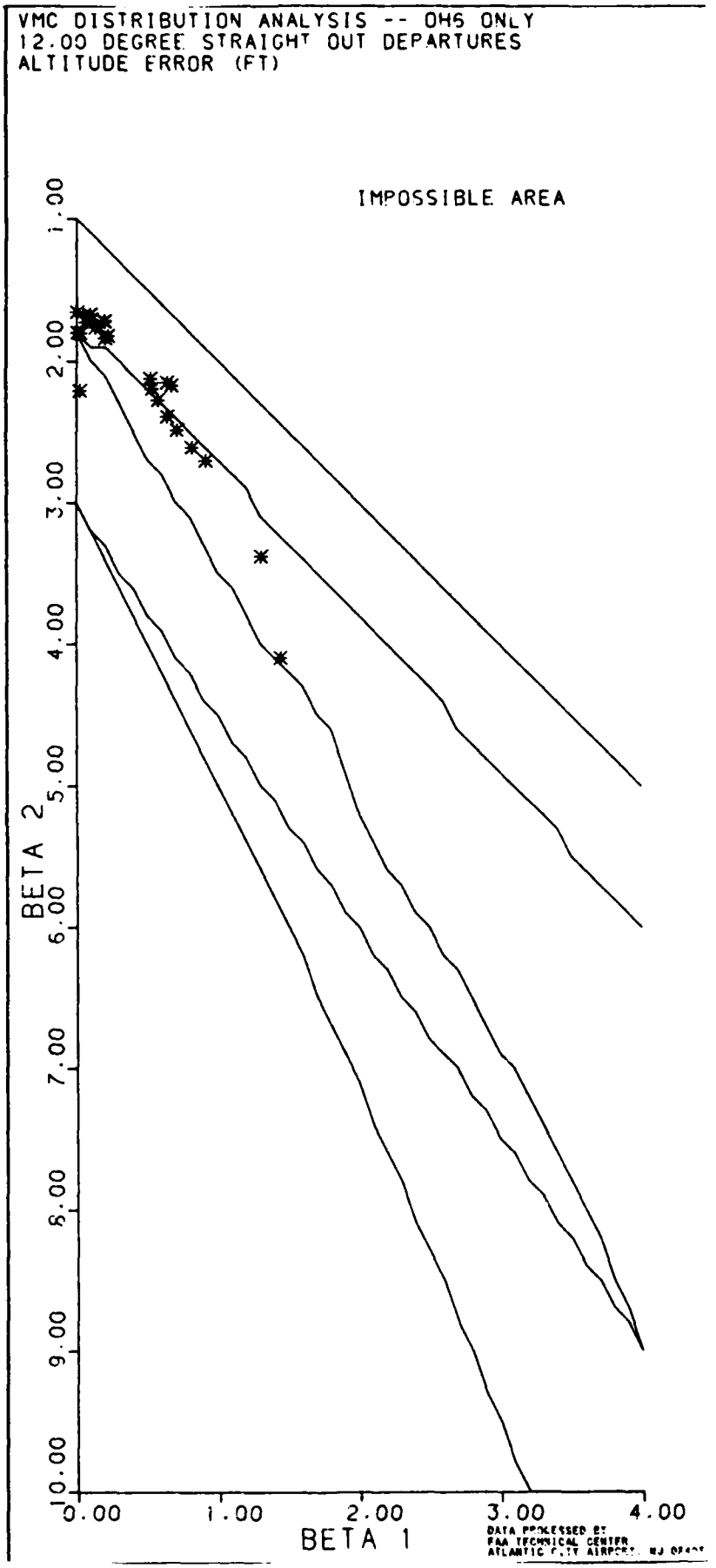
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)

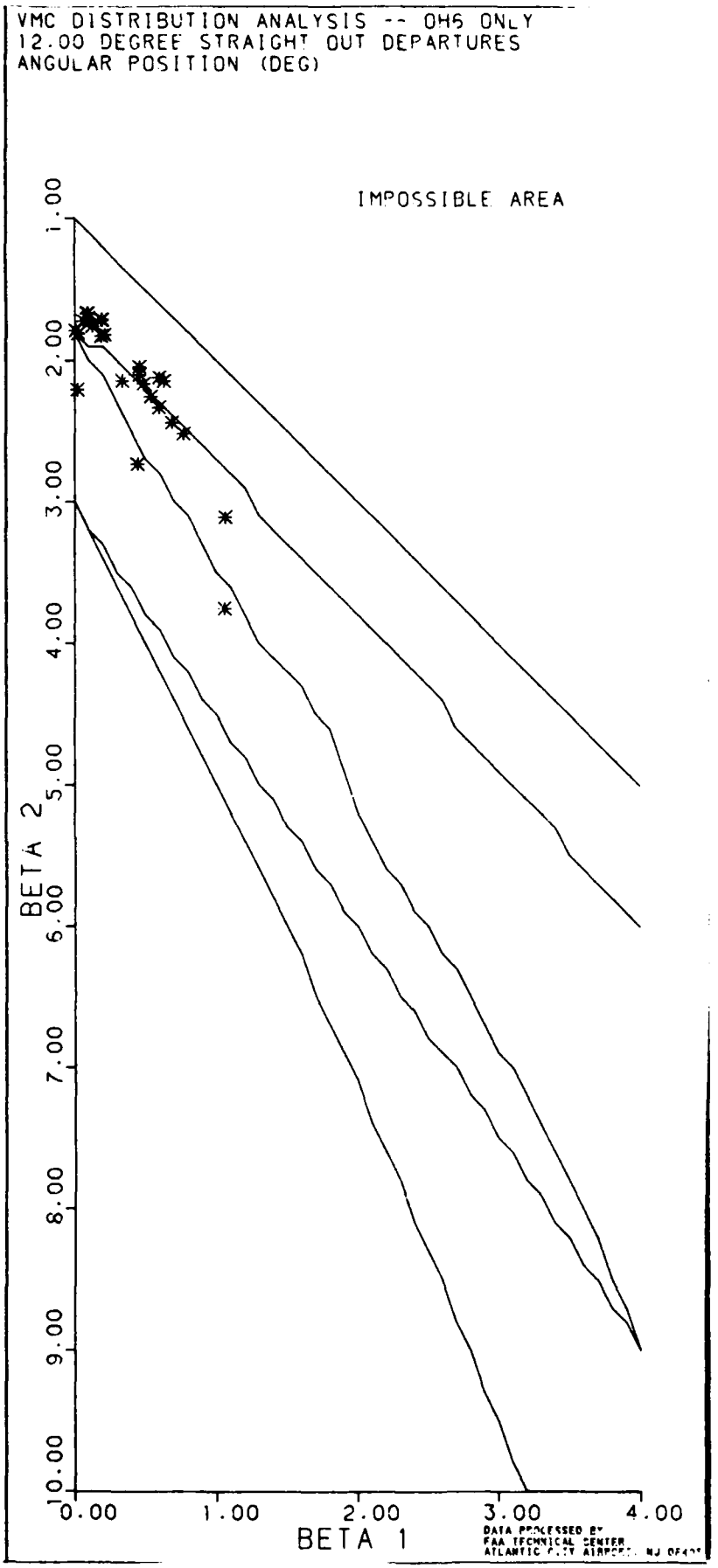


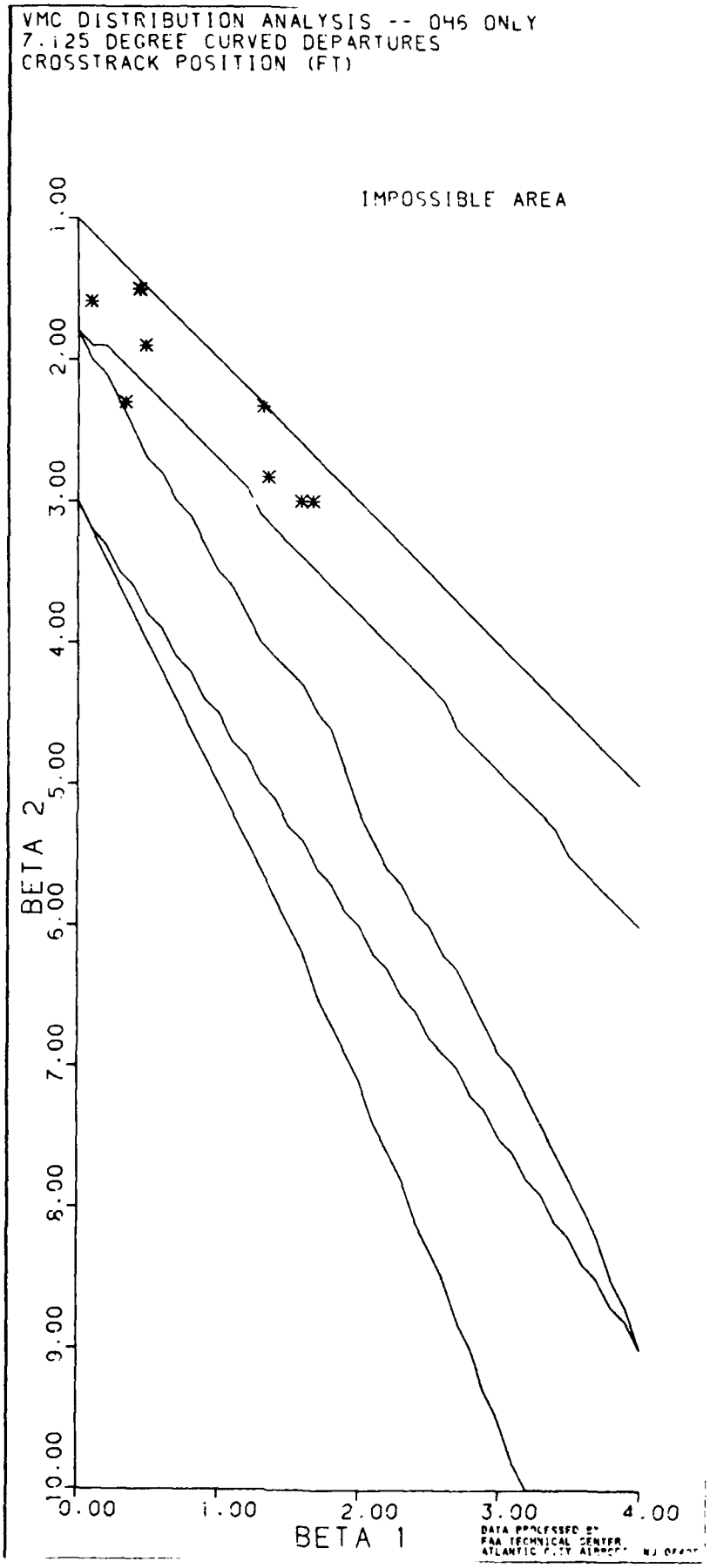

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

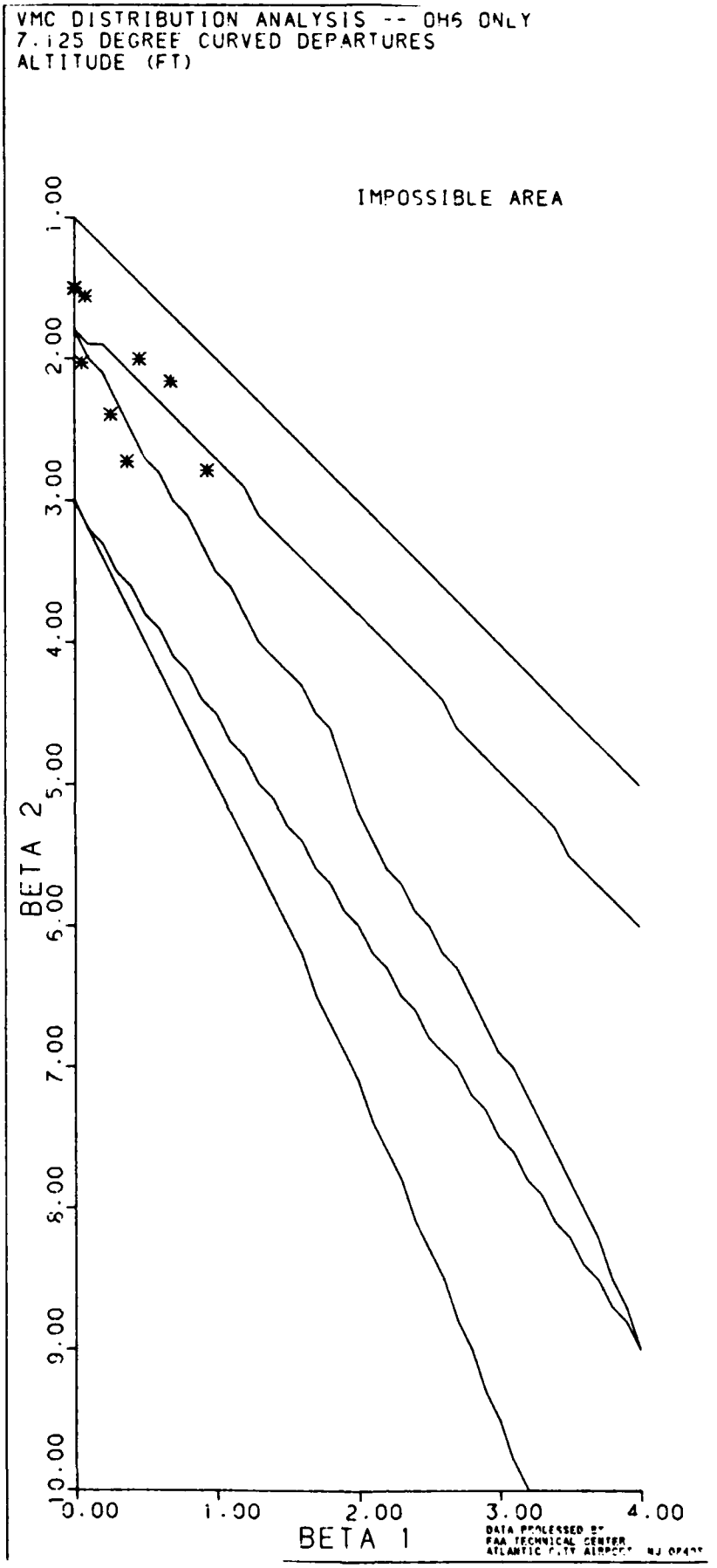

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

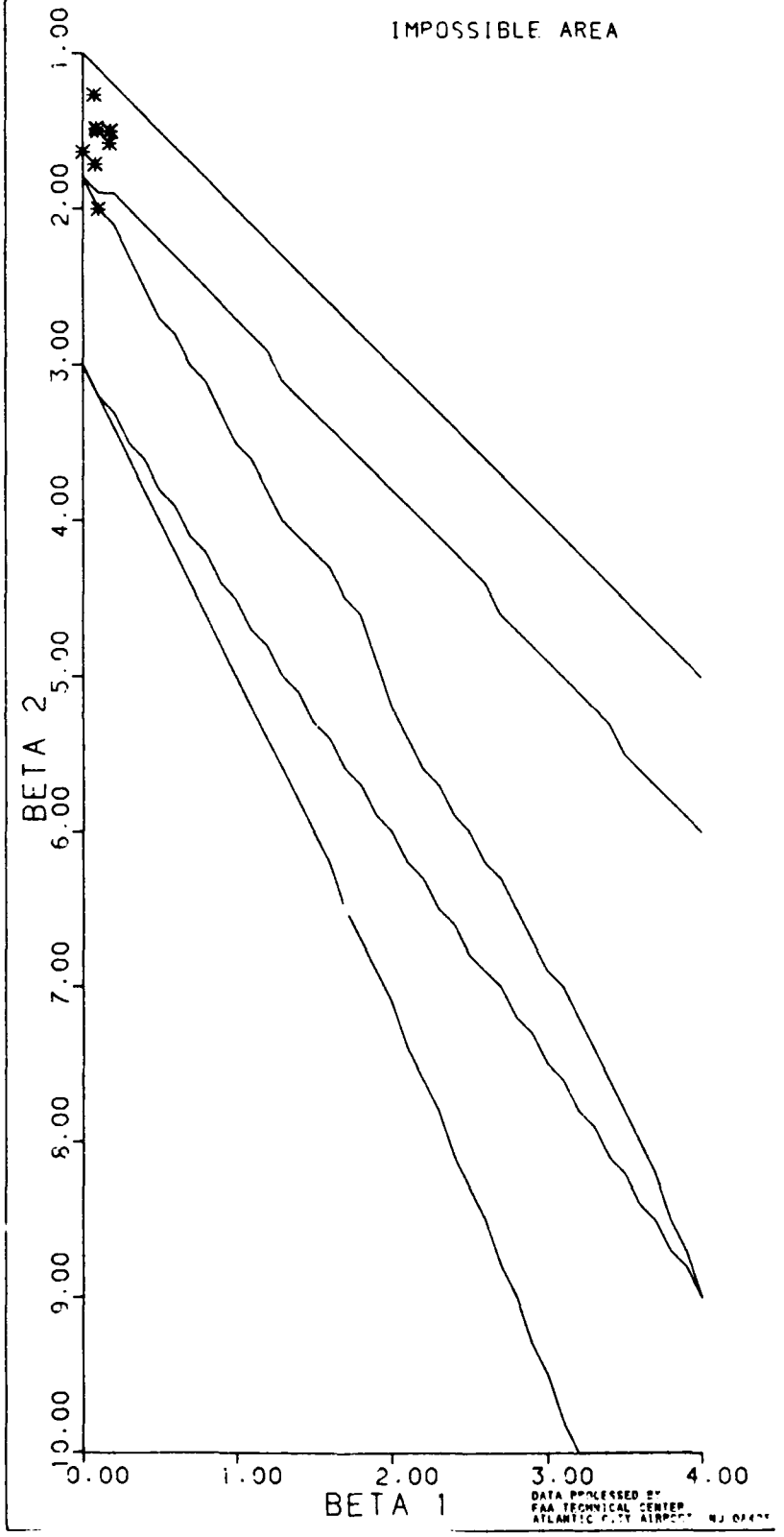

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

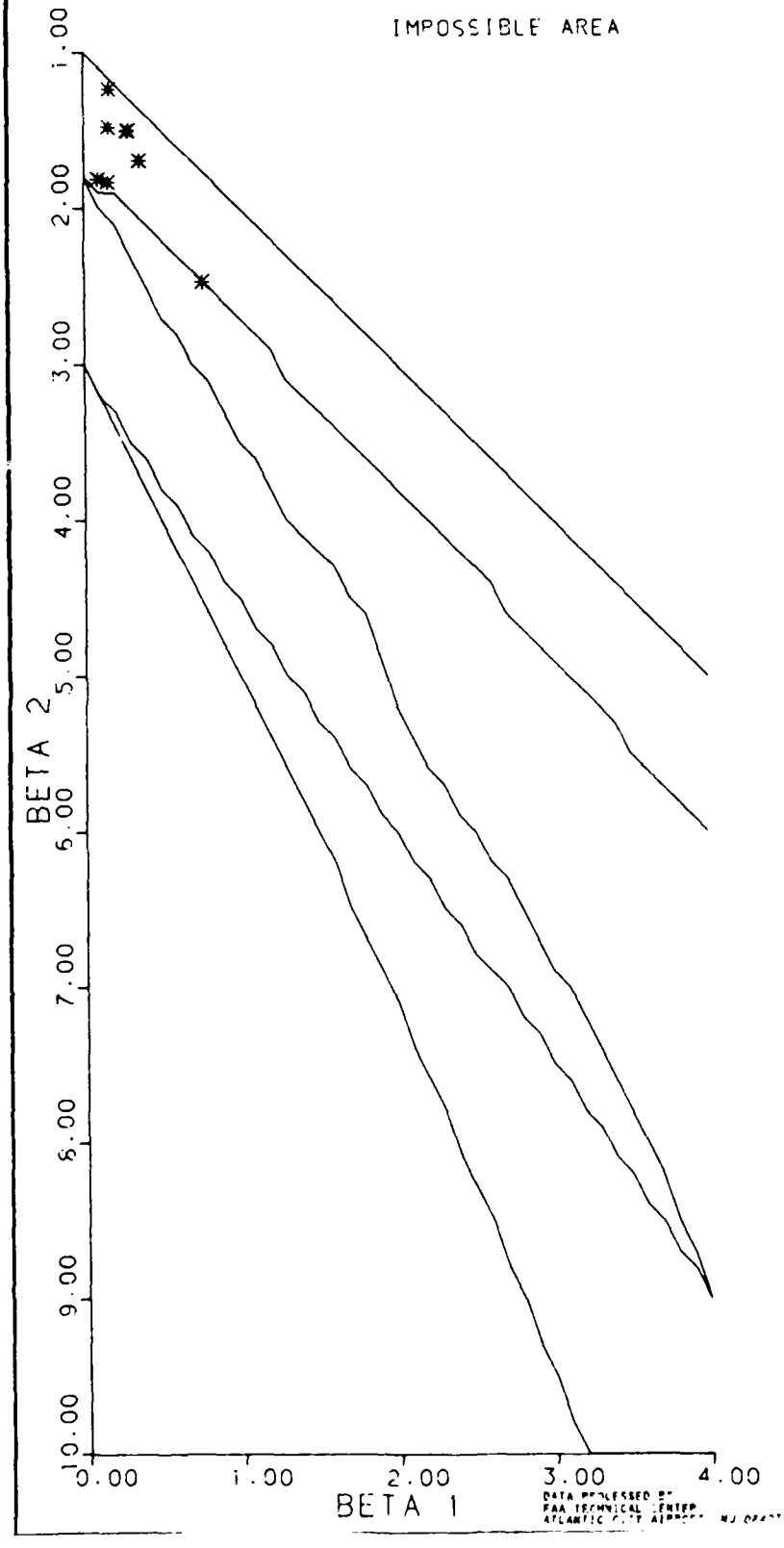

VMC DISTRIBUTION ANALYSIS -- 046 ONLY
7.125 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405

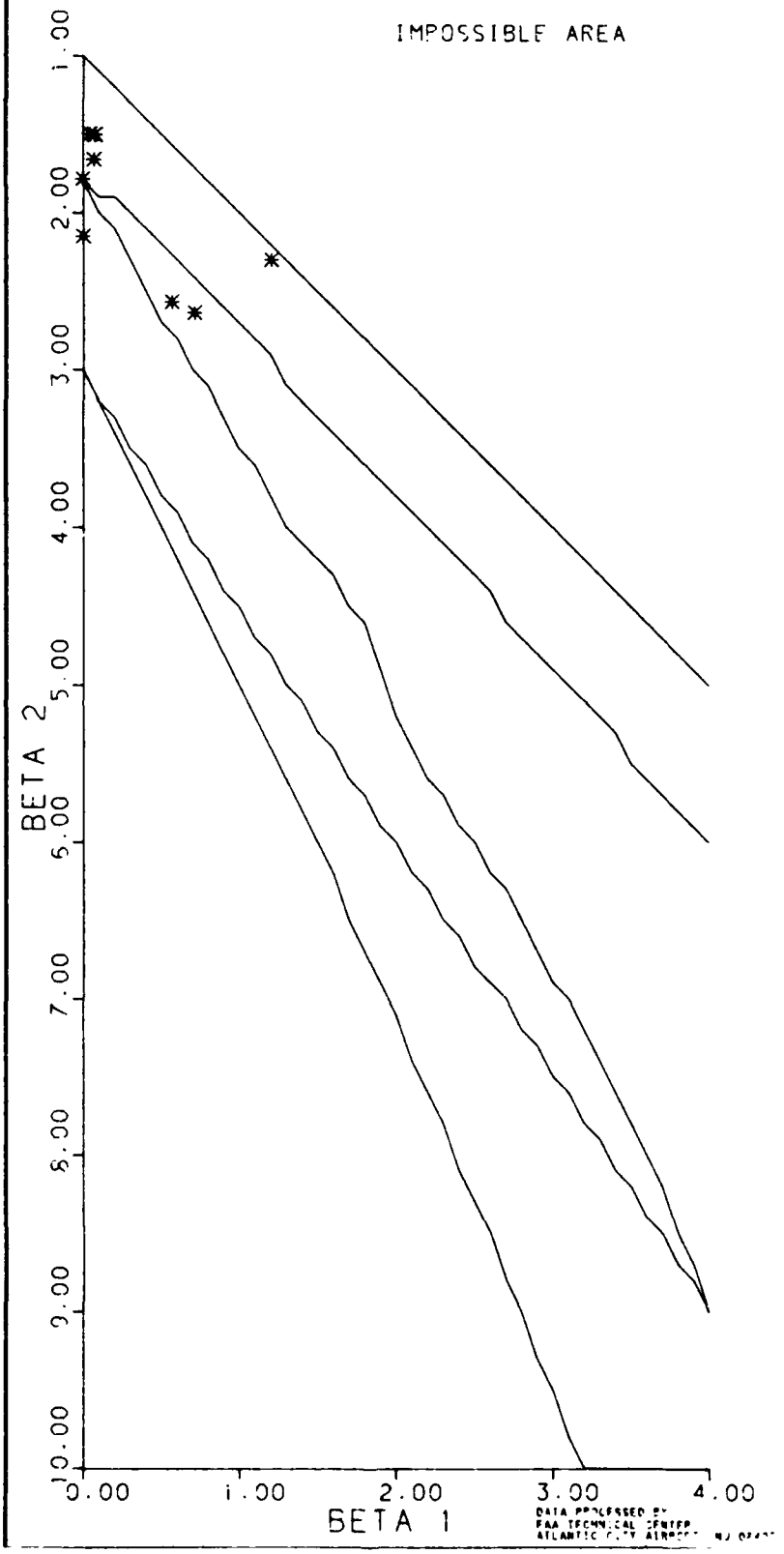
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)



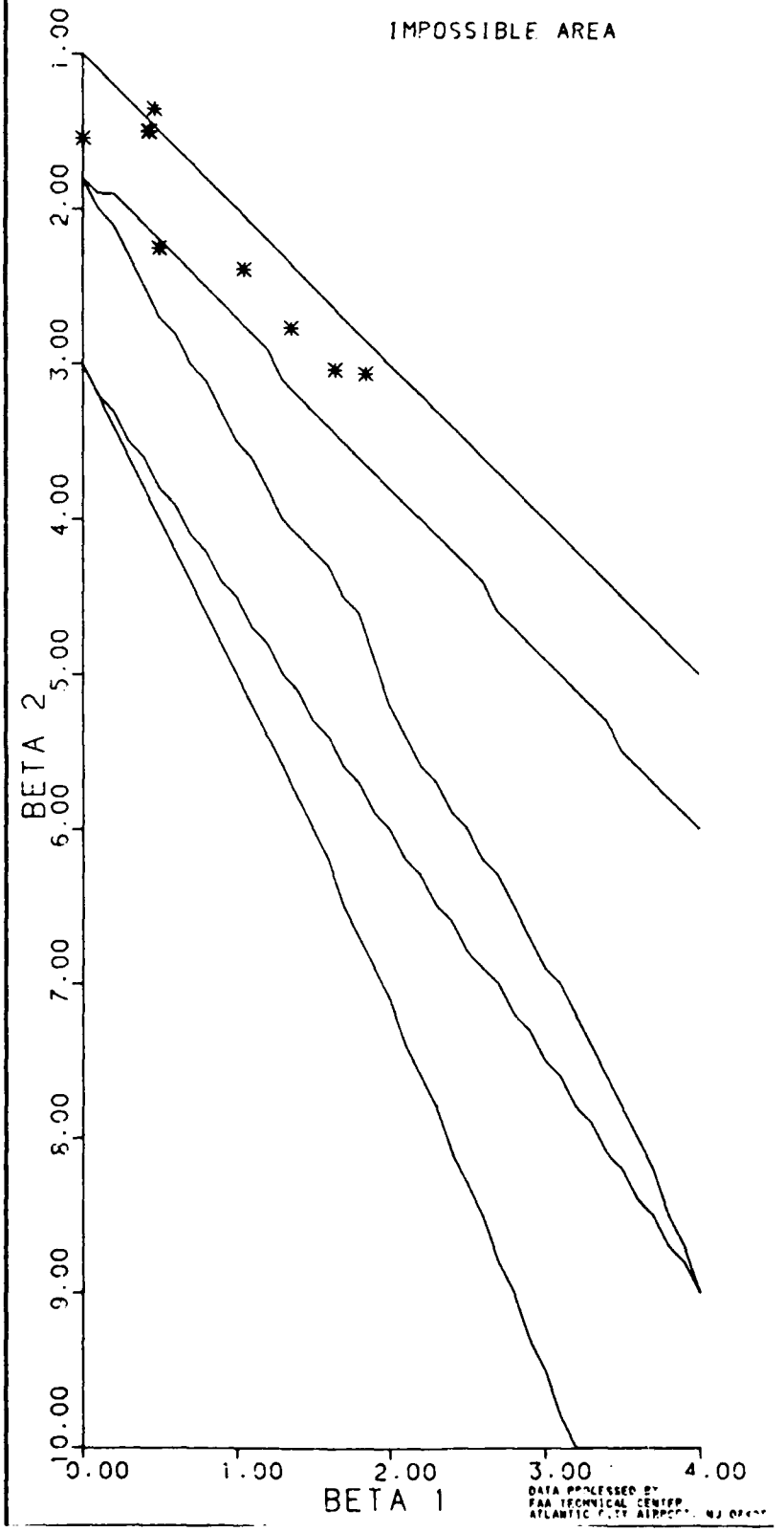
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)

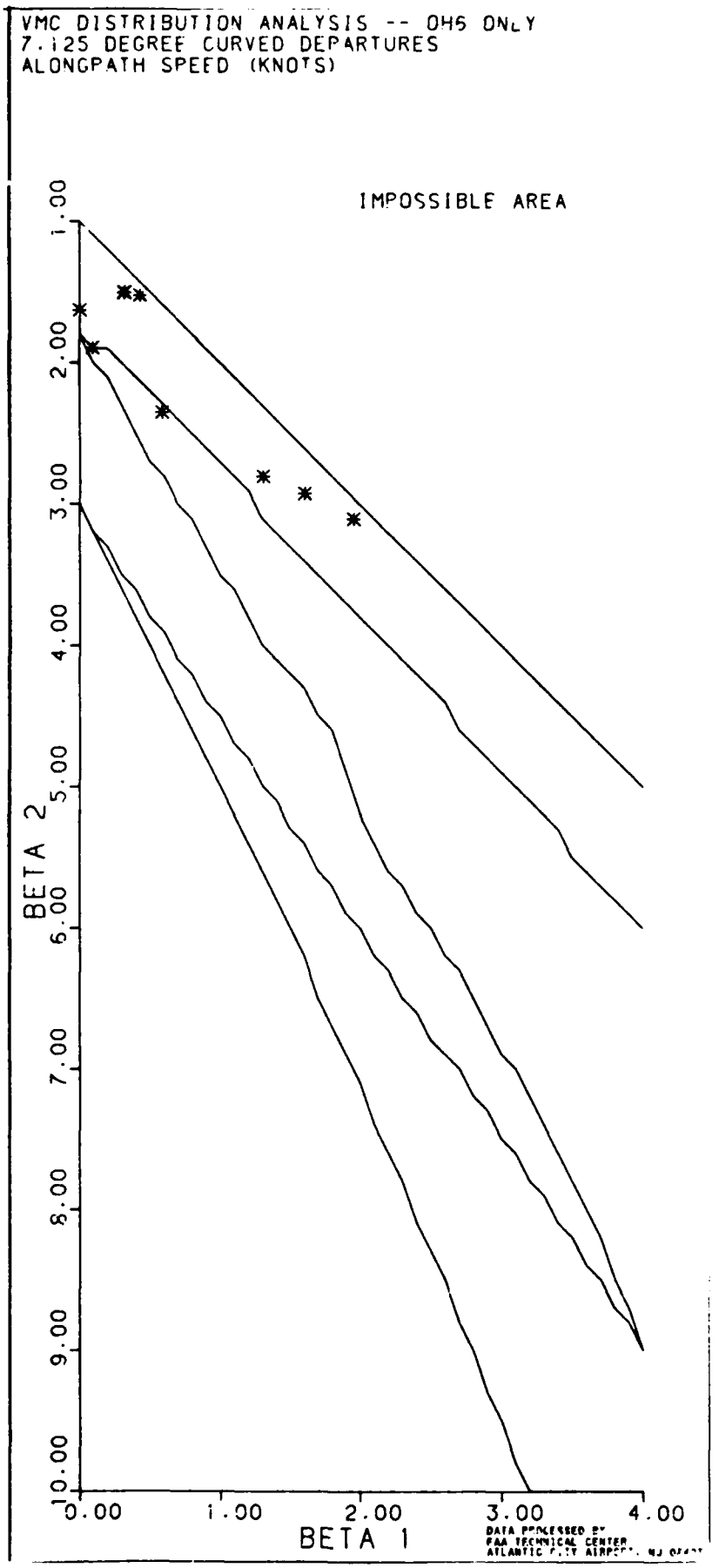


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)

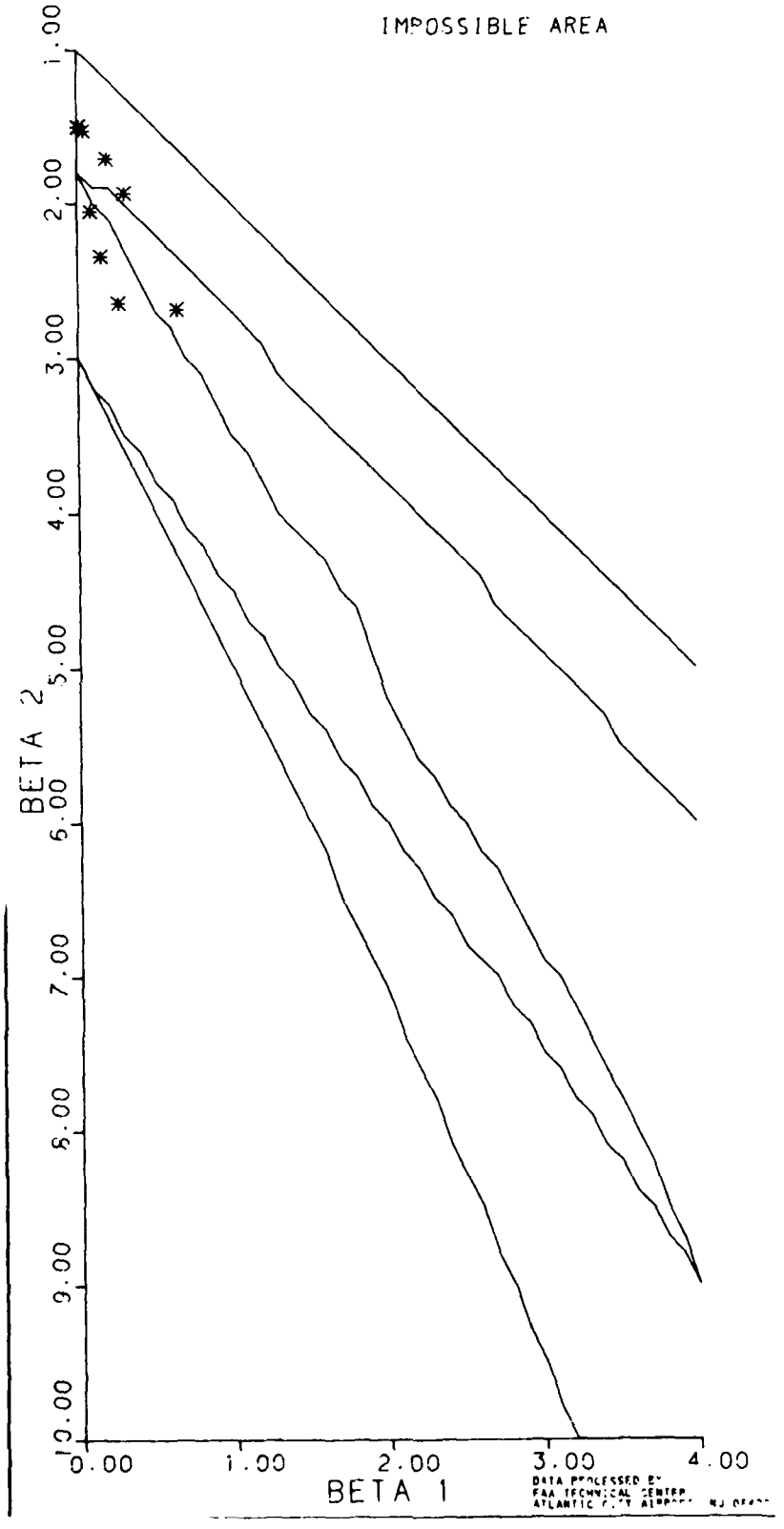


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)

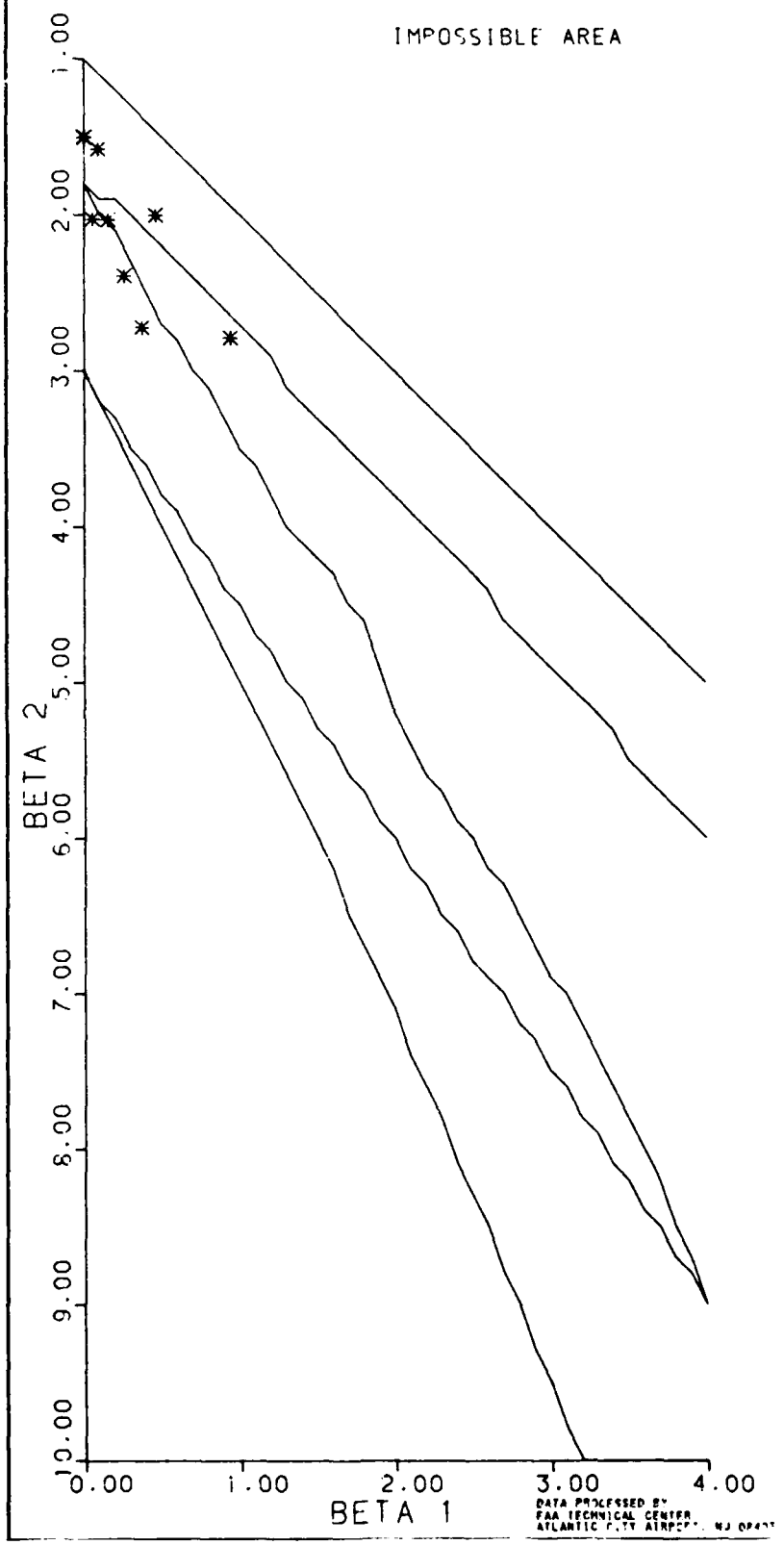


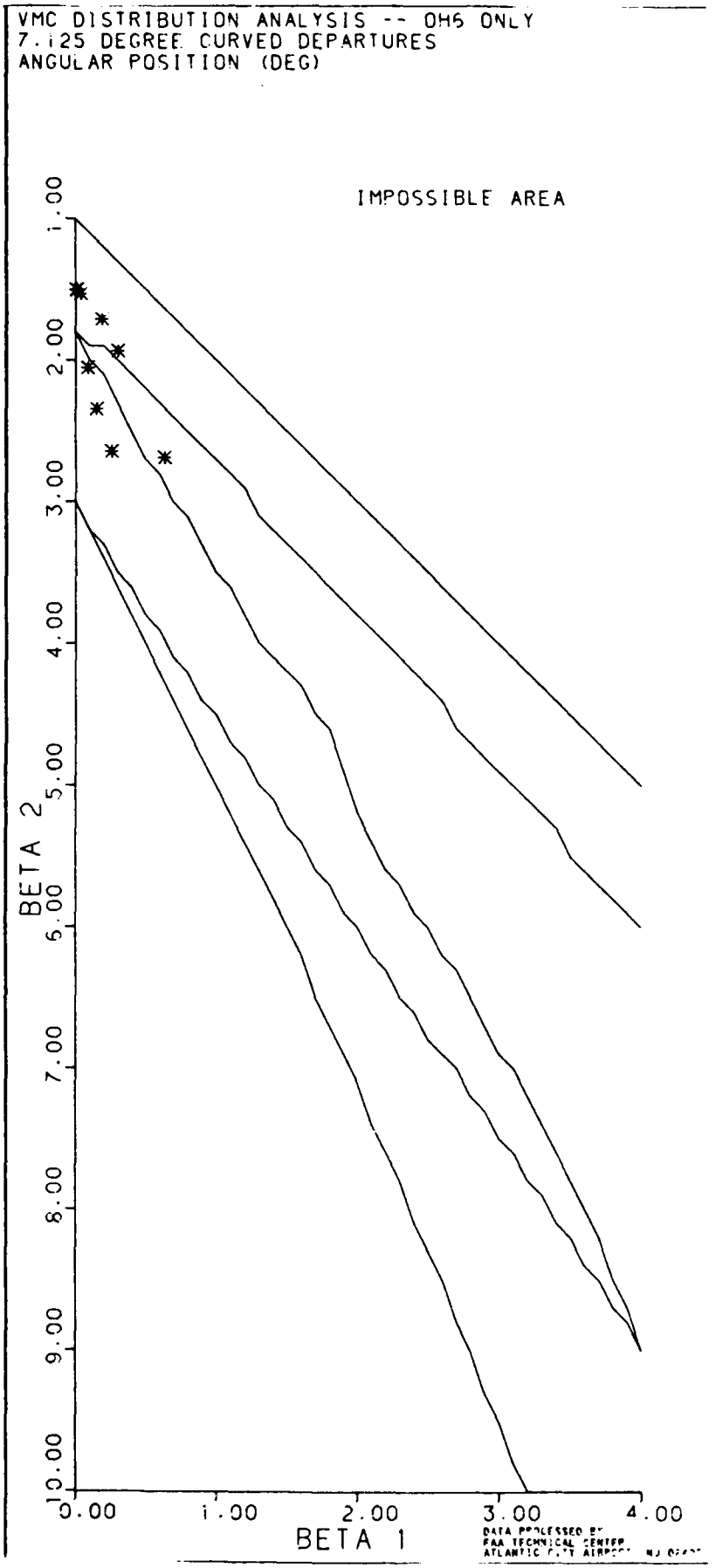

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

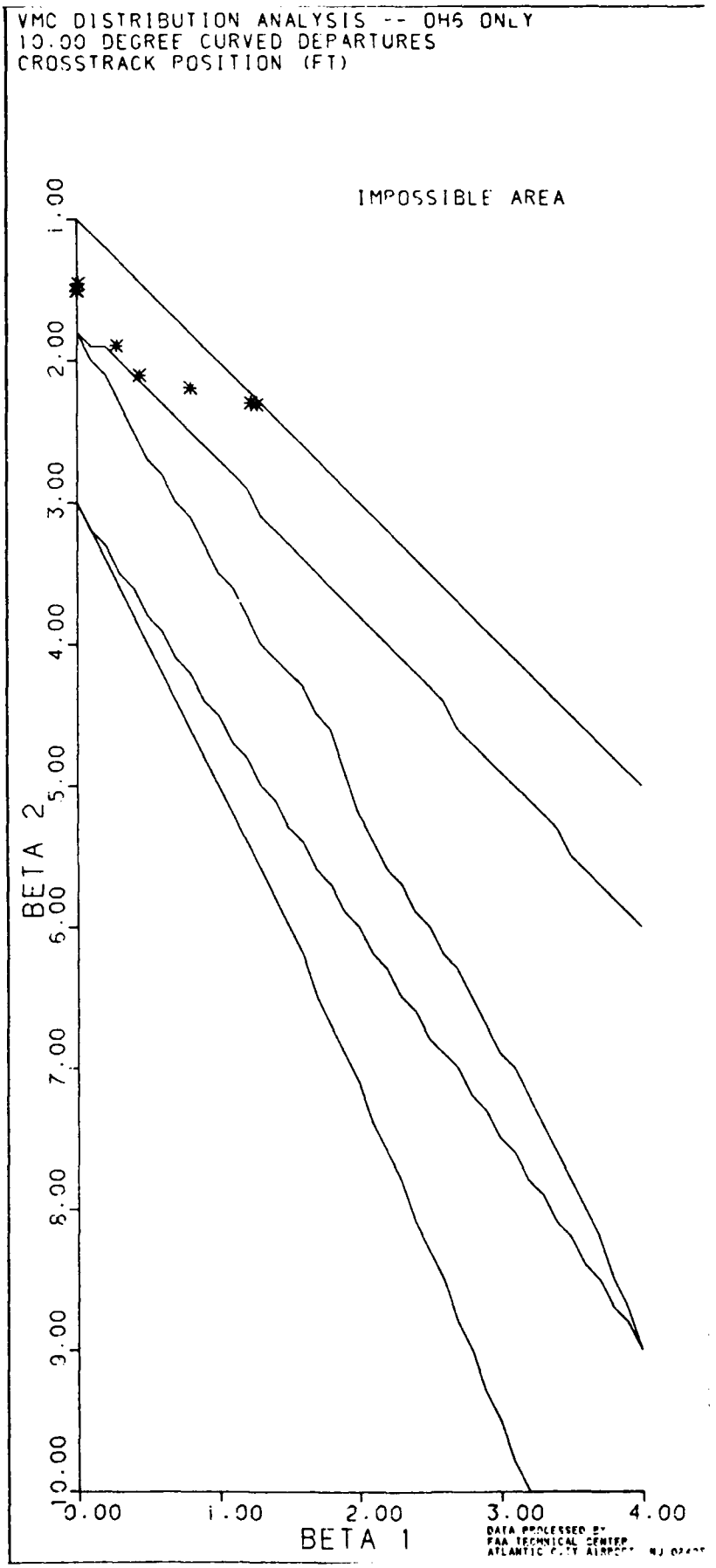
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
7.125 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)

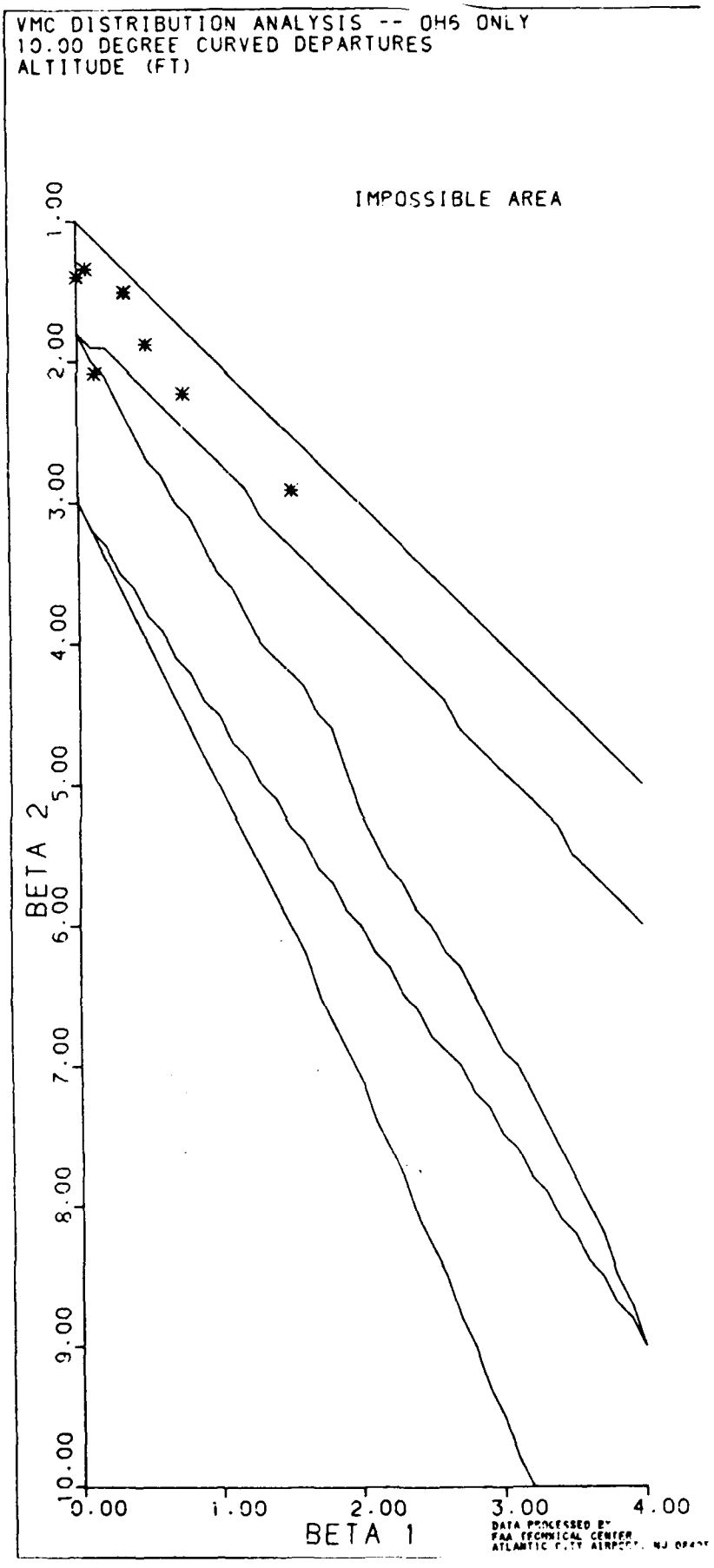


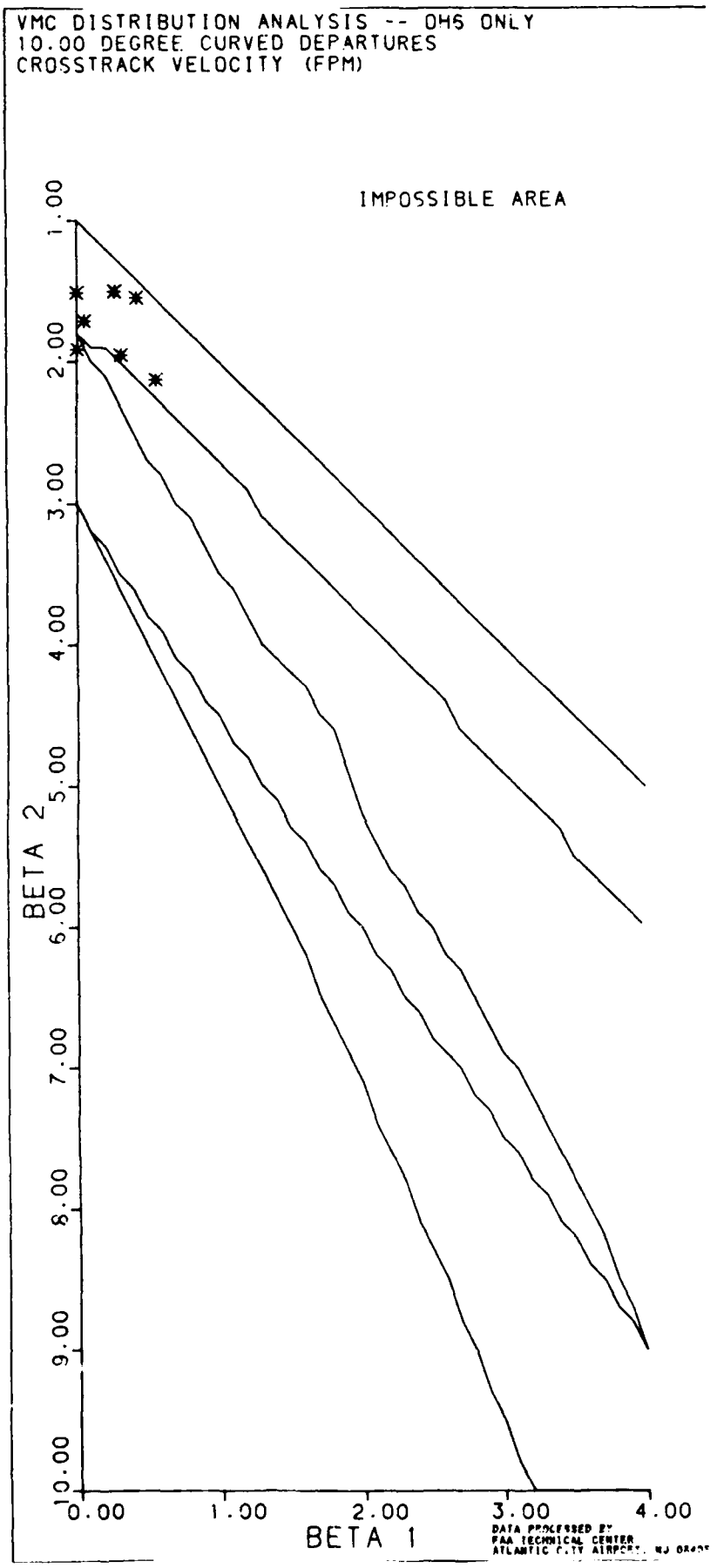
VMC DISTRIBUTION ANALYSIS -- OH5 ONLY
7.125 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)

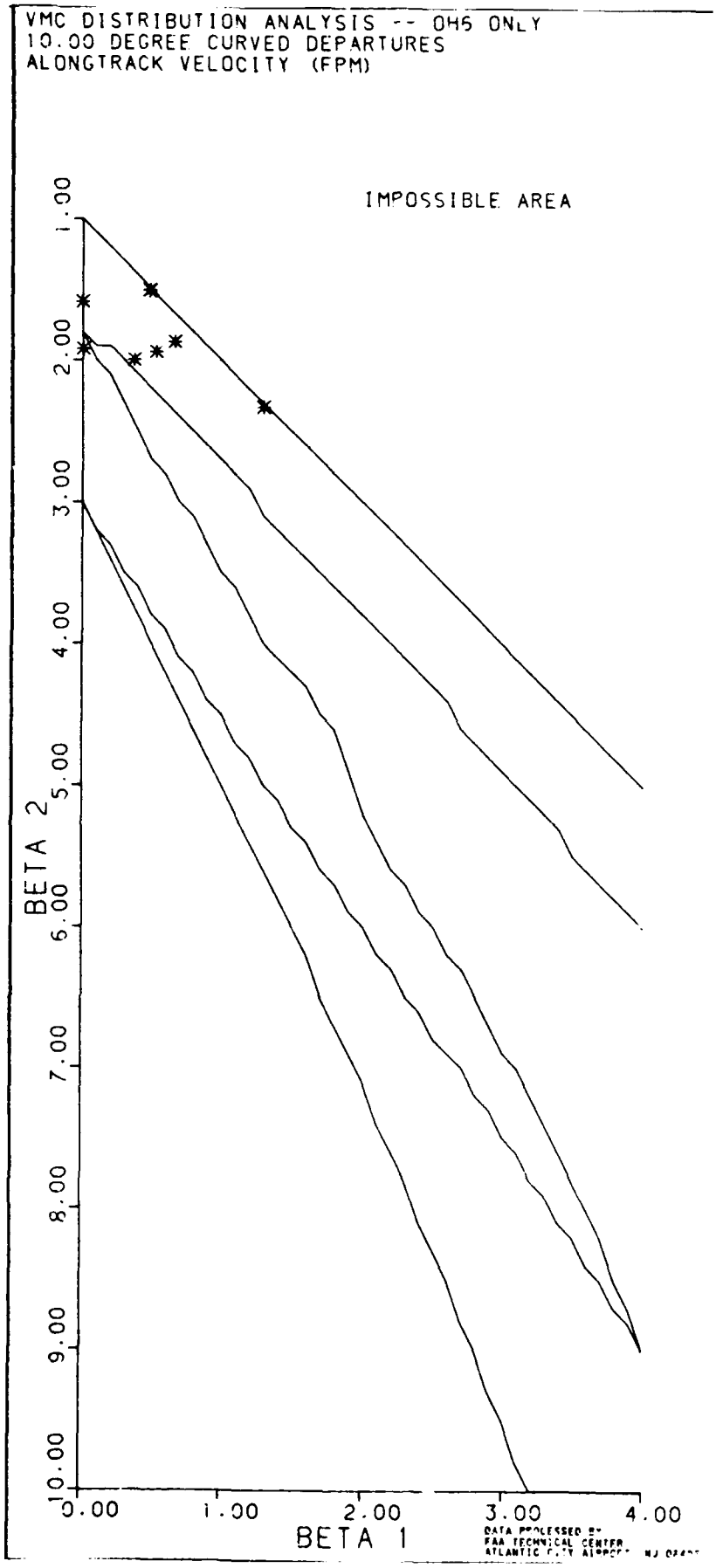



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
7.125 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

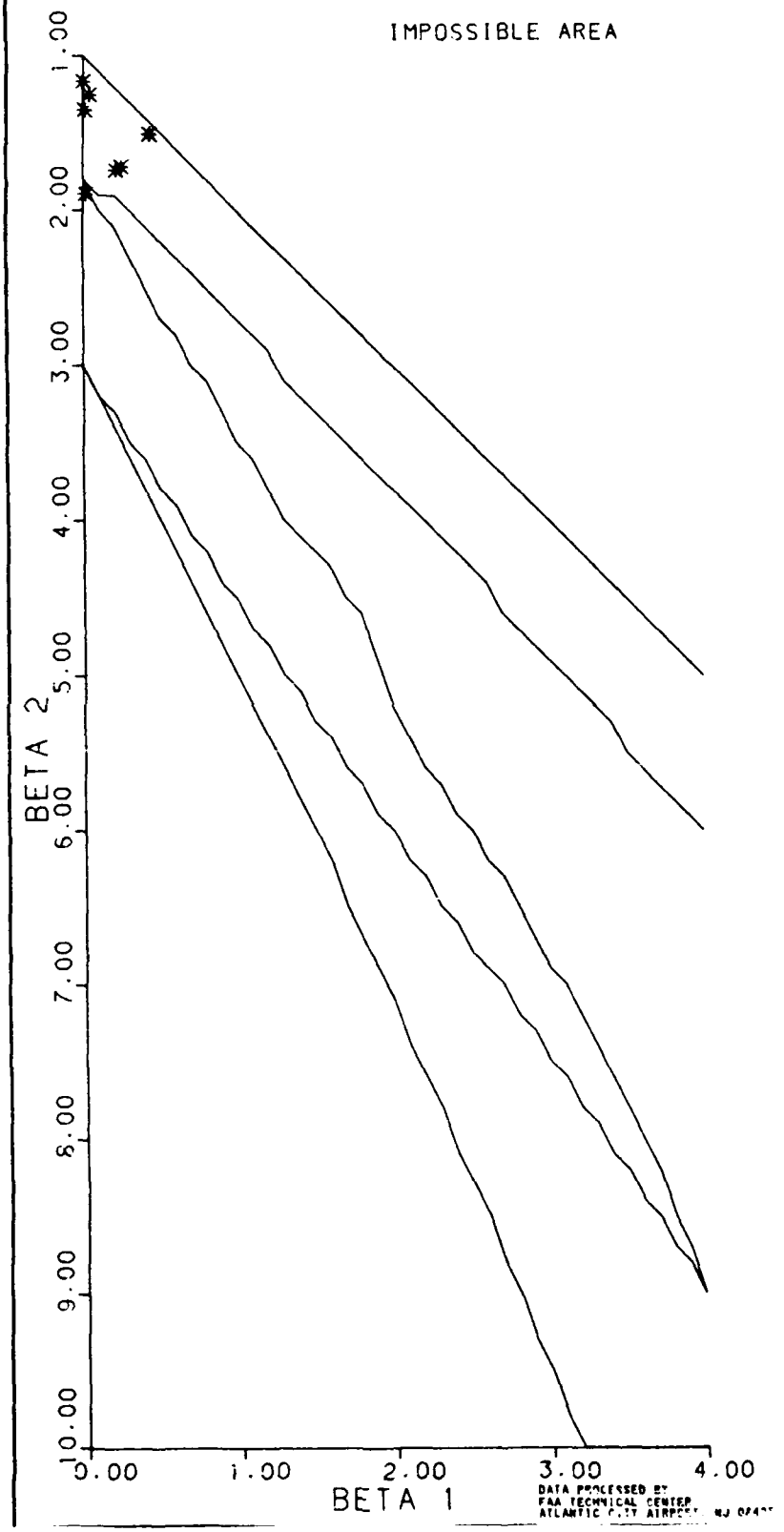

VMC DISTRIBUTION ANALYSIS -- OH5 ONLY
10.00 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
10.00 DEGREE CURVED DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

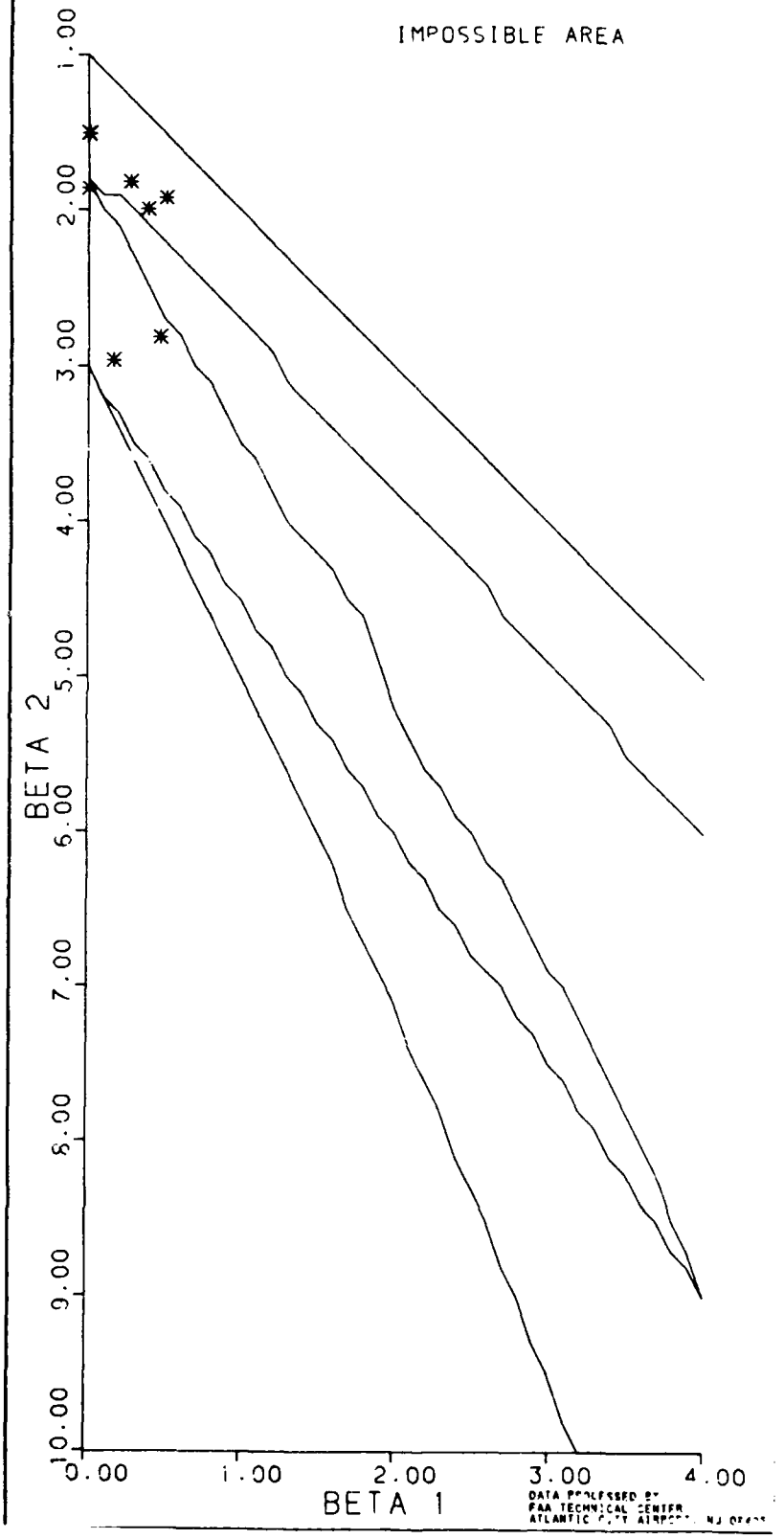

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

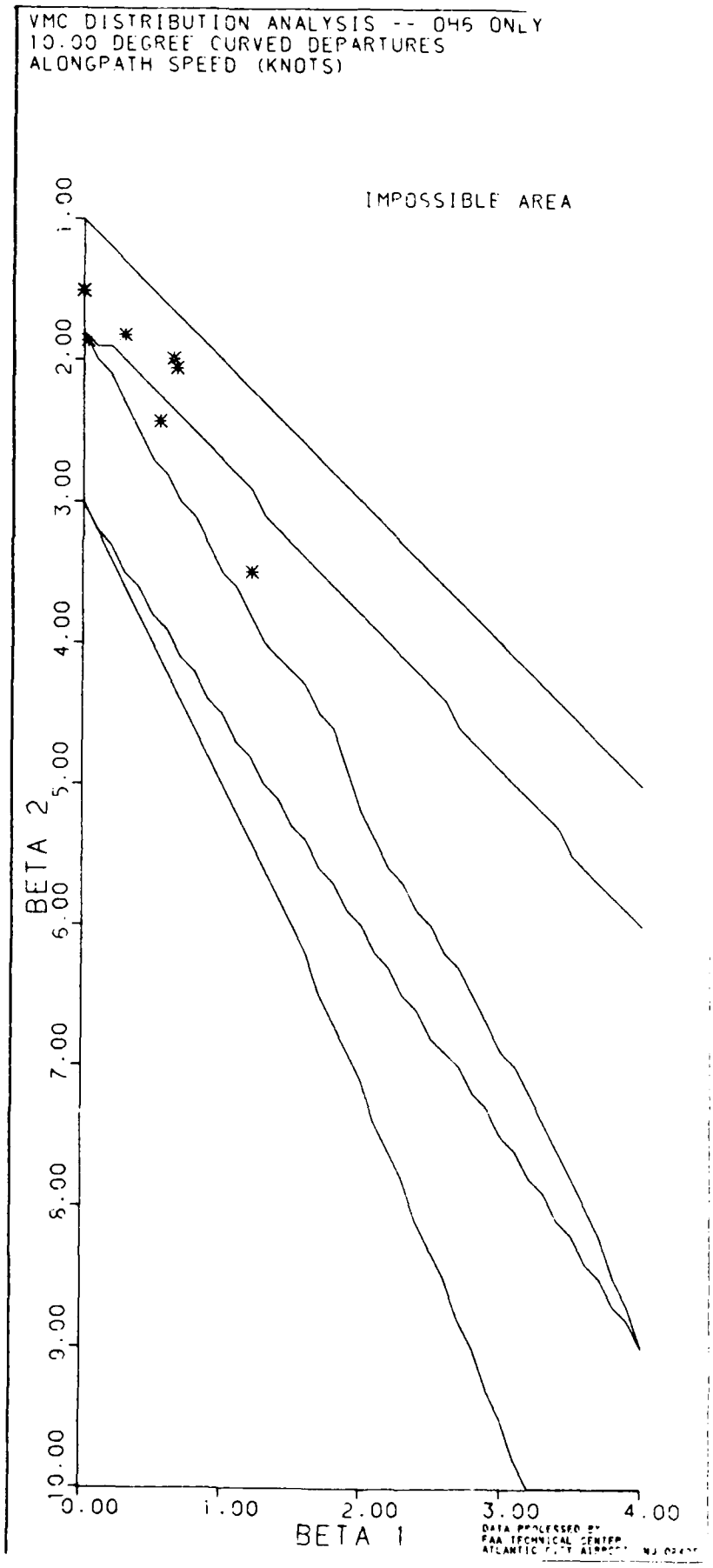

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

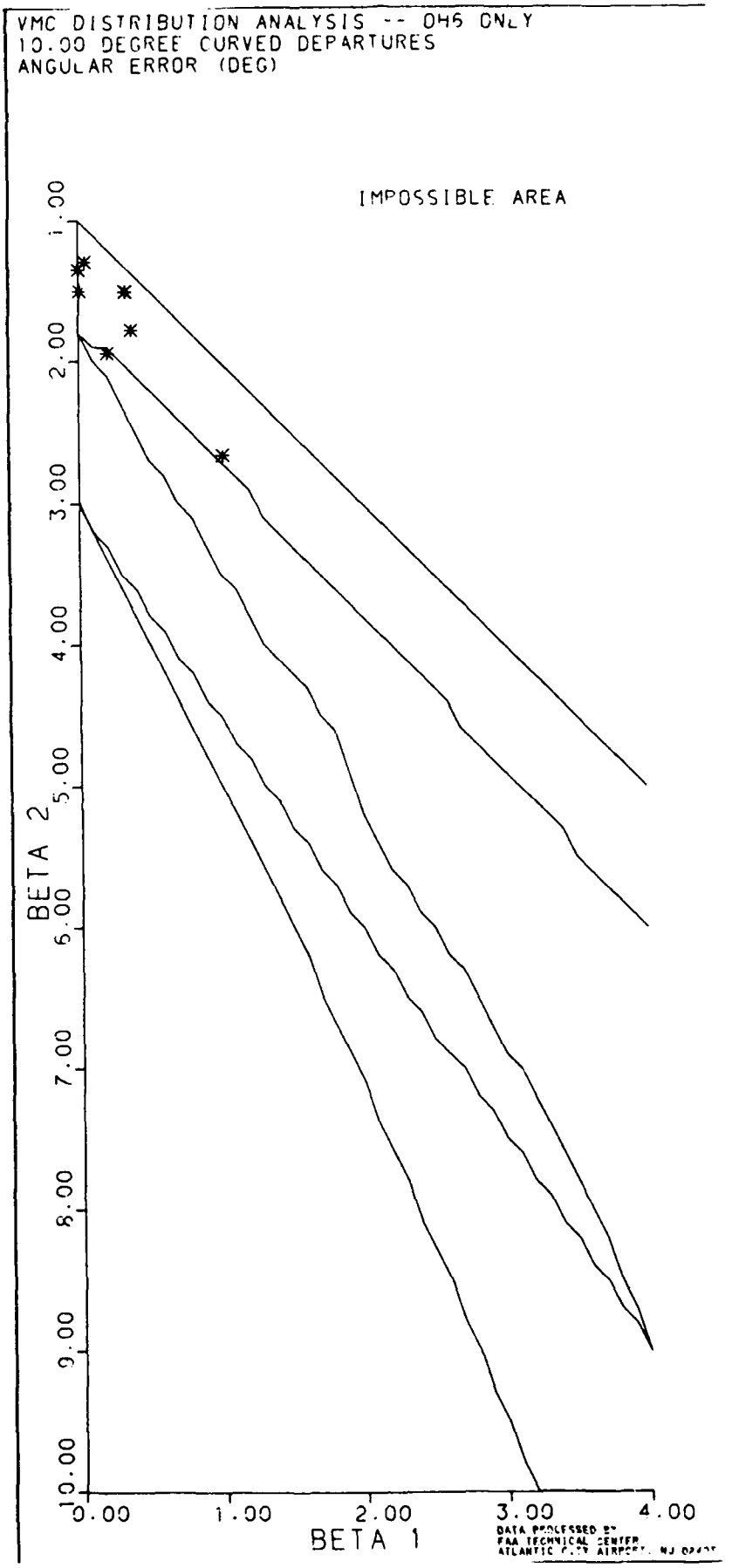
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY
10.00 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)

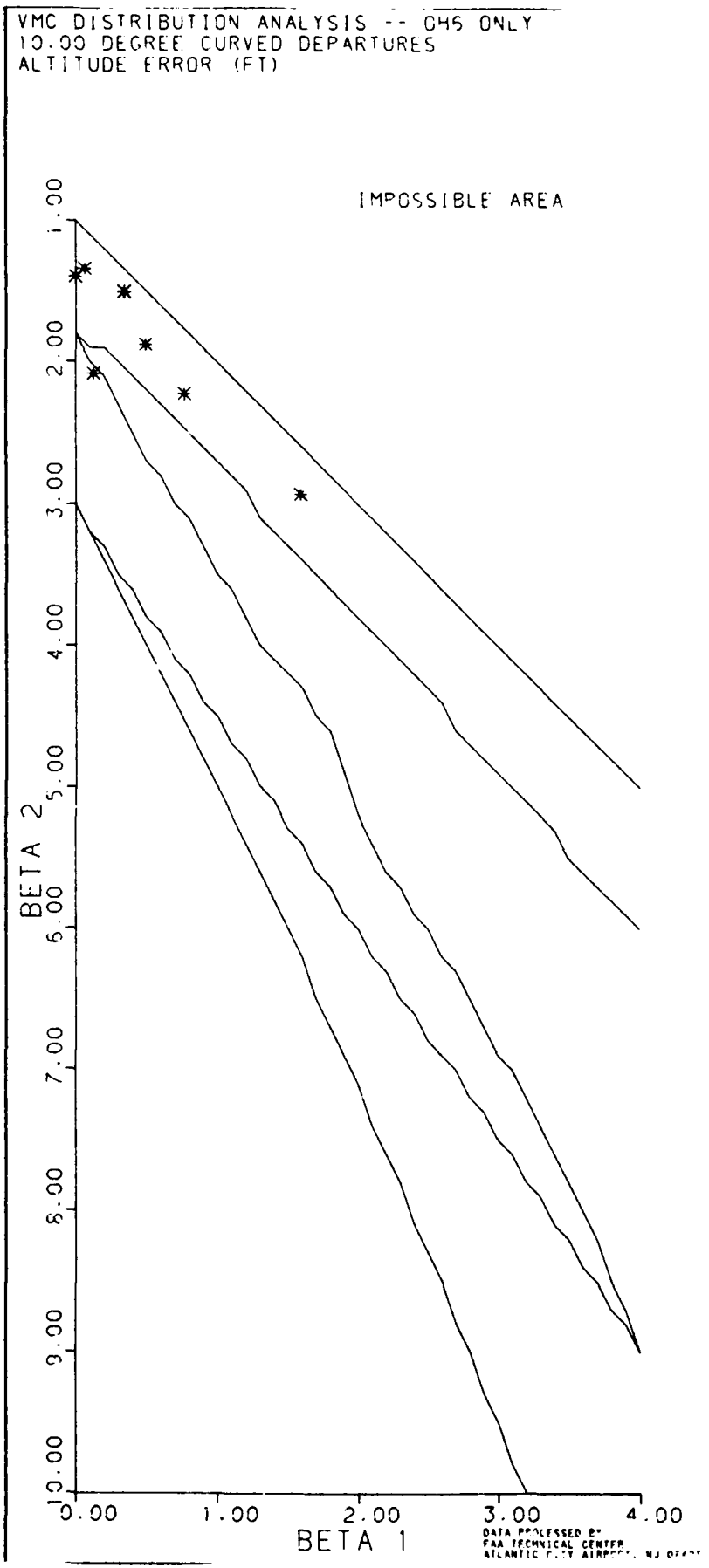


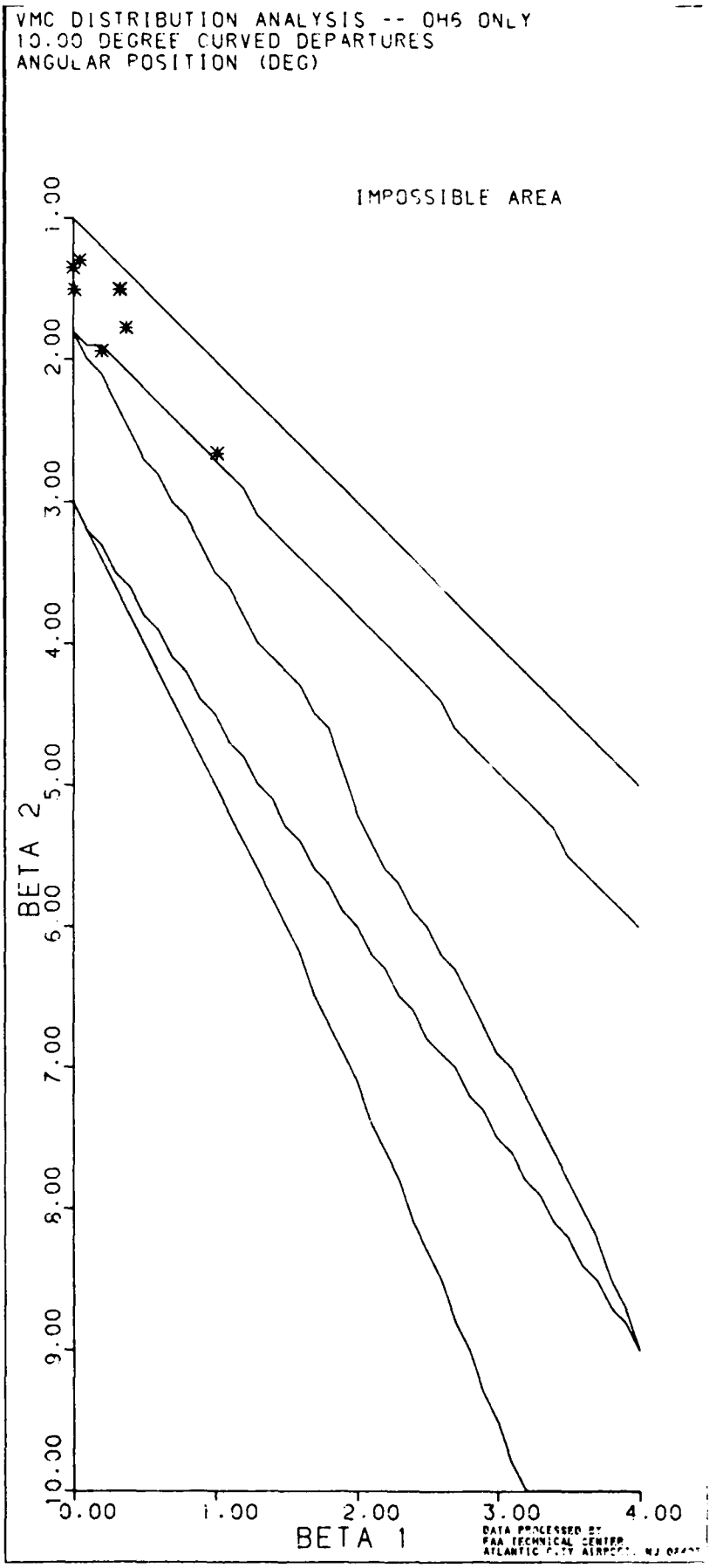
VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)

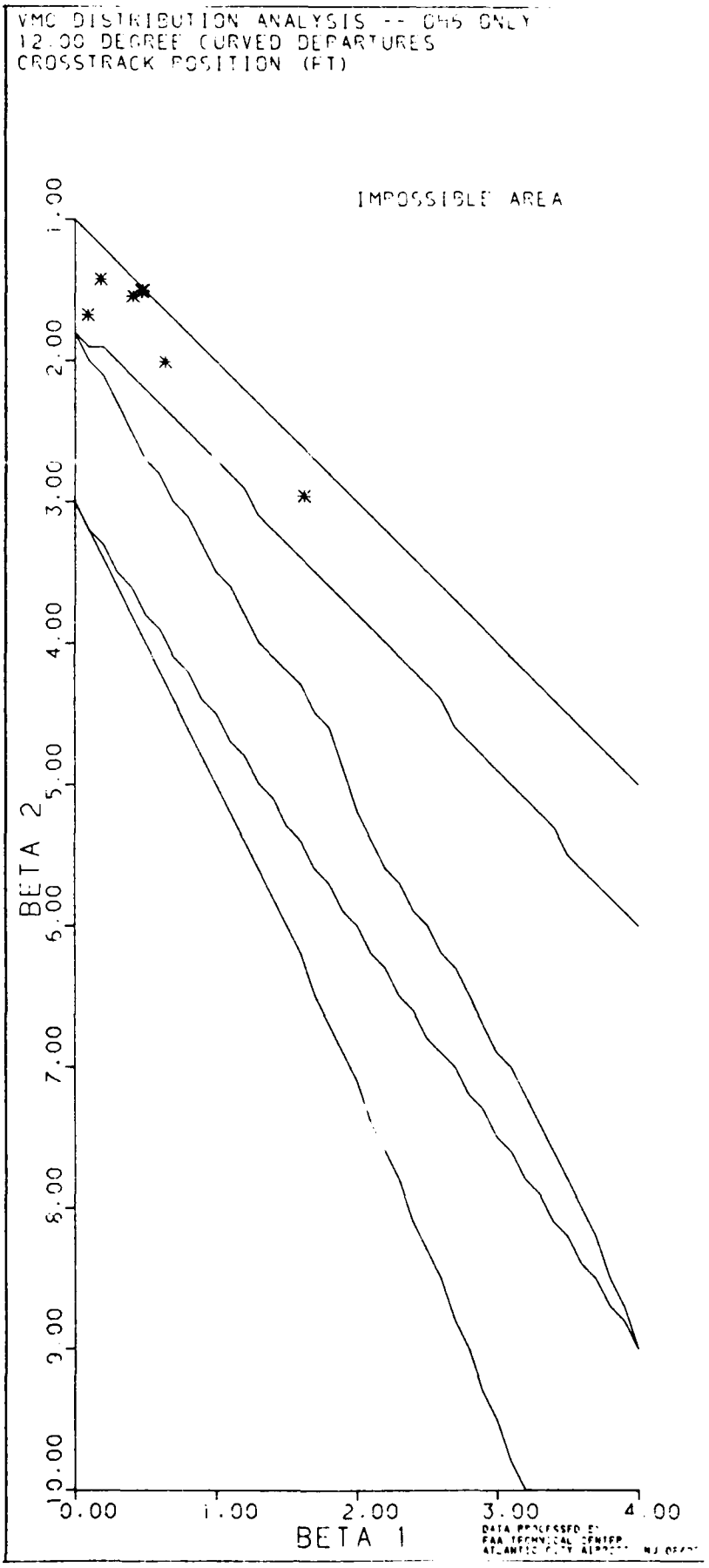


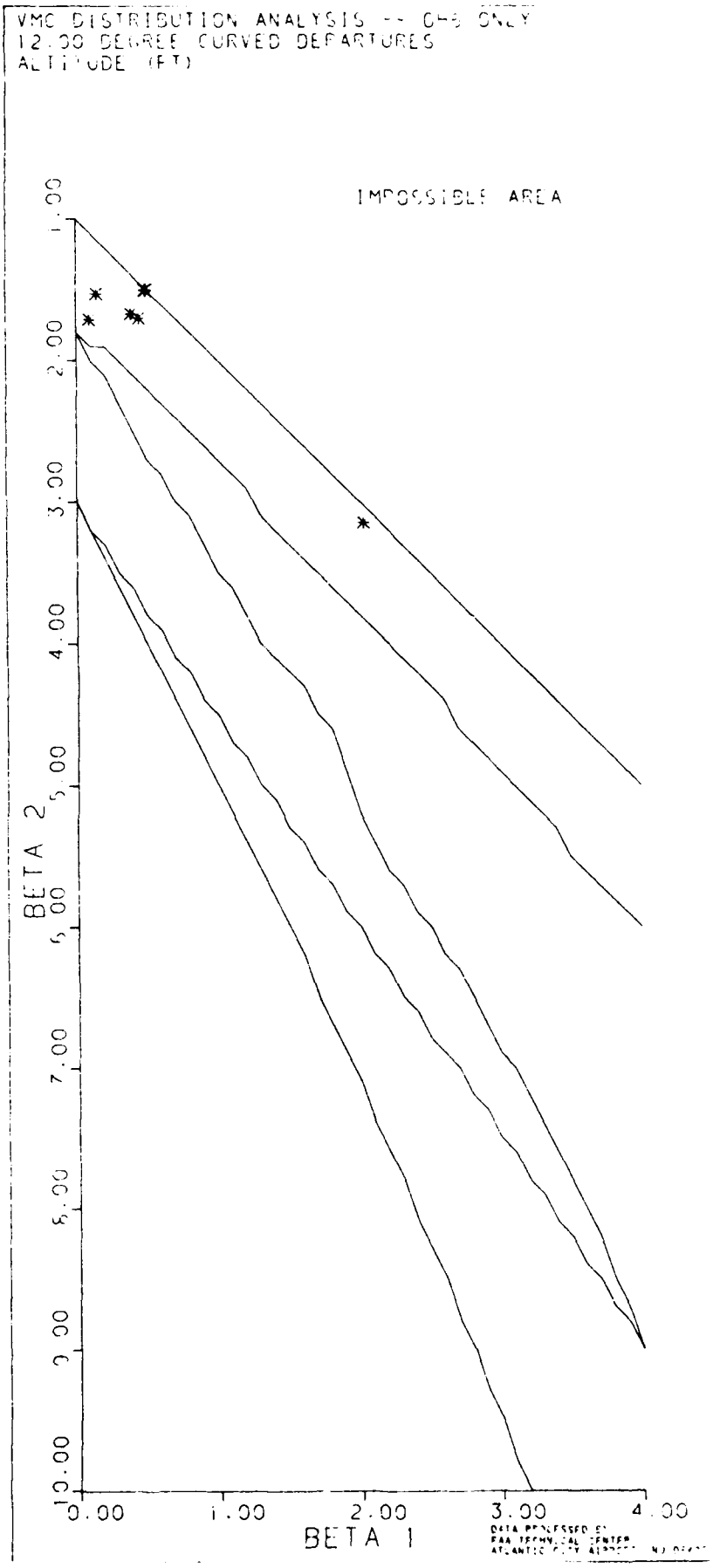

VMC DISTRIBUTION ANALYSIS -- 046 ONLY
10.00 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

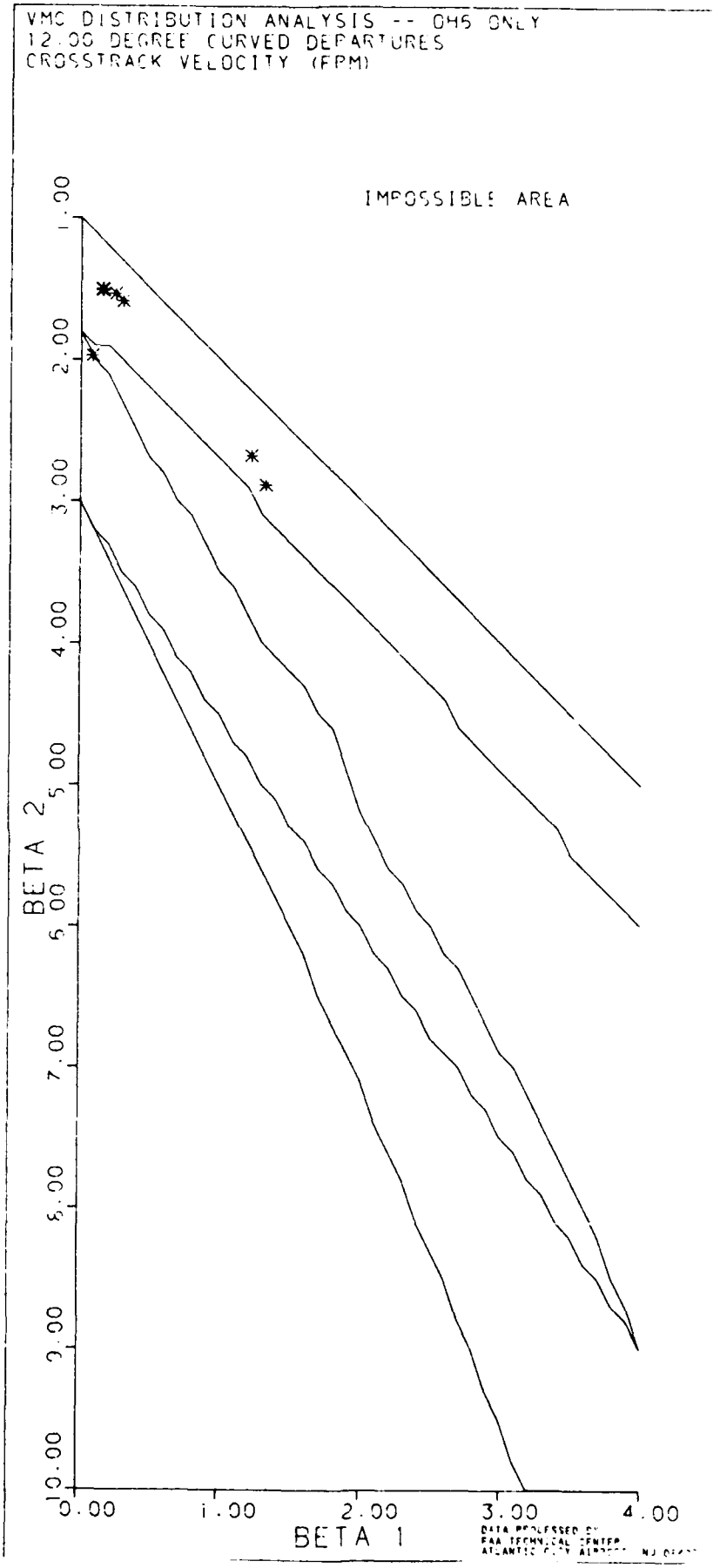

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- CHS ONLY
10.00 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

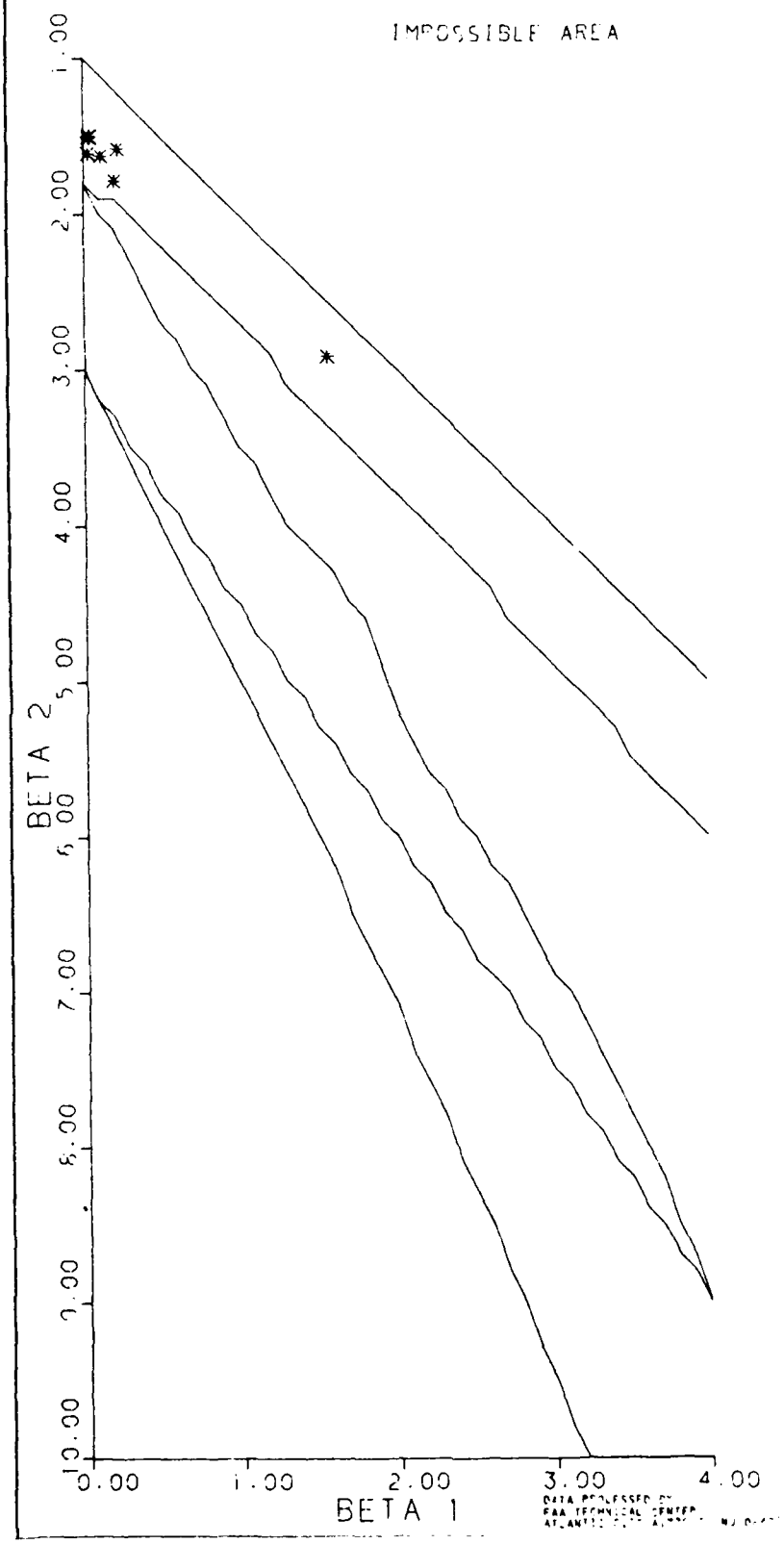

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
10.00 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

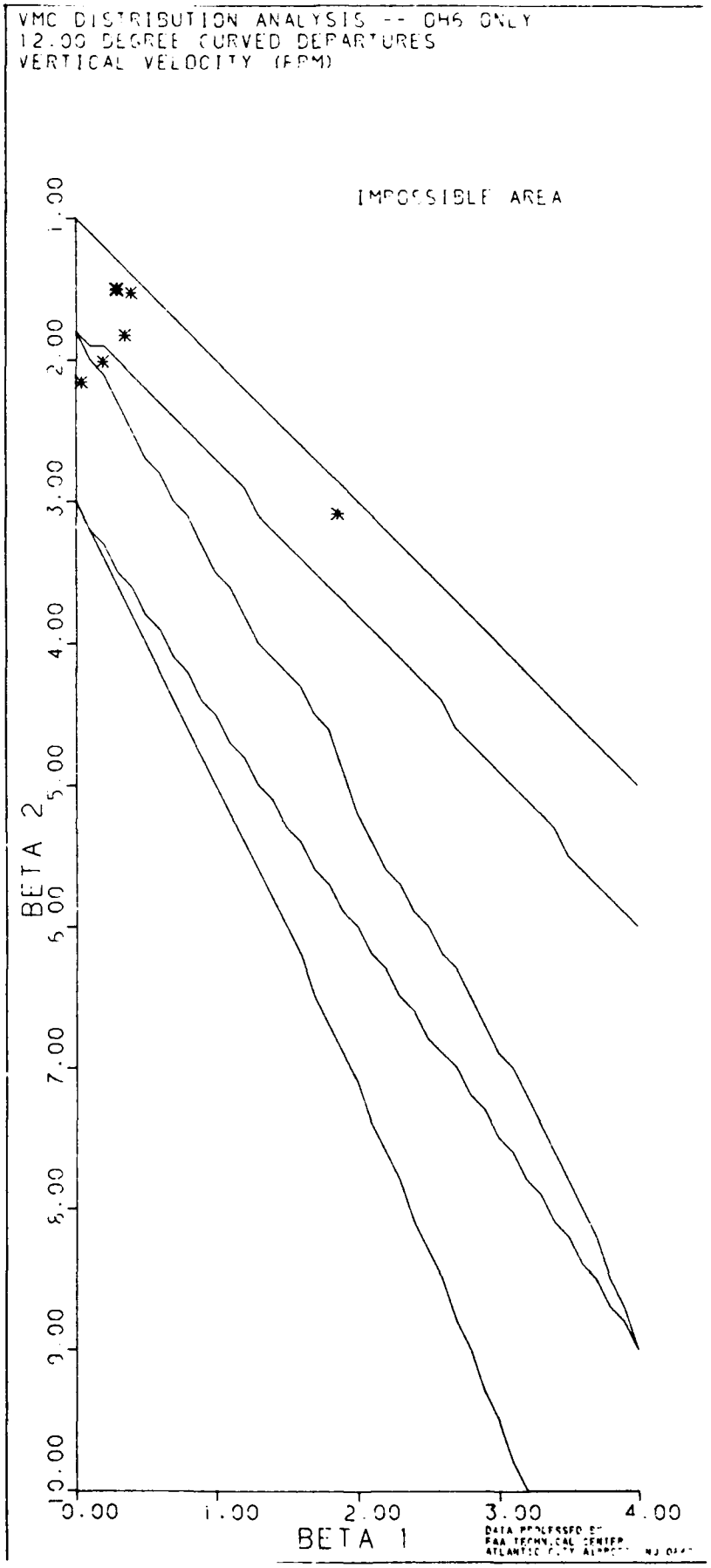

VMC DISTRIBUTION ANALYSIS -- GA5 ONLY
12.00 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

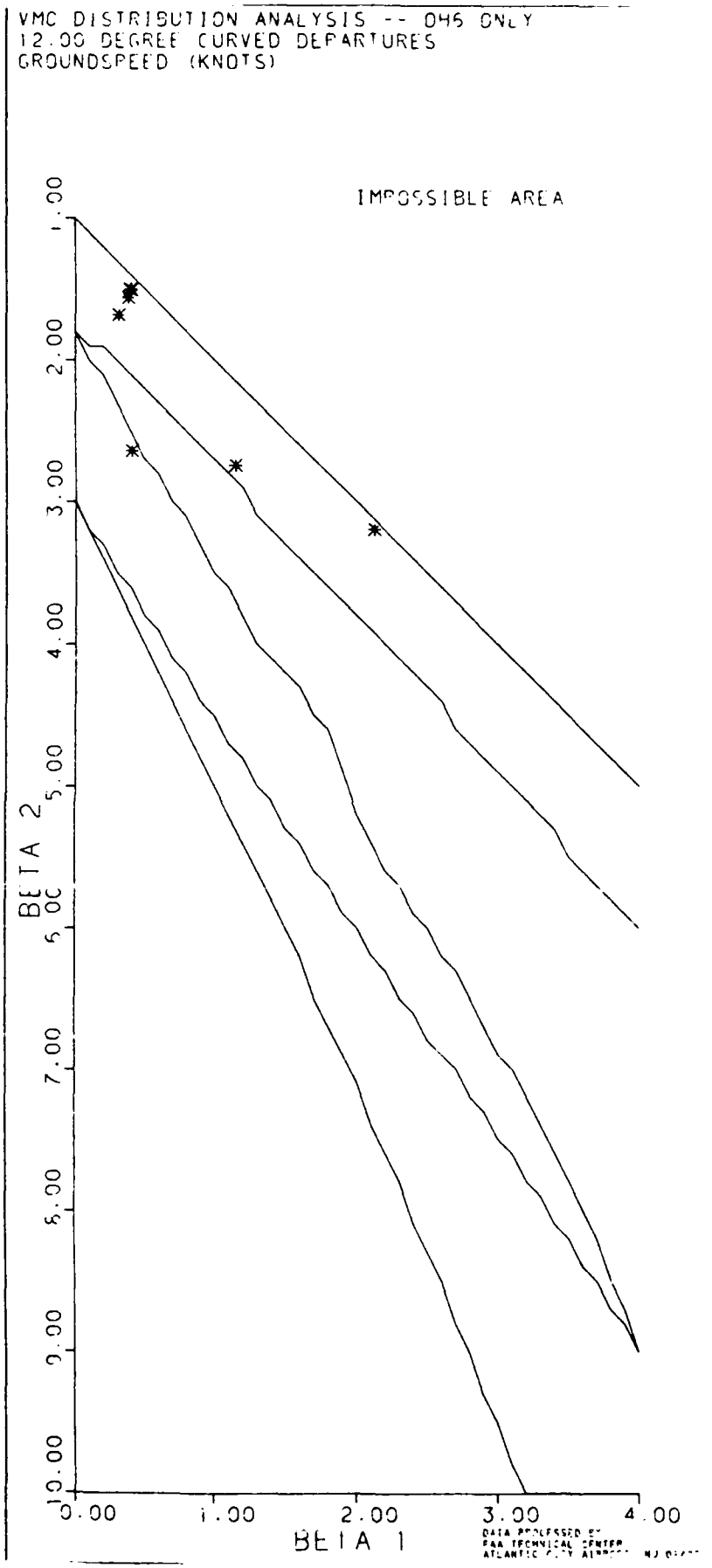

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE CURVED DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

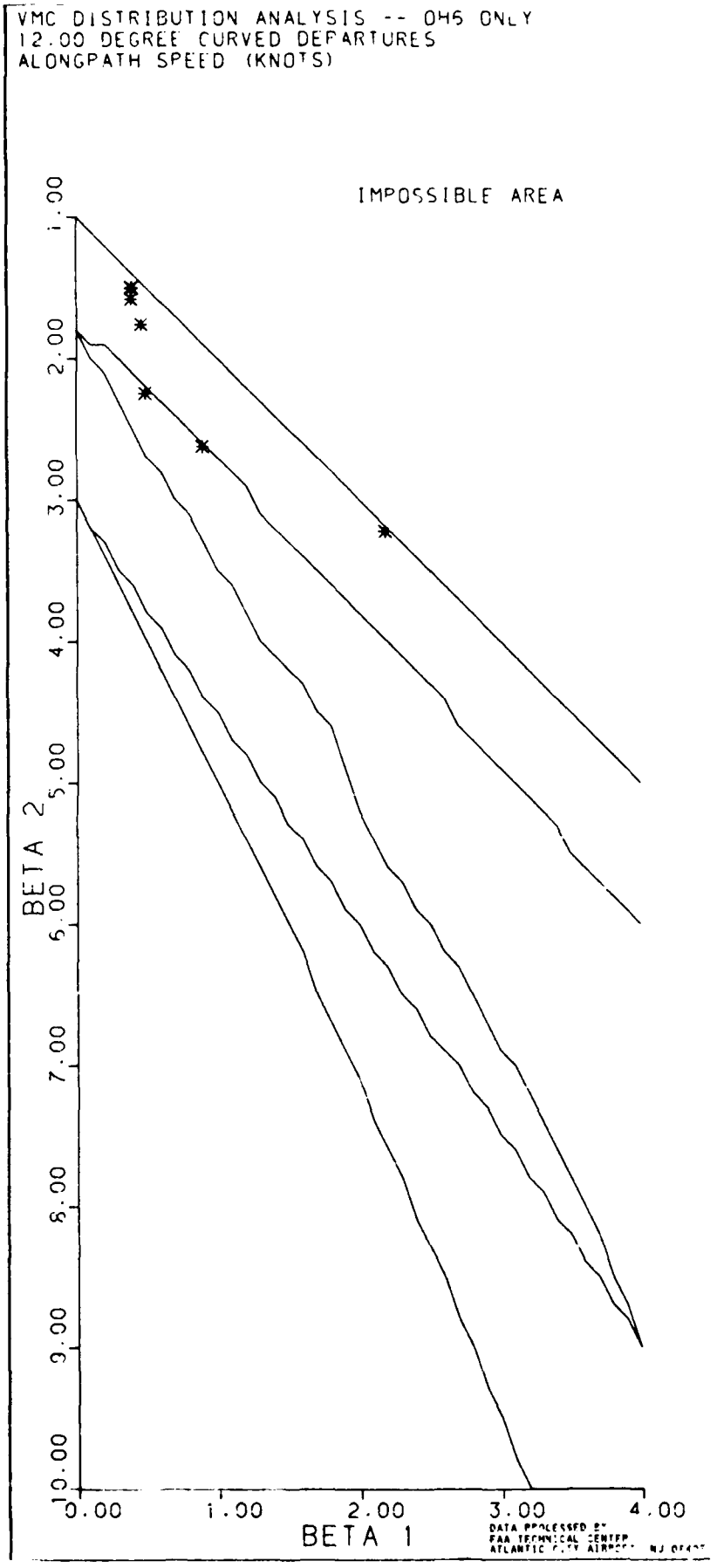

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

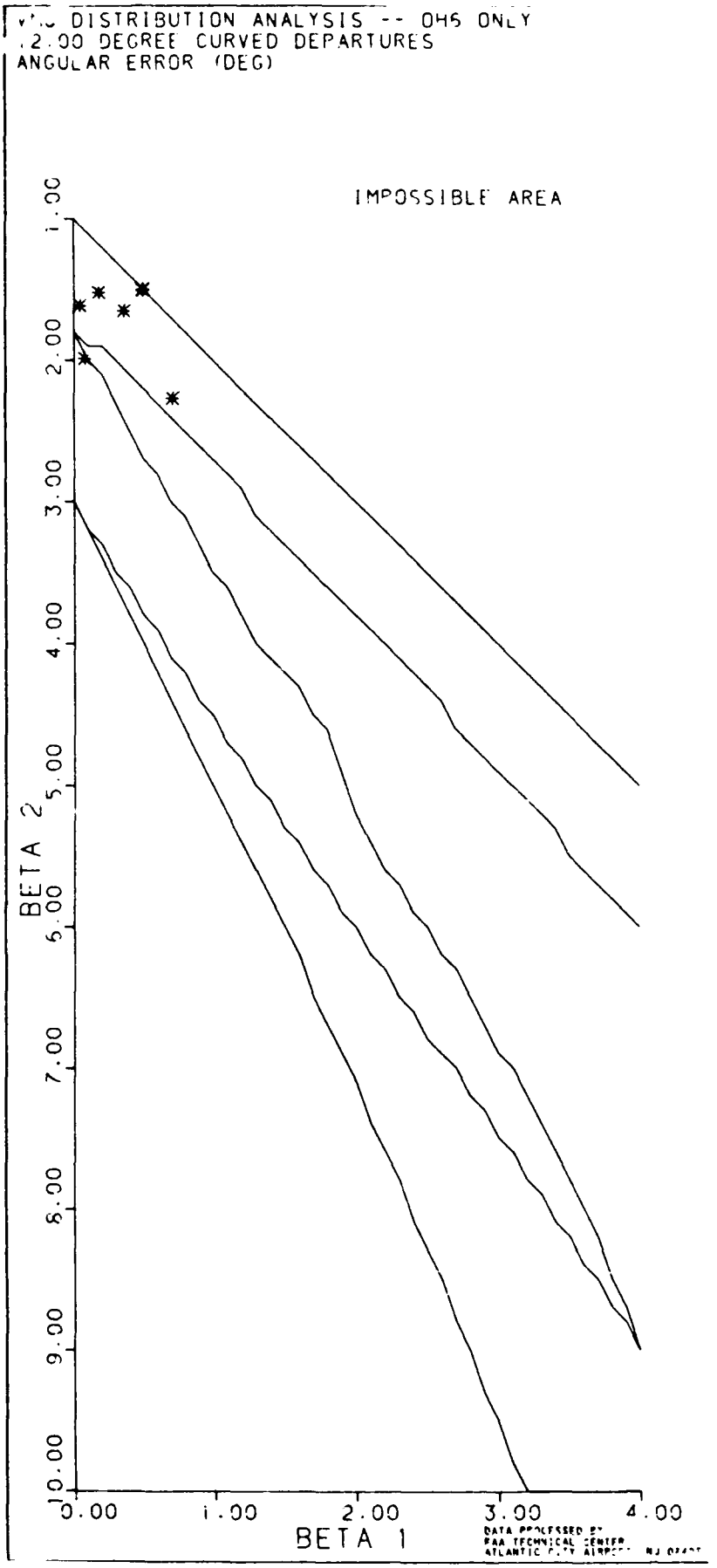
VMC DISTRIBUTION ANALYSIS -- DHS ONLY
12.00 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)

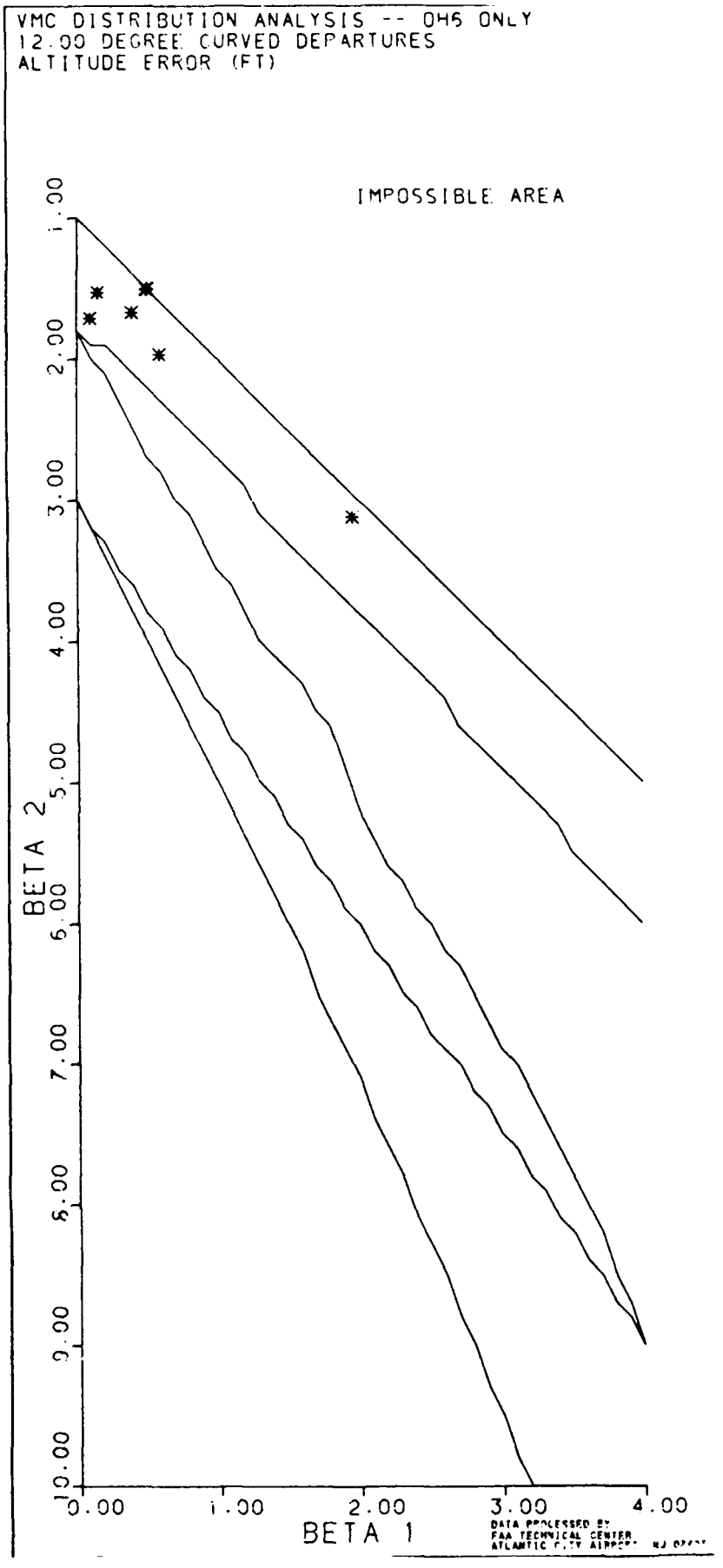


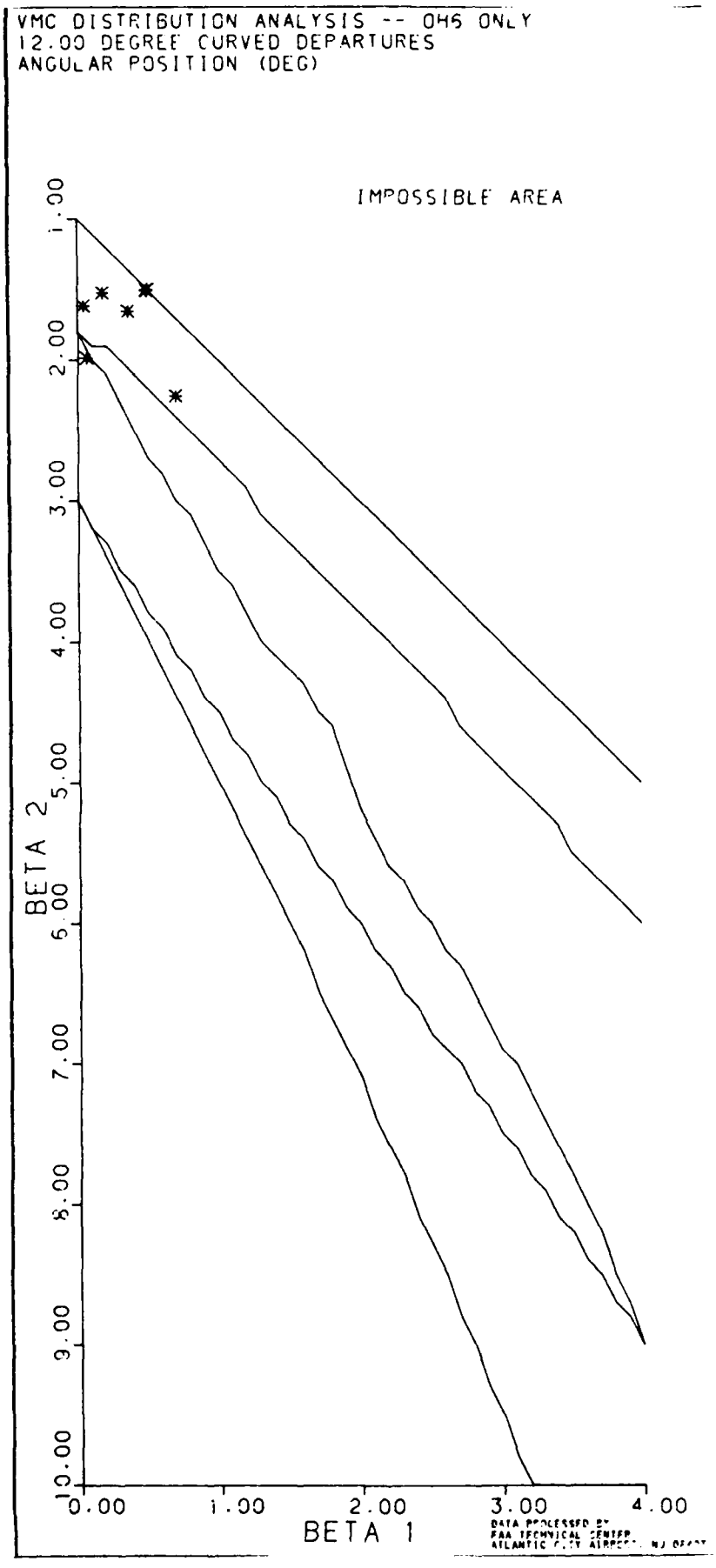

VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
7.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


DISTRIBUTION ANALYSIS -- OHS ONLY
2.00 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- OHS ONLY
12.00 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

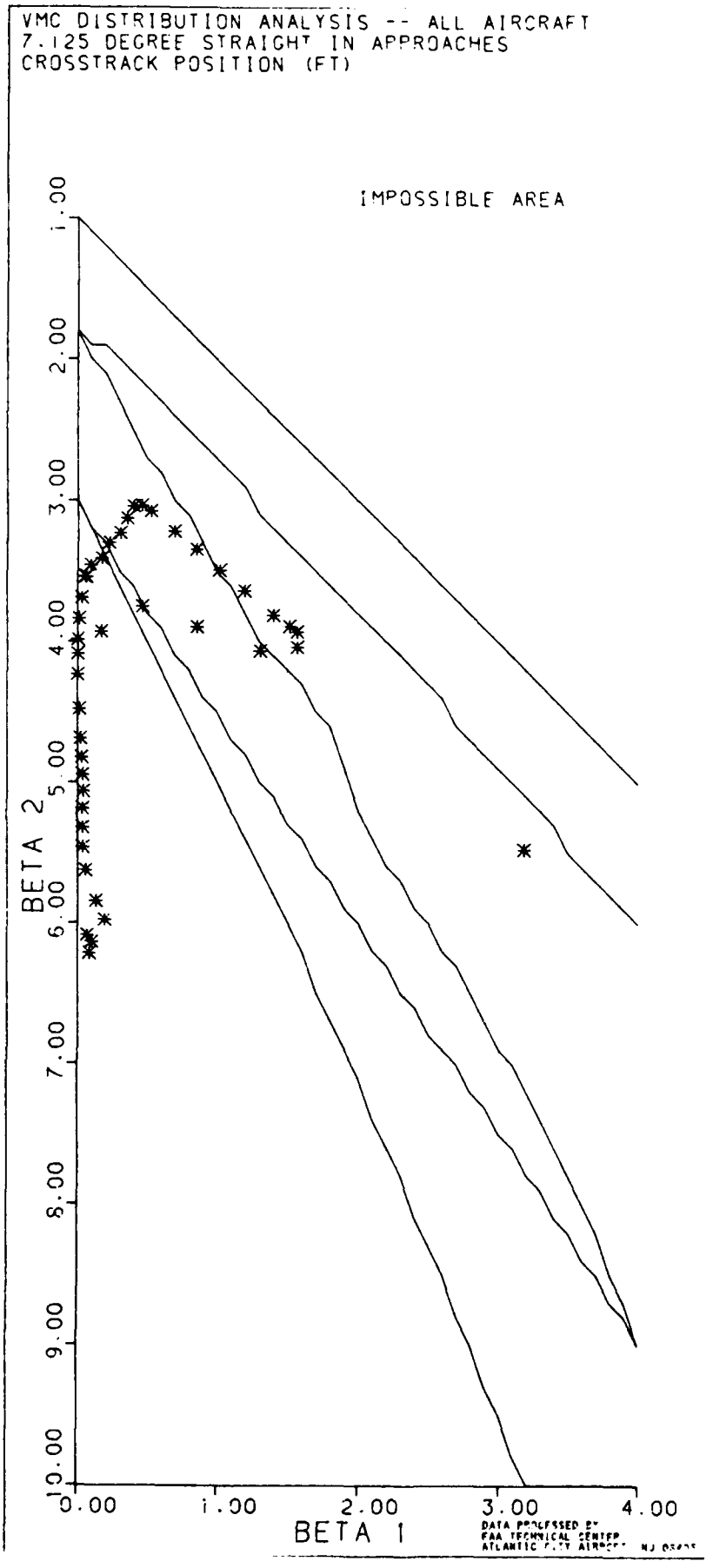
APPENDIX D

PEARSON PRODUCT MOMENT PLOTS FOR ALL AIRCRAFT DATA

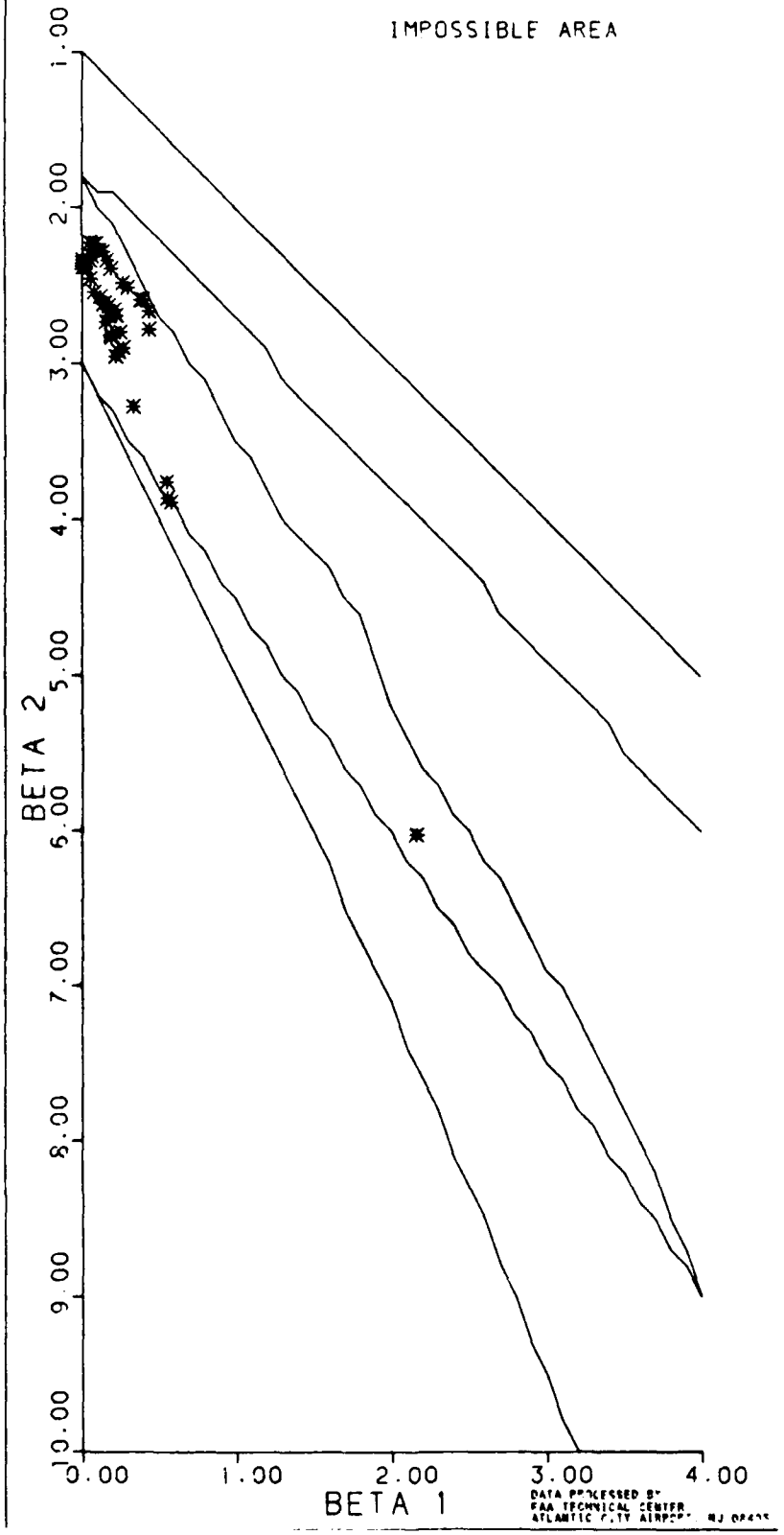
The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

There are four major divisions of the plots they are (in order of presentation); straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125°, 8.00°, and 10.00° approaches. For departures they are: 7.125°, 10.00°, and 12.00° departures.

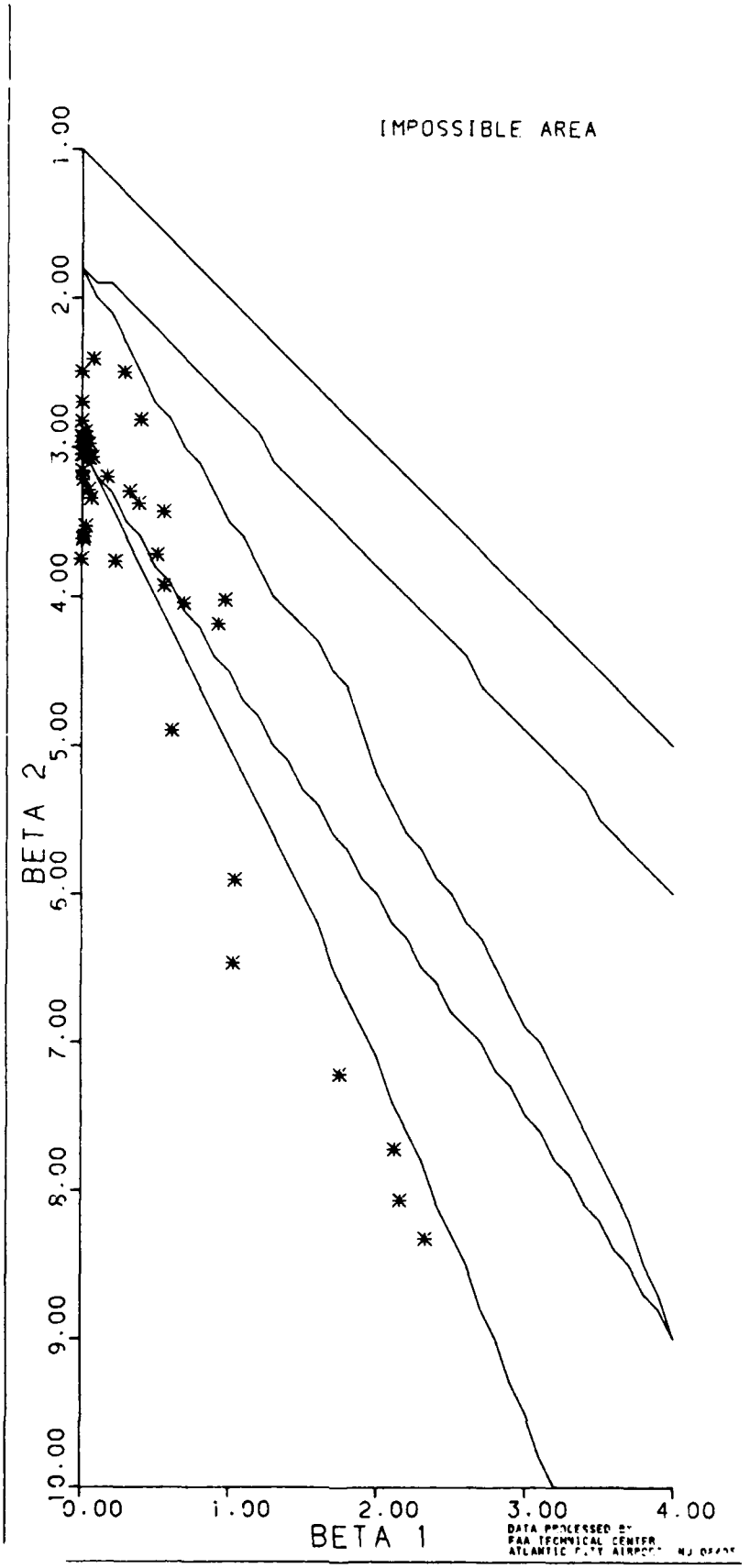
There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

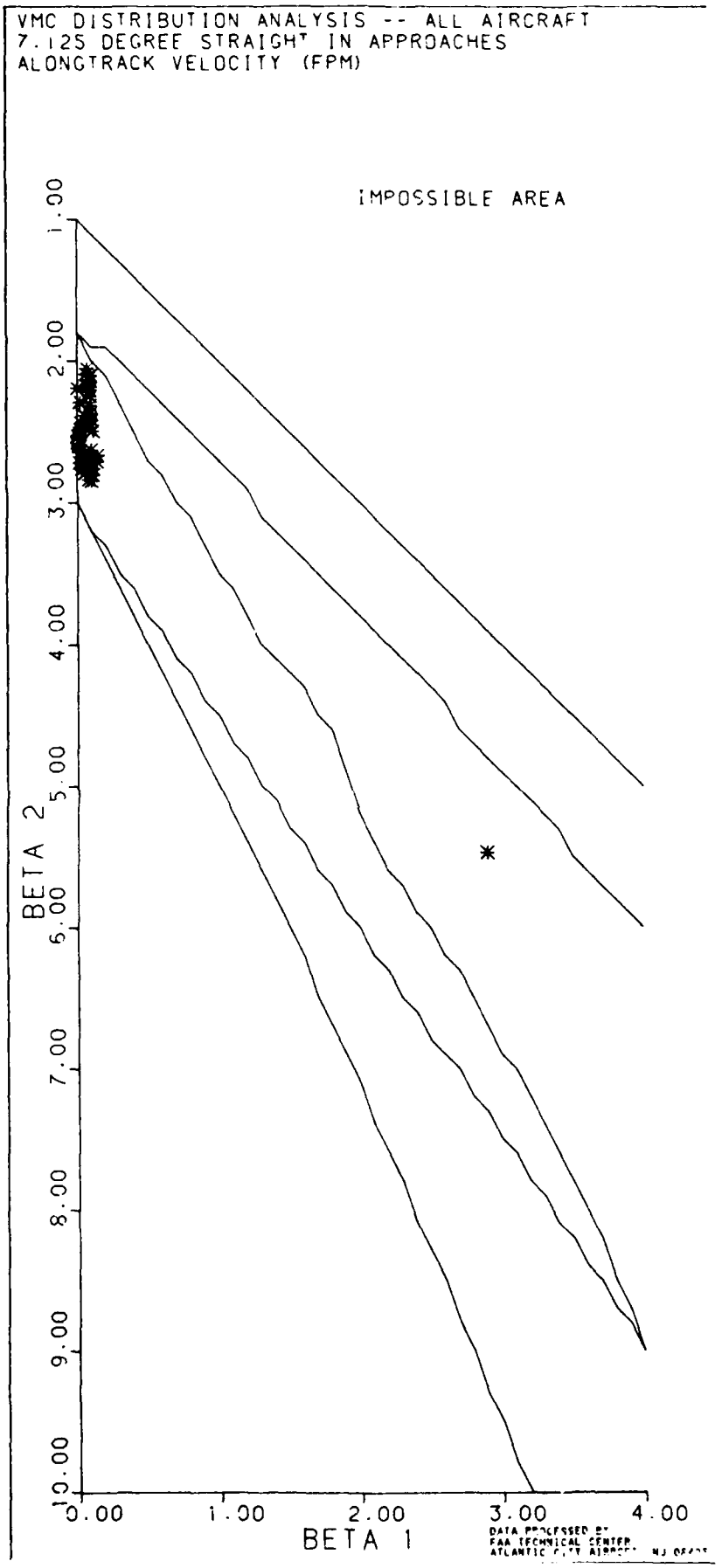

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)

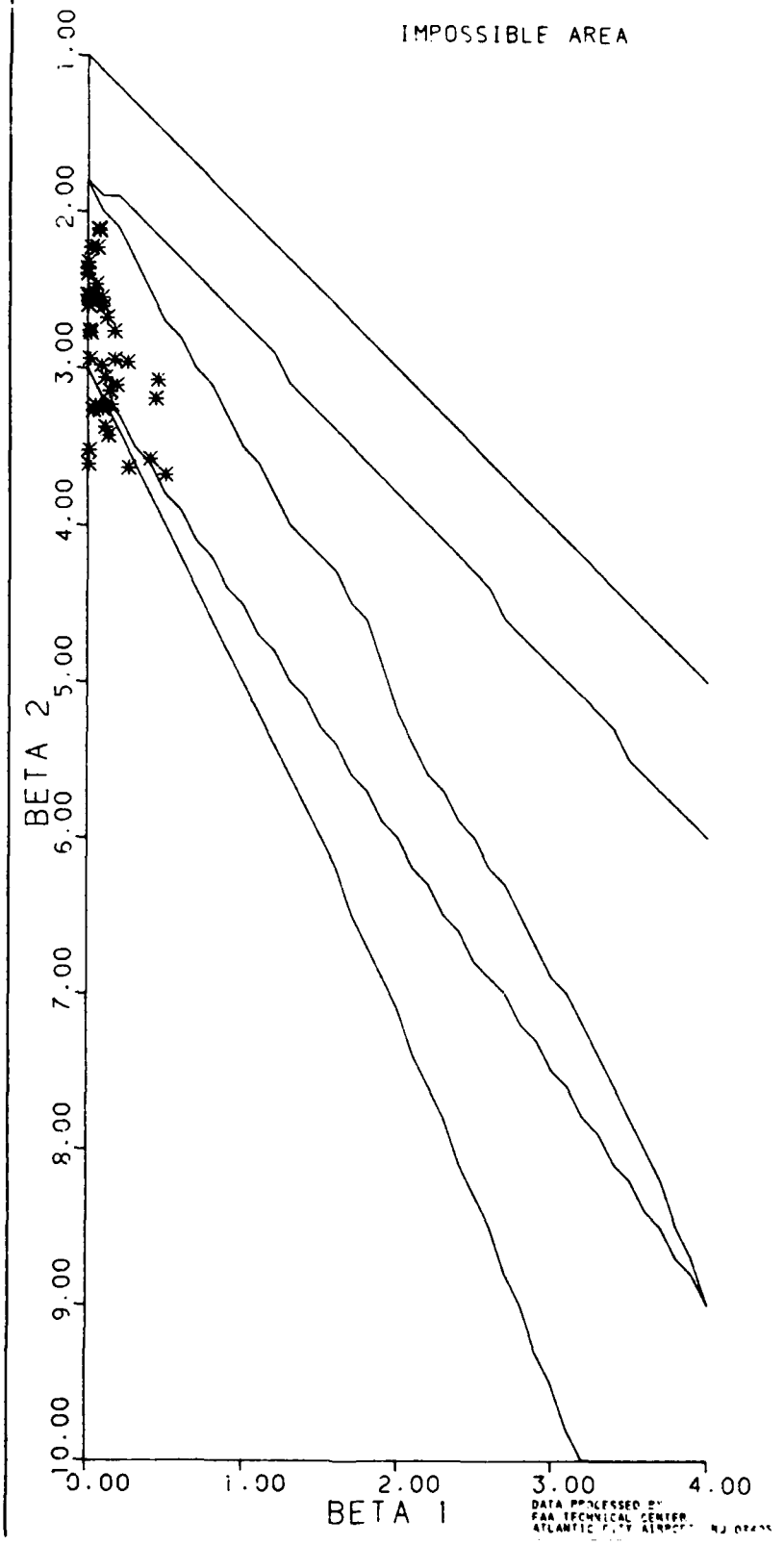


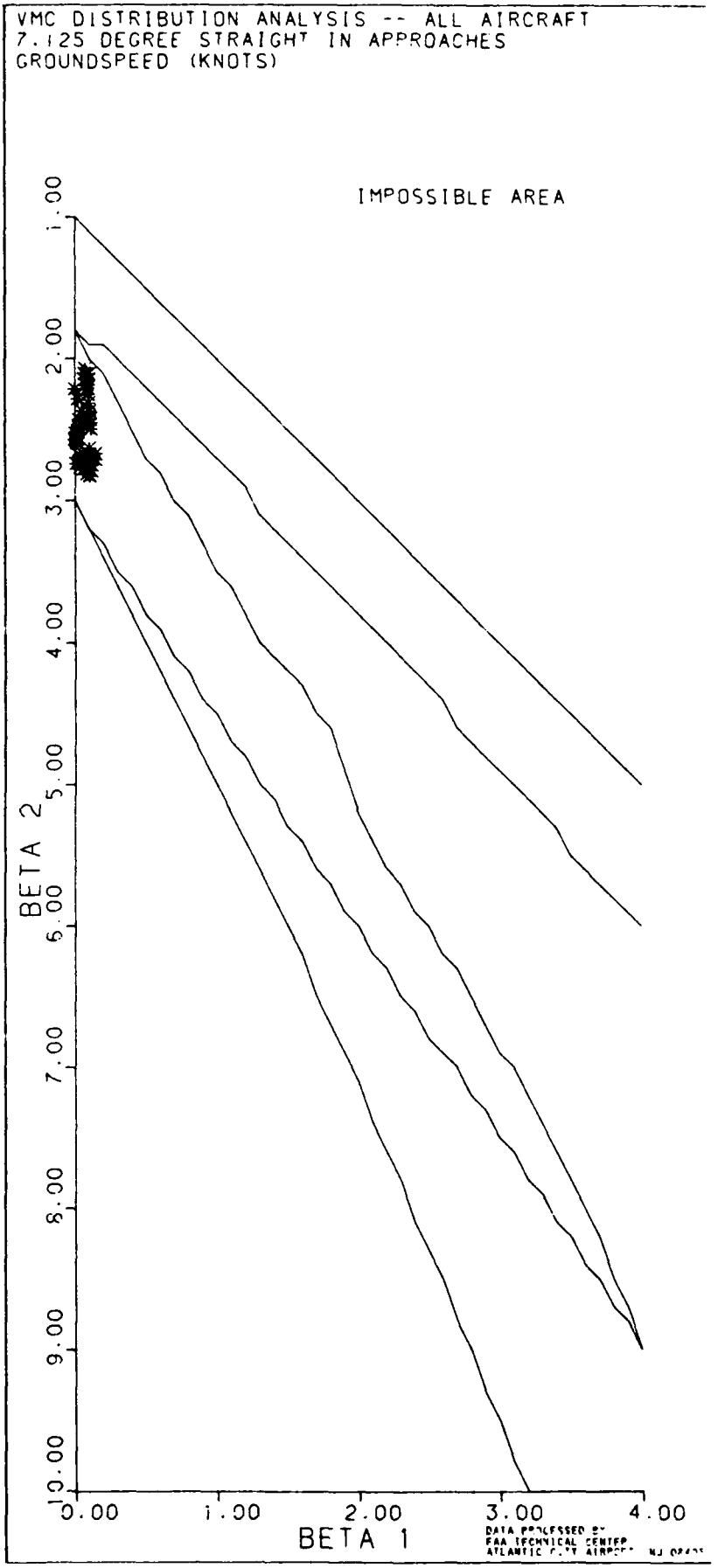
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)



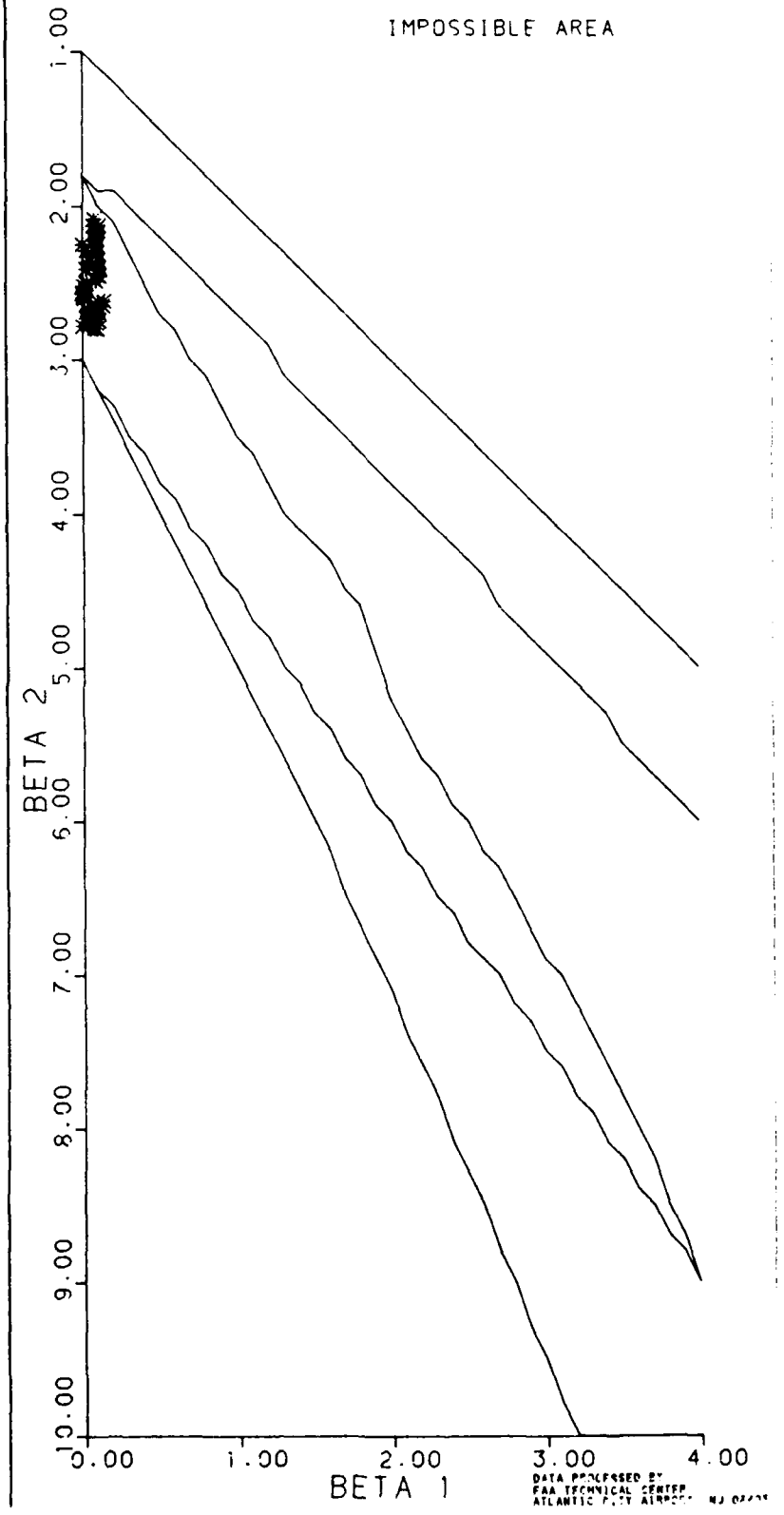

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

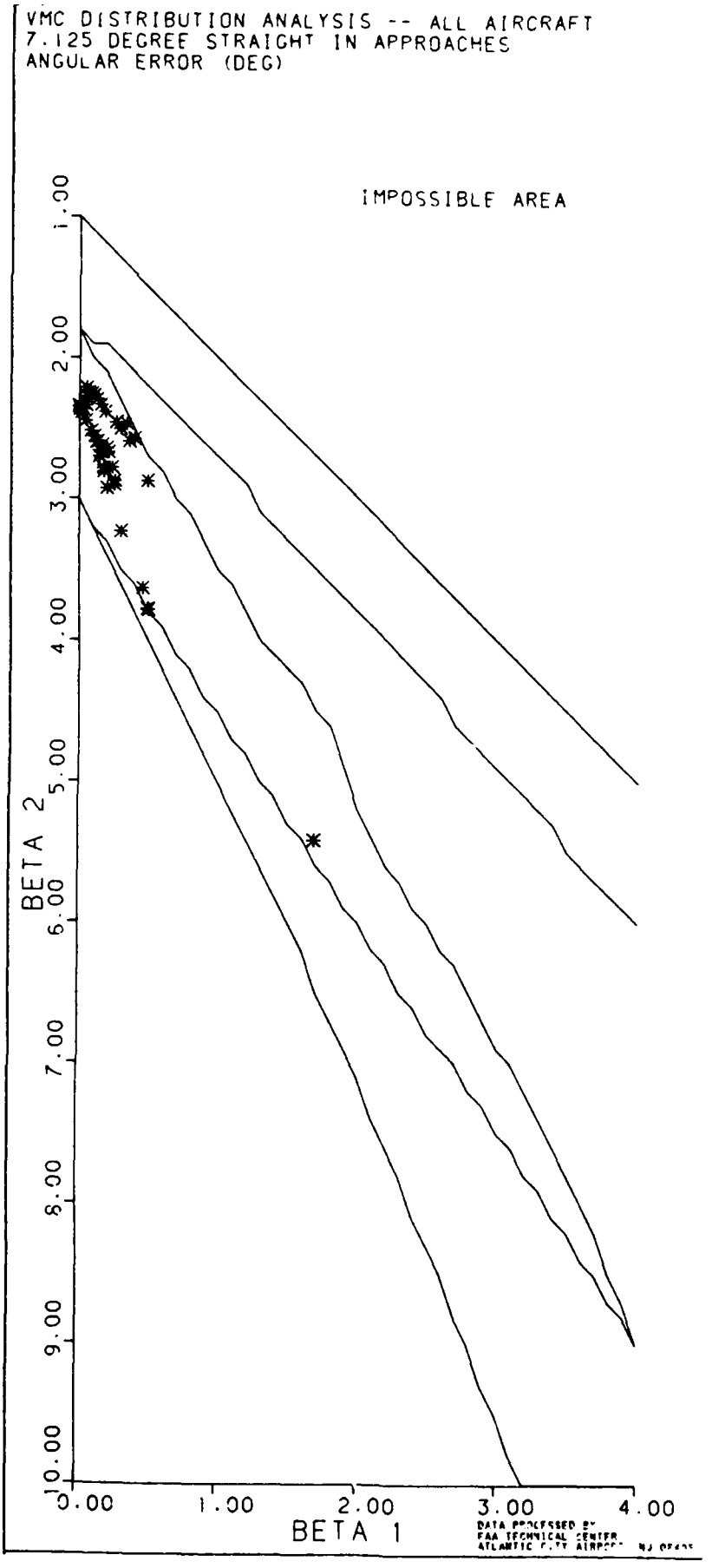
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)

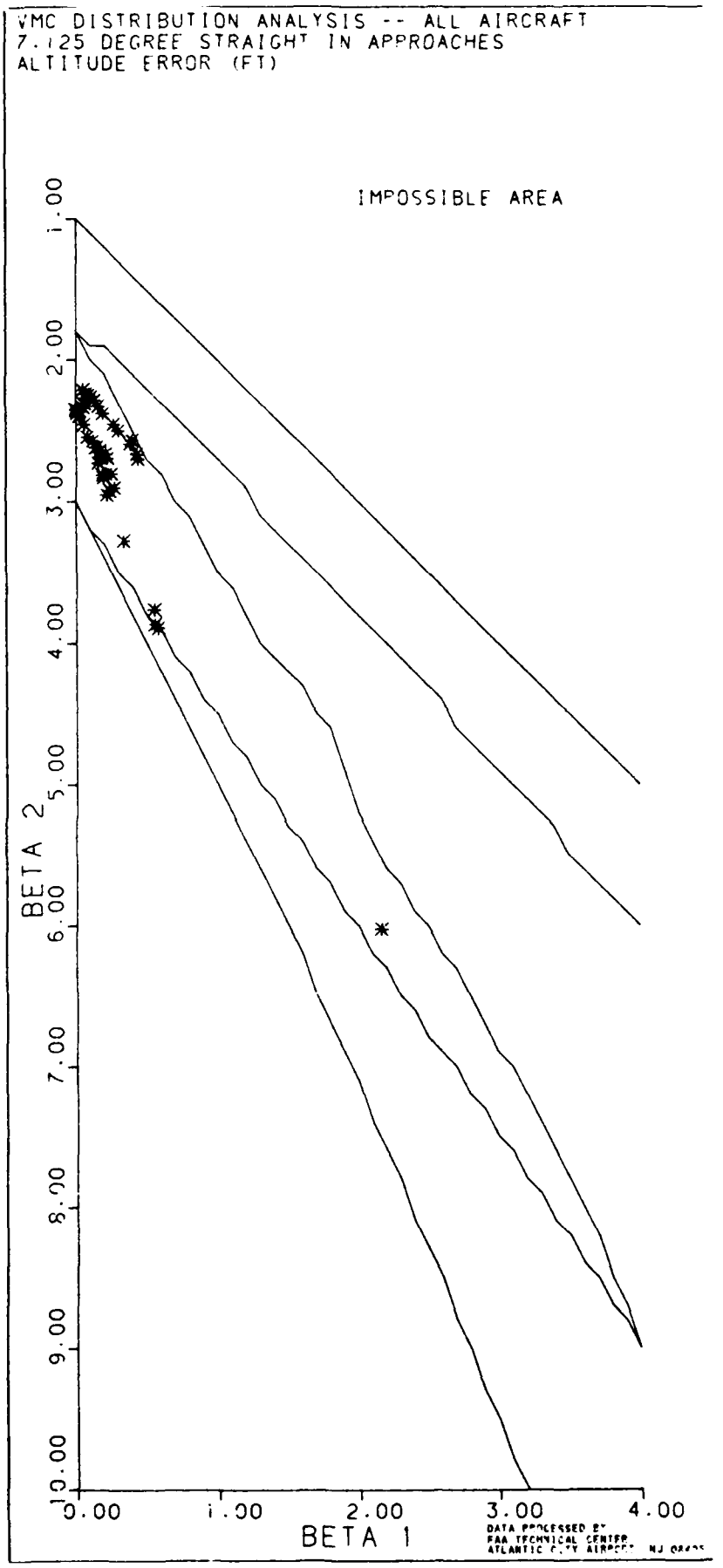


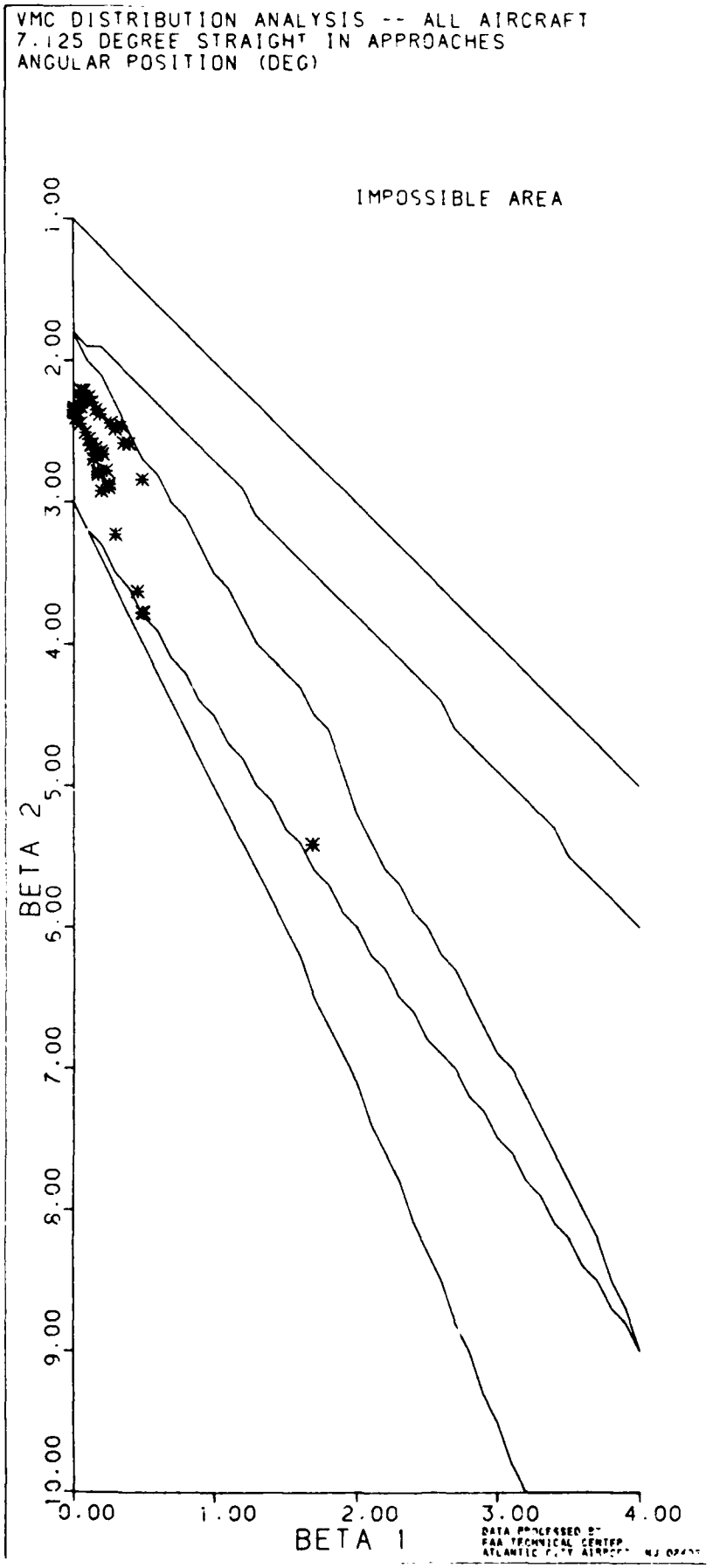

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

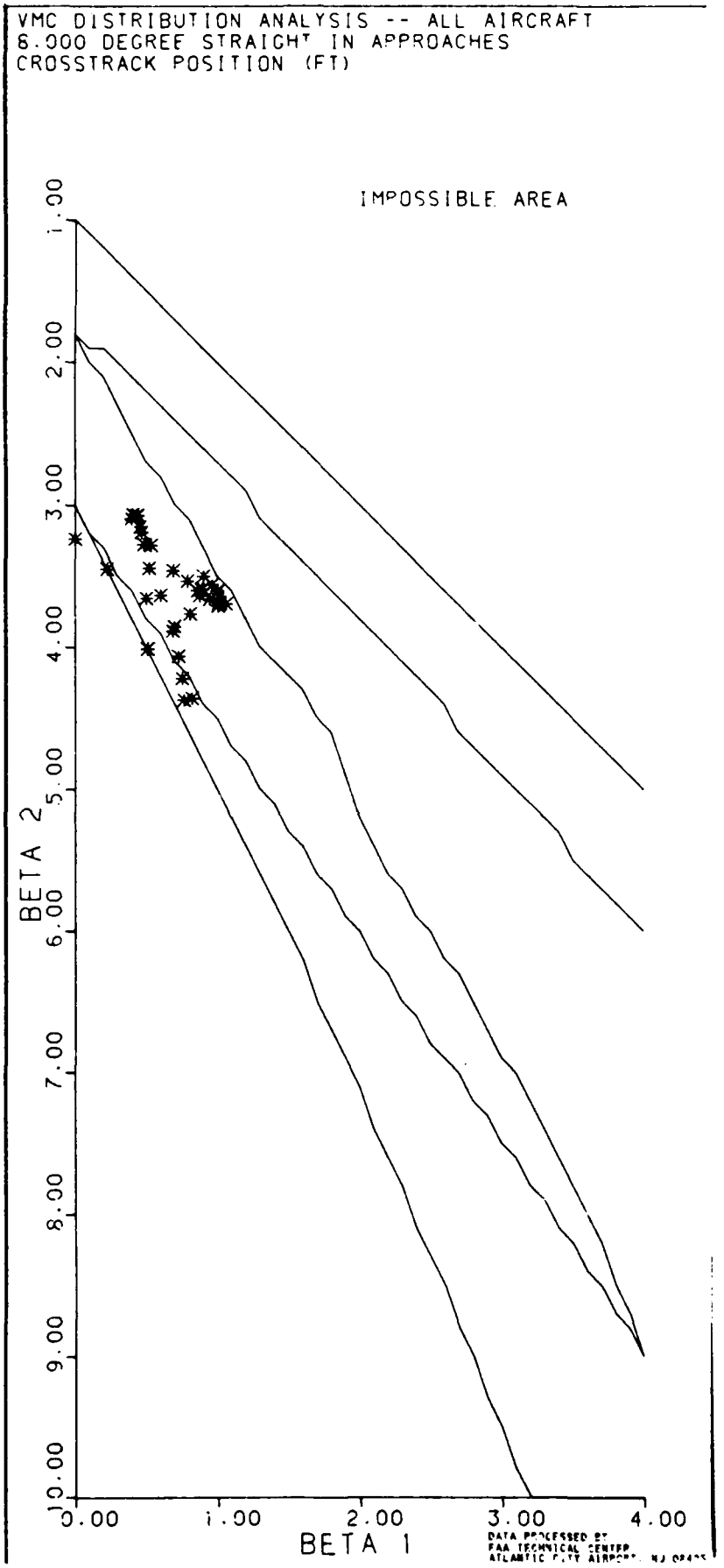
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)

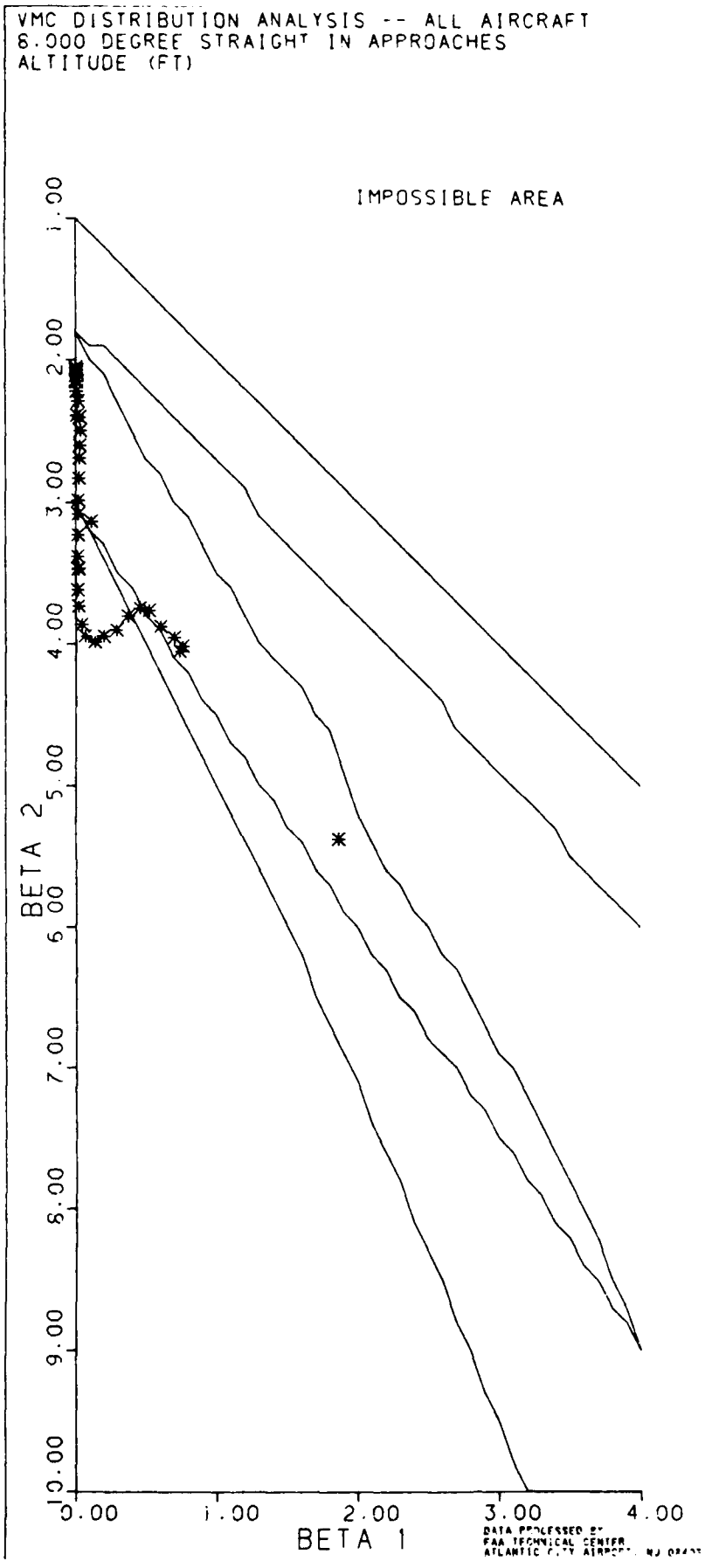



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

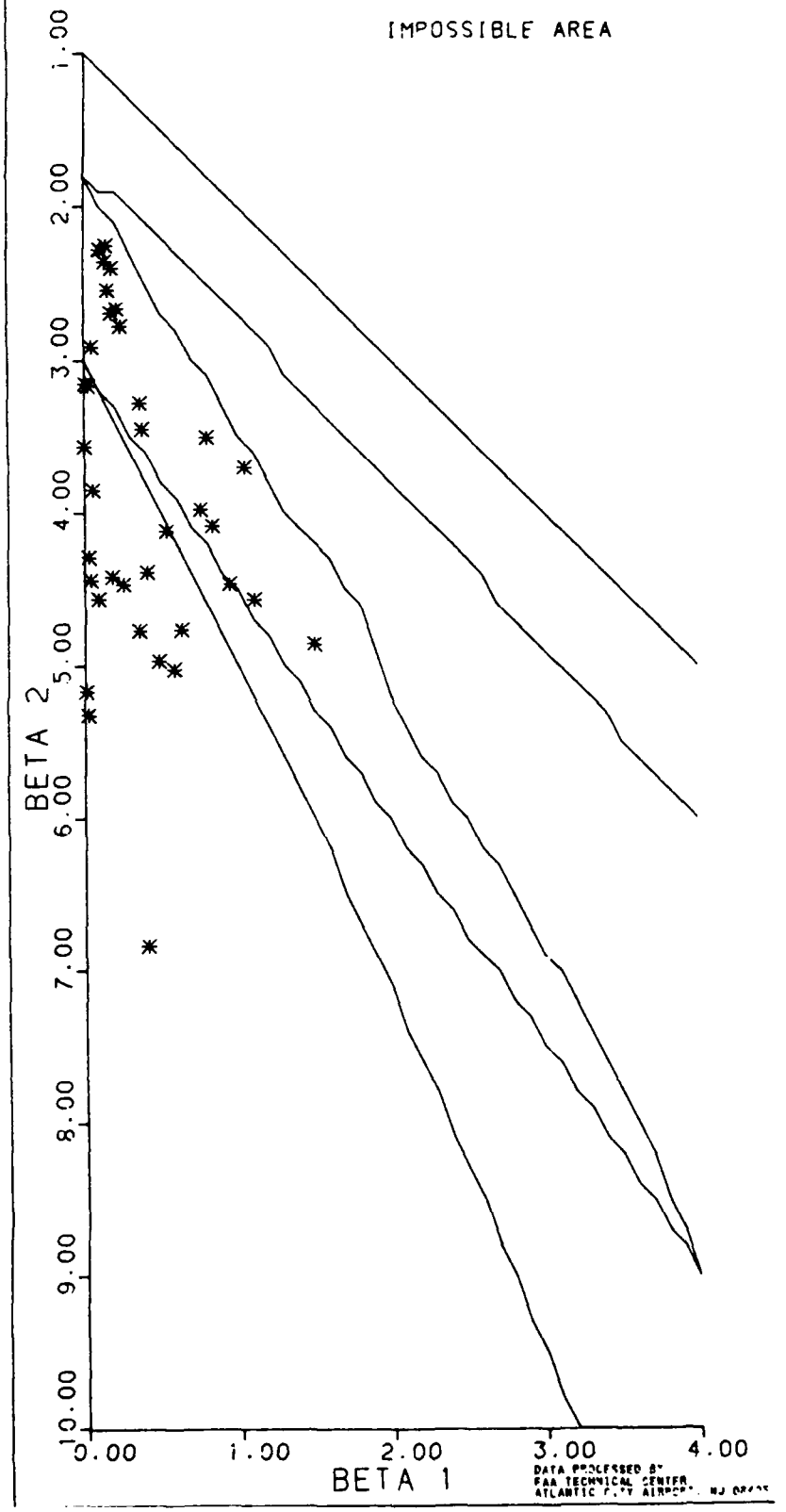

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405

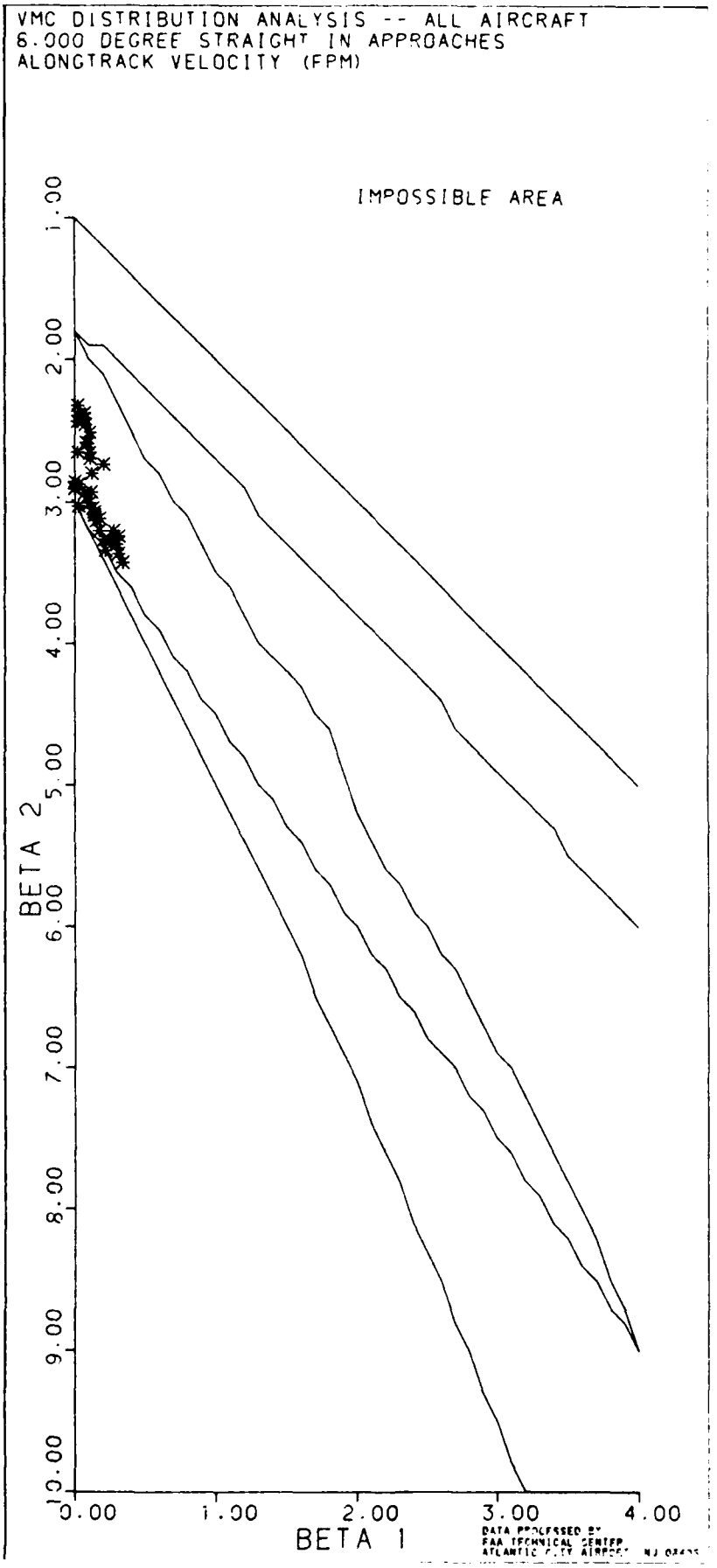

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
8.000 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

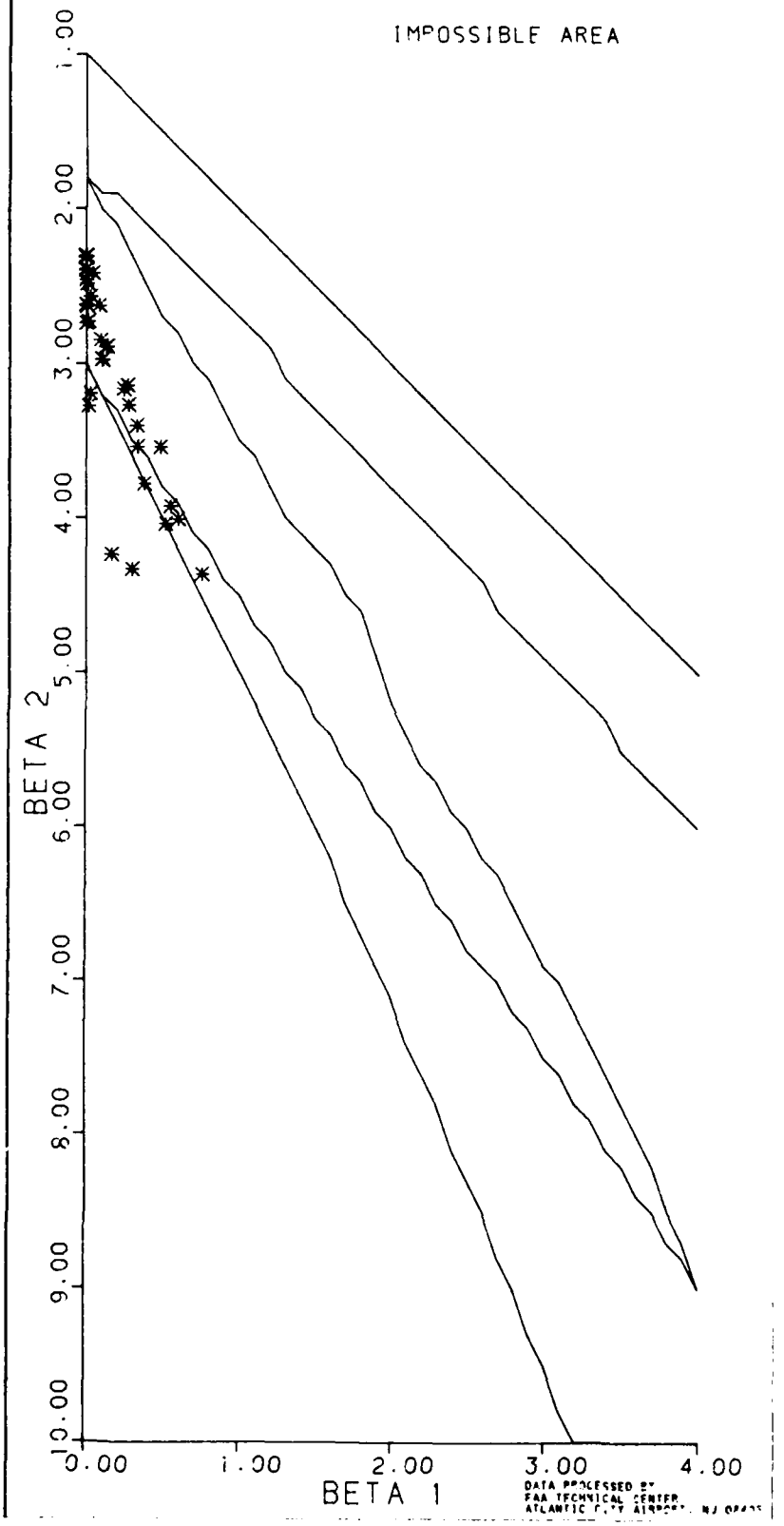

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

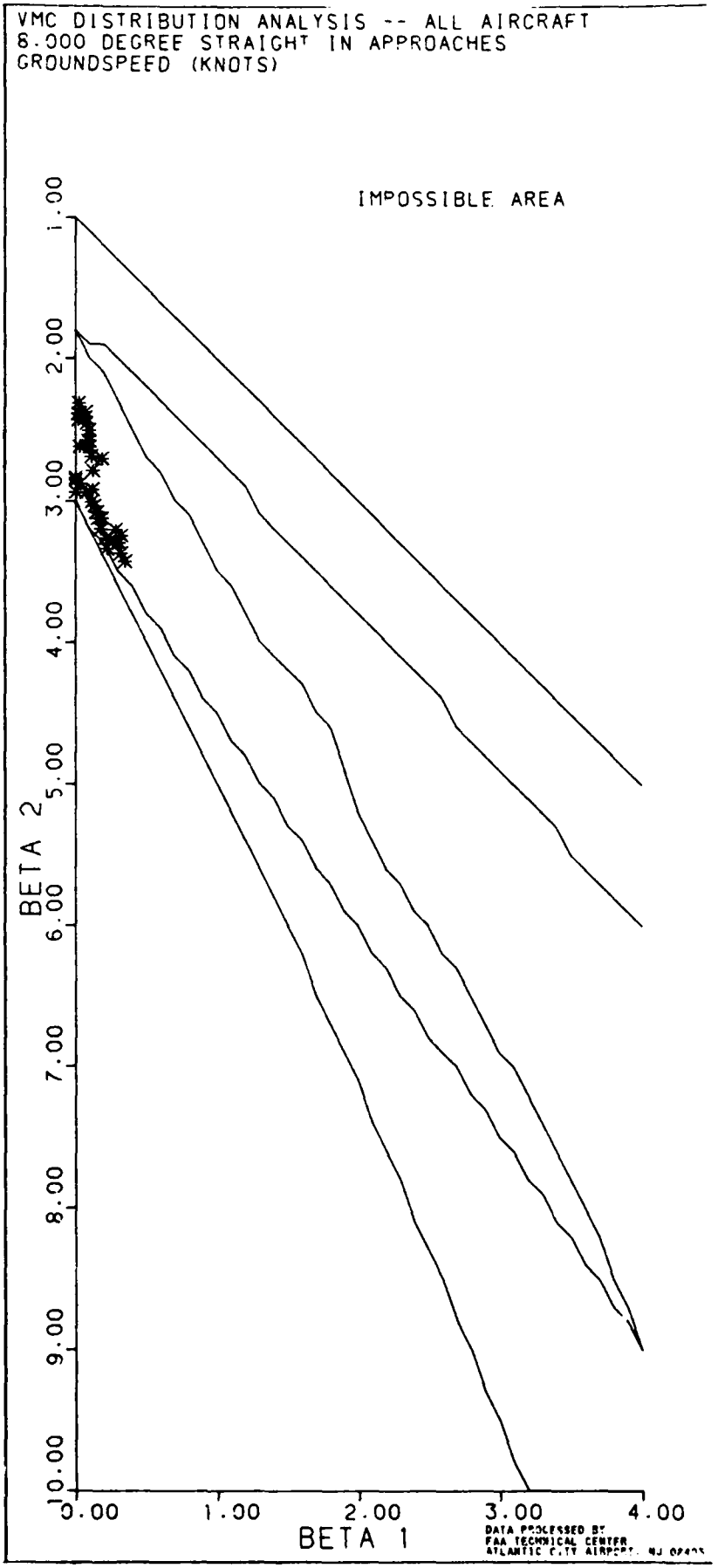
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)

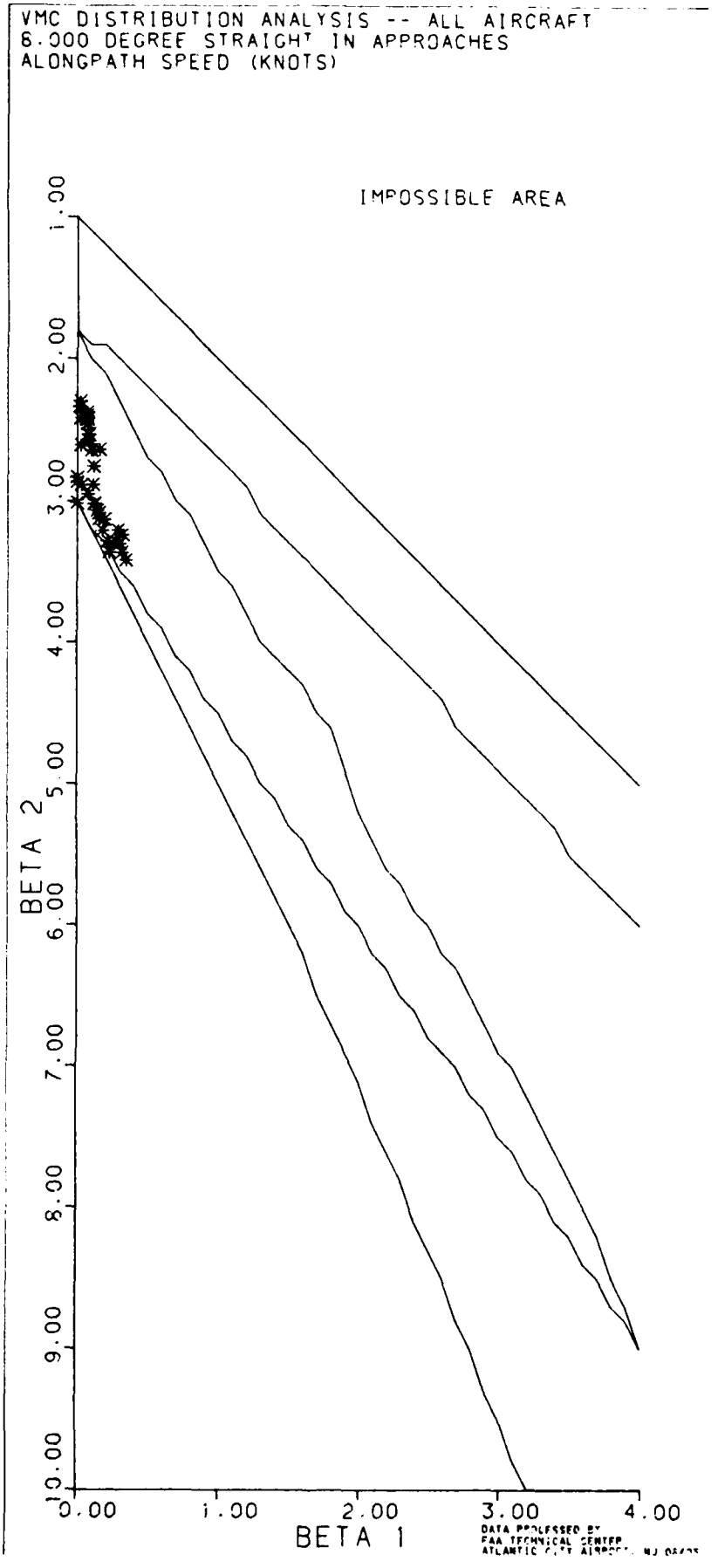


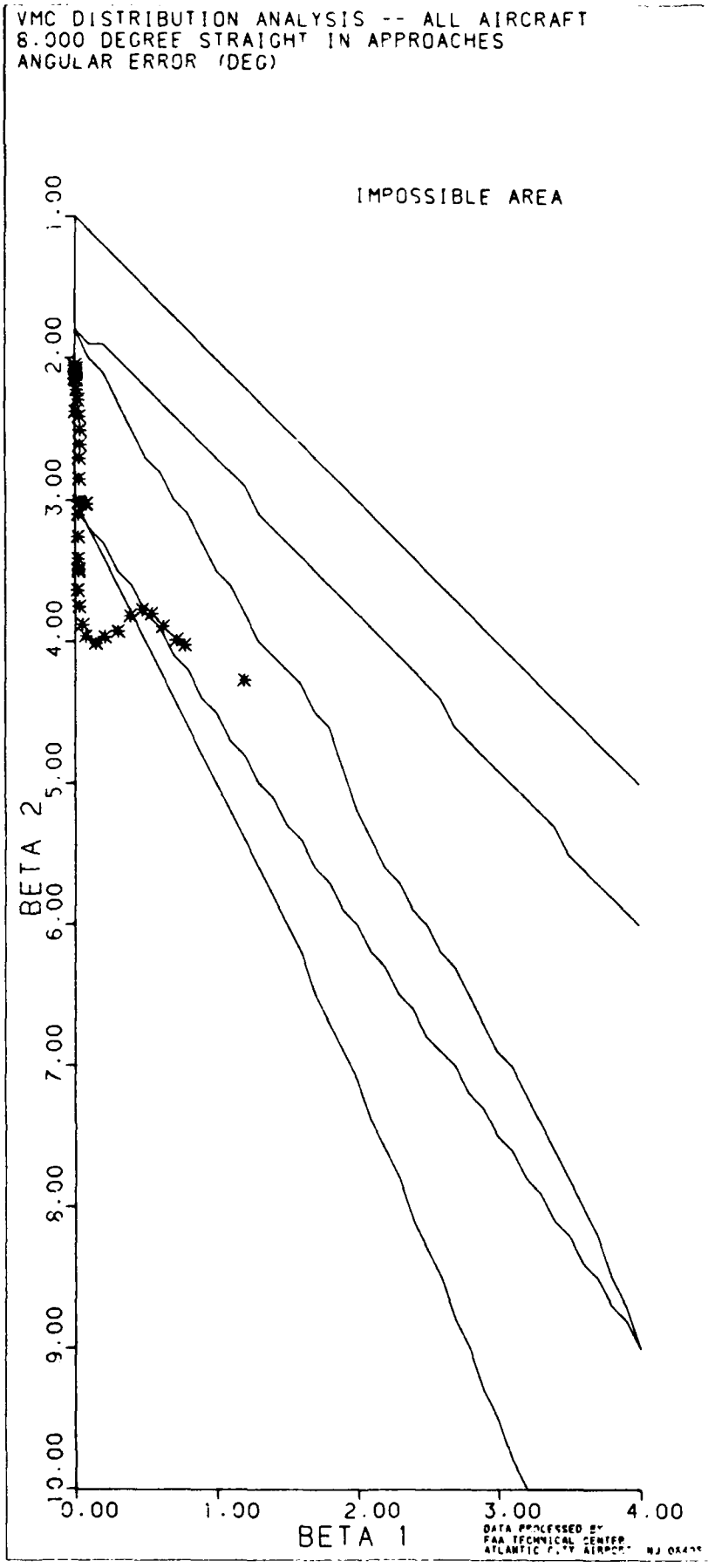

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

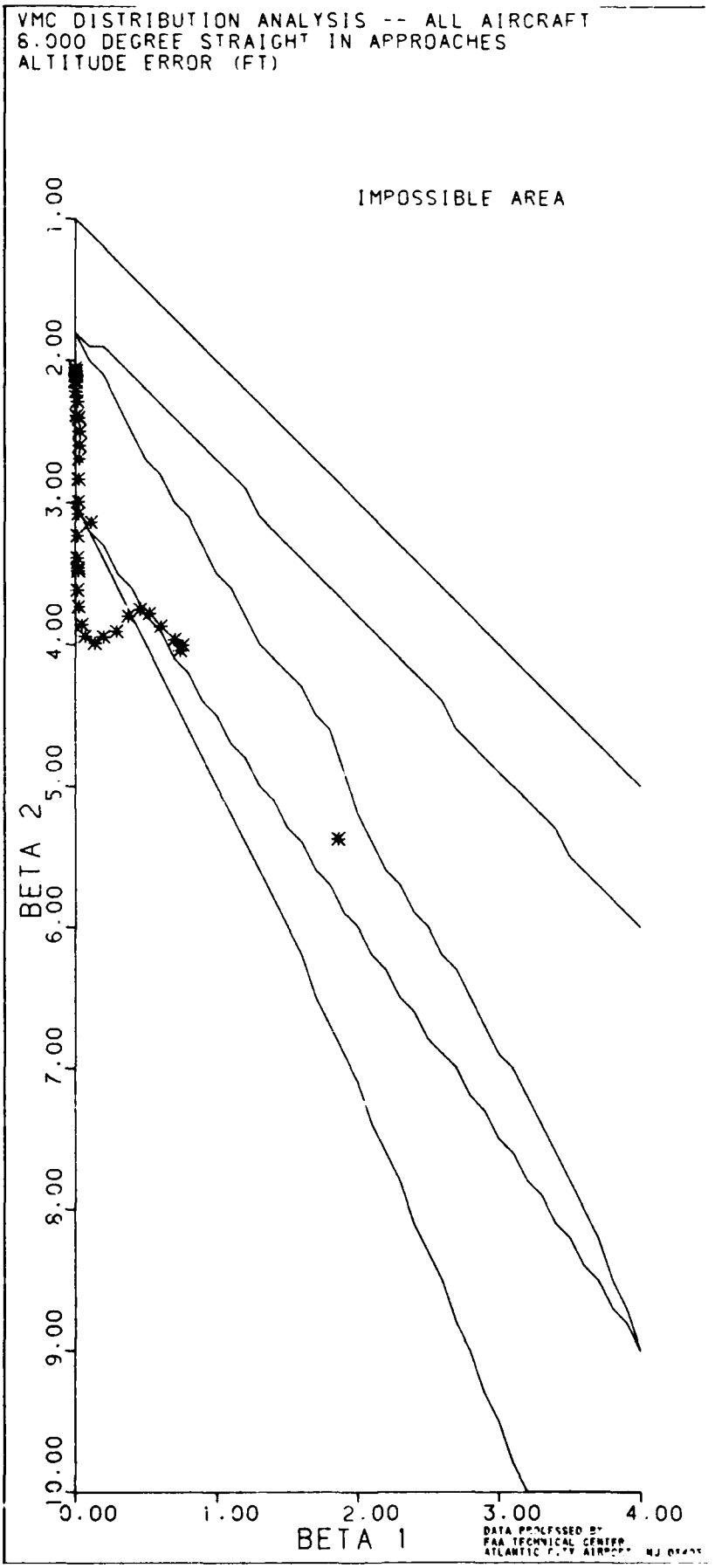
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
8.000 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)

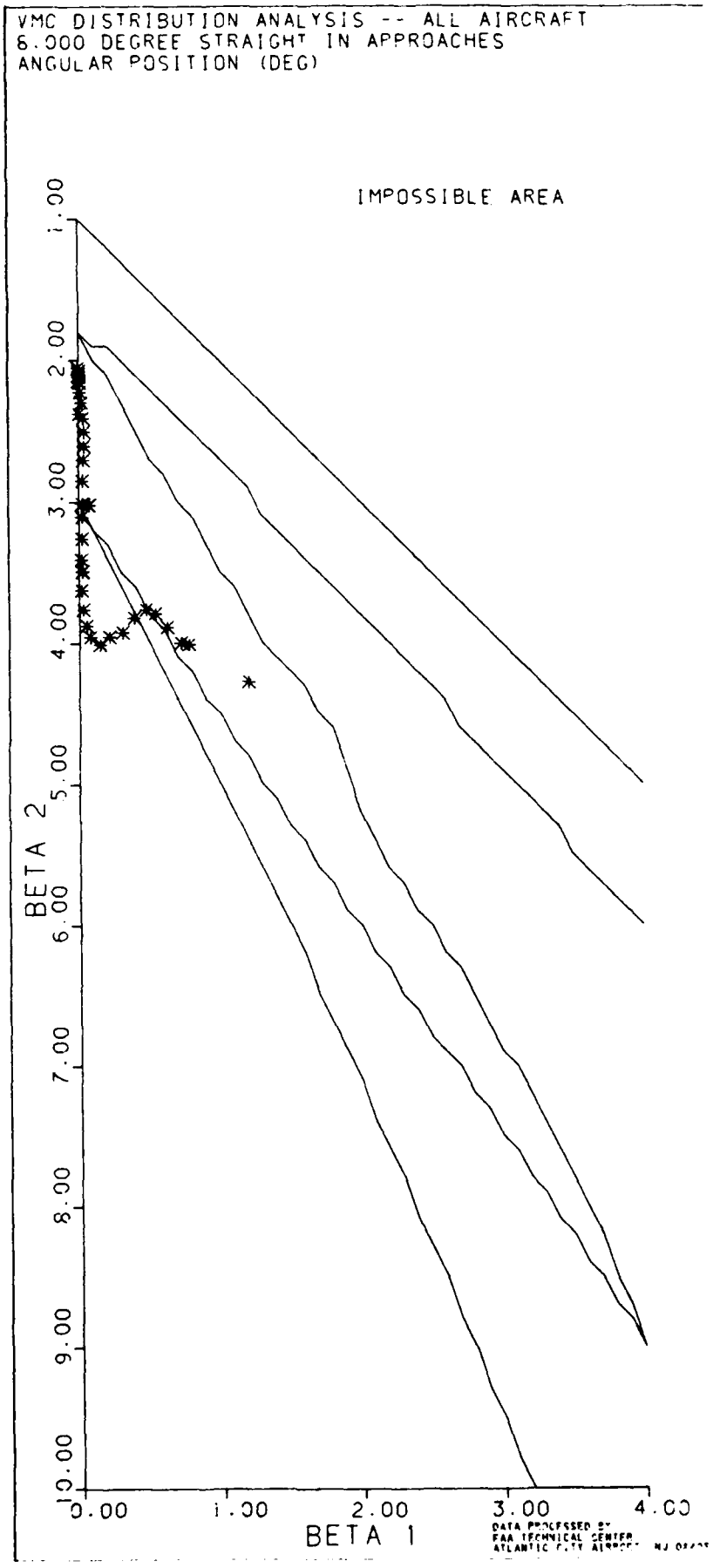


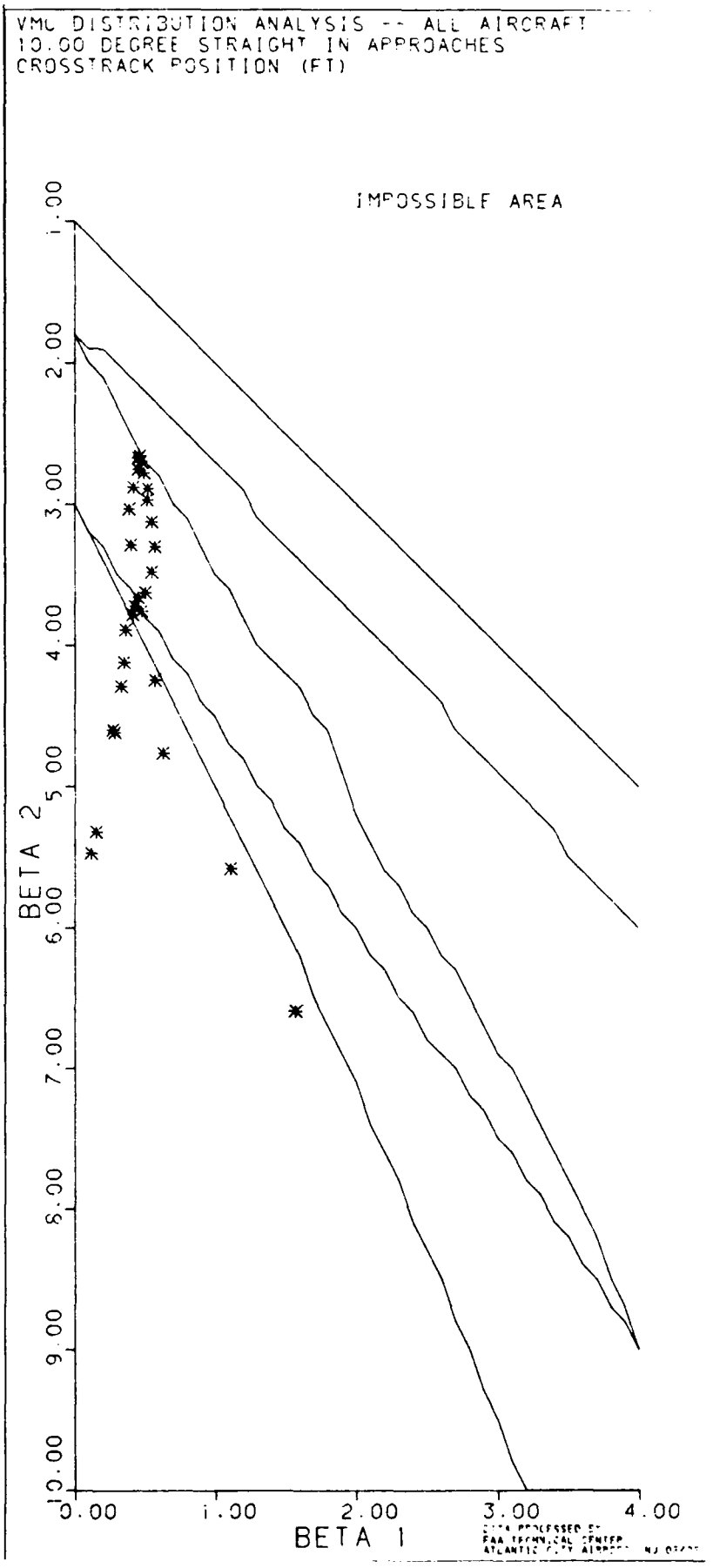

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
8.000 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

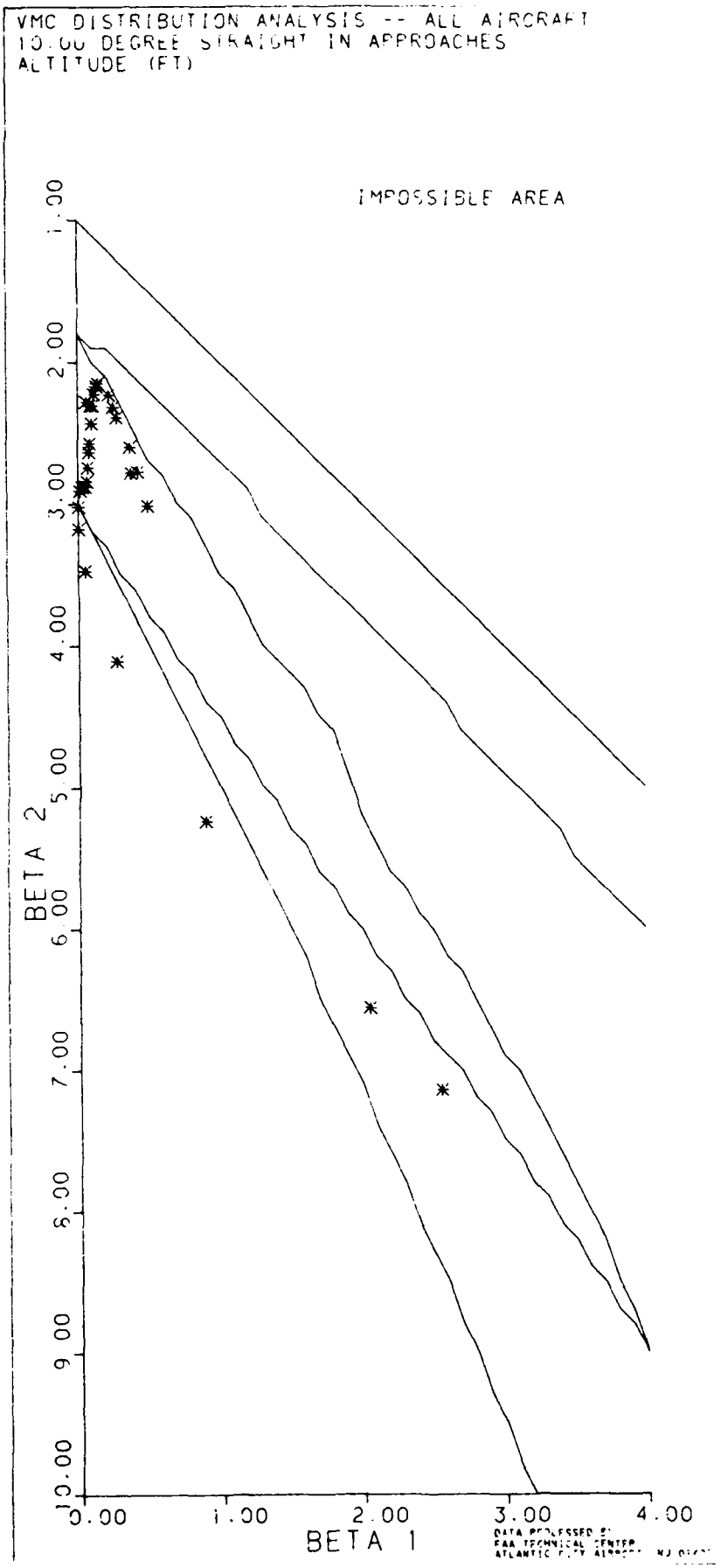

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

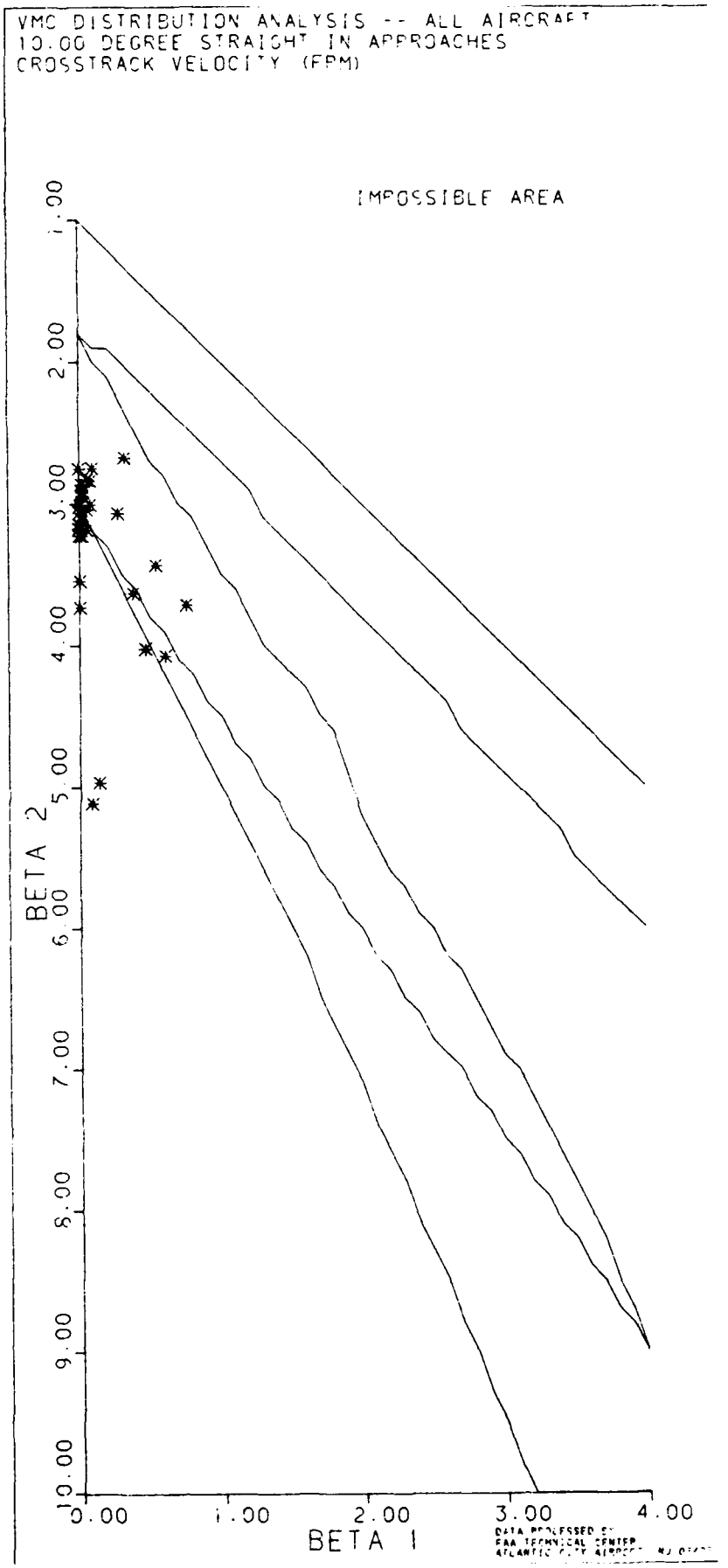

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
8.000 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

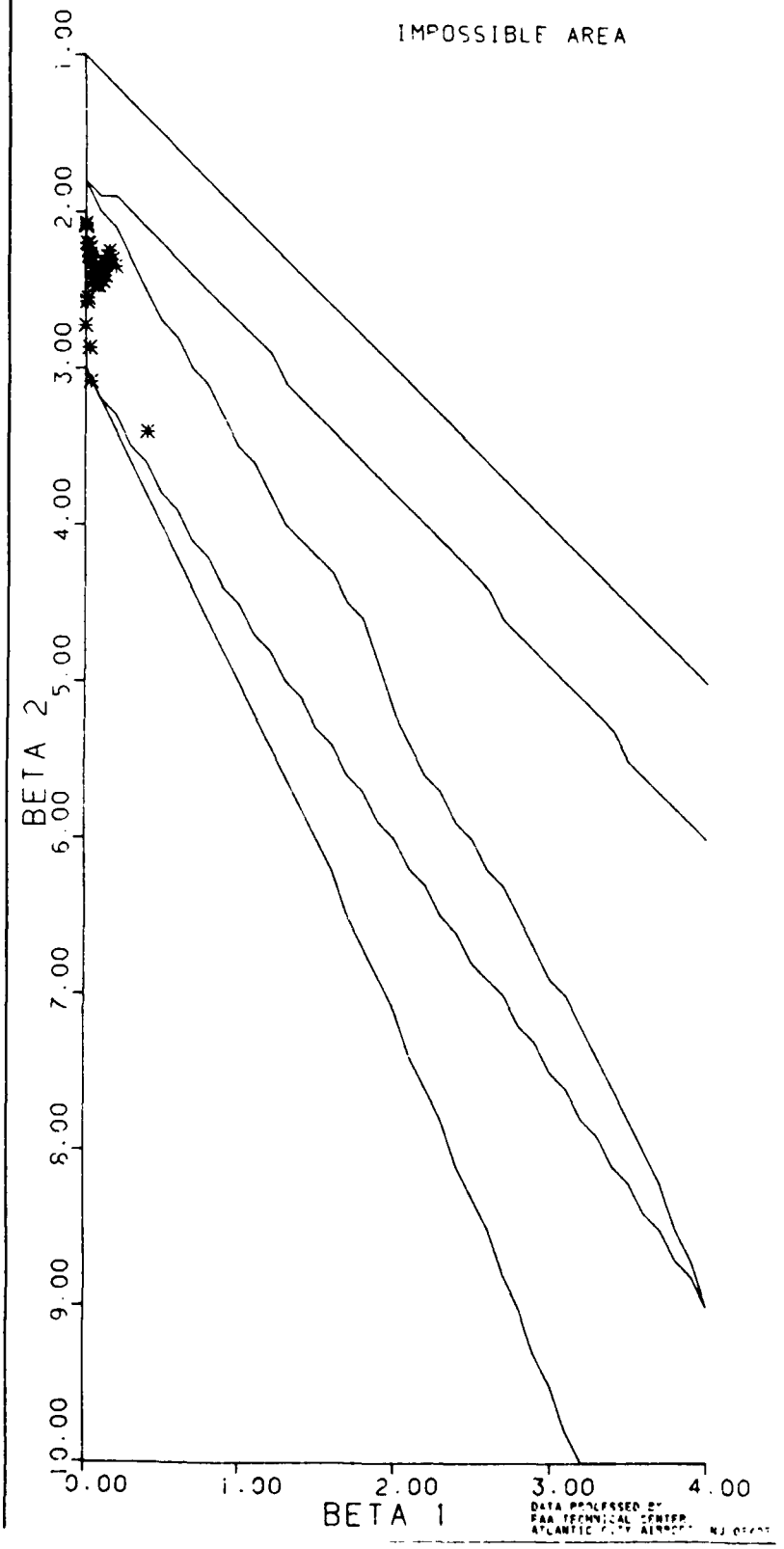

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

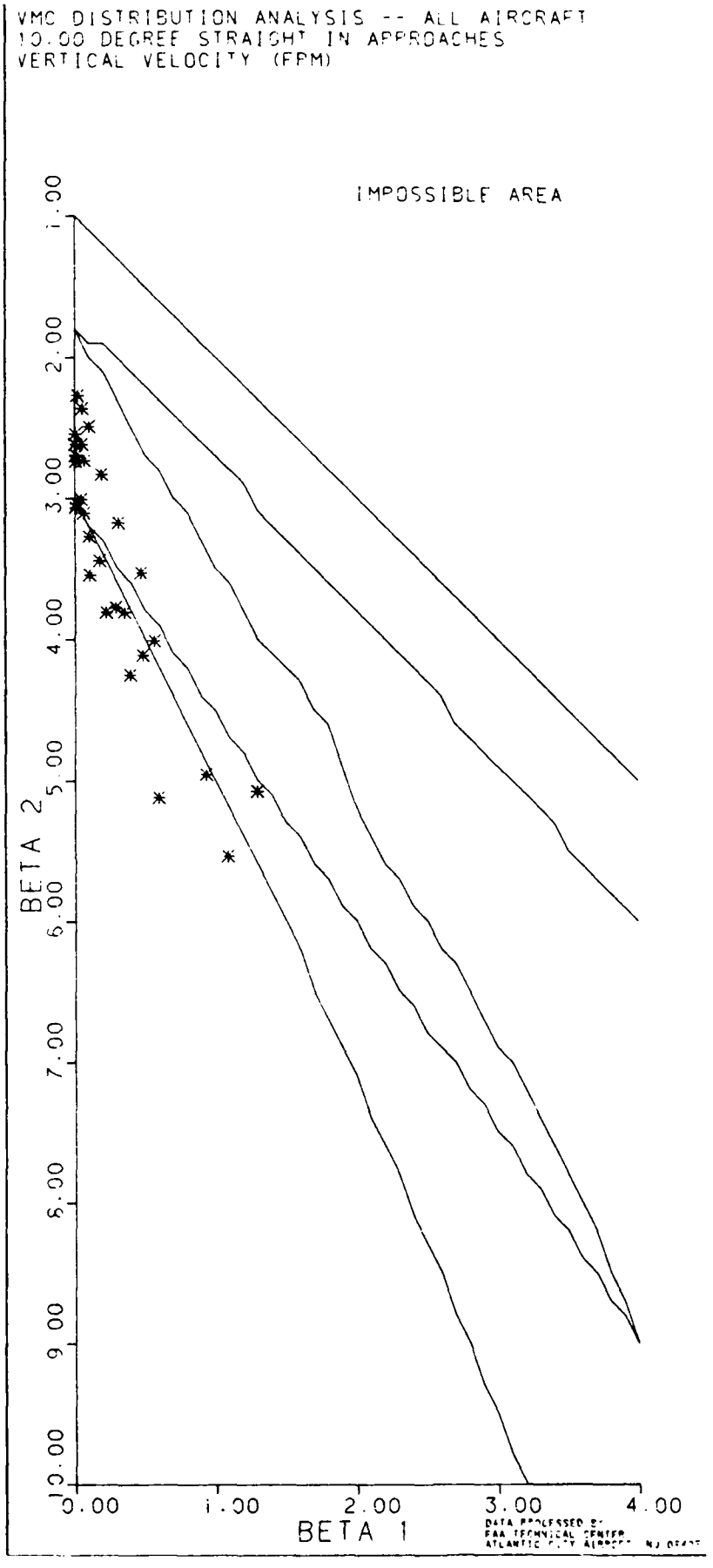

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
BETA 1
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00

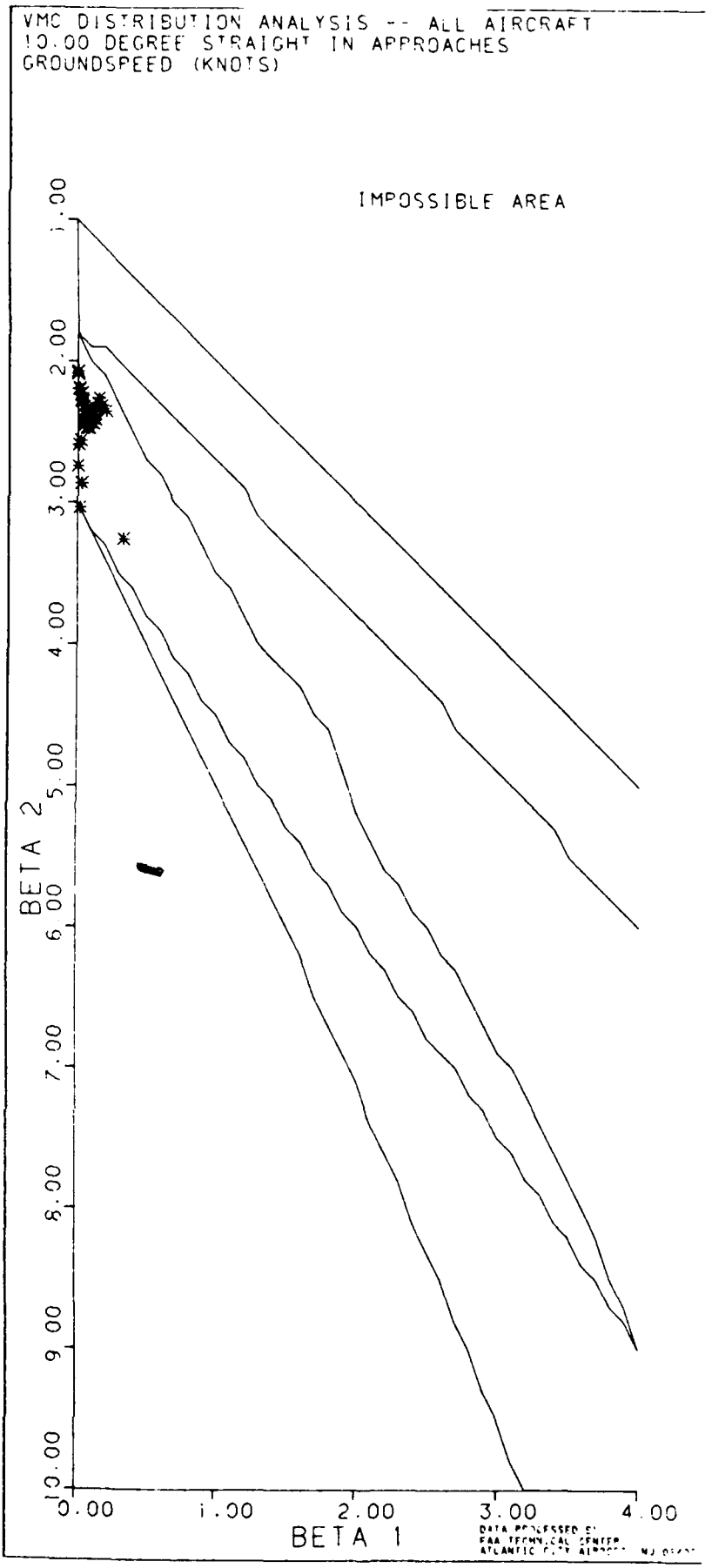

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

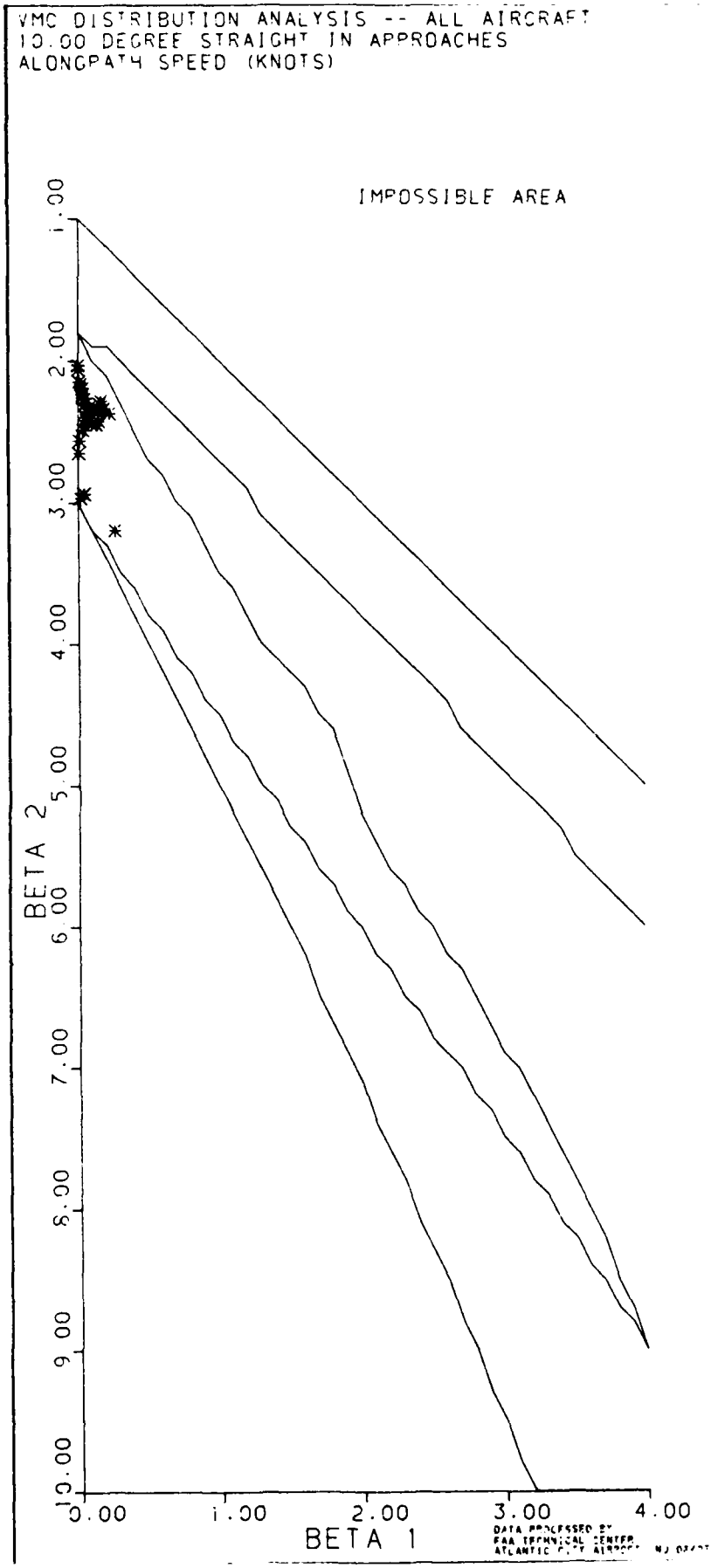

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
BETA 1
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00

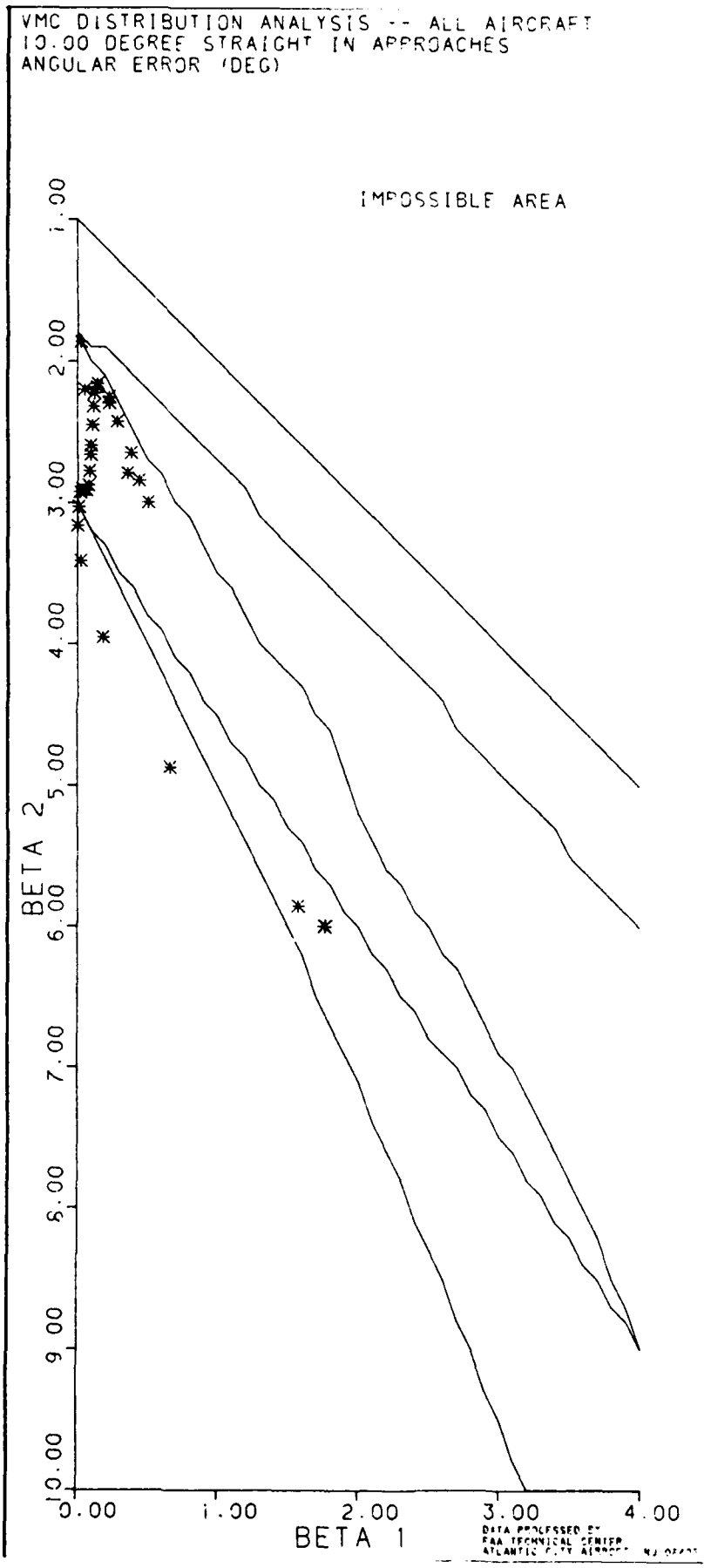
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM)

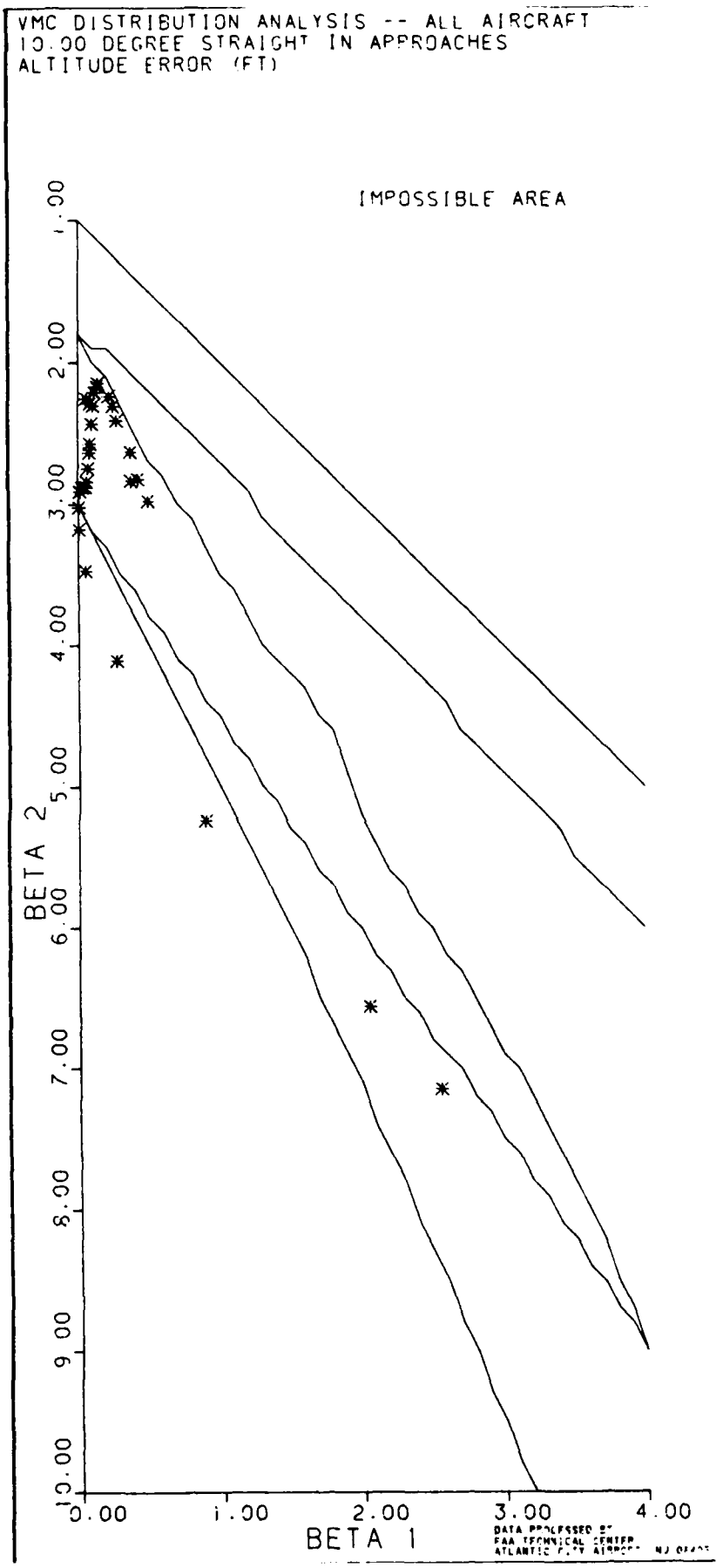


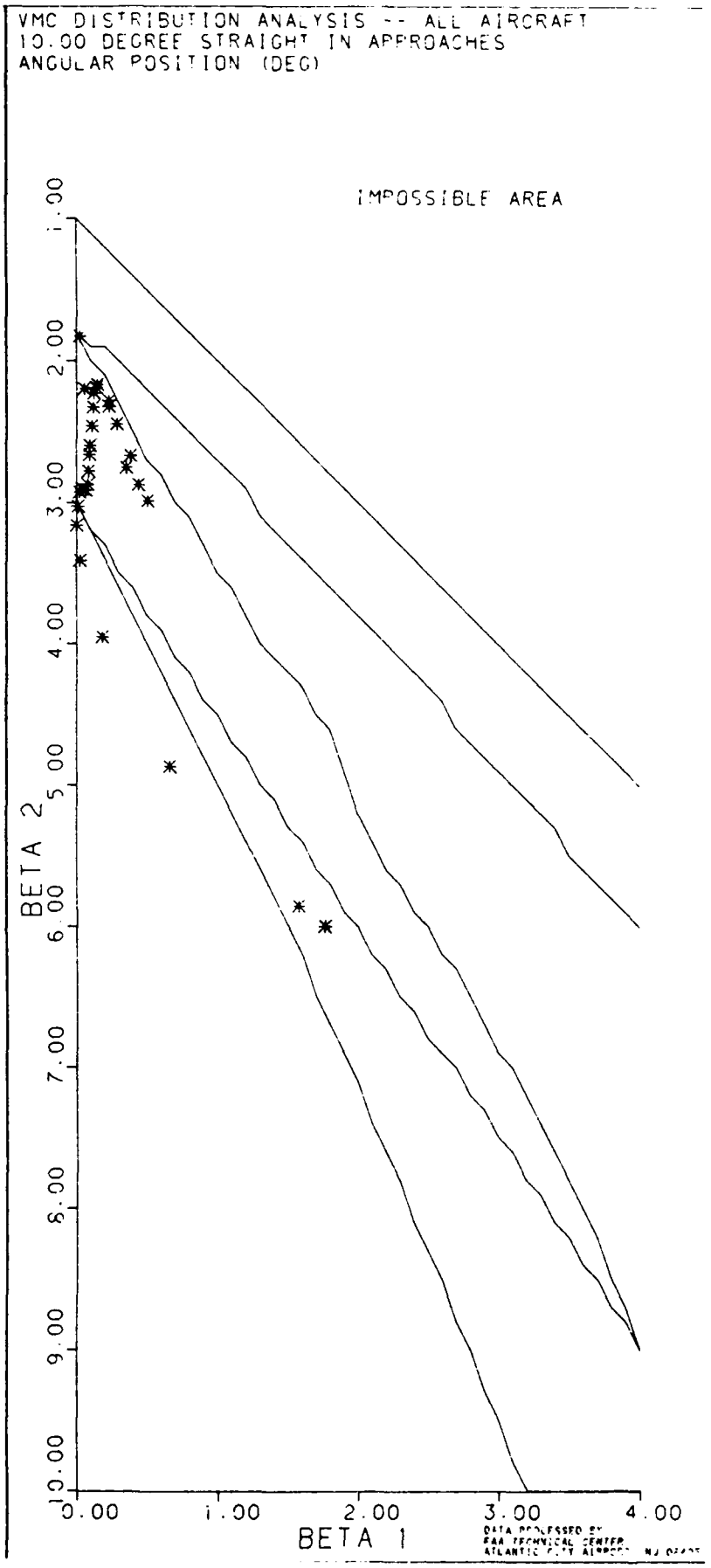

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

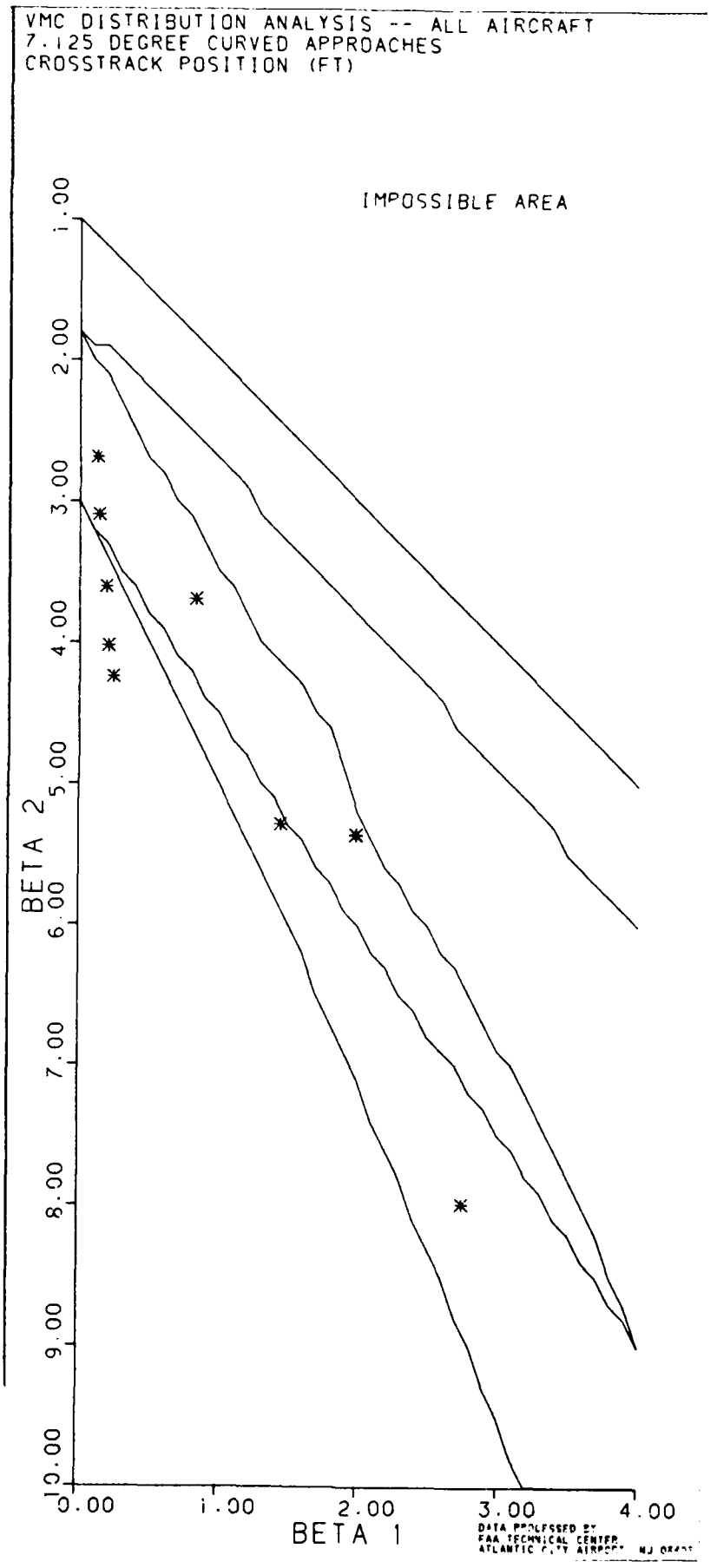

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

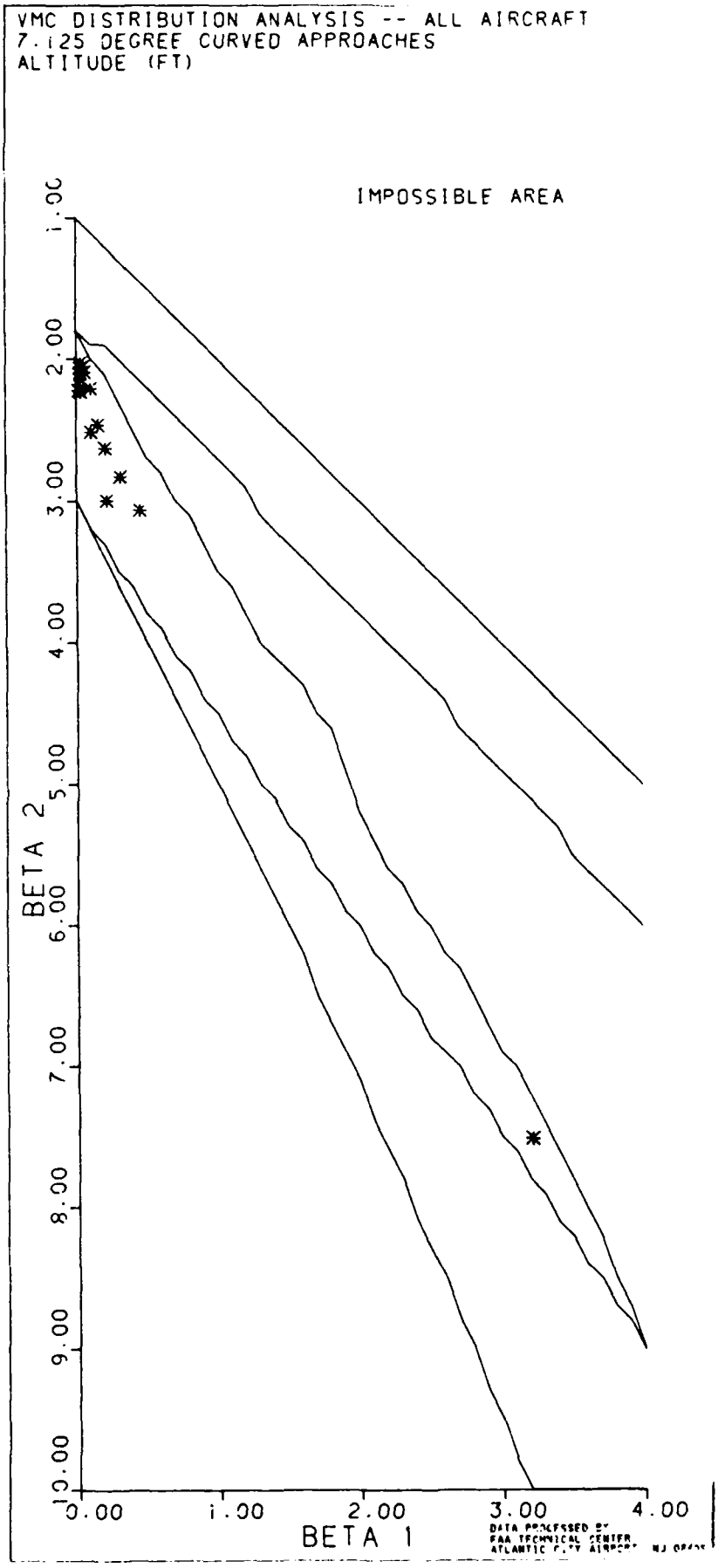

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT

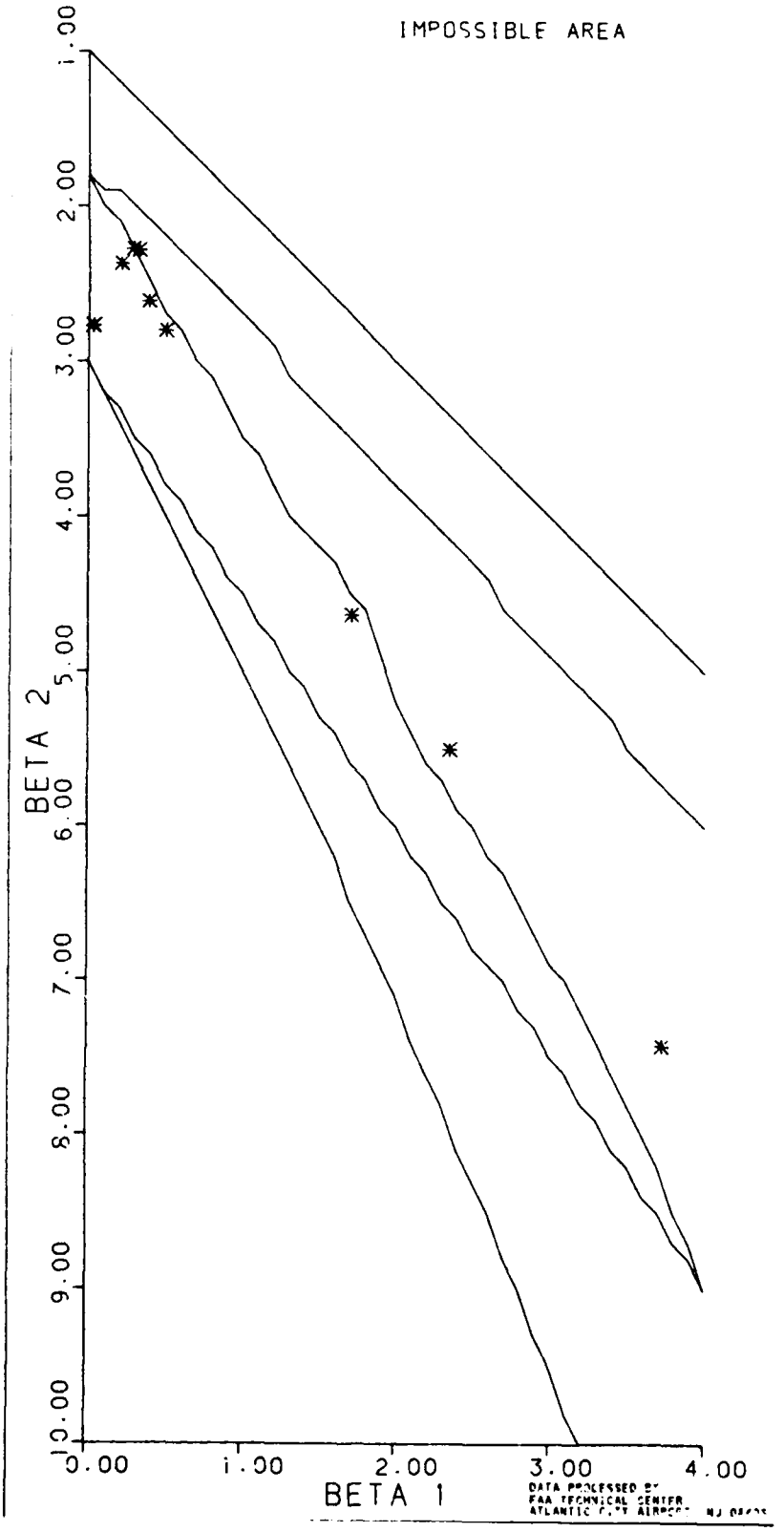

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1

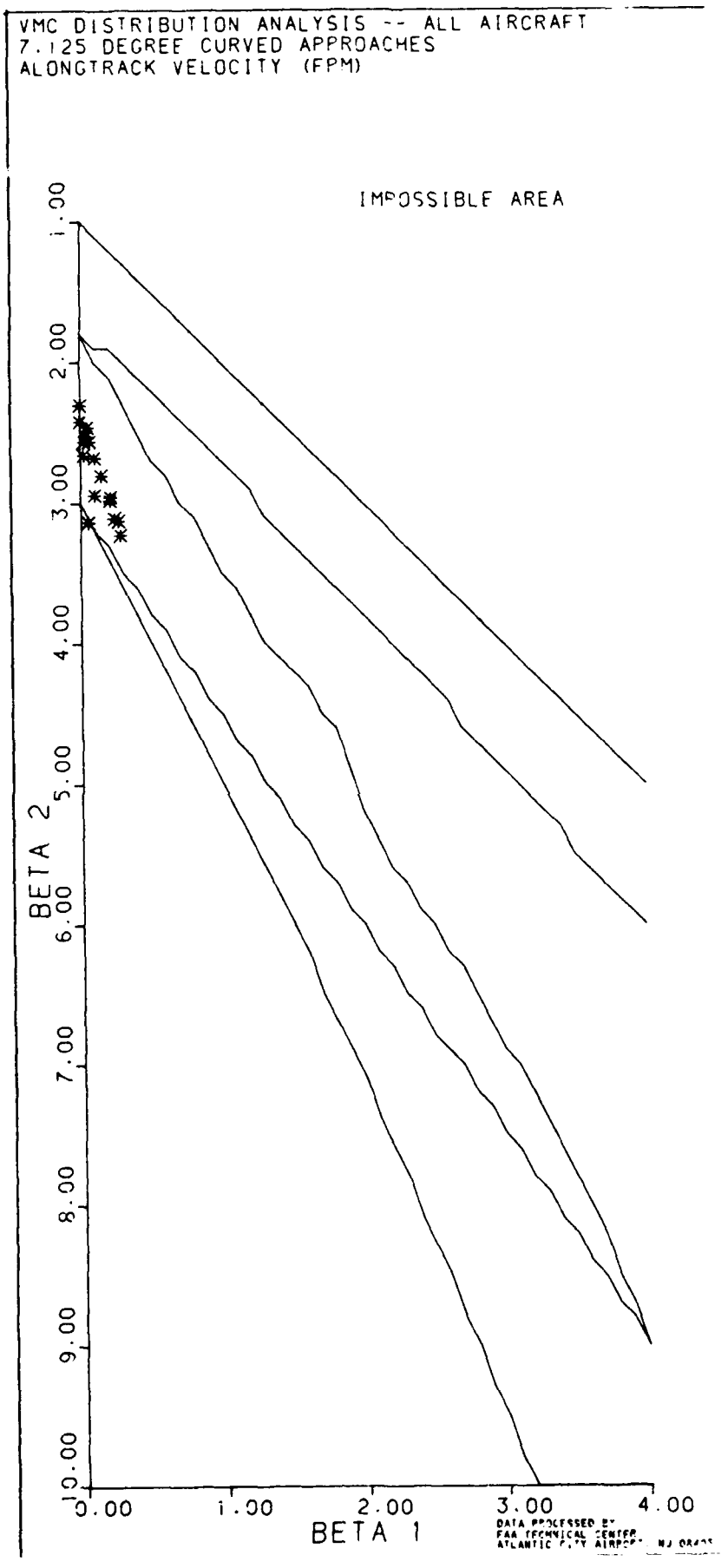

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

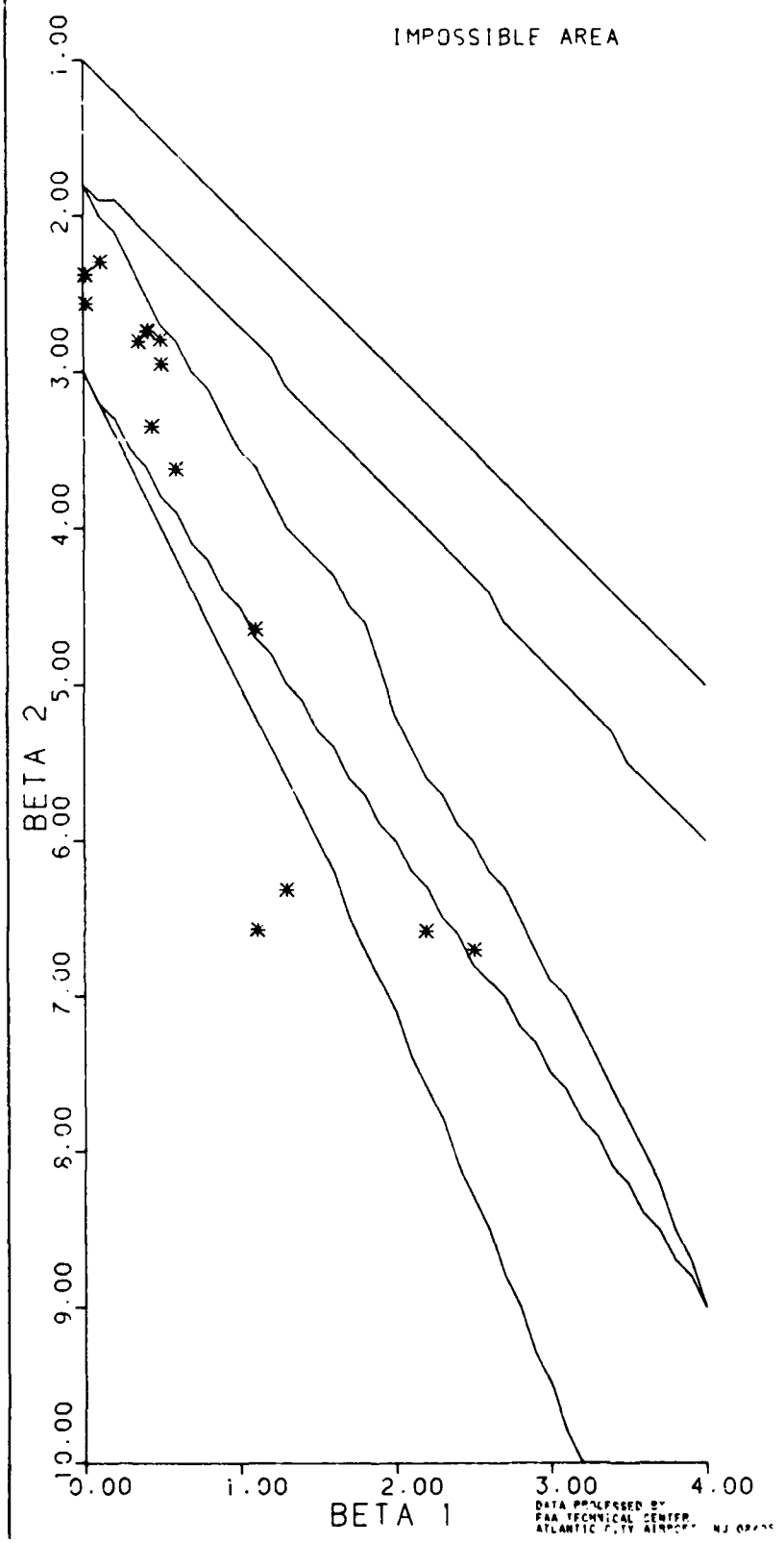

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)

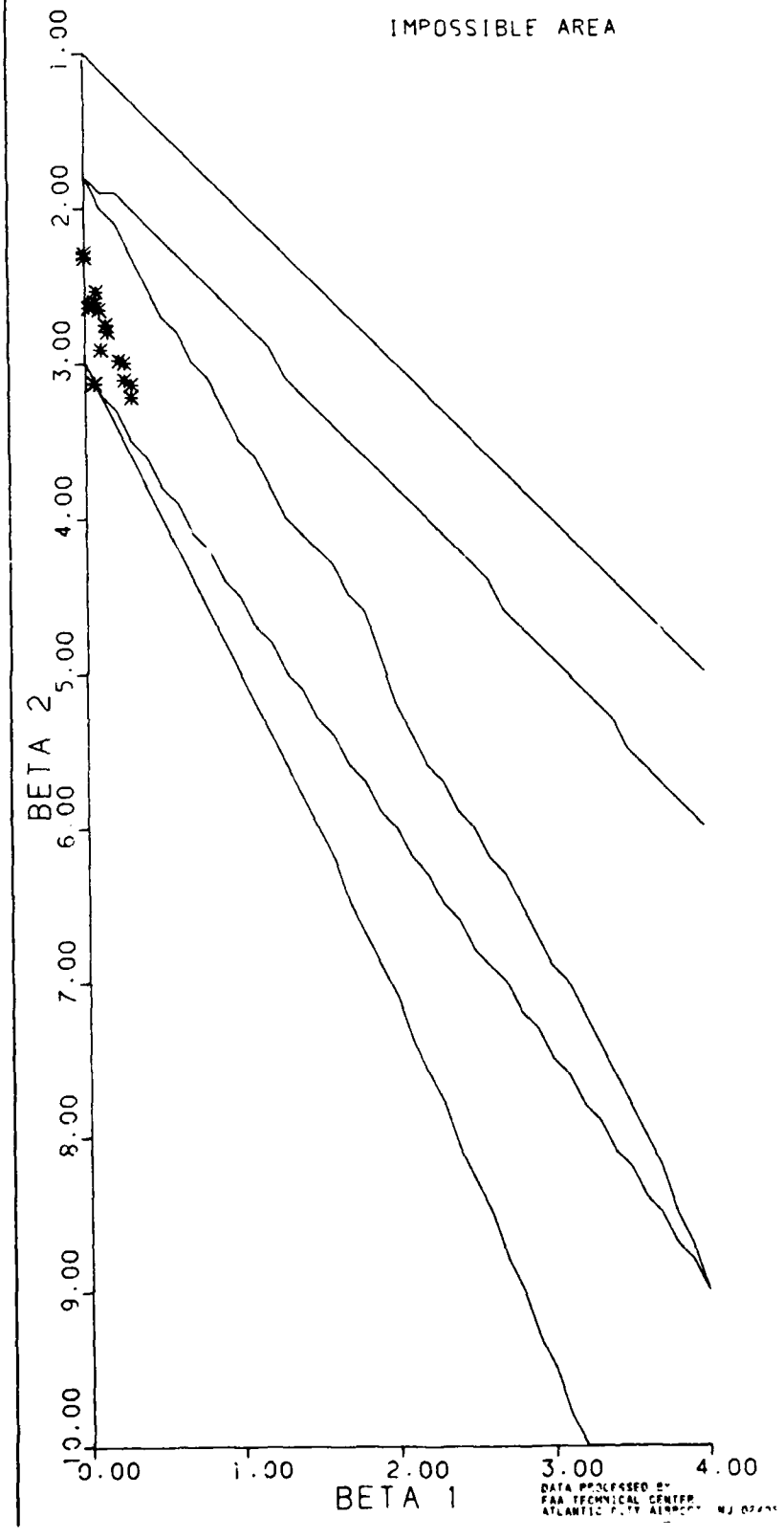


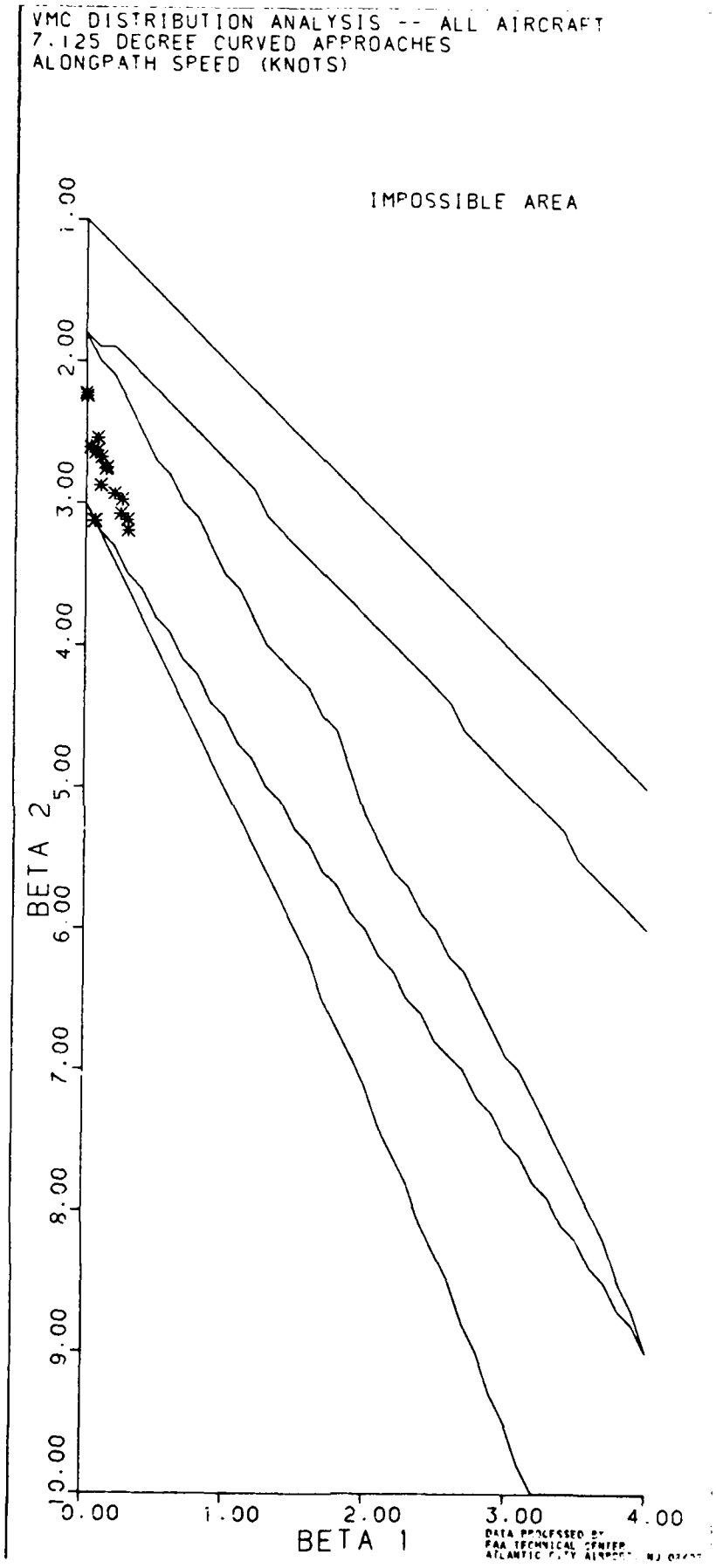

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

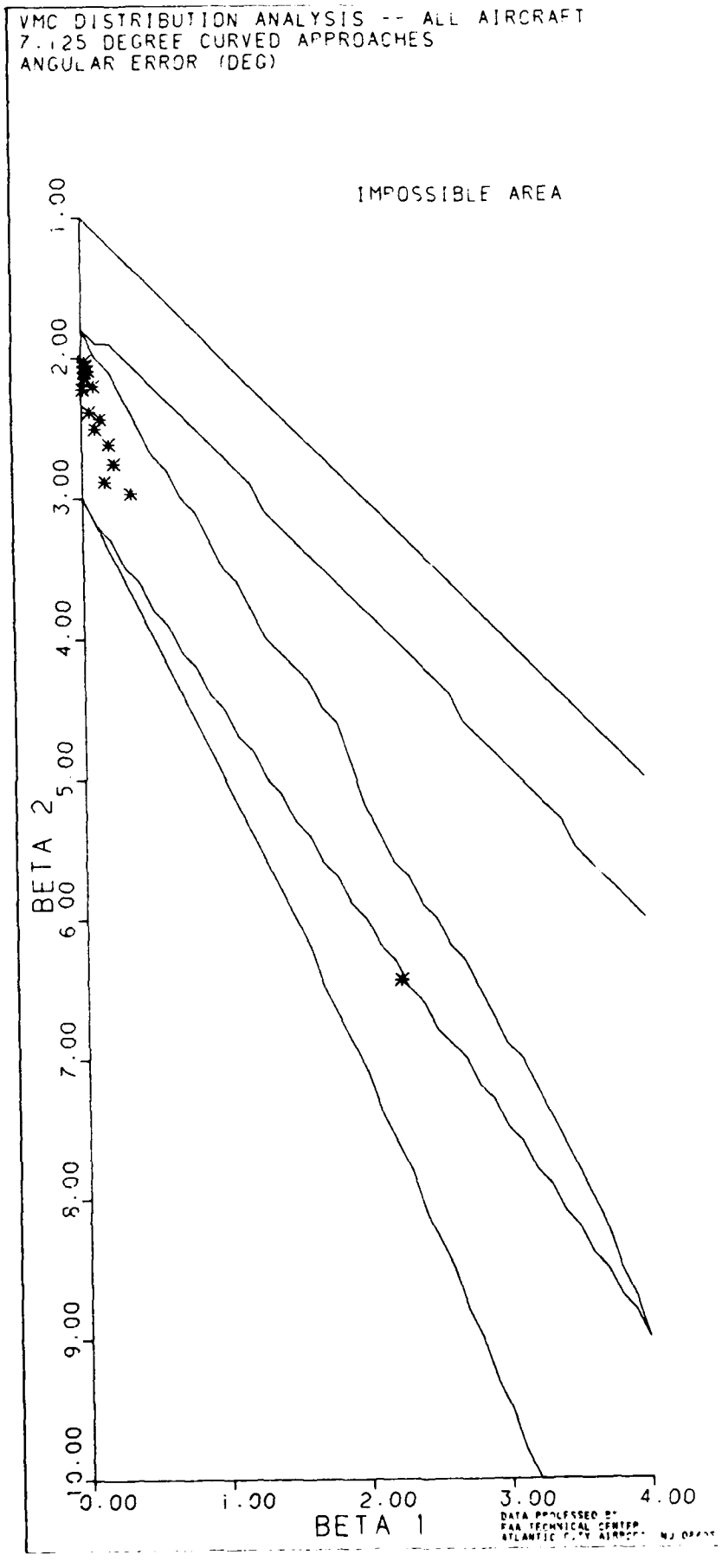
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)

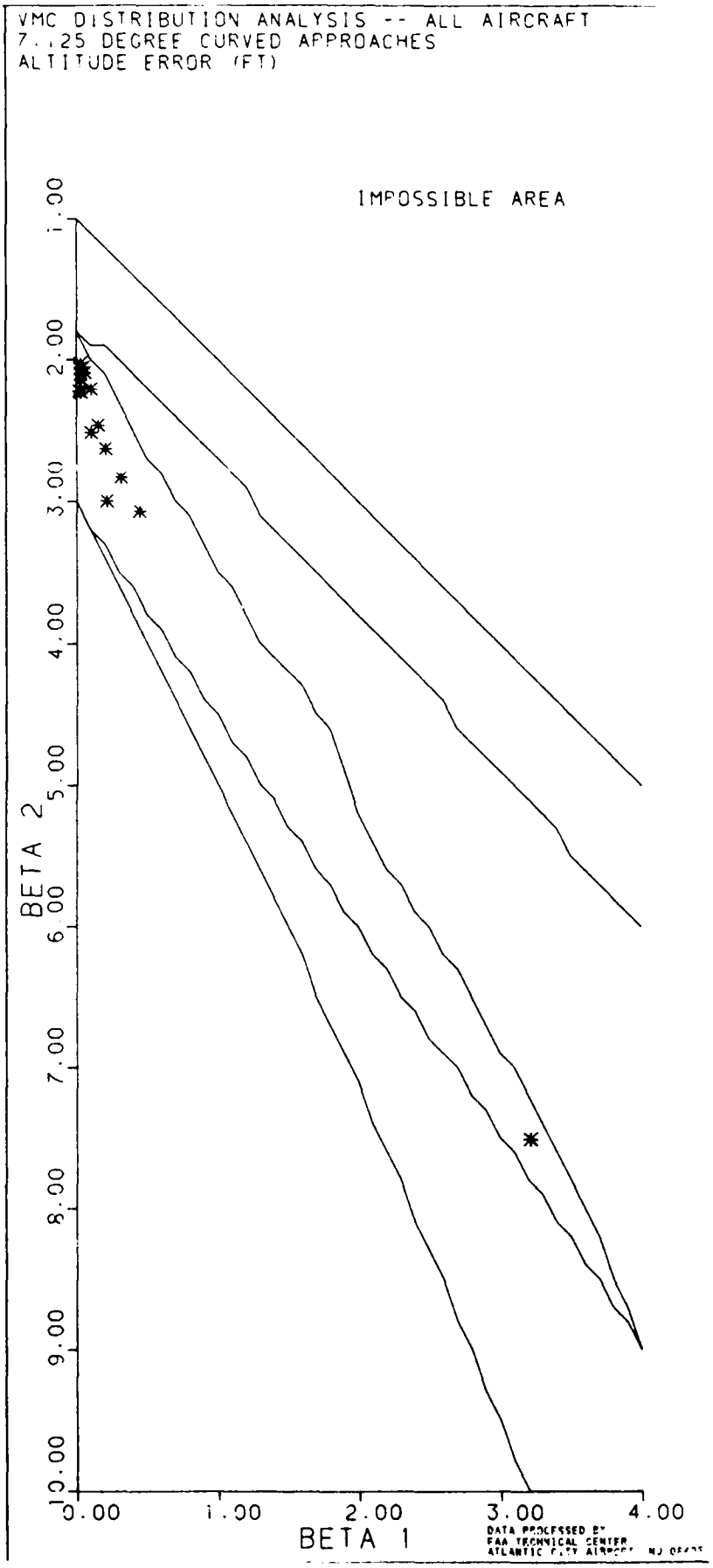


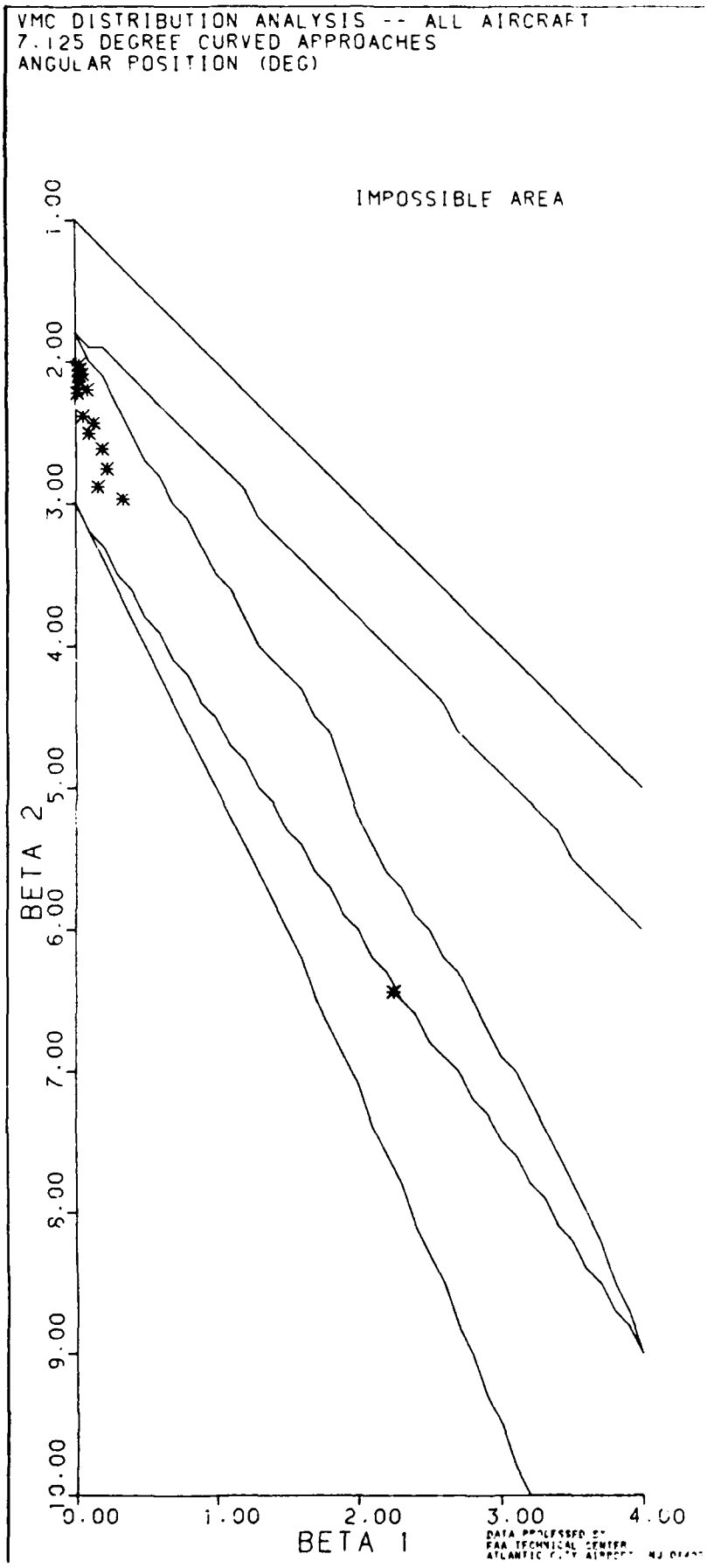
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)



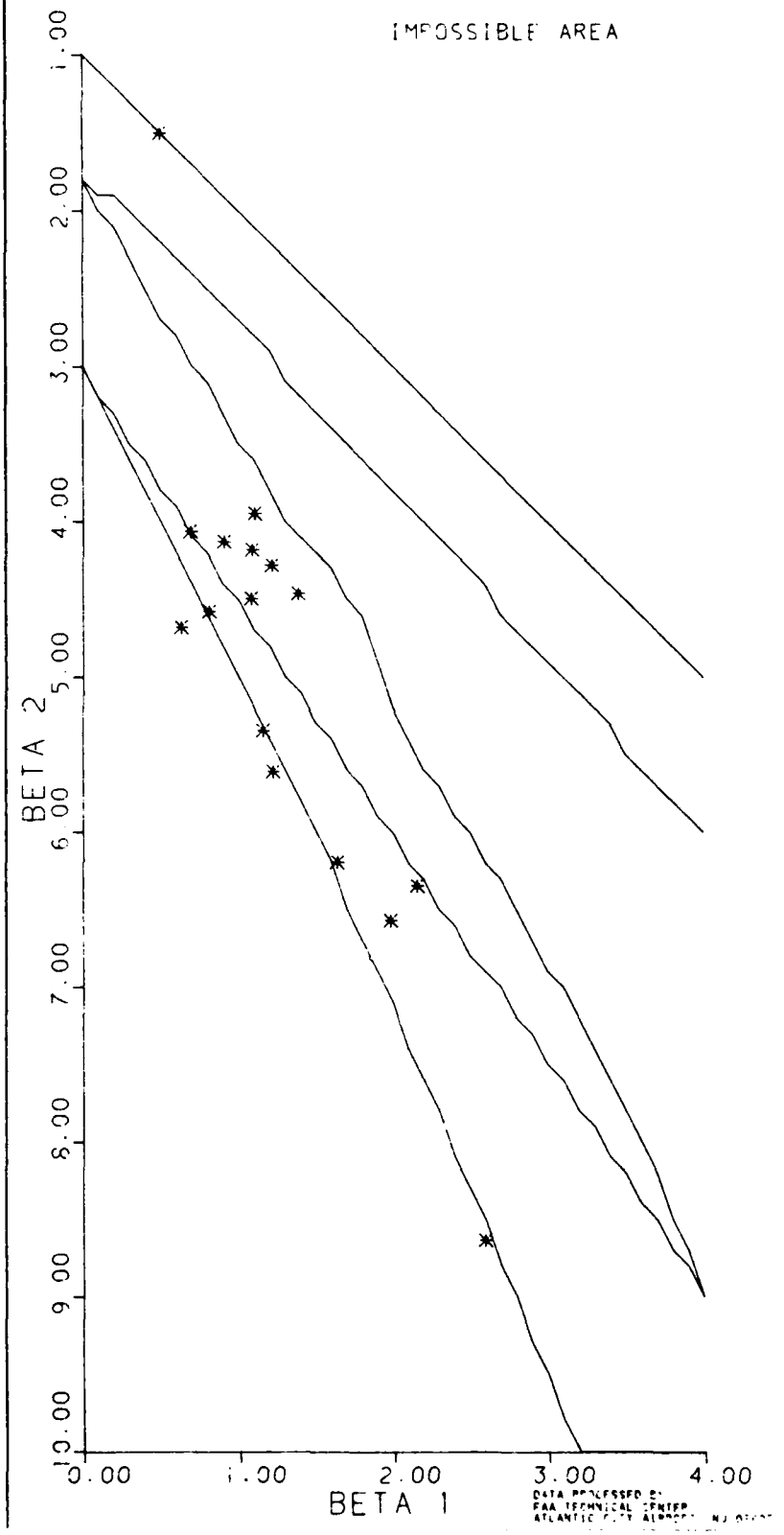

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

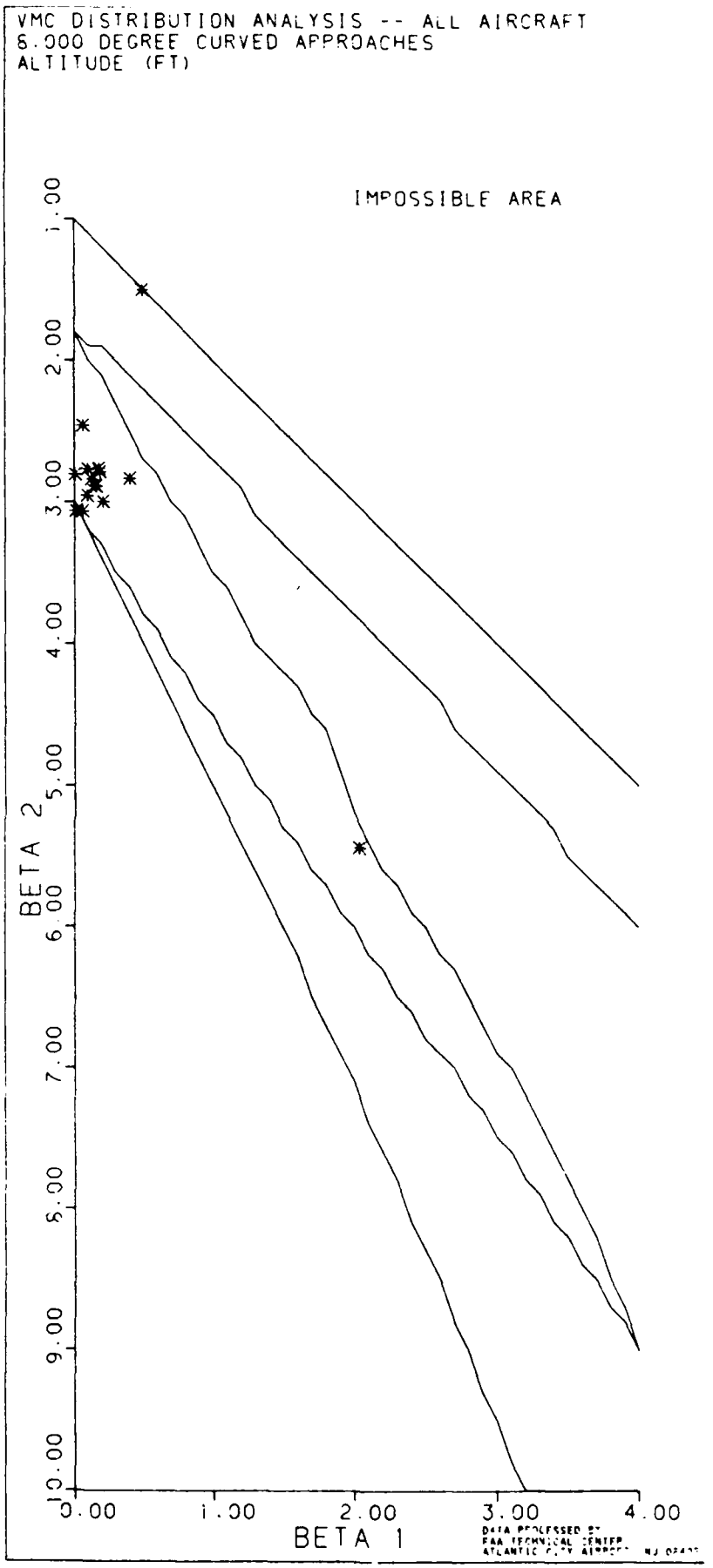

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
BETA 1
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00

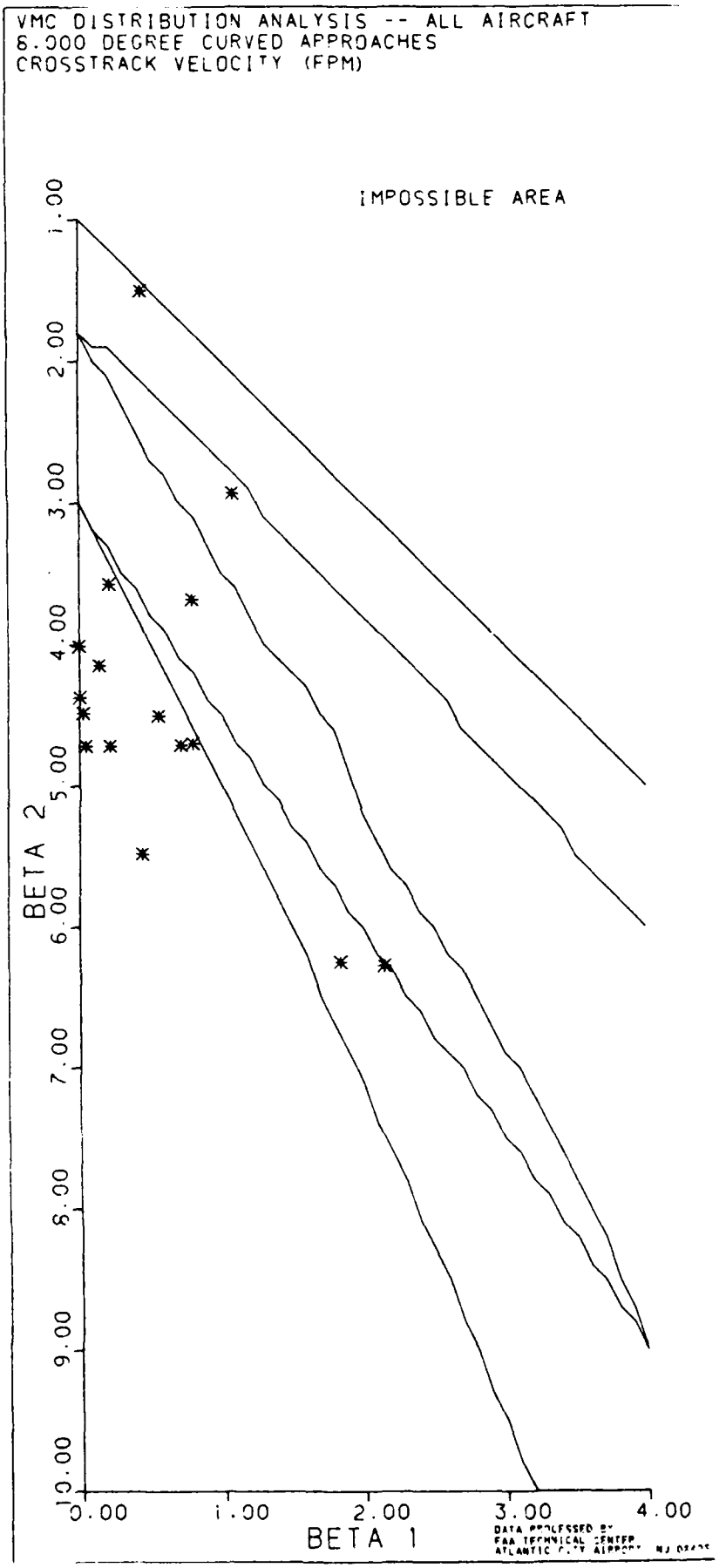

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7..25 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

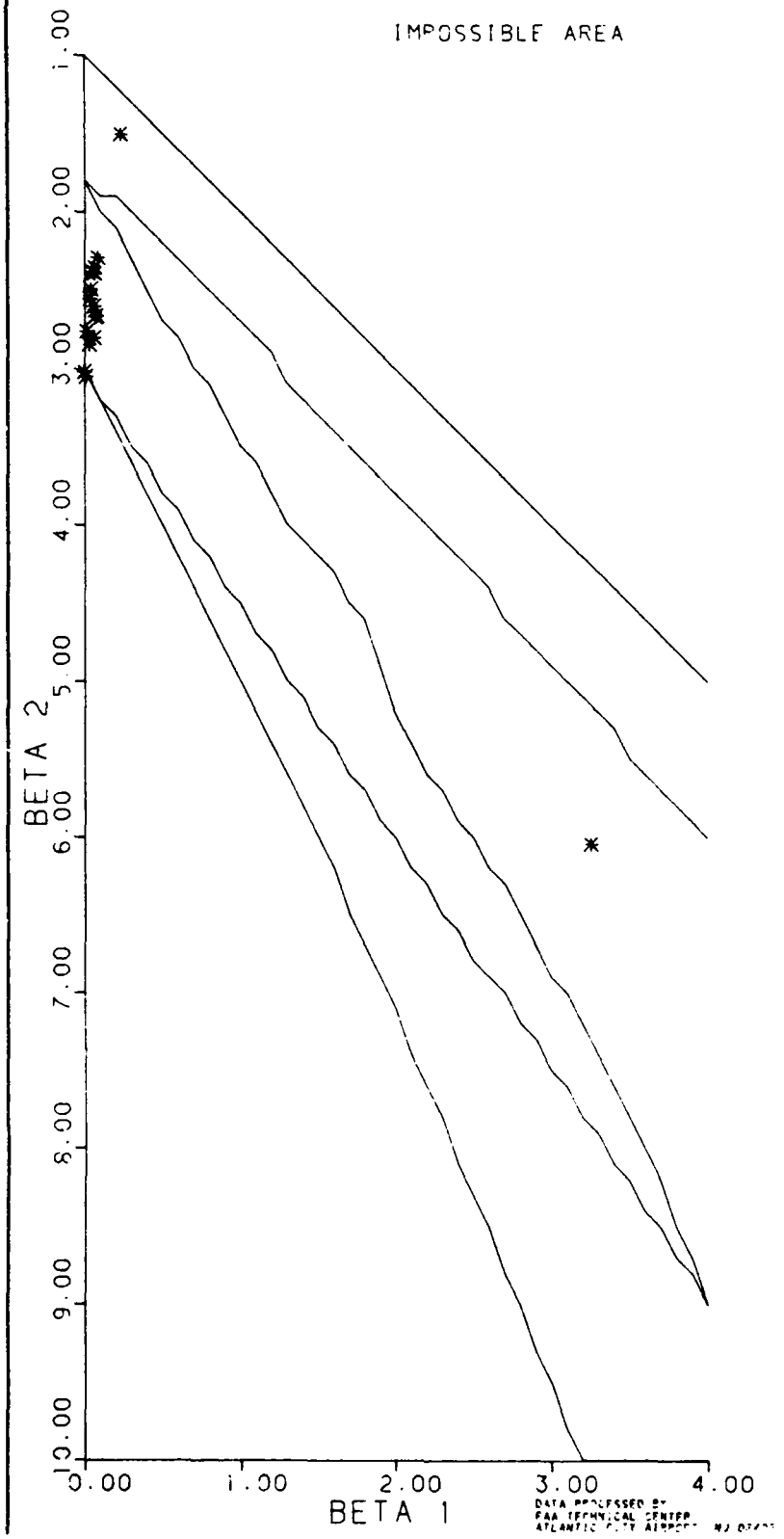
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
8.000 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)



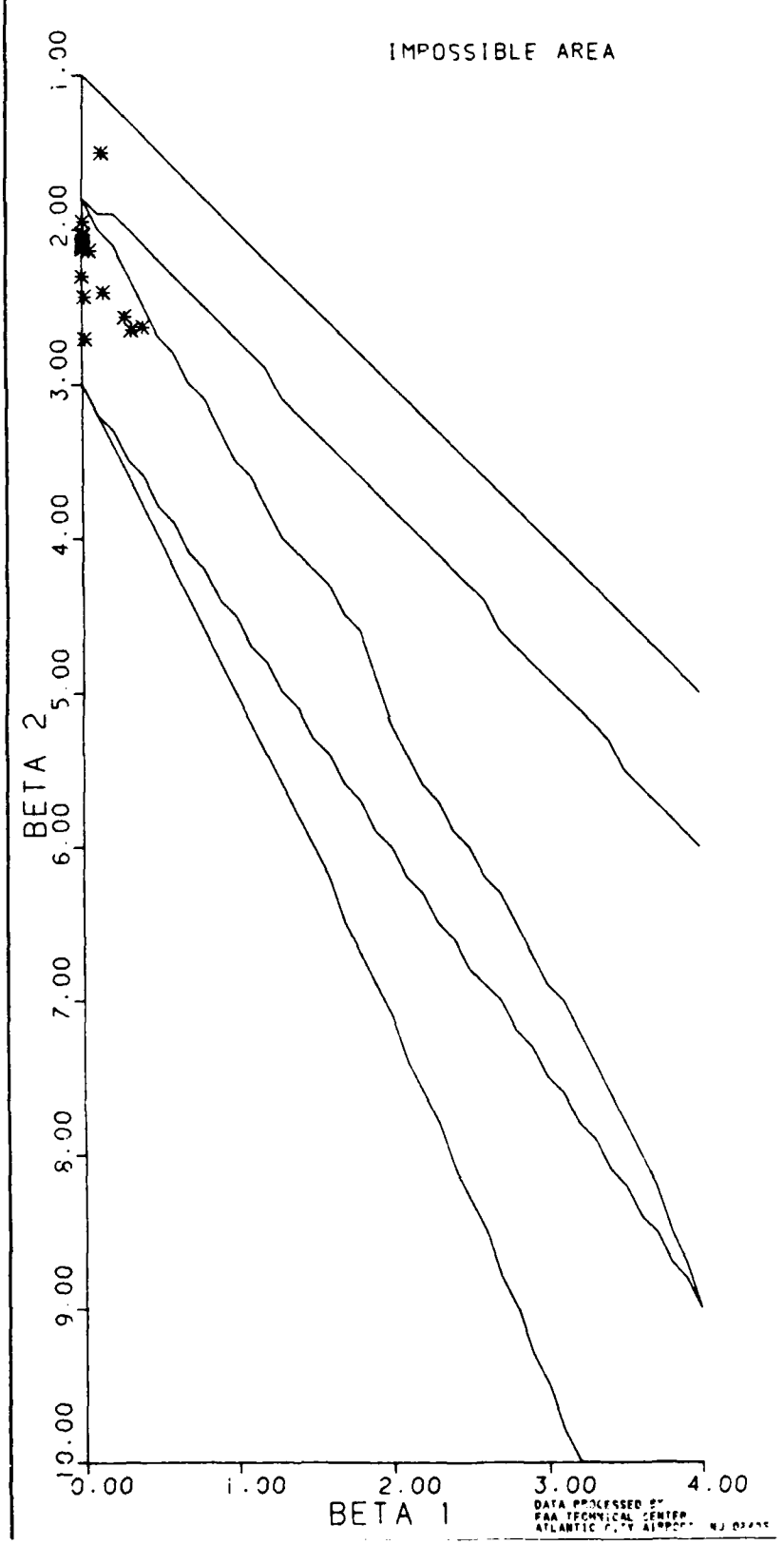

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

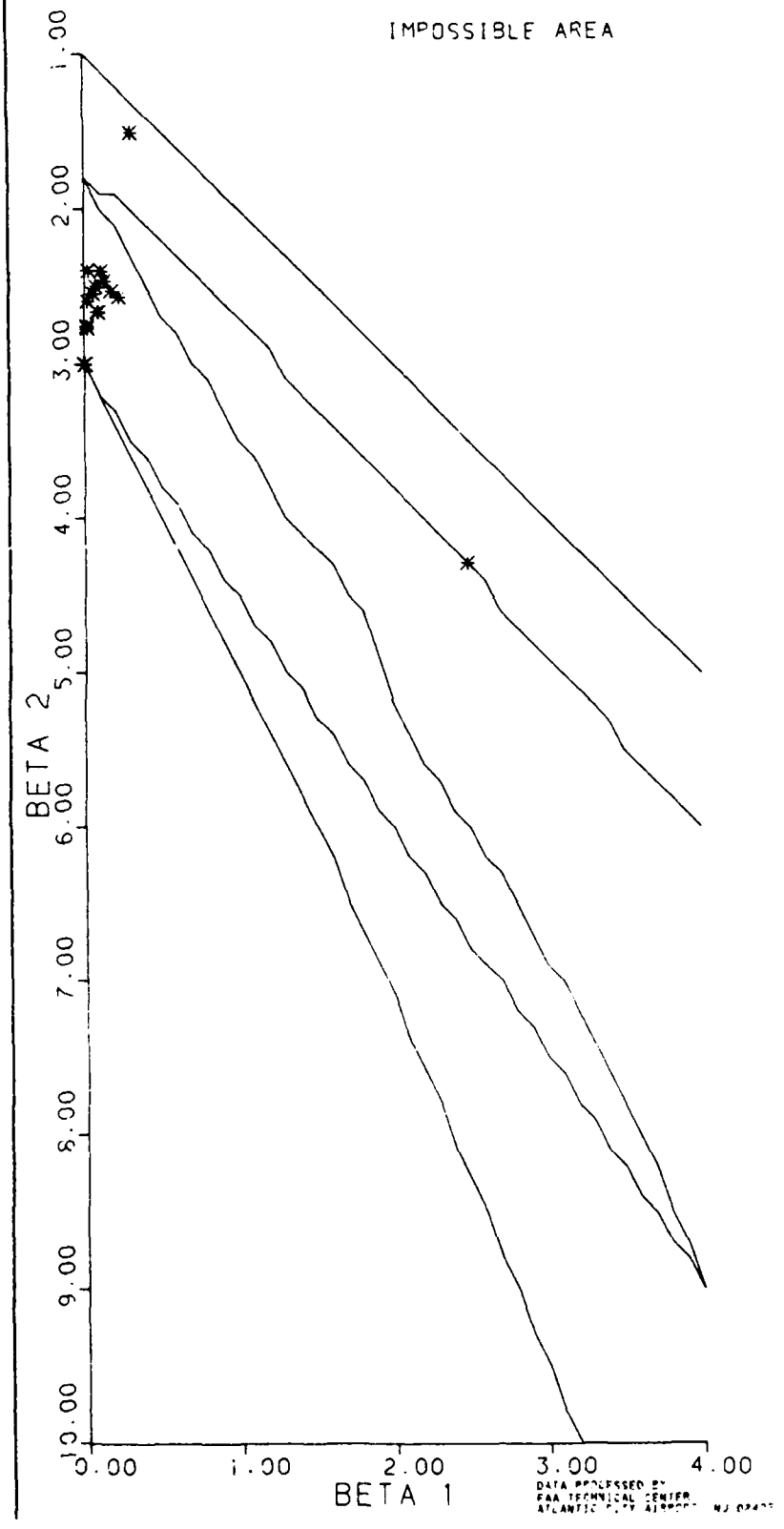
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
8.000 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)

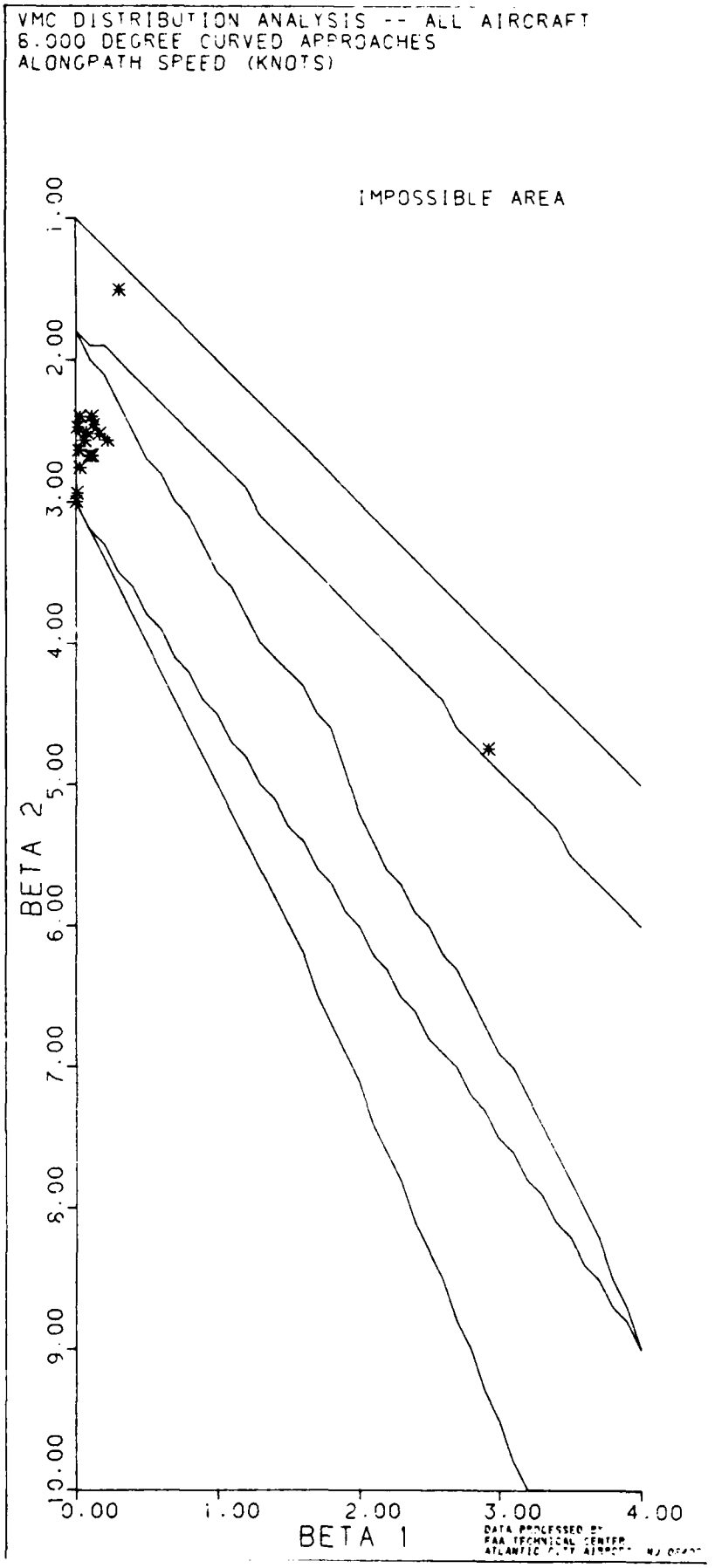


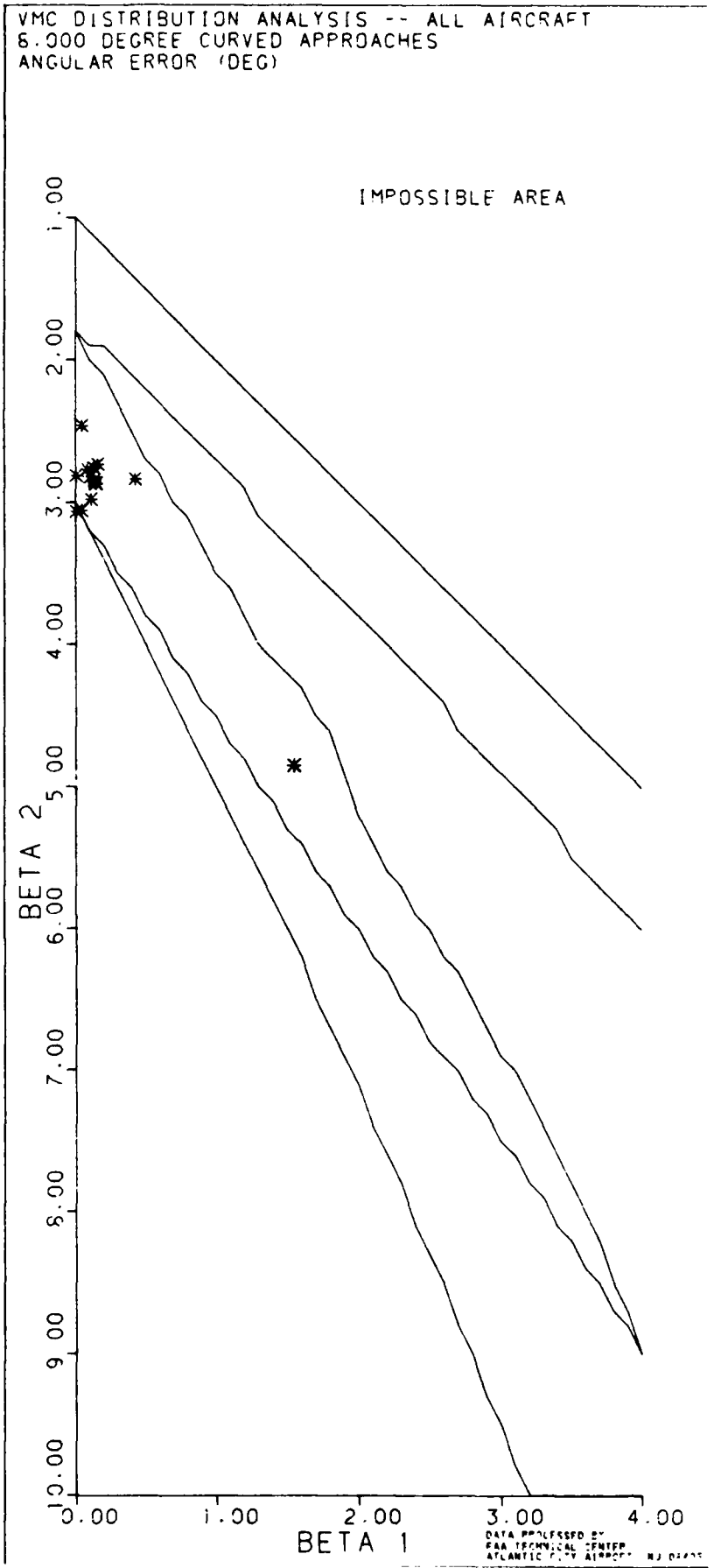
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)



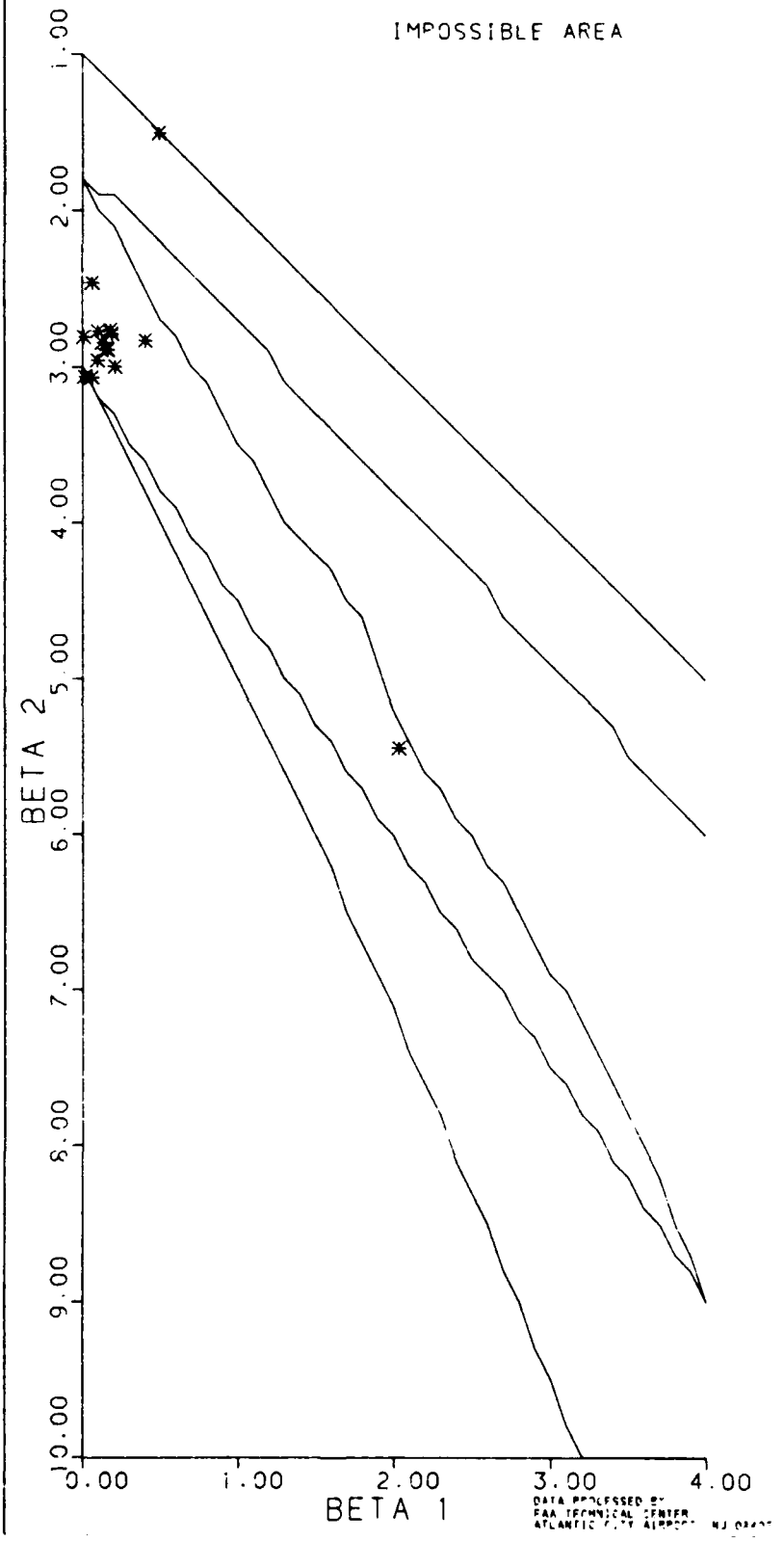
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)

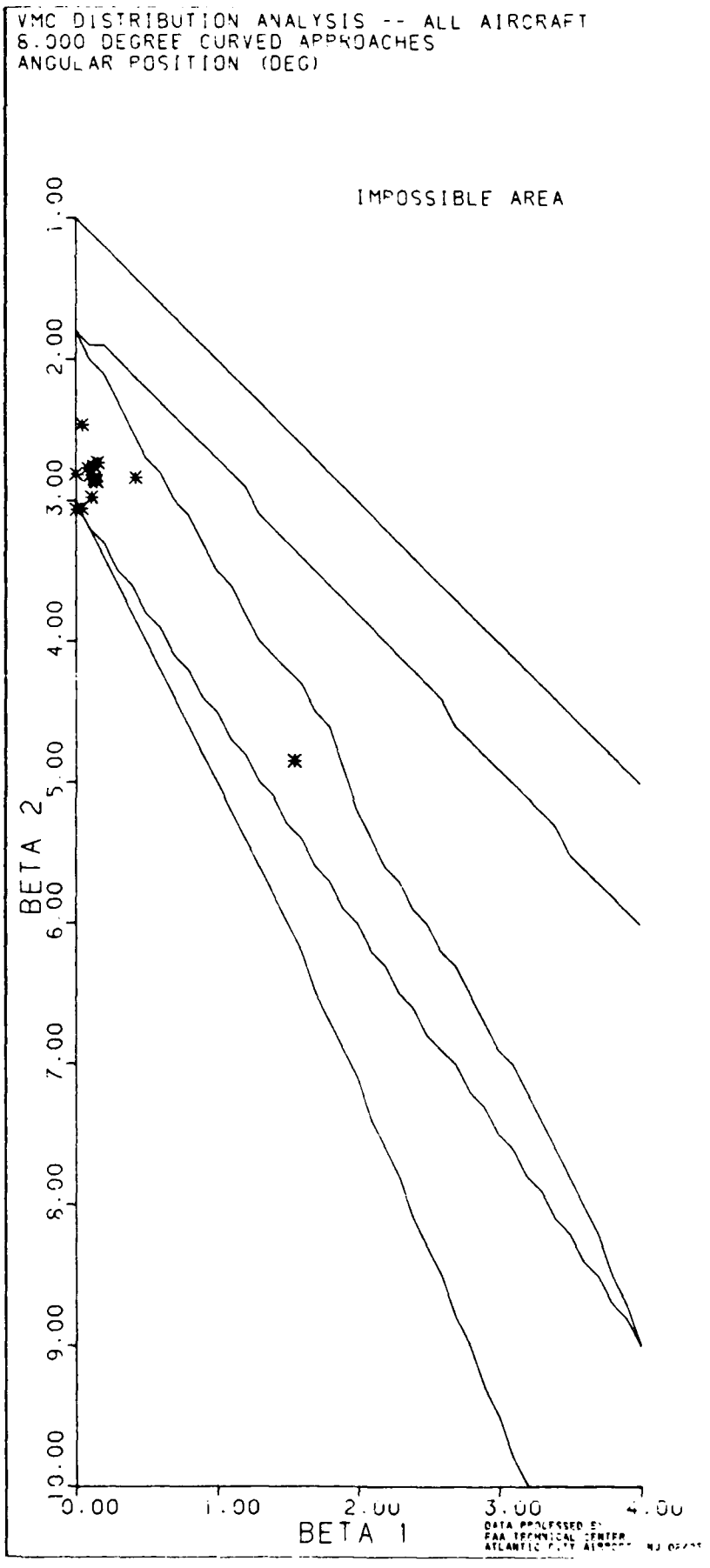


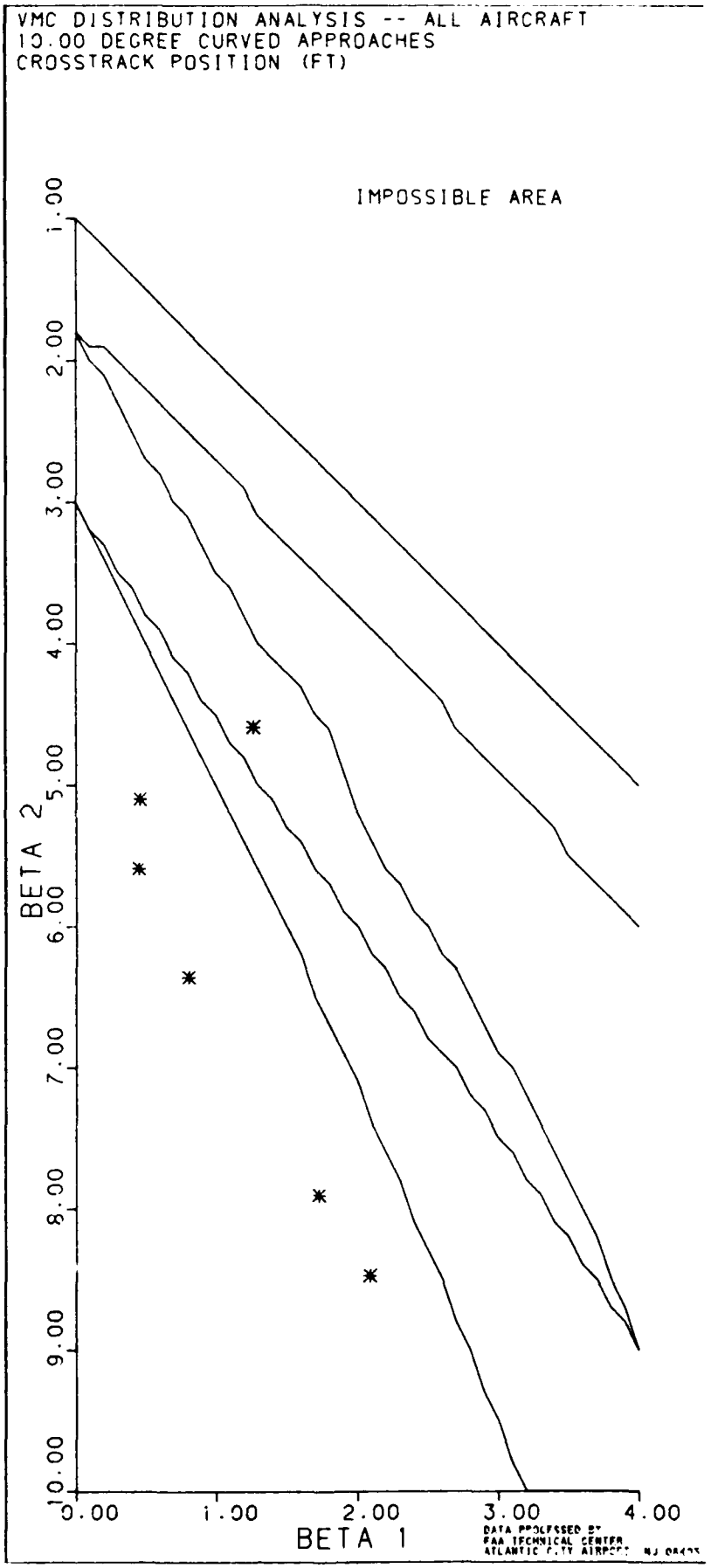

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

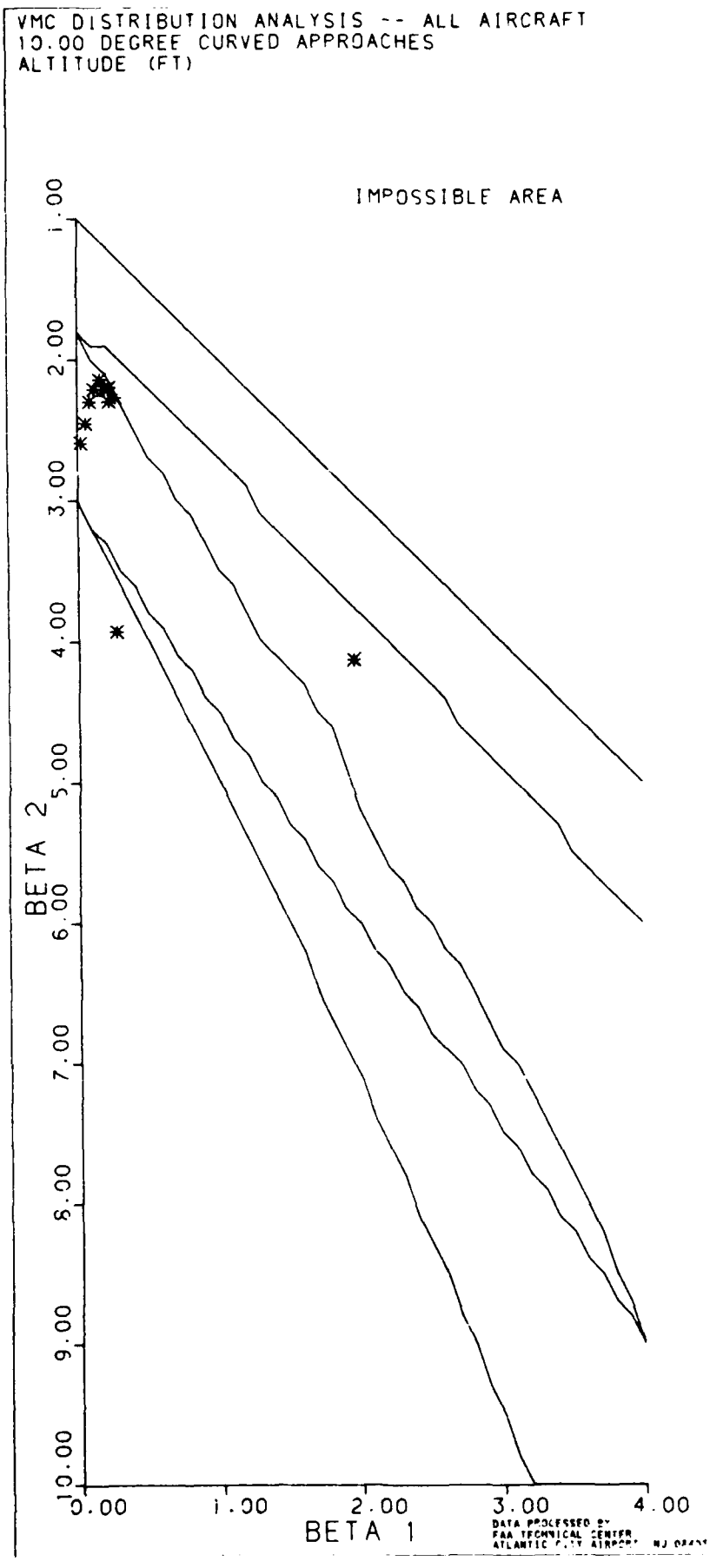

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)

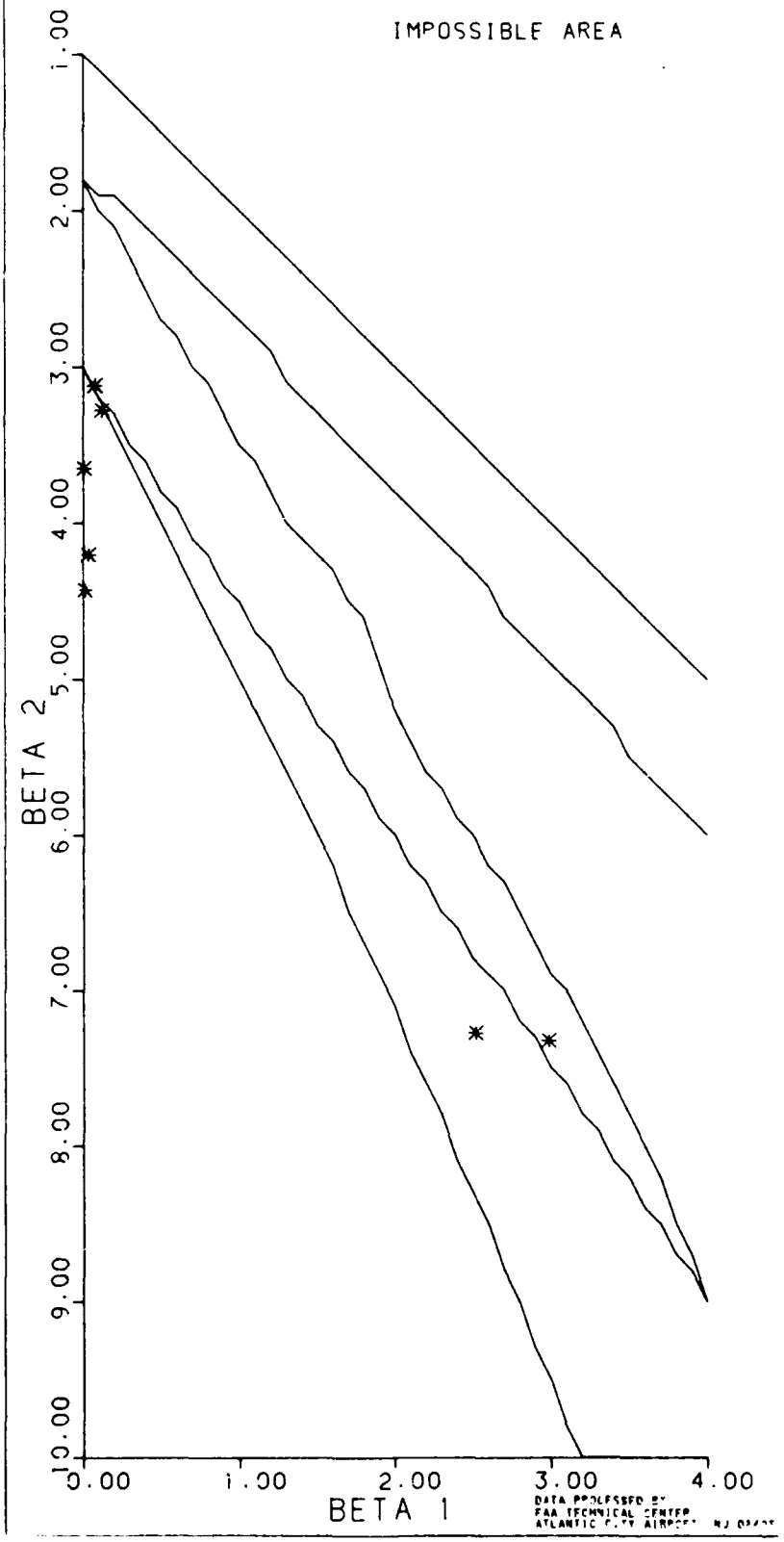


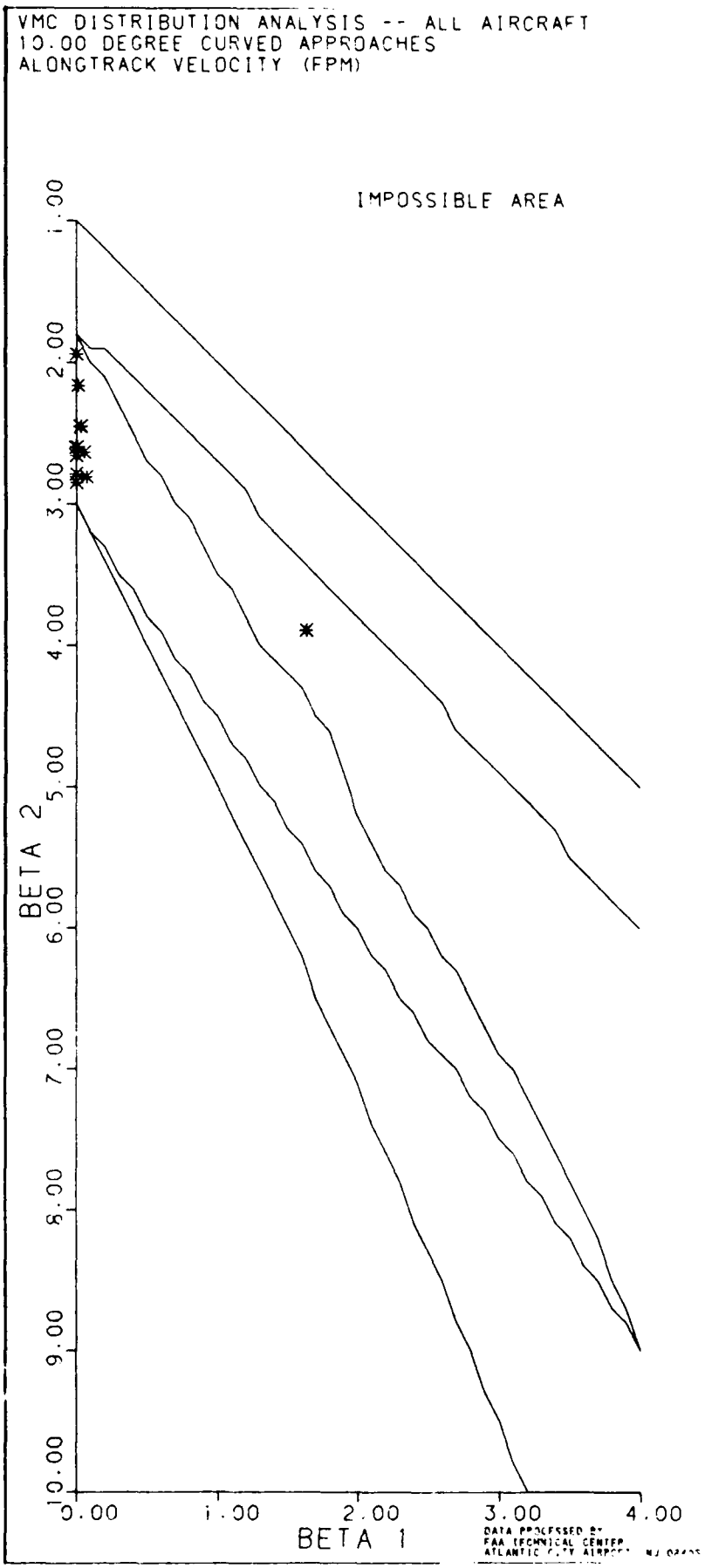

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
6.000 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405

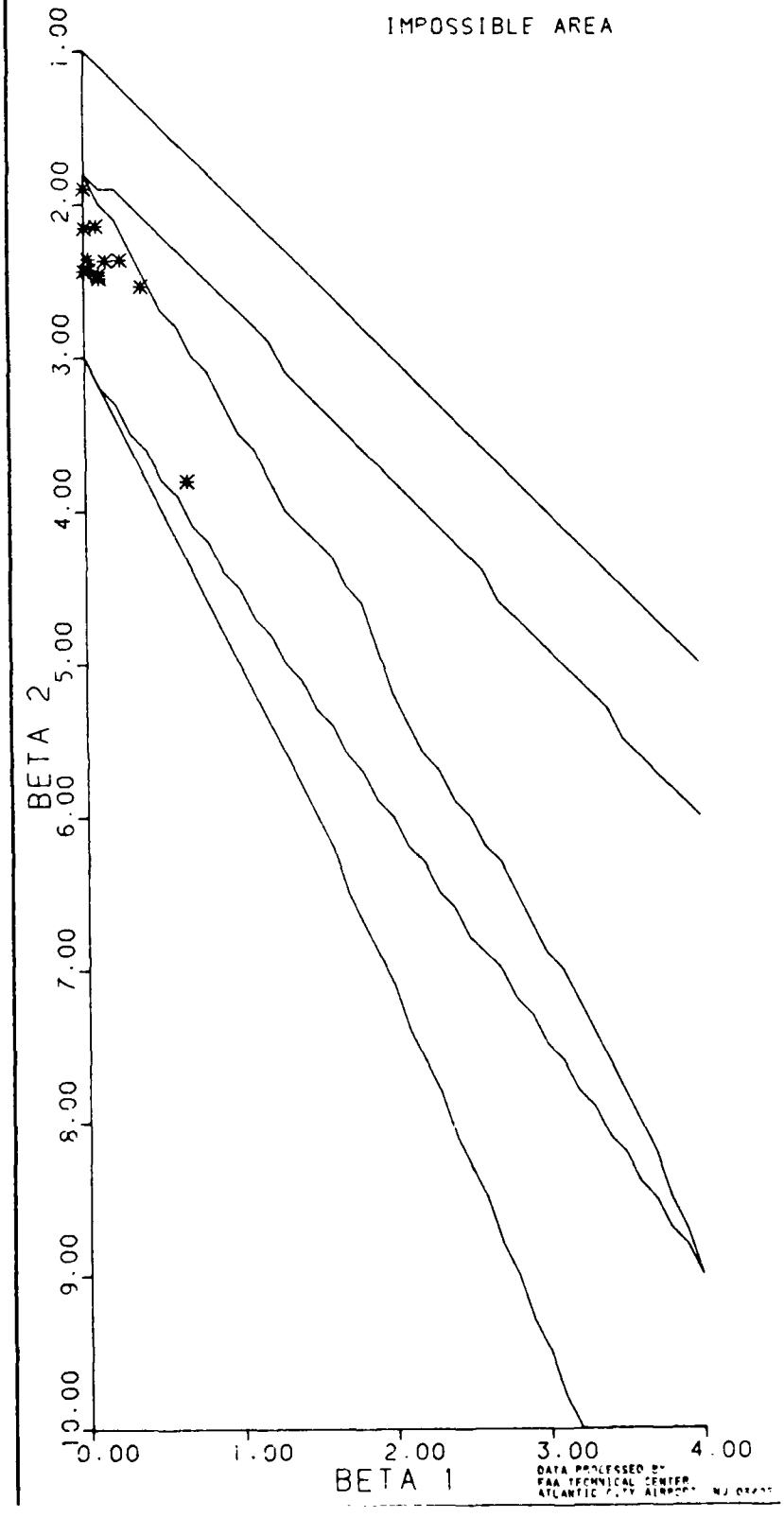

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
ALTITUDE (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

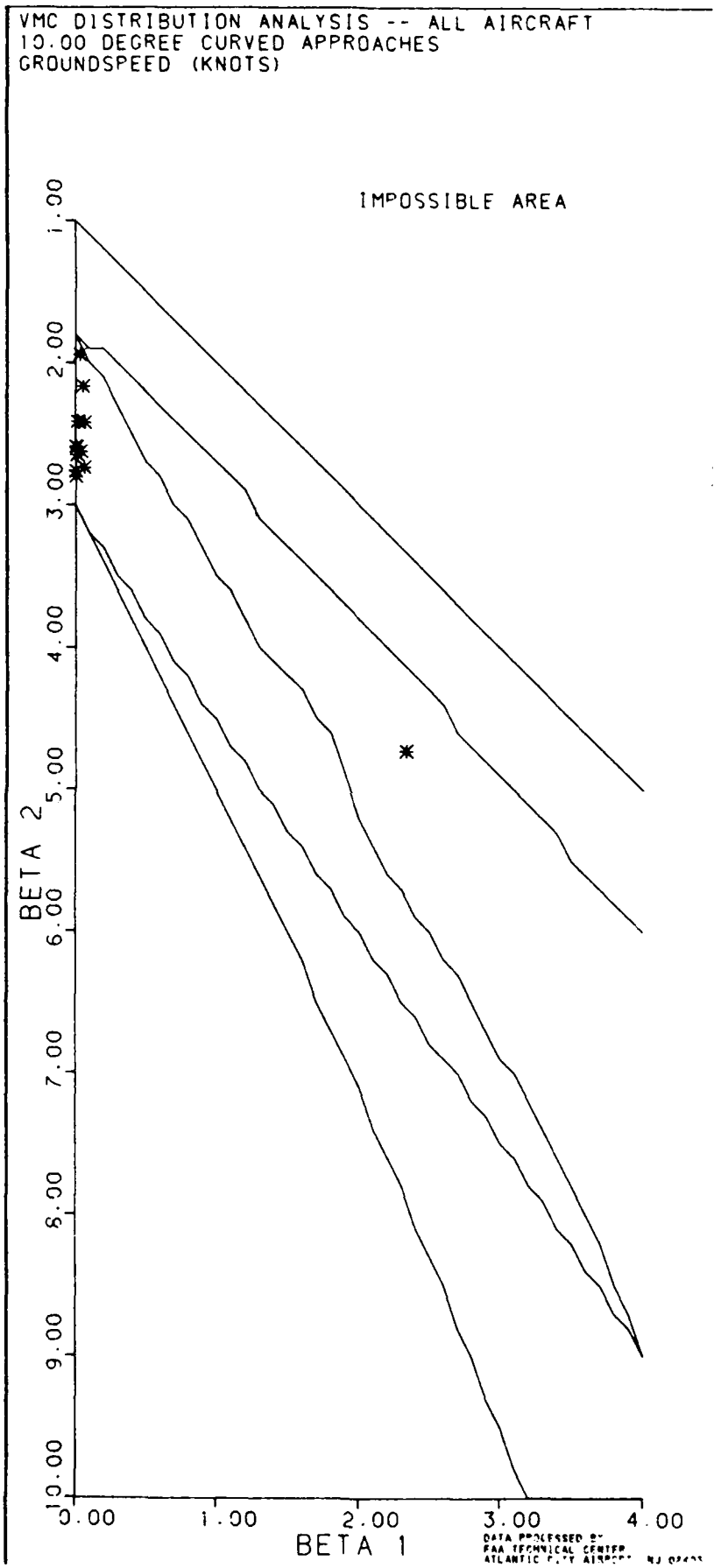
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM)

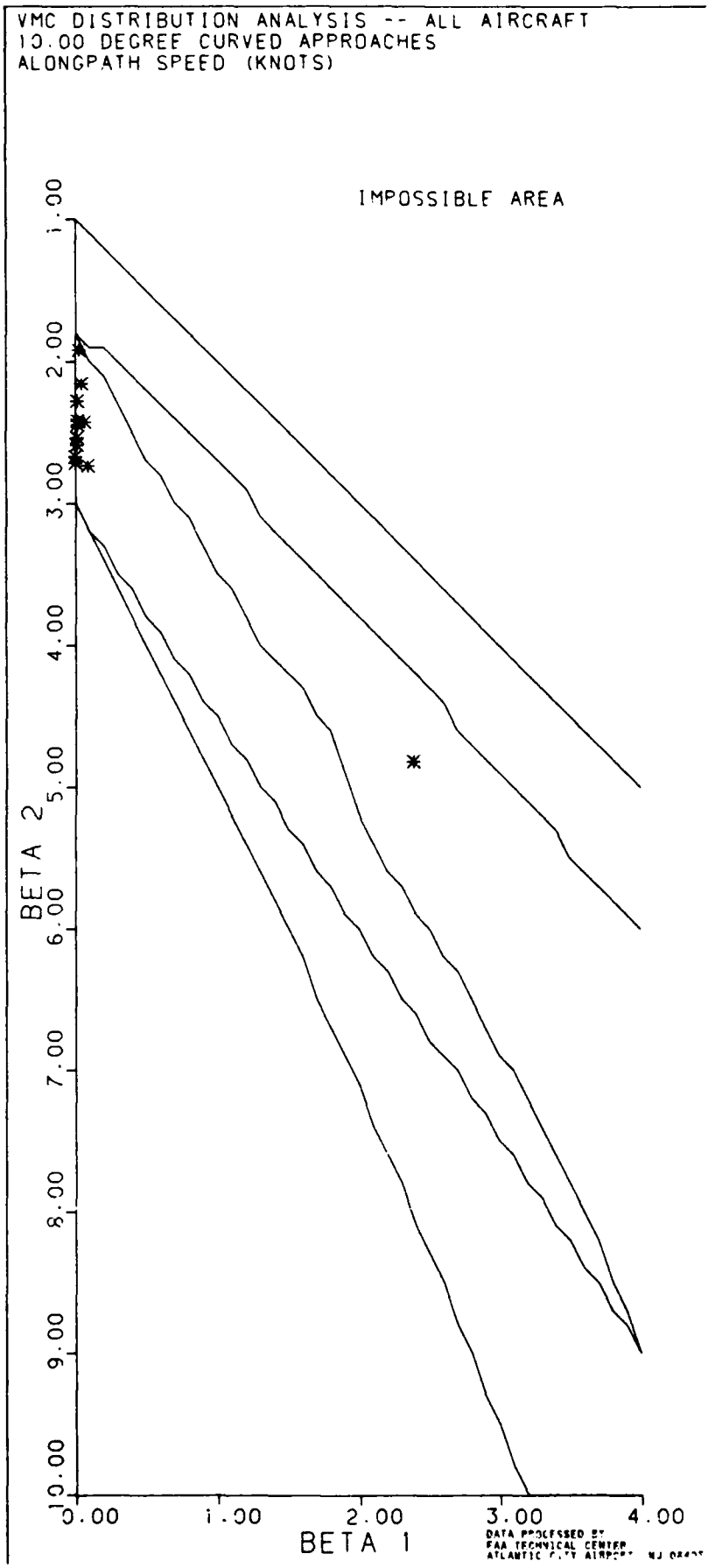


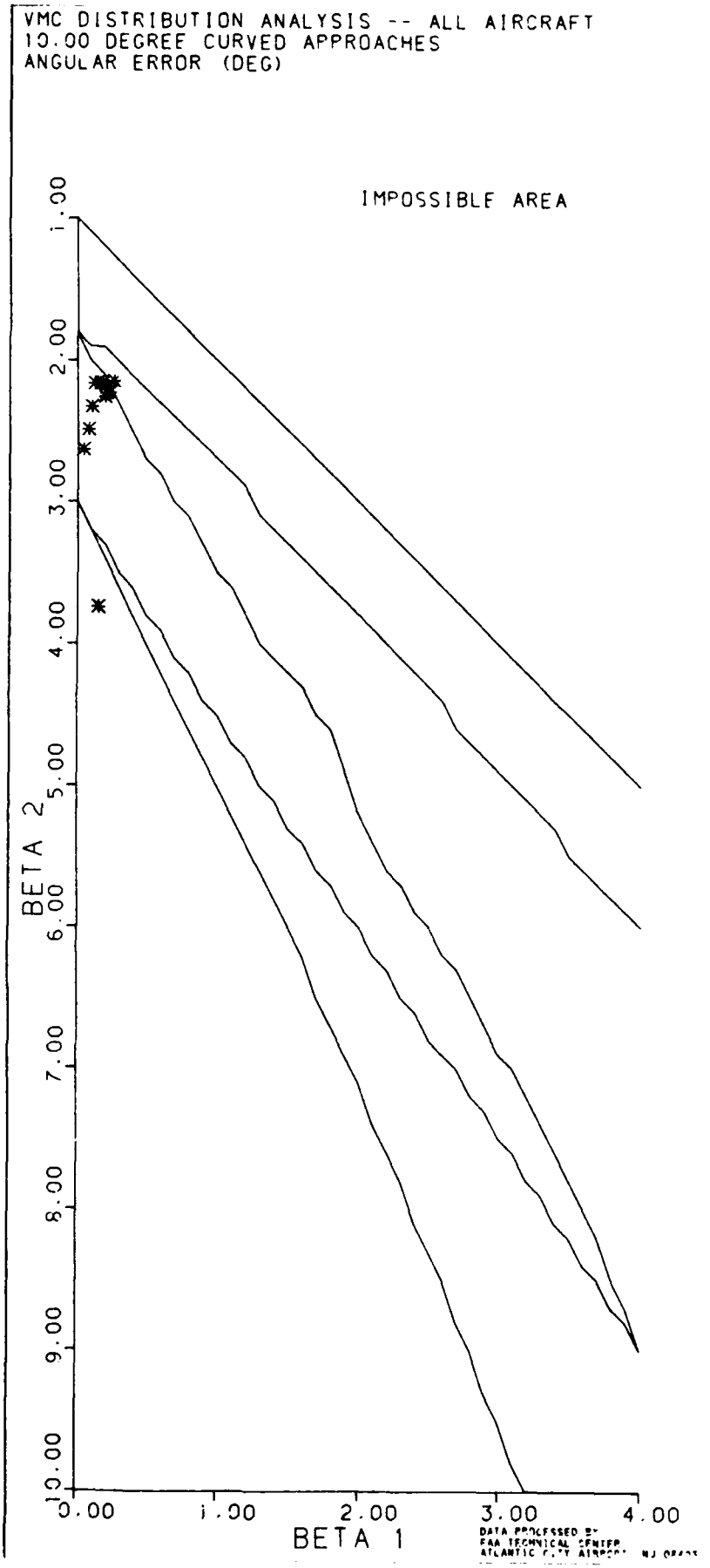

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

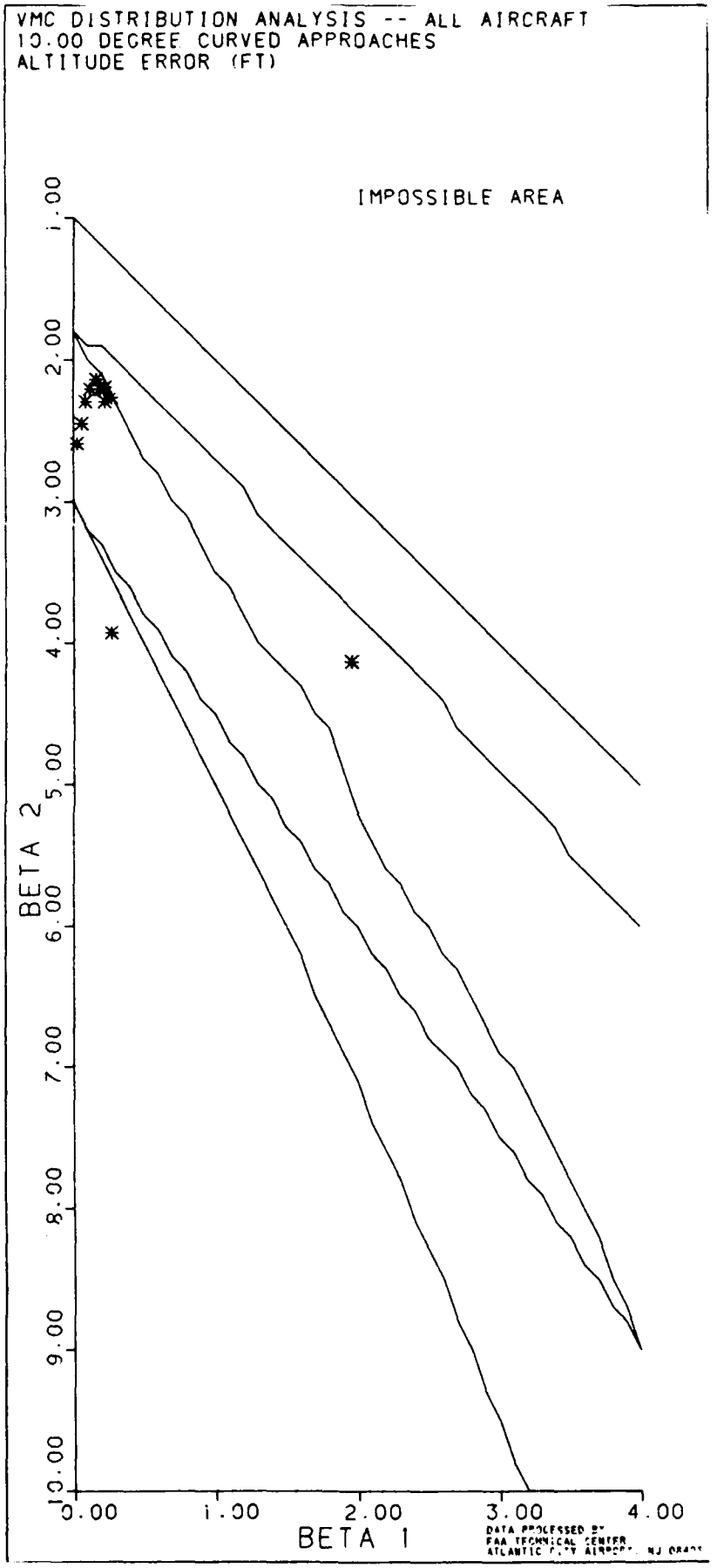
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM)

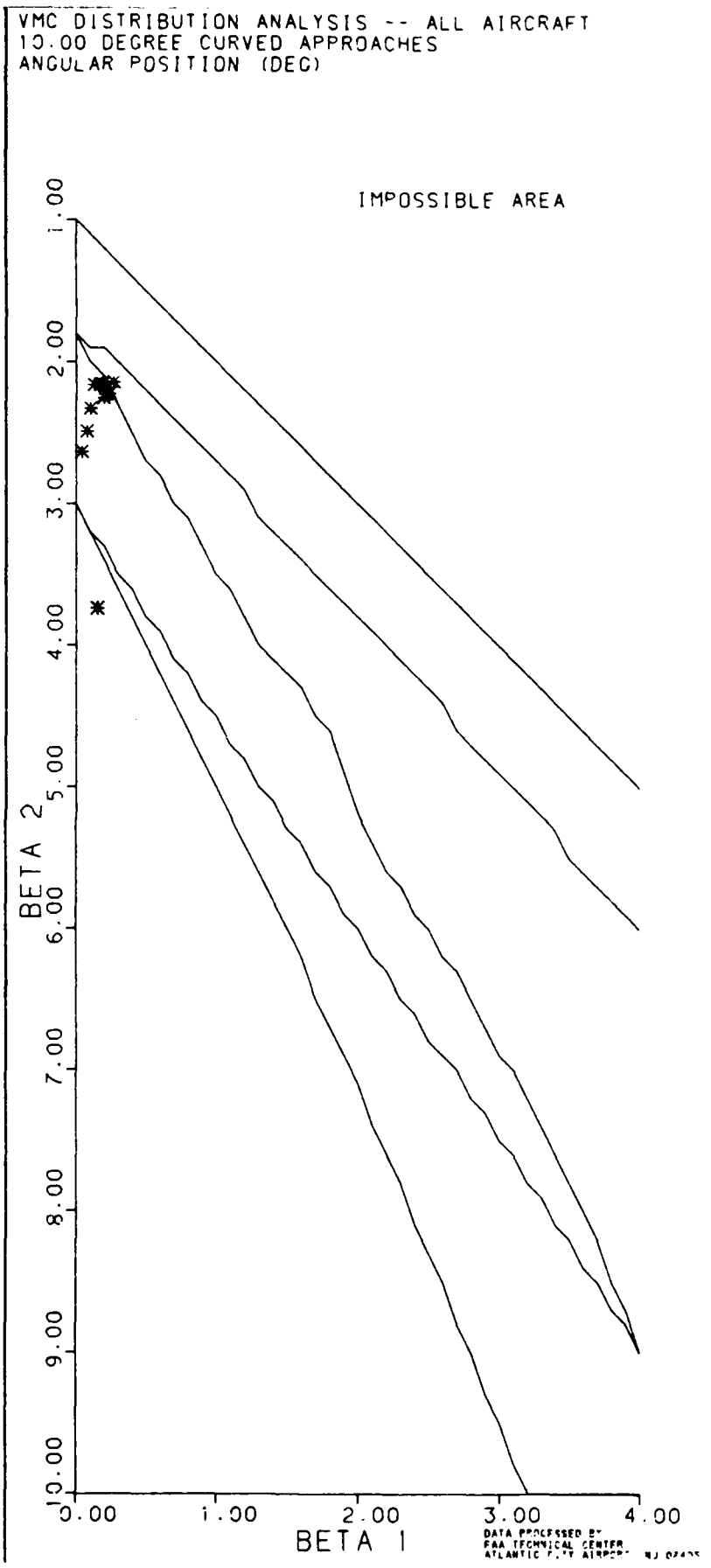



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

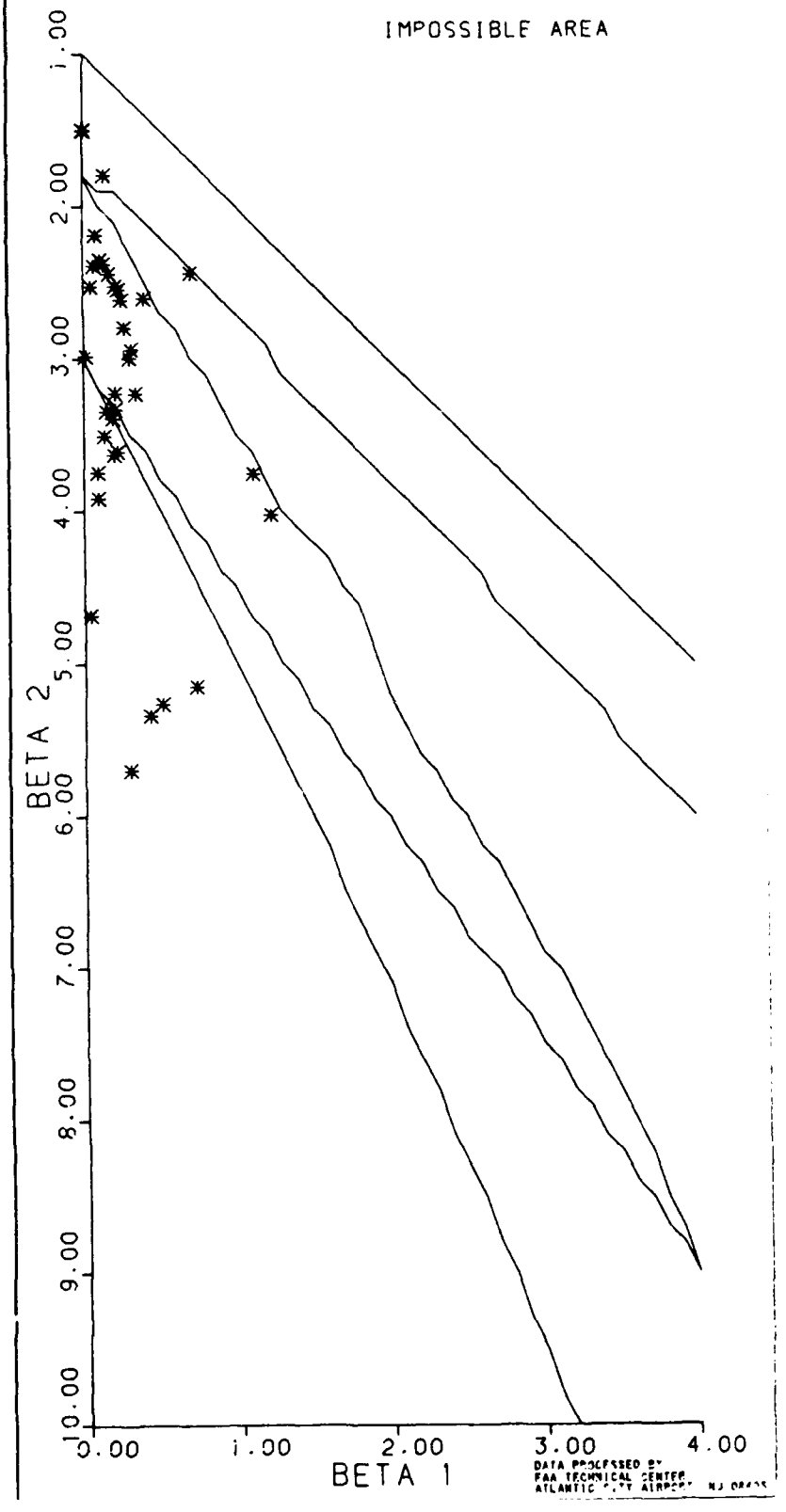

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

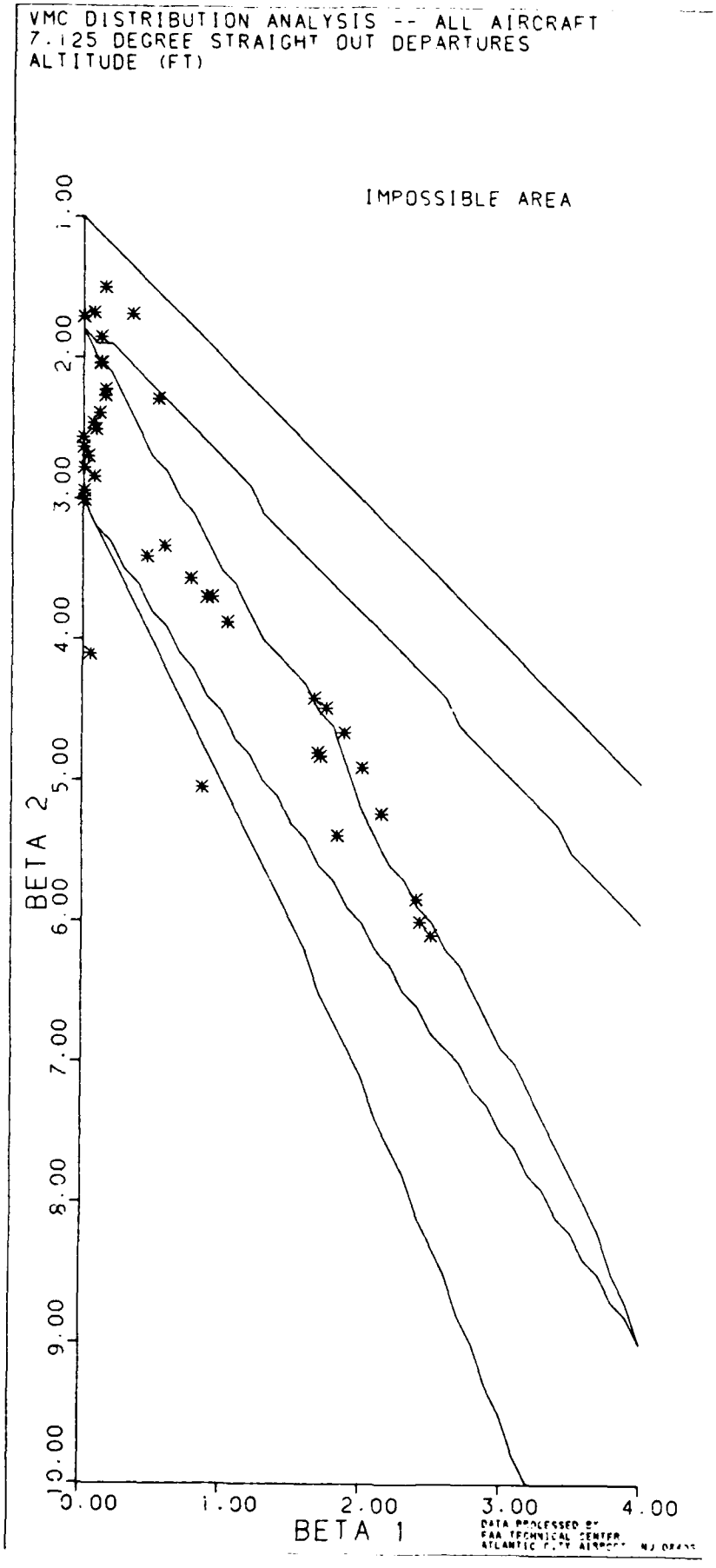

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

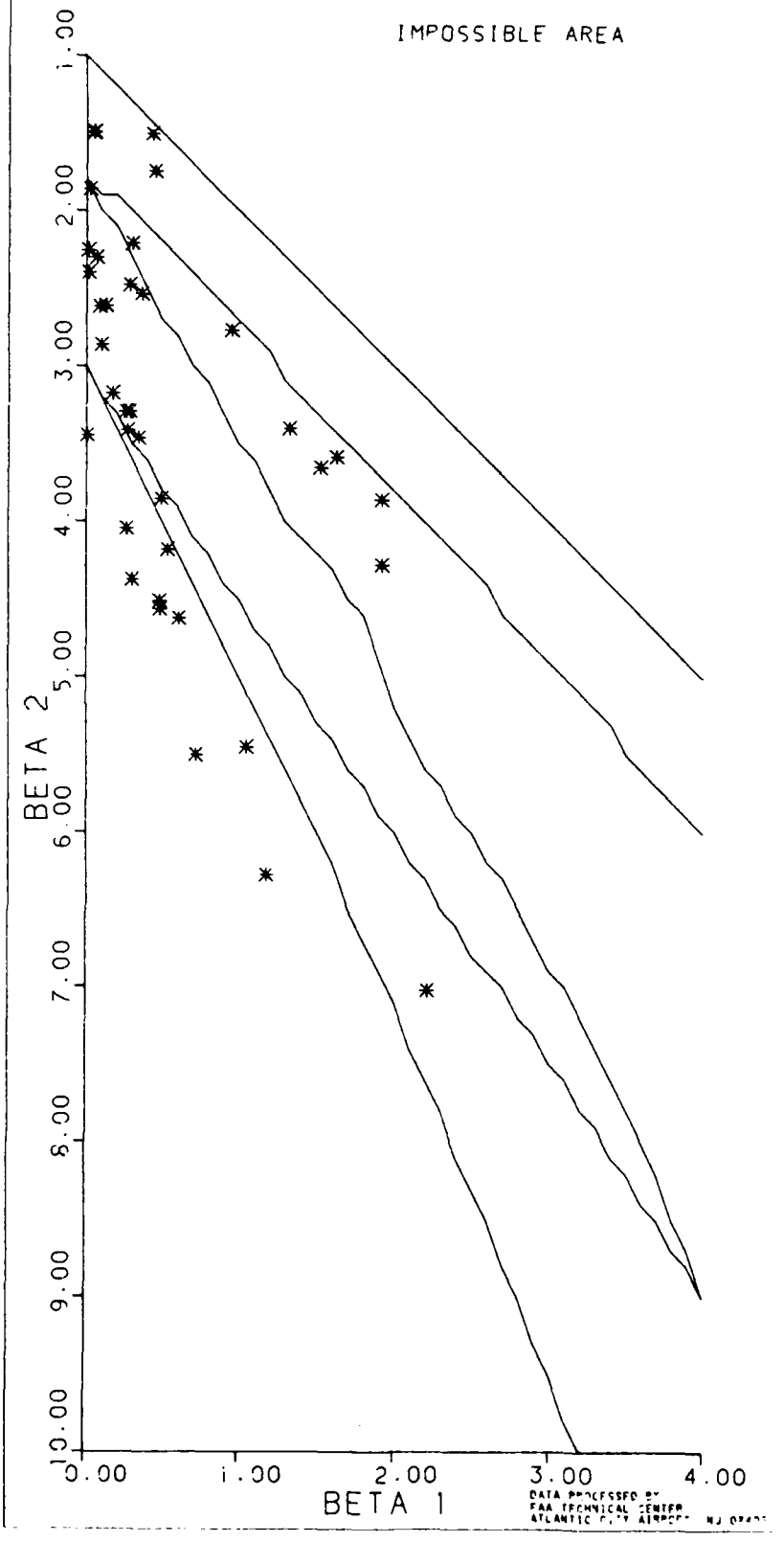

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEC)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

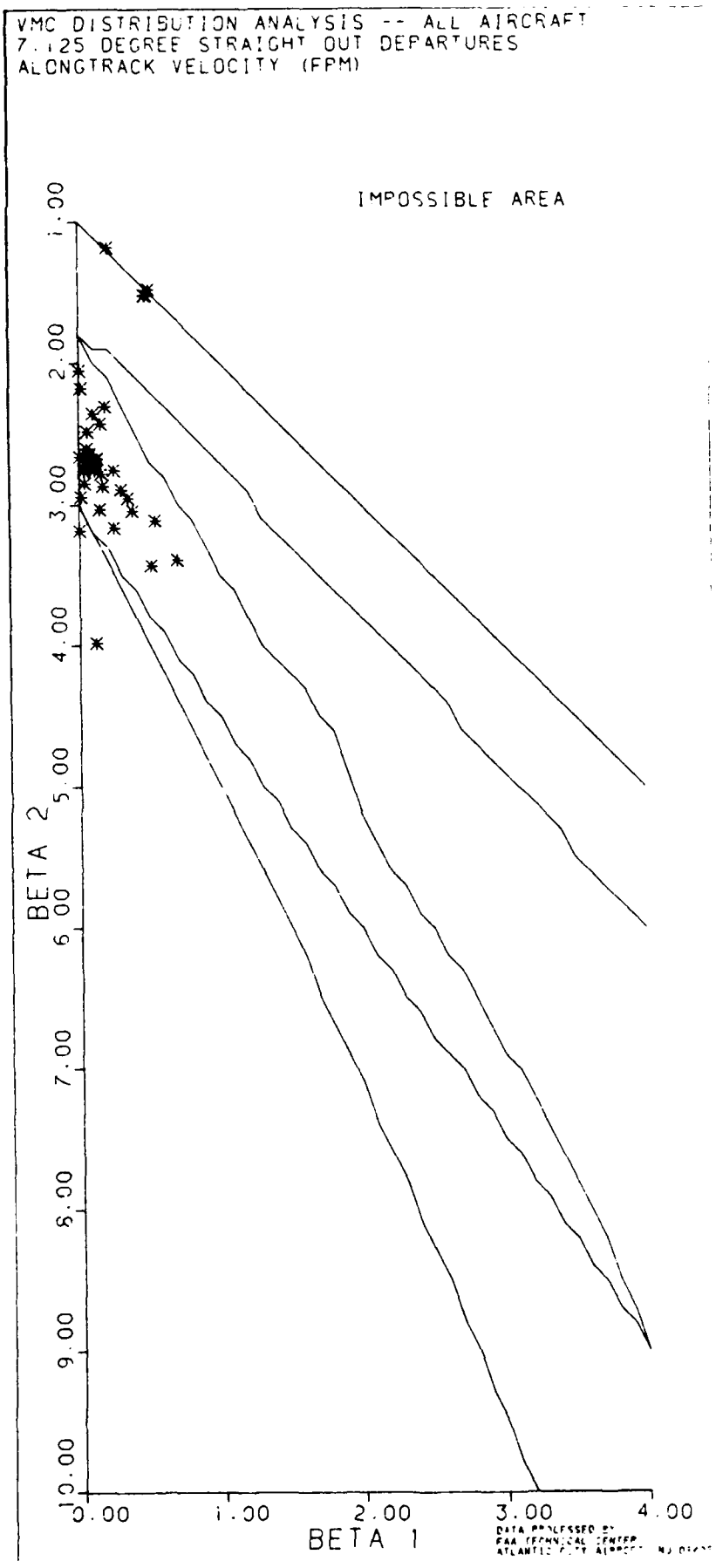
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)



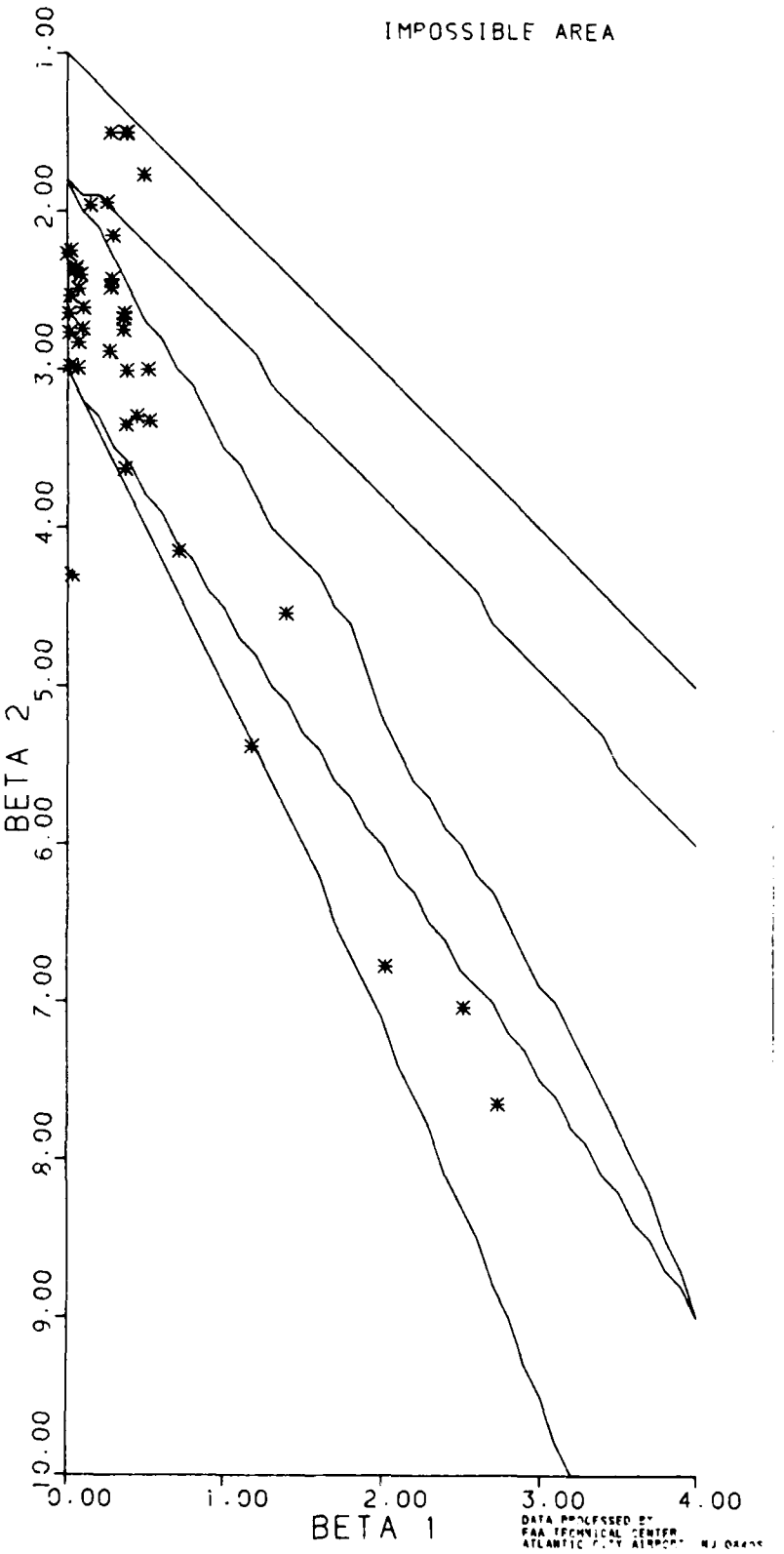

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

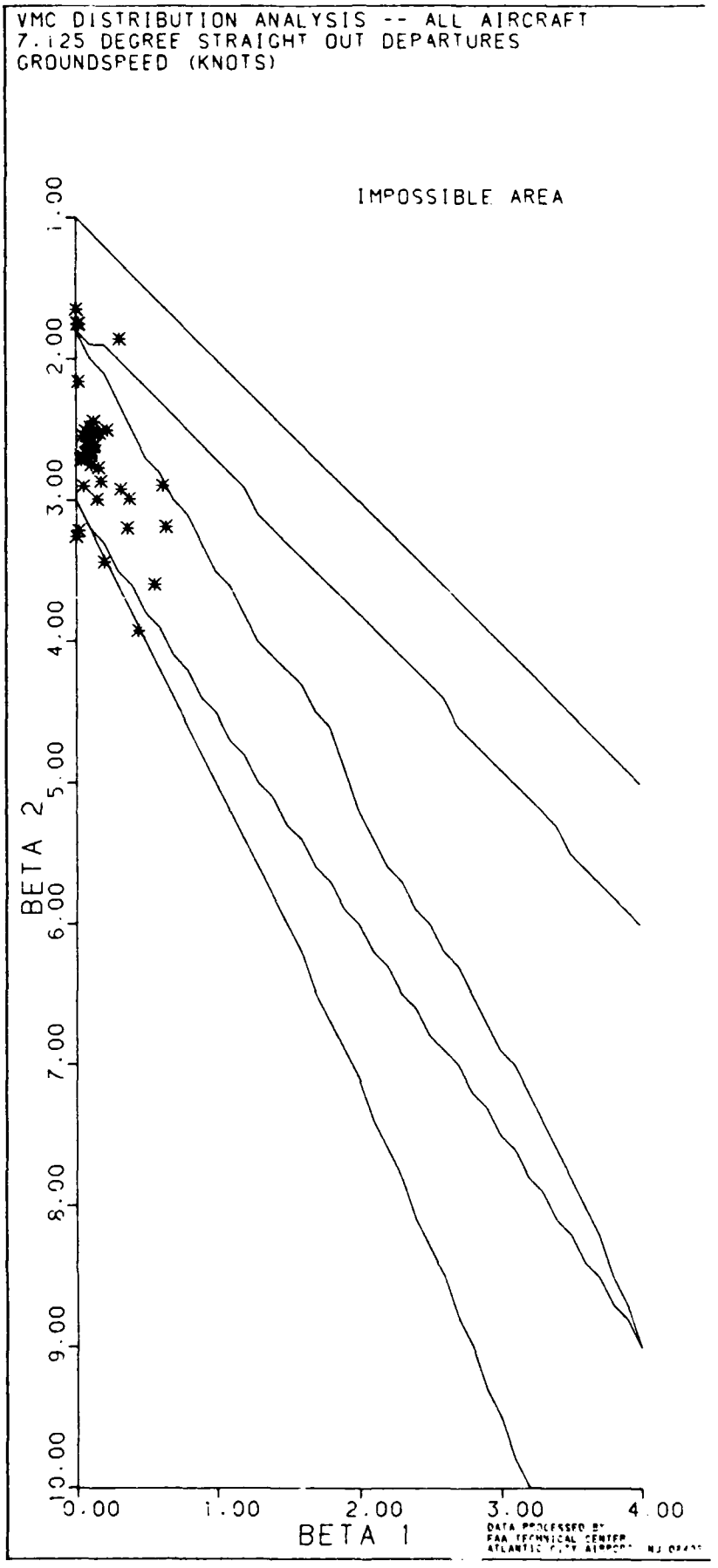
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)

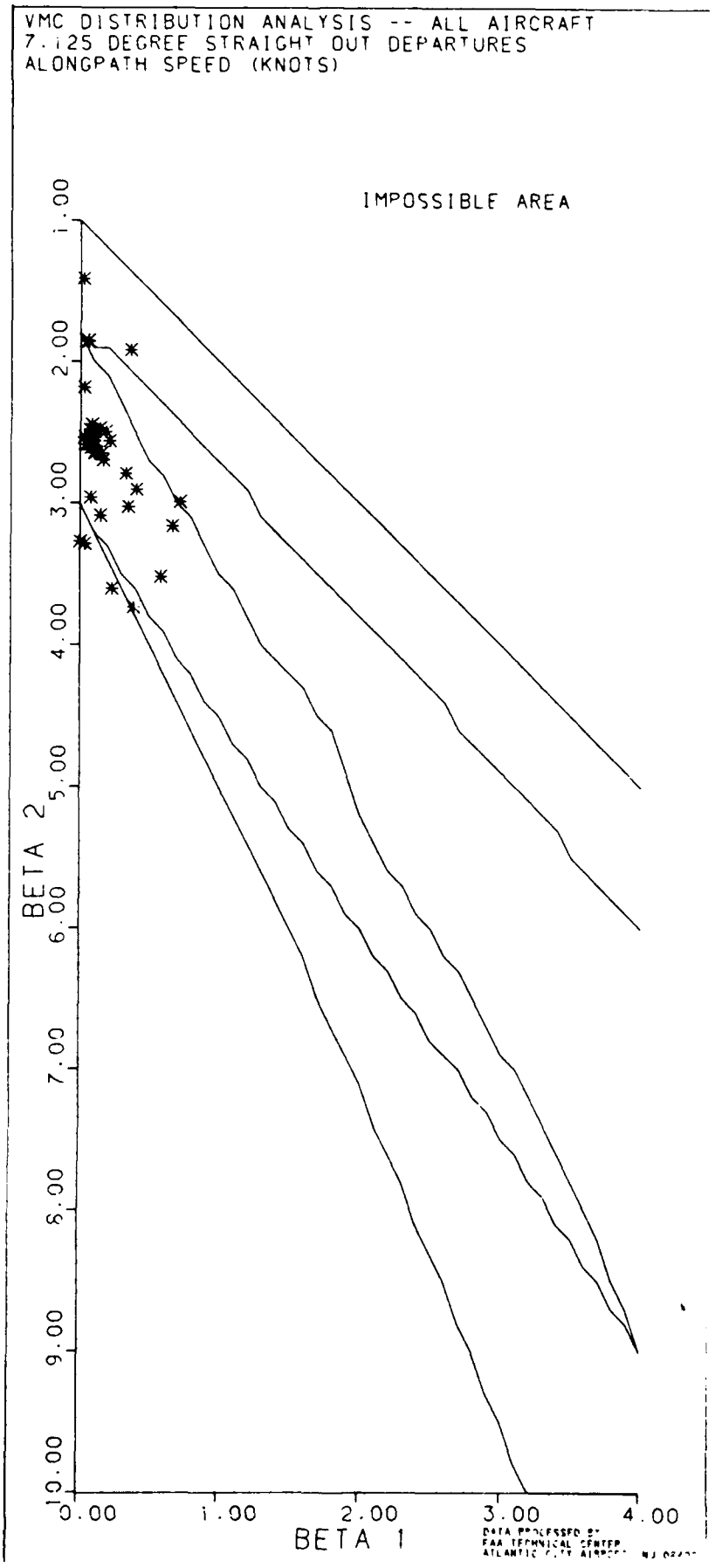


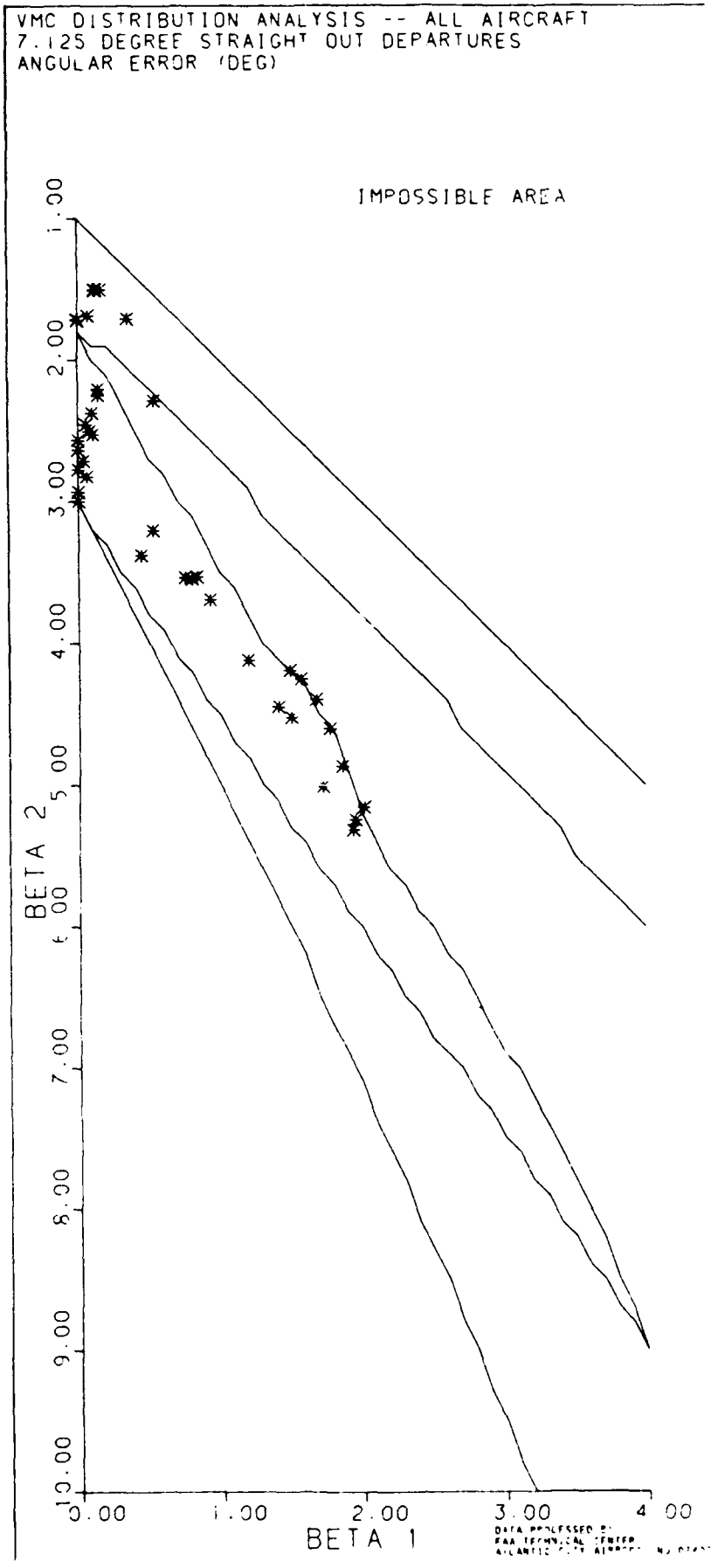

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
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4.00
BETA 1

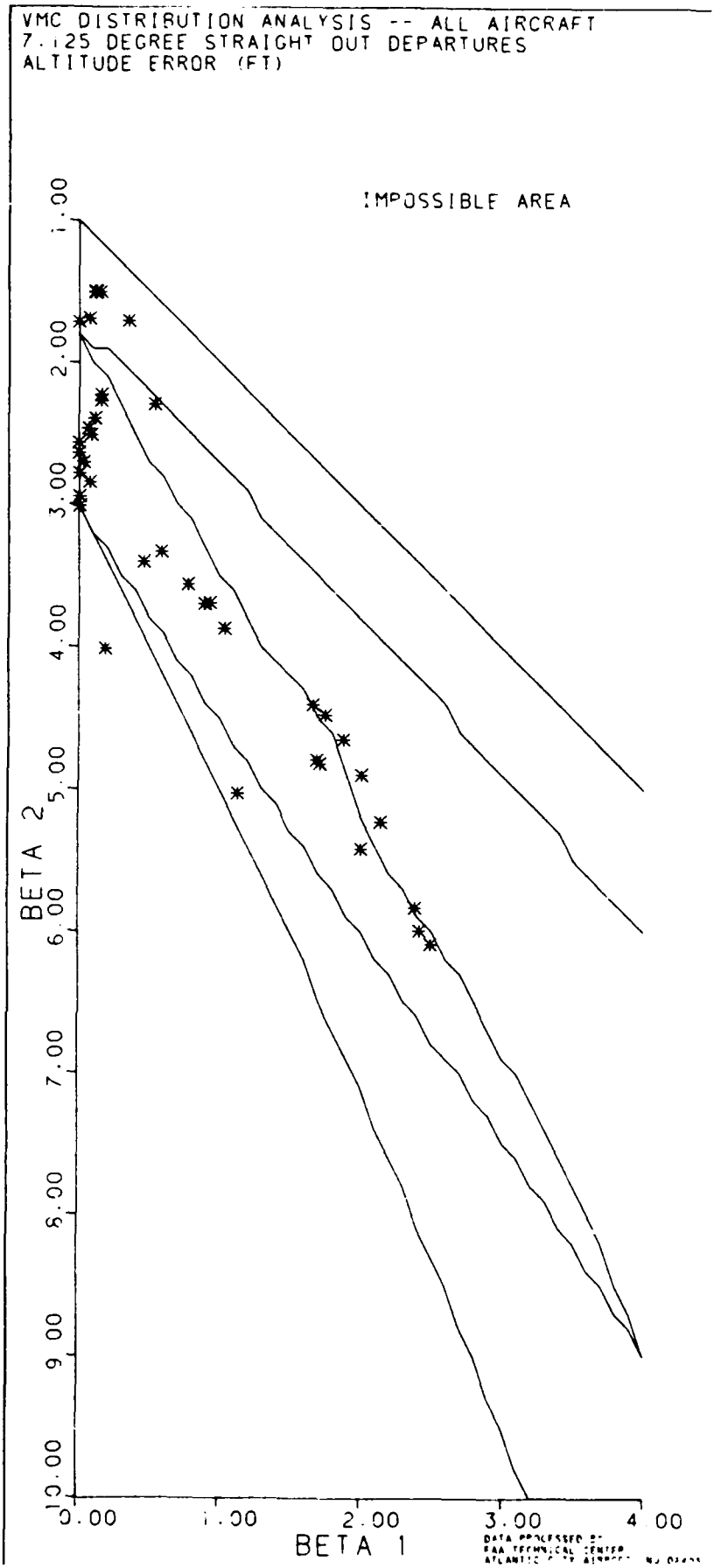
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)

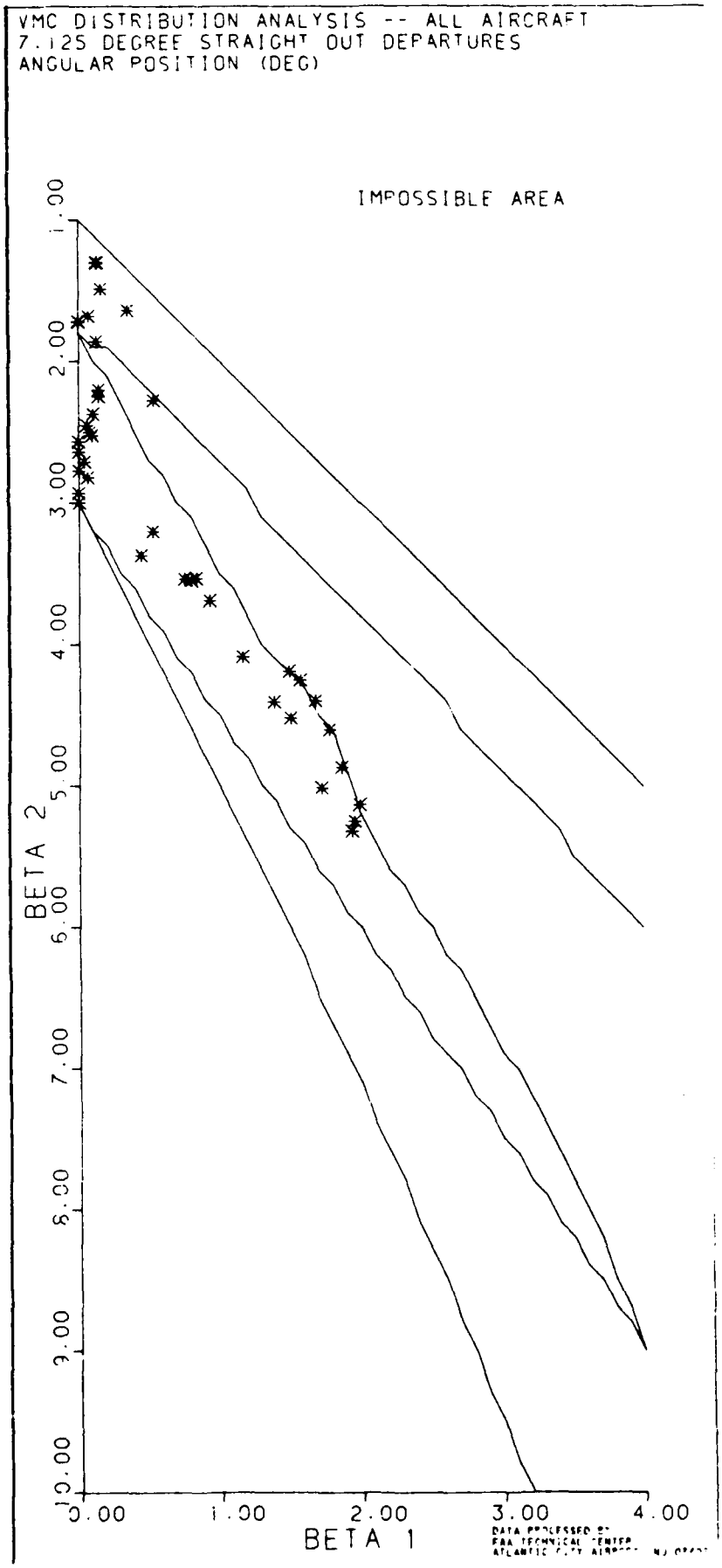


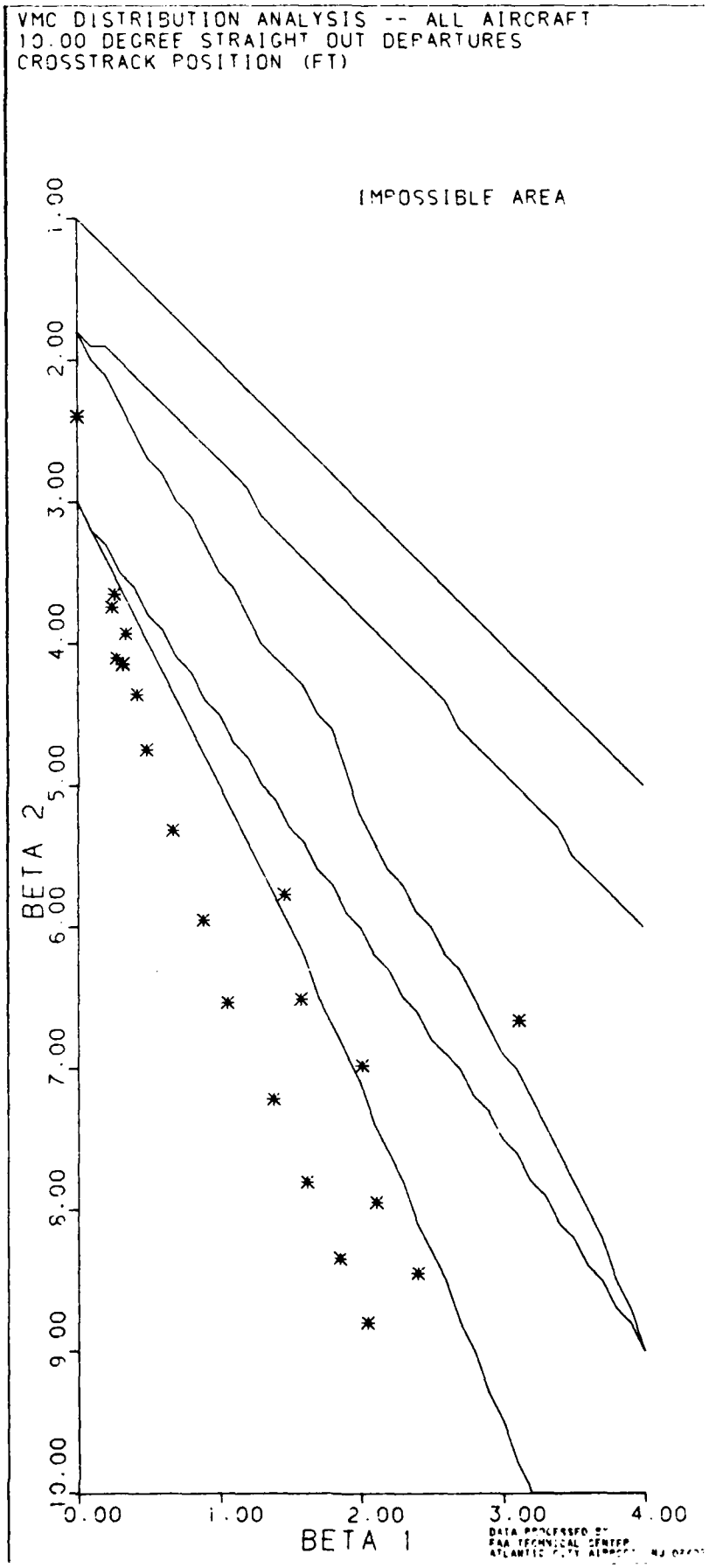

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
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6.00
7.00
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10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

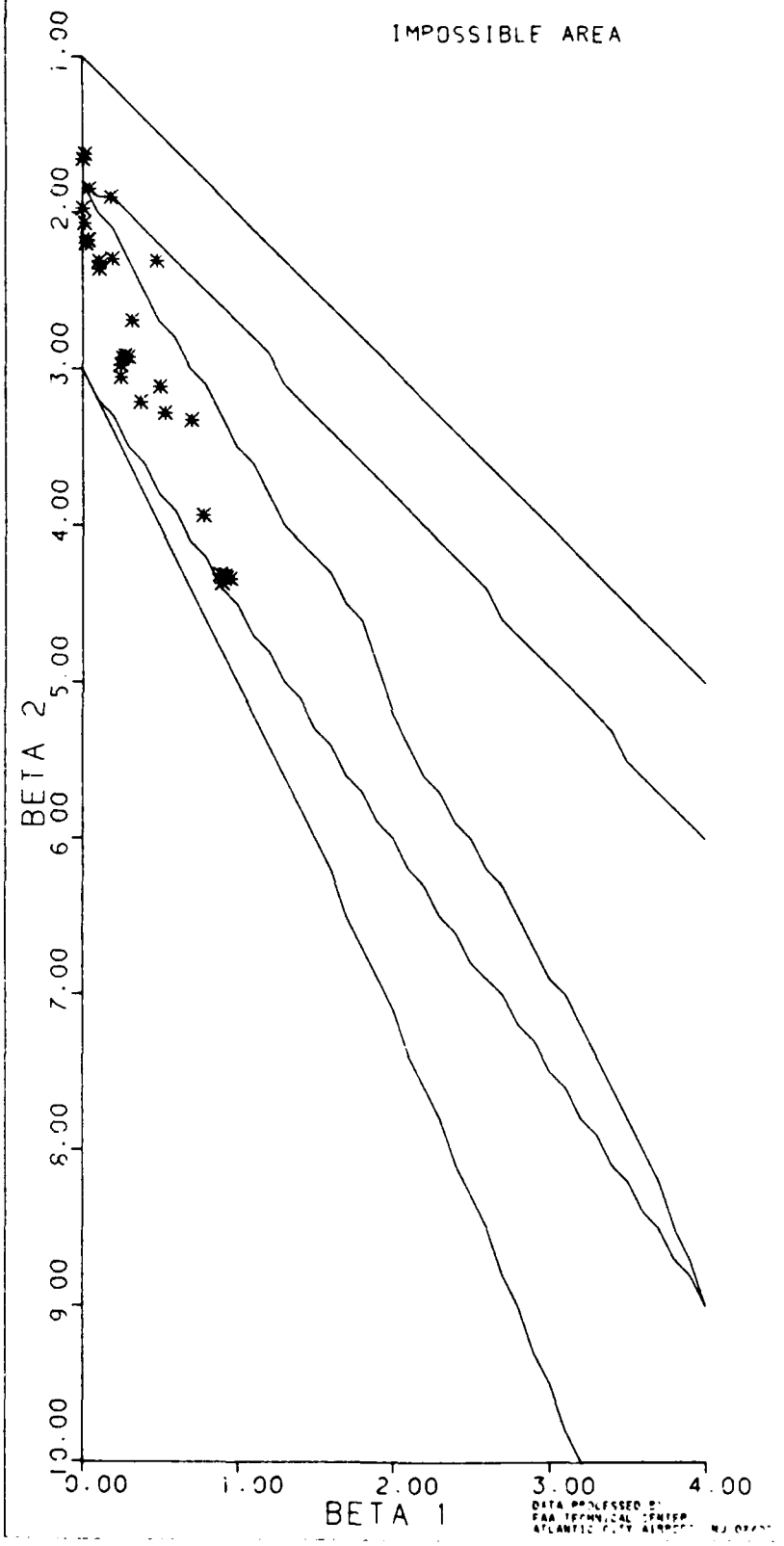

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
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BETA 1

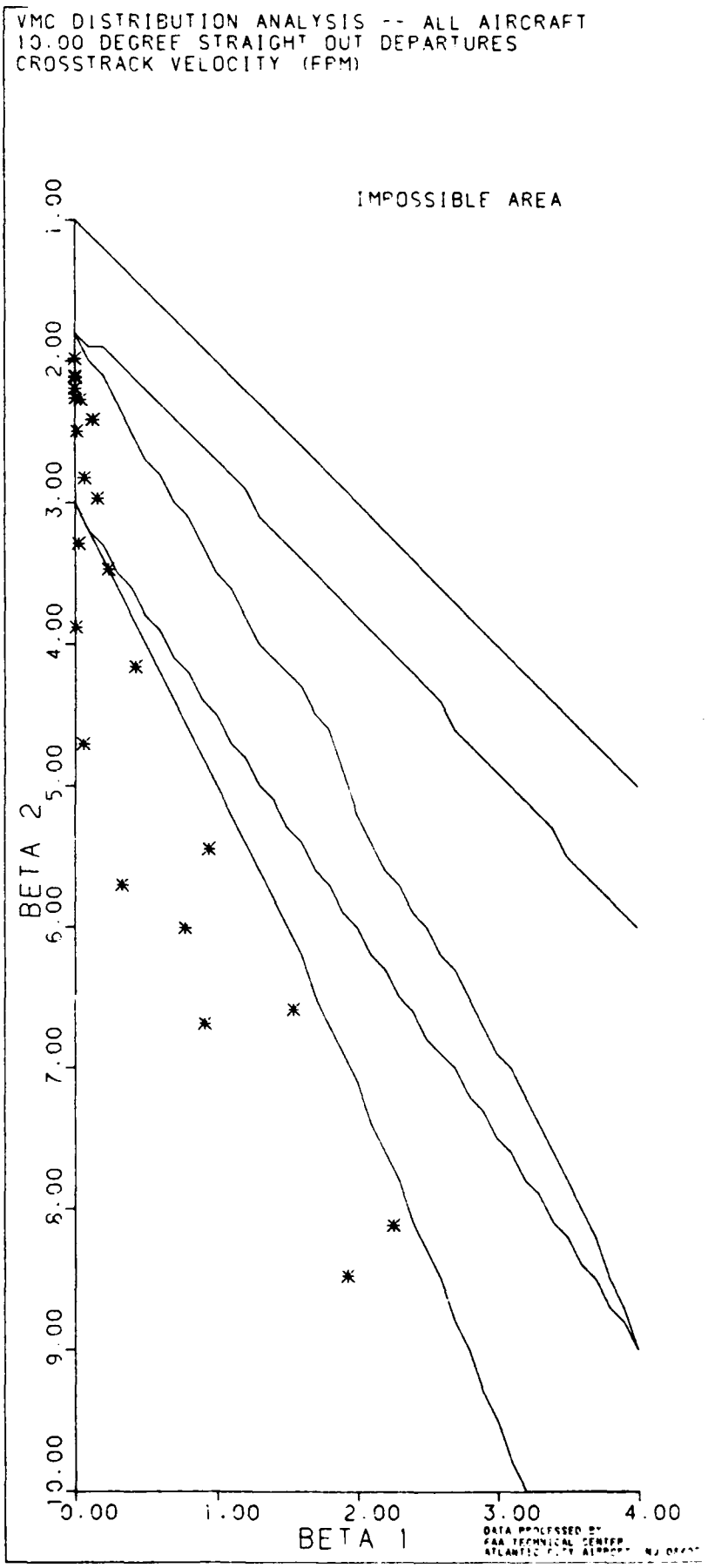

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
1.00
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10.00
BETA 2
0.00
1.00
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3.00
4.00
BETA 1


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

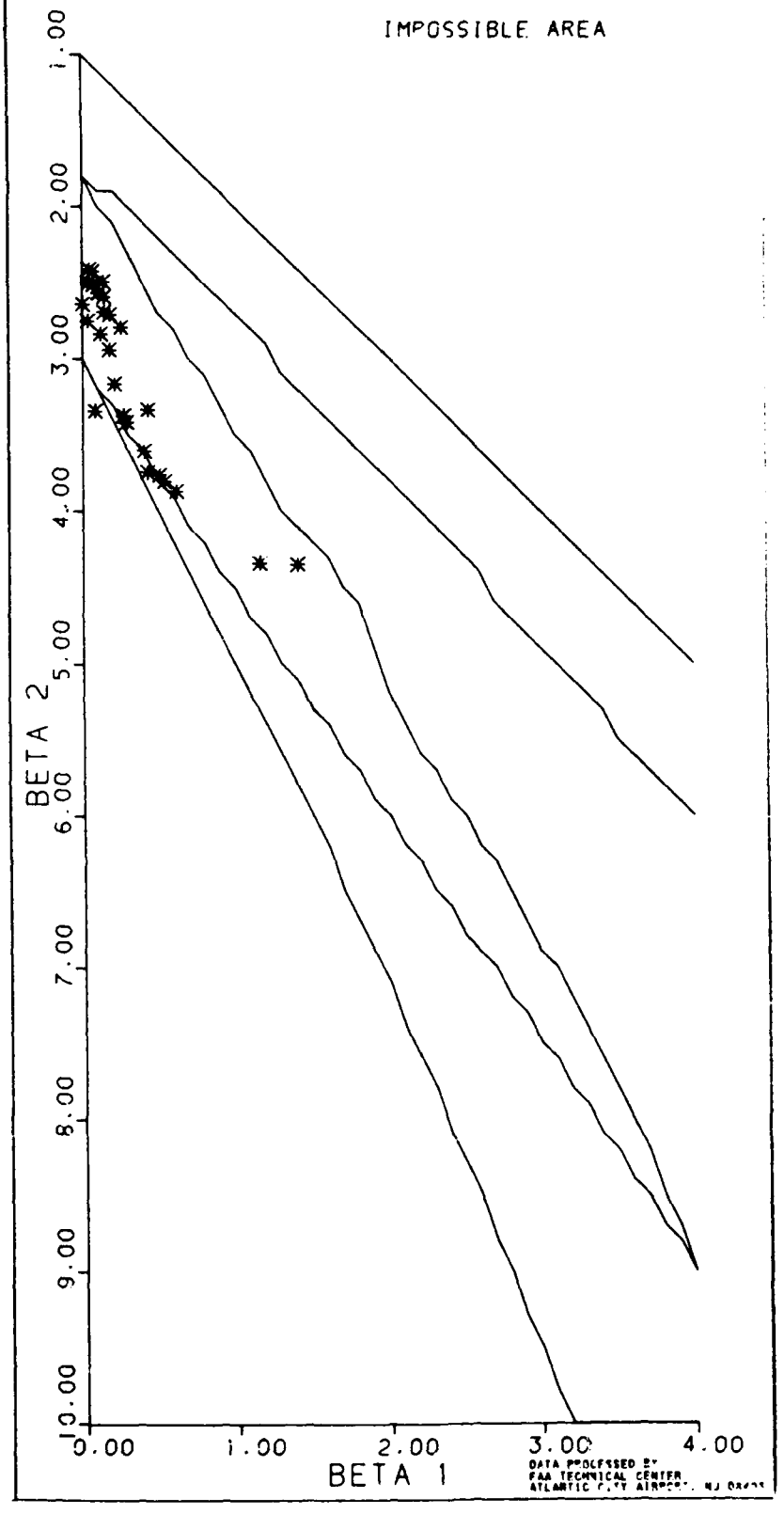

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
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1.00
2.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)

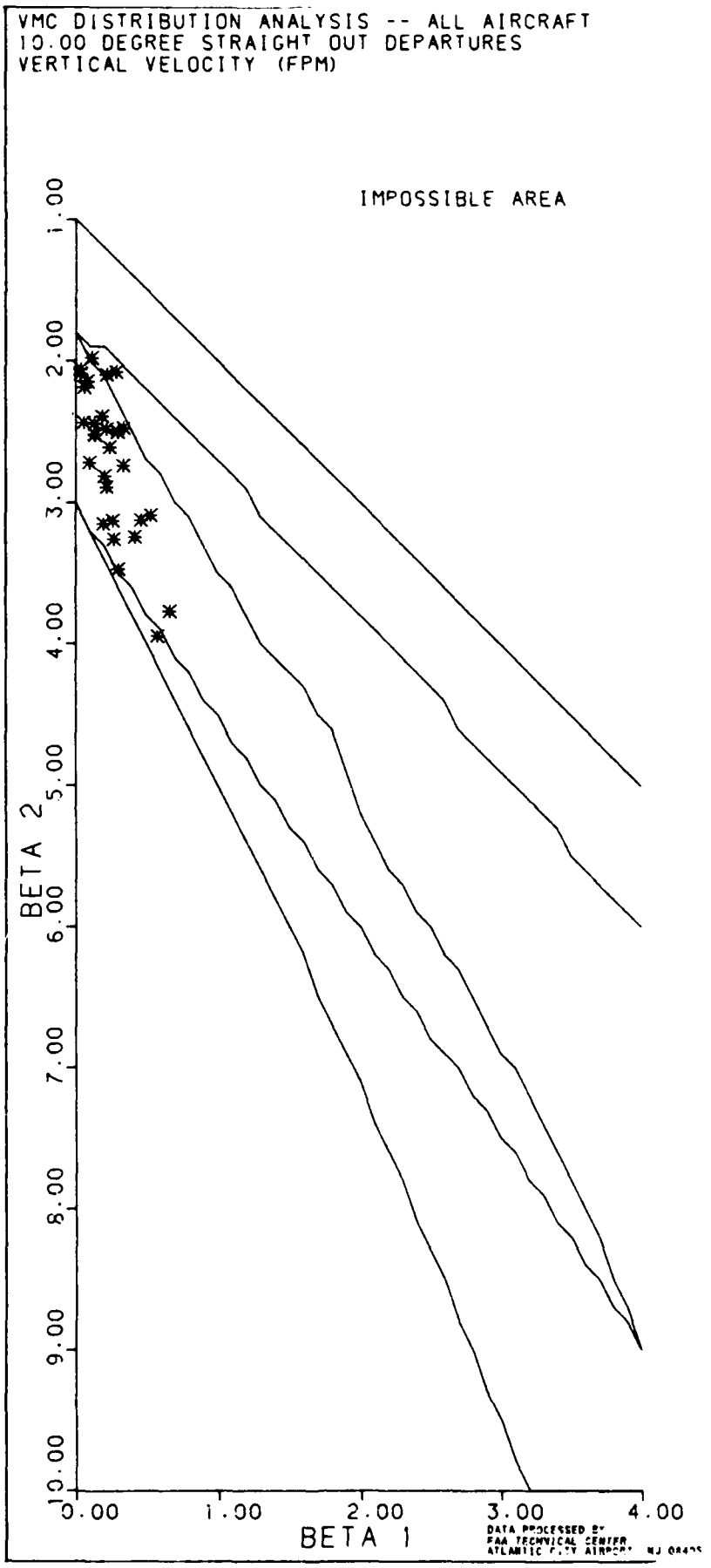



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
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7.00
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10.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

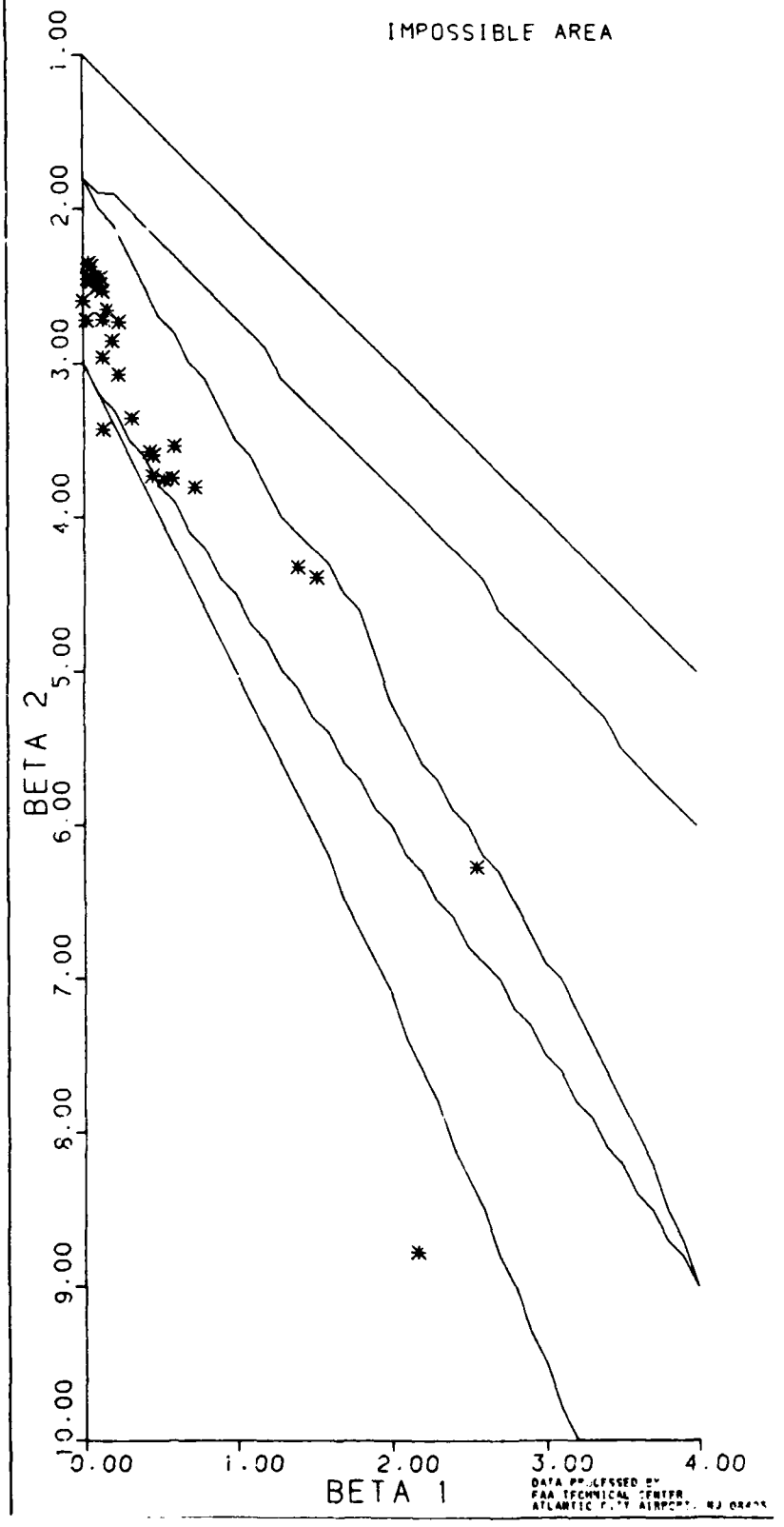
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)

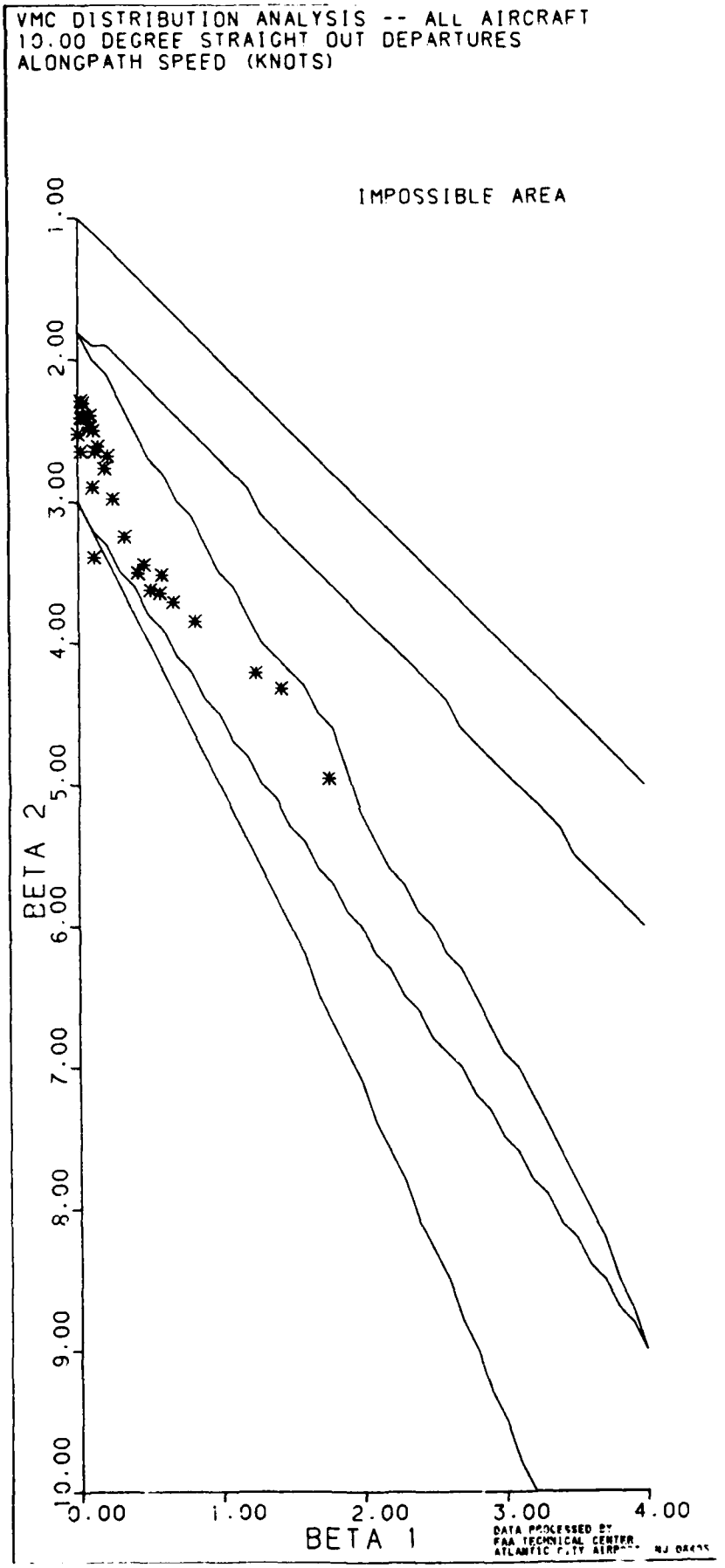


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)

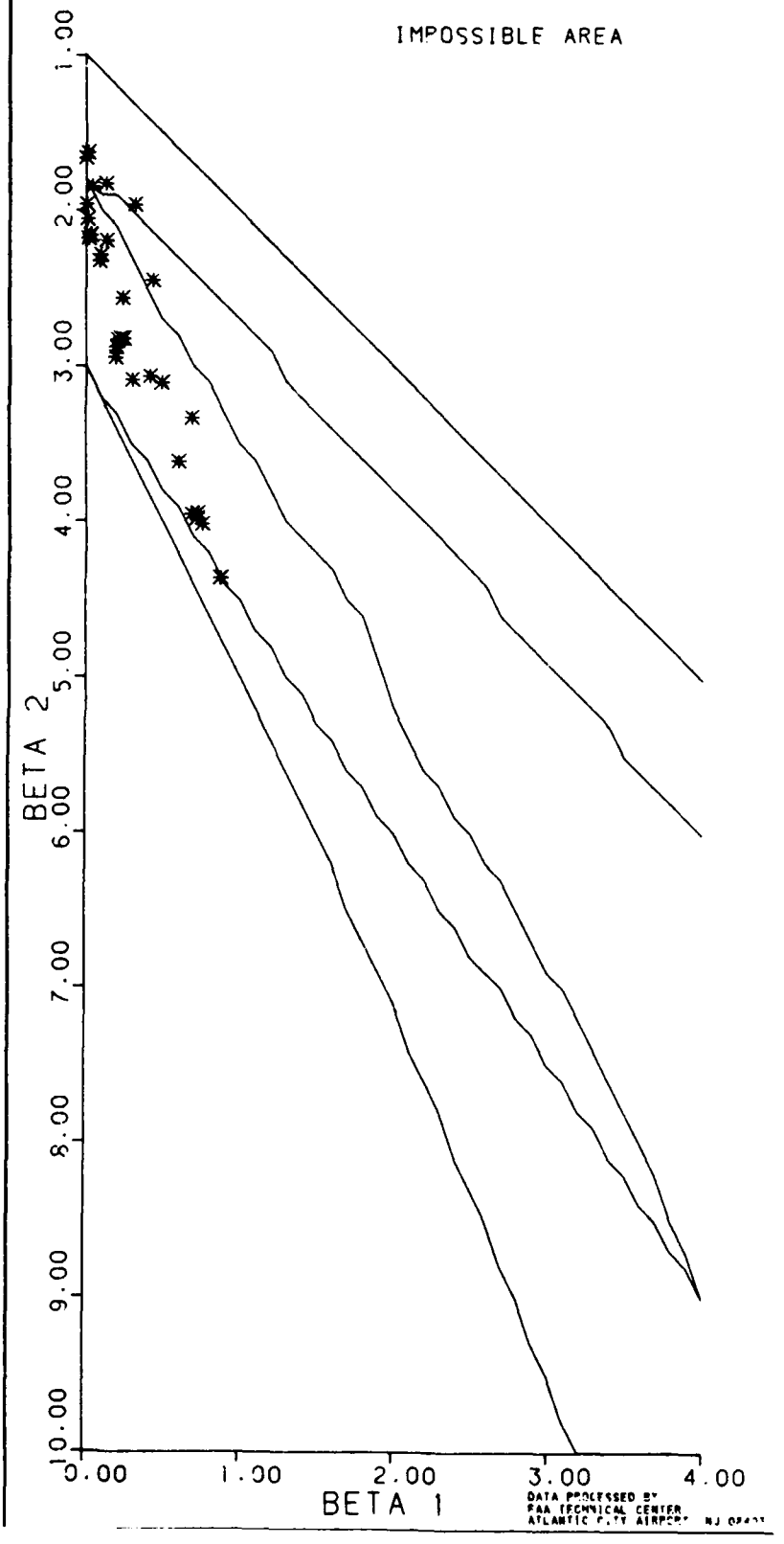


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)

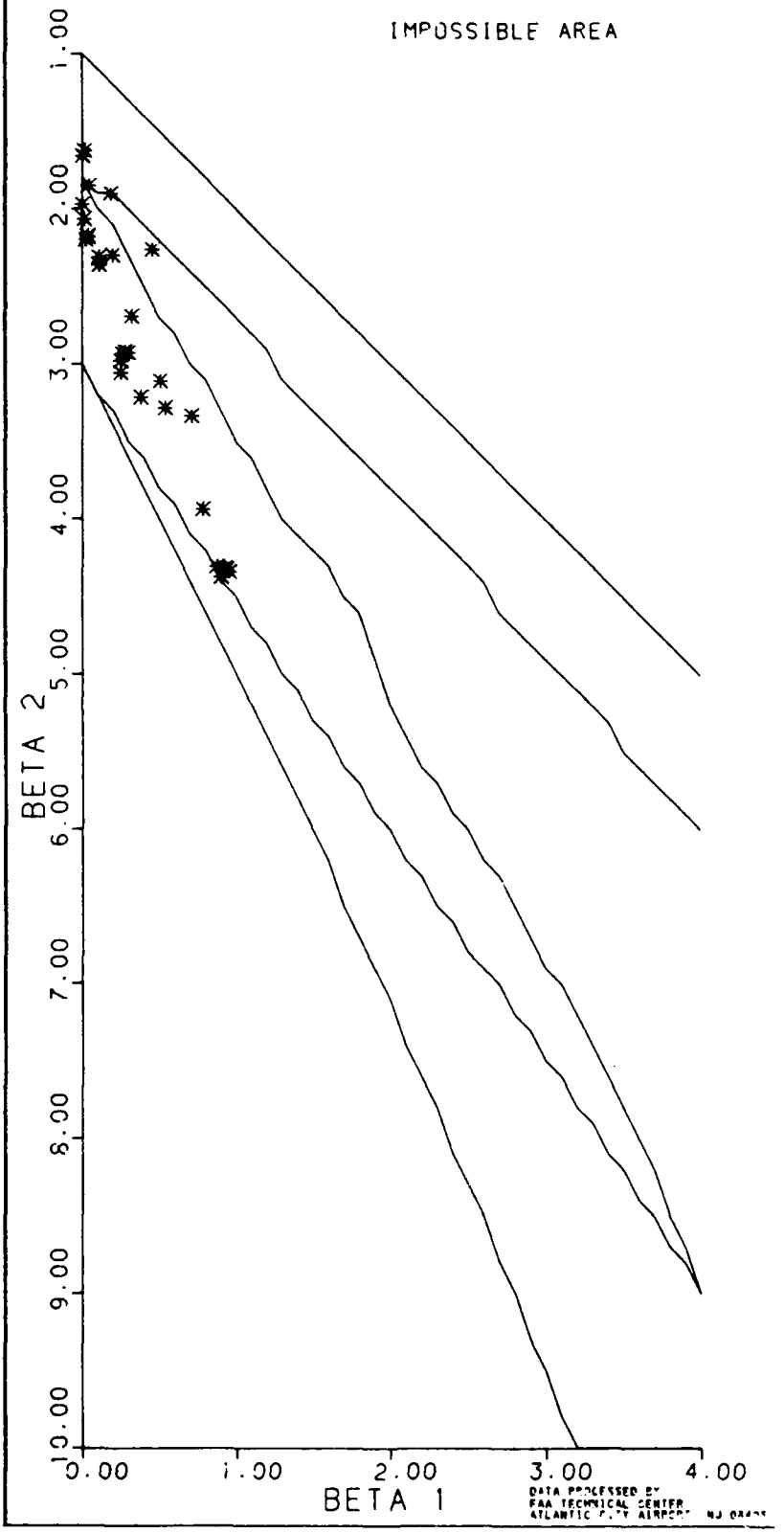


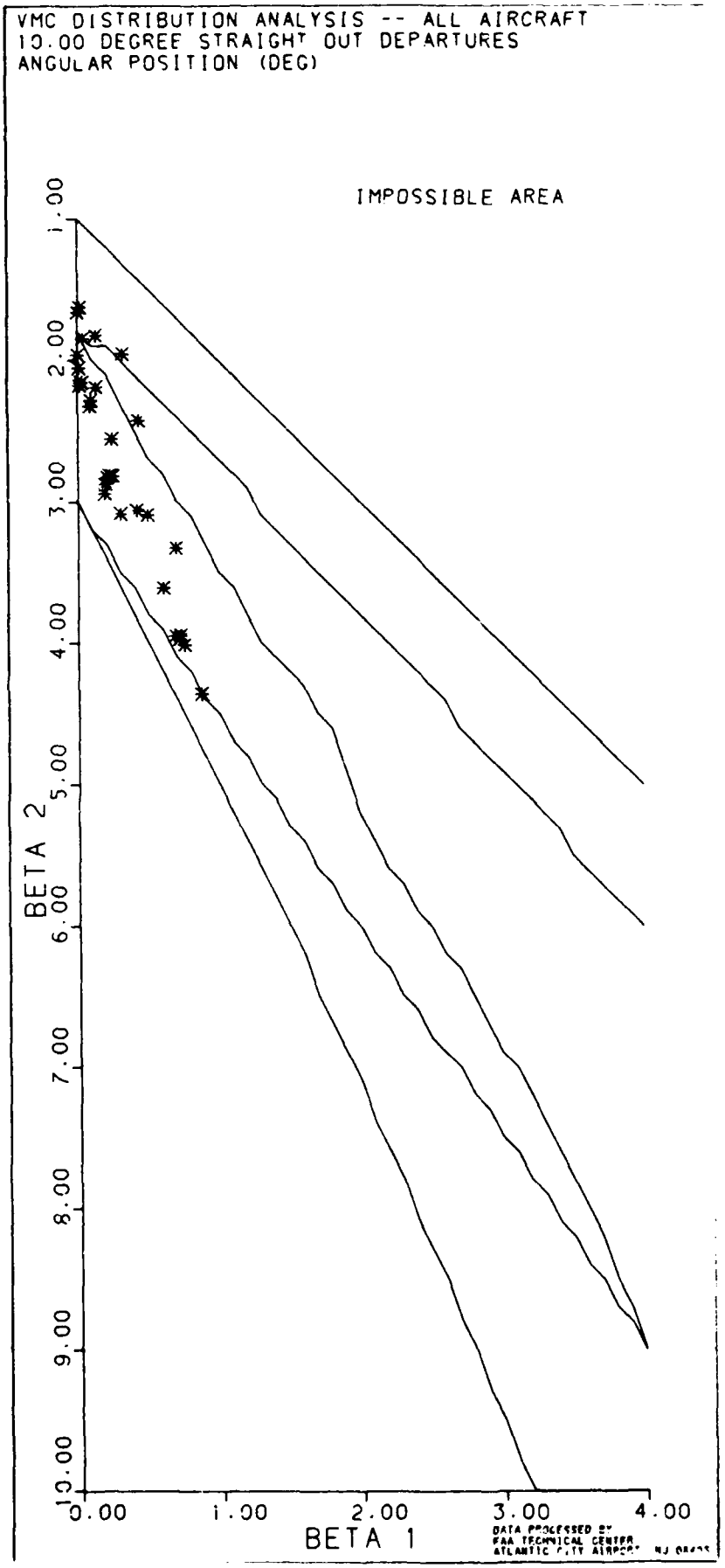

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRP

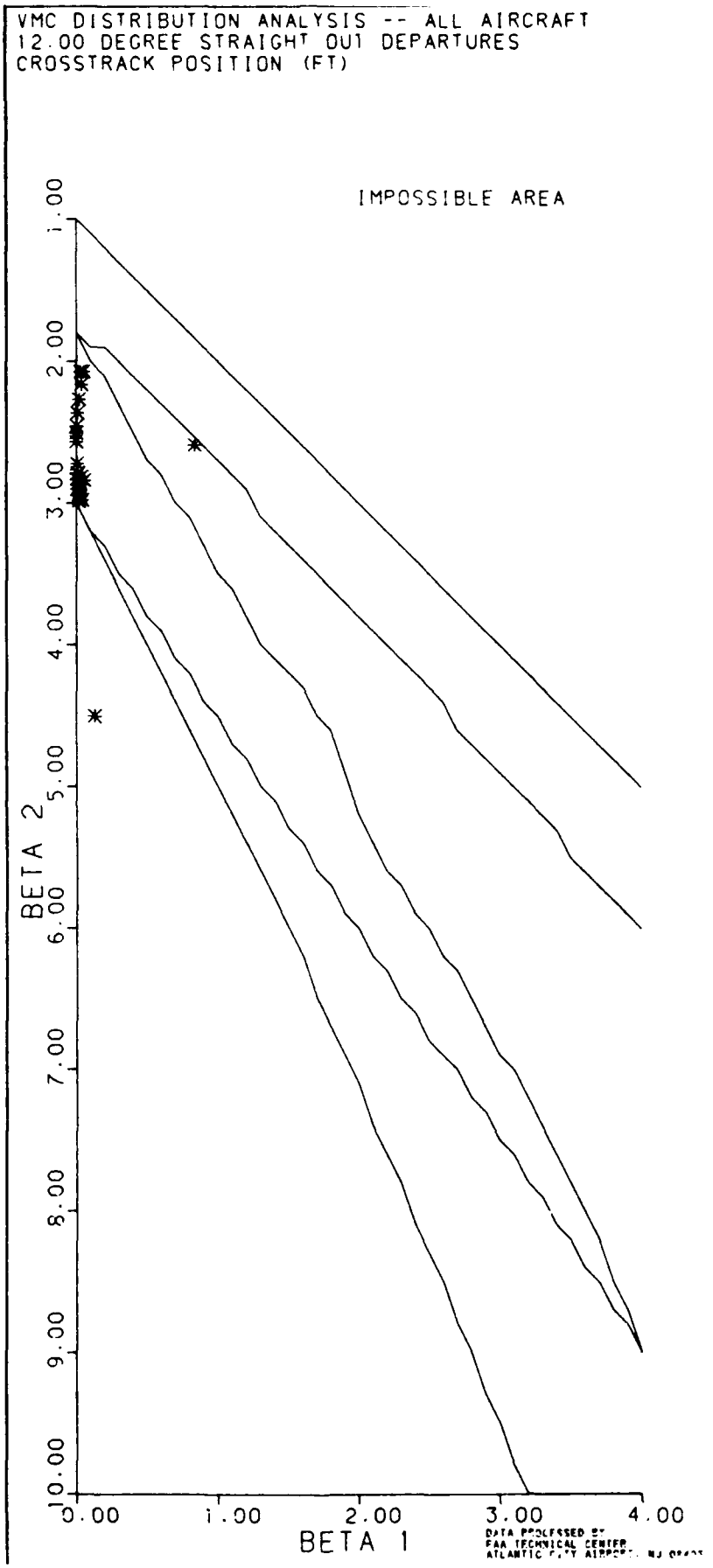
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)



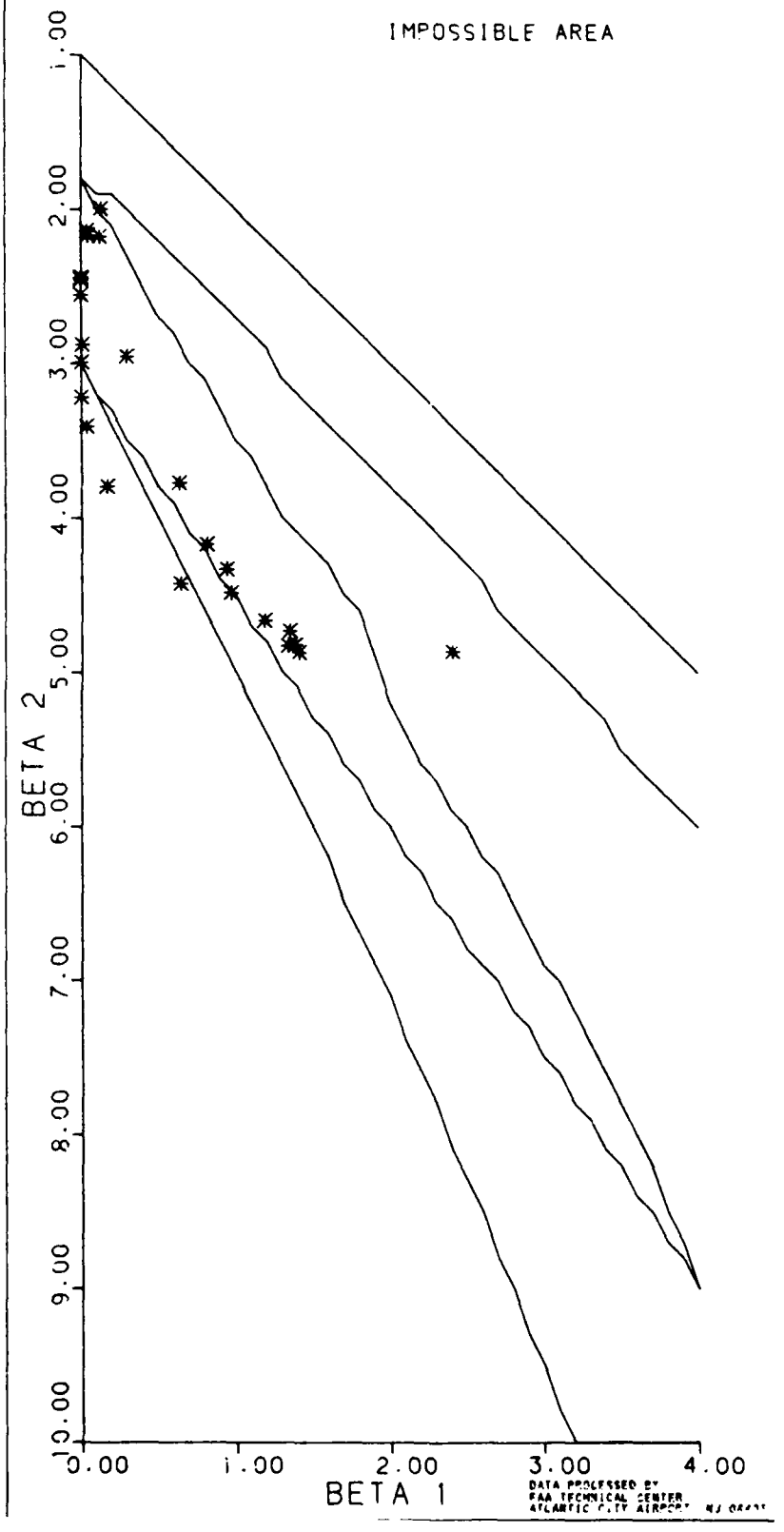
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)

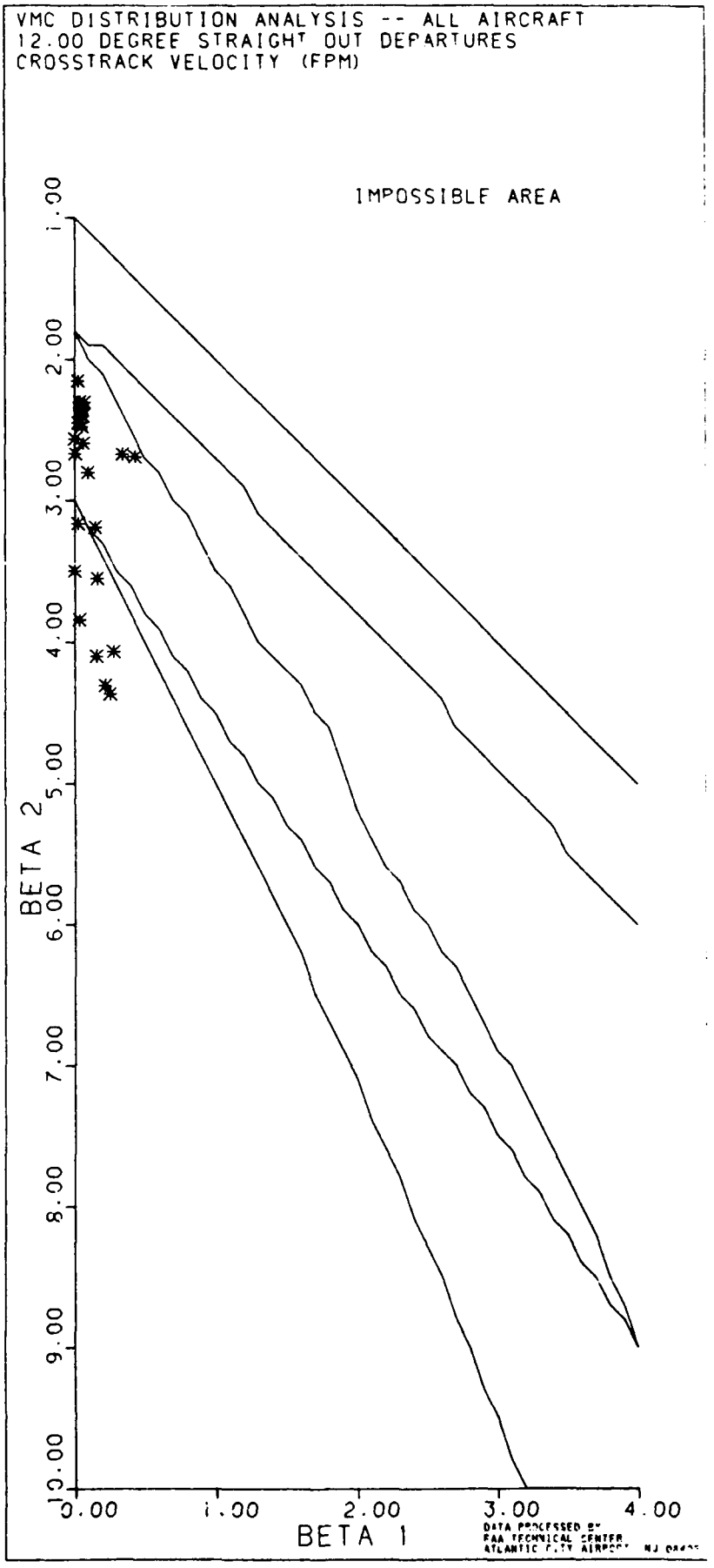


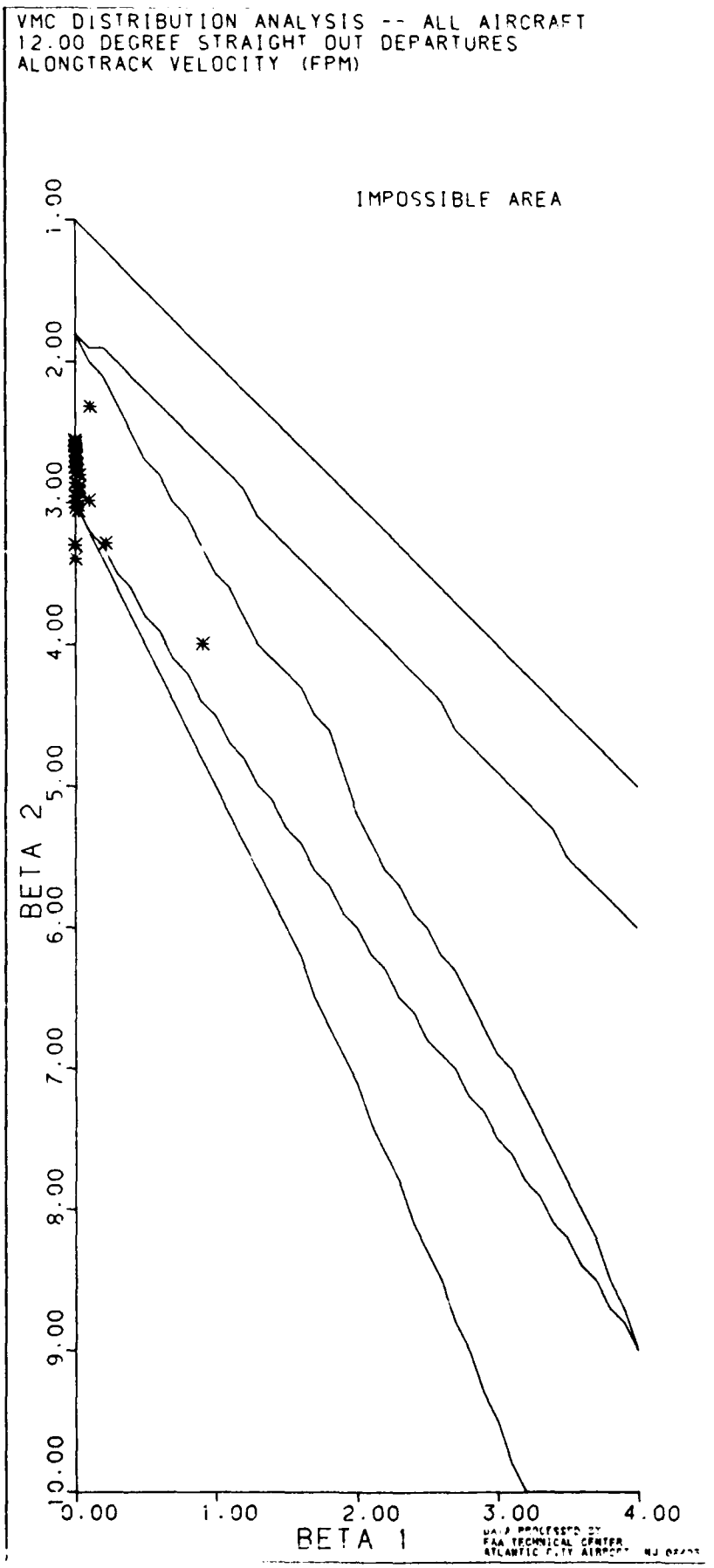

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

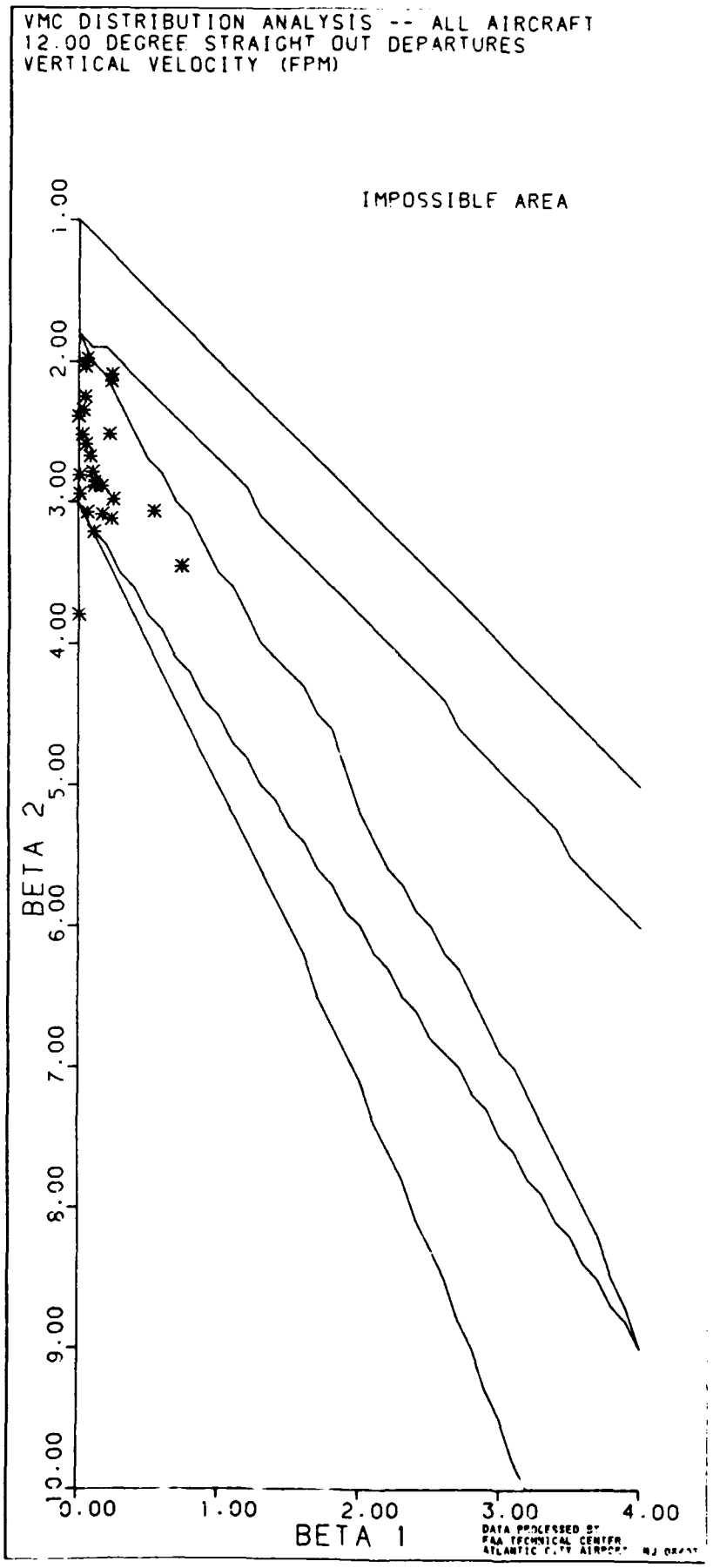

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
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10.00
BETA 2
0.00
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4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

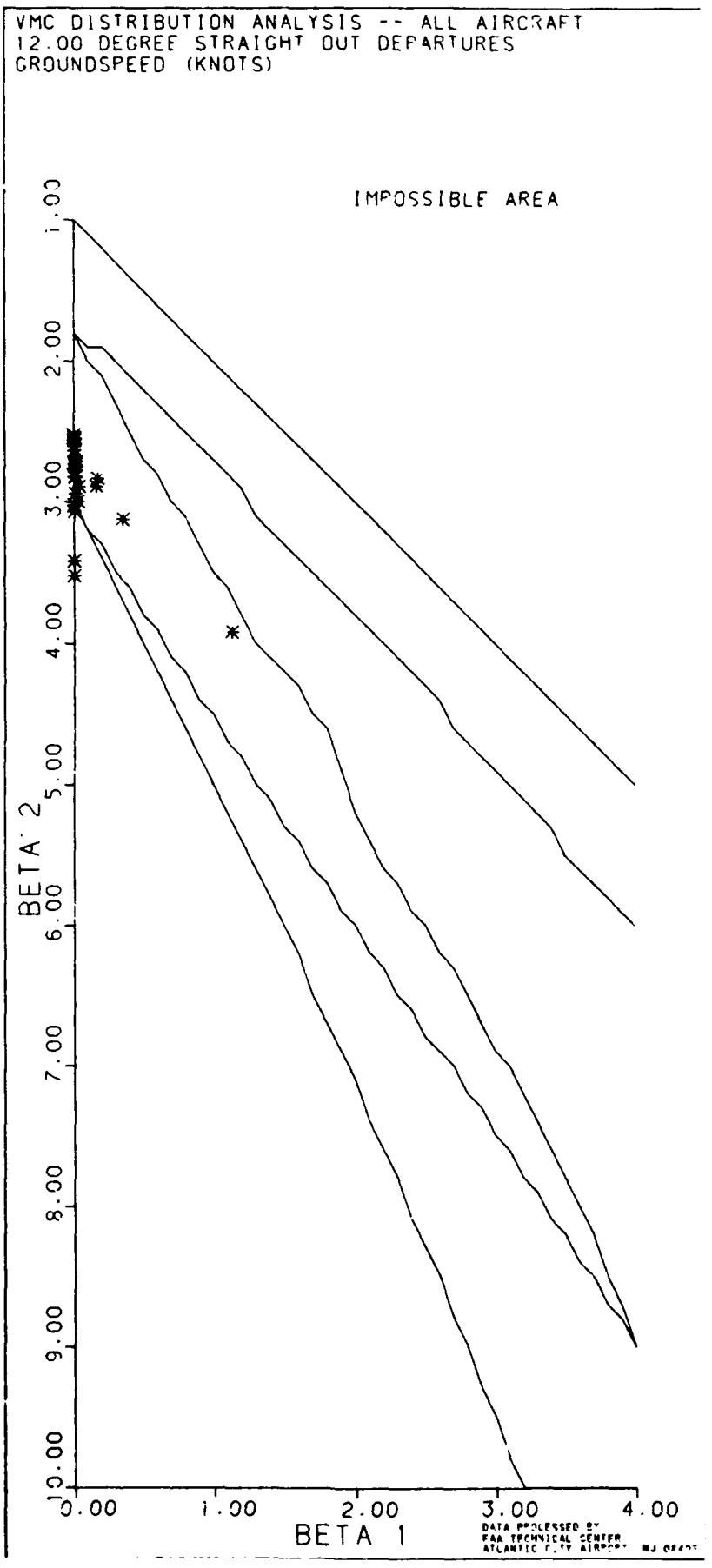
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE (FT)

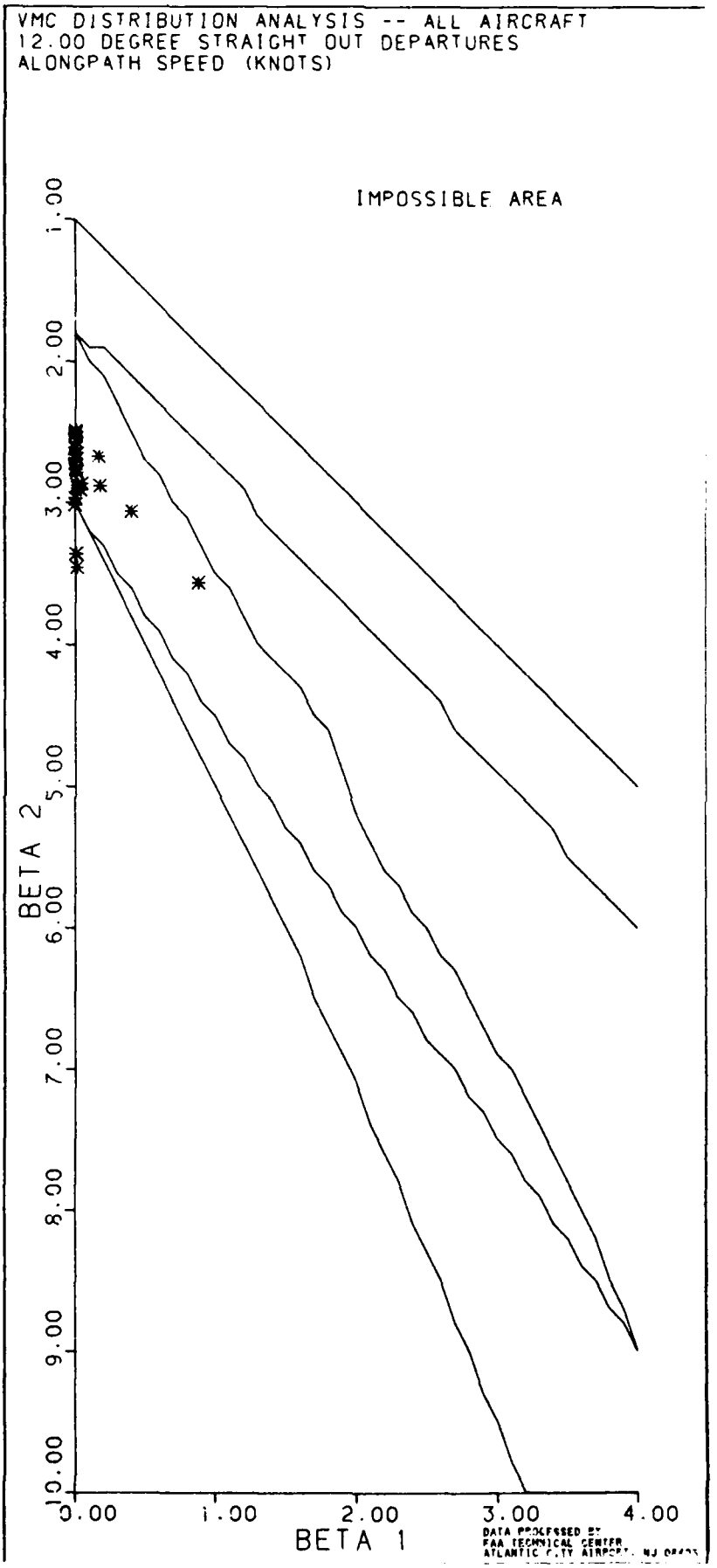


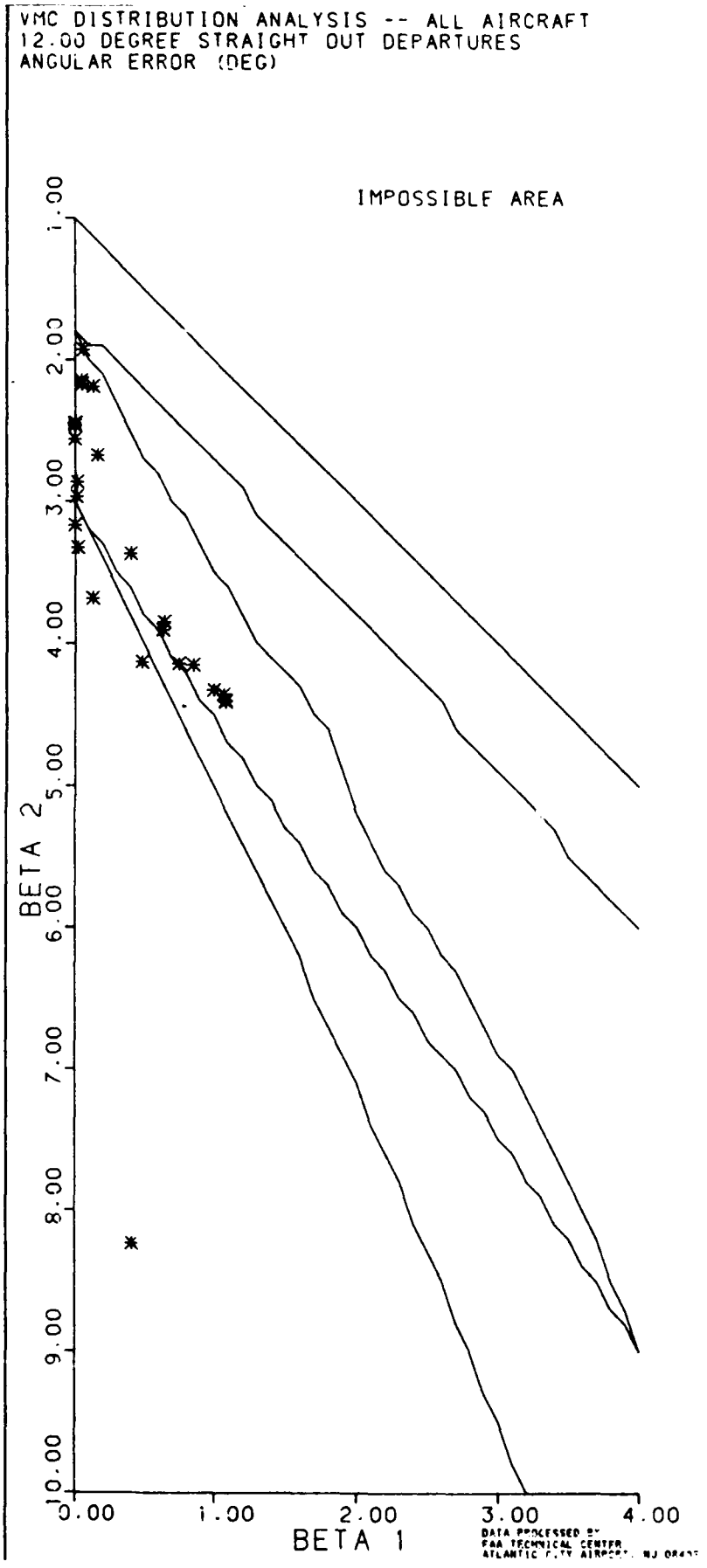

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ

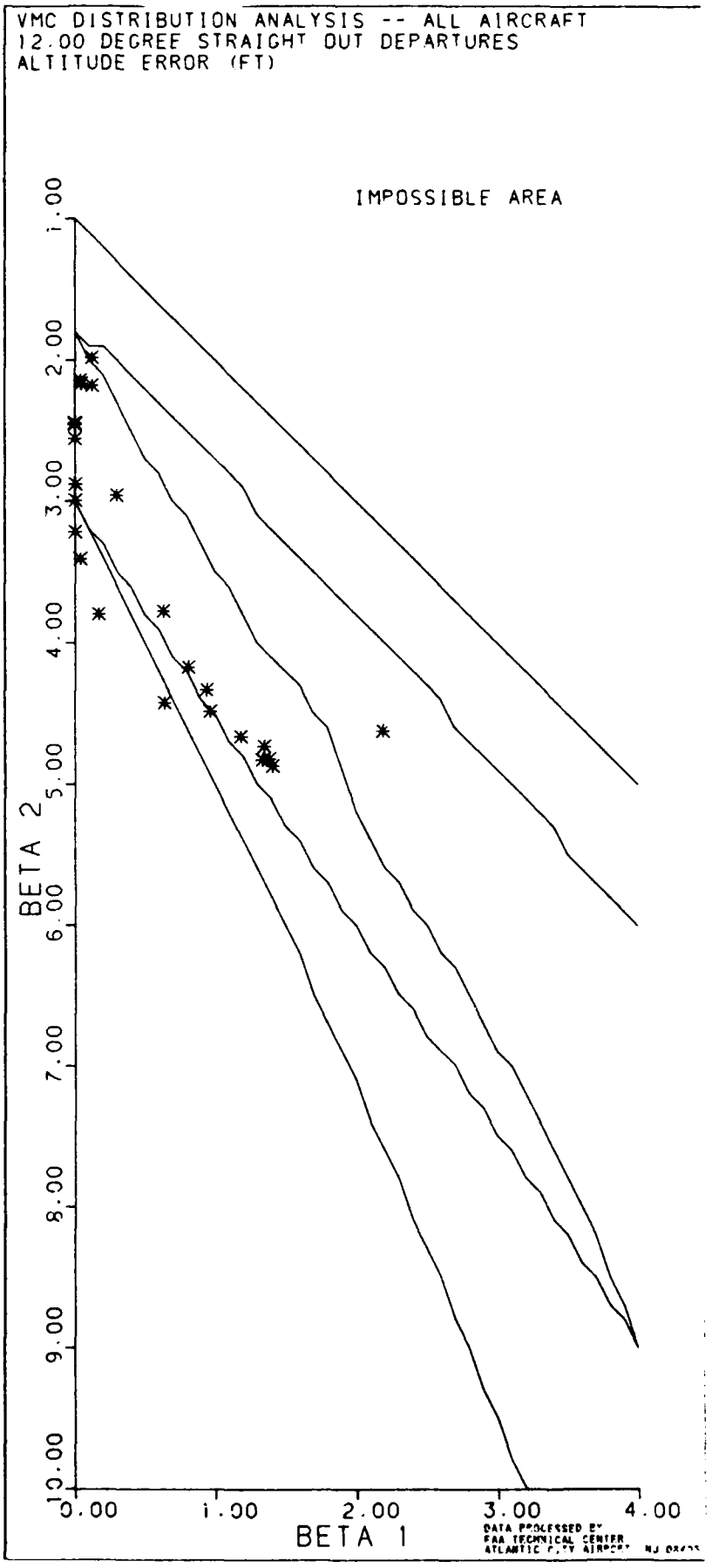

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT

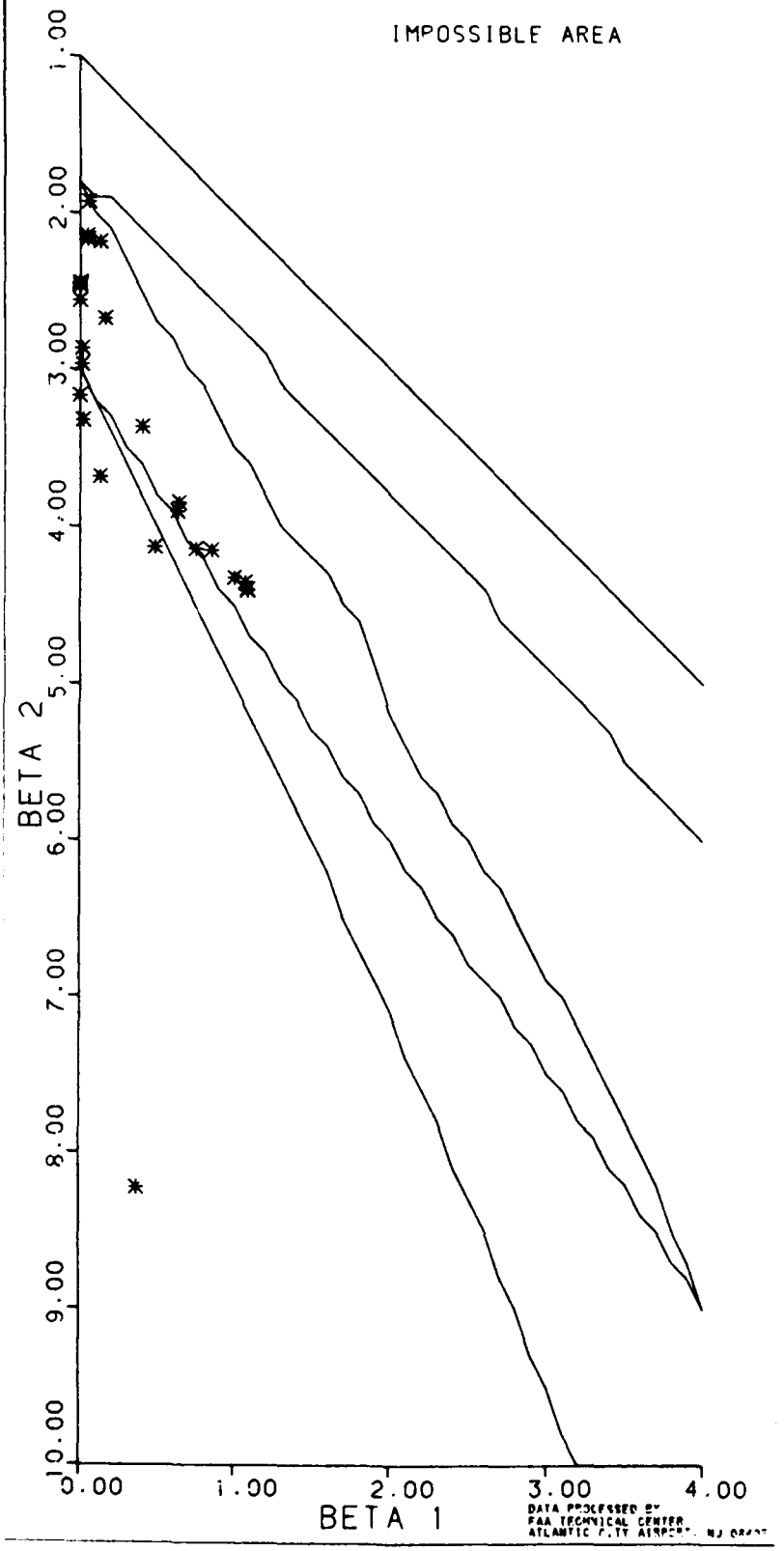

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
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BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405

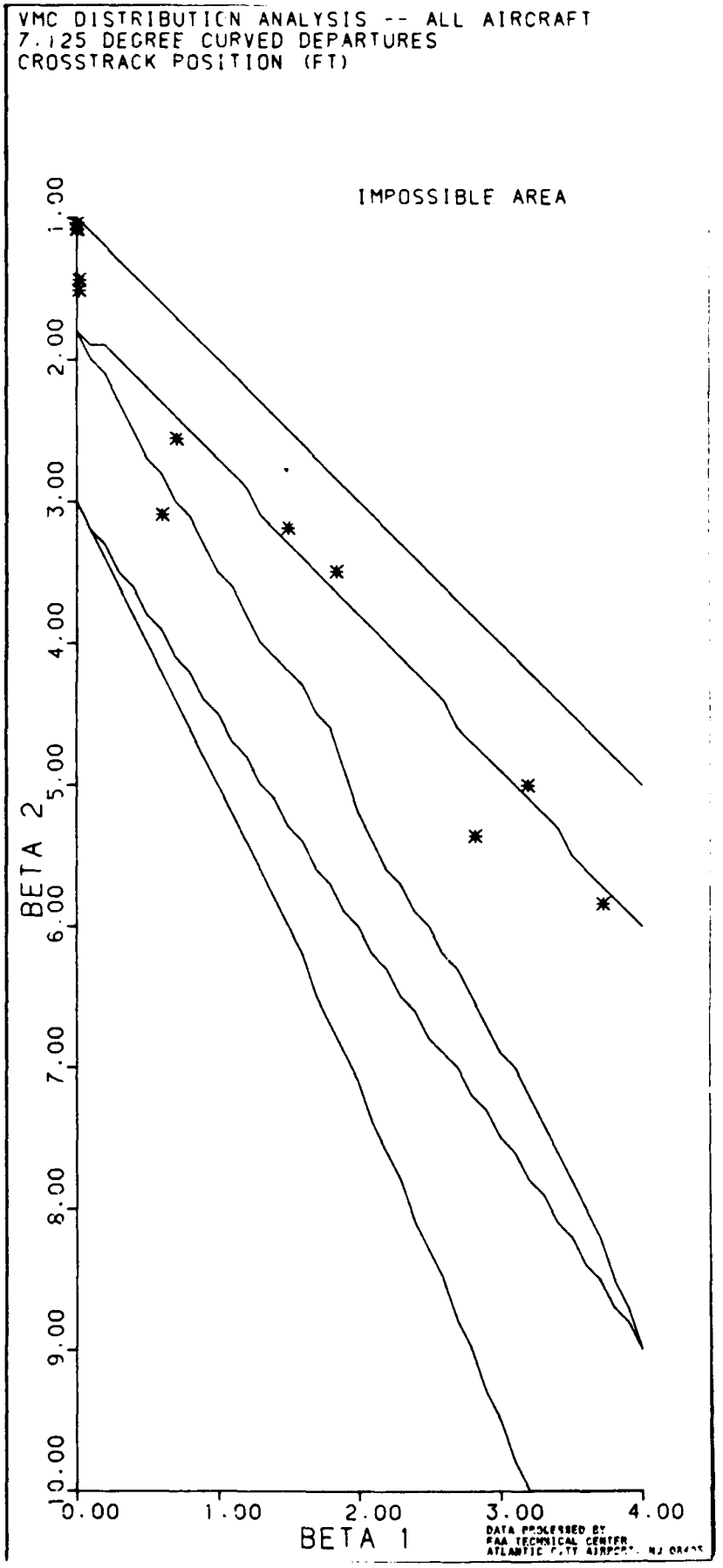

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
BETA 1
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
DATA PROCESSED BY
FAA TECHNICAL CENTER

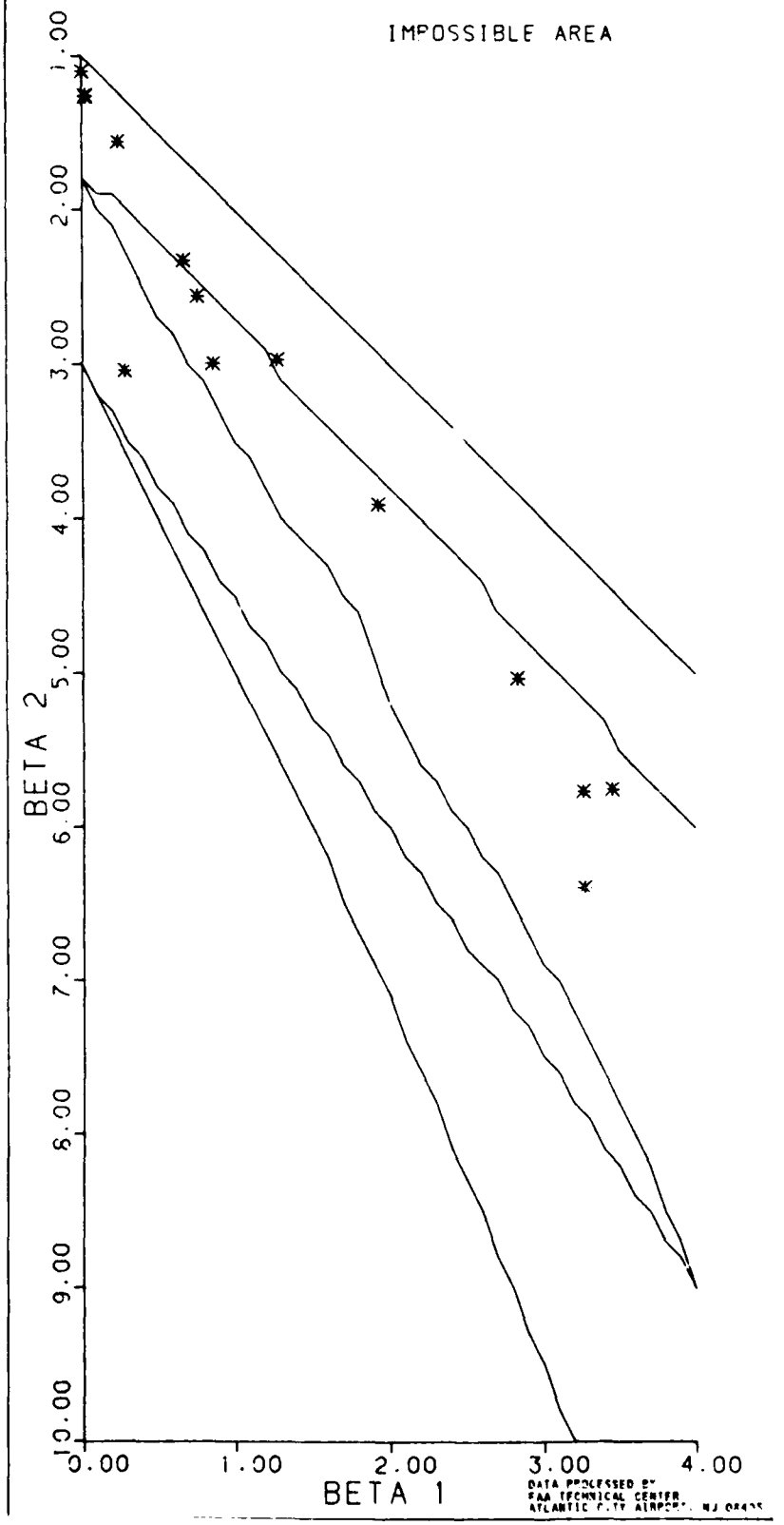

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

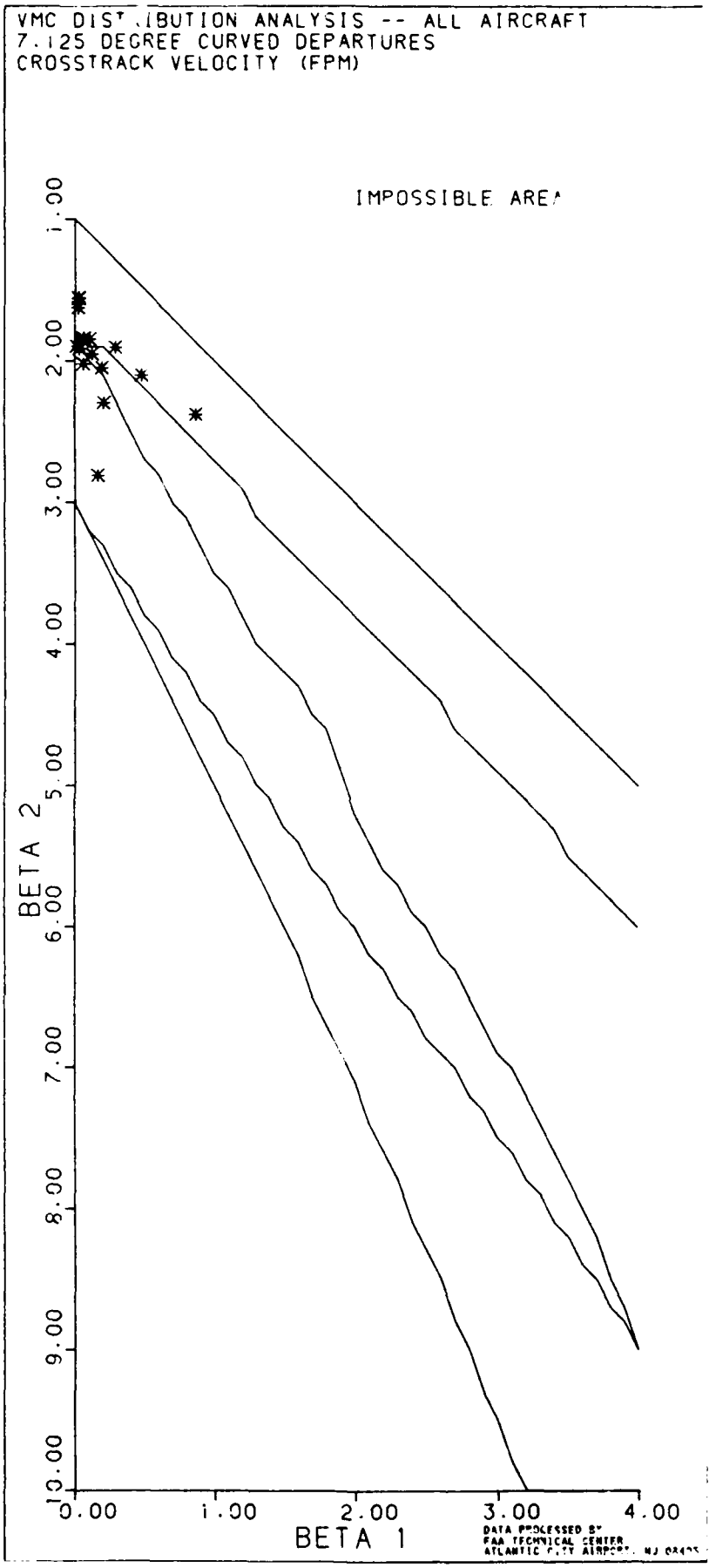
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE STRAIGHT OUT DEPARTURES
ANGULAR POSITION (DEG)

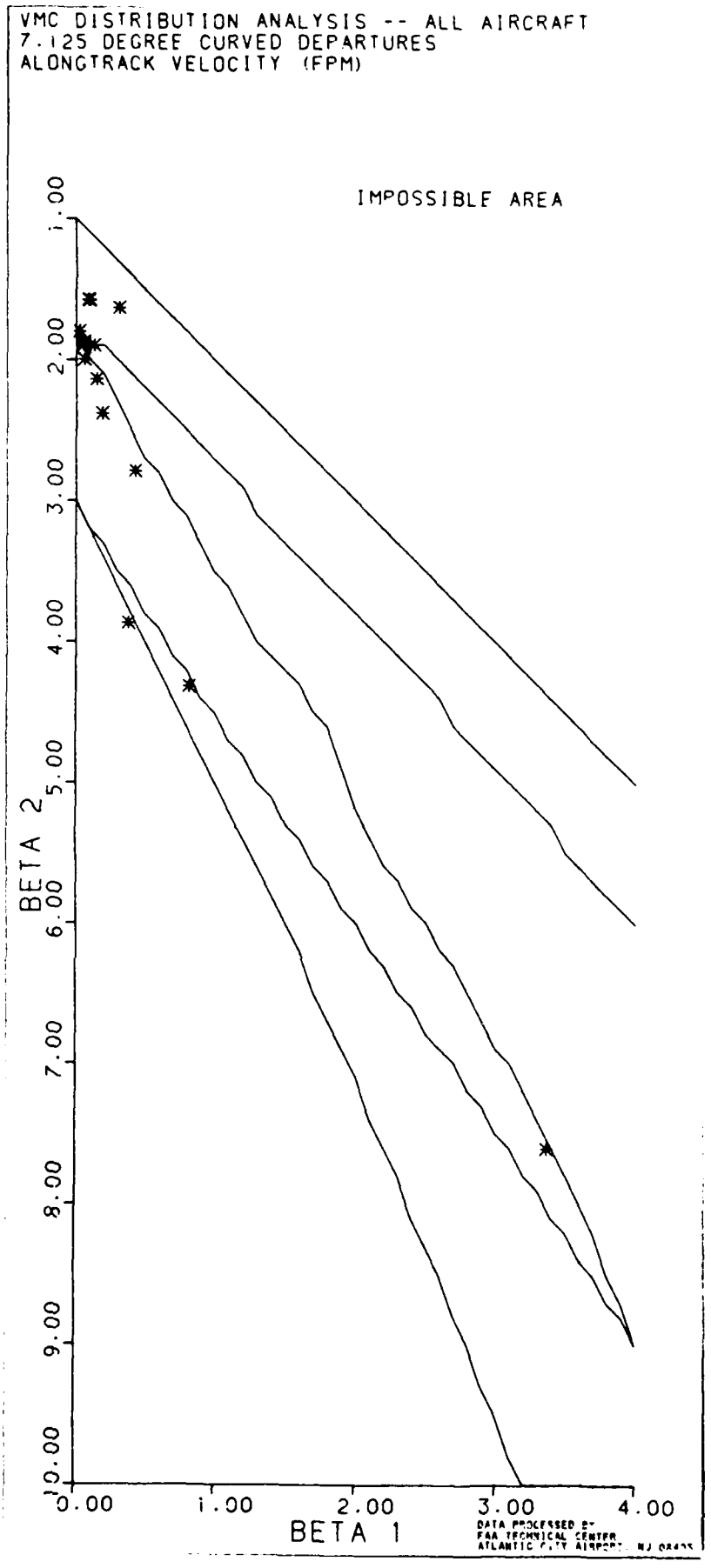



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

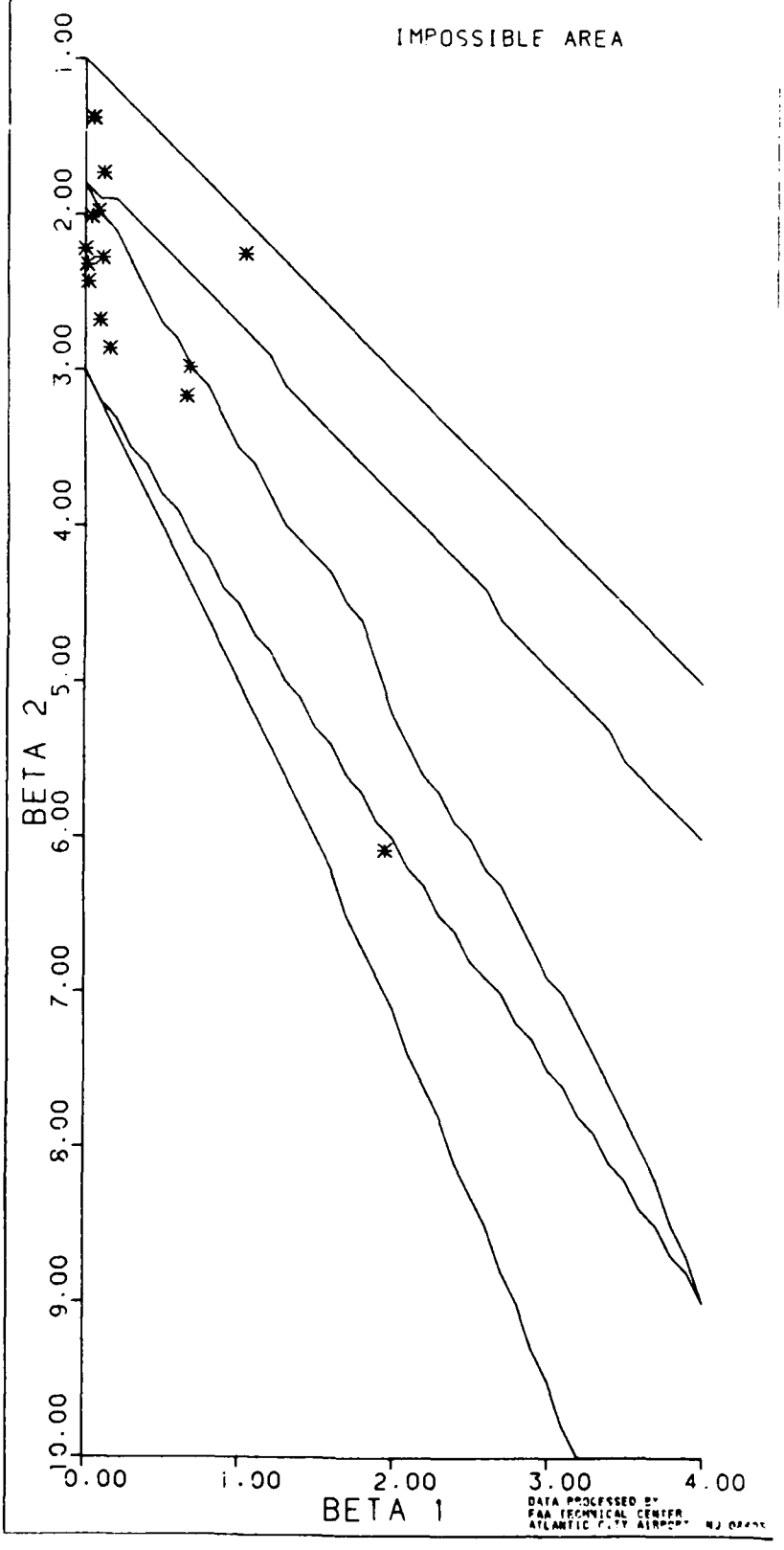
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
ALTITUDE (FT)

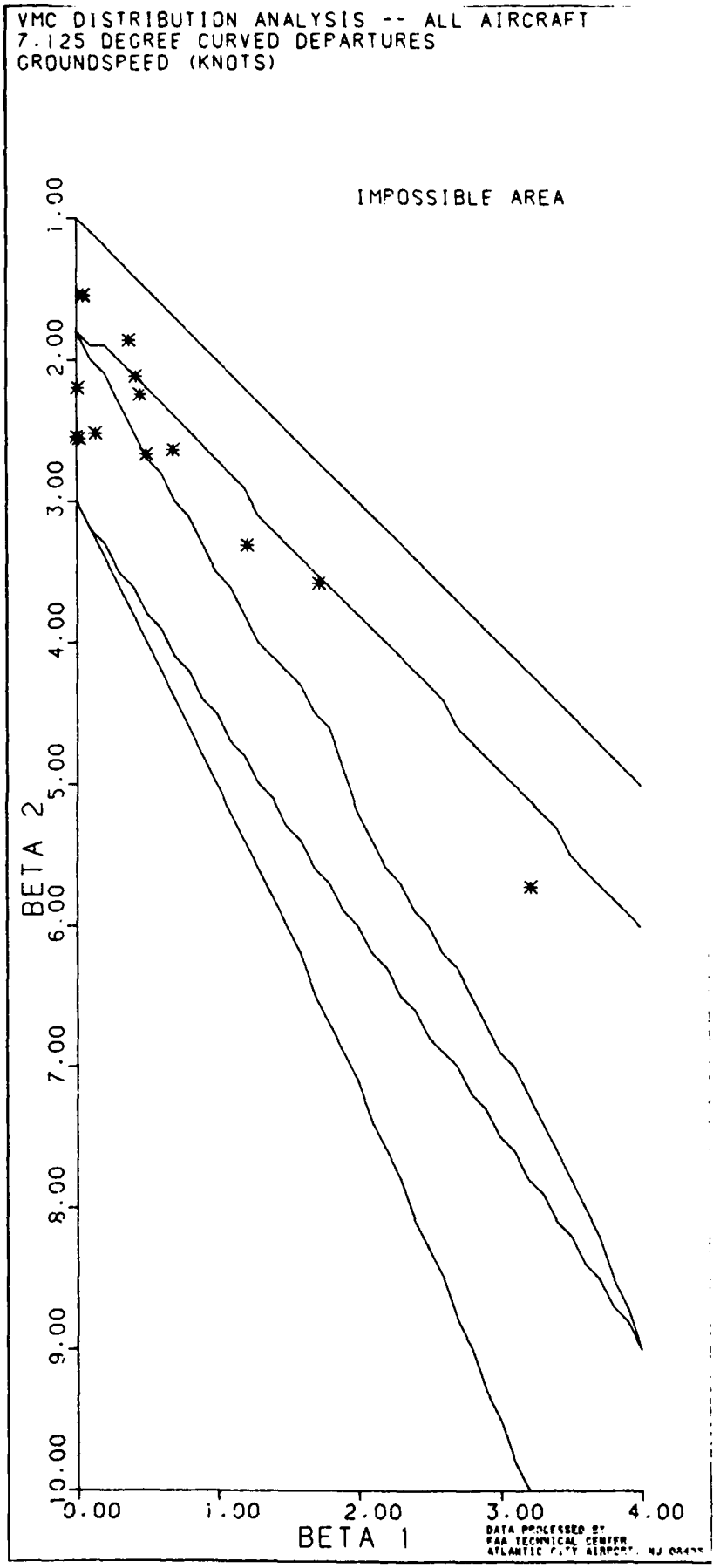


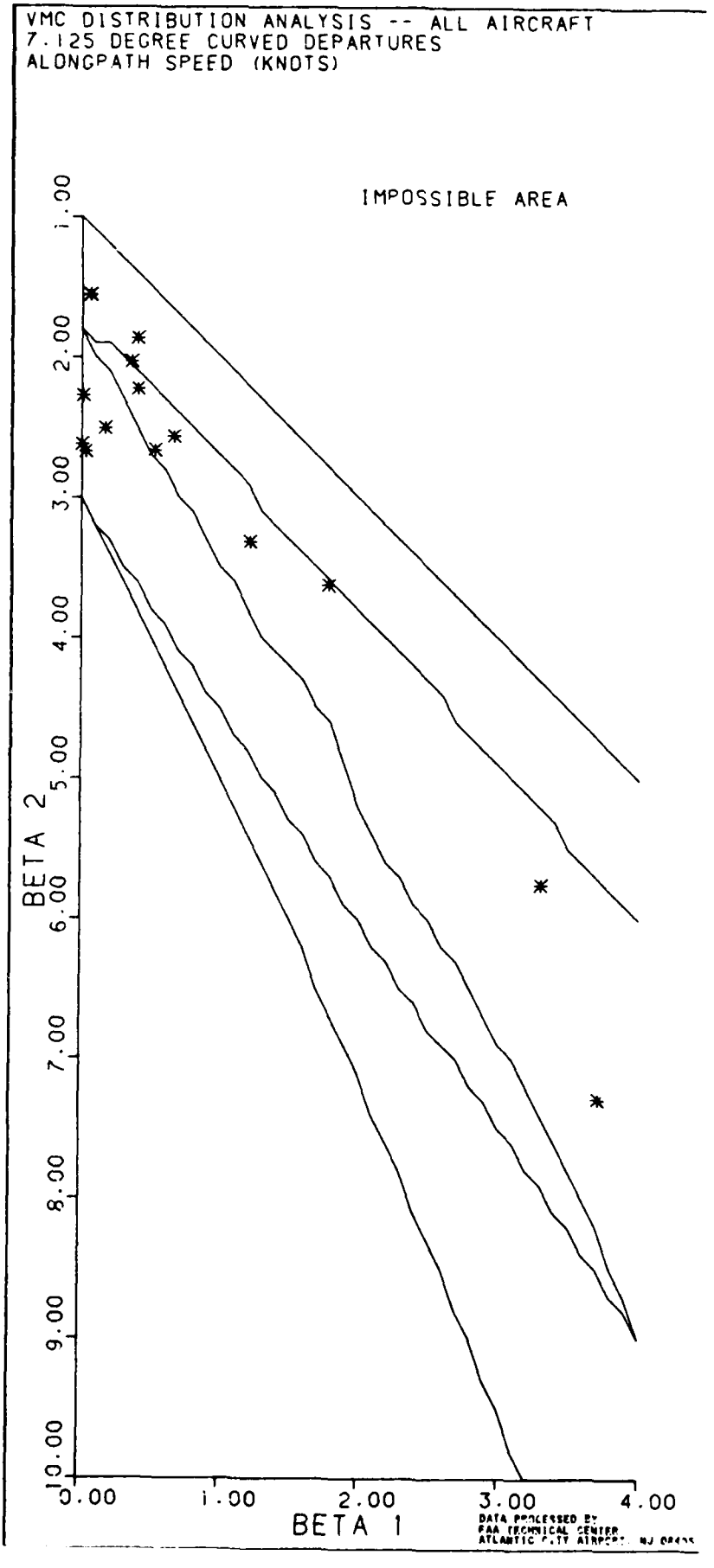

VMC DIST.IBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

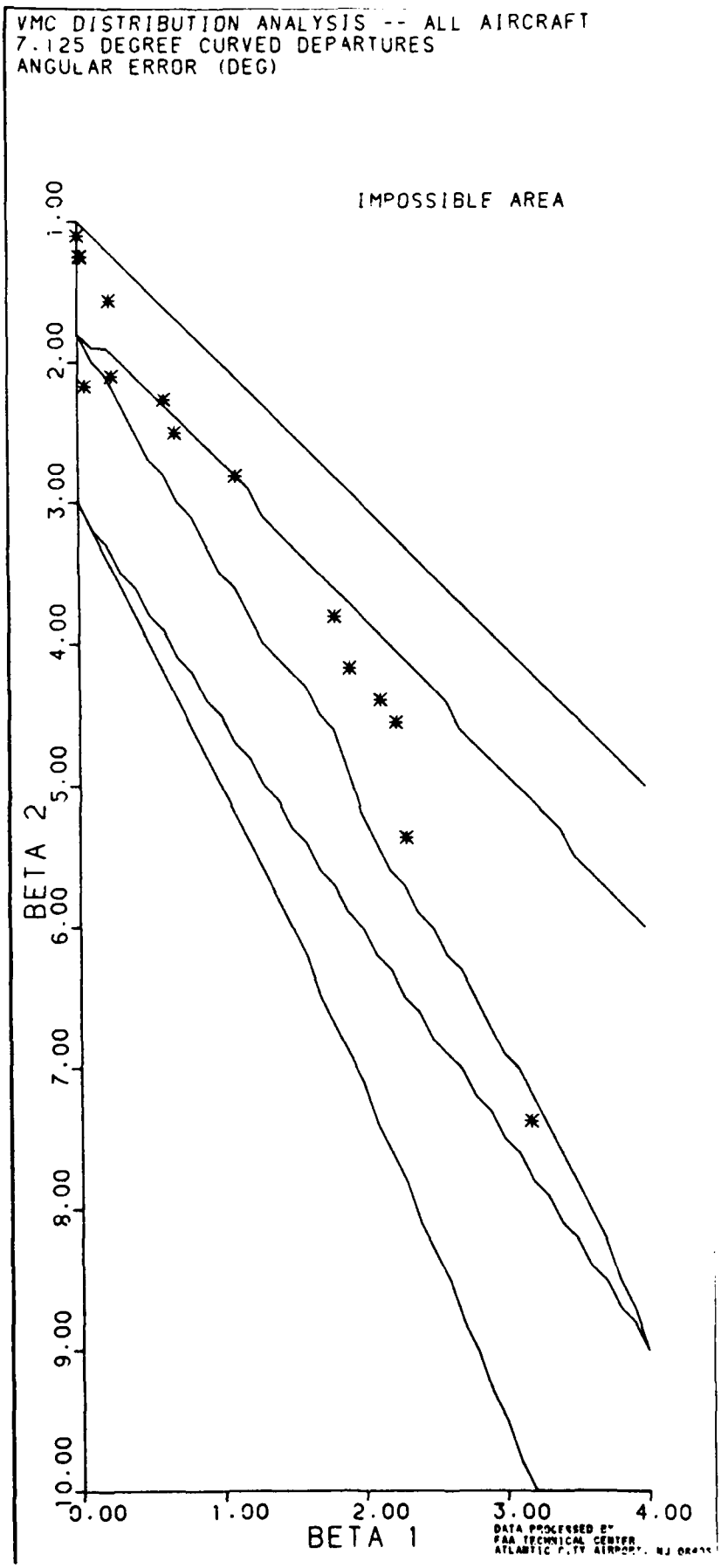

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)

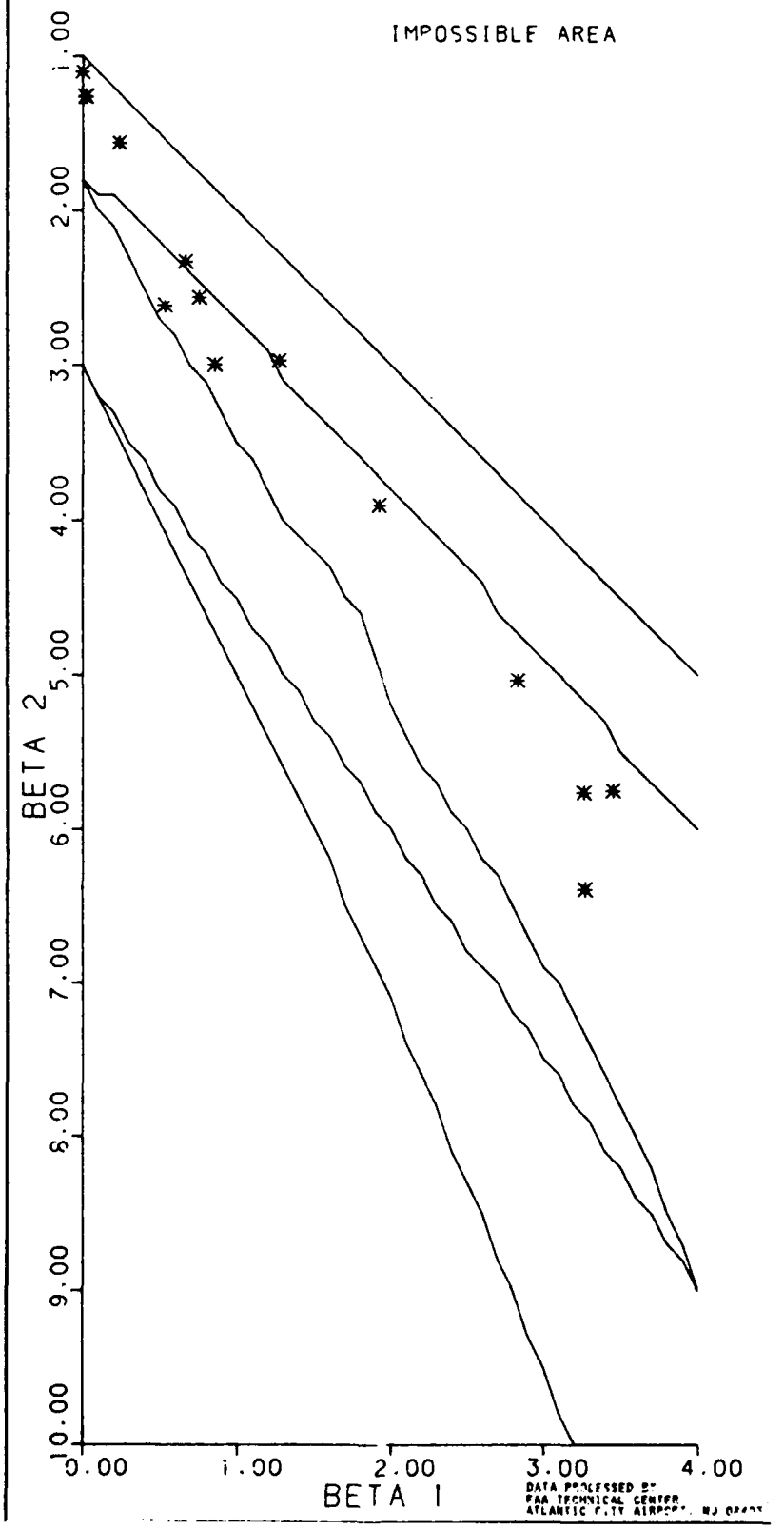


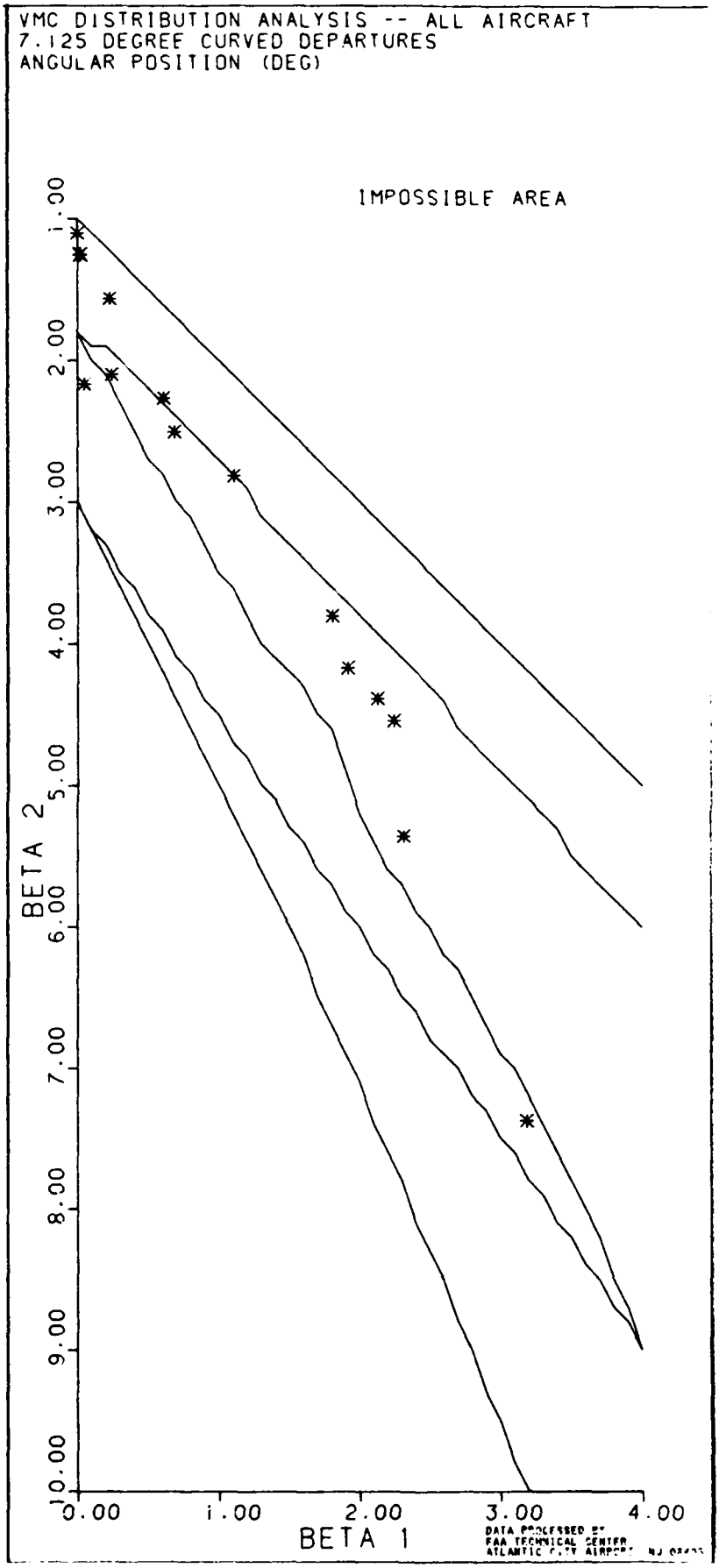

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

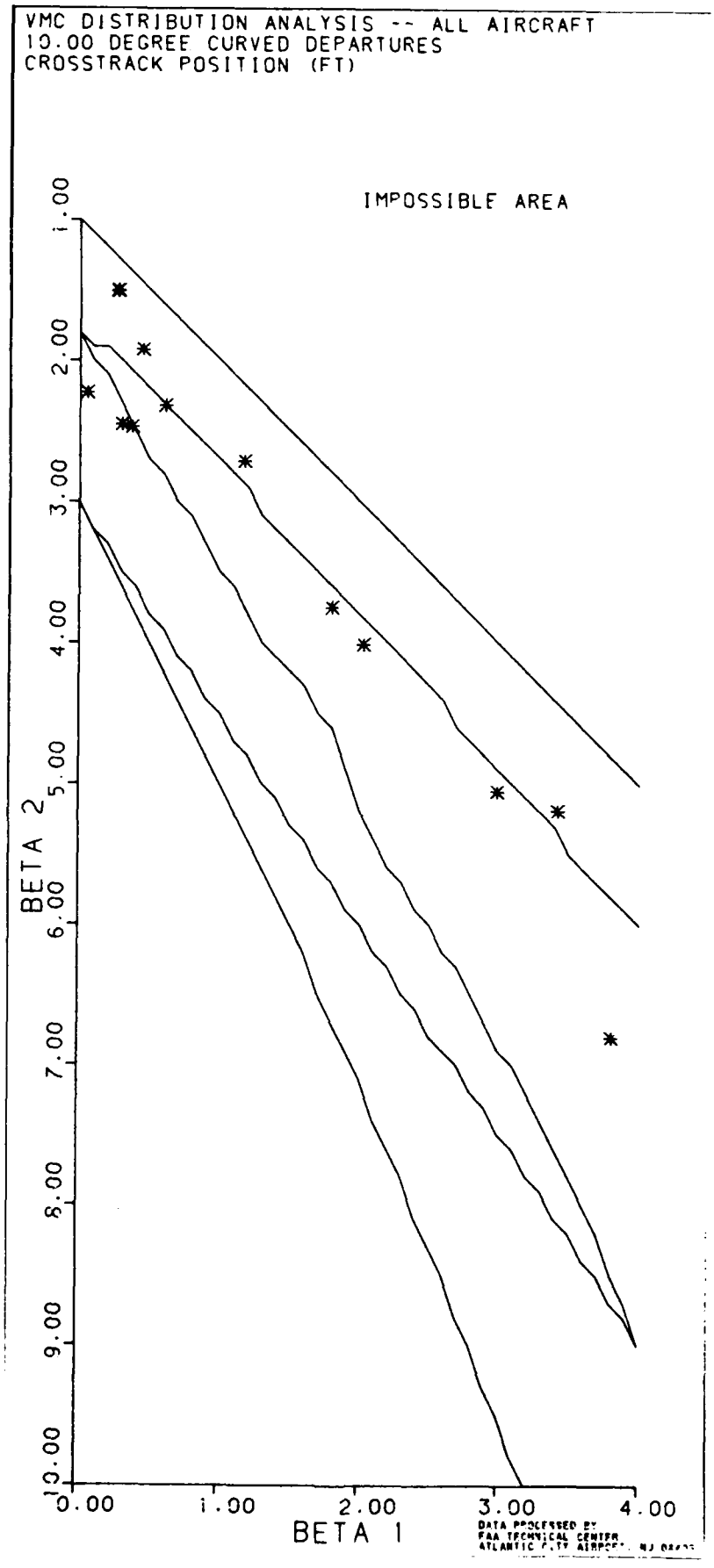

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ

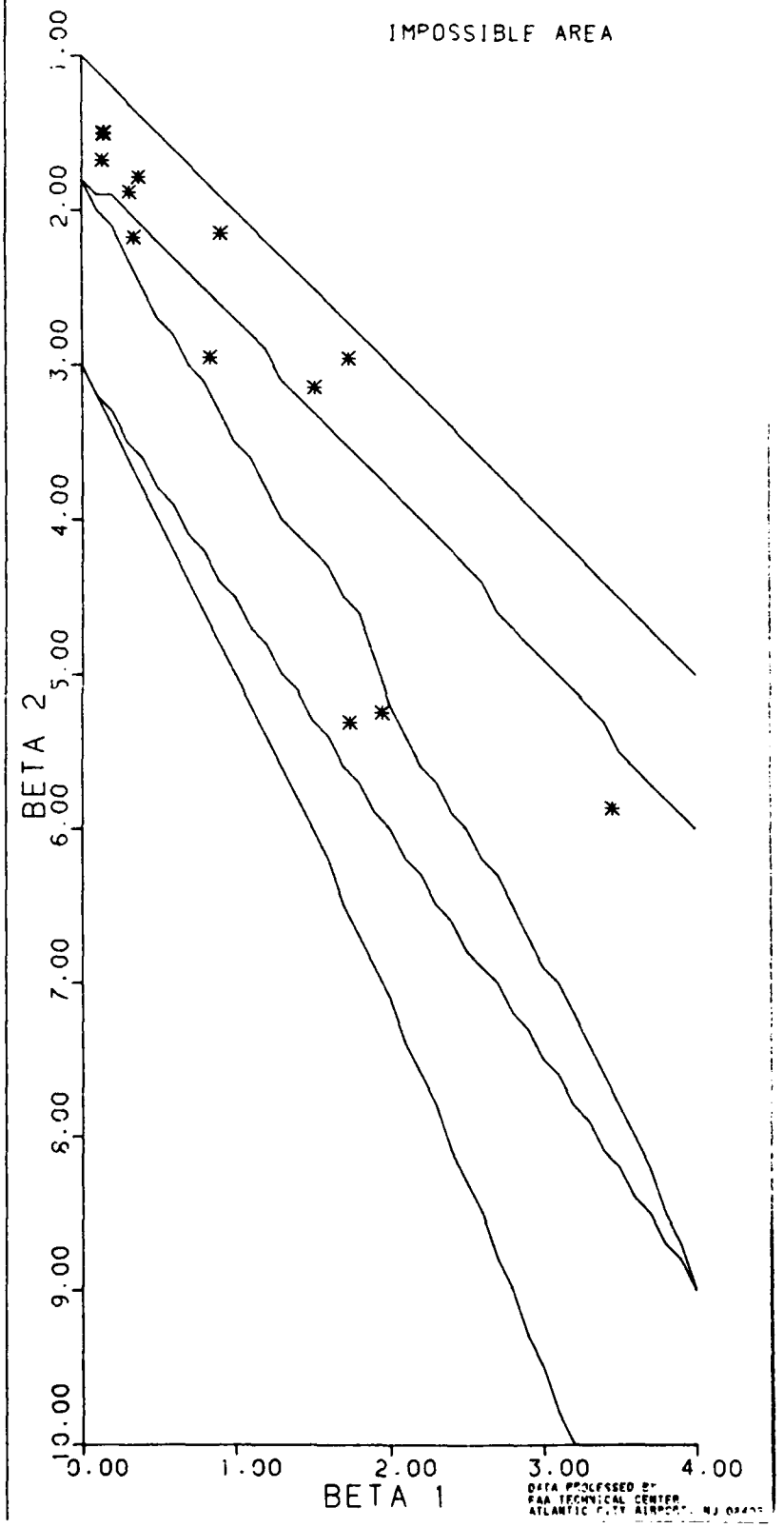
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)

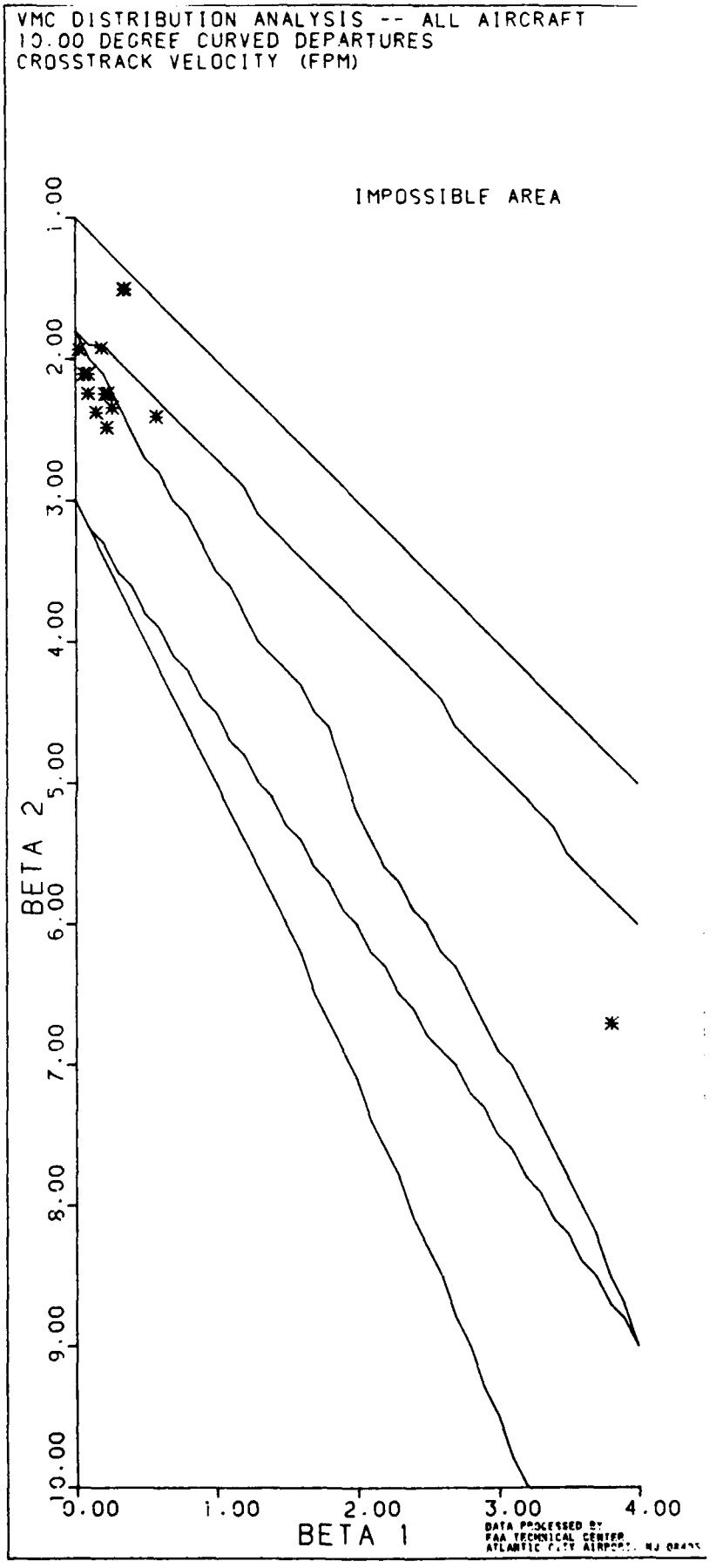


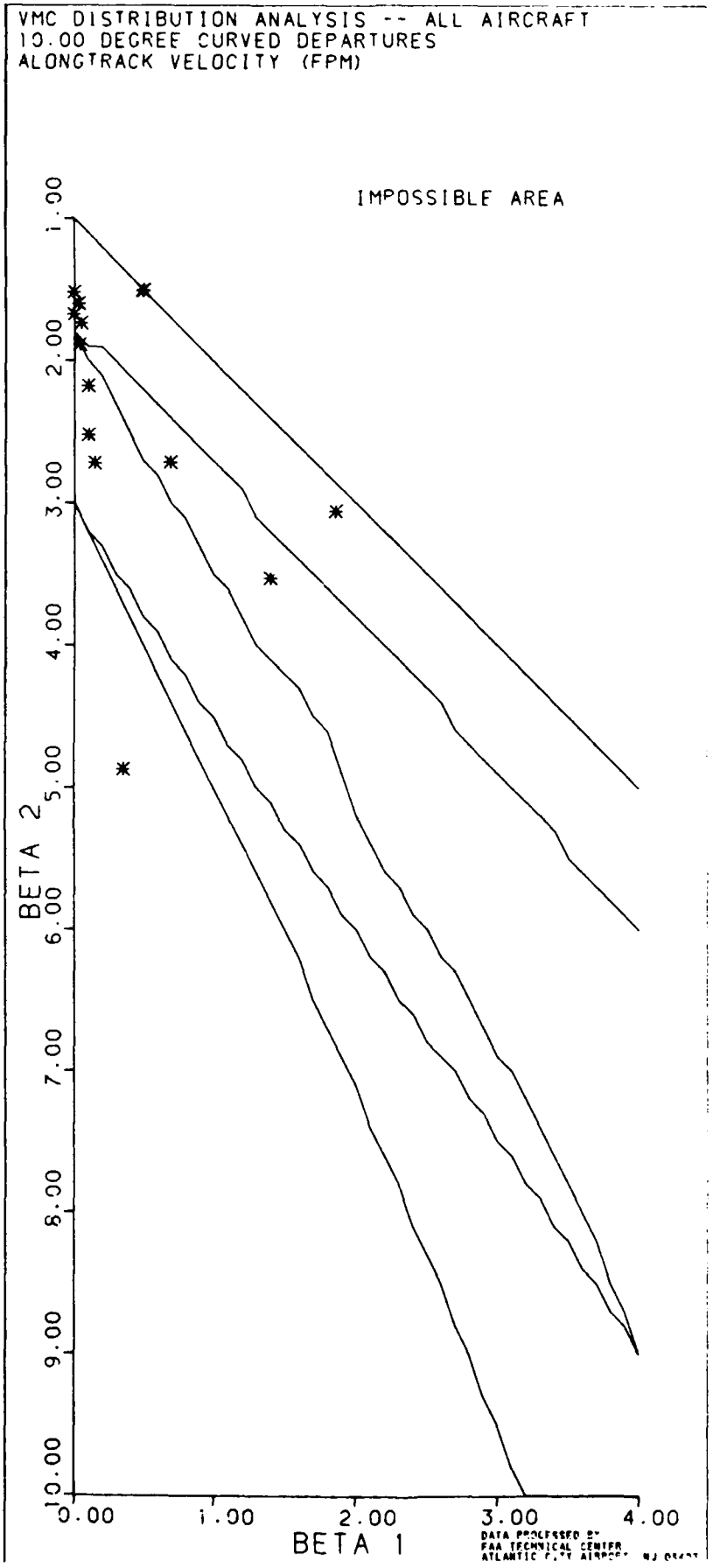

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
7.125 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

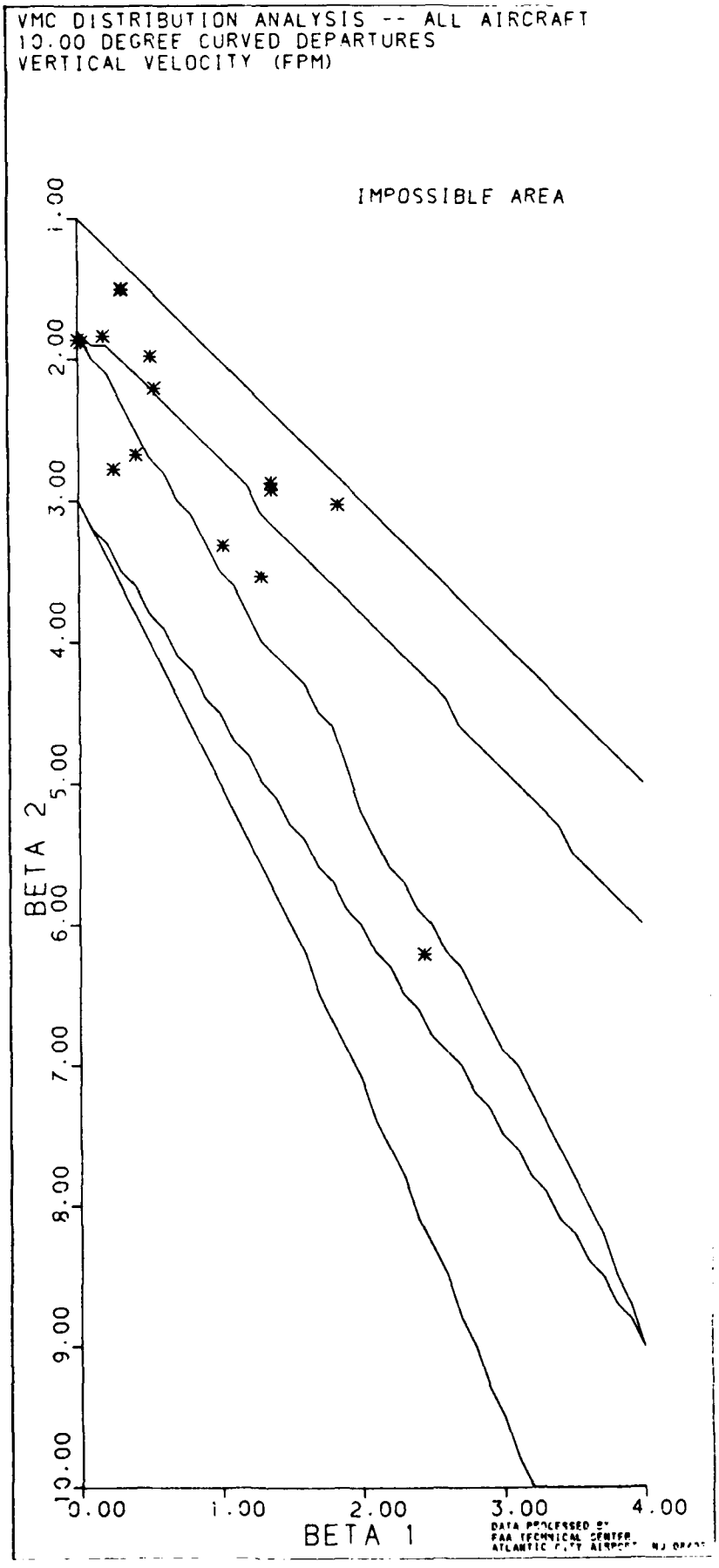

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

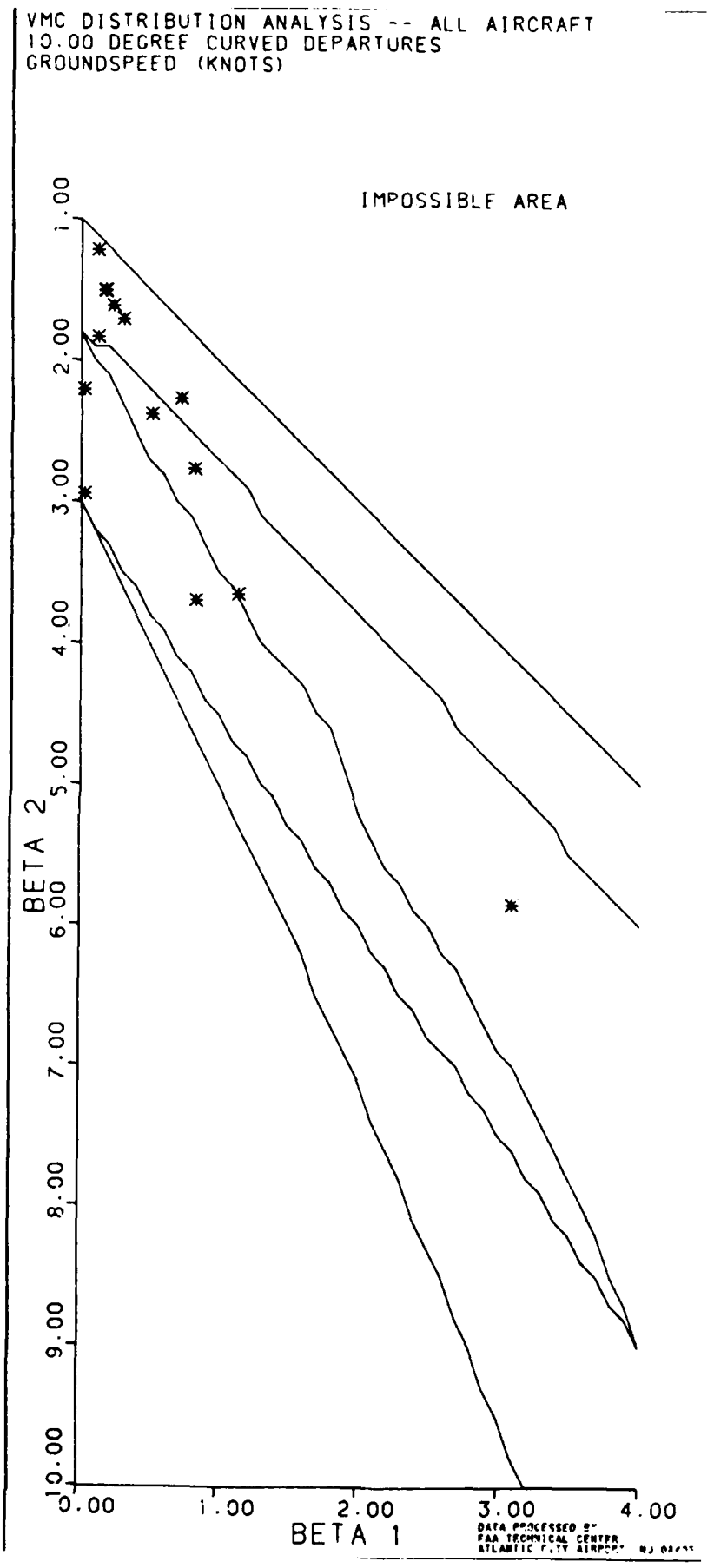
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
ALTITUDE (FT)

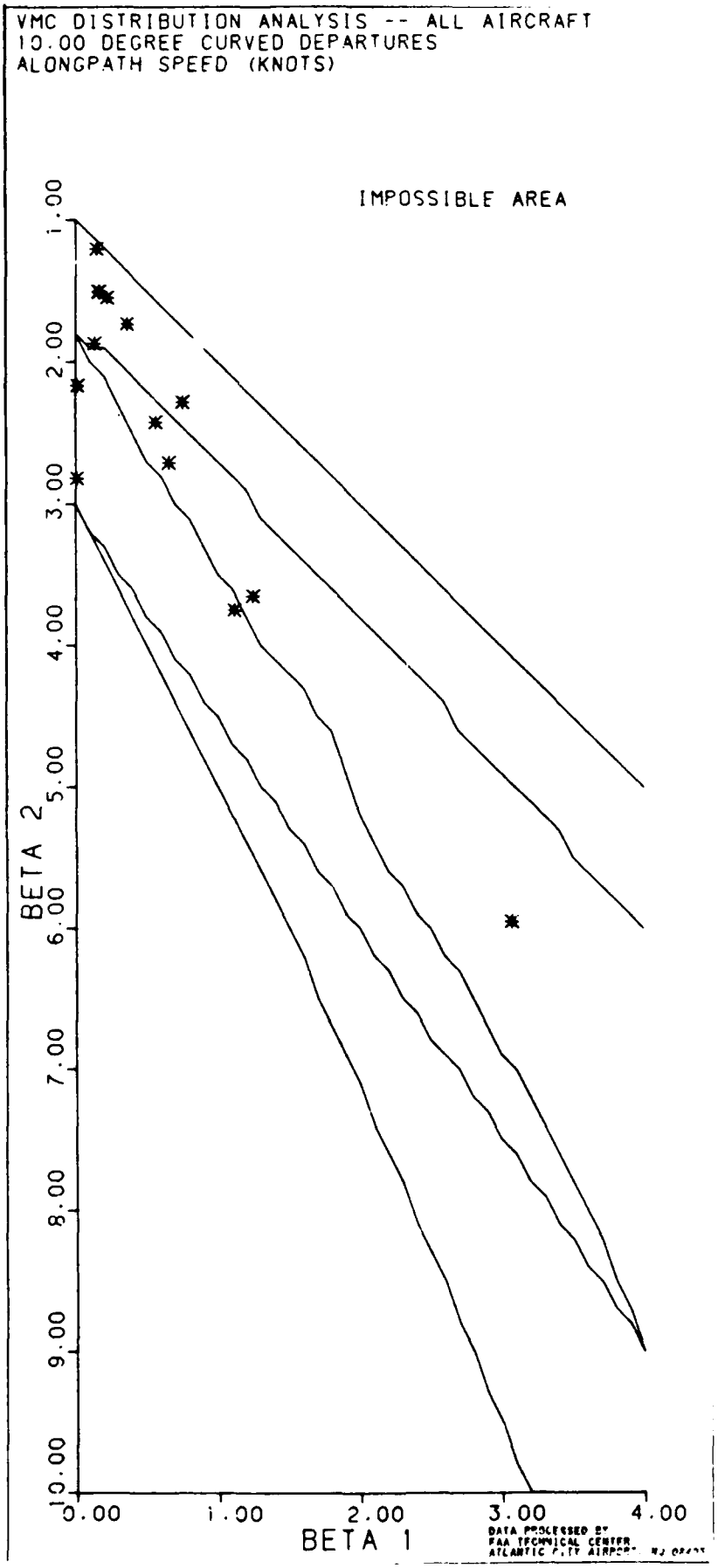


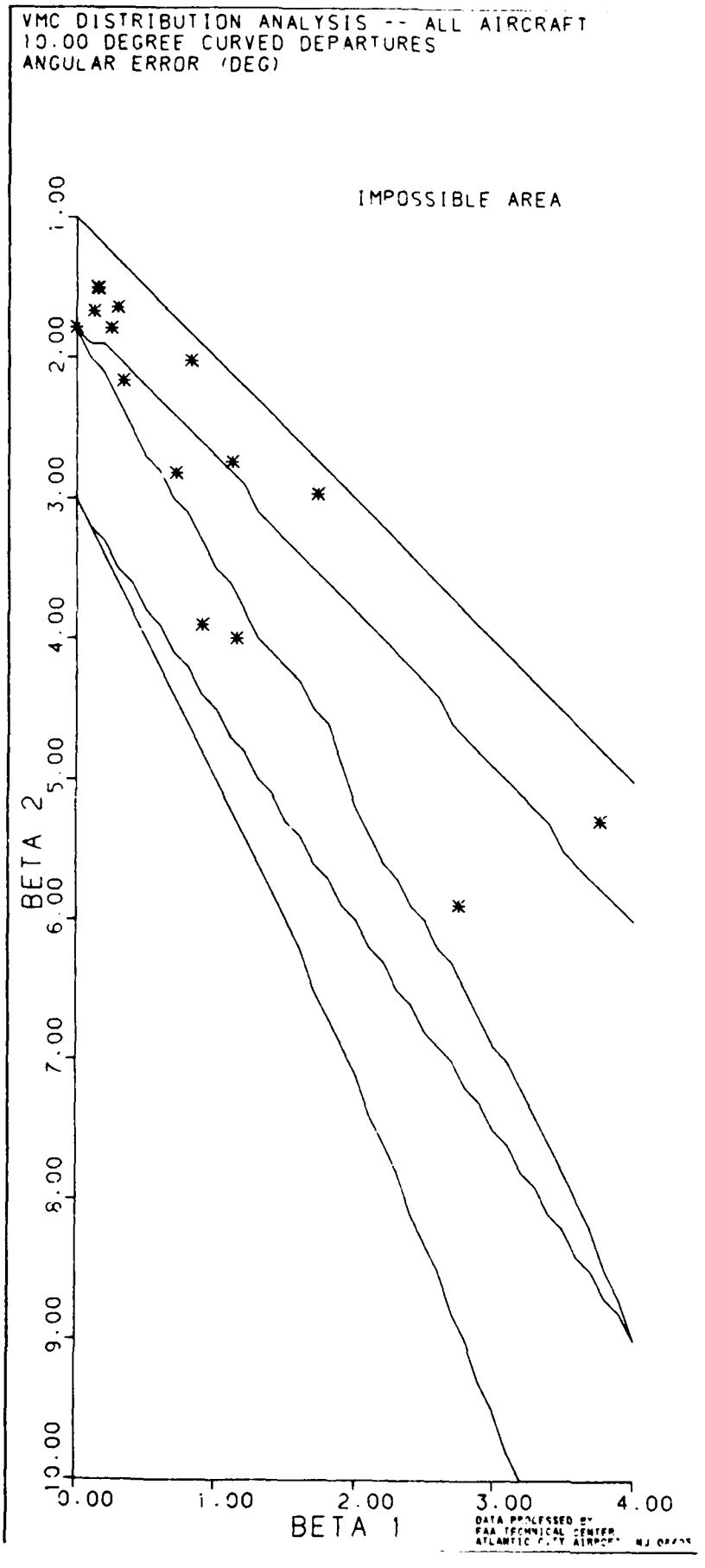

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

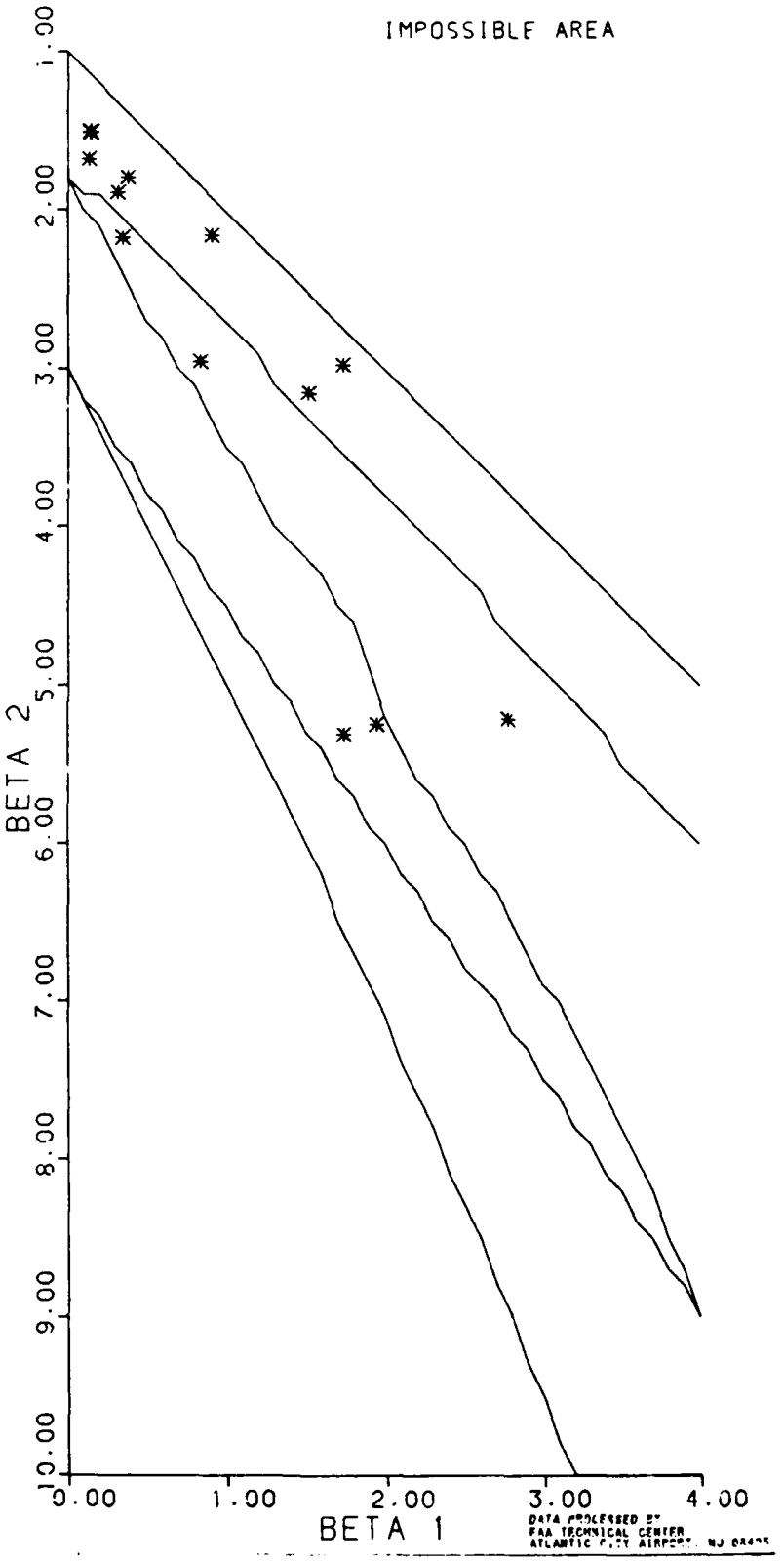

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

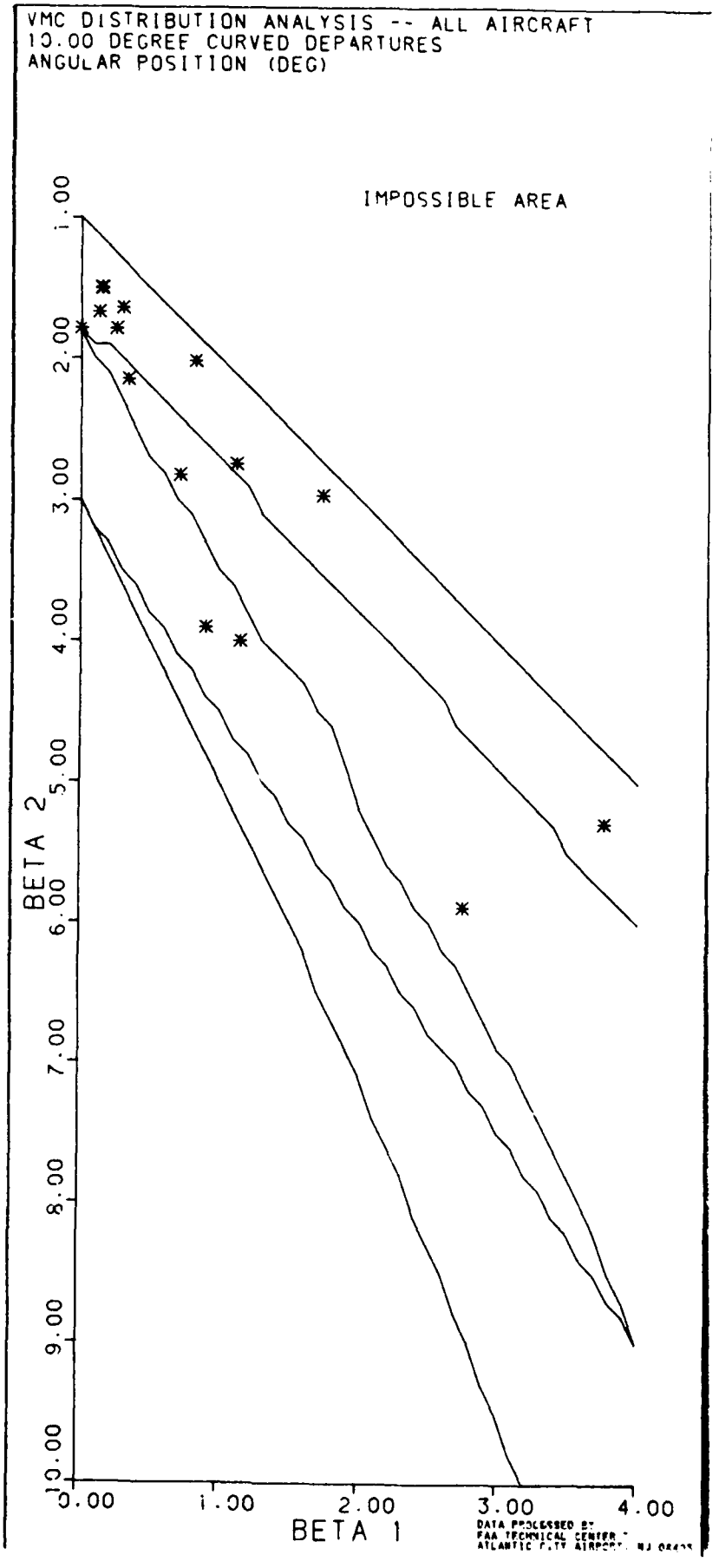

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT

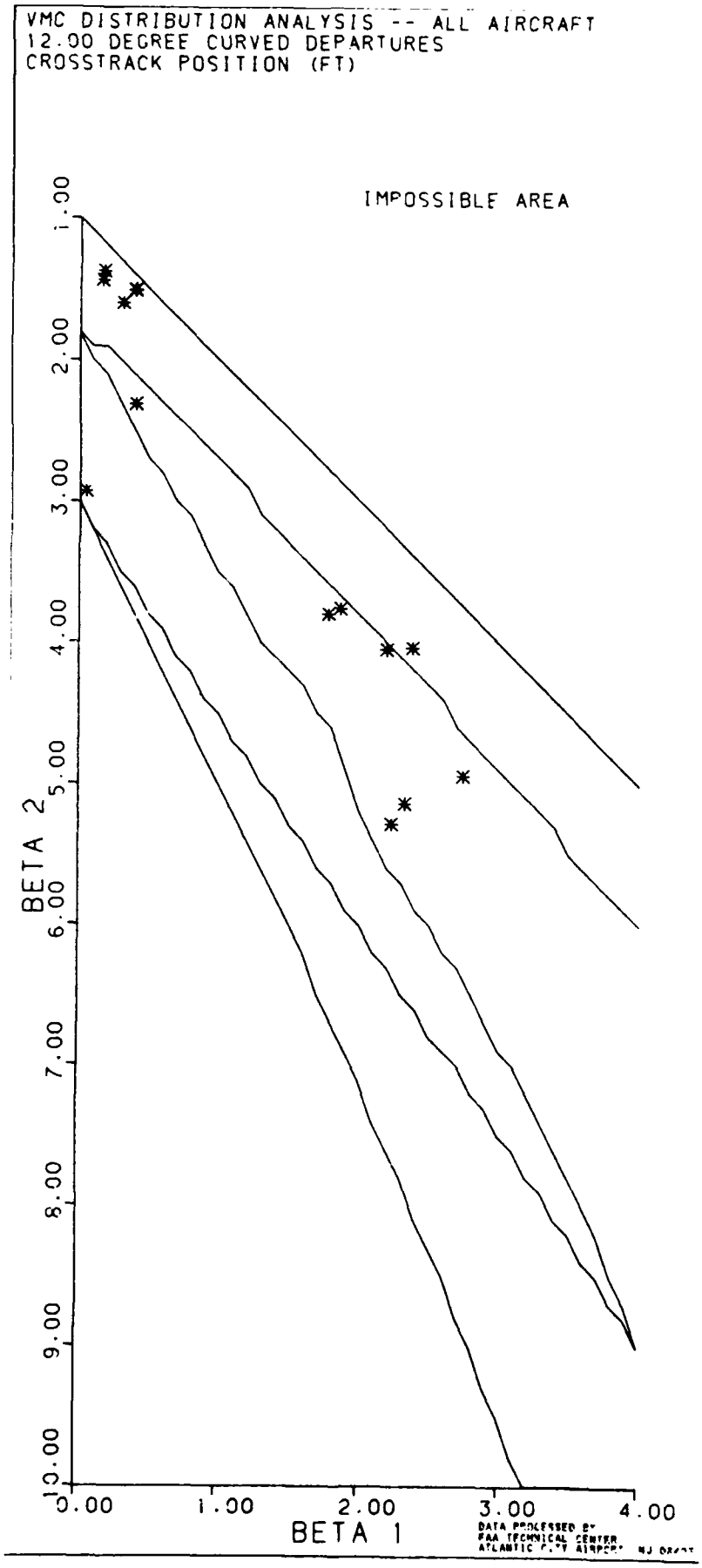

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT

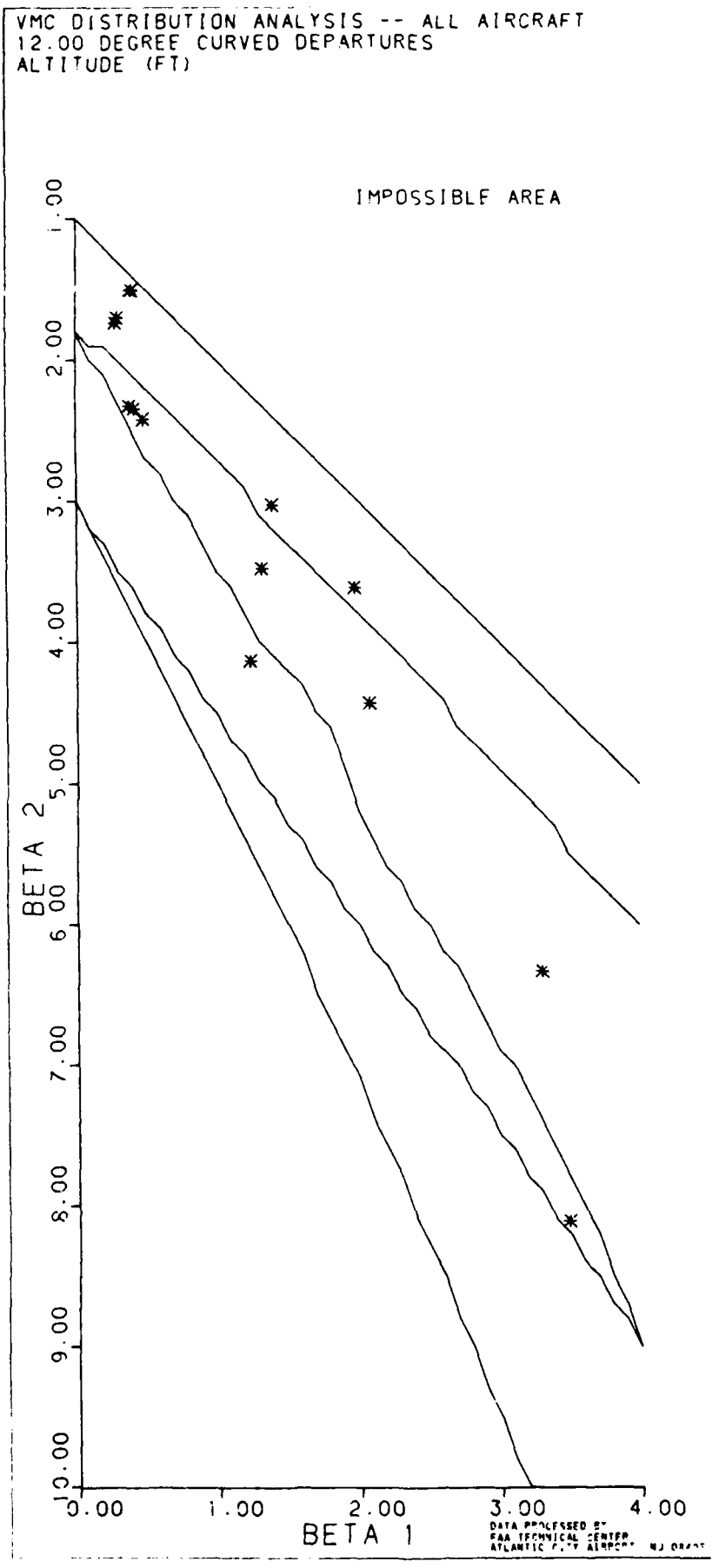

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ 08405

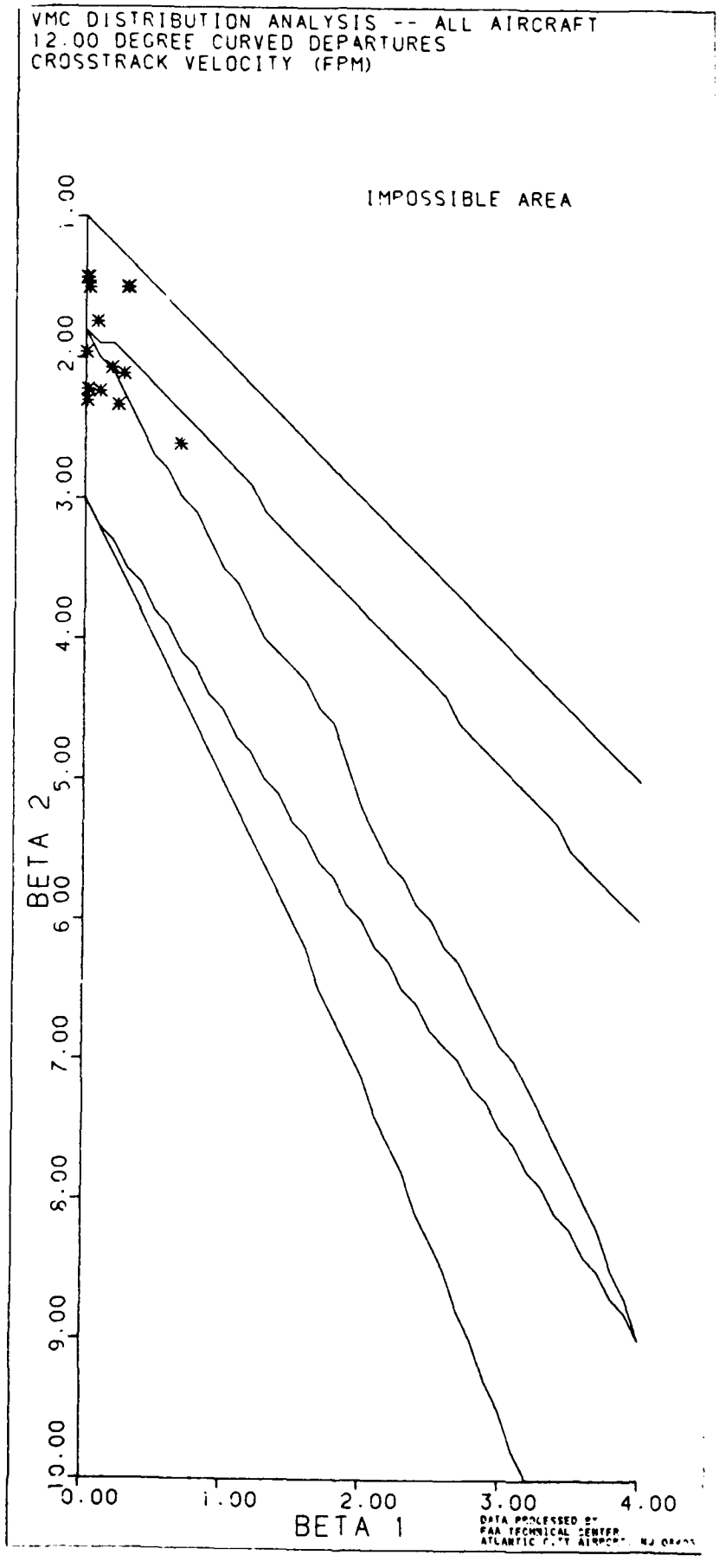
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)



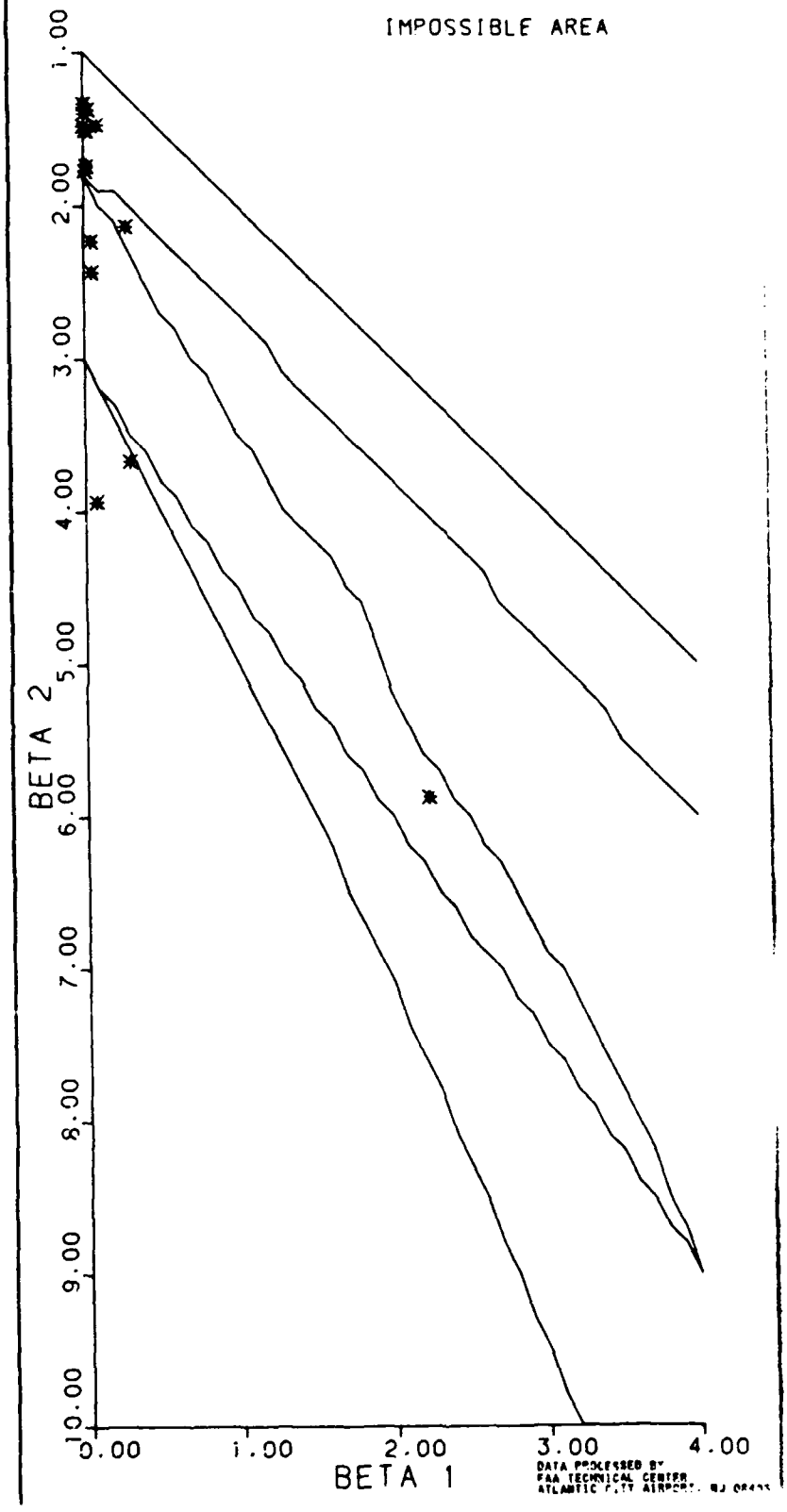

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
10.00 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

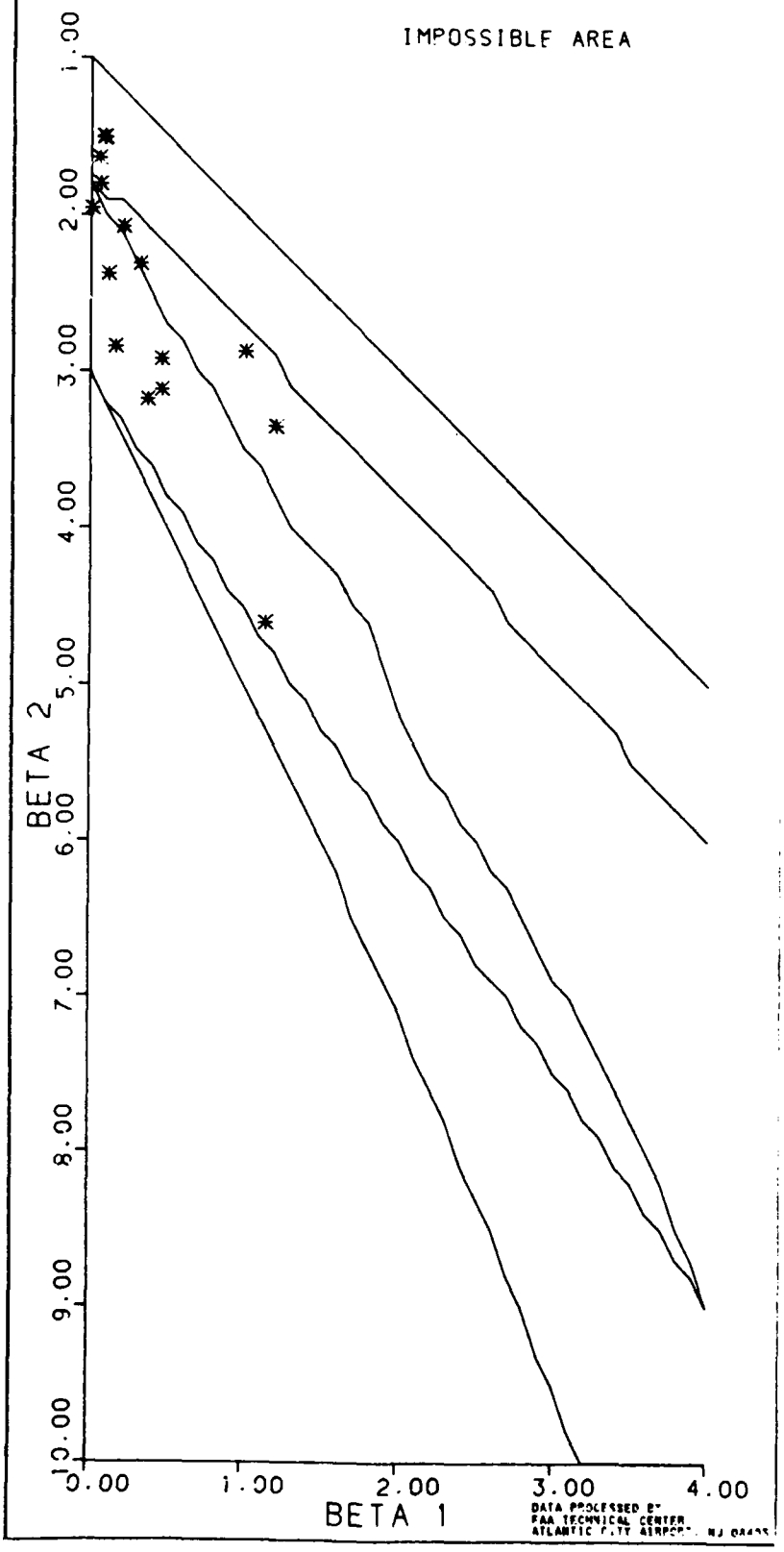

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
ALTITUDE (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

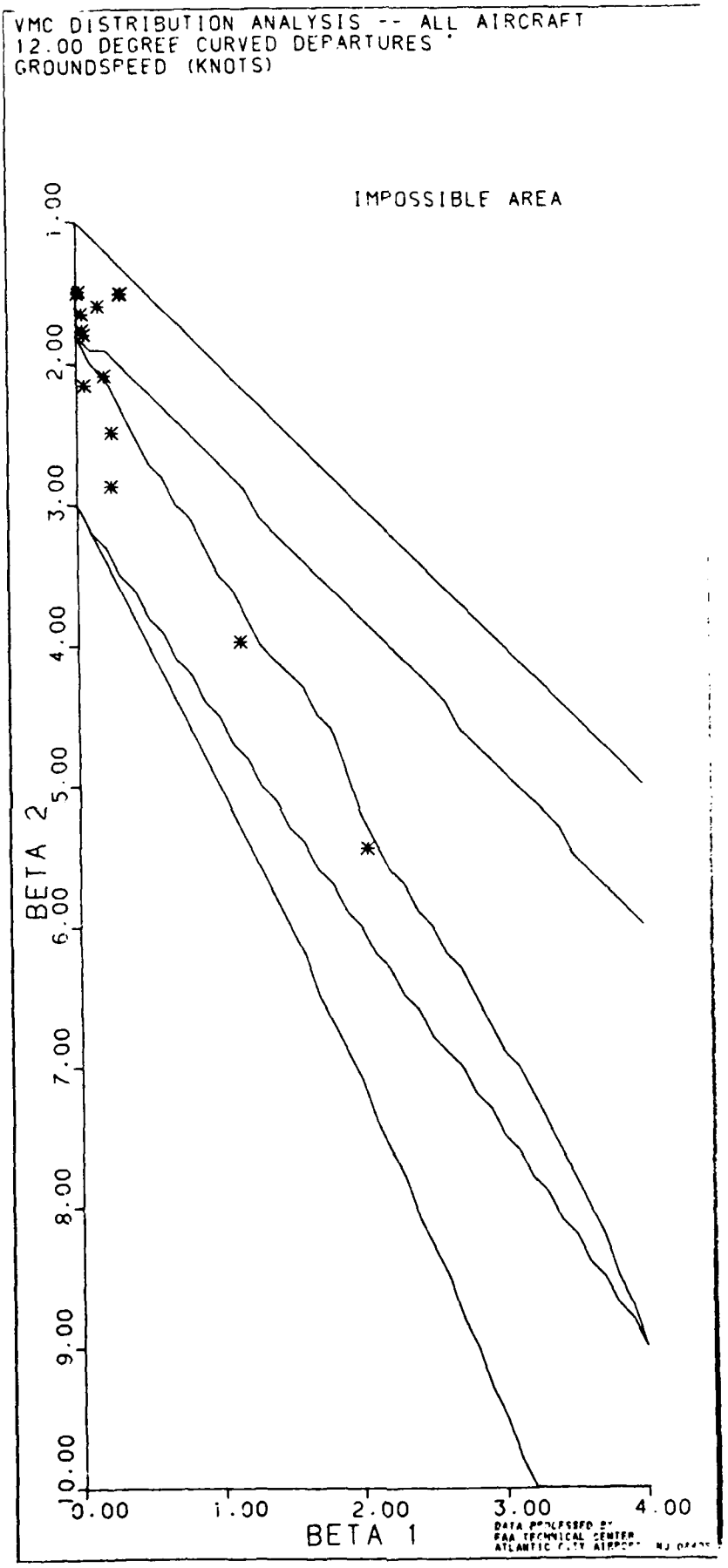

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM)
IMPOSSIBLE AREA
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
BETA 2
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

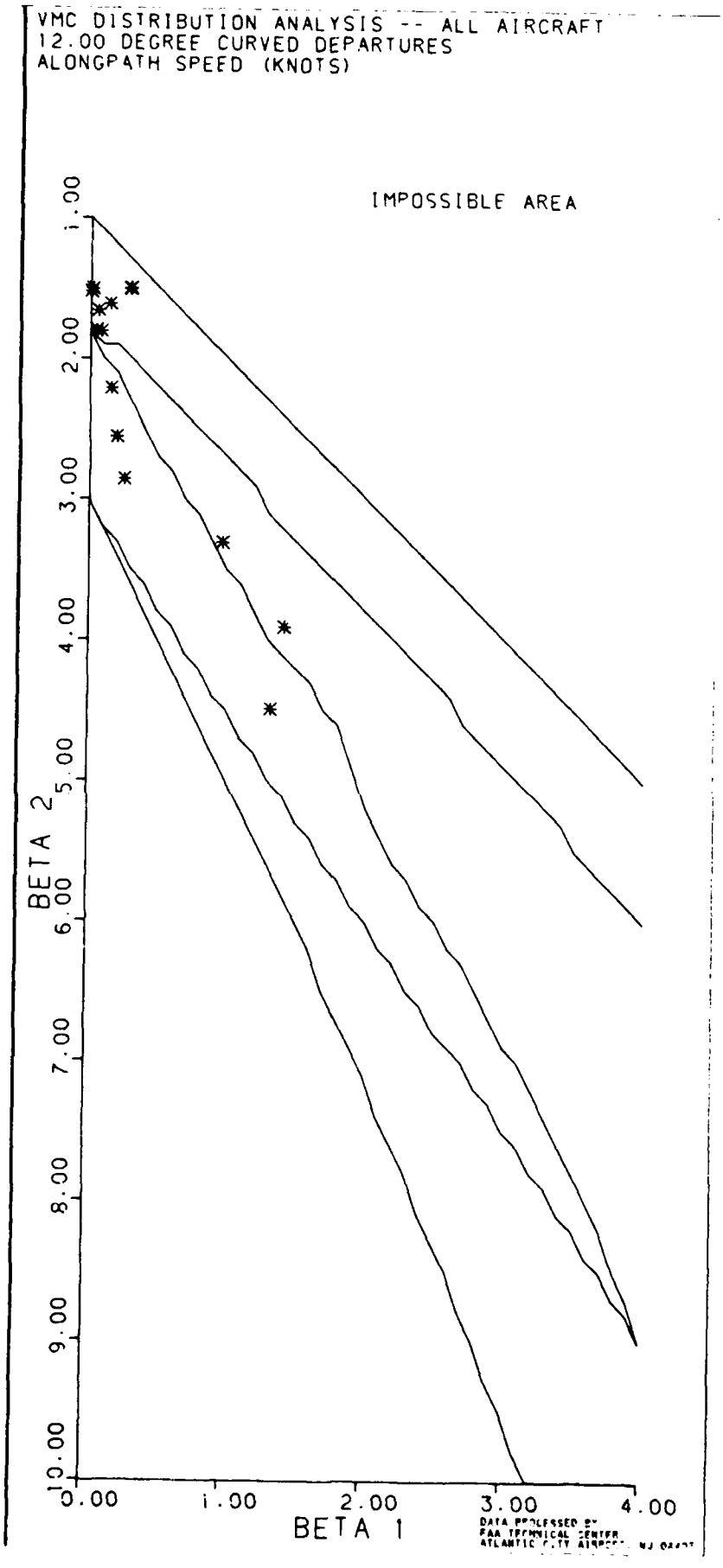
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM)



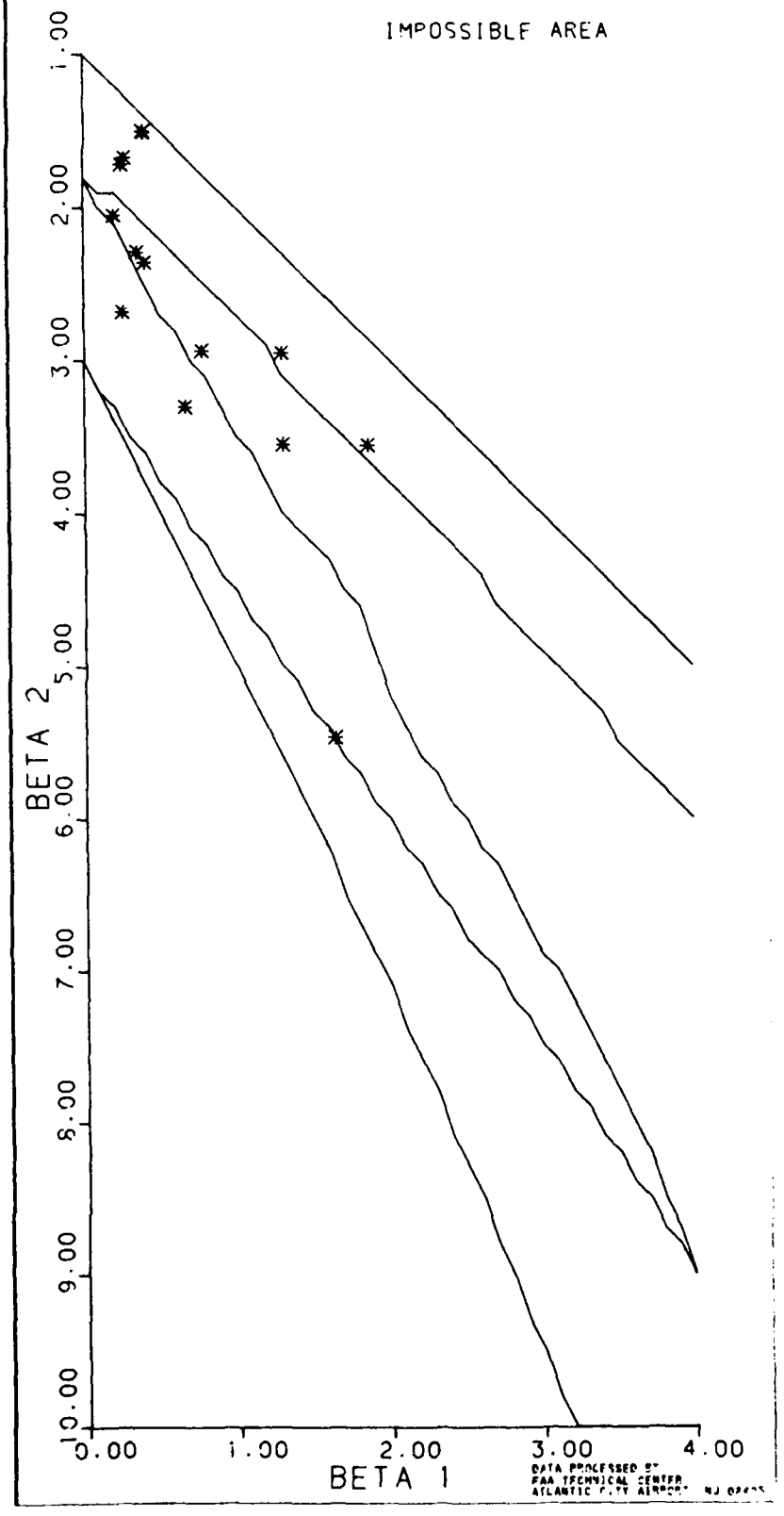
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM)

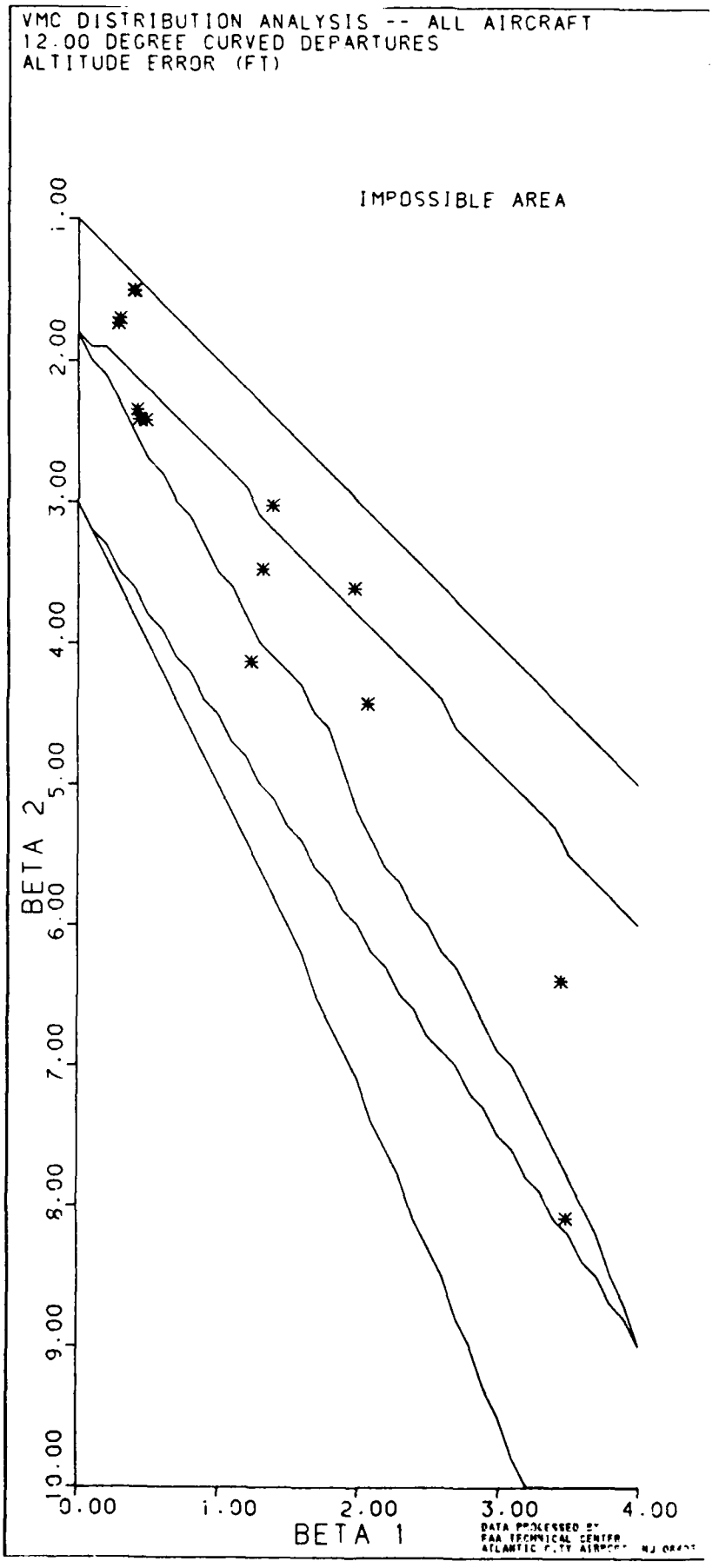


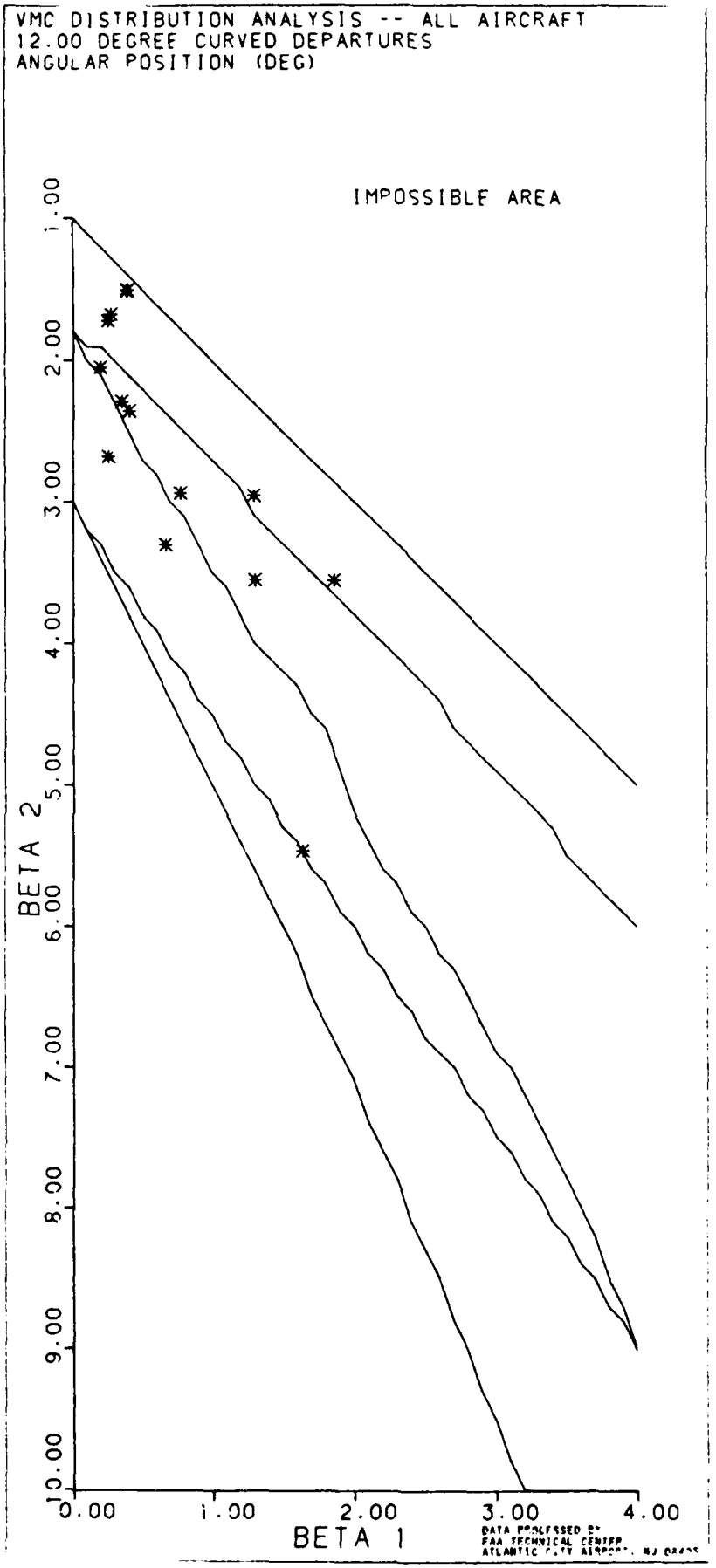

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT NJ


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG)




VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT
12.00 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG)
IMPOSSIBLE AREA
BETA 2
1.00
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
0.00
1.00
2.00
3.00
4.00
BETA 1
DATA PROCESSED BY
FAA TECHNICAL CENTER

APPENDIX E

RESULTS OF CHI SQUARE TEST FOR UH-1 DATA

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position (deg).

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: CROSSTRACK POSITION
TOTAL POINTS: 285

0	%	>= Pr{X2>CHSQ} <	5	%	:	183
5	%	>= Pr{X2>CHSQ} <	10	%	:	24
10	%	>= Pr{X2>CHSQ} <	15	%	:	12
15	%	>= Pr{X2>CHSQ} <	20	%	:	6
20	%	>= Pr{X2>CHSQ} <	25	%	:	9
25	%	>= Pr{X2>CHSQ} <	30	%	:	3
30	%	>= Pr{X2>CHSQ} <	35	%	:	5
35	%	>= Pr{X2>CHSQ} <	40	%	:	1
40	%	>= Pr{X2>CHSQ} <	45	%	:	6
45	%	>= Pr{X2>CHSQ} <	50	%	:	3
50	%	>= Pr{X2>CHSQ} <	55	%	:	3
55	%	>= Pr{X2>CHSQ} <	60	%	:	8
60	%	>= Pr{X2>CHSQ} <	65	%	:	0
65	%	>= Pr{X2>CHSQ} <	70	%	:	1
70	%	>= Pr{X2>CHSQ} <	75	%	:	5
75	%	>= Pr{X2>CHSQ} <	80	%	:	3
80	%	>= Pr{X2>CHSQ} <	85	%	:	6
85	%	>= Pr{X2>CHSQ} <	90	%	:	0
90	%	>= Pr{X2>CHSQ} <	95	%	:	6
95	%	>= Pr{X2>CHSQ} <	100	%	:	0
		Pr{X2>CHSQ} =	100	%	:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

33 POINTS
11.58 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: ALTITUDE
TOTAL POINTS: 285

0	% >=	Pr{X2>CHSQ}	<	5	%:	189
5	% >=	Pr{X2>CHSQ}	<	10	%:	18
10	% >=	Pr{X2>CHSQ}	<	15	%:	9
15	% >=	Pr{X2>CHSQ}	<	20	%:	12
20	% >=	Pr{X2>CHSQ}	<	25	%:	9
25	% >=	Pr{X2>CHSQ}	<	30	%:	7
30	% >=	Pr{X2>CHSQ}	<	35	%:	5
35	% >=	Pr{X2>CHSQ}	<	40	%:	7
40	% >=	Pr{X2>CHSQ}	<	45	%:	4
45	% >=	Pr{X2>CHSQ}	<	50	%:	10
50	% >=	Pr{X2>CHSQ}	<	55	%:	0
55	% >=	Pr{X2>CHSQ}	<	60	%:	5
60	% >=	Pr{X2>CHSQ}	<	65	%:	2
65	% >=	Pr{X2>CHSQ}	<	70	%:	3
70	% >=	Pr{X2>CHSQ}	<	75	%:	3
75	% >=	Pr{X2>CHSQ}	<	80	%:	1
80	% >=	Pr{X2>CHSQ}	<	85	%:	0
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	1
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS
5.26 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: CROSSTRACK VELOCITY
TOTAL POINTS: 285

0	% >=	Pr{X2>CHSQ}	<	5	%:	194
5	% >=	Pr{X2>CHSQ}	<	10	%:	25
10	% >=	Pr{X2>CHSQ}	<	15	%:	6
15	% >=	Pr{X2>CHSQ}	<	20	%:	10
20	% >=	Pr{X2>CHSQ}	<	25	%:	9
25	% >=	Pr{X2>CHSQ}	<	30	%:	4
30	% >=	Pr{X2>CHSQ}	<	35	%:	7
35	% >=	Pr{X2>CHSQ}	<	40	%:	5
40	% >=	Pr{X2>CHSQ}	<	45	%:	5
45	% >=	Pr{X2>CHSQ}	<	50	%:	2
50	% >=	Pr{X2>CHSQ}	<	55	%:	1
55	% >=	Pr{X2>CHSQ}	<	60	%:	2
60	% >=	Pr{X2>CHSQ}	<	65	%:	3
65	% >=	Pr{X2>CHSQ}	<	70	%:	7
70	% >=	Pr{X2>CHSQ}	<	75	%:	0
75	% >=	Pr{X2>CHSQ}	<	80	%:	1
80	% >=	Pr{X2>CHSQ}	<	85	%:	2
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	2
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

18 POINTS
6.32 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: ALONGTRACK VELOCITY
TOTAL POINTS: 285

0	% >=	Pr{X2>CHSQ}	<	5	%:	194
5	% >=	Pr{X2>CHSQ}	<	10	%:	15
10	% >=	Pr{X2>CHSQ}	<	15	%:	11
15	% >=	Pr{X2>CHSQ}	<	20	%:	12
20	% >=	Pr{X2>CHSQ}	<	25	%:	11
25	% >=	Pr{X2>CHSQ}	<	30	%:	11
30	% >=	Pr{X2>CHSQ}	<	35	%:	5
35	% >=	Pr{X2>CHSQ}	<	40	%:	2
40	% >=	Pr{X2>CHSQ}	<	45	%:	7
45	% >=	Pr{X2>CHSQ}	<	50	%:	5
50	% >=	Pr{X2>CHSQ}	<	55	%:	2
55	% >=	Pr{X2>CHSQ}	<	60	%:	5
60	% >=	Pr{X2>CHSQ}	<	65	%:	0
65	% >=	Pr{X2>CHSQ}	<	70	%:	3
70	% >=	Pr{X2>CHSQ}	<	75	%:	0
75	% >=	Pr{X2>CHSQ}	<	80	%:	0
80	% >=	Pr{X2>CHSQ}	<	85	%:	2
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

12 POINTS
4.21 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: VERTICAL VELOCITY
TOTAL POINTS: 285

0	% >= Pr{X2>CHSQ} <	5	%:	188
5	% >= Pr{X2>CHSQ} <	10	%:	22
10	% >= Pr{X2>CHSQ} <	15	%:	14
15	% >= Pr{X2>CHSQ} <	20	%:	9
20	% >= Pr{X2>CHSQ} <	25	%:	14
25	% >= Pr{X2>CHSQ} <	30	%:	6
30	% >= Pr{X2>CHSQ} <	35	%:	7
35	% >= Pr{X2>CHSQ} <	40	%:	5
40	% >= Pr{X2>CHSQ} <	45	%:	3
45	% >= Pr{X2>CHSQ} <	50	%:	3
50	% >= Pr{X2>CHSQ} <	55	%:	5
55	% >= Pr{X2>CHSQ} <	60	%:	4
60	% >= Pr{X2>CHSQ} <	65	%:	2
65	% >= Pr{X2>CHSQ} <	70	%:	2
70	% >= Pr{X2>CHSQ} <	75	%:	0
75	% >= Pr{X2>CHSQ} <	80	%:	0
80	% >= Pr{X2>CHSQ} <	85	%:	0
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	0
95	% >= Pr{X2>CHSQ} <	100	%:	0
	Pr{X2>CHSQ} =	100	%:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

14 POINTS
4.91 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: GROUNDSPEED
TOTAL POINTS: 285

0	% >=	Pr{X2>CHSQ}	<	5	%:	190
5	% >=	Pr{X2>CHSQ}	<	10	%:	14
10	% >=	Pr{X2>CHSQ}	<	15	%:	11
15	% >=	Pr{X2>CHSQ}	<	20	%:	15
20	% >=	Pr{X2>CHSQ}	<	25	%:	12
25	% >=	Pr{X2>CHSQ}	<	30	%:	4
30	% >=	Pr{X2>CHSQ}	<	35	%:	1
35	% >=	Pr{X2>CHSQ}	<	40	%:	3
40	% >=	Pr{X2>CHSQ}	<	45	%:	11
45	% >=	Pr{X2>CHSQ}	<	50	%:	5
50	% >=	Pr{X2>CHSQ}	<	55	%:	0
55	% >=	Pr{X2>CHSQ}	<	60	%:	4
60	% >=	Pr{X2>CHSQ}	<	65	%:	2
65	% >=	Pr{X2>CHSQ}	<	70	%:	7
70	% >=	Pr{X2>CHSQ}	<	75	%:	1
75	% >=	Pr{X2>CHSQ}	<	80	%:	1
80	% >=	Pr{X2>CHSQ}	<	85	%:	2
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	2
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

19 POINTS
6.67 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: ALONGPATH SPEED
TOTAL POINTS: 285

0	% >= Pr{X2>CHSQ} <	5	%:	190
5	% >= Pr{X2>CHSQ} <	10	%:	20
10	% >= Pr{X2>CHSQ} <	15	%:	10
15	% >= Pr{X2>CHSQ} <	20	%:	15
20	% >= Pr{X2>CHSQ} <	25	%:	6
25	% >= Pr{X2>CHSQ} <	30	%:	5
30	% >= Pr{X2>CHSQ} <	35	%:	5
35	% >= Pr{X2>CHSQ} <	40	%:	6
40	% >= Pr{X2>CHSQ} <	45	%:	8
45	% >= Pr{X2>CHSQ} <	50	%:	4
50	% >= Pr{X2>CHSQ} <	55	%:	2
55	% >= Pr{X2>CHSQ} <	60	%:	4
60	% >= Pr{X2>CHSQ} <	65	%:	0
65	% >= Pr{X2>CHSQ} <	70	%:	1
70	% >= Pr{X2>CHSQ} <	75	%:	3
75	% >= Pr{X2>CHSQ} <	80	%:	2
80	% >= Pr{X2>CHSQ} <	85	%:	3
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	1
95	% >= Pr{X2>CHSQ} <	100	%:	0
	Pr{X2>CHSQ} =	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

16 POINTS
5.61 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: ANGULAR ERROR
TOTAL POINTS: 277

0	% >= Pr{X2>CHSQ} <	5	%:	182
5	% >= Pr{X2>CHSQ} <	10	%:	16
10	% >= Pr{X2>CHSQ} <	15	%:	8
15	% >= Pr{X2>CHSQ} <	20	%:	15
20	% >= Pr{X2>CHSQ} <	25	%:	12
25	% >= Pr{X2>CHSQ} <	30	%:	9
30	% >= Pr{X2>CHSQ} <	35	%:	4
35	% >= Pr{X2>CHSQ} <	40	%:	5
40	% >= Pr{X2>CHSQ} <	45	%:	4
45	% >= Pr{X2>CHSQ} <	50	%:	10
50	% >= Pr{X2>CHSQ} <	55	%:	0
55	% >= Pr{X2>CHSQ} <	60	%:	3
60	% >= Pr{X2>CHSQ} <	65	%:	1
65	% >= Pr{X2>CHSQ} <	70	%:	4
70	% >= Pr{X2>CHSQ} <	75	%:	2
75	% >= Pr{X2>CHSQ} <	80	%:	1
80	% >= Pr{X2>CHSQ} <	85	%:	0
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	0
95	% >= Pr{X2>CHSQ} <	100	%:	1
	Pr{X2>CHSQ} =	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

12 POINTS
4.33 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: ALTITUDE ERROR
TOTAL POINTS: 285

0	% >= Pr{X2>CHSQ} <	5	%:	189
5	% >= Pr{X2>CHSQ} <	10	%:	17
10	% >= Pr{X2>CHSQ} <	15	%:	9
15	% >= Pr{X2>CHSQ} <	20	%:	13
20	% >= Pr{X2>CHSQ} <	25	%:	9
25	% >= Pr{X2>CHSQ} <	30	%:	7
30	% >= Pr{X2>CHSQ} <	35	%:	5
35	% >= Pr{X2>CHSQ} <	40	%:	7
40	% >= Pr{X2>CHSQ} <	45	%:	4
45	% >= Pr{X2>CHSQ} <	50	%:	10
50	% >= Pr{X2>CHSQ} <	55	%:	0
55	% >= Pr{X2>CHSQ} <	60	%:	6
60	% >= Pr{X2>CHSQ} <	65	%:	2
65	% >= Pr{X2>CHSQ} <	70	%:	3
70	% >= Pr{X2>CHSQ} <	75	%:	2
75	% >= Pr{X2>CHSQ} <	80	%:	1
80	% >= Pr{X2>CHSQ} <	85	%:	0
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	0
95	% >= Pr{X2>CHSQ} <	100	%:	1
		Pr{X2>CHSQ} =	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS
5.26 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1
PARAMETER EVALUATED: ANGULAR POSITION
TOTAL POINTS: 277

0	%	>= Pr{X2>CHSQ} <	5	% :	182
5	%	>= Pr{X2>CHSQ} <	10	% :	16
10	%	>= Pr{X2>CHSQ} <	15	% :	8
15	%	>= Pr{X2>CHSQ} <	20	% :	15
20	%	>= Pr{X2>CHSQ} <	25	% :	12
25	%	>= Pr{X2>CHSQ} <	30	% :	9
30	%	>= Pr{X2>CHSQ} <	35	% :	4
35	%	>= Pr{X2>CHSQ} <	40	% :	5
40	%	>= Pr{X2>CHSQ} <	45	% :	3
45	%	>= Pr{X2>CHSQ} <	50	% :	10
50	%	>= Pr{X2>CHSQ} <	55	% :	0
55	%	>= Pr{X2>CHSQ} <	60	% :	3
60	%	>= Pr{X2>CHSQ} <	65	% :	1
65	%	>= Pr{X2>CHSQ} <	70	% :	5
70	%	>= Pr{X2>CHSQ} <	75	% :	2
75	%	>= Pr{X2>CHSQ} <	80	% :	1
80	%	>= Pr{X2>CHSQ} <	85	% :	0
85	%	>= Pr{X2>CHSQ} <	90	% :	0
90	%	>= Pr{X2>CHSQ} <	95	% :	0
95	%	>= Pr{X2>CHSQ} <	100	% :	1
		Pr{X2>CHSQ} =	100	% :	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

13 POINTS
4.69 % OF TOTAL POINTS

APPENDIX F

RESULTS OF CHI SUARE TEST FOR S-76 DATA

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position.

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: CROSSTRACK POSITION
TOTAL POINTS: 262

0	% >=	Pr{X2>CHSQ}	<	5	%:	159
5	% >=	Pr{X2>CHSQ}	<	10	%:	39
10	% >=	Pr{X2>CHSQ}	<	15	%:	9
15	% >=	Pr{X2>CHSQ}	<	20	%:	20
20	% >=	Pr{X2>CHSQ}	<	25	%:	9
25	% >=	Pr{X2>CHSQ}	<	30	%:	12
30	% >=	Pr{X2>CHSQ}	<	35	%:	2
35	% >=	Pr{X2>CHSQ}	<	40	%:	3
40	% >=	Pr{X2>CHSQ}	<	45	%:	2
45	% >=	Pr{X2>CHSQ}	<	50	%:	1
50	% >=	Pr{X2>CHSQ}	<	55	%:	3
55	% >=	Pr{X2>CHSQ}	<	60	%:	3
60	% >=	Pr{X2>CHSQ}	<	65	%:	0
65	% >=	Pr{X2>CHSQ}	<	70	%:	0
70	% >=	Pr{X2>CHSQ}	<	75	%:	0
75	% >=	Pr{X2>CHSQ}	<	80	%:	0
80	% >=	Pr{X2>CHSQ}	<	85	%:	0
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

6 POINTS
2.29 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: ALTITUDE
TOTAL POINTS: 262

0	% >=	Pr{X2>CHSQ}	<	5	%:	150
5	% >=	Pr{X2>CHSQ}	<	10	%:	30
10	% >=	Pr{X2>CHSQ}	<	15	%:	29
15	% >=	Pr{X2>CHSQ}	<	20	%:	27
20	% >=	Pr{X2>CHSQ}	<	25	%:	6
25	% >=	Pr{X2>CHSQ}	<	30	%:	11
30	% >=	Pr{X2>CHSQ}	<	35	%:	6
35	% >=	Pr{X2>CHSQ}	<	40	%:	0
40	% >=	Pr{X2>CHSQ}	<	45	%:	0
45	% >=	Pr{X2>CHSQ}	<	50	%:	0
50	% >=	Pr{X2>CHSQ}	<	55	%:	2
55	% >=	Pr{X2>CHSQ}	<	60	%:	0
60	% >=	Pr{X2>CHSQ}	<	65	%:	0
65	% >=	Pr{X2>CHSQ}	<	70	%:	1
70	% >=	Pr{X2>CHSQ}	<	75	%:	0
75	% >=	Pr{X2>CHSQ}	<	80	%:	0
80	% >=	Pr{X2>CHSQ}	<	85	%:	0
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

3 POINTS
1.15 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: CROSSTRACK VELOCITY
TOTAL POINTS: 262

0	%	>= Pr{X2>CHSQ} <	5	% :	127
5	%	>= Pr{X2>CHSQ} <	10	% :	24
10	%	>= Pr{X2>CHSQ} <	15	% :	23
15	%	>= Pr{X2>CHSQ} <	20	% :	11
20	%	>= Pr{X2>CHSQ} <	25	% :	7
25	%	>= Pr{X2>CHSQ} <	30	% :	13
30	%	>= Pr{X2>CHSQ} <	35	% :	17
35	%	>= Pr{X2>CHSQ} <	40	% :	8
40	%	>= Pr{X2>CHSQ} <	45	% :	2
45	%	>= Pr{X2>CHSQ} <	50	% :	8
50	%	>= Pr{X2>CHSQ} <	55	% :	0
55	%	>= Pr{X2>CHSQ} <	60	% :	10
60	%	>= Pr{X2>CHSQ} <	65	% :	0
65	%	>= Pr{X2>CHSQ} <	70	% :	3
70	%	>= Pr{X2>CHSQ} <	75	% :	2
75	%	>= Pr{X2>CHSQ} <	80	% :	0
80	%	>= Pr{X2>CHSQ} <	85	% :	4
85	%	>= Pr{X2>CHSQ} <	90	% :	0
90	%	>= Pr{X2>CHSQ} <	95	% :	3
95	%	>= Pr{X2>CHSQ} <	100	% :	0
		Pr{X2>CHSQ} =	100	% :	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

22 POINTS
8.40 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: ALONGTRACK VELOCITY
TOTAL POINTS: 262

0	% >=	Pr{X2>CHSQ}	<	5	%:	149
5	% >=	Pr{X2>CHSQ}	<	10	%:	44
10	% >=	Pr{X2>CHSQ}	<	15	%:	23
15	% >=	Pr{X2>CHSQ}	<	20	%:	20
20	% >=	Pr{X2>CHSQ}	<	25	%:	4
25	% >=	Pr{X2>CHSQ}	<	30	%:	7
30	% >=	Pr{X2>CHSQ}	<	35	%:	8
35	% >=	Pr{X2>CHSQ}	<	40	%:	4
40	% >=	Pr{X2>CHSQ}	<	45	%:	1
45	% >=	Pr{X2>CHSQ}	<	50	%:	2
50	% >=	Pr{X2>CHSQ}	<	55	%:	0
55	% >=	Pr{X2>CHSQ}	<	60	%:	0
60	% >=	Pr{X2>CHSQ}	<	65	%:	0
65	% >=	Pr{X2>CHSQ}	<	70	%:	0
70	% >=	Pr{X2>CHSQ}	<	75	%:	0
75	% >=	Pr{X2>CHSQ}	<	80	%:	0
80	% >=	Pr{X2>CHSQ}	<	85	%:	0
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: VERTICAL VELOCITY
TOTAL POINTS: 262

0	% >= Pr{X2>CHSQ} <	5	% :	142
5	% >= Pr{X2>CHSQ} <	10	% :	27
10	% >= Pr{X2>CHSQ} <	15	% :	20
15	% >= Pr{X2>CHSQ} <	20	% :	8
20	% >= Pr{X2>CHSQ} <	25	% :	11
25	% >= Pr{X2>CHSQ} <	30	% :	14
30	% >= Pr{X2>CHSQ} <	35	% :	21
35	% >= Pr{X2>CHSQ} <	40	% :	5
40	% >= Pr{X2>CHSQ} <	45	% :	0
45	% >= Pr{X2>CHSQ} <	50	% :	5
50	% >= Pr{X2>CHSQ} <	55	% :	1
55	% >= Pr{X2>CHSQ} <	60	% :	5
60	% >= Pr{X2>CHSQ} <	65	% :	0
65	% >= Pr{X2>CHSQ} <	70	% :	2
70	% >= Pr{X2>CHSQ} <	75	% :	0
75	% >= Pr{X2>CHSQ} <	80	% :	0
80	% >= Pr{X2>CHSQ} <	85	% :	1
85	% >= Pr{X2>CHSQ} <	90	% :	0
90	% >= Pr{X2>CHSQ} <	95	% :	0
95	% >= Pr{X2>CHSQ} <	100	% :	0
	Pr{X2>CHSQ} =	100	% :	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

9 POINTS
3.44 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: GROUNDSPEED
TOTAL POINTS: 262

0	% >=	Pr{X2>CHSQ}	<	5	%:	153
5	% >=	Pr{X2>CHSQ}	<	10	%:	31
10	% >=	Pr{X2>CHSQ}	<	15	%:	11
15	% >=	Pr{X2>CHSQ}	<	20	%:	13
20	% >=	Pr{X2>CHSQ}	<	25	%:	8
25	% >=	Pr{X2>CHSQ}	<	30	%:	10
30	% >=	Pr{X2>CHSQ}	<	35	%:	13
35	% >=	Pr{X2>CHSQ}	<	40	%:	3
40	% >=	Pr{X2>CHSQ}	<	45	%:	0
45	% >=	Pr{X2>CHSQ}	<	50	%:	5
50	% >=	Pr{X2>CHSQ}	<	55	%:	0
55	% >=	Pr{X2>CHSQ}	<	60	%:	6
60	% >=	Pr{X2>CHSQ}	<	65	%:	0
65	% >=	Pr{X2>CHSQ}	<	70	%:	4
70	% >=	Pr{X2>CHSQ}	<	75	%:	2
75	% >=	Pr{X2>CHSQ}	<	80	%:	0
80	% >=	Pr{X2>CHSQ}	<	85	%:	1
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	2
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS
5.73 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: ALONGPATH SPEED
TOTAL POINTS: 262

0	% >= Pr{X2>CHSQ} <	5	%:	149
5	% >= Pr{X2>CHSQ} <	10	%:	32
10	% >= Pr{X2>CHSQ} <	15	%:	16
15	% >= Pr{X2>CHSQ} <	20	%:	18
20	% >= Pr{X2>CHSQ} <	25	%:	4
25	% >= Pr{X2>CHSQ} <	30	%:	9
30	% >= Pr{X2>CHSQ} <	35	%:	10
35	% >= Pr{X2>CHSQ} <	40	%:	3
40	% >= Pr{X2>CHSQ} <	45	%:	1
45	% >= Pr{X2>CHSQ} <	50	%:	6
50	% >= Pr{X2>CHSQ} <	55	%:	0
55	% >= Pr{X2>CHSQ} <	60	%:	8
60	% >= Pr{X2>CHSQ} <	65	%:	0
65	% >= Pr{X2>CHSQ} <	70	%:	4
70	% >= Pr{X2>CHSQ} <	75	%:	1
75	% >= Pr{X2>CHSQ} <	80	%:	0
80	% >= Pr{X2>CHSQ} <	85	%:	0
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	1
95	% >= Pr{X2>CHSQ} <	100	%:	0
	Pr{X2>CHSQ} =	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

14 POINTS
5.34 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: ANGULAR ERROR
TOTAL POINTS: 254

0	% >= Pr{X2>CHSQ} <	5	%:	145
5	% >= Pr{X2>CHSQ} <	10	%:	29
10	% >= Pr{X2>CHSQ} <	15	%:	32
15	% >= Pr{X2>CHSQ} <	20	%:	22
20	% >= Pr{X2>CHSQ} <	25	%:	5
25	% >= Pr{X2>CHSQ} <	30	%:	12
30	% >= Pr{X2>CHSQ} <	35	%:	6
35	% >= Pr{X2>CHSQ} <	40	%:	1
40	% >= Pr{X2>CHSQ} <	45	%:	0
45	% >= Pr{X2>CHSQ} <	50	%:	0
50	% >= Pr{X2>CHSQ} <	55	%:	1
55	% >= Pr{X2>CHSQ} <	60	%:	0
60	% >= Pr{X2>CHSQ} <	65	%:	0
65	% >= Pr{X2>CHSQ} <	70	%:	1
70	% >= Pr{X2>CHSQ} <	75	%:	0
75	% >= Pr{X2>CHSQ} <	80	%:	0
80	% >= Pr{X2>CHSQ} <	85	%:	0
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	0
95	% >= Pr{X2>CHSQ} <	100	%:	0
	Pr{X2>CHSQ} =	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

2 POINTS
0.79 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: ALTITUDE ERROR
TOTAL POINTS: 262

0	% >= Pr{X2>CHSQ} <	5	%:	150
5	% >= Pr{X2>CHSQ} <	10	%:	29
10	% >= Pr{X2>CHSQ} <	15	%:	29
15	% >= Pr{X2>CHSQ} <	20	%:	28
20	% >= Pr{X2>CHSQ} <	25	%:	6
25	% >= Pr{X2>CHSQ} <	30	%:	11
30	% >= Pr{X2>CHSQ} <	35	%:	6
35	% >= Pr{X2>CHSQ} <	40	%:	0
40	% >= Pr{X2>CHSQ} <	45	%:	0
45	% >= Pr{X2>CHSQ} <	50	%:	0
50	% >= Pr{X2>CHSQ} <	55	%:	2
55	% >= Pr{X2>CHSQ} <	60	%:	0
60	% >= Pr{X2>CHSQ} <	65	%:	0
65	% >= Pr{X2>CHSQ} <	70	%:	1
70	% >= Pr{X2>CHSQ} <	75	%:	0
75	% >= Pr{X2>CHSQ} <	80	%:	0
80	% >= Pr{X2>CHSQ} <	85	%:	0
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	0
95	% >= Pr{X2>CHSQ} <	100	%:	0
	Pr{X2>CHSQ} =	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

3 POINTS
1.15 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76
PARAMETER EVALUATED: ANGULAR POSITION
TOTAL POINTS: 254

0	% >= Pr{X2>CHSQ} <	5	%:	145
5	% >= Pr{X2>CHSQ} <	10	%:	29
10	% >= Pr{X2>CHSQ} <	15	%:	32
15	% >= Pr{X2>CHSQ} <	20	%:	22
20	% >= Pr{X2>CHSQ} <	25	%:	5
25	% >= Pr{X2>CHSQ} <	30	%:	13
30	% >= Pr{X2>CHSQ} <	35	%:	6
35	% >= Pr{X2>CHSQ} <	40	%:	0
40	% >= Pr{X2>CHSQ} <	45	%:	0
45	% >= Pr{X2>CHSQ} <	50	%:	0
50	% >= Pr{X2>CHSQ} <	55	%:	1
55	% >= Pr{X2>CHSQ} <	60	%:	0
60	% >= Pr{X2>CHSQ} <	65	%:	0
65	% >= Pr{X2>CHSQ} <	70	%:	1
70	% >= Pr{X2>CHSQ} <	75	%:	0
75	% >= Pr{X2>CHSQ} <	80	%:	0
80	% >= Pr{X2>CHSQ} <	85	%:	0
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	0
95	% >= Pr{X2>CHSQ} <	100	%:	0
	Pr{X2>CHSQ} =	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

2 POINTS
0.79 % OF TOTAL POINTS

APPENDIX G

RESULTS OF CHI SQUARE TEST FOR OH-6 DATA

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position.

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: CROSSTRACK POSITION
TOTAL POINTS: 255

0	%	>= Pr{X2>CHSQ} <	5	%	:	185
5	%	>= Pr{X2>CHSQ} <	10	%	:	15
10	%	>= Pr{X2>CHSQ} <	15	%	:	18
15	%	>= Pr{X2>CHSQ} <	20	%	:	7
20	%	>= Pr{X2>CHSQ} <	25	%	:	14
25	%	>= Pr{X2>CHSQ} <	30	%	:	0
30	%	>= Pr{X2>CHSQ} <	35	%	:	5
35	%	>= Pr{X2>CHSQ} <	40	%	:	0
40	%	>= Pr{X2>CHSQ} <	45	%	:	0
45	%	>= Pr{X2>CHSQ} <	50	%	:	9
50	%	>= Pr{X2>CHSQ} <	55	%	:	0
55	%	>= Pr{X2>CHSQ} <	60	%	:	0
60	%	>= Pr{X2>CHSQ} <	65	%	:	0
65	%	>= Pr{X2>CHSQ} <	70	%	:	0
70	%	>= Pr{X2>CHSQ} <	75	%	:	0
75	%	>= Pr{X2>CHSQ} <	80	%	:	0
80	%	>= Pr{X2>CHSQ} <	85	%	:	0
85	%	>= Pr{X2>CHSQ} <	90	%	:	0
90	%	>= Pr{X2>CHSQ} <	95	%	:	0
95	%	>= Pr{X2>CHSQ} <	100	%	:	0
		Pr{X2>CHSQ} =	100	%	:	2

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

2 POINTS
0.78 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: ALTITUDE
TOTAL POINTS: 255

0	%	>=	Pr{X2>CHSQ}	<	5	%:	185
5	%	>=	Pr{X2>CHSQ}	<	10	%:	26
10	%	>=	Pr{X2>CHSQ}	<	15	%:	8
15	%	>=	Pr{X2>CHSQ}	<	20	%:	9
20	%	>=	Pr{X2>CHSQ}	<	25	%:	13
25	%	>=	Pr{X2>CHSQ}	<	30	%:	0
30	%	>=	Pr{X2>CHSQ}	<	35	%:	4
35	%	>=	Pr{X2>CHSQ}	<	40	%:	0
40	%	>=	Pr{X2>CHSQ}	<	45	%:	0
45	%	>=	Pr{X2>CHSQ}	<	50	%:	9
50	%	>=	Pr{X2>CHSQ}	<	55	%:	0
55	%	>=	Pr{X2>CHSQ}	<	60	%:	0
60	%	>=	Pr{X2>CHSQ}	<	65	%:	0
65	%	>=	Pr{X2>CHSQ}	<	70	%:	0
70	%	>=	Pr{X2>CHSQ}	<	75	%:	0
75	%	>=	Pr{X2>CHSQ}	<	80	%:	0
80	%	>=	Pr{X2>CHSQ}	<	85	%:	0
85	%	>=	Pr{X2>CHSQ}	<	90	%:	0
90	%	>=	Pr{X2>CHSQ}	<	95	%:	0
95	%	>=	Pr{X2>CHSQ}	<	100	%:	0
			Pr{X2>CHSQ}	=	100	%:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS
0.39 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: CROSSTRACK VELOCITY
TOTAL POINTS: 255

0	%	>=	Pr{X2>CHSQ}	<	5	%:	178
5	%	>=	Pr{X2>CHSQ}	<	10	%:	23
10	%	>=	Pr{X2>CHSQ}	<	15	%:	11
15	%	>=	Pr{X2>CHSQ}	<	20	%:	6
20	%	>=	Pr{X2>CHSQ}	<	25	%:	21
25	%	>=	Pr{X2>CHSQ}	<	30	%:	0
30	%	>=	Pr{X2>CHSQ}	<	35	%:	3
35	%	>=	Pr{X2>CHSQ}	<	40	%:	0
40	%	>=	Pr{X2>CHSQ}	<	45	%:	0
45	%	>=	Pr{X2>CHSQ}	<	50	%:	12
50	%	>=	Pr{X2>CHSQ}	<	55	%:	0
55	%	>=	Pr{X2>CHSQ}	<	60	%:	0
60	%	>=	Pr{X2>CHSQ}	<	65	%:	0
65	%	>=	Pr{X2>CHSQ}	<	70	%:	0
70	%	>=	Pr{X2>CHSQ}	<	75	%:	0
75	%	>=	Pr{X2>CHSQ}	<	80	%:	0
80	%	>=	Pr{X2>CHSQ}	<	85	%:	0
85	%	>=	Pr{X2>CHSQ}	<	90	%:	0
90	%	>=	Pr{X2>CHSQ}	<	95	%:	0
95	%	>=	Pr{X2>CHSQ}	<	100	%:	0
			Pr{X2>CHSQ}	=	100	%:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS
0.39 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: ALONGTRACK VELOCITY
TOTAL POINTS: 255

0	% >= Pr{X2>CHSQ} <	5	%:	179
5	% >= Pr{X2>CHSQ} <	10	%:	24
10	% >= Pr{X2>CHSQ} <	15	%:	7
15	% >= Pr{X2>CHSQ} <	20	%:	2
20	% >= Pr{X2>CHSQ} <	25	%:	17
25	% >= Pr{X2>CHSQ} <	30	%:	0
30	% >= Pr{X2>CHSQ} <	35	%:	8
35	% >= Pr{X2>CHSQ} <	40	%:	0
40	% >= Pr{X2>CHSQ} <	45	%:	0
45	% >= Pr{X2>CHSQ} <	50	%:	18
50	% >= Pr{X2>CHSQ} <	55	%:	0
55	% >= Pr{X2>CHSQ} <	60	%:	0
60	% >= Pr{X2>CHSQ} <	65	%:	0
65	% >= Pr{X2>CHSQ} <	70	%:	0
70	% >= Pr{X2>CHSQ} <	75	%:	0
75	% >= Pr{X2>CHSQ} <	80	%:	0
80	% >= Pr{X2>CHSQ} <	85	%:	0
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	0
95	% >= Pr{X2>CHSQ} <	100	%:	0
	Pr{X2>CHSQ} =	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: VERTICAL VELOCITY
TOTAL POINTS: 255

0	% >= Pr{X2>CHSQ} <	5	%:	179
5	% >= Pr{X2>CHSQ} <	10	%:	23
10	% >= Pr{X2>CHSQ} <	15	%:	9
15	% >= Pr{X2>CHSQ} <	20	%:	5
20	% >= Pr{X2>CHSQ} <	25	%:	21
25	% >= Pr{X2>CHSQ} <	30	%:	0
30	% >= Pr{X2>CHSQ} <	35	%:	4
35	% >= Pr{X2>CHSQ} <	40	%:	0
40	% >= Pr{X2>CHSQ} <	45	%:	0
45	% >= Pr{X2>CHSQ} <	50	%:	14
50	% >= Pr{X2>CHSQ} <	55	%:	0
55	% >= Pr{X2>CHSQ} <	60	%:	0
60	% >= Pr{X2>CHSQ} <	65	%:	0
65	% >= Pr{X2>CHSQ} <	70	%:	0
70	% >= Pr{X2>CHSQ} <	75	%:	0
75	% >= Pr{X2>CHSQ} <	80	%:	0
80	% >= Pr{X2>CHSQ} <	85	%:	0
85	% >= Pr{X2>CHSQ} <	90	%:	0
90	% >= Pr{X2>CHSQ} <	95	%:	0
95	% >= Pr{X2>CHSQ} <	100	%:	0
		Pr{X2>CHSQ} =	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: GROUNDSPEED
TOTAL POINTS: 255

0	%	>= Pr{X2>CHSQ} <	5	% :	185
5	%	>= Pr{X2>CHSQ} <	10	% :	22
10	%	>= Pr{X2>CHSQ} <	15	% :	7
15	%	>= Pr{X2>CHSQ} <	20	% :	7
20	%	>= Pr{X2>CHSQ} <	25	% :	26
25	%	>= Pr{X2>CHSQ} <	30	% :	0
30	%	>= Pr{X2>CHSQ} <	35	% :	3
35	%	>= Pr{X2>CHSQ} <	40	% :	0
40	%	>= Pr{X2>CHSQ} <	45	% :	0
45	%	>= Pr{X2>CHSQ} <	50	% :	5
50	%	>= Pr{X2>CHSQ} <	55	% :	0
55	%	>= Pr{X2>CHSQ} <	60	% :	0
60	%	>= Pr{X2>CHSQ} <	65	% :	0
65	%	>= Pr{X2>CHSQ} <	70	% :	0
70	%	>= Pr{X2>CHSQ} <	75	% :	0
75	%	>= Pr{X2>CHSQ} <	80	% :	0
80	%	>= Pr{X2>CHSQ} <	85	% :	0
85	%	>= Pr{X2>CHSQ} <	90	% :	0
90	%	>= Pr{X2>CHSQ} <	95	% :	0
95	%	>= Pr{X2>CHSQ} <	100	% :	0
		Pr{X2>CHSQ} =	100	% :	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: ALONGPATH SPEED
TOTAL POINTS: 255

0	%	>= Pr{X2>CHSQ} <	5	% :	182
5	%	>= Pr{X2>CHSQ} <	10	% :	23
10	%	>= Pr{X2>CHSQ} <	15	% :	9
15	%	>= Pr{X2>CHSQ} <	20	% :	5
20	%	>= Pr{X2>CHSQ} <	25	% :	24
25	%	>= Pr{X2>CHSQ} <	30	% :	0
30	%	>= Pr{X2>CHSQ} <	35	% :	2
35	%	>= Pr{X2>CHSQ} <	40	% :	0
40	%	>= Pr{X2>CHSQ} <	45	% :	0
45	%	>= Pr{X2>CHSQ} <	50	% :	10
50	%	>= Pr{X2>CHSQ} <	55	% :	0
55	%	>= Pr{X2>CHSQ} <	60	% :	0
60	%	>= Pr{X2>CHSQ} <	65	% :	0
65	%	>= Pr{X2>CHSQ} <	70	% :	0
70	%	>= Pr{X2>CHSQ} <	75	% :	0
75	%	>= Pr{X2>CHSQ} <	80	% :	0
80	%	>= Pr{X2>CHSQ} <	85	% :	0
85	%	>= Pr{X2>CHSQ} <	90	% :	0
90	%	>= Pr{X2>CHSQ} <	95	% :	0
95	%	>= Pr{X2>CHSQ} <	100	% :	0
		Pr{X2>CHSQ} =	100	% :	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: ANGULAR ERROR
TOTAL POINTS: 247

0	% >=	Pr{X2>CHSQ}	<	5	%:	177
5	% >=	Pr{X2>CHSQ}	<	10	%:	27
10	% >=	Pr{X2>CHSQ}	<	15	%:	7
15	% >=	Pr{X2>CHSQ}	<	20	%:	8
20	% >=	Pr{X2>CHSQ}	<	25	%:	13
25	% >=	Pr{X2>CHSQ}	<	30	%:	0
30	% >=	Pr{X2>CHSQ}	<	35	%:	5
35	% >=	Pr{X2>CHSQ}	<	40	%:	0
40	% >=	Pr{X2>CHSQ}	<	45	%:	0
45	% >=	Pr{X2>CHSQ}	<	50	%:	9
50	% >=	Pr{X2>CHSQ}	<	55	%:	0
55	% >=	Pr{X2>CHSQ}	<	60	%:	0
60	% >=	Pr{X2>CHSQ}	<	65	%:	0
65	% >=	Pr{X2>CHSQ}	<	70	%:	0
70	% >=	Pr{X2>CHSQ}	<	75	%:	0
75	% >=	Pr{X2>CHSQ}	<	80	%:	0
80	% >=	Pr{X2>CHSQ}	<	85	%:	0
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS
0.4 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: ALTITUDE ERROR
TOTAL POINTS: 255

0	%	>=	Pr{X2>CHSQ}	<	5	%:	185
5	%	>=	Pr{X2>CHSQ}	<	10	%:	26
10	%	>=	Pr{X2>CHSQ}	<	15	%:	8
15	%	>=	Pr{X2>CHSQ}	<	20	%:	9
20	%	>=	Pr{X2>CHSQ}	<	25	%:	13
25	%	>=	Pr{X2>CHSQ}	<	30	%:	0
30	%	>=	Pr{X2>CHSQ}	<	35	%:	4
35	%	>=	Pr{X2>CHSQ}	<	40	%:	0
40	%	>=	Pr{X2>CHSQ}	<	45	%:	0
45	%	>=	Pr{X2>CHSQ}	<	50	%:	9
50	%	>=	Pr{X2>CHSQ}	<	55	%:	0
55	%	>=	Pr{X2>CHSQ}	<	60	%:	0
60	%	>=	Pr{X2>CHSQ}	<	65	%:	0
65	%	>=	Pr{X2>CHSQ}	<	70	%:	0
70	%	>=	Pr{X2>CHSQ}	<	75	%:	0
75	%	>=	Pr{X2>CHSQ}	<	80	%:	0
80	%	>=	Pr{X2>CHSQ}	<	85	%:	0
85	%	>=	Pr{X2>CHSQ}	<	90	%:	0
90	%	>=	Pr{X2>CHSQ}	<	95	%:	0
95	%	>=	Pr{X2>CHSQ}	<	100	%:	0
			Pr{X2>CHSQ}	=	100	%:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS
0.39 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6
PARAMETER EVALUATED: ANGULAR POSITION
TOTAL POINTS: 247

0	%	>= Pr{X2>CHSQ} <	5	% :	177
5	%	>= Pr{X2>CHSQ} <	10	% :	27
10	%	>= Pr{X2>CHSQ} <	15	% :	7
15	%	>= Pr{X2>CHSQ} <	20	% :	8
20	%	>= Pr{X2>CHSQ} <	25	% :	13
25	%	>= Pr{X2>CHSQ} <	30	% :	0
30	%	>= Pr{X2>CHSQ} <	35	% :	5
35	%	>= Pr{X2>CHSQ} <	40	% :	0
40	%	>= Pr{X2>CHSQ} <	45	% :	0
45	%	>= Pr{X2>CHSQ} <	50	% :	9
50	%	>= Pr{X2>CHSQ} <	55	% :	0
55	%	>= Pr{X2>CHSQ} <	60	% :	0
60	%	>= Pr{X2>CHSQ} <	65	% :	0
65	%	>= Pr{X2>CHSQ} <	70	% :	0
70	%	>= Pr{X2>CHSQ} <	75	% :	0
75	%	>= Pr{X2>CHSQ} <	80	% :	0
80	%	>= Pr{X2>CHSQ} <	85	% :	0
85	%	>= Pr{X2>CHSQ} <	90	% :	0
90	%	>= Pr{X2>CHSQ} <	95	% :	0
95	%	>= Pr{X2>CHSQ} <	100	% :	0
		Pr{X2>CHSQ} =	100	% :	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS
0.40 % OF TOTAL POINTS

APPENDIX H

RESULTS OF CHI SQUARE TEST FOR ALL AIRCRAFT DATA

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position.

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: CROSSTRACK POSITION
TOTAL POINTS: 802

0	%	>= Pr{X2>CHSQ}	<	5	%:	527
5	%	>= Pr{X2>CHSQ}	<	10	%:	78
10	%	>= Pr{X2>CHSQ}	<	15	%:	39
15	%	>= Pr{X2>CHSQ}	<	20	%:	33
20	%	>= Pr{X2>CHSQ}	<	25	%:	32
25	%	>= Pr{X2>CHSQ}	<	30	%:	15
30	%	>= Pr{X2>CHSQ}	<	35	%:	12
35	%	>= Pr{X2>CHSQ}	<	40	%:	4
40	%	>= Pr{X2>CHSQ}	<	45	%:	8
45	%	>= Pr{X2>CHSQ}	<	50	%:	13
50	%	>= Pr{X2>CHSQ}	<	55	%:	6
55	%	>= Pr{X2>CHSQ}	<	60	%:	11
60	%	>= Pr{X2>CHSQ}	<	65	%:	0
65	%	>= Pr{X2>CHSQ}	<	70	%:	1
70	%	>= Pr{X2>CHSQ}	<	75	%:	5
75	%	>= Pr{X2>CHSQ}	<	80	%:	3
80	%	>= Pr{X2>CHSQ}	<	85	%:	6
85	%	>= Pr{X2>CHSQ}	<	90	%:	0
90	%	>= Pr{X2>CHSQ}	<	95	%:	6
95	%	>= Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	3

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

41 POINTS
5.11 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: ALTITUDE
TOTAL POINTS: 802

0	% >=	Pr{X2>CHSQ}	<	5	%:	524
5	% >=	Pr{X2>CHSQ}	<	10	%:	74
10	% >=	Pr{X2>CHSQ}	<	15	%:	46
15	% >=	Pr{X2>CHSQ}	<	20	%:	48
20	% >=	Pr{X2>CHSQ}	<	25	%:	28
25	% >=	Pr{X2>CHSQ}	<	30	%:	18
30	% >=	Pr{X2>CHSQ}	<	35	%:	15
35	% >=	Pr{X2>CHSQ}	<	40	%:	7
40	% >=	Pr{X2>CHSQ}	<	45	%:	4
45	% >=	Pr{X2>CHSQ}	<	50	%:	19
50	% >=	Pr{X2>CHSQ}	<	55	%:	2
55	% >=	Pr{X2>CHSQ}	<	60	%:	5
60	% >=	Pr{X2>CHSQ}	<	65	%:	2
65	% >=	Pr{X2>CHSQ}	<	70	%:	4
70	% >=	Pr{X2>CHSQ}	<	75	%:	3
75	% >=	Pr{X2>CHSQ}	<	80	%:	1
80	% >=	Pr{X2>CHSQ}	<	85	%:	0
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	1
		Pr{X2>CHSQ}	=	100	%:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

19 POINTS
2.37 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: CROSSTRACK VELOCITY
TOTAL POINTS: 802

0	%	>= Pr{X2>CHSQ} <	5	%	:	499
5	%	>= Pr{X2>CHSQ} <	10	%	:	72
10	%	>= Pr{X2>CHSQ} <	15	%	:	40
15	%	>= Pr{X2>CHSQ} <	20	%	:	27
20	%	>= Pr{X2>CHSQ} <	25	%	:	37
25	%	>= Pr{X2>CHSQ} <	30	%	:	17
30	%	>= Pr{X2>CHSQ} <	35	%	:	27
35	%	>= Pr{X2>CHSQ} <	40	%	:	13
40	%	>= Pr{X2>CHSQ} <	45	%	:	7
45	%	>= Pr{X2>CHSQ} <	50	%	:	22
50	%	>= Pr{X2>CHSQ} <	55	%	:	1
55	%	>= Pr{X2>CHSQ} <	60	%	:	12
60	%	>= Pr{X2>CHSQ} <	65	%	:	3
65	%	>= Pr{X2>CHSQ} <	70	%	:	10
70	%	>= Pr{X2>CHSQ} <	75	%	:	2
75	%	>= Pr{X2>CHSQ} <	80	%	:	1
80	%	>= Pr{X2>CHSQ} <	85	%	:	6
85	%	>= Pr{X2>CHSQ} <	90	%	:	0
90	%	>= Pr{X2>CHSQ} <	95	%	:	3
95	%	>= Pr{X2>CHSQ} <	100	%	:	2
		Pr{X2>CHSQ} =	100	%	:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

41 POINTS
5.11 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: ALONGTRACK VELOCITY
TOTAL POINTS: 802

0	% >=	Pr{X2>CHSQ}	<	5	%:	522
5	% >=	Pr{X2>CHSQ}	<	10	%:	83
10	% >=	Pr{X2>CHSQ}	<	15	%:	41
15	% >=	Pr{X2>CHSQ}	<	20	%:	34
20	% >=	Pr{X2>CHSQ}	<	25	%:	32
25	% >=	Pr{X2>CHSQ}	<	30	%:	18
30	% >=	Pr{X2>CHSQ}	<	35	%:	21
35	% >=	Pr{X2>CHSQ}	<	40	%:	6
40	% >=	Pr{X2>CHSQ}	<	45	%:	8
45	% >=	Pr{X2>CHSQ}	<	50	%:	25
50	% >=	Pr{X2>CHSQ}	<	55	%:	2
55	% >=	Pr{X2>CHSQ}	<	60	%:	5
60	% >=	Pr{X2>CHSQ}	<	65	%:	0
65	% >=	Pr{X2>CHSQ}	<	70	%:	3
70	% >=	Pr{X2>CHSQ}	<	75	%:	0
75	% >=	Pr{X2>CHSQ}	<	80	%:	0
80	% >=	Pr{X2>CHSQ}	<	85	%:	2
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

12 POINTS
1.50 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: VERTICAL VELOCITY
TOTAL POINTS: 802

0	% >=	Pr{X2>CHSQ}	<	5	%:	509
5	% >=	Pr{X2>CHSQ}	<	10	%:	72
10	% >=	Pr{X2>CHSQ}	<	15	%:	43
15	% >=	Pr{X2>CHSQ}	<	20	%:	22
20	% >=	Pr{X2>CHSQ}	<	25	%:	46
25	% >=	Pr{X2>CHSQ}	<	30	%:	20
30	% >=	Pr{X2>CHSQ}	<	35	%:	32
35	% >=	Pr{X2>CHSQ}	<	40	%:	10
40	% >=	Pr{X2>CHSQ}	<	45	%:	3
45	% >=	Pr{X2>CHSQ}	<	50	%:	22
50	% >=	Pr{X2>CHSQ}	<	55	%:	6
55	% >=	Pr{X2>CHSQ}	<	60	%:	9
60	% >=	Pr{X2>CHSQ}	<	65	%:	2
65	% >=	Pr{X2>CHSQ}	<	70	%:	4
70	% >=	Pr{X2>CHSQ}	<	75	%:	0
75	% >=	Pr{X2>CHSQ}	<	80	%:	0
80	% >=	Pr{X2>CHSQ}	<	85	%:	1
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	0
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

23 POINTS
2.87 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: GROUNDSPEED
TOTAL POINTS: 802

0	%	>= Pr{X2>CHSQ}	<	5	%:	528
5	%	>= Pr{X2>CHSQ}	<	10	%:	67
10	%	>= Pr{X2>CHSQ}	<	15	%:	29
15	%	>= Pr{X2>CHSQ}	<	20	%:	35
20	%	>= Pr{X2>CHSQ}	<	25	%:	46
25	%	>= Pr{X2>CHSQ}	<	30	%:	14
30	%	>= Pr{X2>CHSQ}	<	35	%:	17
35	%	>= Pr{X2>CHSQ}	<	40	%:	6
40	%	>= Pr{X2>CHSQ}	<	45	%:	11
45	%	>= Pr{X2>CHSQ}	<	50	%:	15
50	%	>= Pr{X2>CHSQ}	<	55	%:	0
55	%	>= Pr{X2>CHSQ}	<	60	%:	10
60	%	>= Pr{X2>CHSQ}	<	65	%:	2
65	%	>= Pr{X2>CHSQ}	<	70	%:	11
70	%	>= Pr{X2>CHSQ}	<	75	%:	3
75	%	>= Pr{X2>CHSQ}	<	80	%:	1
80	%	>= Pr{X2>CHSQ}	<	85	%:	3
85	%	>= Pr{X2>CHSQ}	<	90	%:	0
90	%	>= Pr{X2>CHSQ}	<	95	%:	4
95	%	>= Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

34 POINTS
4.24 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: ALONGPATH SPEED
TOTAL POINTS: 802

0	% >=	Pr{X2>CHSQ}	<	5	%:	521
5	% >=	Pr{X2>CHSQ}	<	10	%:	75
10	% >=	Pr{X2>CHSQ}	<	15	%:	35
15	% >=	Pr{X2>CHSQ}	<	20	%:	38
20	% >=	Pr{X2>CHSQ}	<	25	%:	34
25	% >=	Pr{X2>CHSQ}	<	30	%:	14
30	% >=	Pr{X2>CHSQ}	<	35	%:	17
35	% >=	Pr{X2>CHSQ}	<	40	%:	9
40	% >=	Pr{X2>CHSQ}	<	45	%:	9
45	% >=	Pr{X2>CHSQ}	<	50	%:	20
50	% >=	Pr{X2>CHSQ}	<	55	%:	2
55	% >=	Pr{X2>CHSQ}	<	60	%:	12
60	% >=	Pr{X2>CHSQ}	<	65	%:	0
65	% >=	Pr{X2>CHSQ}	<	70	%:	5
70	% >=	Pr{X2>CHSQ}	<	75	%:	4
75	% >=	Pr{X2>CHSQ}	<	80	%:	2
80	% >=	Pr{X2>CHSQ}	<	85	%:	3
85	% >=	Pr{X2>CHSQ}	<	90	%:	0
90	% >=	Pr{X2>CHSQ}	<	95	%:	2
95	% >=	Pr{X2>CHSQ}	<	100	%:	0
		Pr{X2>CHSQ}	=	100	%:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

50 POINTS
6.23 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: ANGULAR ERROR
TOTAL POINTS: 778

0	%	>= Pr{X2>CHSQ}	<	5	%:	504
5	%	>= Pr{X2>CHSQ}	<	10	%:	72
10	%	>= Pr{X2>CHSQ}	<	15	%:	47
15	%	>= Pr{X2>CHSQ}	<	20	%:	45
20	%	>= Pr{X2>CHSQ}	<	25	%:	30
25	%	>= Pr{X2>CHSQ}	<	30	%:	21
30	%	>= Pr{X2>CHSQ}	<	35	%:	15
35	%	>= Pr{X2>CHSQ}	<	40	%:	6
40	%	>= Pr{X2>CHSQ}	<	45	%:	4
45	%	>= Pr{X2>CHSQ}	<	50	%:	19
50	%	>= Pr{X2>CHSQ}	<	55	%:	1
55	%	>= Pr{X2>CHSQ}	<	60	%:	3
60	%	>= Pr{X2>CHSQ}	<	65	%:	1
65	%	>= Pr{X2>CHSQ}	<	70	%:	5
70	%	>= Pr{X2>CHSQ}	<	75	%:	2
75	%	>= Pr{X2>CHSQ}	<	80	%:	1
80	%	>= Pr{X2>CHSQ}	<	85	%:	0
85	%	>= Pr{X2>CHSQ}	<	90	%:	0
90	%	>= Pr{X2>CHSQ}	<	95	%:	0
95	%	>= Pr{X2>CHSQ}	<	100	%:	1
		Pr{X2>CHSQ}	=	100	%:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS
1.93 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: ALTITUDE ERROR
TOTAL POINTS: 802

0	%	>= Pr{X2>CHSQ} <	5	%	:	524
5	%	>= Pr{X2>CHSQ} <	10	%	:	72
10	%	>= Pr{X2>CHSQ} <	15	%	:	46
15	%	>= Pr{X2>CHSQ} <	20	%	:	50
20	%	>= Pr{X2>CHSQ} <	25	%	:	28
25	%	>= Pr{X2>CHSQ} <	30	%	:	18
30	%	>= Pr{X2>CHSQ} <	35	%	:	15
35	%	>= Pr{X2>CHSQ} <	40	%	:	7
40	%	>= Pr{X2>CHSQ} <	45	%	:	4
45	%	>= Pr{X2>CHSQ} <	50	%	:	19
50	%	>= Pr{X2>CHSQ} <	55	%	:	2
55	%	>= Pr{X2>CHSQ} <	60	%	:	6
60	%	>= Pr{X2>CHSQ} <	65	%	:	2
65	%	>= Pr{X2>CHSQ} <	70	%	:	4
70	%	>= Pr{X2>CHSQ} <	75	%	:	2
75	%	>= Pr{X2>CHSQ} <	80	%	:	1
80	%	>= Pr{X2>CHSQ} <	85	%	:	0
85	%	>= Pr{X2>CHSQ} <	90	%	:	0
90	%	>= Pr{X2>CHSQ} <	95	%	:	0
95	%	>= Pr{X2>CHSQ} <	100	%	:	1
		Pr{X2>CHSQ} =	100	%	:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

19 POINTS
2.37 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL
PARAMETER EVALUATED: ANGULAR POSITION
TOTAL POINTS: 778

0	%	>= Pr{X2>CHSQ} <	5	% :	504
5	%	>= Pr{X2>CHSQ} <	10	% :	72
10	%	>= Pr{X2>CHSQ} <	15	% :	47
15	%	>= Pr{X2>CHSQ} <	20	% :	45
20	%	>= Pr{X2>CHSQ} <	25	% :	30
25	%	>= Pr{X2>CHSQ} <	30	% :	22
30	%	>= Pr{X2>CHSQ} <	35	% :	15
35	%	>= Pr{X2>CHSQ} <	40	% :	5
40	%	>= Pr{X2>CHSQ} <	45	% :	3
45	%	>= Pr{X2>CHSQ} <	50	% :	19
50	%	>= Pr{X2>CHSQ} <	55	% :	1
55	%	>= Pr{X2>CHSQ} <	60	% :	3
60	%	>= Pr{X2>CHSQ} <	65	% :	1
65	%	>= Pr{X2>CHSQ} <	70	% :	6
70	%	>= Pr{X2>CHSQ} <	75	% :	2
75	%	>= Pr{X2>CHSQ} <	80	% :	1
80	%	>= Pr{X2>CHSQ} <	85	% :	0
85	%	>= Pr{X2>CHSQ} <	90	% :	0
90	%	>= Pr{X2>CHSQ} <	95	% :	0
95	%	>= Pr{X2>CHSQ} <	100	% :	1
		Pr{X2>CHSQ} =	100	% :	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

16 POINTS
2.06 % OF TOTAL POINTS

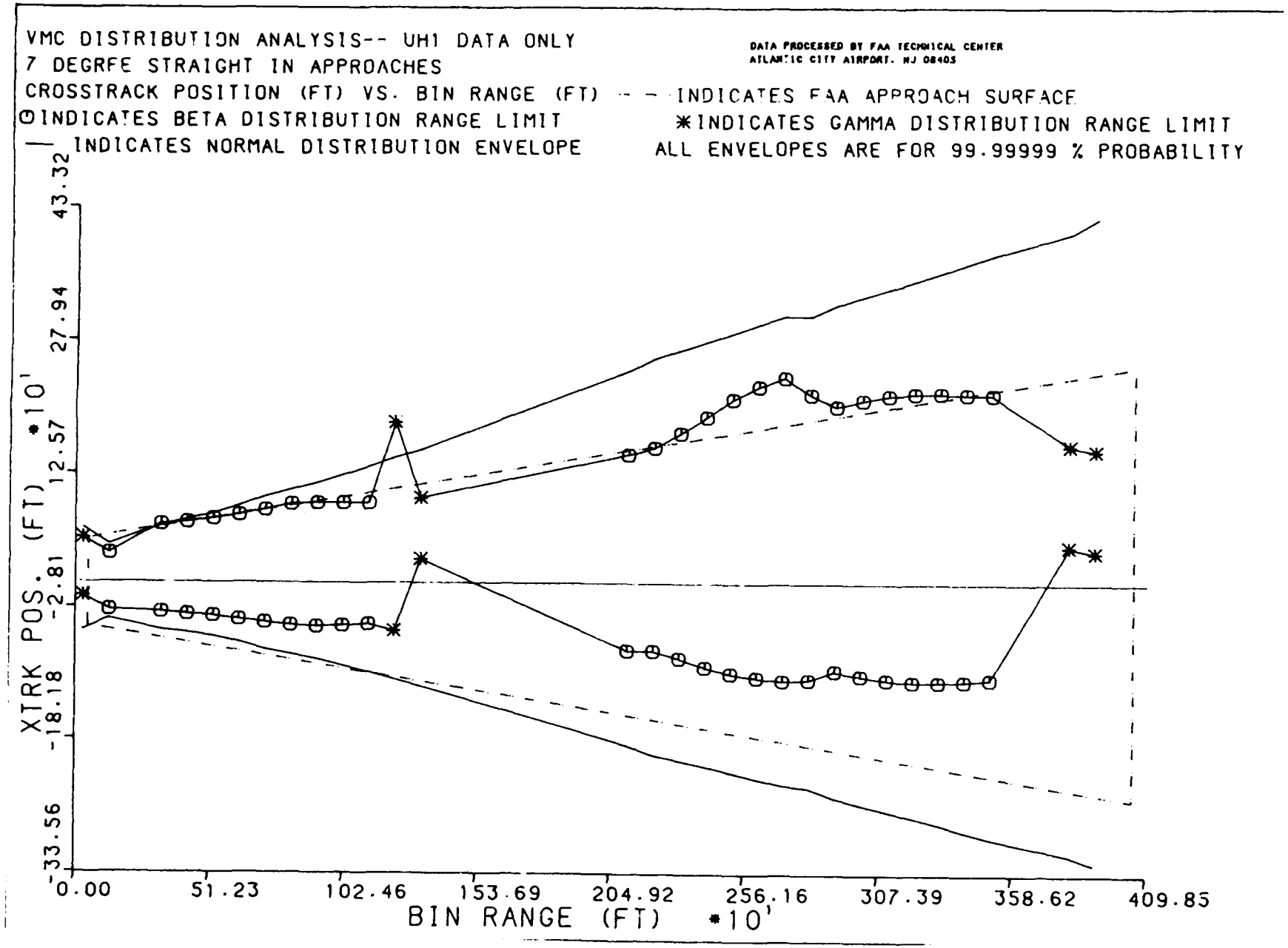
APPENDIX I

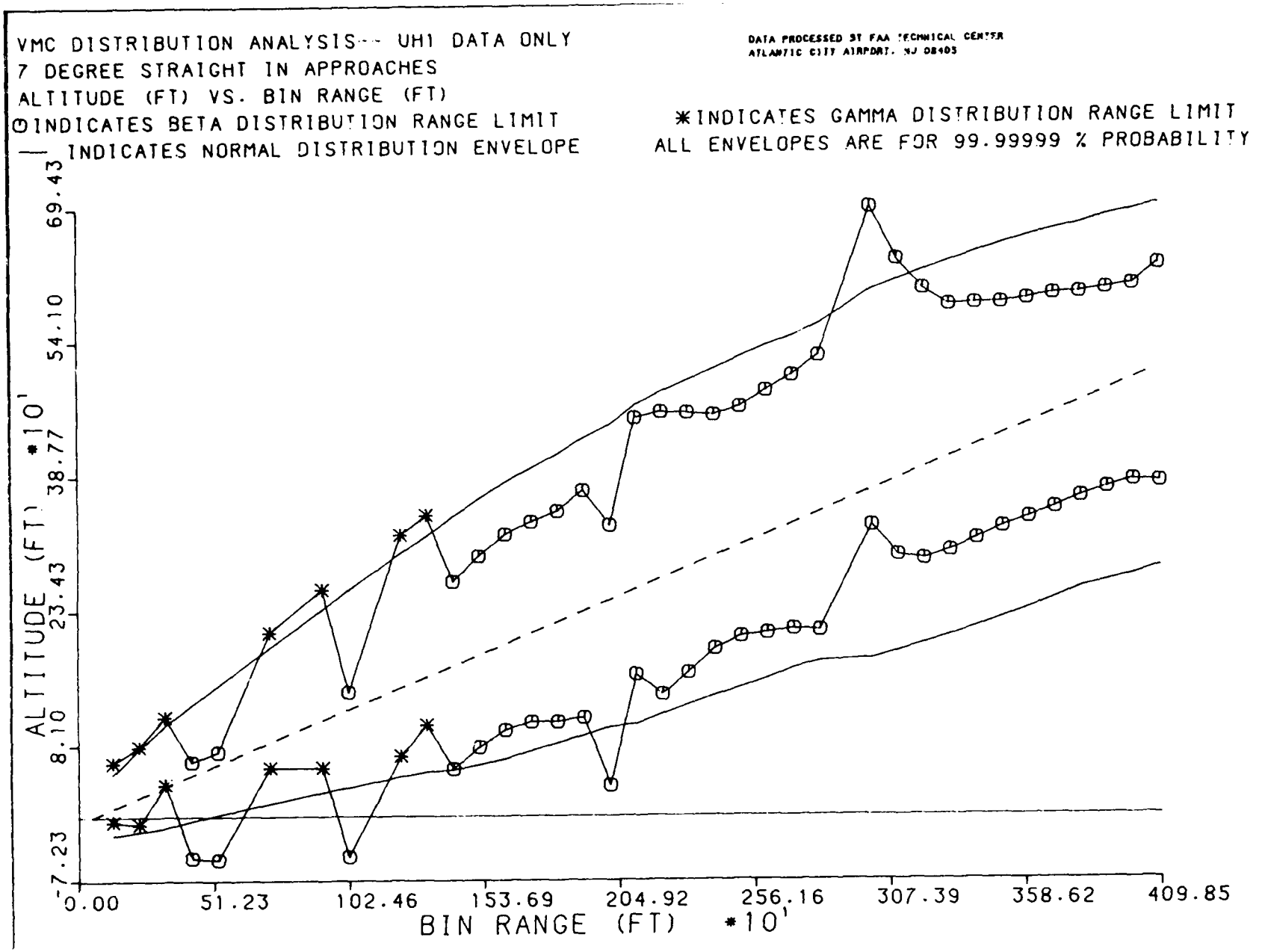
DISTRIBUTION COMPARISON PLOTS FOR UH-1 DATA

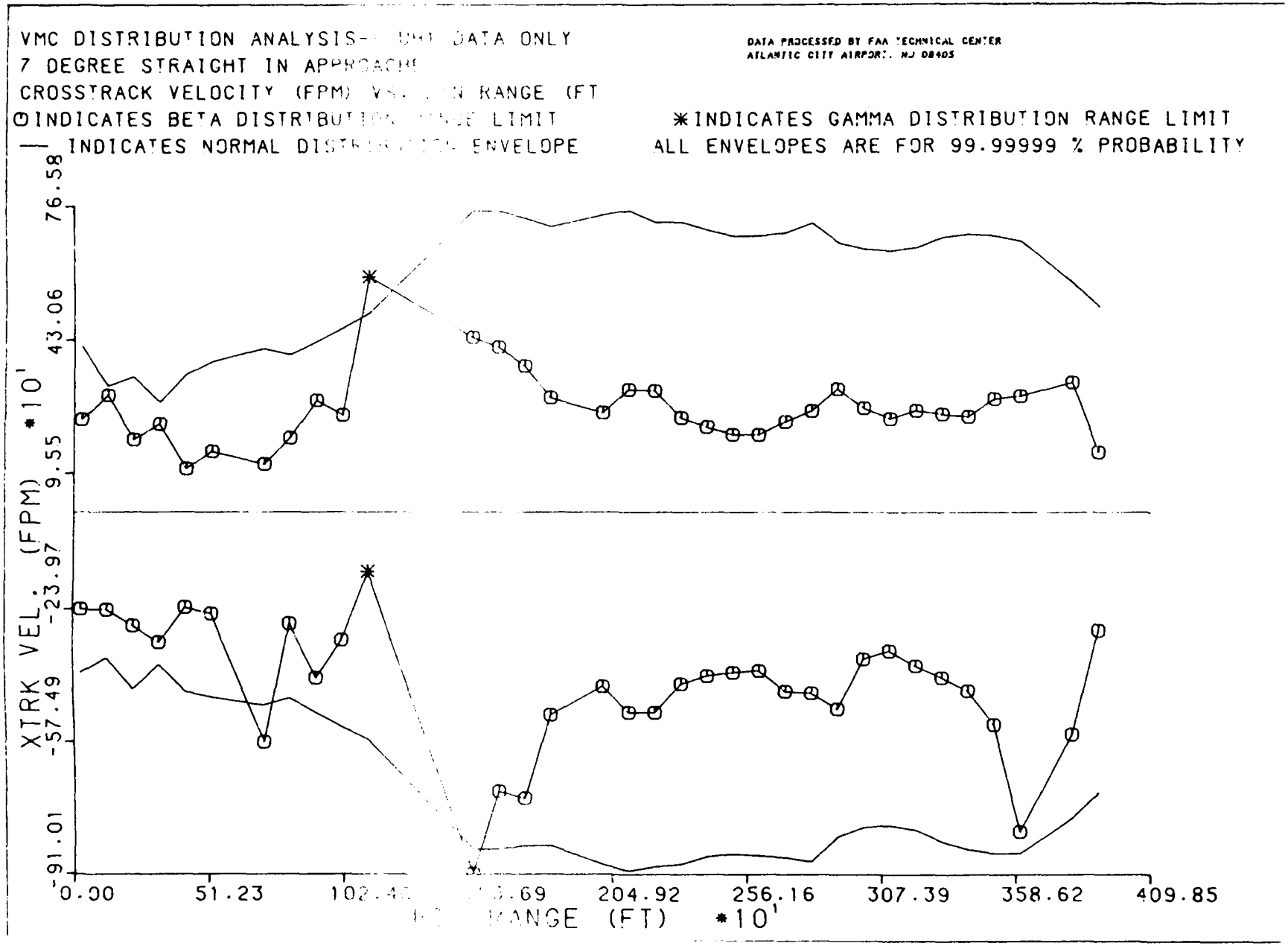
The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125°, 8.00°, and 10.00° approaches. For departures they are: 7.125°, 10.00°, and 12.00° departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
43.32
27.94
12.57
-2.81
-18.18
-33.56
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
69.43
54.10
38.77
23.43
8.10
-7.23
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

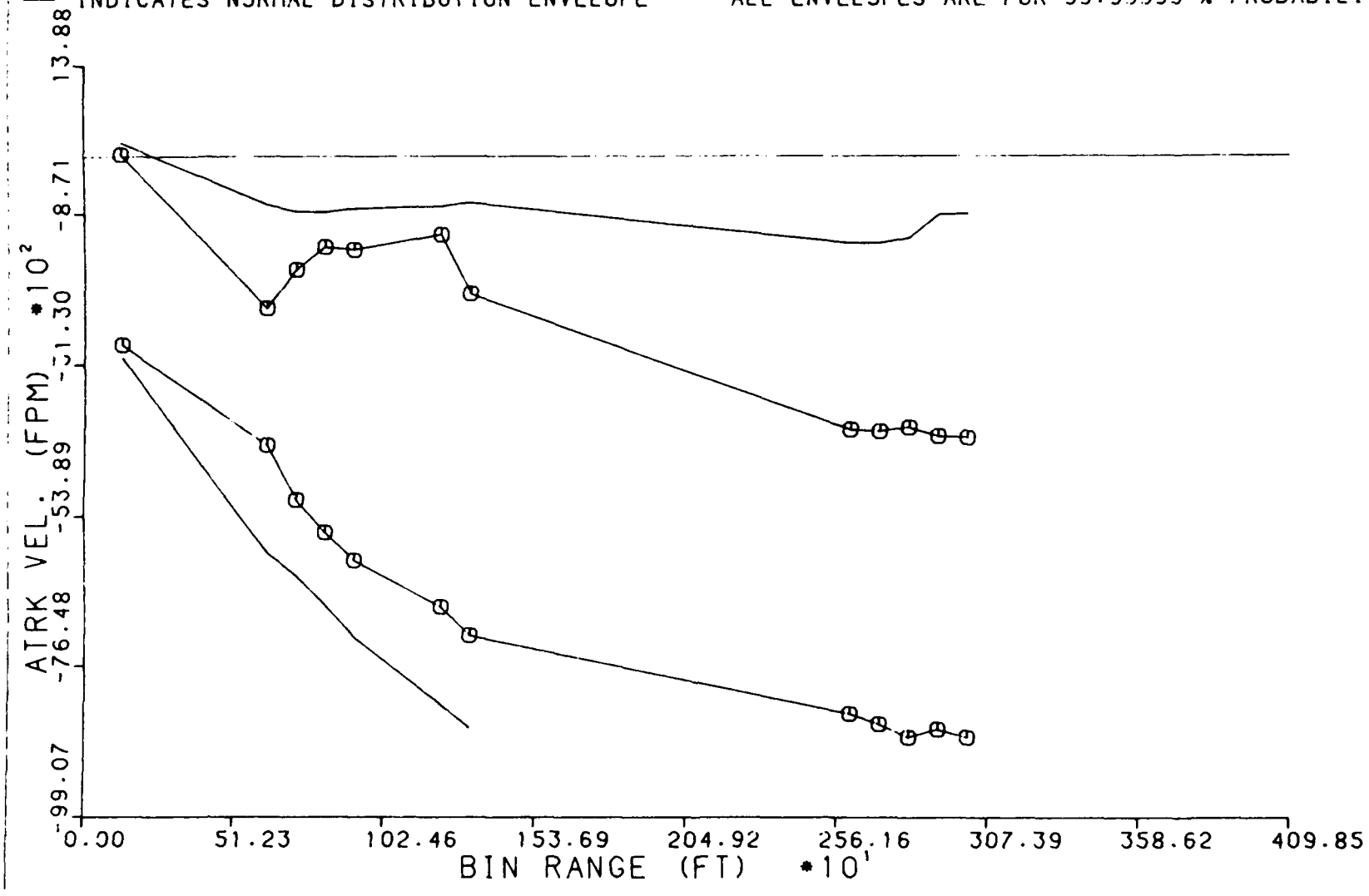

VMC DISTRIBUTION ANALYSIS- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACH
CROSSTRACK VELOCITY (FPM) VS. LON RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10¹
76.58
43.06
9.55
-23.97
-57.49
-91.01
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

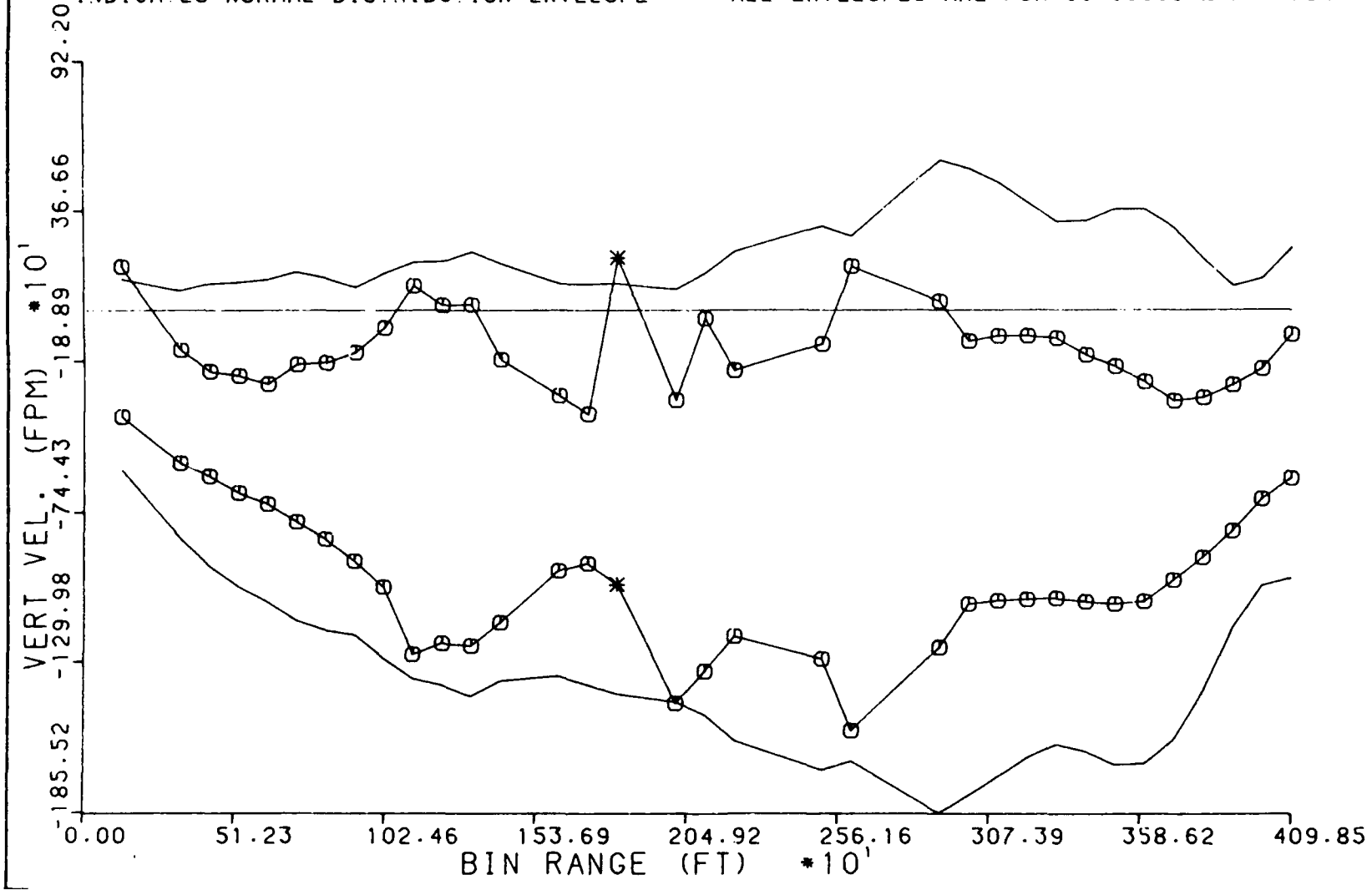


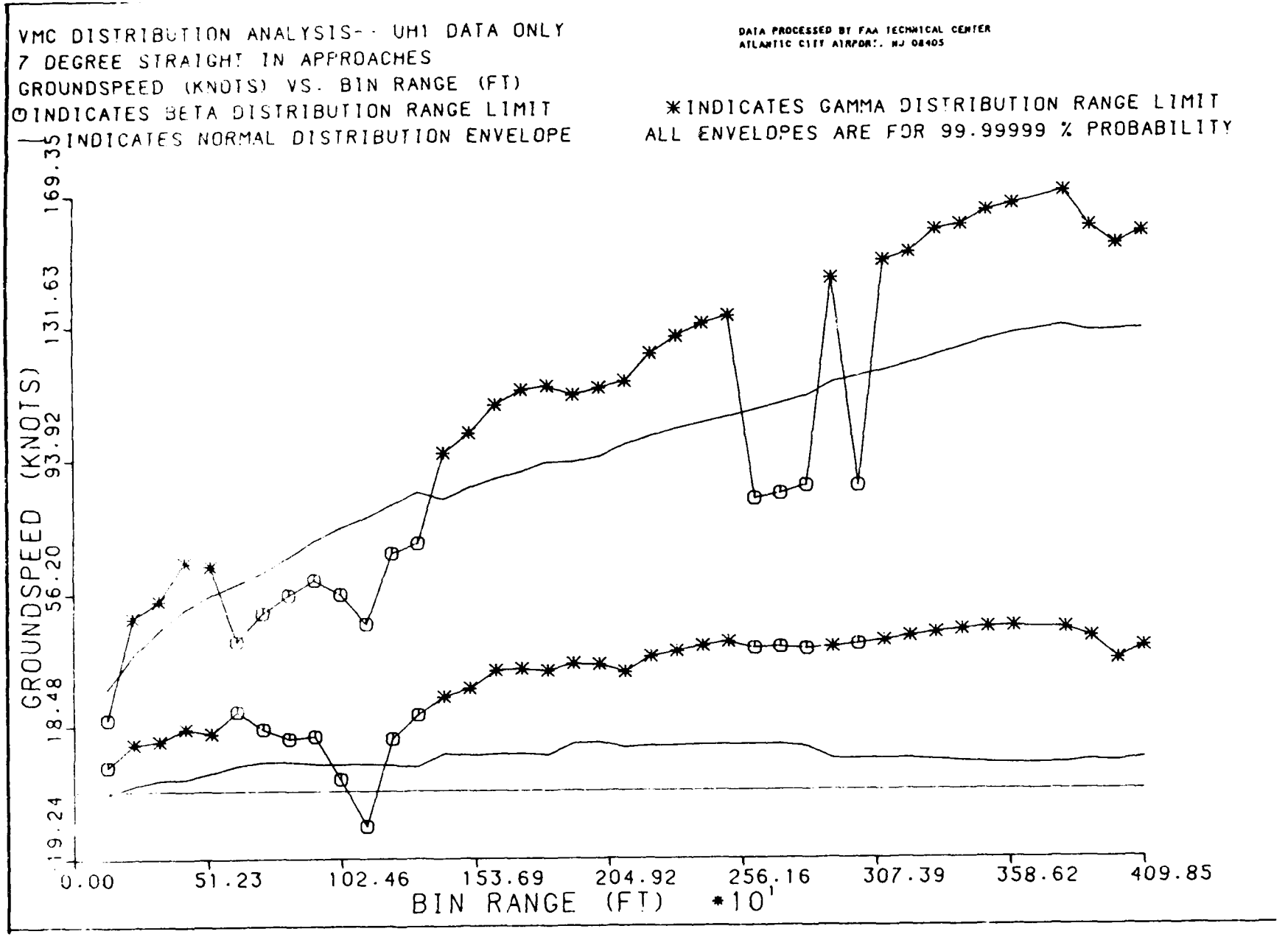
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

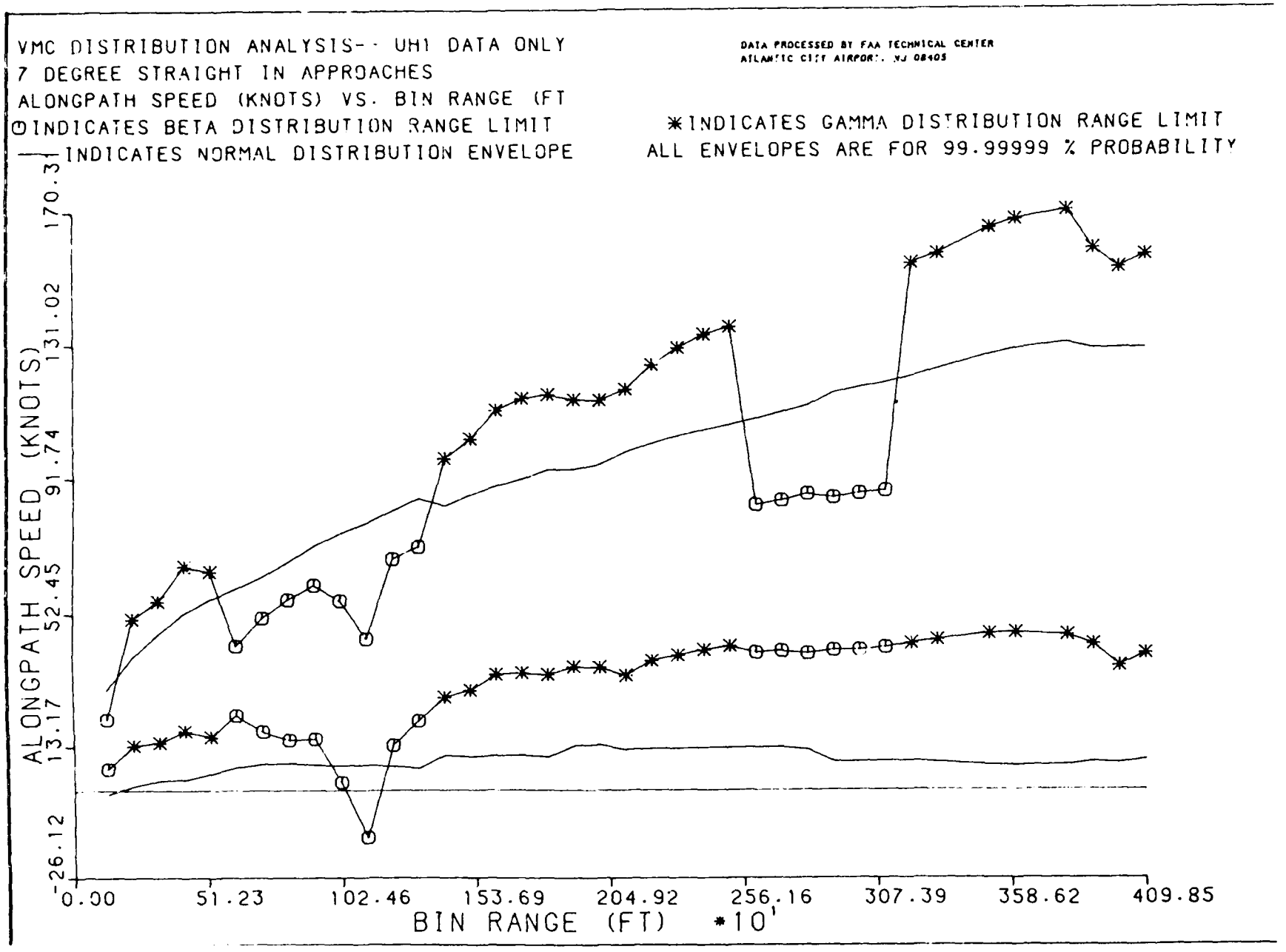
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

O INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



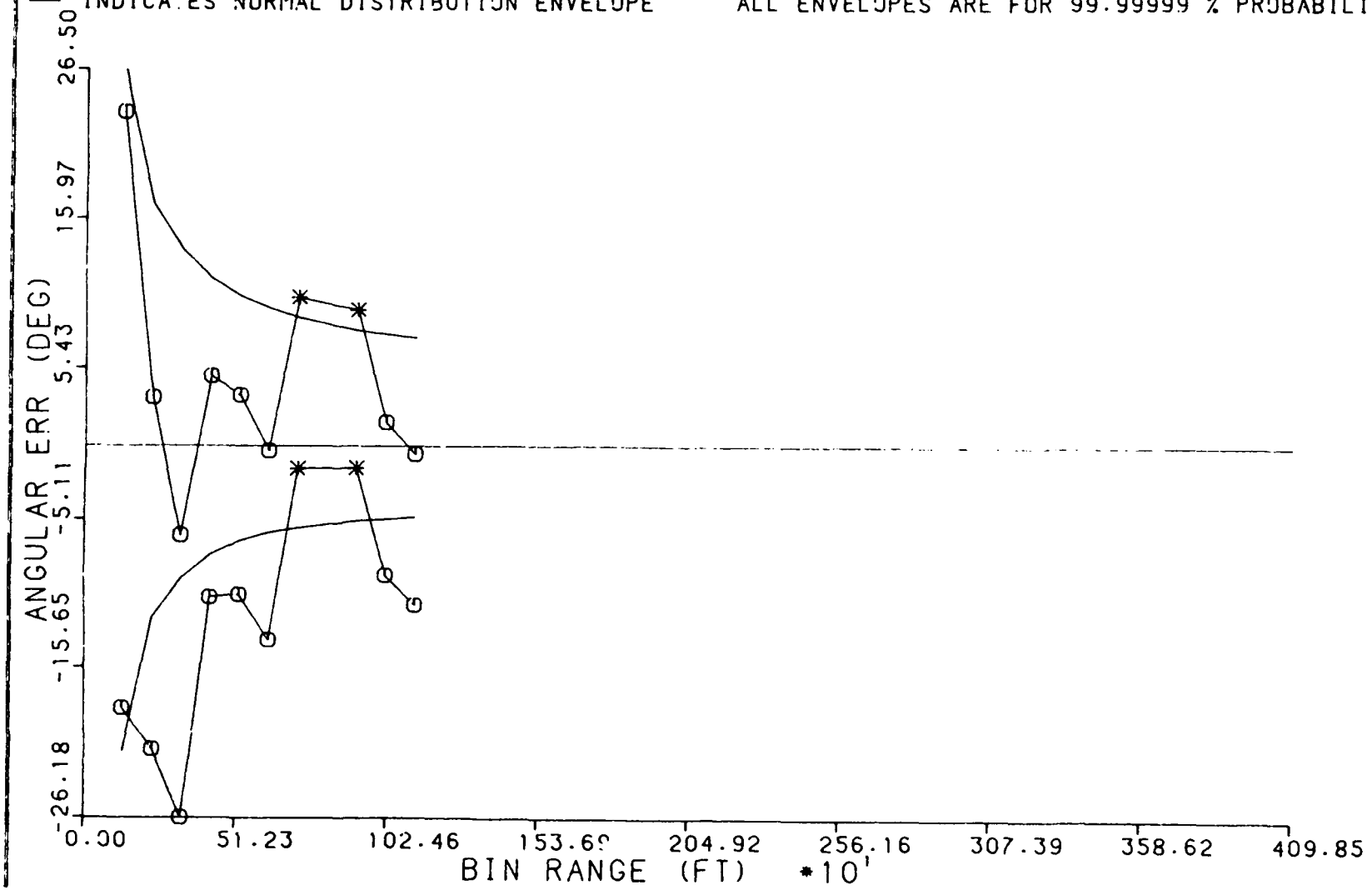

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
169.35
131.63
93.92
56.20
18.48
19.24
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10¹

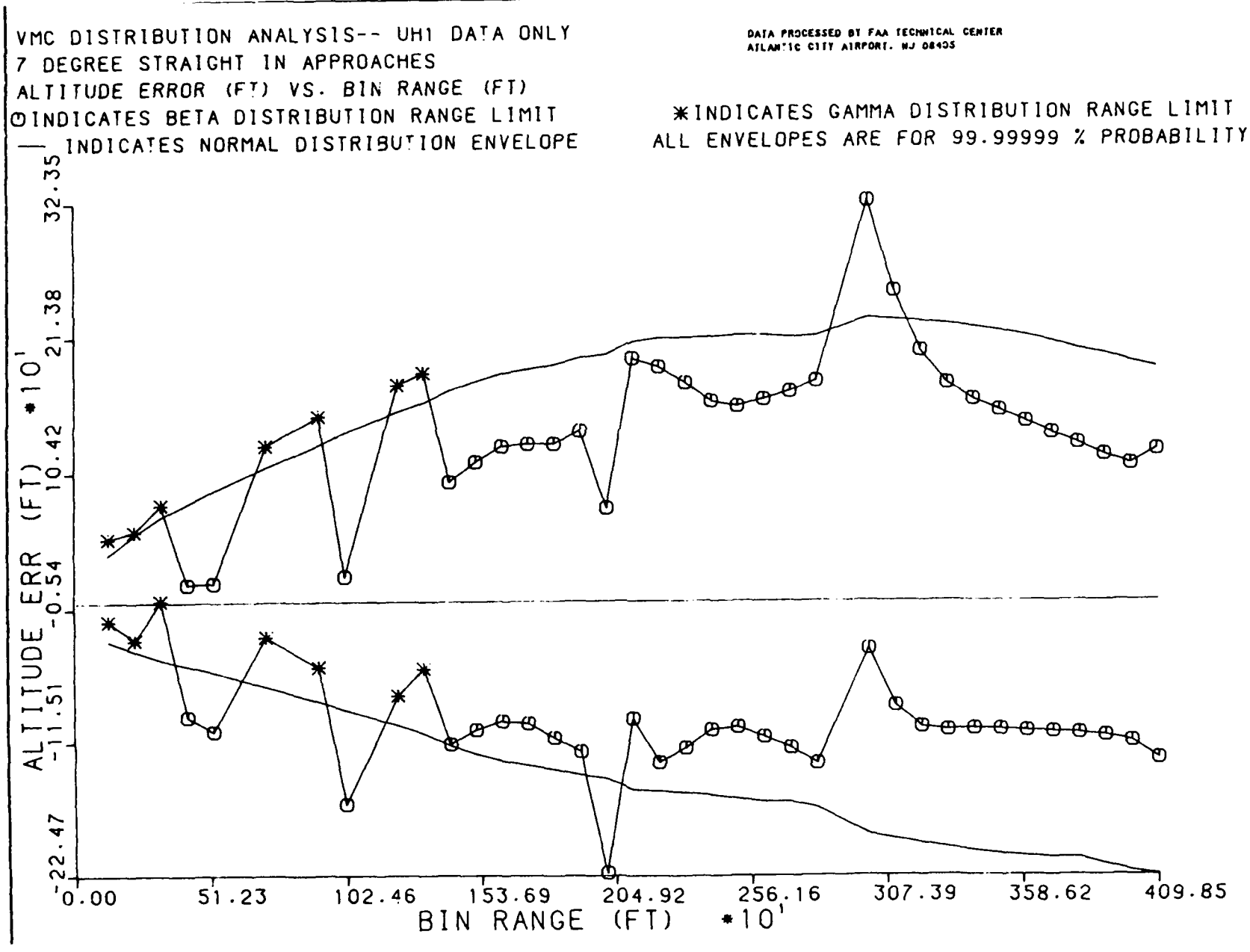

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
170.31
131.02
91.74
52.45
13.17
-26.12
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

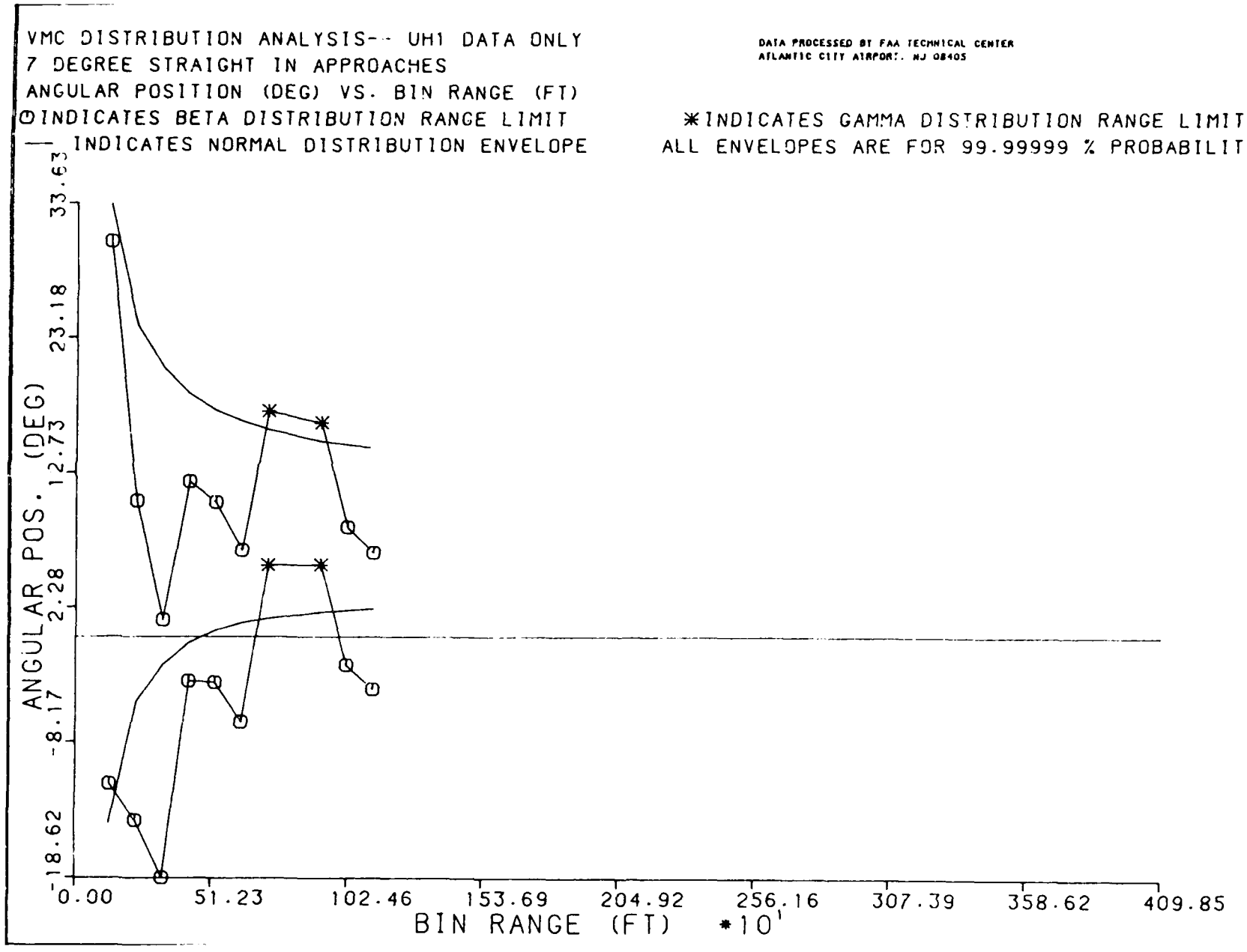
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
O INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
32.35
21.38
10.42
-0.54
-11.51
-22.47
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
33.63
23.18
12.73
2.28
-8.17
-18.62
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

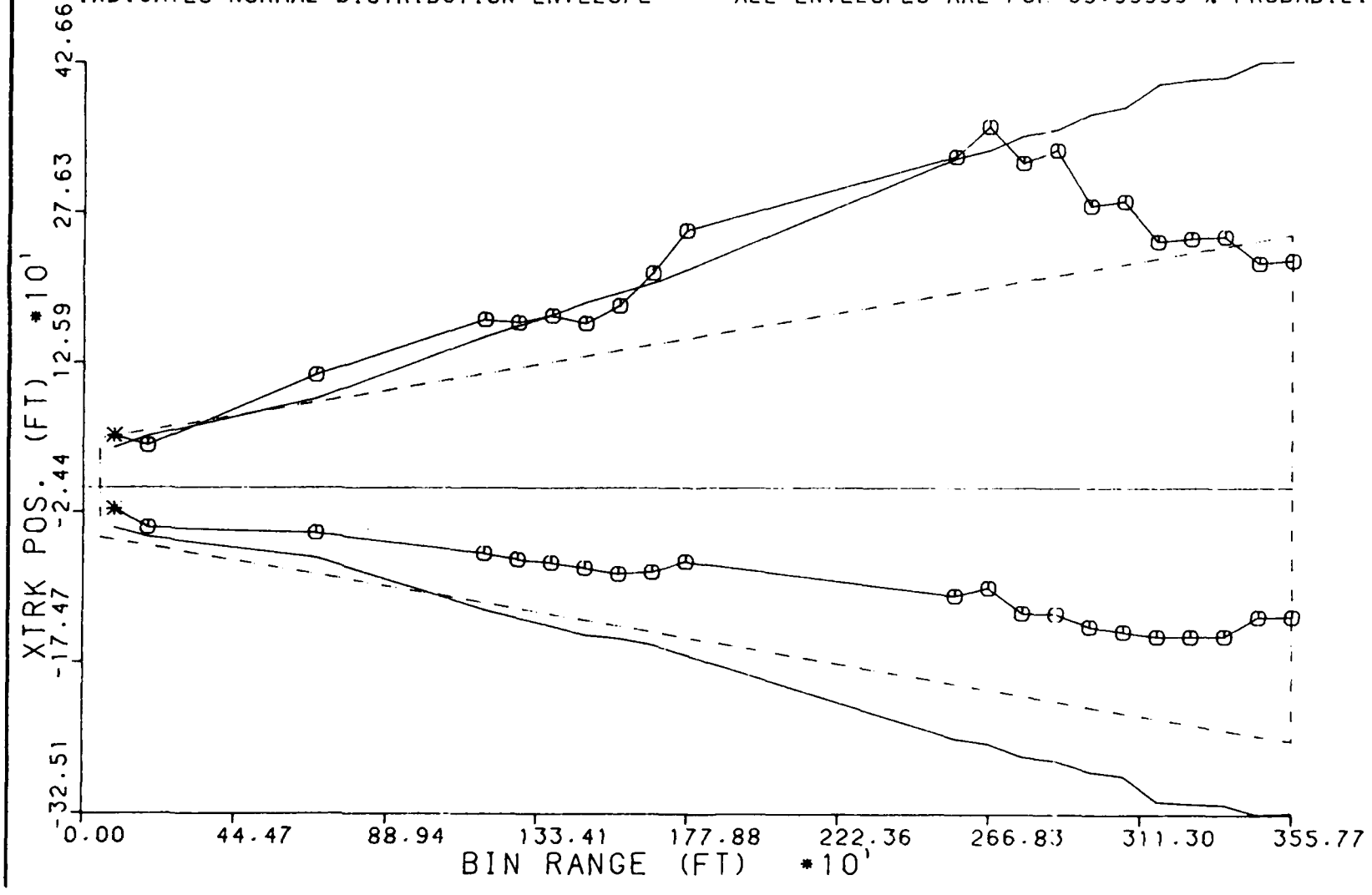
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

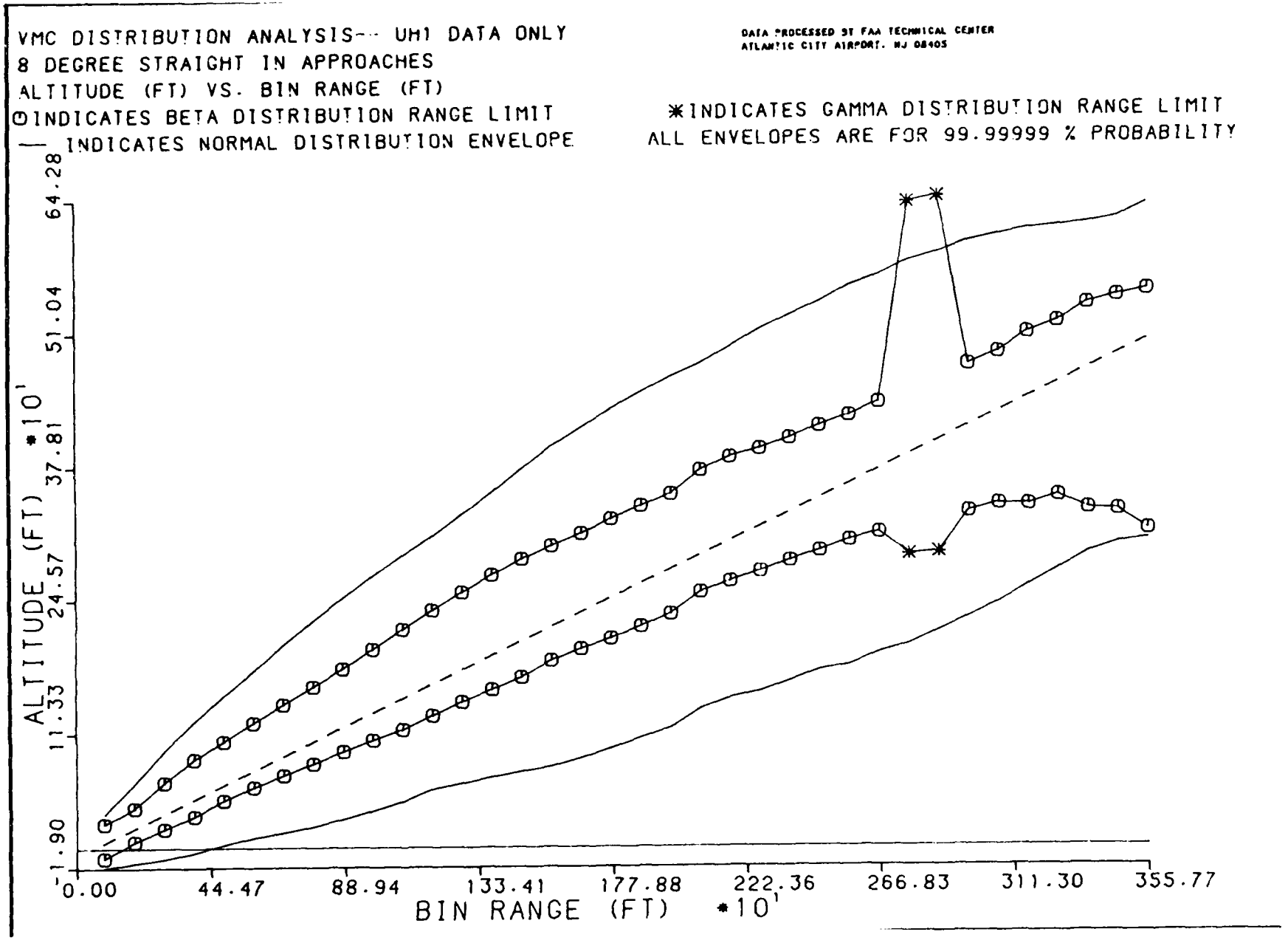
8 DEGREE STRAIGHT IN APPROACHES

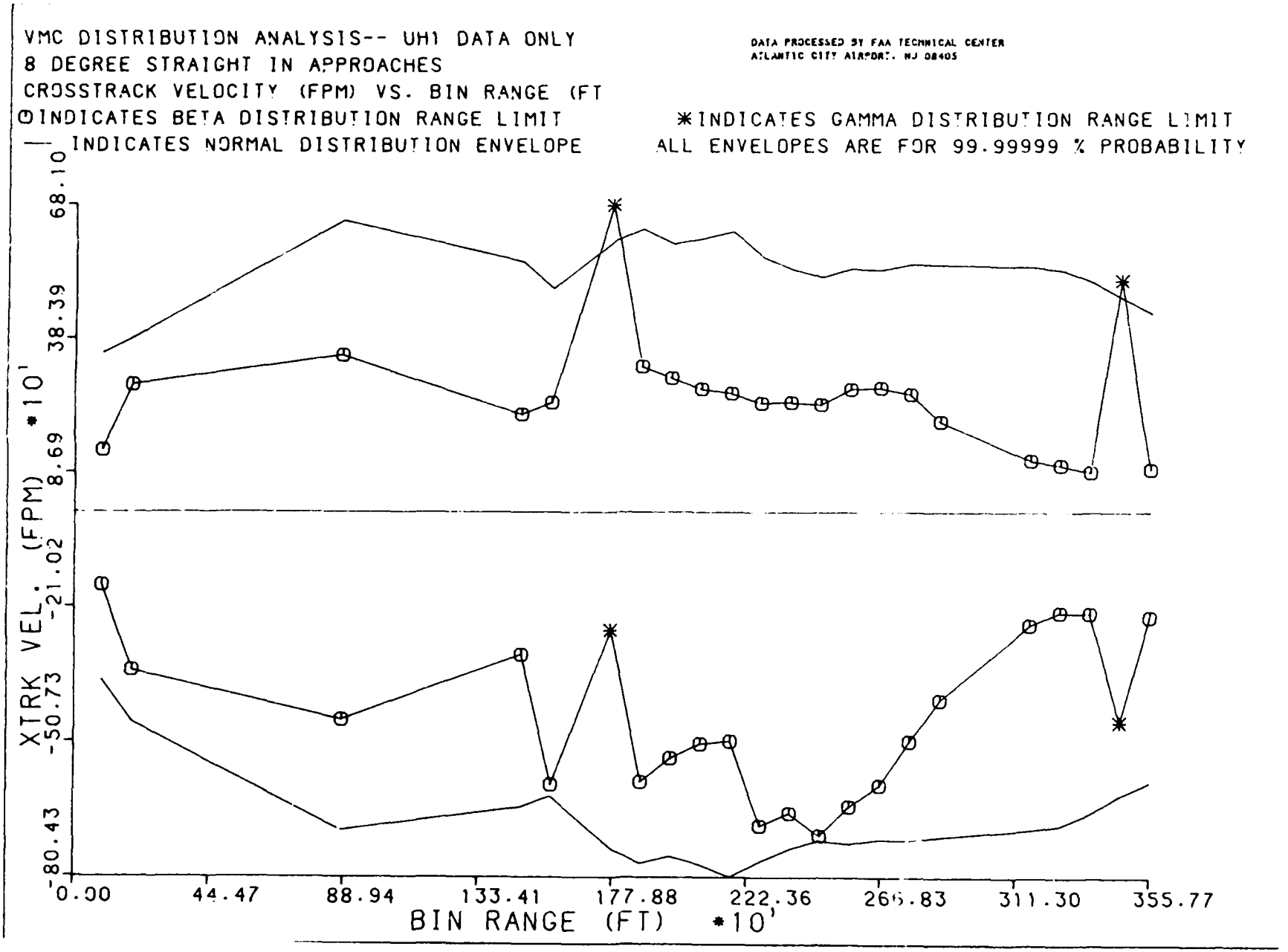
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT ✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
1.90
11.33
24.57
37.81
51.04
64.28
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'

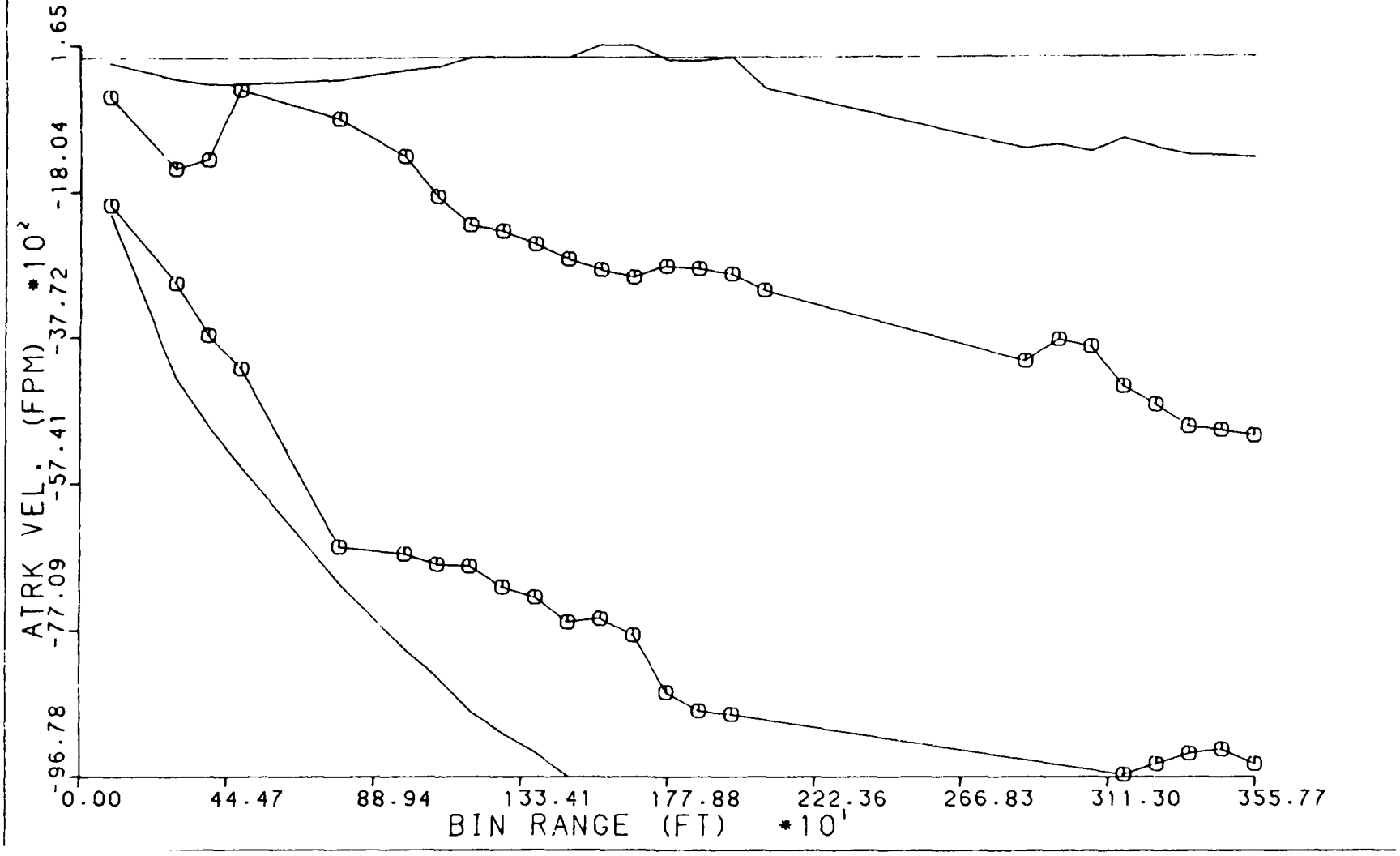

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
68.10
38.39
8.69
-21.02
-50.73
-80.43
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'

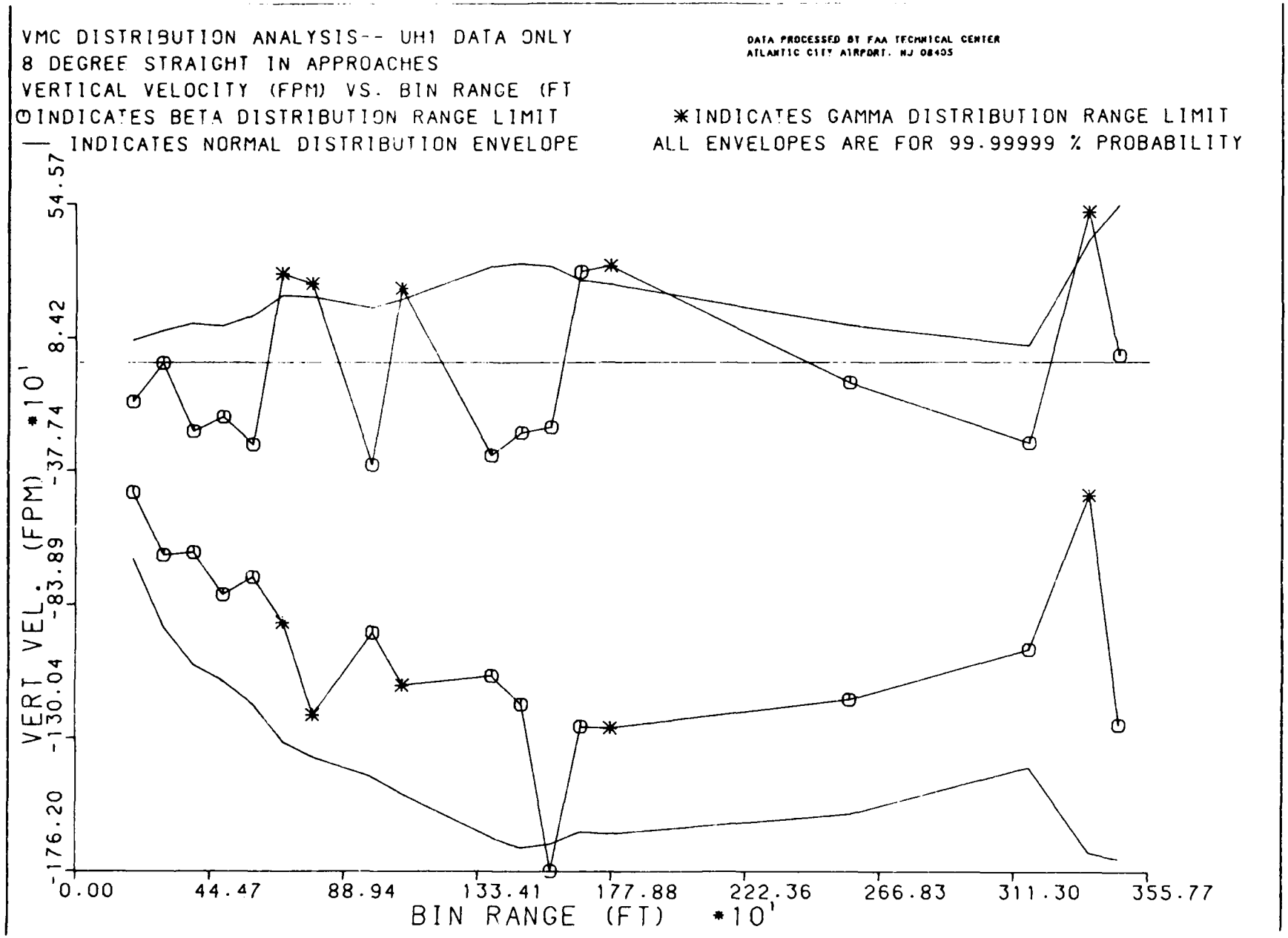
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

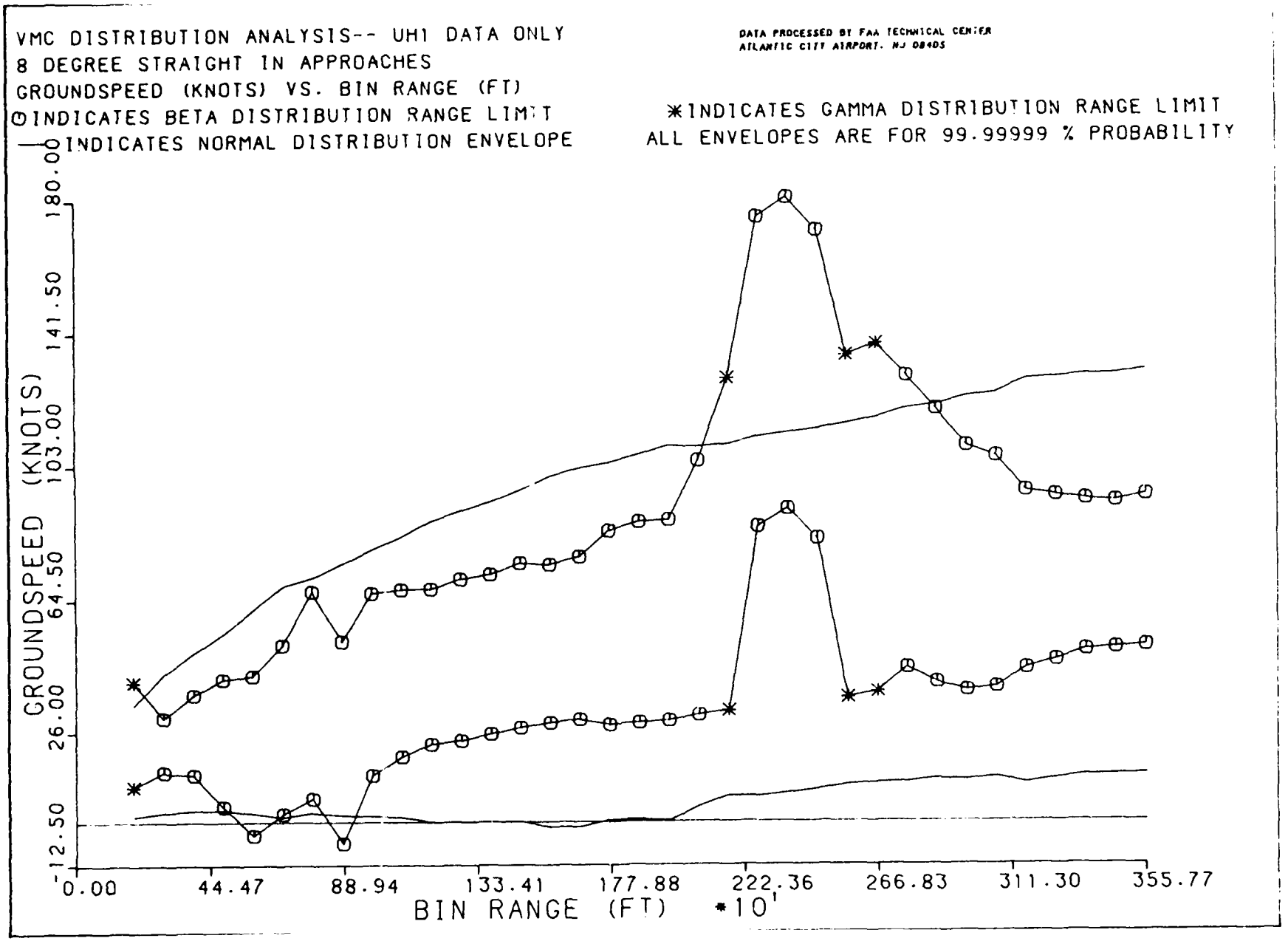
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

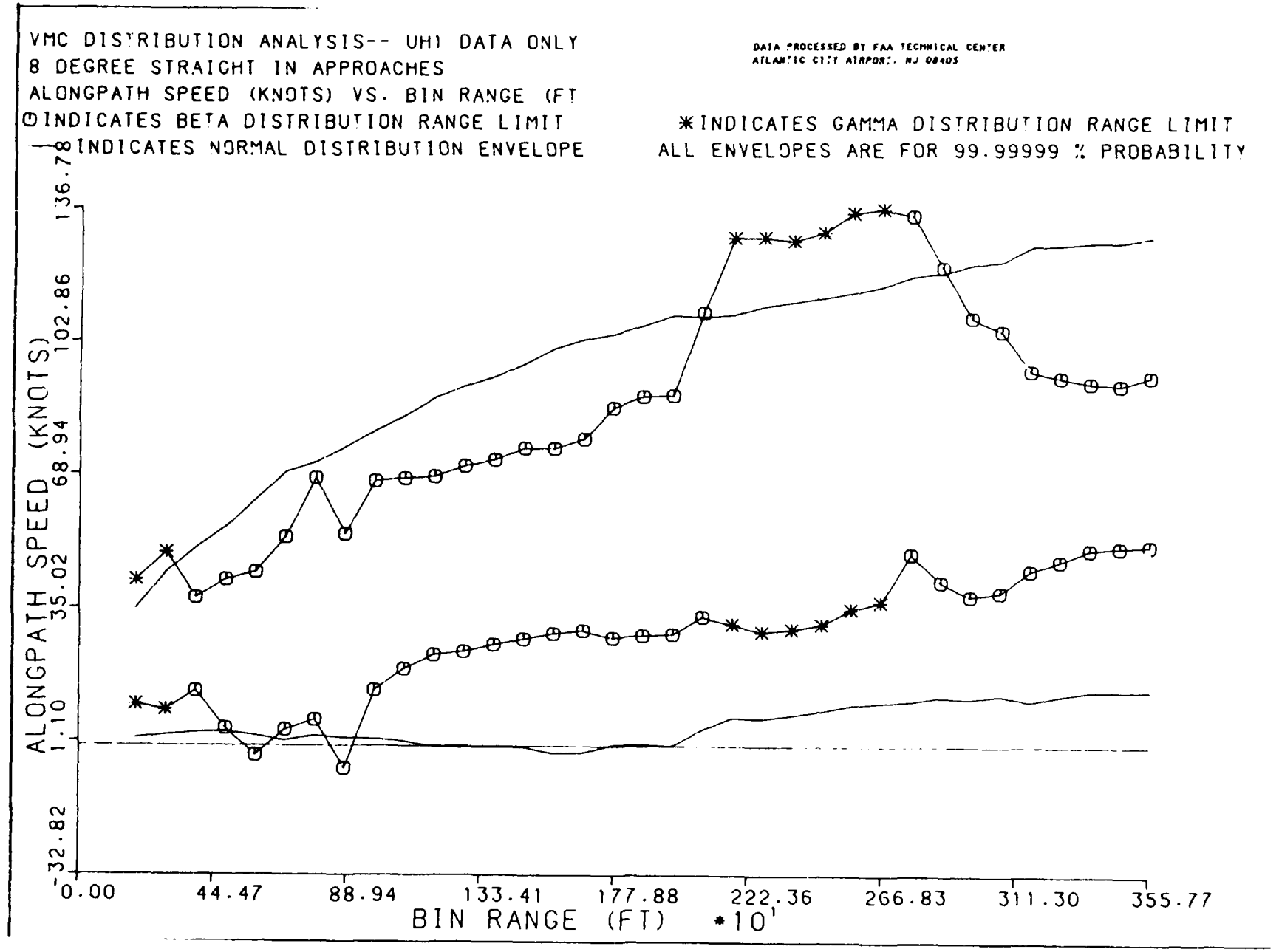
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
54.57
8.42
-37.74
-83.89
-130.04
-176.20
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'

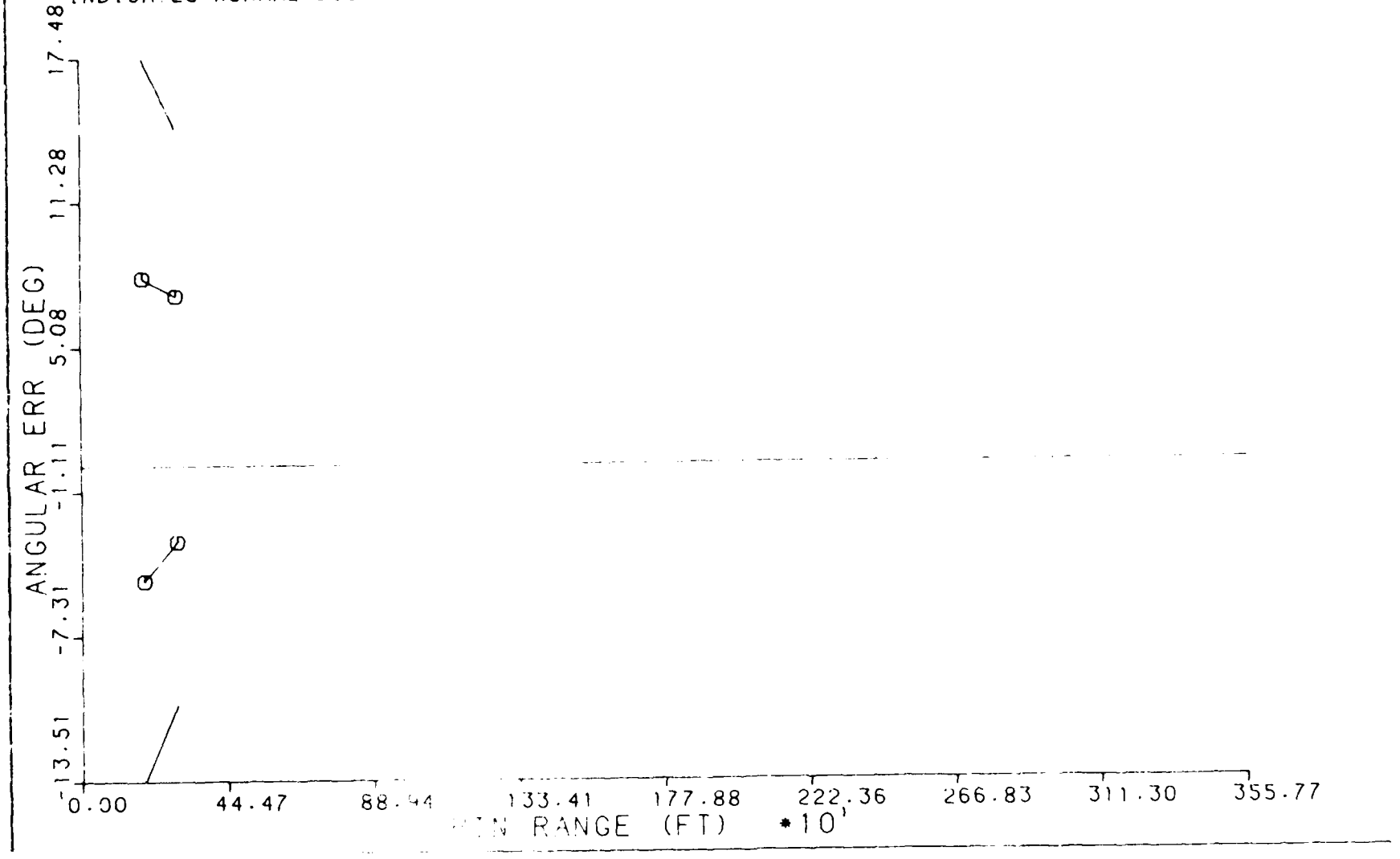

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊙INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
180.00
141.50
103.00
64.50
26.00
-12.50
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
136.78
102.86
68.94
35.02
1.10
-32.82
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
ⓘ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

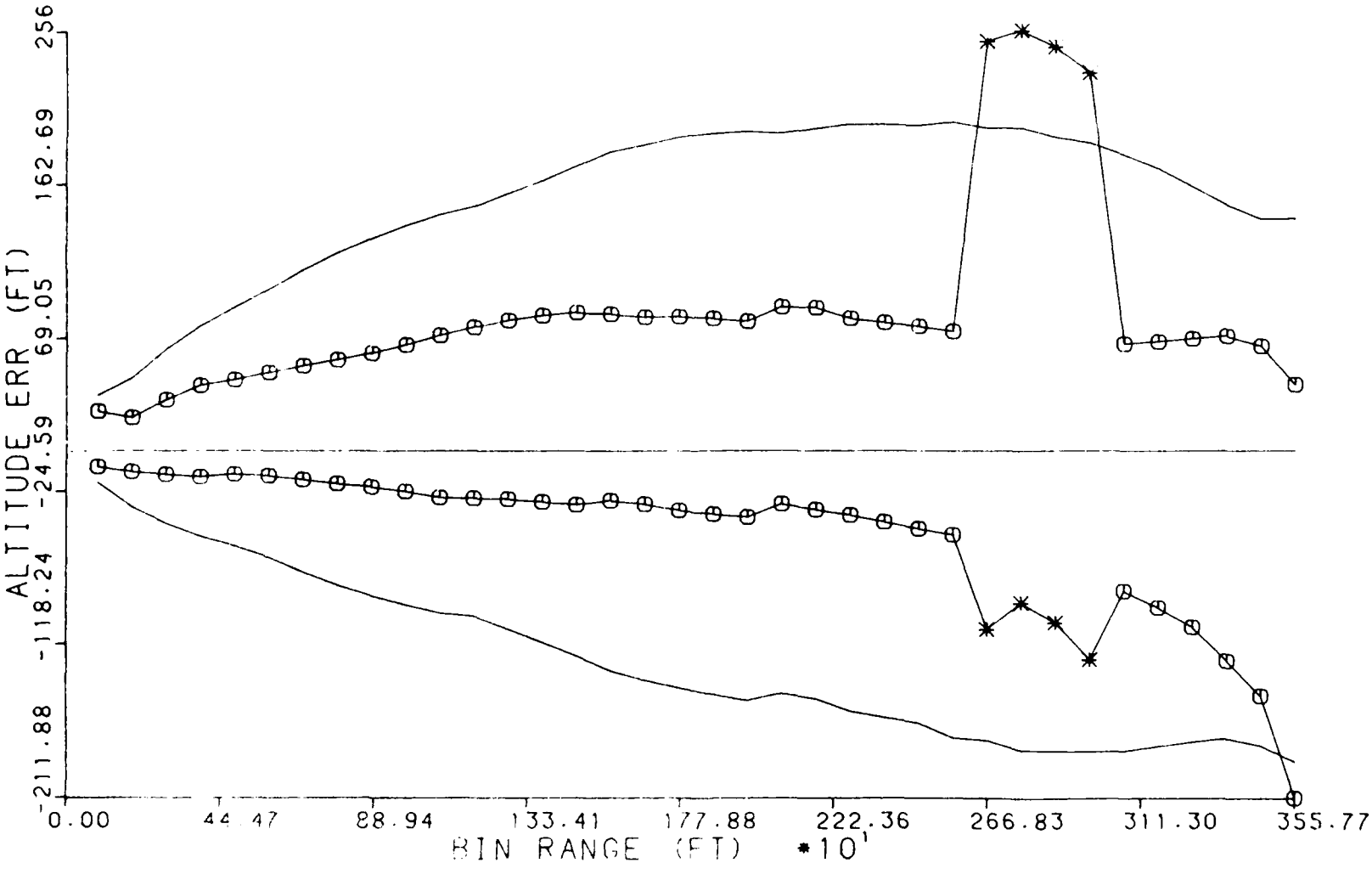
✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

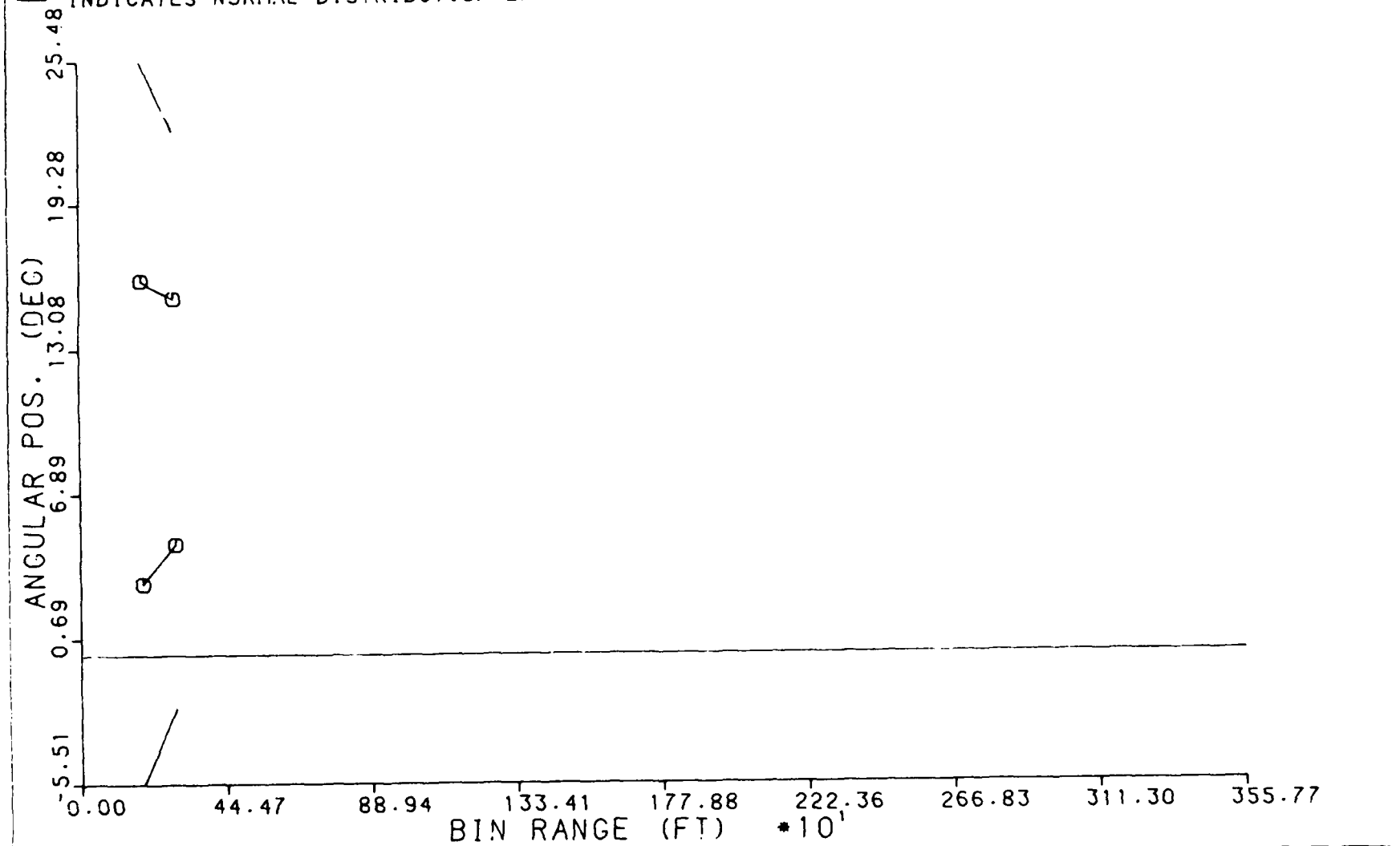
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

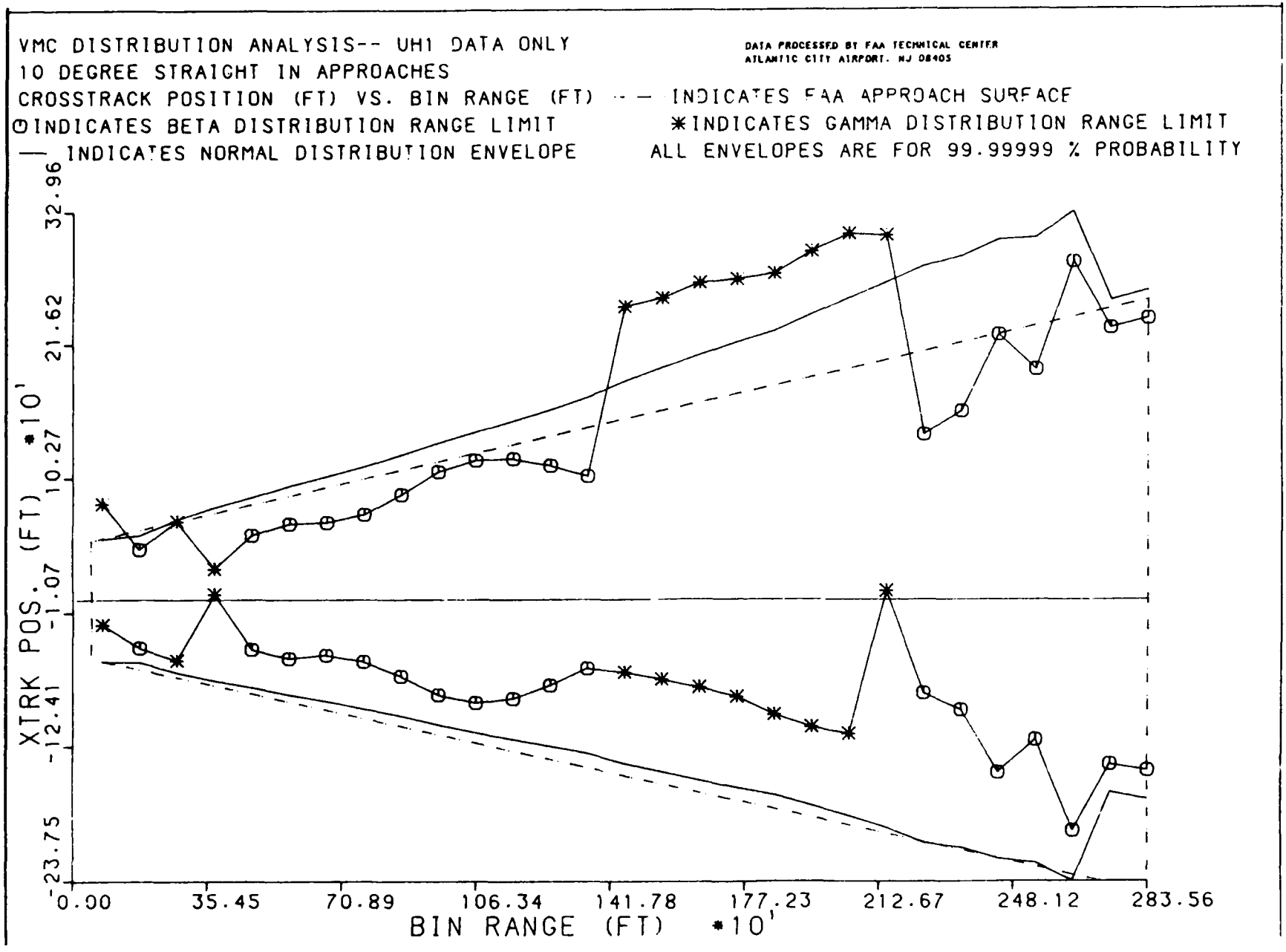


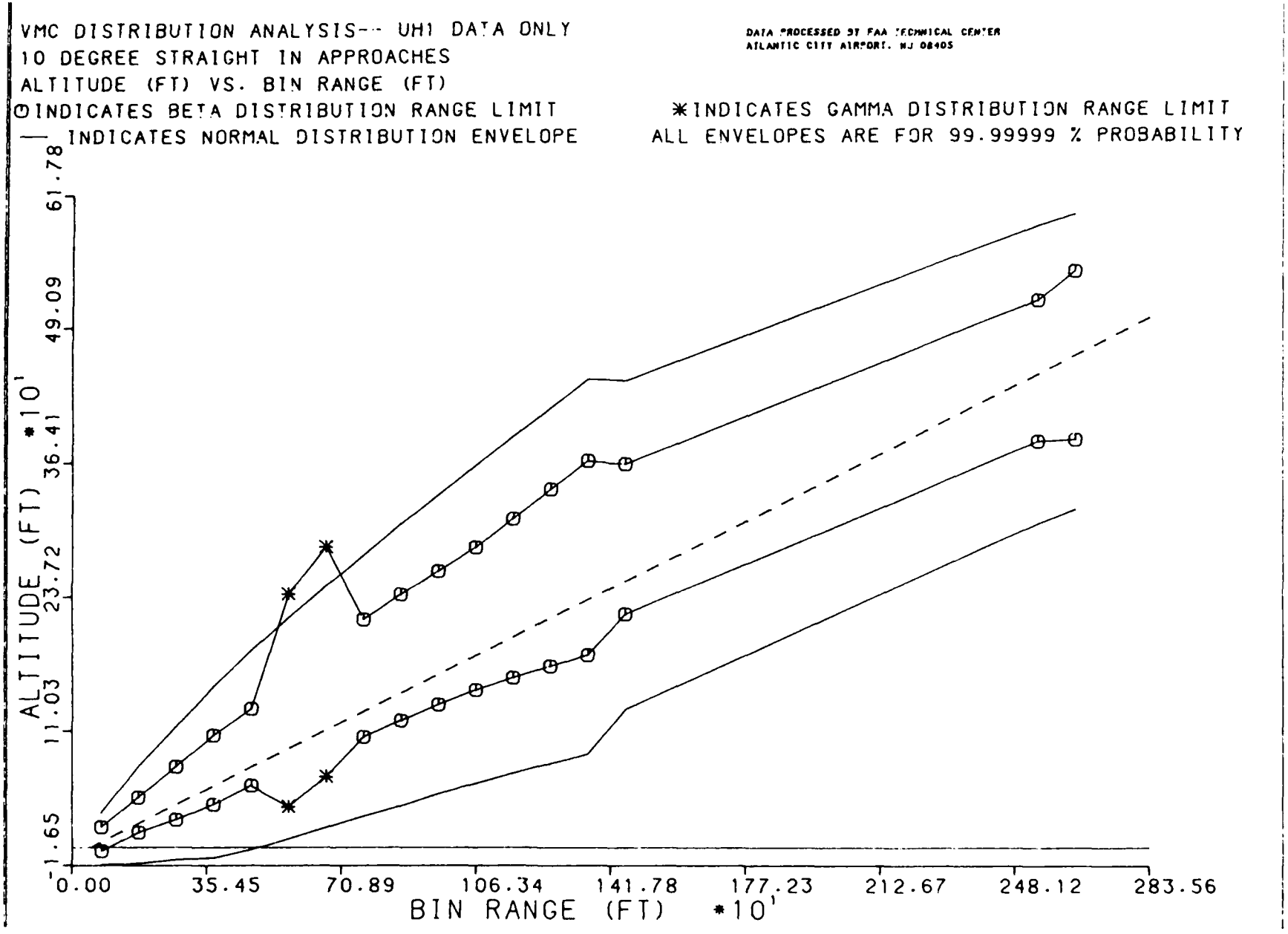
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

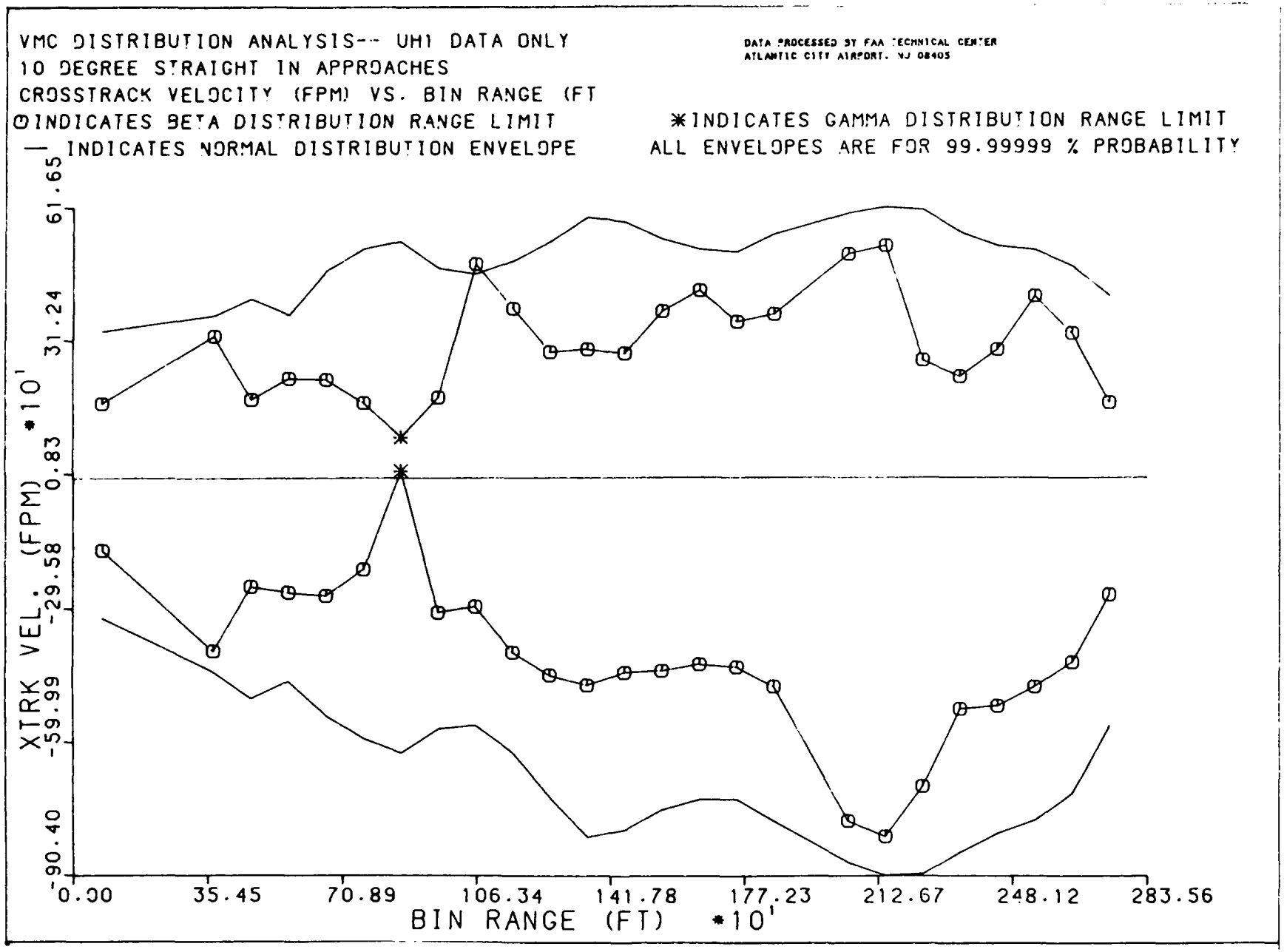
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
O INDICATES BETA DISTRIBUTION RANGE LIMIT
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
32.96
21.62
10.27
-1.07
-12.41
-23.75
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

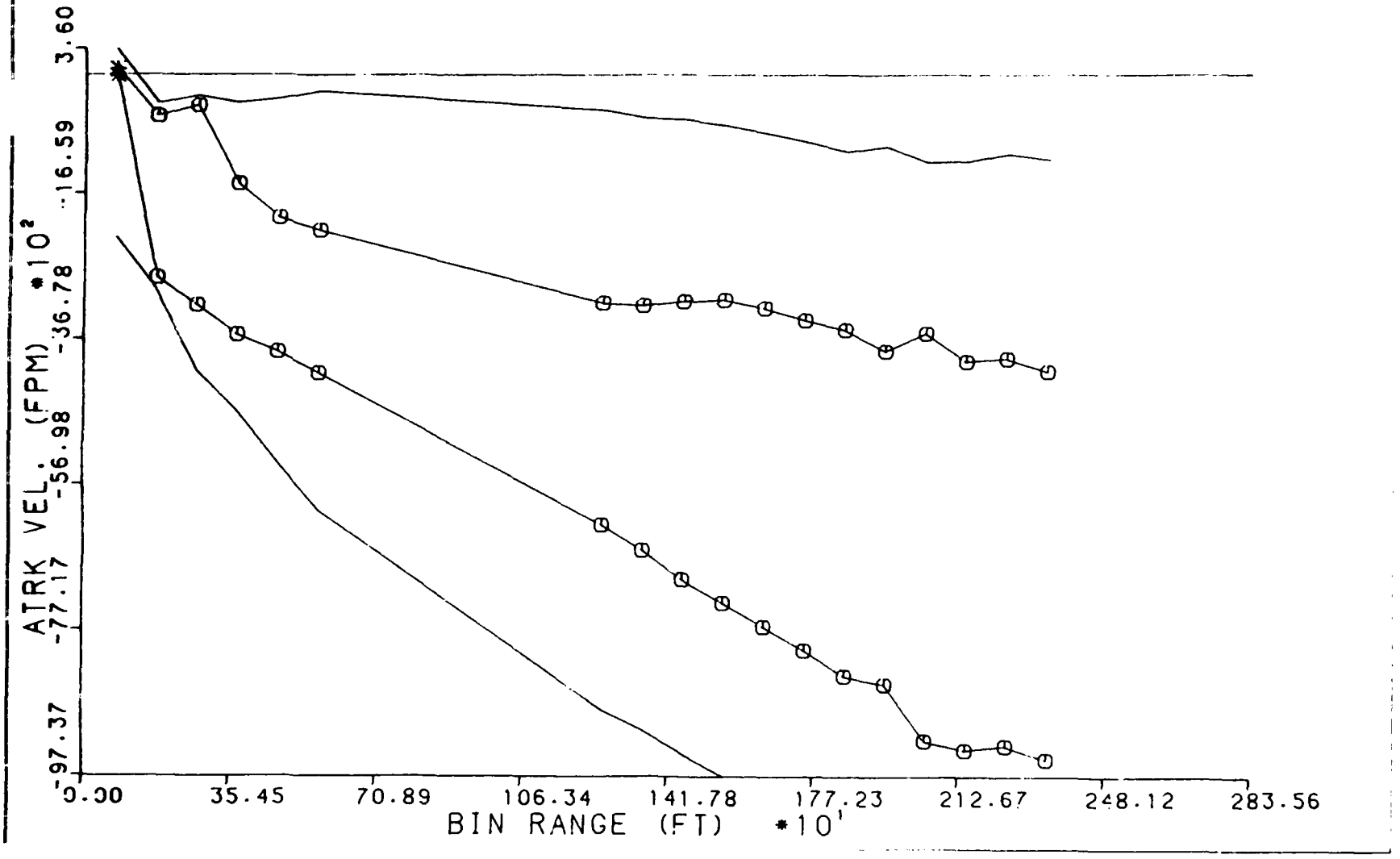

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
-1.65
11.03
23.72
36.41
49.09
61.78
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
61.65
31.24
0.83
-29.58
-59.99
-90.40
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

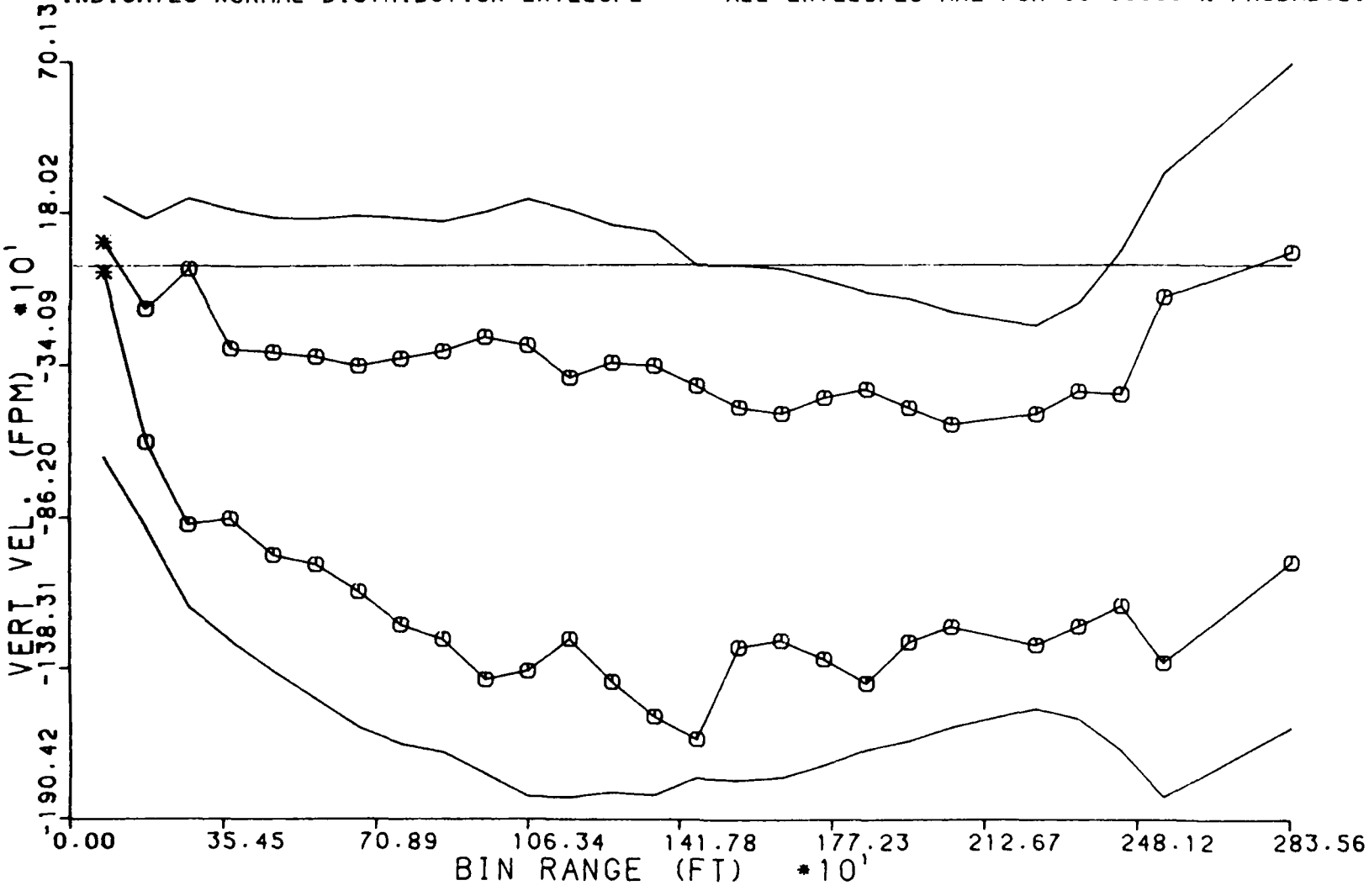
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

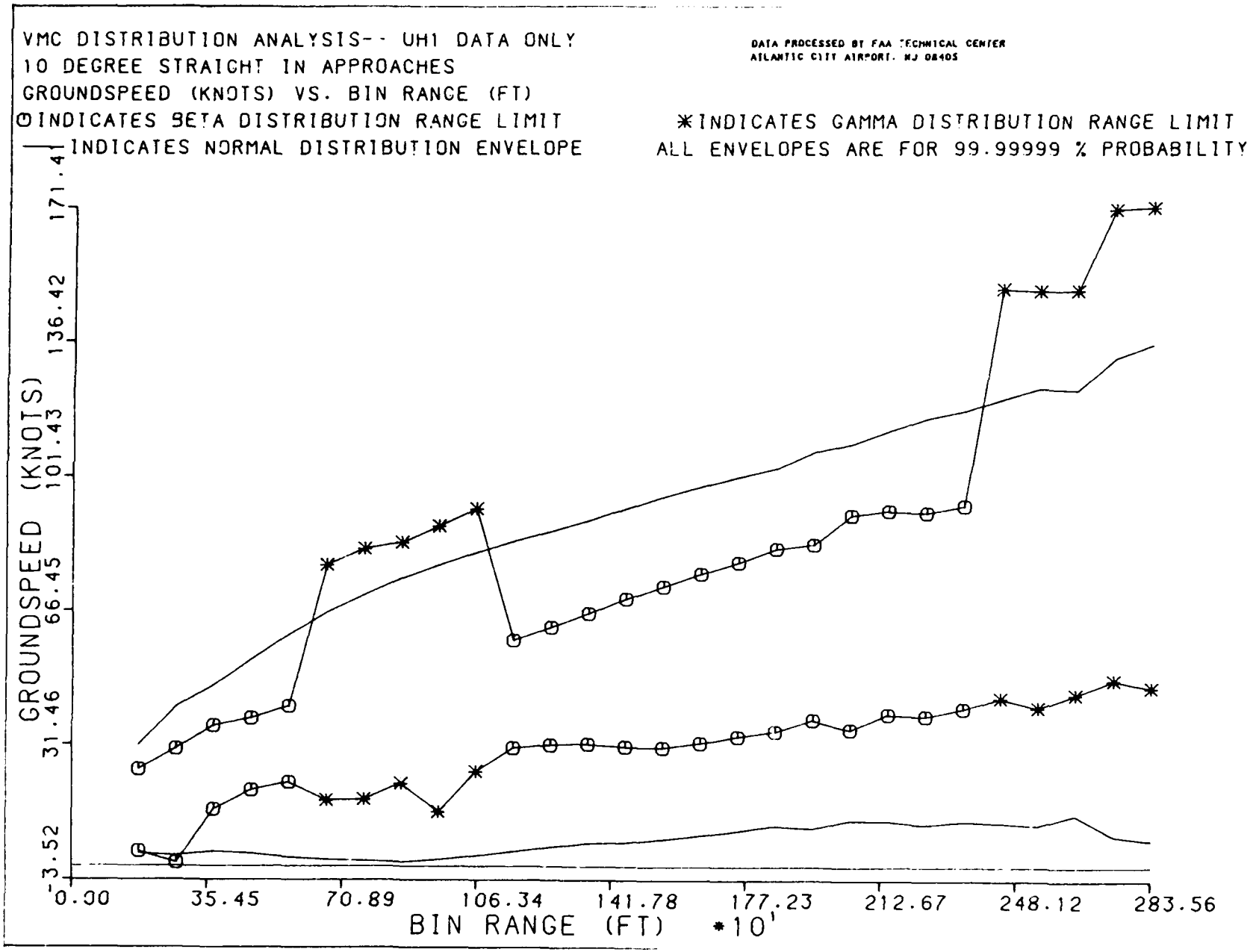


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
|—| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

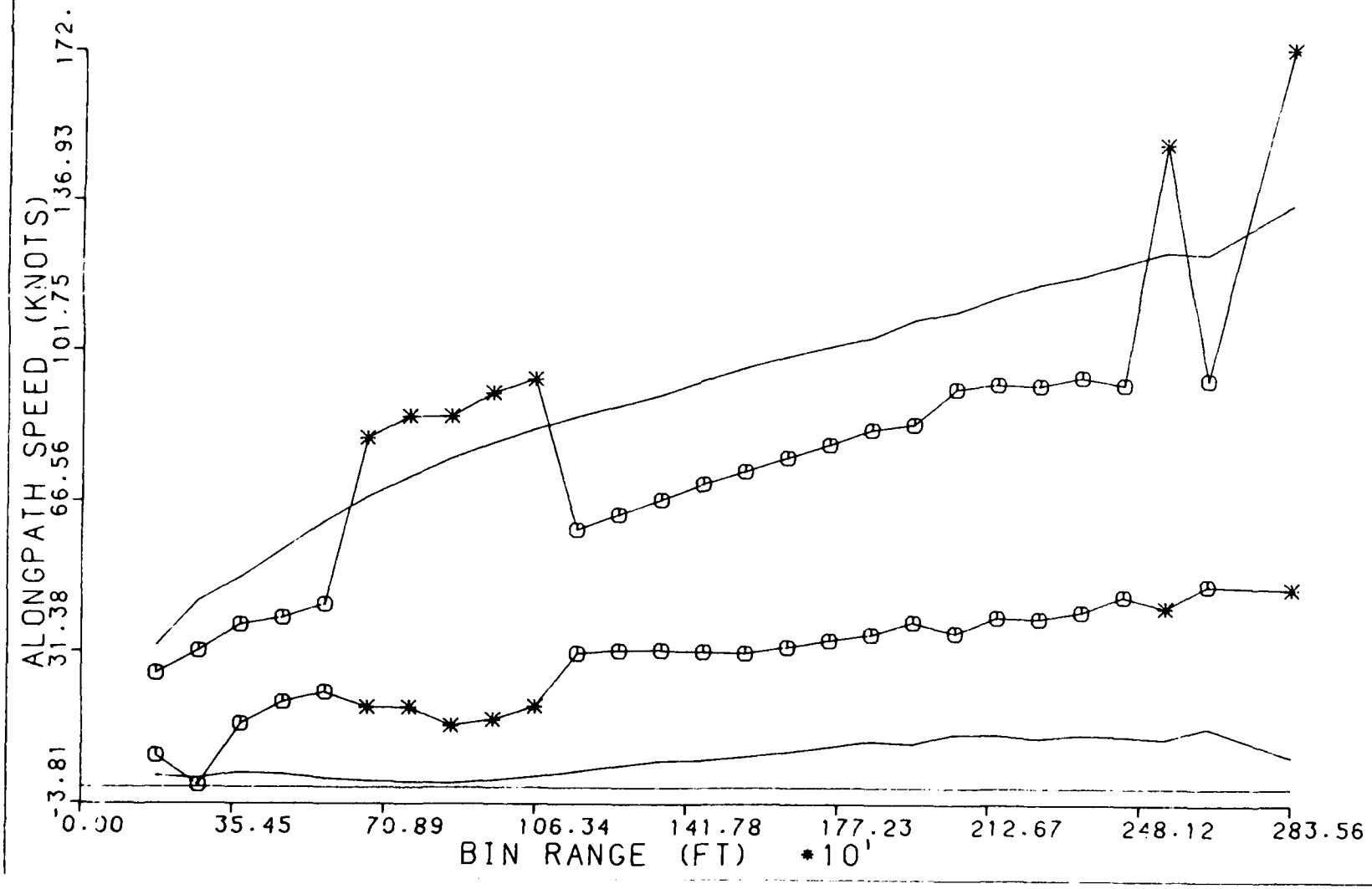



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
|—|INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
171.41
136.42
101.43
66.45
31.46
-3.52
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

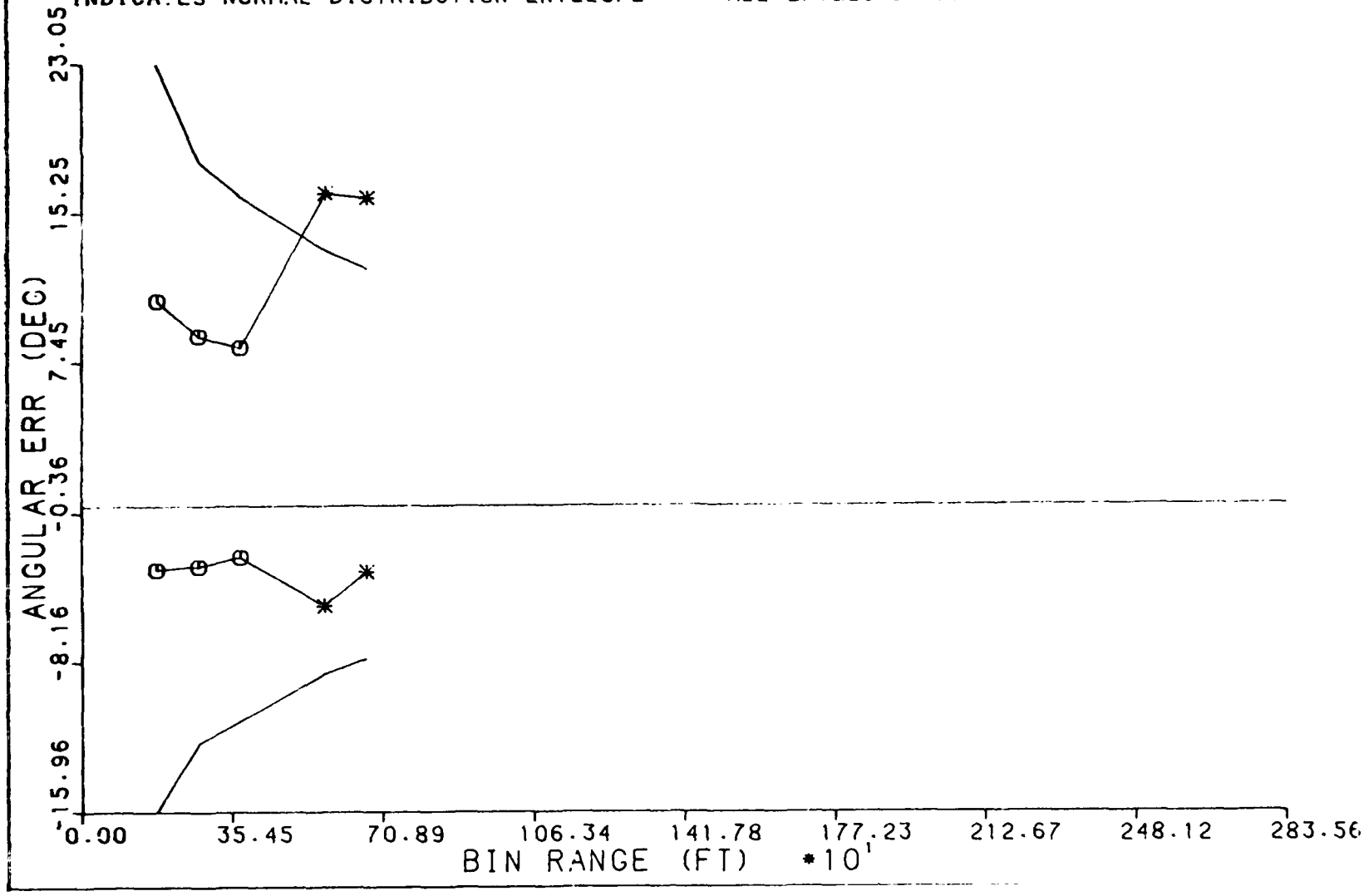
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

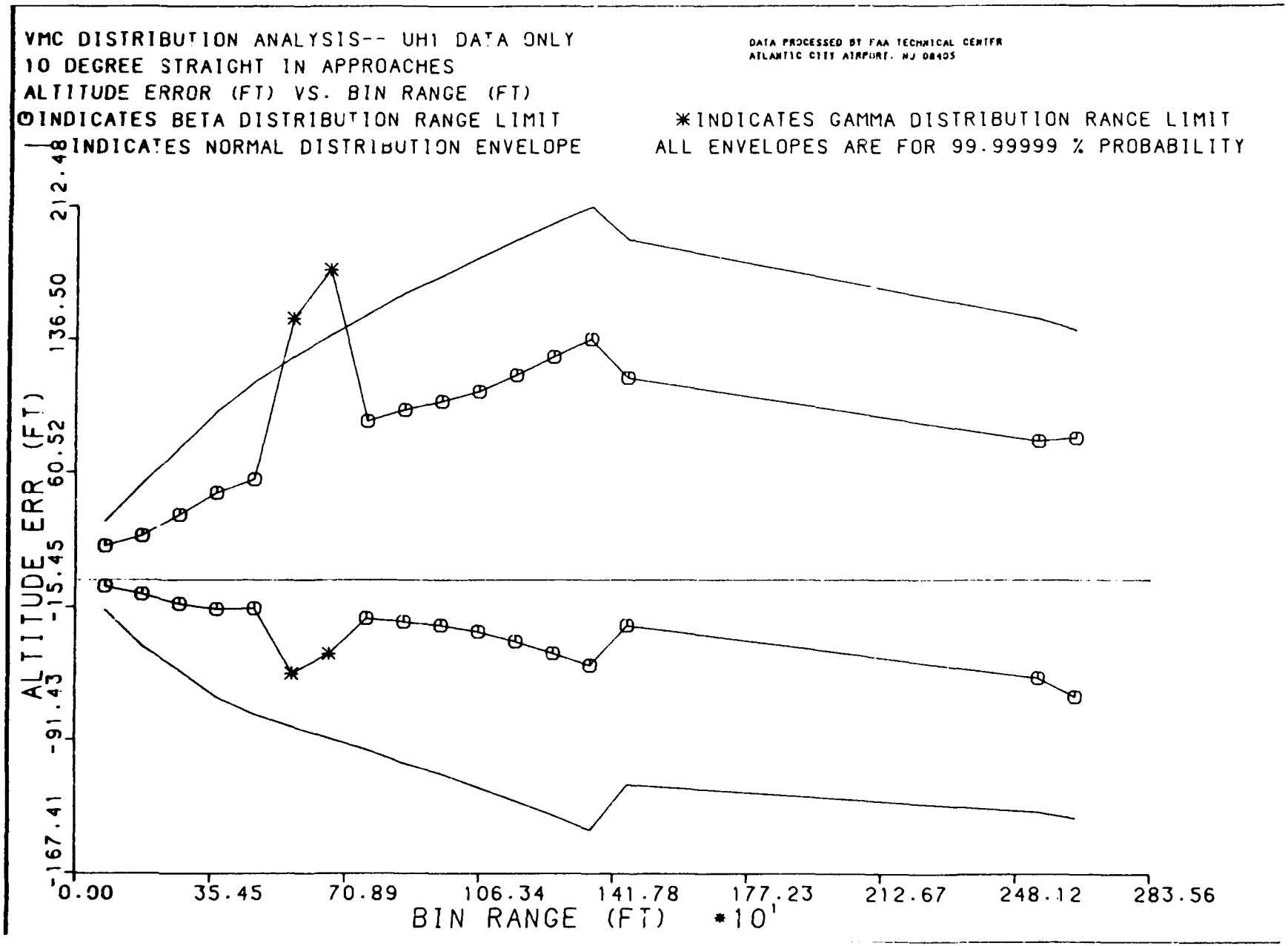


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

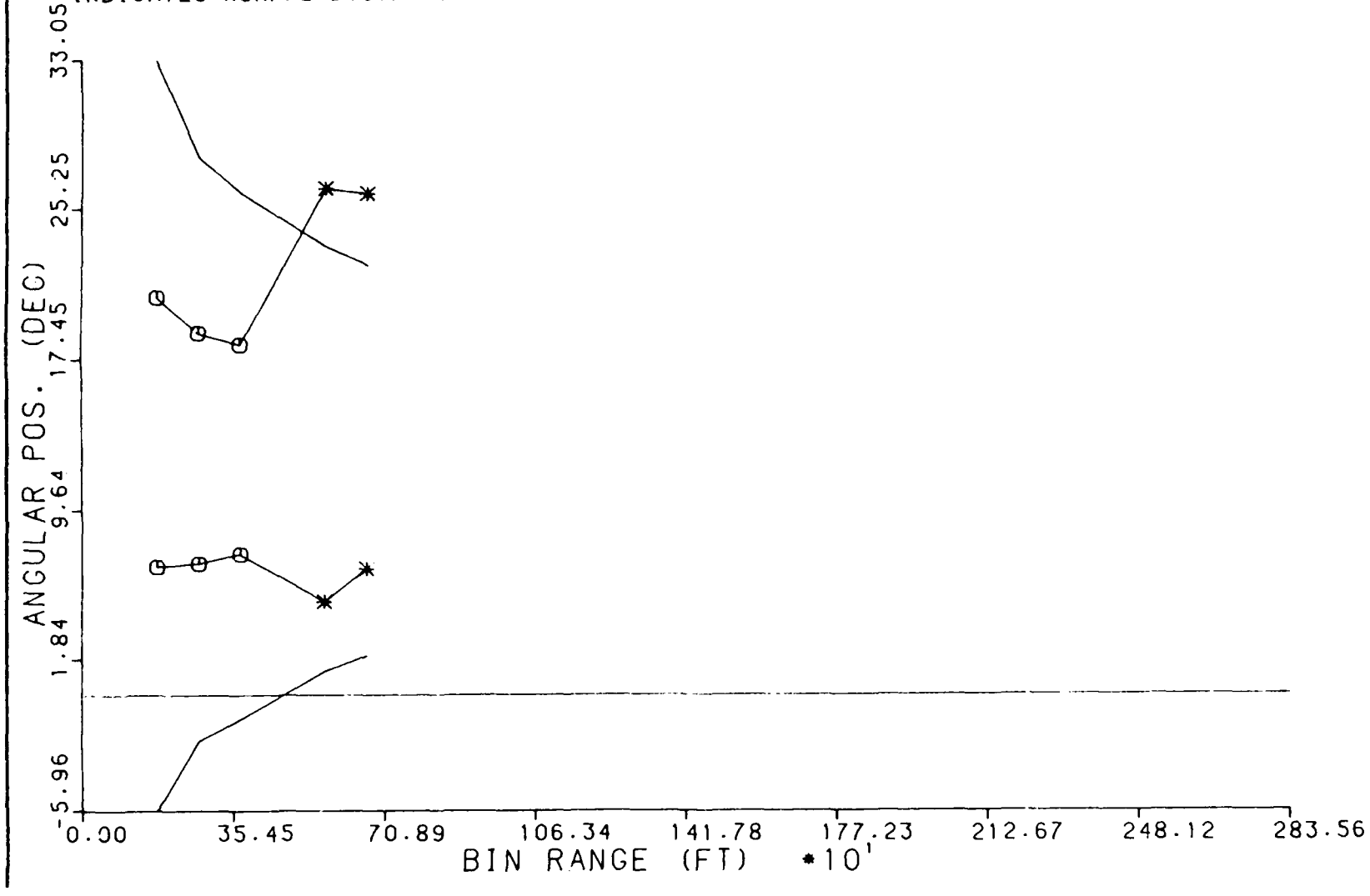


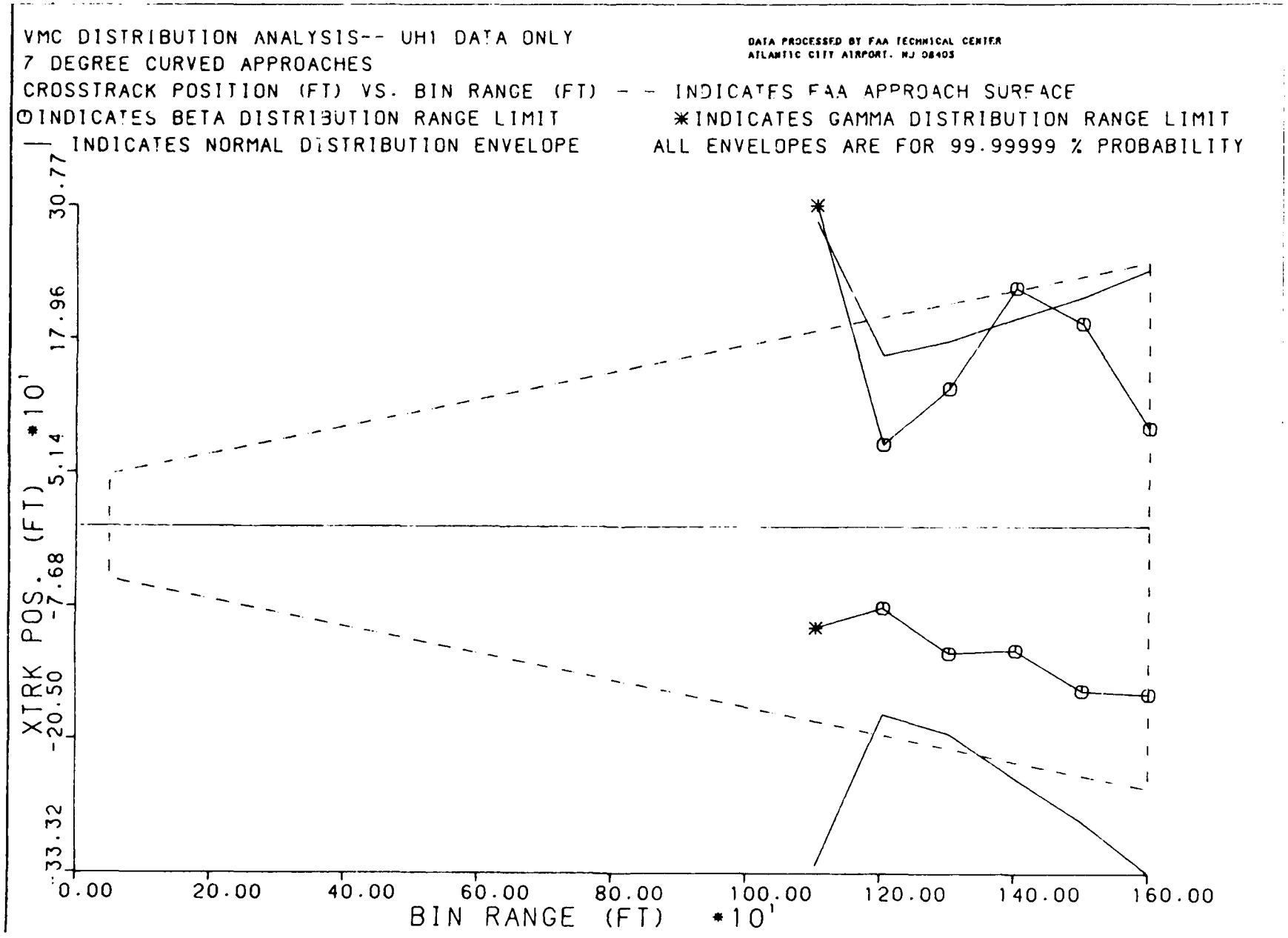

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
212.48
136.50
60.52
-15.45
-91.43
-167.41
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10¹

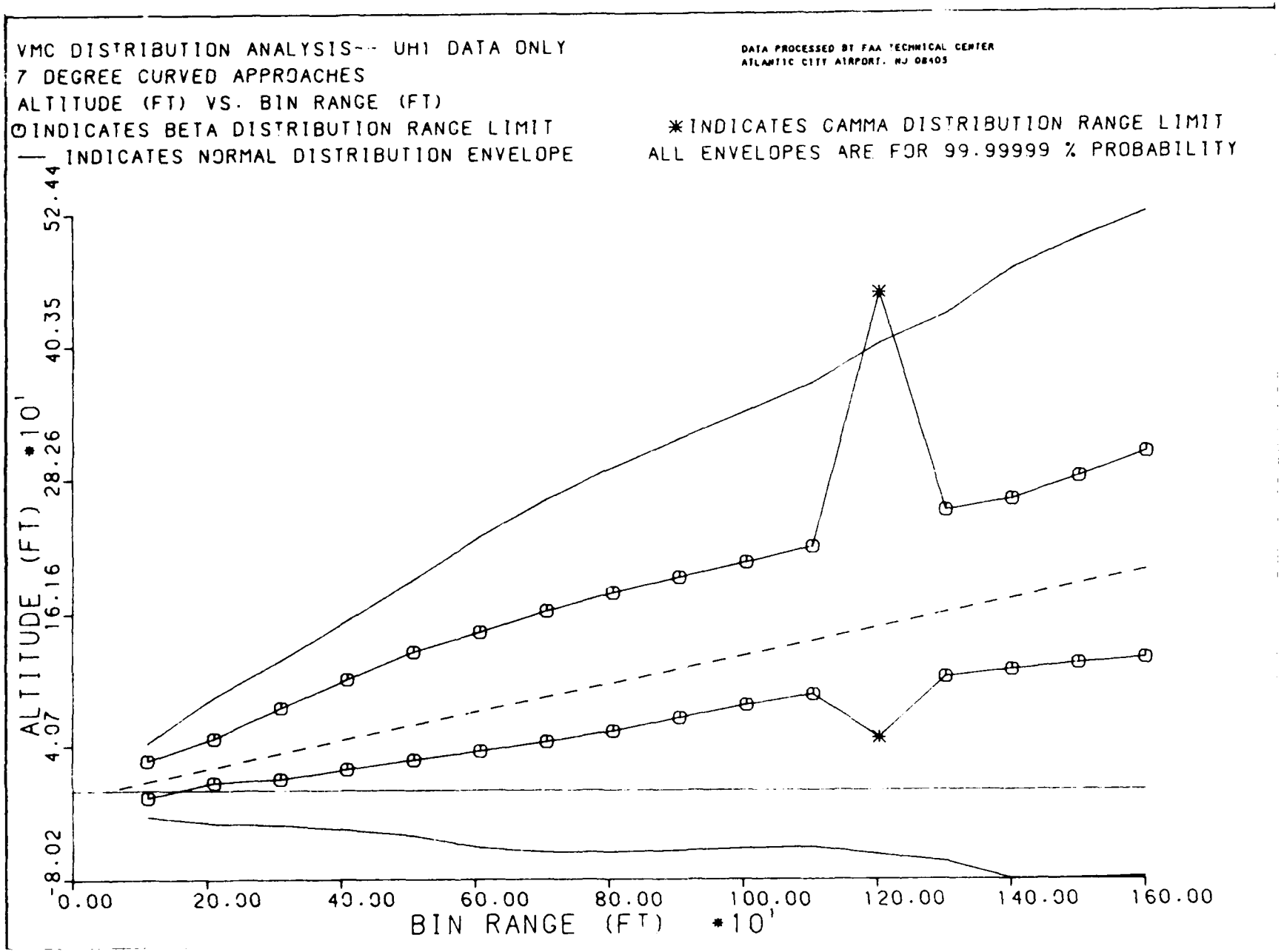
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
30.77
17.96
5.14
-7.68
-20.50
-33.32
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10'

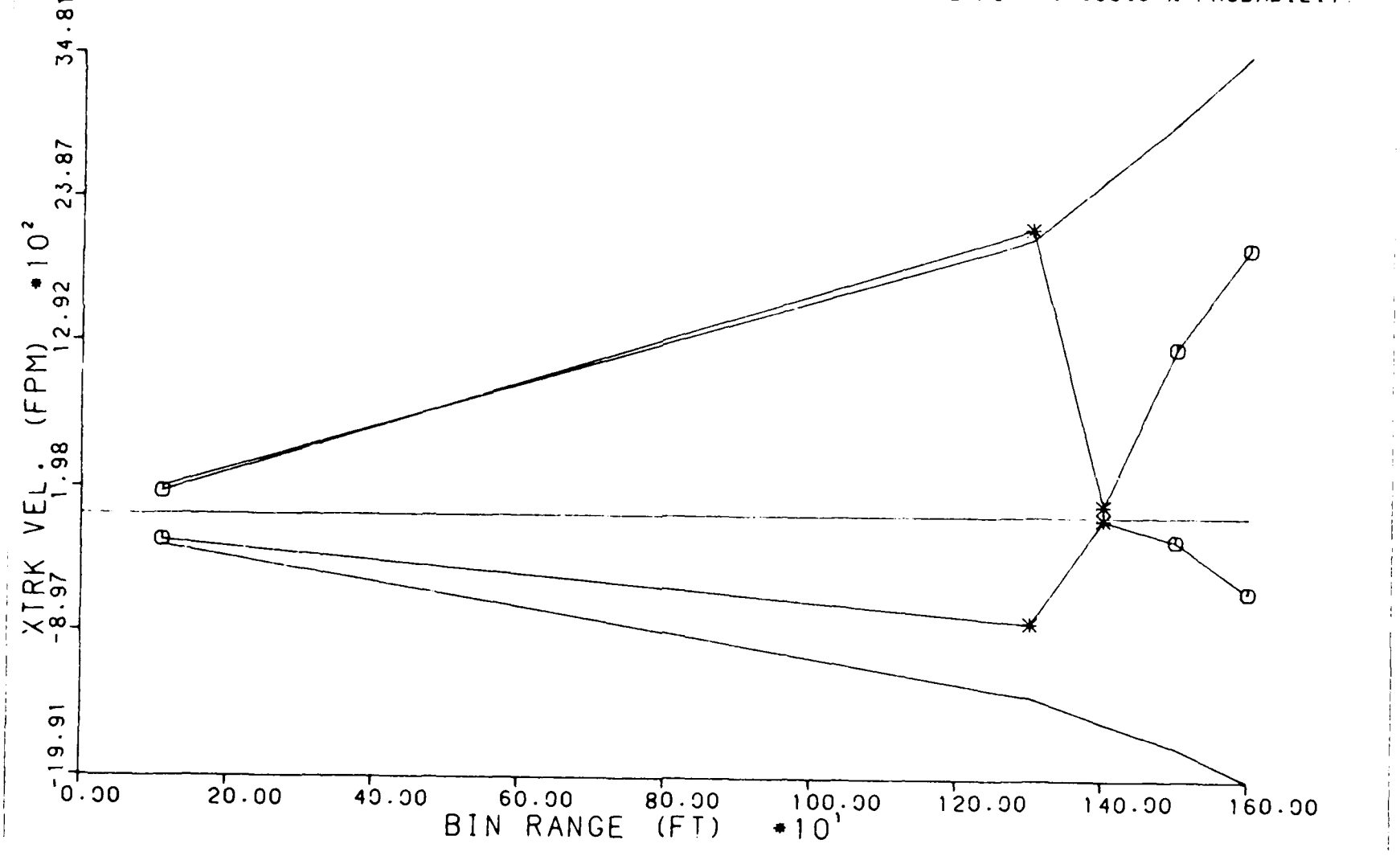

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
52.44
40.35
28.26
16.16
4.07
-8.02
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

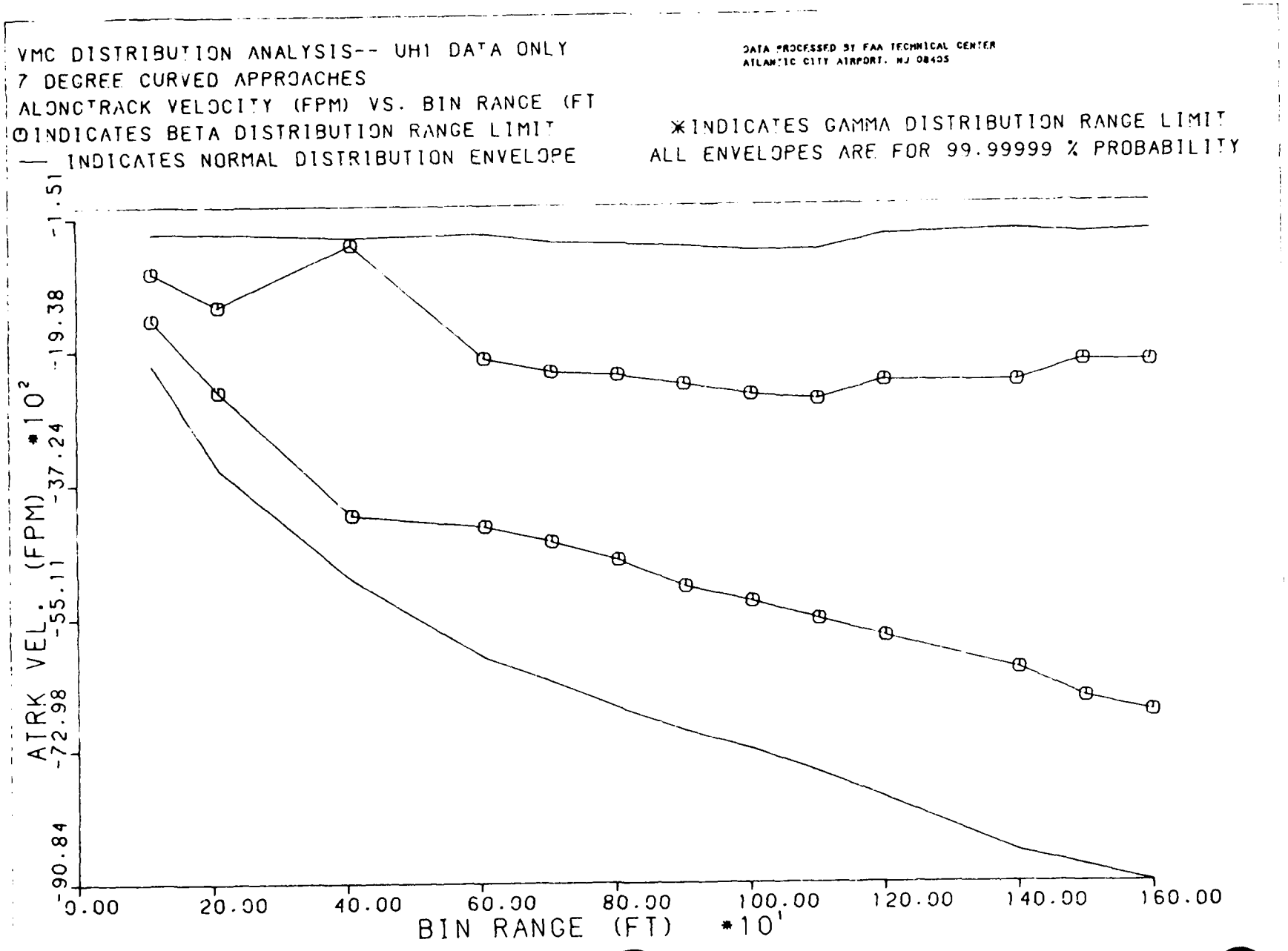
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT

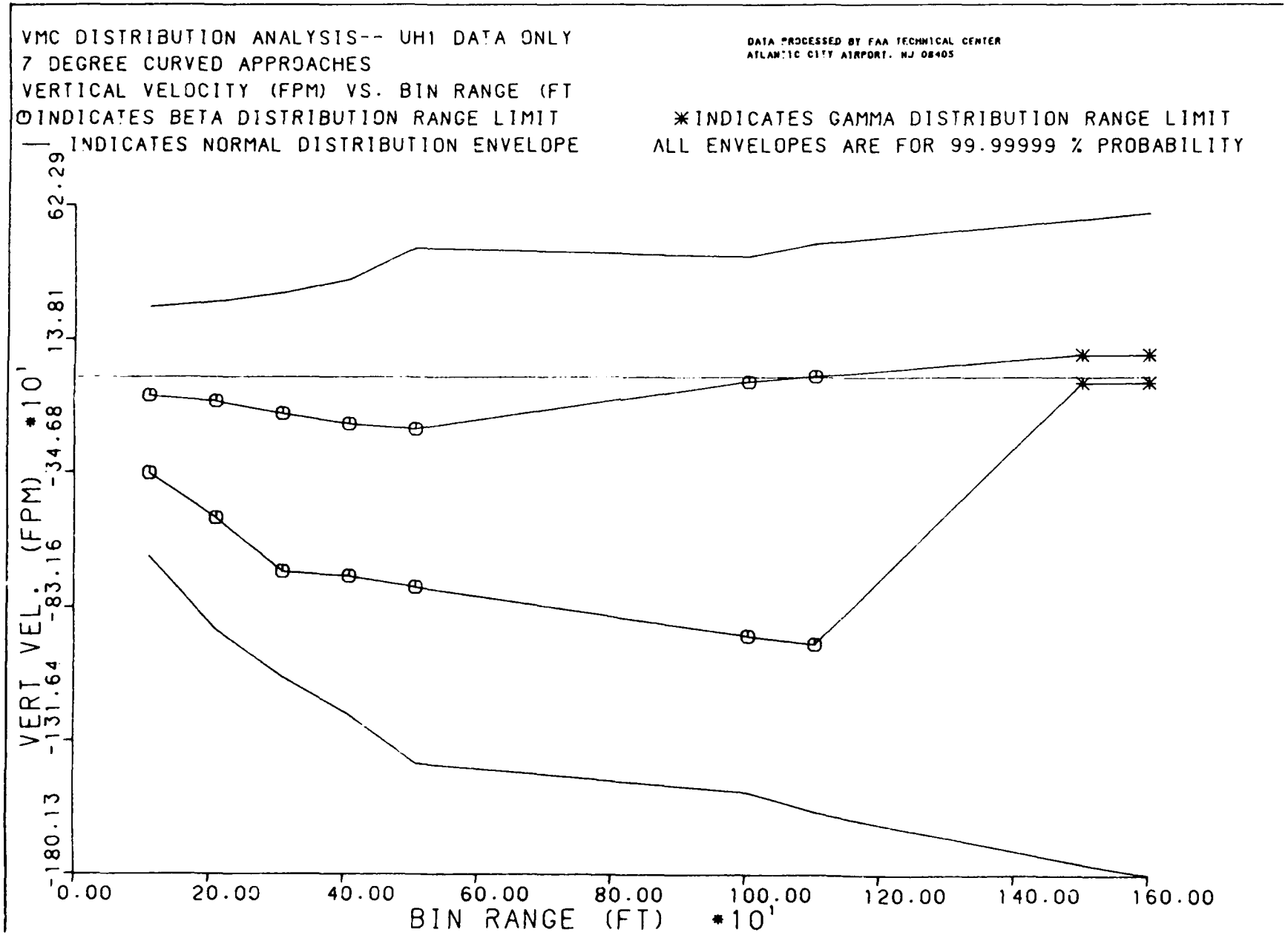
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

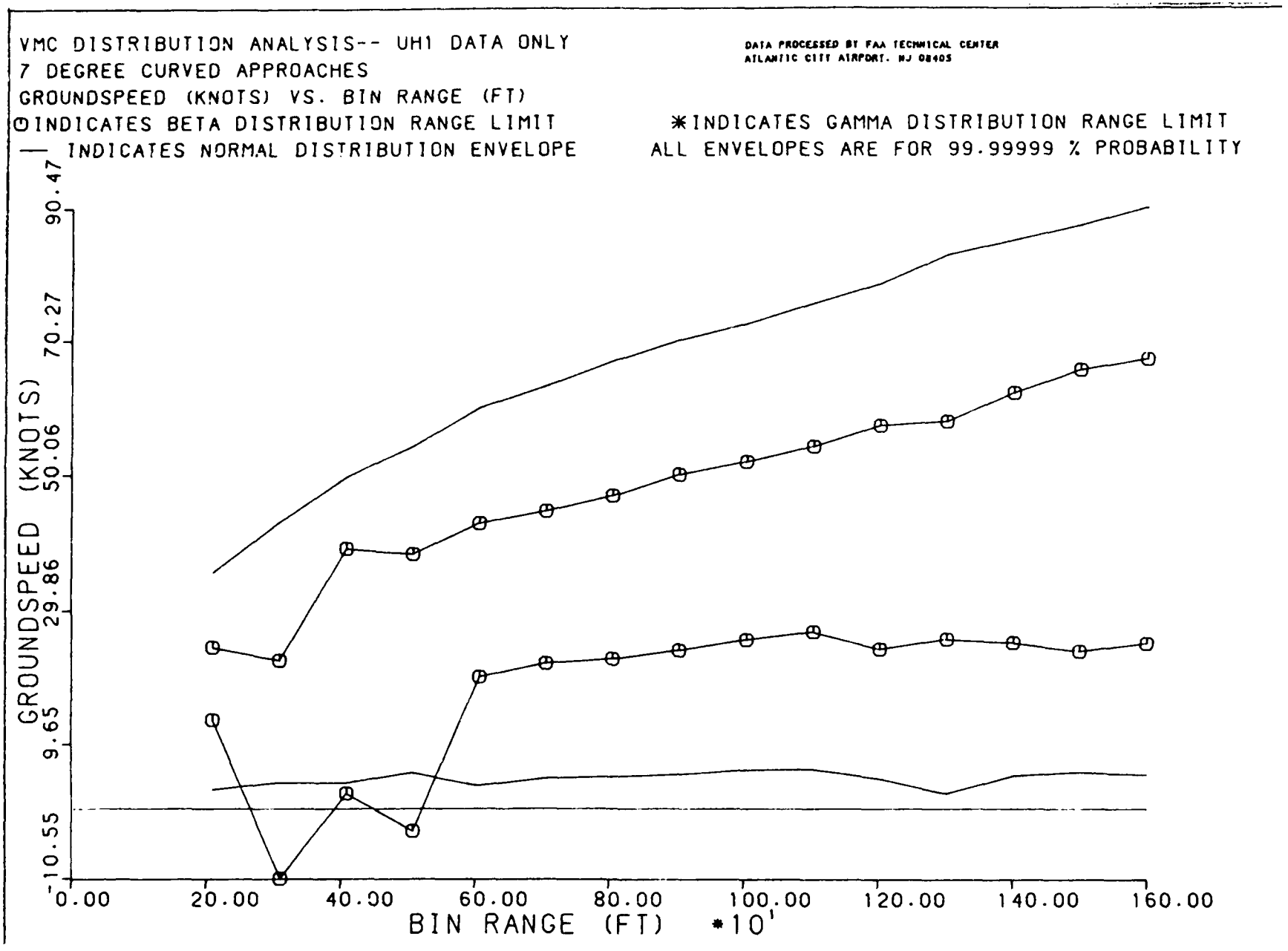
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

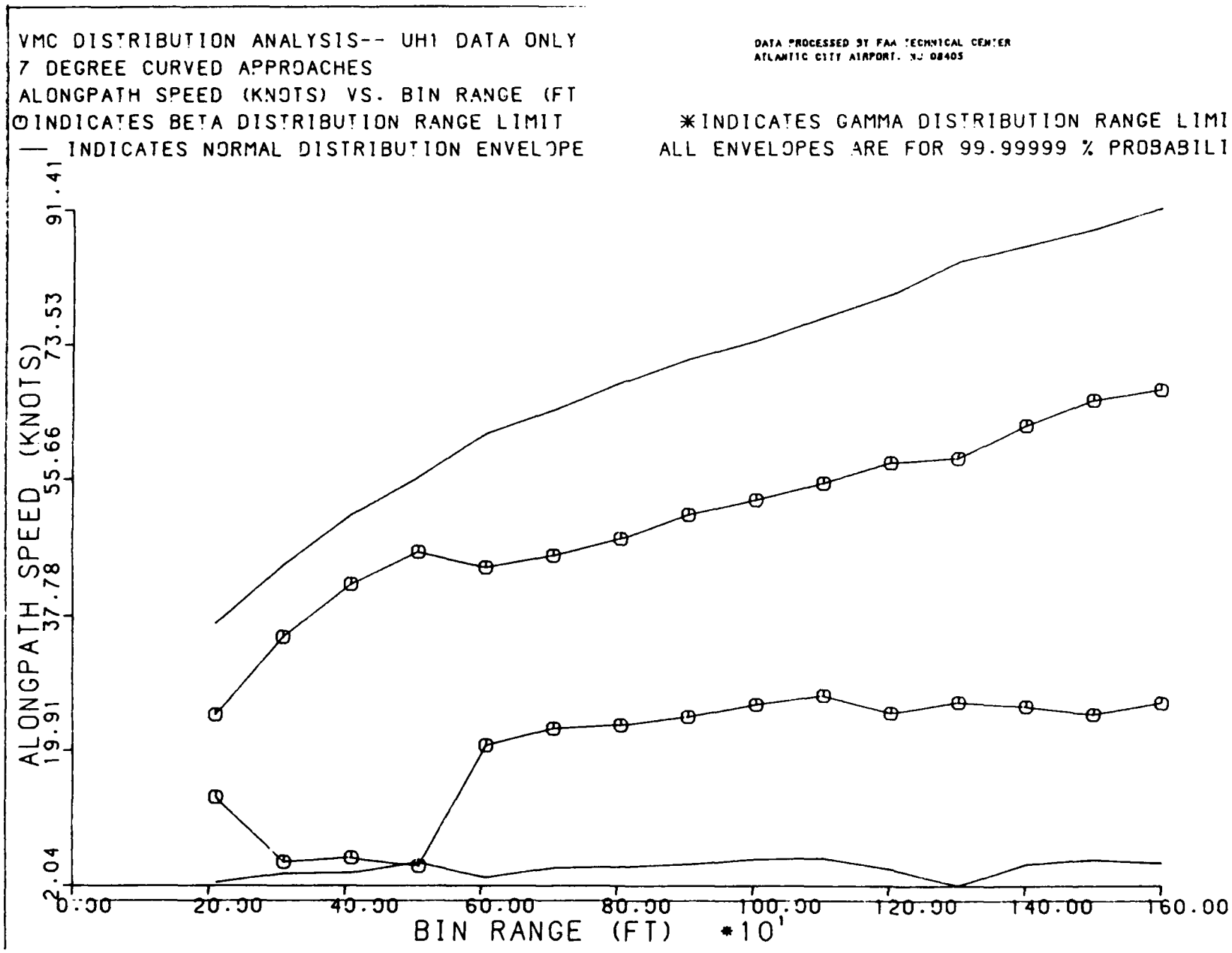
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

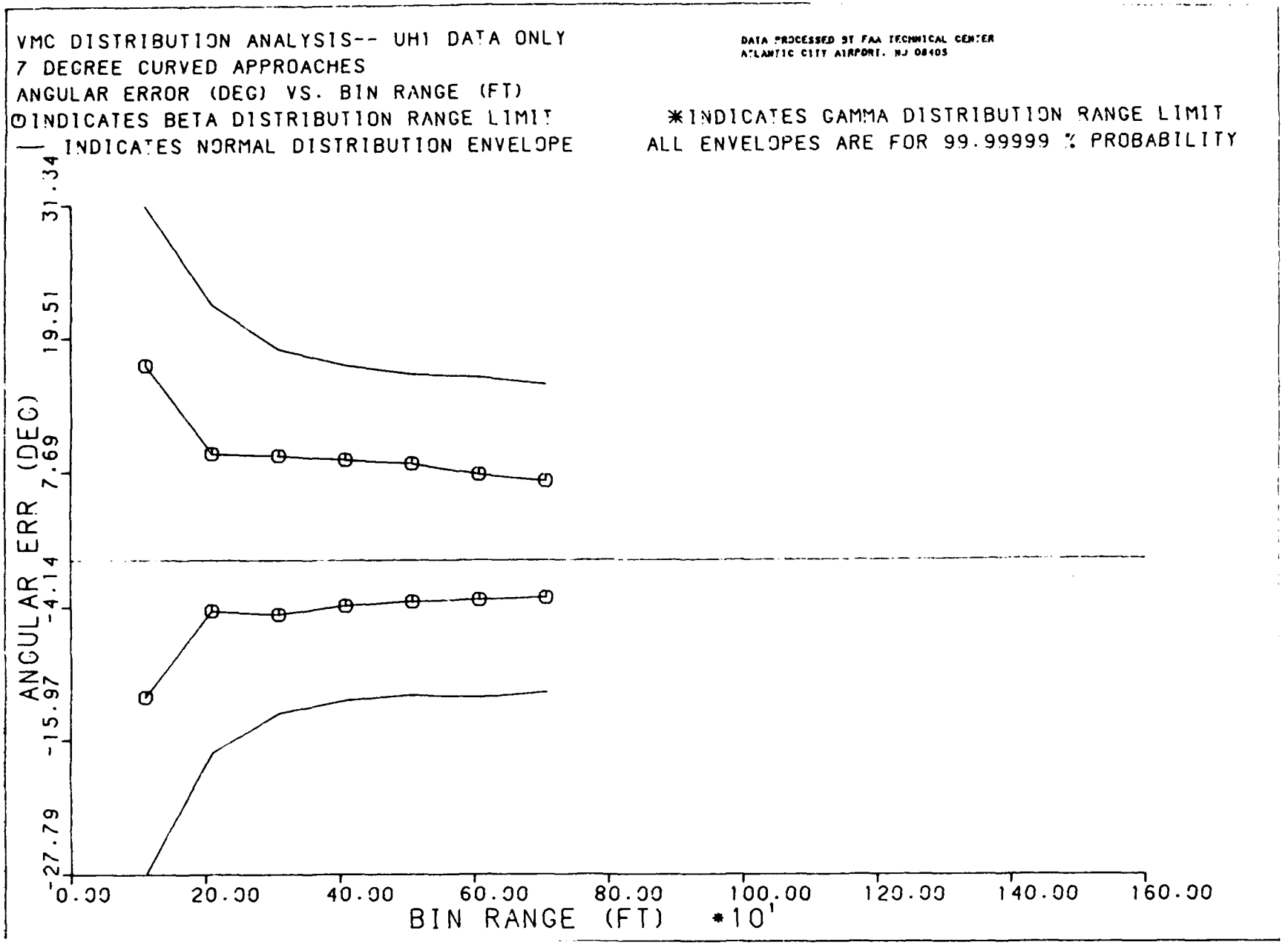


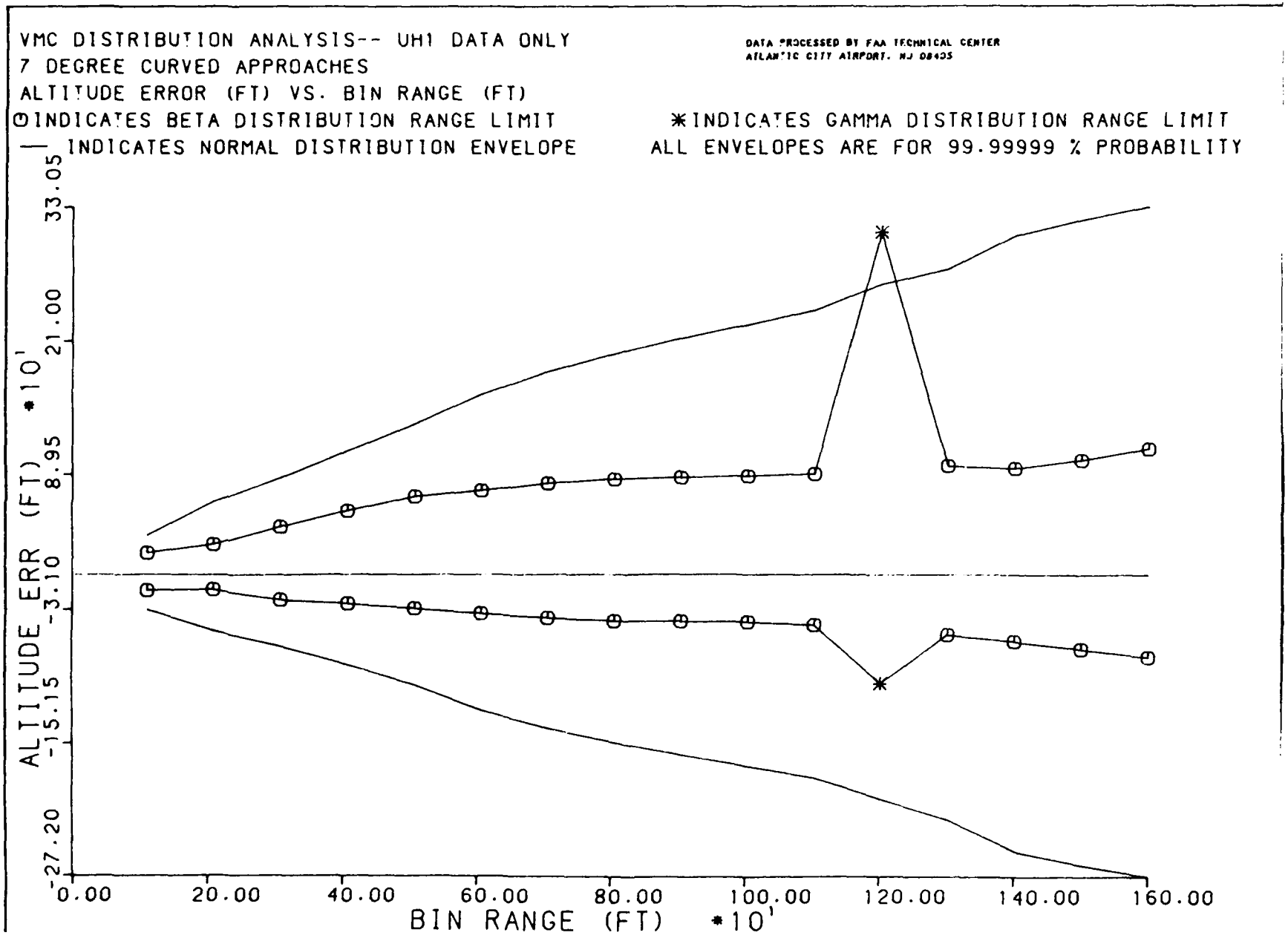

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
-1.51
-19.38
-37.24
-55.11
-72.98
-90.84
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
62.29
13.81
-34.68
-83.16
-131.64
-180.13
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
90.47
70.27
50.06
29.86
9.65
-10.55
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
2.04
19.91
37.78
55.66
73.53
91.41
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

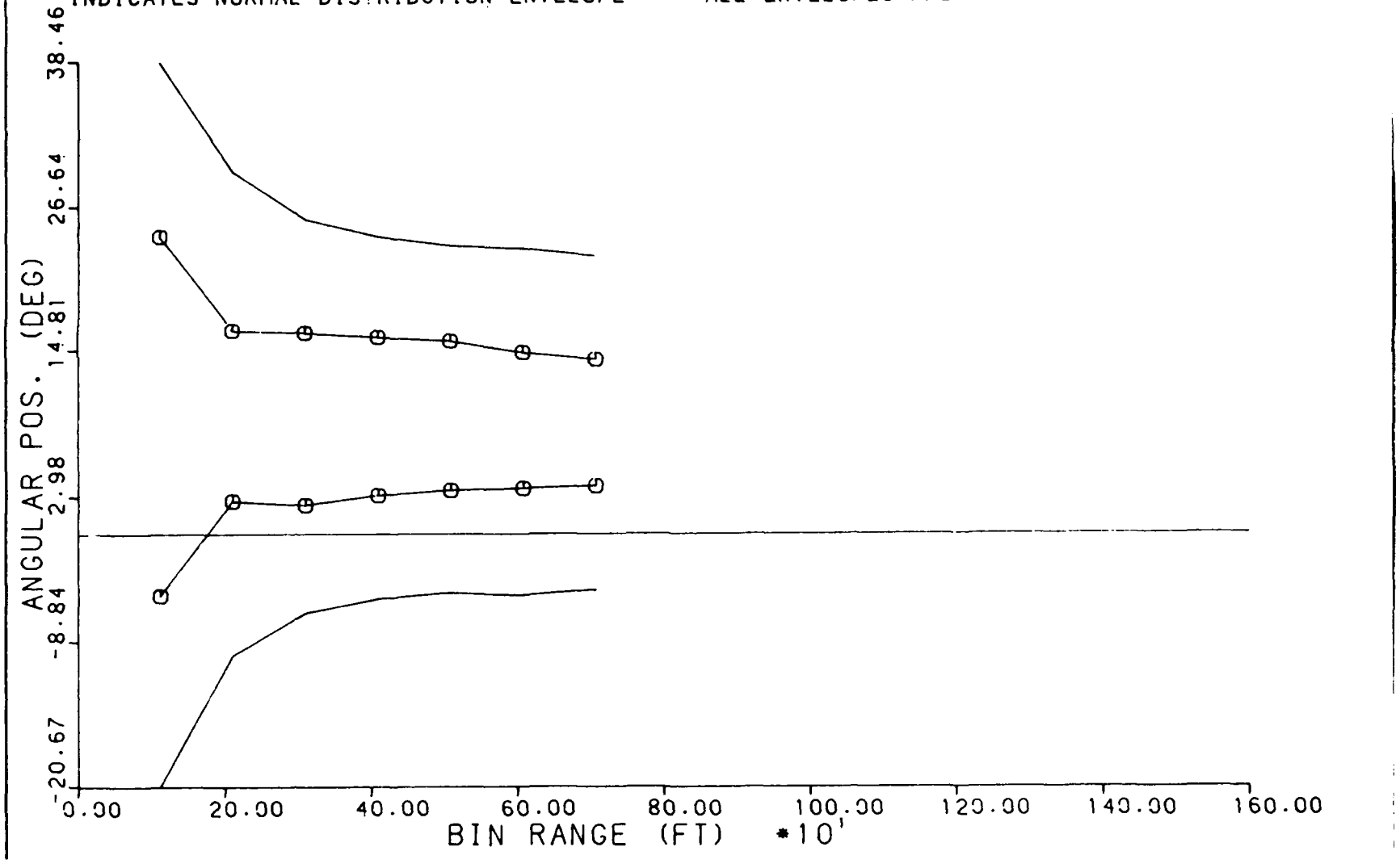

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
31.34
19.51
7.69
-4.14
-15.97
-27.79
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
33.05
21.00
8.95
-3.10
-15.15
-27.20
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

8 DEGREE CURVED APPROACHES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

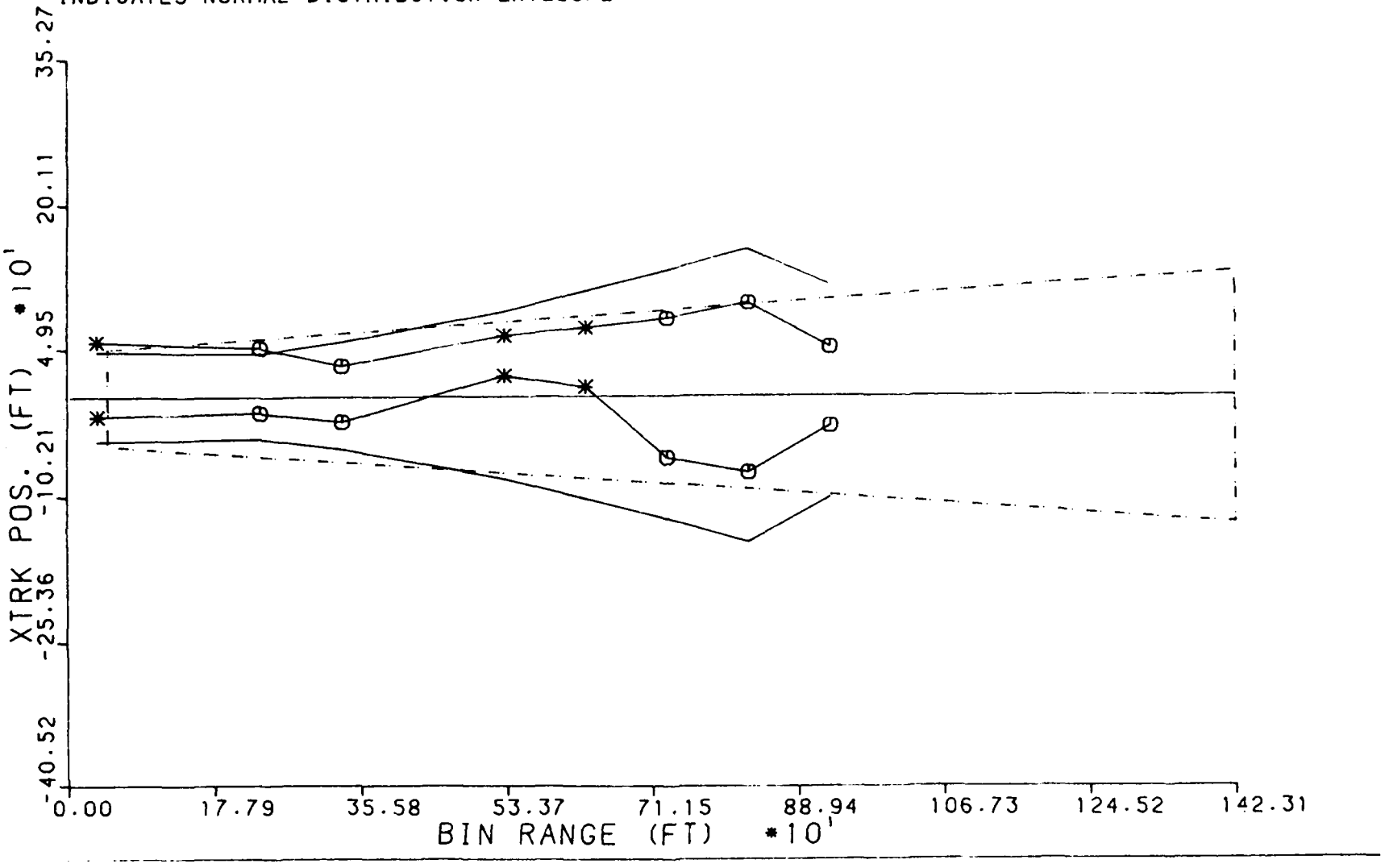
- - INDICATES FAA APPROACH SURFACE

O INDICATES BETA DISTRIBUTION RANGE LIMIT

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT

| INDICATES NORMAL DISTRIBUTION ENVELOPE

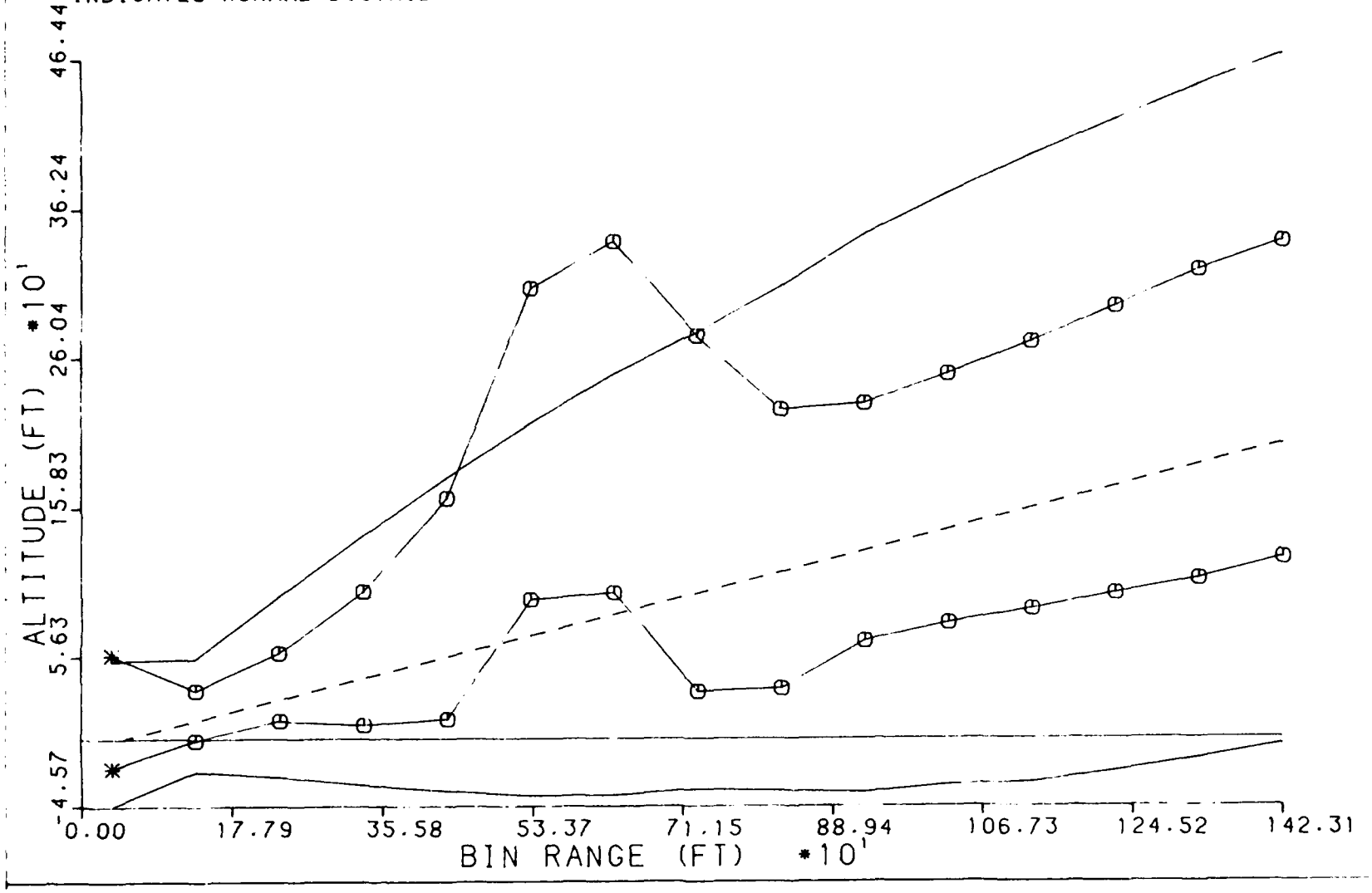
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

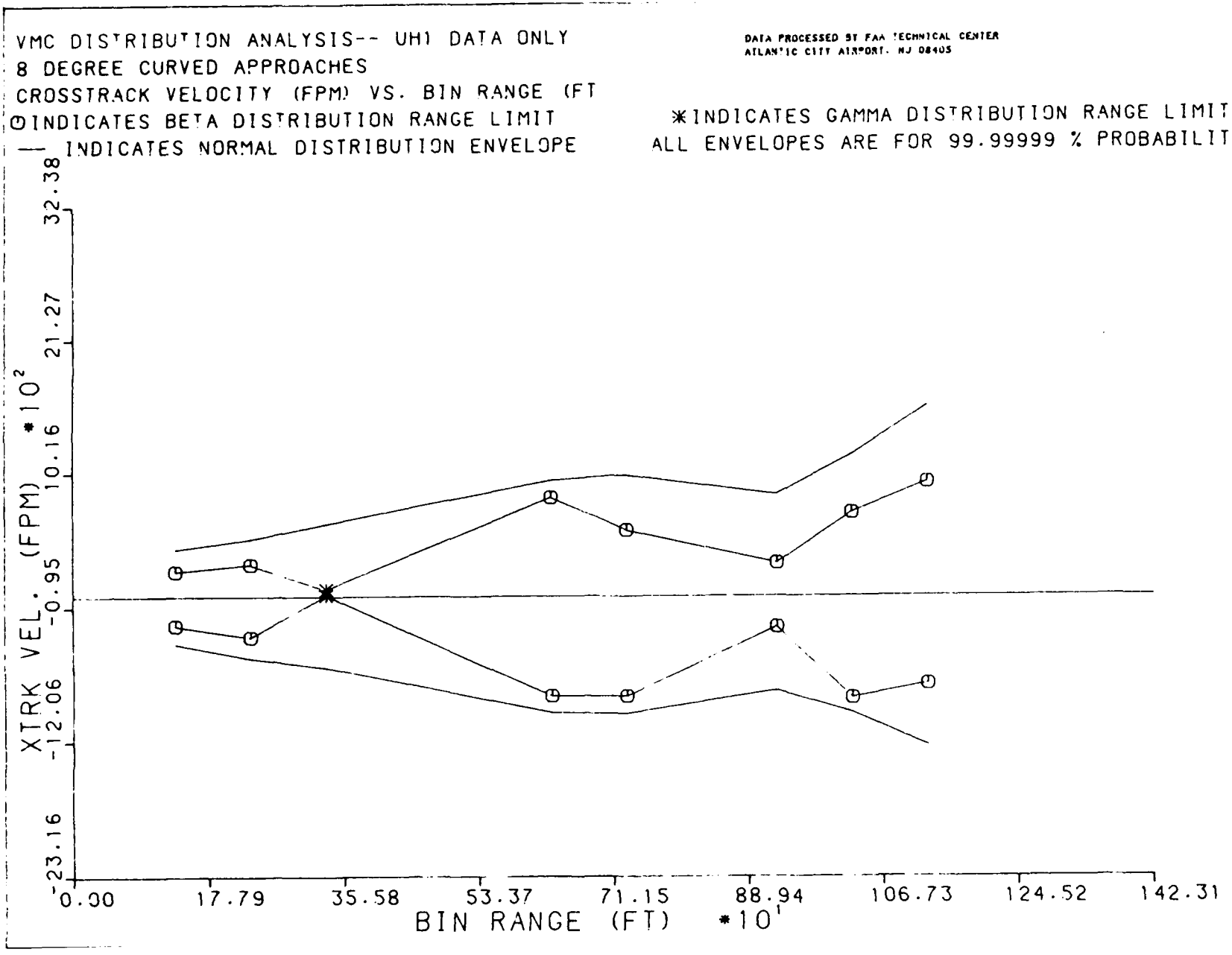


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



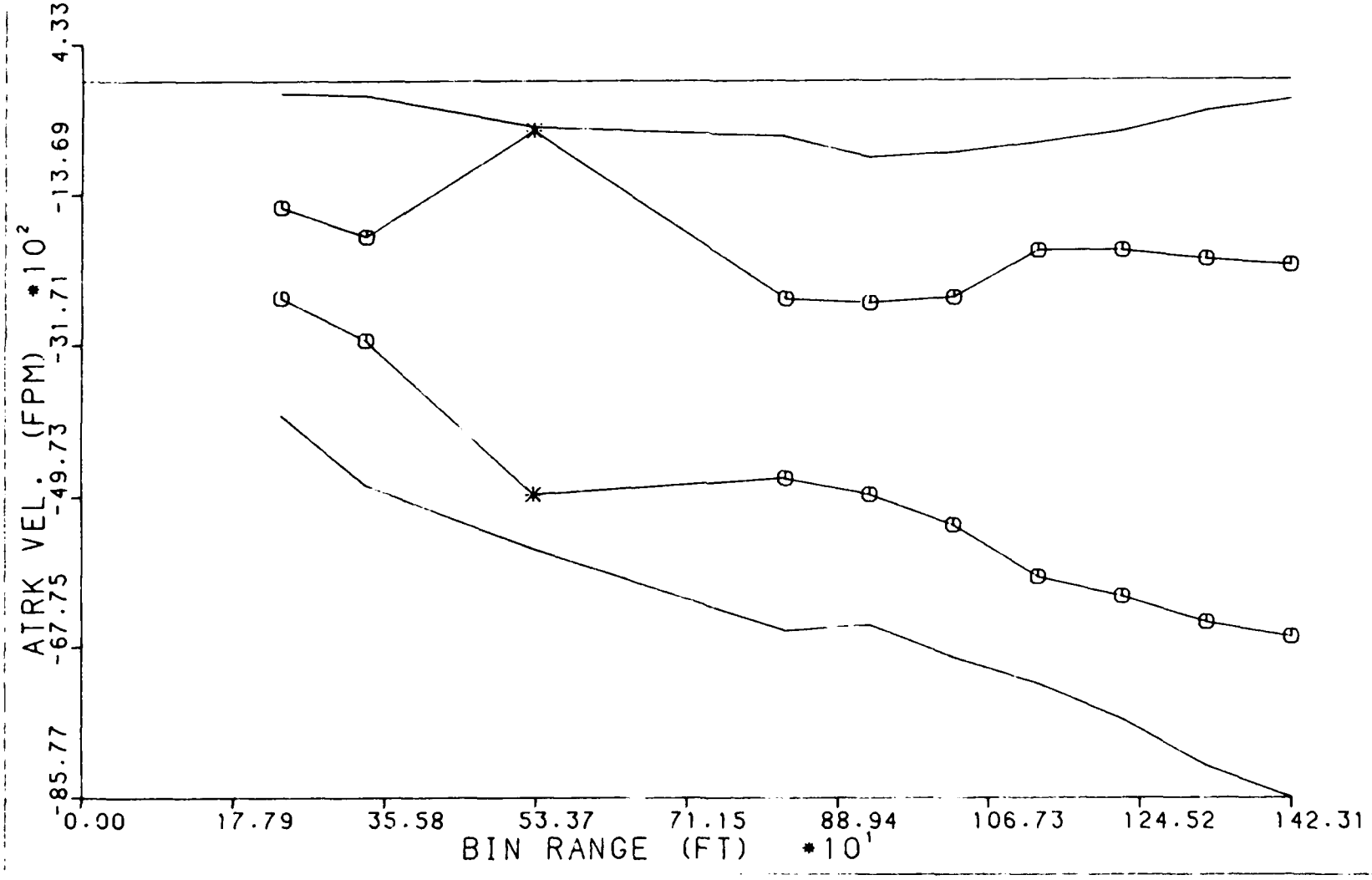

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
32.38
21.27
10.16
-0.95
-12.06
-23.16
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

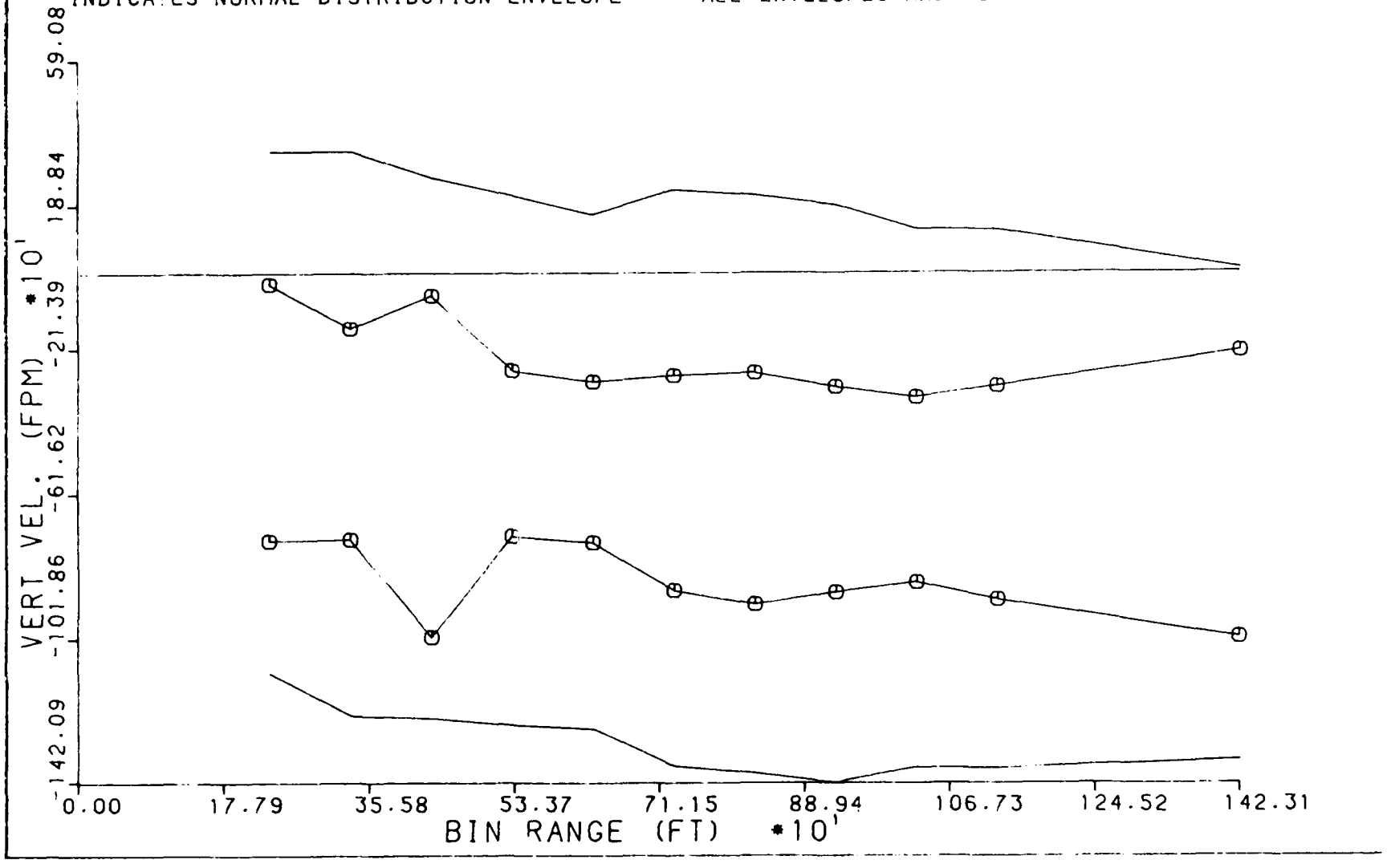
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
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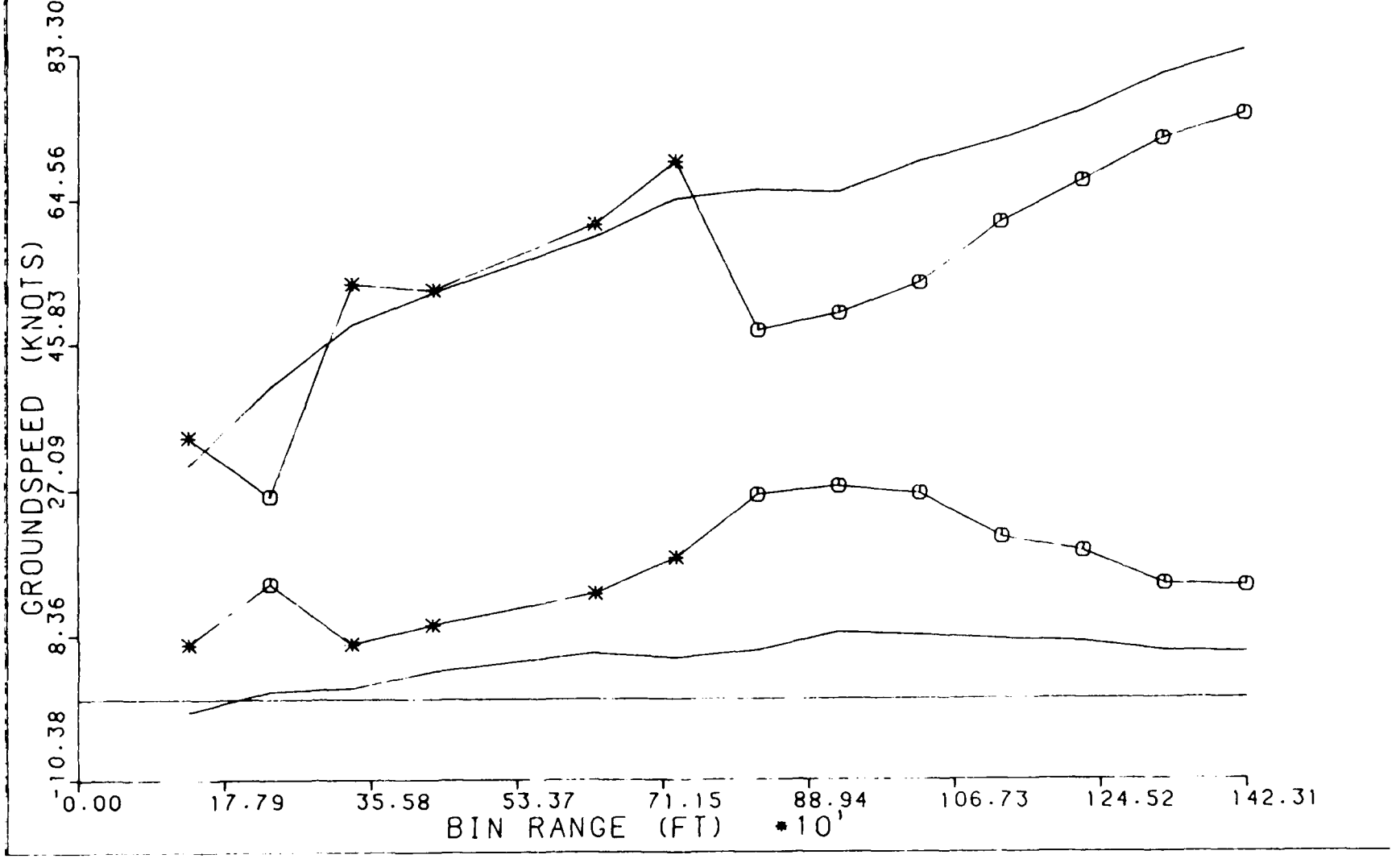
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

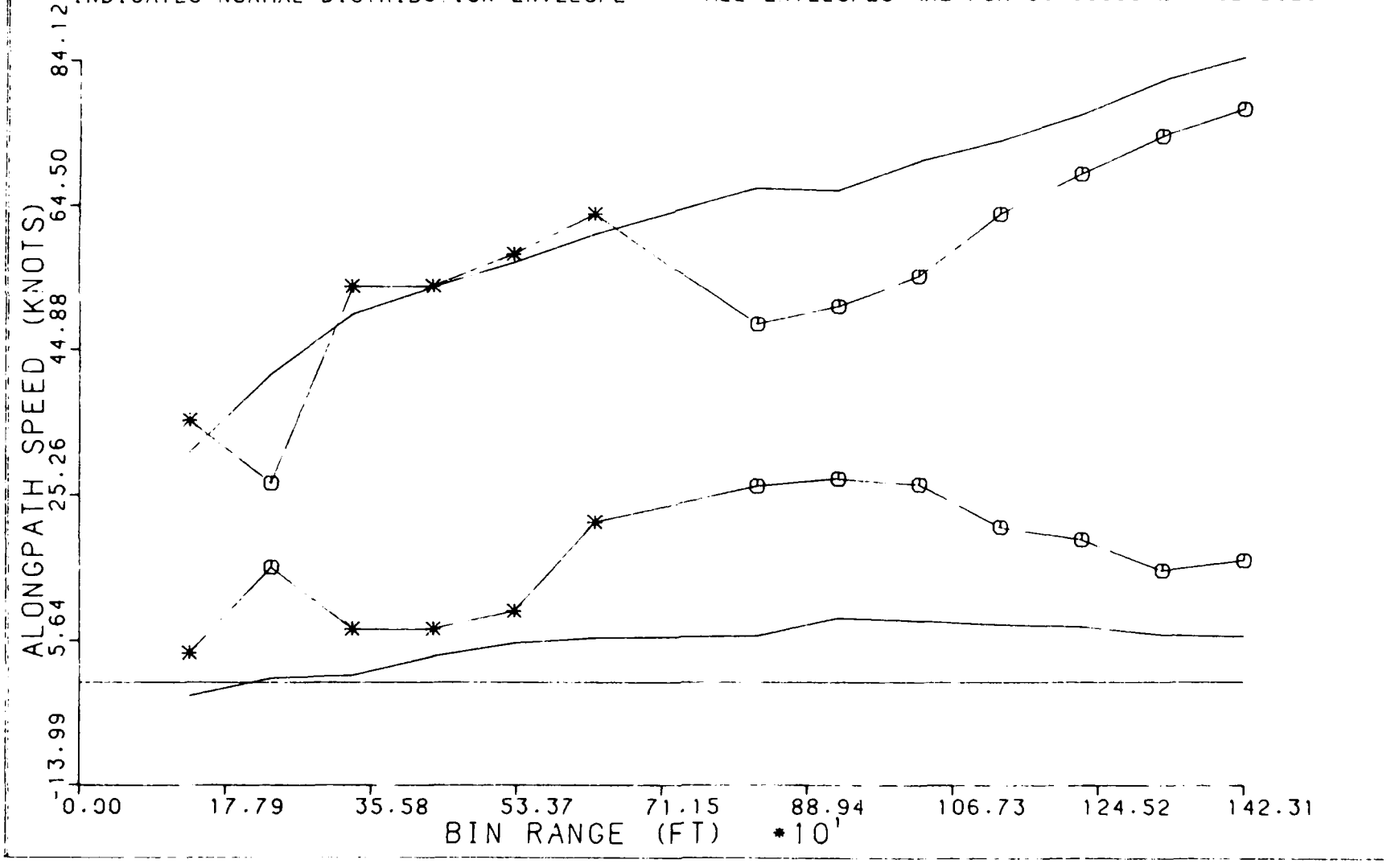
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

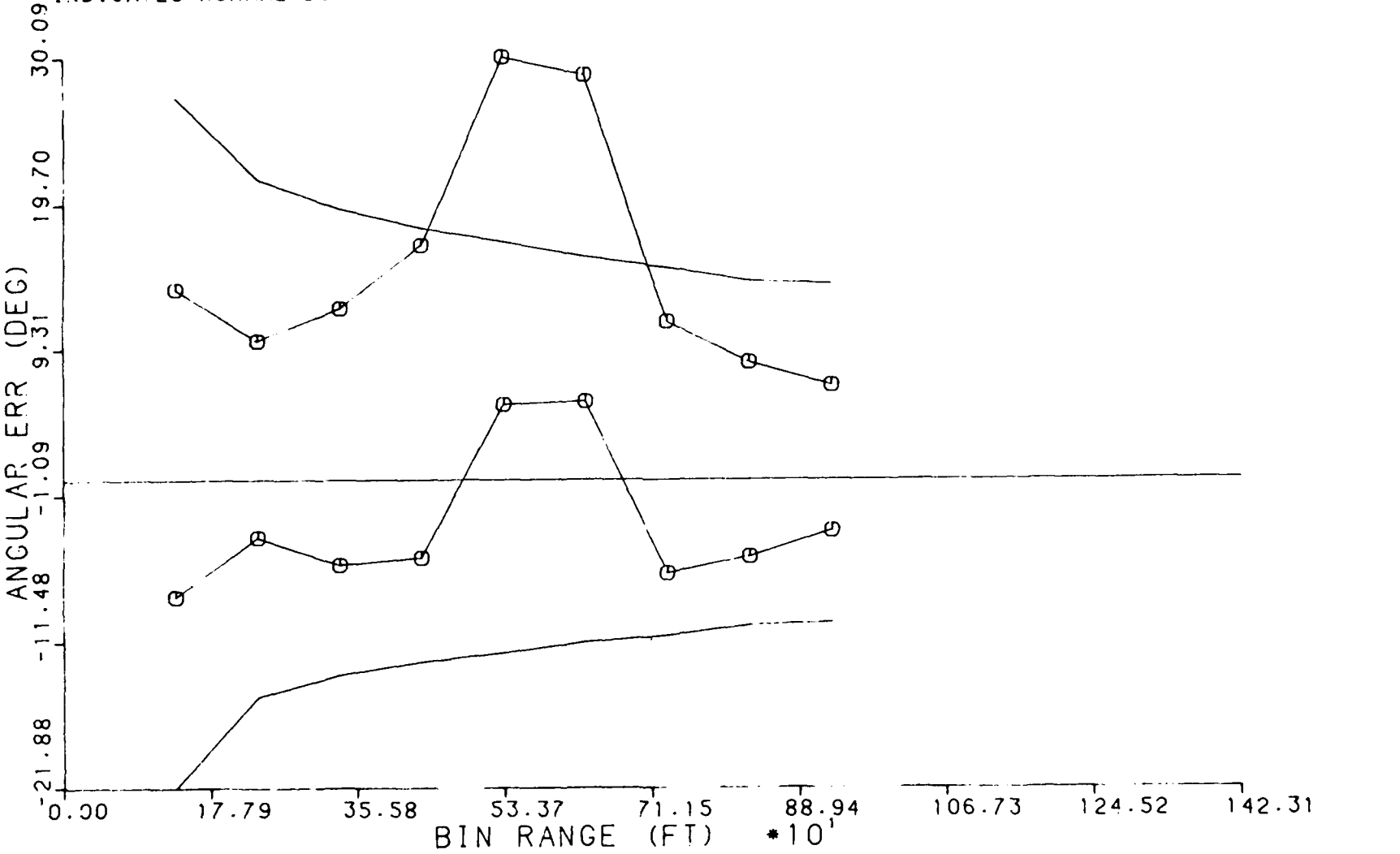
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

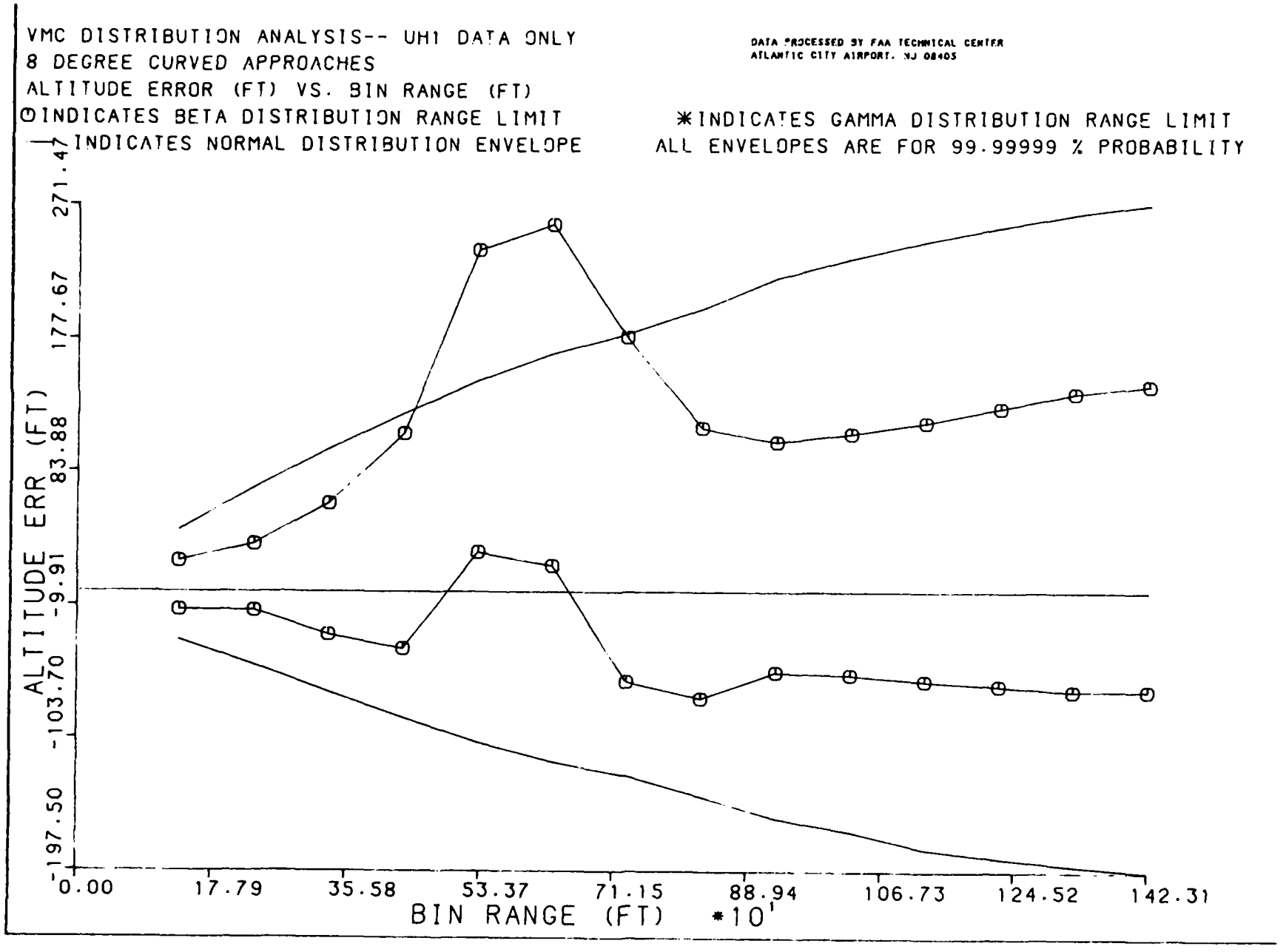


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.9999% PROBABILITY

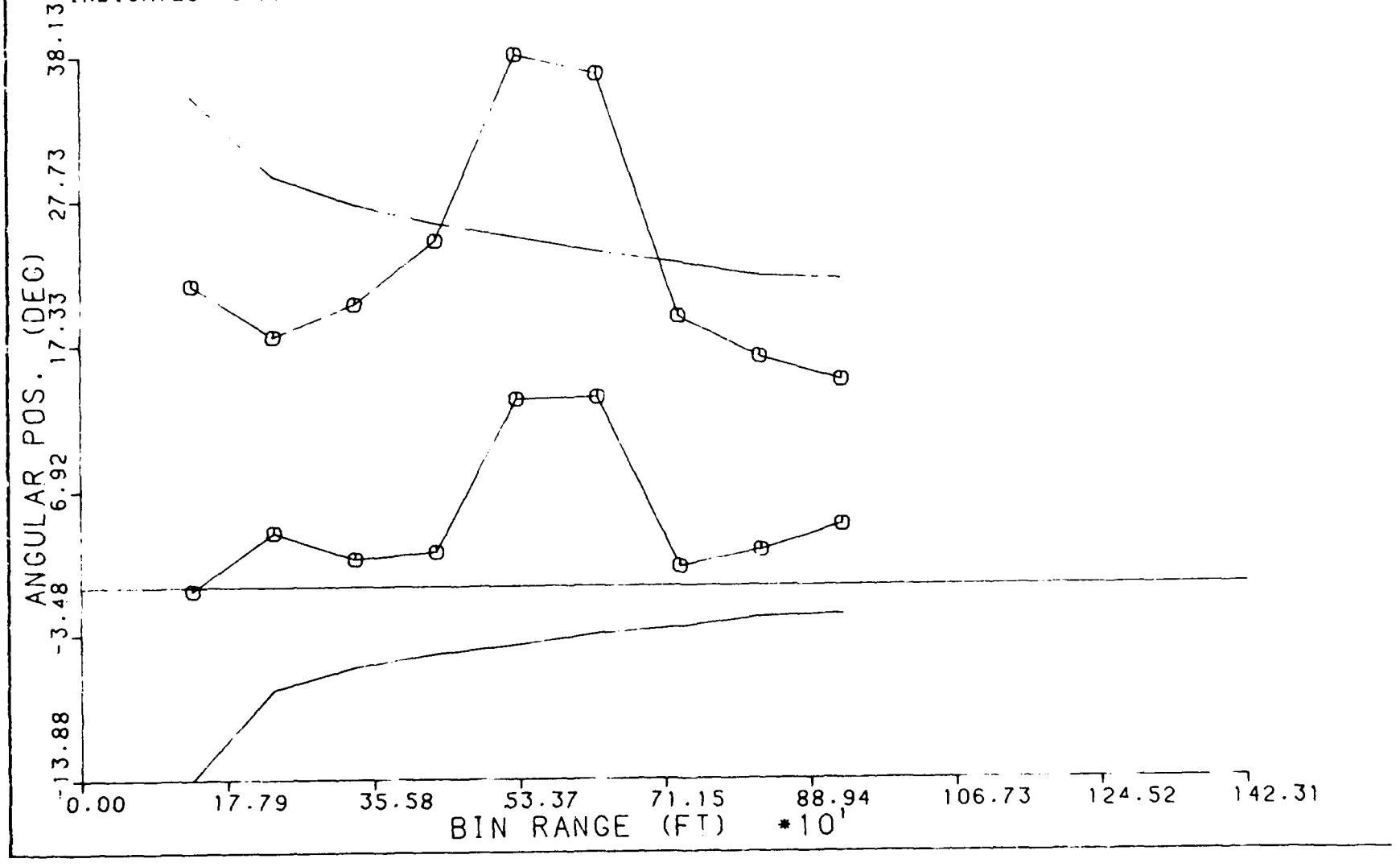


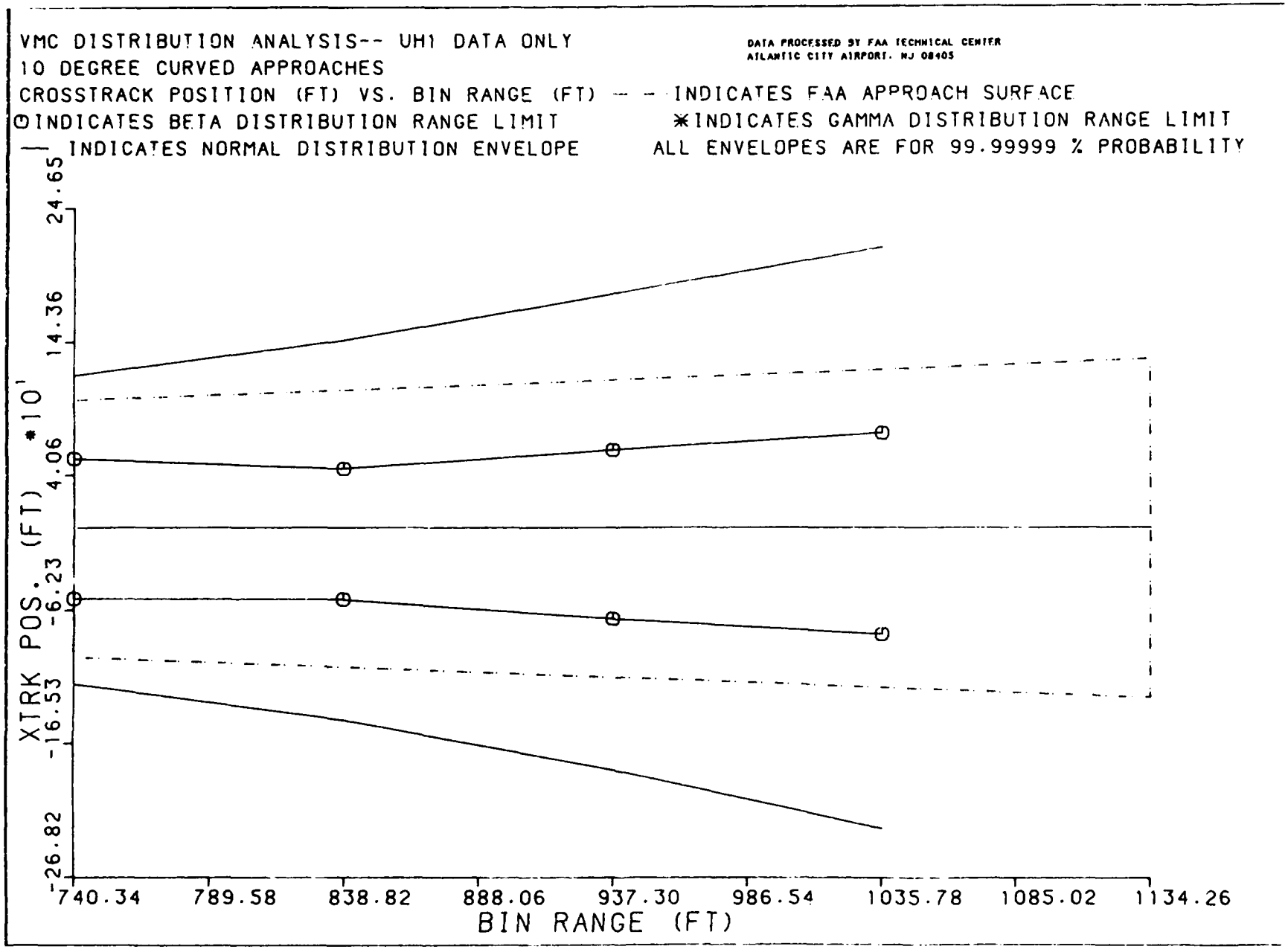

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
271.47
177.67
83.88
-9.91
-103.70
-197.50
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹

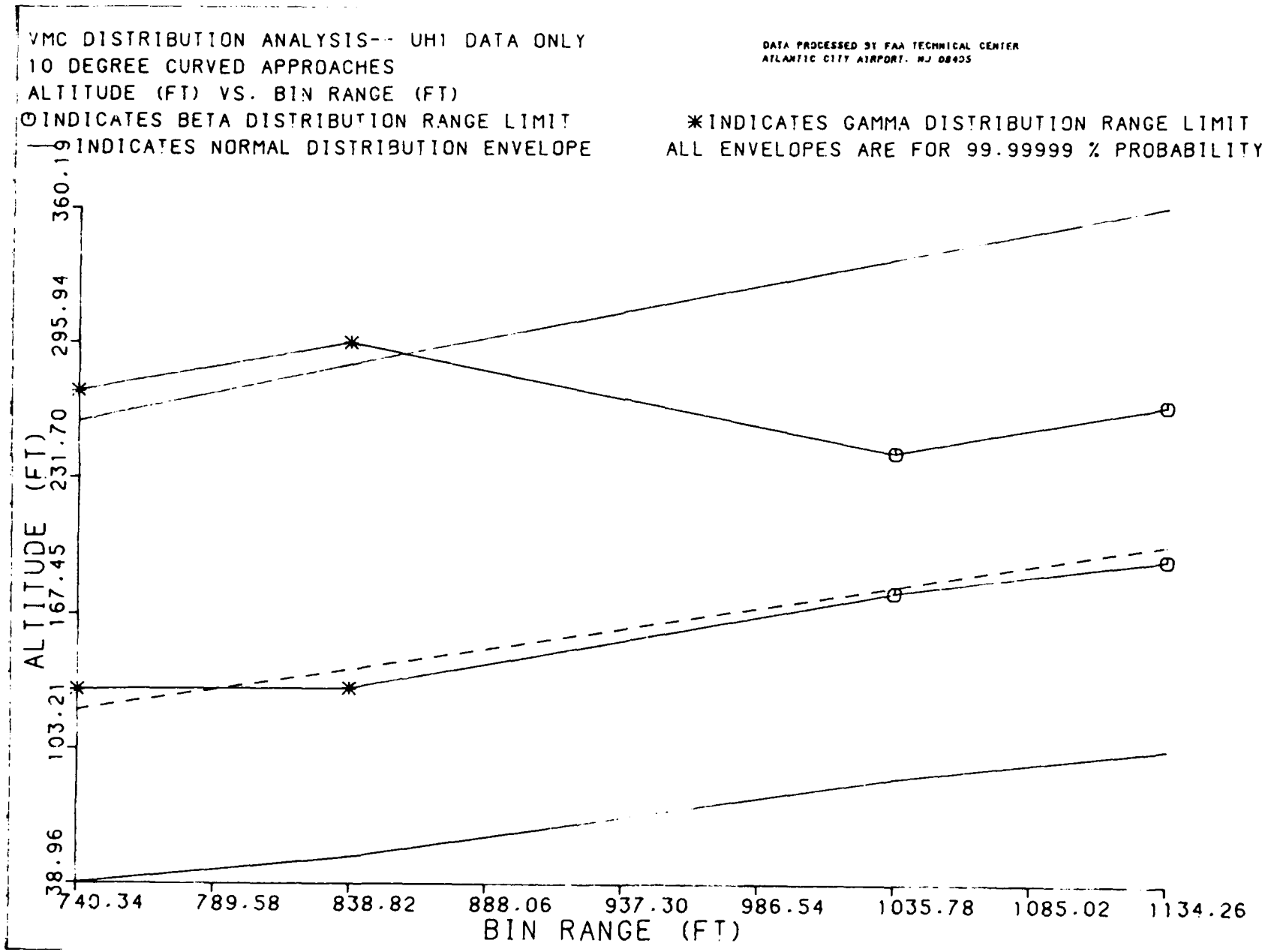
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
8 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
Ⓘ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

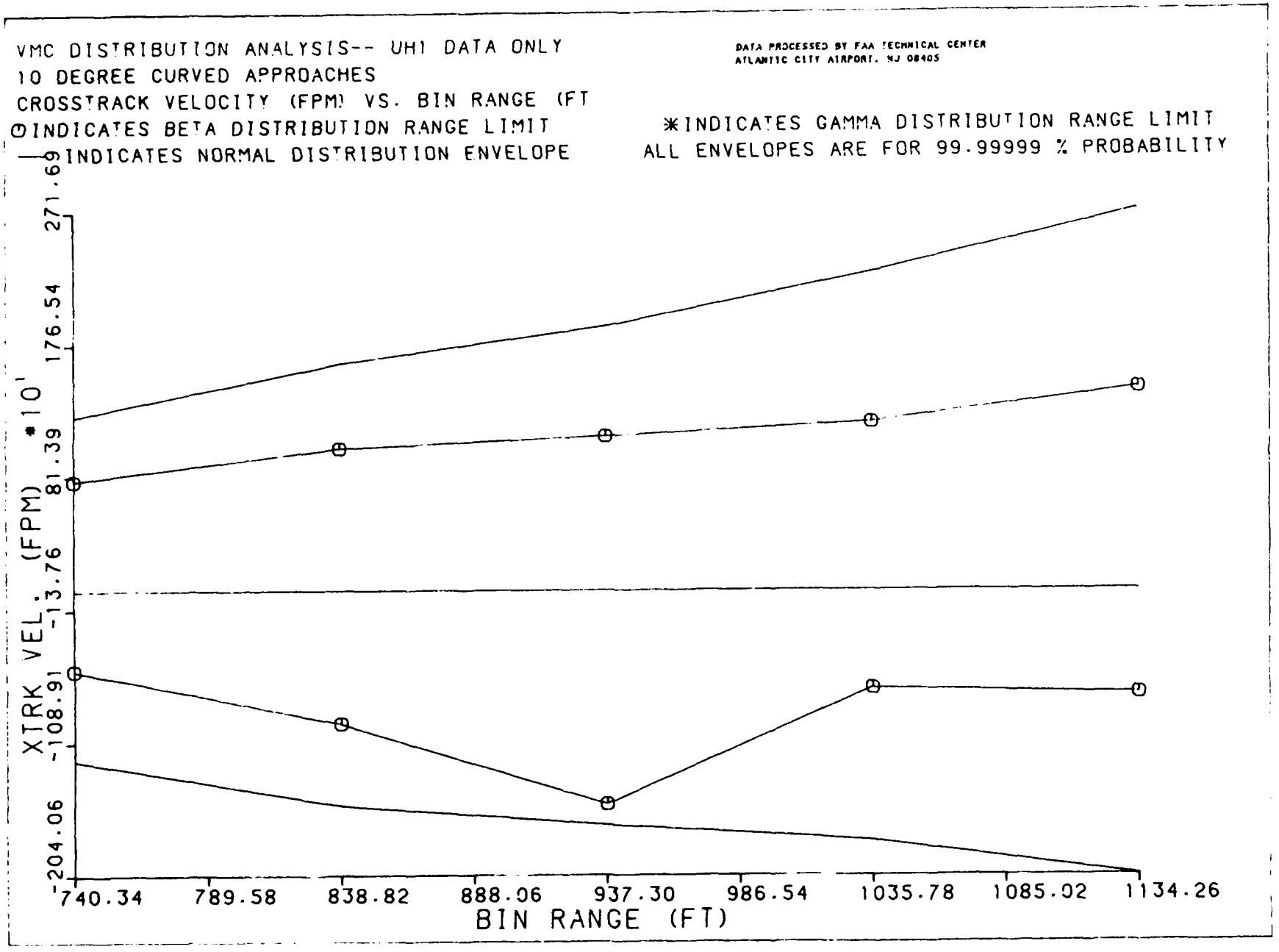
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
24.65
14.36
4.06
-6.23
-16.53
-26.82
740.34
789.58
838.82
888.06
937.30
986.54
1035.78
1085.02
1134.26
BIN RANGE (FT)

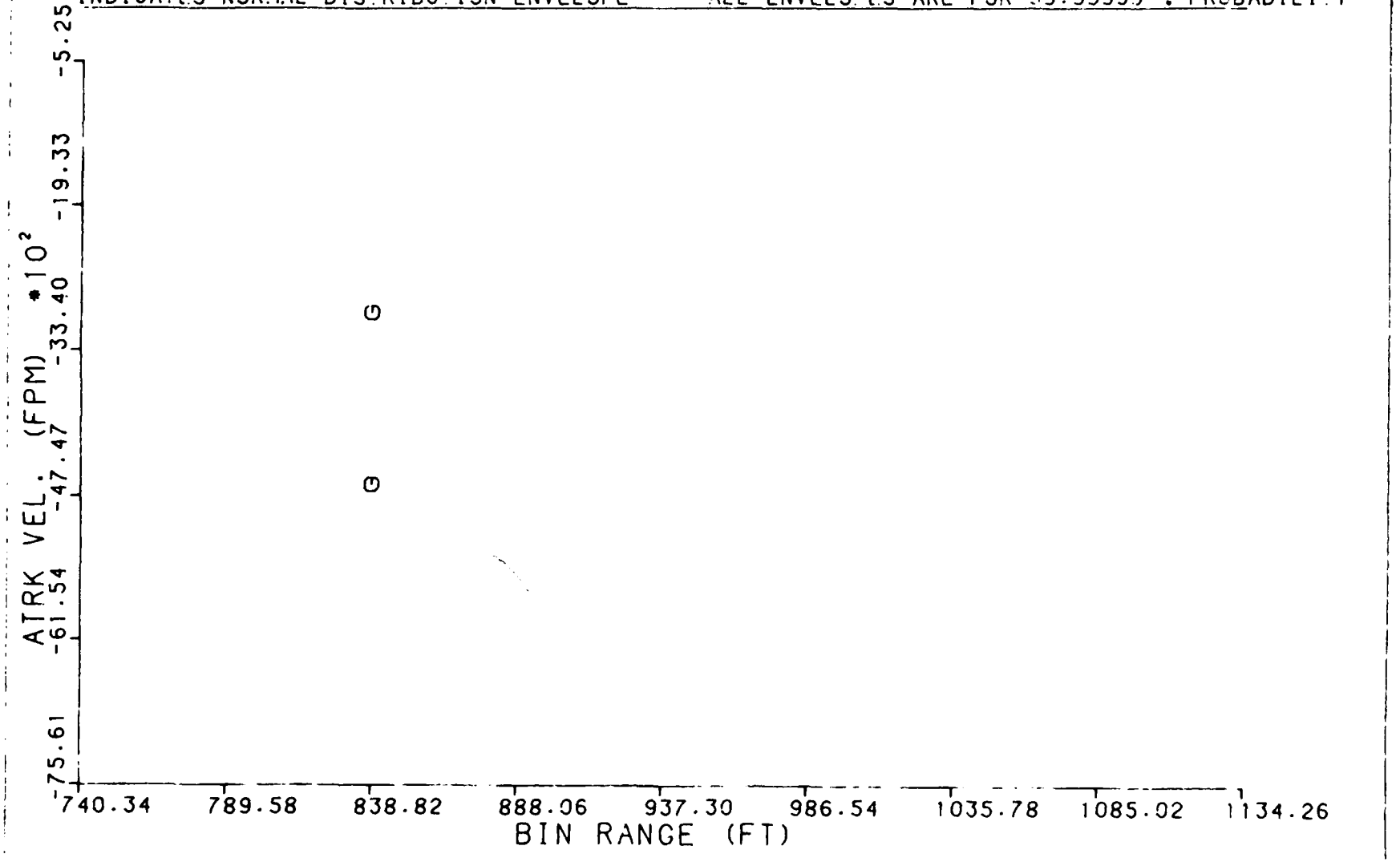

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT)
360.19
295.94
231.70
167.45
103.21
38.96
740.34
789.58
838.82
888.06
937.30
986.54
1035.78
1085.02
1134.26
BIN RANGE (FT)


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
271.69
176.54
81.39
-13.76
-108.91
-204.06
740.34
789.58
838.82
888.06
937.30
986.54
1035.78
1085.02
1134.26
BIN RANGE (FT)

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

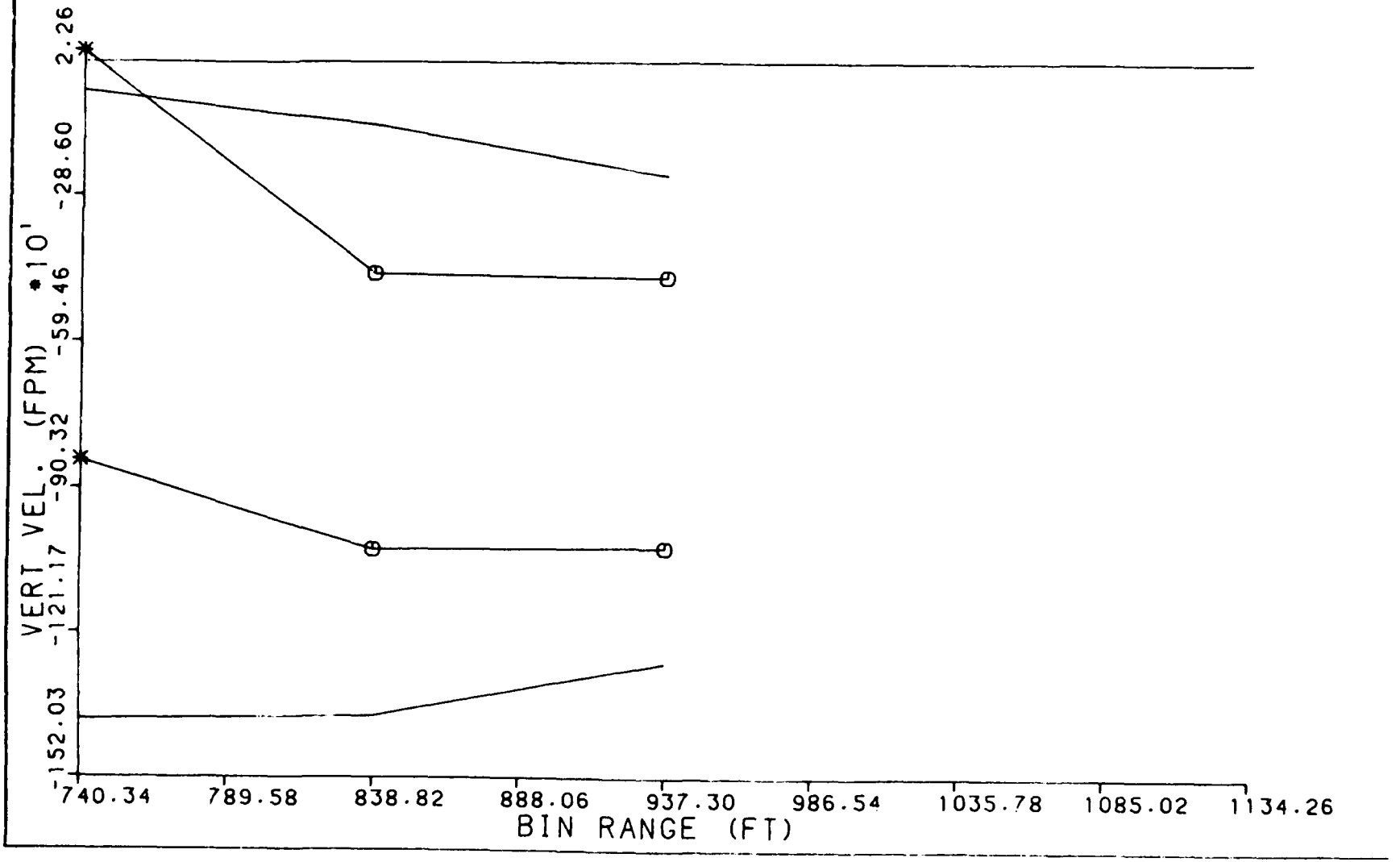


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

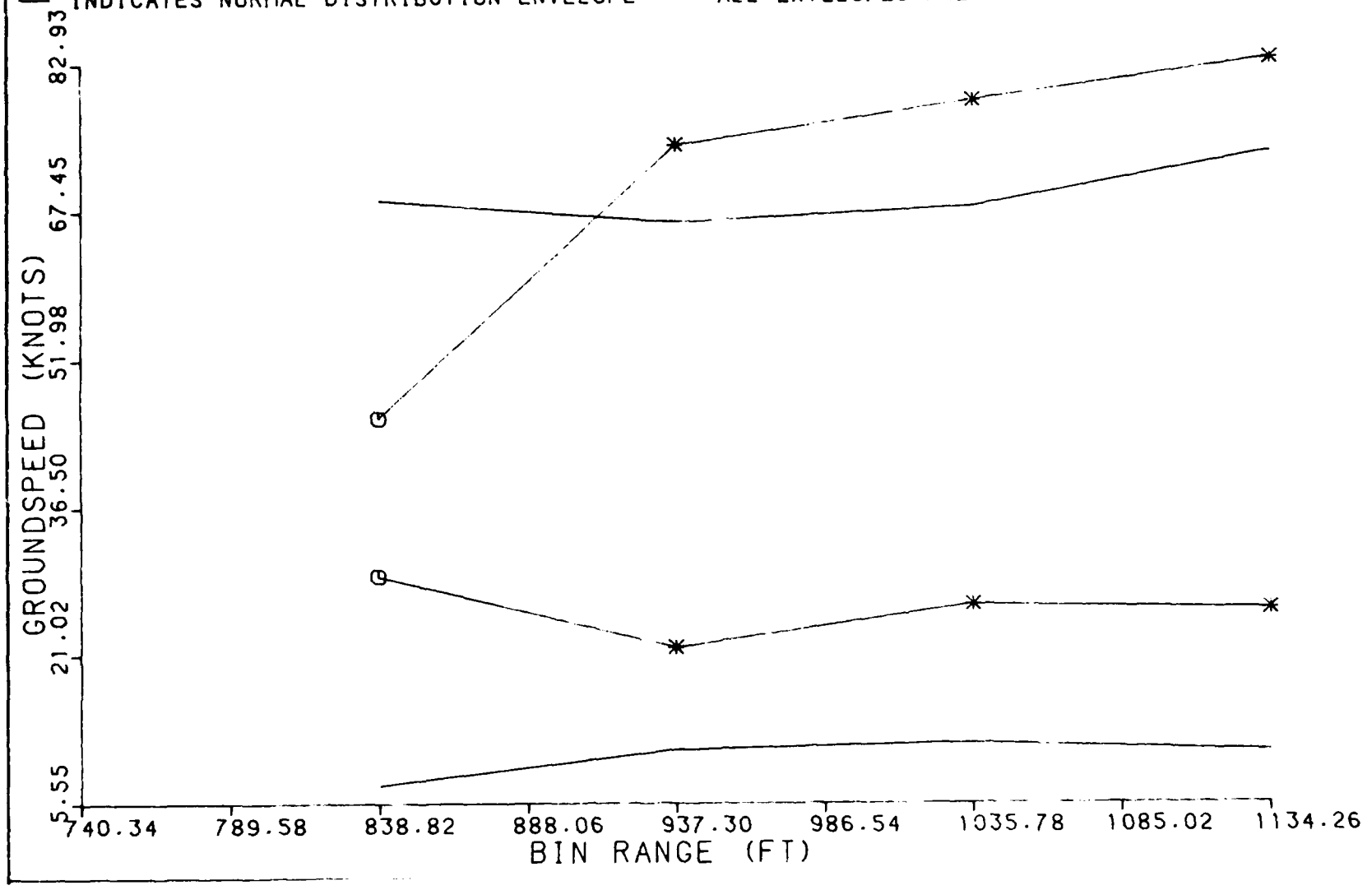
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

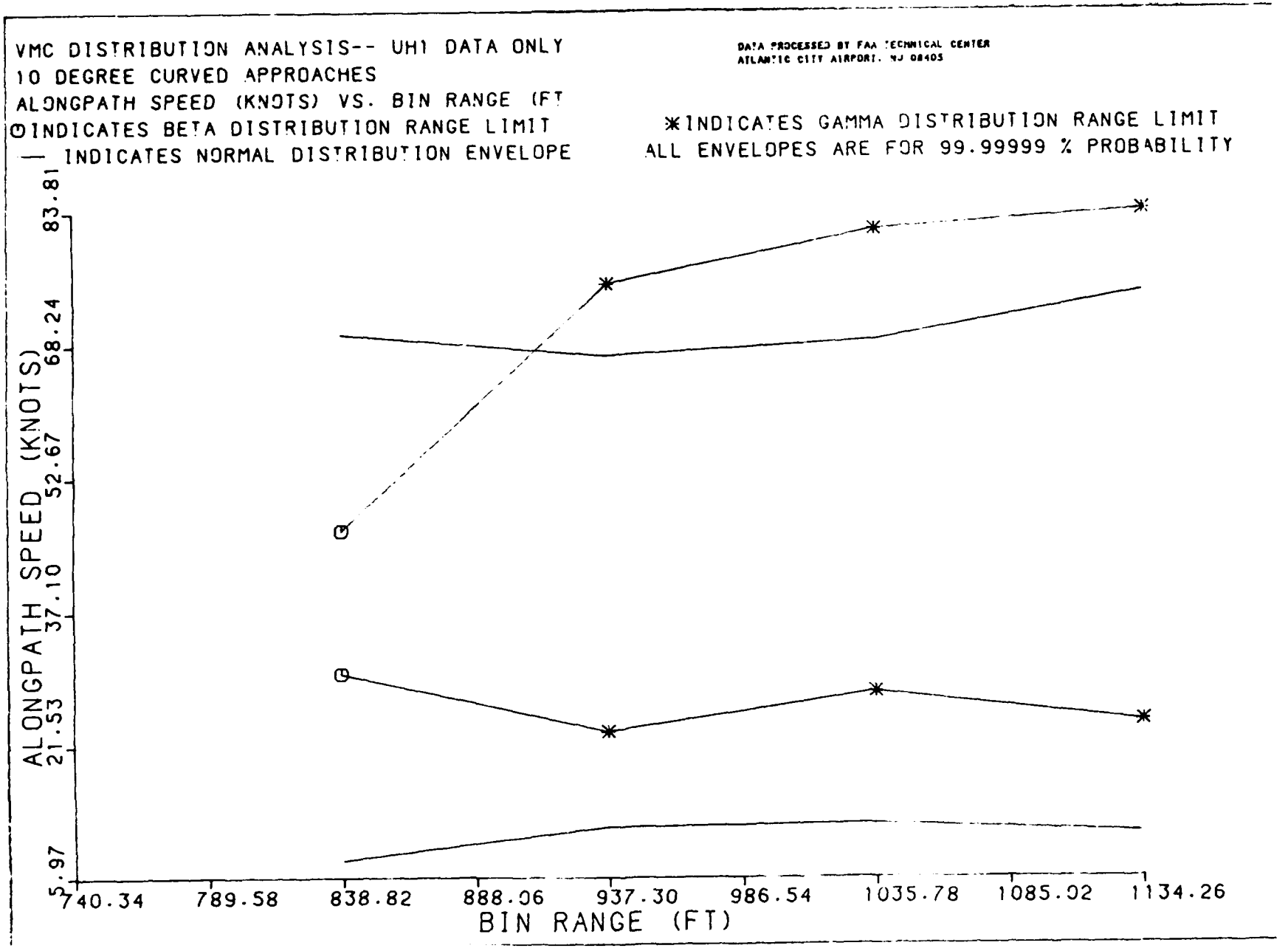


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

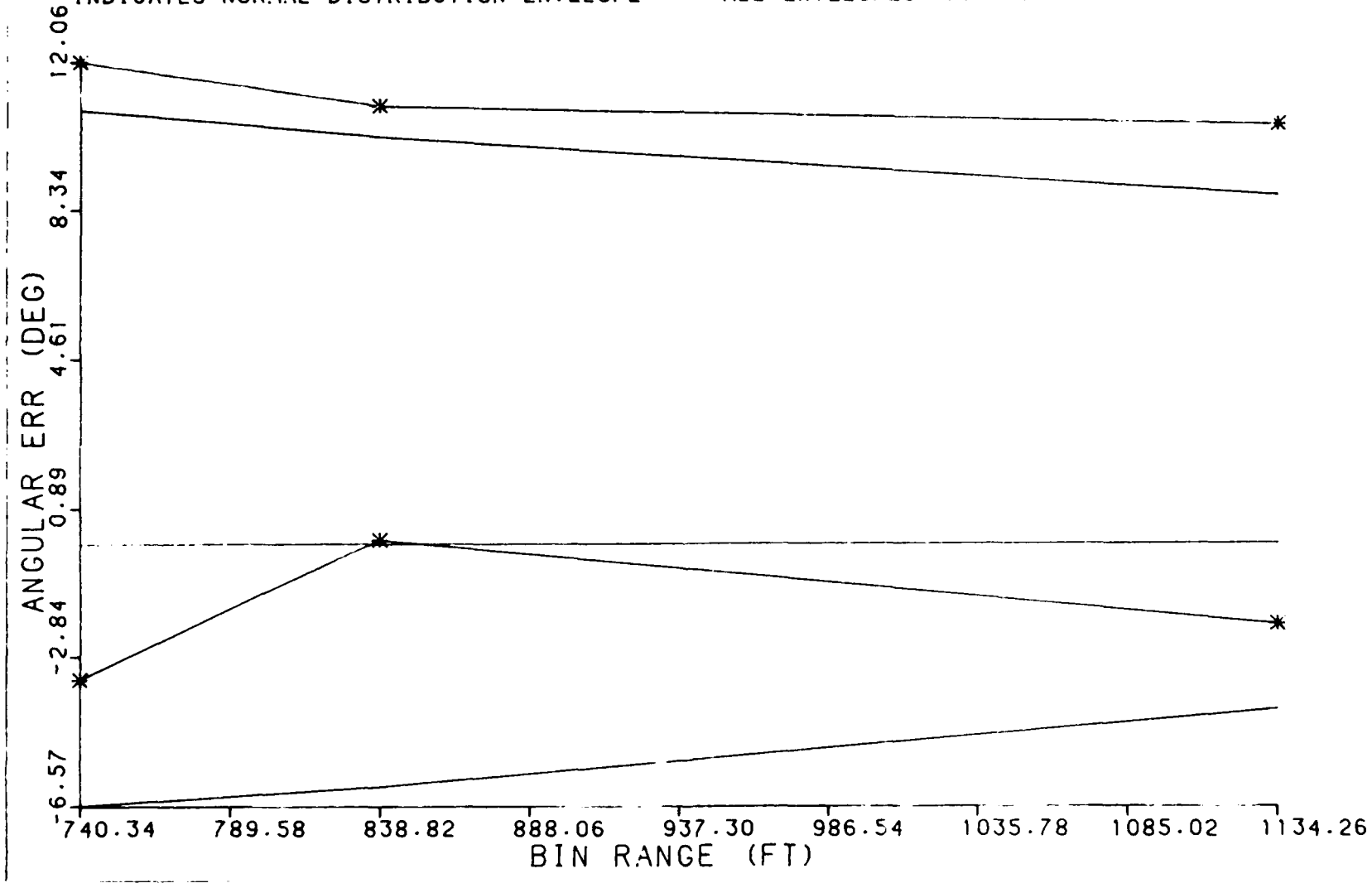


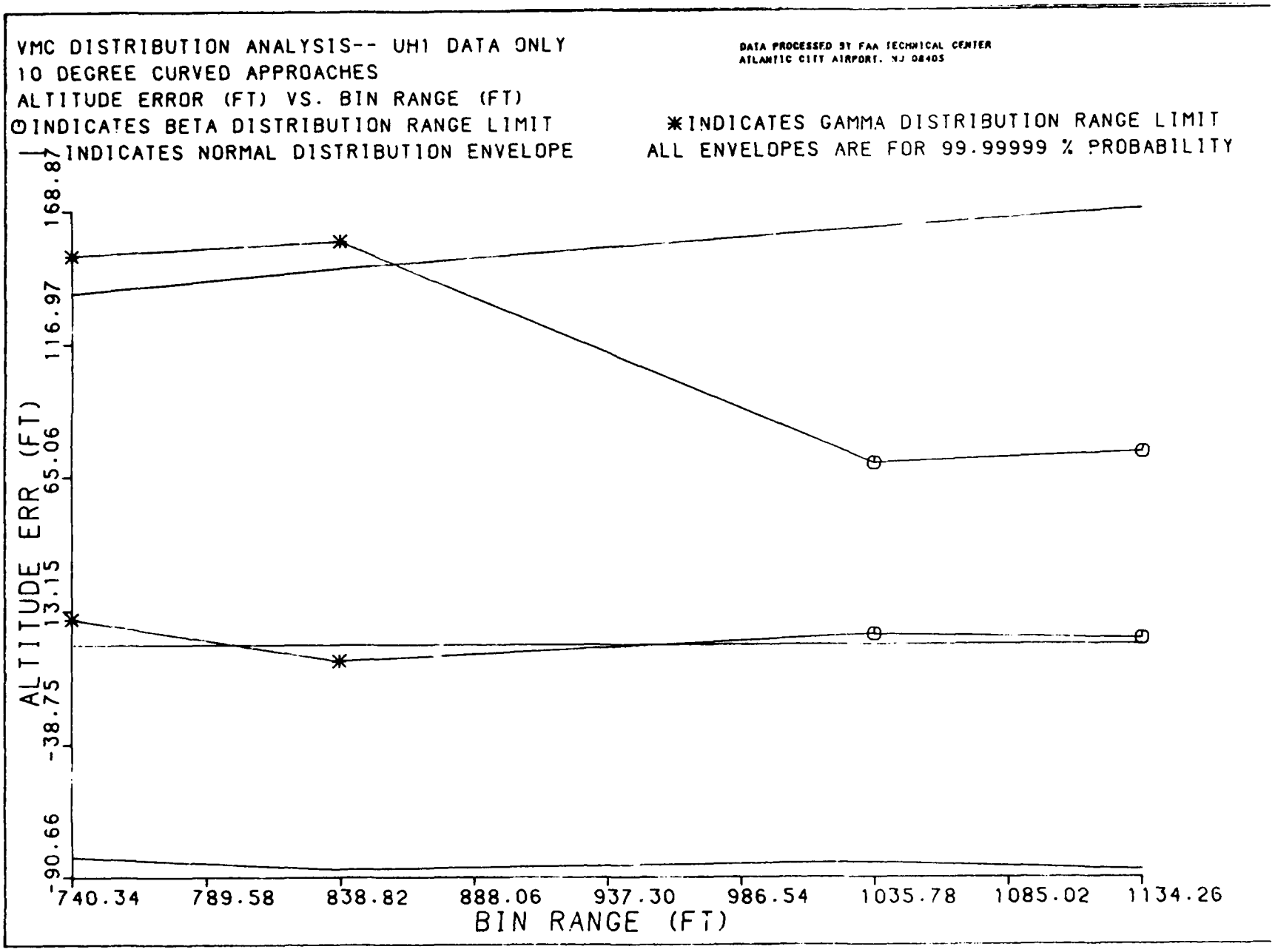

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
83.81
68.24
52.67
37.10
21.53
5.97
740.34
789.58
838.82
888.06
937.30
986.54
1035.78
1085.02
1134.26
BIN RANGE (FT)

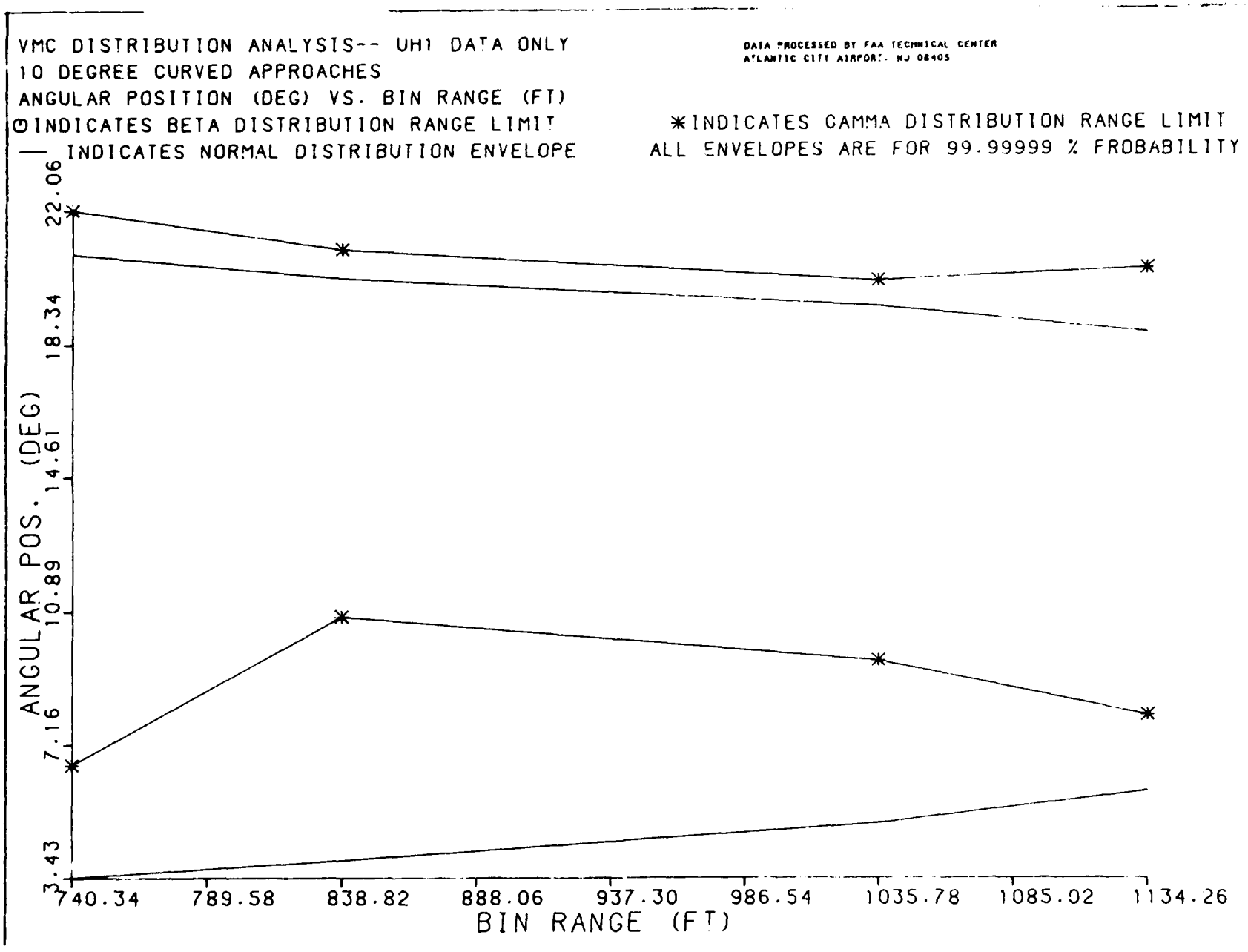
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

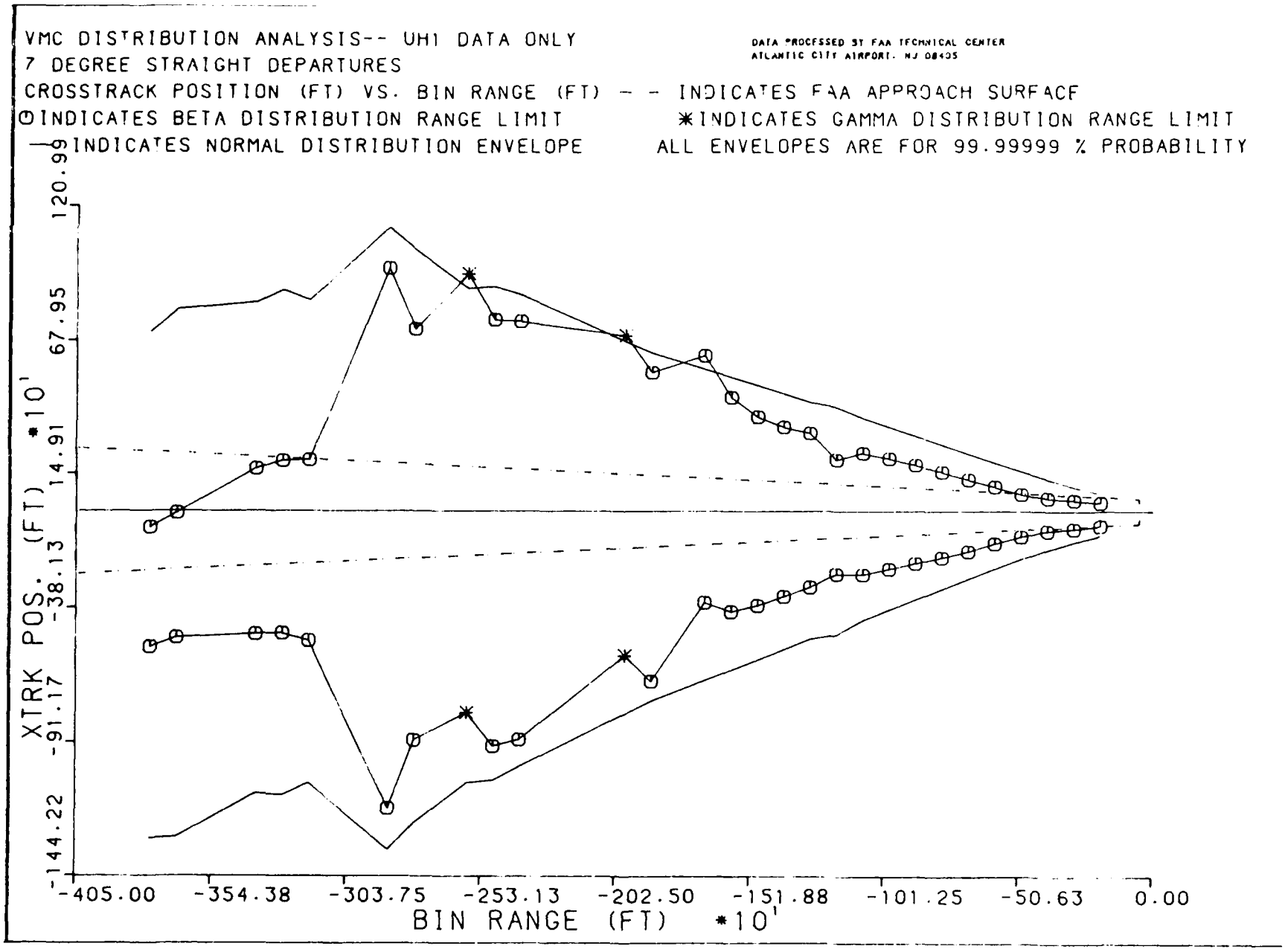
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

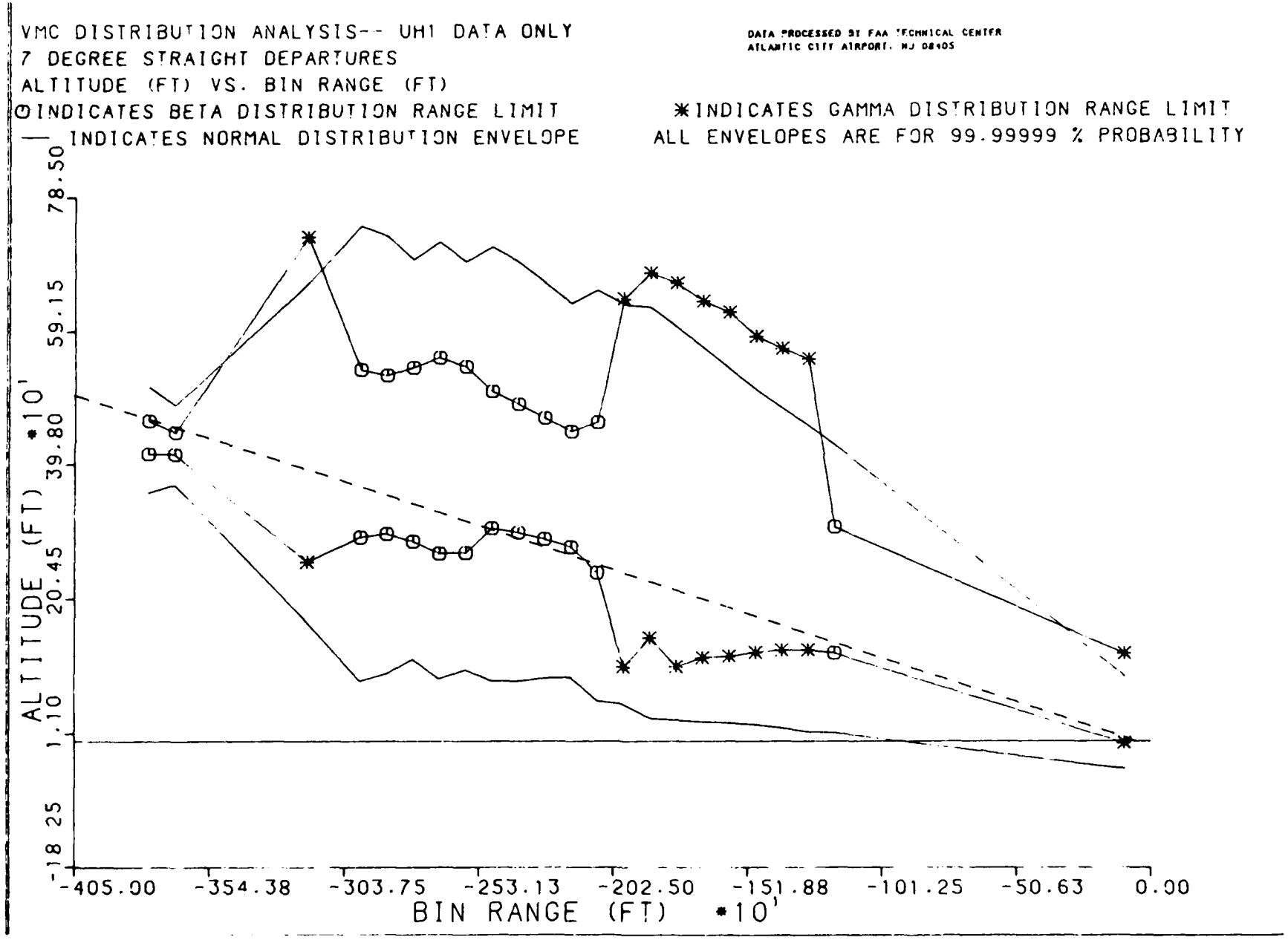
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

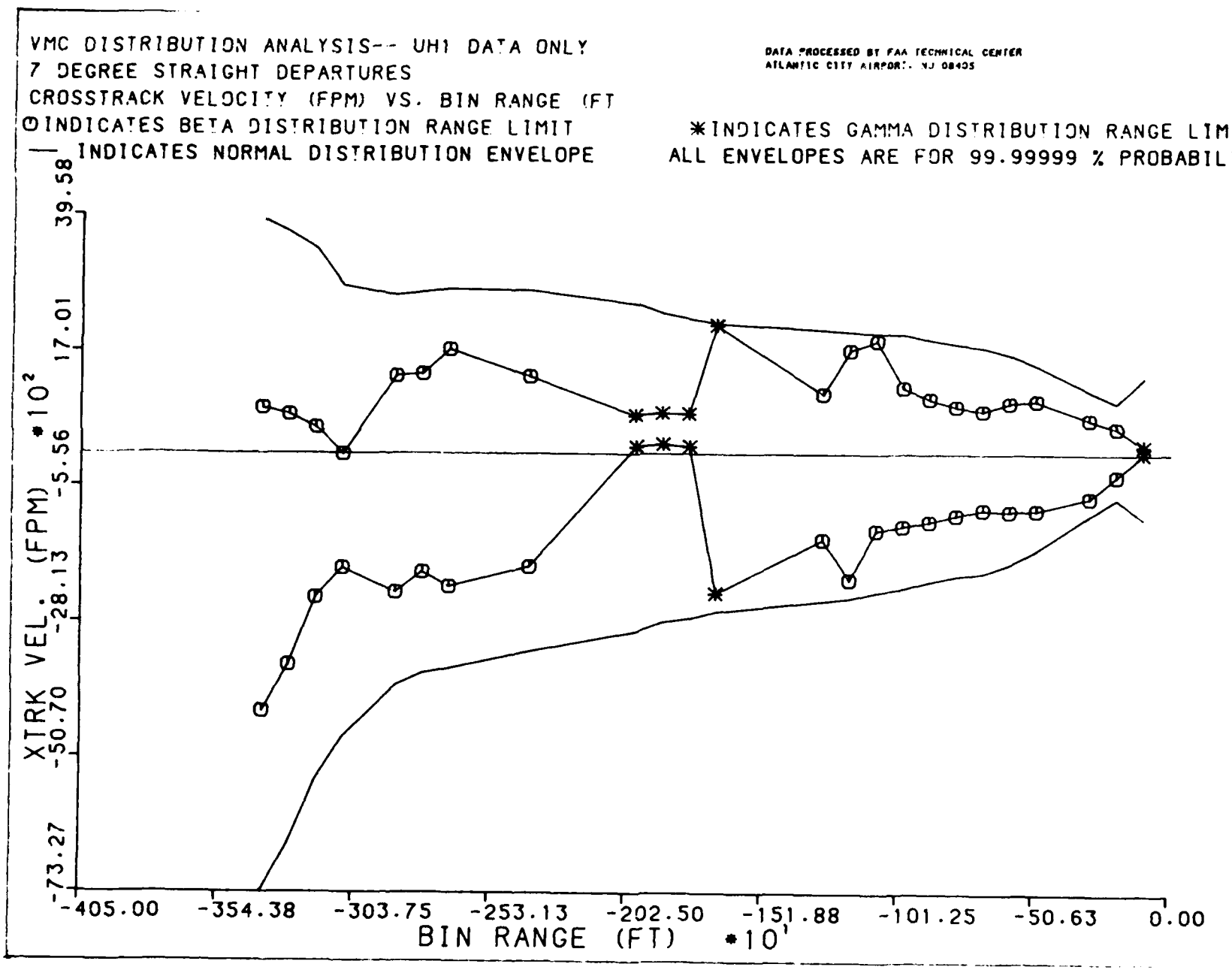



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
168.87
116.97
65.06
13.15
-38.75
-90.66
740.34
789.58
838.82
888.06
937.30
986.54
1035.78
1085.02
1134.26
BIN RANGE (FT)


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES CAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % FROBABILITY
ANGULAR POS. (DEG)
22.06
18.34
14.61
10.89
7.16
3.43
740.34
789.58
838.82
888.06
937.30
986.54
1035.78
1085.02
1134.26
BIN RANGE (FT)


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
120.99
67.95
14.91
-38.13
-91.17
-144.22
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
OINDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
78.50
59.15
39.80
20.45
1.10
-18.25
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'

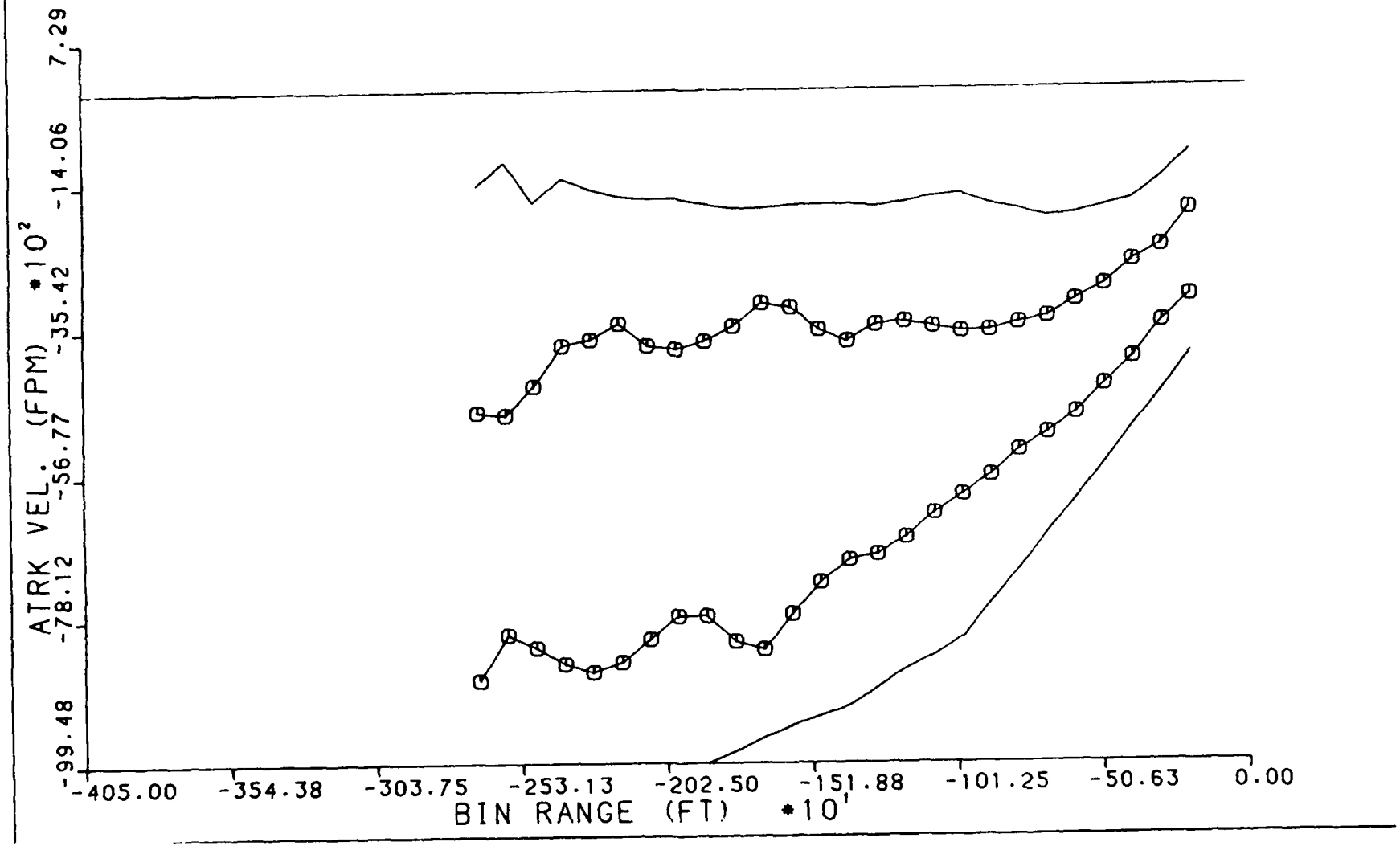

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
39.58
17.01
-5.56
-28.13
-50.70
-73.27
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10¹

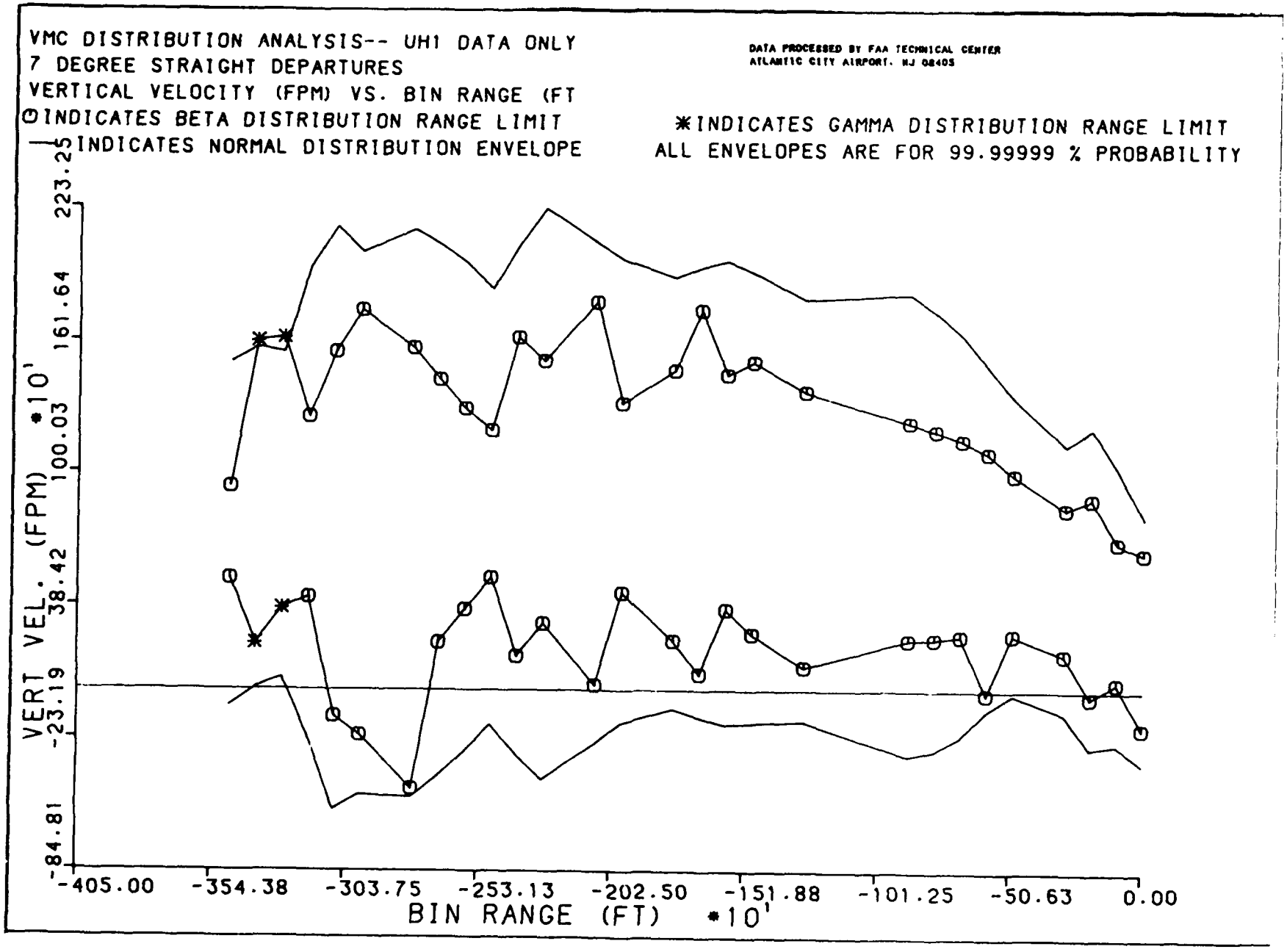
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

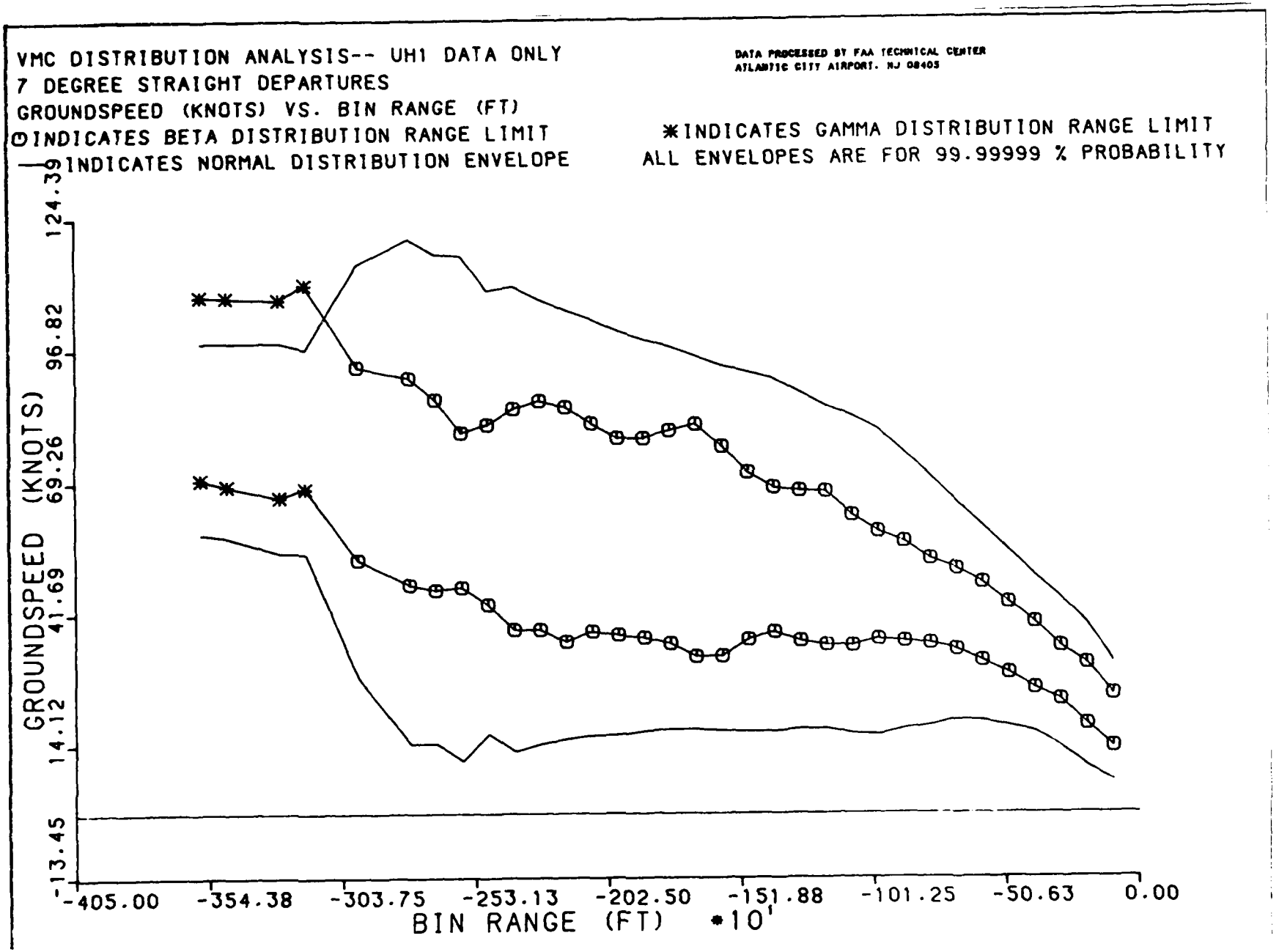
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

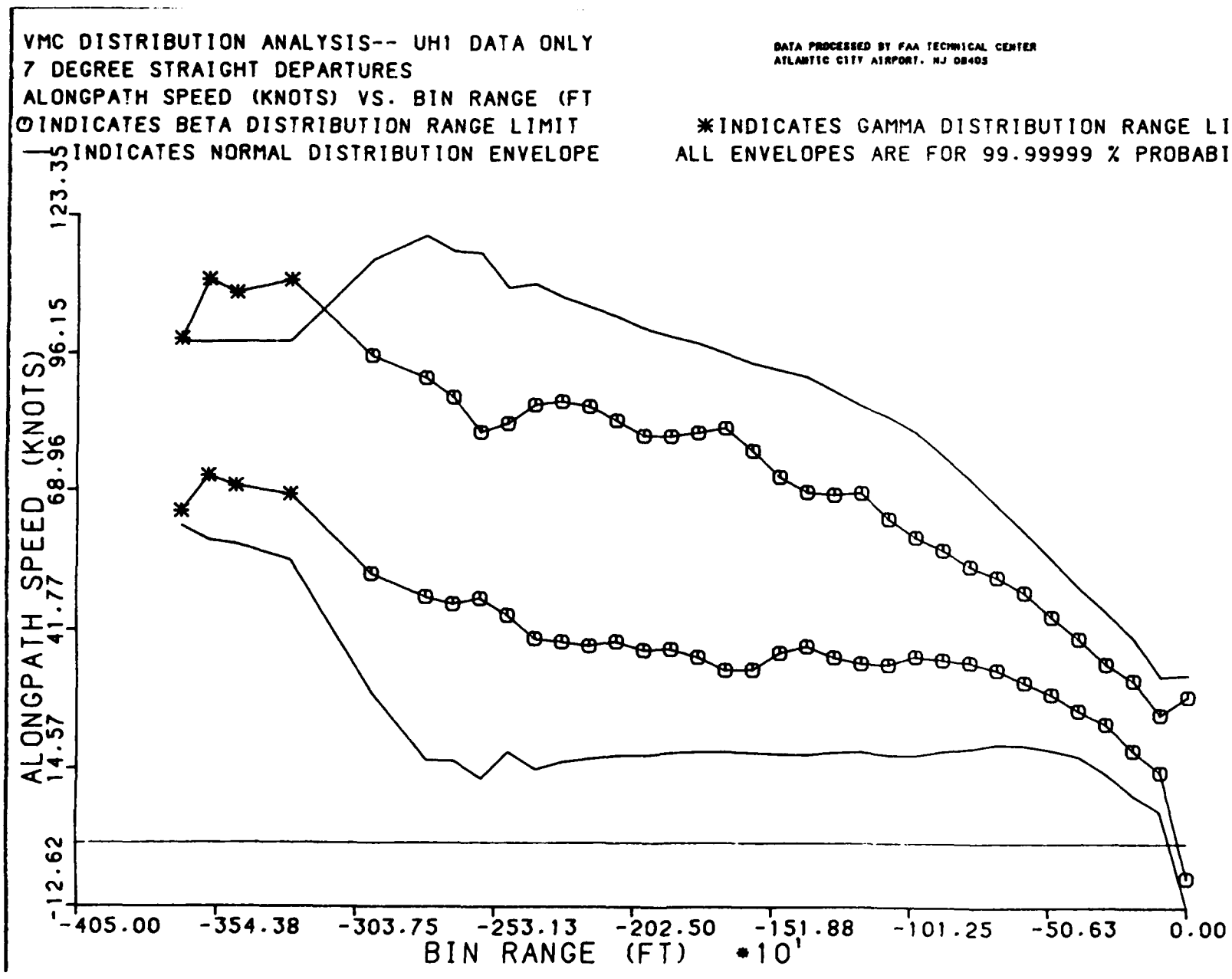
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

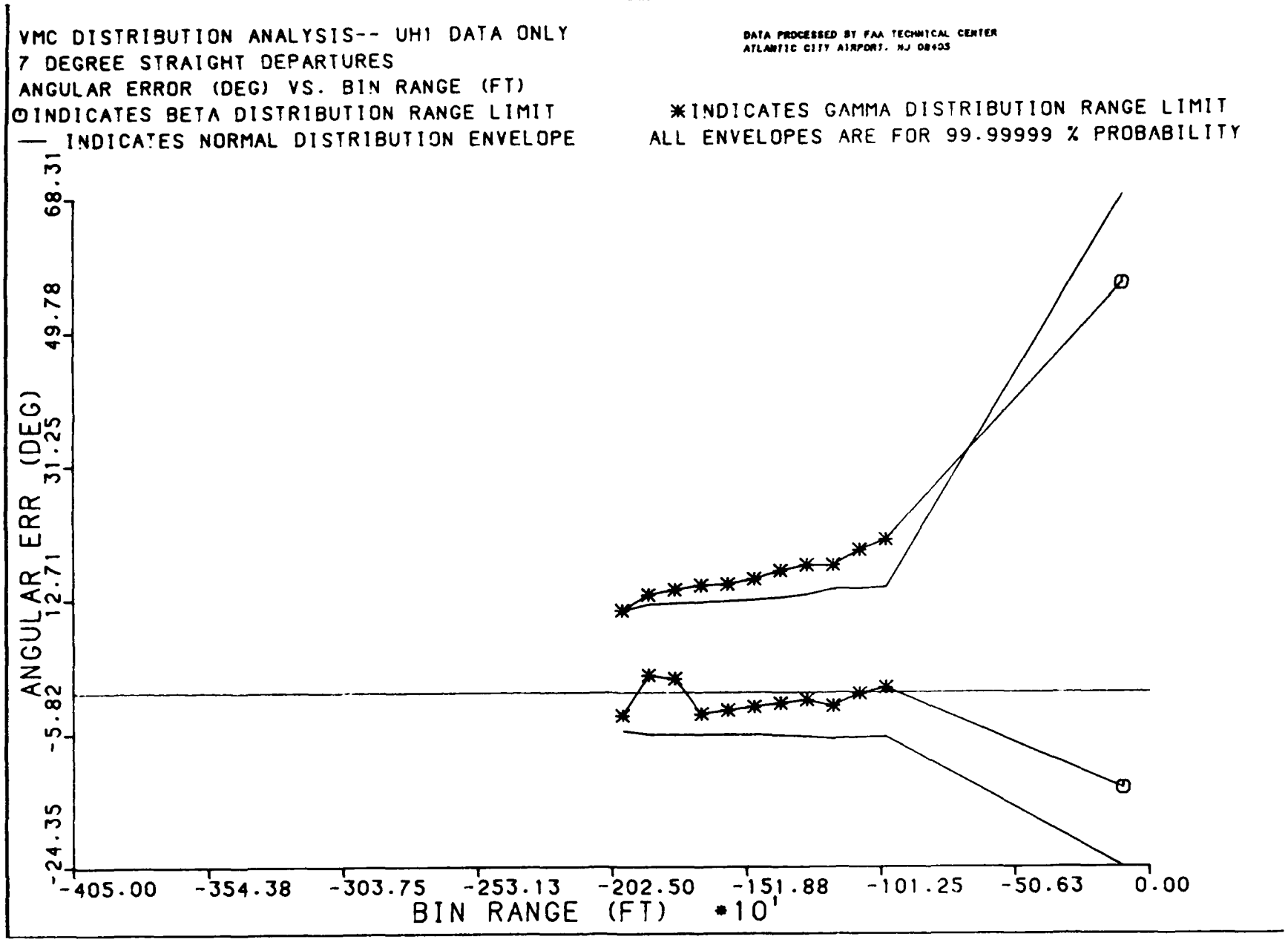
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

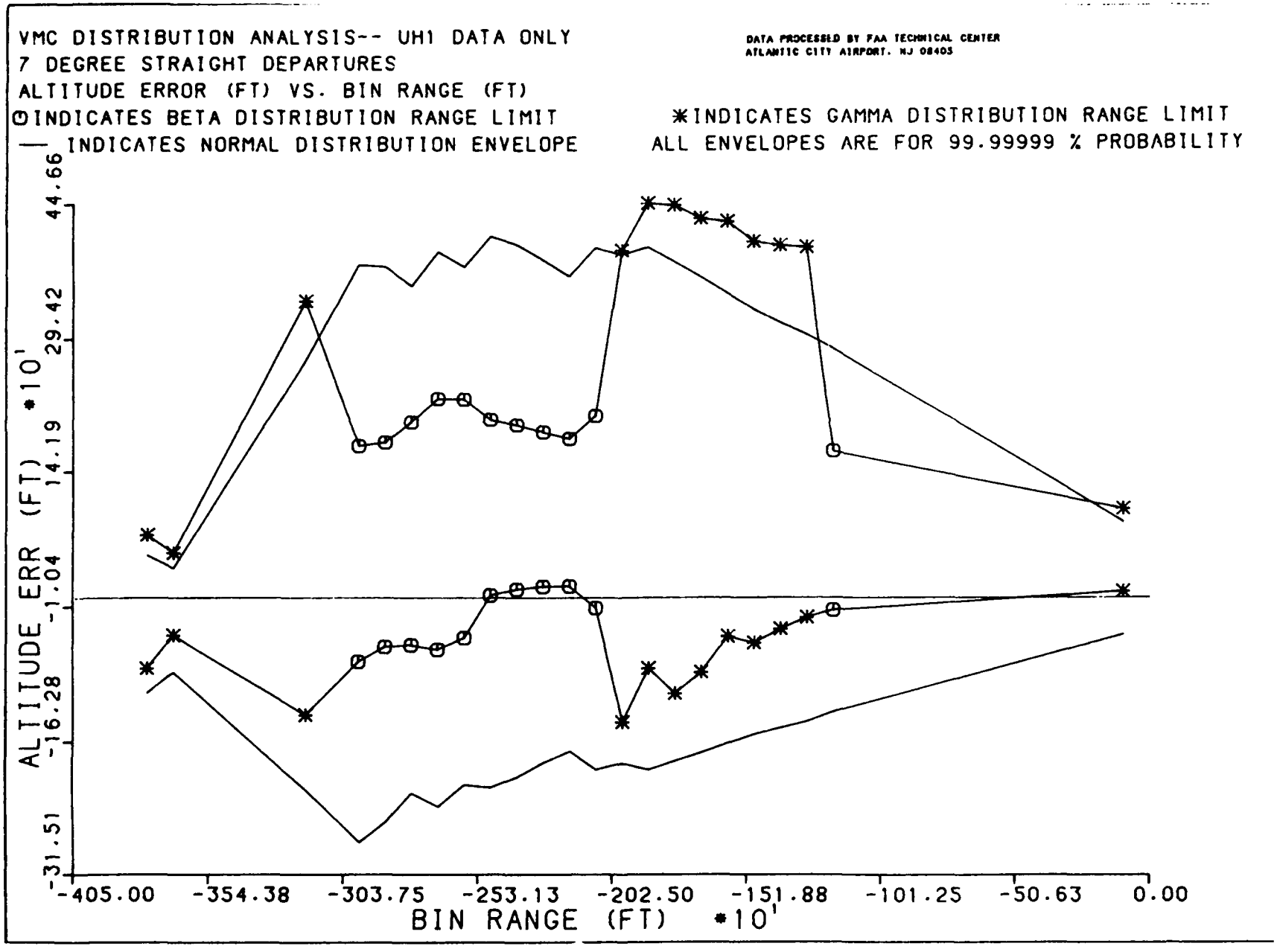


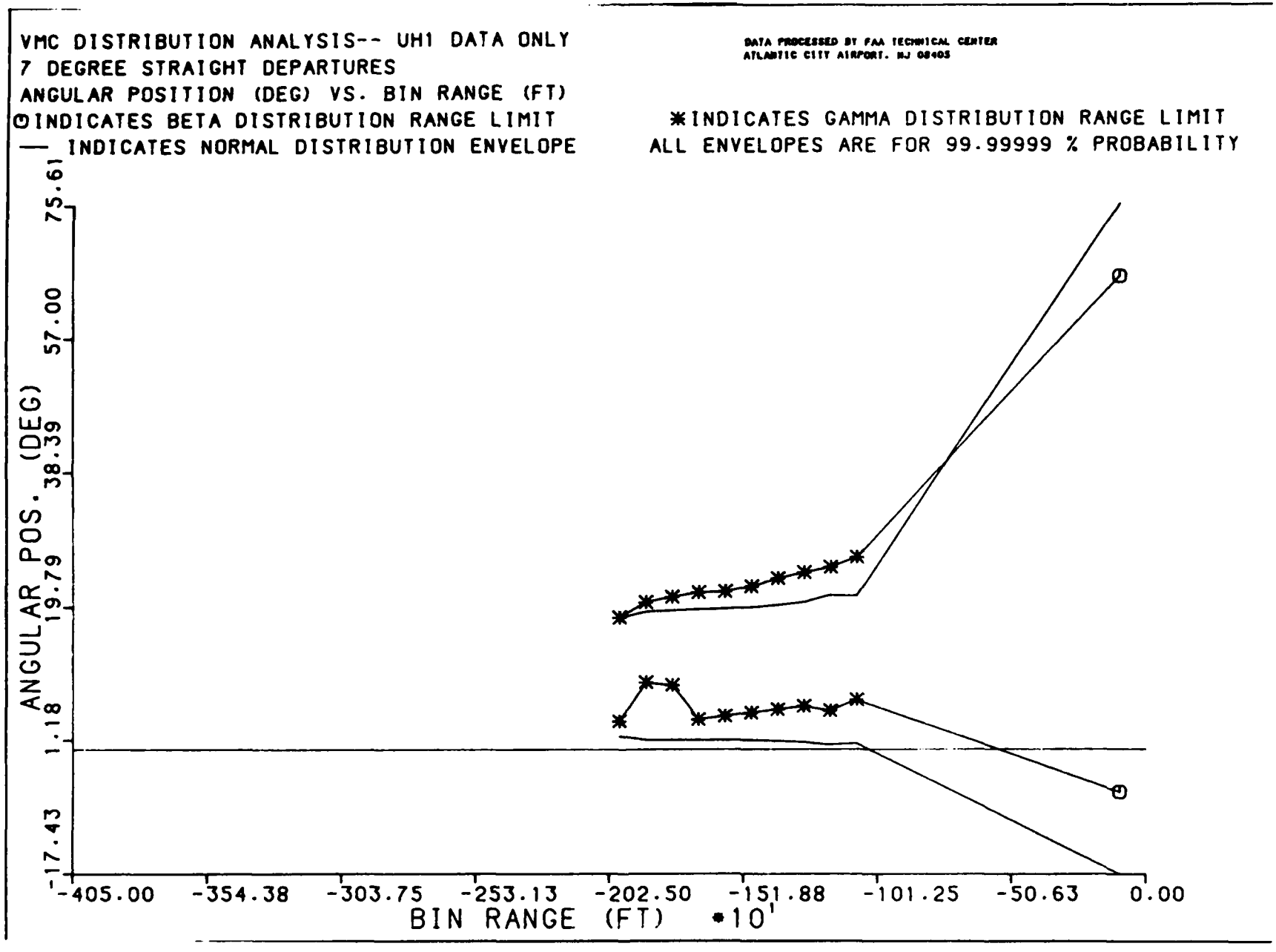

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
223.25
161.64
100.03
38.42
-23.19
-84.81
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'

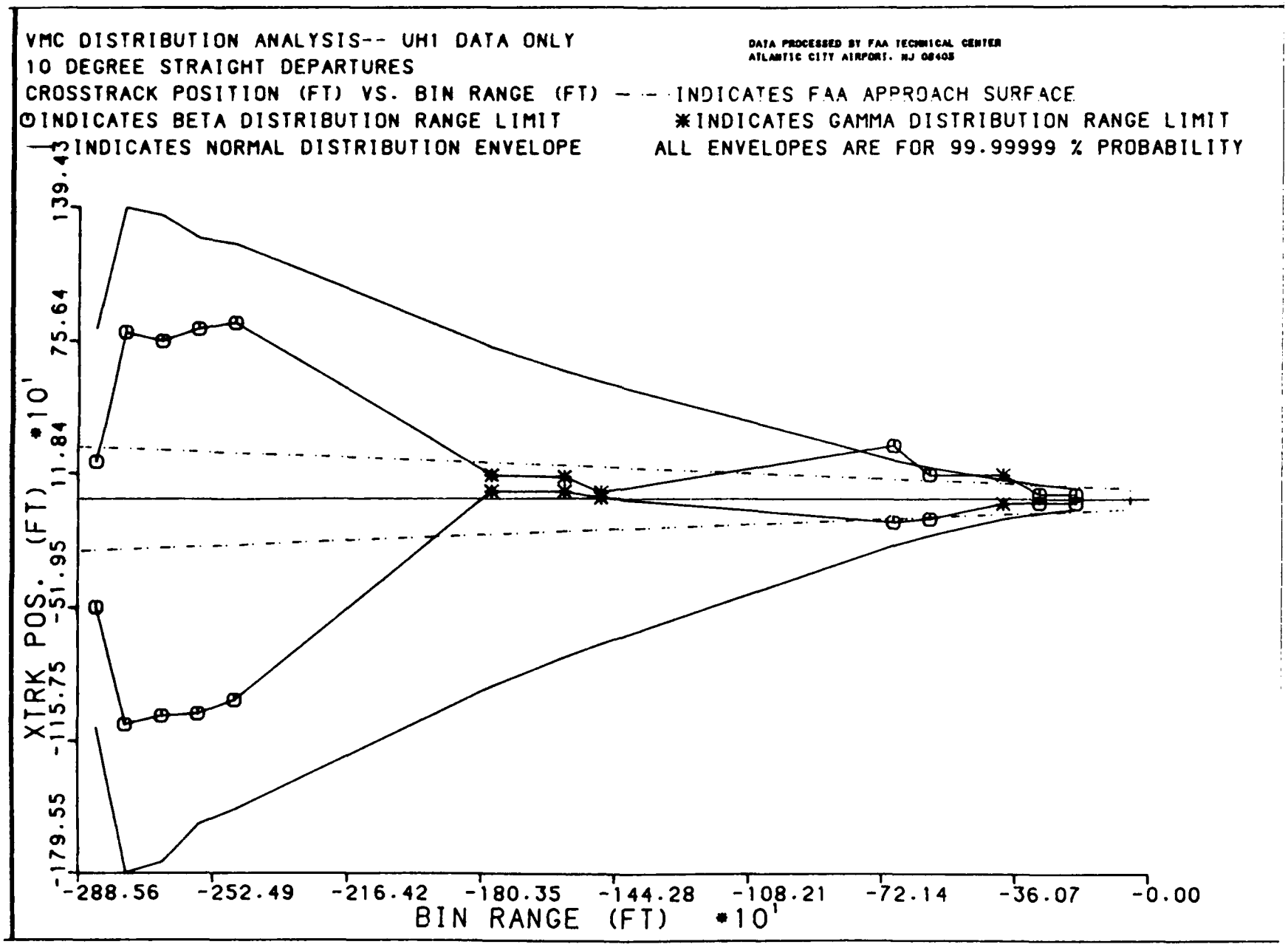

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
124.39
96.82
69.26
41.69
14.12
-13.45
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10¹

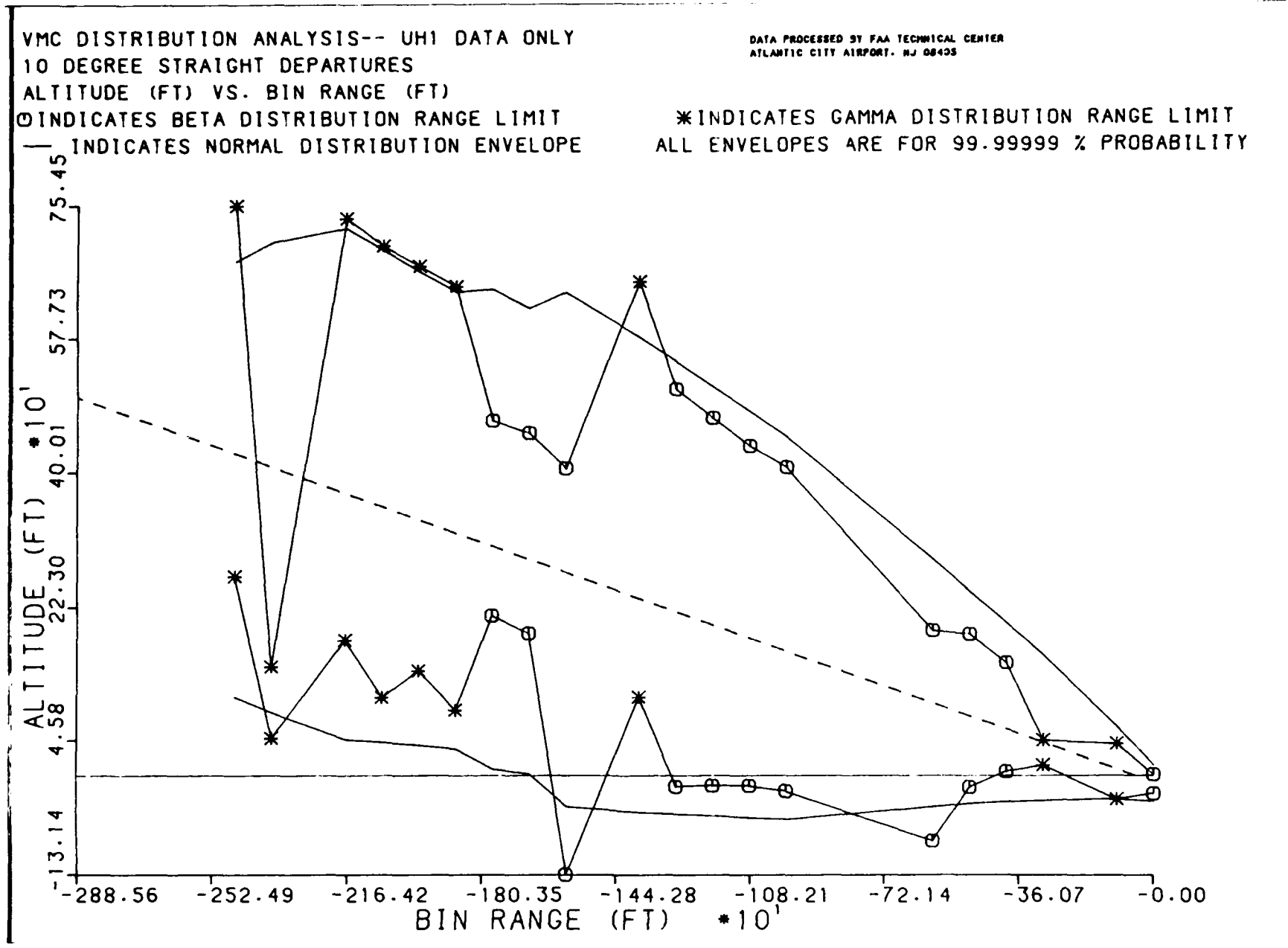

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
123.35
96.15
68.96
41.77
14.57
-12.62
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'

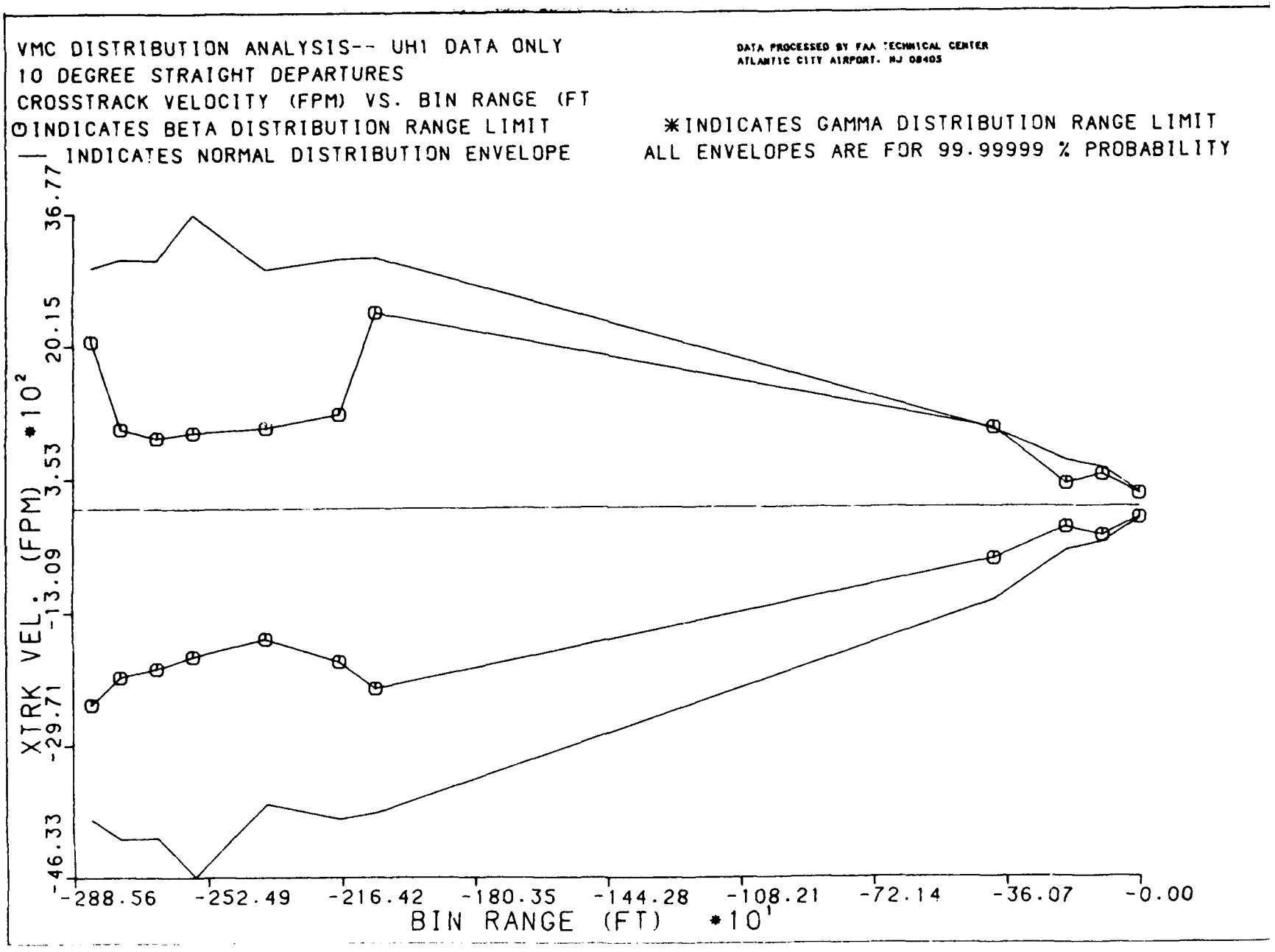

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
68.31
49.78
31.25
12.71
-5.82
-24.35
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'

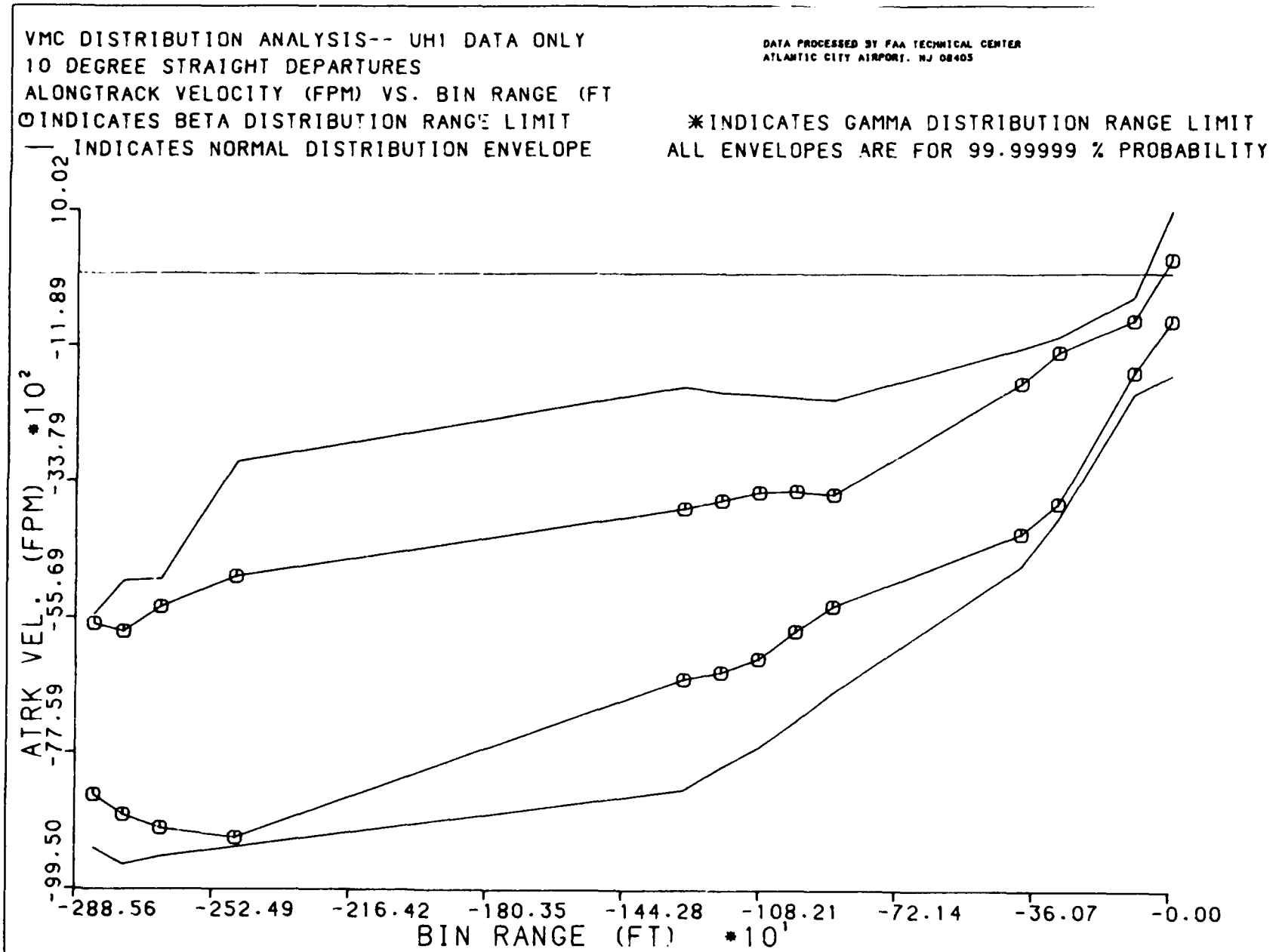

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
44.66
29.42
14.19
-1.04
-16.28
-31.51
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10¹

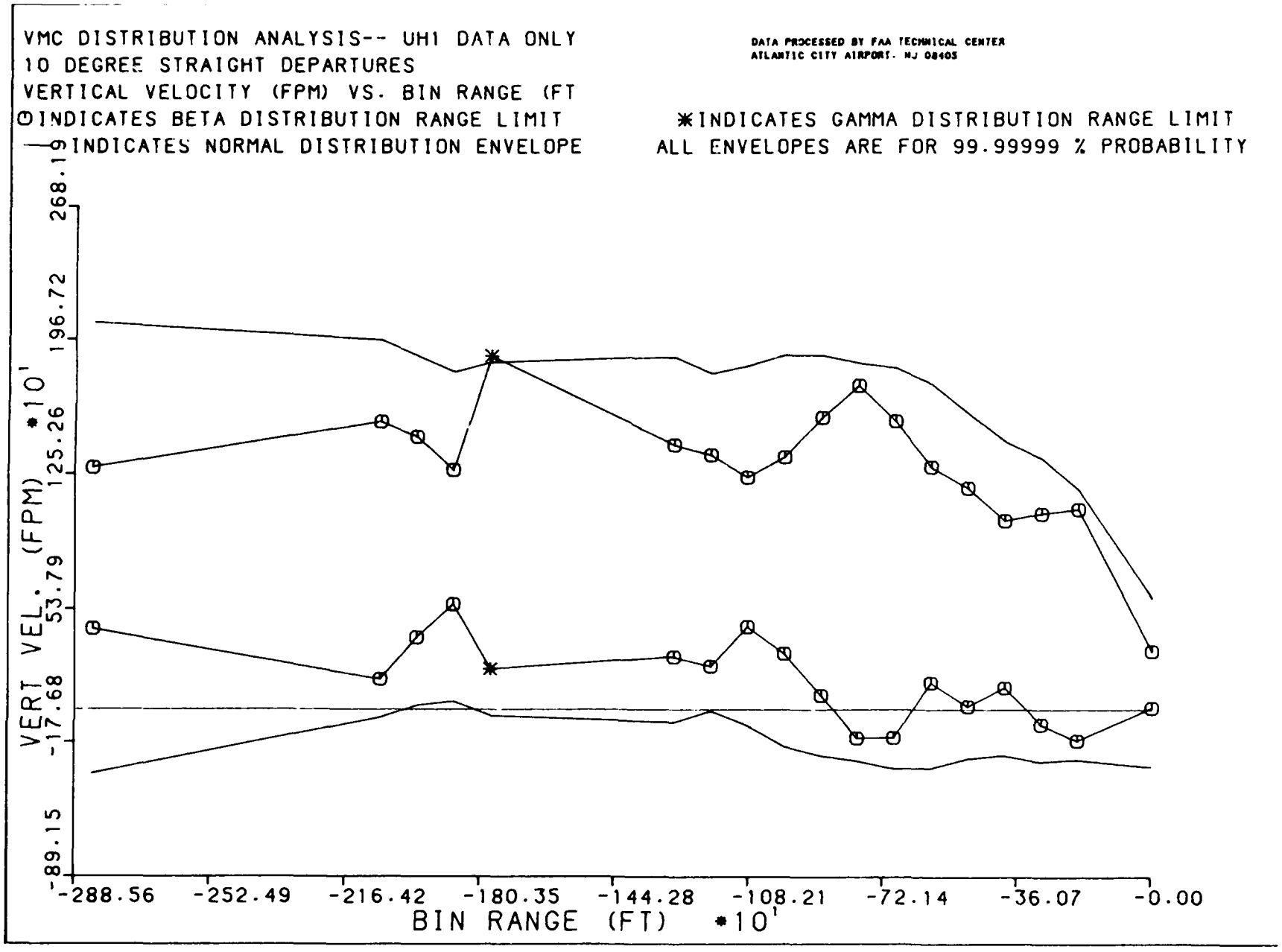

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
75.61
57.00
38.39
19.79
1.18
-17.43
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10¹

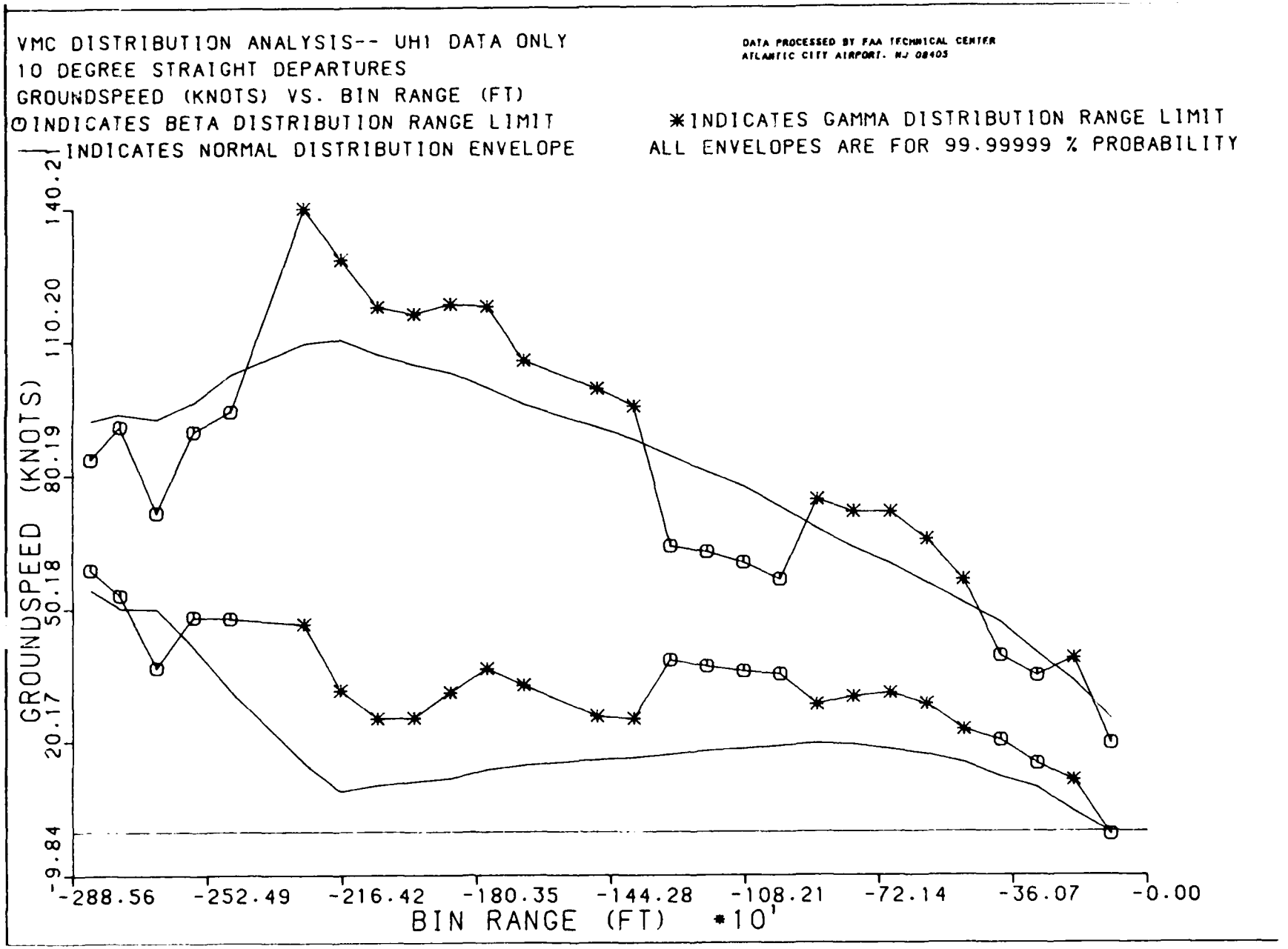

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
139.43
75.64
11.84
-51.95
-115.75
-179.55
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10'

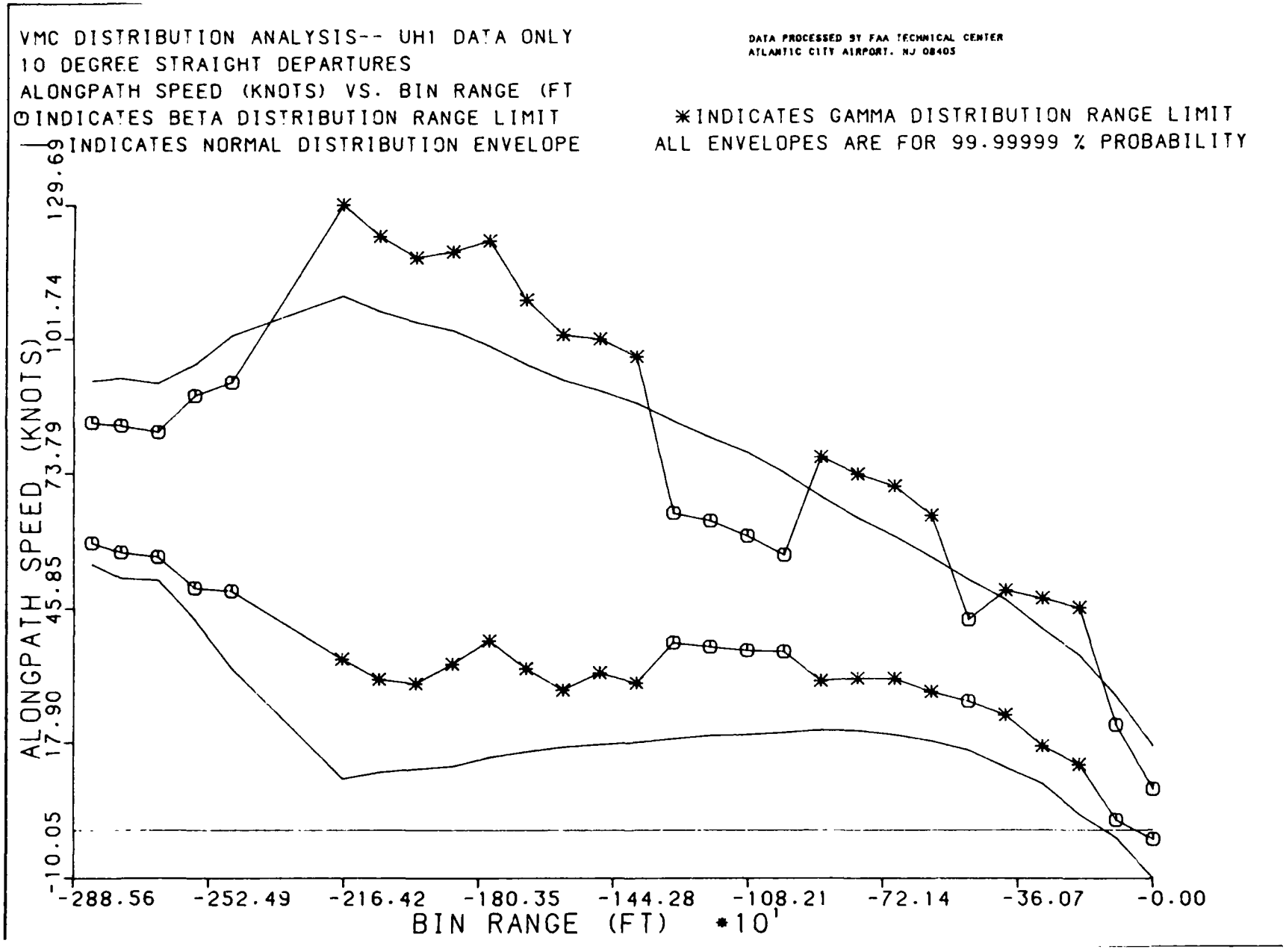

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
75.45
57.73
40.01
22.30
4.58
-13.14
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
36.77
20.15
3.53
-13.09
-29.71
-46.33
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
10.02
-11.89
-33.79
-55.69
-77.59
-99.50
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10¹
268.19
196.72
125.26
53.79
-17.68
-89.15
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

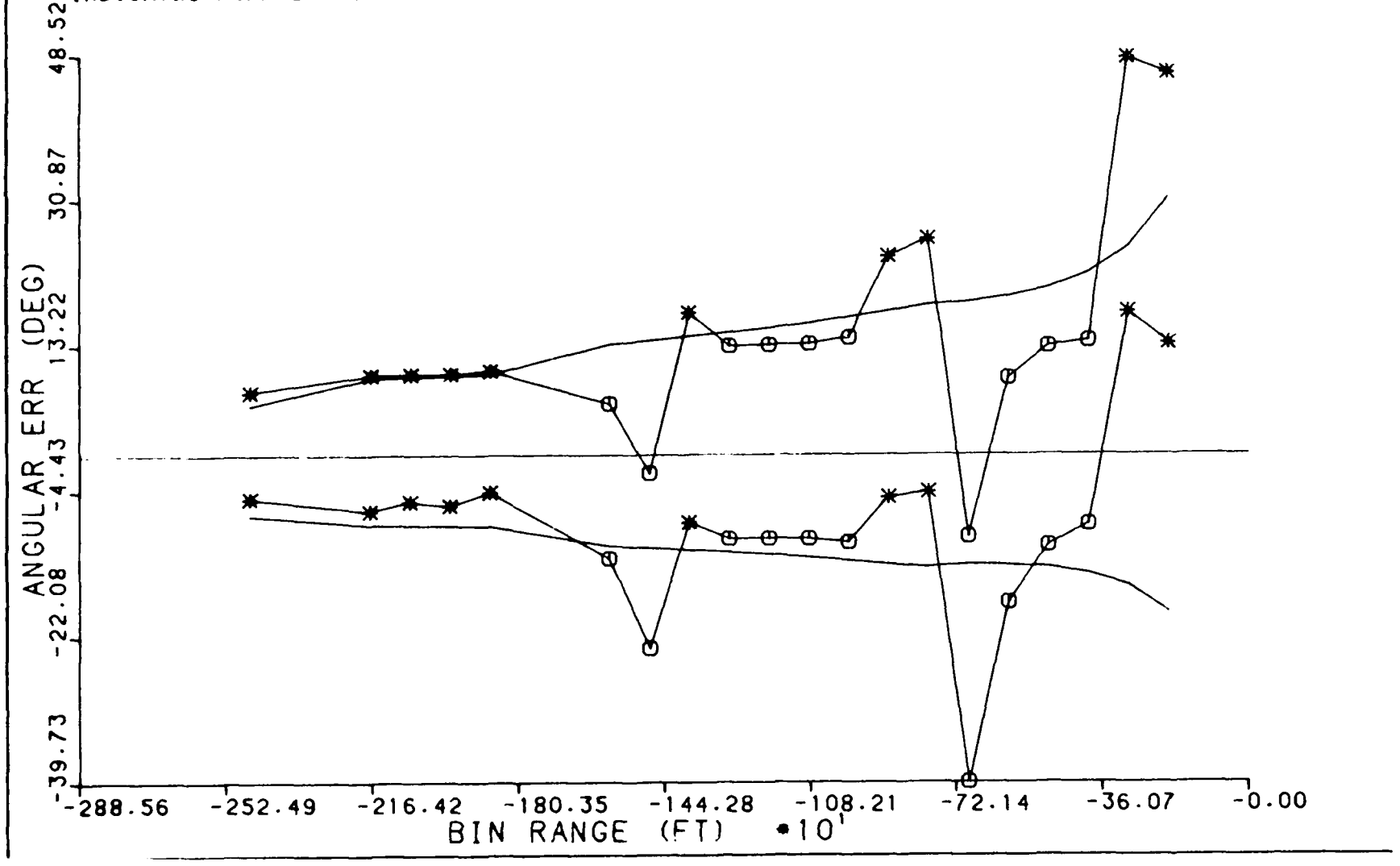

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
O INDICATES BETA DISTRIBUTION RANGE LIMIT
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
140.21
110.20
80.19
50.18
20.17
-9.84
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10'

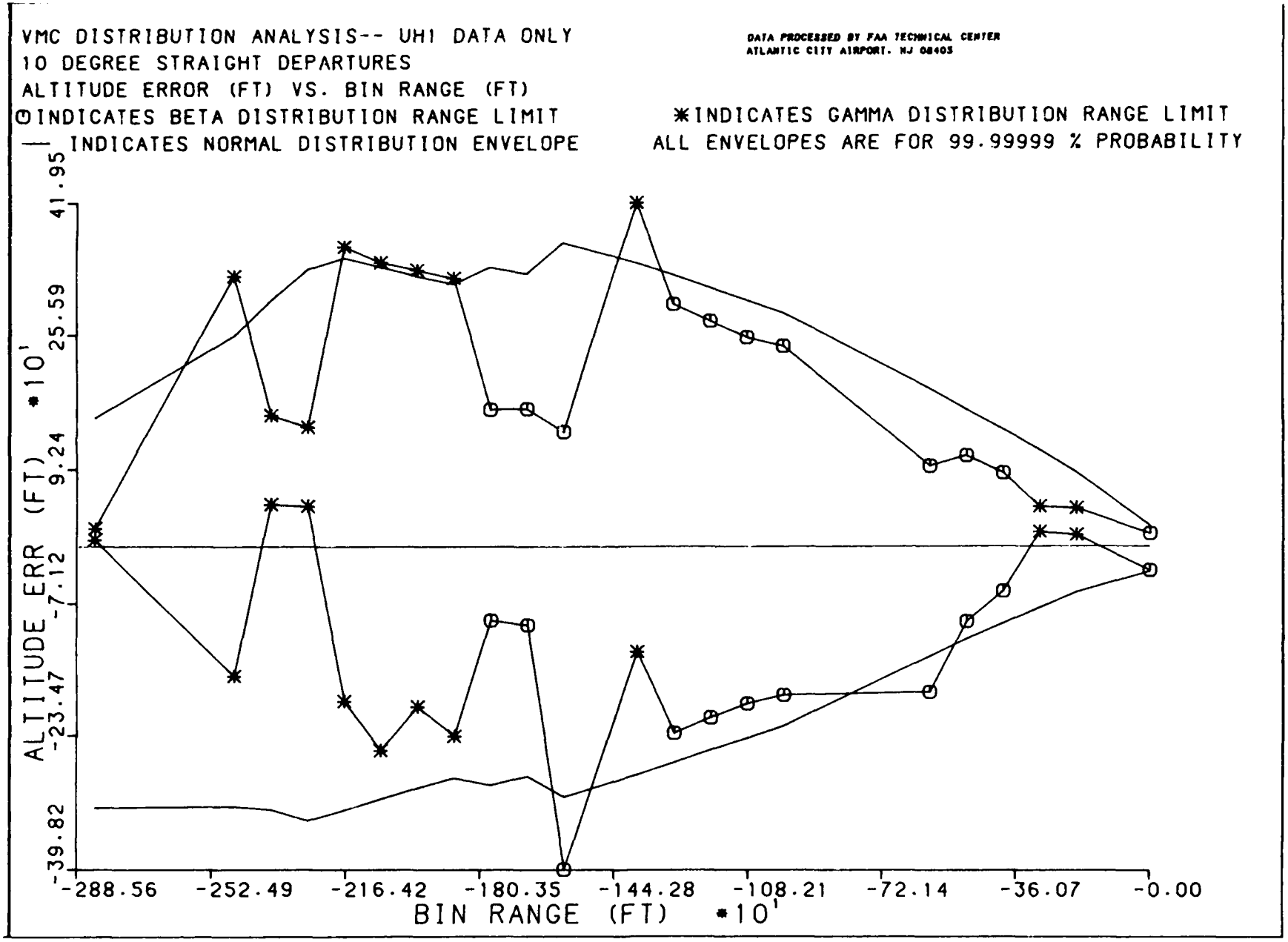

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
129.69
101.74
73.79
45.85
17.90
-10.05
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

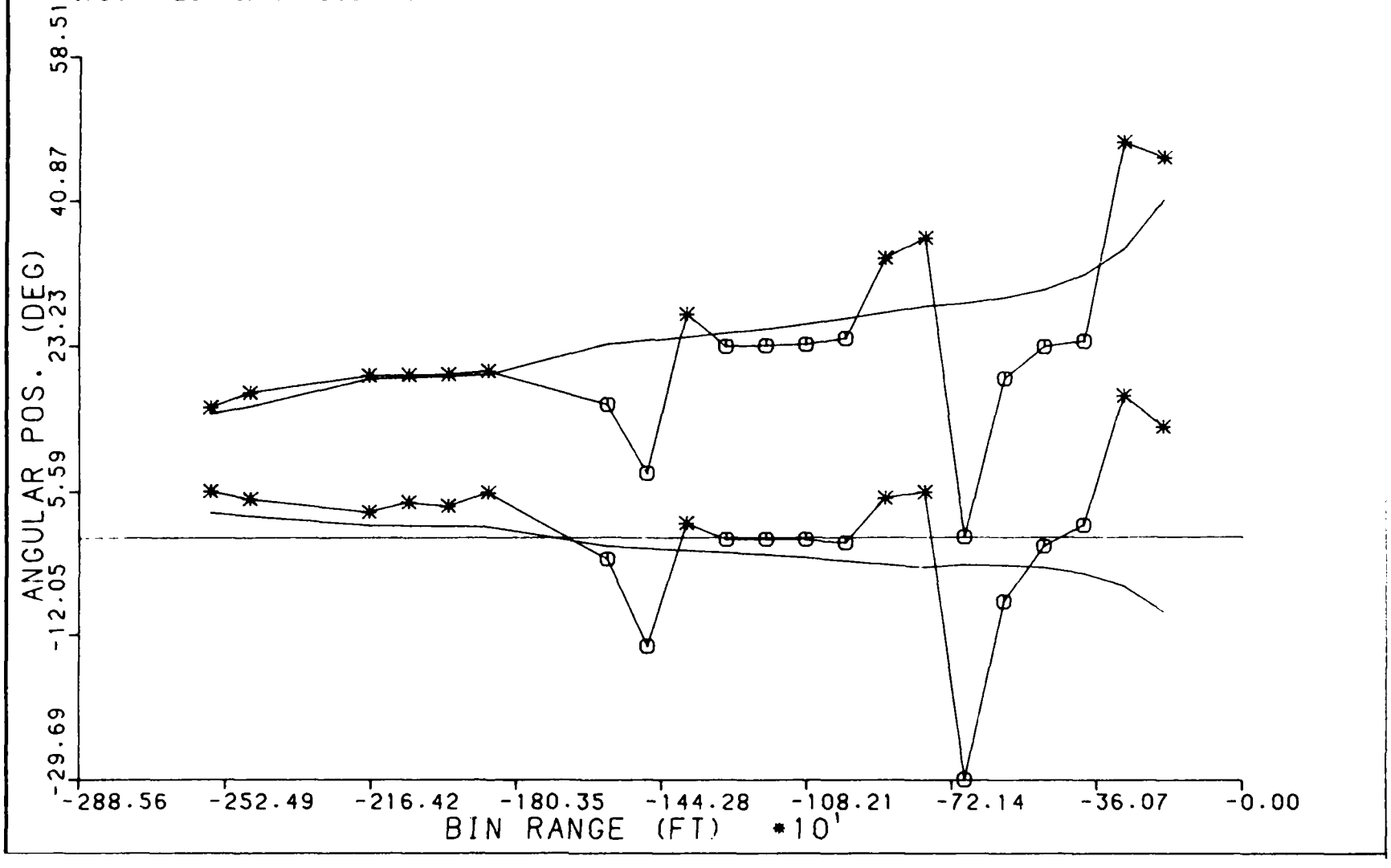


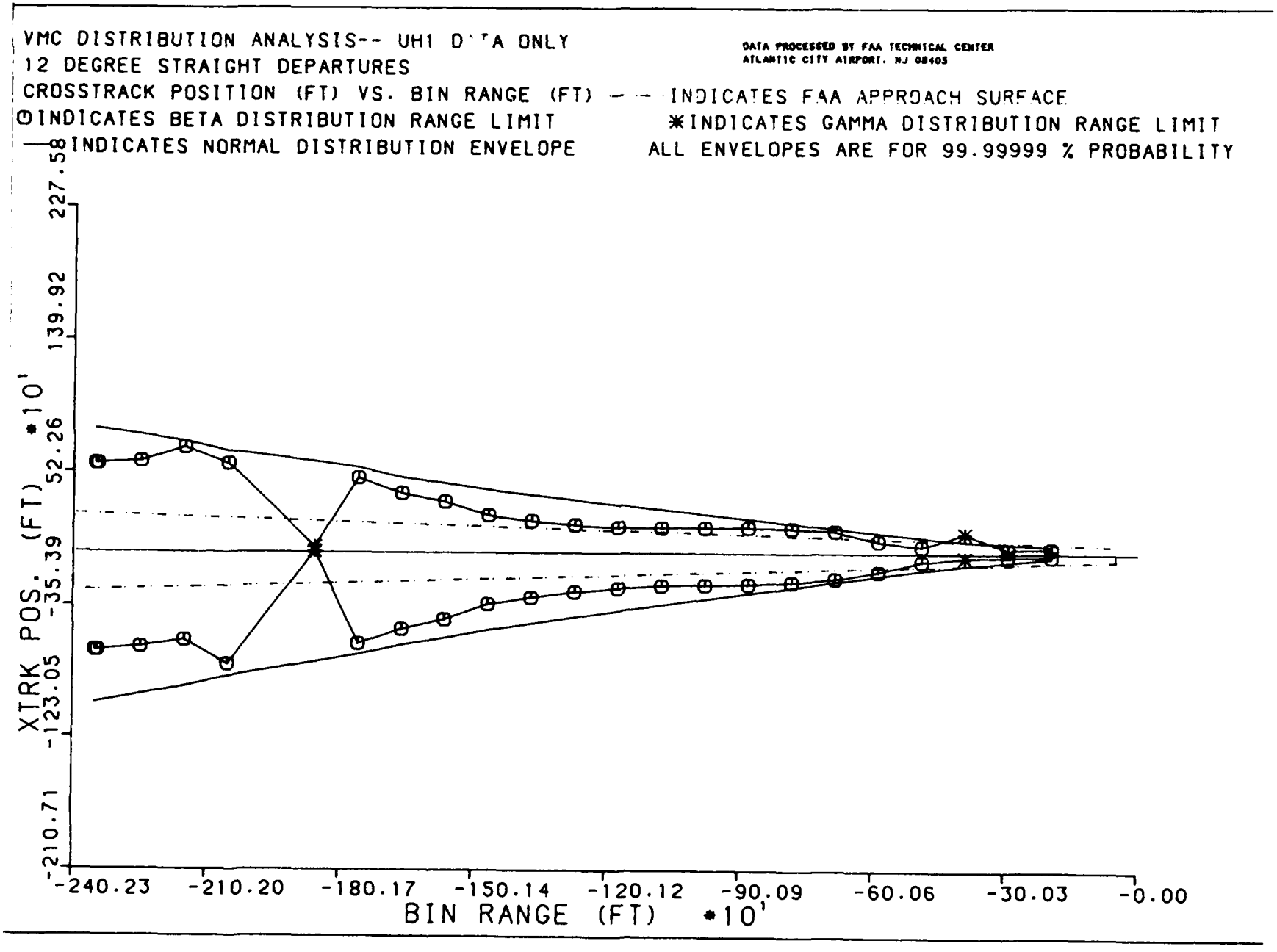

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
41.95
25.59
9.24
-7.12
-23.47
-39.82
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

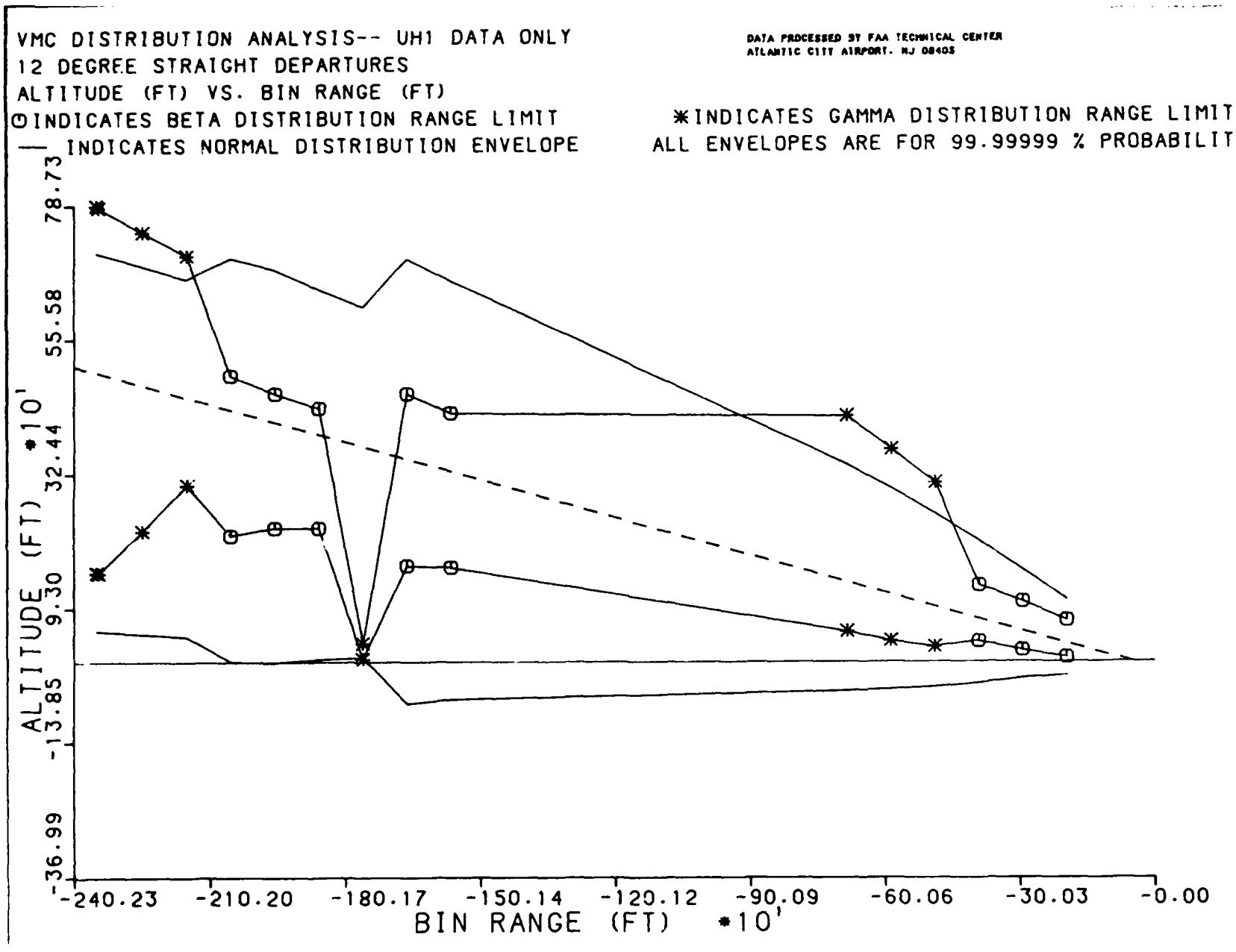
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
227.58
139.92
52.26
-35.39
-123.05
-210.71
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10'

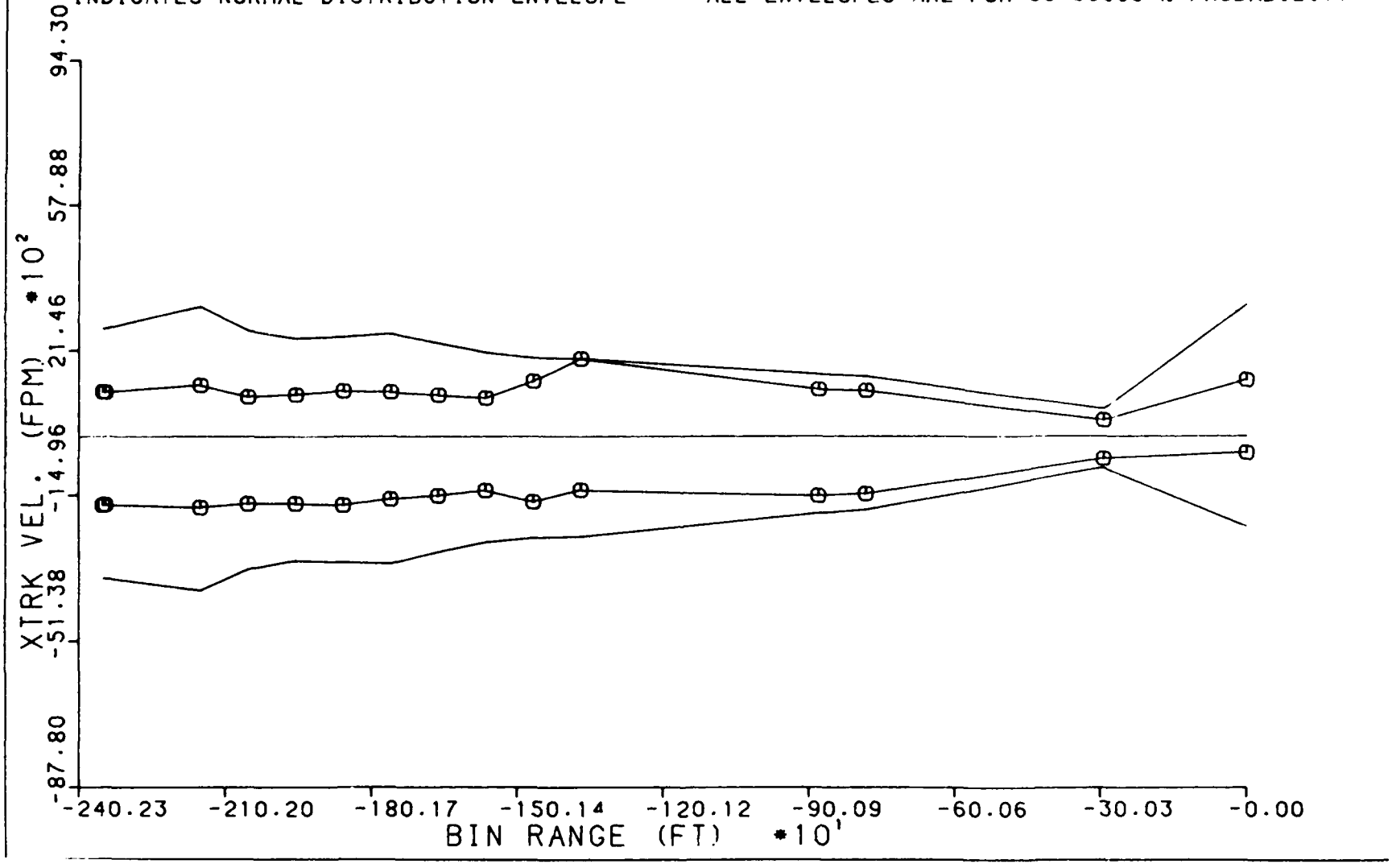

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
78.73
55.58
32.44
9.30
-13.85
-36.99
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10'

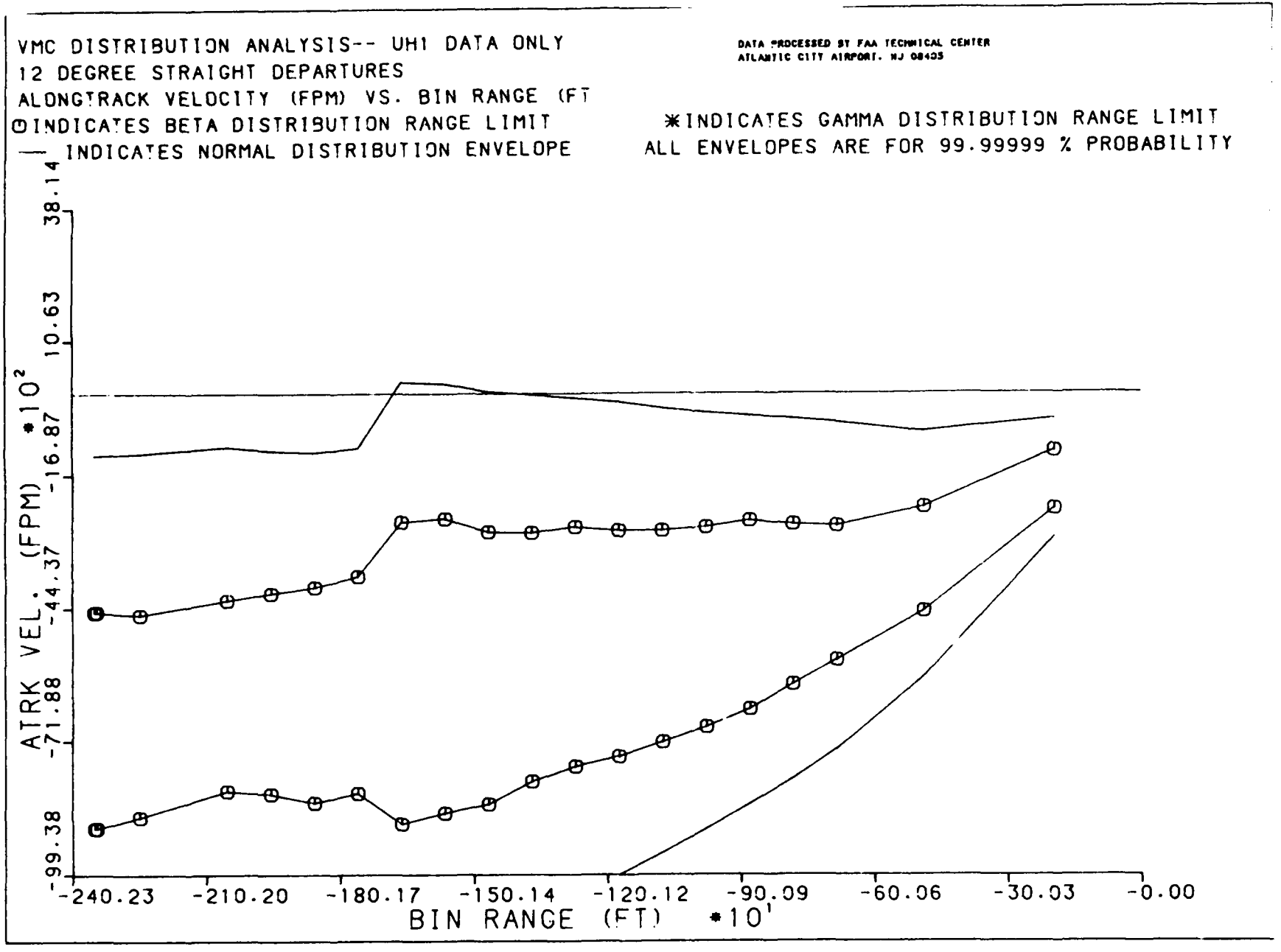
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



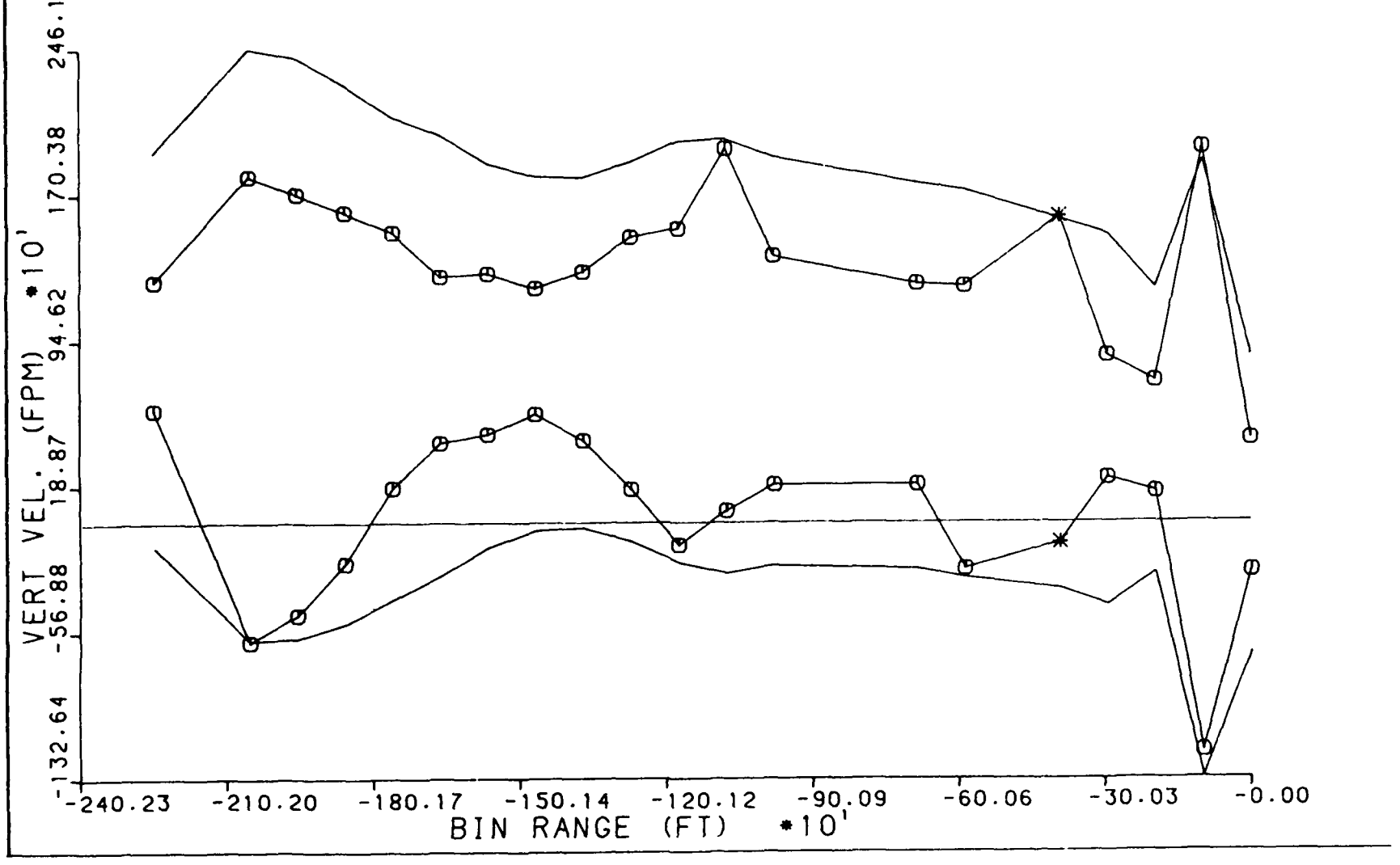

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
38.14
10.63
-16.87
-44.37
-71.88
-99.38
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

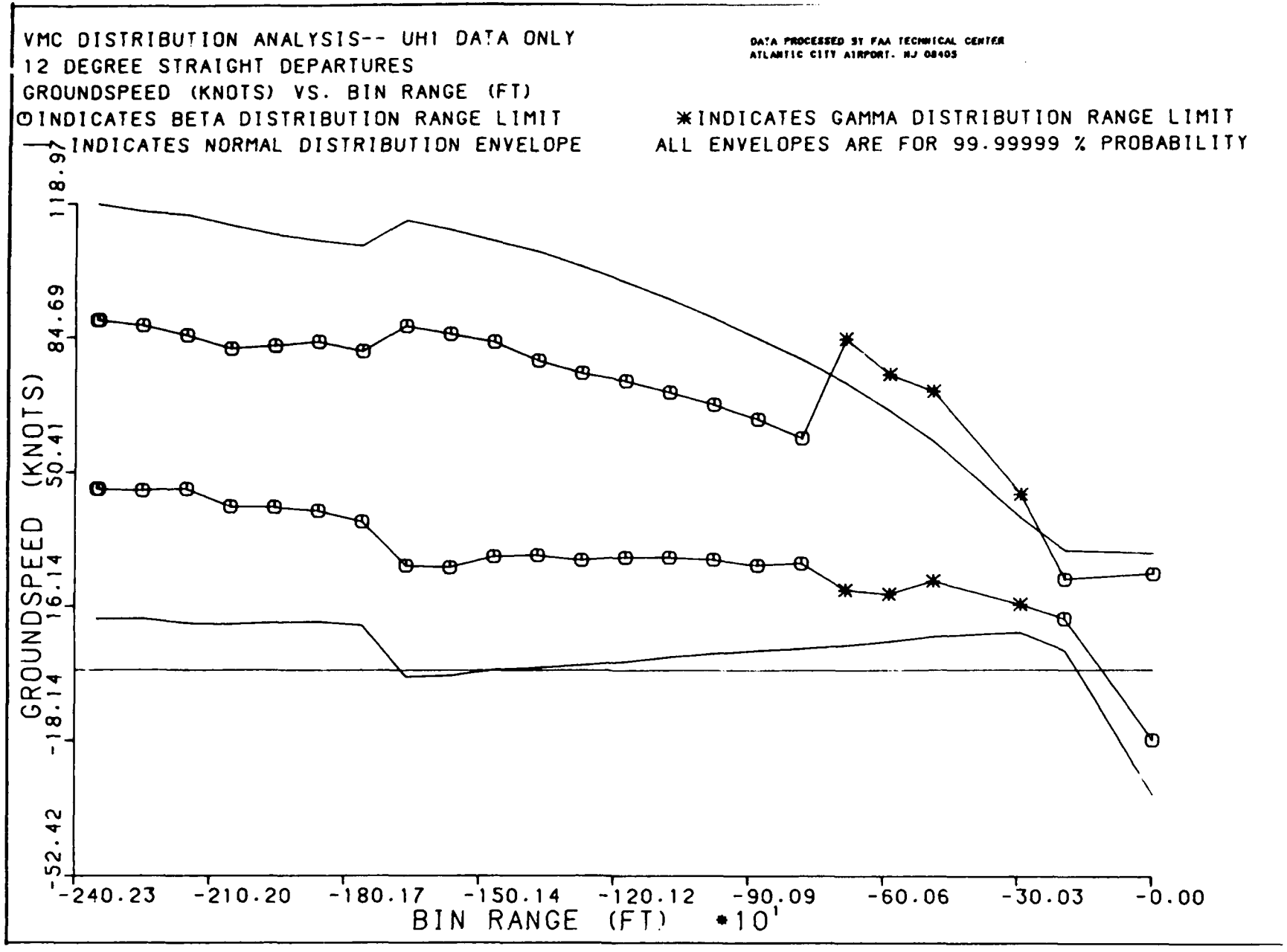
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

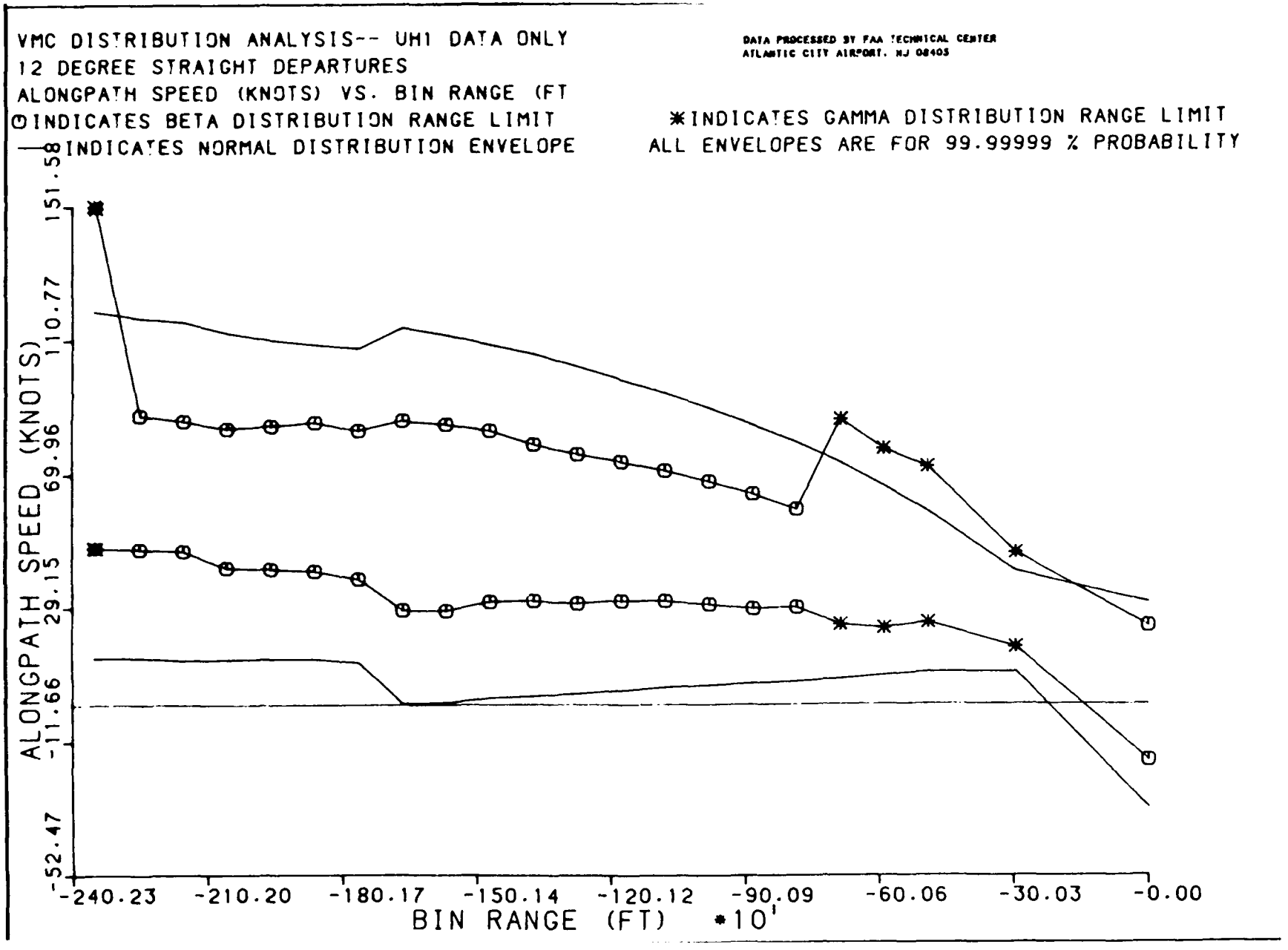
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

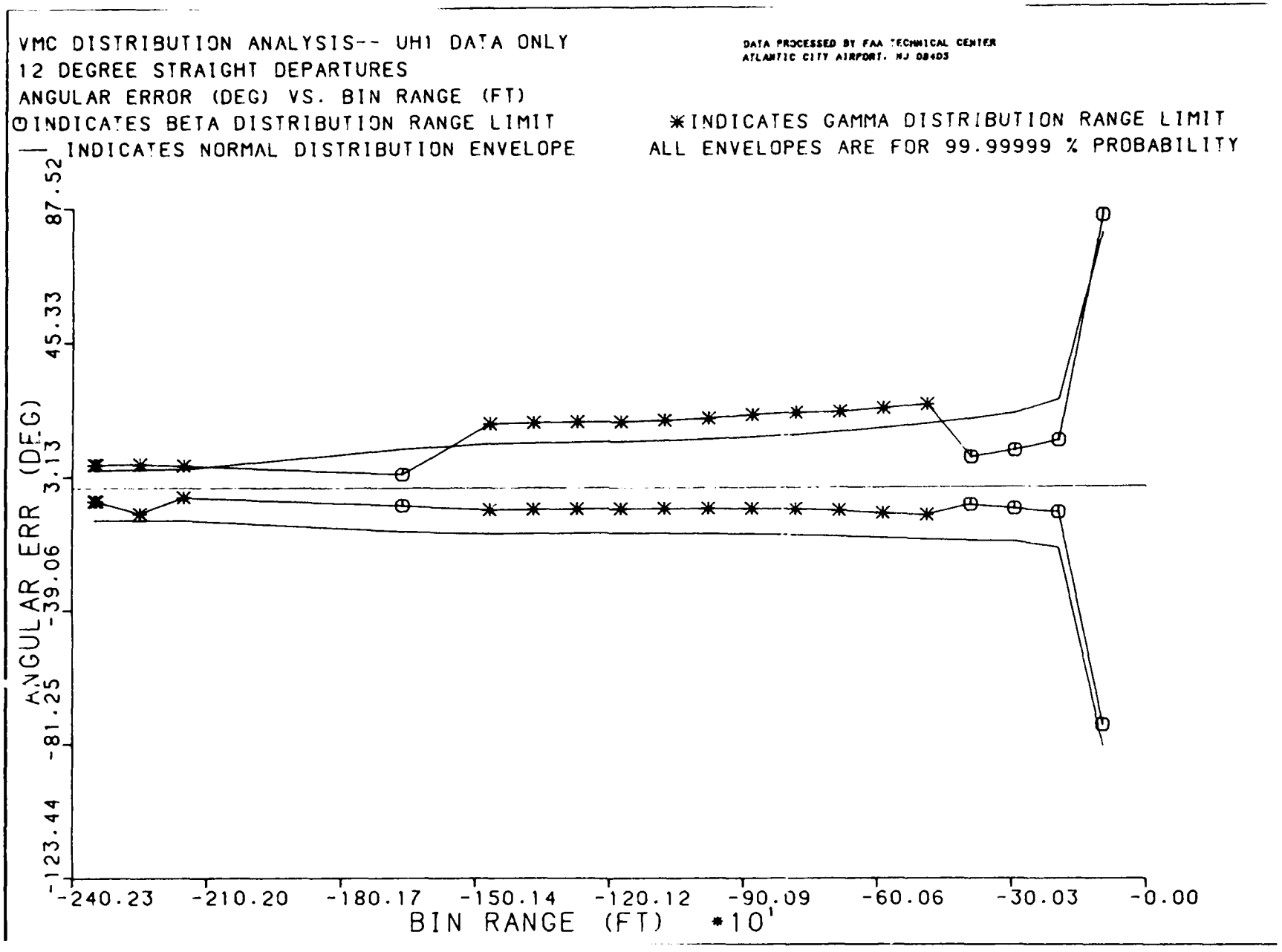
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

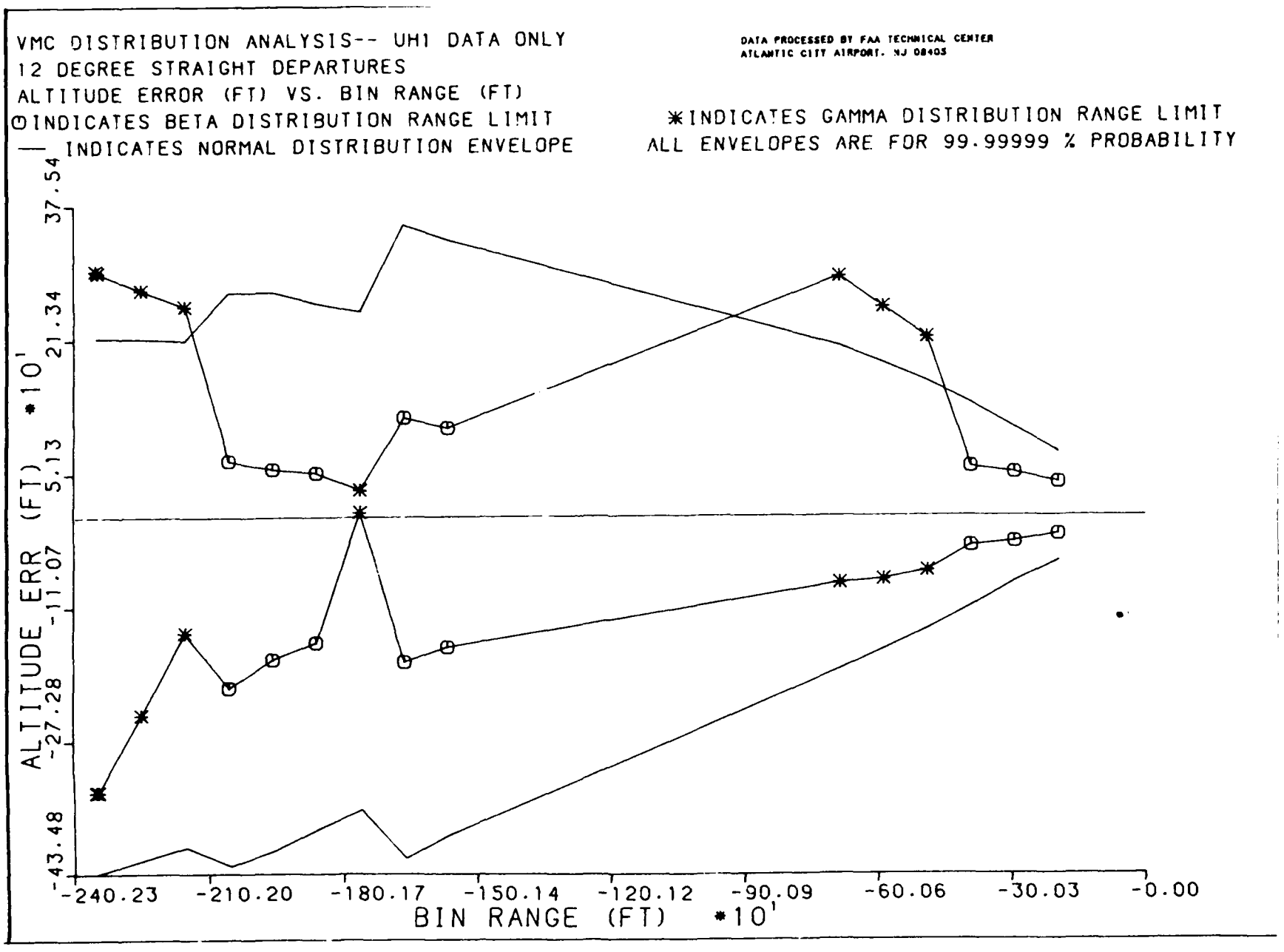
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
118.97
84.69
50.41
16.14
-18.14
-52.42
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
151.58
110.77
69.96
29.15
-11.66
-52.47
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

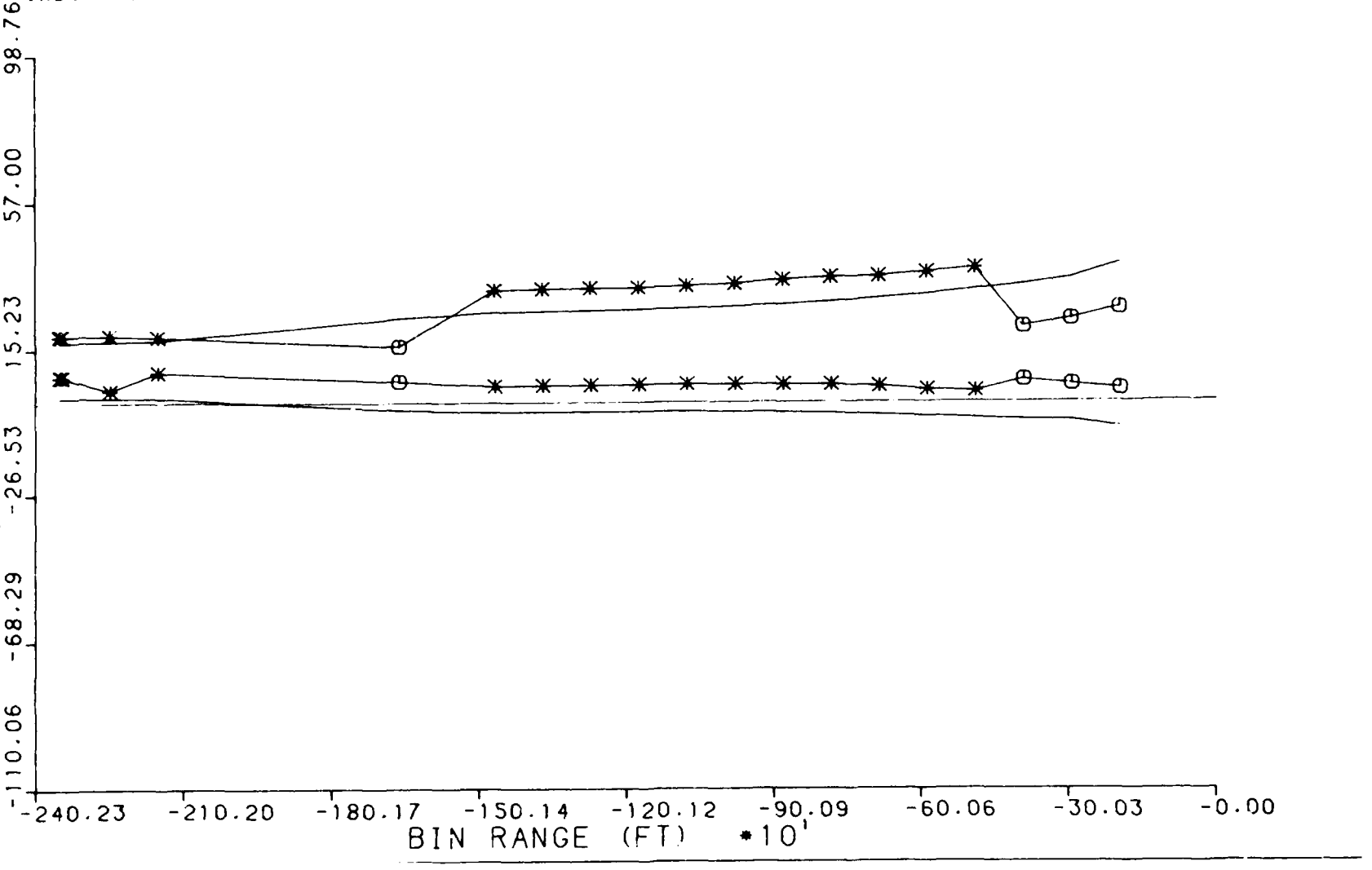

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
87.52
45.33
3.13
-39.06
-81.25
-123.44
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

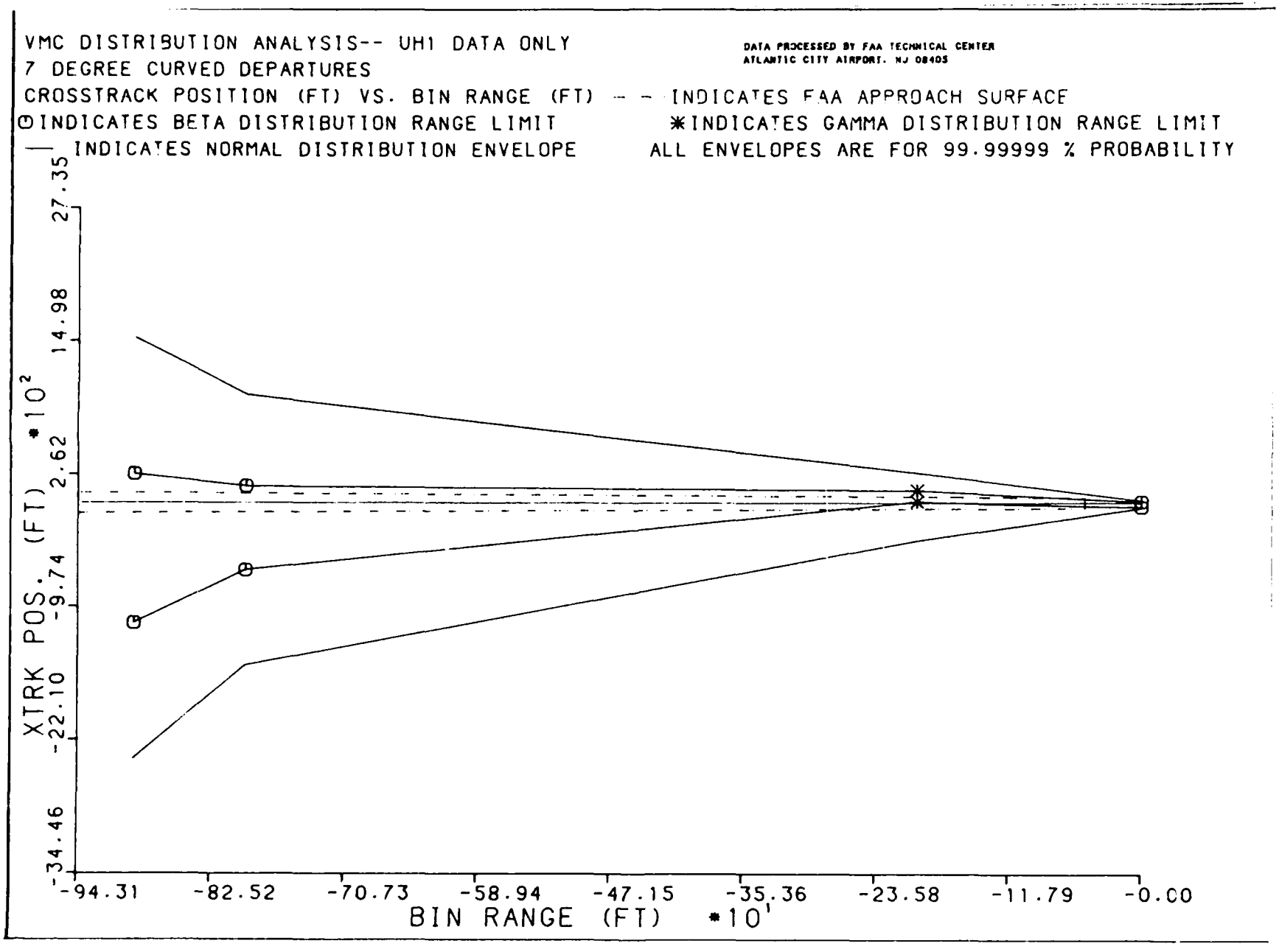

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
37.54
21.34
5.13
-11.07
-27.28
-43.48
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

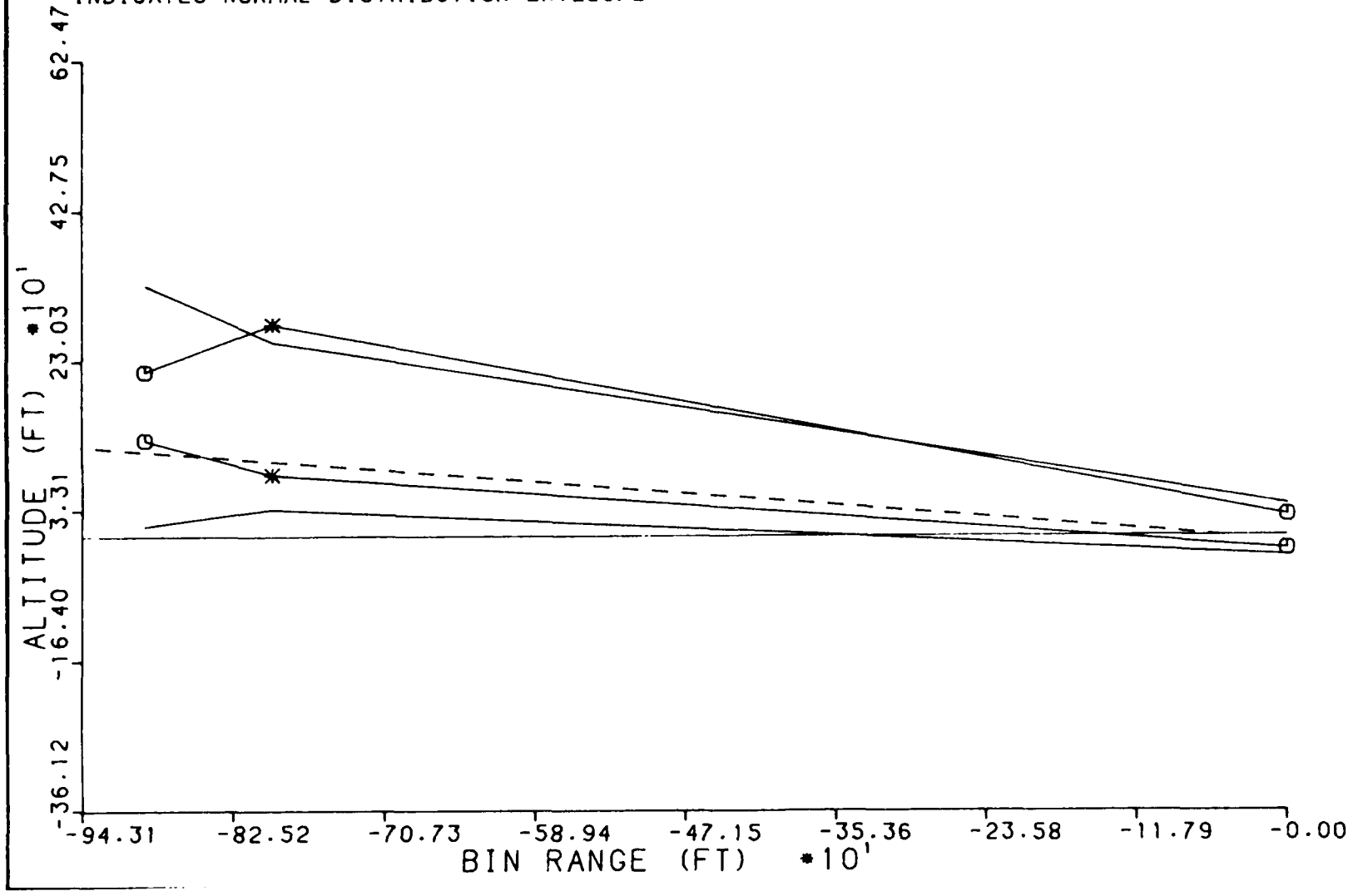


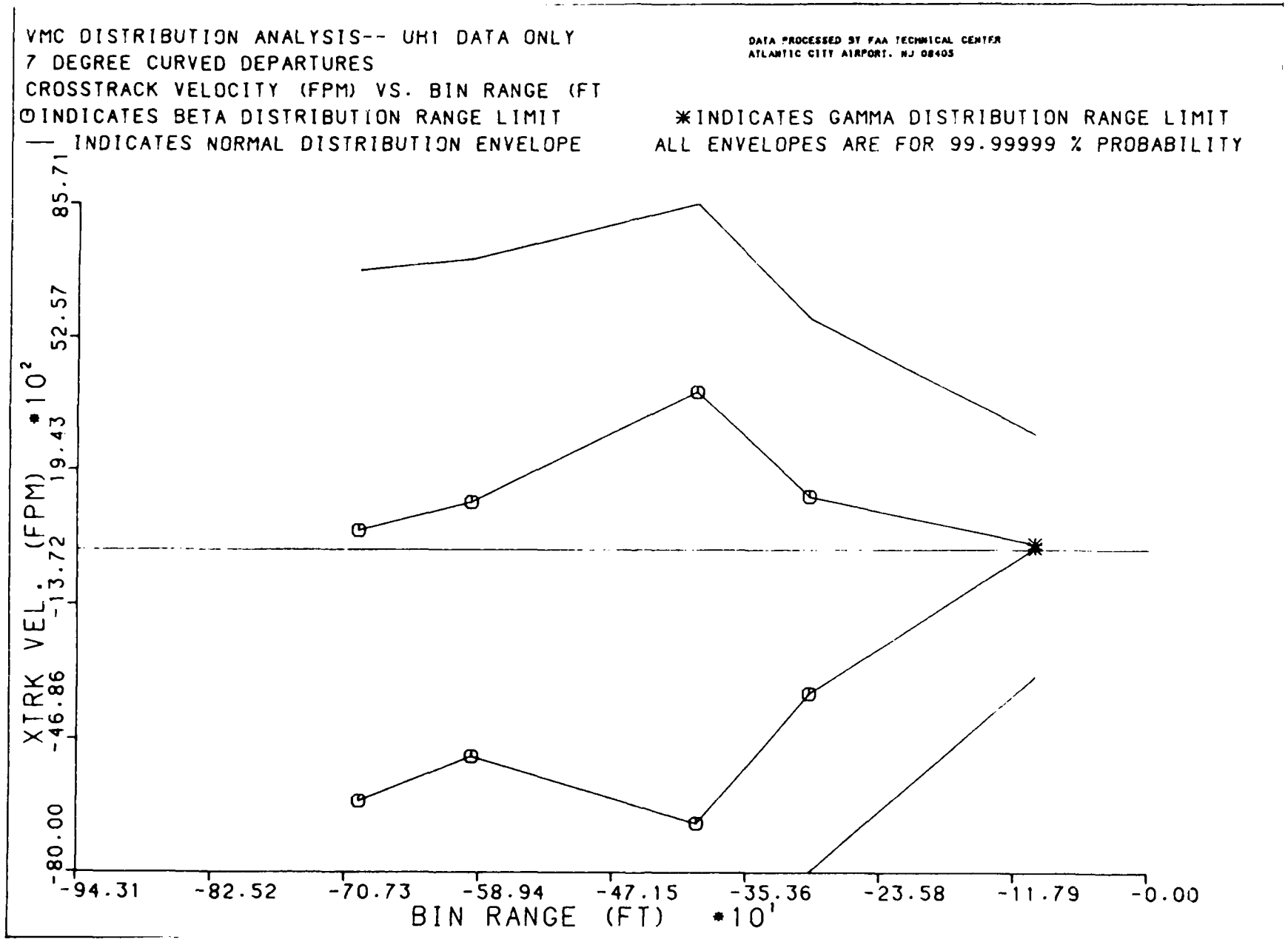

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
27.35
14.98
2.62
-9.74
-22.10
-34.46
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

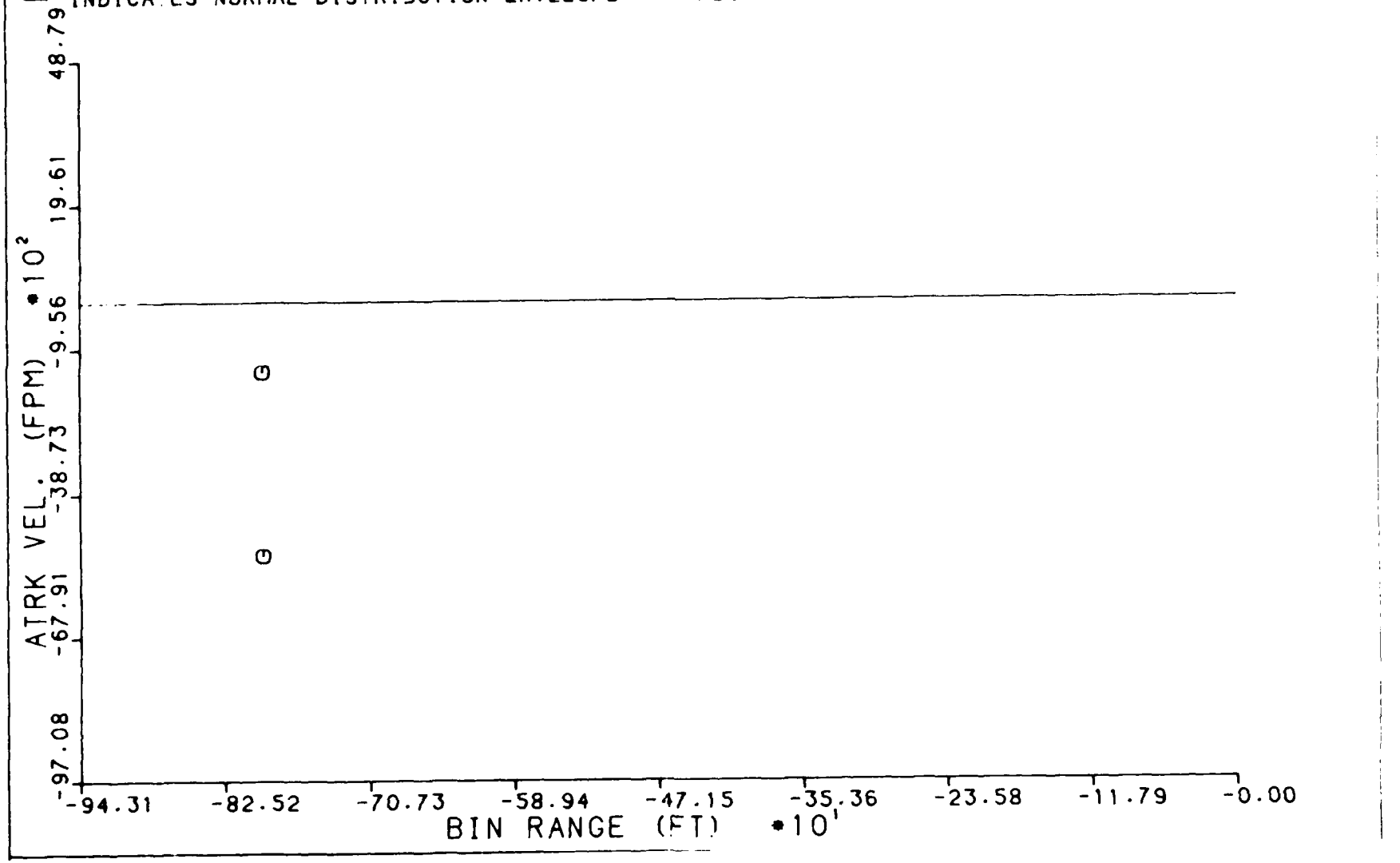


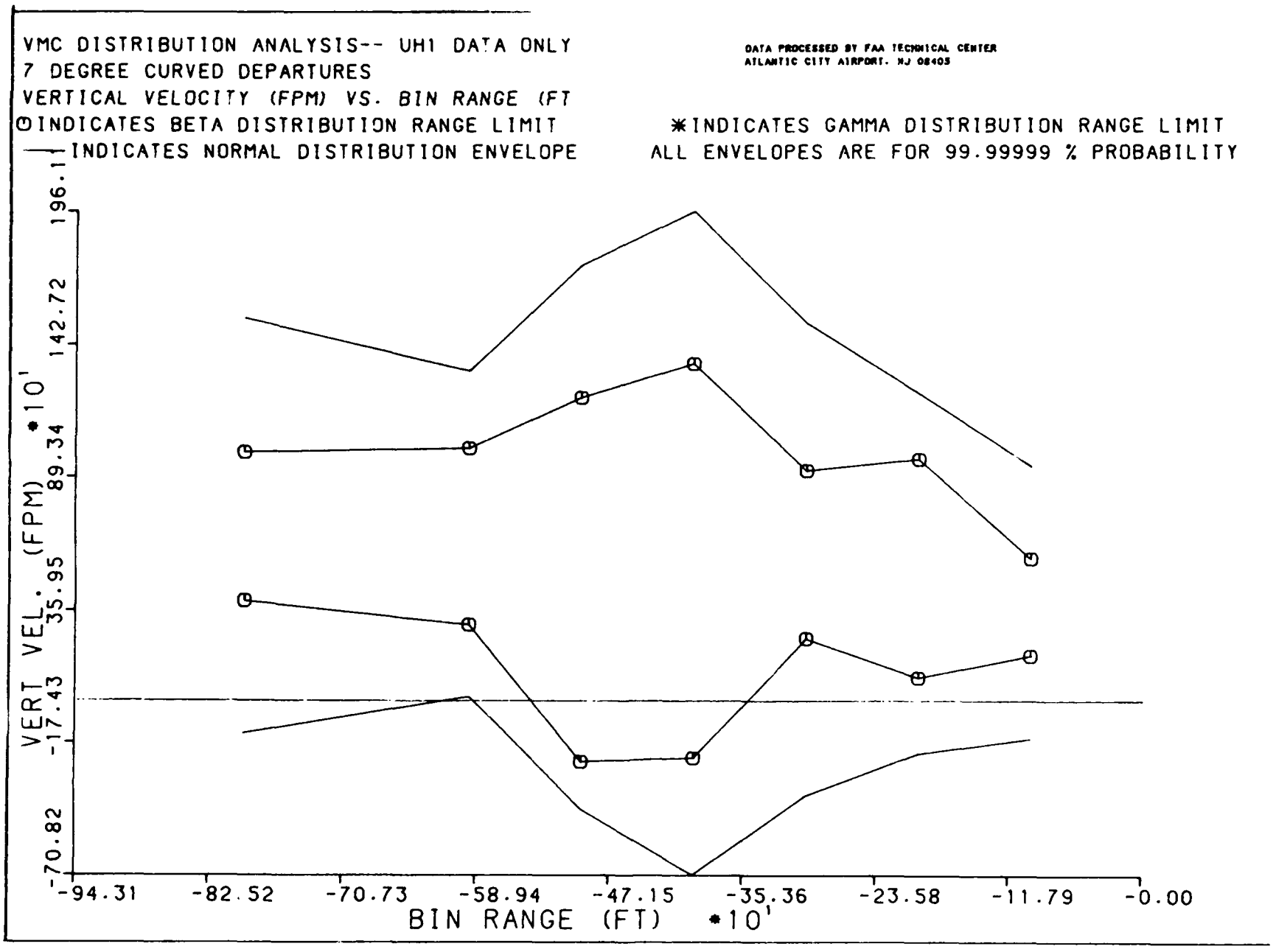

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
85.71
52.57
19.43
-13.72
-46.86
-80.00
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10¹

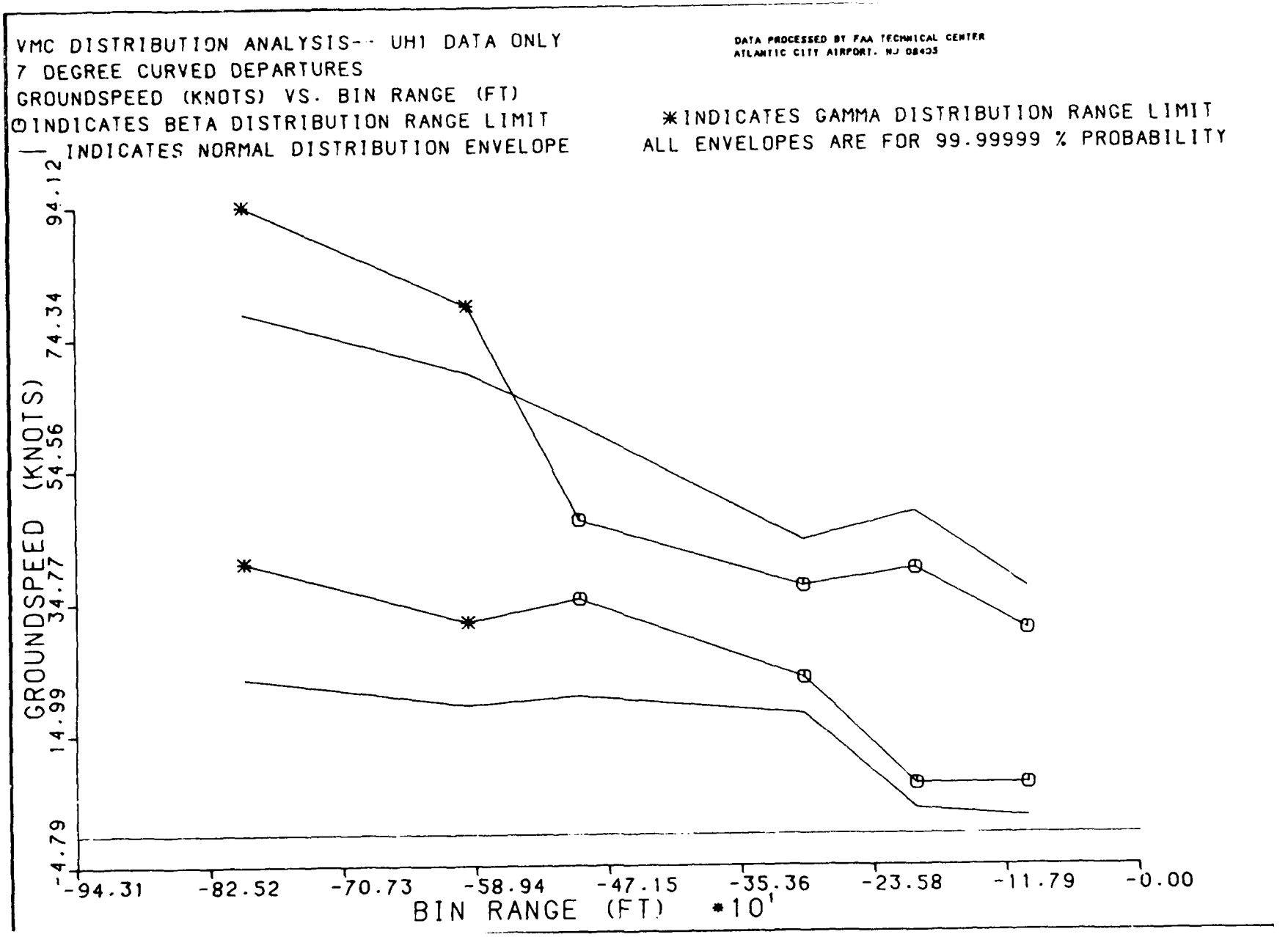
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

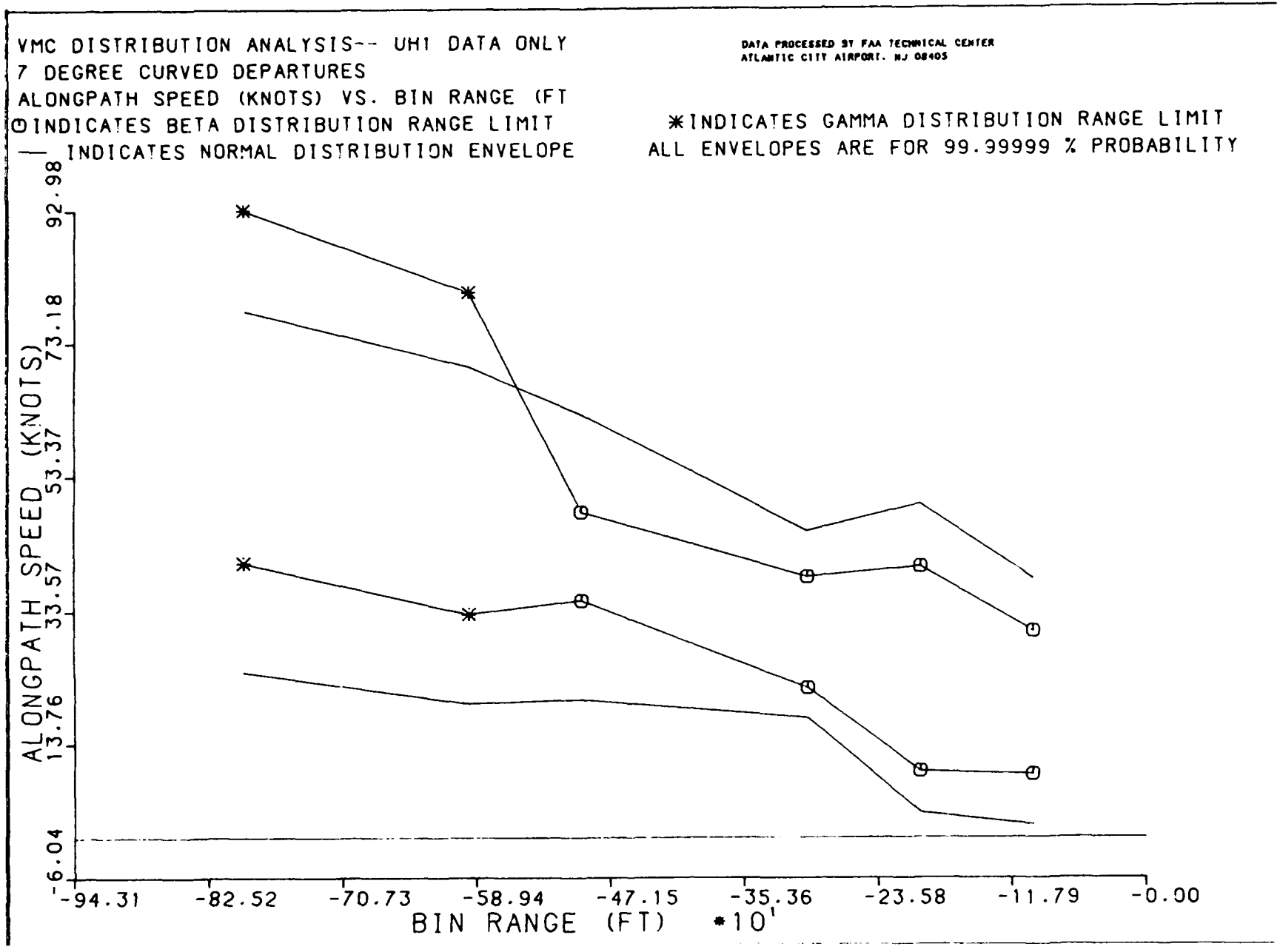
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

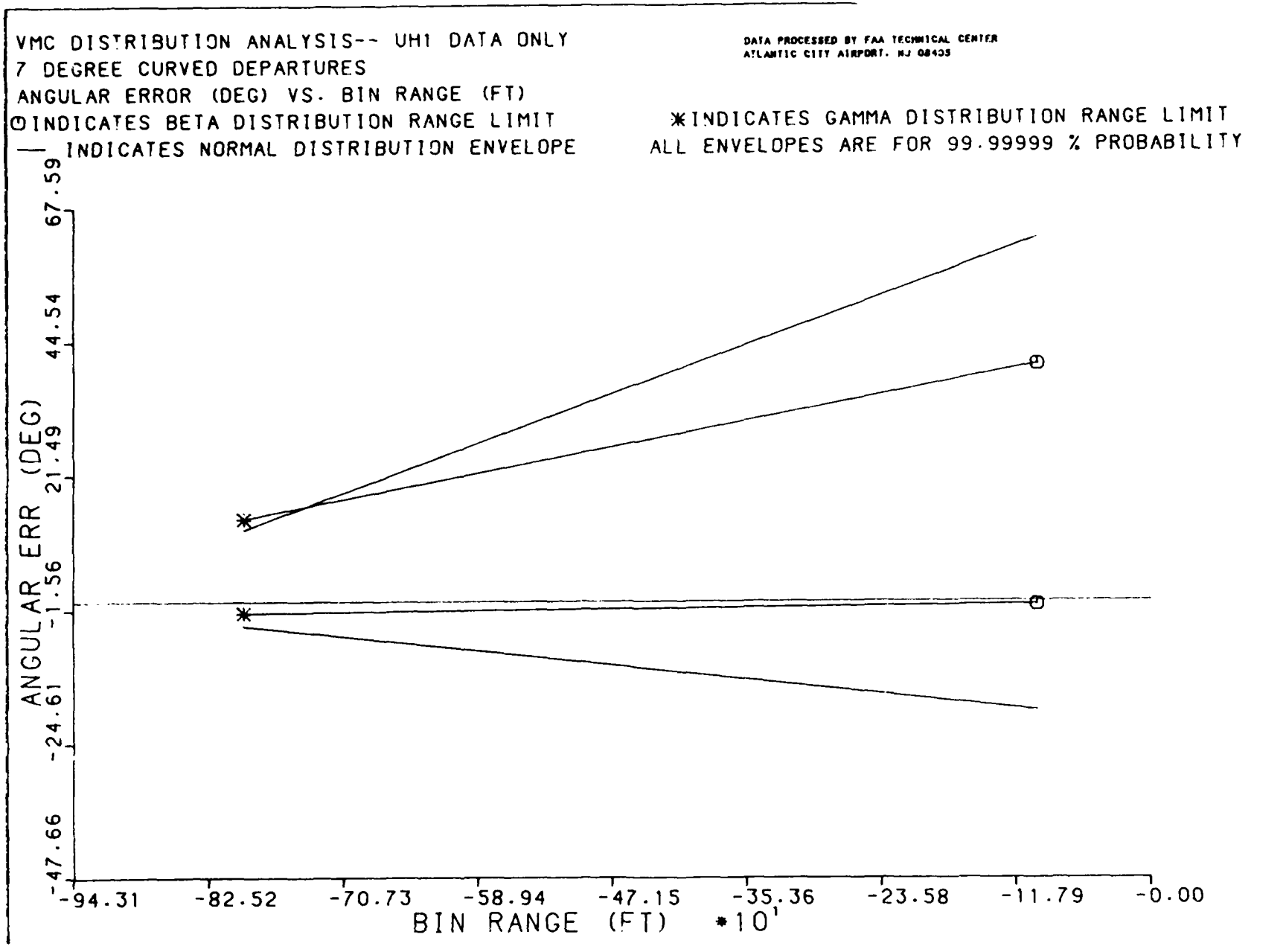
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
196.1
142.72
89.34
35.95
-17.43
-70.82
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
94.12
74.34
54.56
34.77
14.99
-4.79
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10¹

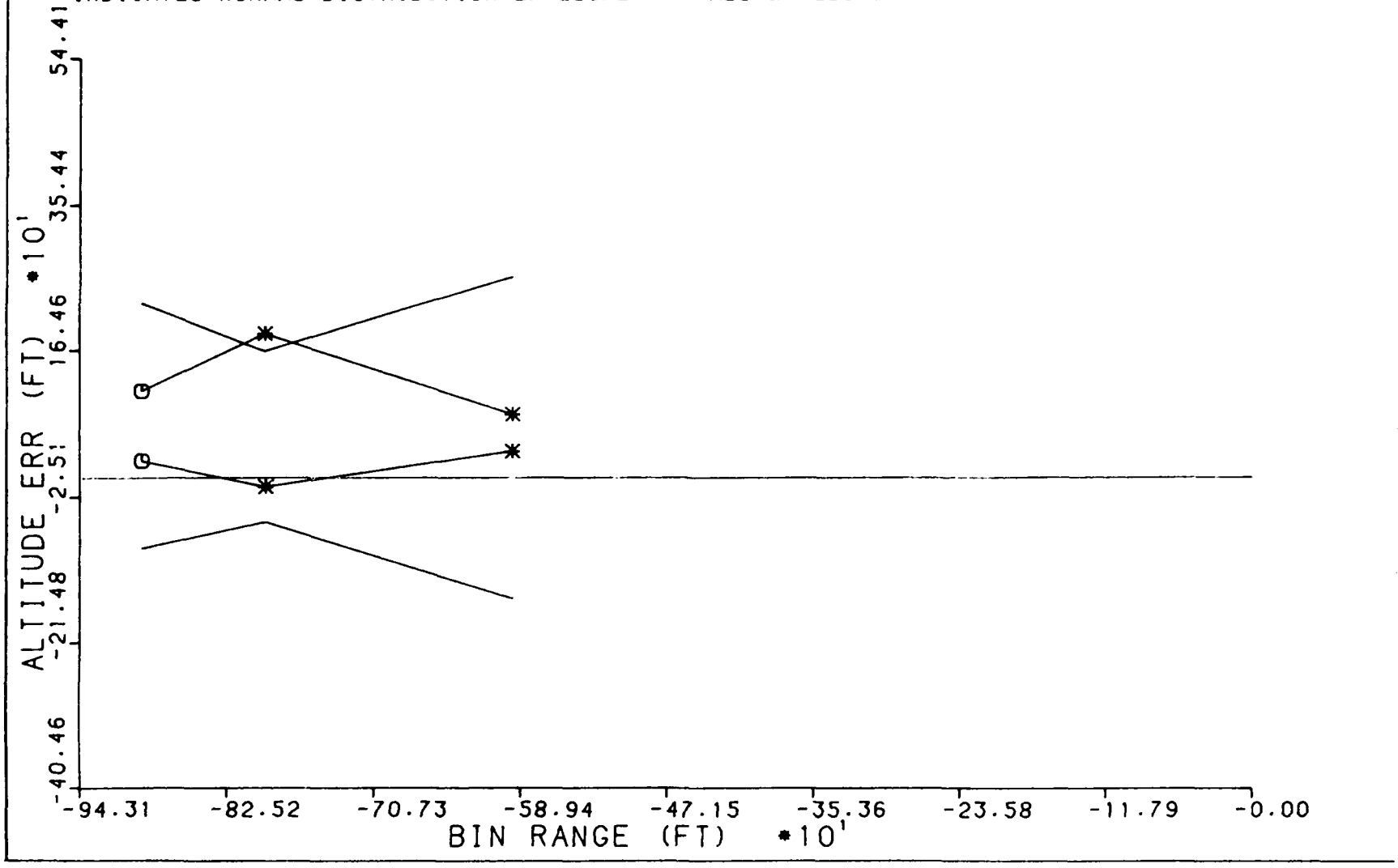

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
92.98
73.18
53.37
33.57
13.76
-6.04
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10¹

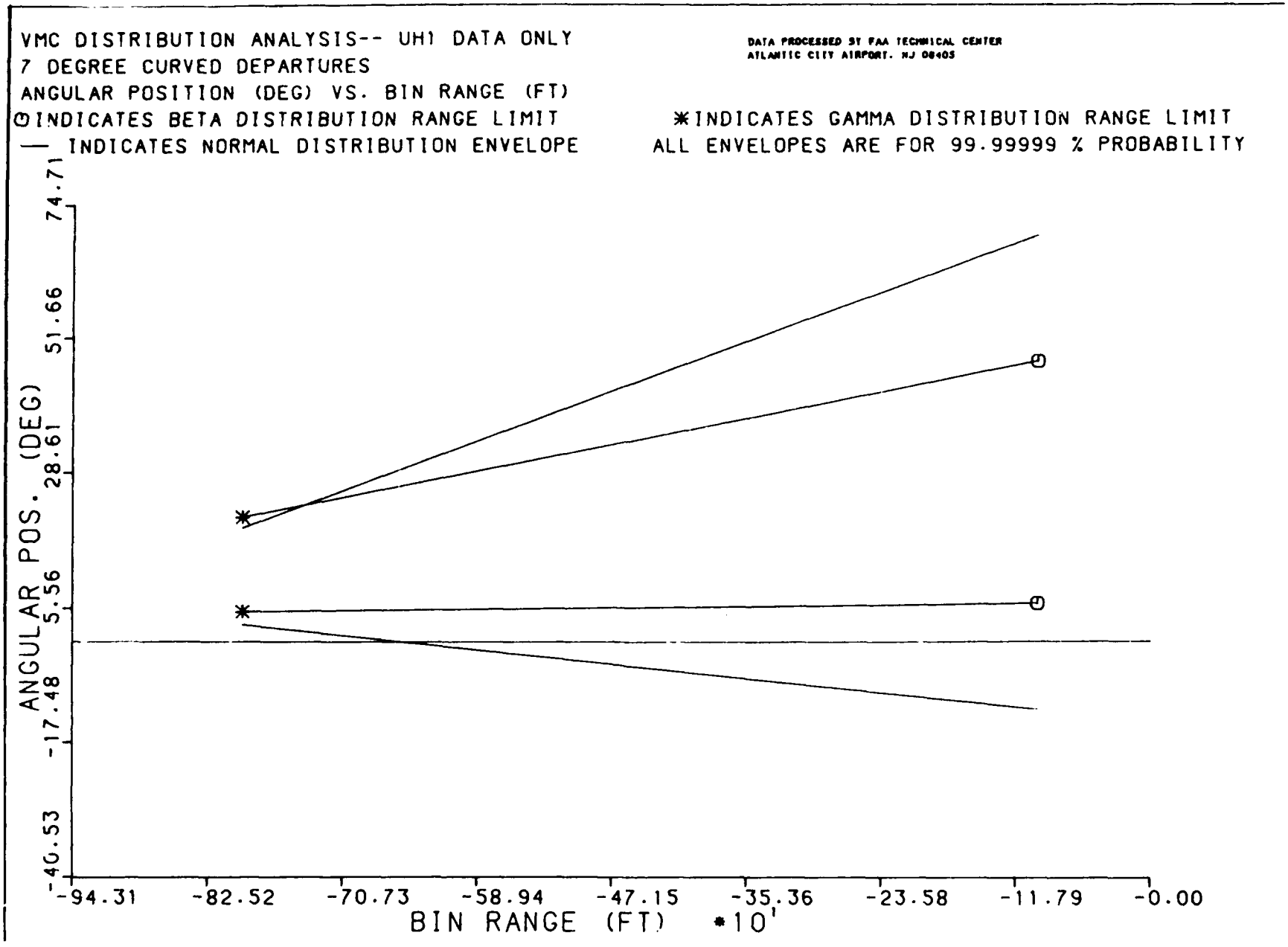

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
67.59
44.54
21.49
-1.56
-24.61
-47.66
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10¹

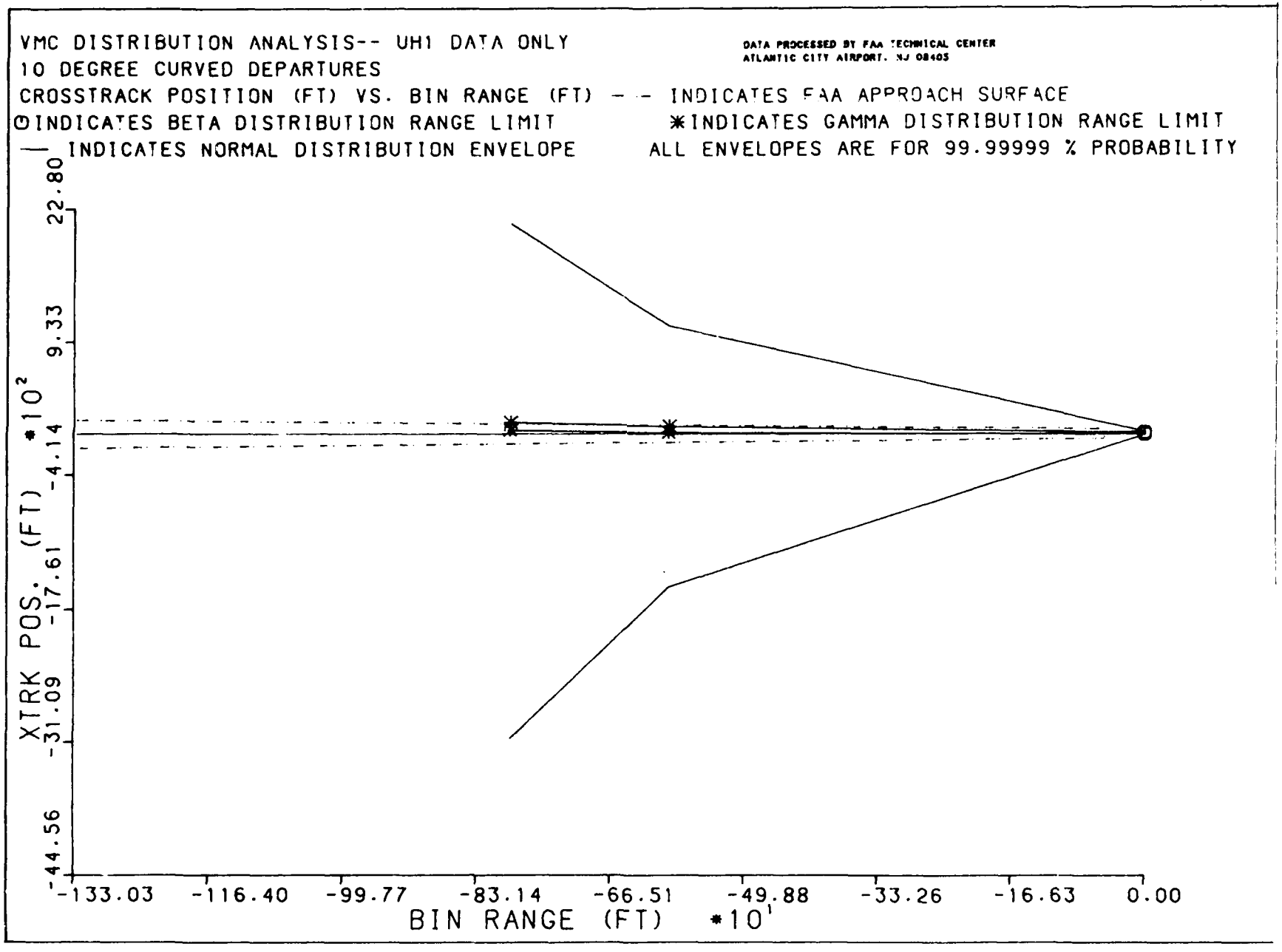
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

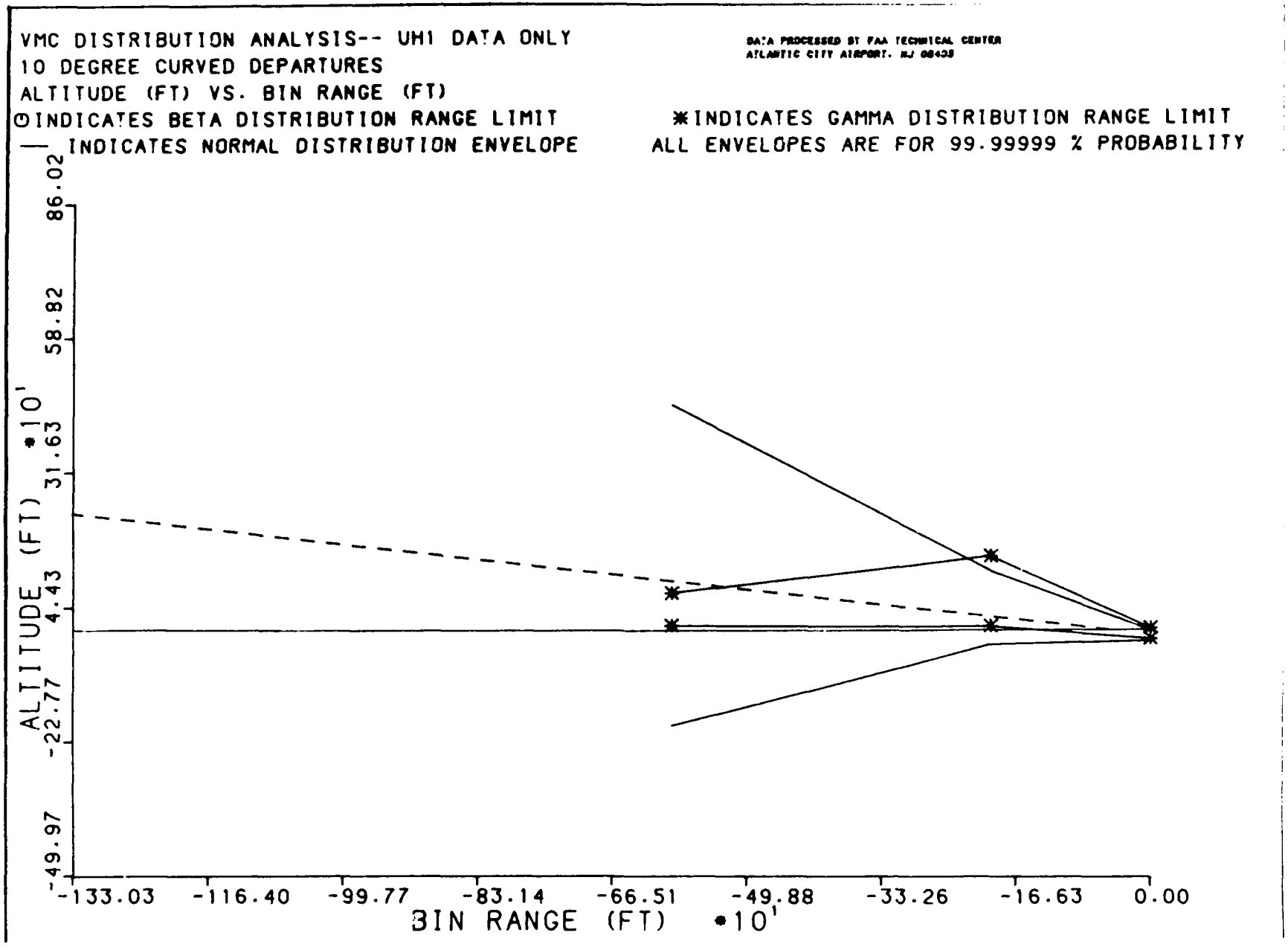
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

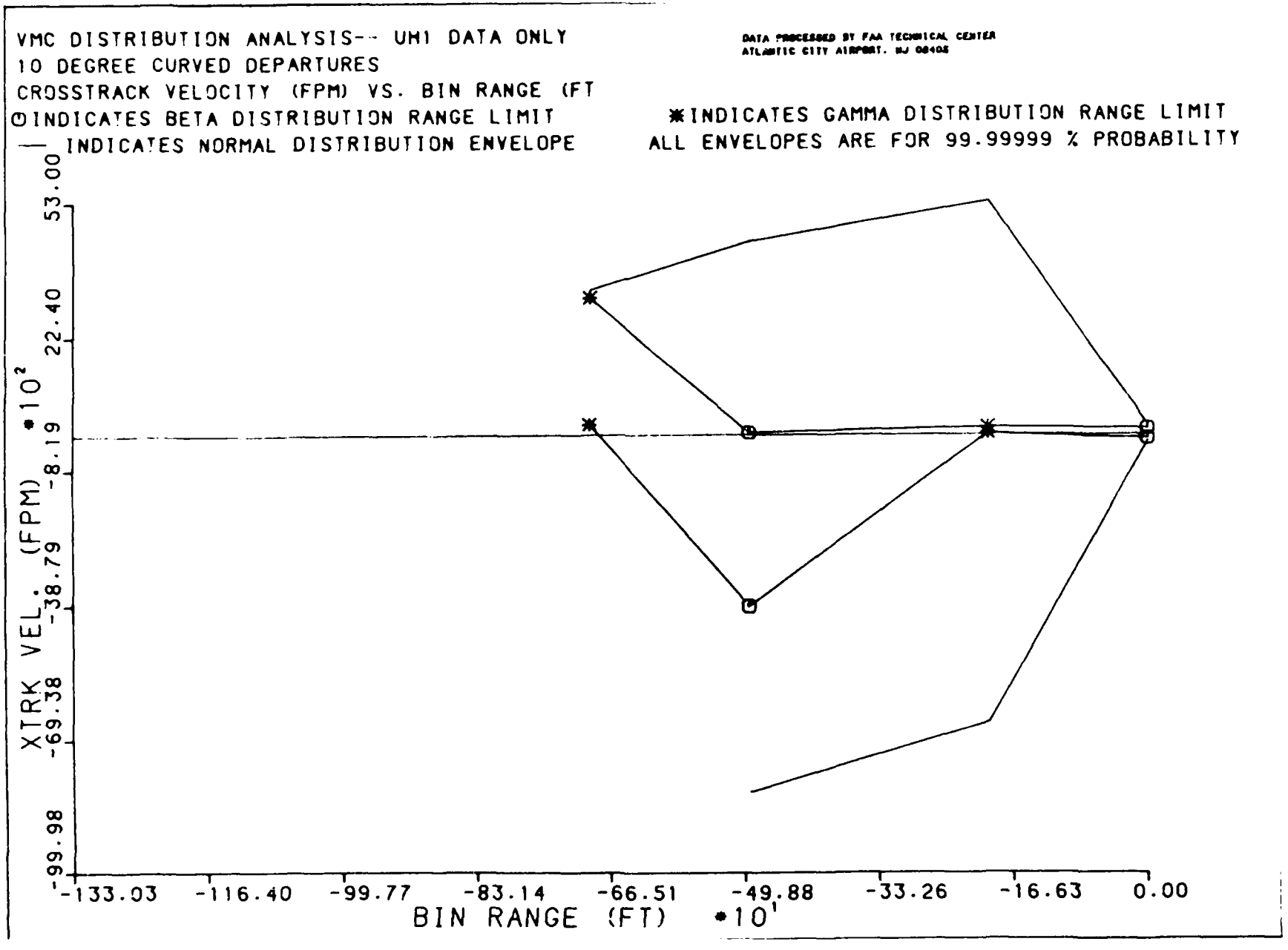
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
7 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
74.71
51.66
28.61
5.56
-17.48
-40.53
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
22.80
9.33
-4.14
-17.61
-31.09
-44.56
-133.03
-116.40
-99.77
-83.14
-66.51
-49.88
-33.26
-16.63
0.00
BIN RANGE (FT) *10¹

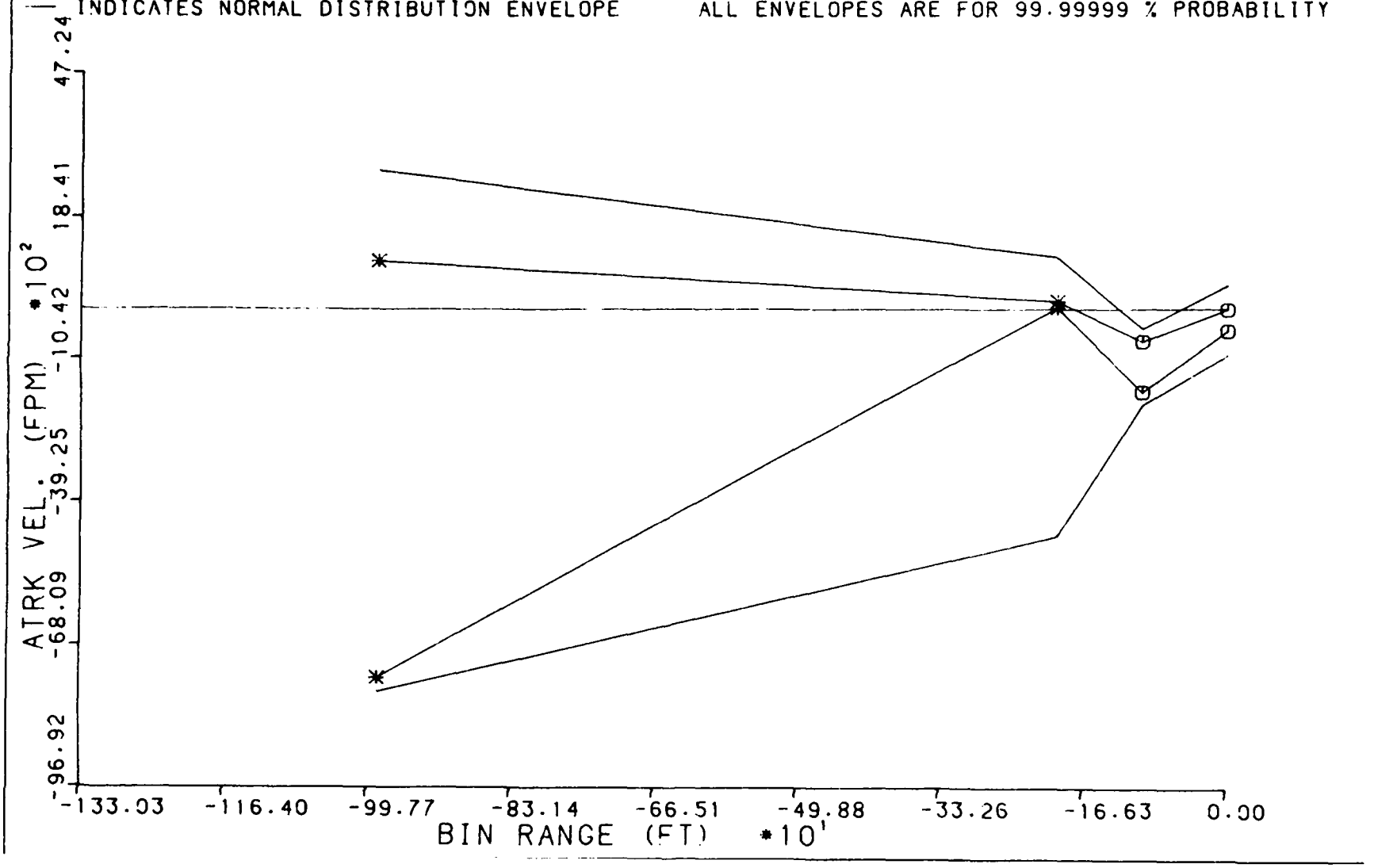

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
86.02
58.82
31.63
4.43
-22.77
-49.97
-133.03
-116.40
-99.77
-83.14
-66.51
-49.88
-33.26
-16.63
0.00
BIN RANGE (FT) *10¹

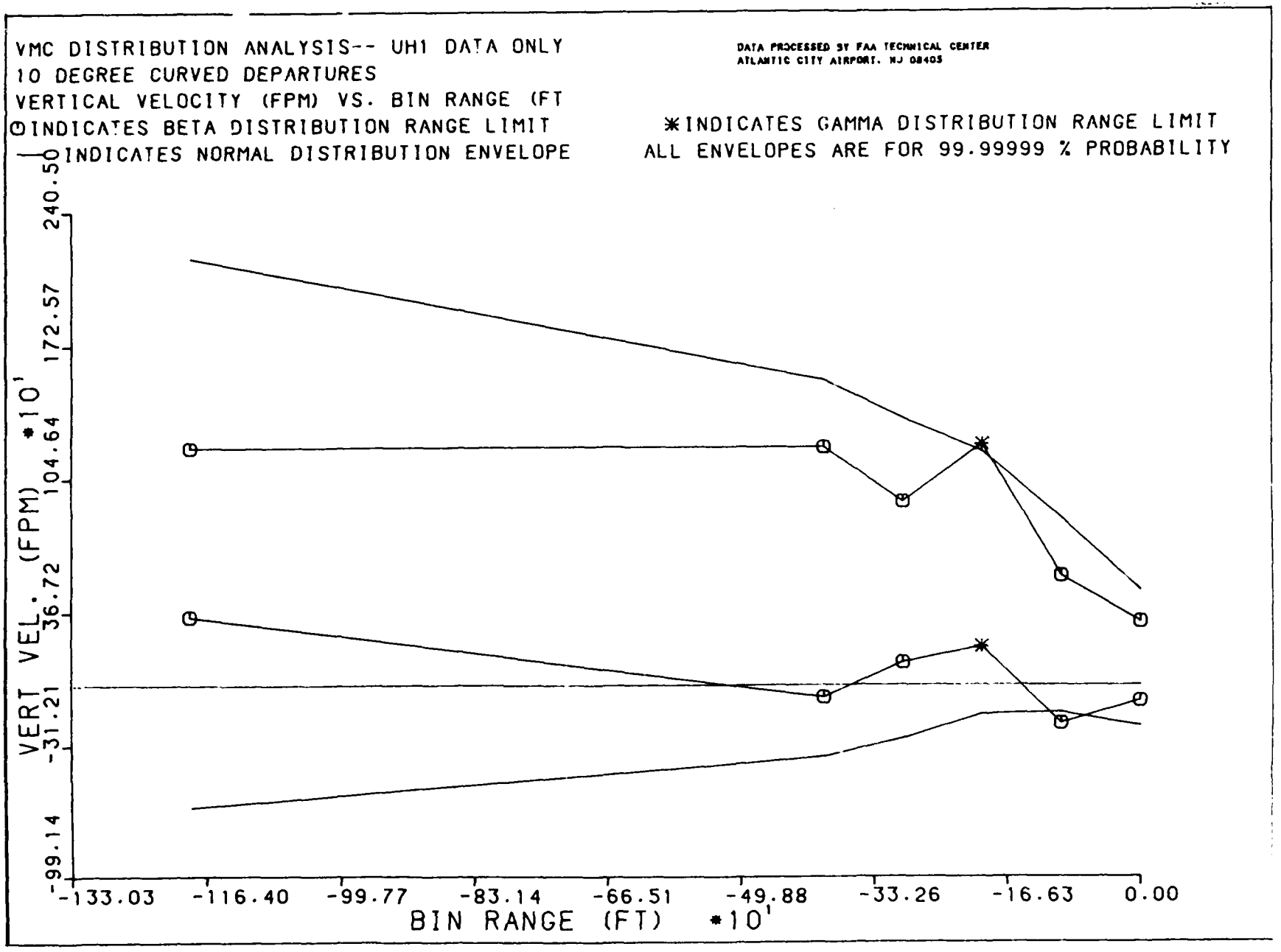

VMC DISTRIBUTION ANALYSIS-- UM1 DATA ONLY
10 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
53.00
22.40
-8.19
-38.79
-69.38
-99.98
-133.03
-116.40
-99.77
-83.14
-66.51
-49.88
-33.26
-16.63
0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

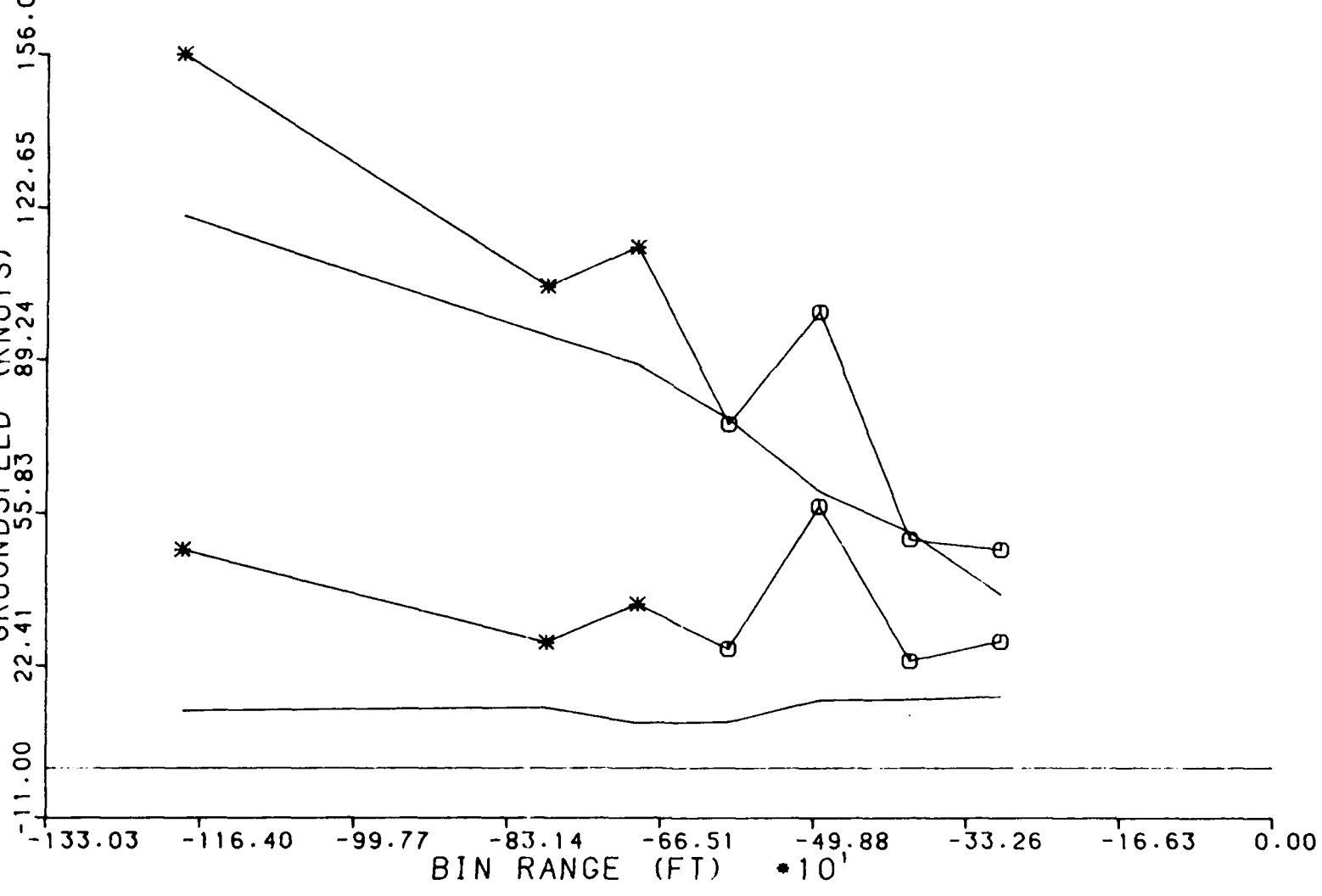



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10¹
240.50
172.57
104.64
36.72
-31.21
-99.14
-133.03
-116.40
-99.77
-83.14
-66.51
-49.88
-33.26
-16.63
0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

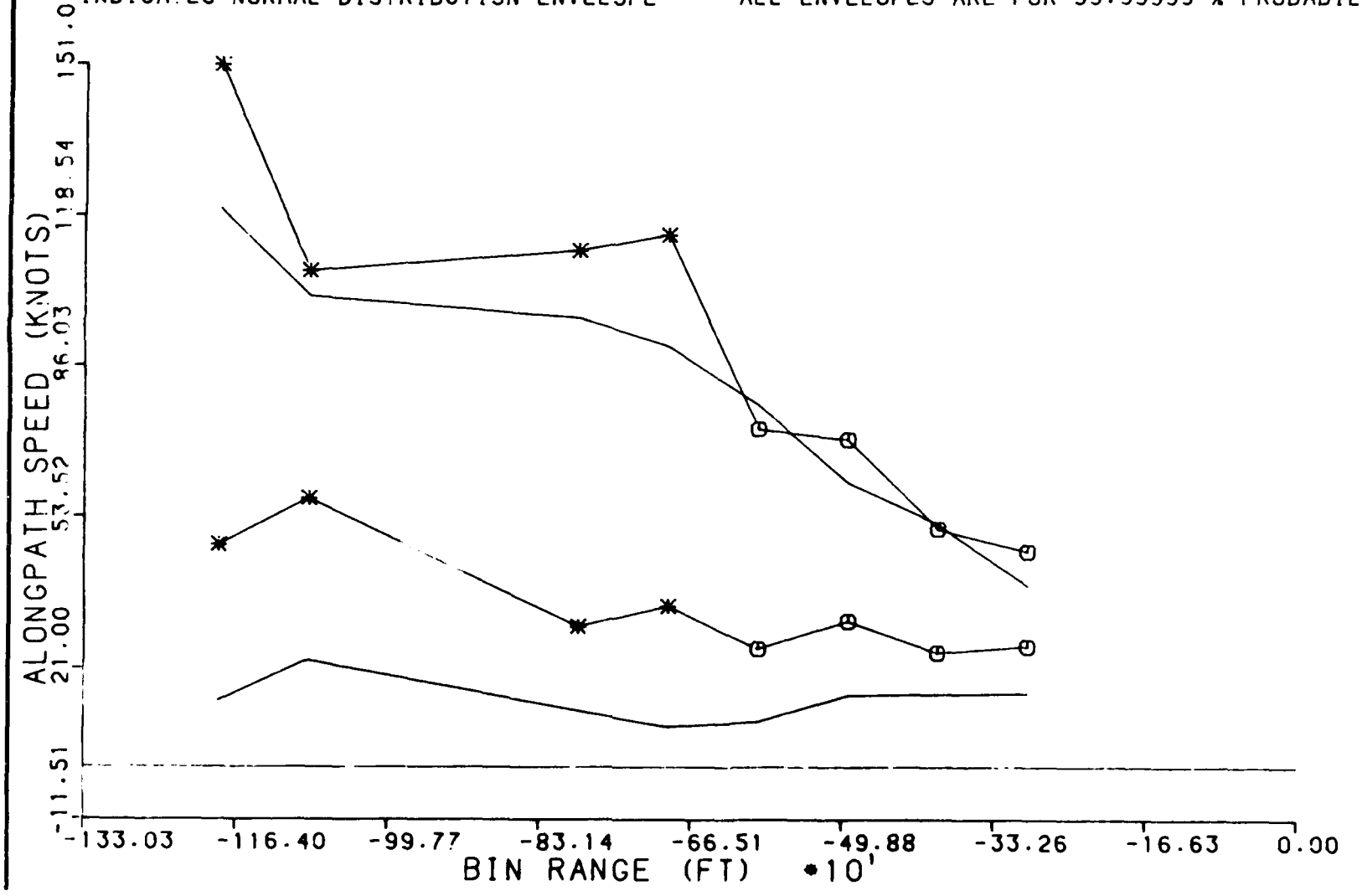


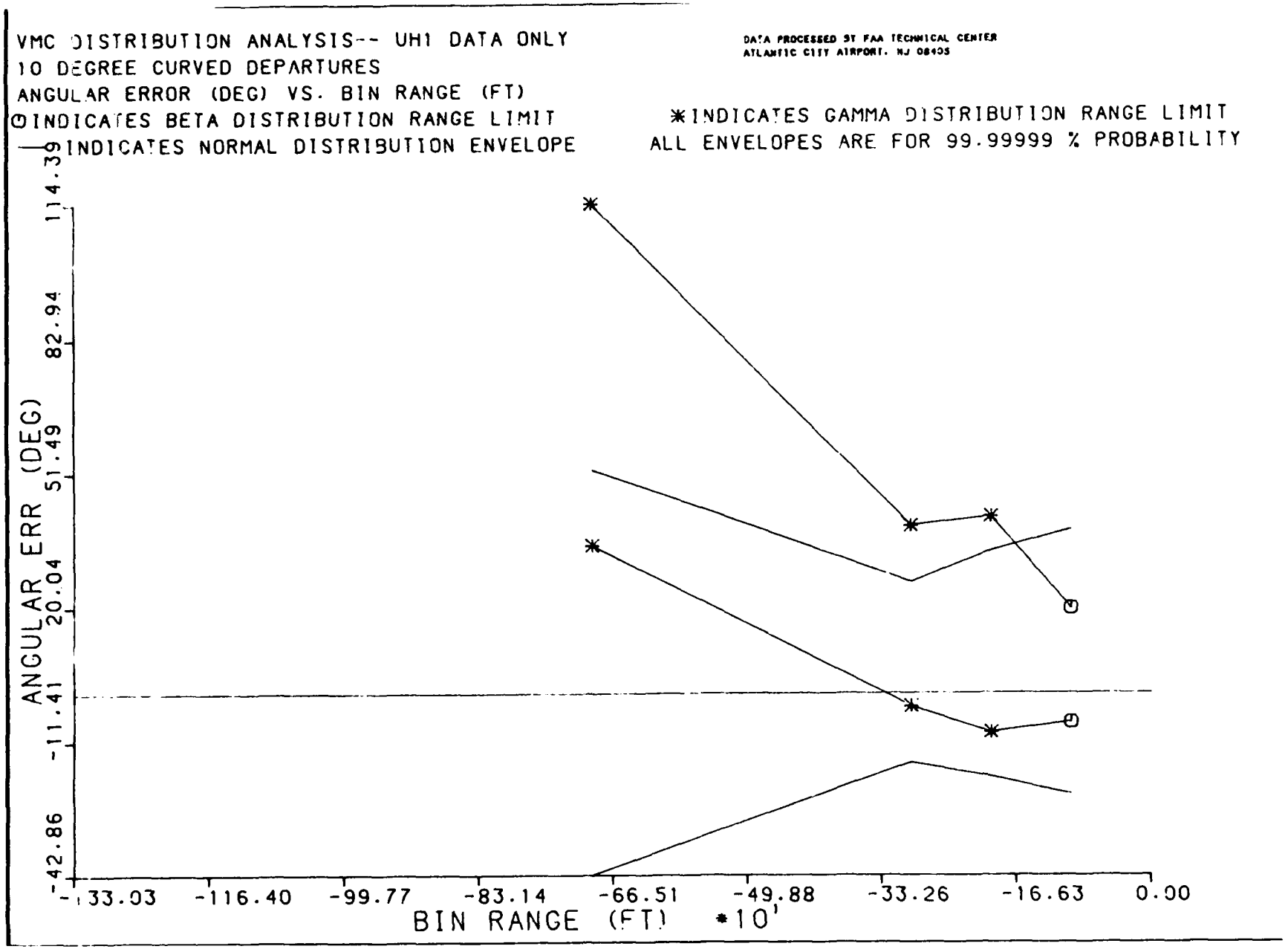
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

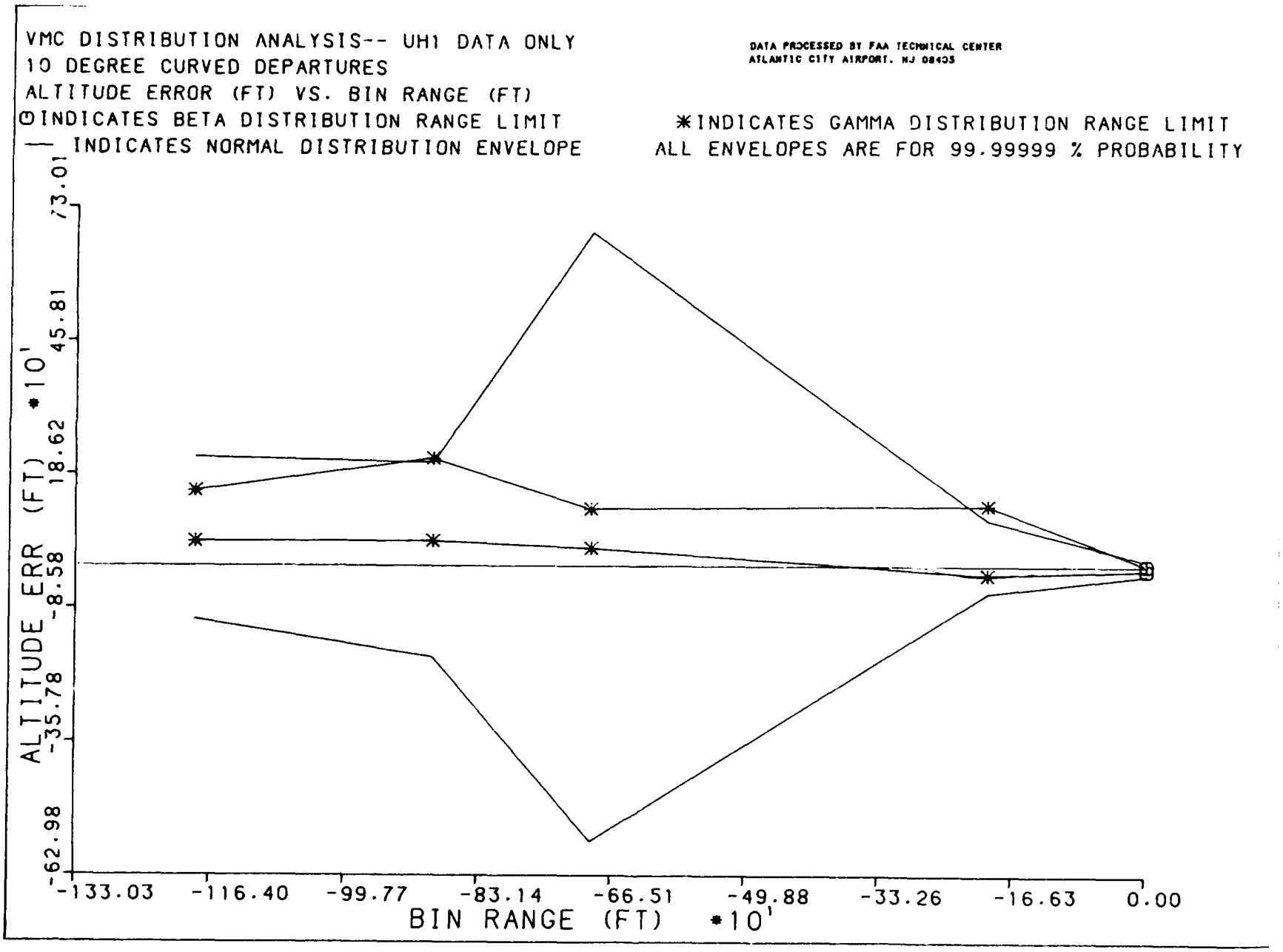
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



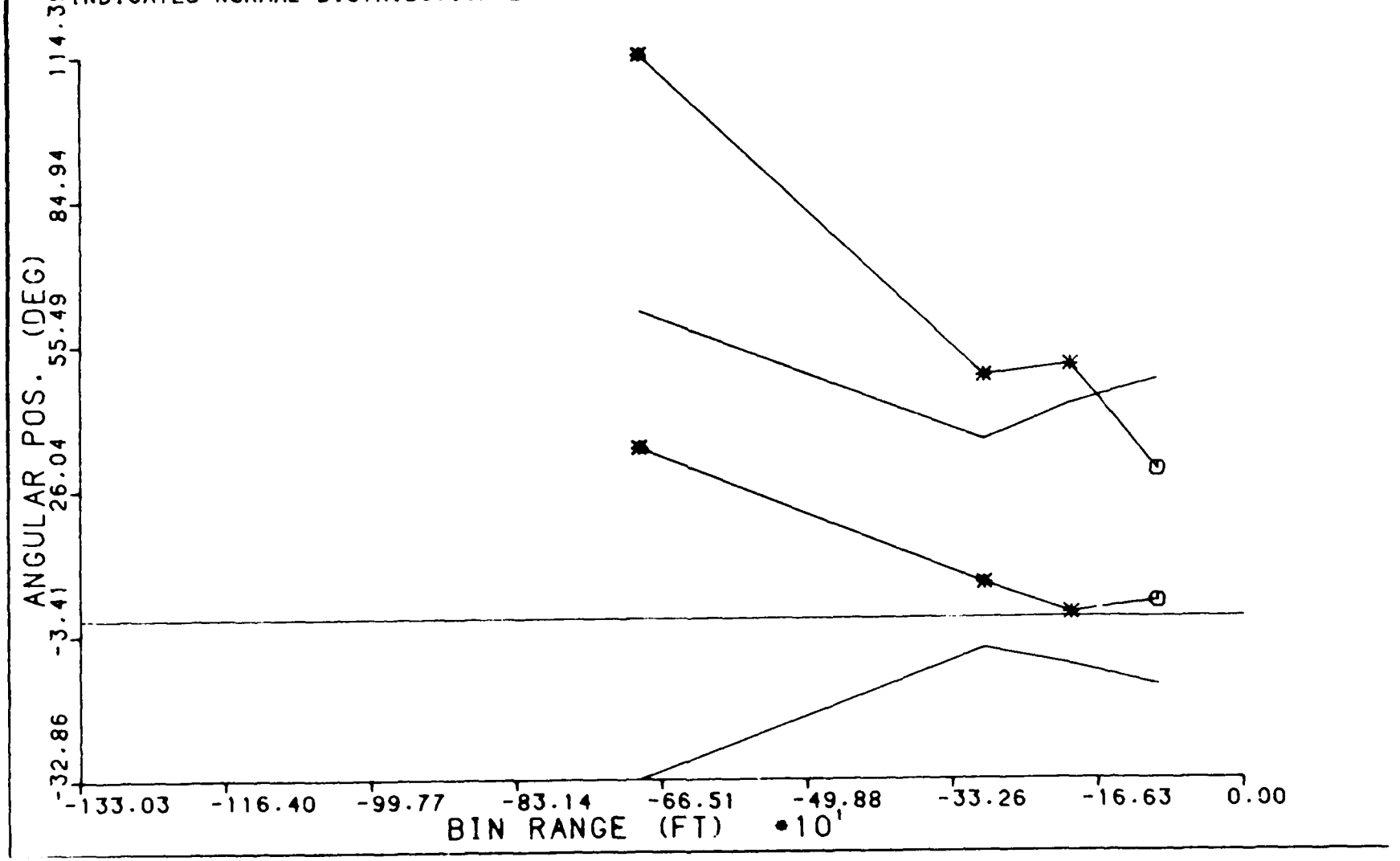

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
114.39
82.94
51.49
20.04
-11.41
-42.86
-133.03
-116.40
-99.77
-83.14
-66.51
-49.88
-33.26
-16.63
0.00
BIN RANGE (FT) *10'

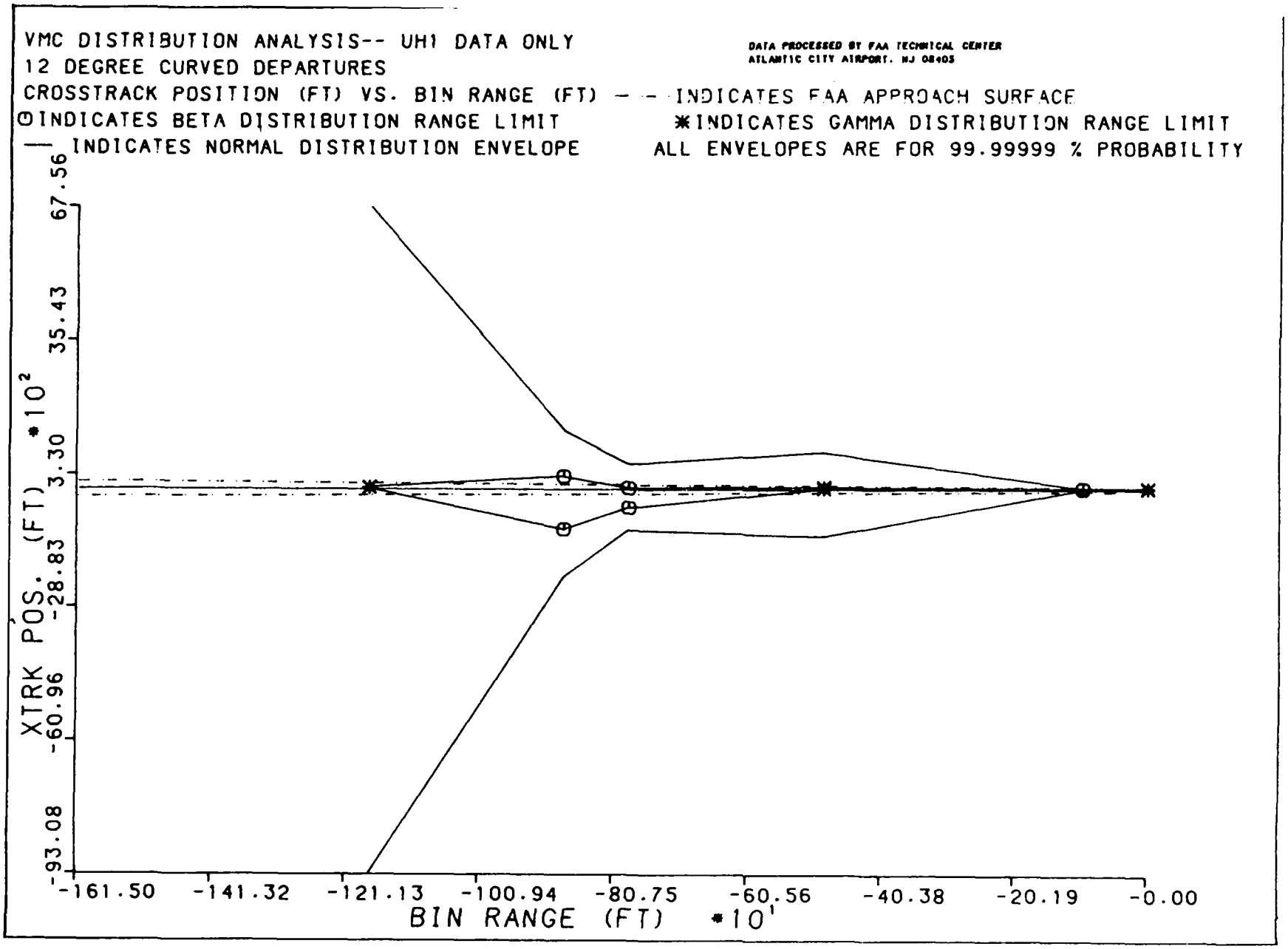

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
73.01
45.81
18.62
-8.58
-35.78
-62.98
-133.03
-116.40
-99.77
-83.14
-66.51
-49.88
-33.26
-16.63
0.00
BIN RANGE (FT) *10¹

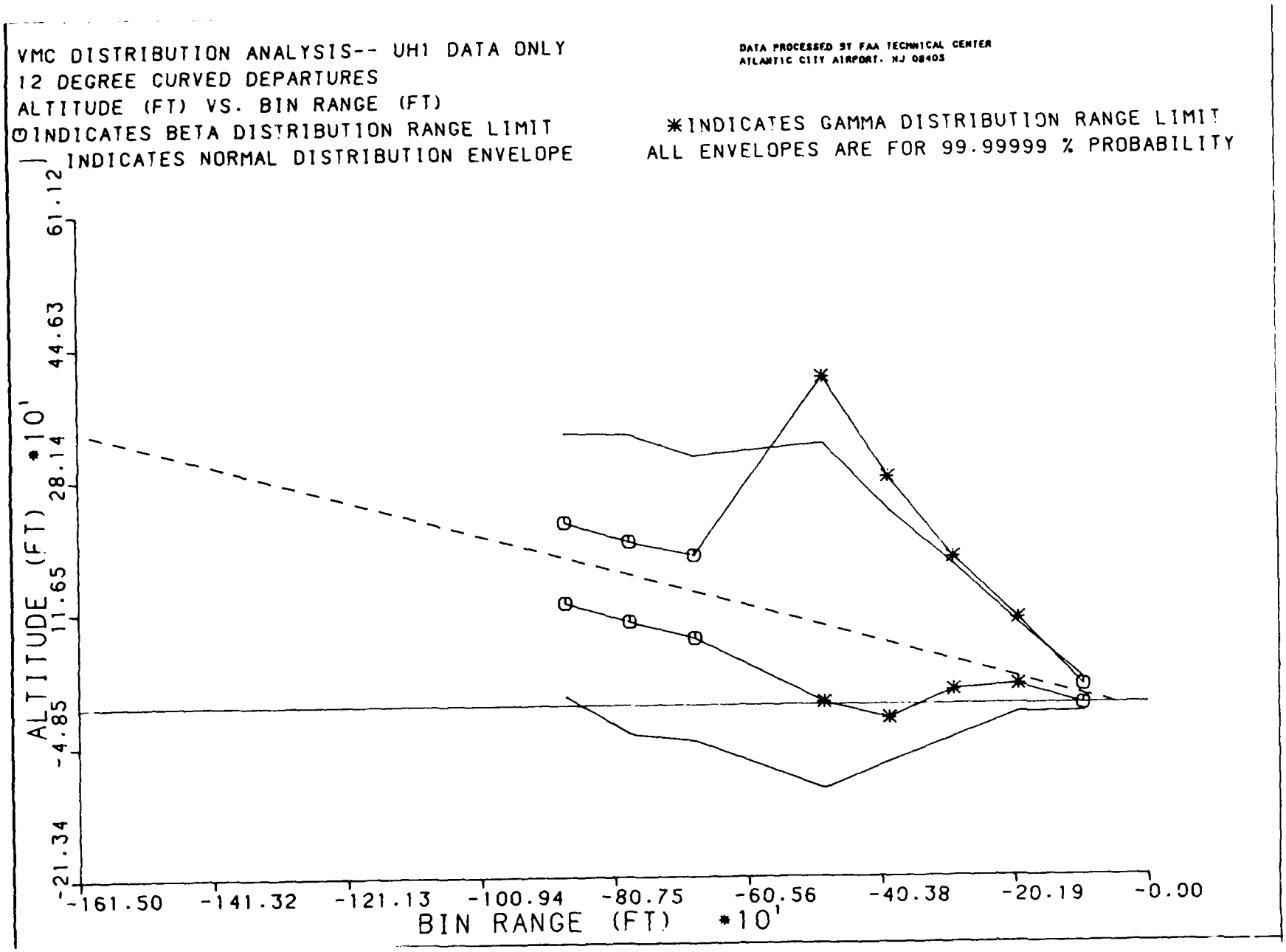
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
10 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

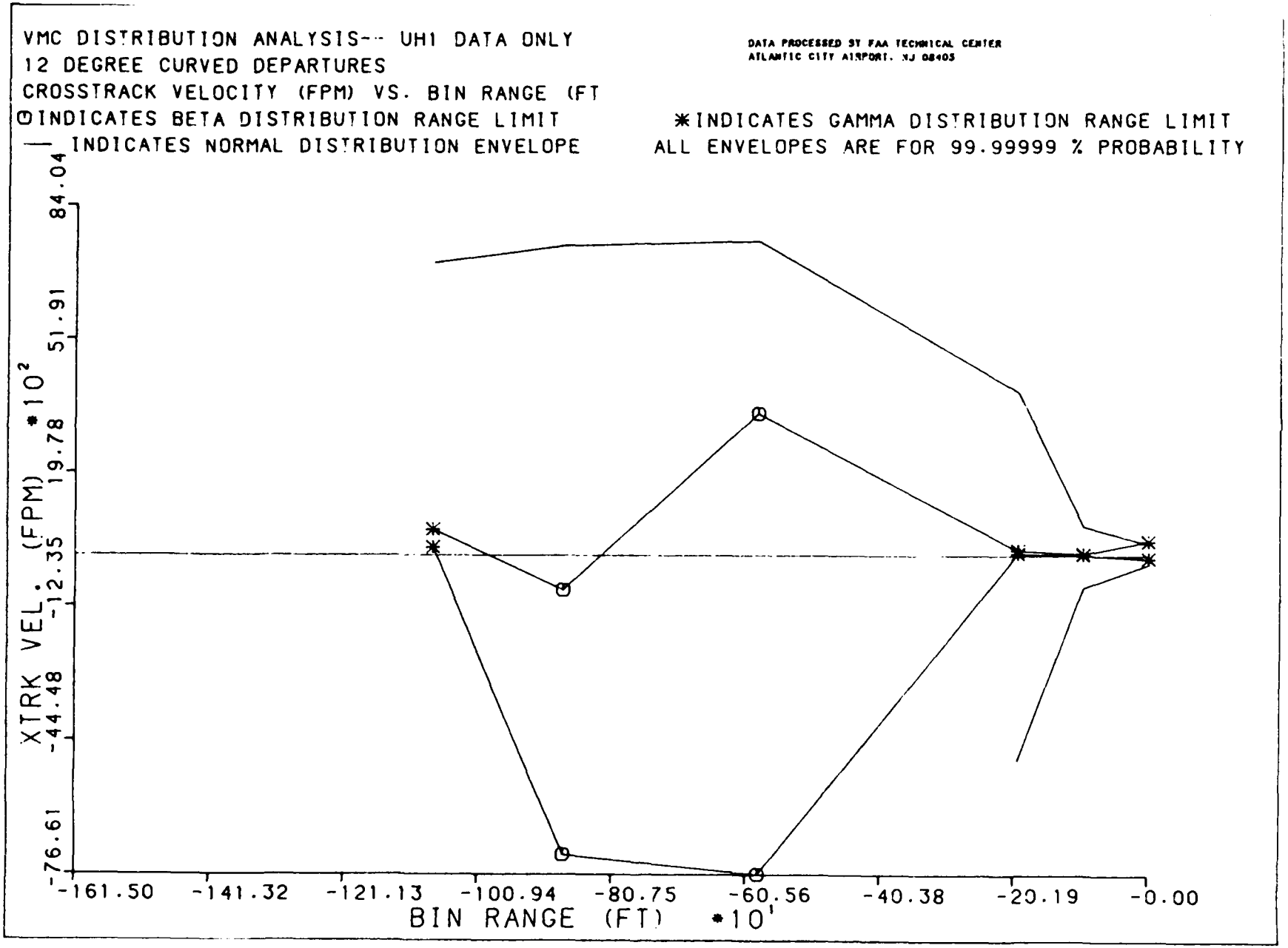
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT *INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| | INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
67.56
35.43
3.30
-28.83
-60.96
-93.08
-161.50
-141.32
-121.13
-100.94
-80.75
-60.56
-40.38
-20.19
-0.00
BIN RANGE (FT) *10¹

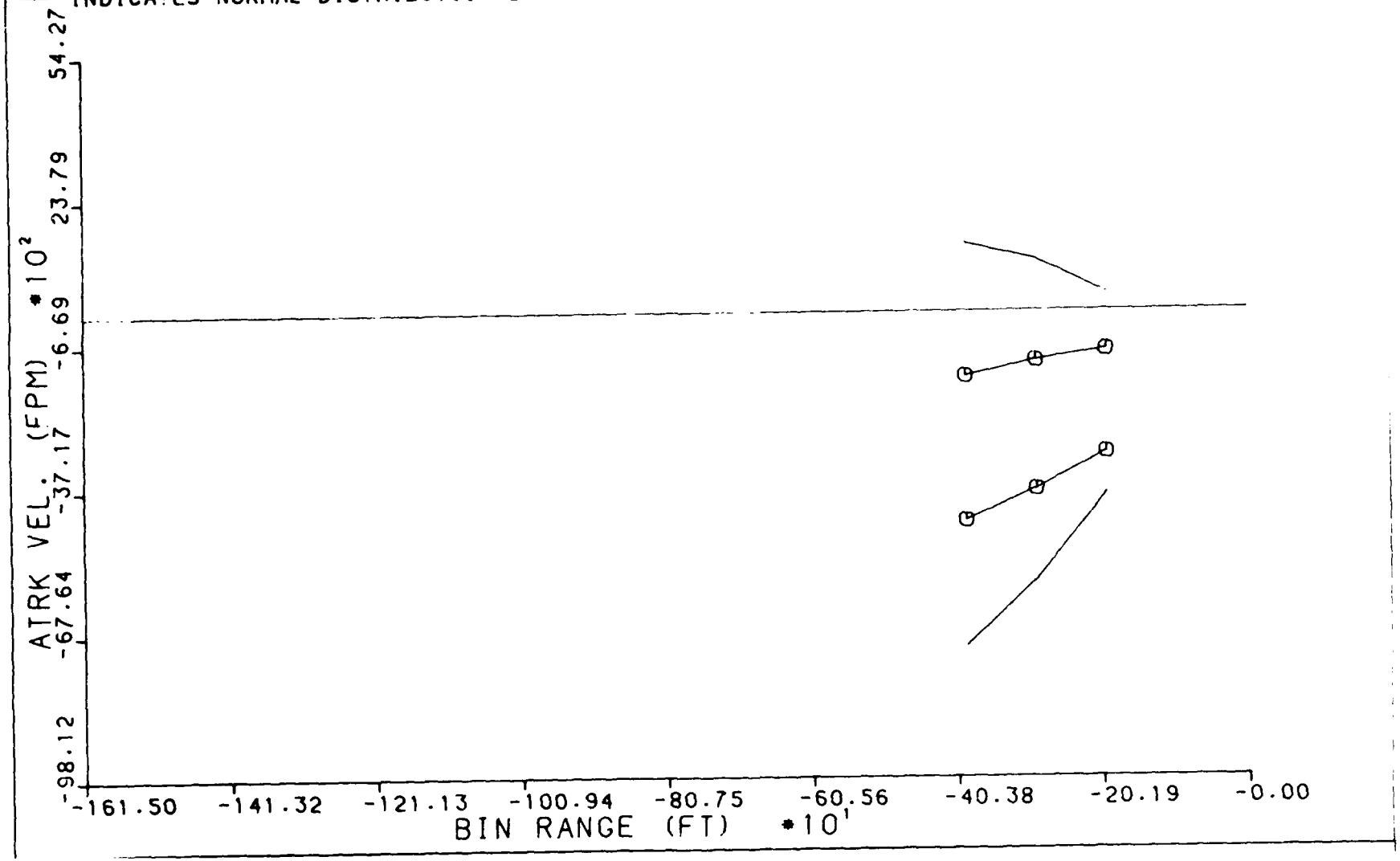

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
61.12
44.63
28.14
11.65
-4.85
-21.34
-161.50
-141.32
-121.13
-100.94
-80.75
-60.56
-40.38
-20.19
-0.00
BIN RANGE (FT) *10¹

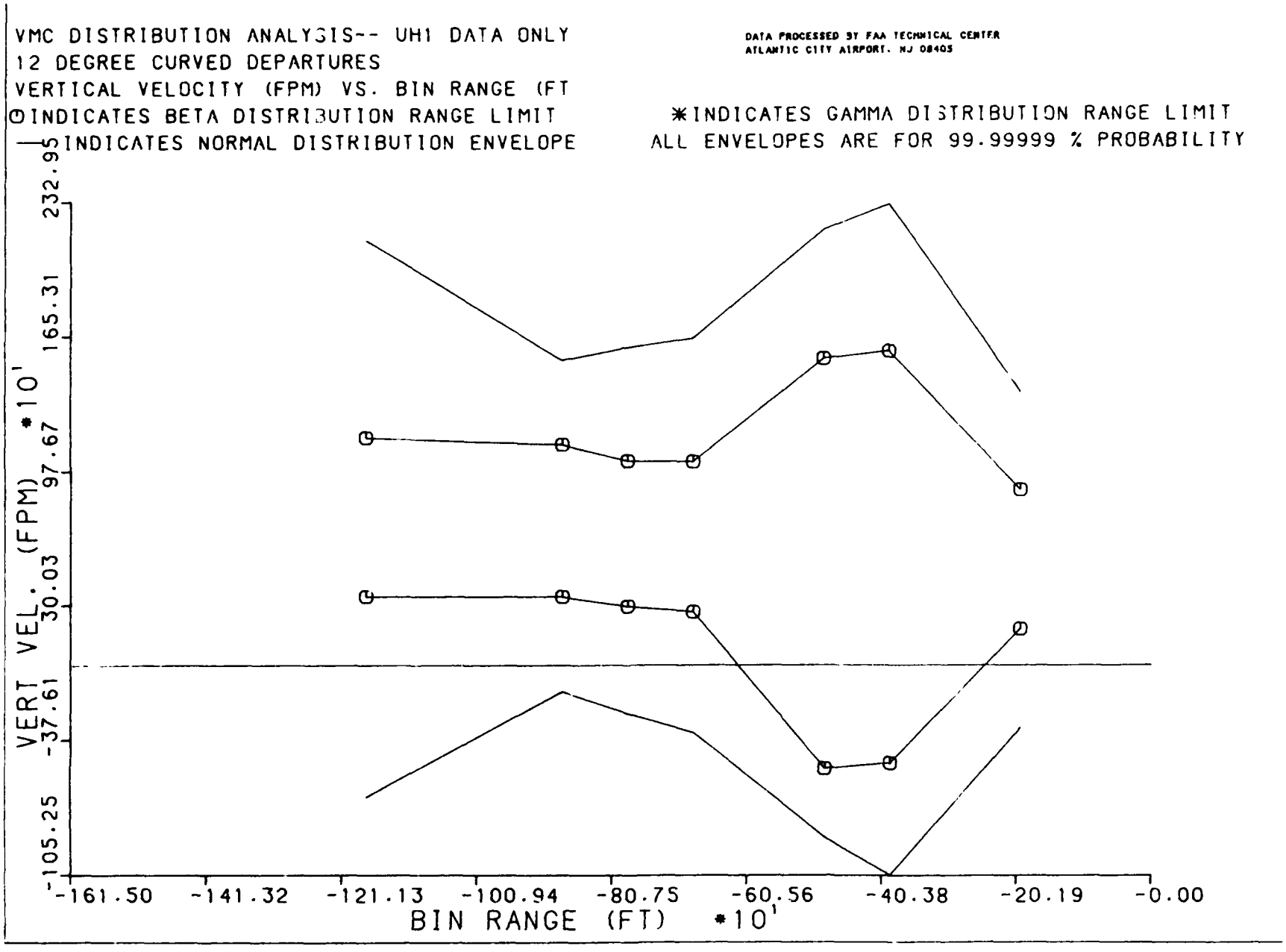

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
84.04
51.91
19.78
-12.35
-44.48
-76.61
-161.50
-141.32
-121.13
-100.94
-80.75
-60.56
-40.38
-20.19
-0.00
BIN RANGE (FT) *10¹

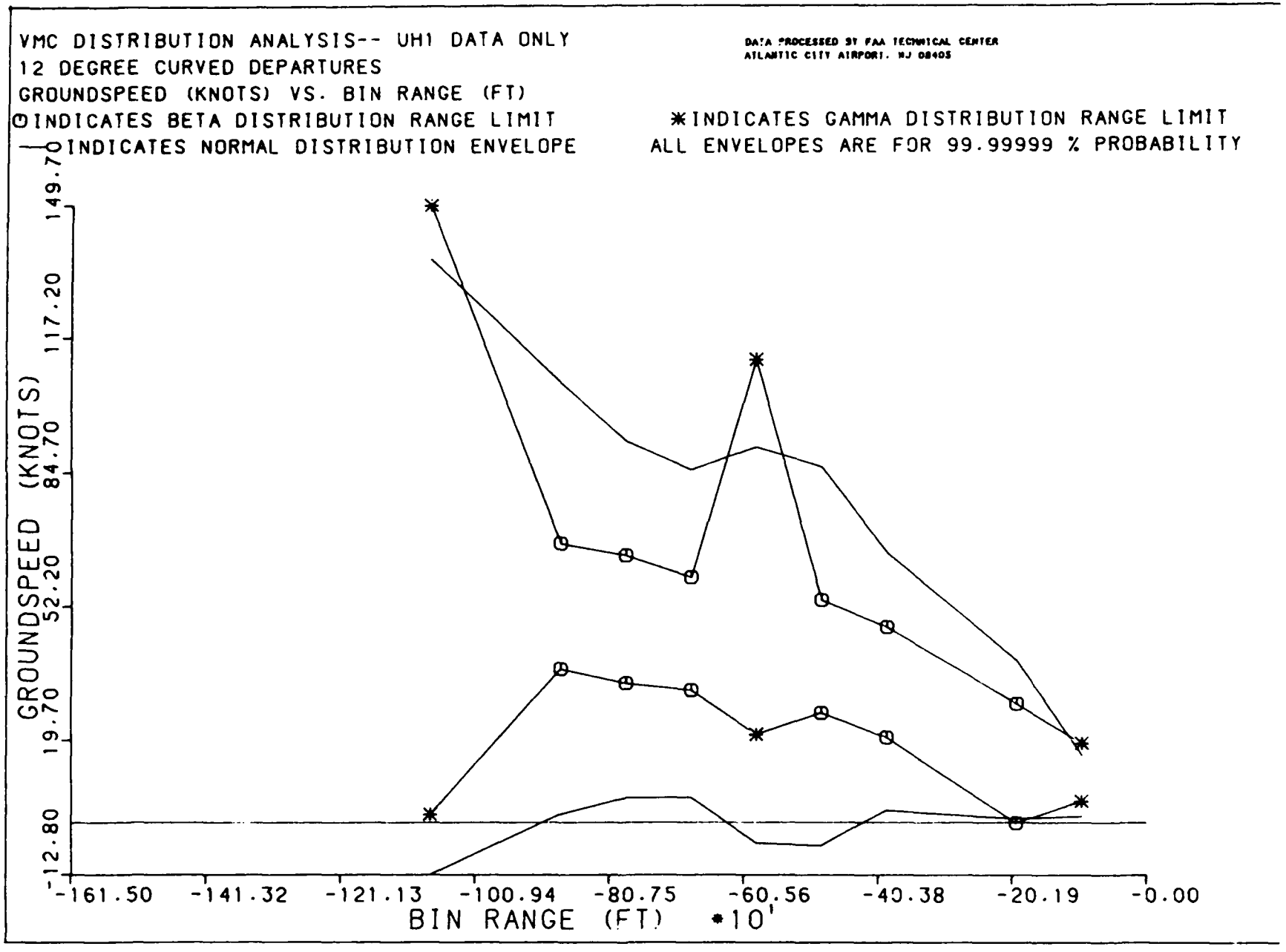
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

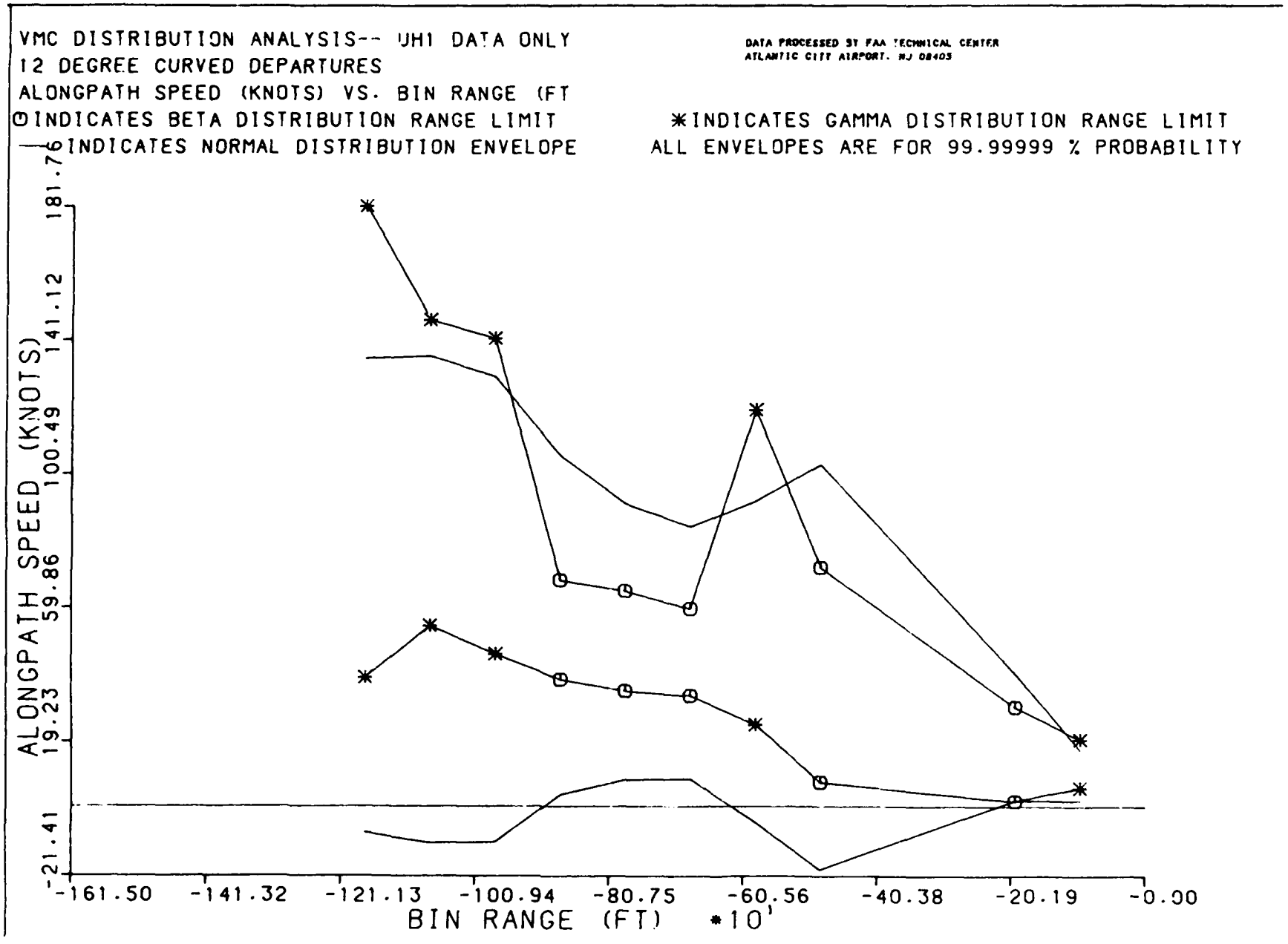
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ATLANTIC CITY AIRPORT, NJ 08405

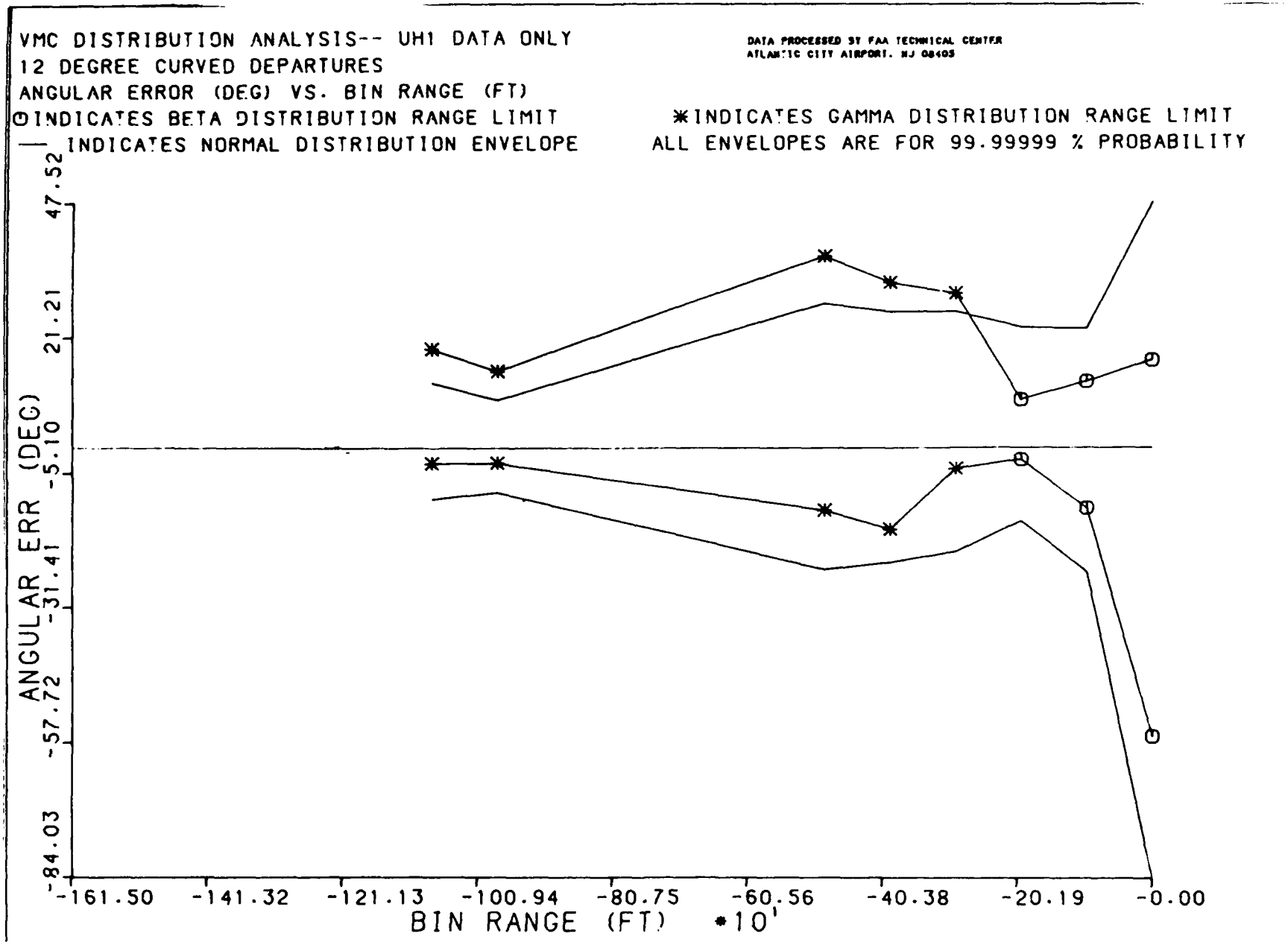
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
232.95
165.31
97.67
30.03
-37.61
-105.25
-161.50
-141.32
-121.13
-100.94
-80.75
-60.56
-40.38
-20.19
-0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
⊙INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
149.70
117.20
84.70
52.20
19.70
-12.80
-161.50
-141.32
-121.13
-100.94
-80.75
-60.56
-40.38
-20.19
-0.00
BIN RANGE (FT) *10'

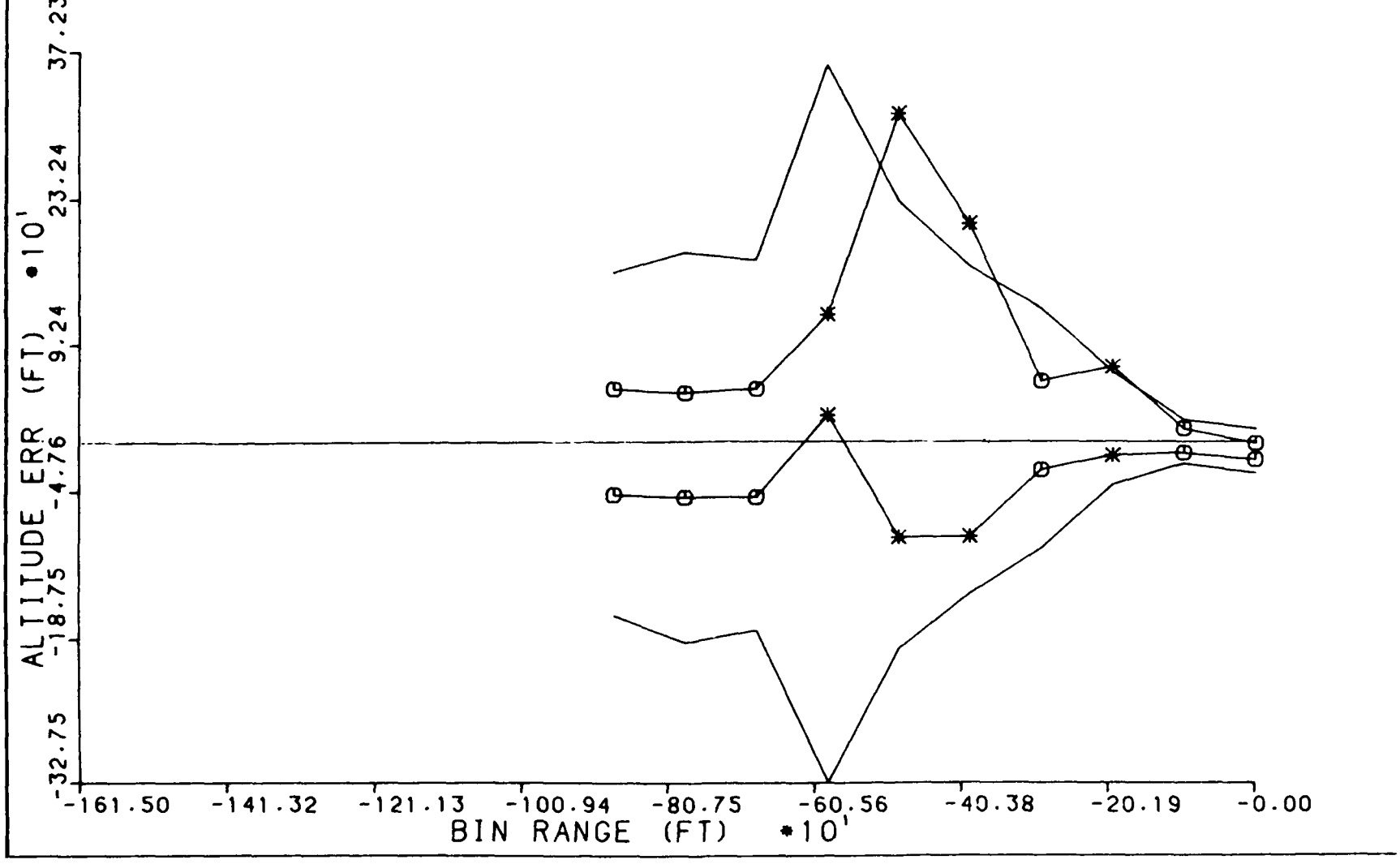

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
|INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
181.76
141.12
100.49
59.86
19.23
-21.41
-161.50
-141.32
-121.13
-100.94
-80.75
-60.56
-40.38
-20.19
-0.00
BIN RANGE (FT) *10'

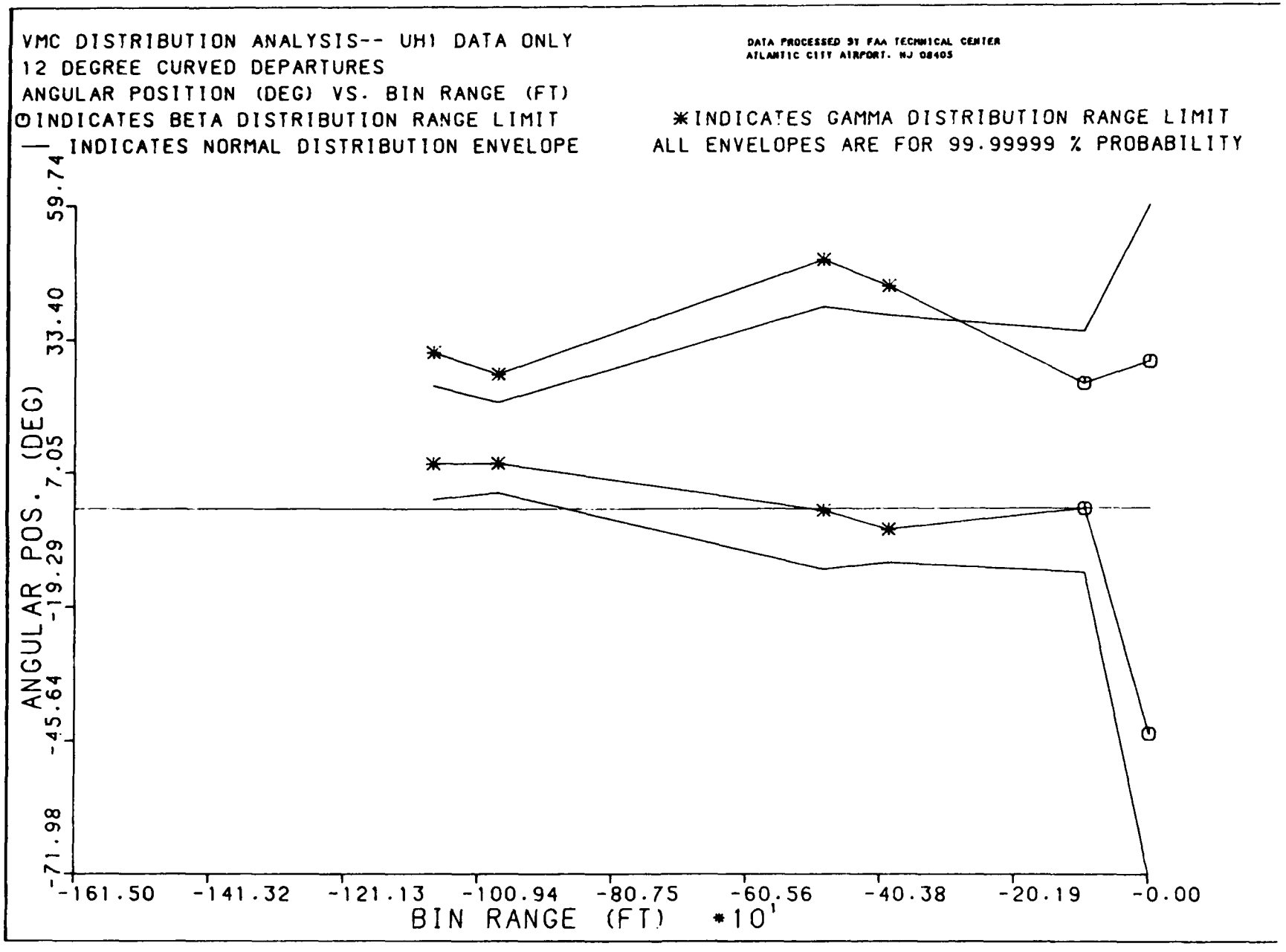

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
47.52
21.21
-5.10
-31.41
-57.72
-84.03
-161.50
-141.32
-121.13
-100.94
-80.75
-60.56
-40.38
-20.19
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY
12 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
59.74
33.40
7.05
-19.29
-45.64
-71.98
-161.50
-141.32
-121.13
-100.94
-80.75
-60.56
-40.38
-20.19
-0.00
BIN RANGE (FT) *10¹

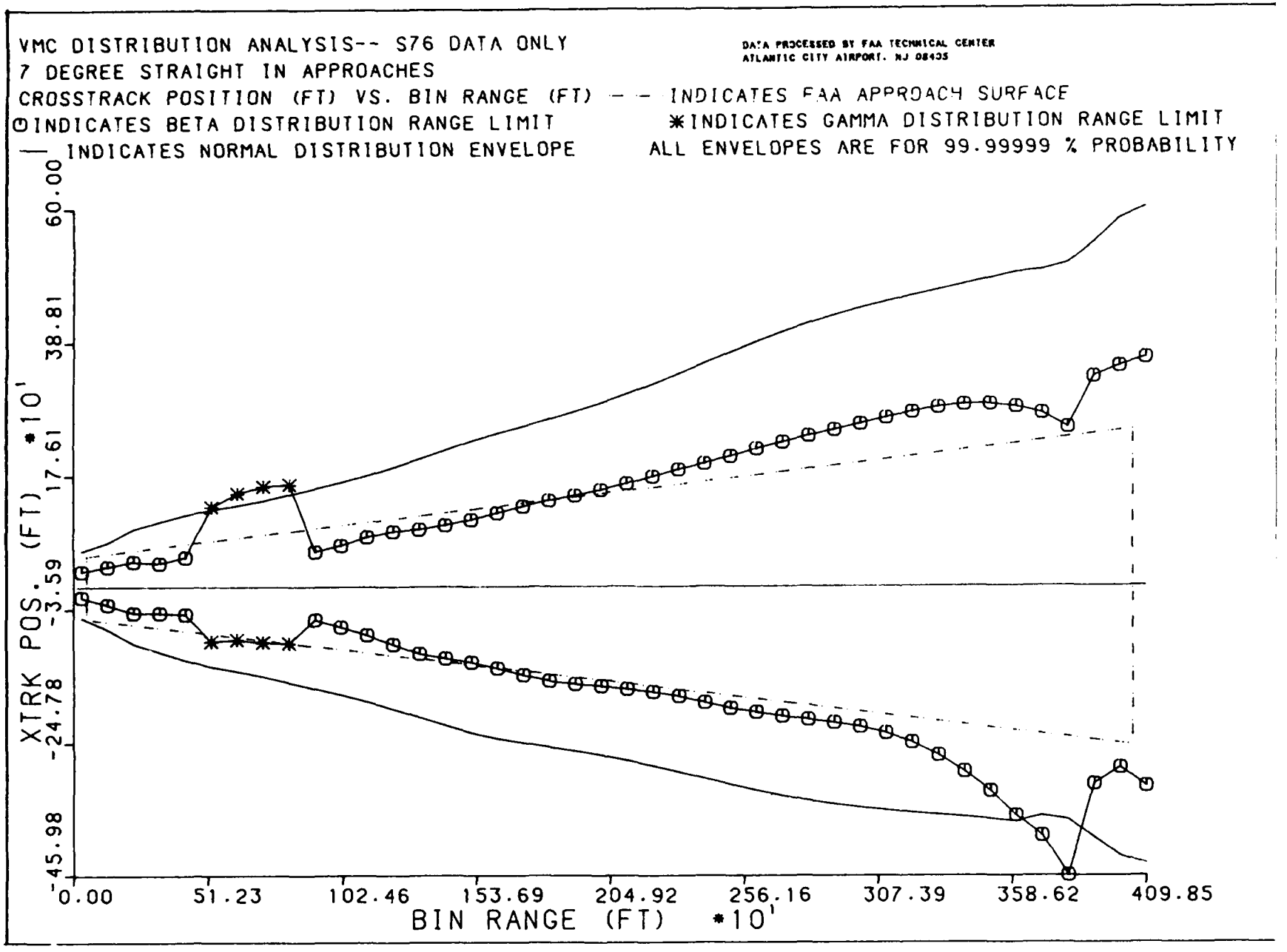
APPENDIX J

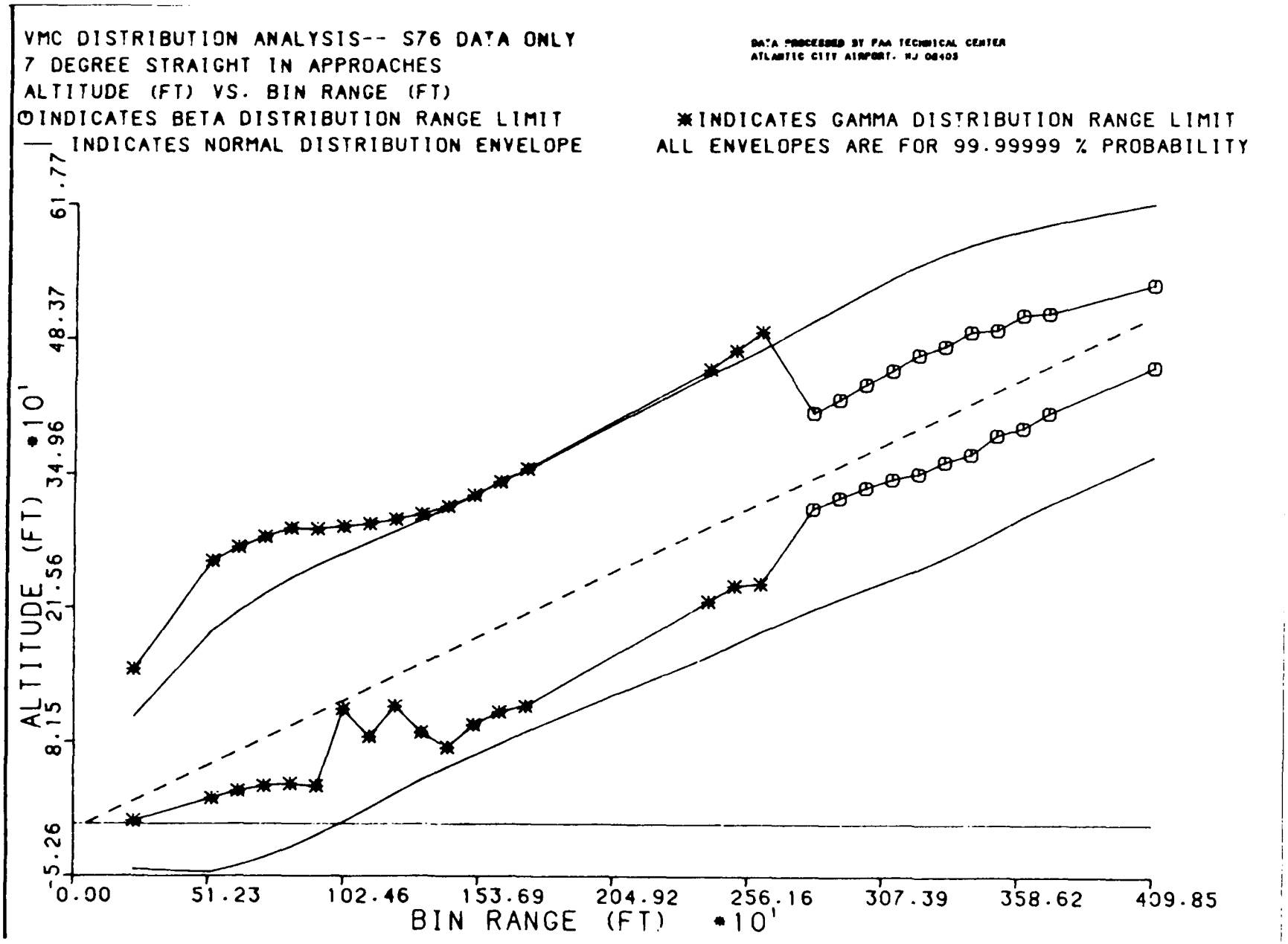
DISTRIBUTION COMPARISON PLOTS FOR S-76 DATA

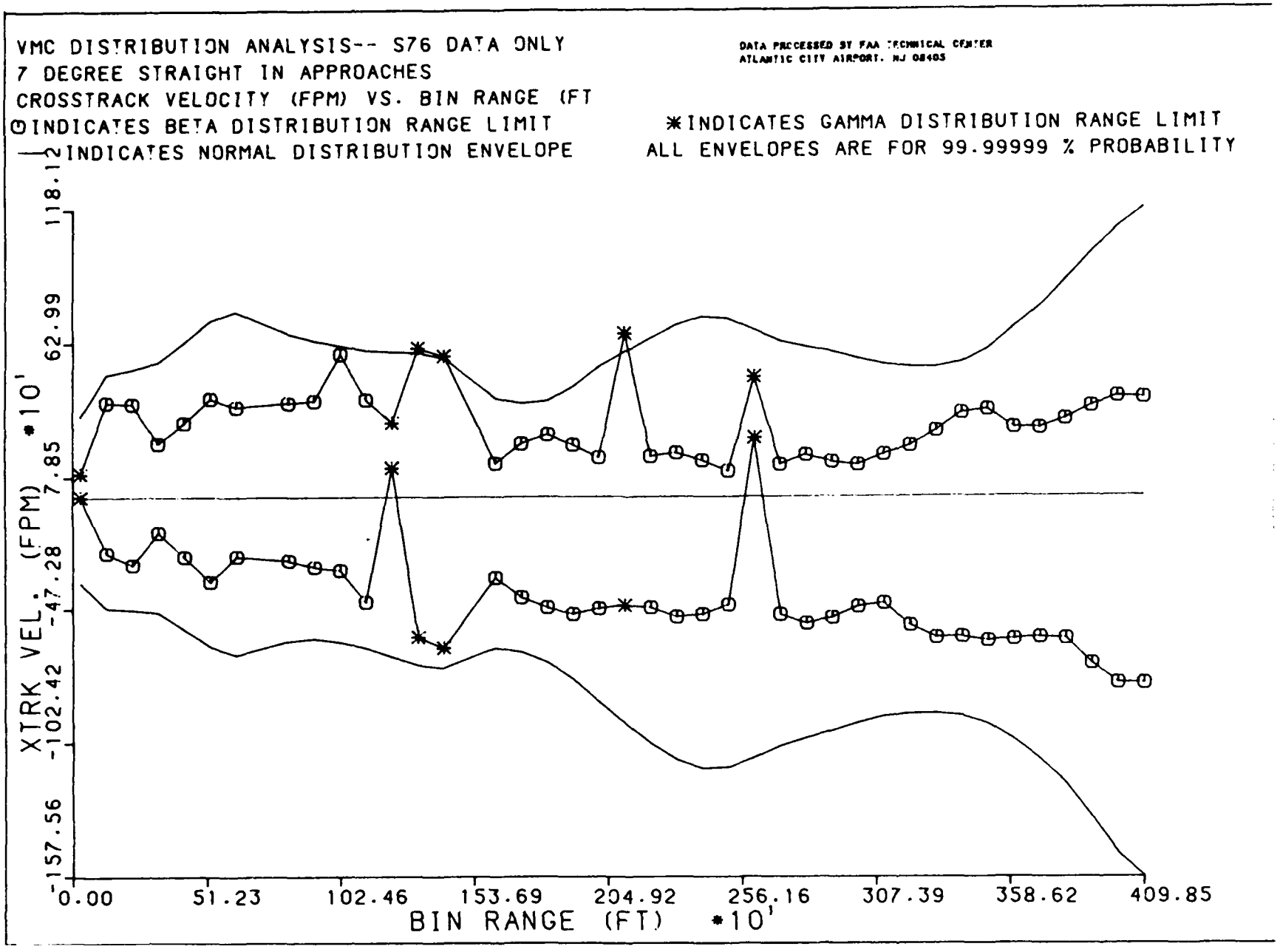
The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125^{o}, 8.00^{o}, and 10.00^{o} approaches. For departures they are: 7.125^{o}, 10.00^{o}, and 12.00^{o} departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
60.00
38.81
17.61
-3.59
-24.78
-45.98
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
61.77
48.37
34.96
21.56
8.15
-5.26
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

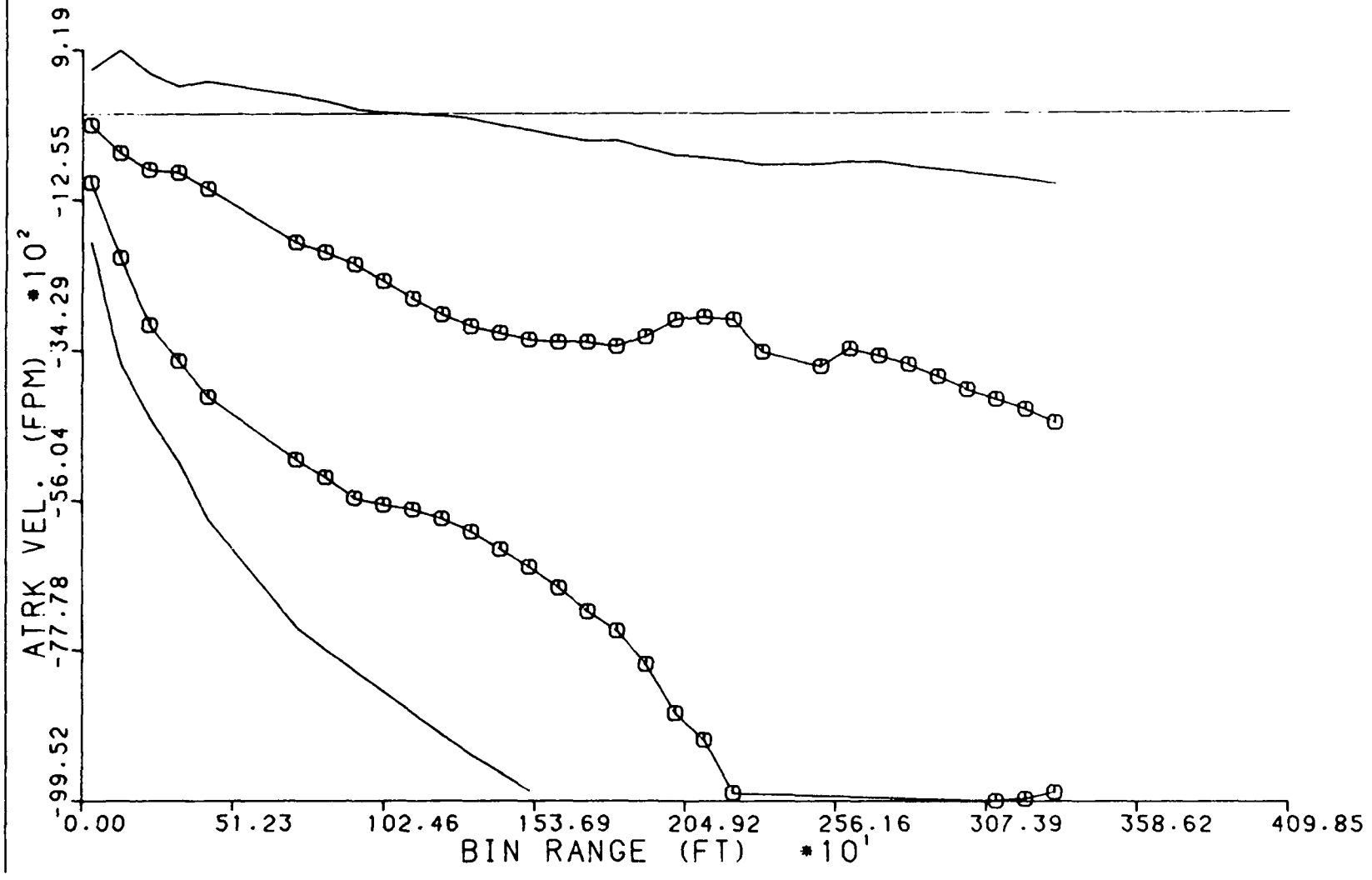

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
118.12
62.99
7.85
-47.28
-102.42
-157.56
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

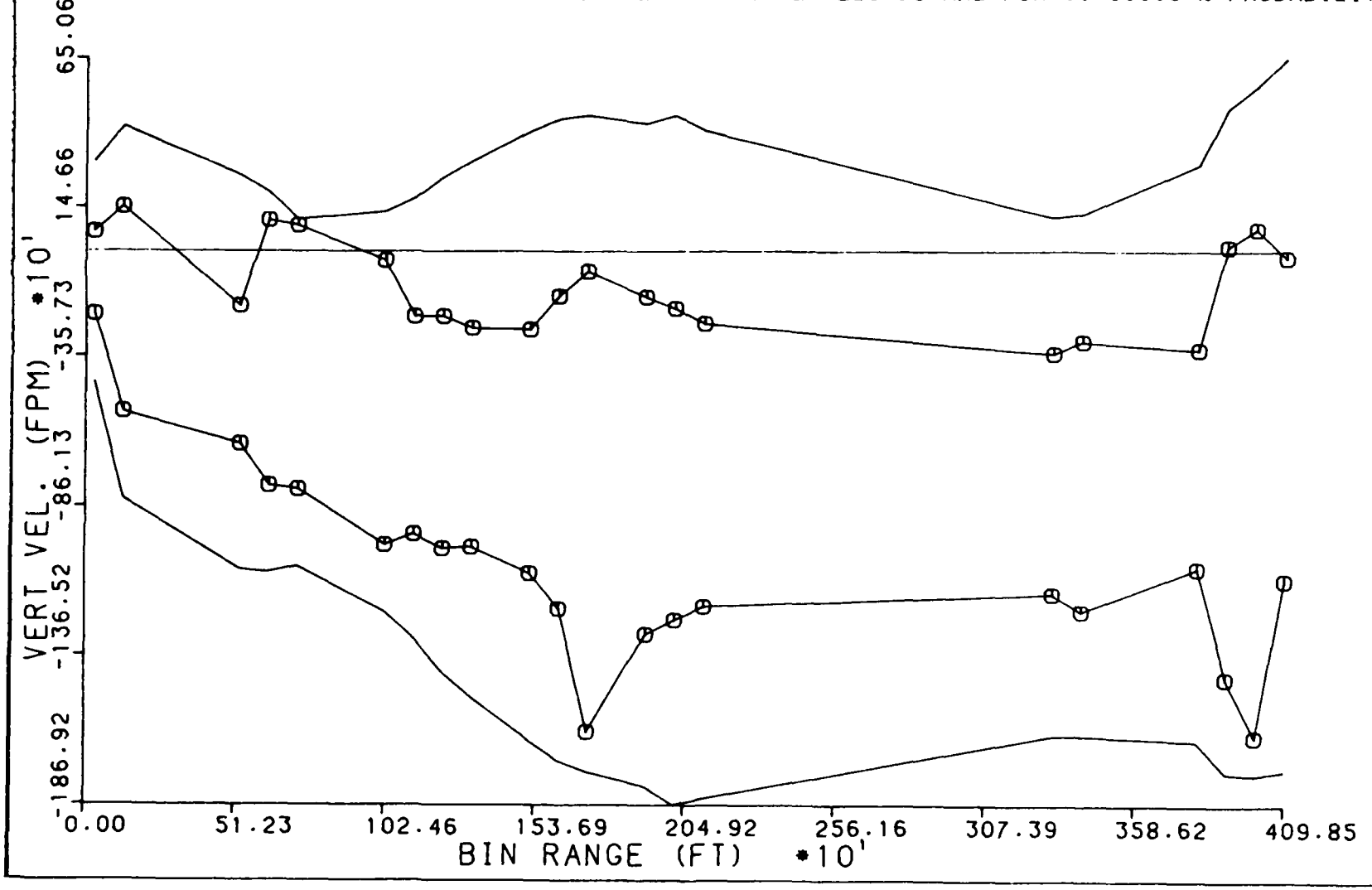
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

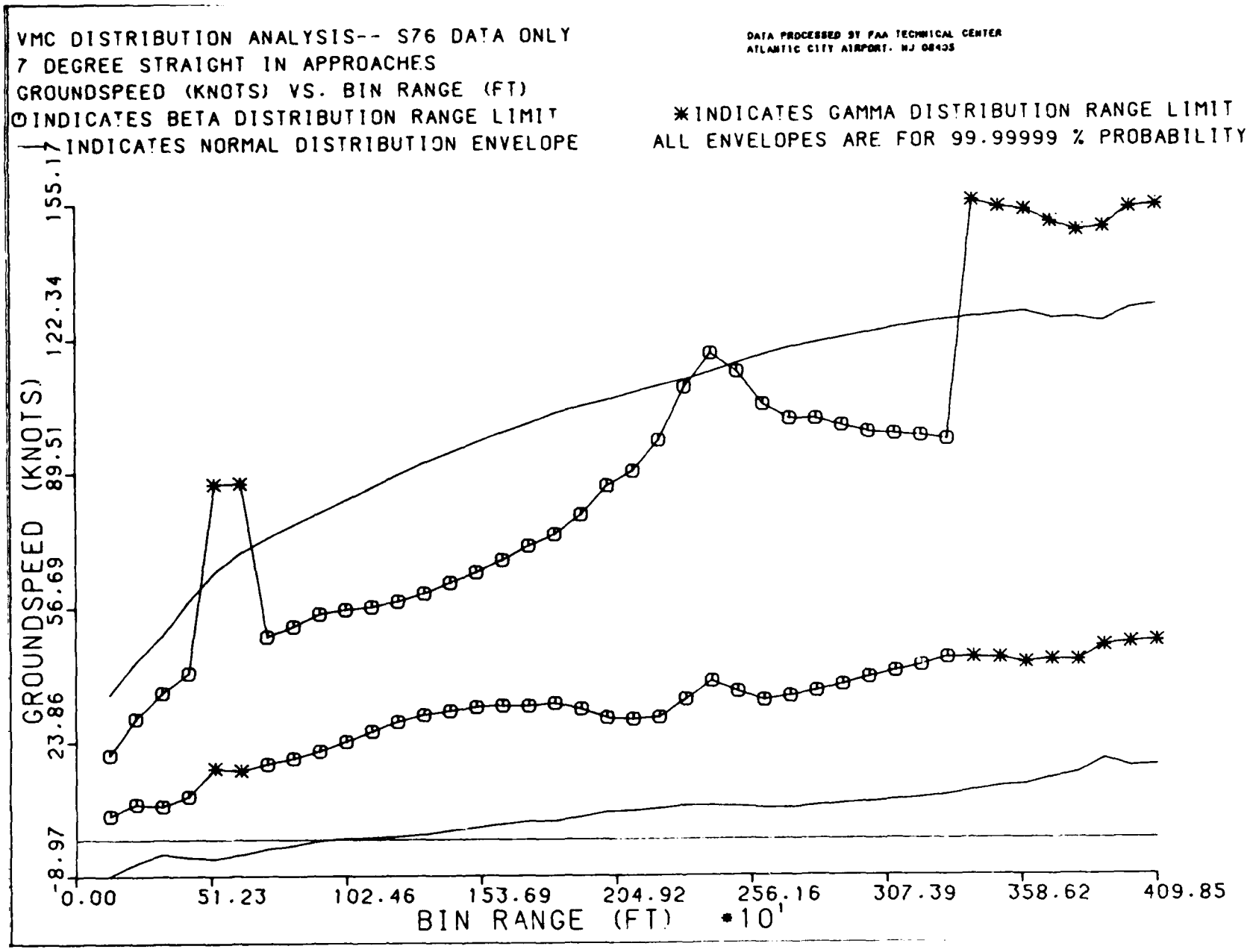


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

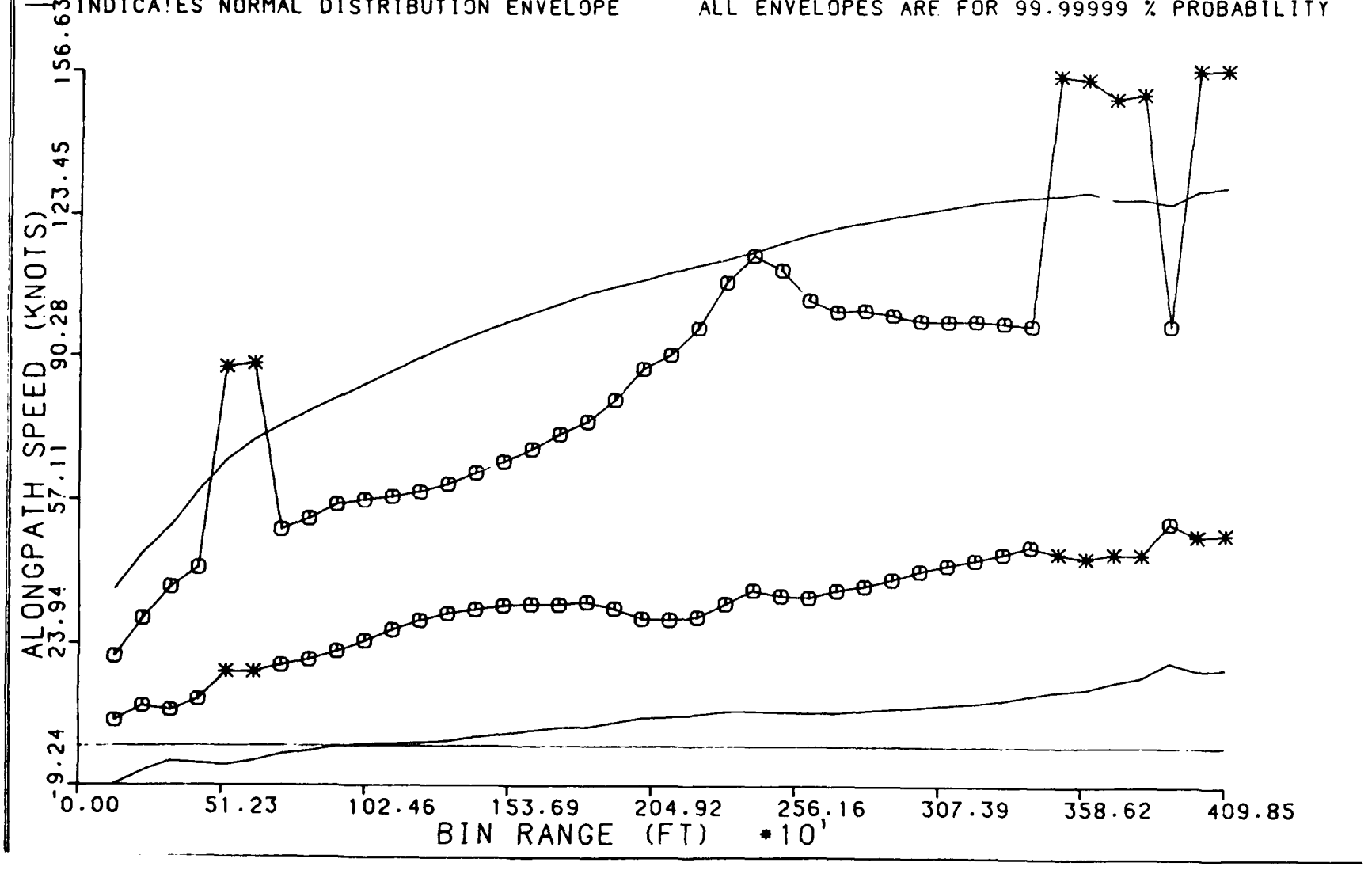



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
155.17
122.34
89.51
56.69
23.86
-8.97
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

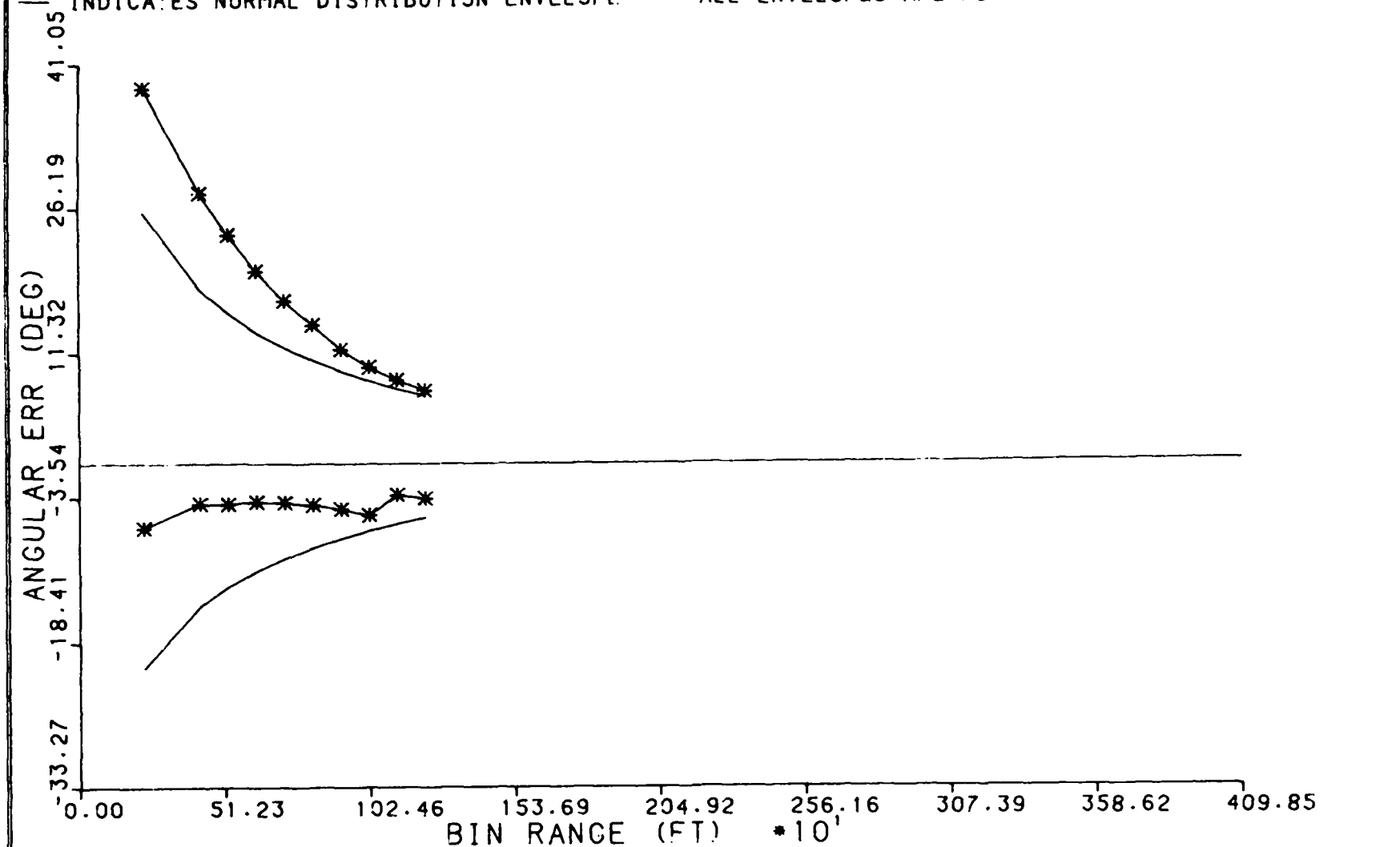
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

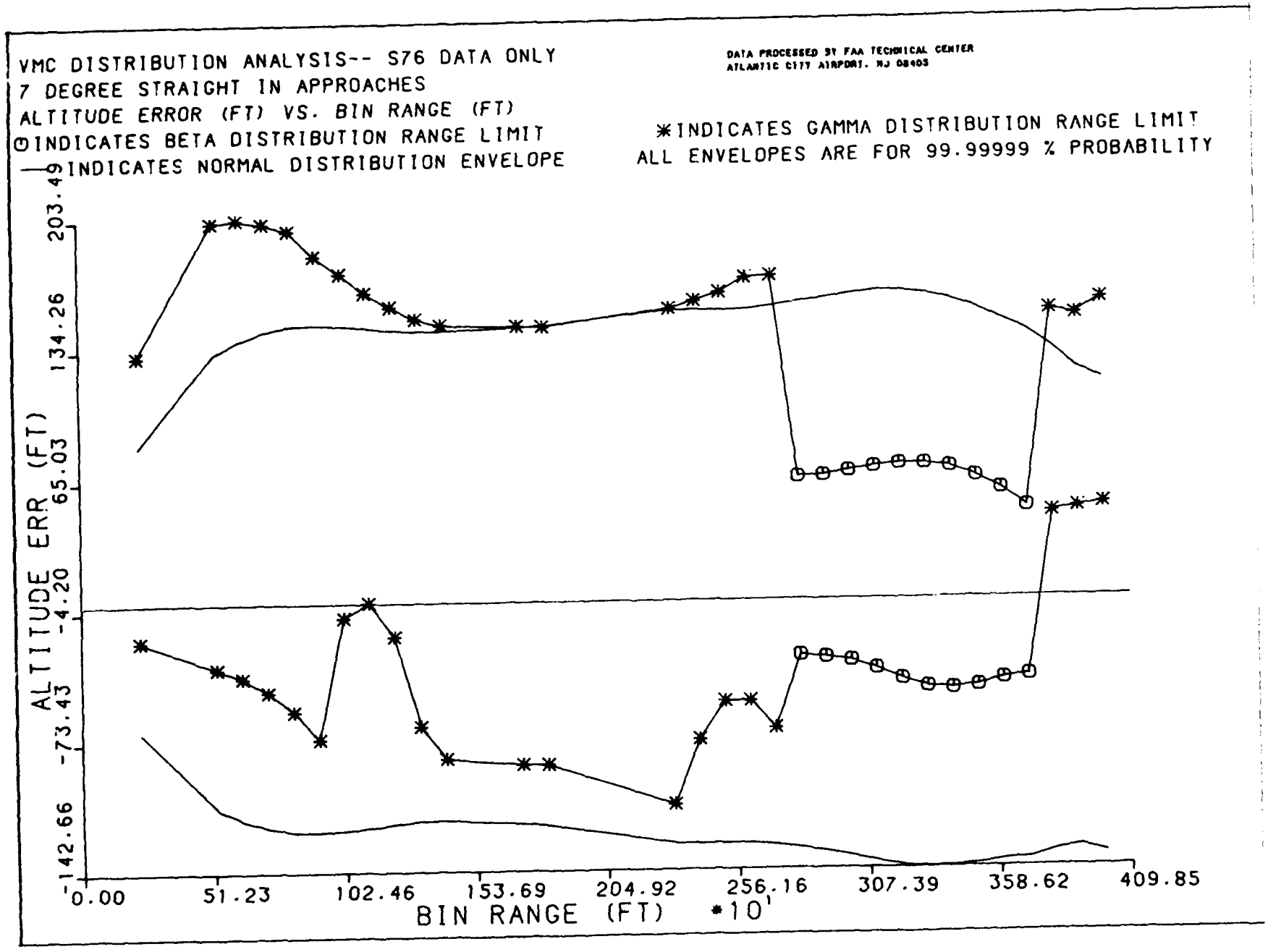


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

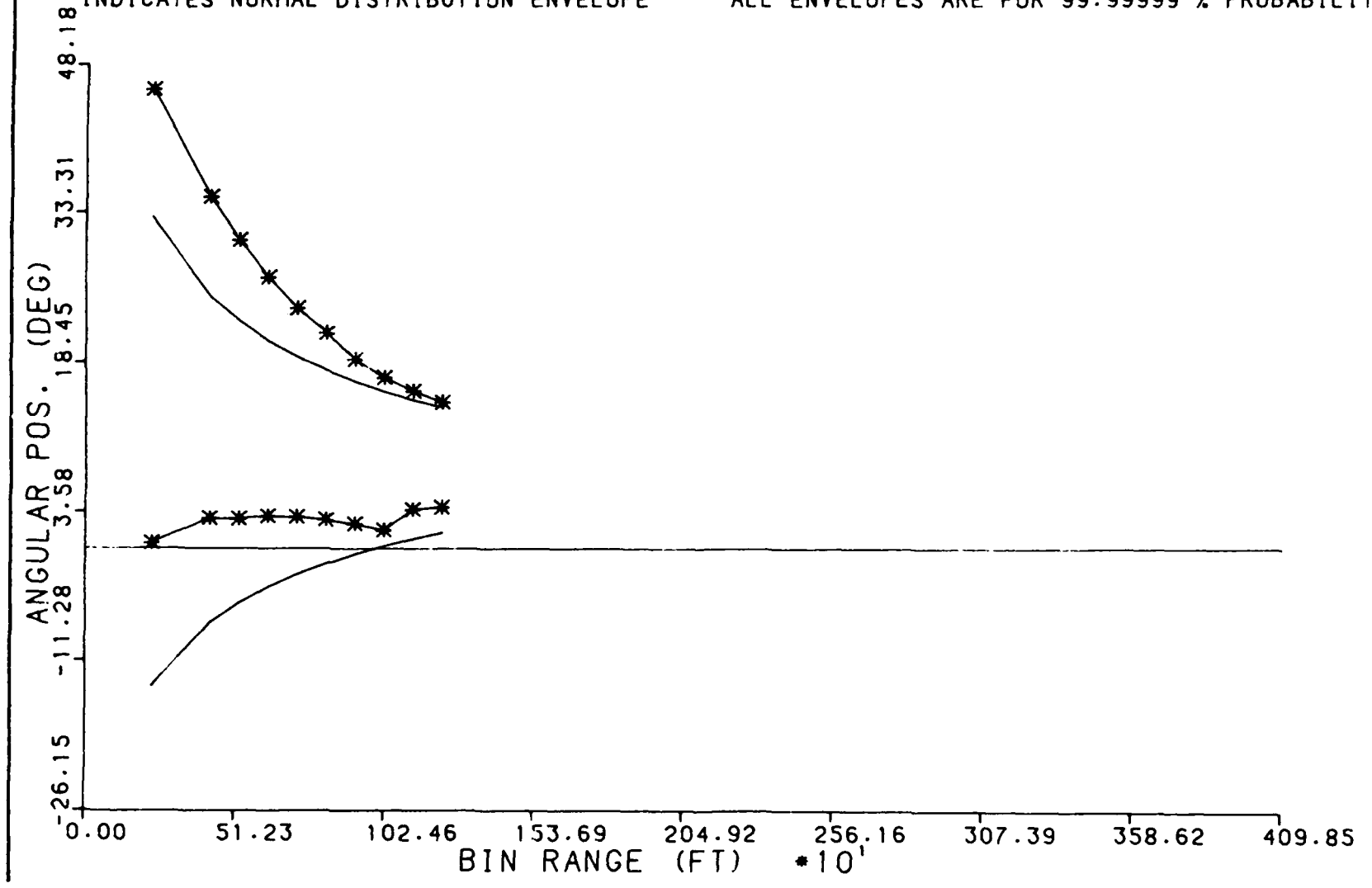


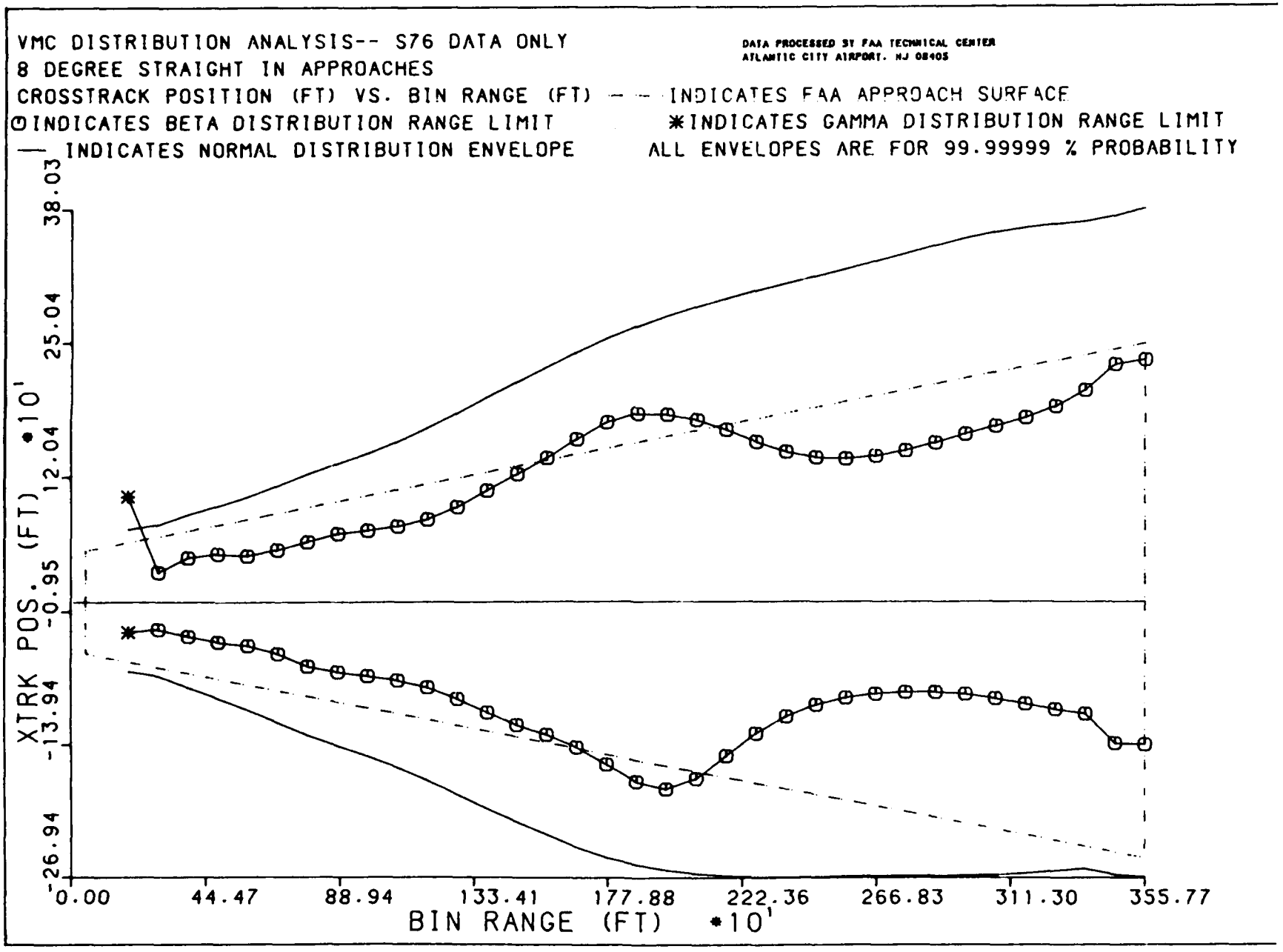

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
203.49
134.26
65.03
-4.20
-73.43
-142.66
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

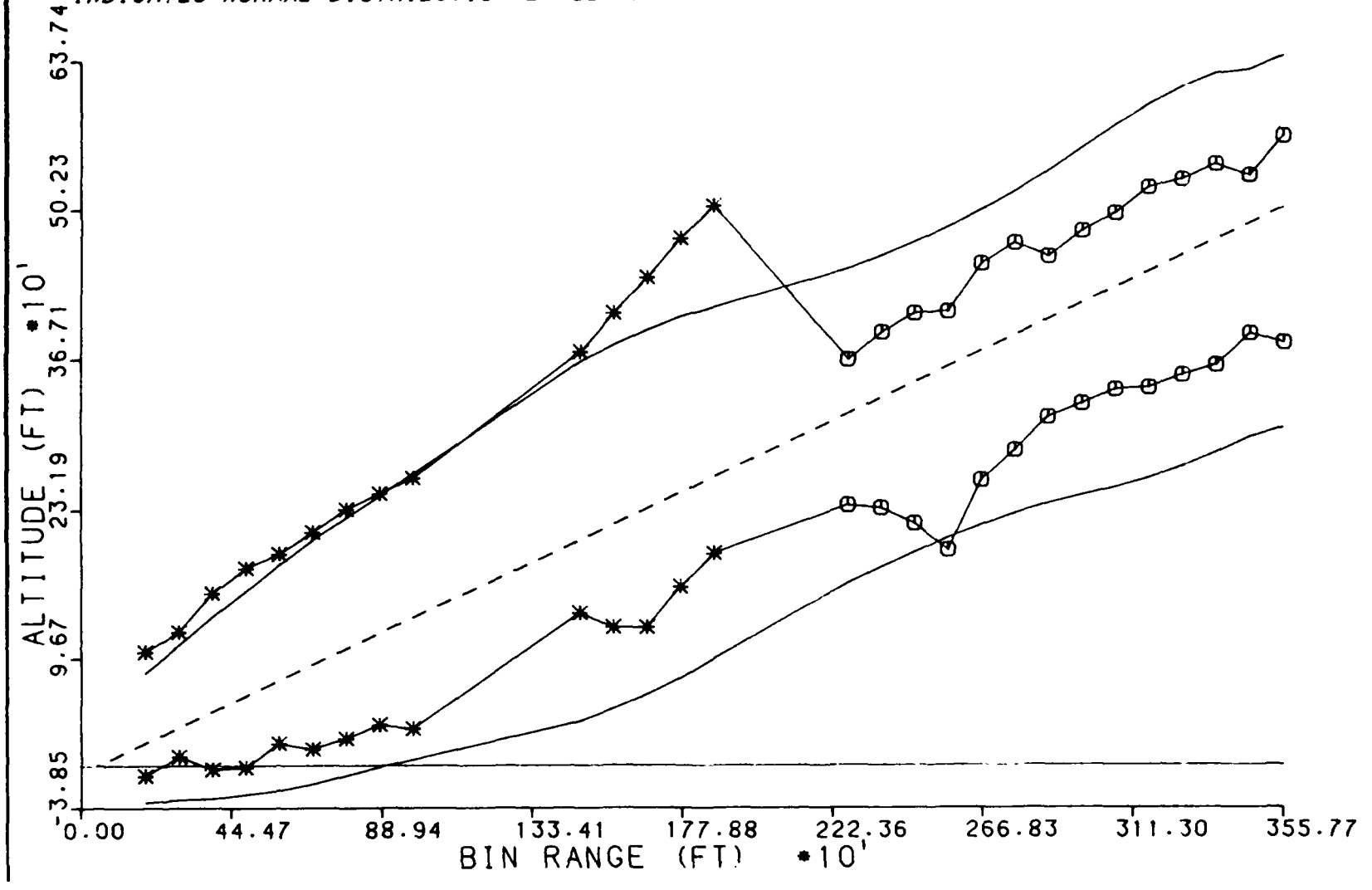


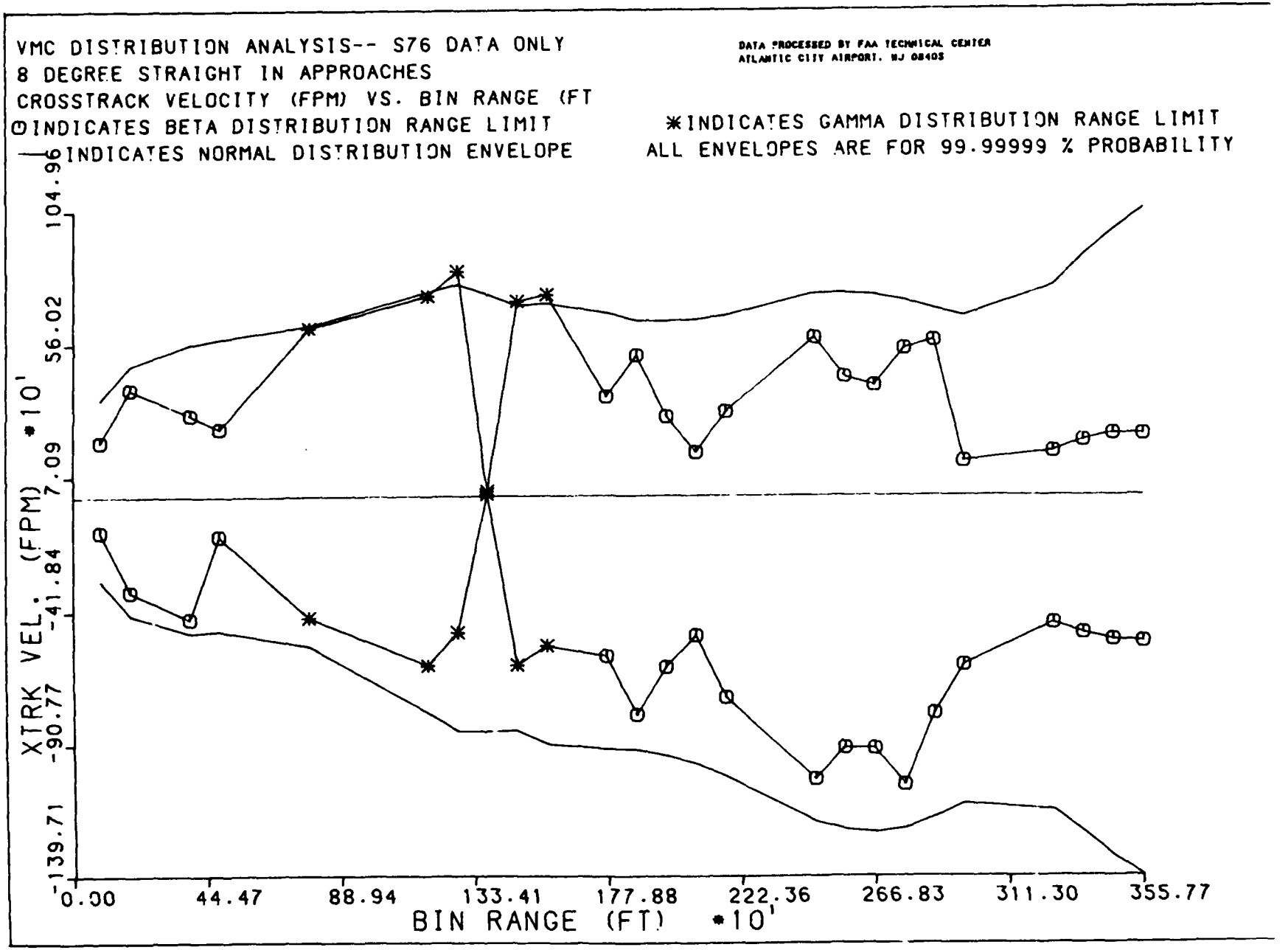

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
38.03
25.04
12.04
-0.95
-13.94
-26.94
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹

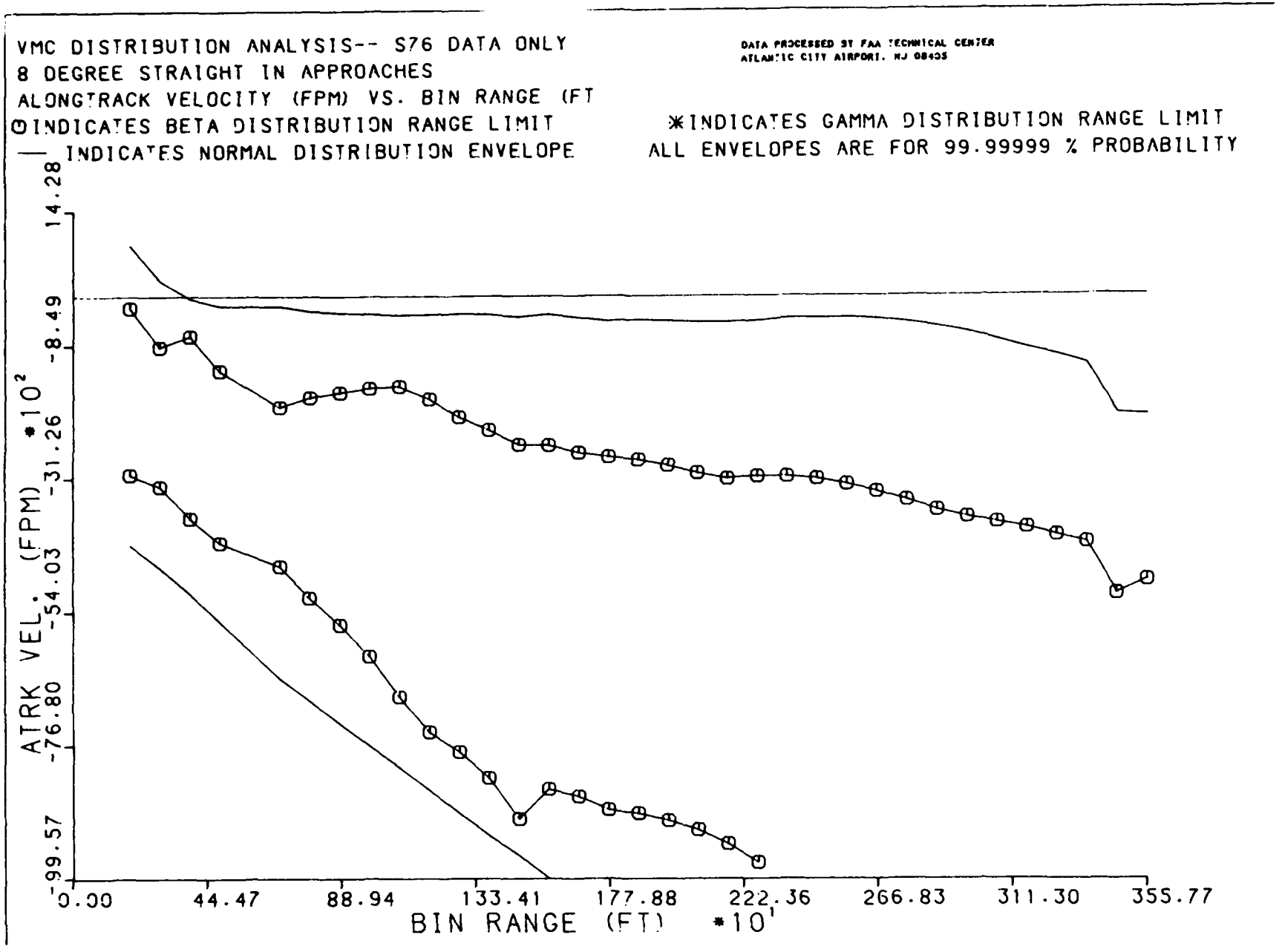
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

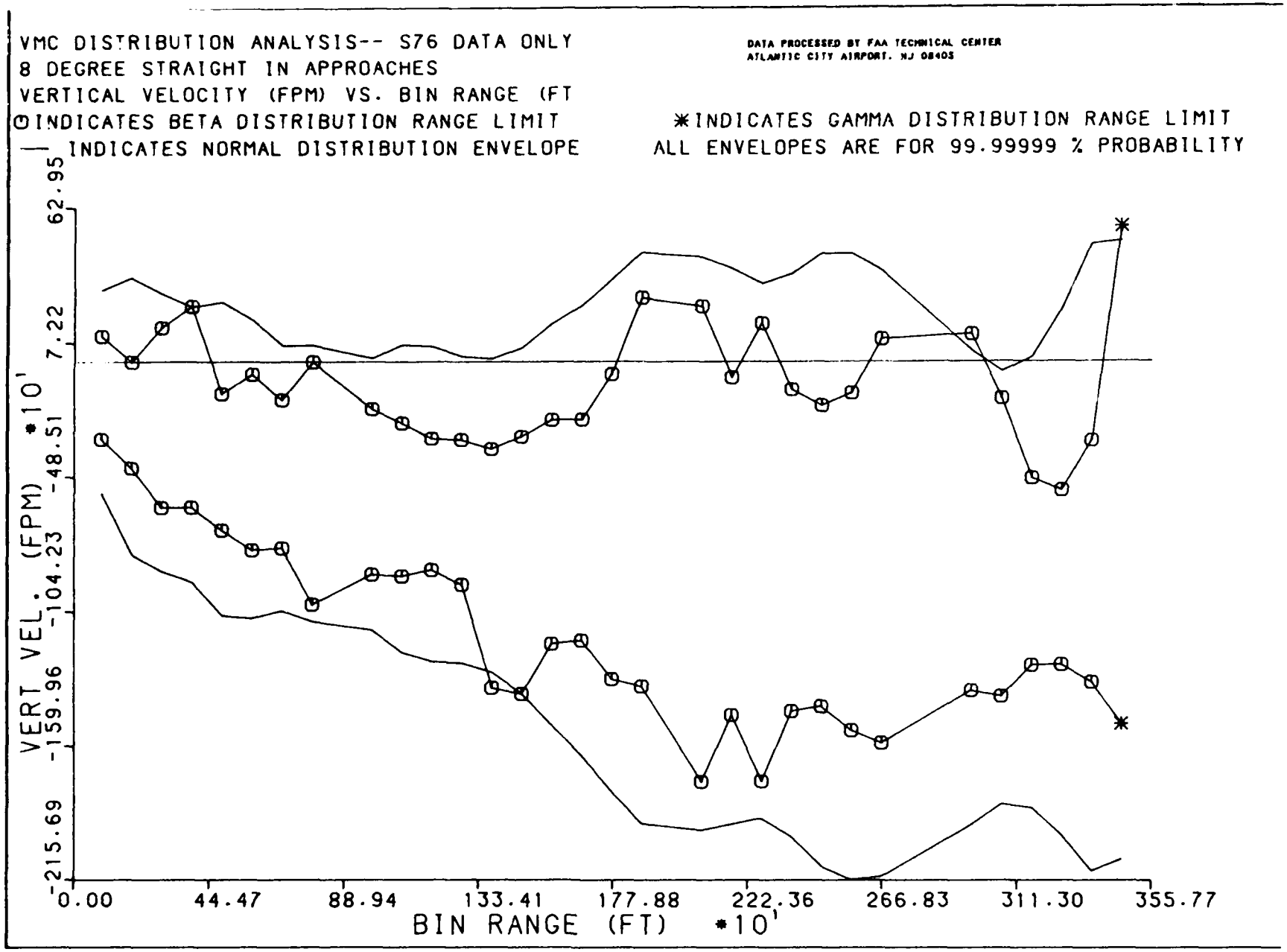
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

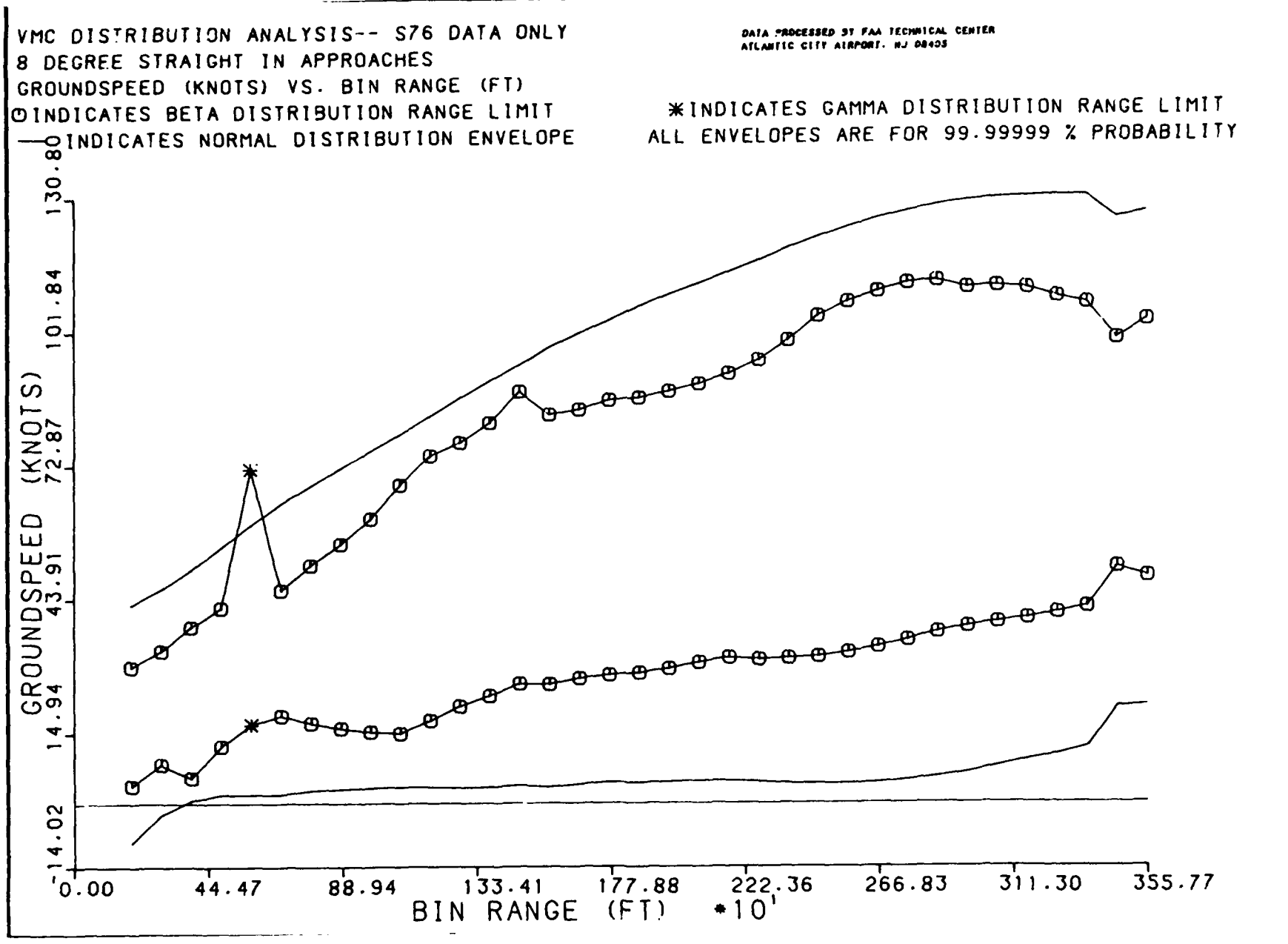
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10¹
104.96
56.02
7.09
-41.84
-90.77
-139.71
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
14.28
-8.49
-31.26
-54.03
-76.80
-99.57
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹

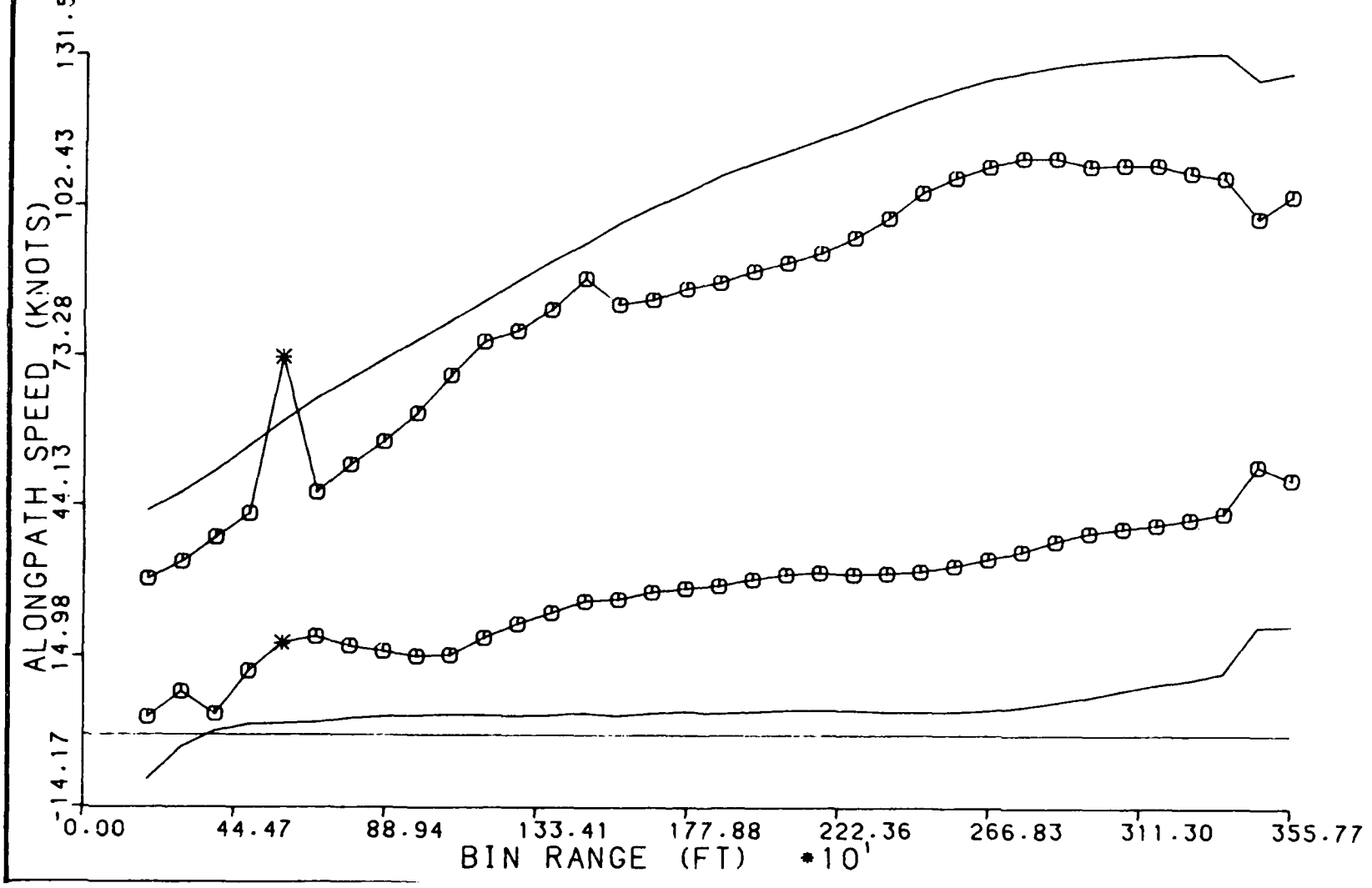

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
O INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
62.95
7.22
-48.51
-104.23
-159.96
-215.69
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'

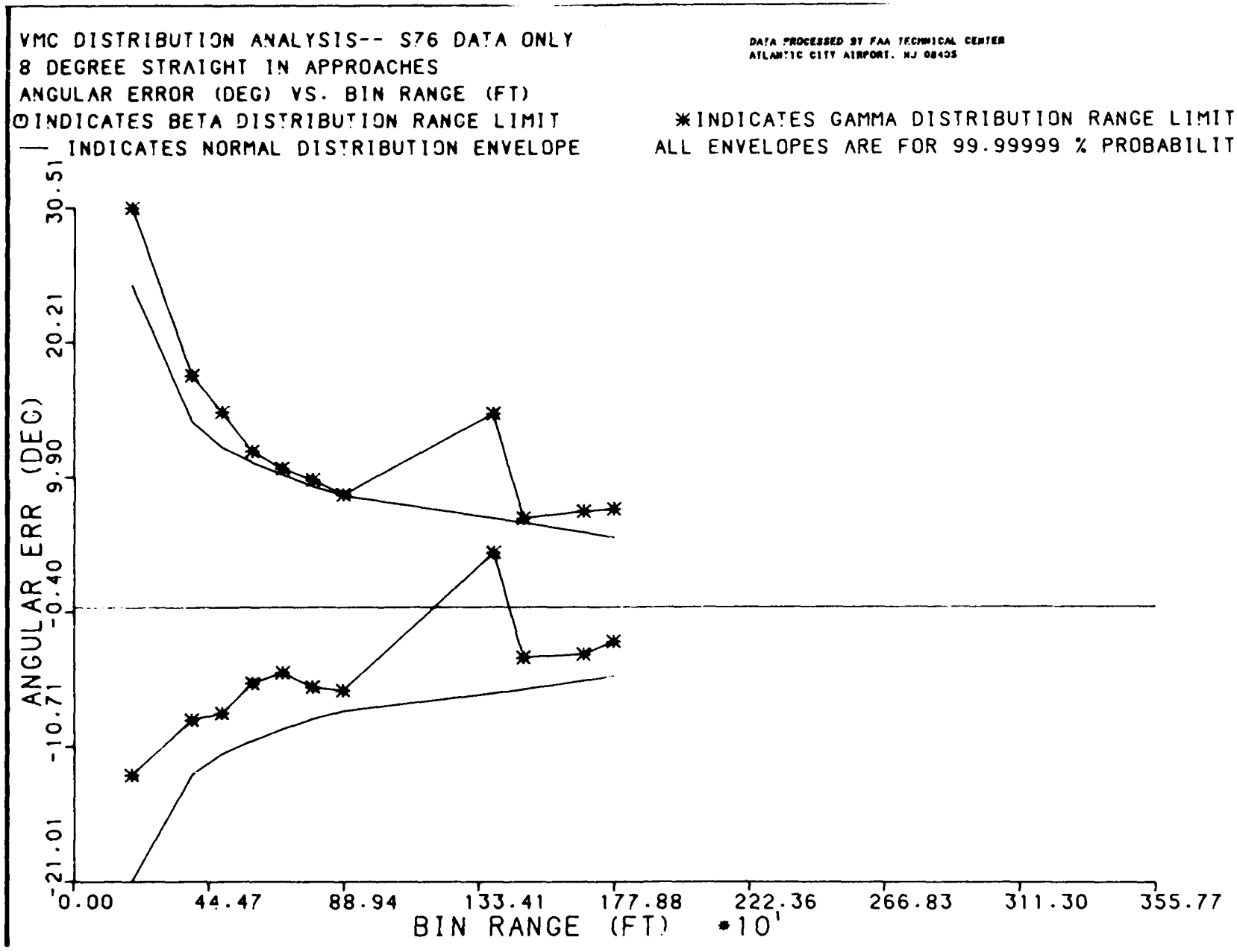

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
130.80
101.84
72.87
43.91
14.94
-14.02
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹

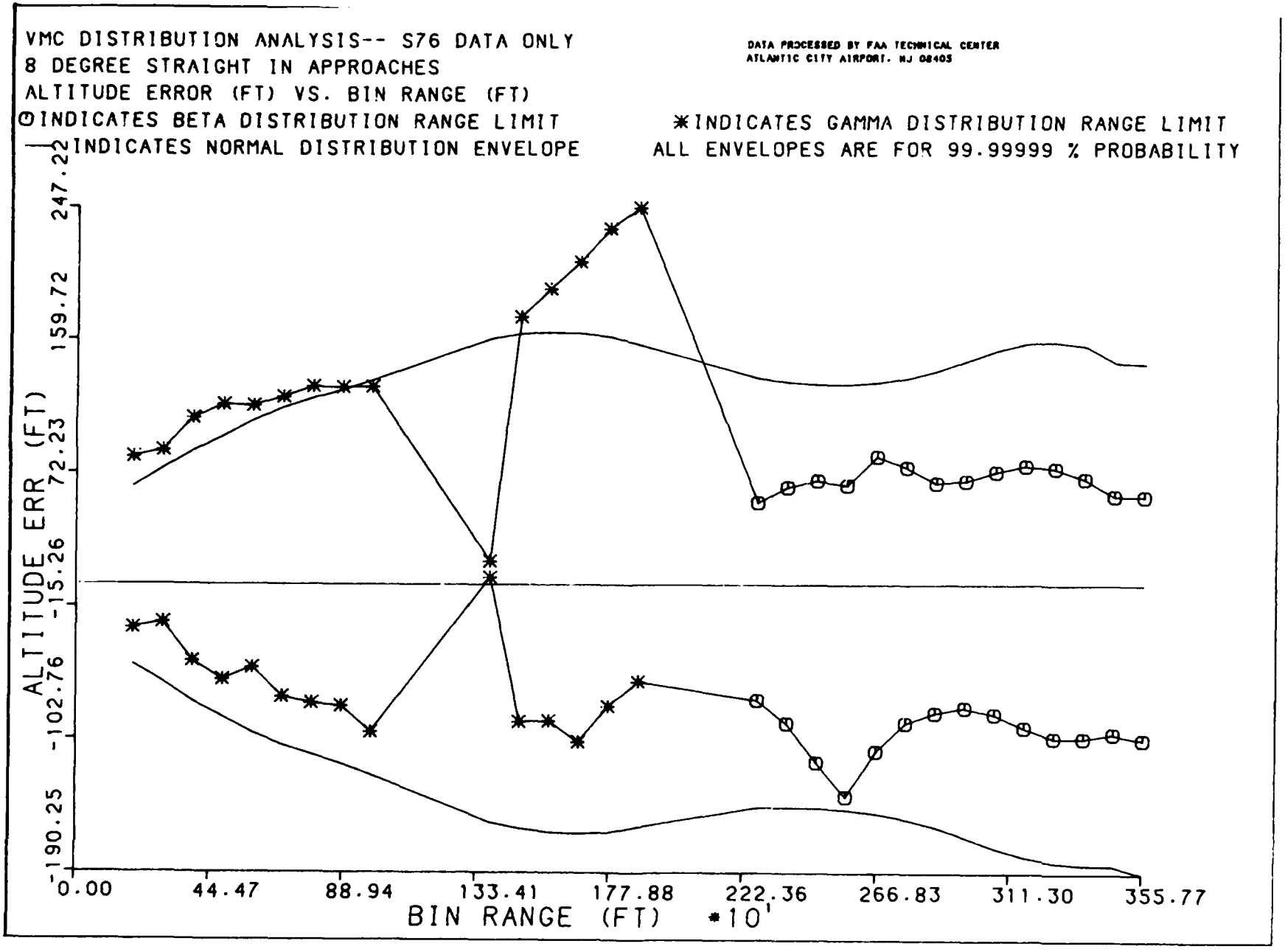
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—⊙—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



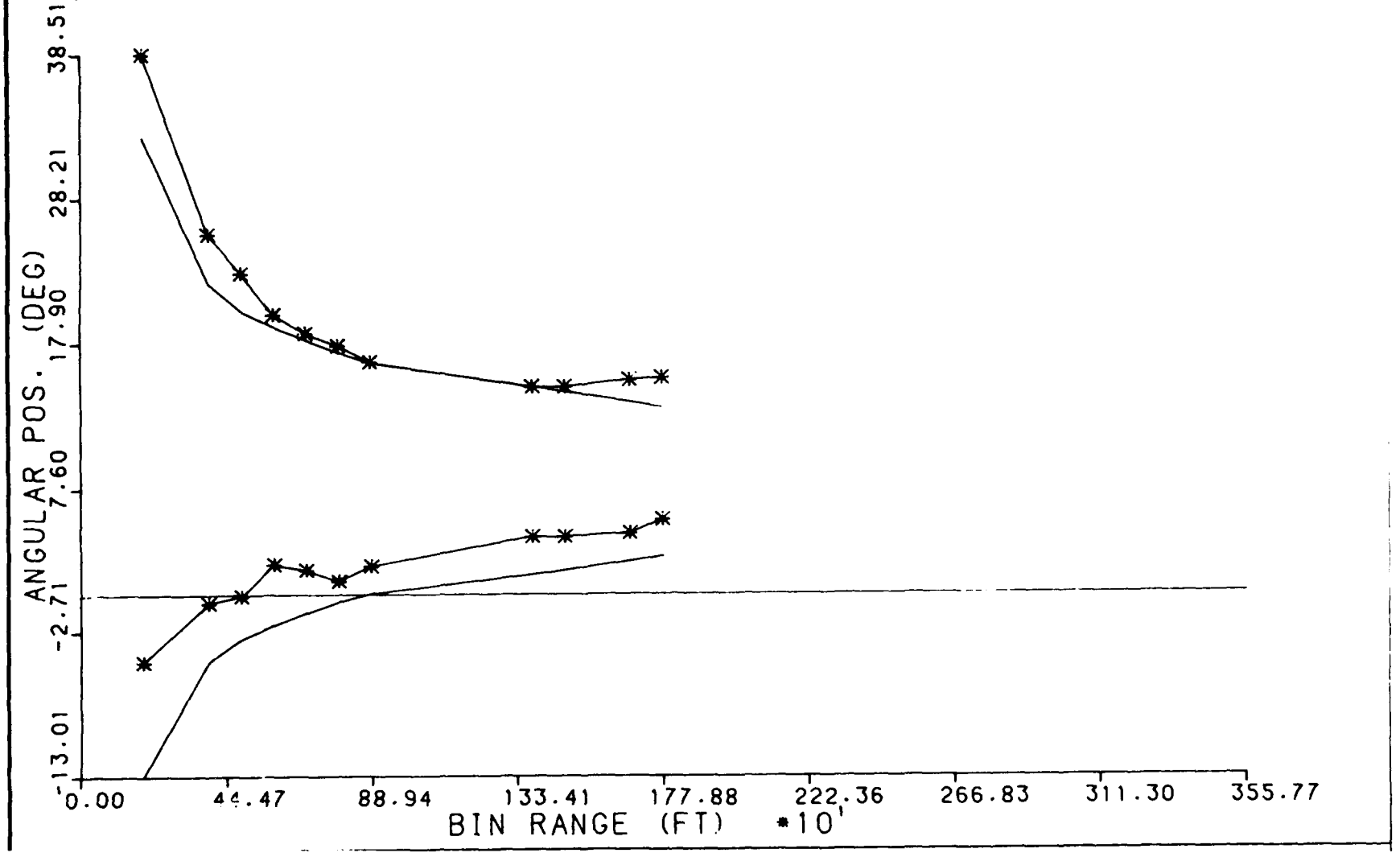

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
30.51
20.21
9.90
-0.40
-10.71
-21.01
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'

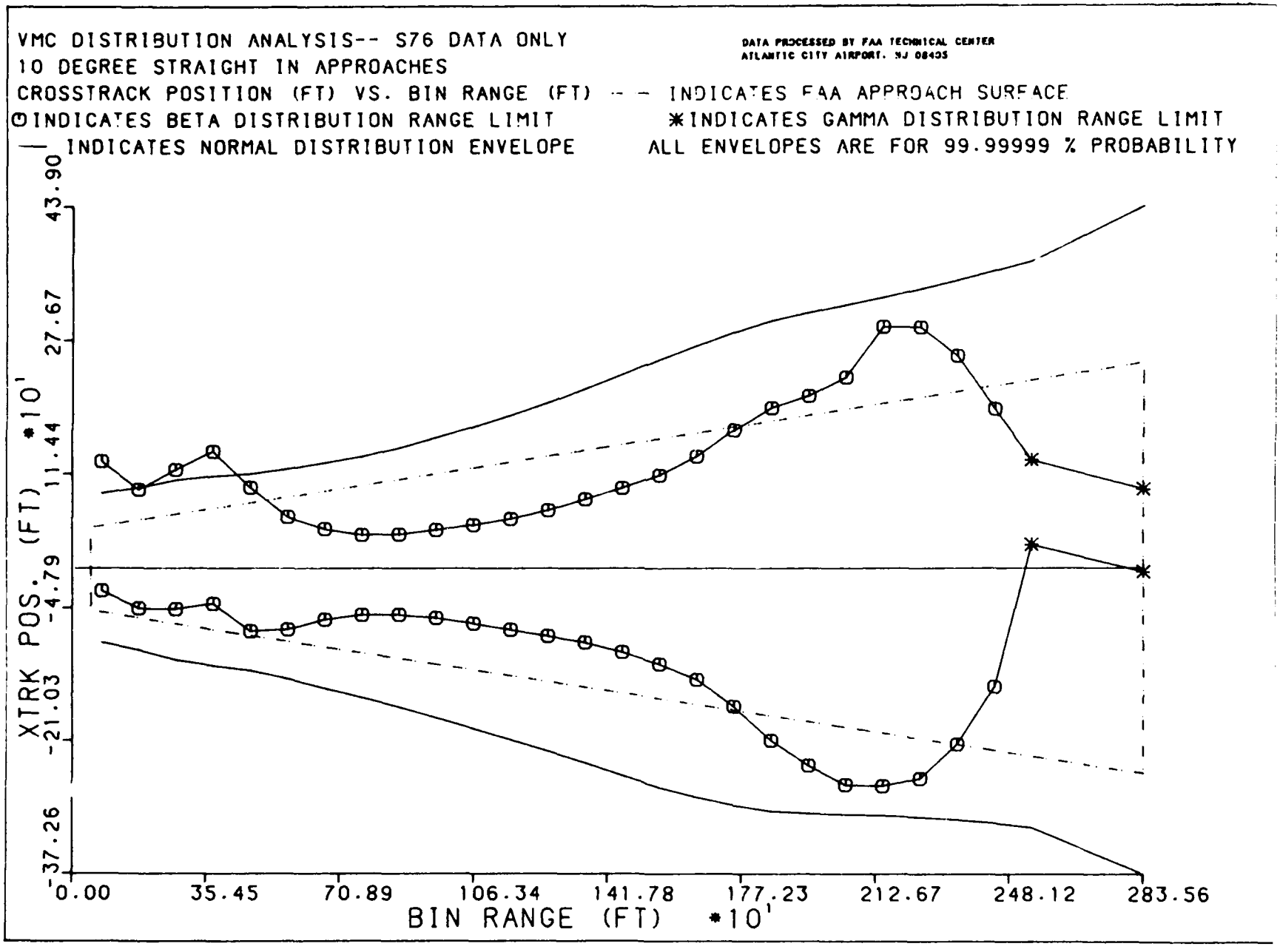

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
|—|INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
247.22
159.72
72.23
-15.26
-102.76
-190.25
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'

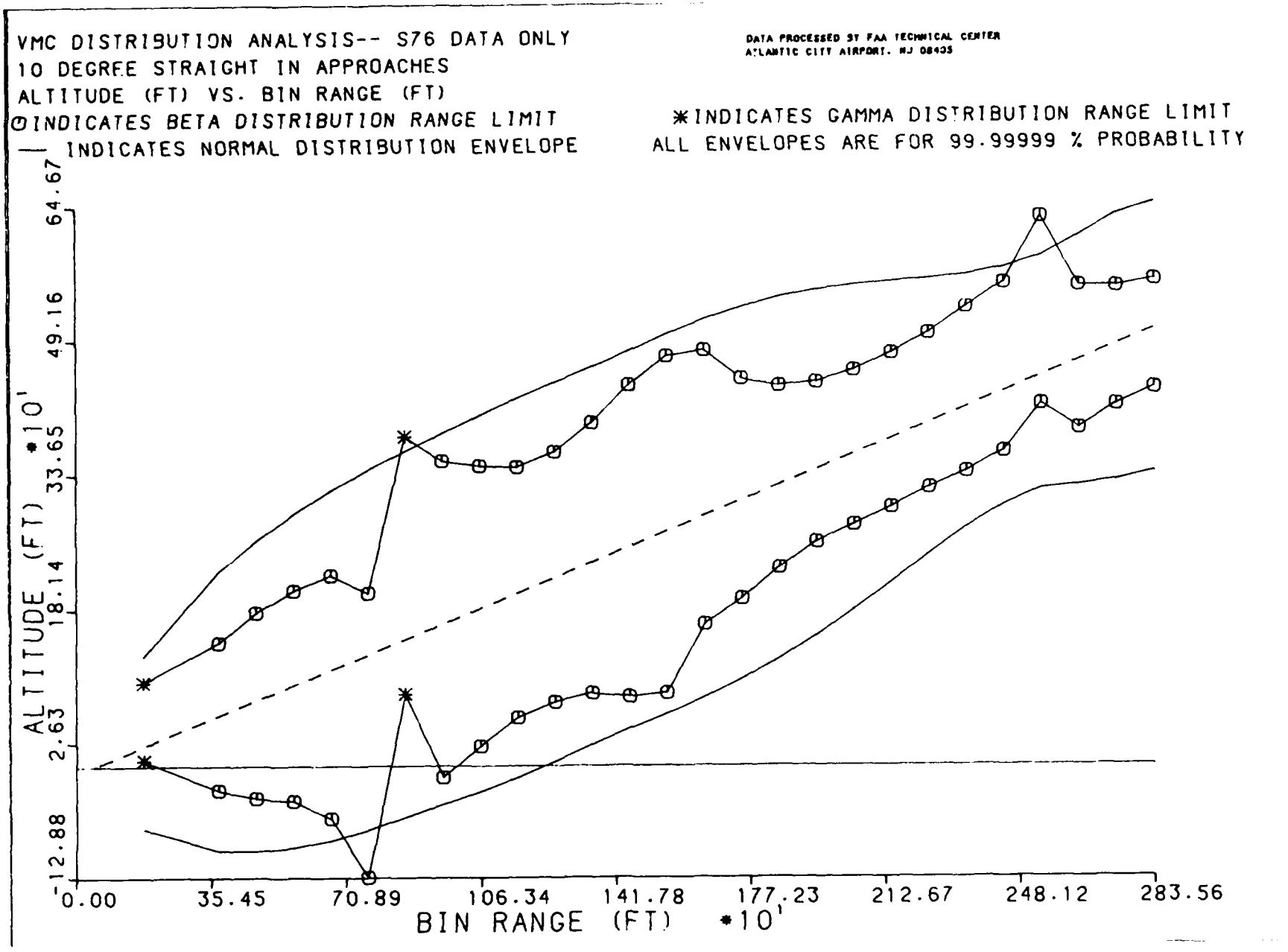
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

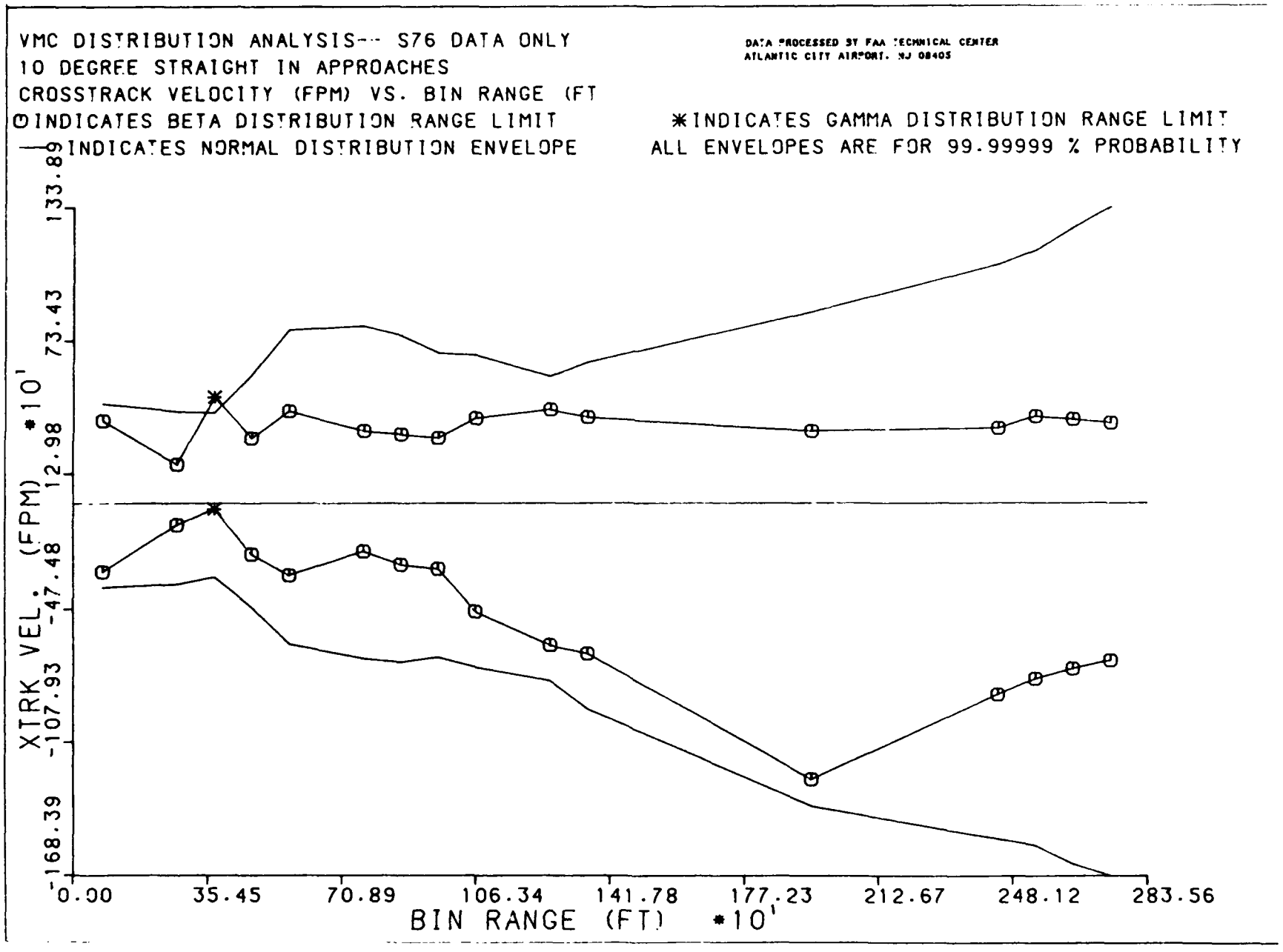
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
43.90
27.67
11.44
-4.79
-21.03
-37.26
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
64.67
49.16
33.65
18.14
2.63
-12.88
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

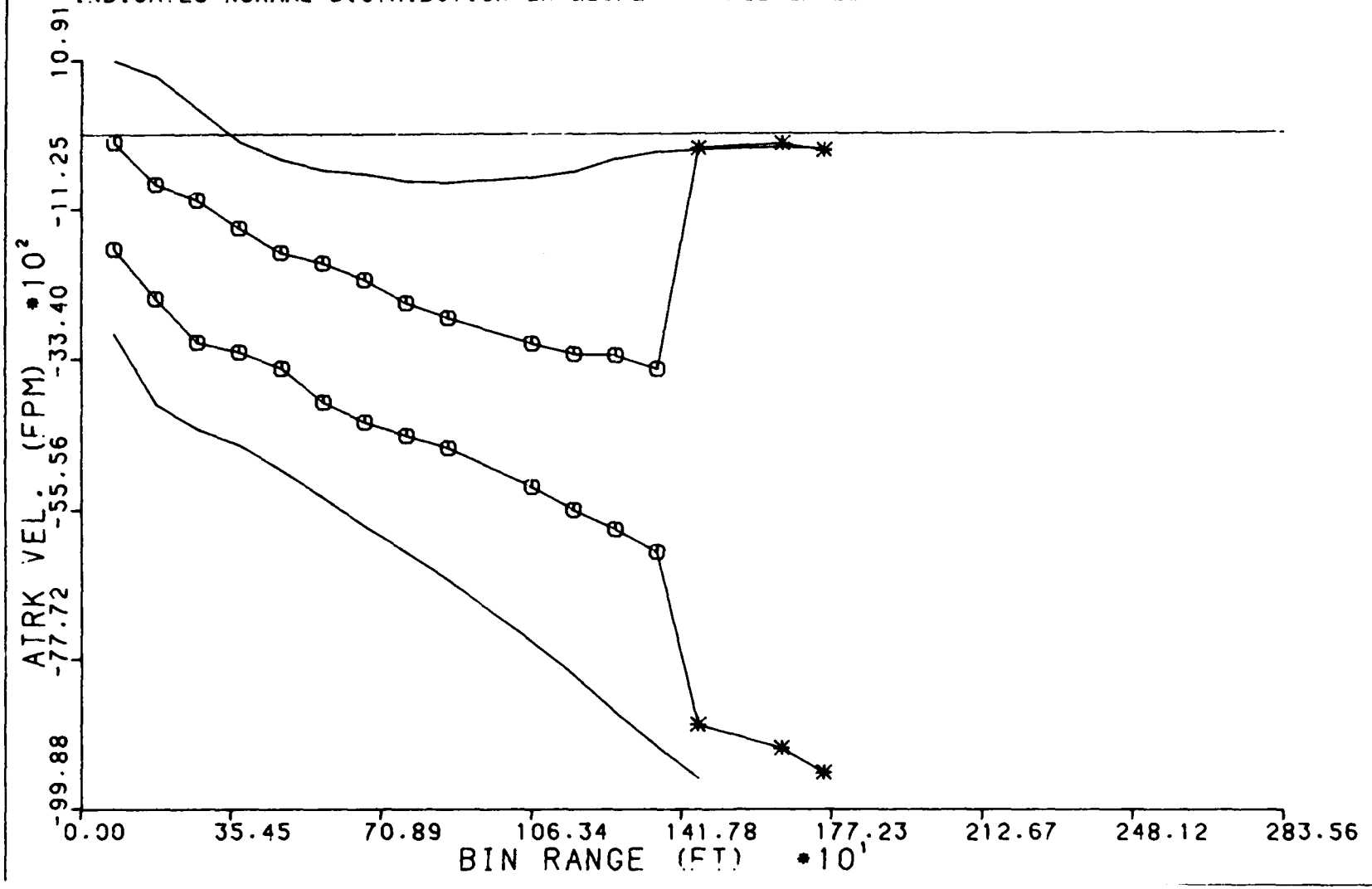

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
133.89
73.43
12.98
-47.48
-107.93
-168.39
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

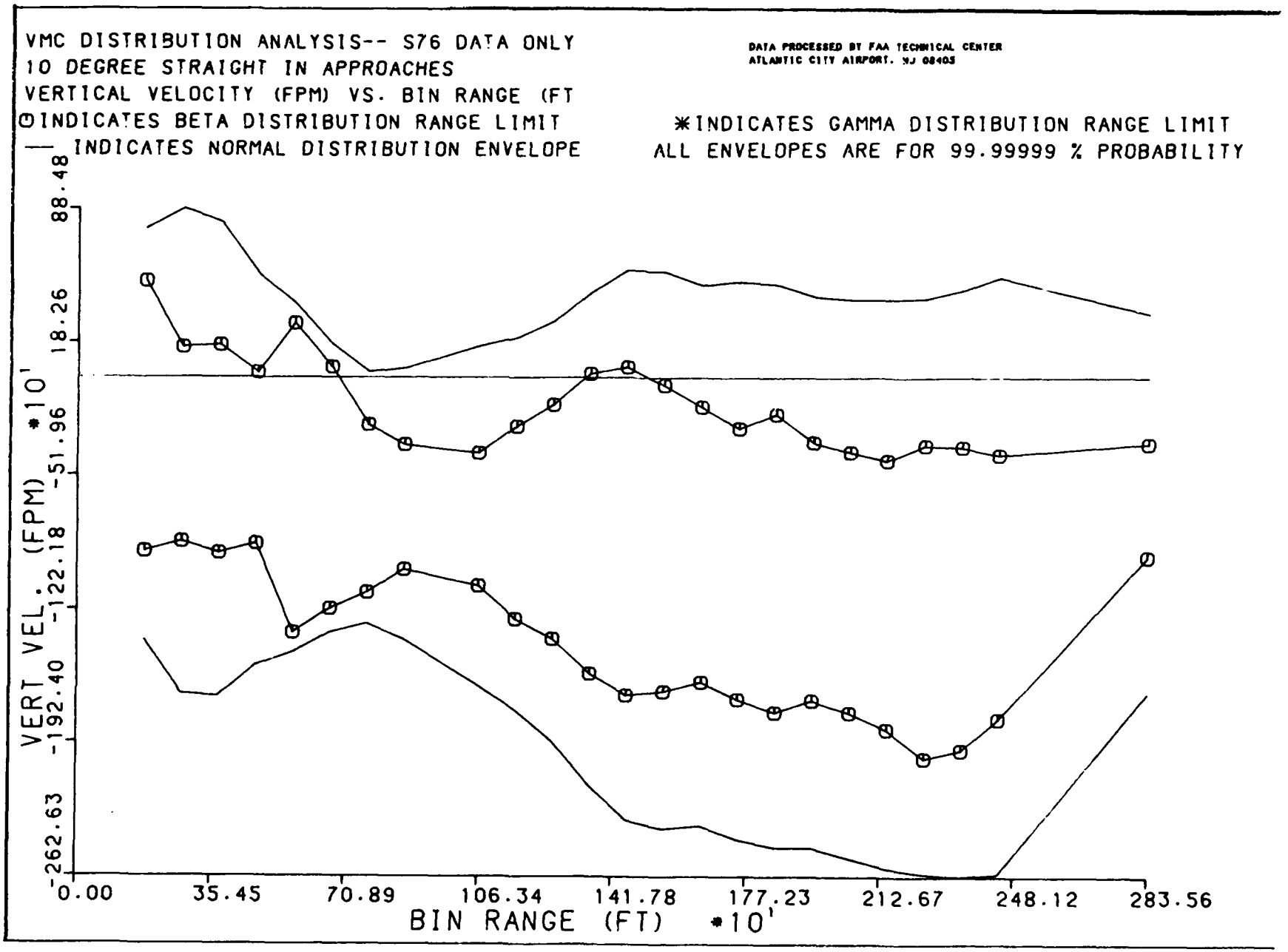
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

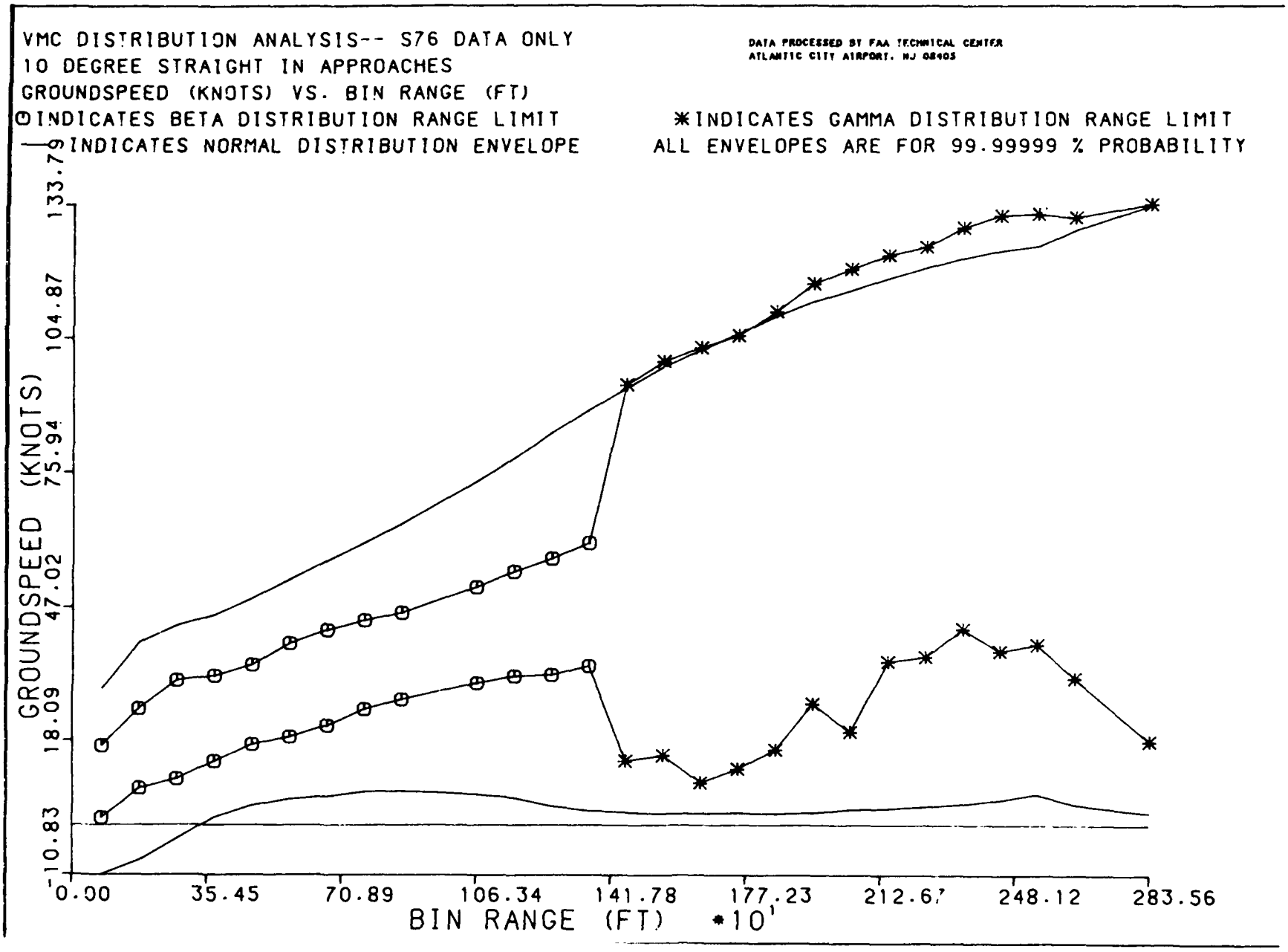
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



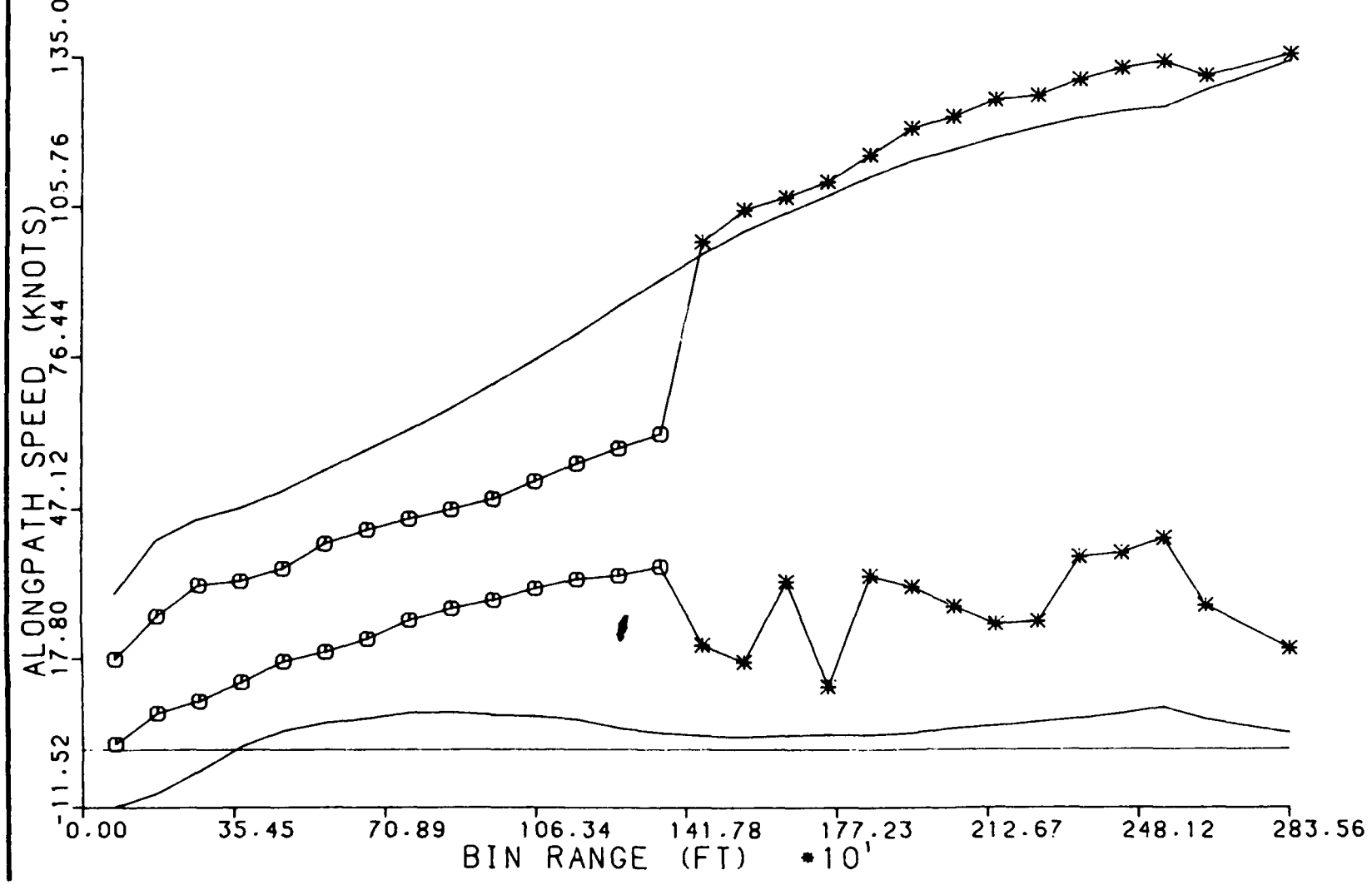

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10¹
88.48
18.26
-51.96
-122.18
-192.40
-262.63
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
133.79
104.87
75.94
47.02
18.09
-10.83
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

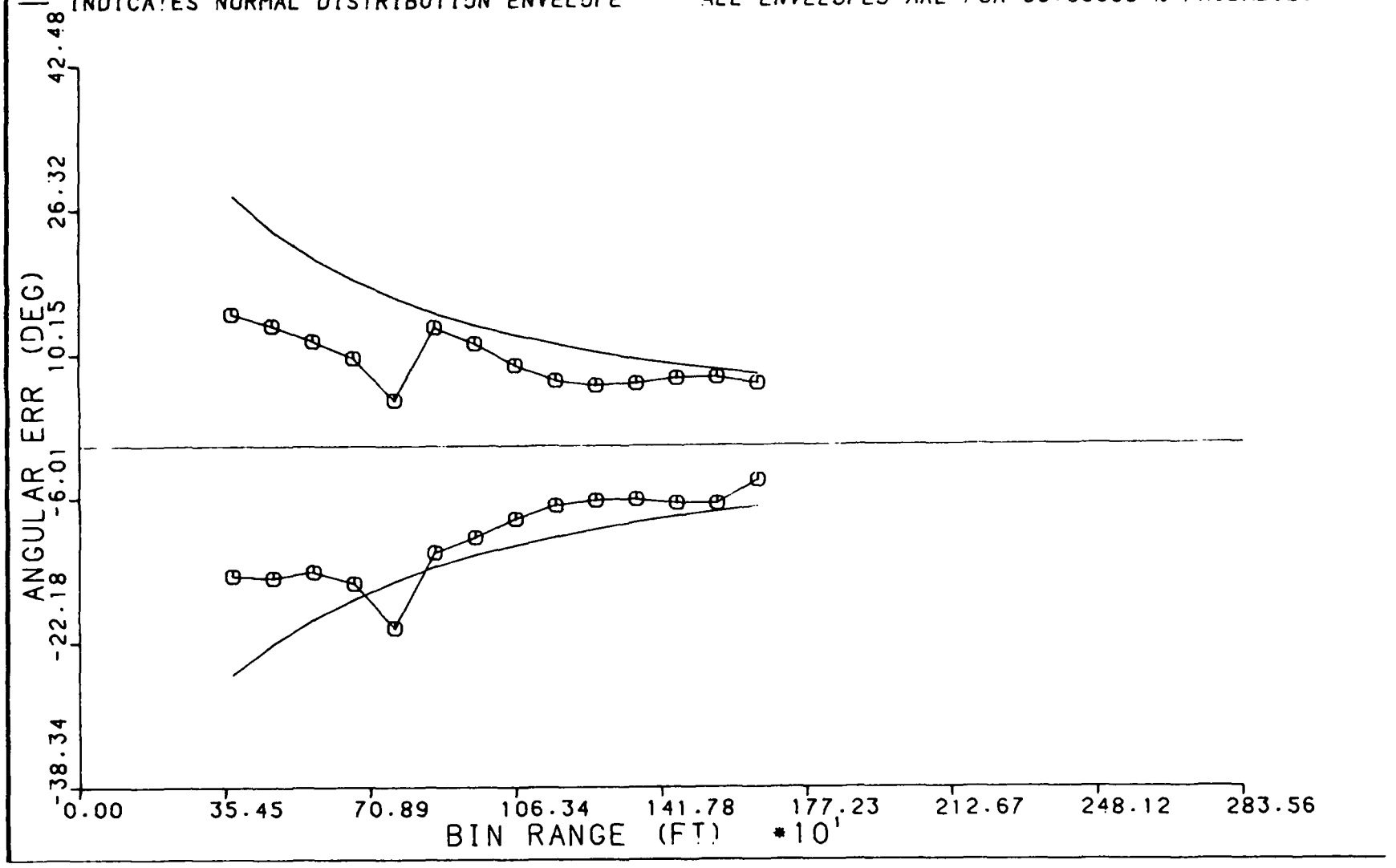
@INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

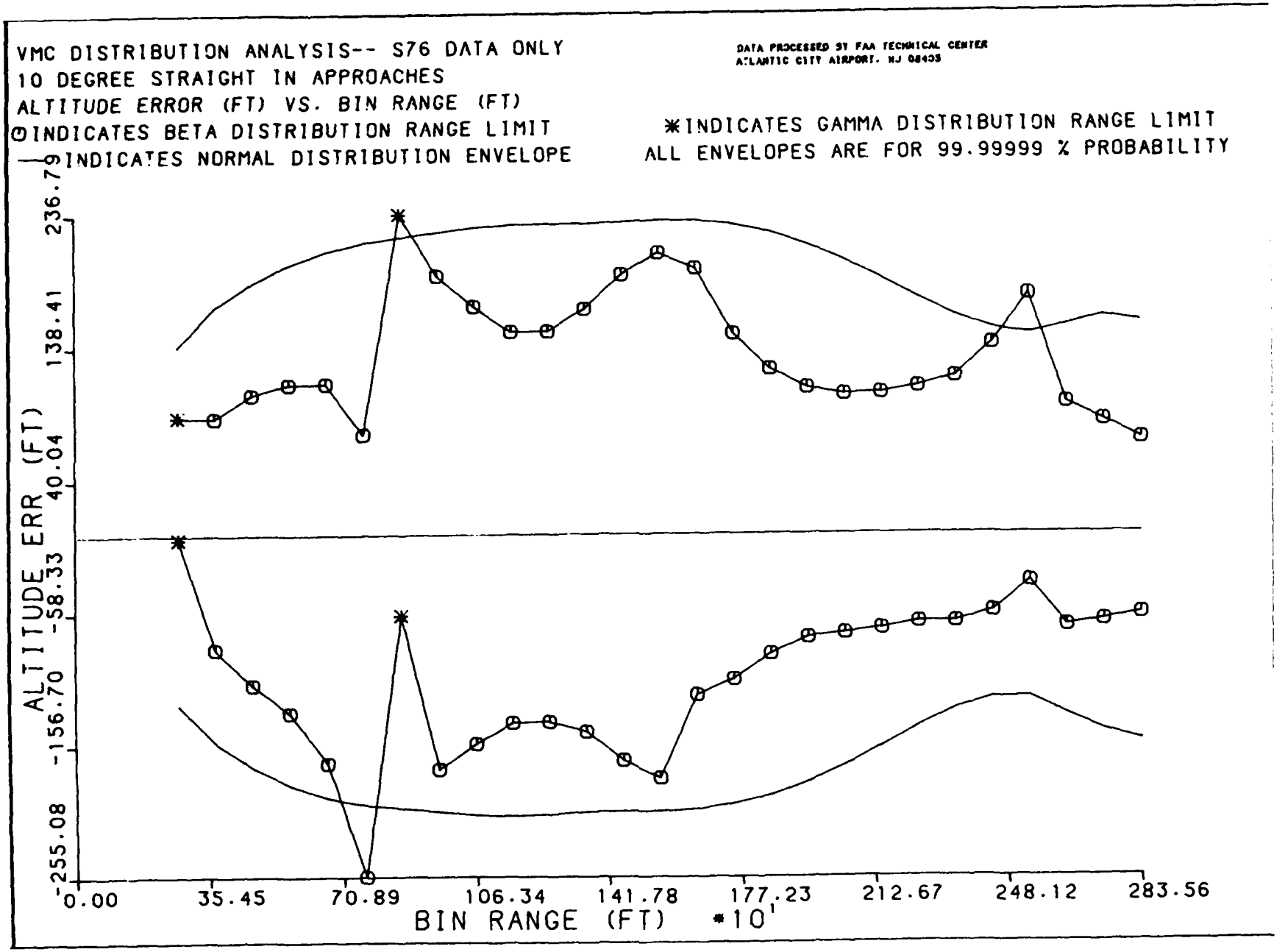


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

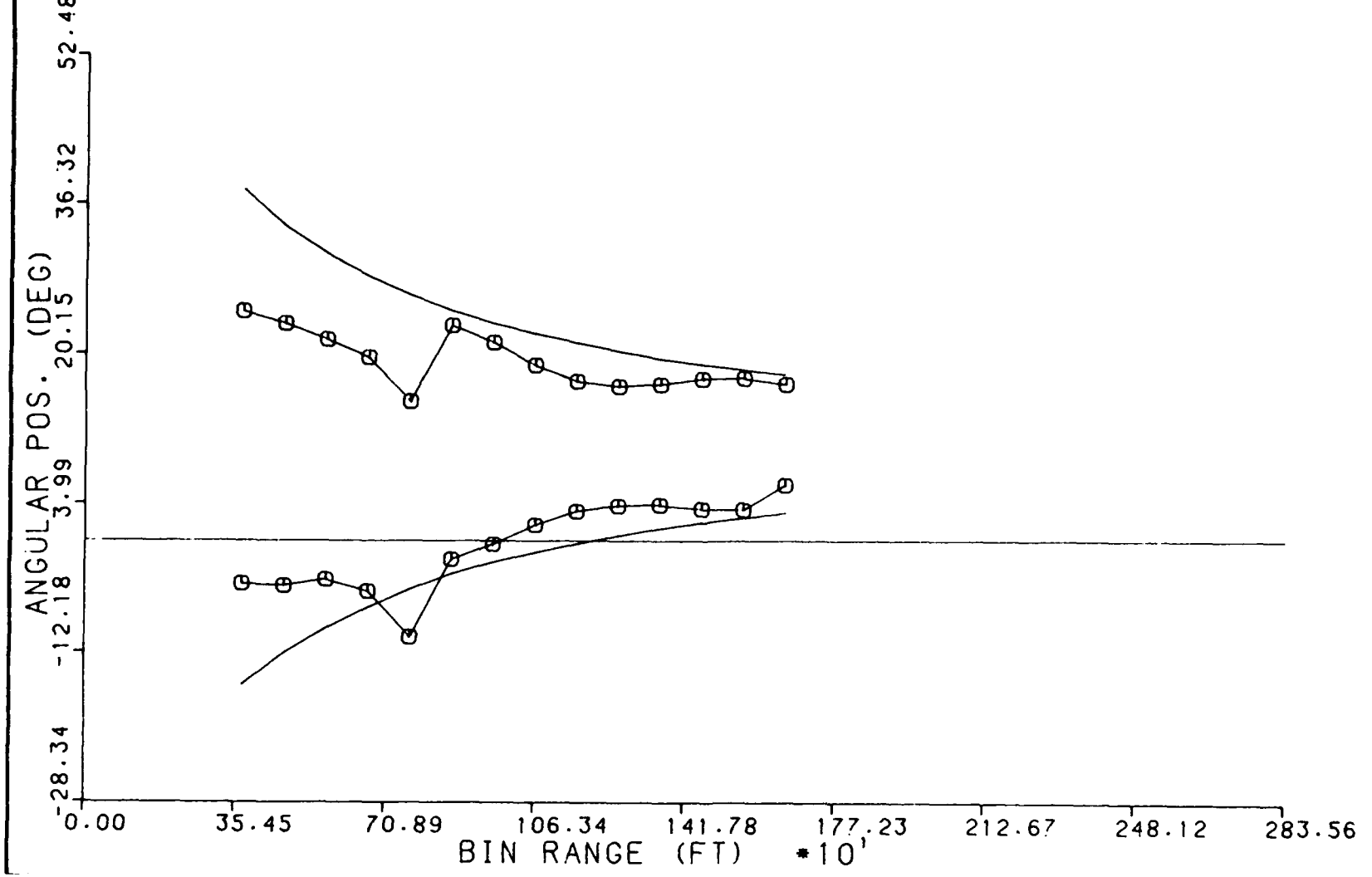


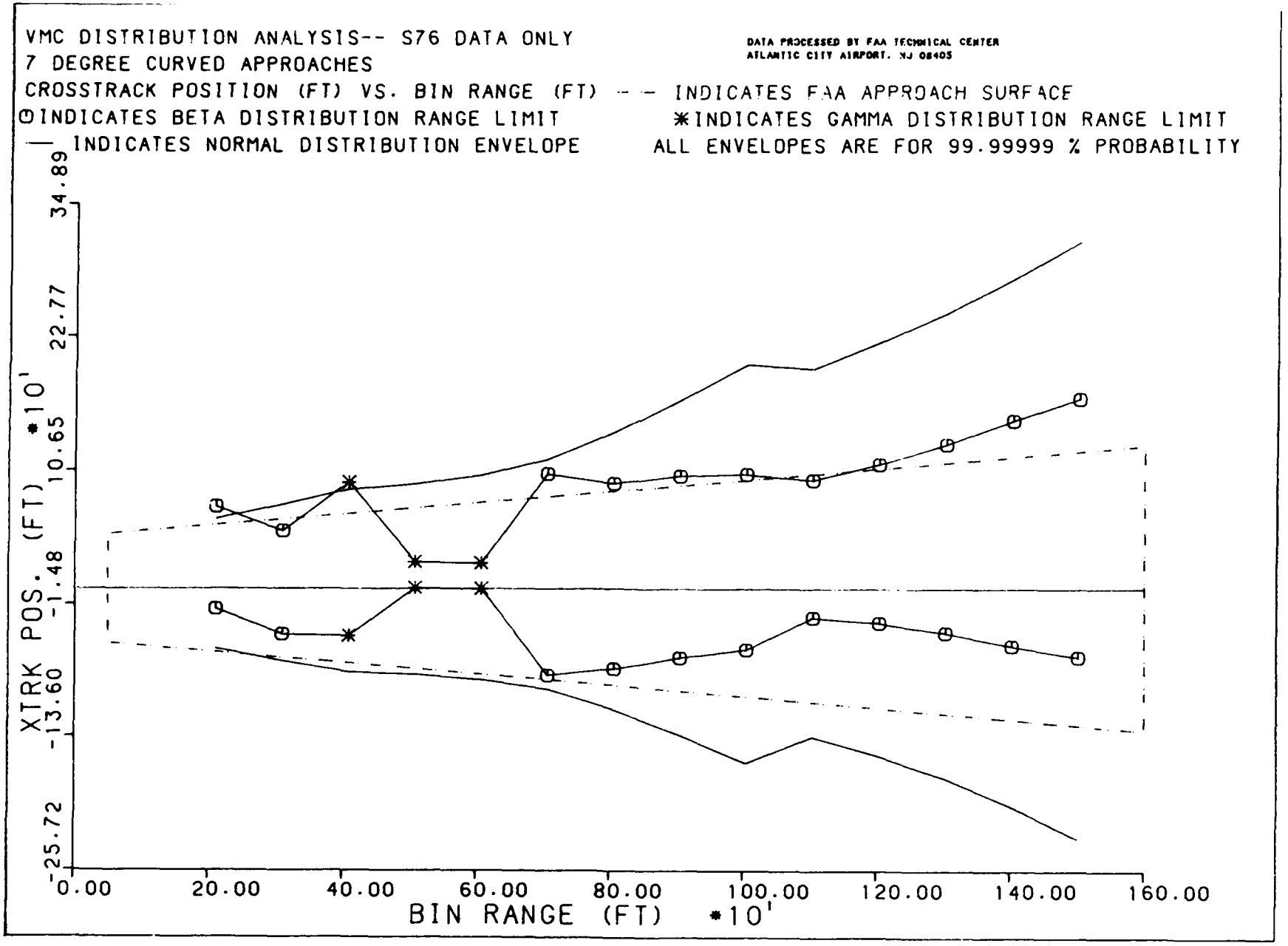

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
236.79
138.41
40.04
-58.33
-156.70
-255.08
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

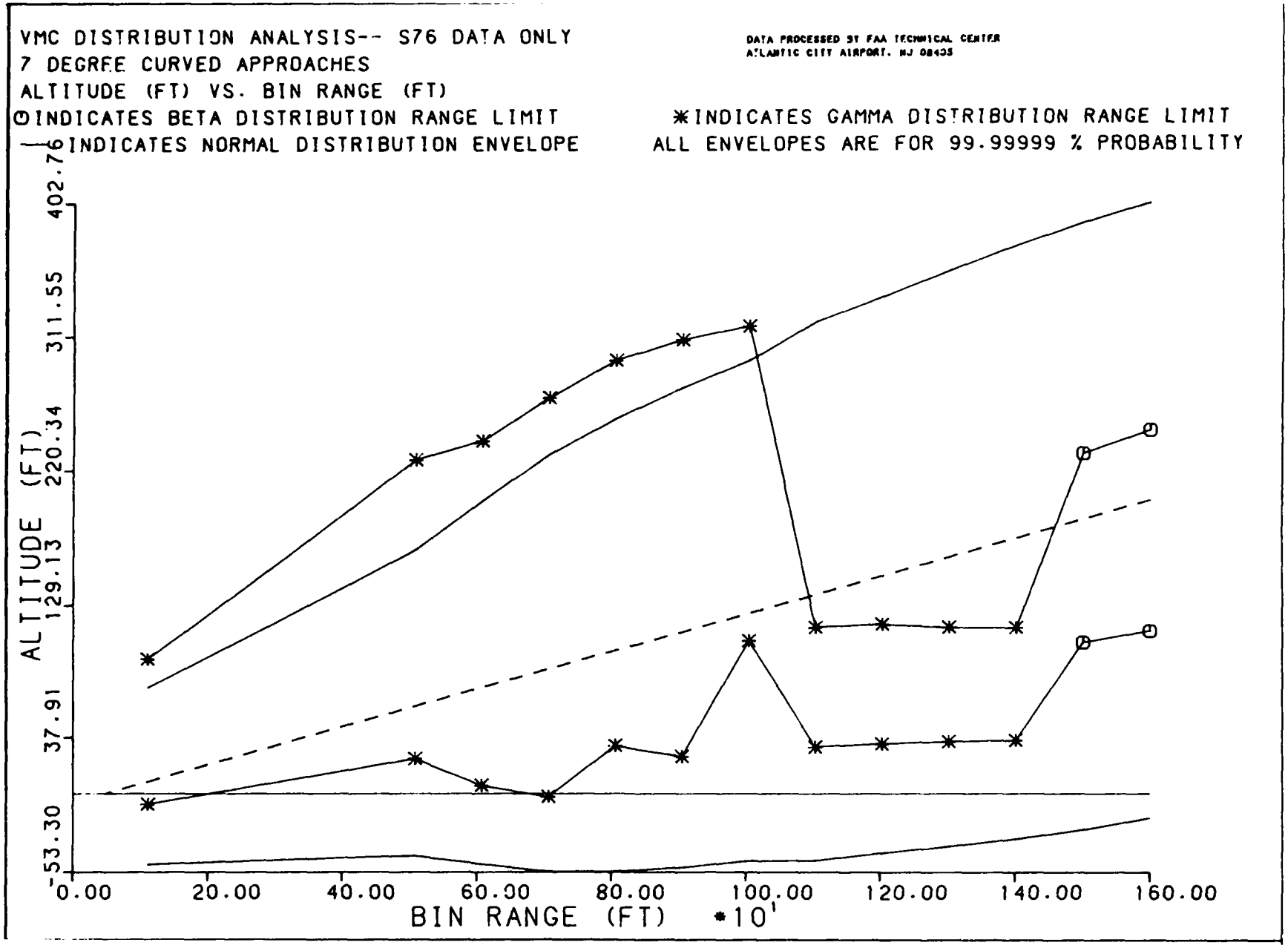
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

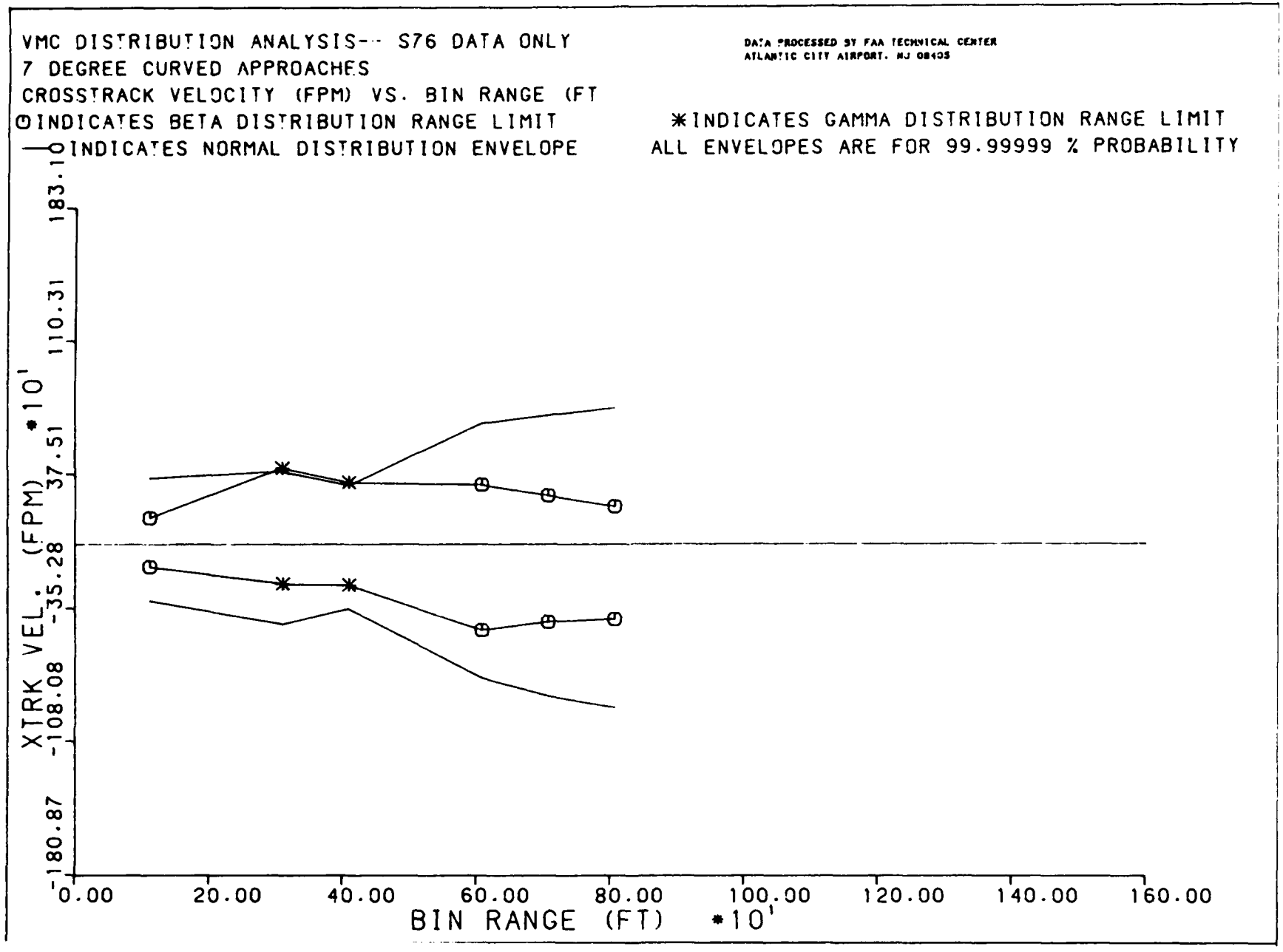
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
34.89
22.77
10.65
-1.48
-13.60
-25.72
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT)
402.76
311.55
220.34
129.13
37.91
-53.30
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

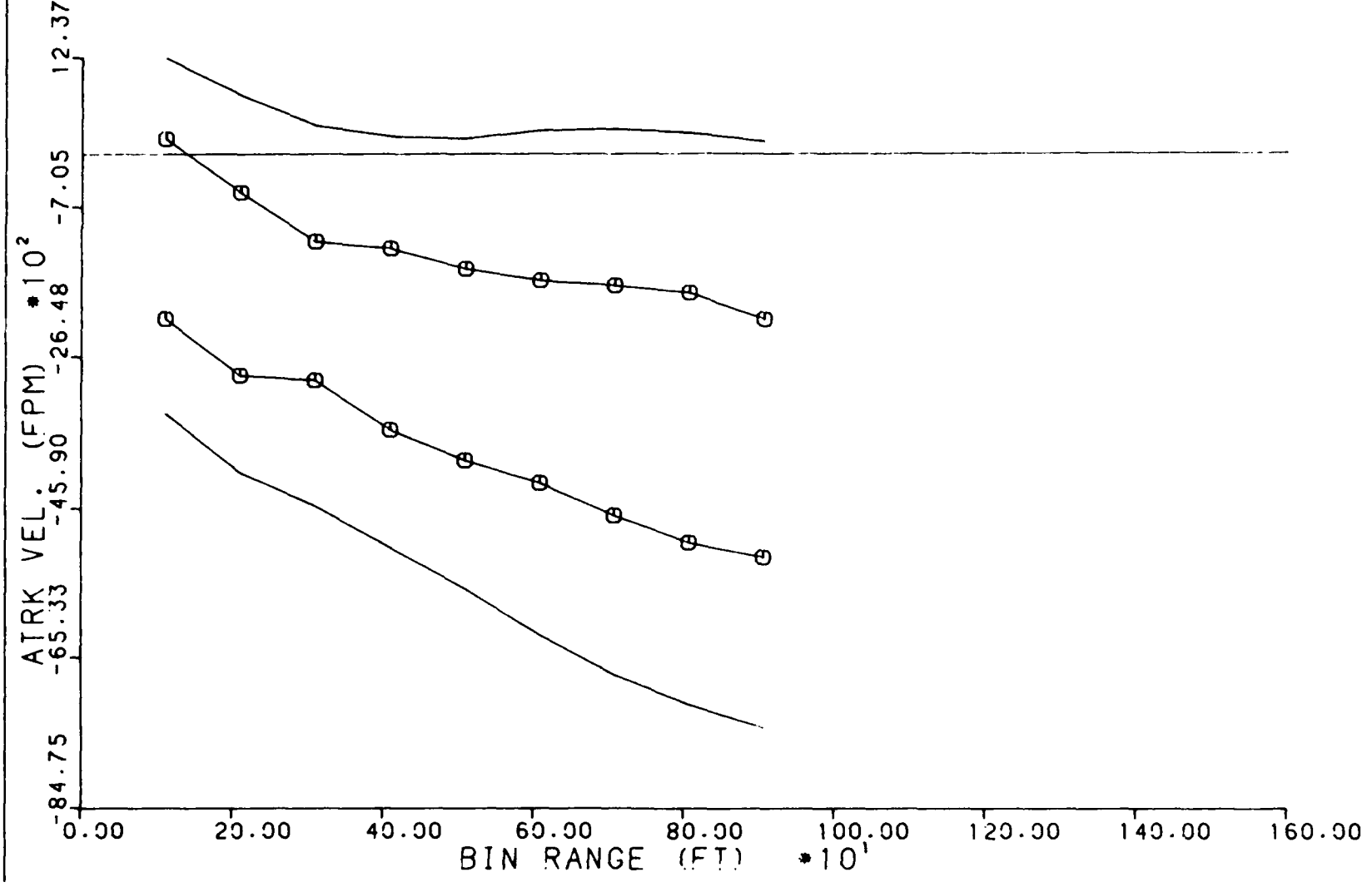

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10¹
183.10
110.31
37.51
-35.28
-108.08
-180.87
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

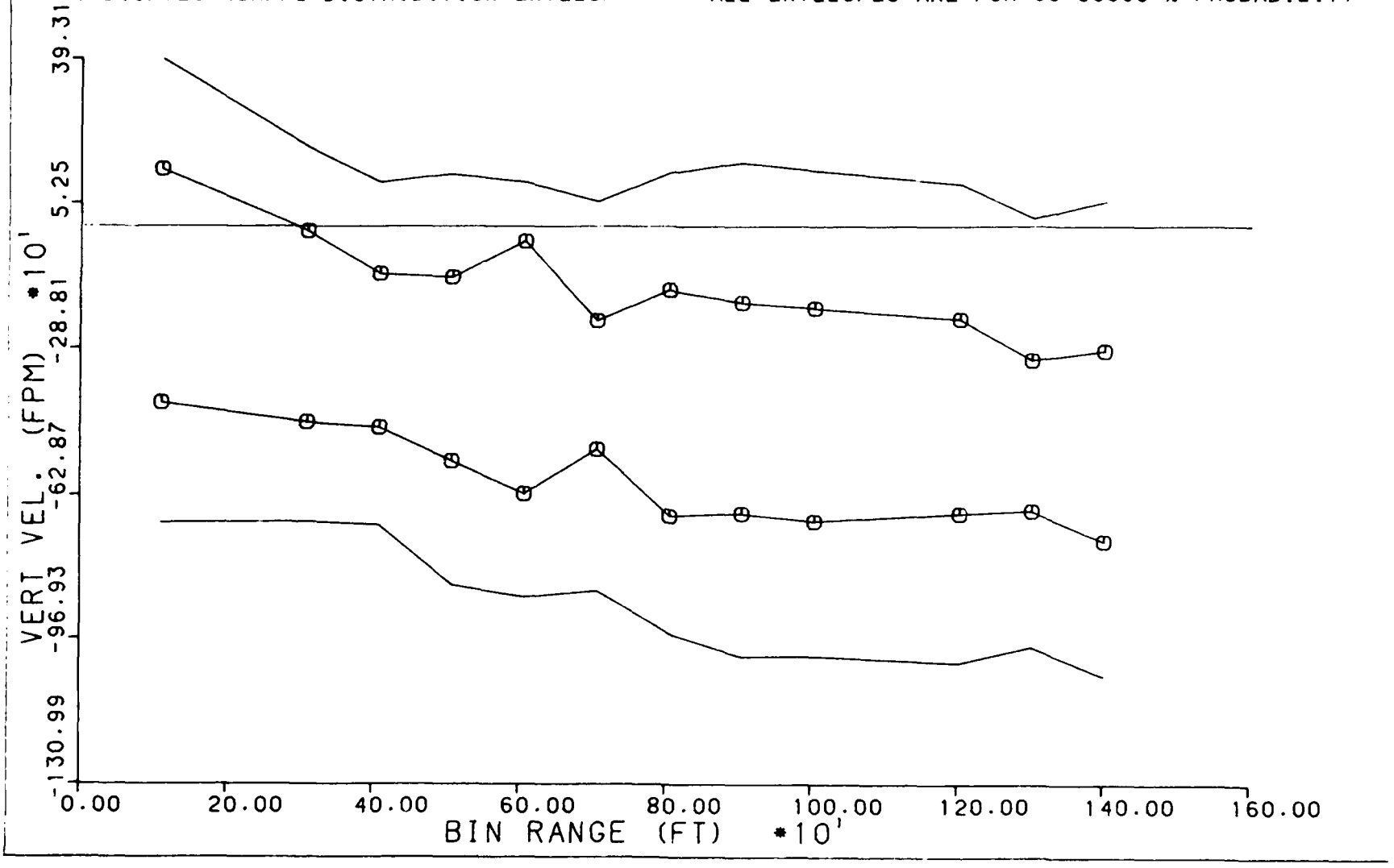
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

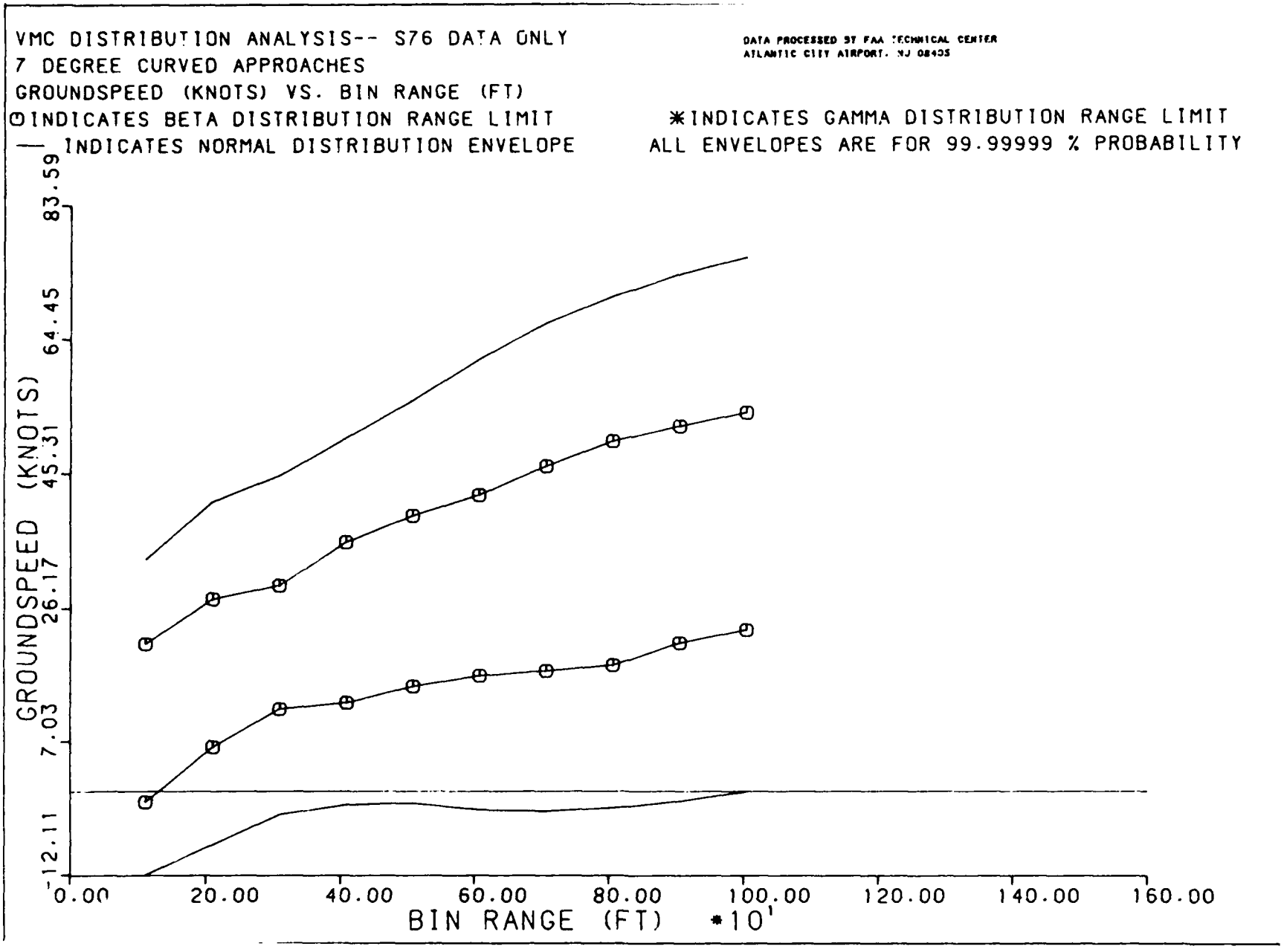


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOP

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

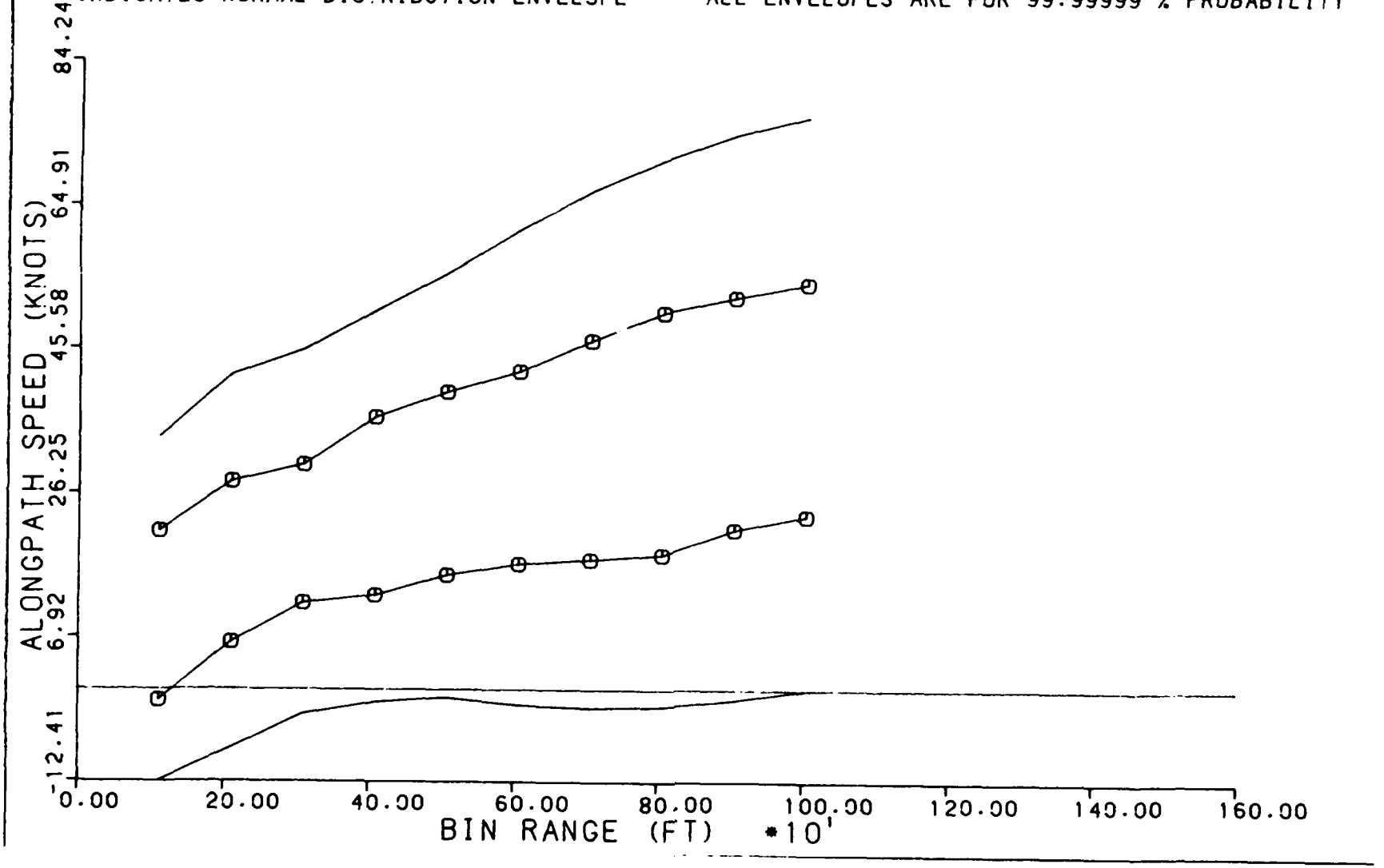


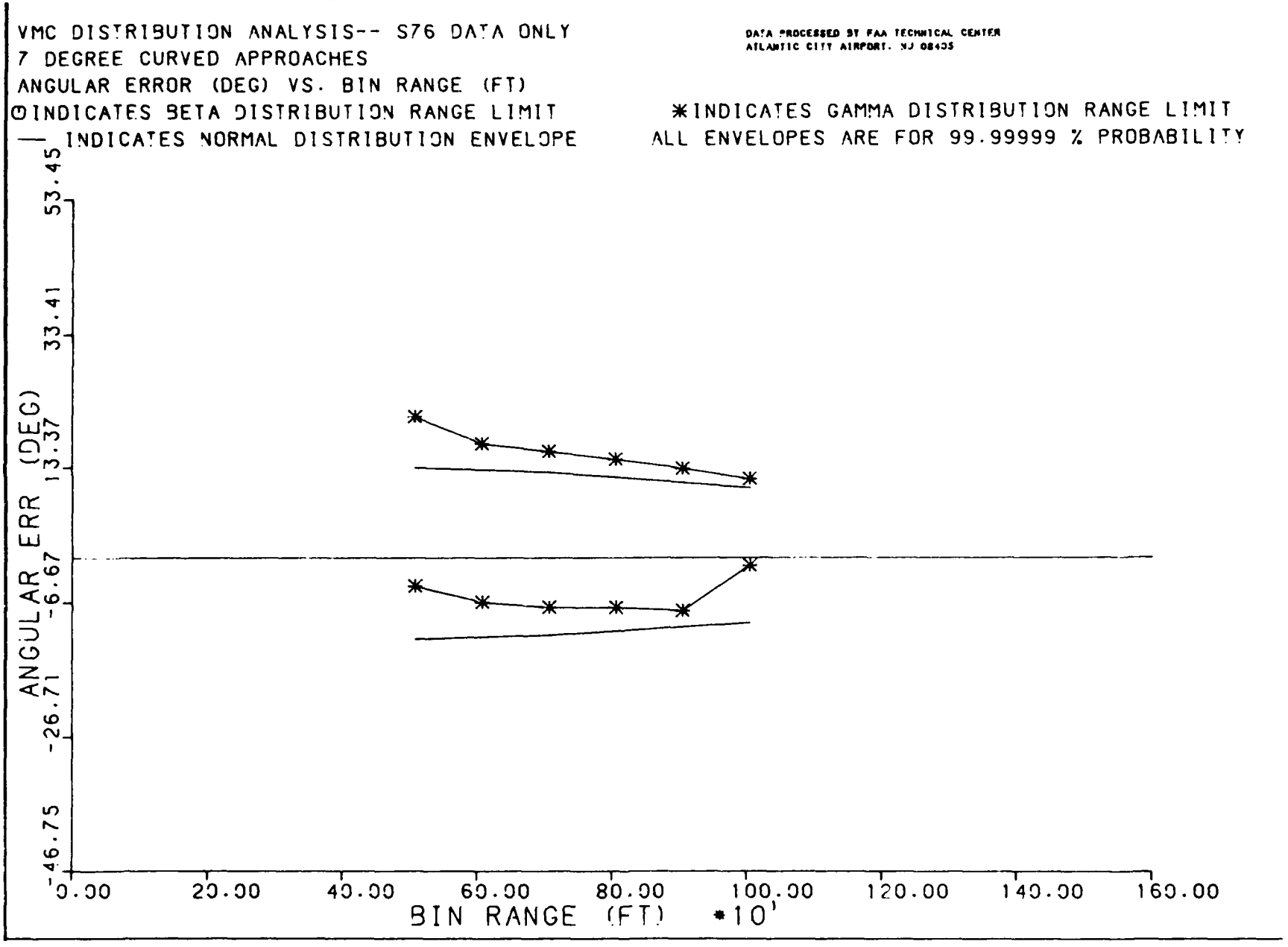

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
83.59
64.45
45.31
26.17
7.03
-12.11
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

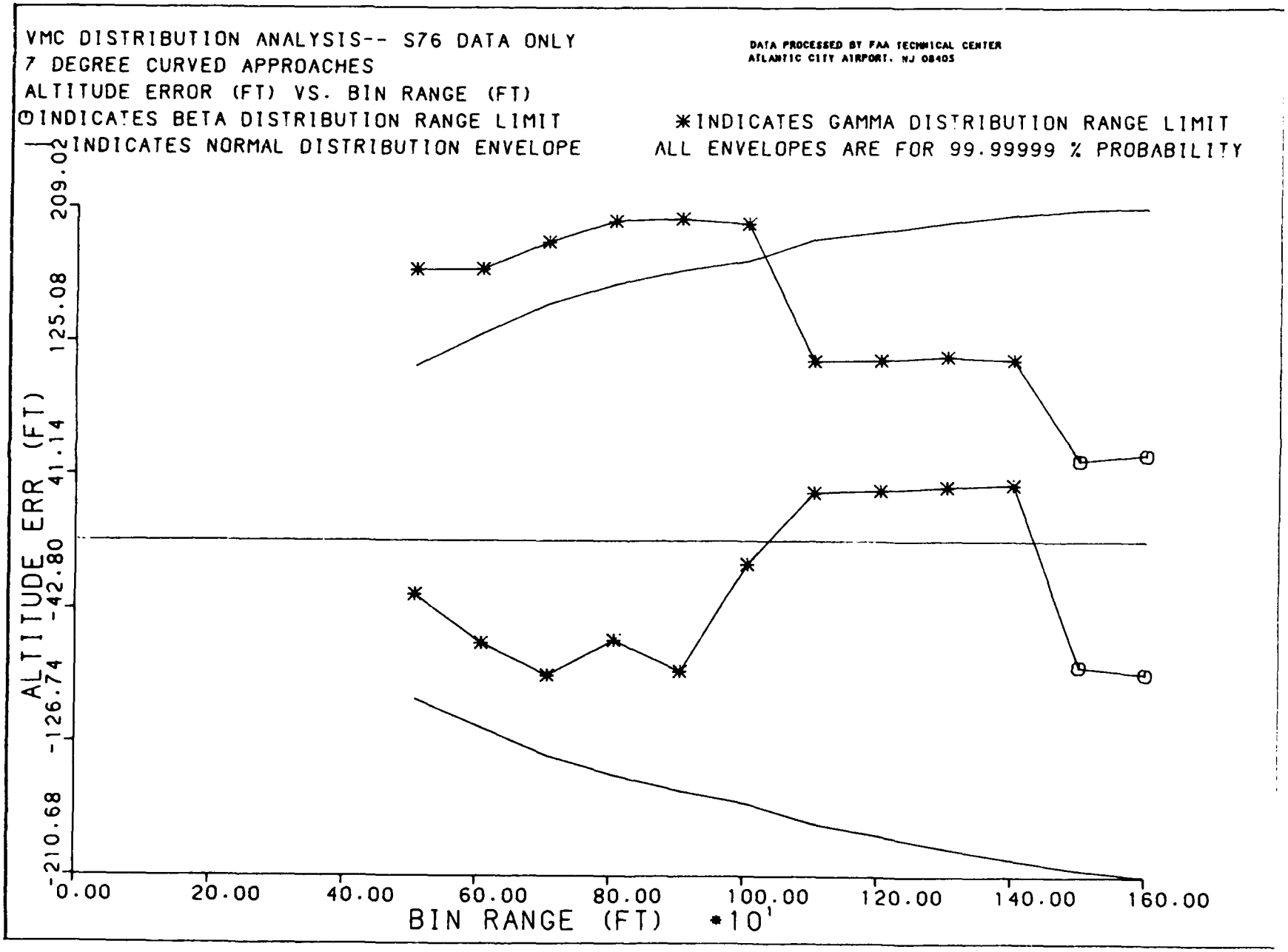
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



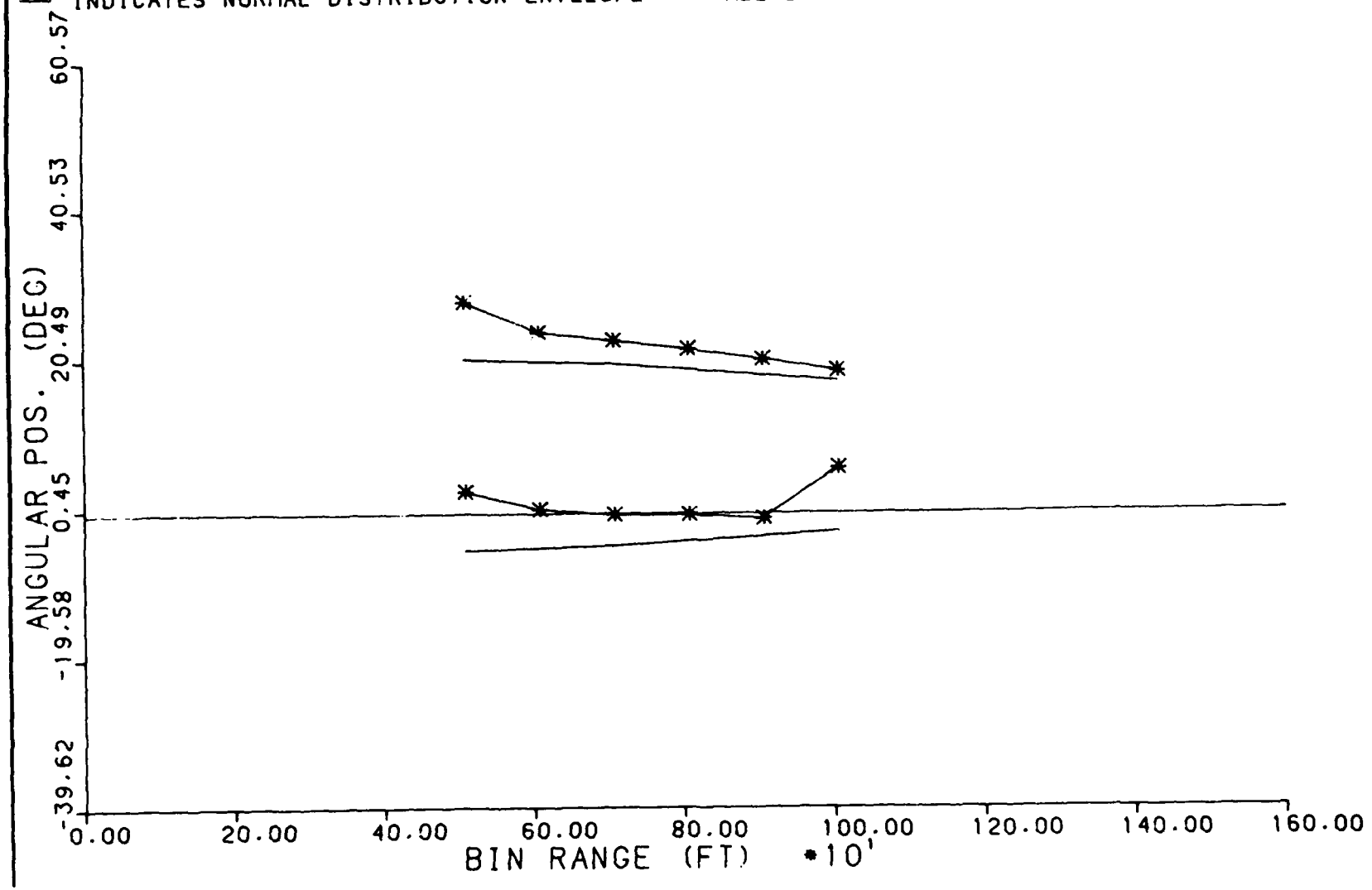

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
53.45
33.41
13.37
-6.67
-26.71
-46.75
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10'

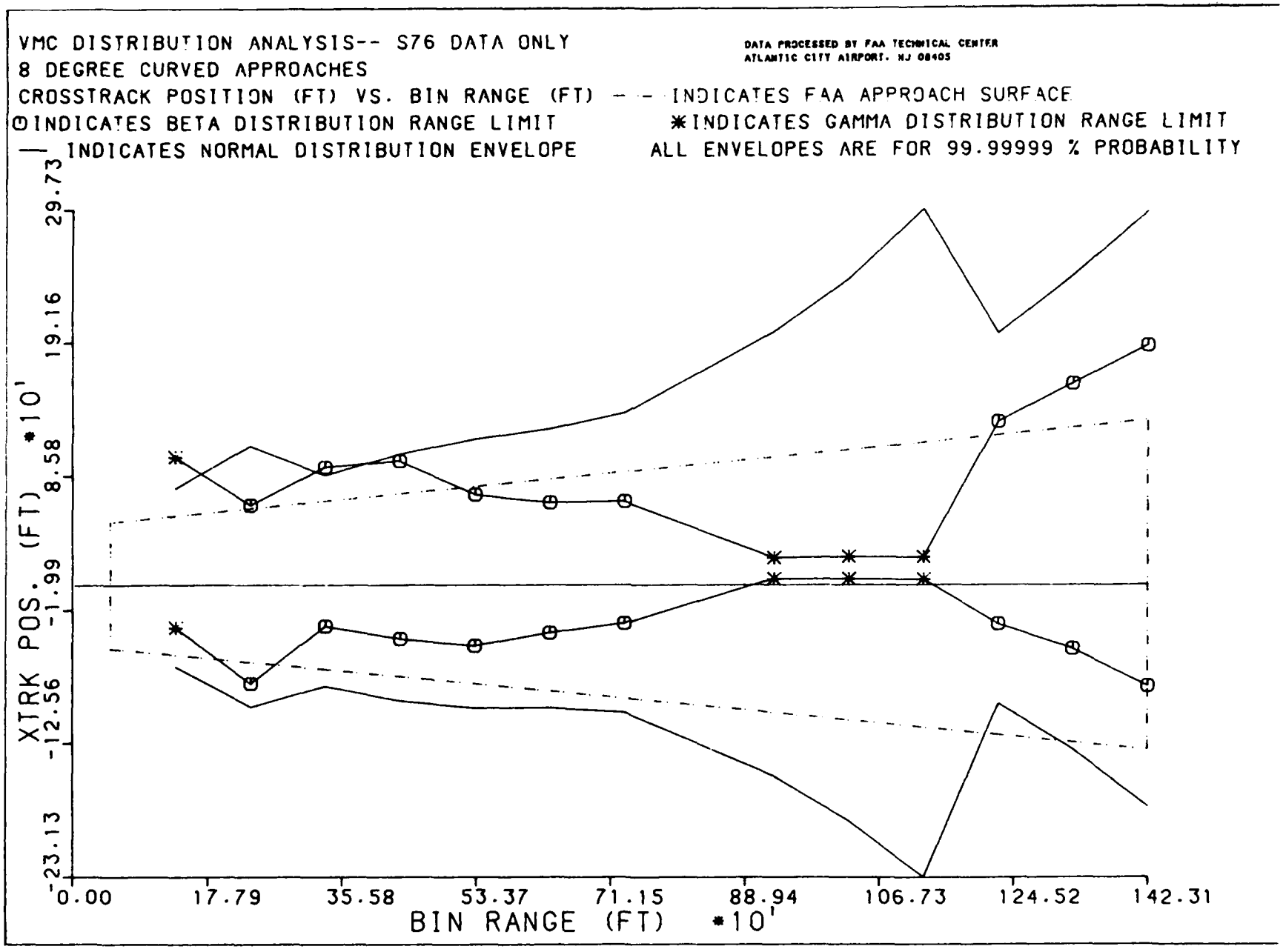

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
209.02
125.08
41.14
-42.80
-126.74
-210.68
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

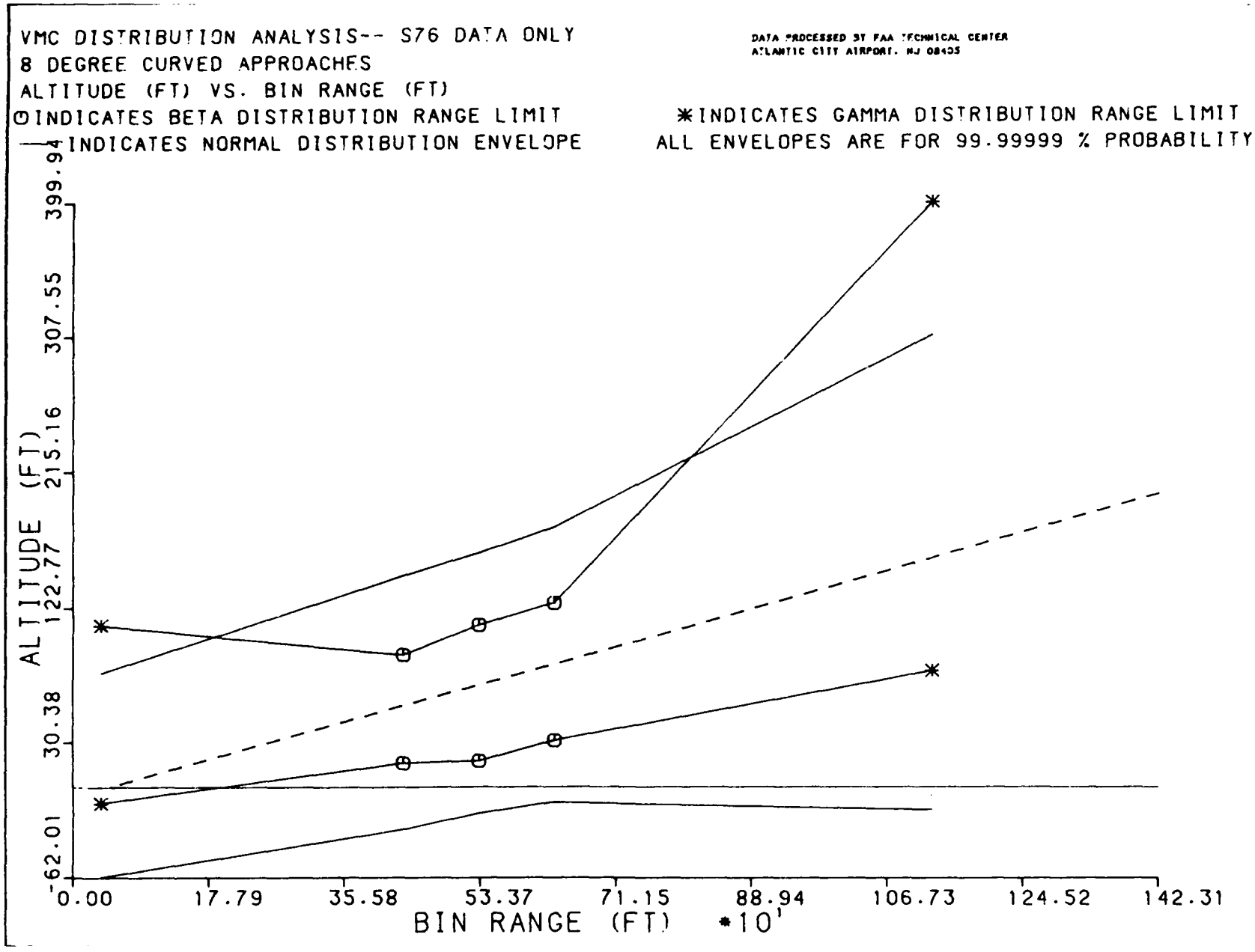
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

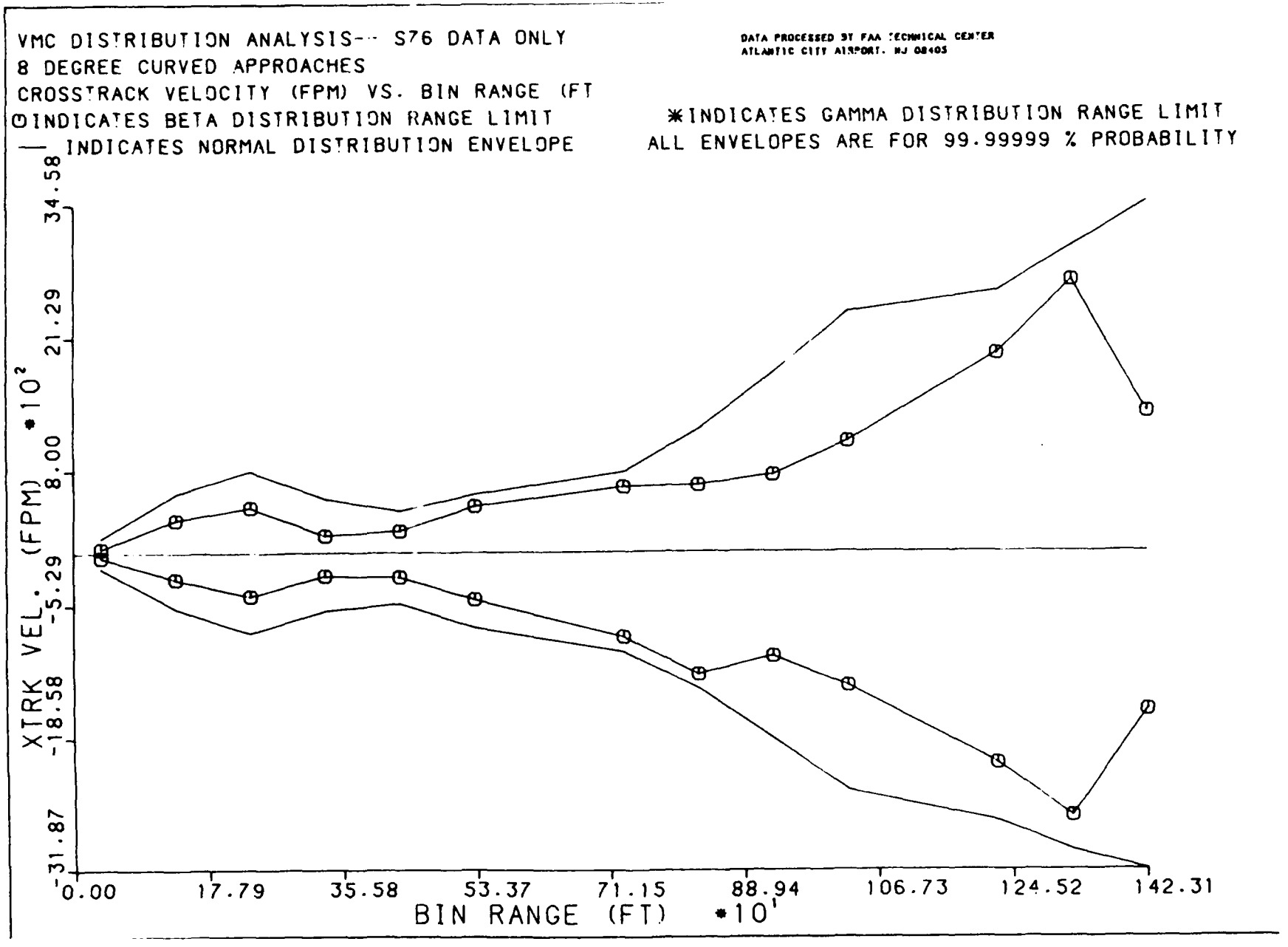
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
29.73
19.16
8.58
-1.99
-12.56
-23.13
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT)
399.94
307.55
215.16
122.77
30.38
-62.01
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'

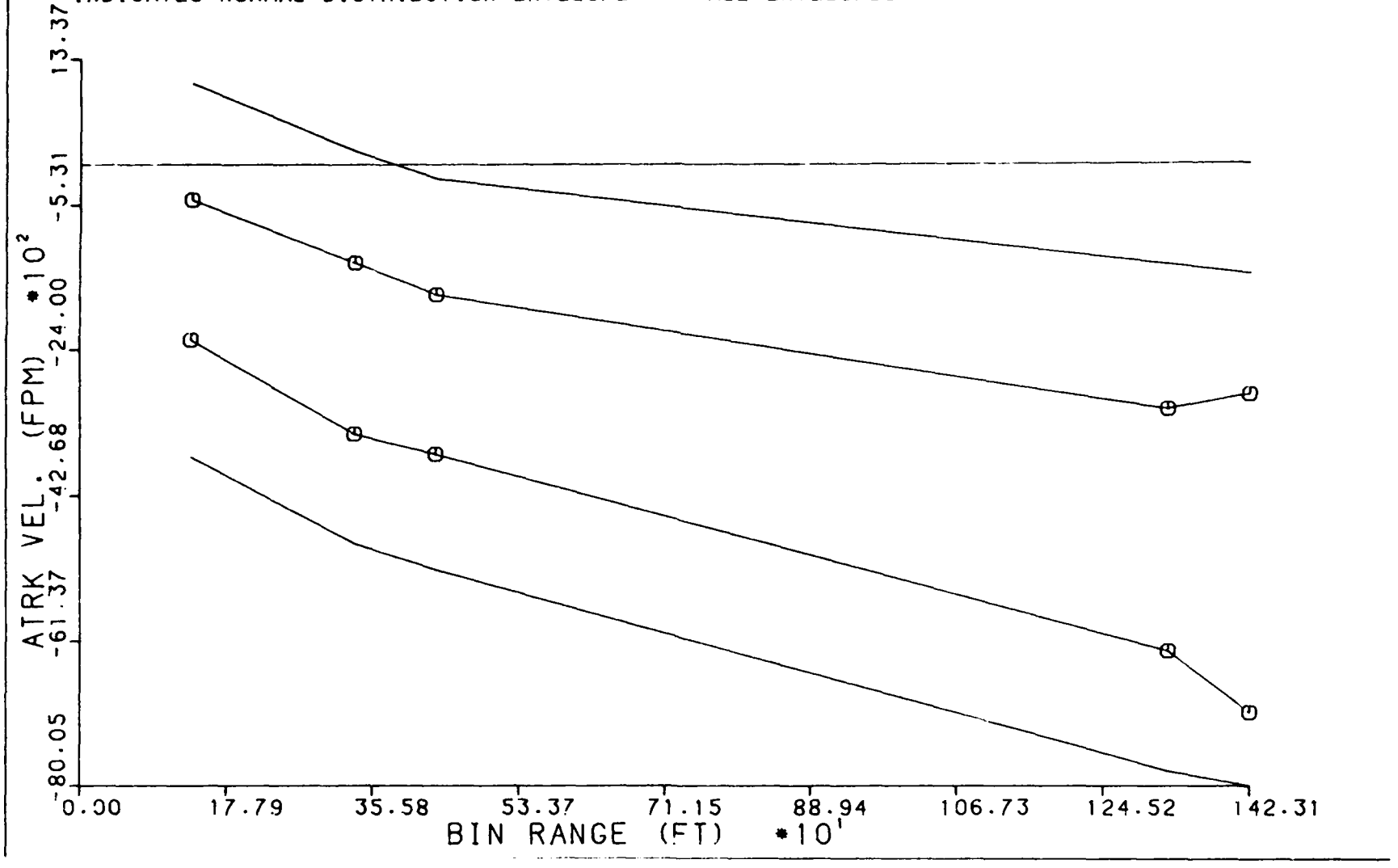

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
34.58
21.29
8.00
-5.29
-18.58
-31.87
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹

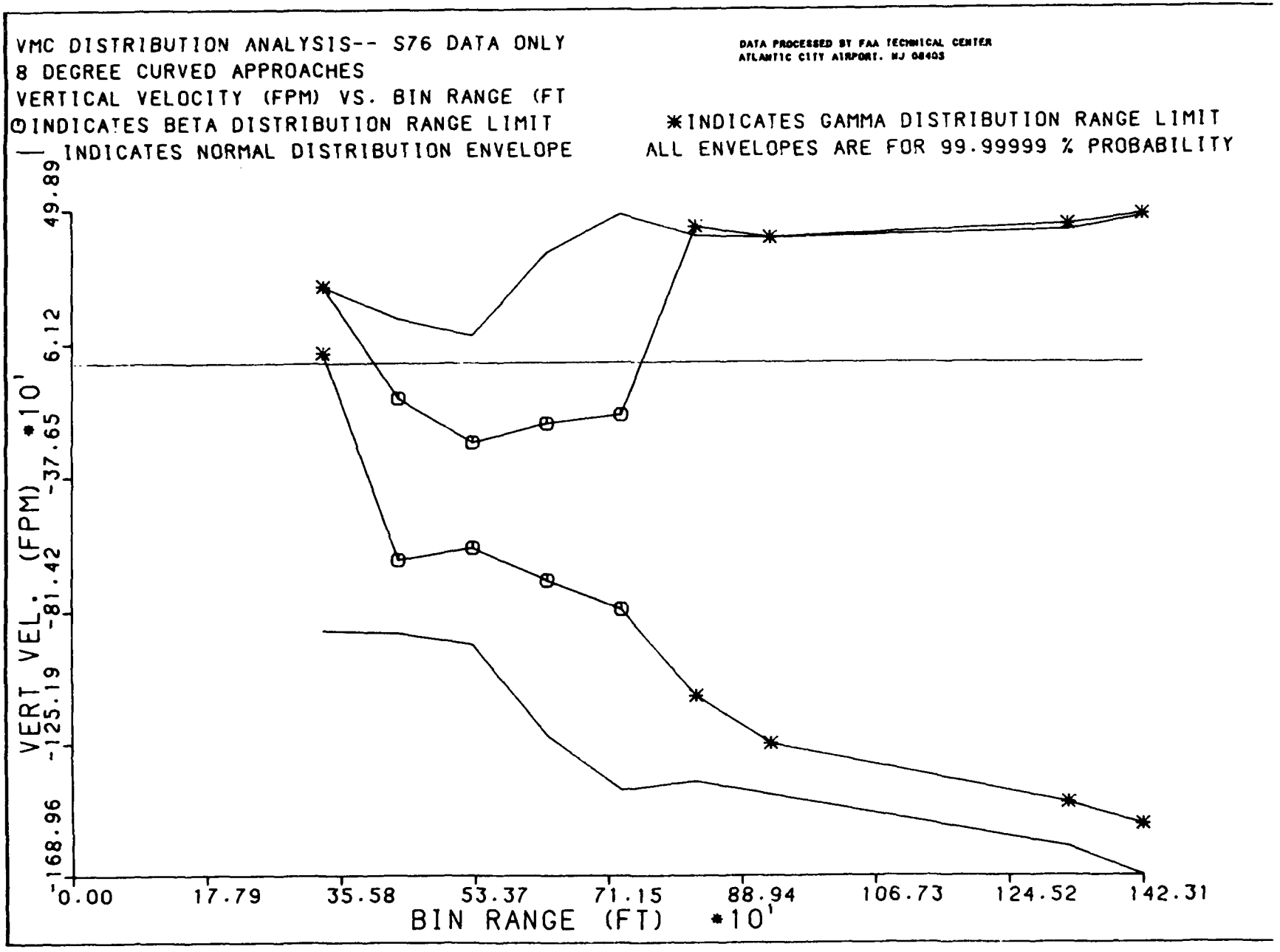
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

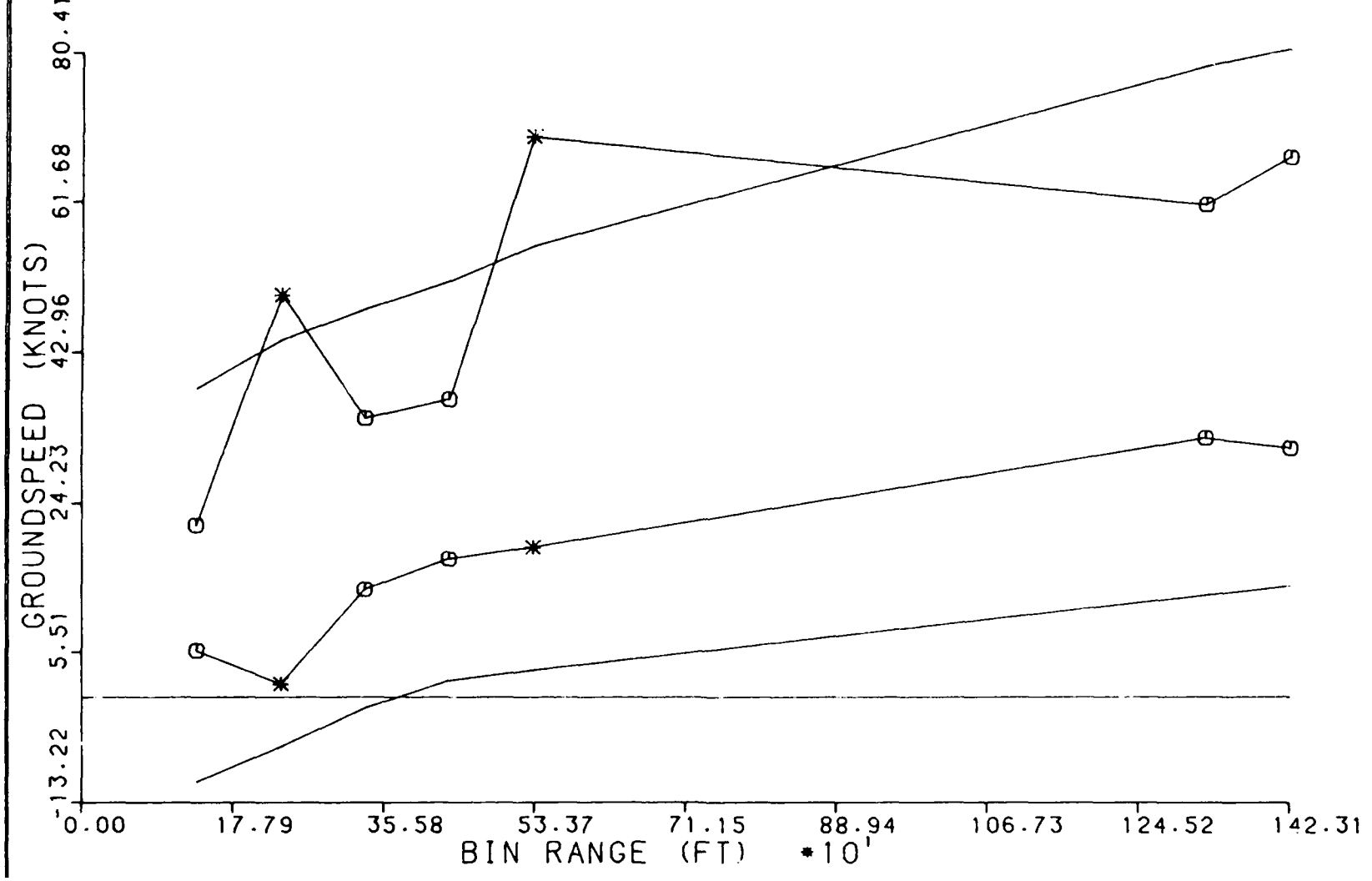


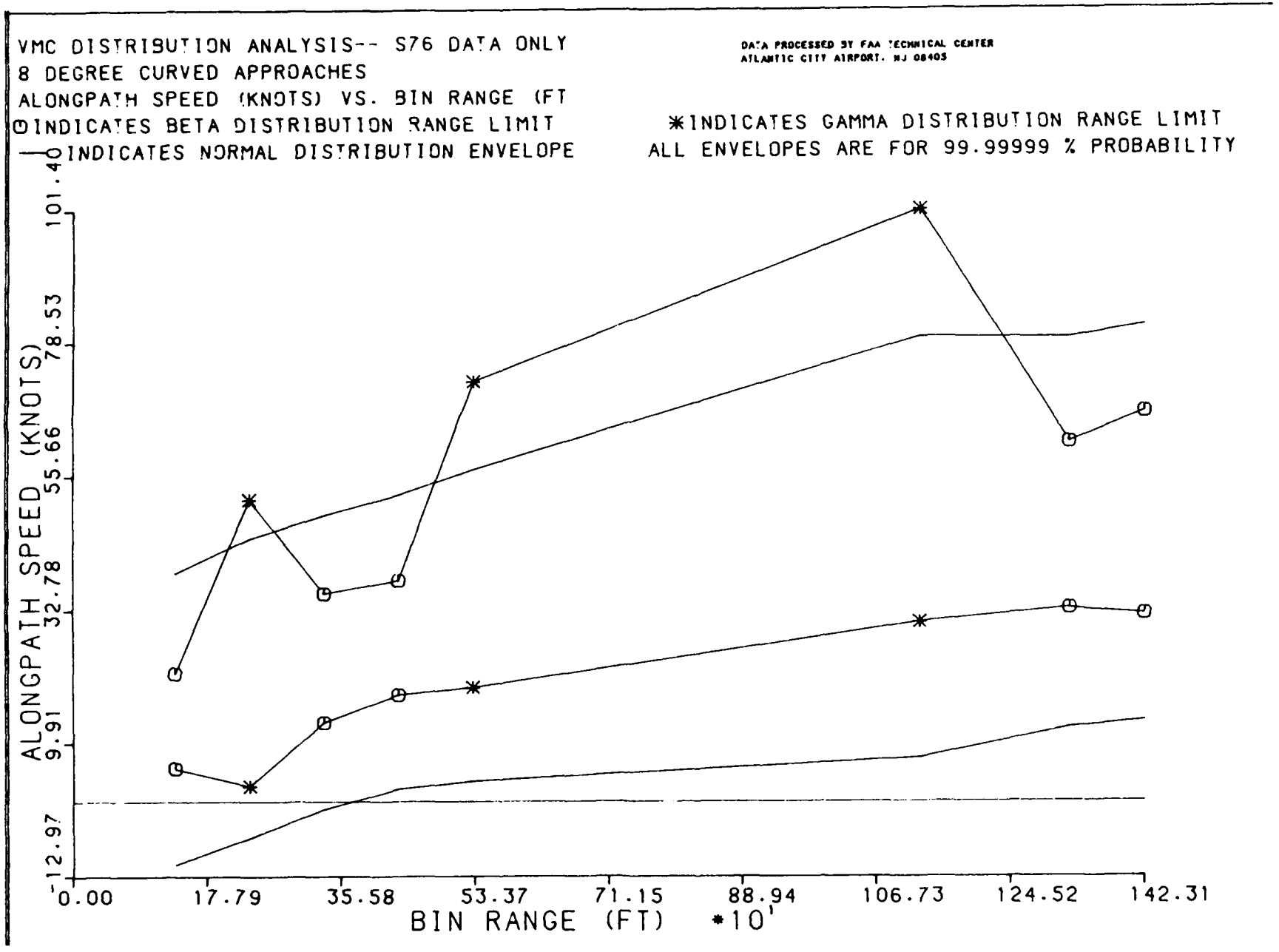

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10¹
49.89
6.12
-37.65
-81.42
-125.19
-168.96
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

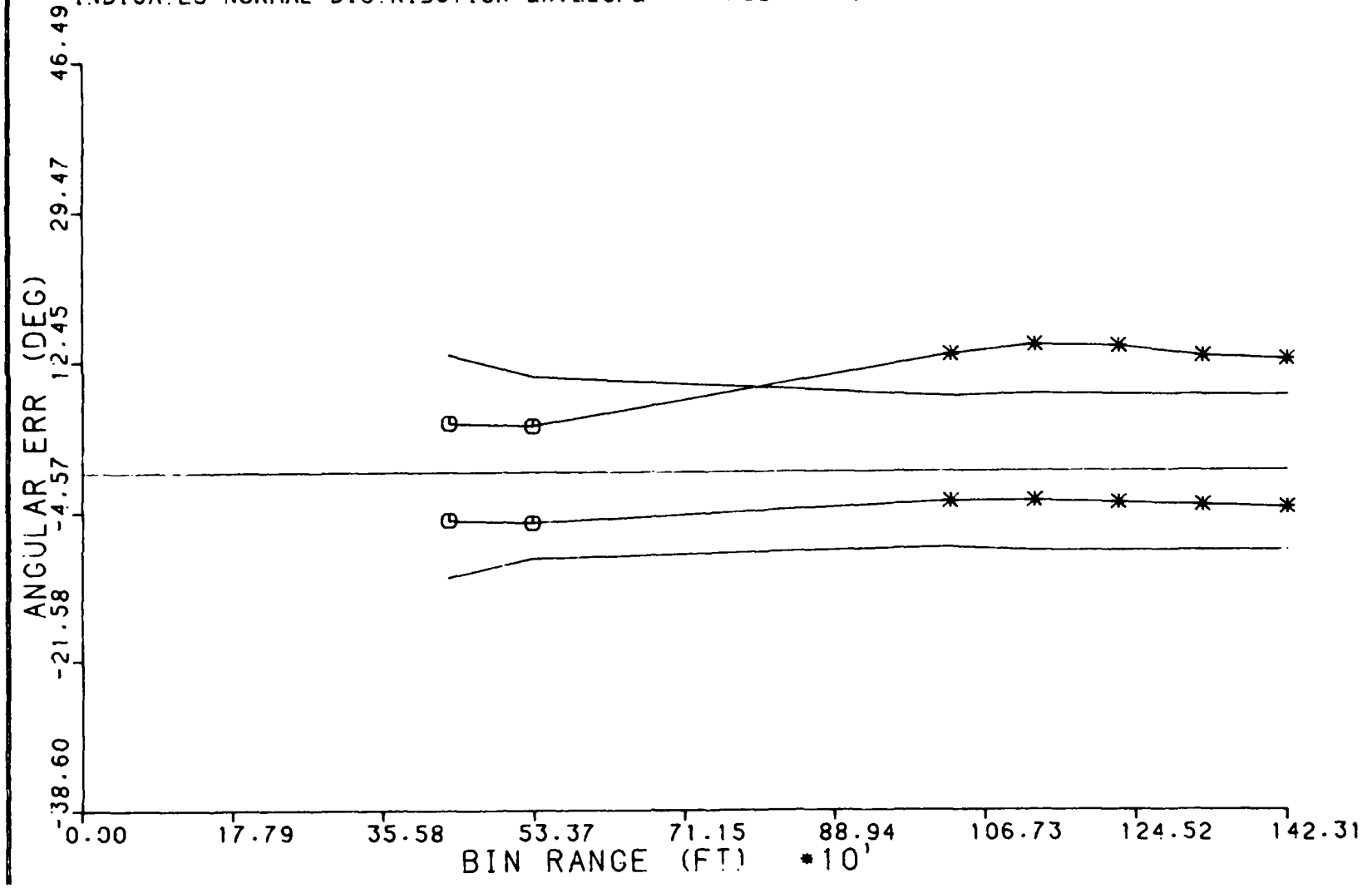


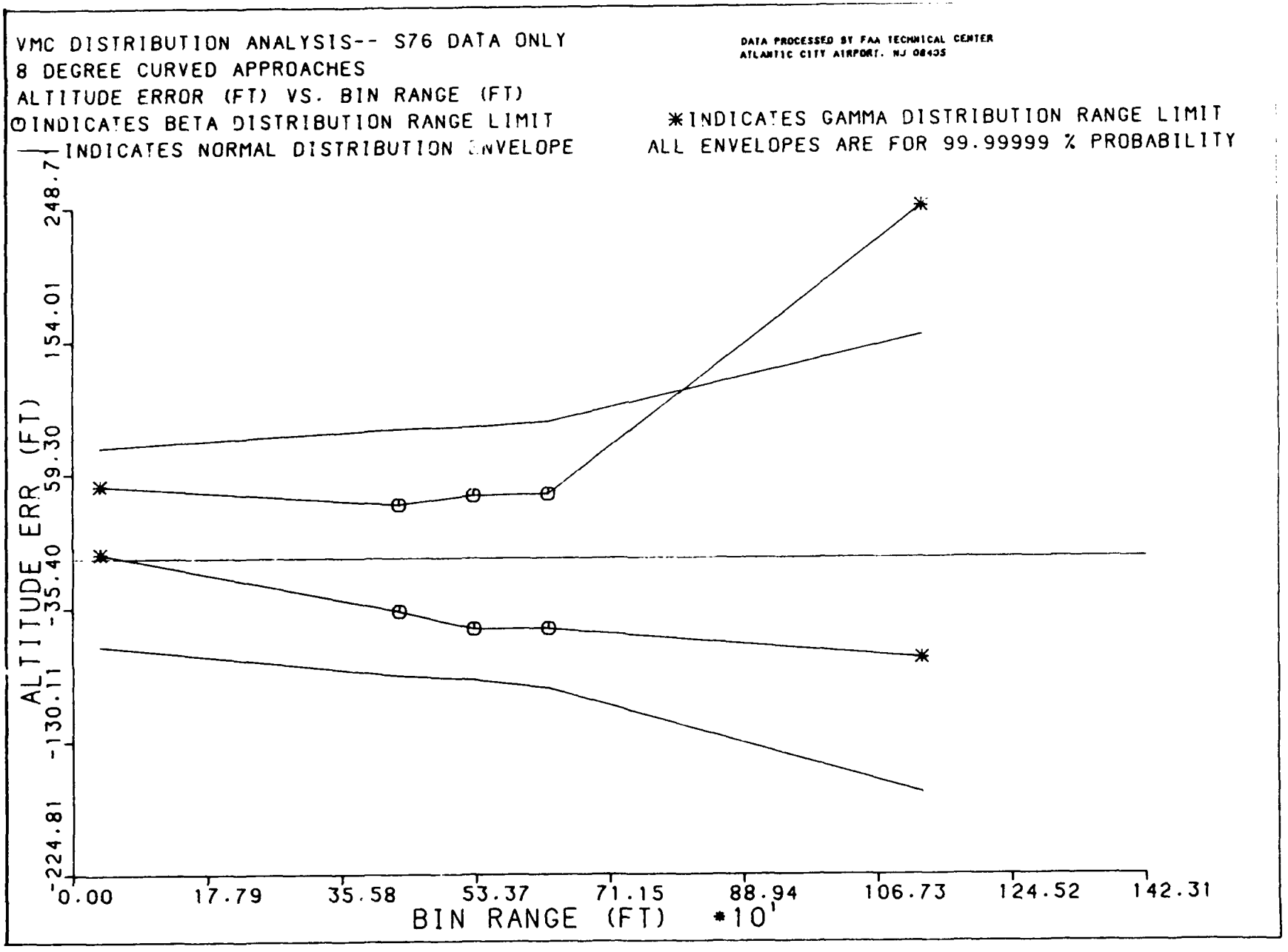

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
101.40
78.53
55.66
32.78
9.91
-12.97
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

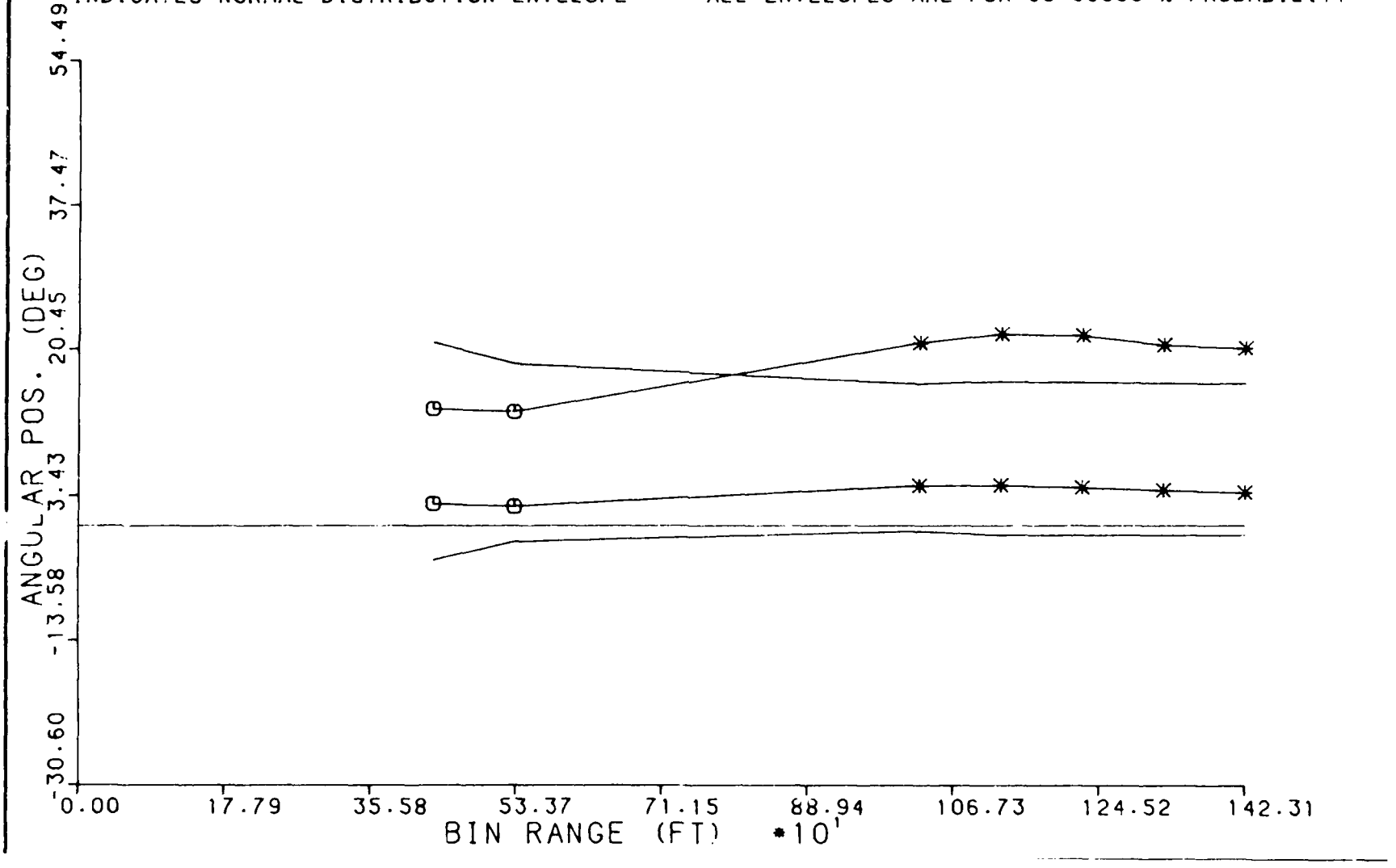


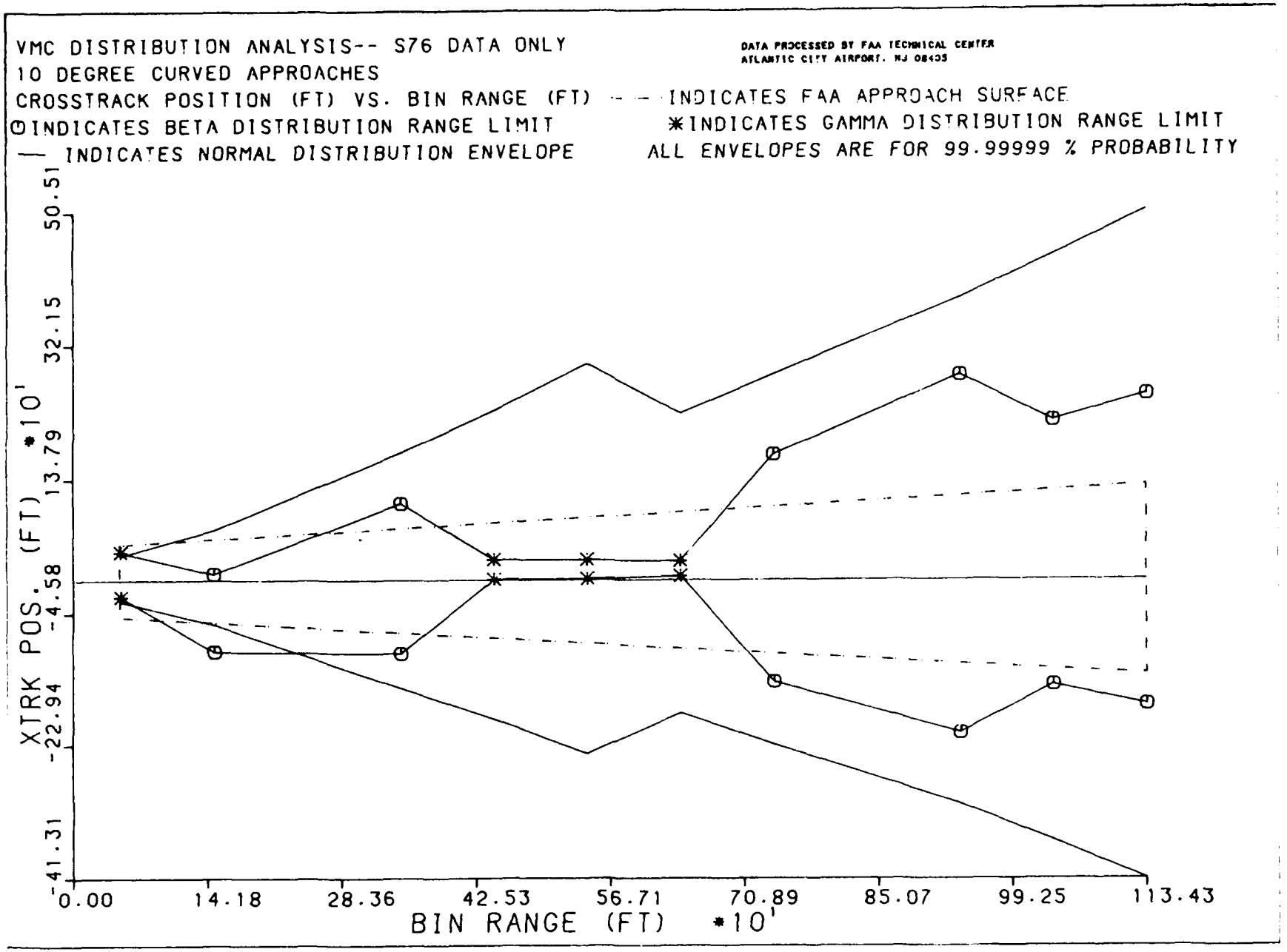

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
248.71
154.01
59.30
-35.40
-130.11
-224.81
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
8 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

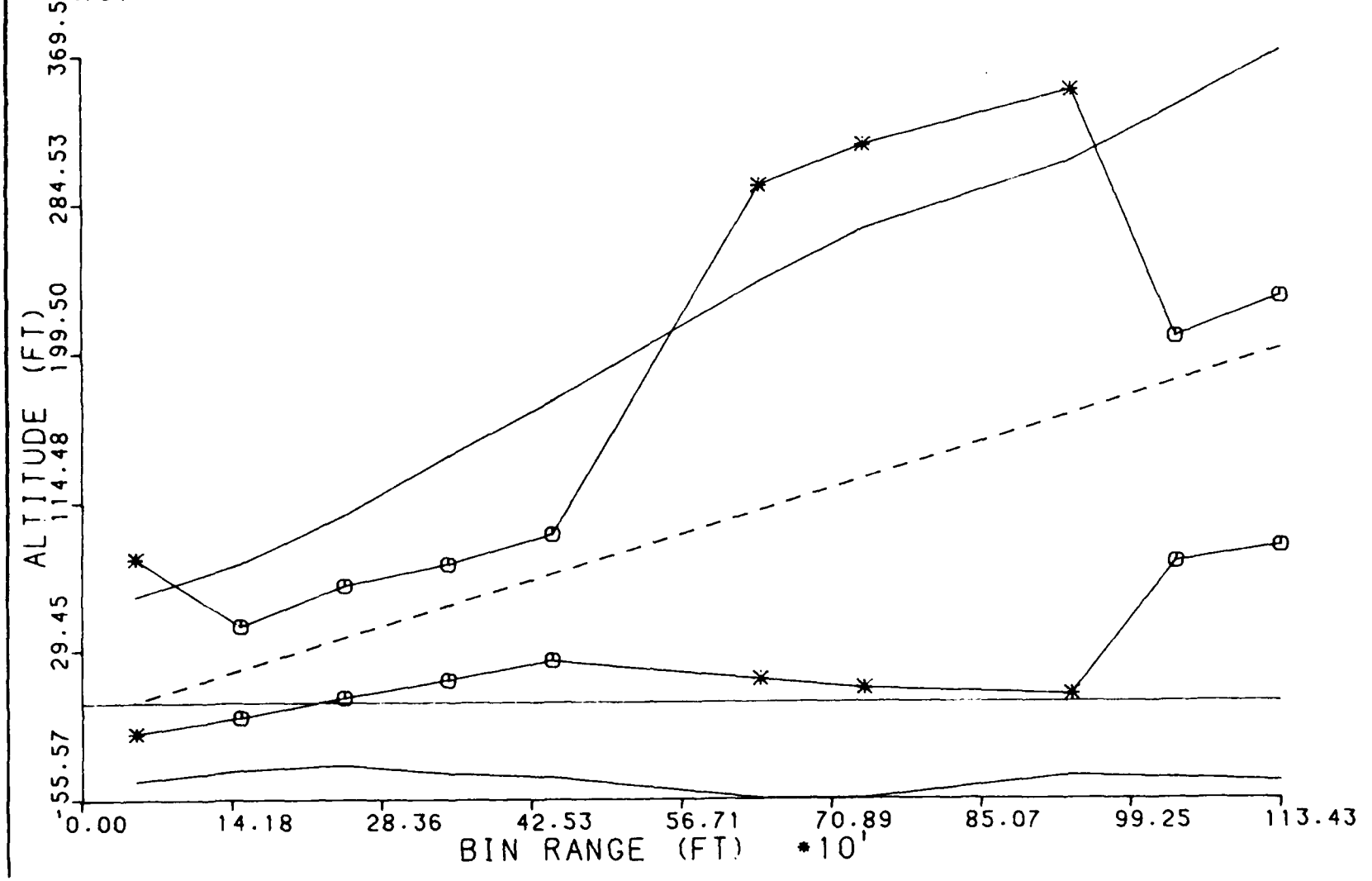



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
50.51
32.15
13.79
-4.58
-22.94
-41.31
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
O INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

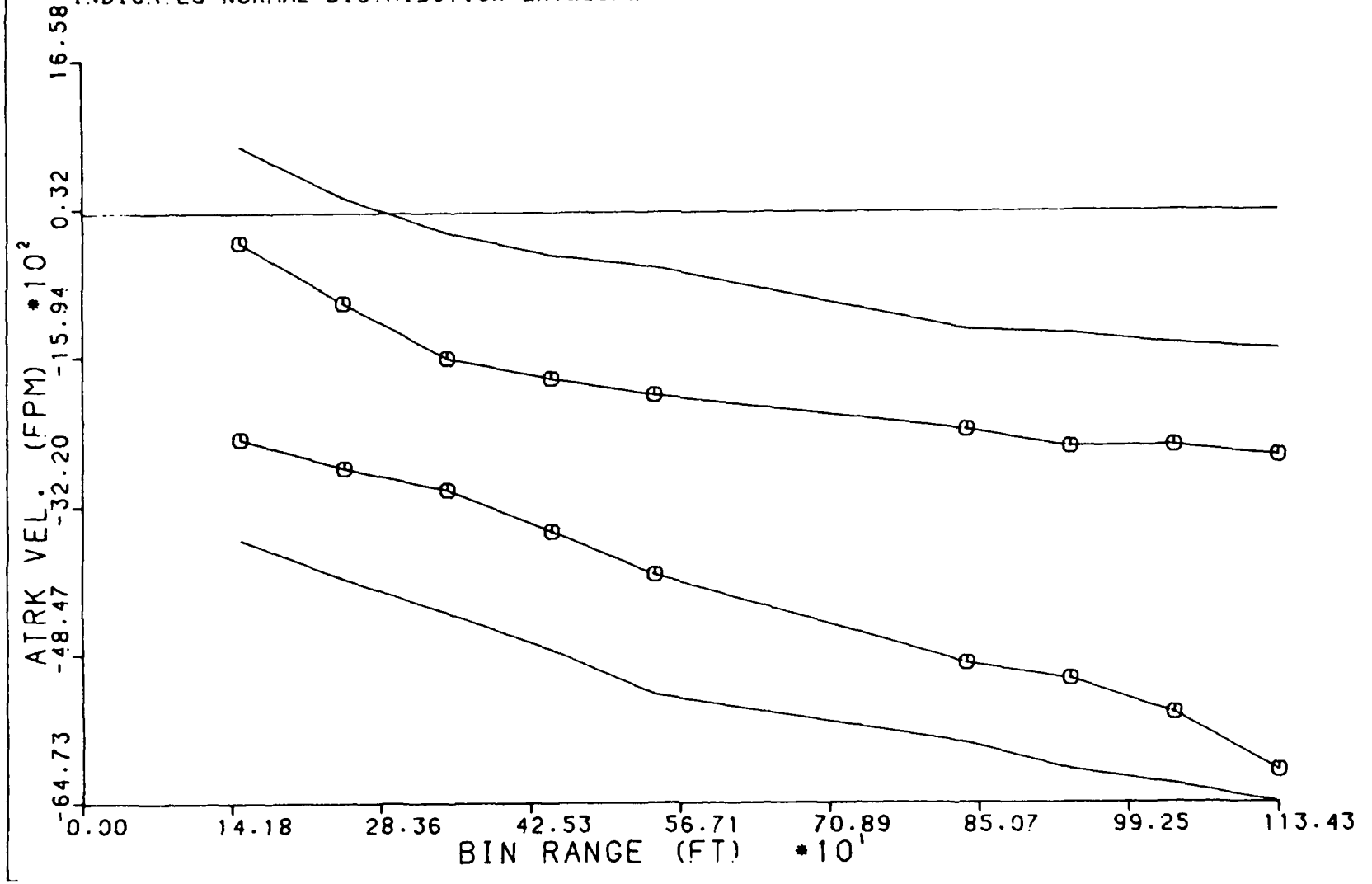
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

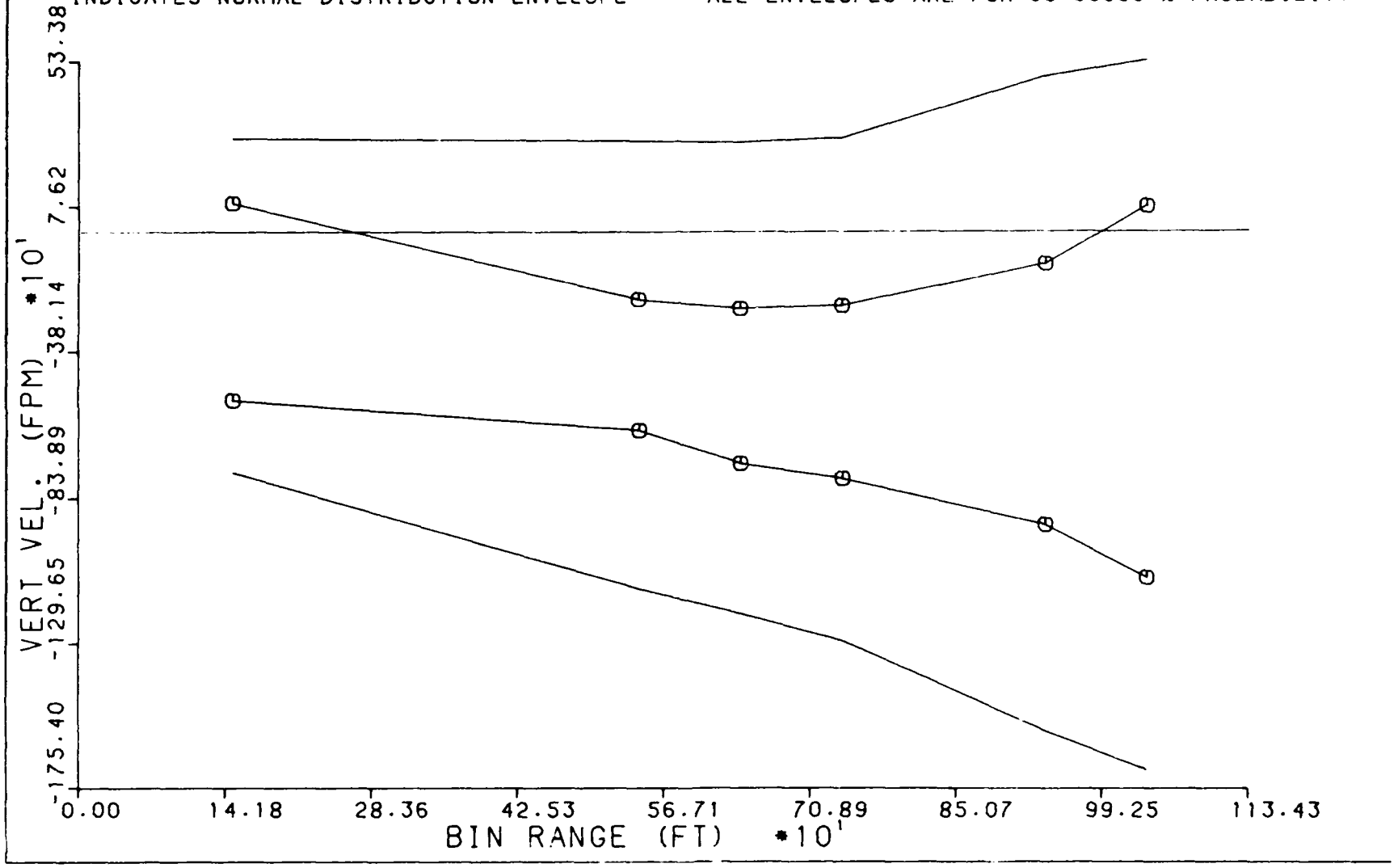


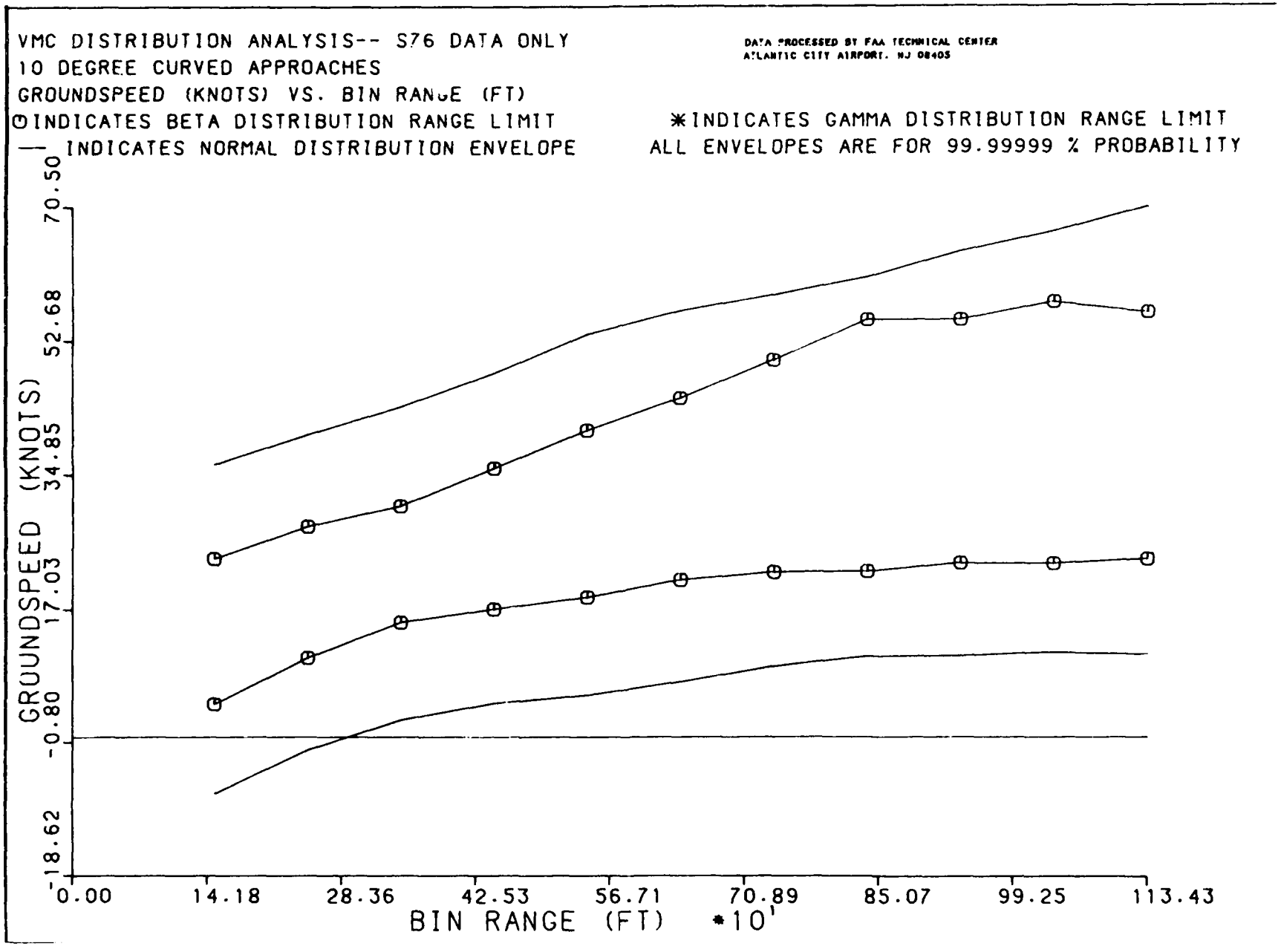
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

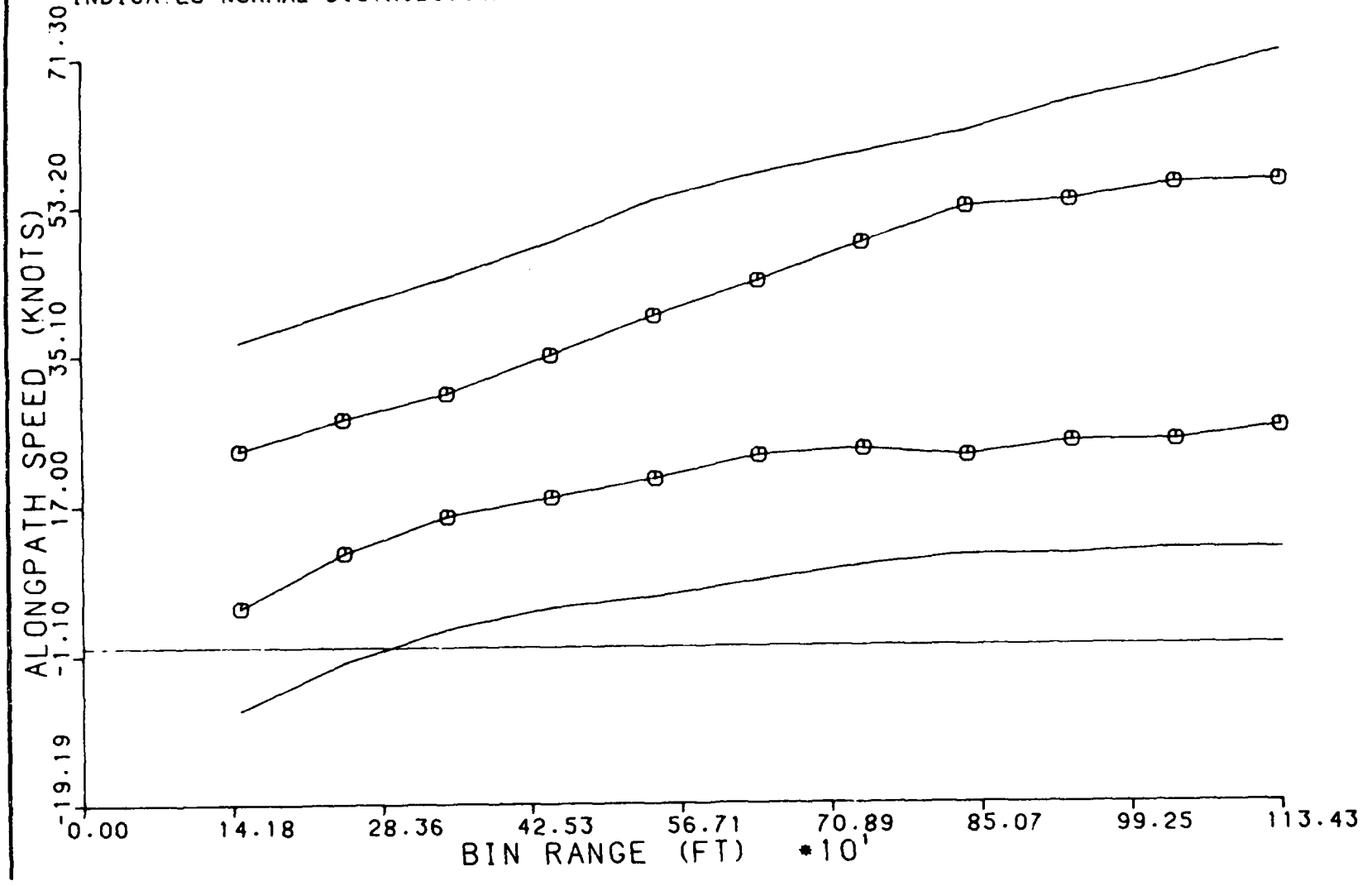


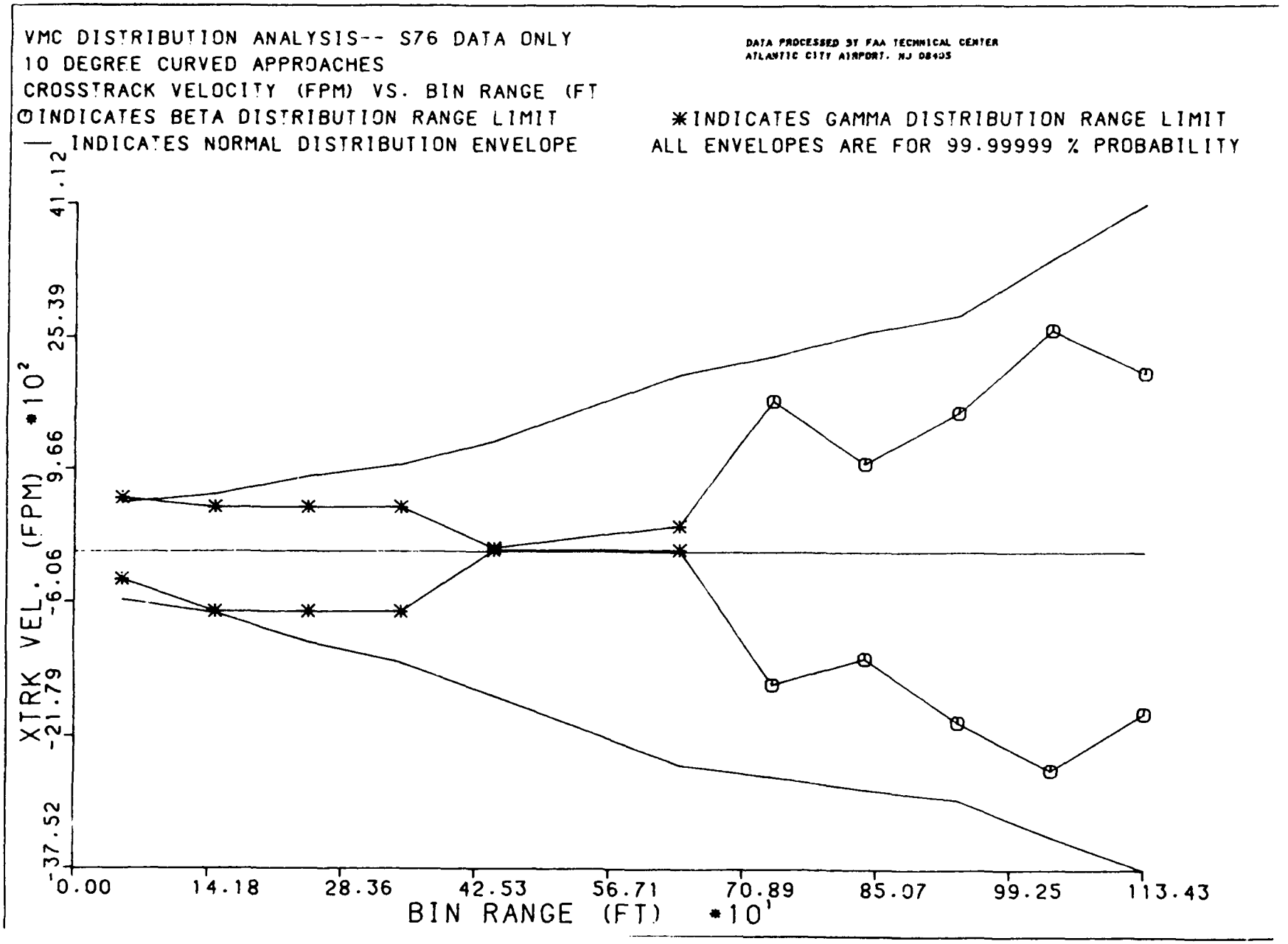

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
70.50
52.68
34.85
17.03
-0.80
-18.62
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

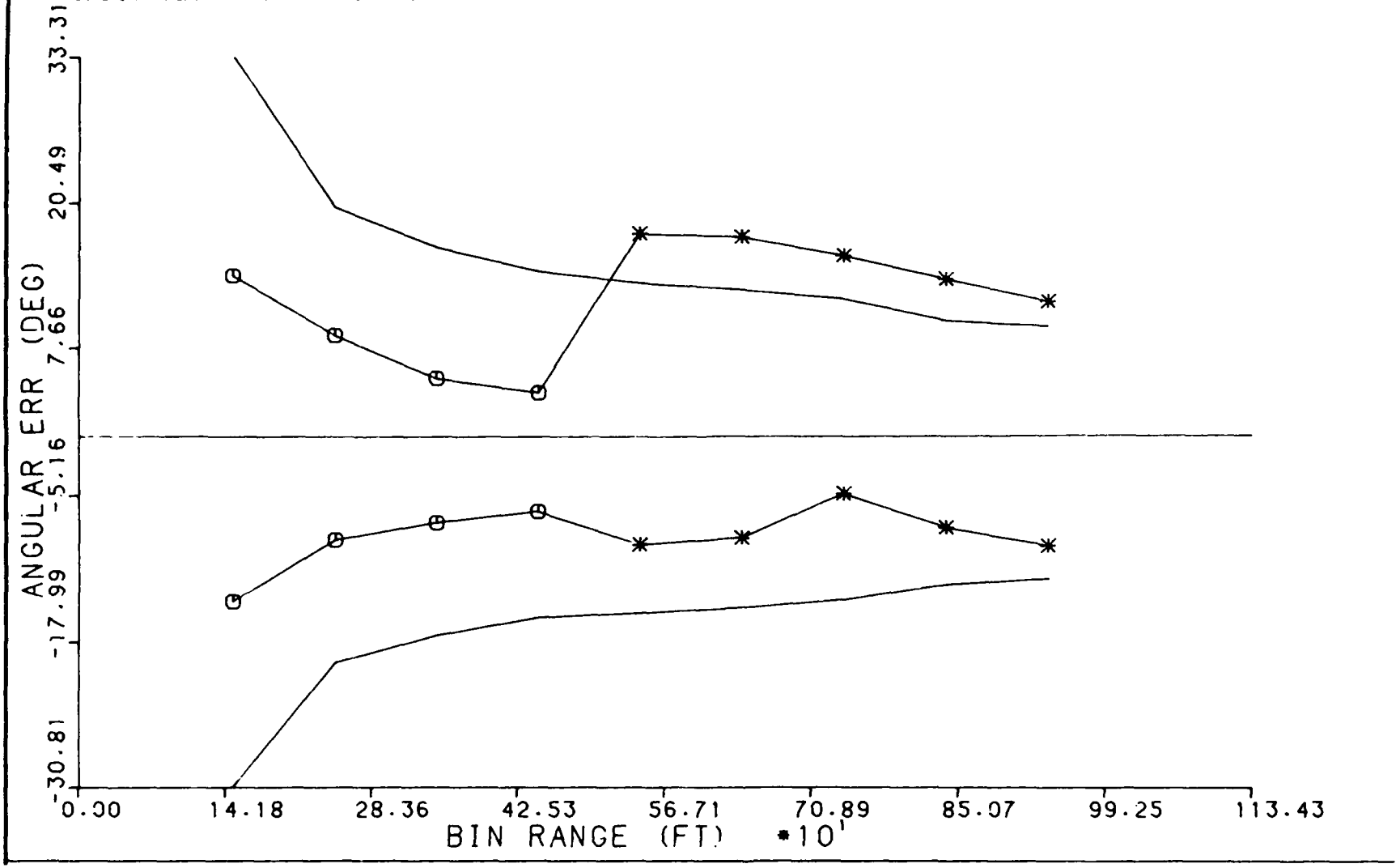


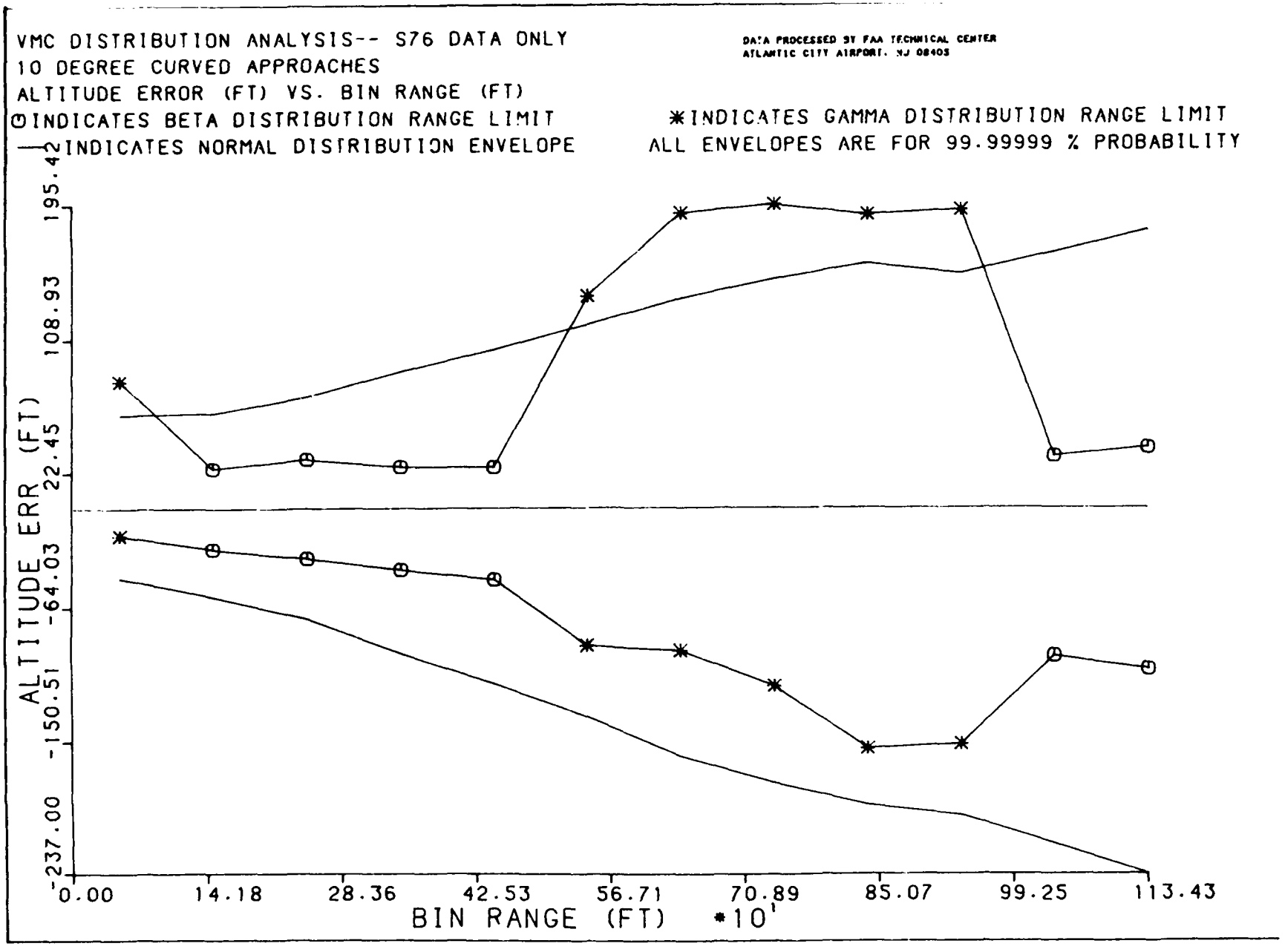

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
41.12
25.39
9.66
-6.06
-21.79
-37.52
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

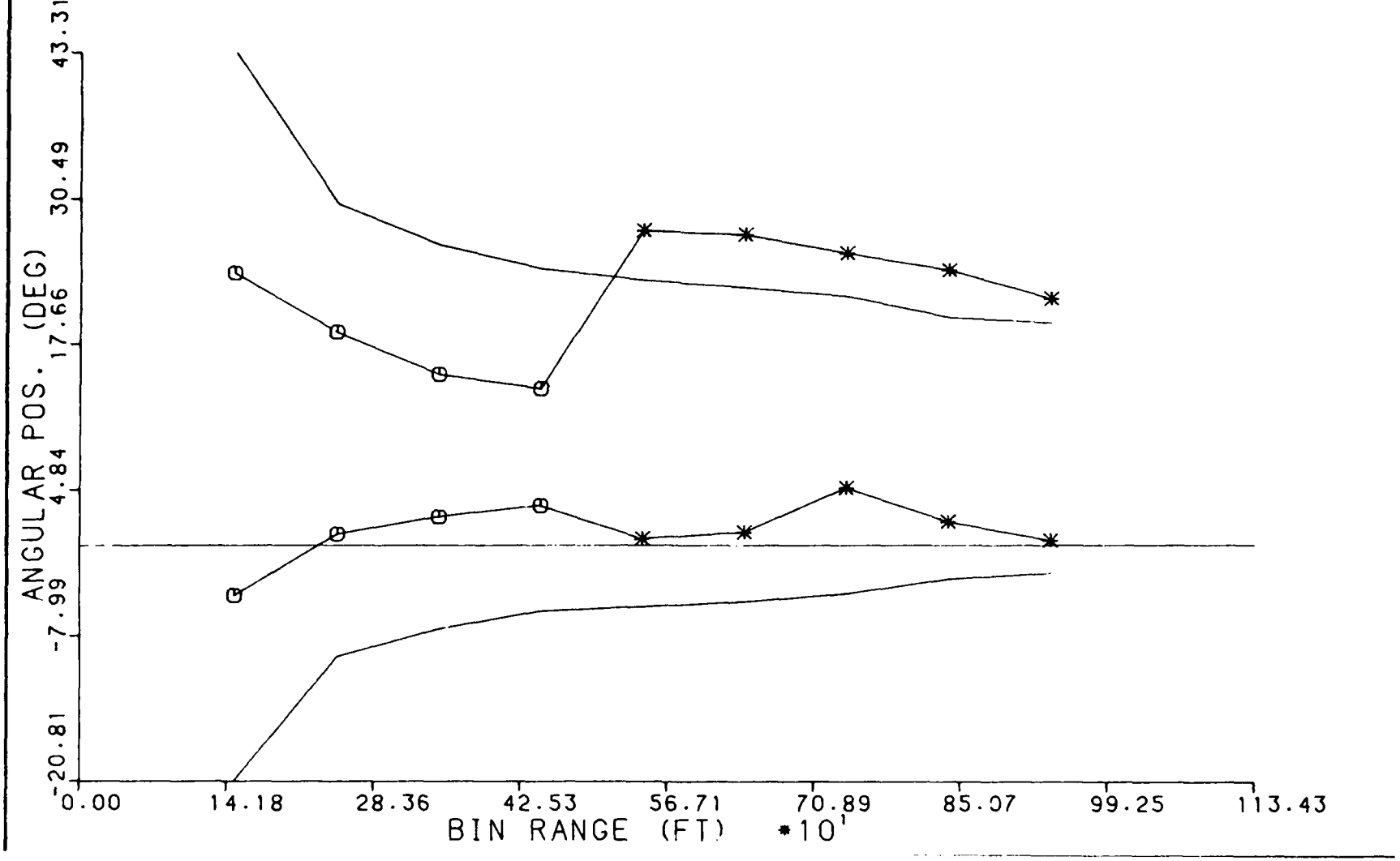


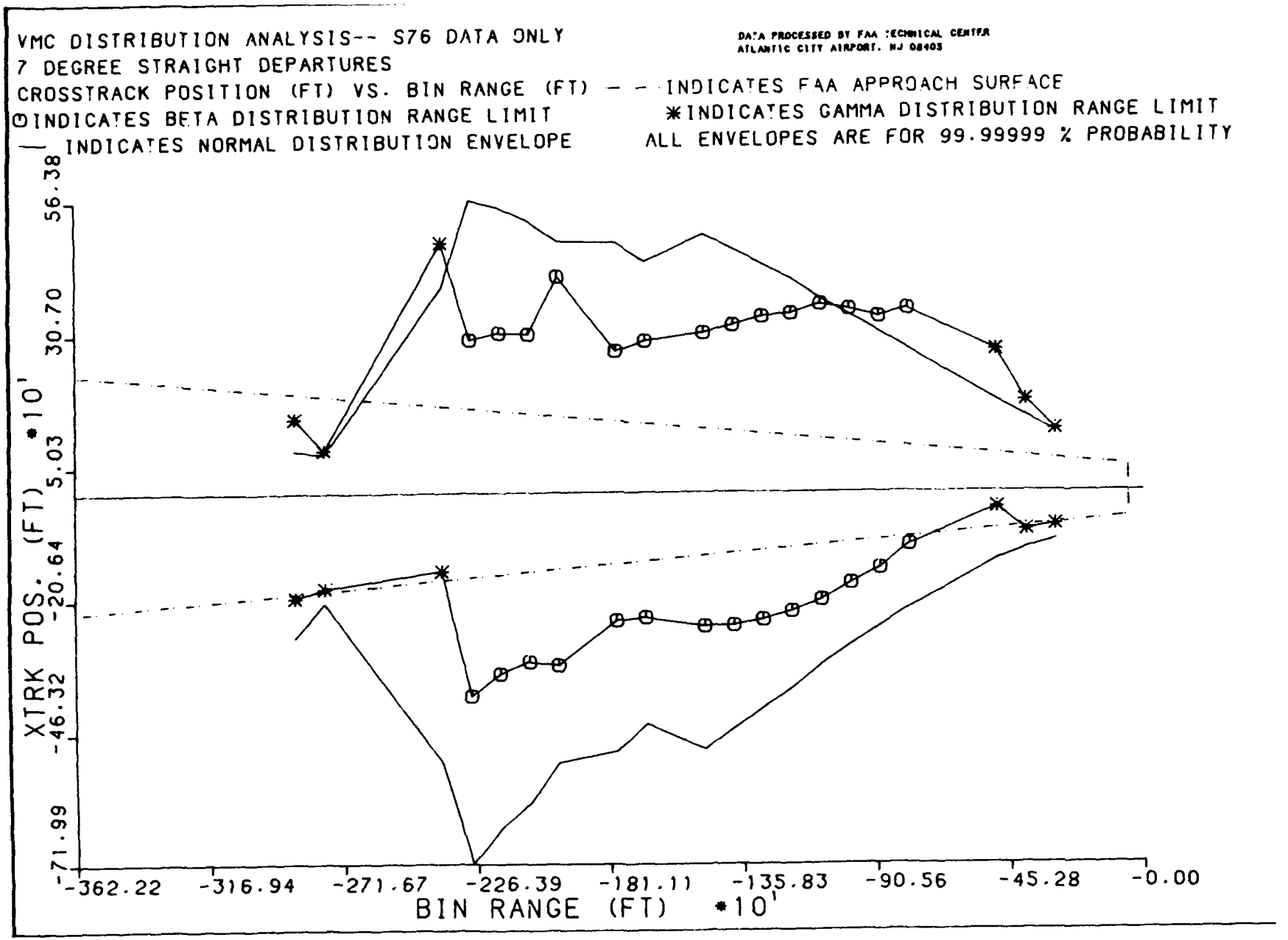

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
195.42
108.93
22.45
-64.03
-150.51
-237.00
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

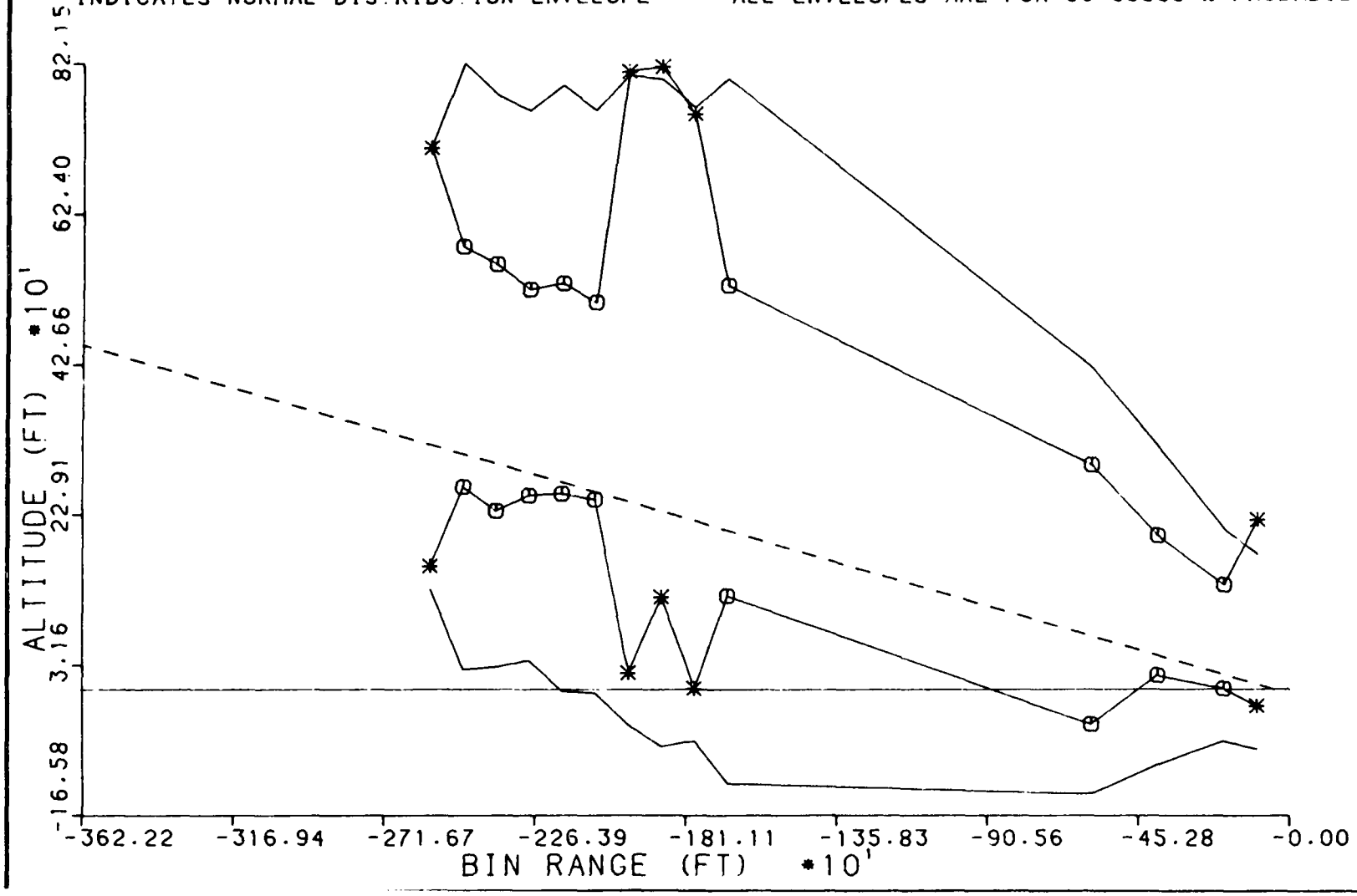


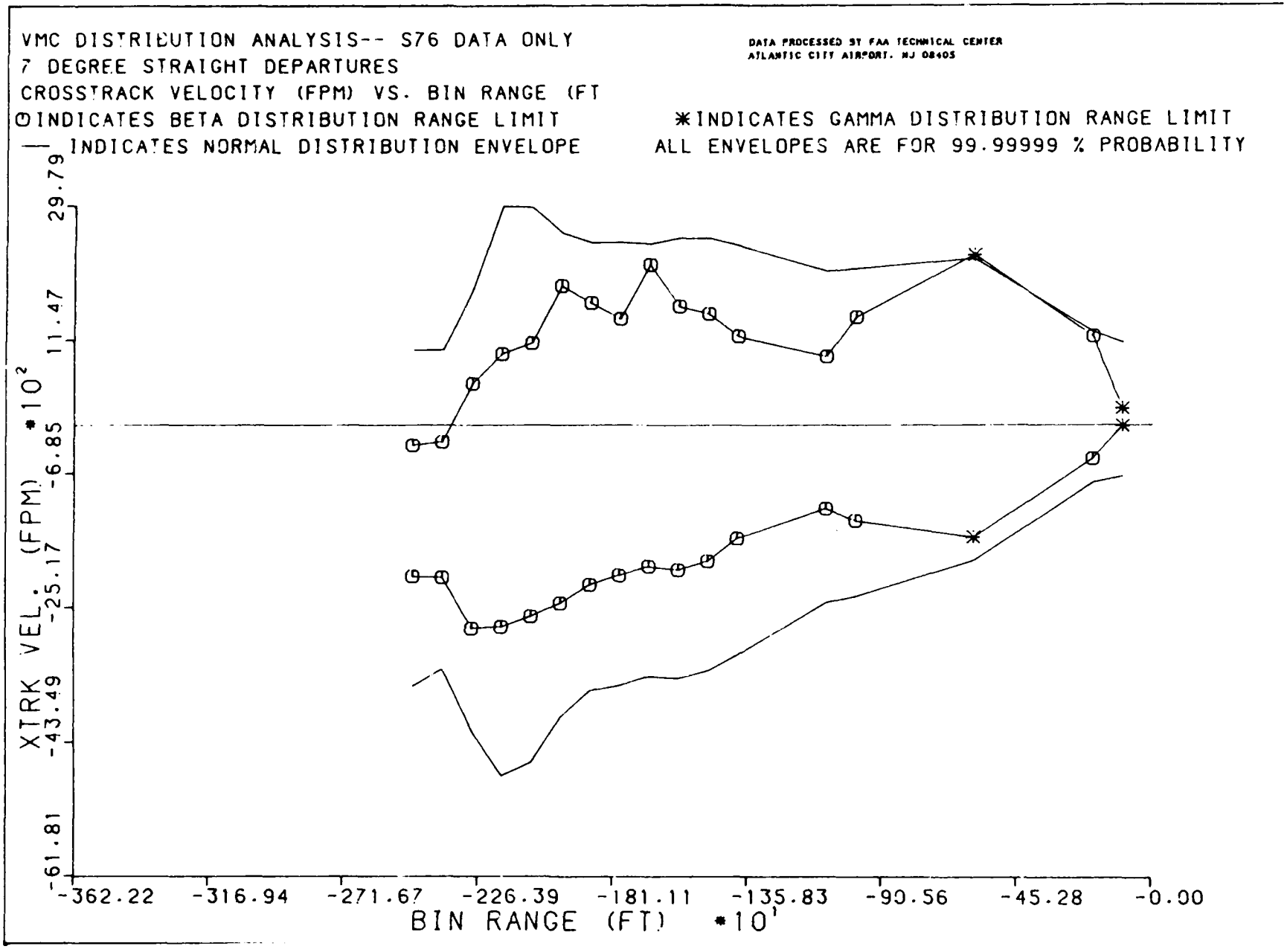

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
56.38
30.70
5.03
-20.64
-46.32
-71.99
-362.22
-316.94
-271.67
-226.39
-181.11
-135.83
-90.56
-45.28
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



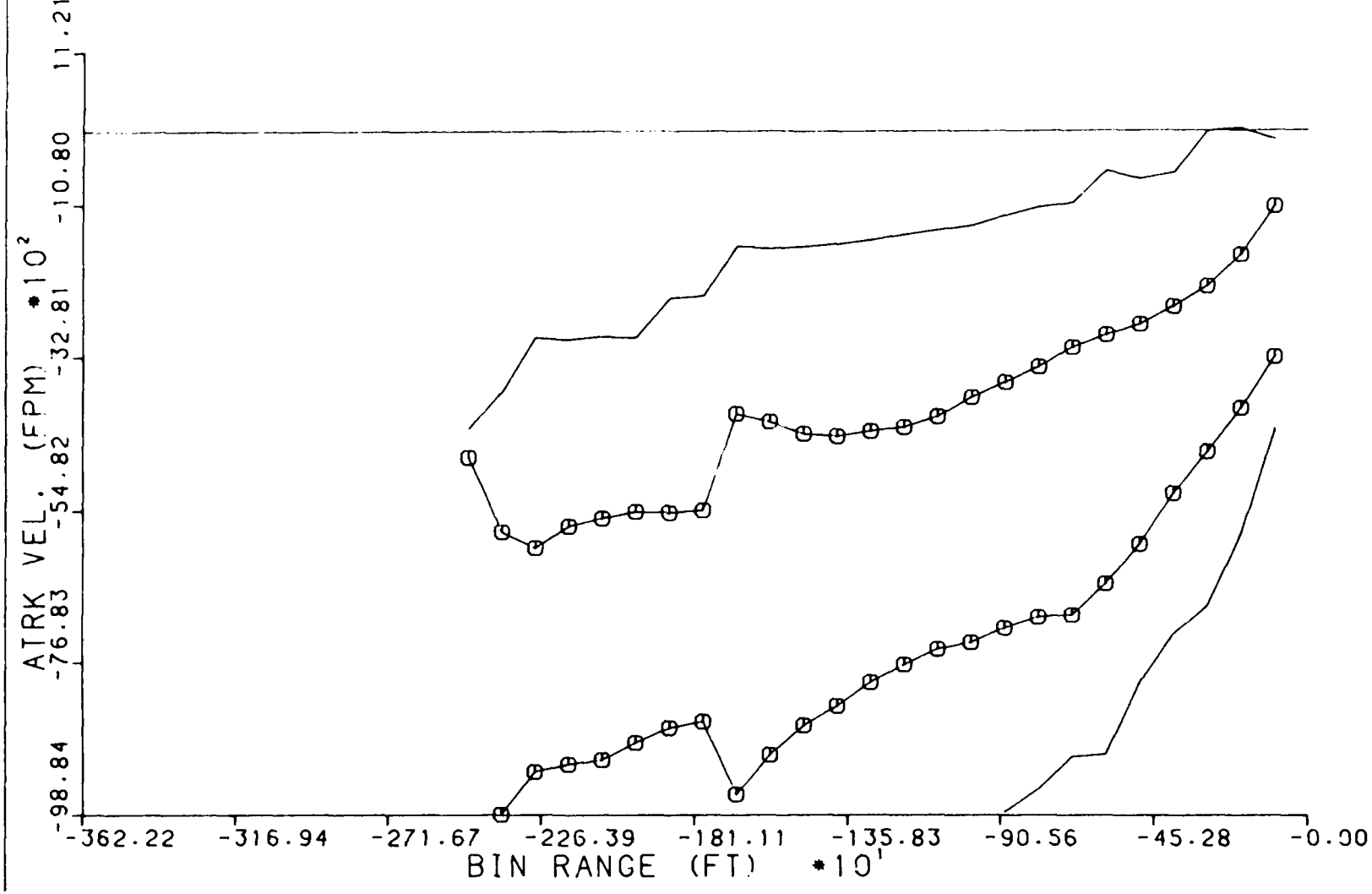

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
29.79
11.47
-6.85
-25.17
-43.49
-61.81
-362.22
-316.94
-271.67
-226.39
-181.11
-135.83
-90.56
-45.28
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

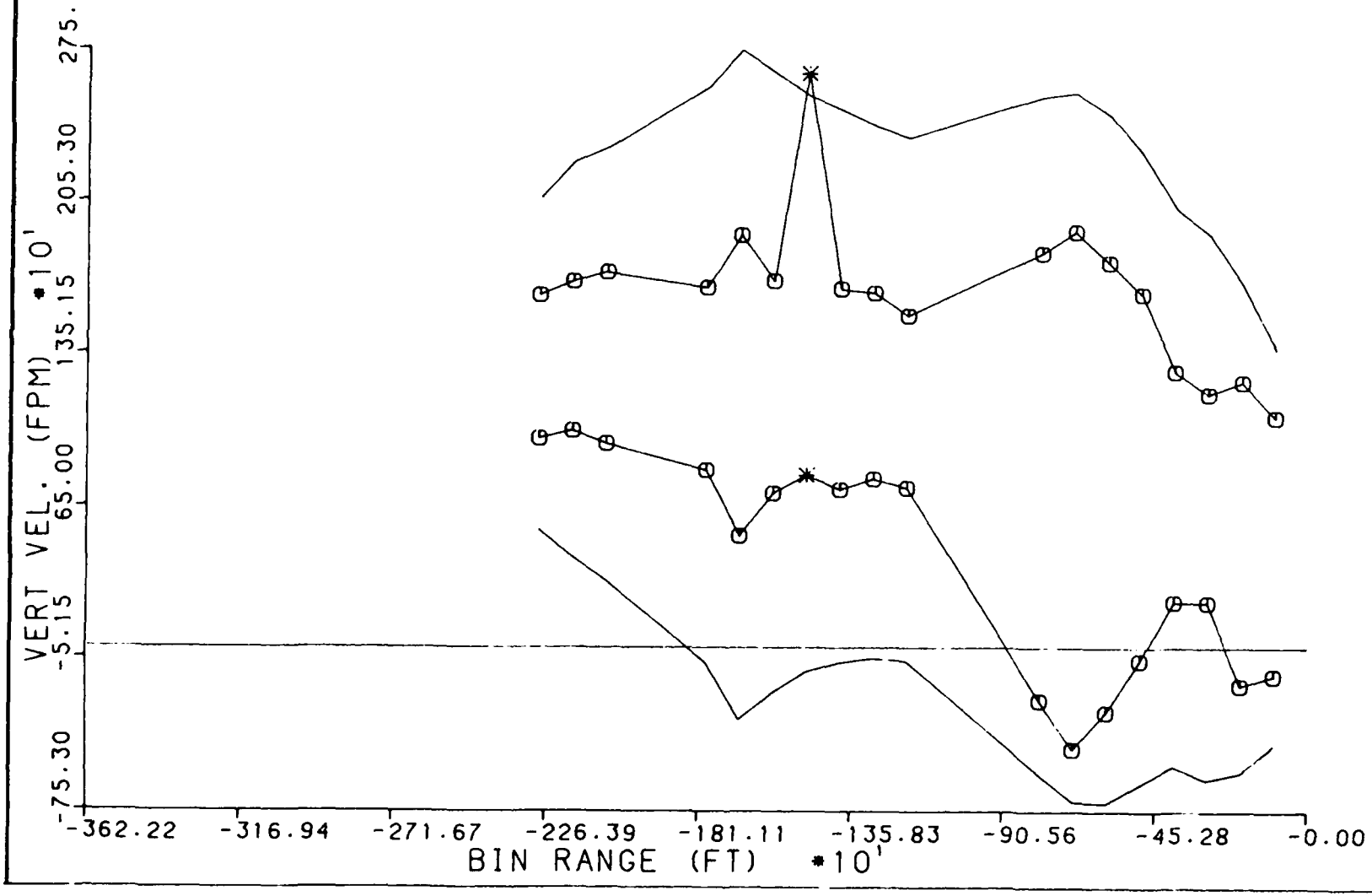
✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

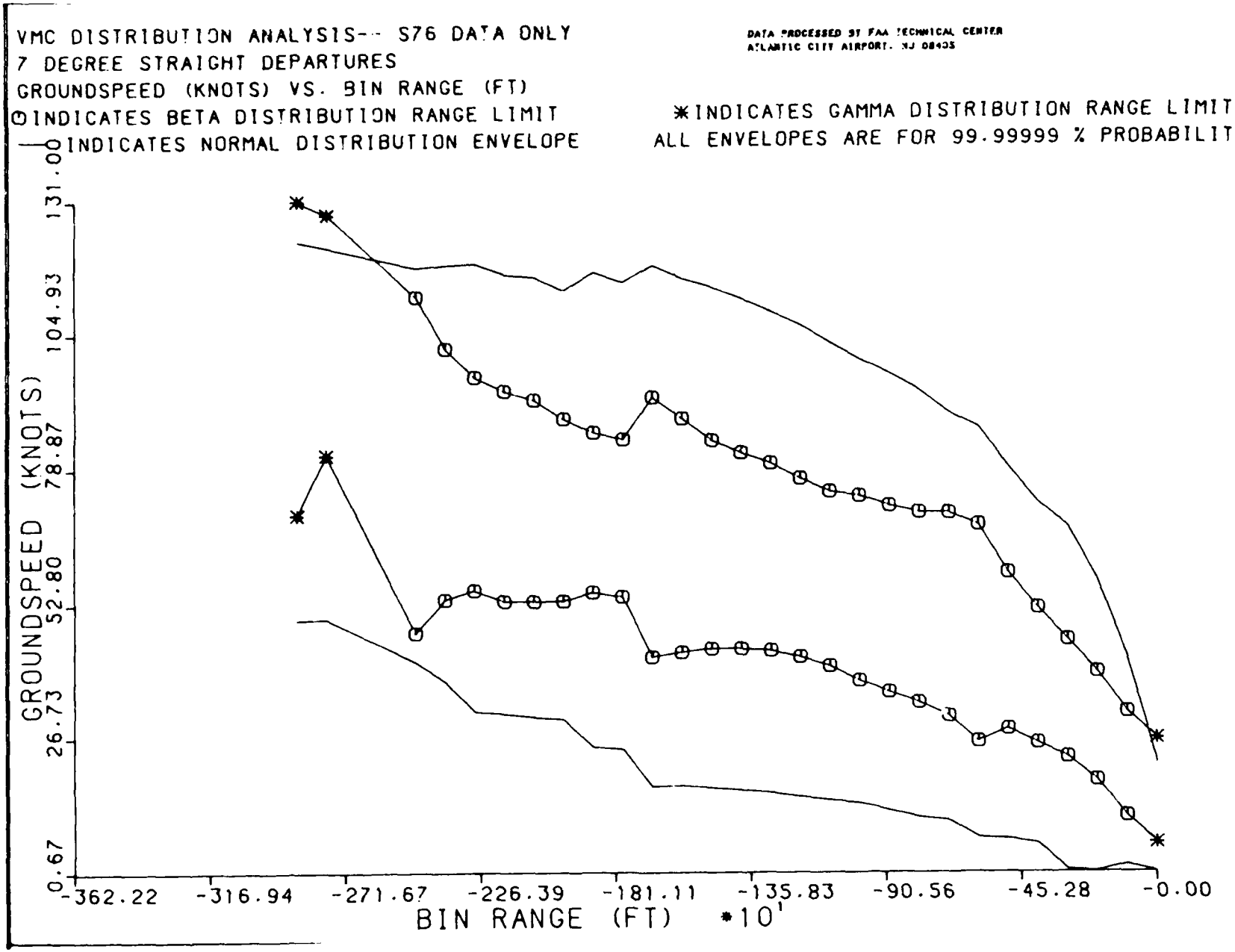


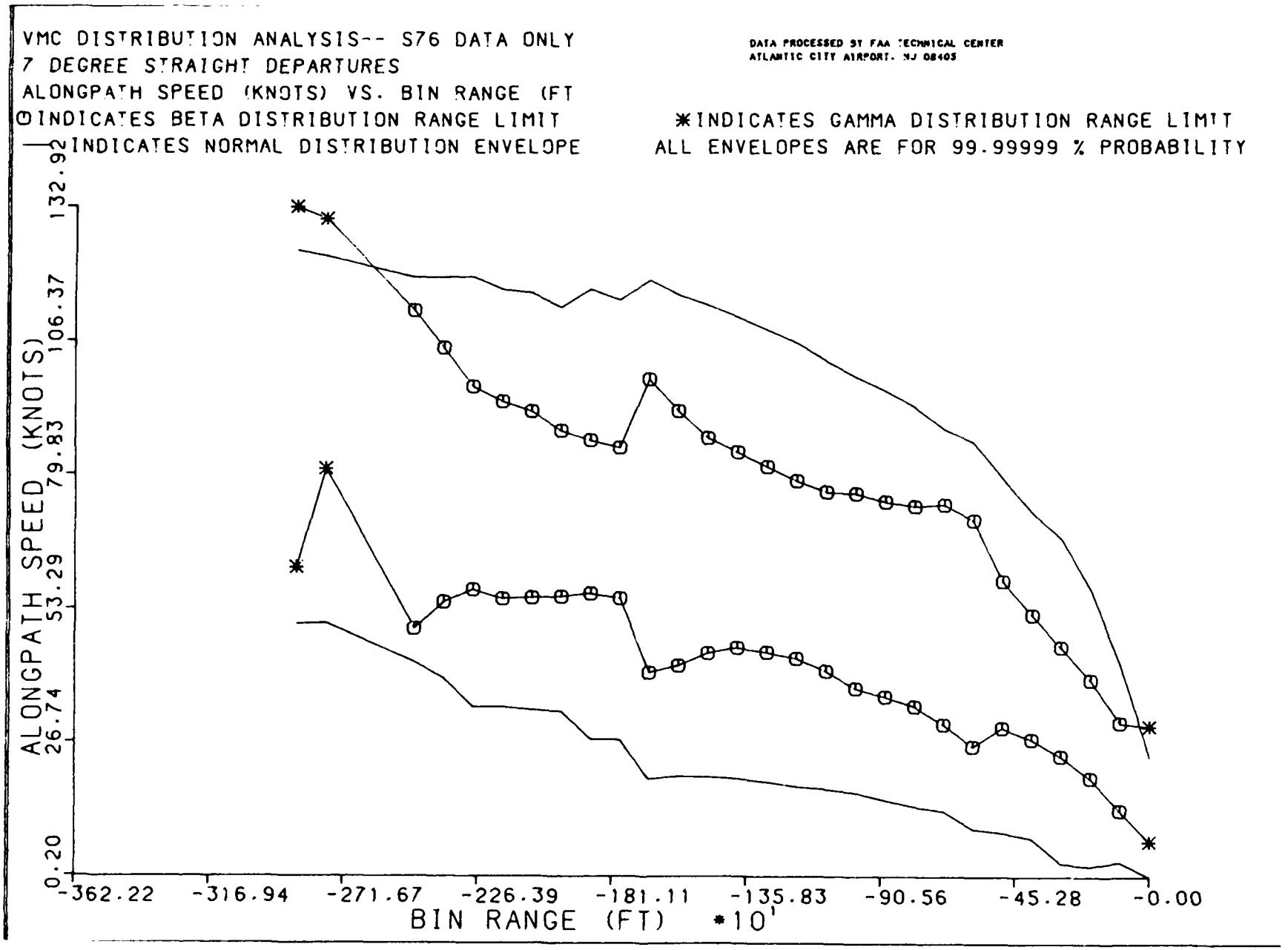
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

@INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



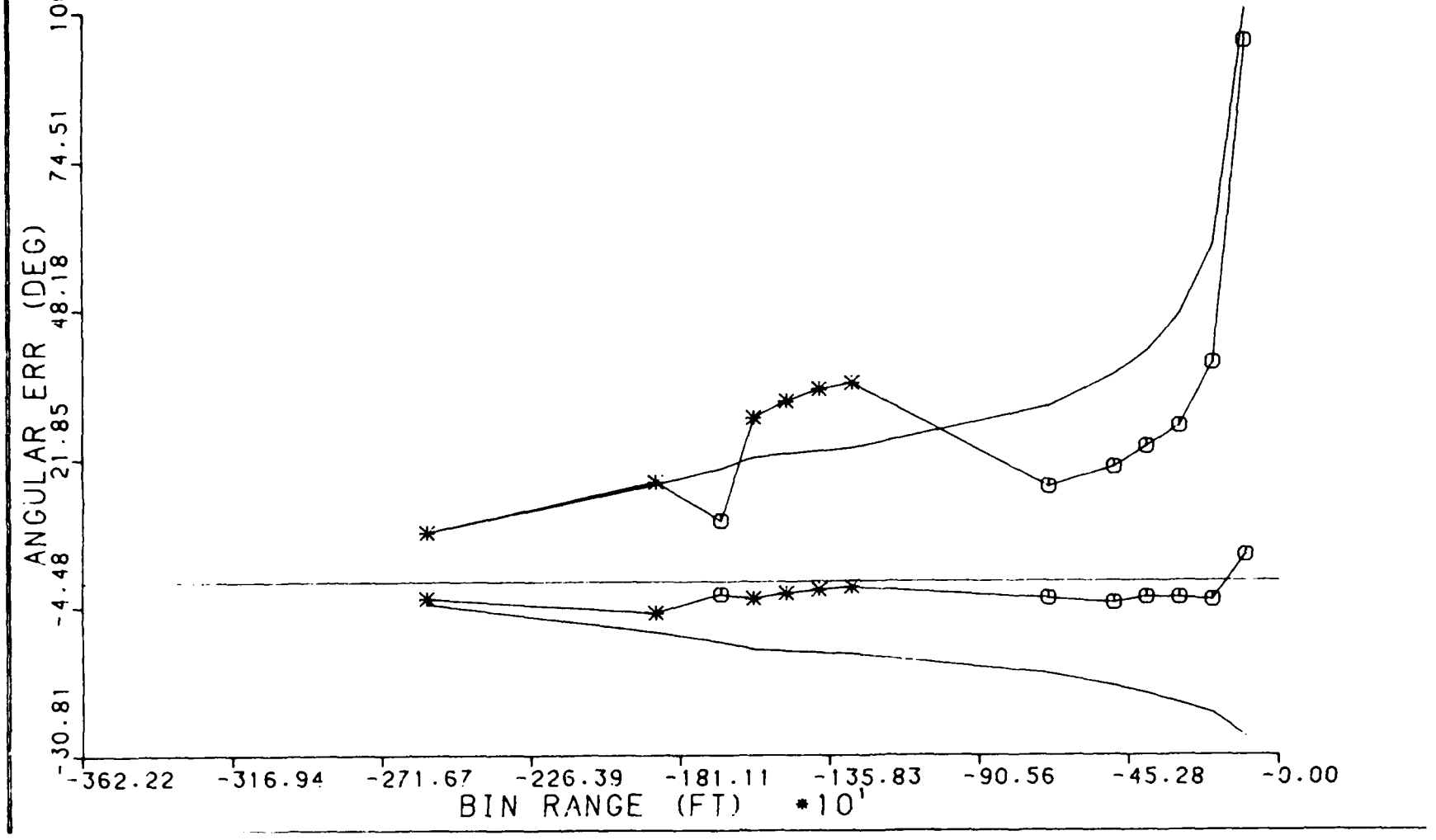

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊙INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
131.00
104.93
78.87
52.80
26.73
0.67
-362.22
-316.94
-271.67
-226.39
-181.11
-135.83
-90.56
-45.28
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
132.92
106.37
79.83
53.29
26.74
0.20
-362.22
-316.94
-271.67
-226.39
-181.11
-135.83
-90.56
-45.28
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

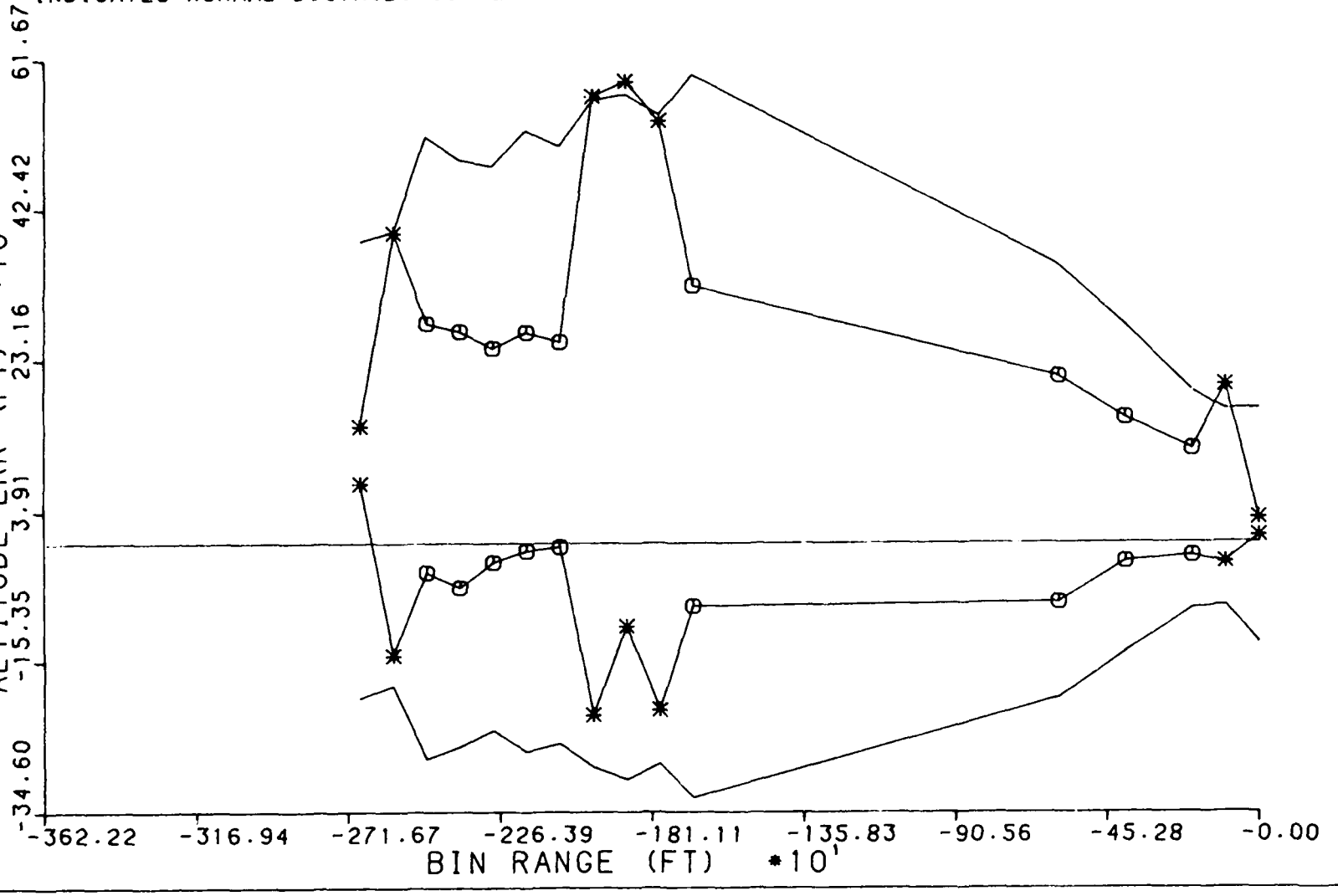
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

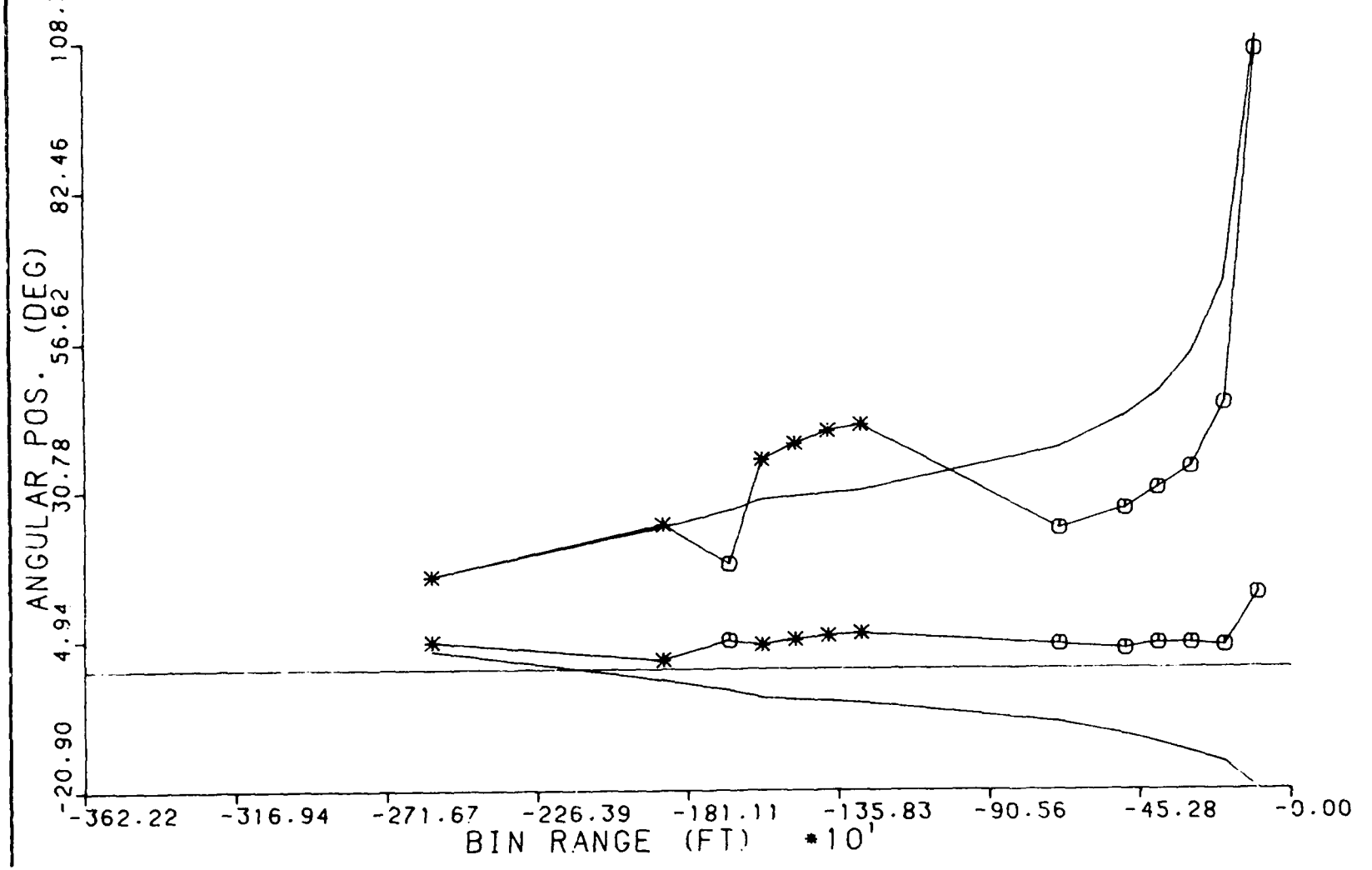
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

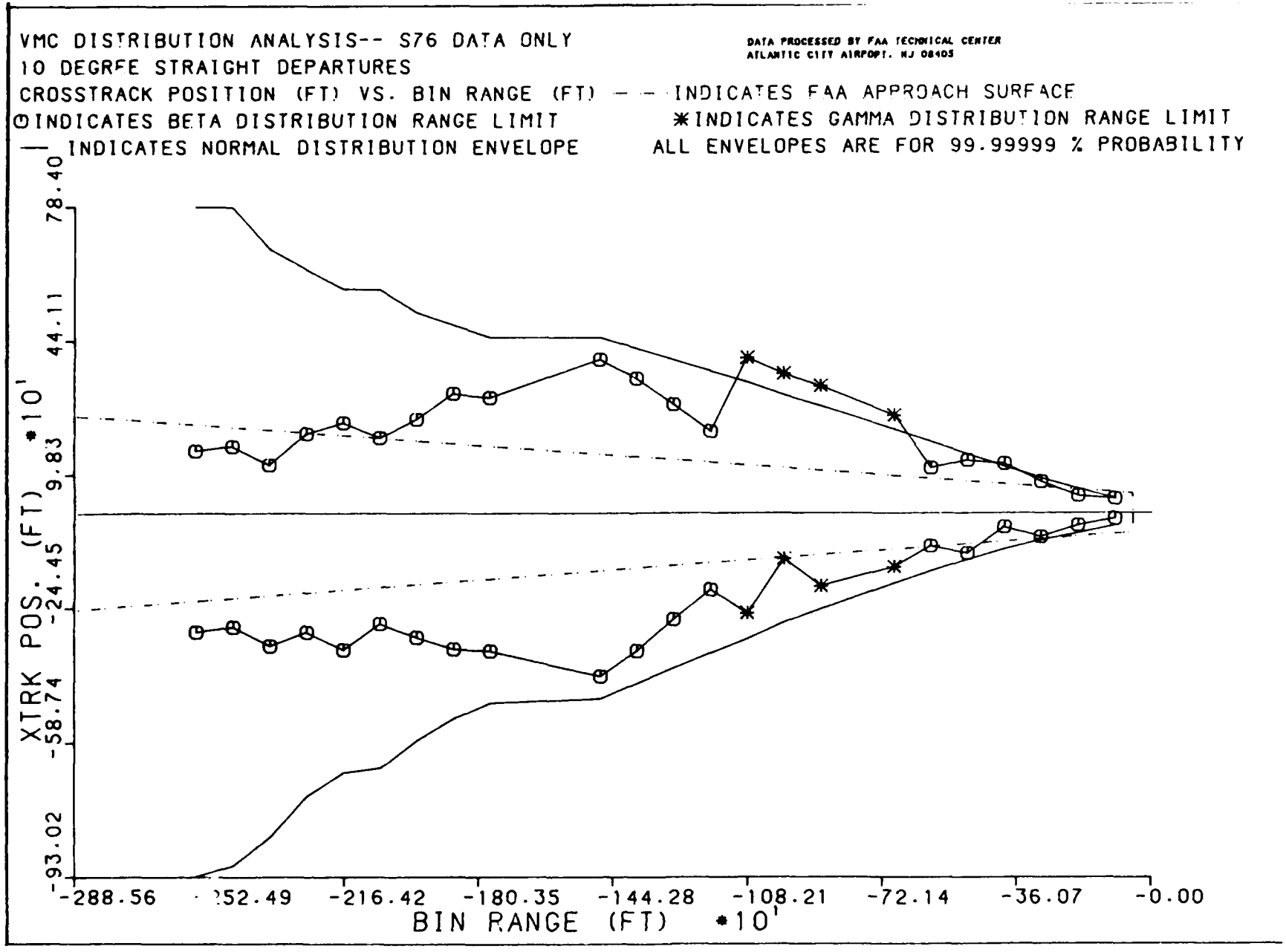


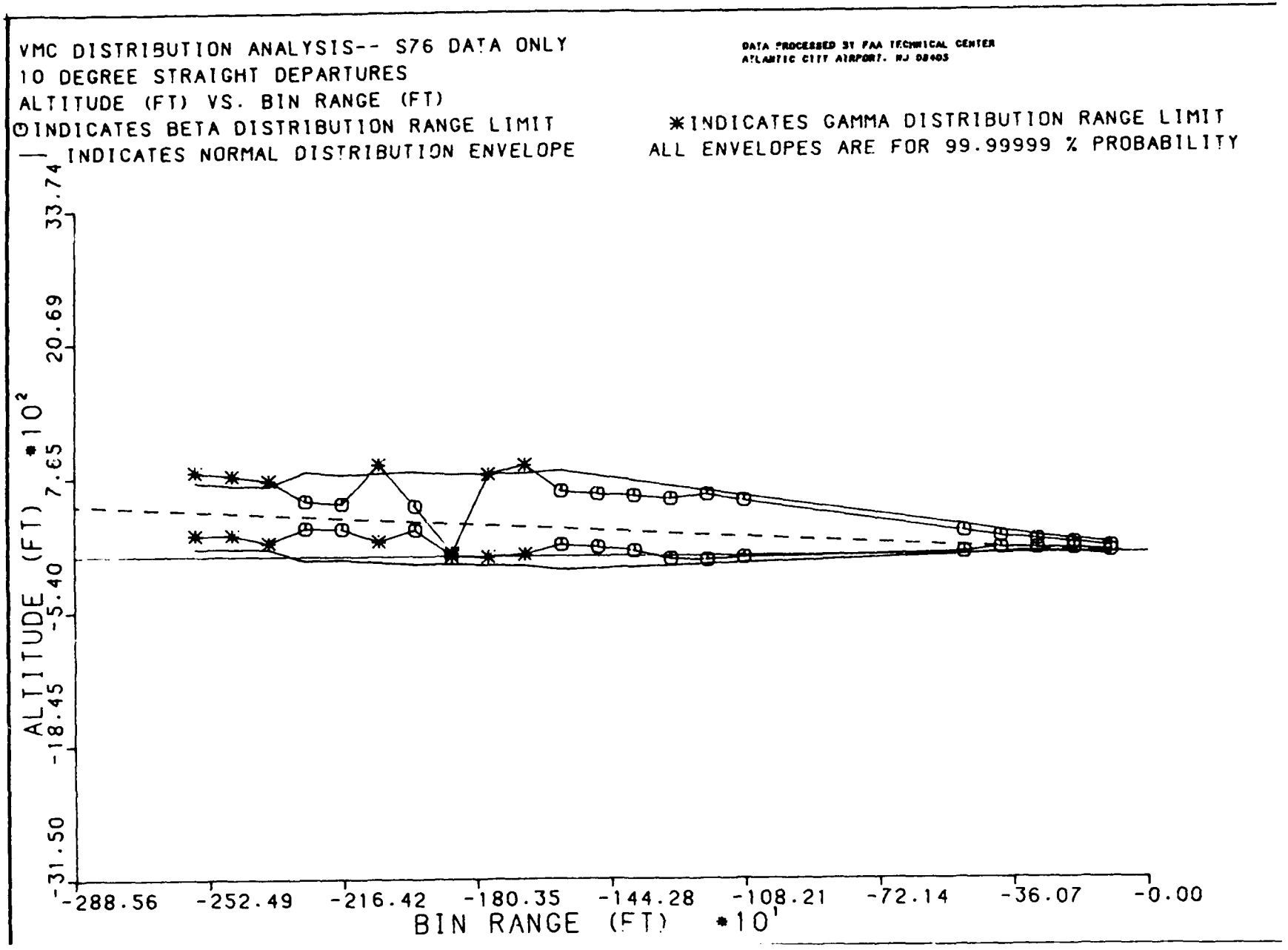
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊖ INDICATES NORMAL DISTRIBUTION ENVELOPE

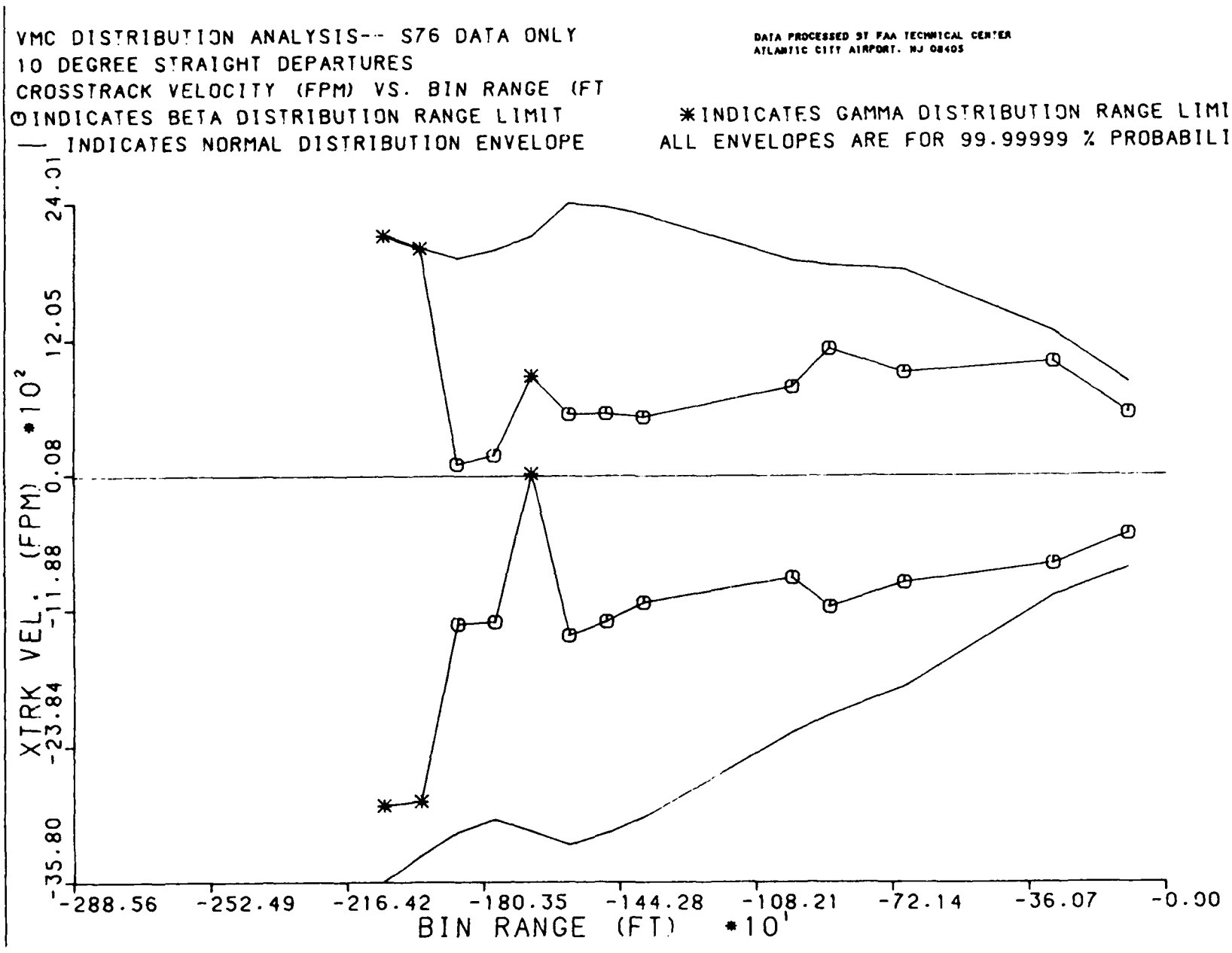
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
78.40
44.11
9.83
-24.45
-58.74
-93.02
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10²
33.74
20.69
7.65
-5.40
-18.45
-31.50
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

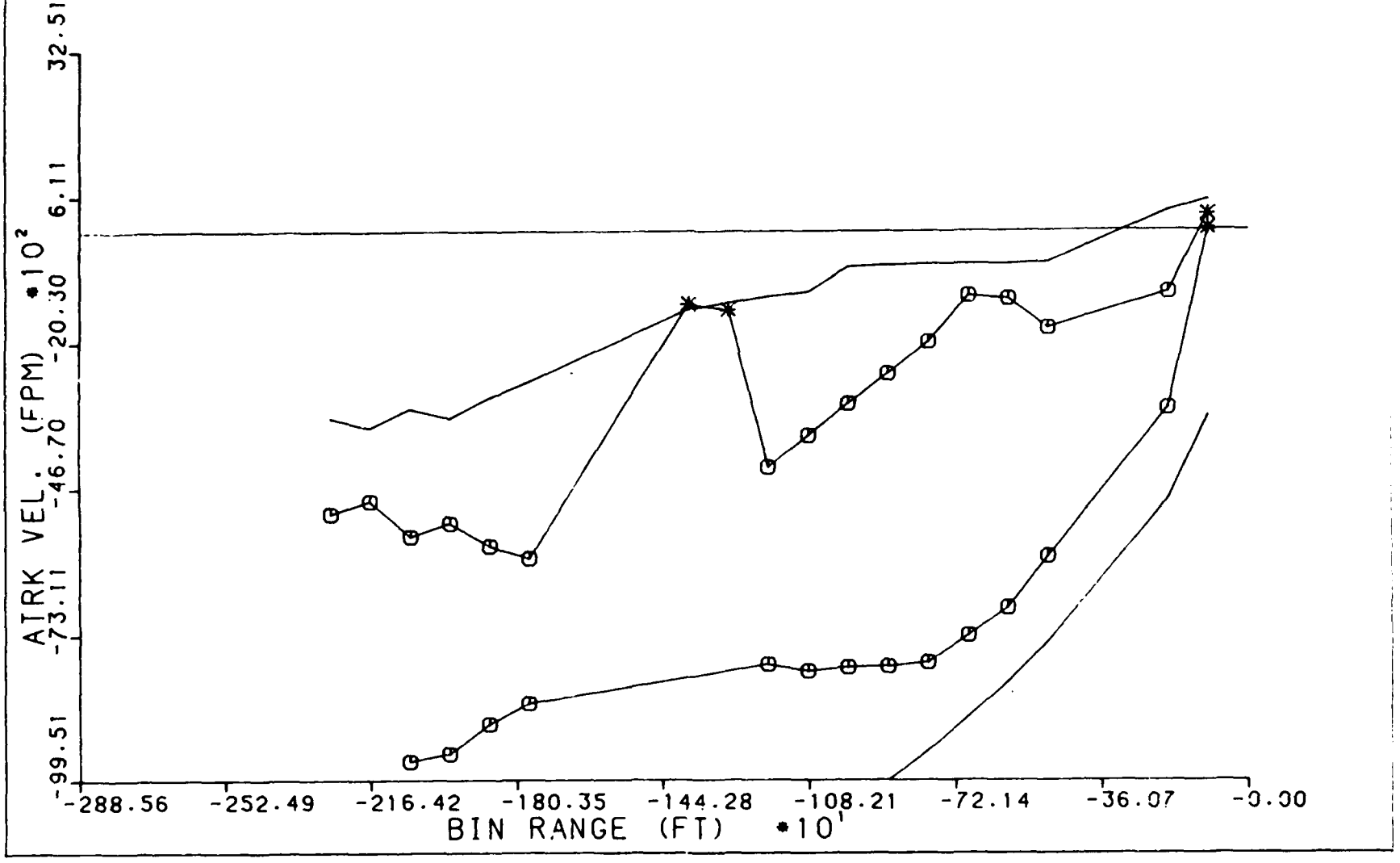

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
24.01
12.05
0.08
-11.88
-23.84
-35.80
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

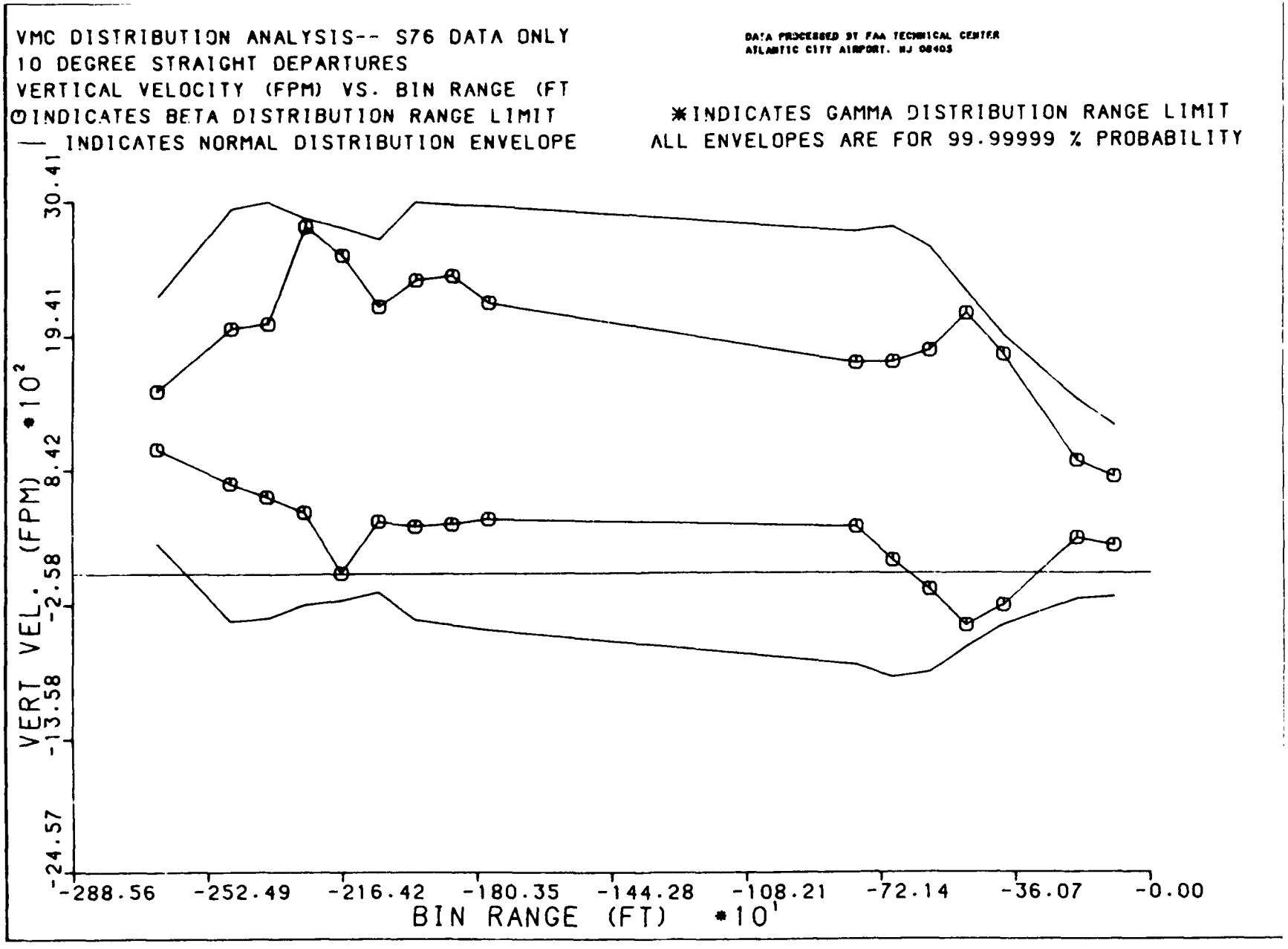


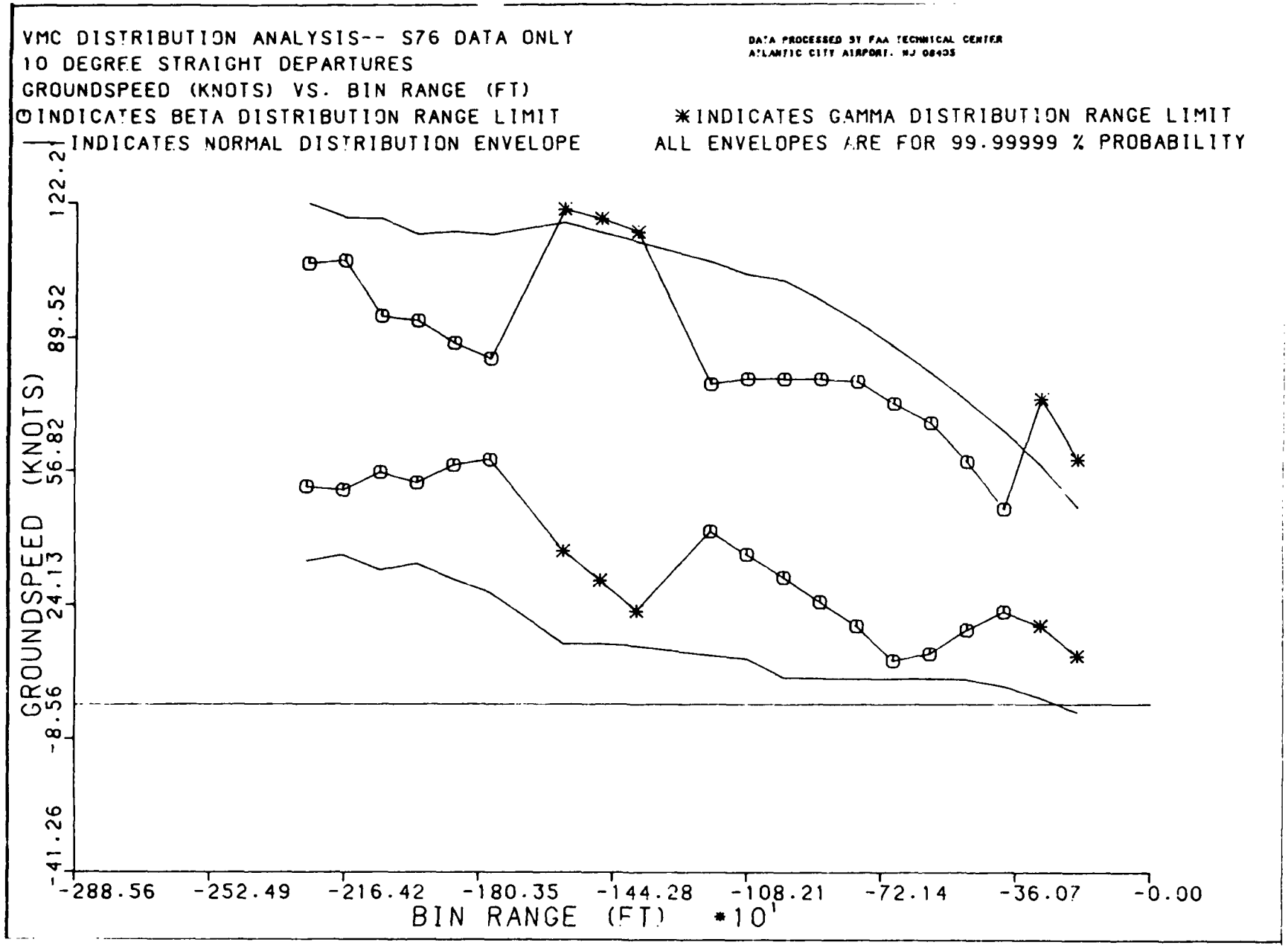
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



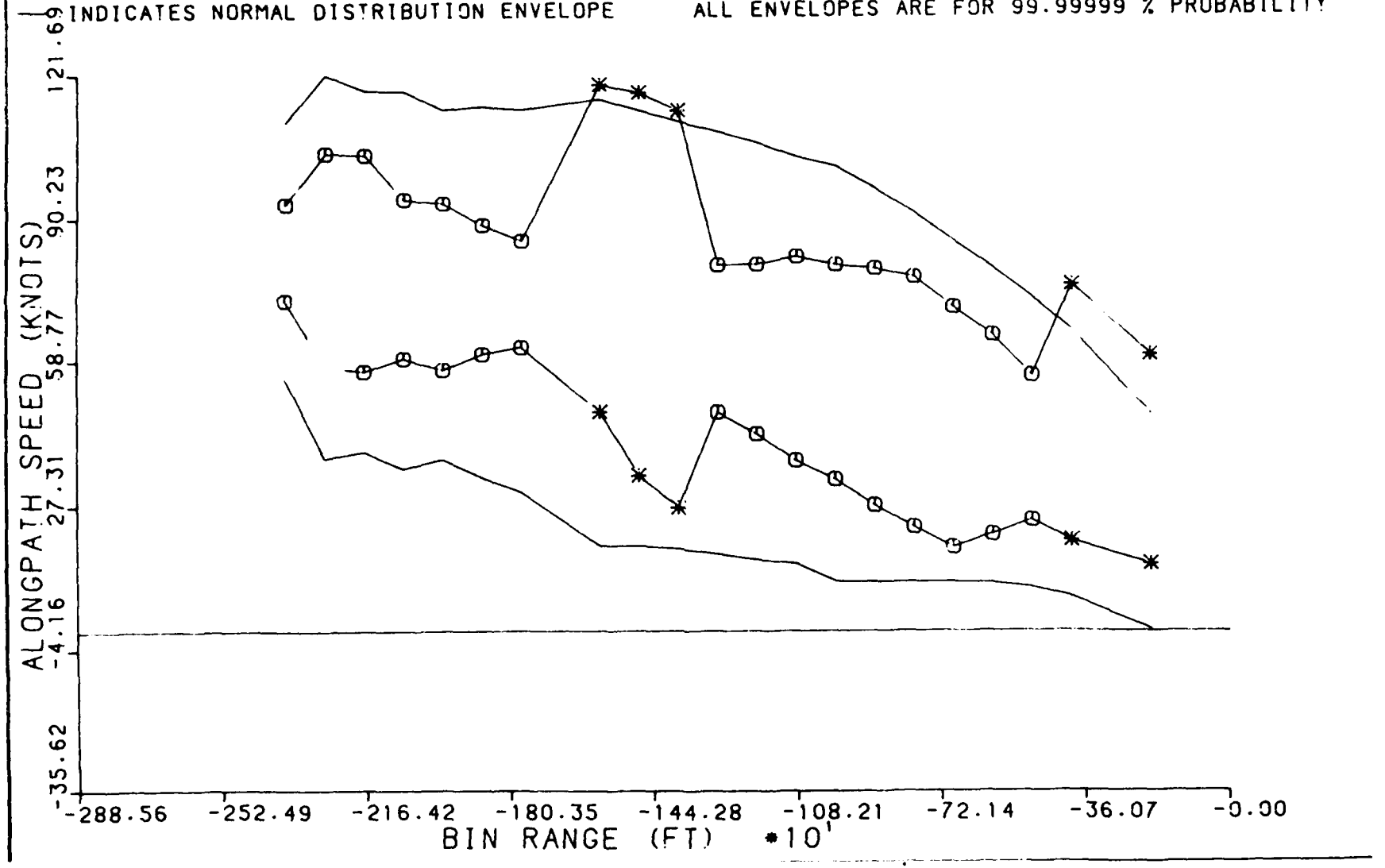

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—|—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
122.21
89.52
56.82
24.13
-8.56
-41.26
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

@INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

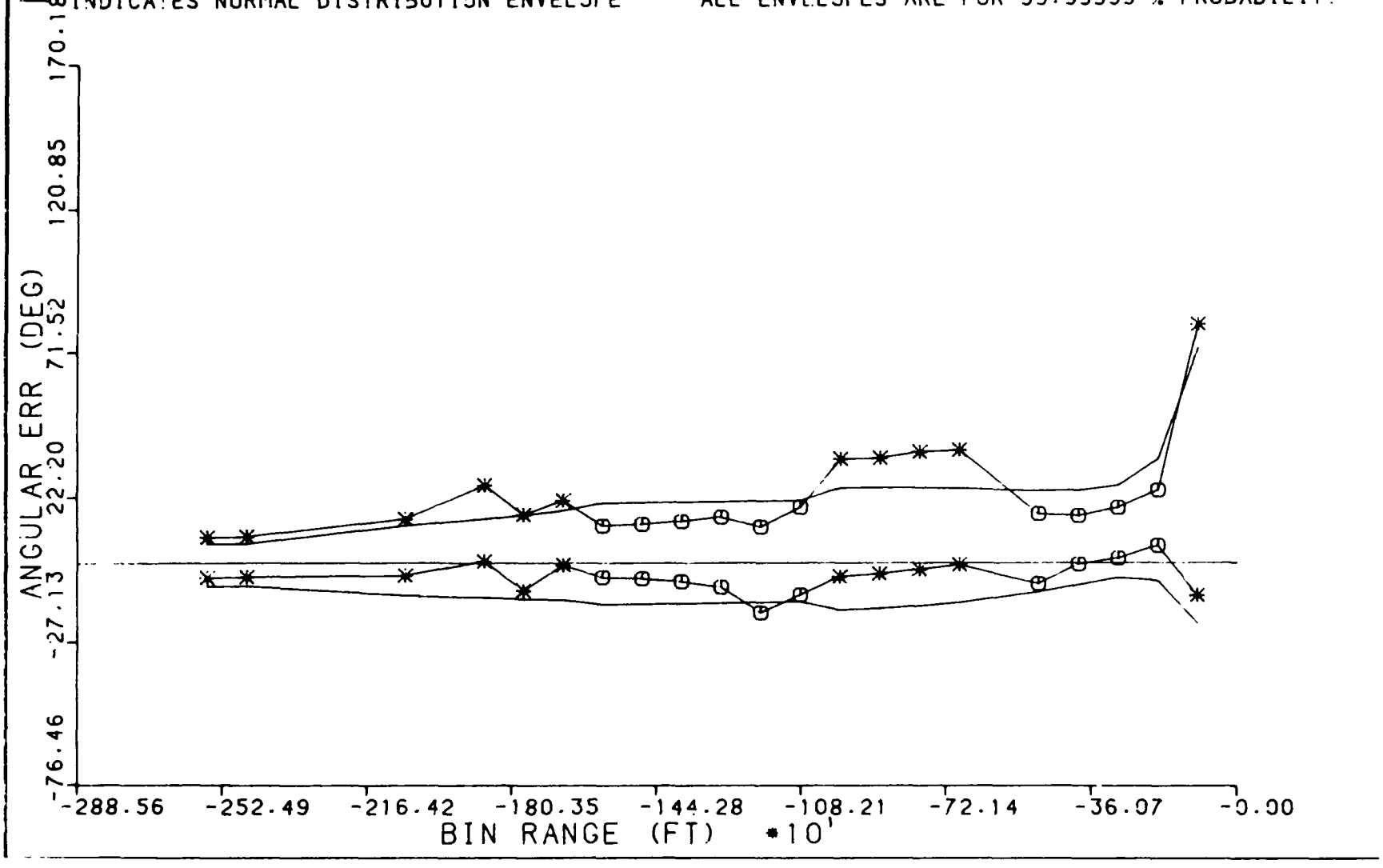
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

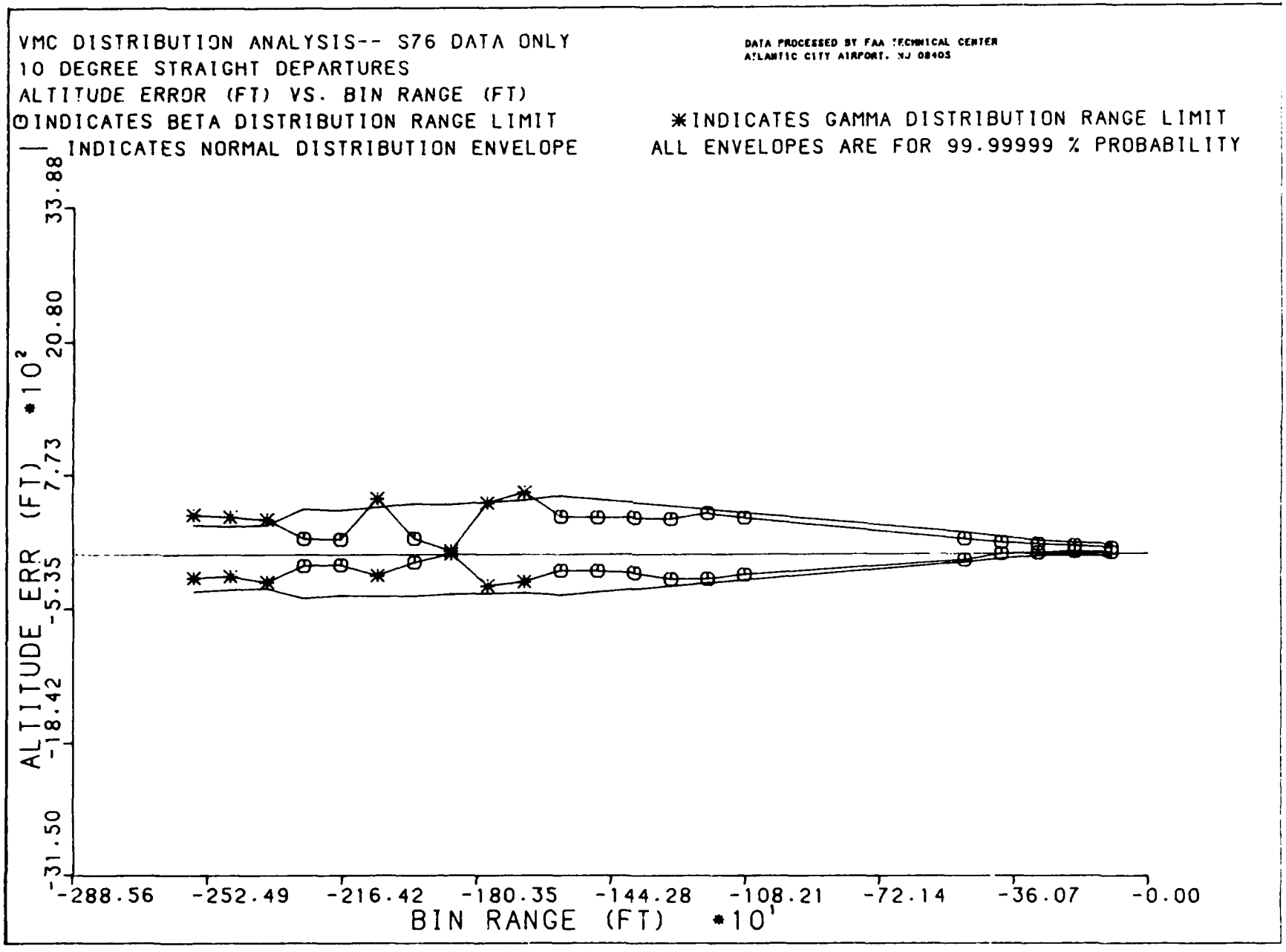


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

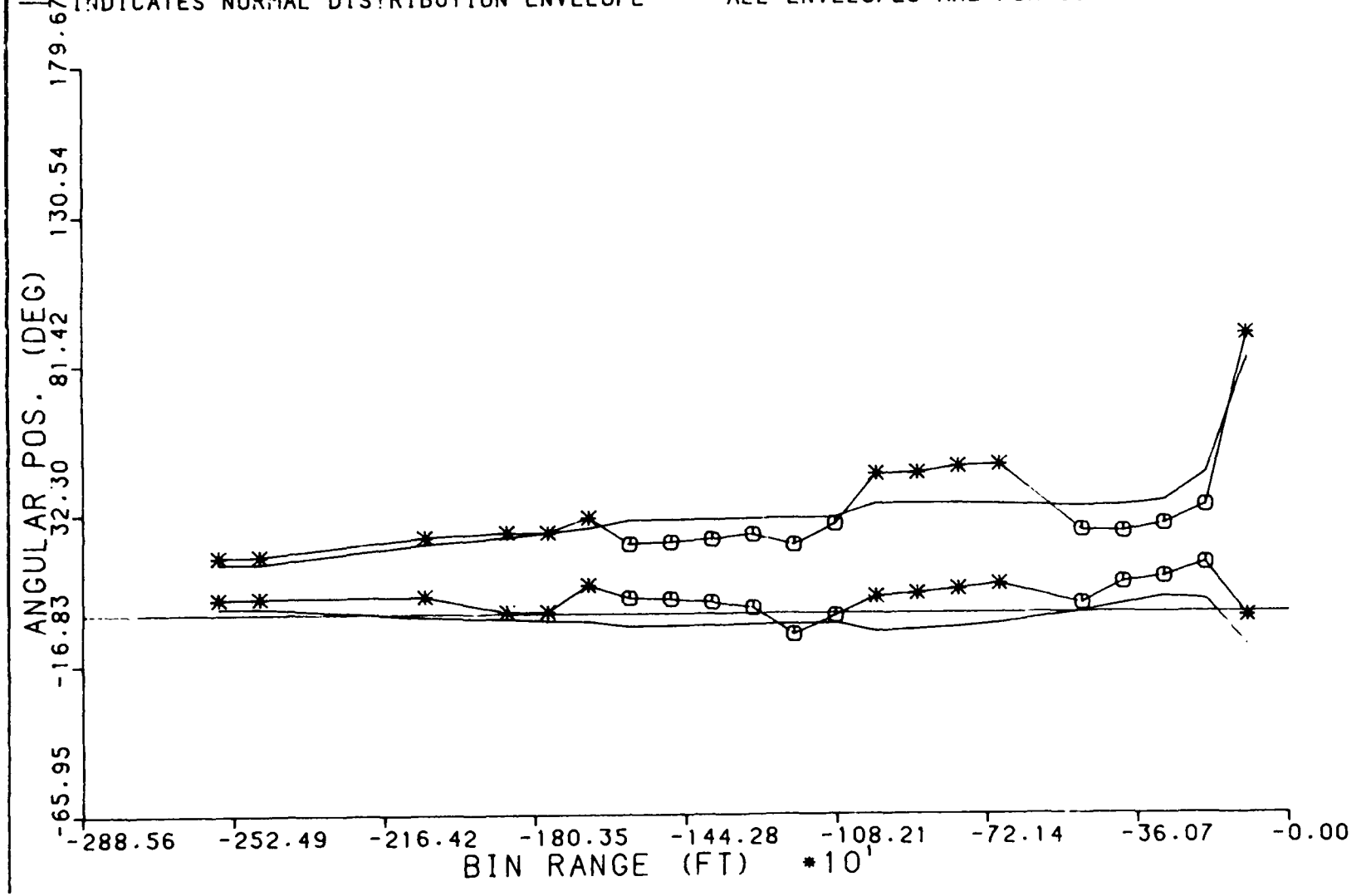


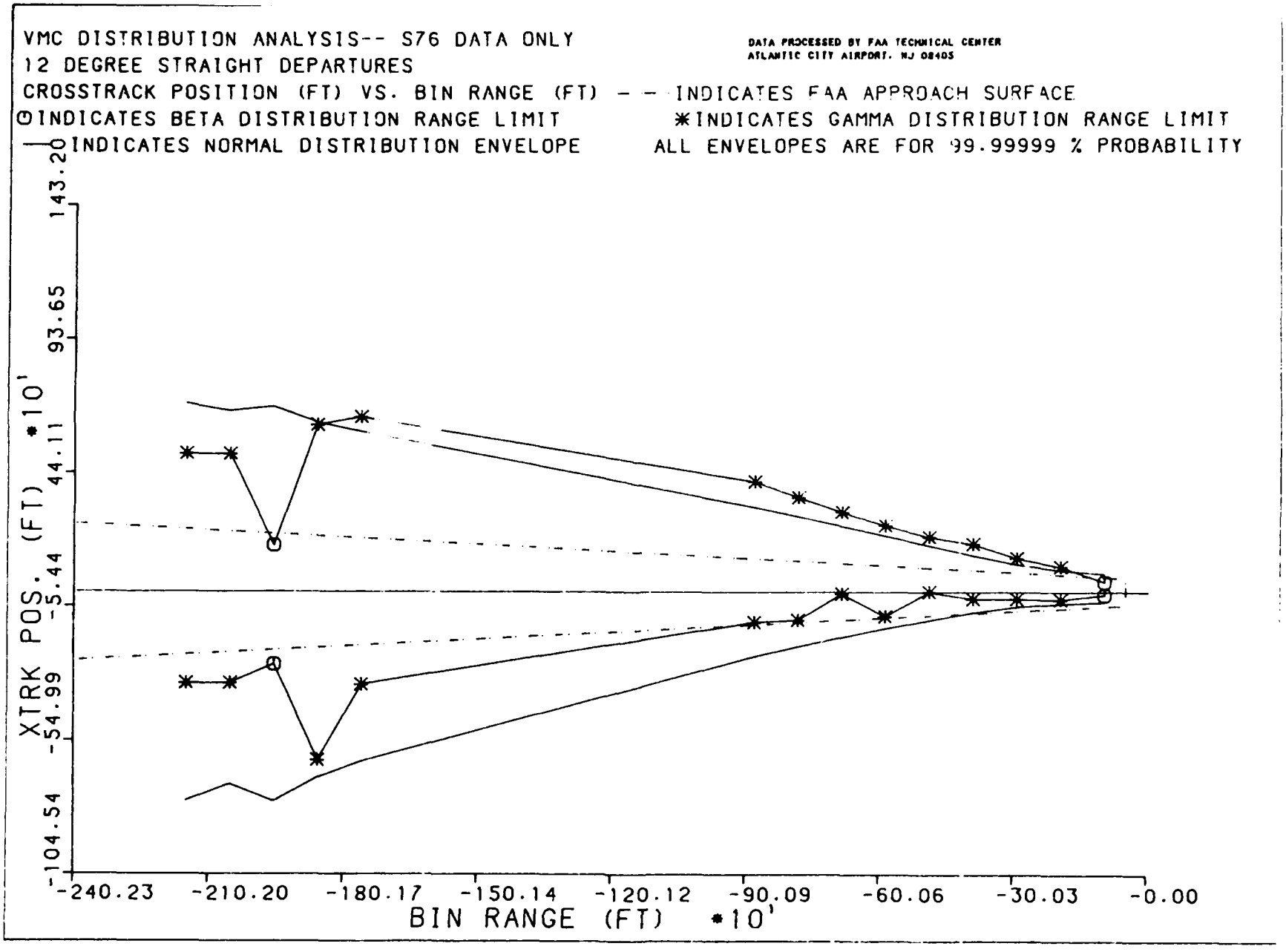

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10²
33.88
20.80
7.73
-5.35
-18.42
-31.50
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

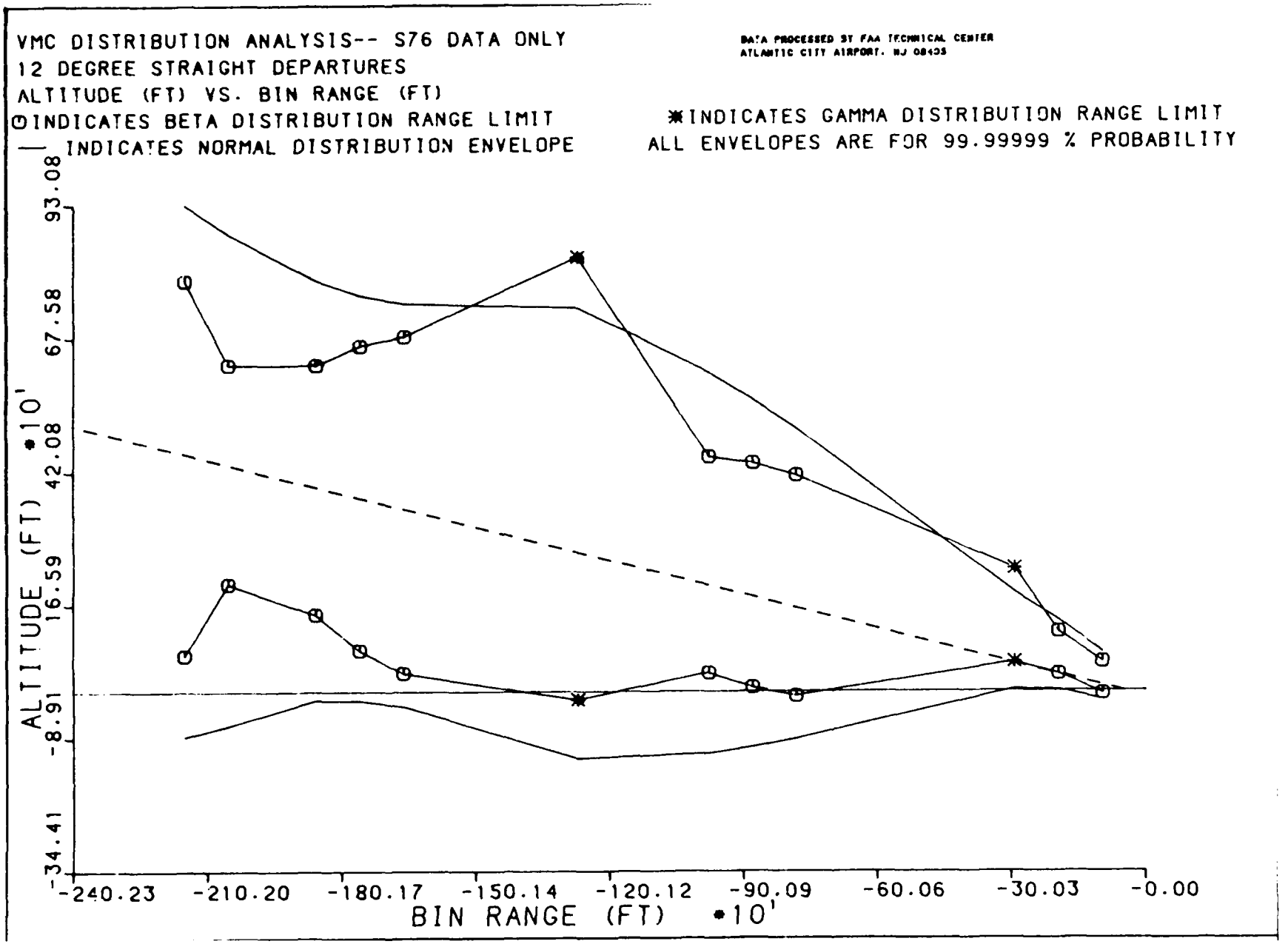
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
143.20
93.65
44.11
-5.44
-54.99
-104.54
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

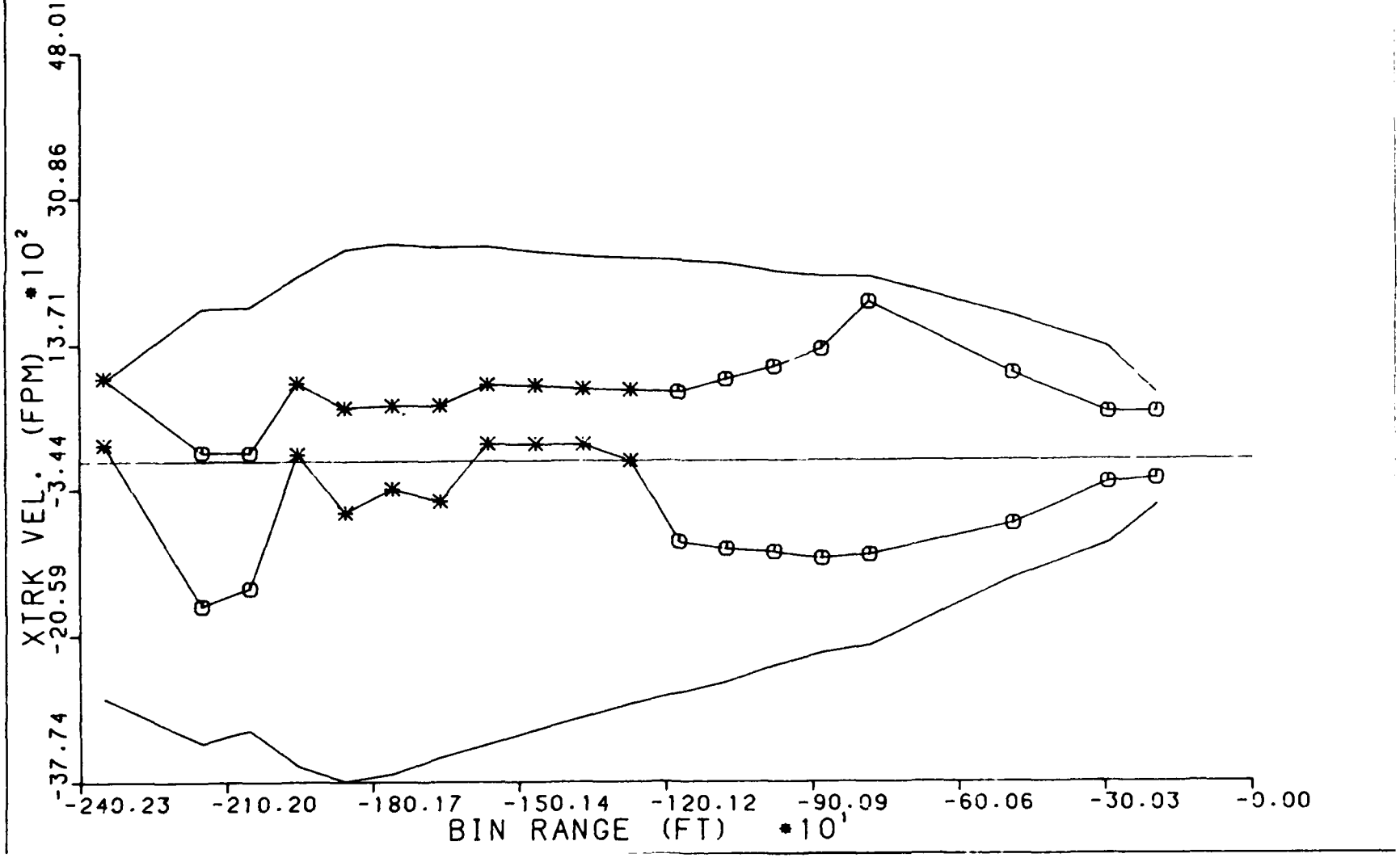

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
93.08
67.58
42.08
16.59
-8.91
-34.41
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10'

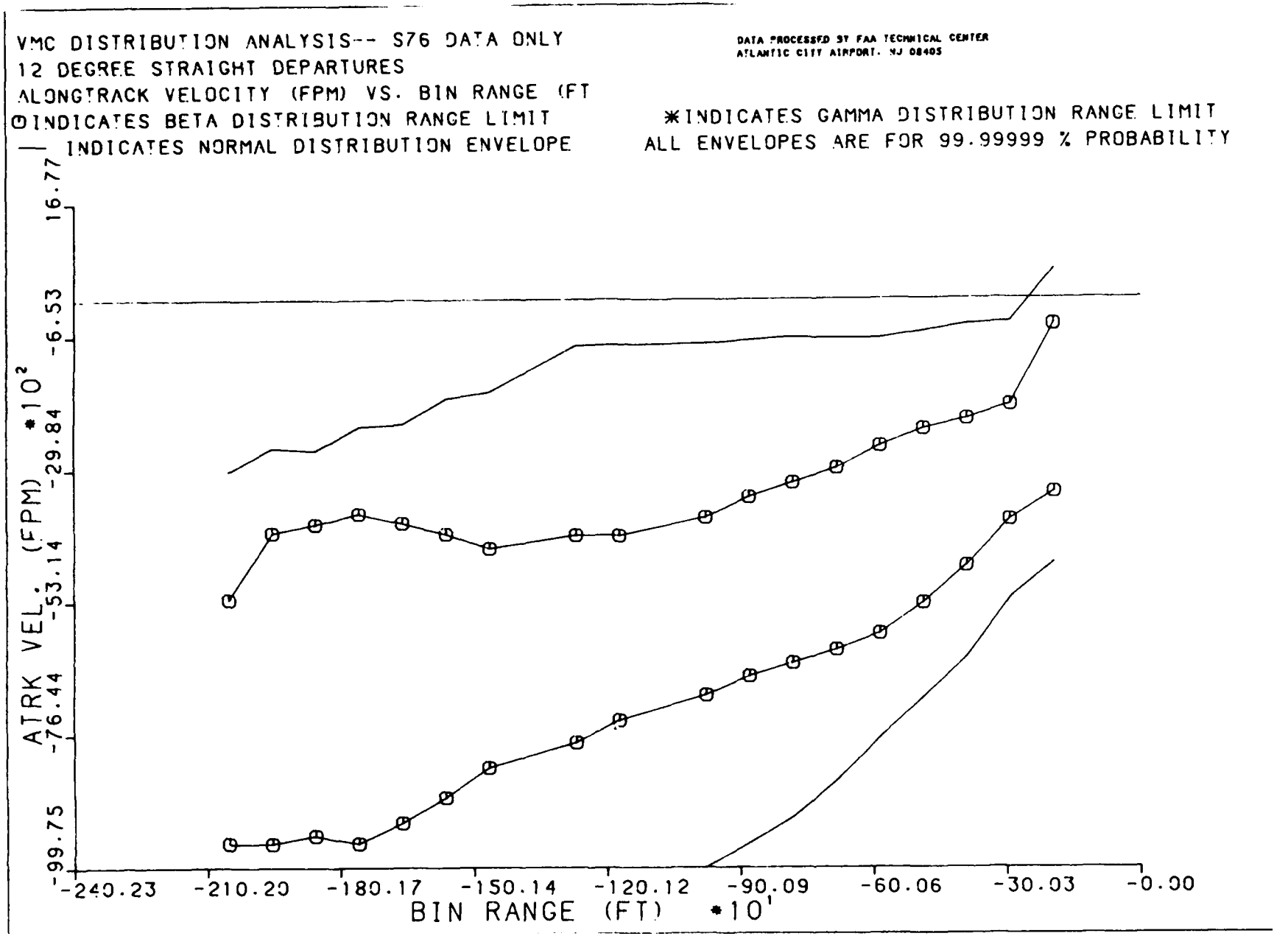
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT

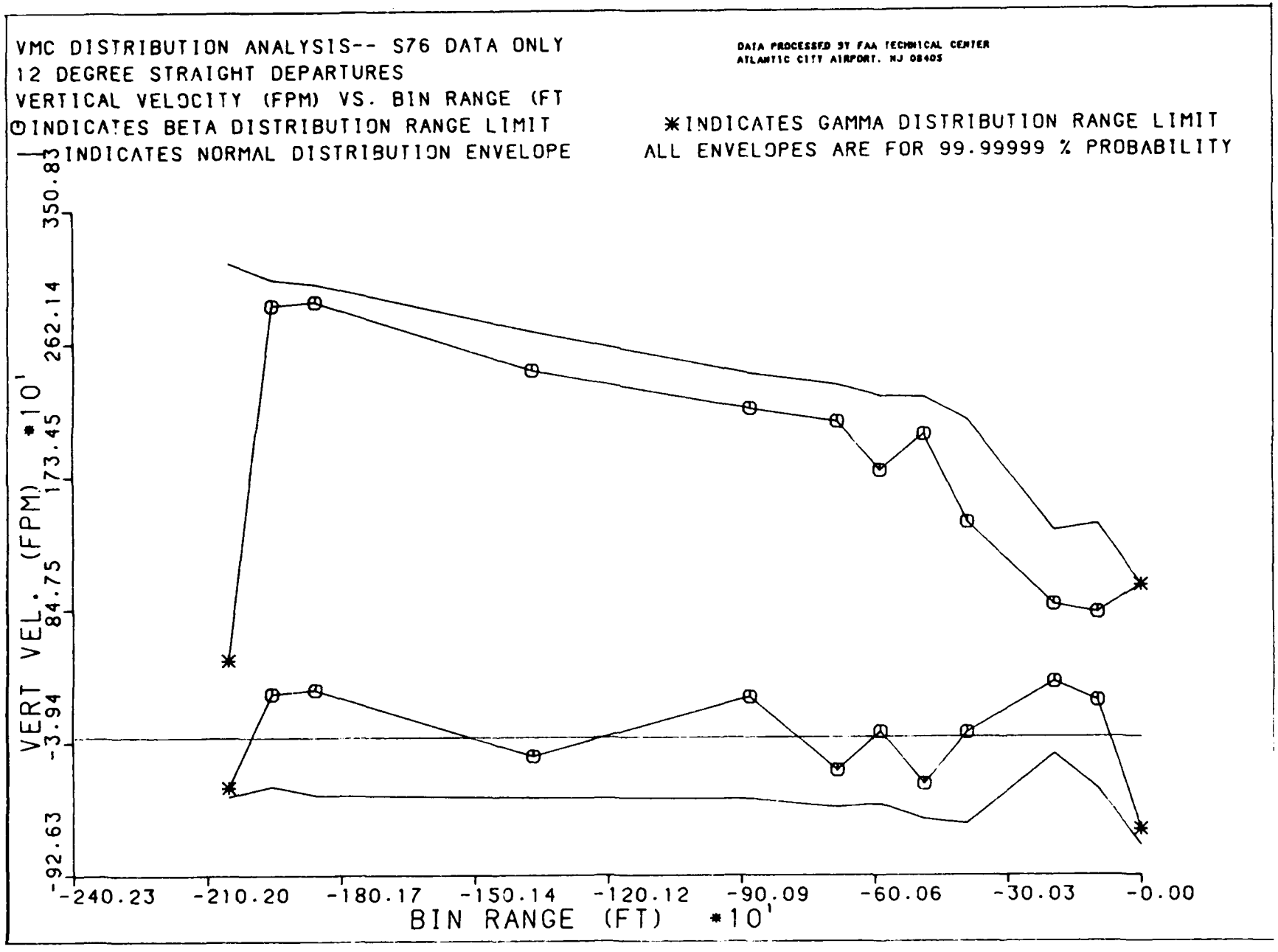
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



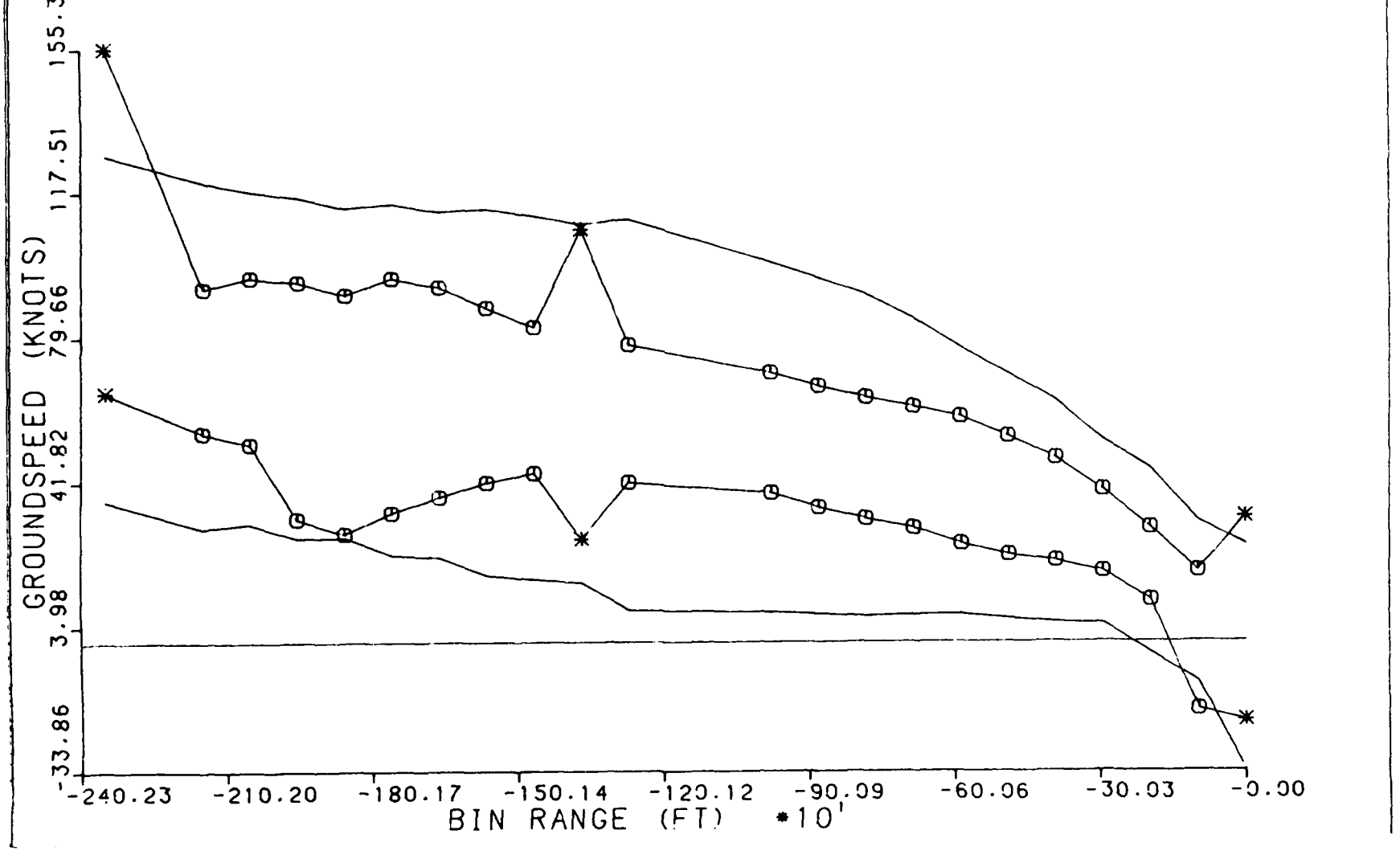

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
16.77
-6.53
-29.84
-53.14
-76.44
-99.75
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

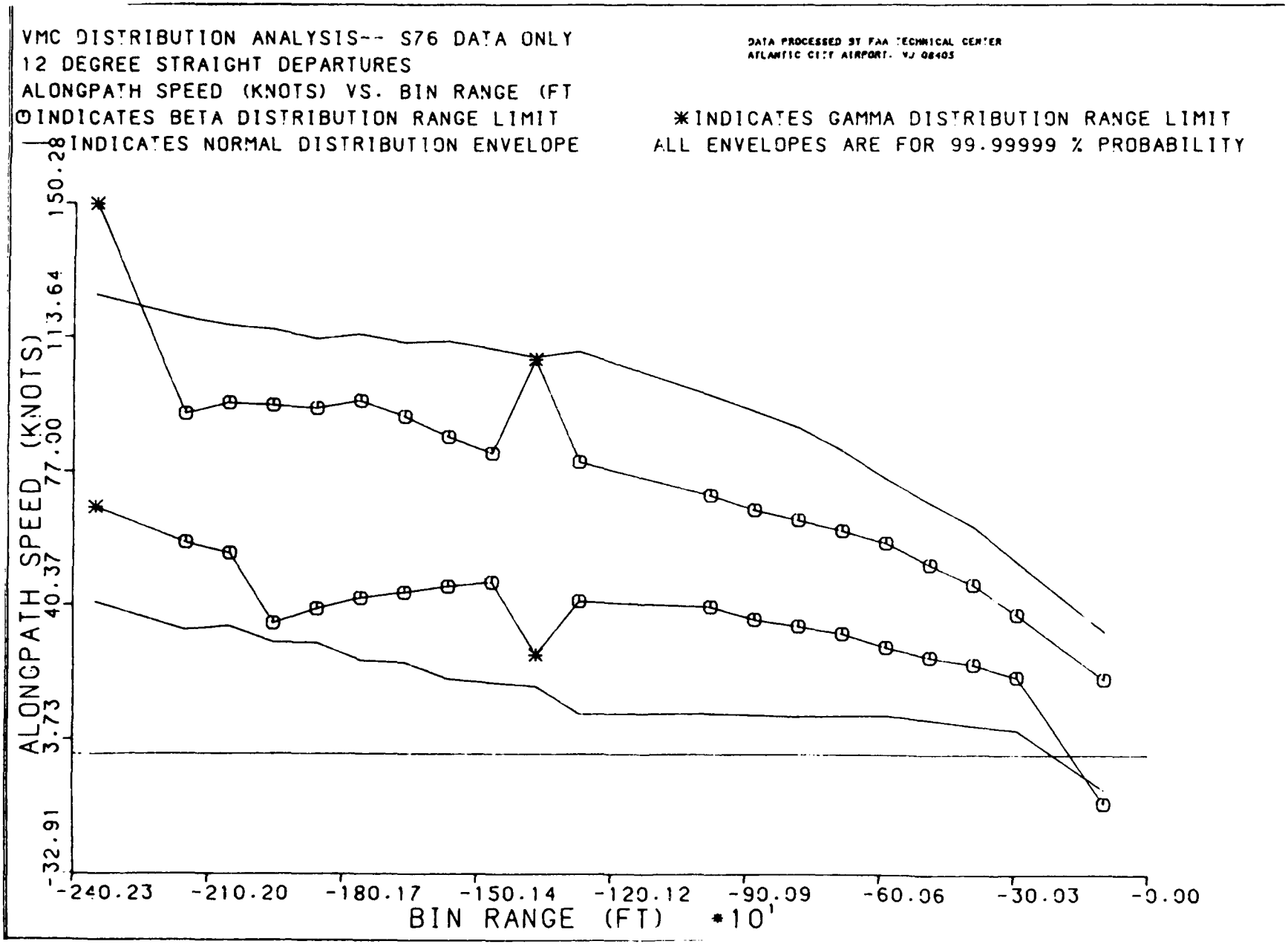

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
350.83
262.14
173.45
84.75
-3.94
-92.63
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10'

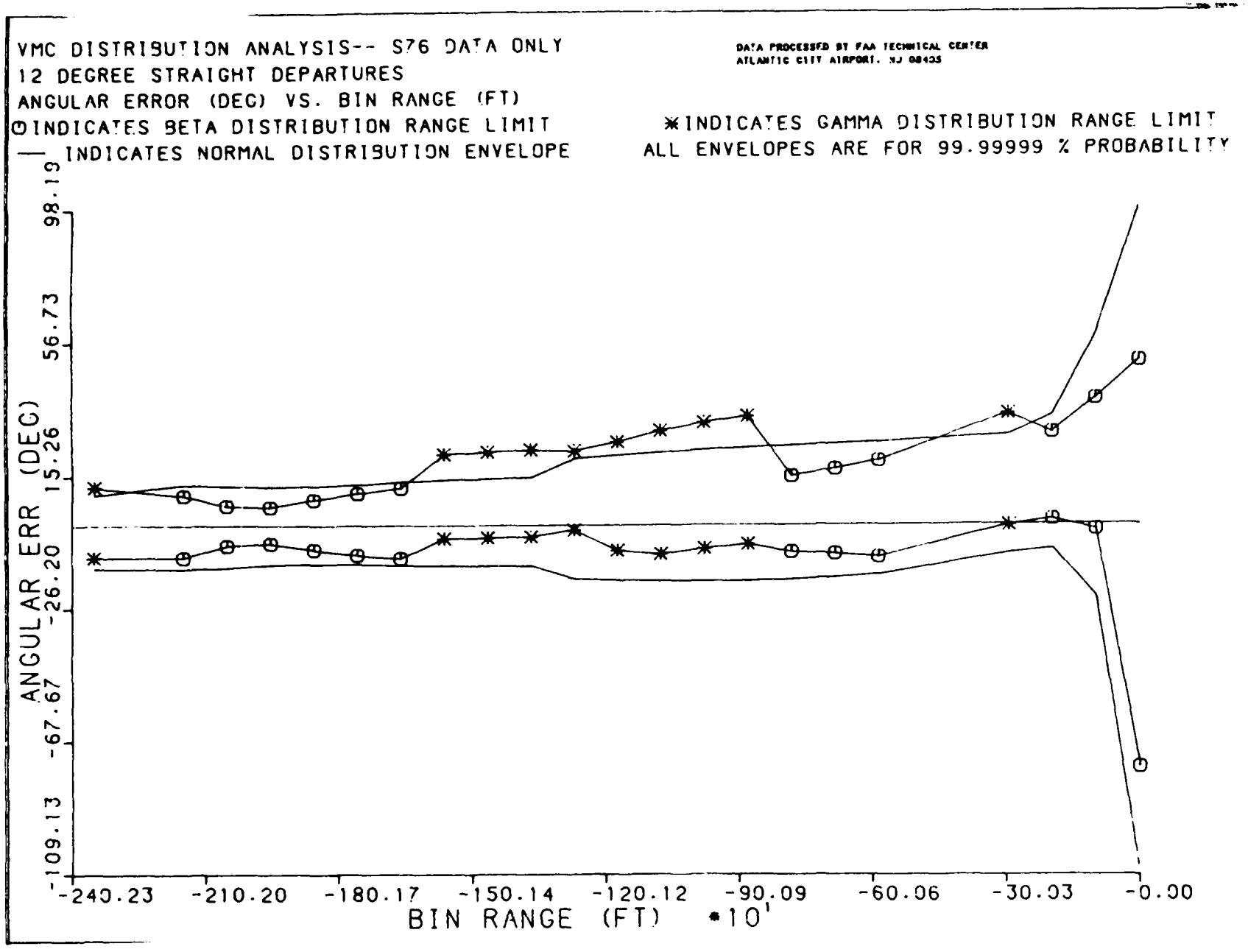
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

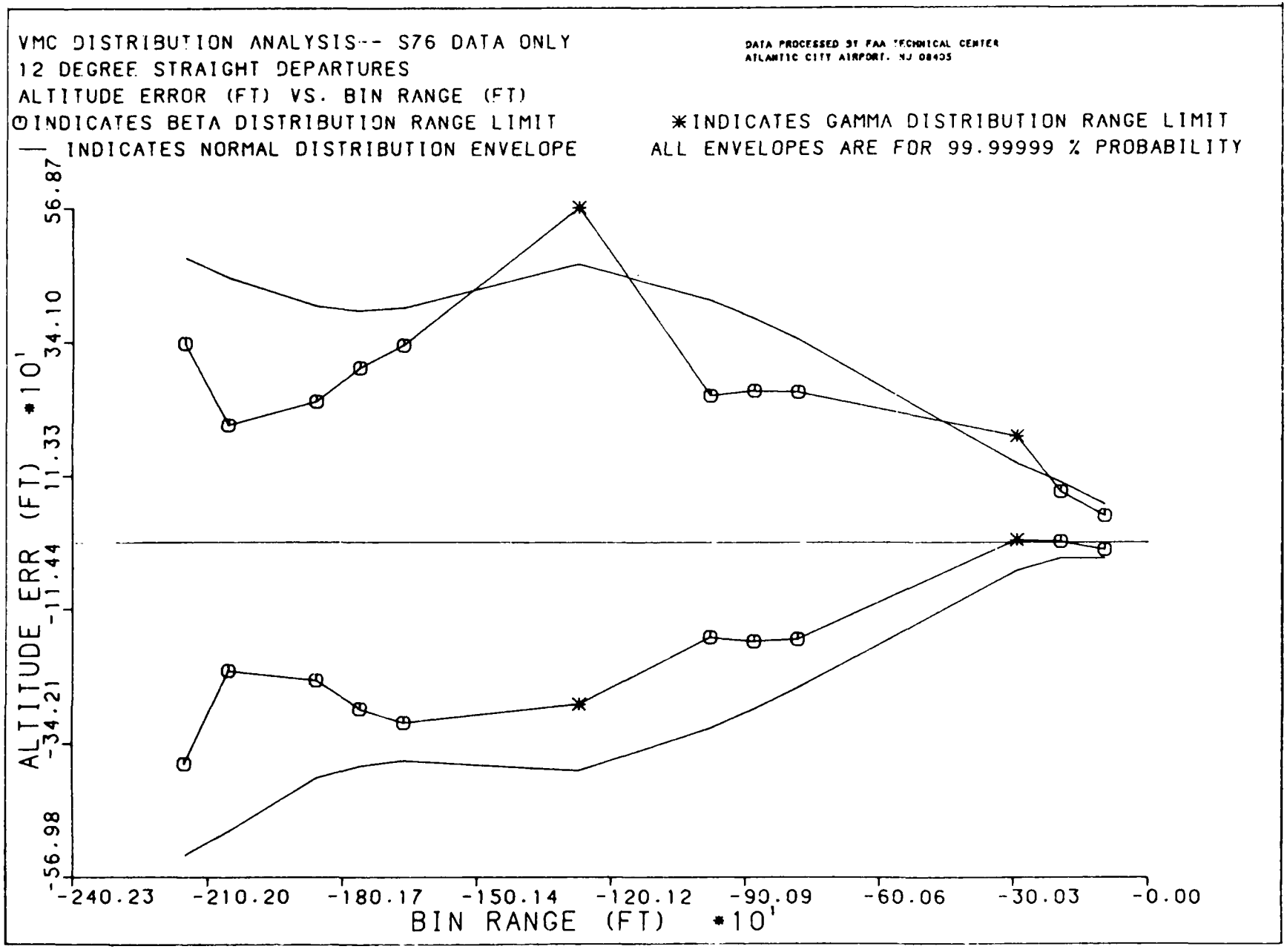
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ATLANTIC CITY AIRPORT, NJ 08405

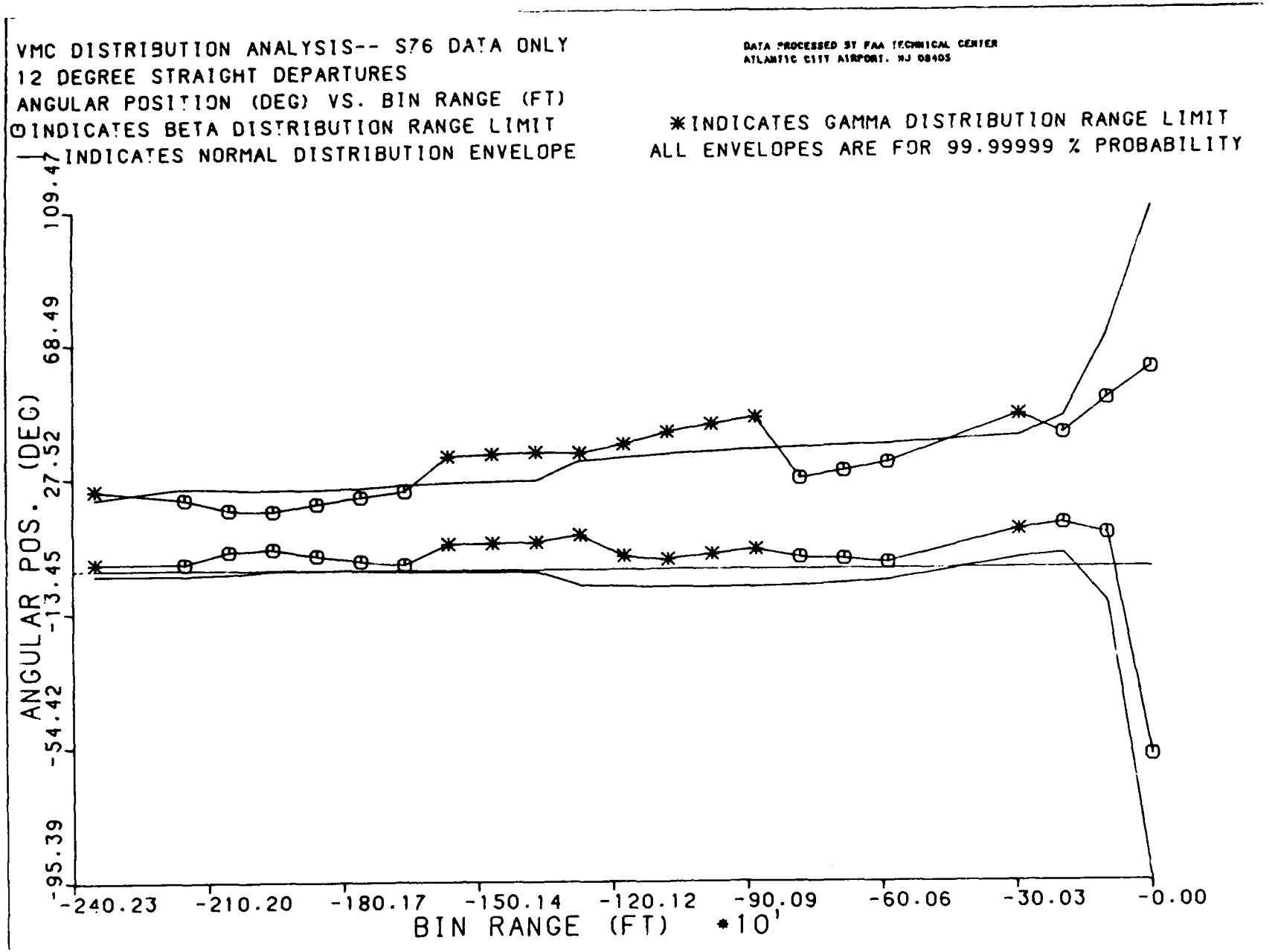
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

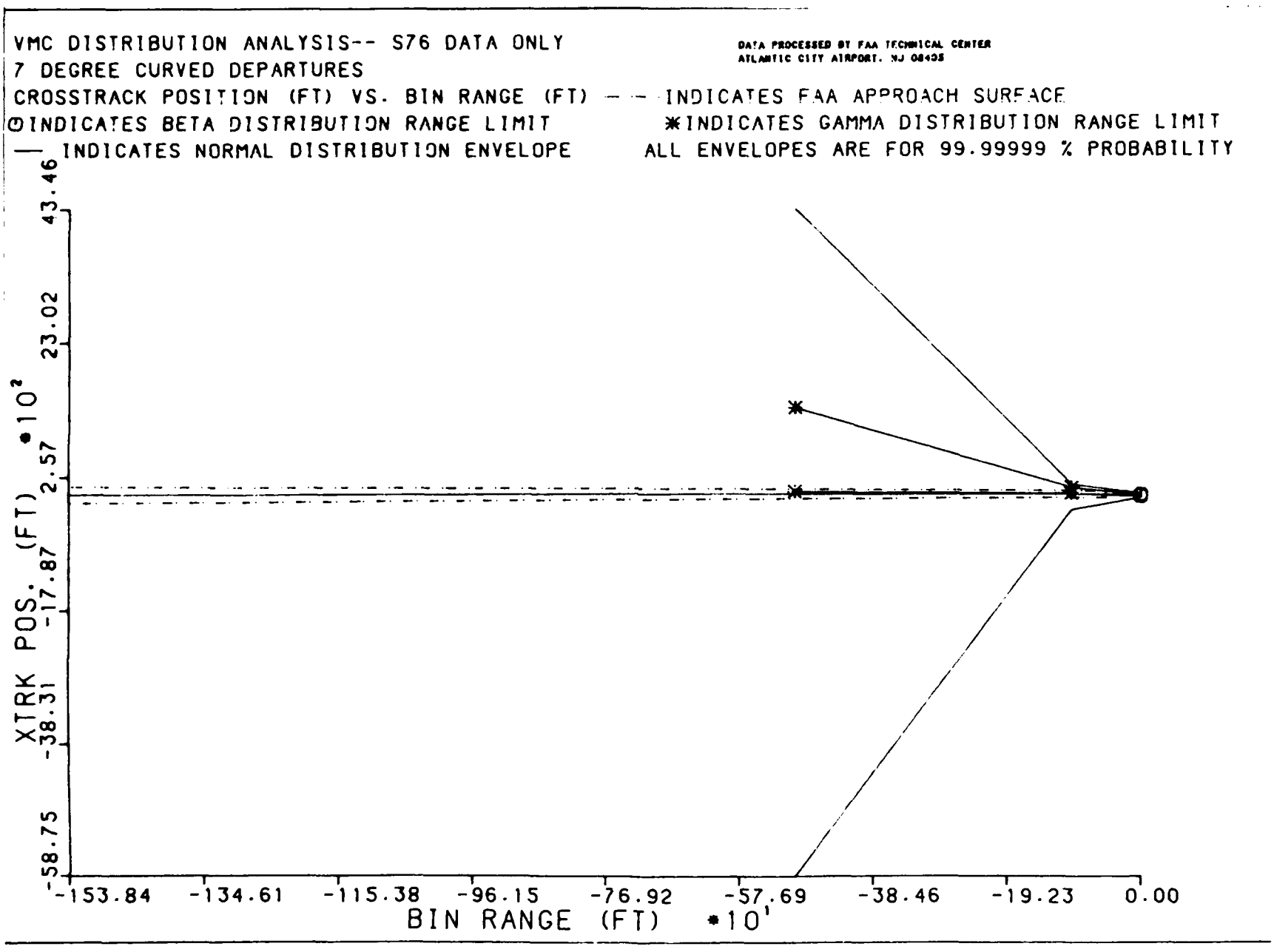



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊖INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
150.28
113.64
77.00
40.37
3.73
-32.91
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEC)
98.19
56.73
15.26
-26.20
-67.67
-109.13
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
56.87
34.10
11.33
-11.44
-34.21
-56.98
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

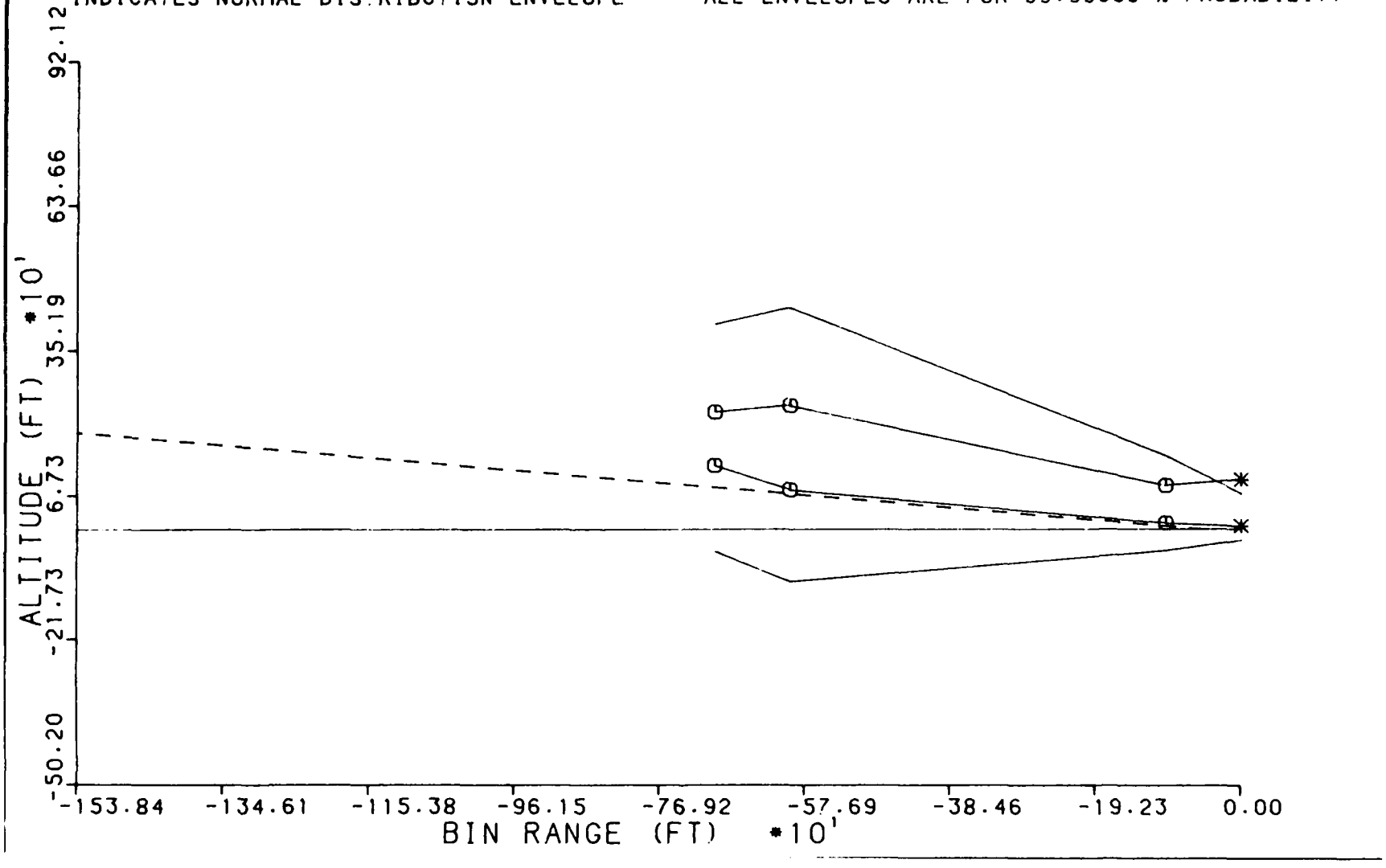

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
109.47
68.49
27.52
-13.45
-54.42
-95.39
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10'

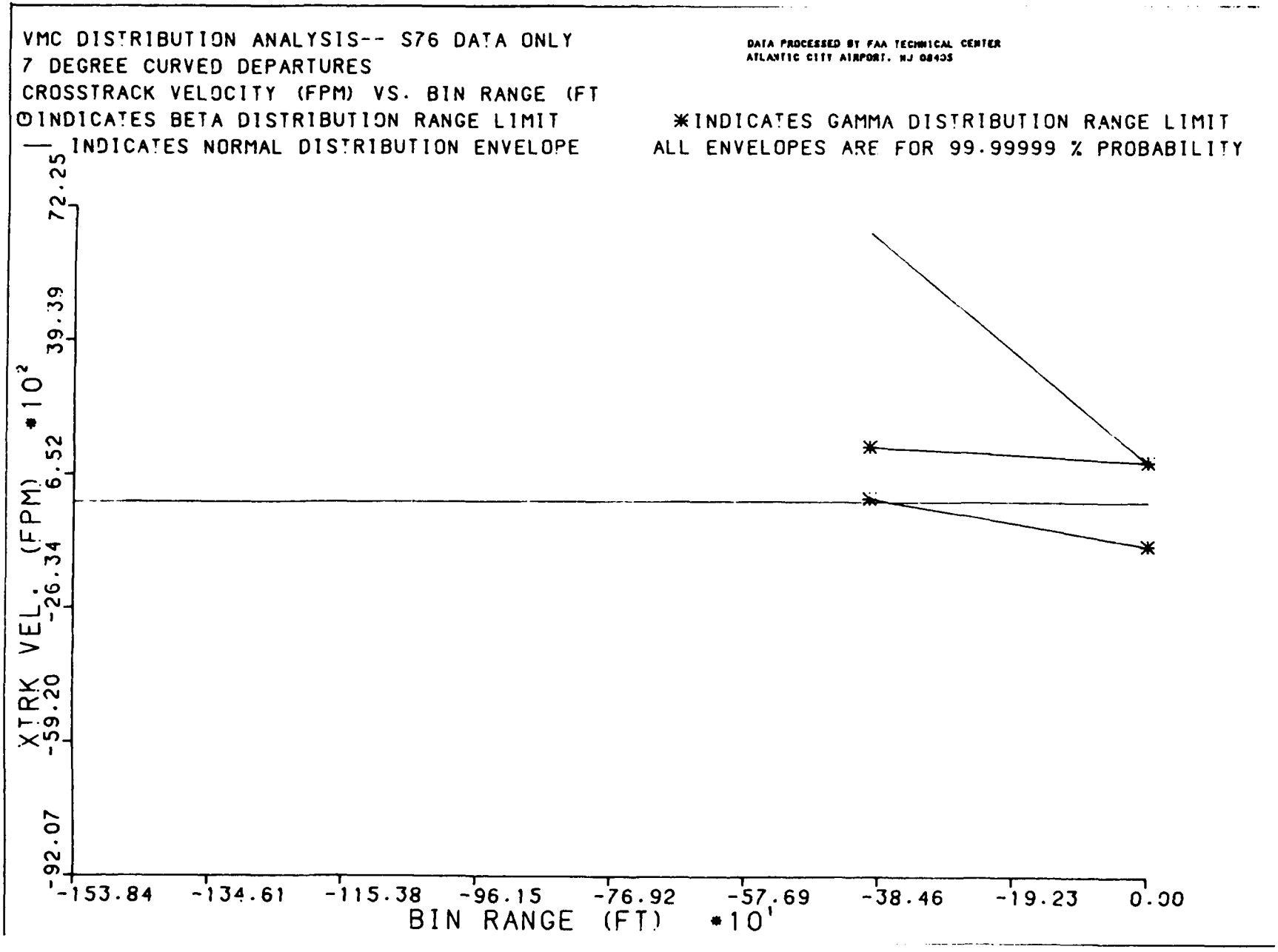

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
@INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
43.46
23.02
2.57
-17.87
-38.31
-58.75
-153.84
-134.61
-115.38
-96.15
-76.92
-57.69
-38.46
-19.23
0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

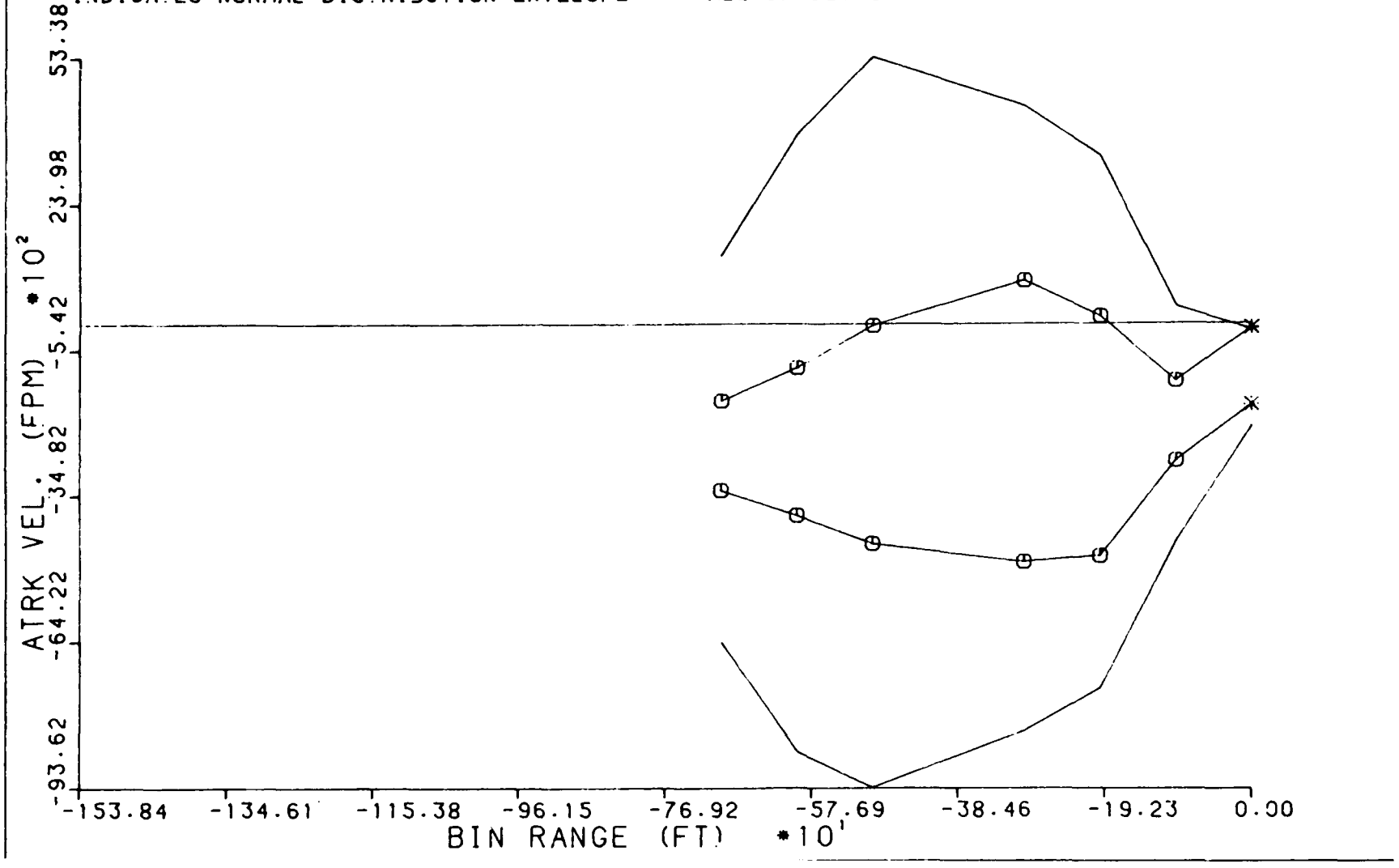



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
72.25
39.39
6.52
-26.34
-59.20
-92.07
-153.84
-134.61
-115.38
-96.15
-76.92
-57.69
-38.46
-19.23
0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

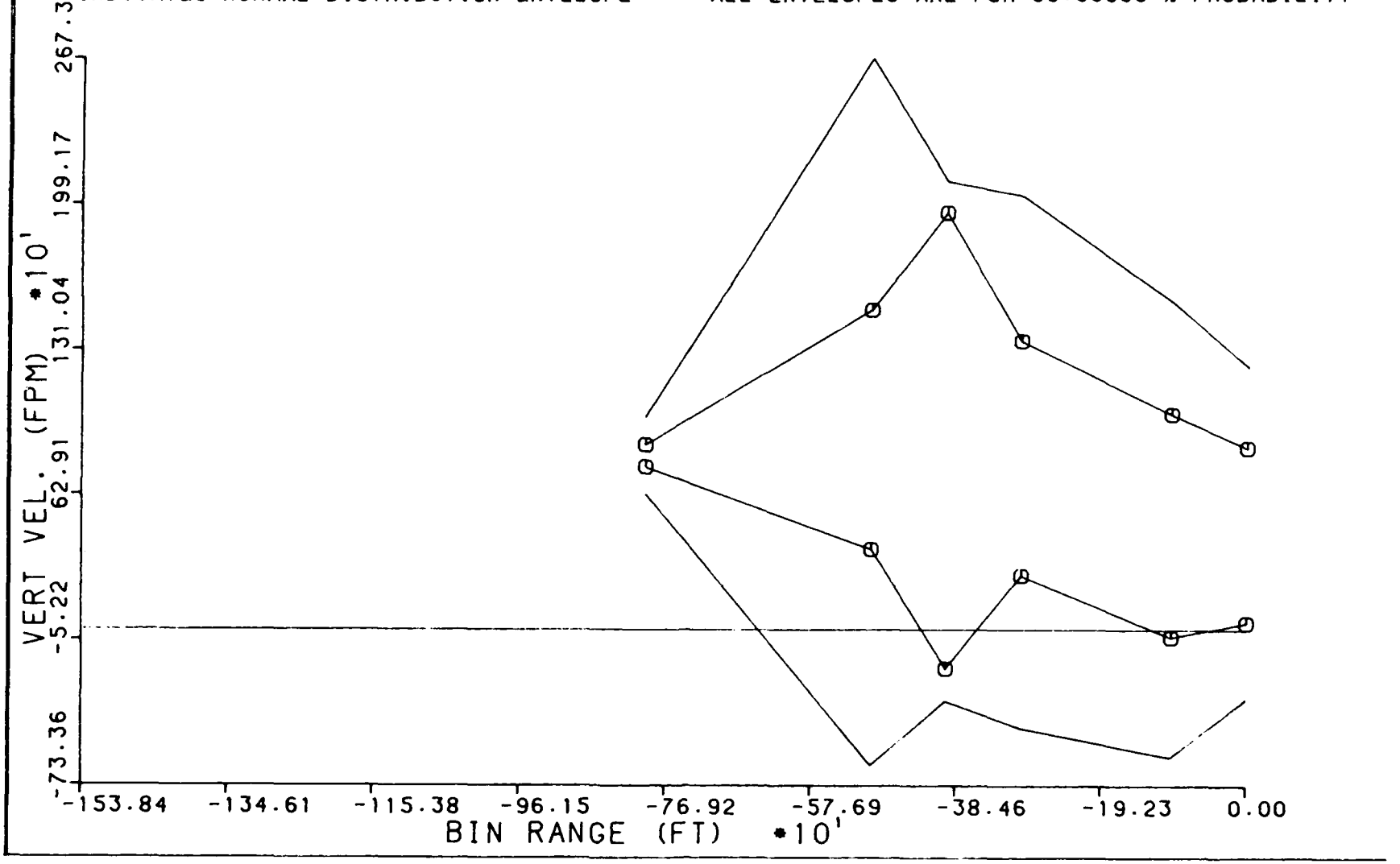
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

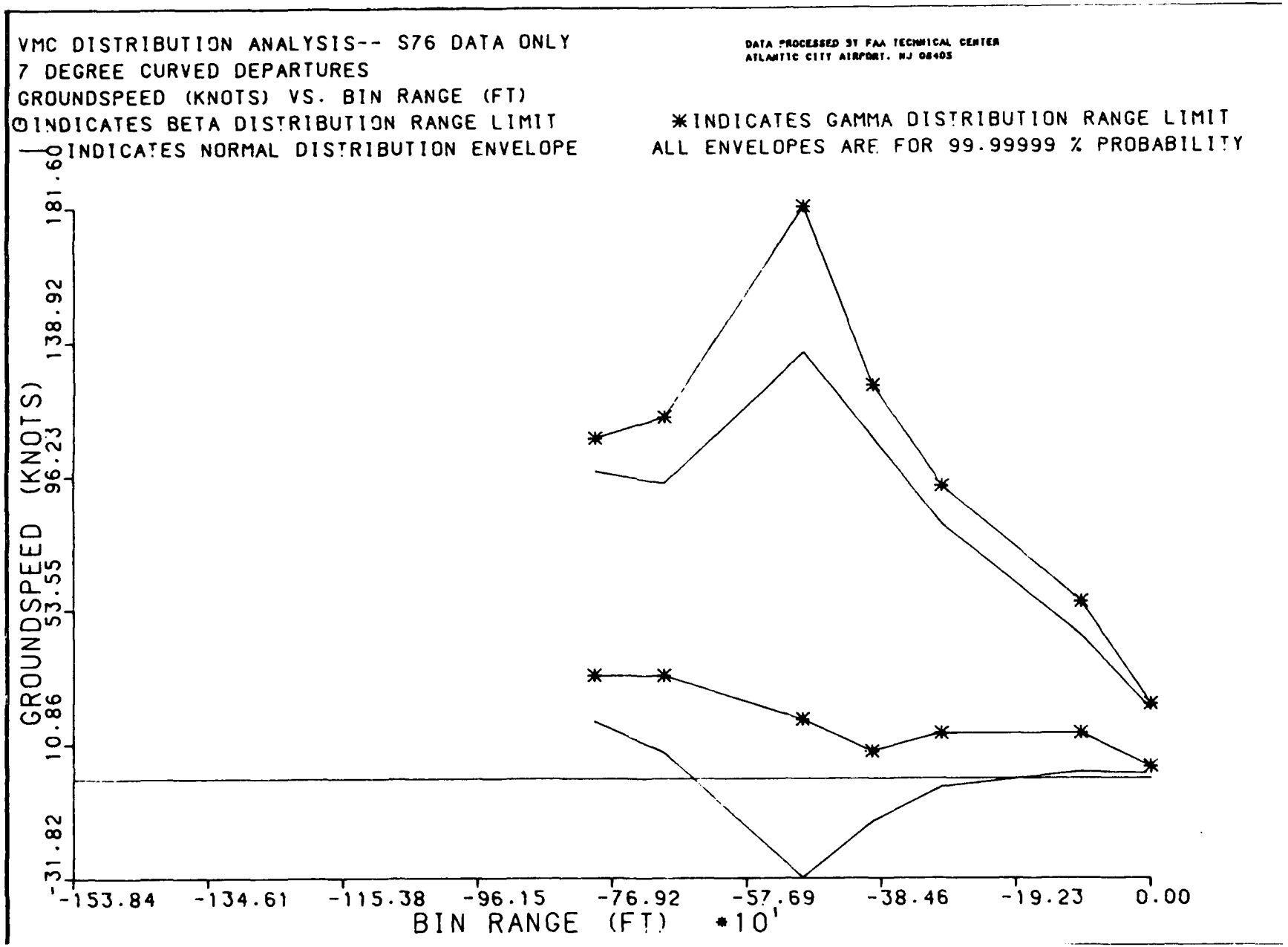


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

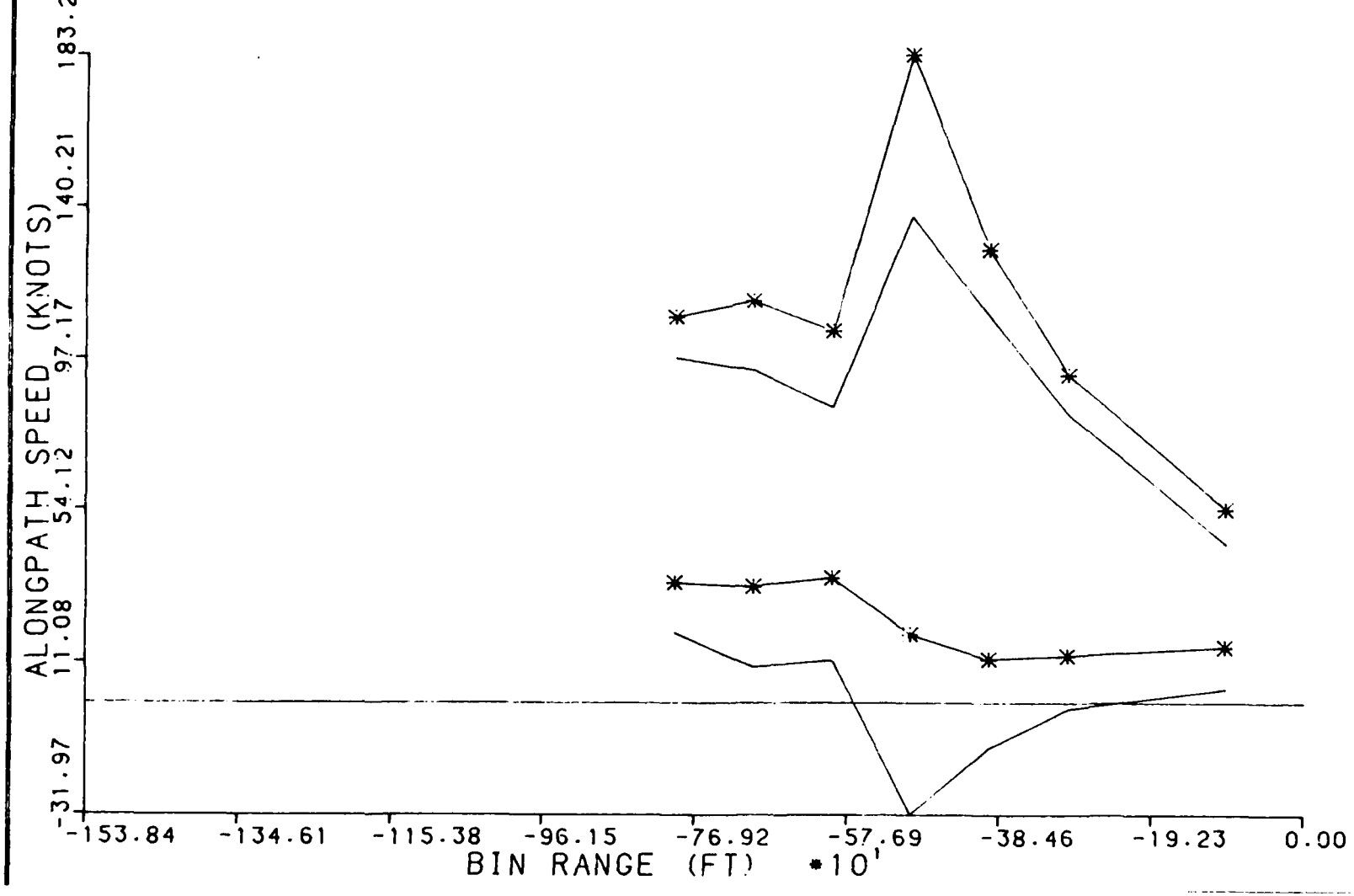



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
181.60
138.92
96.23
53.55
10.86
-31.82
-153.84
-134.61
-115.38
-96.15
-76.92
-57.69
-38.46
-19.23
0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

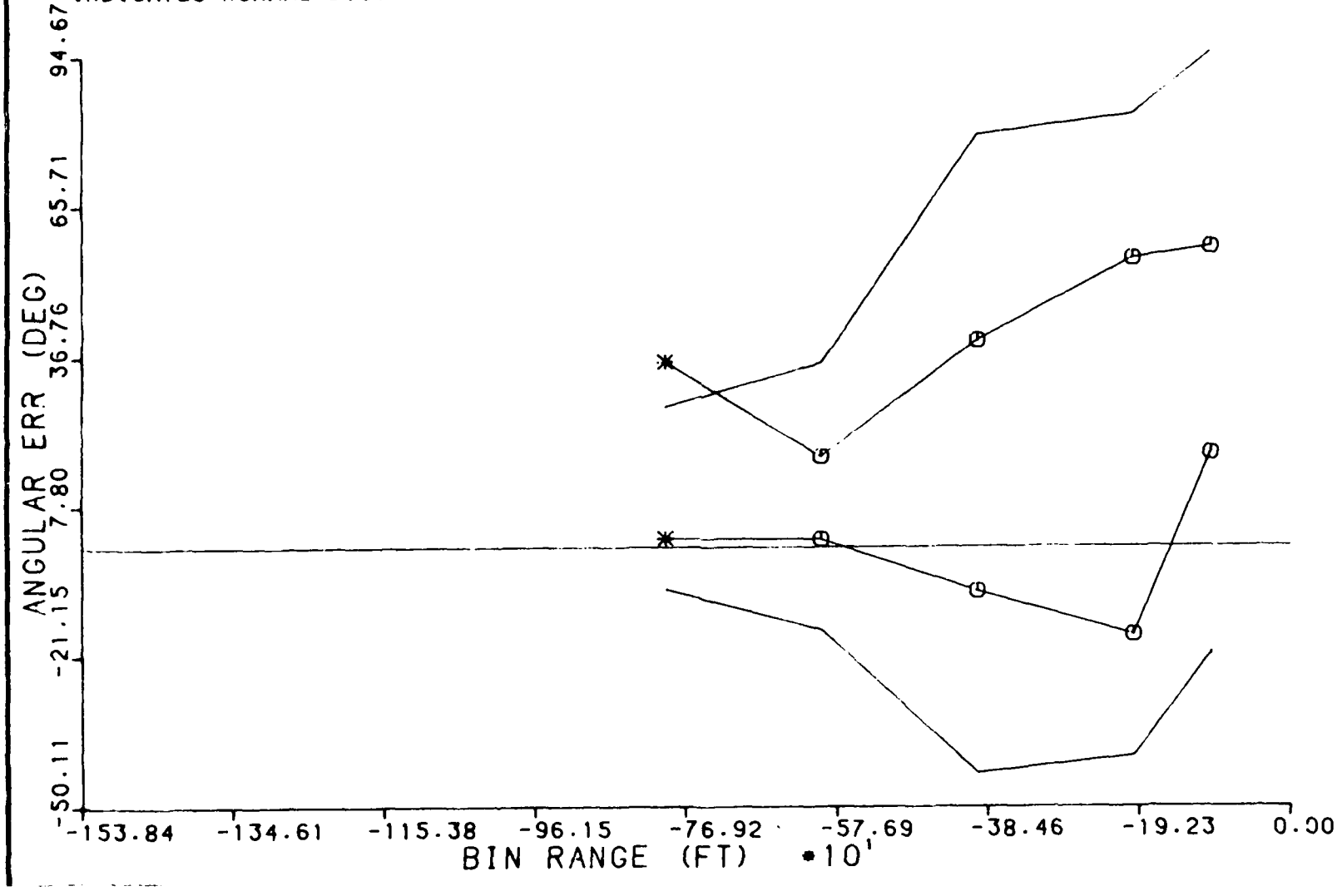
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

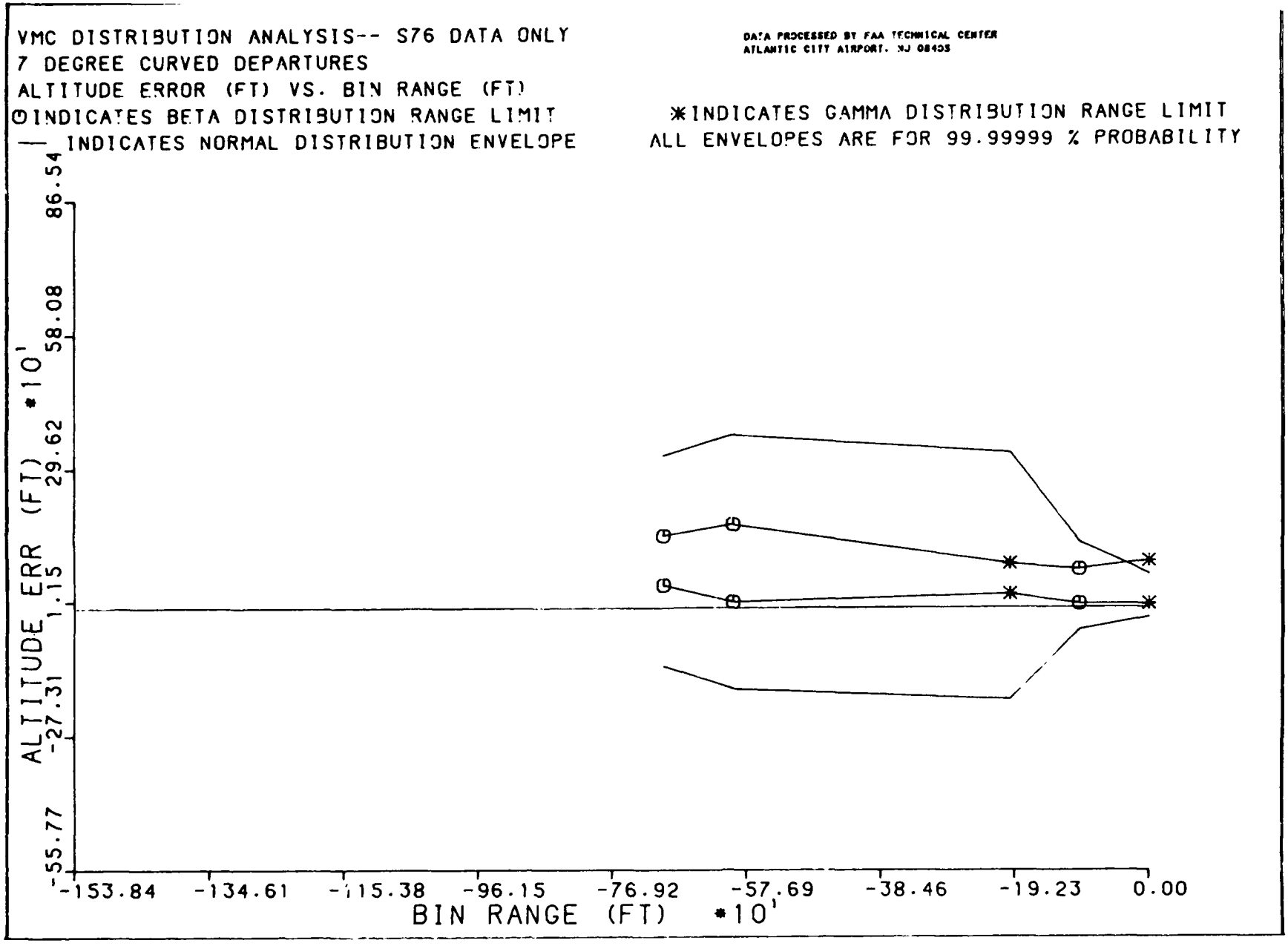


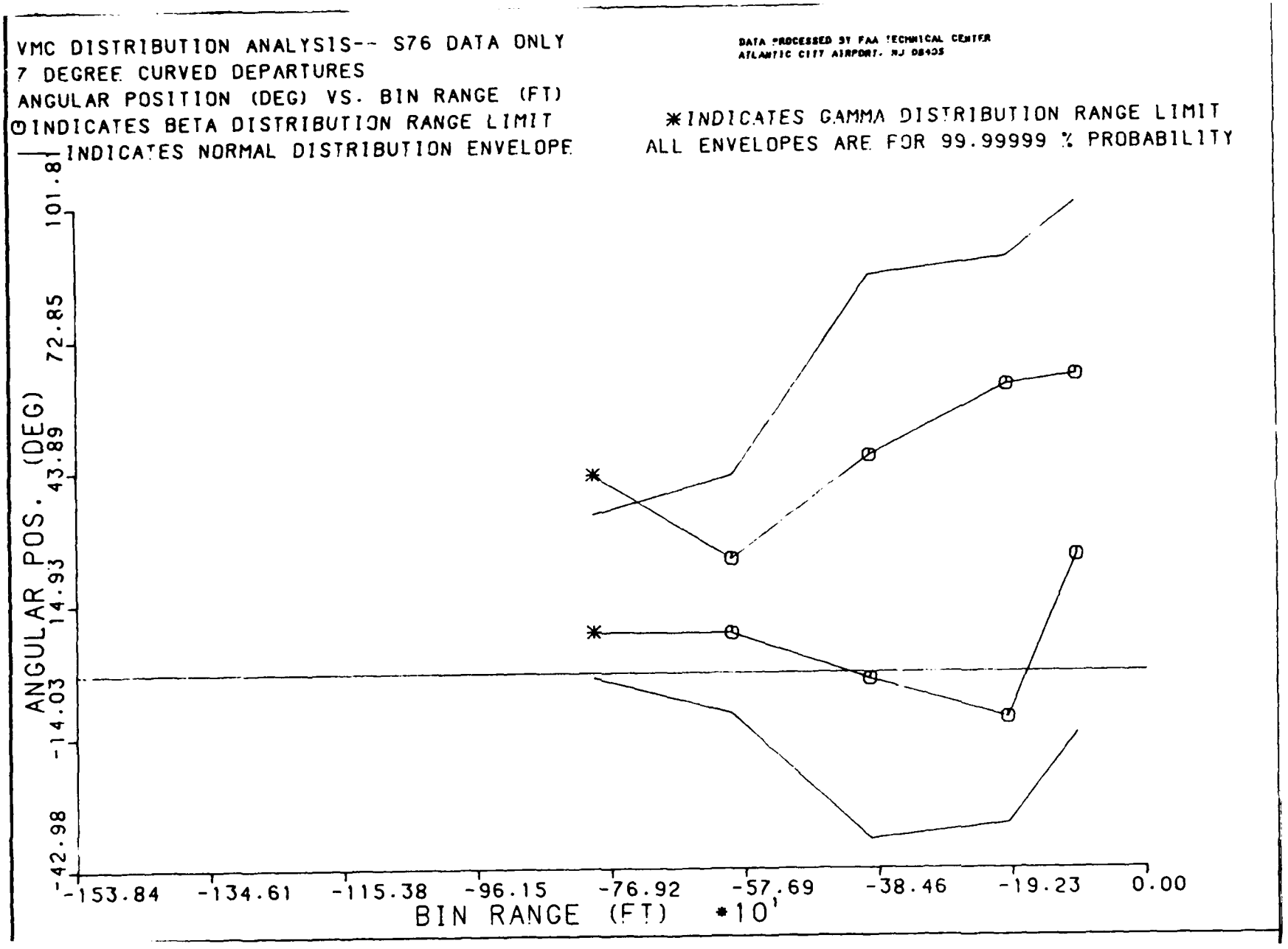
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
86.54
58.08
29.62
1.15
-27.31
-55.77
-153.84
-134.61
-115.38
-96.15
-76.92
-57.69
-38.46
-19.23
0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
7 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙ INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
101.81
72.85
43.89
14.93
-14.03
-42.98
-153.84
-134.61
-115.38
-96.15
-76.92
-57.69
-38.46
-19.23
0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

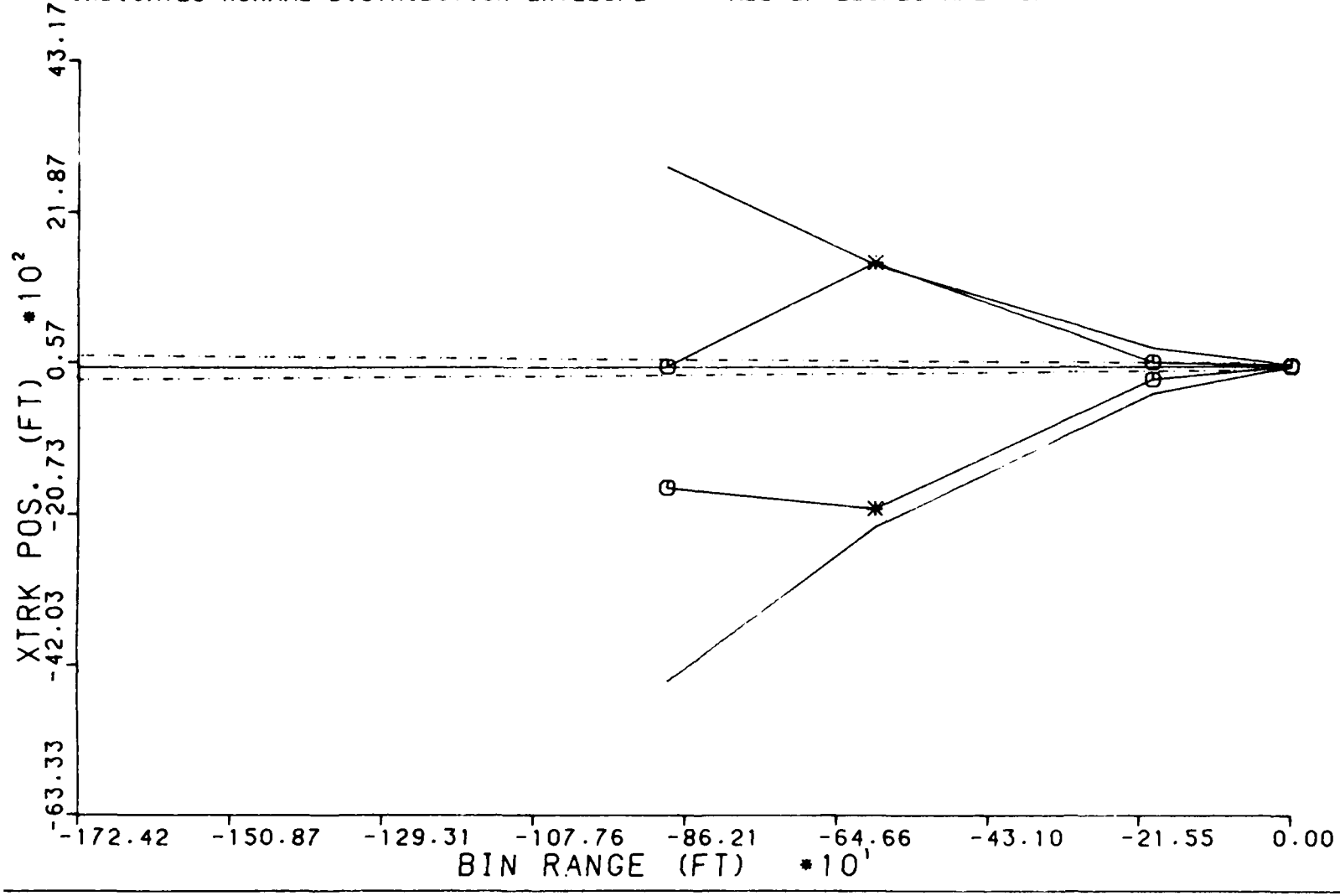
10 DEGREE CURVED DEPARTURES

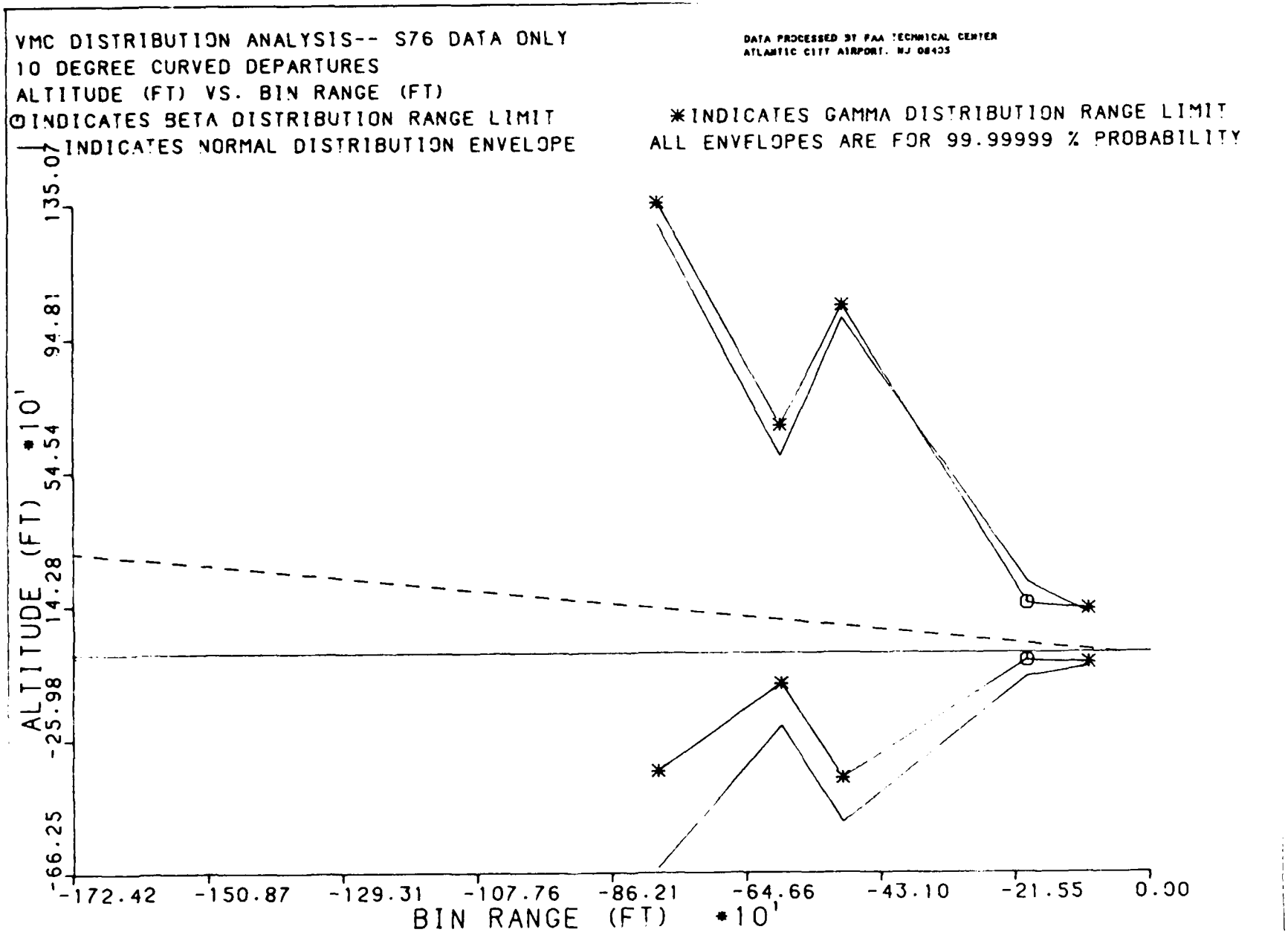
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

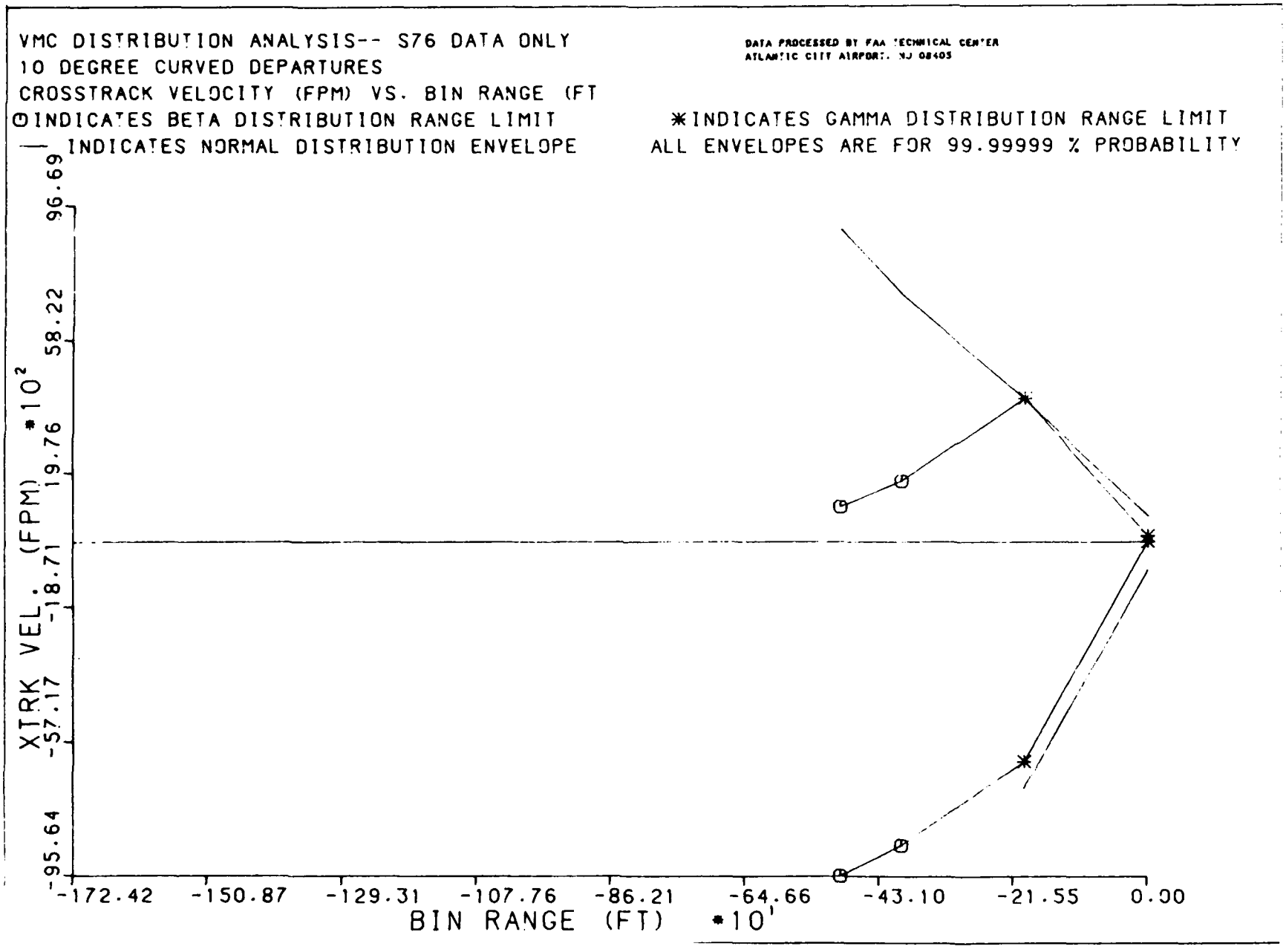
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE

⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT * INDICATES GAMMA DISTRIBUTION RANGE LIMIT

| INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



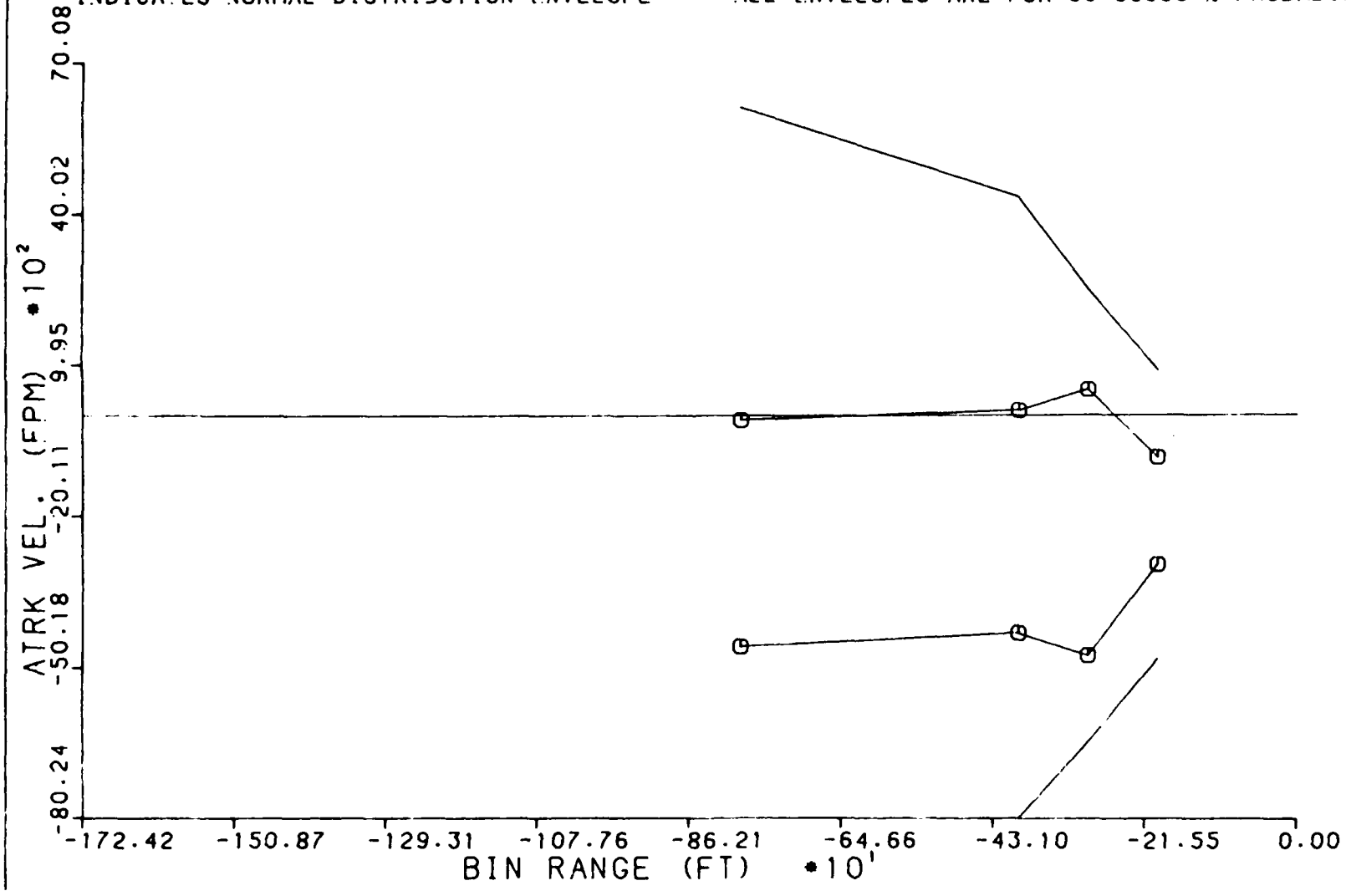

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
135.07
94.81
54.54
14.28
-25.98
-66.25
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10'

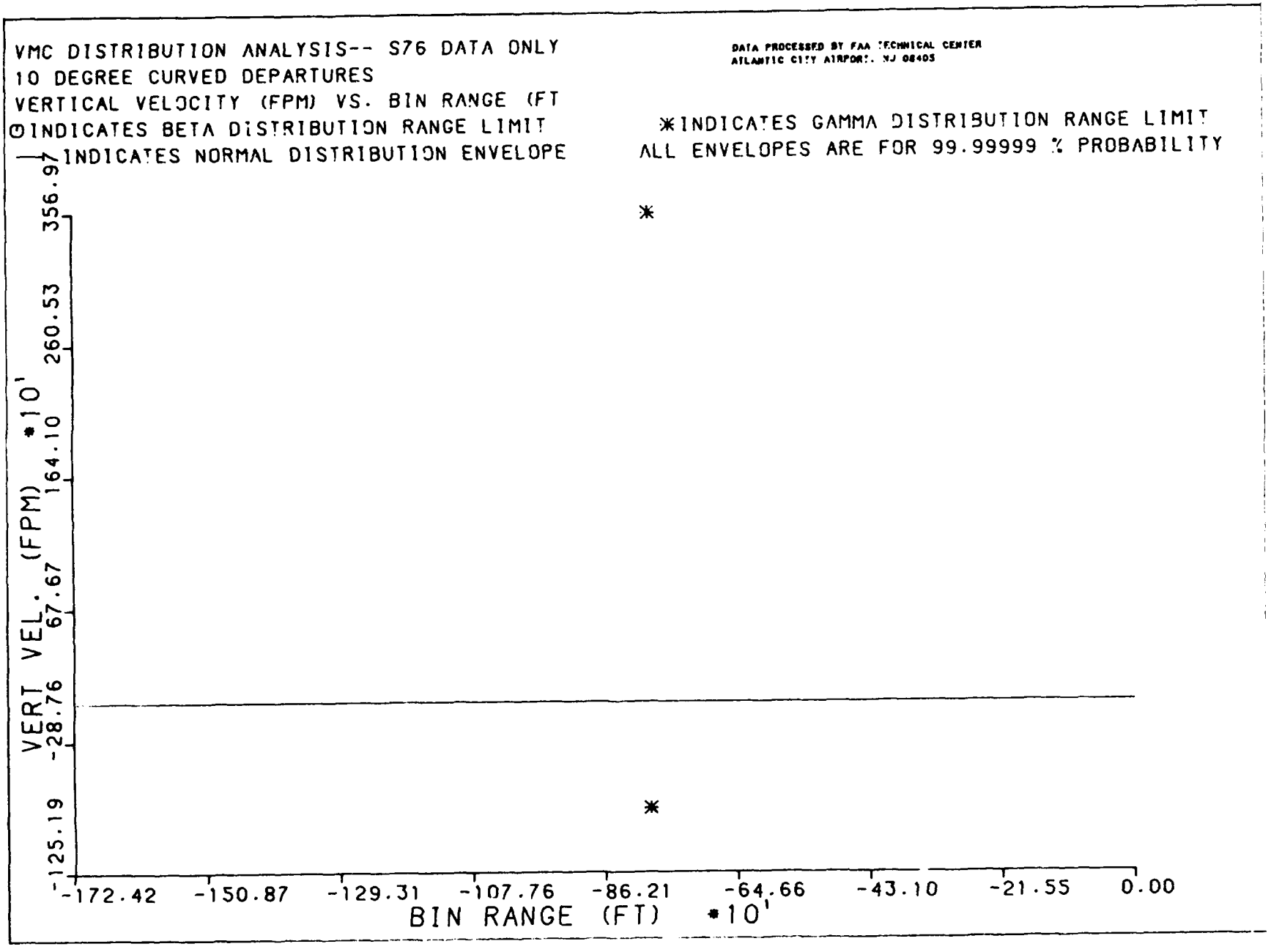

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
96.69
58.22
19.76
-18.71
-57.17
-95.64
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹

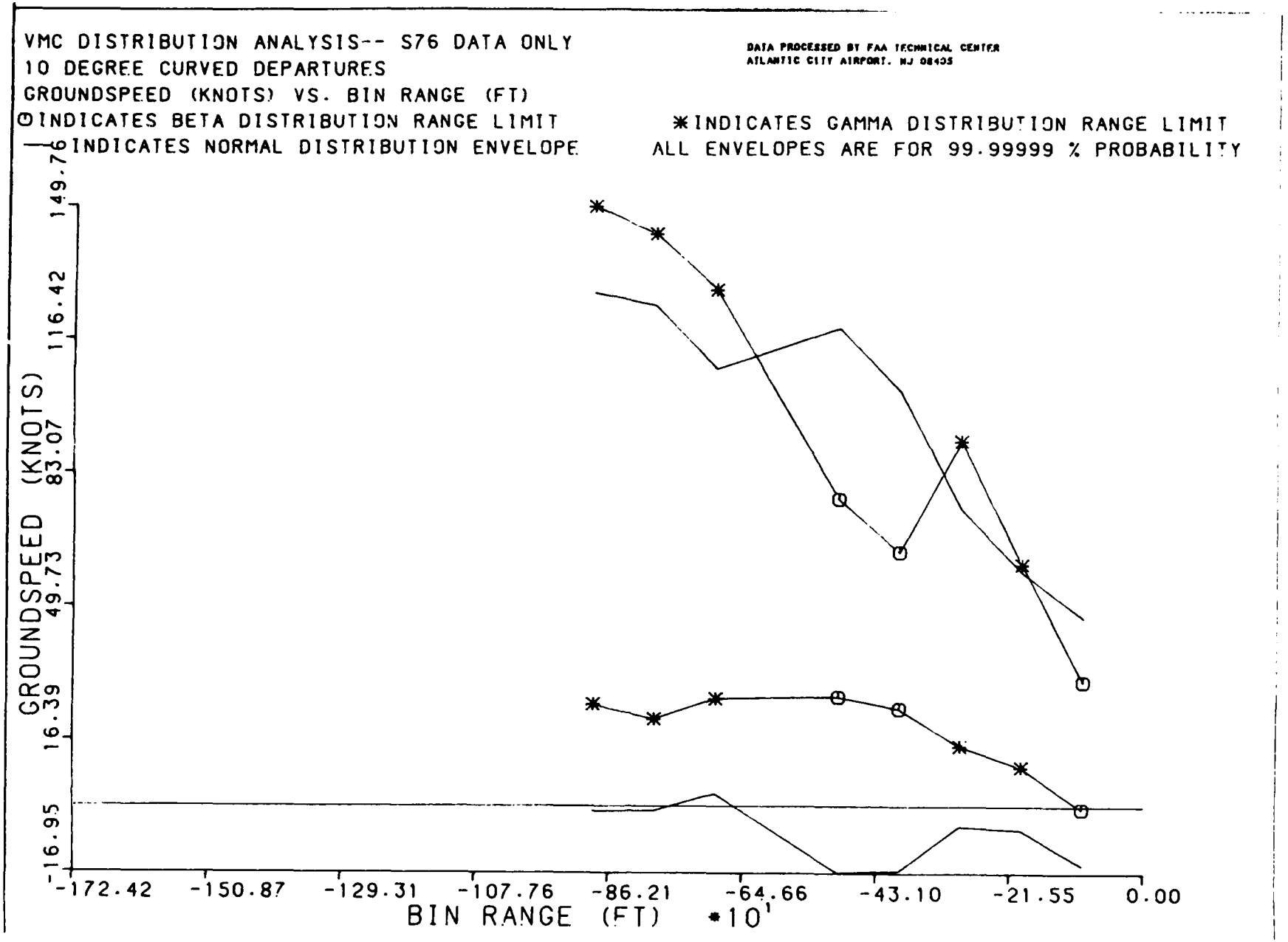
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

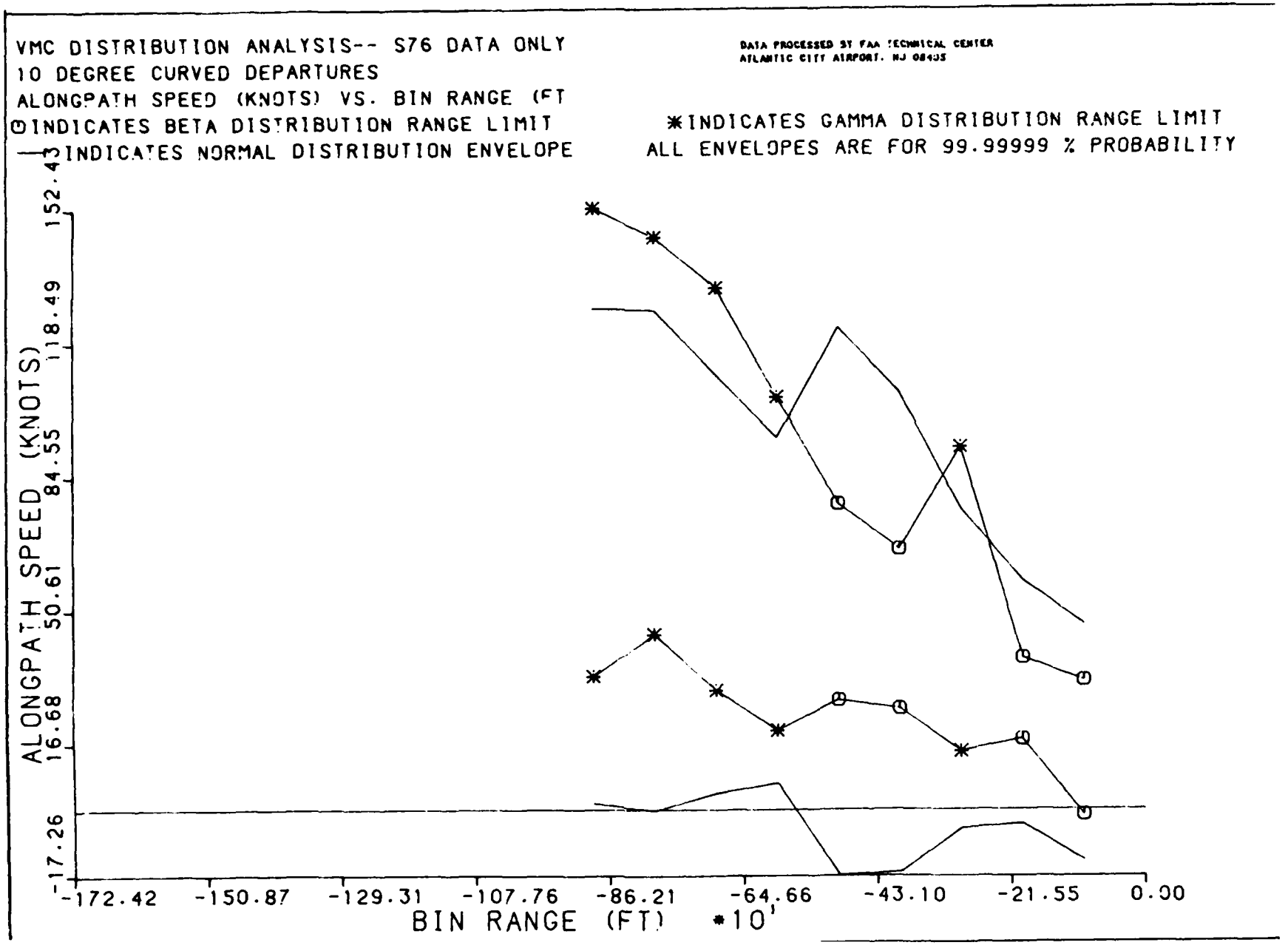
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10¹
356.97
260.53
164.10
67.67
-28.76
-125.19
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹

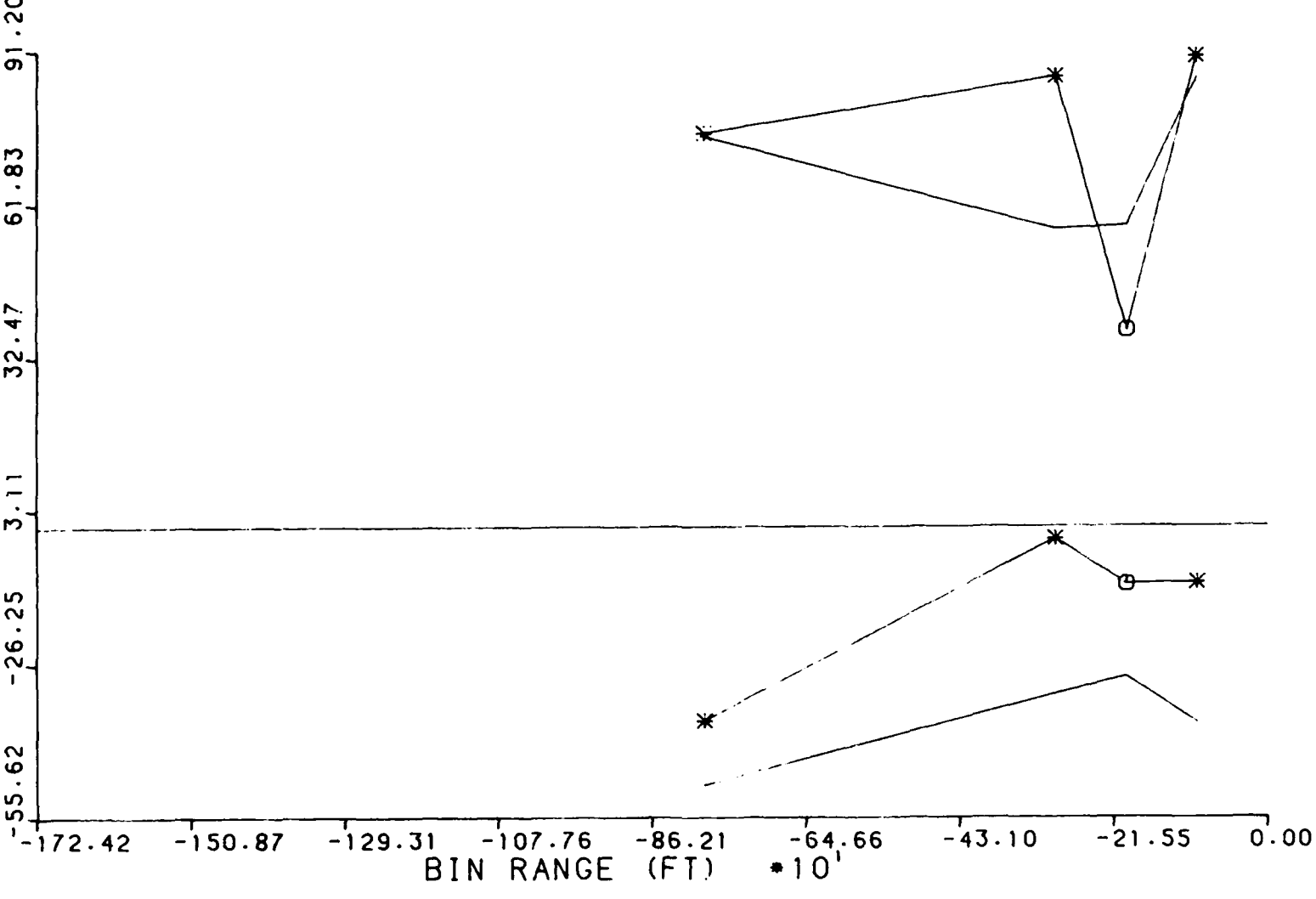

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
oINDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
149.76
116.42
83.07
49.73
16.39
-16.95
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹

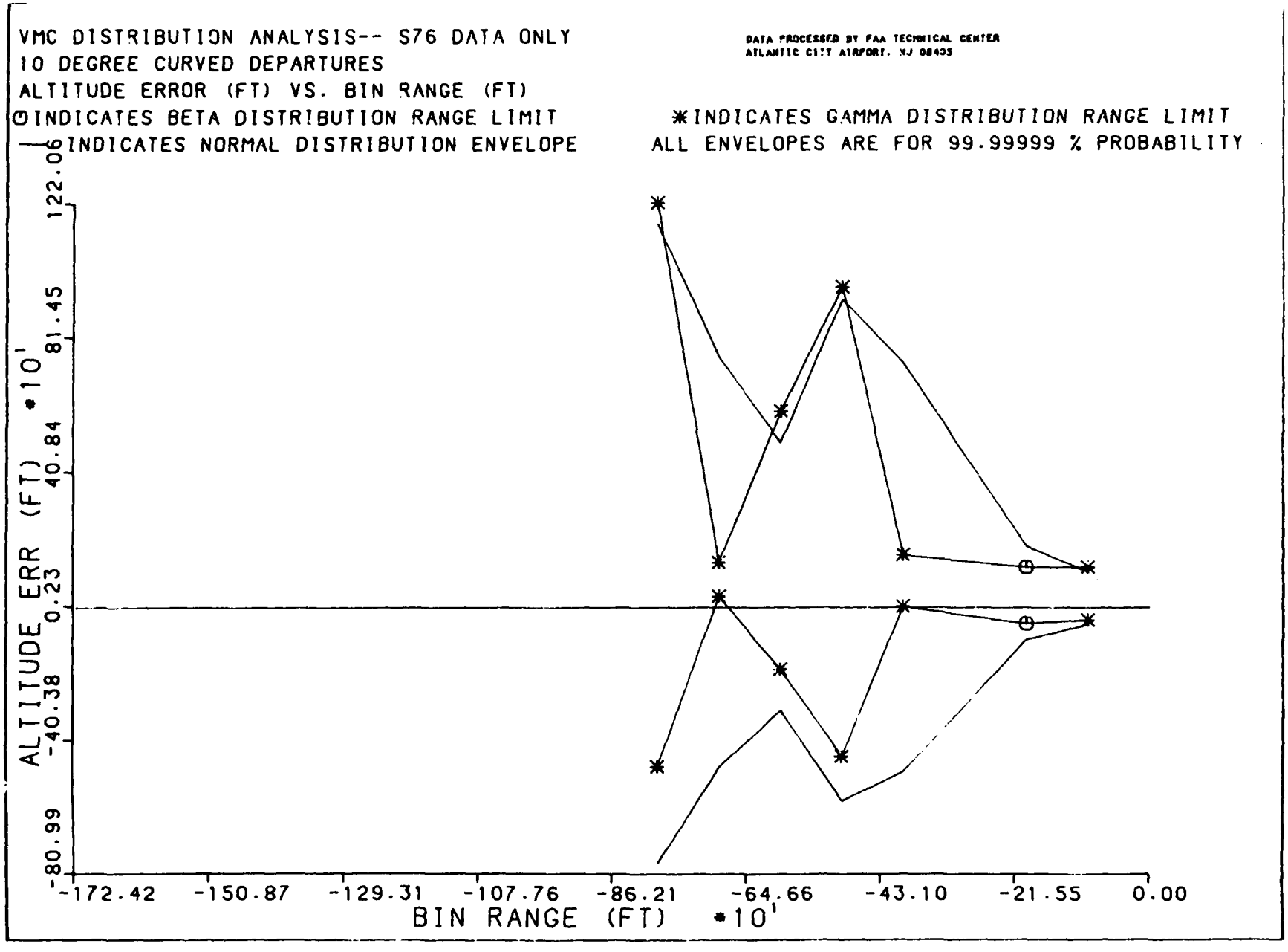

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
152.43
118.49
84.55
50.61
16.68
-17.26
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10'

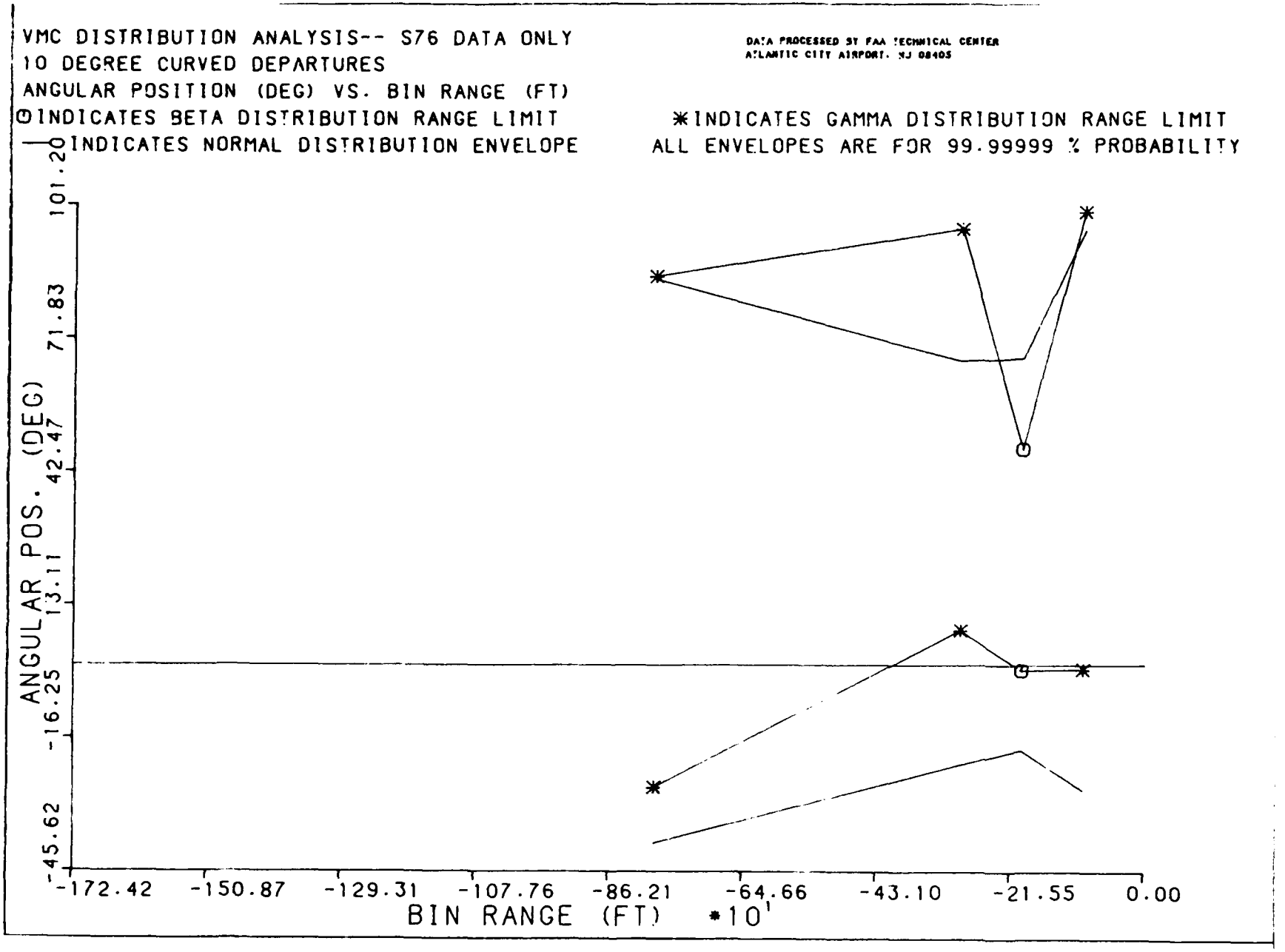
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

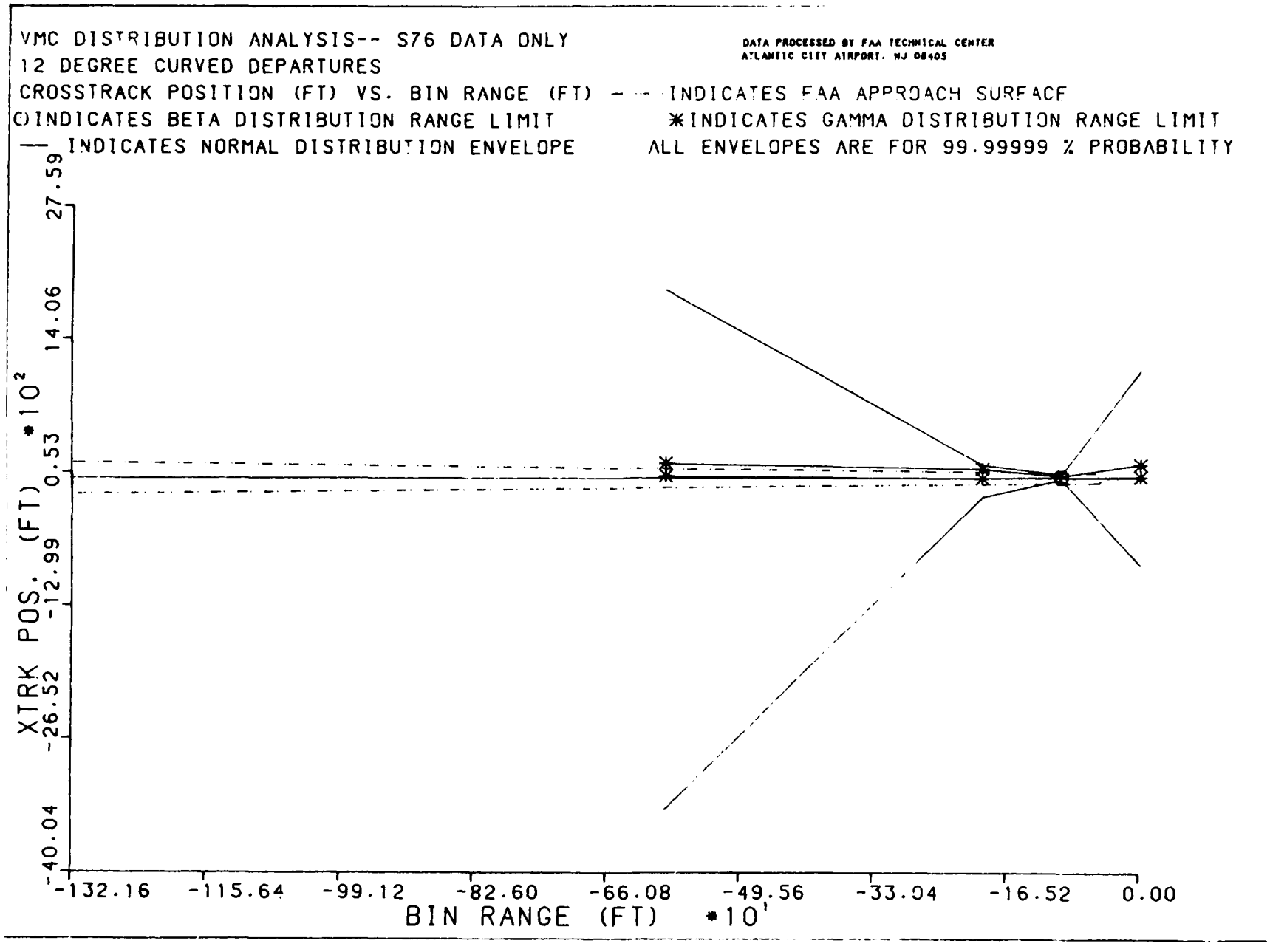
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

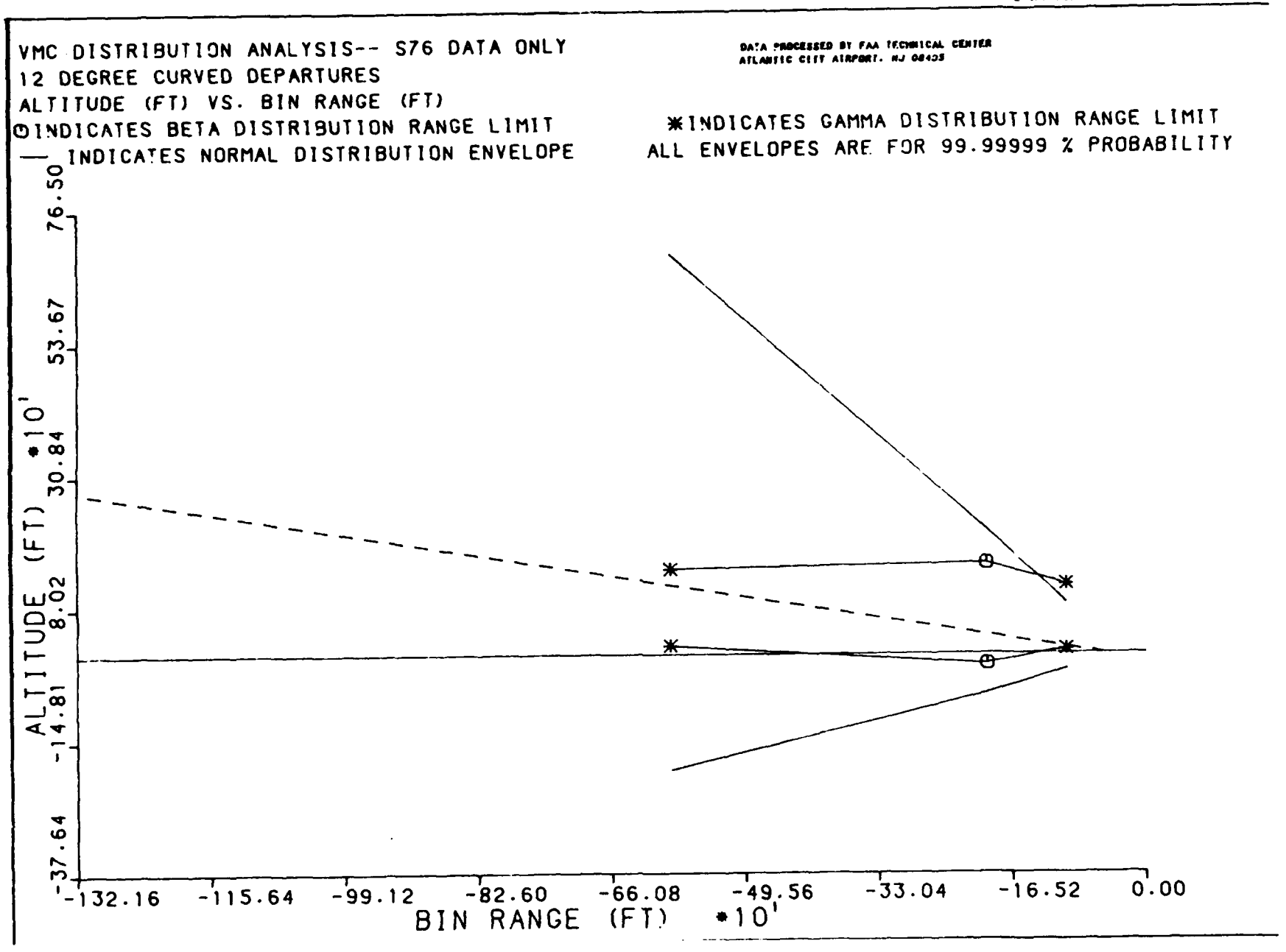
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
122.06
81.45
40.84
0.23
-40.38
-80.99
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
10 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—|—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
101.20
71.83
42.47
13.11
-16.25
-45.62
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹

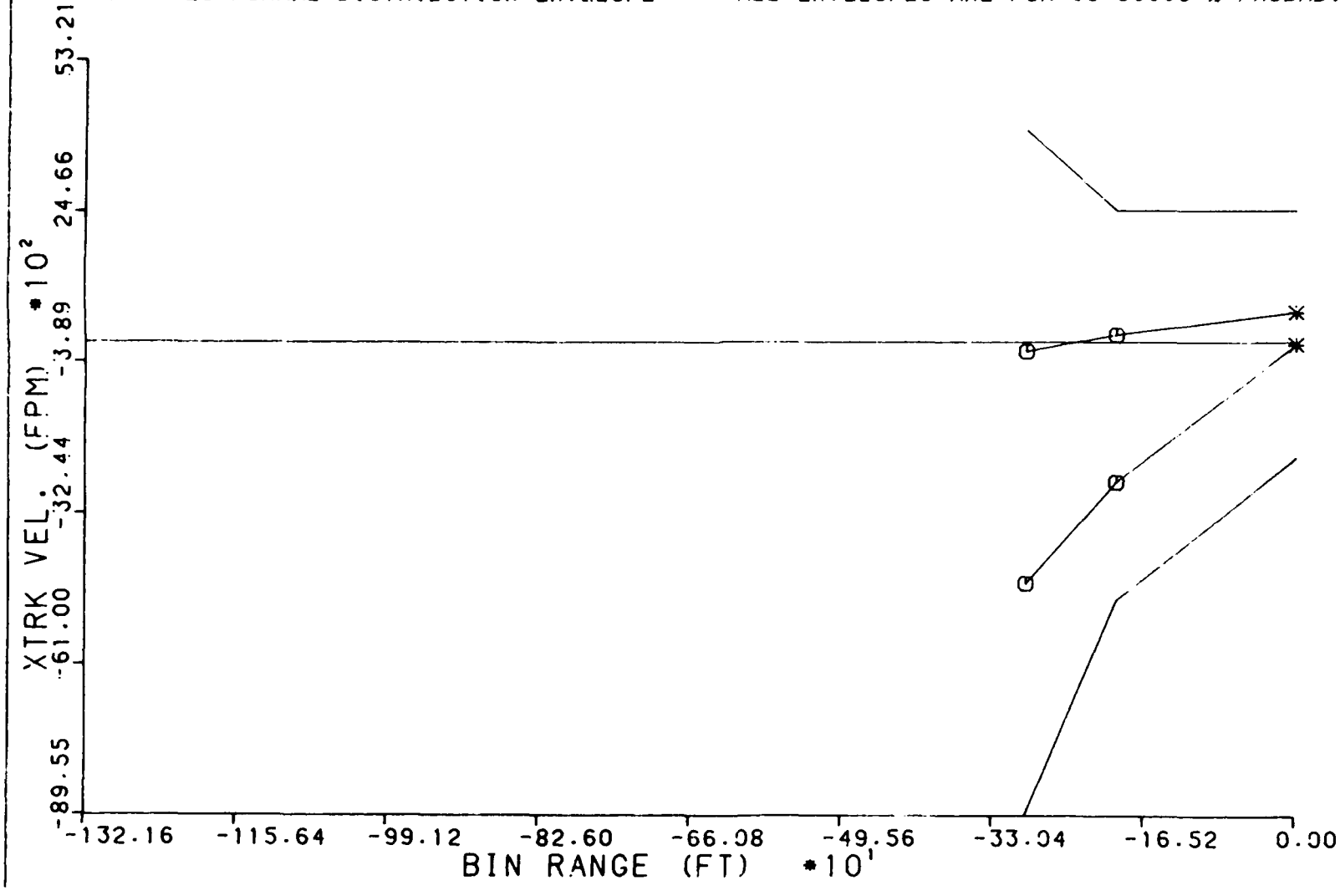

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
O INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
27.59
14.06
0.53
-12.99
-26.52
-40.04
-132.16
-115.64
-99.12
-82.60
-66.08
-49.56
-33.04
-16.52
0.00
BIN RANGE (FT) *10¹

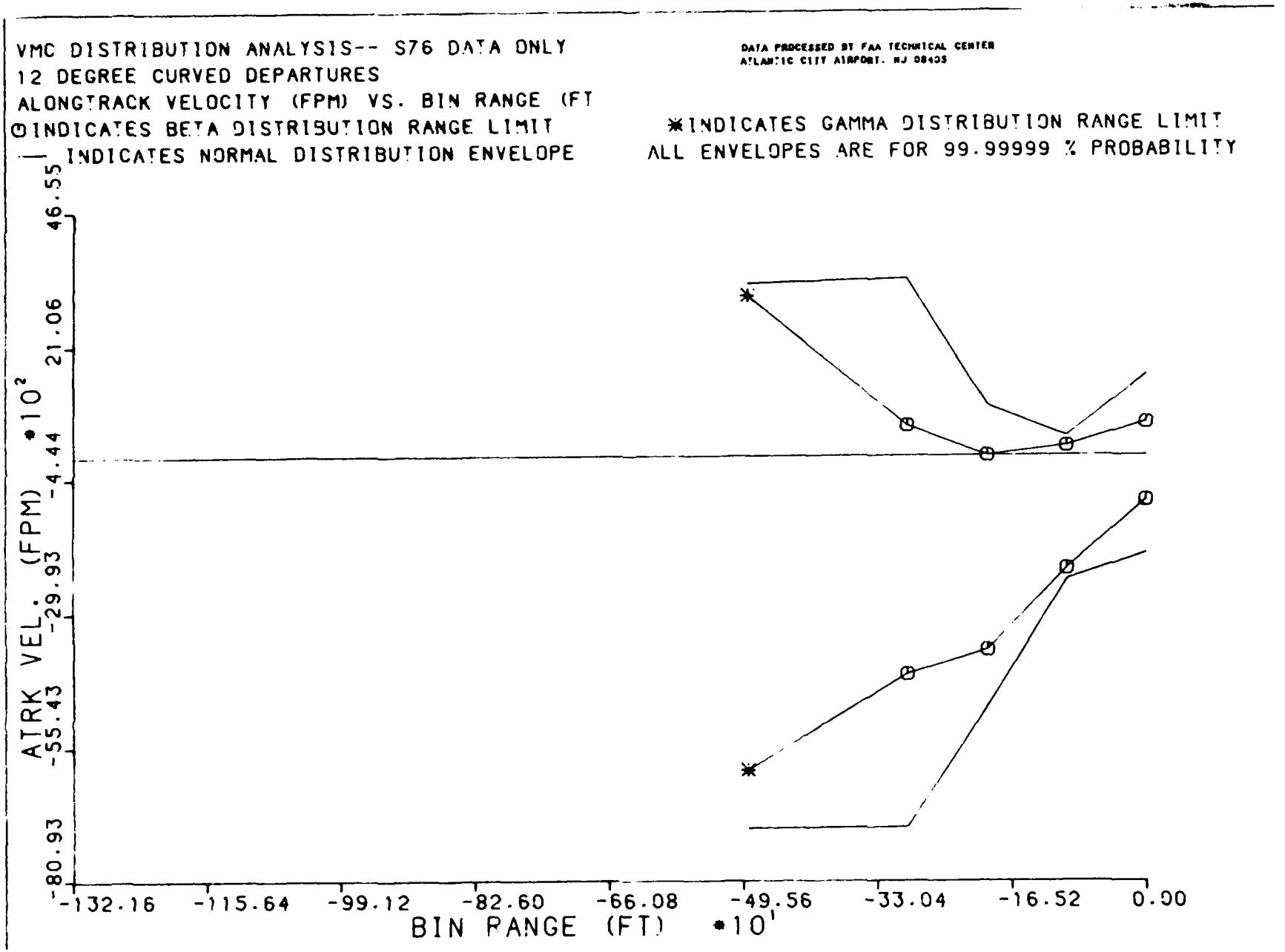

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
76.50
53.67
30.84
8.02
-14.81
-37.64
-132.16
-115.64
-99.12
-82.60
-66.08
-49.56
-33.04
-16.52
0.00
BIN RANGE (FT) *10'

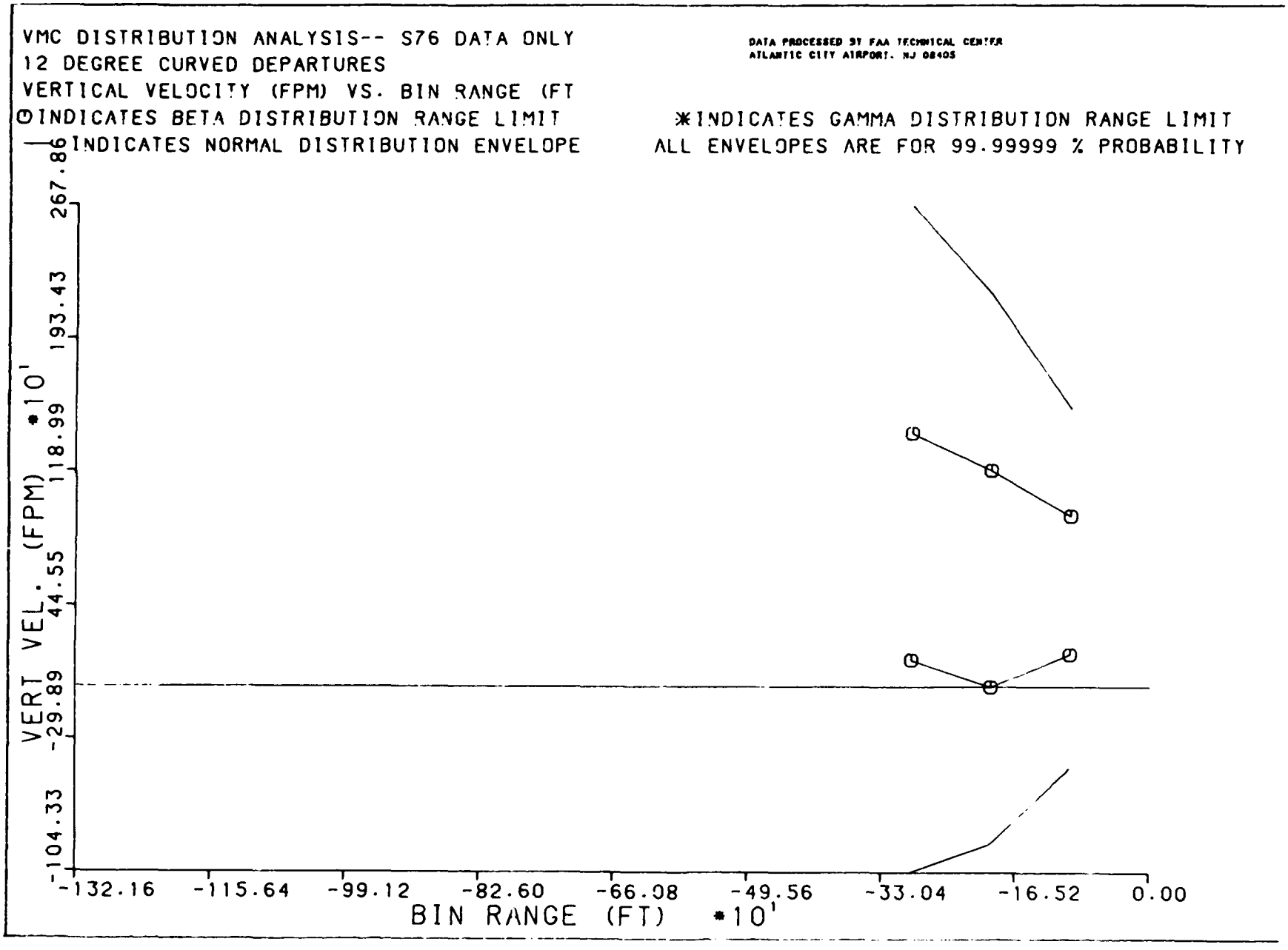
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT

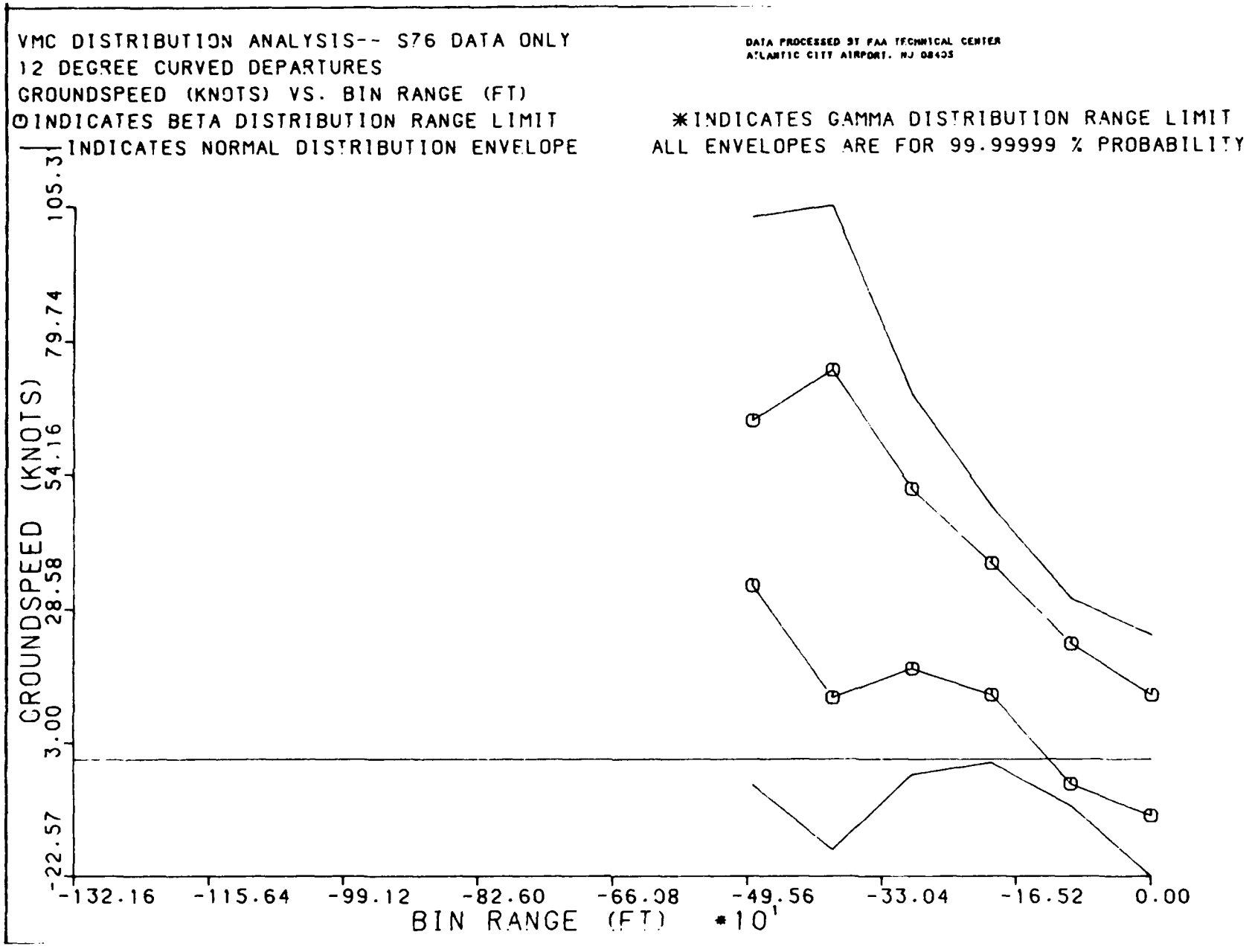
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

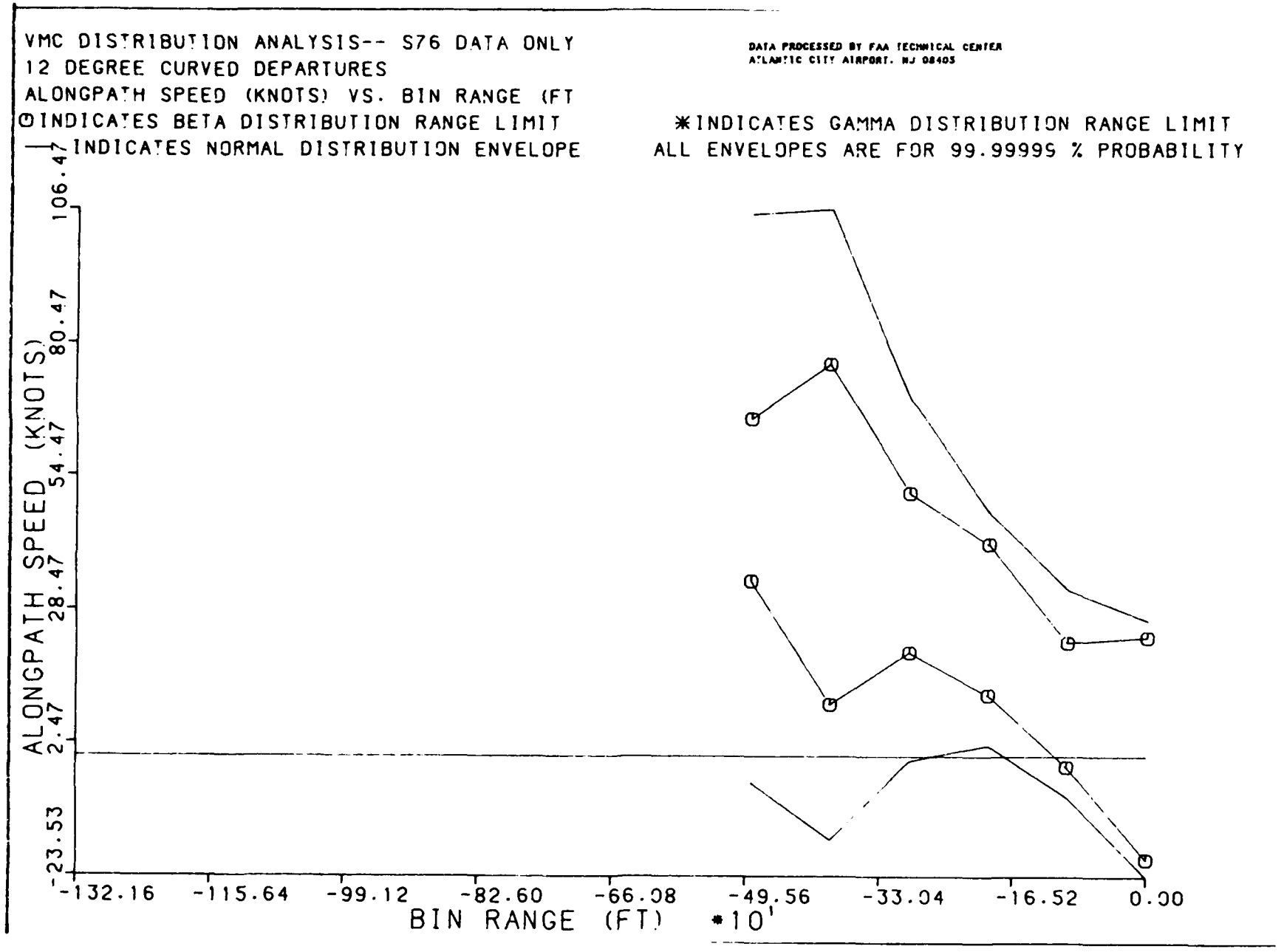
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
46.55
21.06
-4.44
-29.93
-55.43
-80.93
-132.16
-115.64
-99.12
-82.60
-66.08
-49.56
-33.04
-16.52
0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
267.86
193.43
118.99
44.55
-29.89
-104.33
-132.16
-115.64
-99.12
-82.60
-66.08
-49.56
-33.04
-16.52
0.00
BIN RANGE (FT) *10'

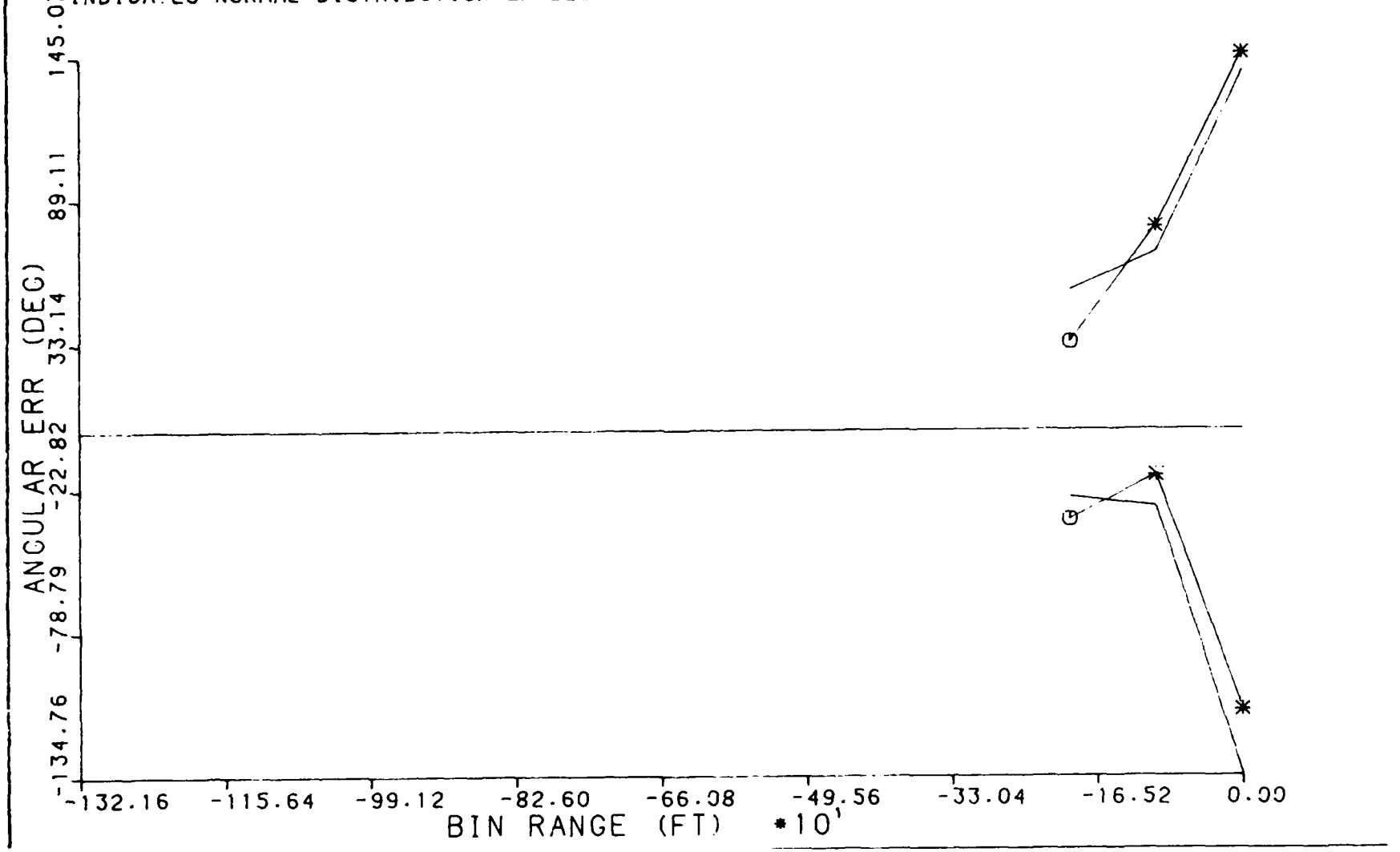

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
105.31
79.74
54.16
28.58
3.00
-22.57
-132.16
-115.64
-99.12
-82.60
-66.08
-49.56
-33.04
-16.52
0.00
BIN RANGE (FT) *10'

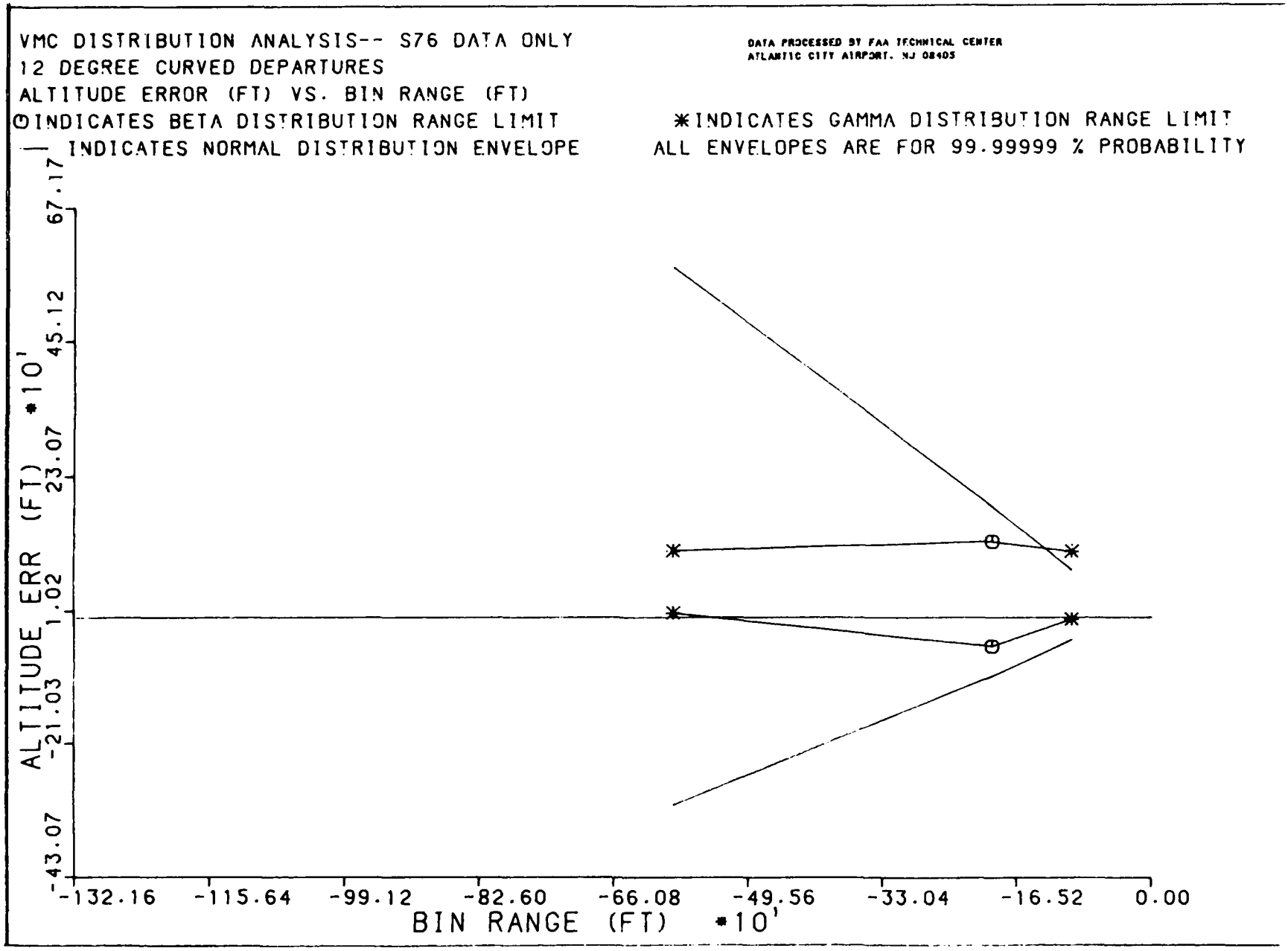

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
|INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99995 % PROBABILITY
ALONGPATH SPEED (KNOTS)
106.47
80.47
54.47
28.47
2.47
-23.53
-132.16
-115.64
-99.12
-82.60
-66.08
-49.56
-33.04
-16.52
0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
|—|INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

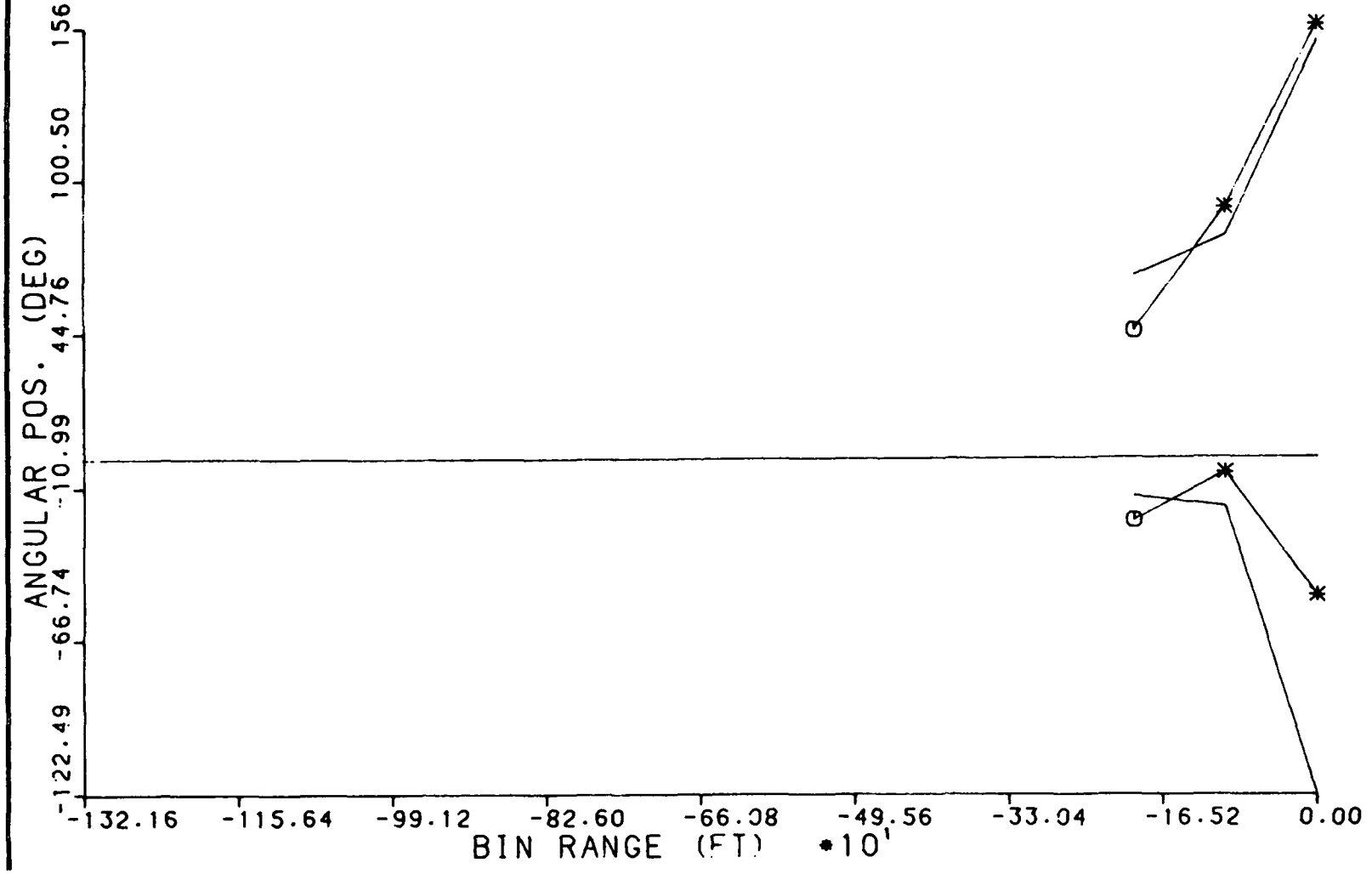



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10'
67.17
45.12
23.07
1.02
-21.03
-43.07
-132.16
-115.64
-99.12
-82.60
-66.08
-49.56
-33.04
-16.52
0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY
12 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



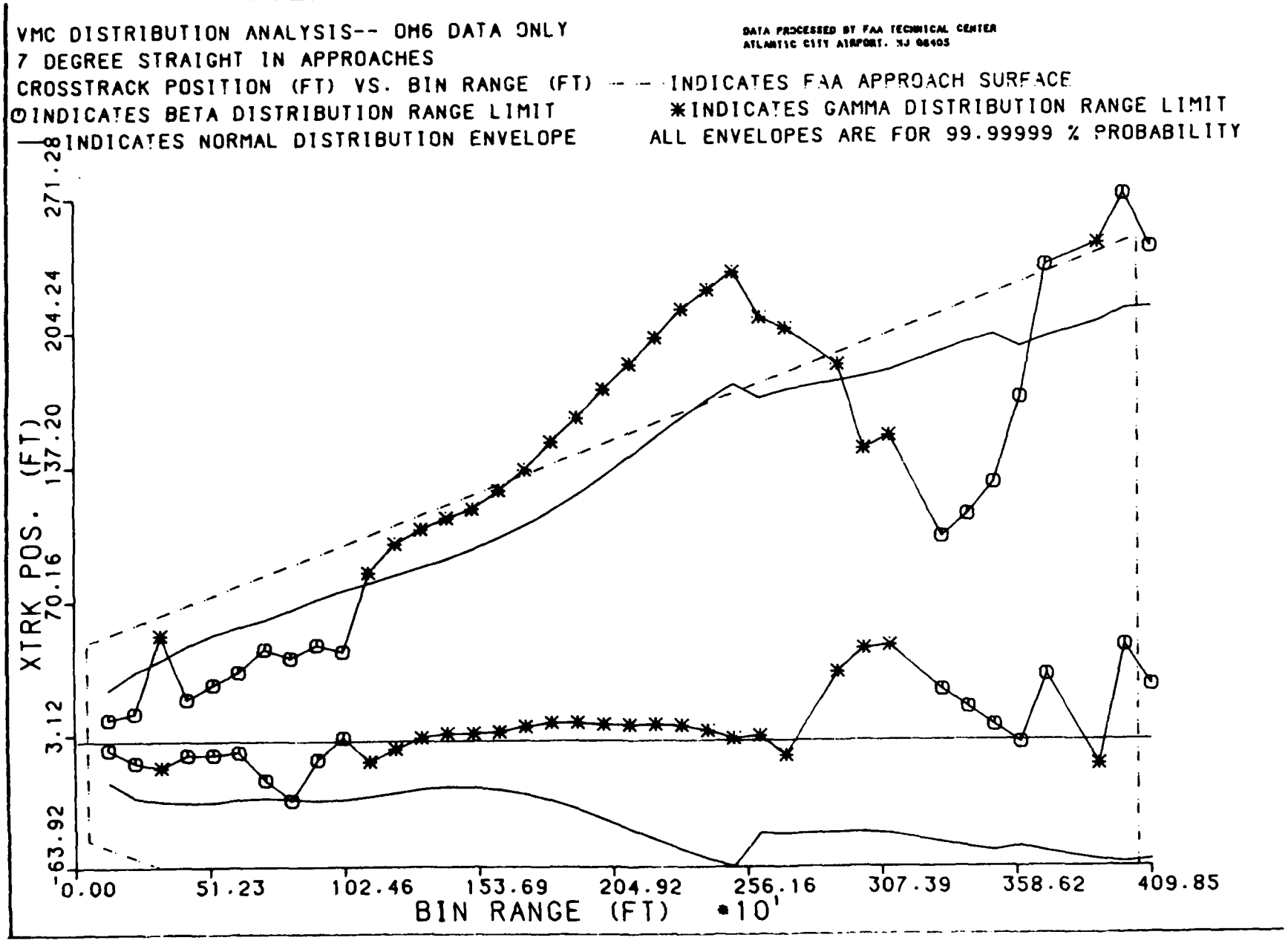
APPENDIX K

DISTRIBUTION COMPARISON PLOTS FOR OH-6 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125°, 8.00°, and 10.00° approaches. For departures they are: 7.125°, 10.00°, and 12.00° departures.

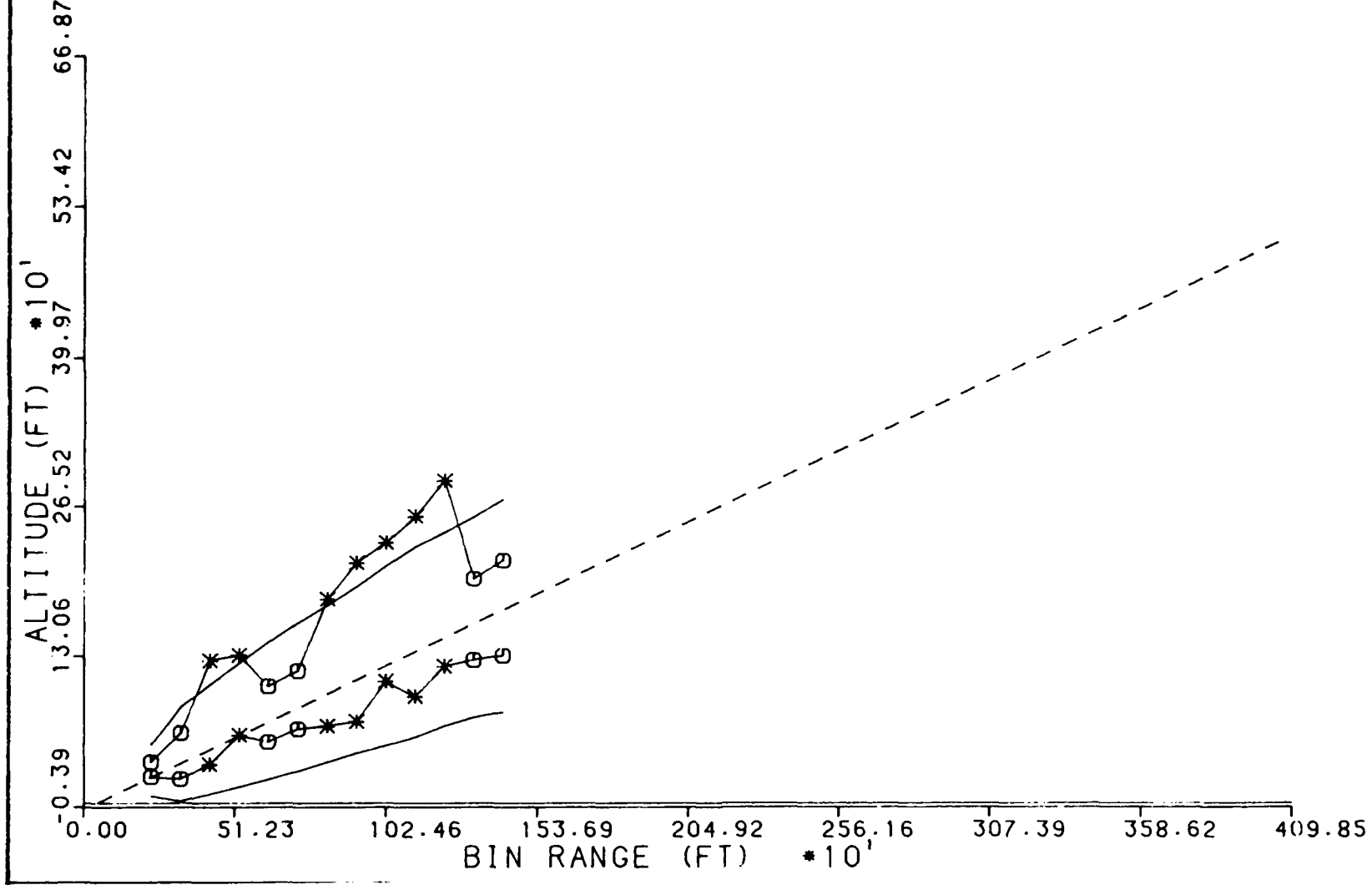
There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).


VMC DISTRIBUTION ANALYSIS-- OM6 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - - INDICATES FAA APPROACH SURFACE
@INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT)
271.28
204.24
137.20
70.16
3.12
-63.92
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

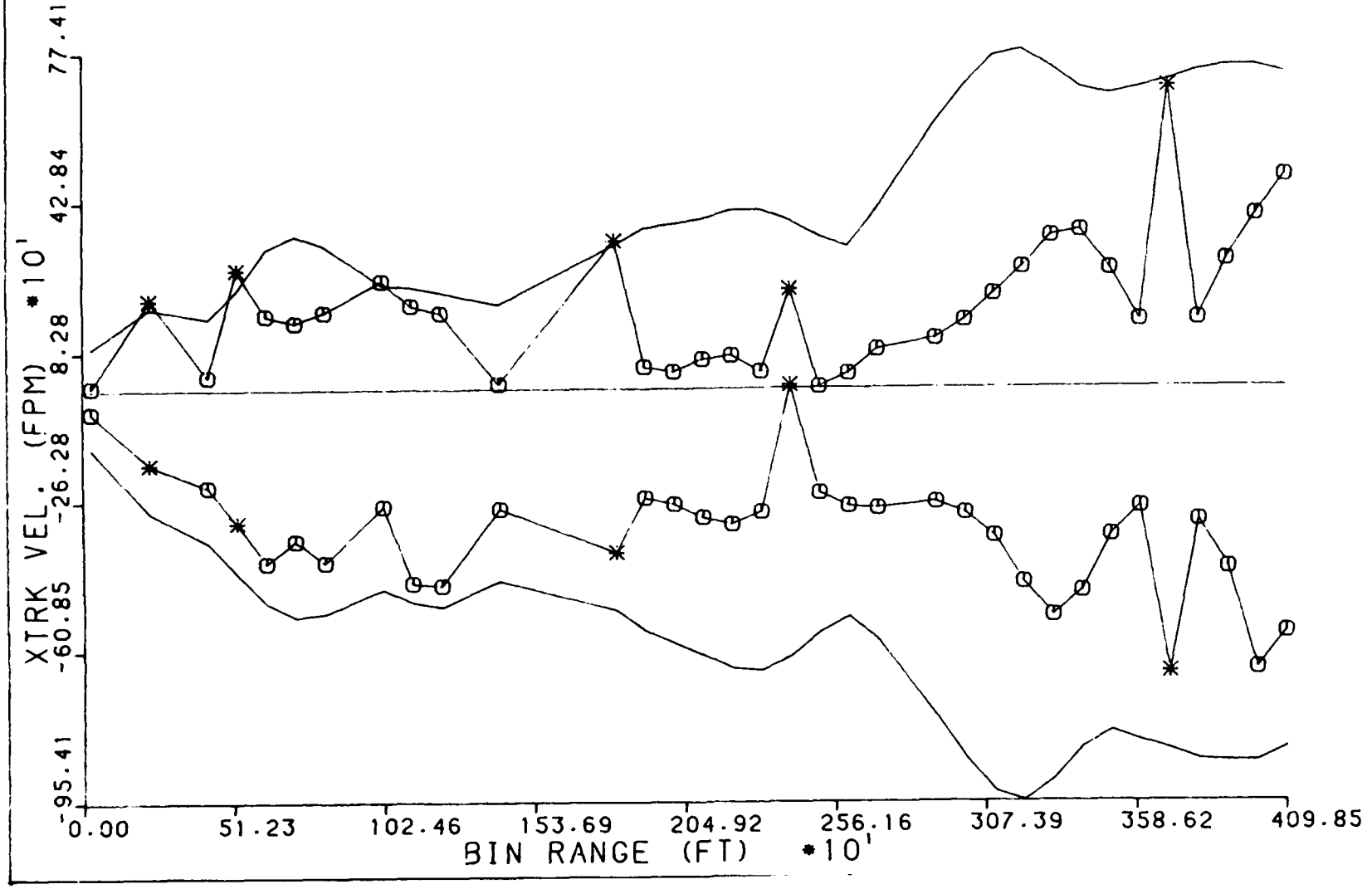
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

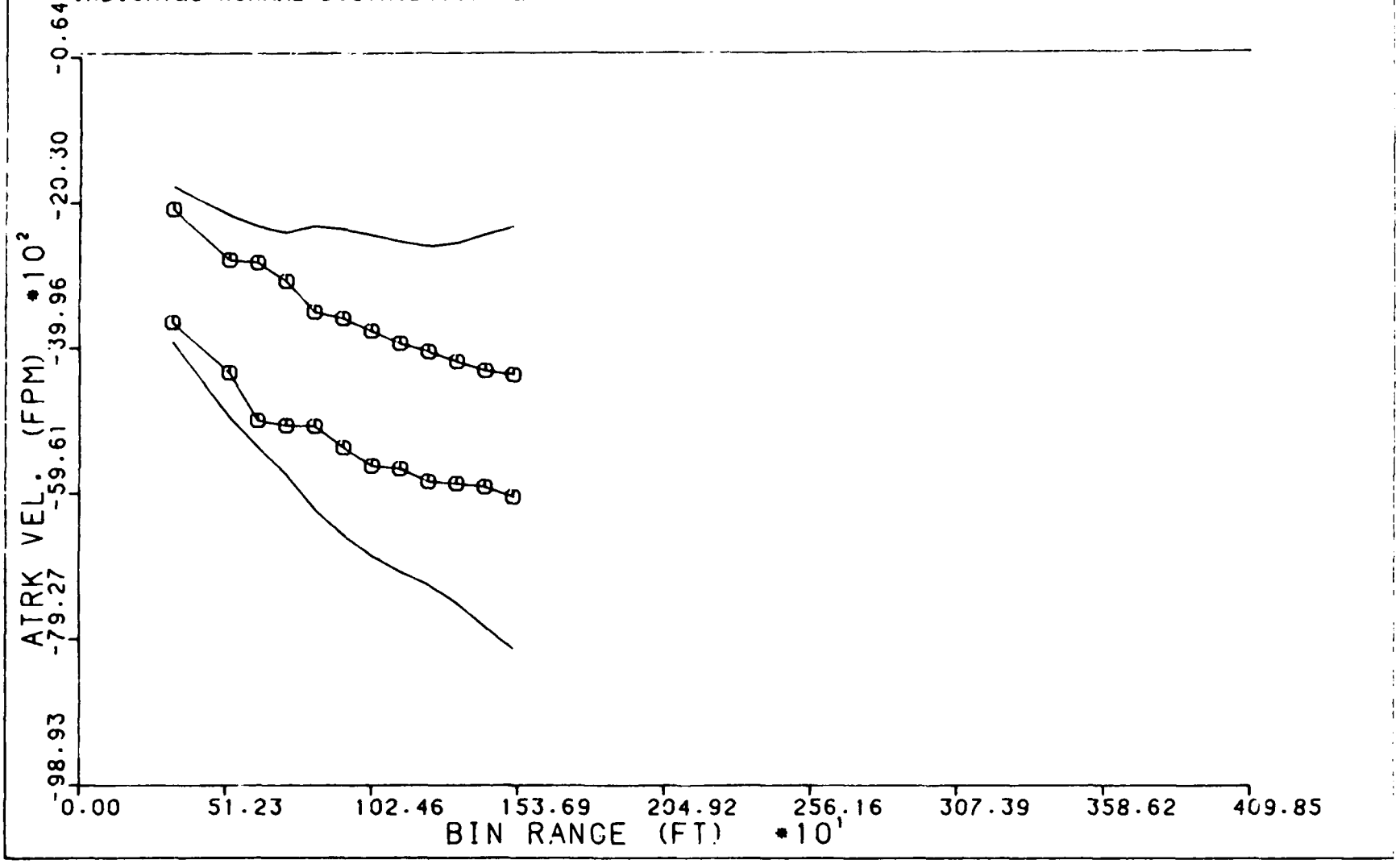


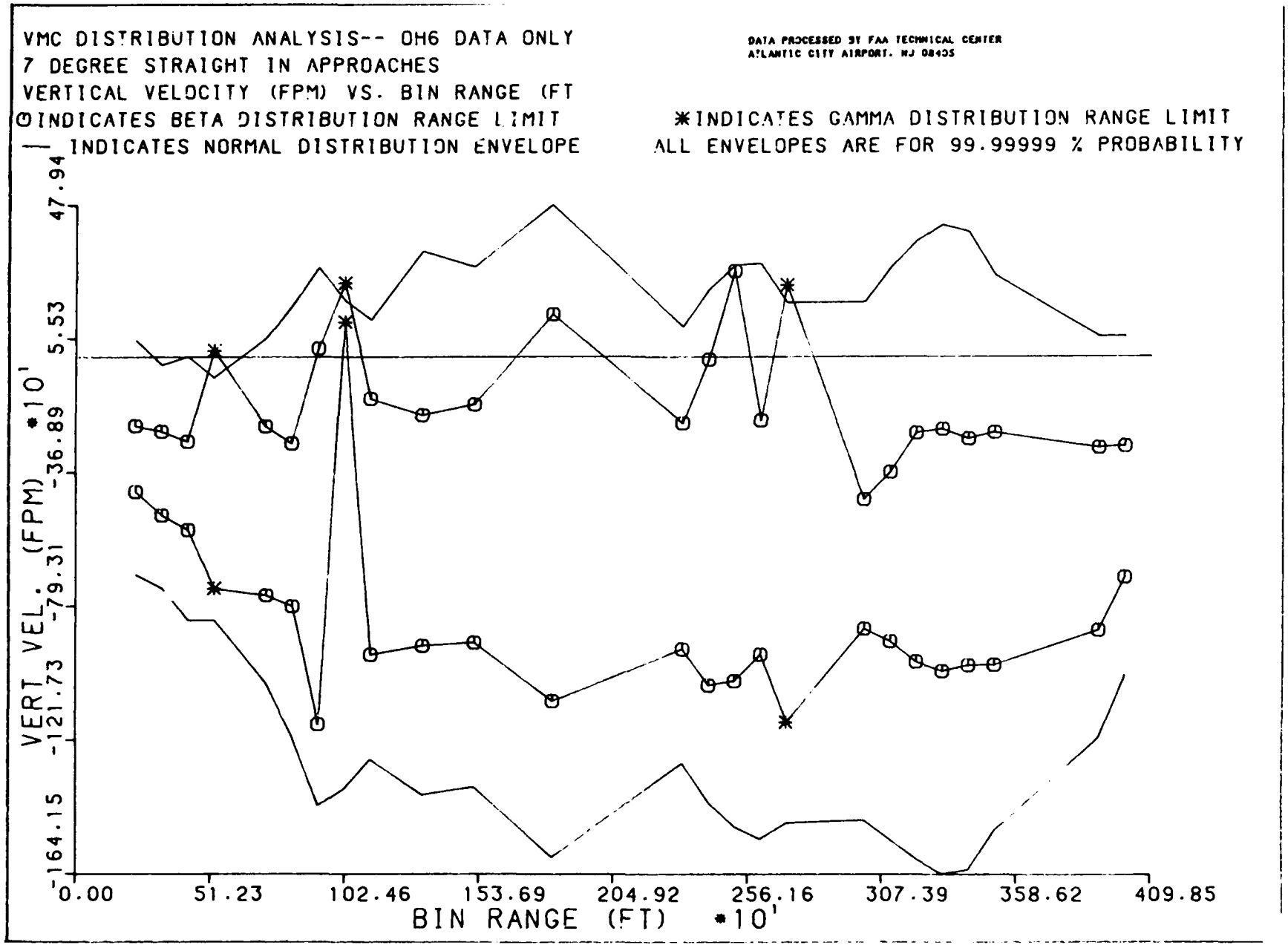
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

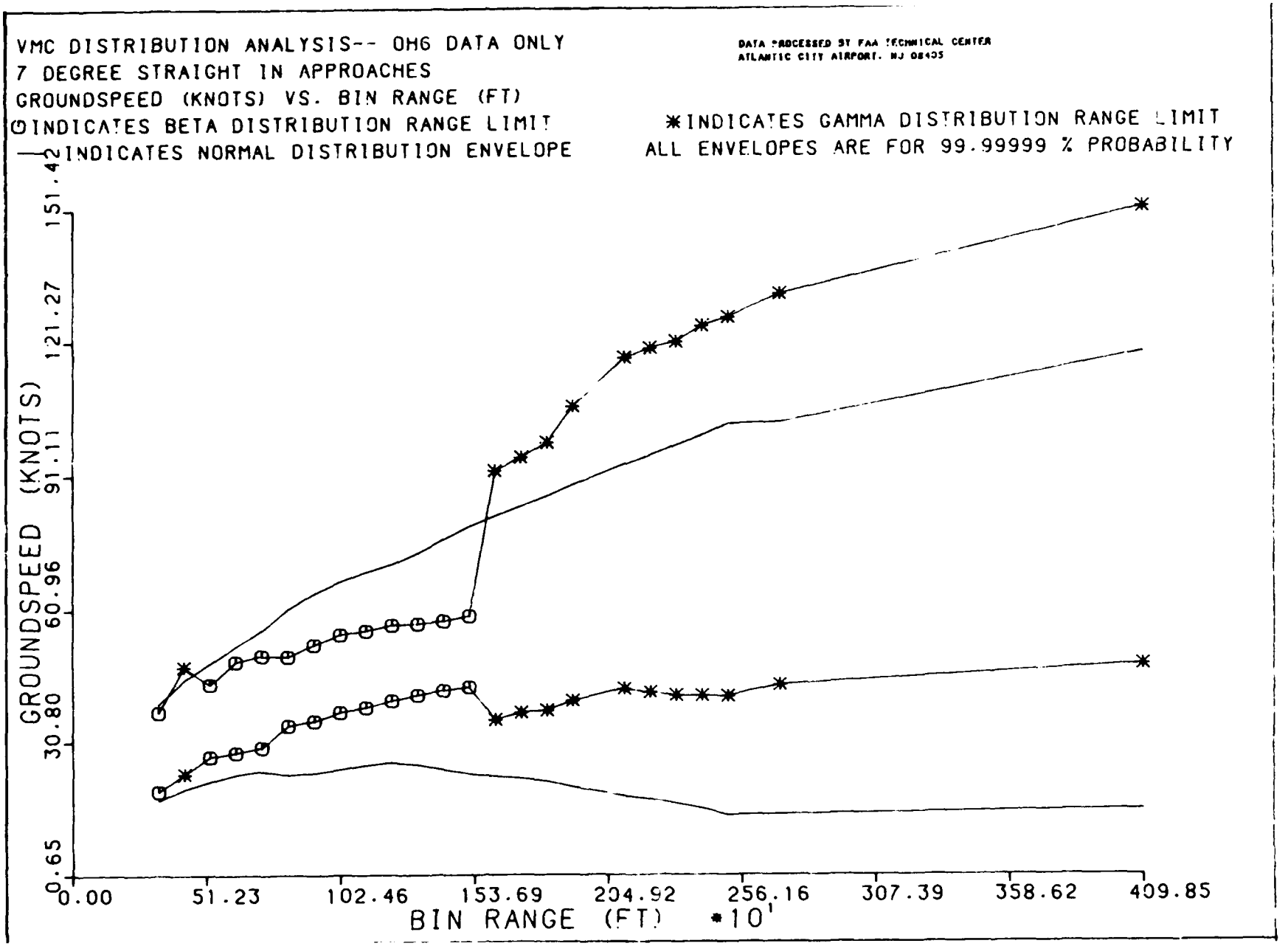
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

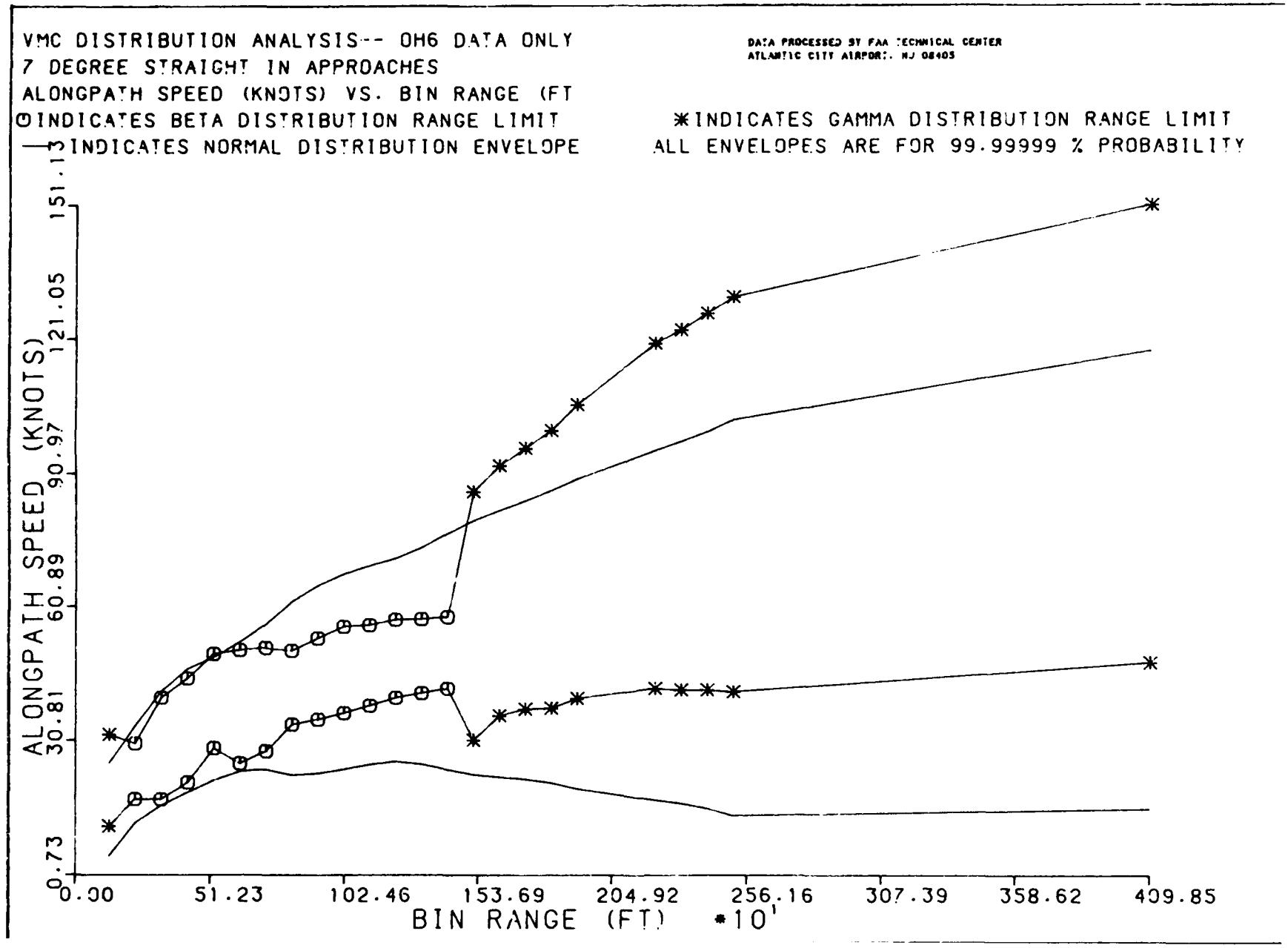
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
47.94
5.53
-36.89
-79.31
-121.73
-164.15
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

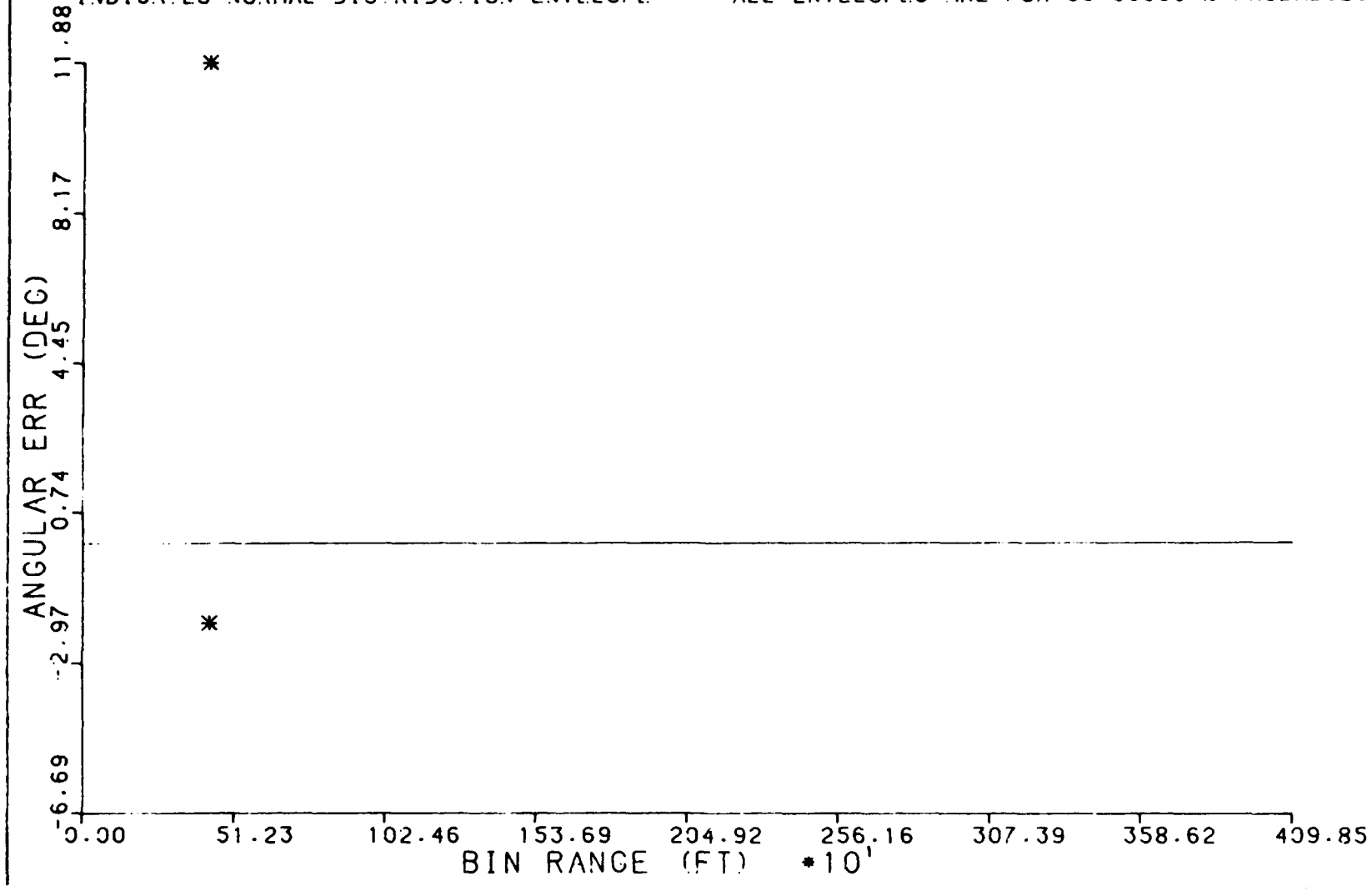

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
151.42
121.27
91.11
60.96
30.80
0.65
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
151.13
121.05
90.97
60.89
30.81
0.73
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- 046 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

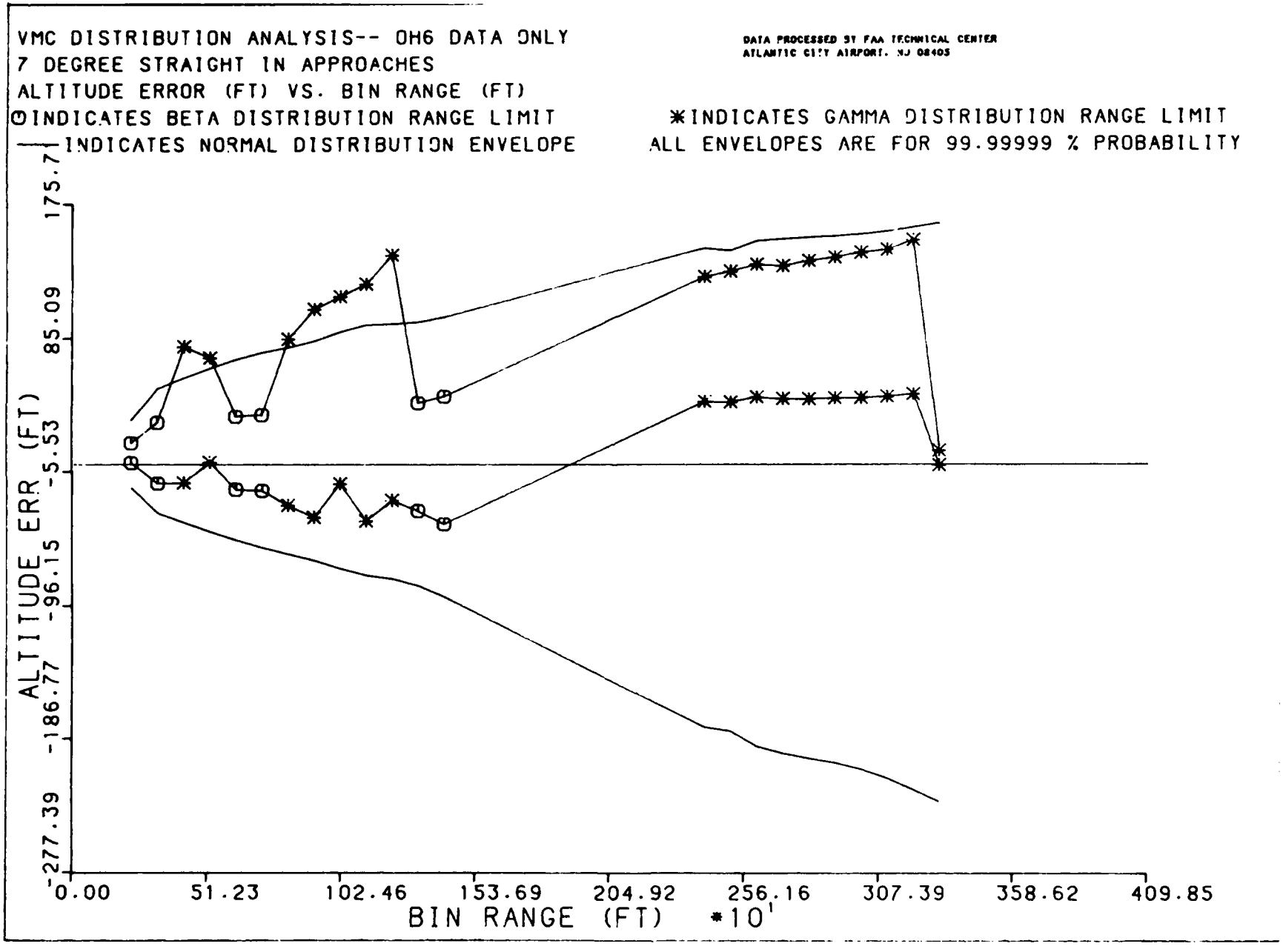
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—|—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

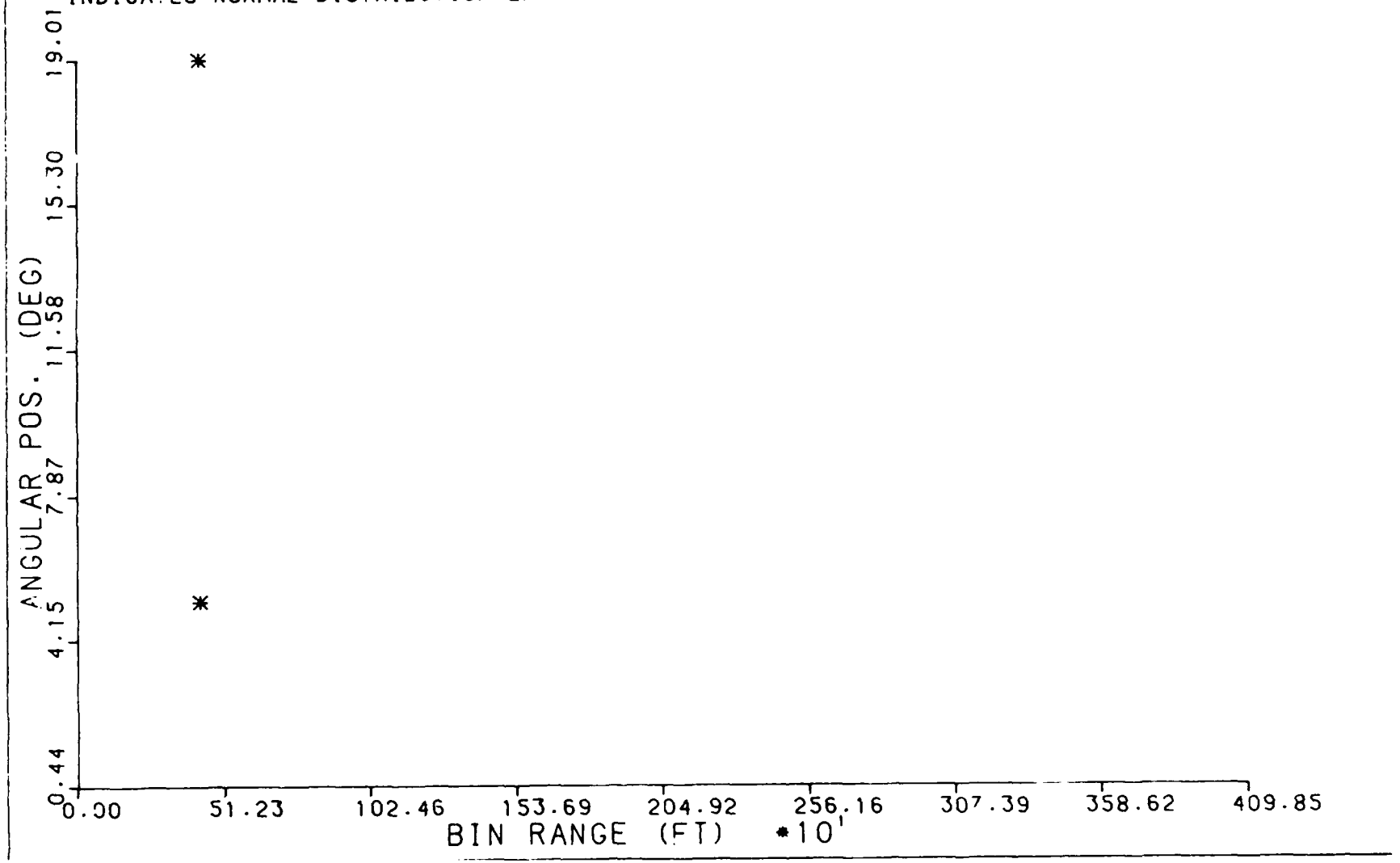
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

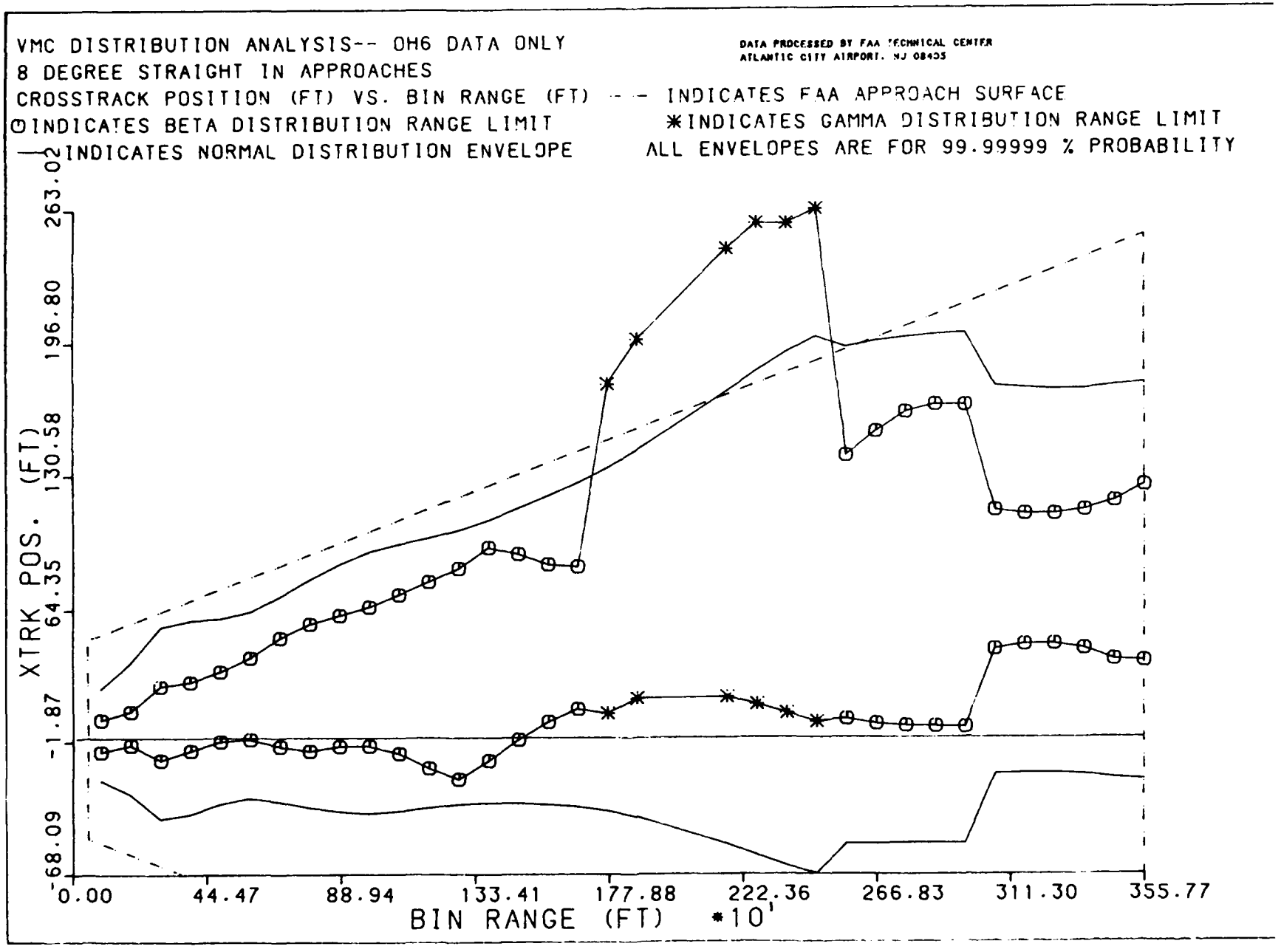


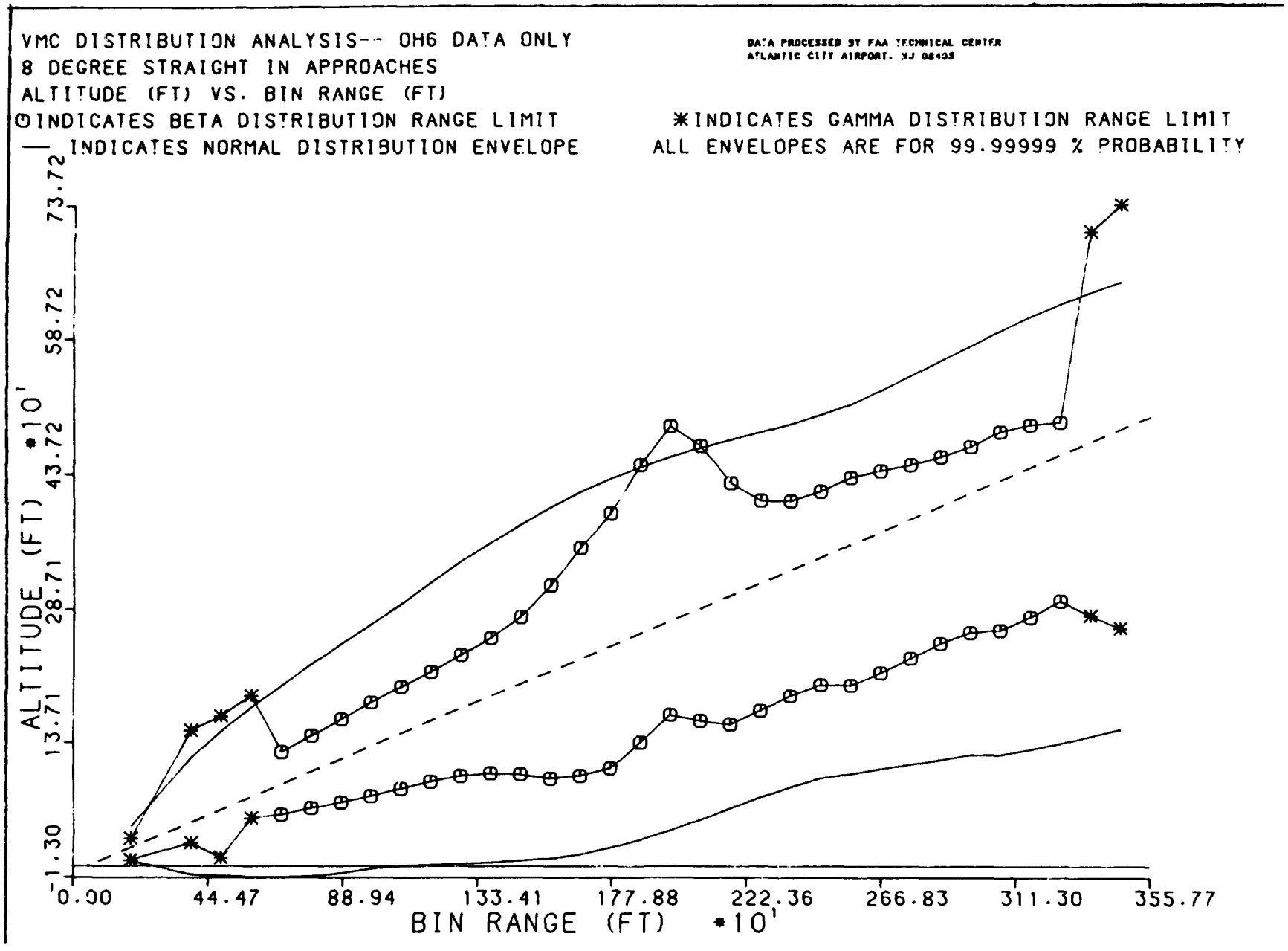
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

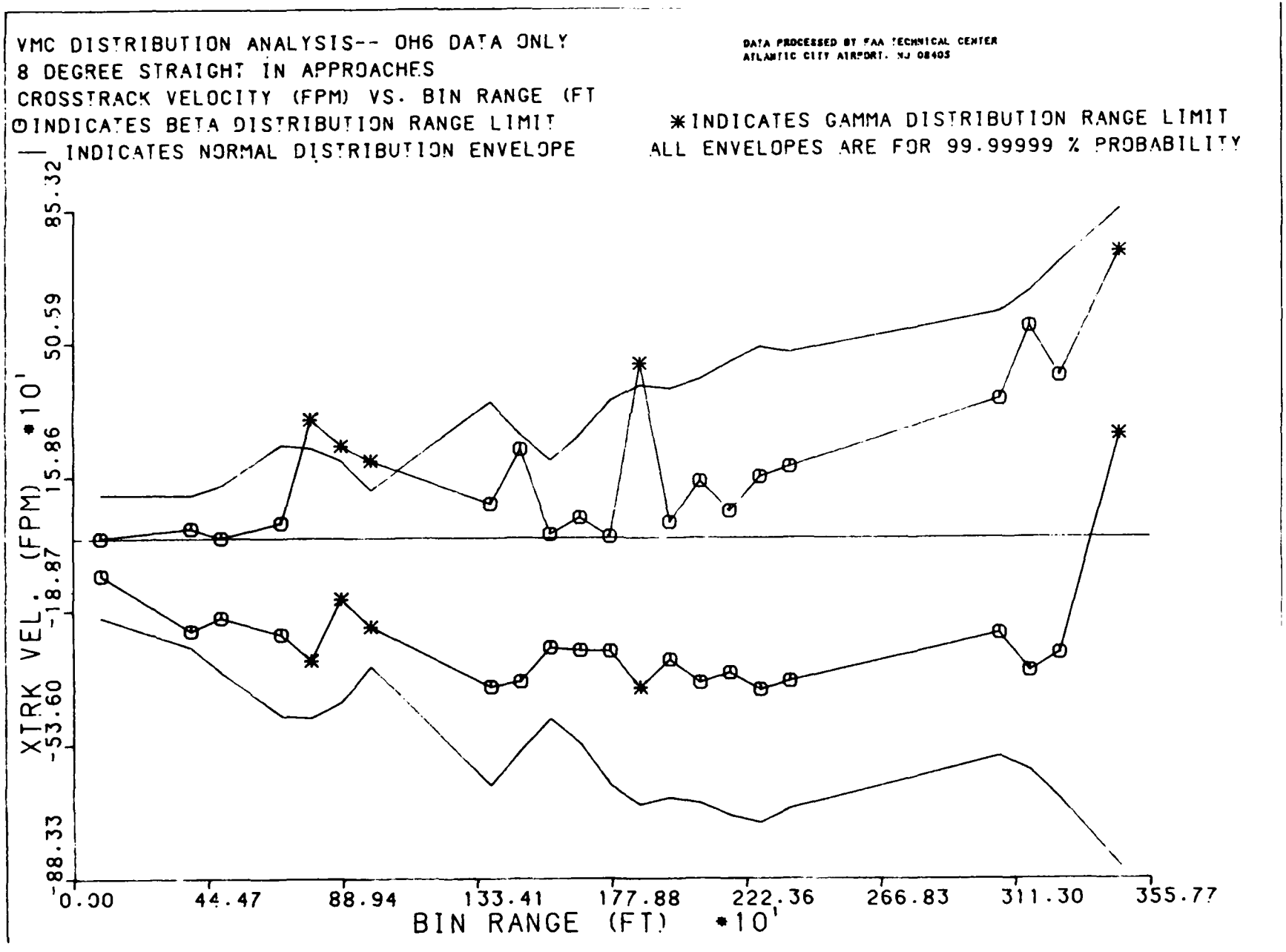
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

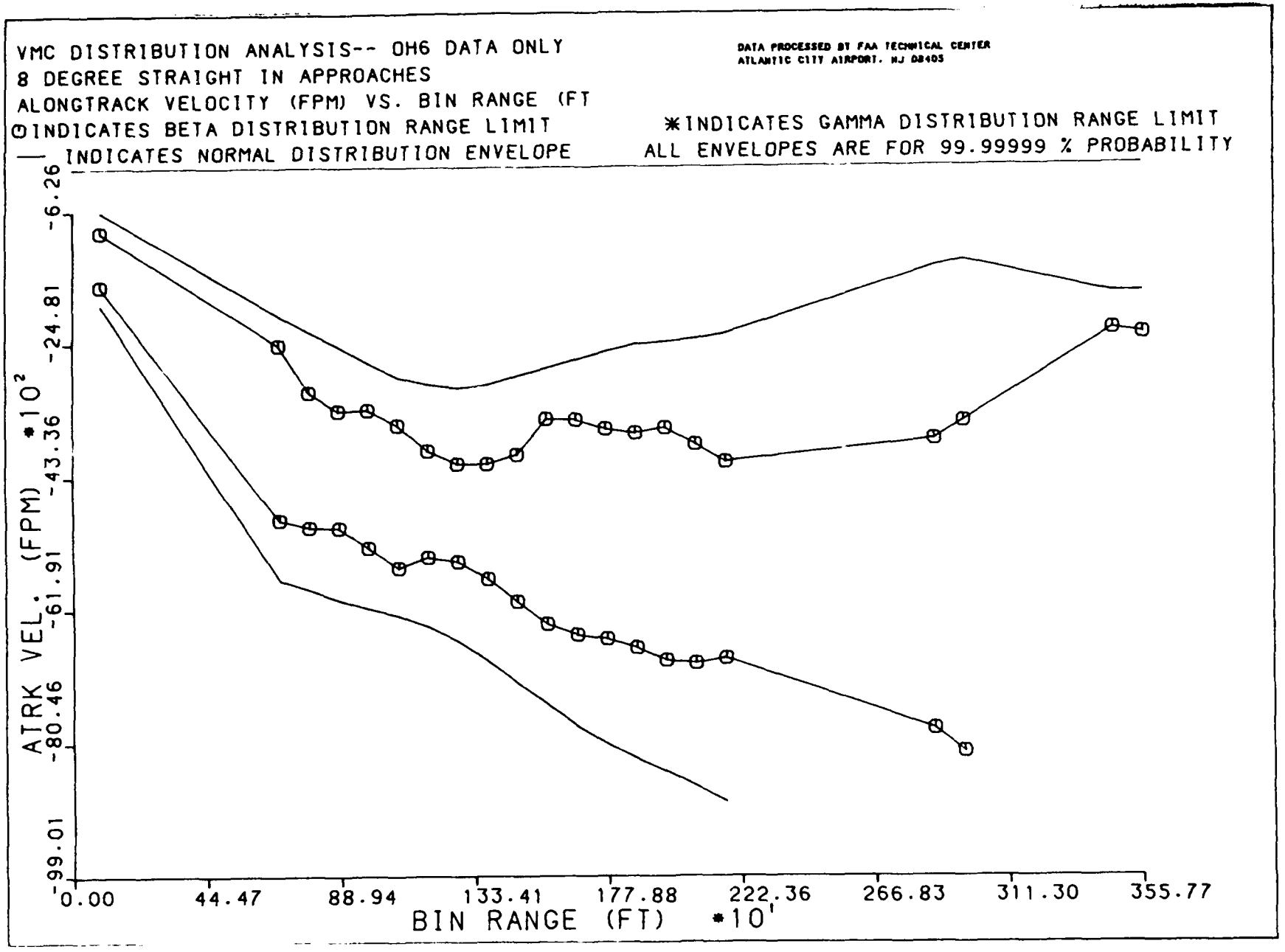
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

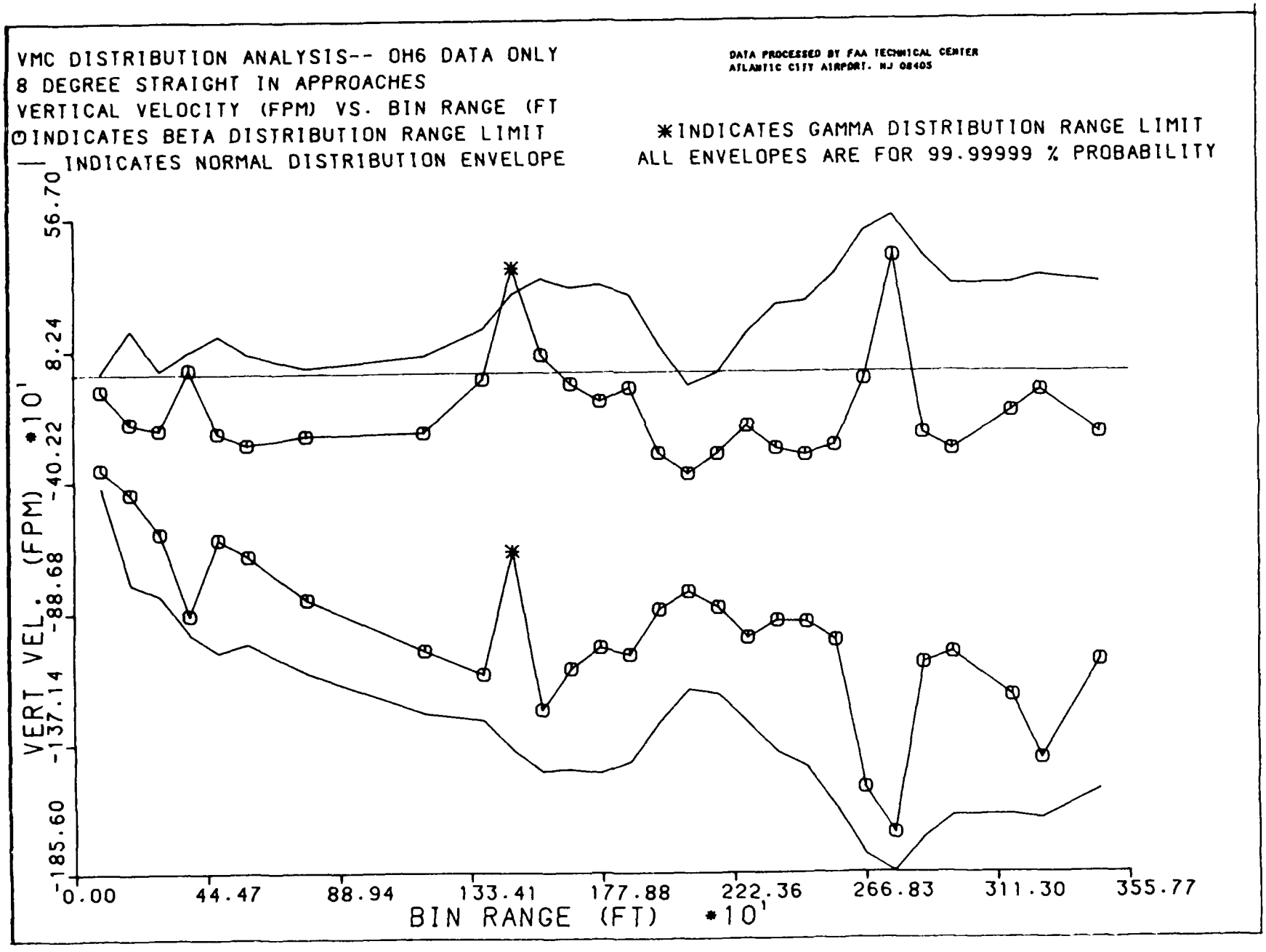


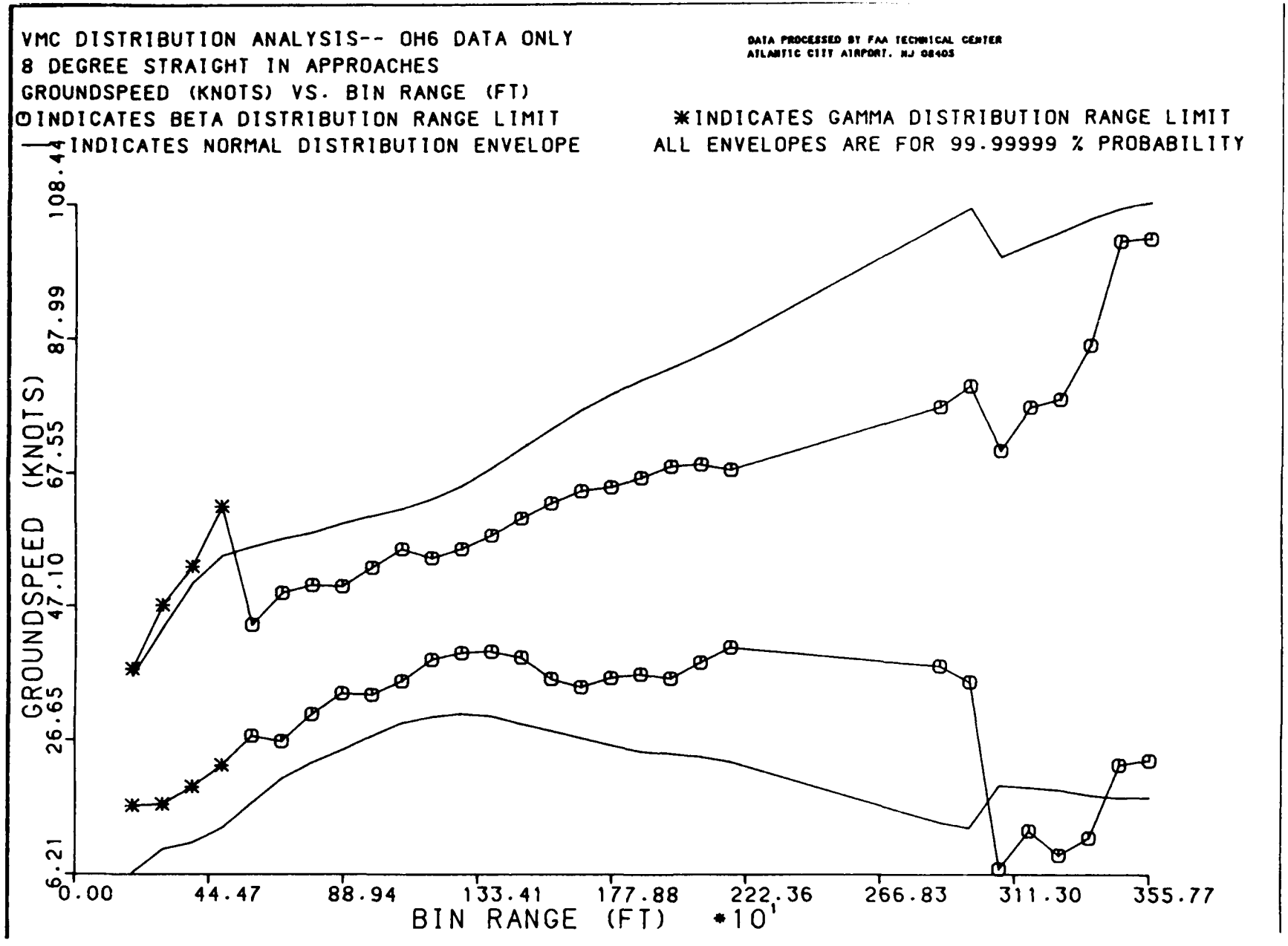

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - - INDICATES FAA APPROACH SURFACE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
XTRK POS. (FT)
263.02
196.80
130.58
64.35
-1.87
-68.09
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
-1.30
13.71
28.71
43.72
58.72
73.72
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
85.32
50.59
15.86
-18.87
-53.60
-88.33
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
-6.26
-24.81
-43.36
-61.91
-80.46
-99.01
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹

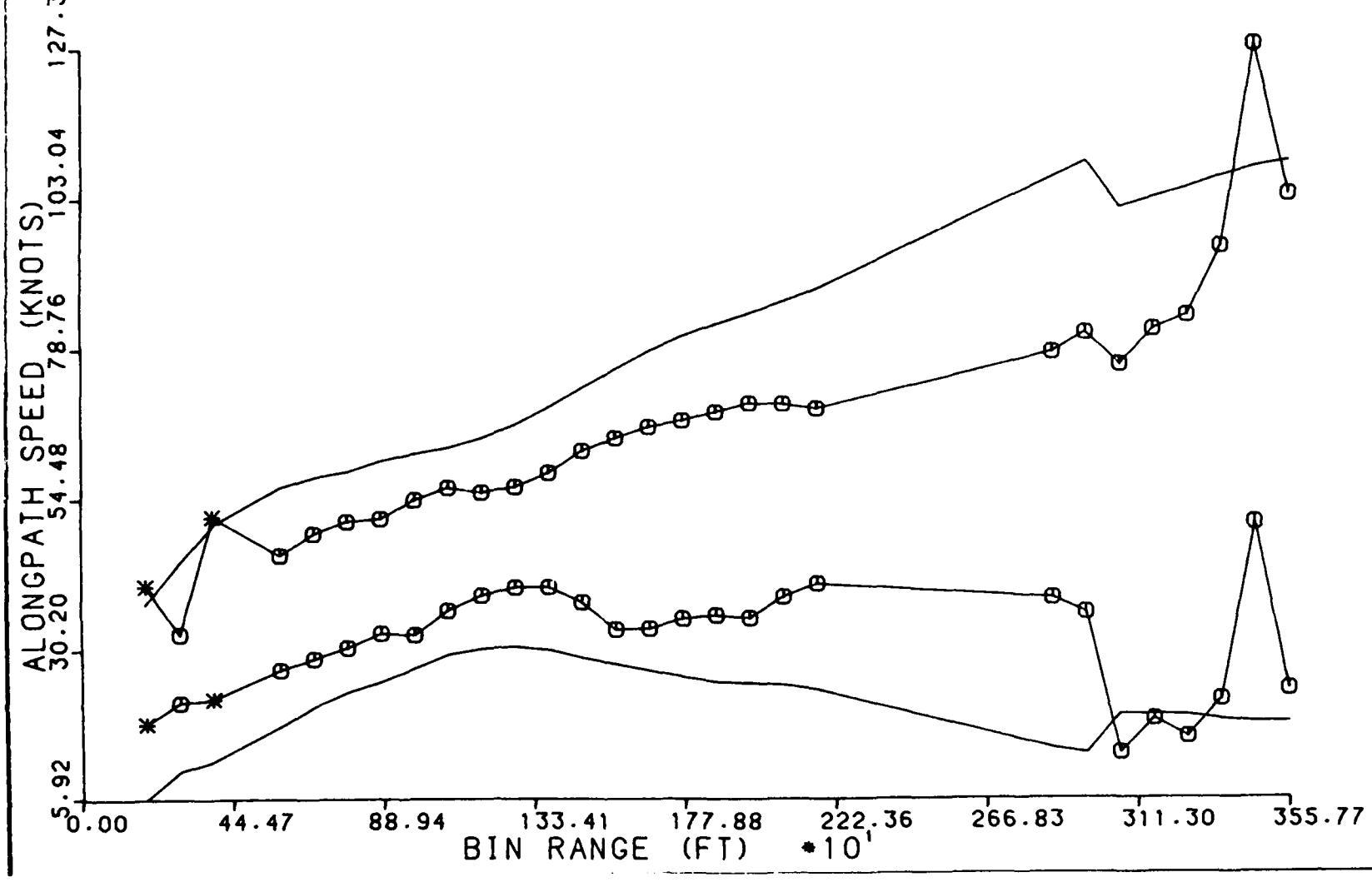

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10¹
56.70
8.24
-40.22
-88.68
-137.14
-185.60
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
O INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
108.44
87.99
67.55
47.10
26.65
6.21
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

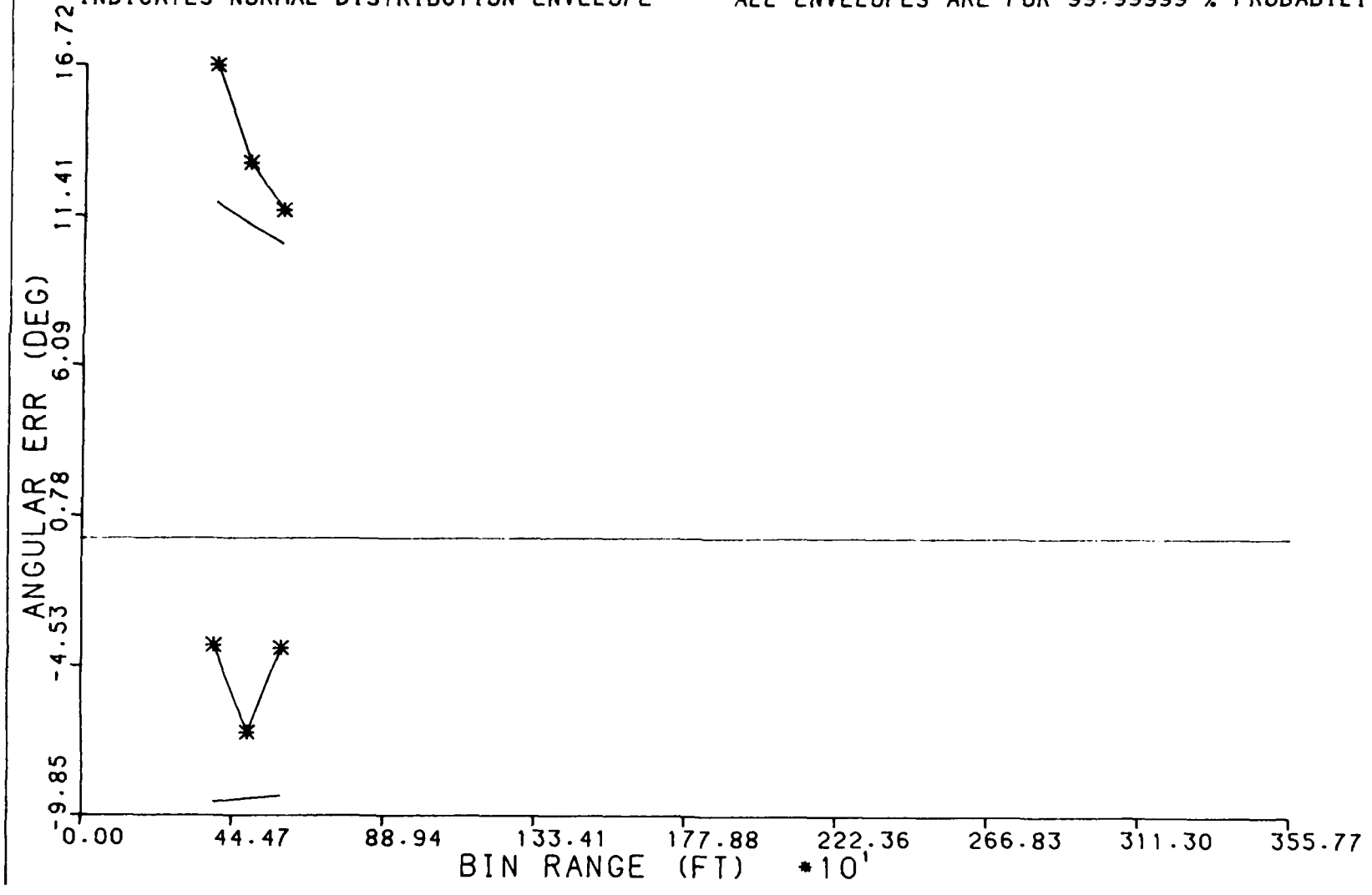
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

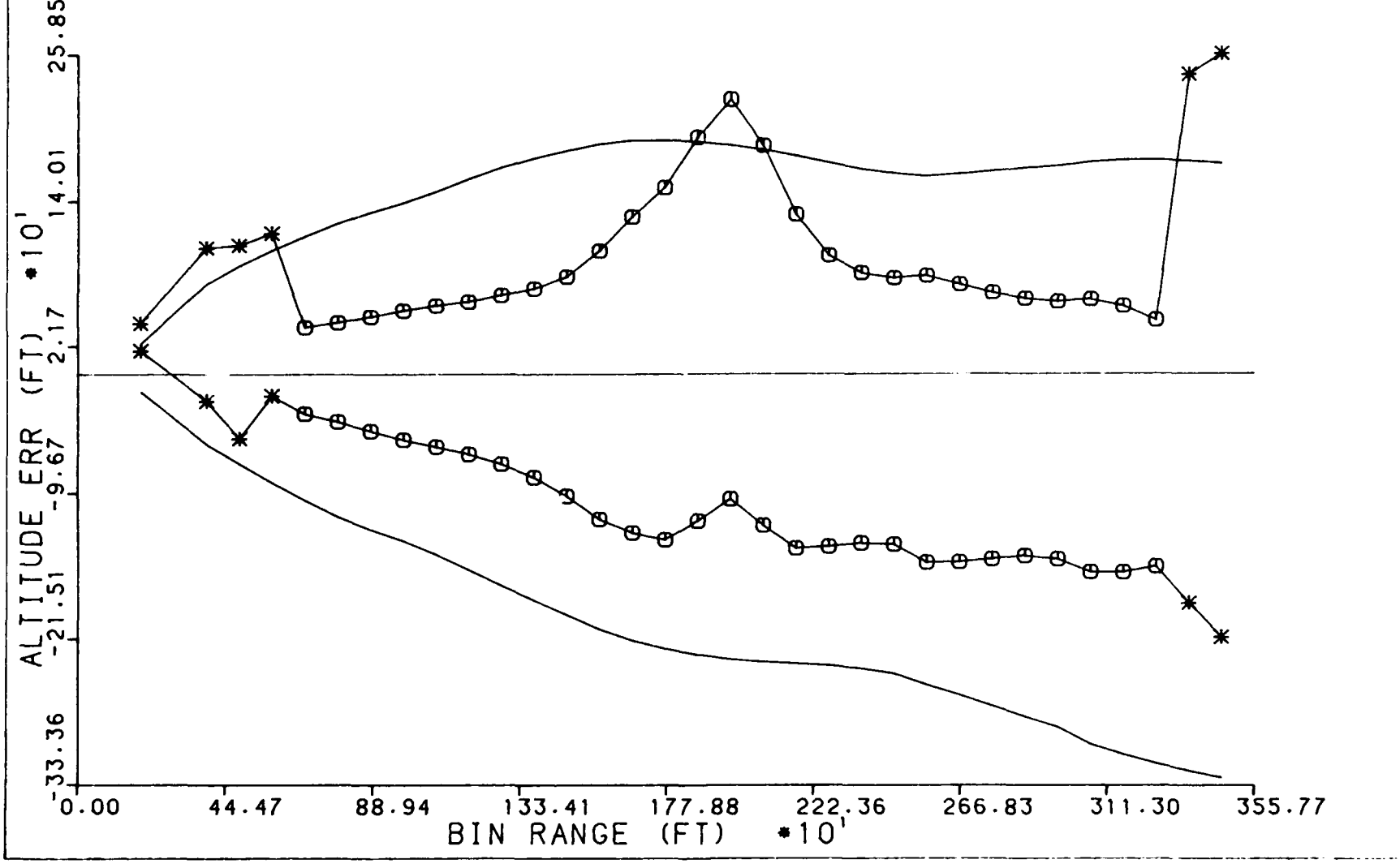
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

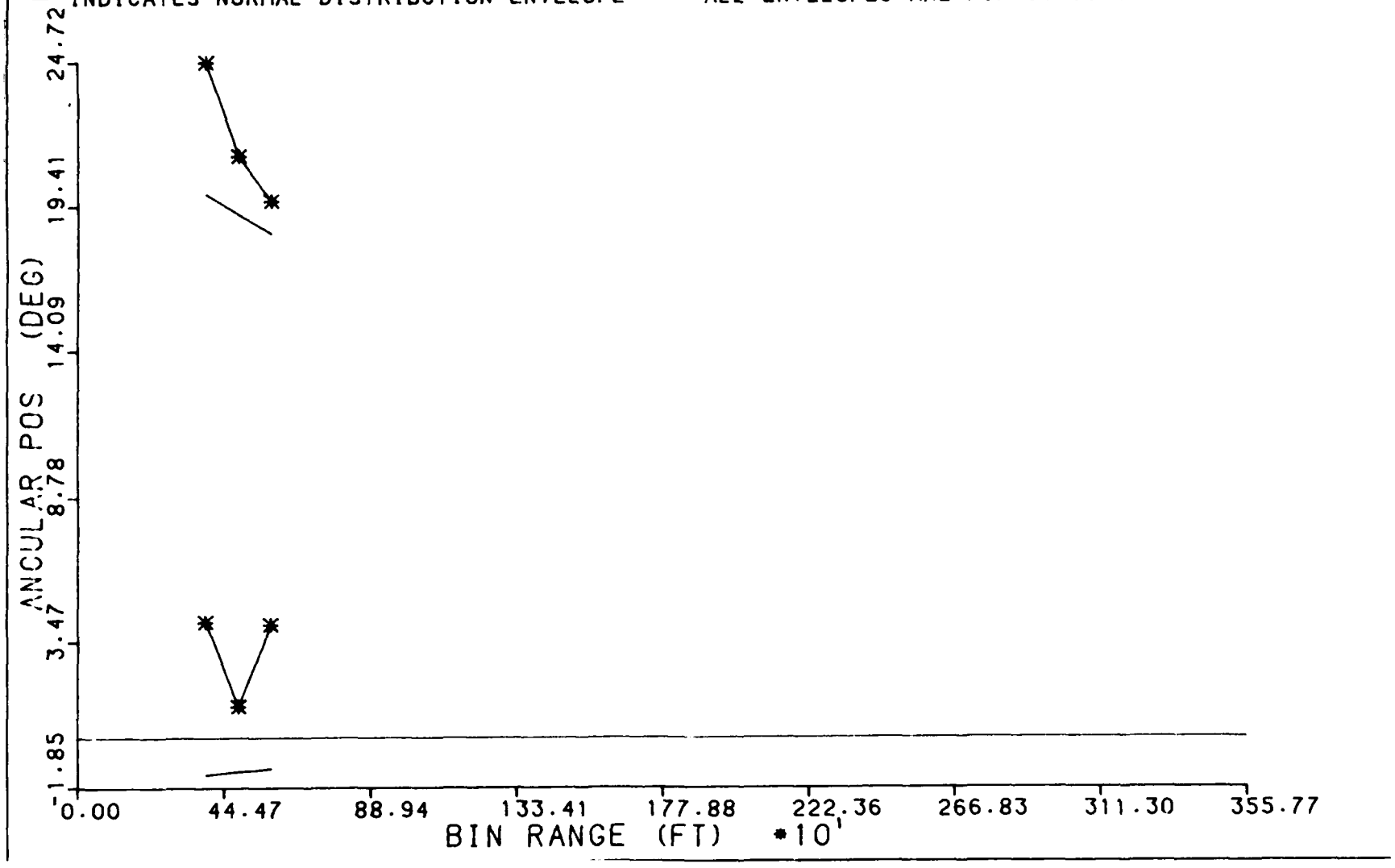
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

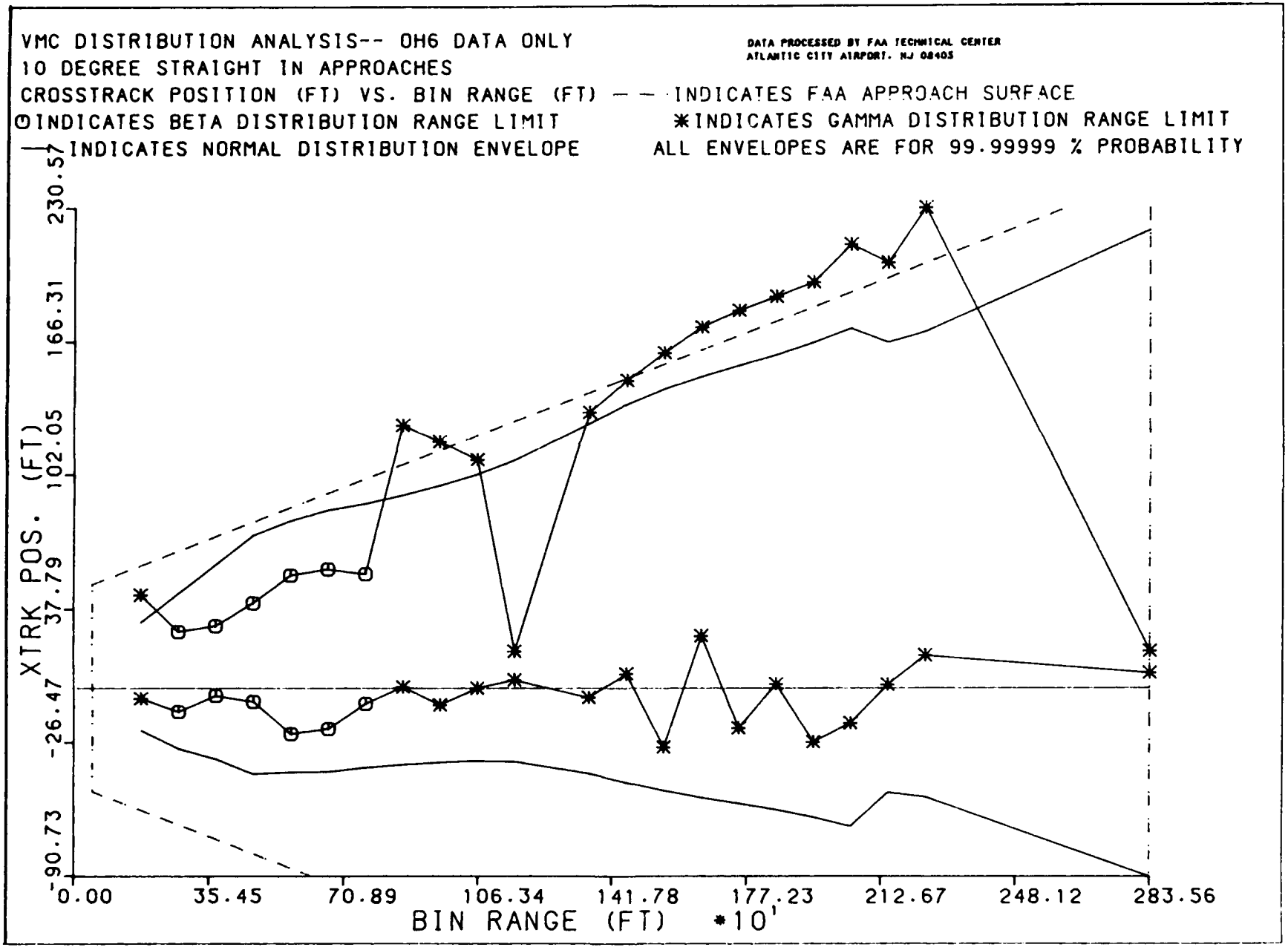


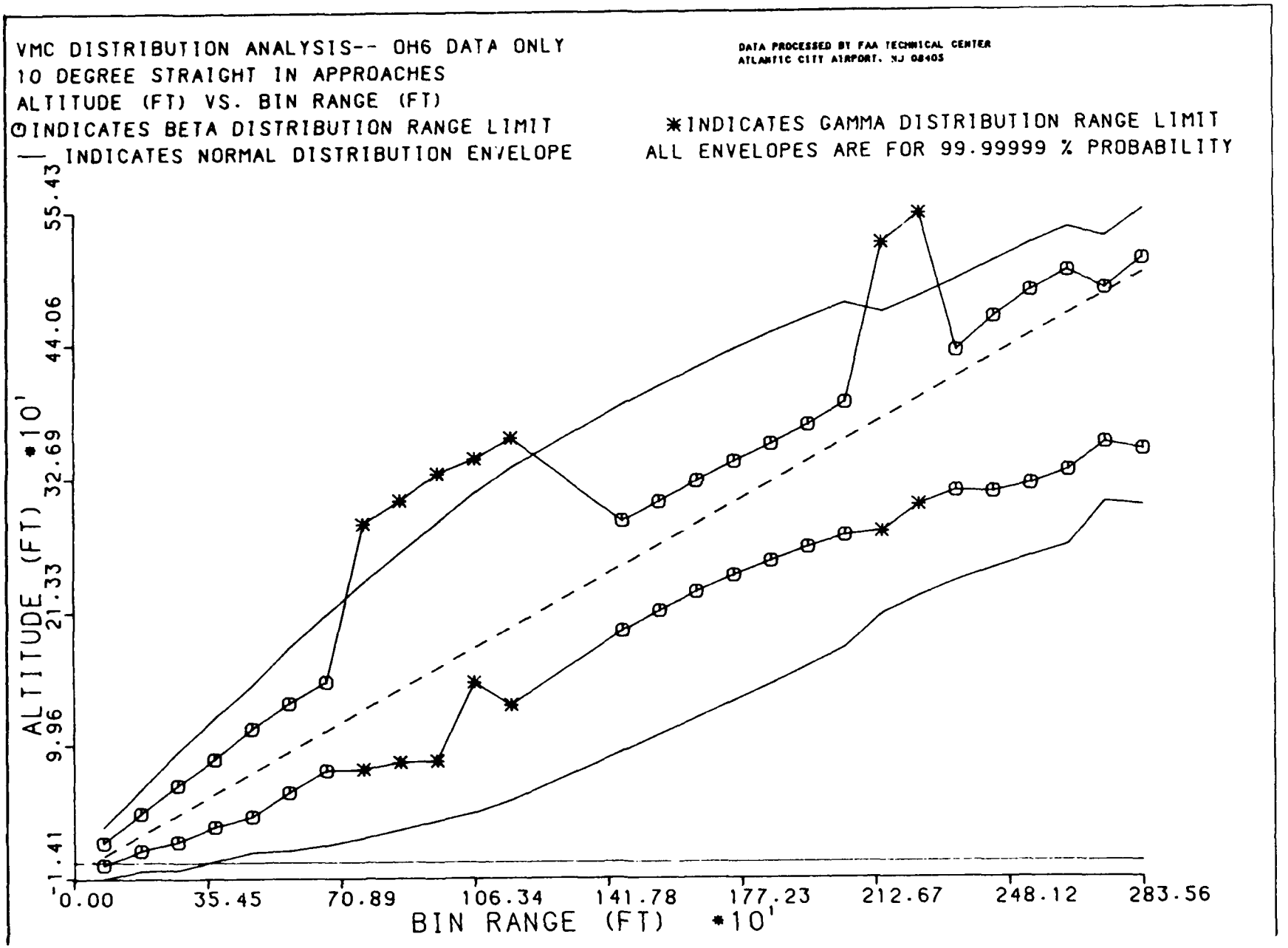
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

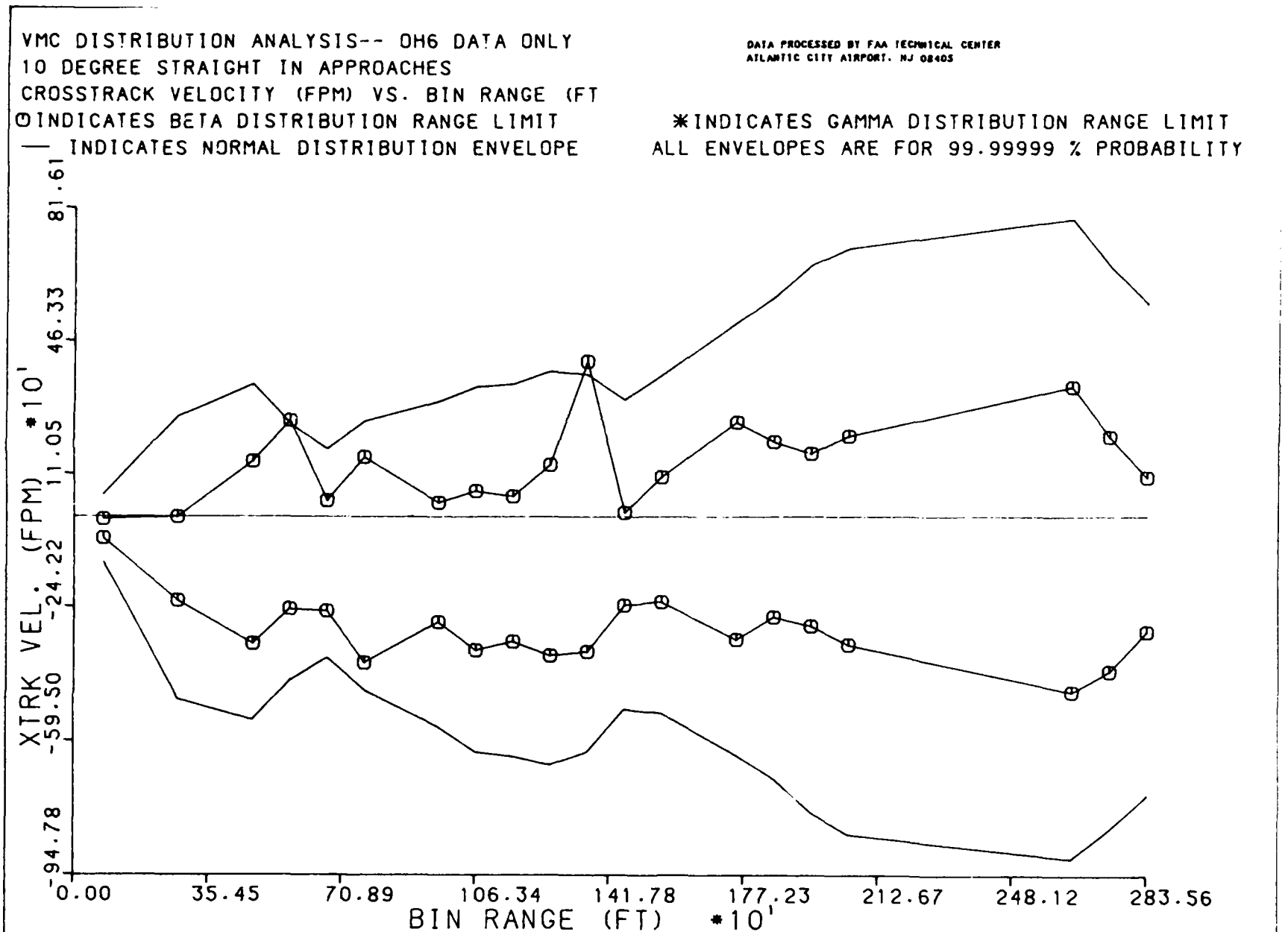
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
|—| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT)
230.57
166.31
102.05
37.79
-26.47
-90.73
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
-1.41
9.96
21.33
32.69
44.06
55.43
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

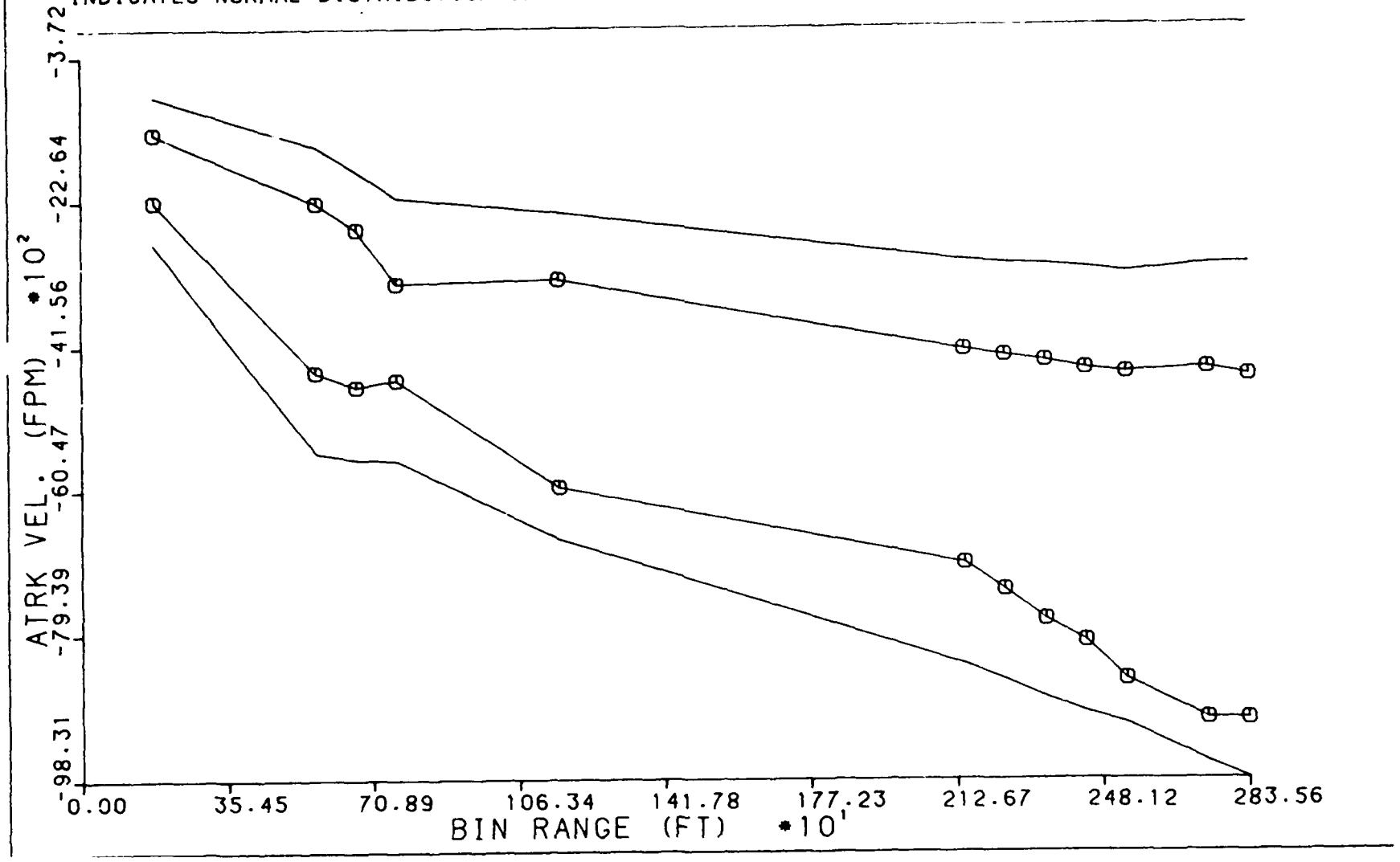

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
81.61
46.33
11.05
-24.22
-59.50
-94.78
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

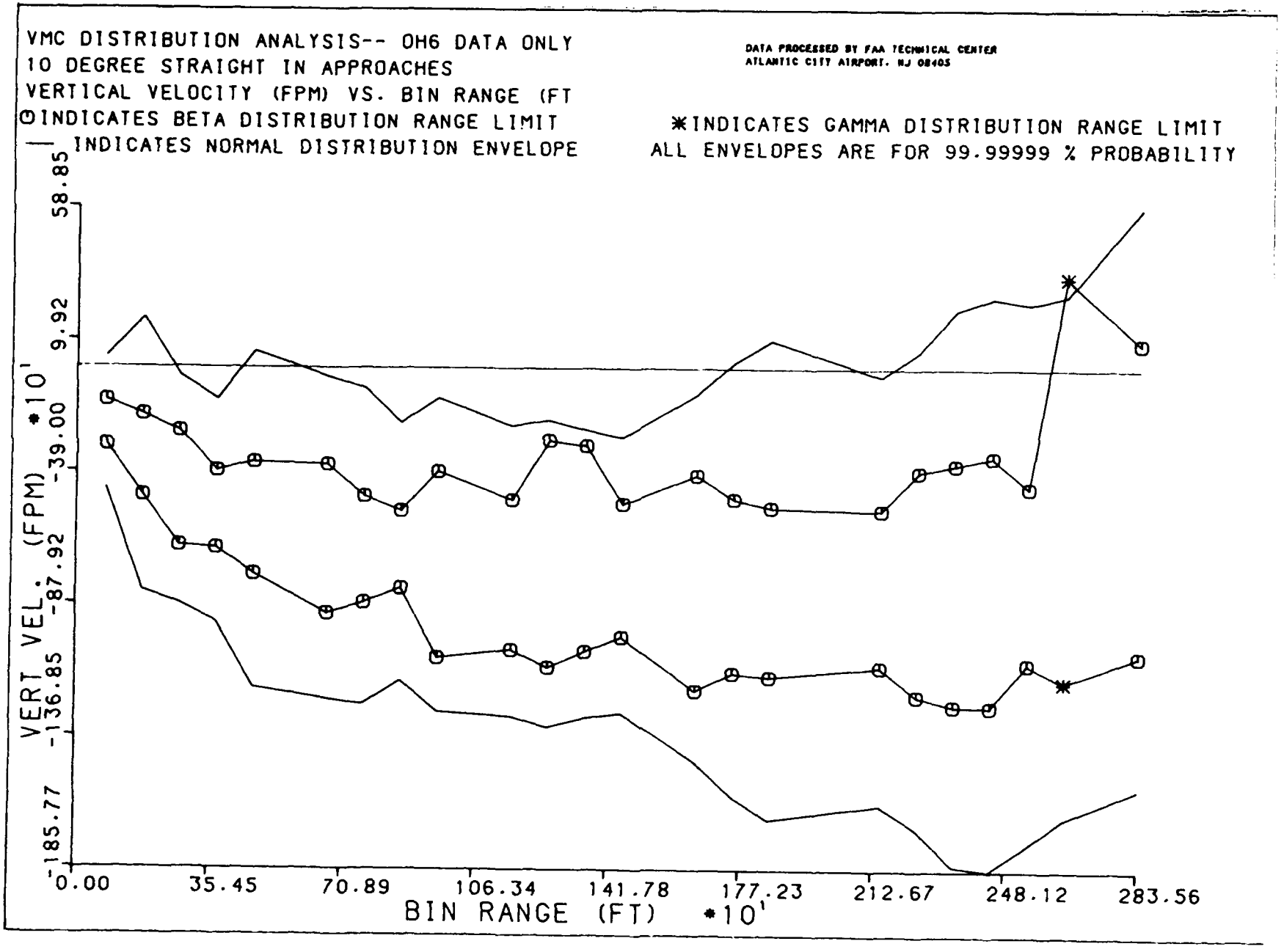
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

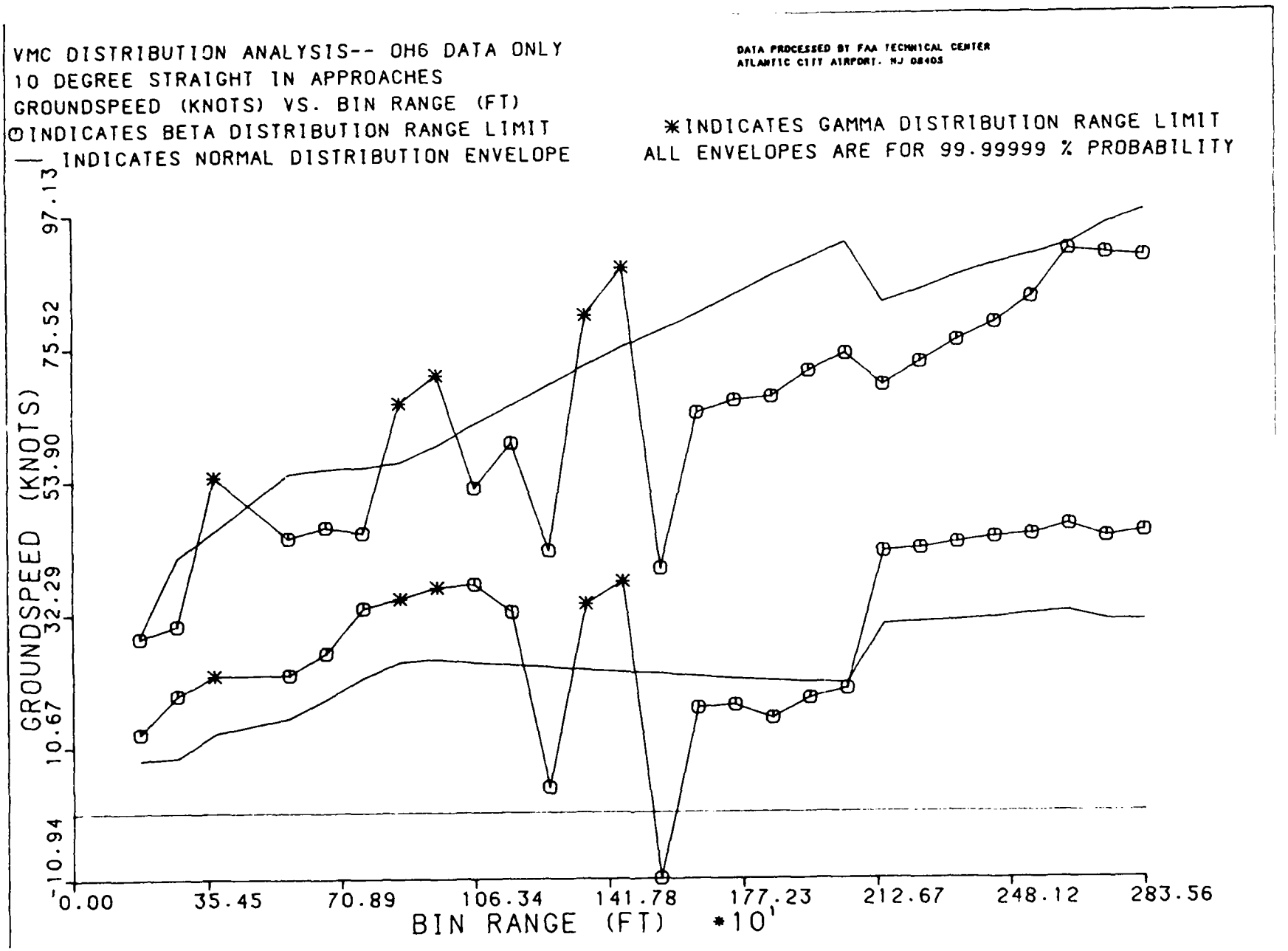
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



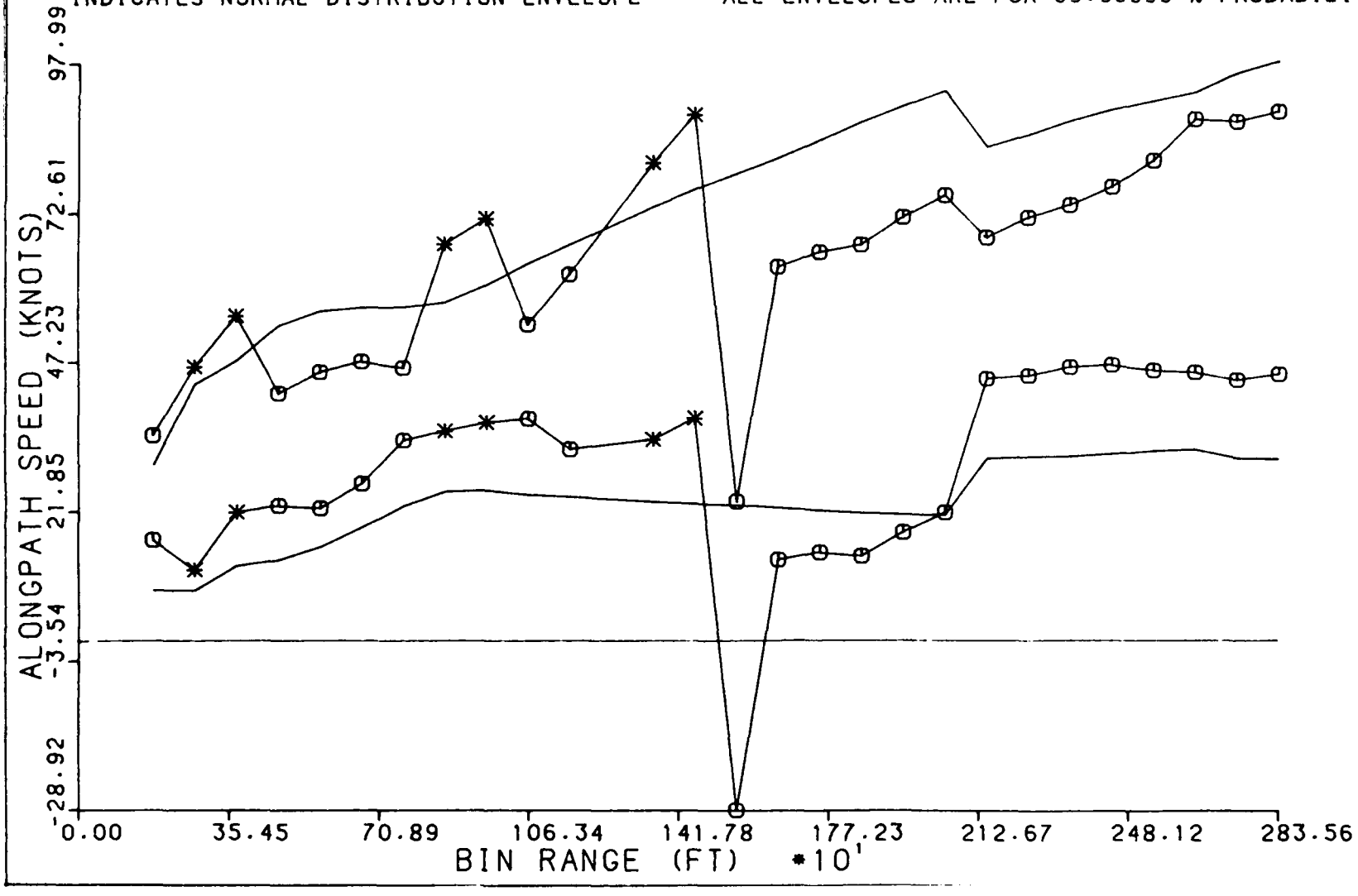

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
58.85
9.92
-39.00
-87.92
-136.85
-185.77
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
97.13
75.52
53.90
32.29
10.67
-10.94
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

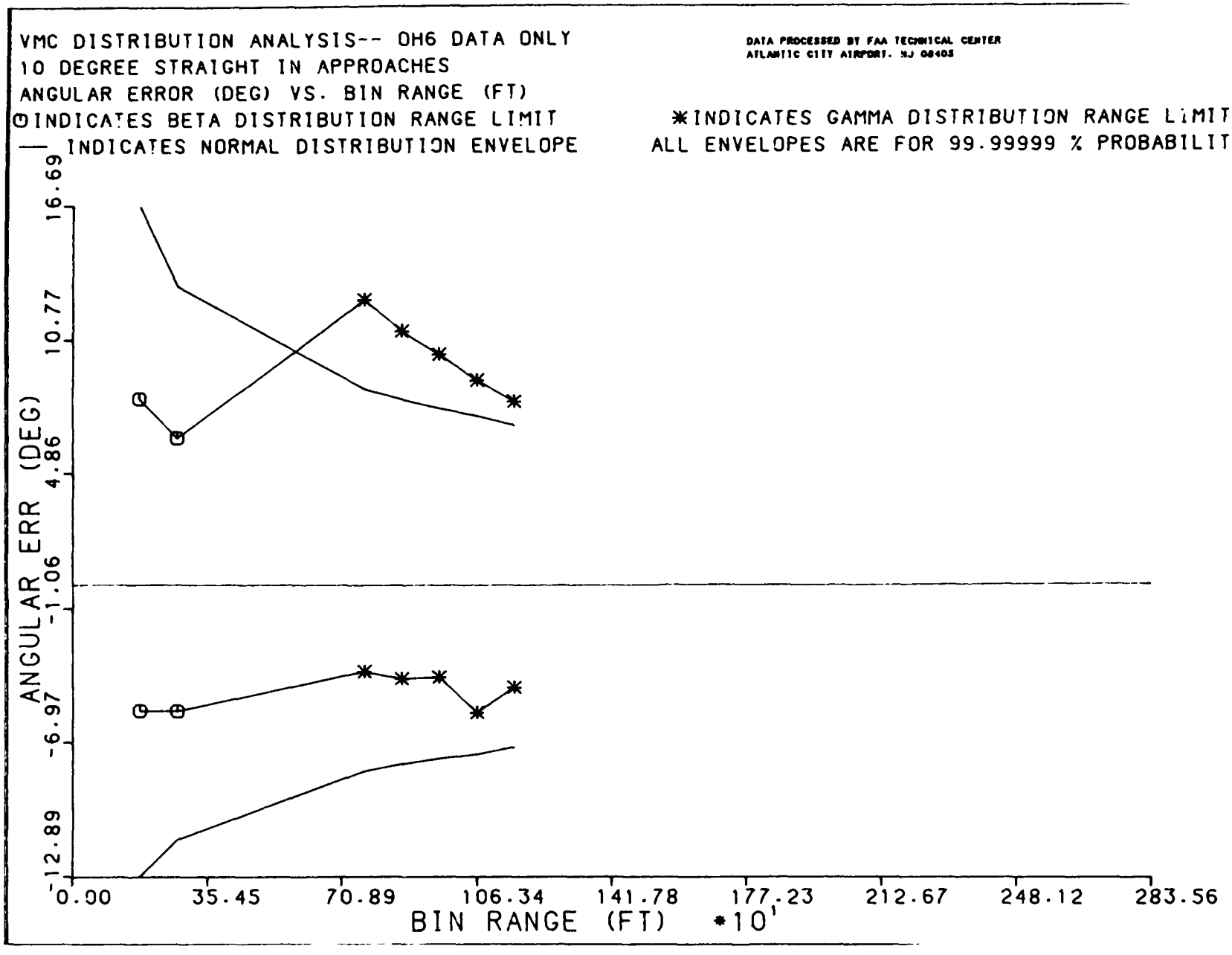
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

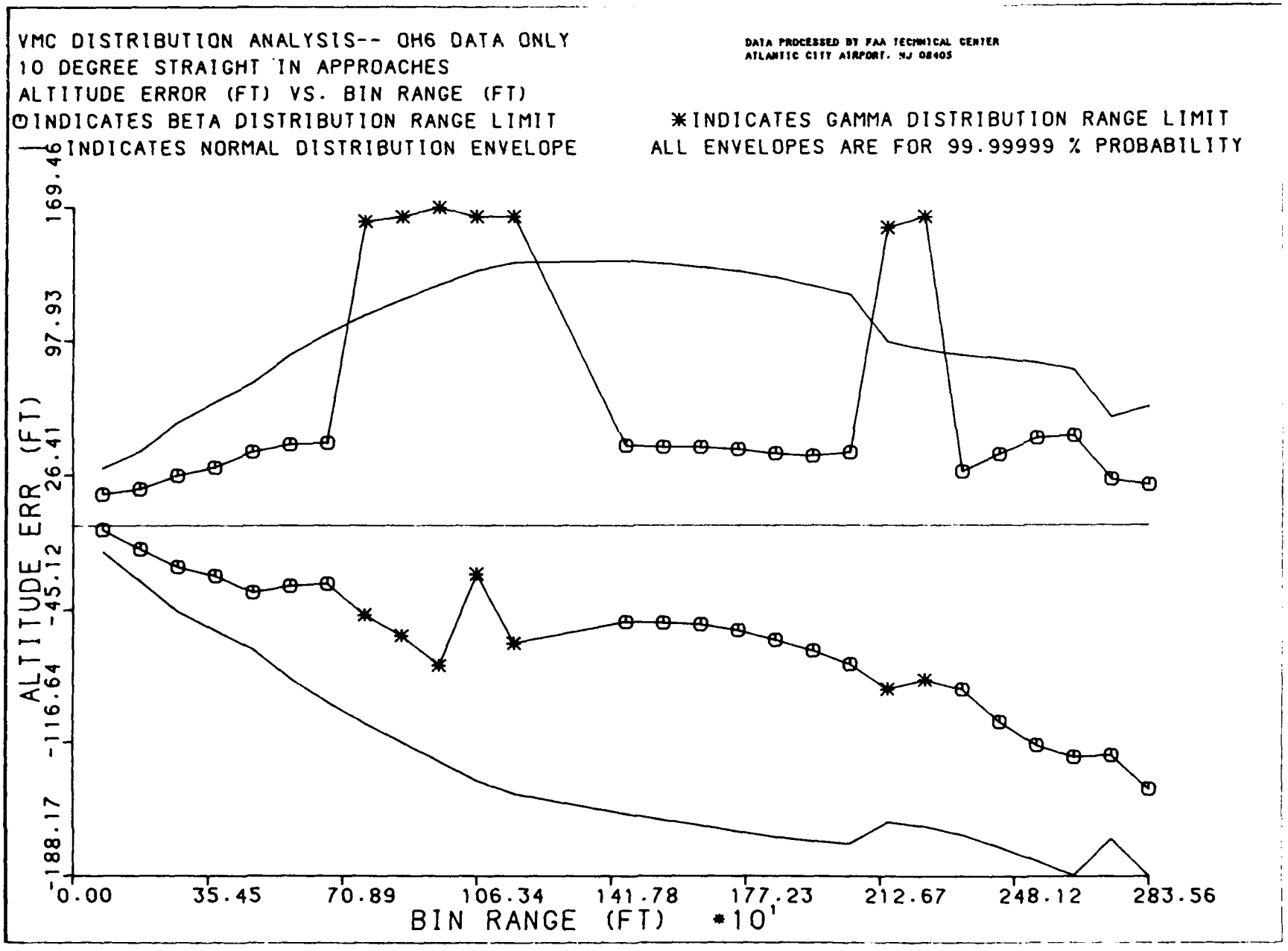


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

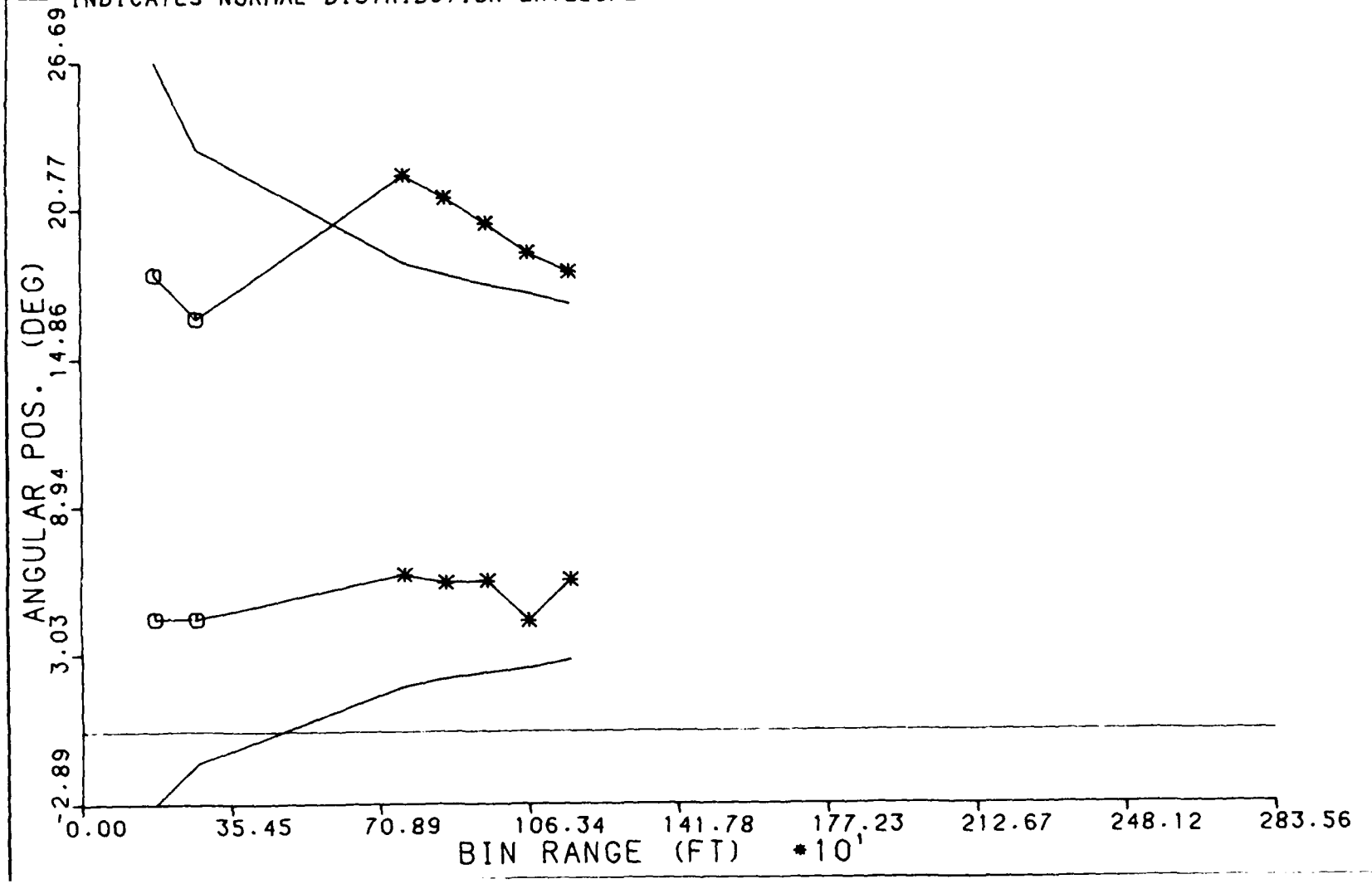


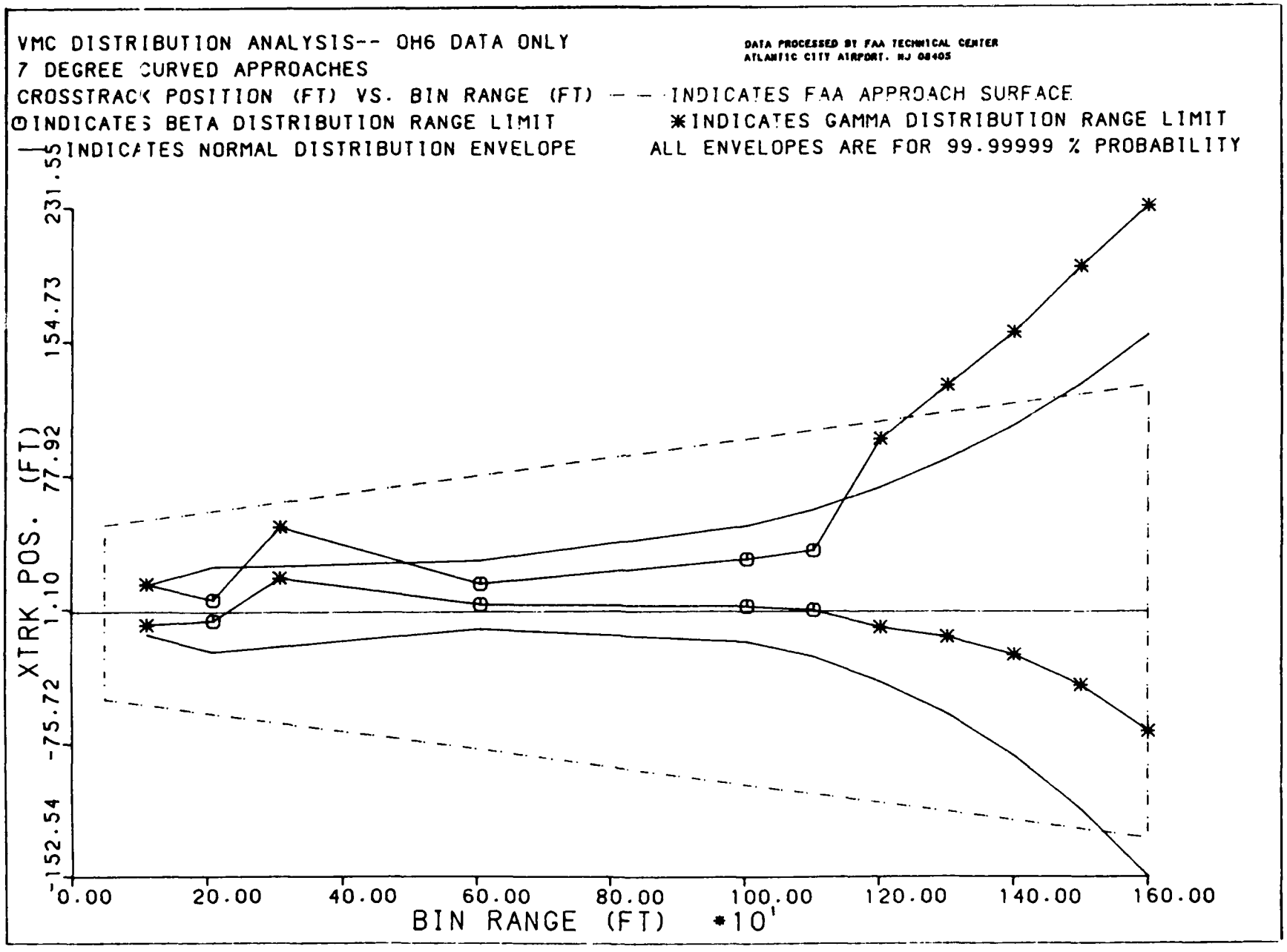

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
169.46
97.93
26.41
-45.12
-116.64
-188.17
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

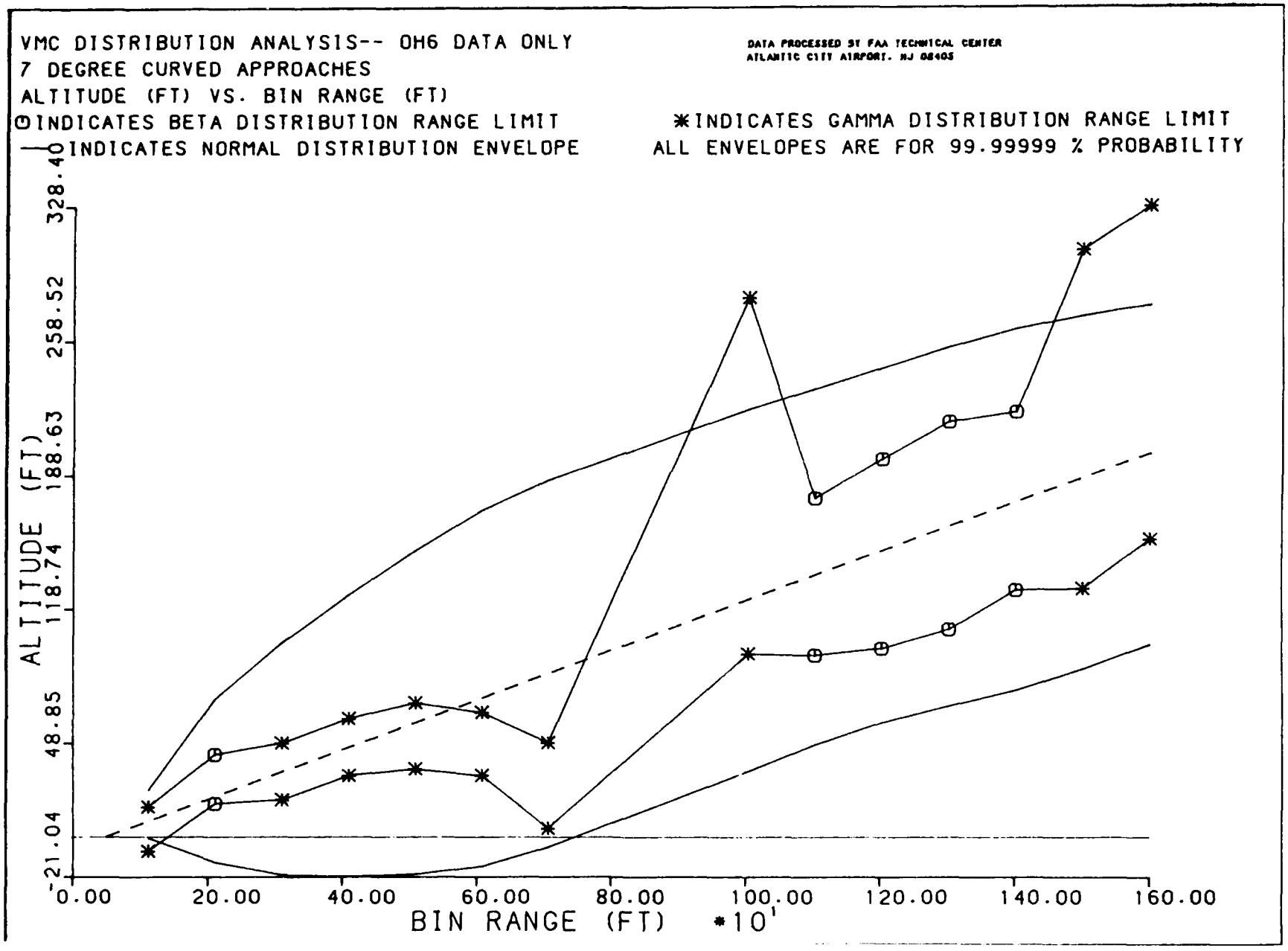
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

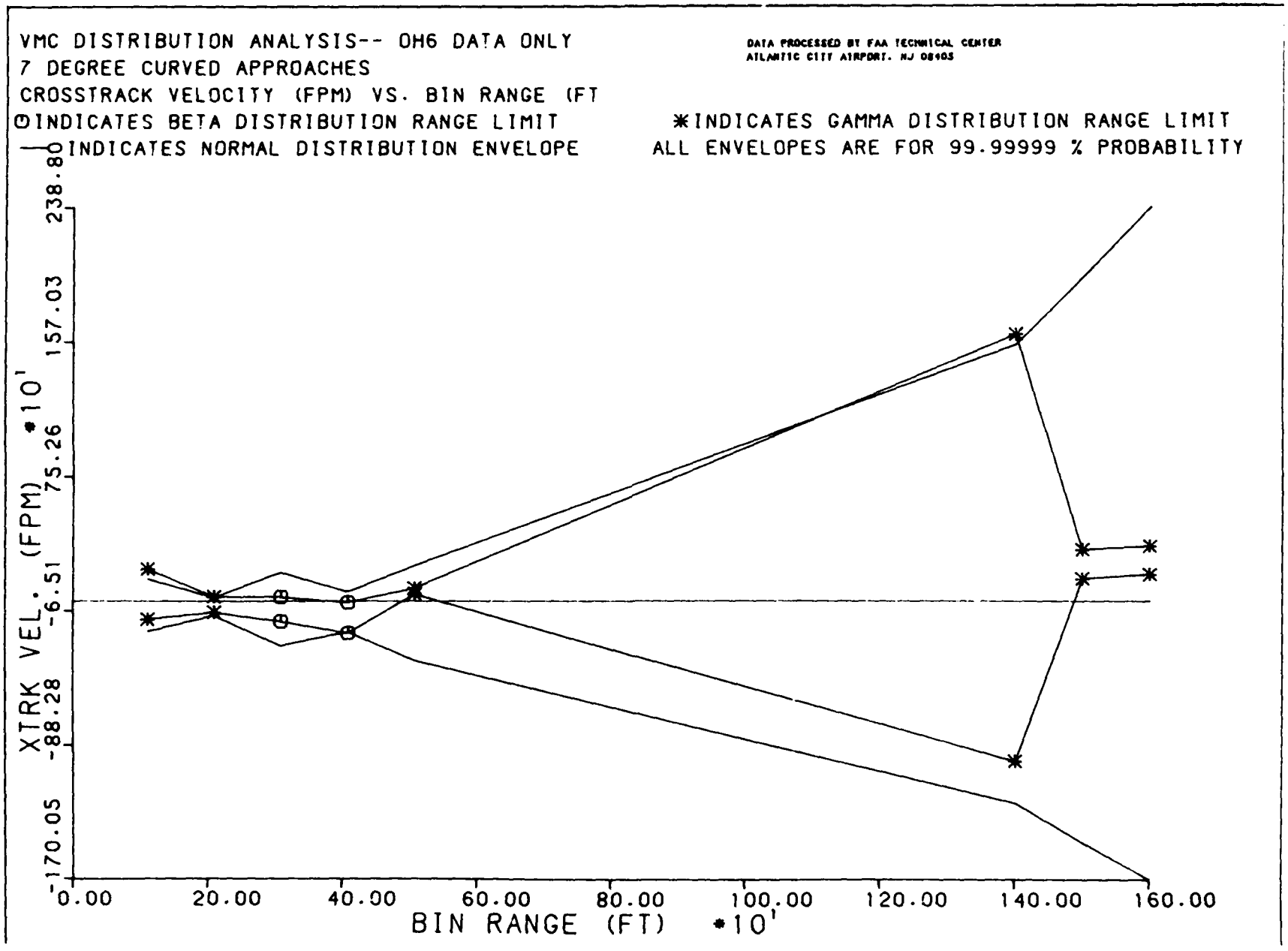
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT)
231.55
154.73
77.92
1.10
-75.72
-152.54
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊖INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT)
328.40
258.52
188.63
118.74
48.85
-21.04
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10'

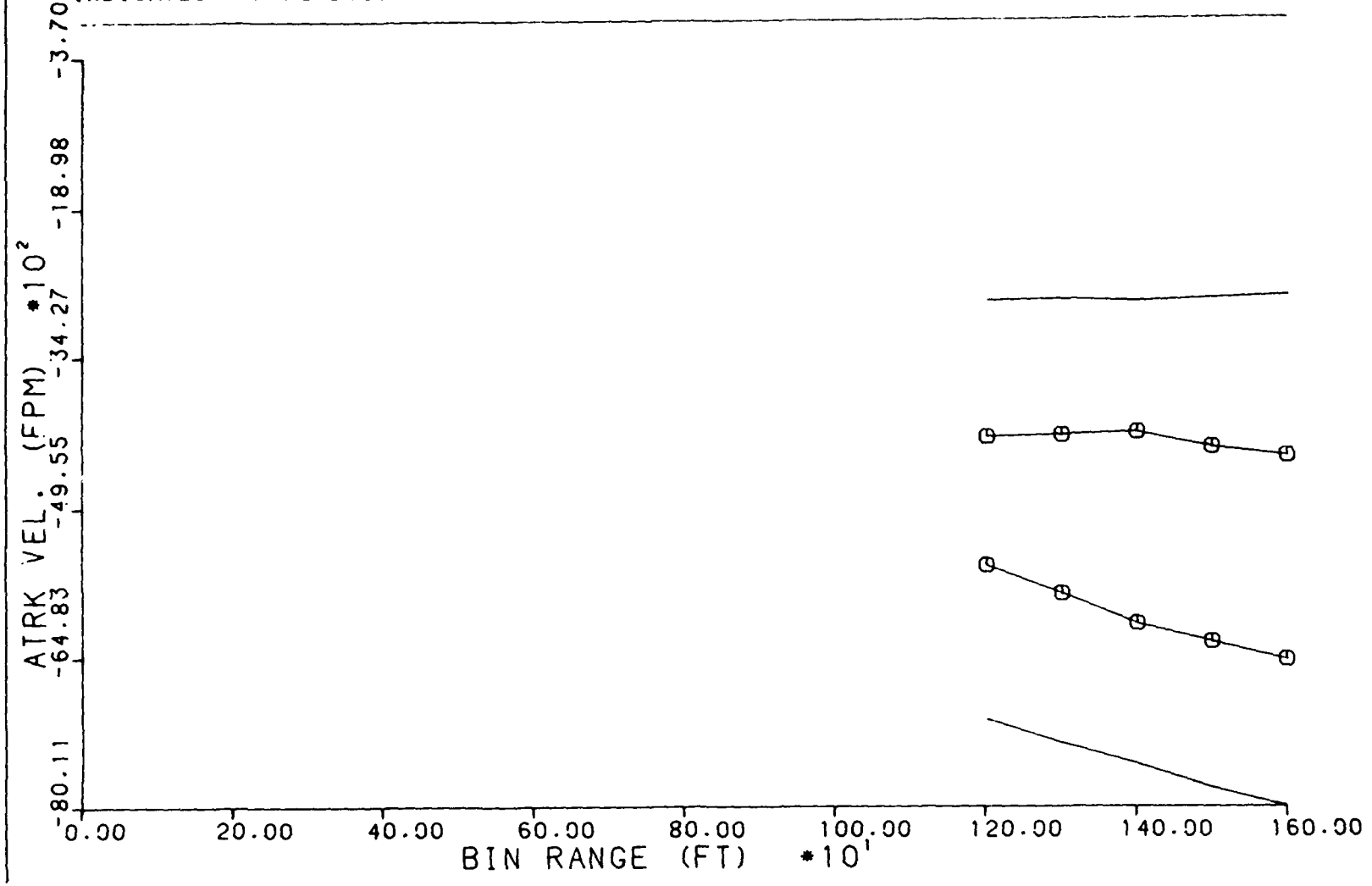

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊖INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
238.80
157.03
75.26
-6.51
-88.28
-170.05
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10'

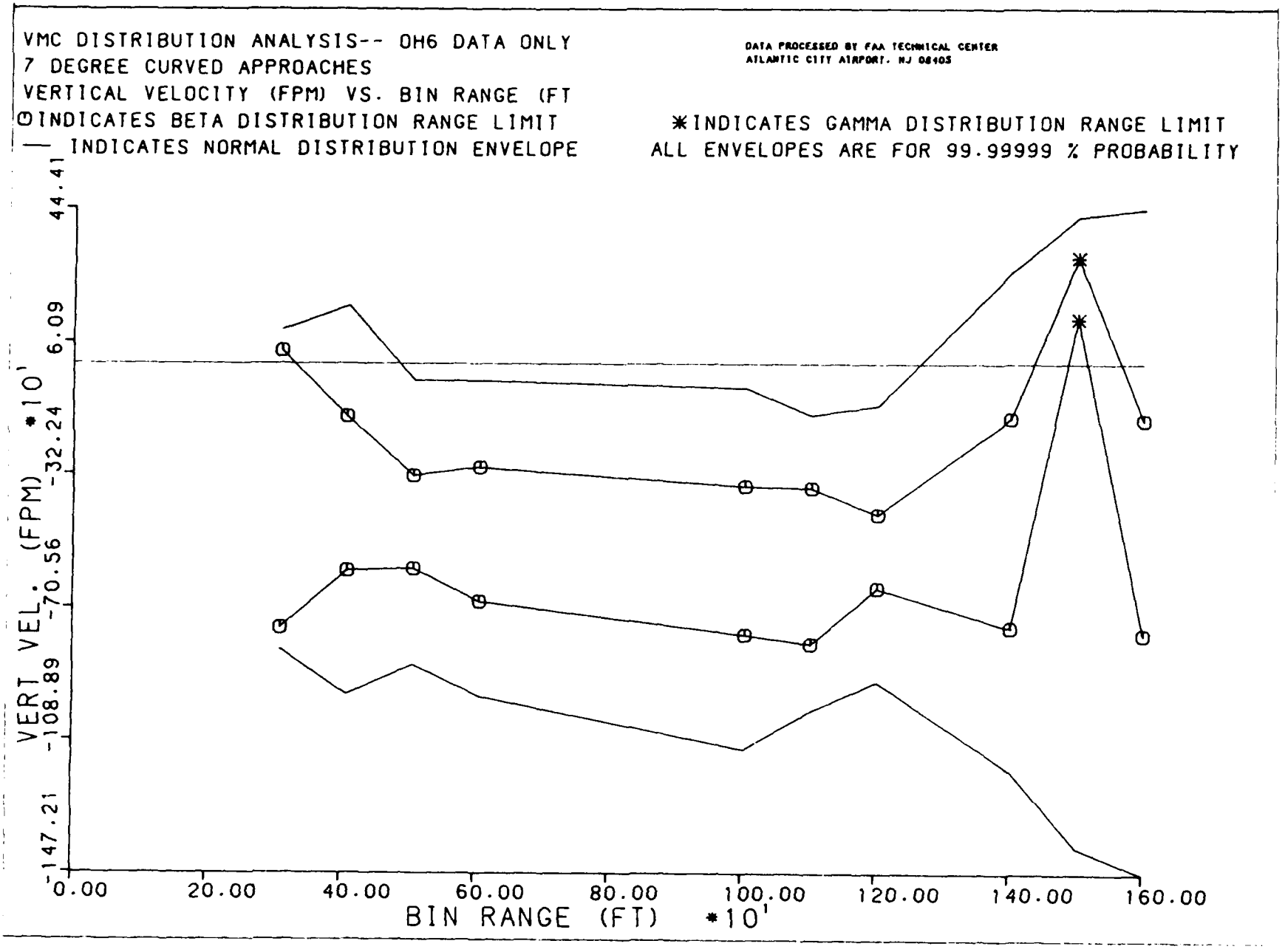
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

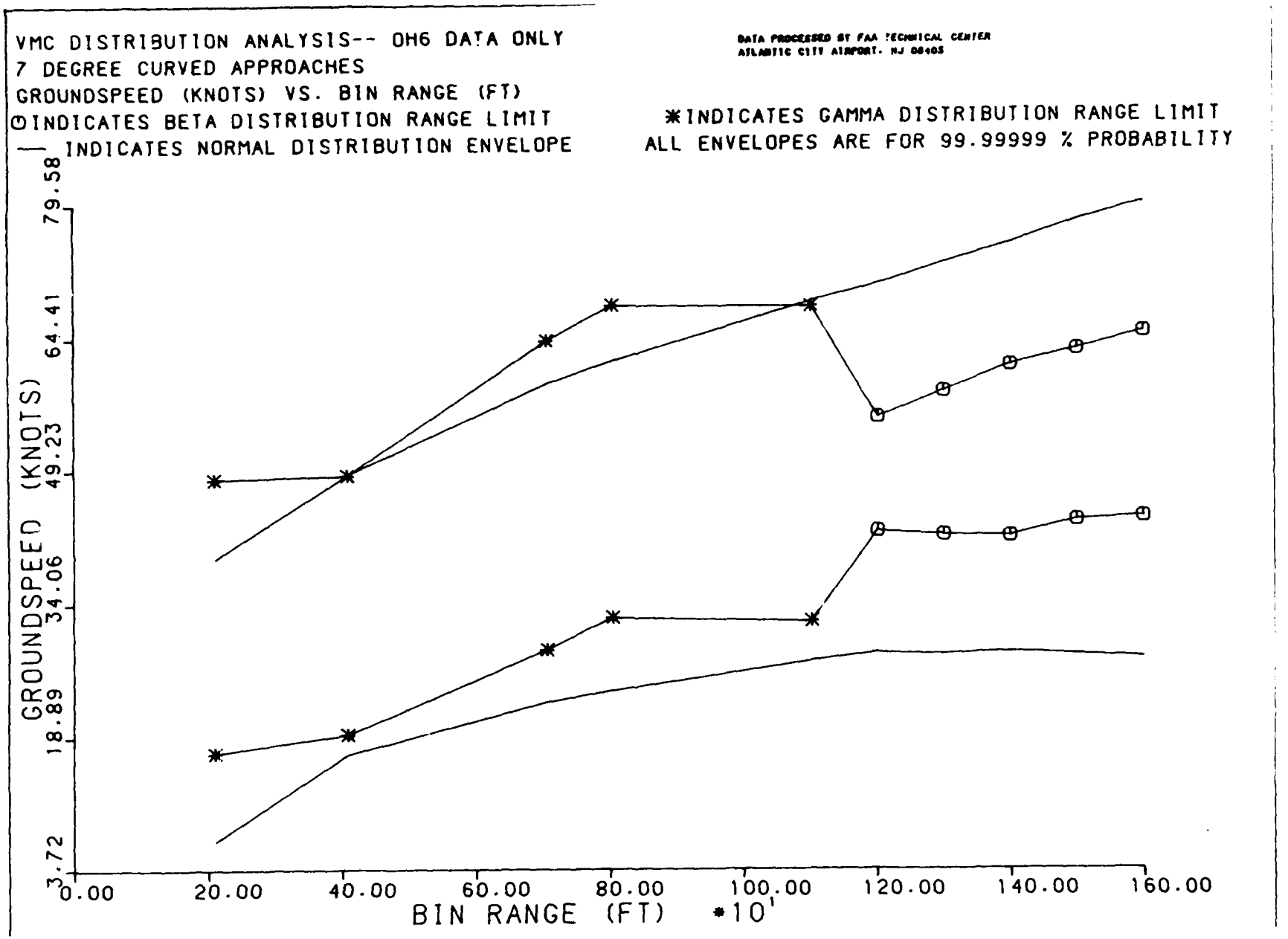
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ATLANTIC CITY AIRPORT, NJ 08405

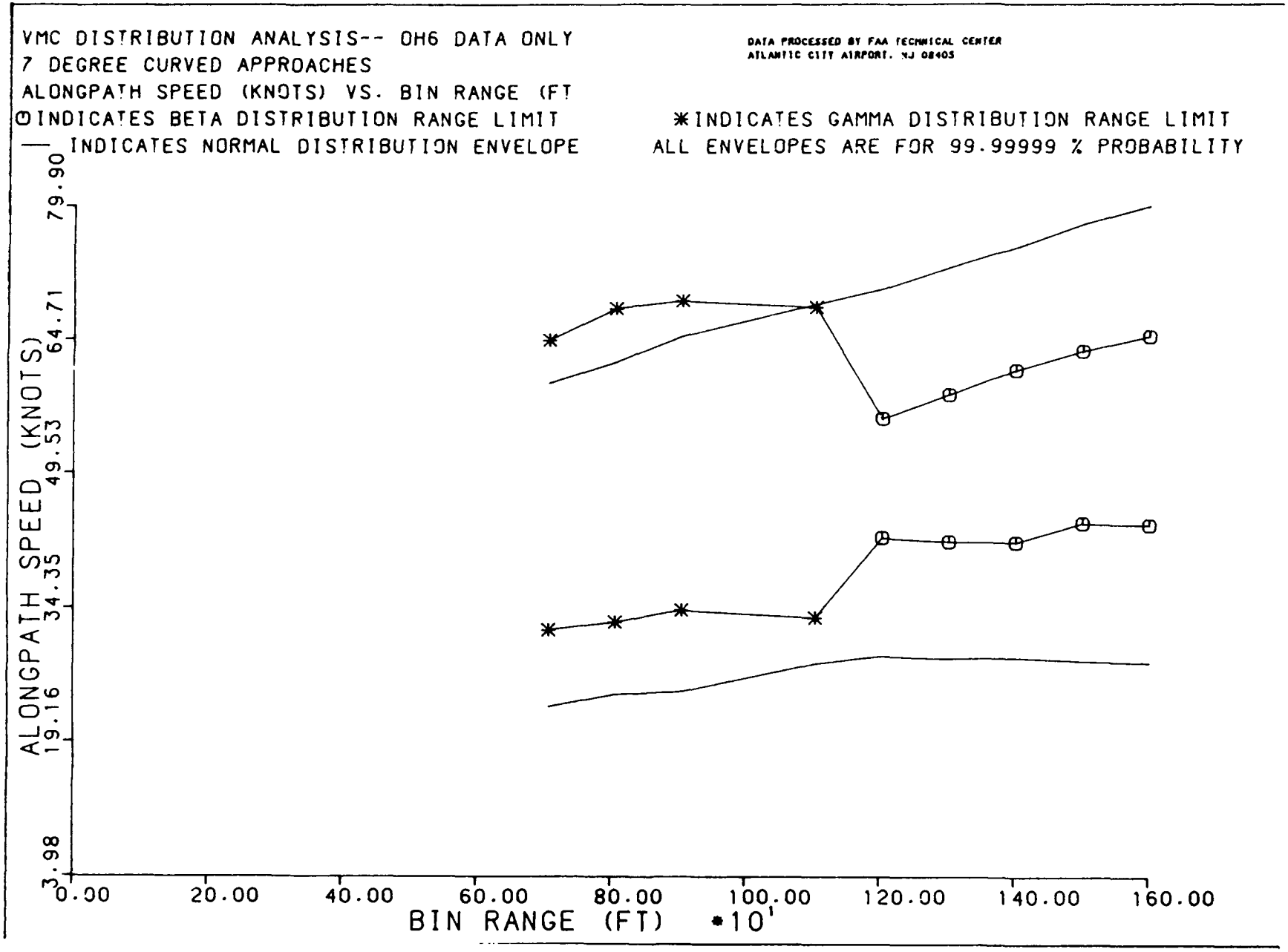
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
44.41
6.09
-32.24
-70.56
-108.89
-147.21
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10'

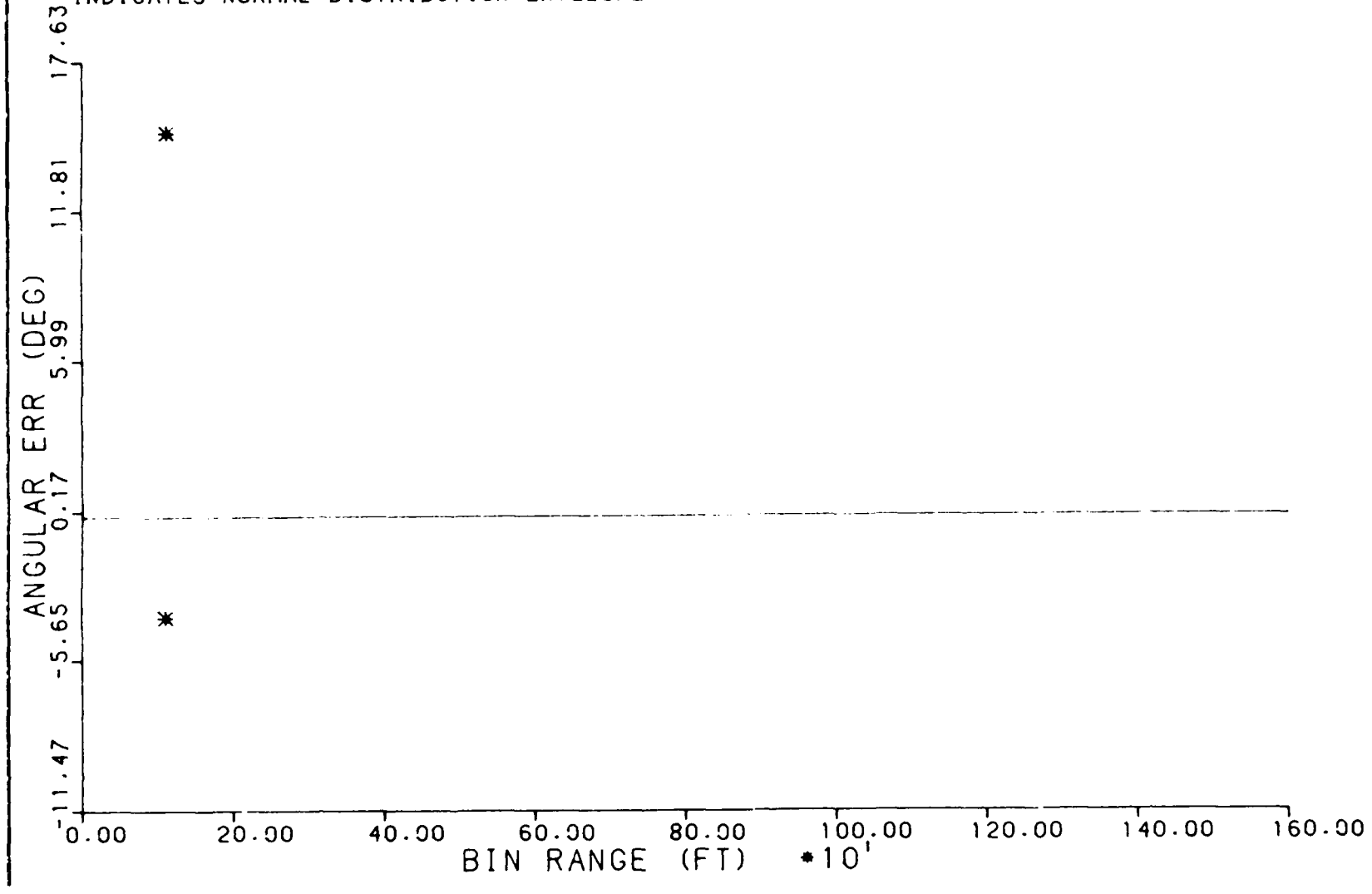

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊡INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
3.72
18.89
34.06
49.23
64.41
79.58
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

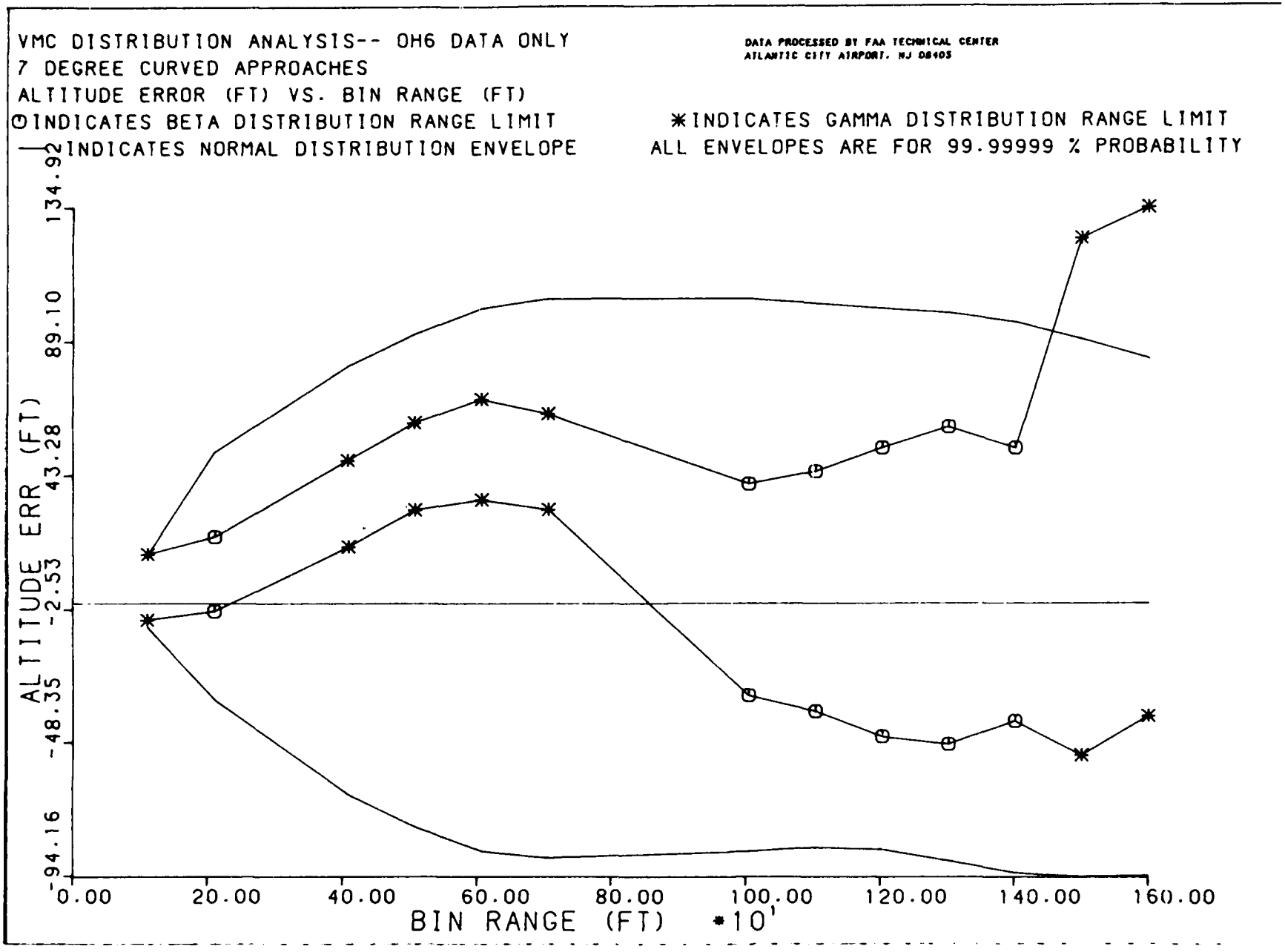

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
79.90
64.71
49.53
34.35
19.16
3.98
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

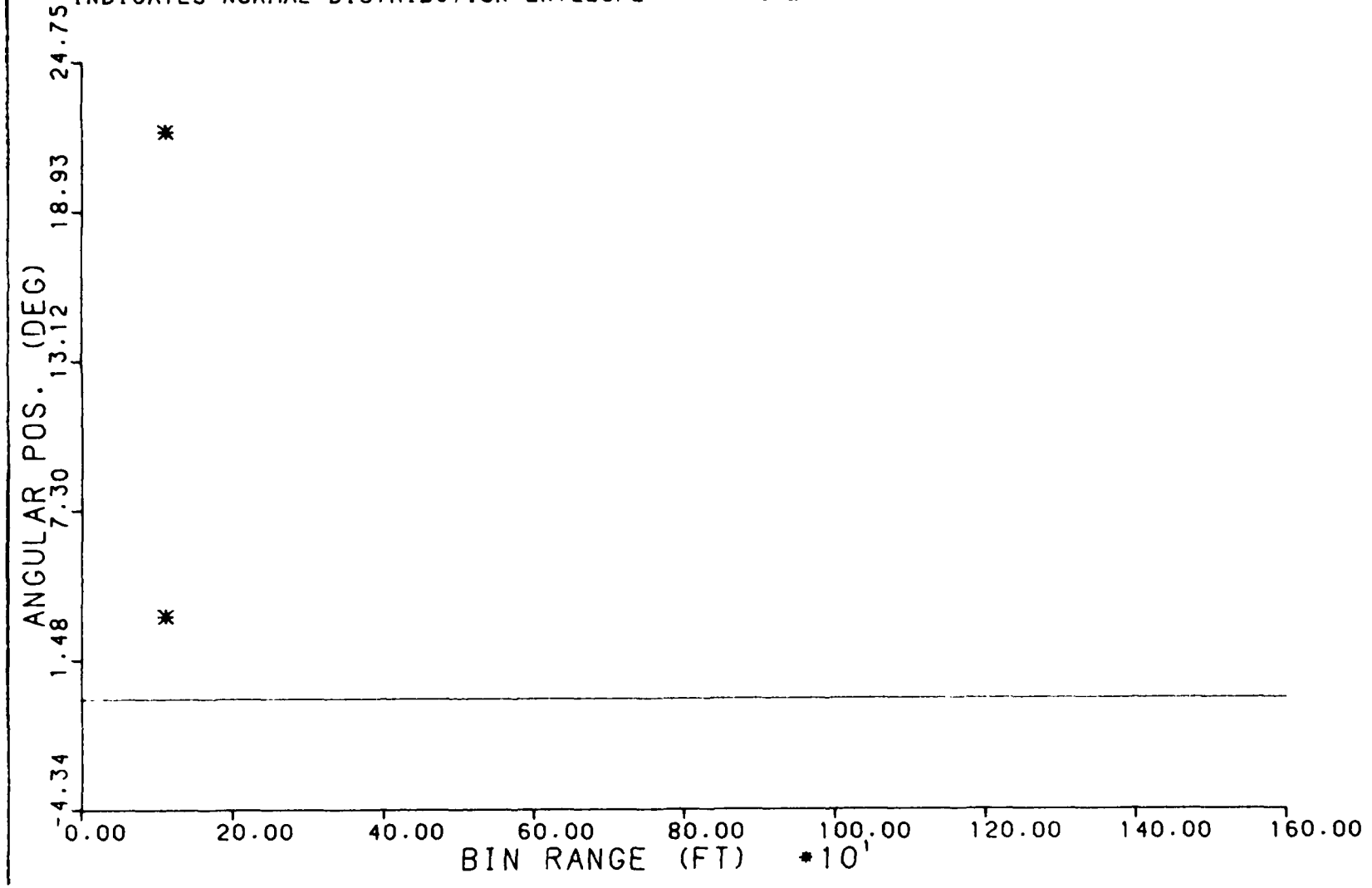


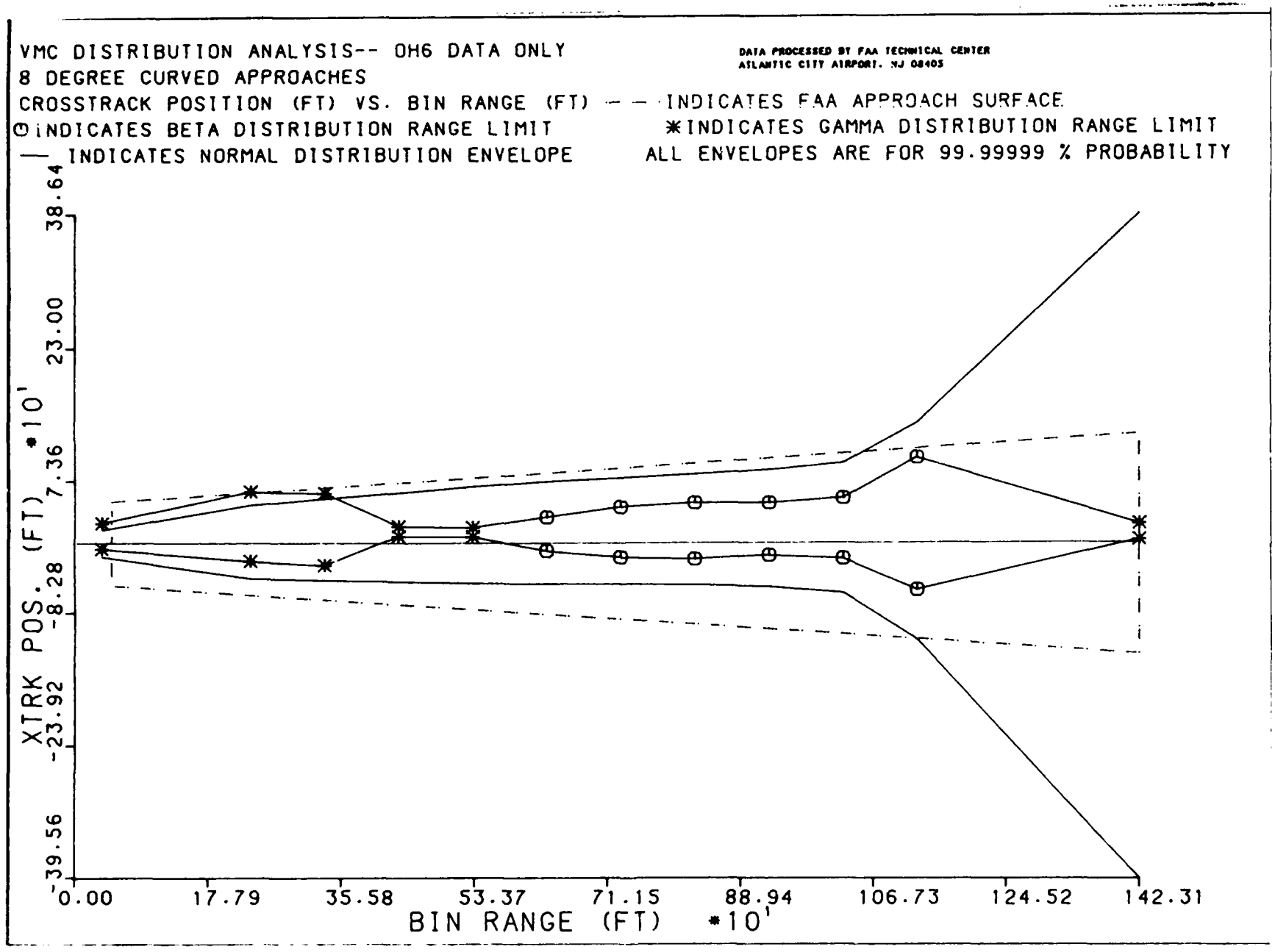

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
134.92
89.10
43.28
-2.53
-48.35
-94.16
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10'

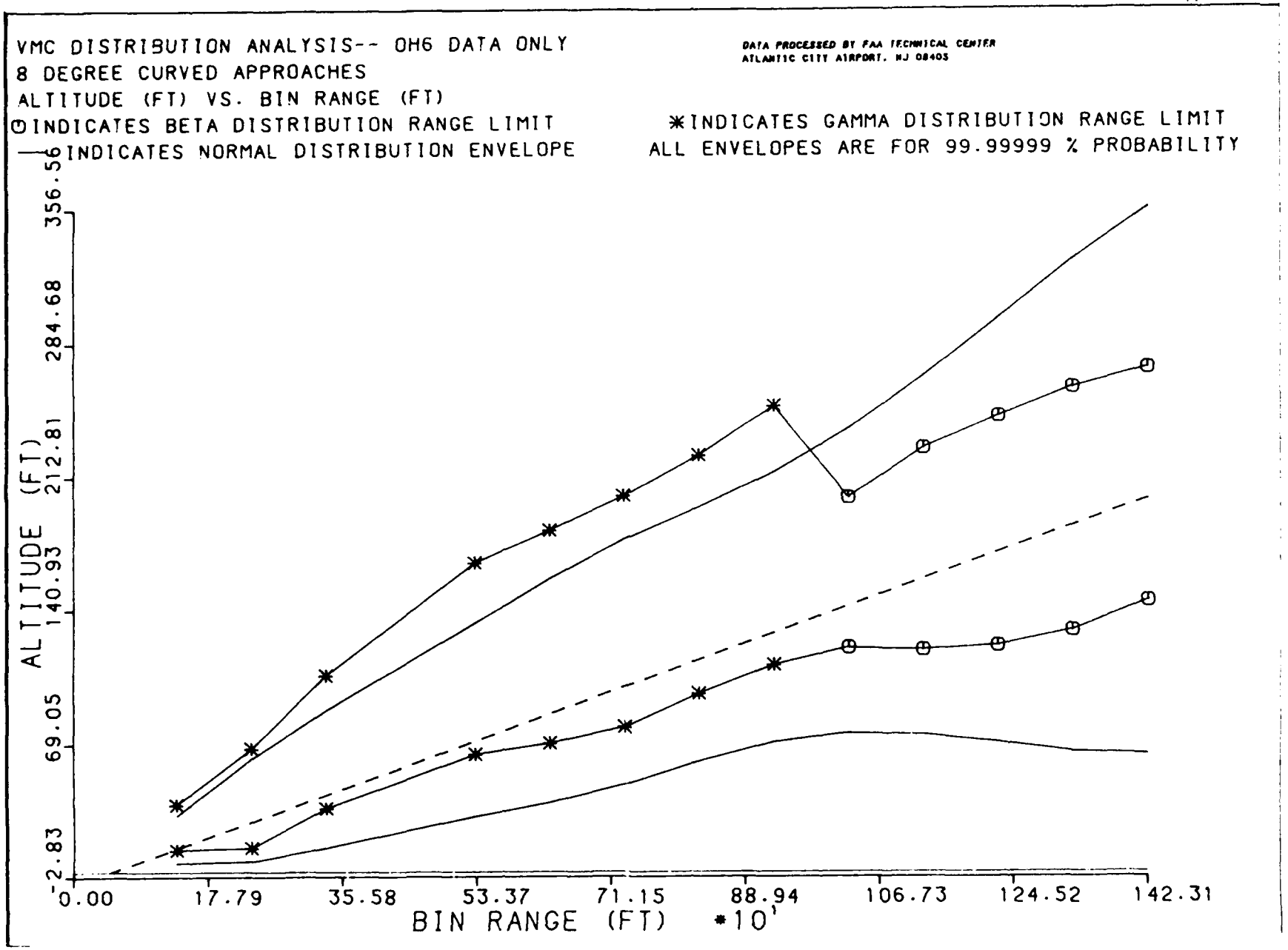
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
38.64
23.00
7.36
-8.28
-23.92
-39.56
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'

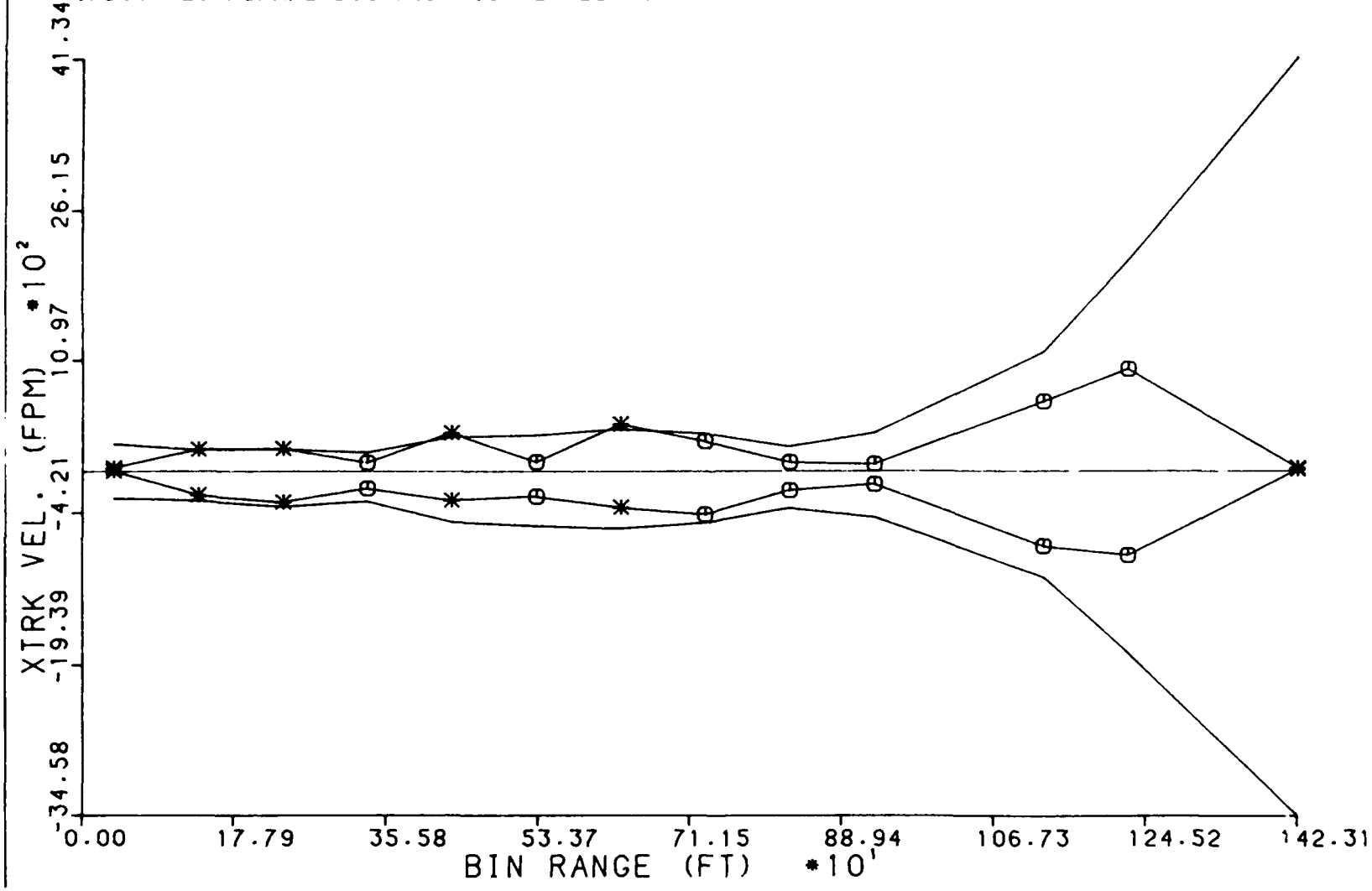

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT)
356.56
284.68
212.81
140.93
69.05
-2.83
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

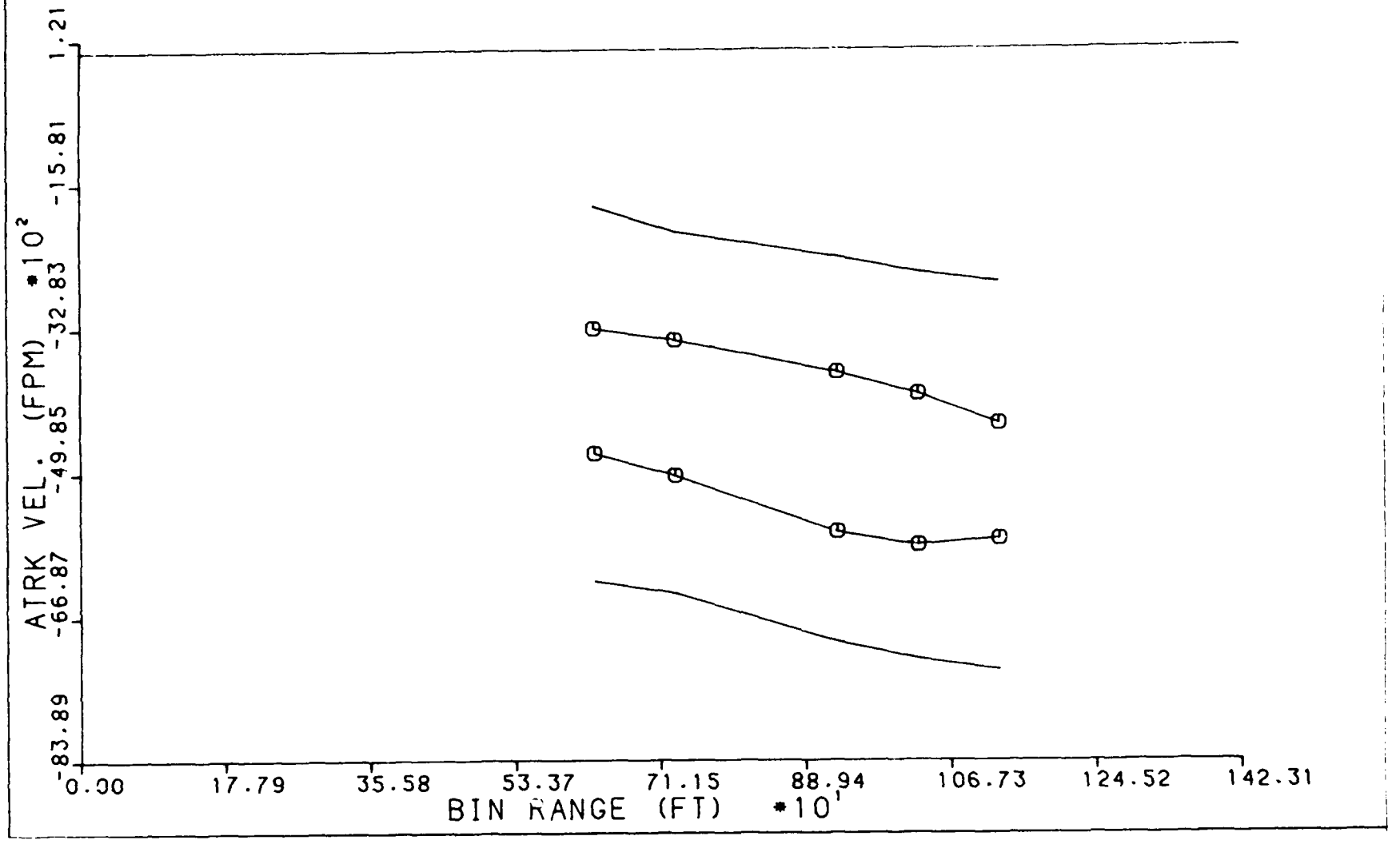


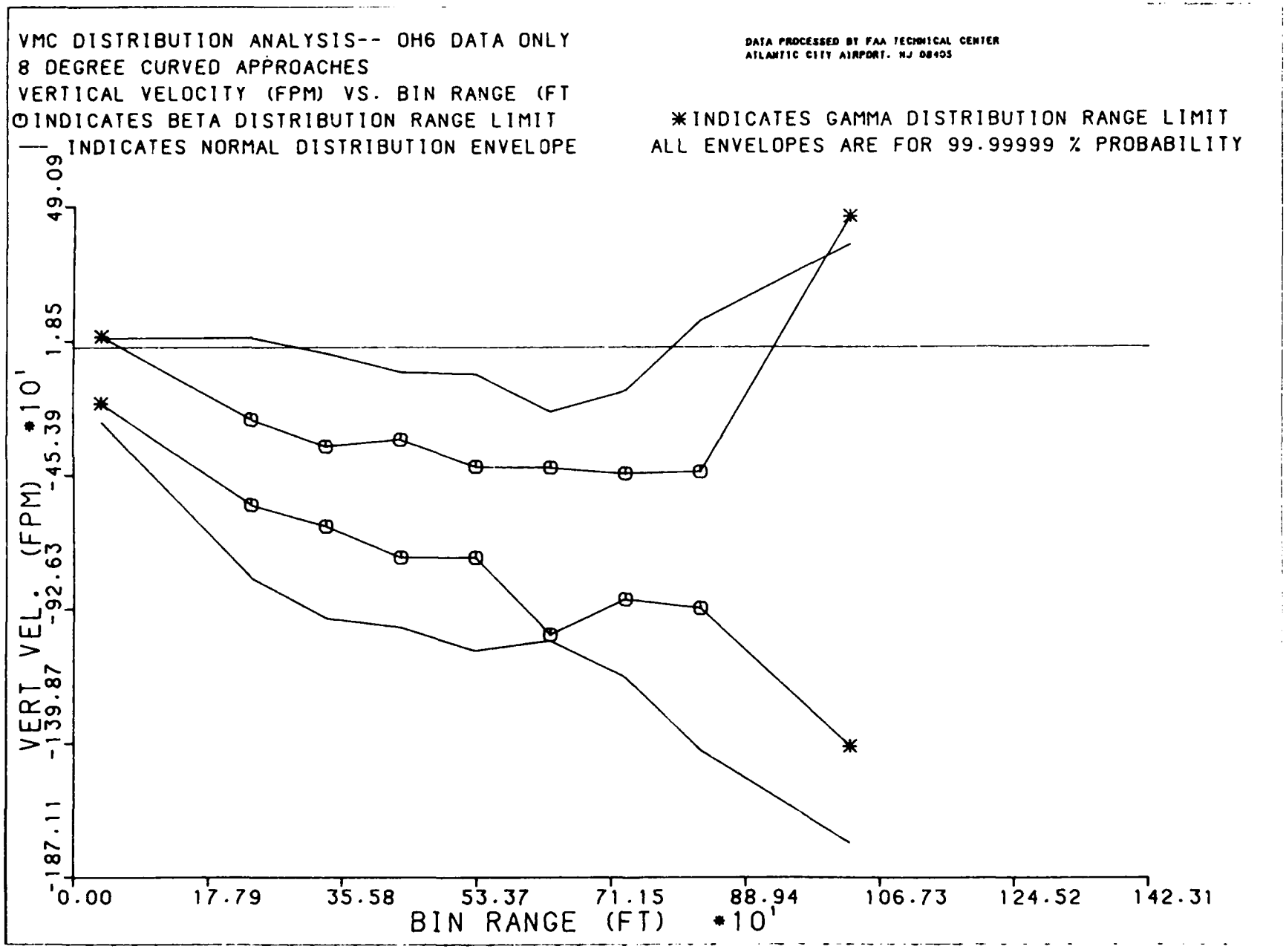
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

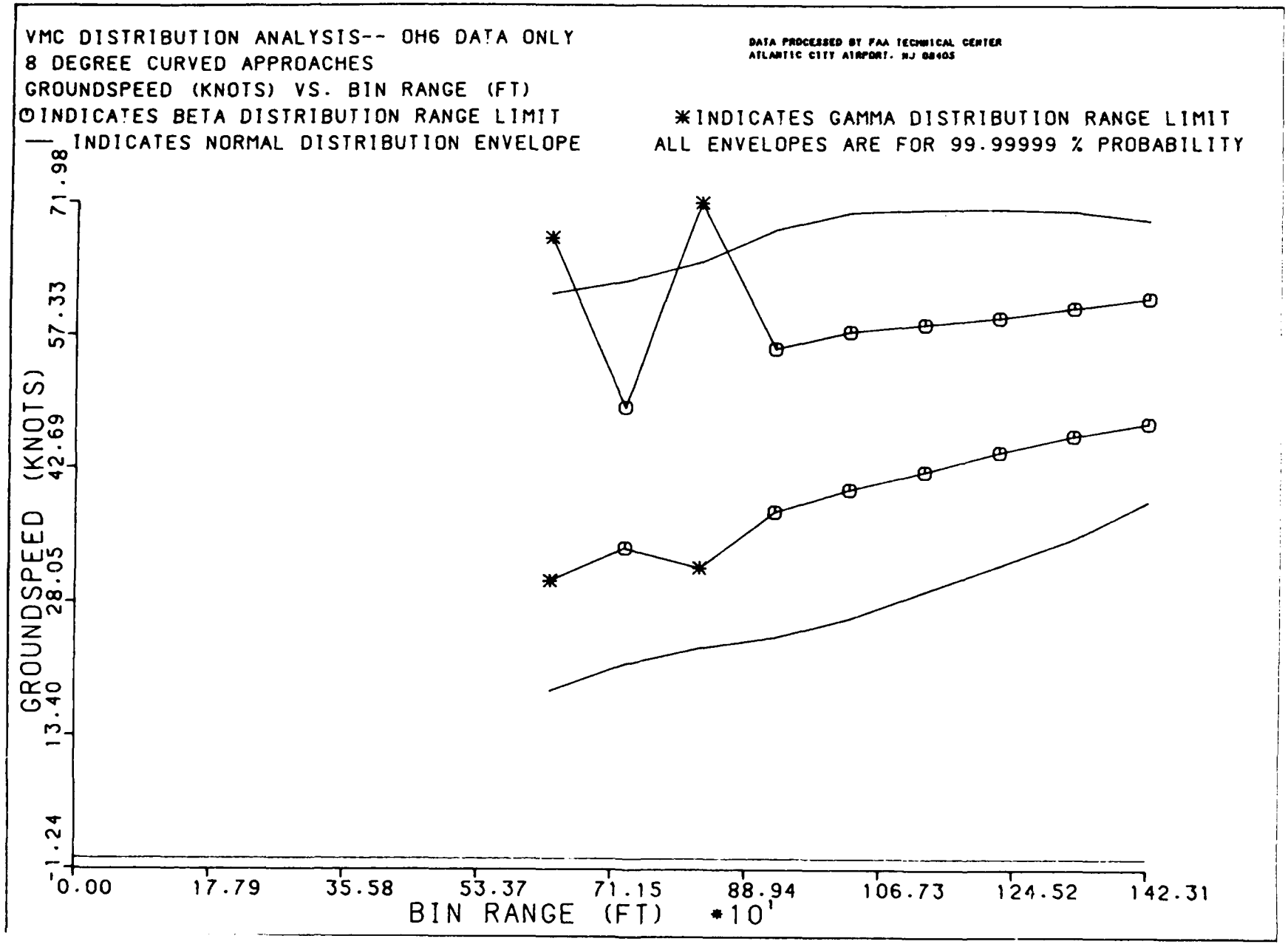
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10¹
49.09
1.85
-45.39
-92.63
-139.87
-187.11
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹

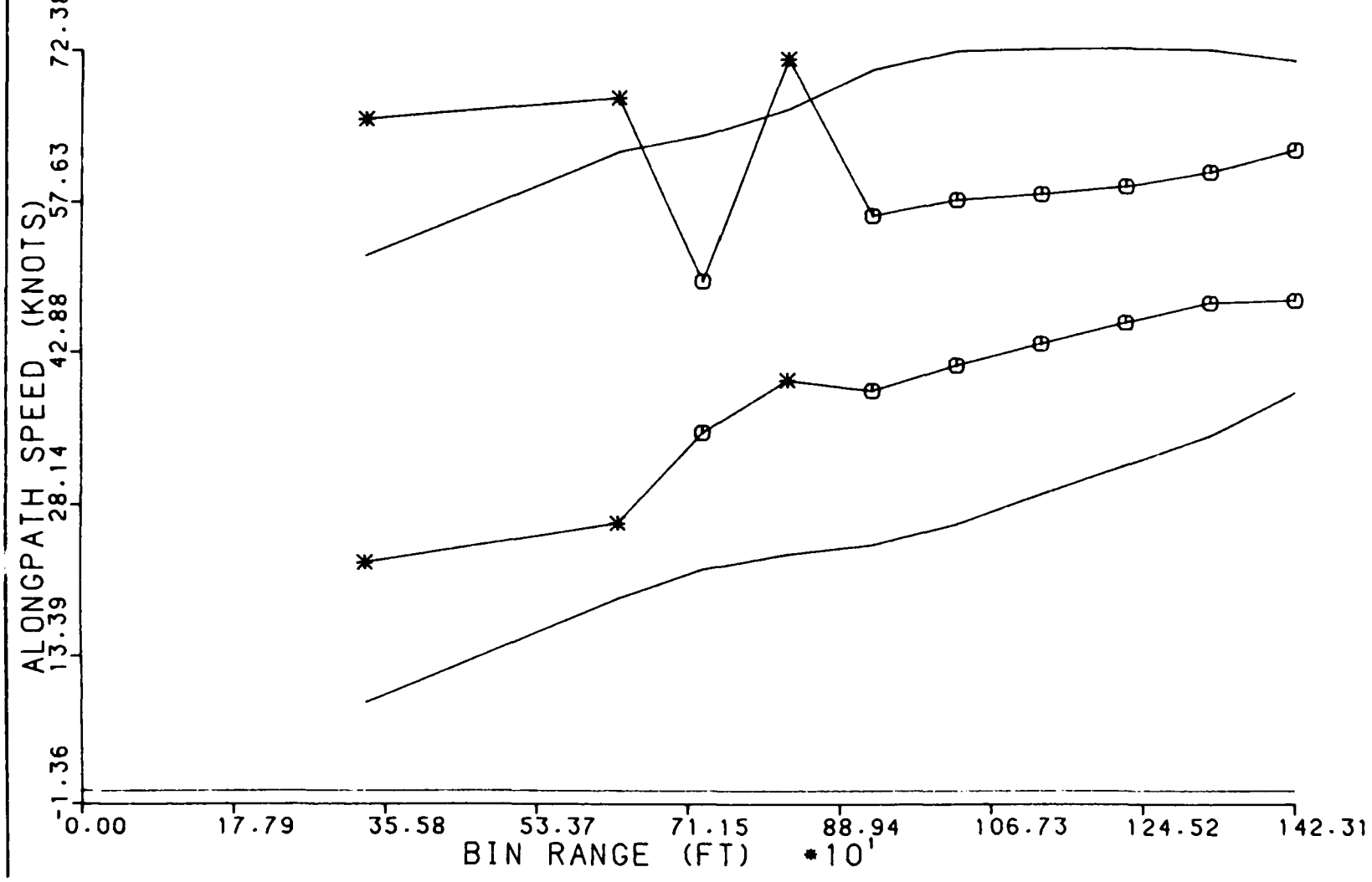

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
71.98
57.33
42.69
28.05
13.40
-1.24
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

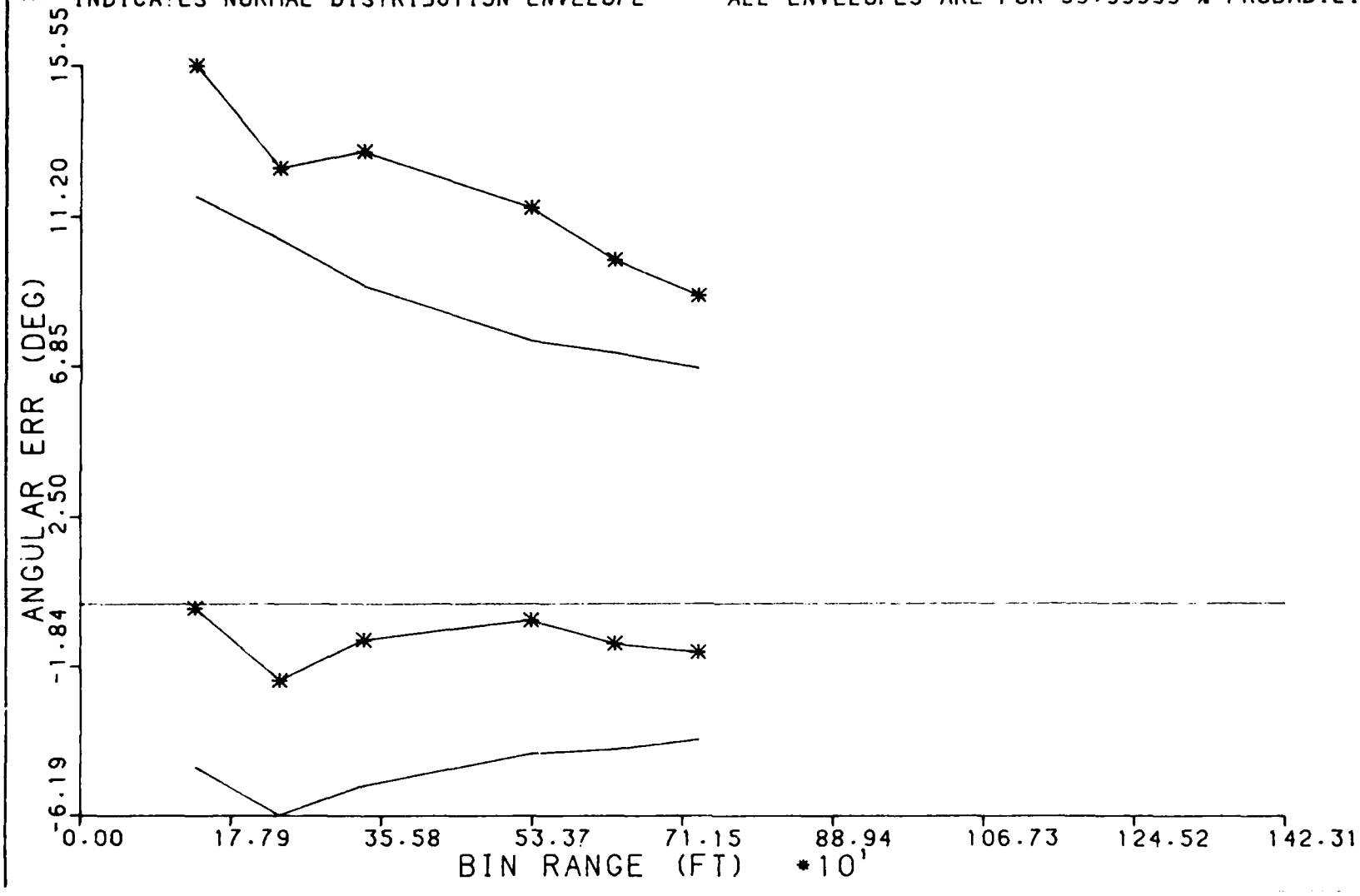
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

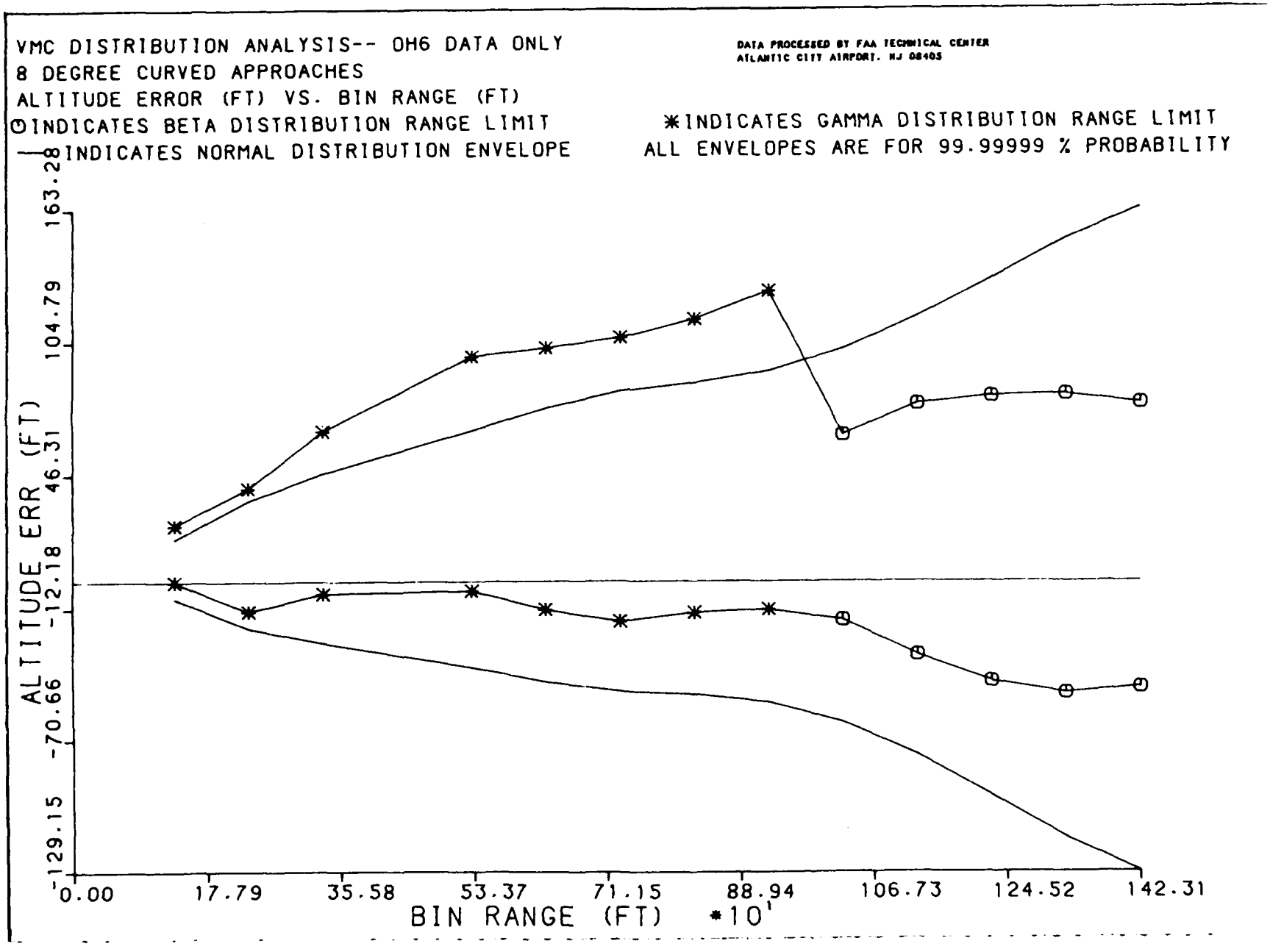


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

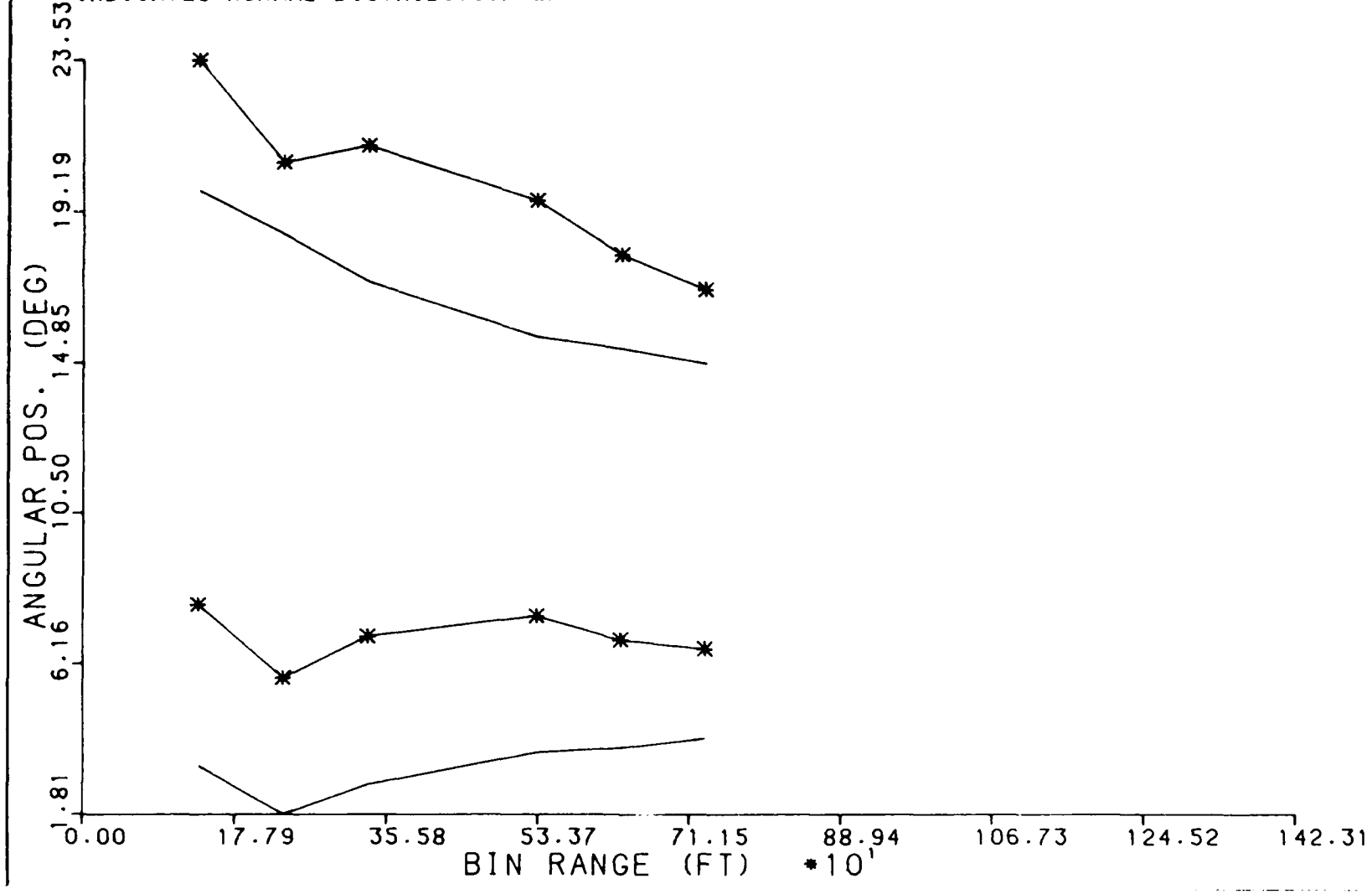


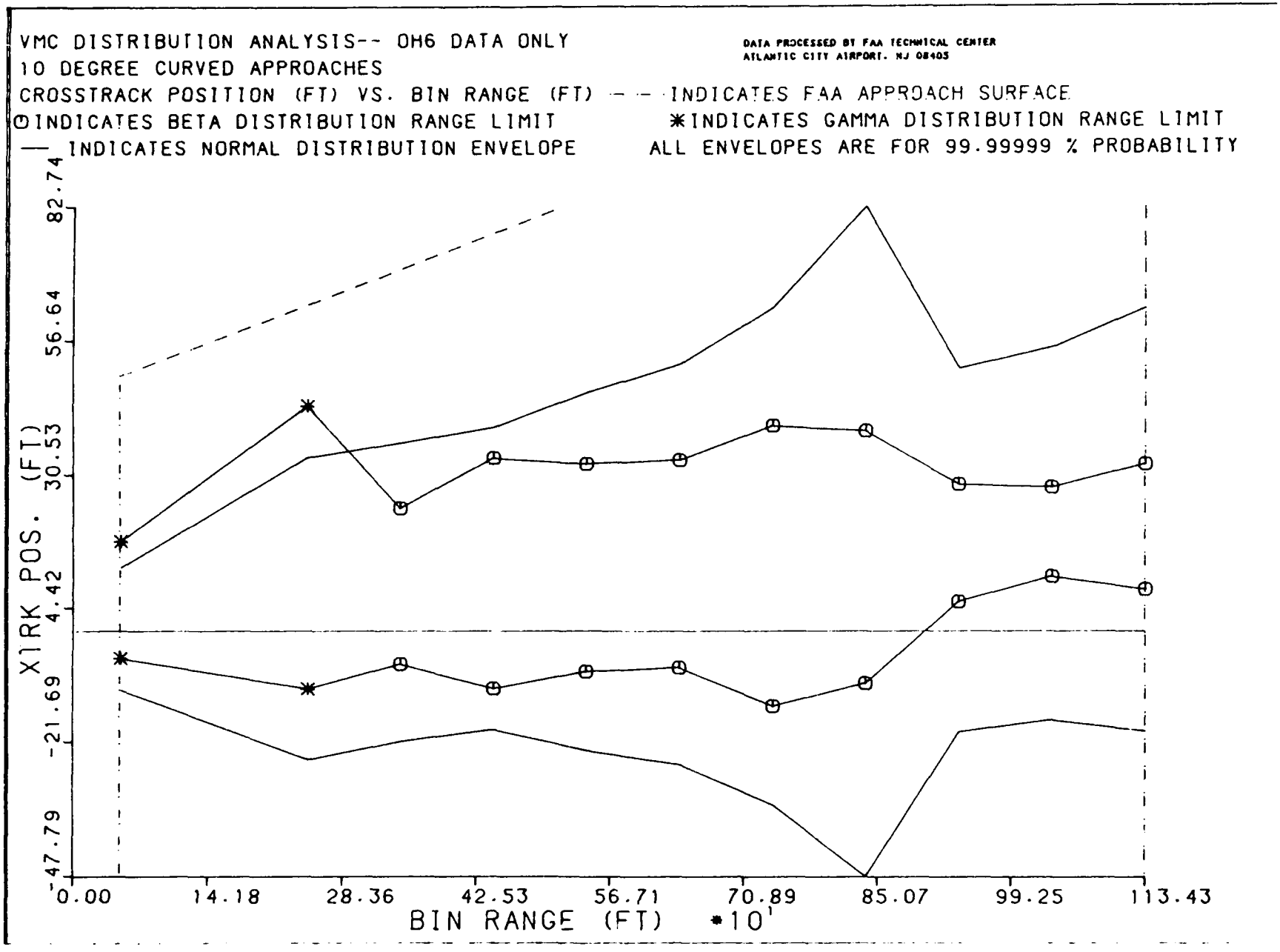

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
163.28
104.79
46.31
-12.18
-70.66
-129.15
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'

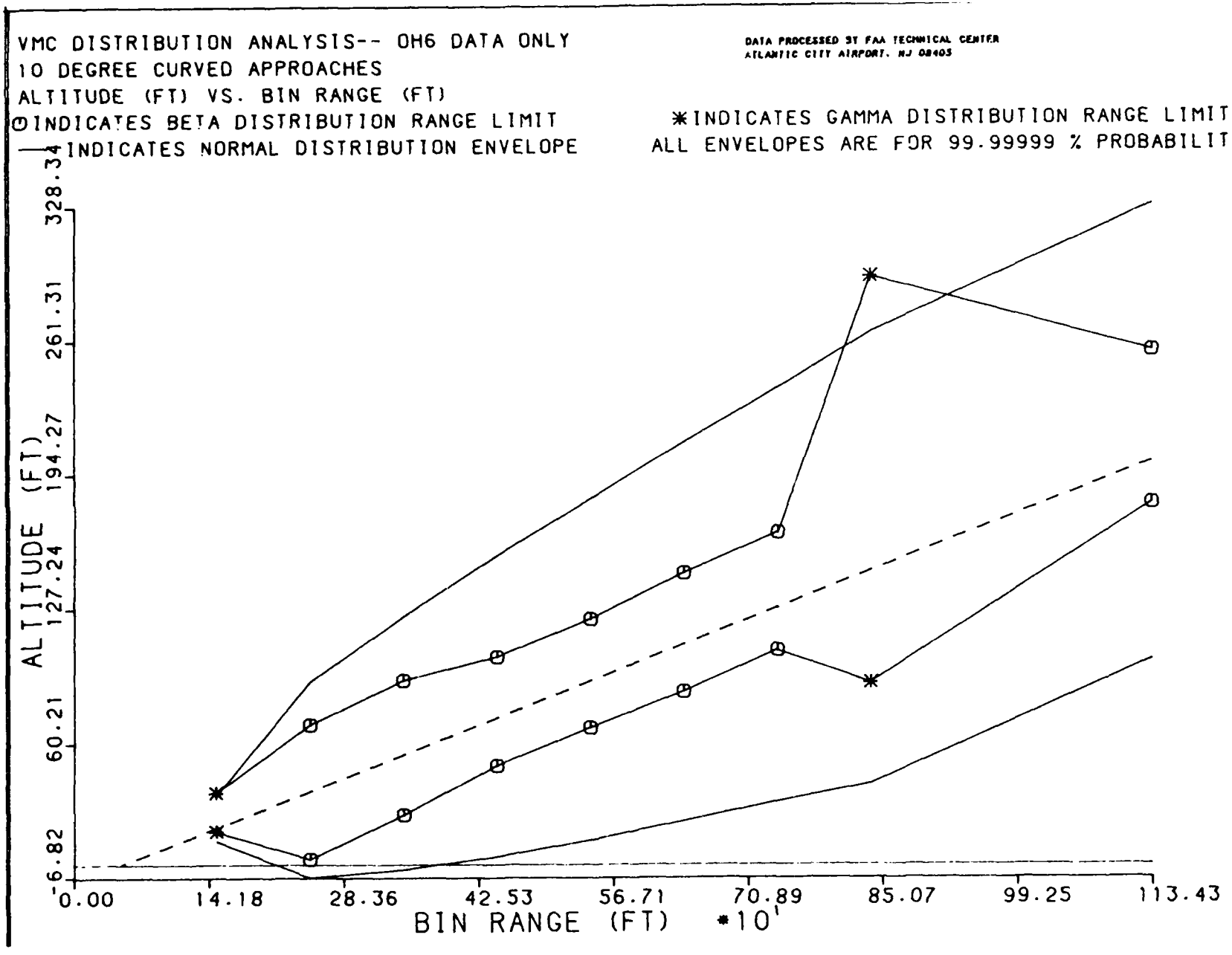
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
8 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

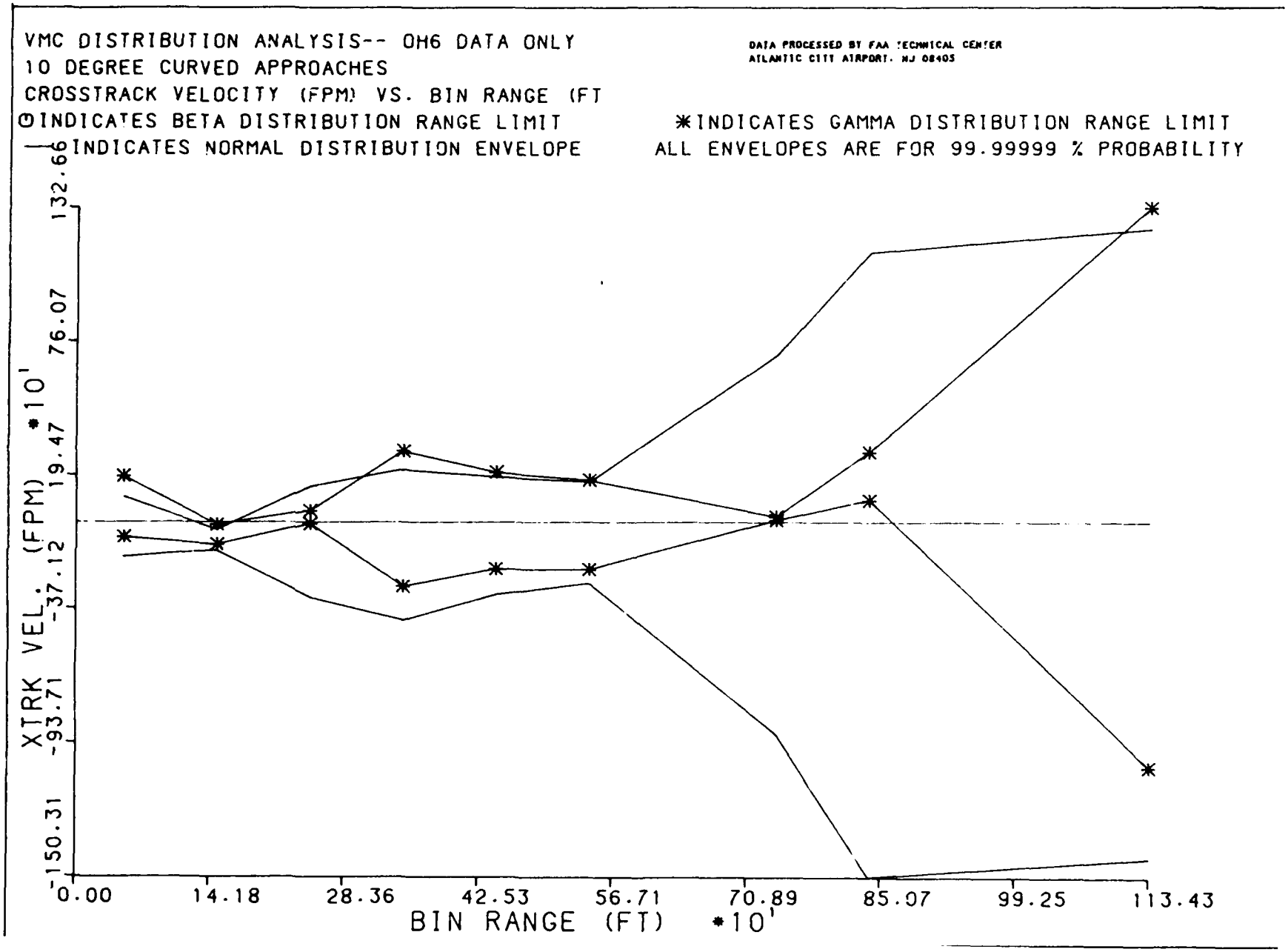
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

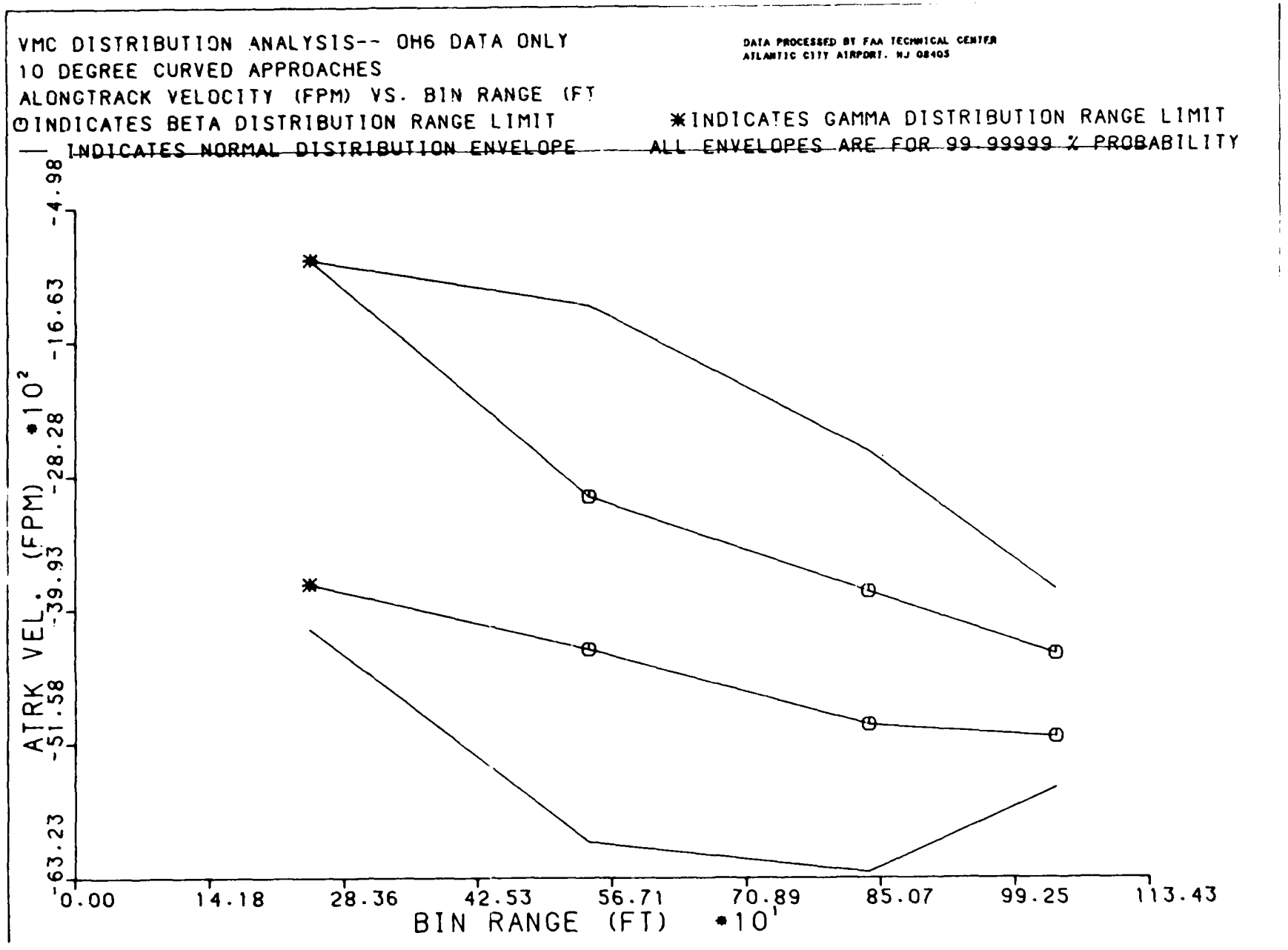
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT)
82.74
56.64
30.53
4.42
-21.69
-47.79
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—|—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT)
328.34
261.31
194.27
127.24
60.21
-6.82
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
132.66
76.07
19.47
-37.12
-93.71
-150.31
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'

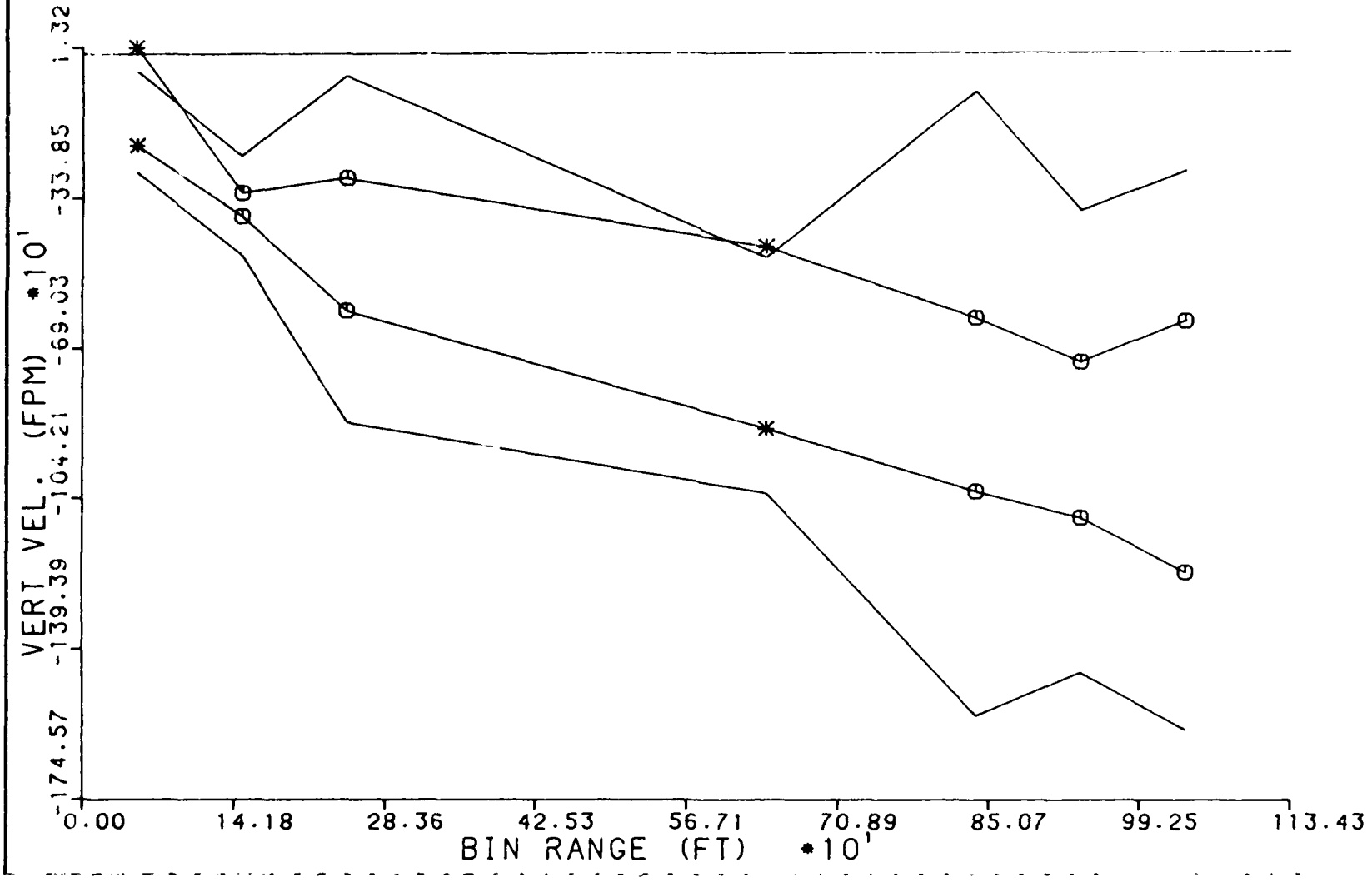

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
-4.98
-16.63
-28.28
-39.93
-51.58
-63.23
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10¹

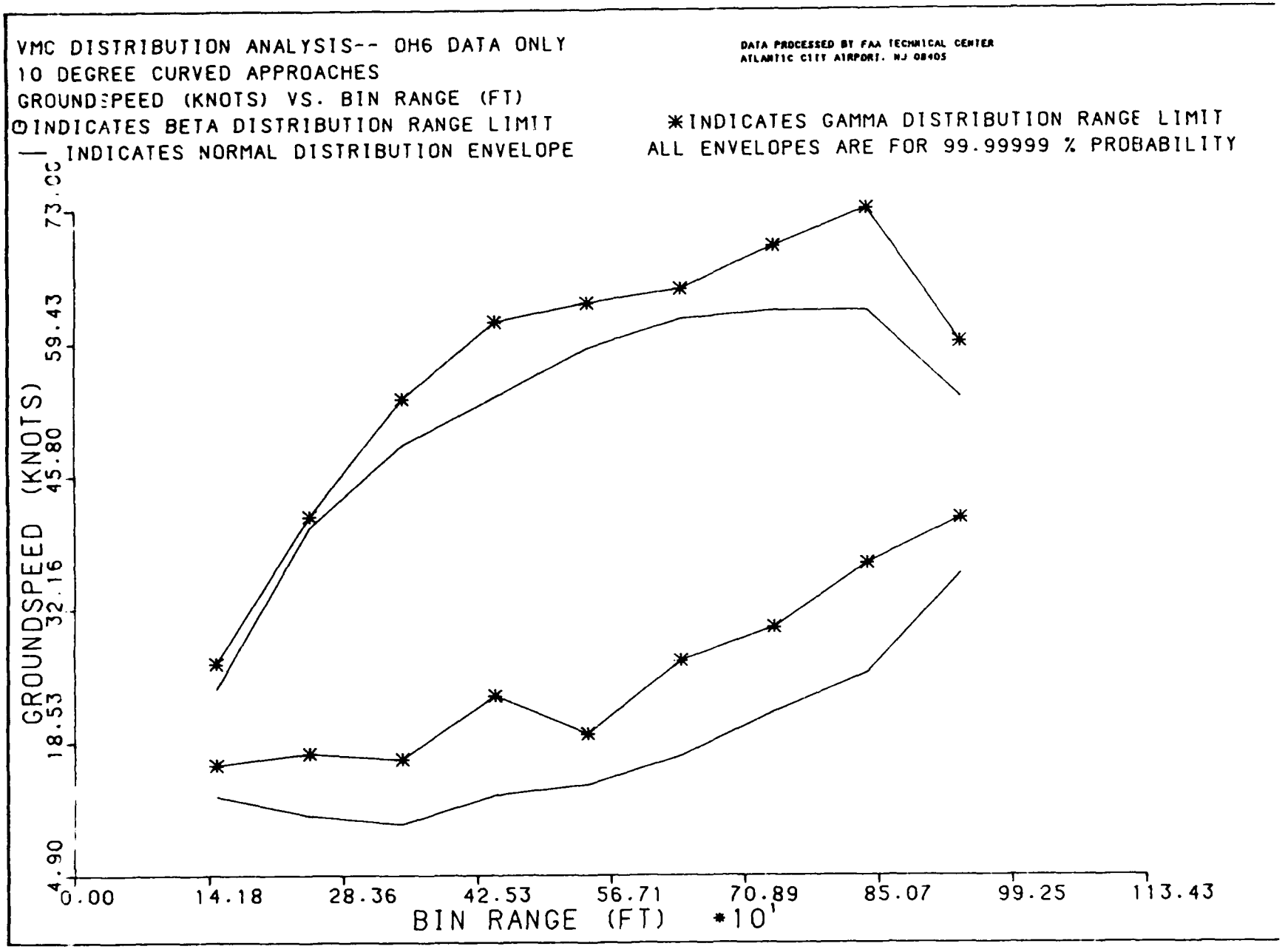
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

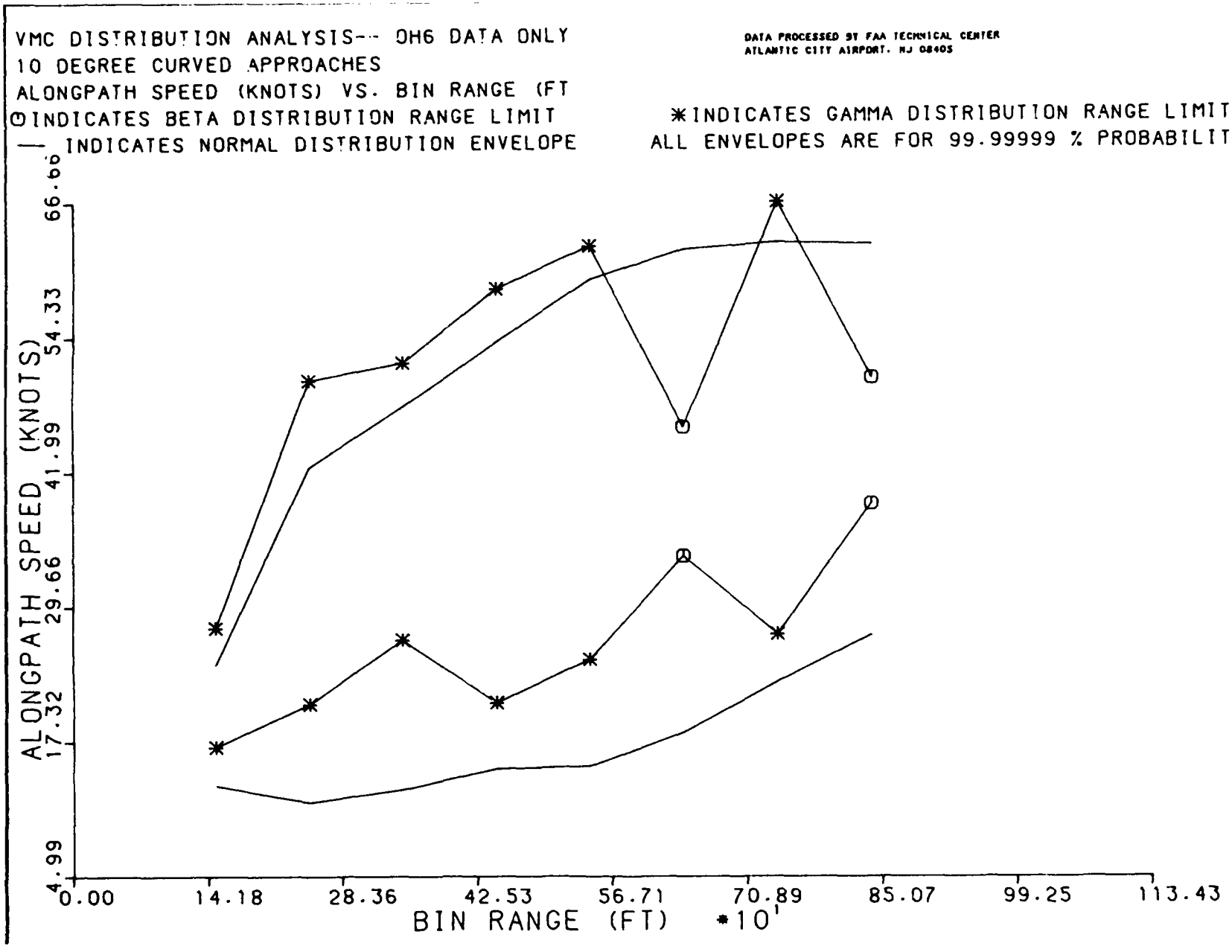
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



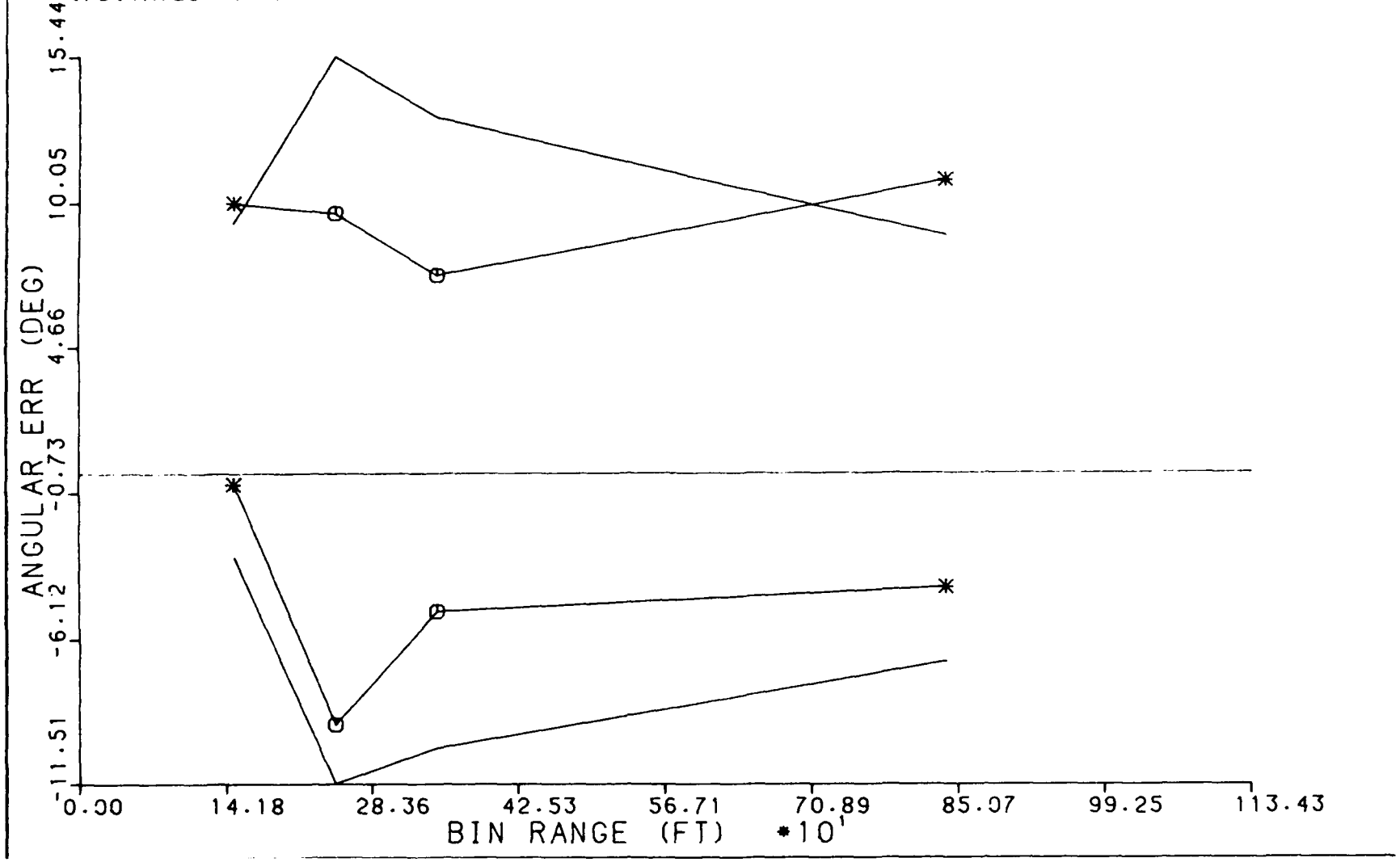

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊕INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
73.06
59.43
45.80
32.16
18.53
4.90
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'

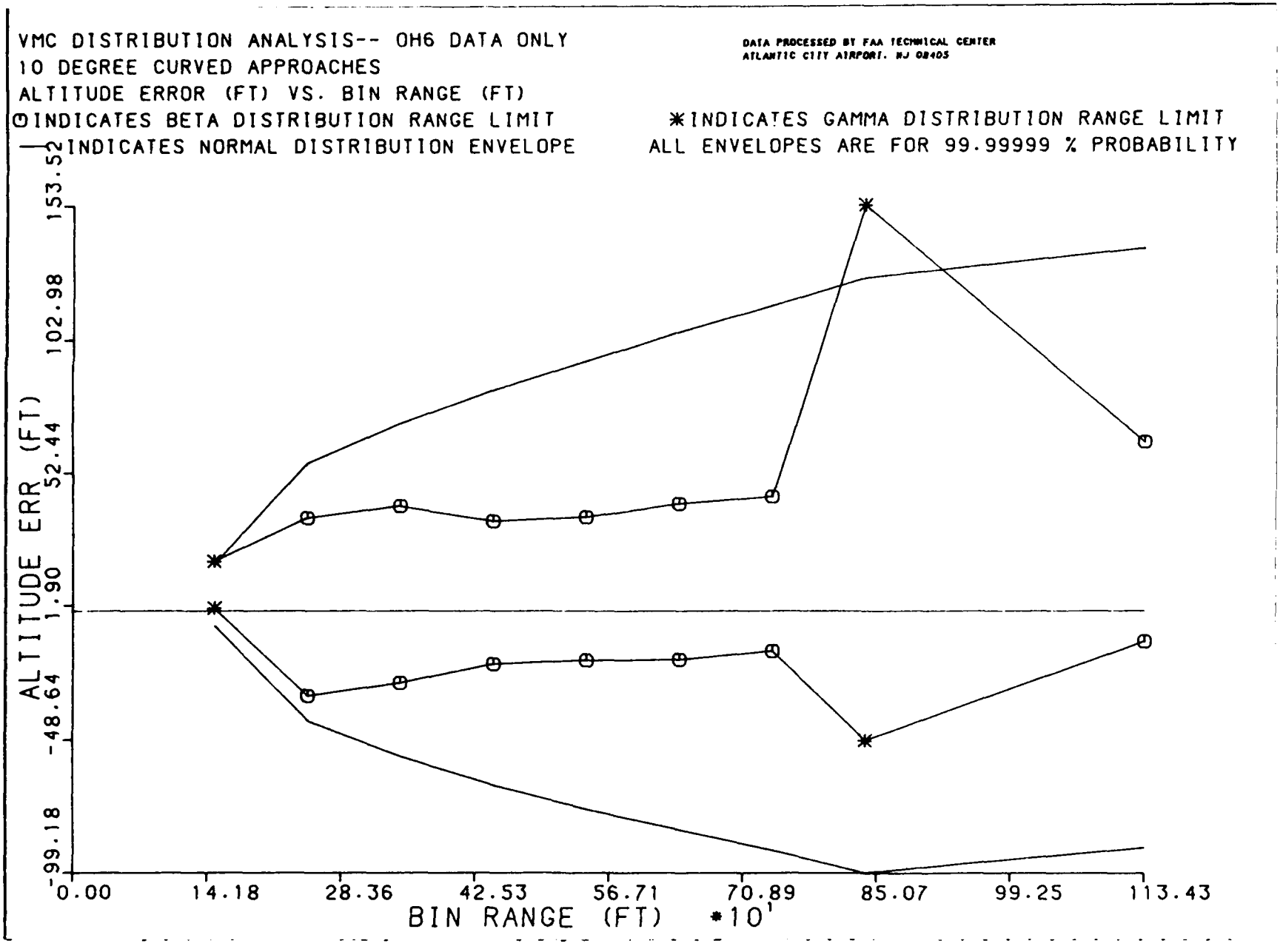

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
4.99
17.32
29.66
41.99
54.33
66.66
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

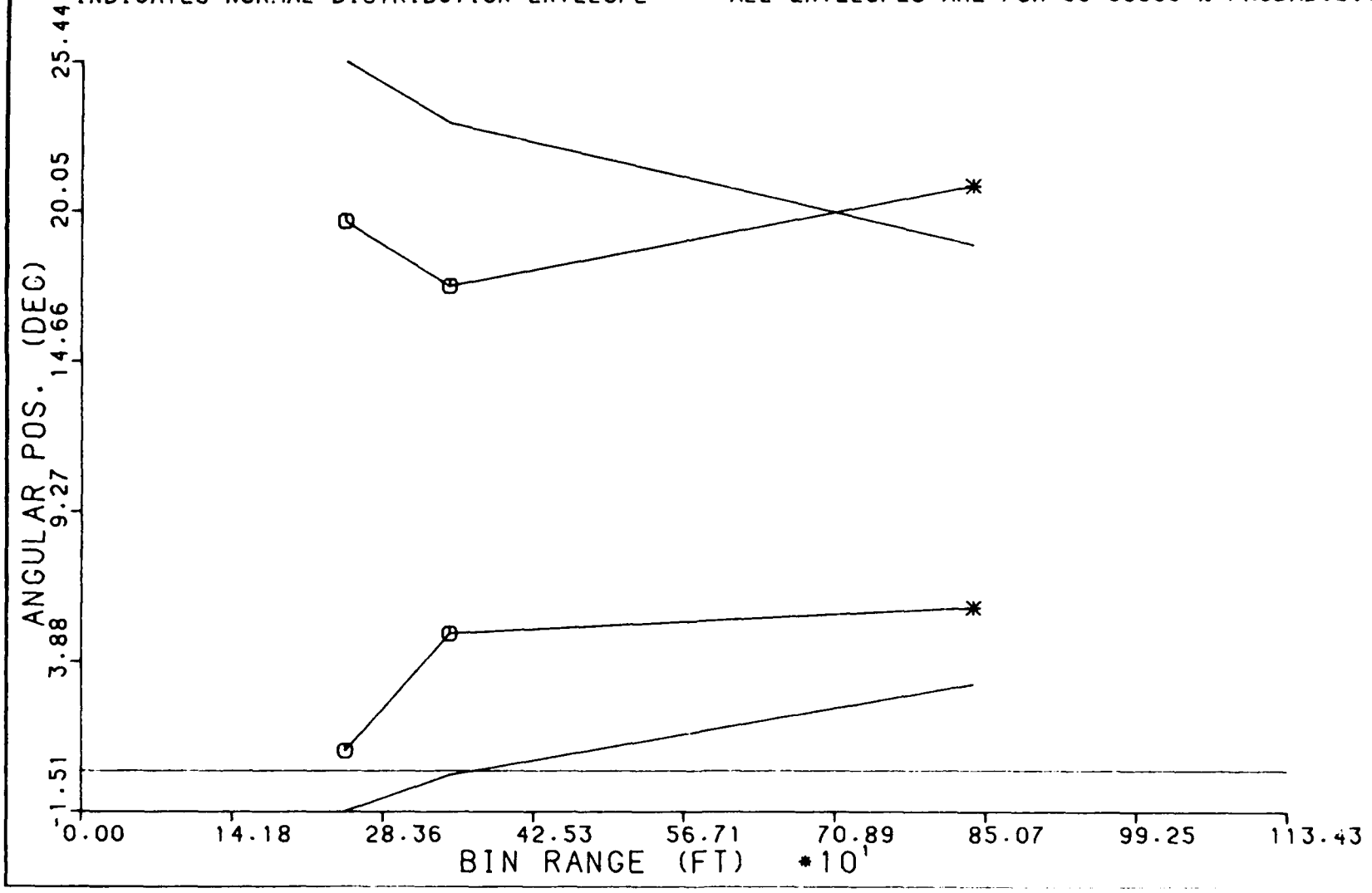


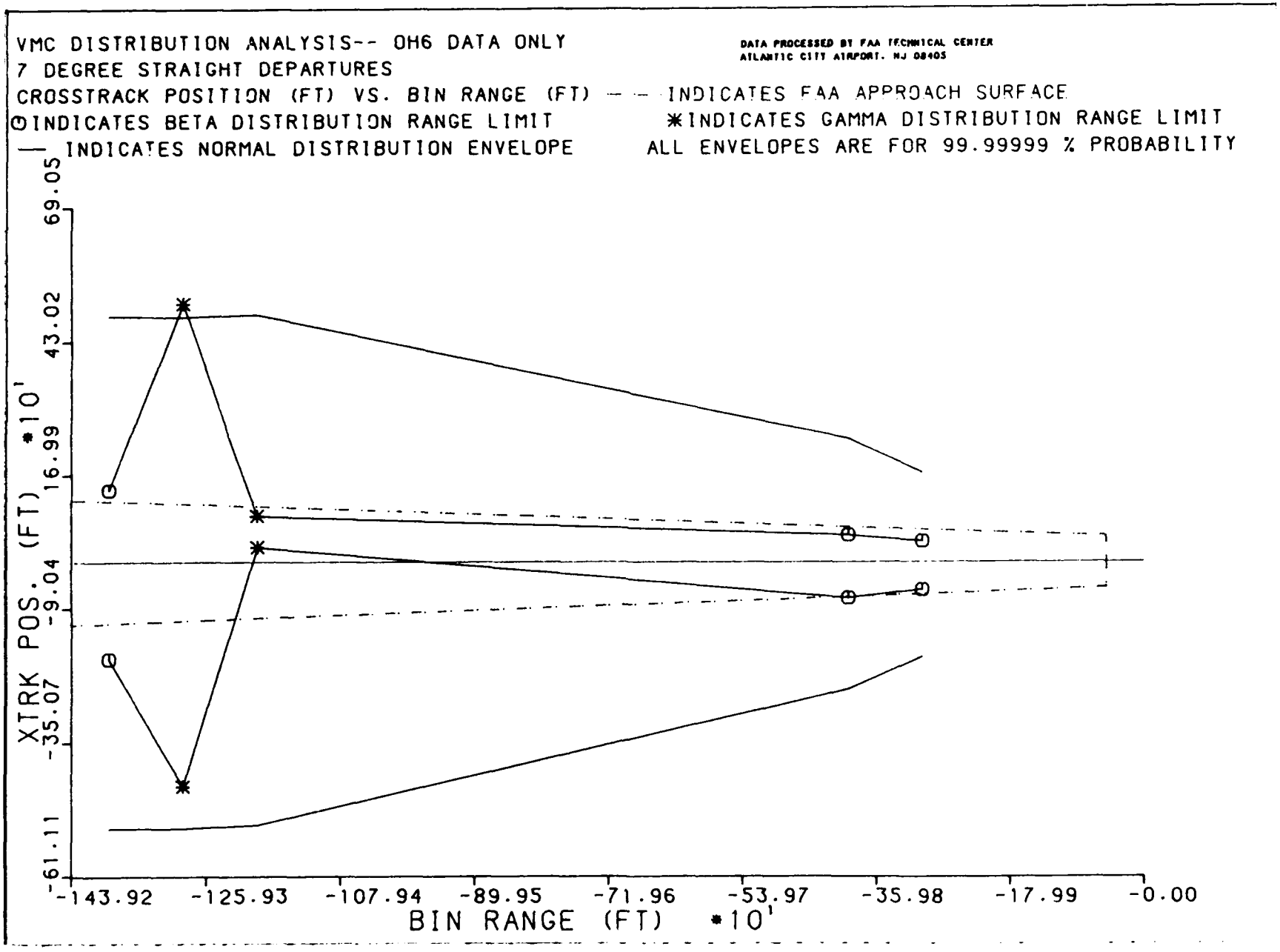

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
153.52
102.98
52.44
1.90
-48.64
-99.18
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10¹

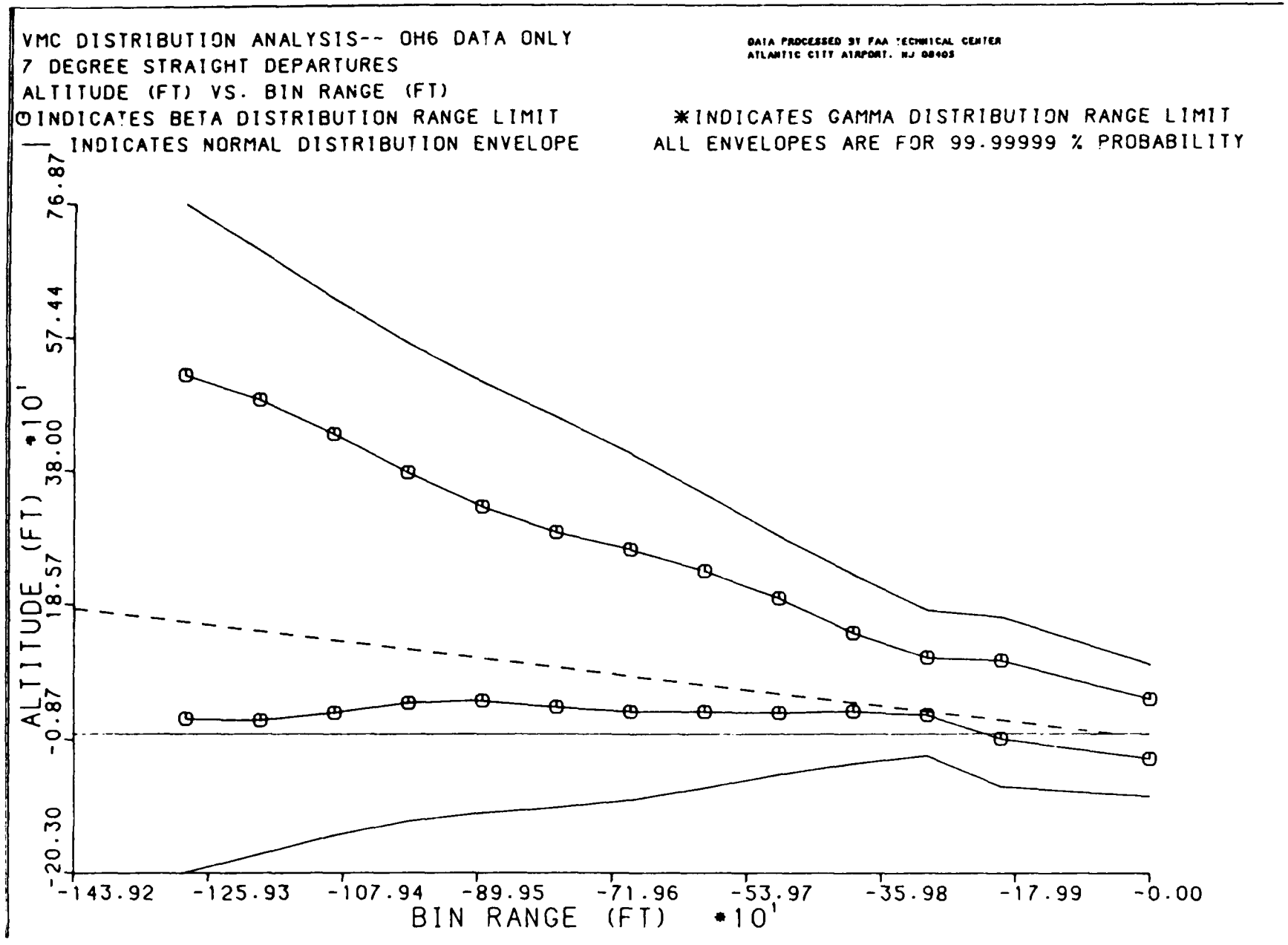
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
69.05
43.02
16.99
-9.04
-35.07
-61.11
-143.92
-125.93
-107.94
-89.95
-71.96
-53.97
-35.98
-17.99
-0.00
BIN RANGE (FT) *10¹

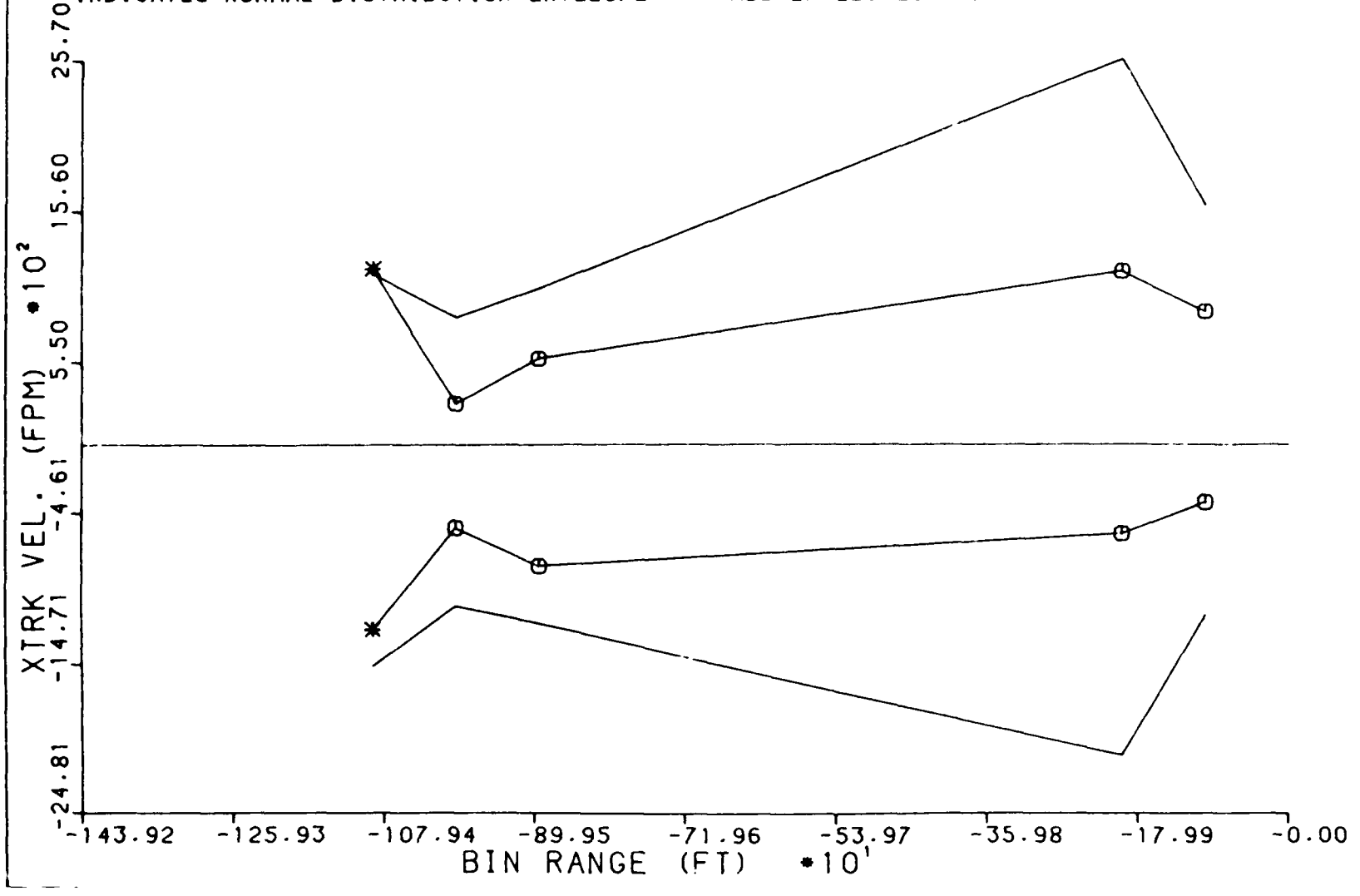

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
76.87
57.44
38.00
18.57
-0.87
-20.30
-143.92
-125.93
-107.94
-89.95
-71.96
-53.97
-35.98
-17.99
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

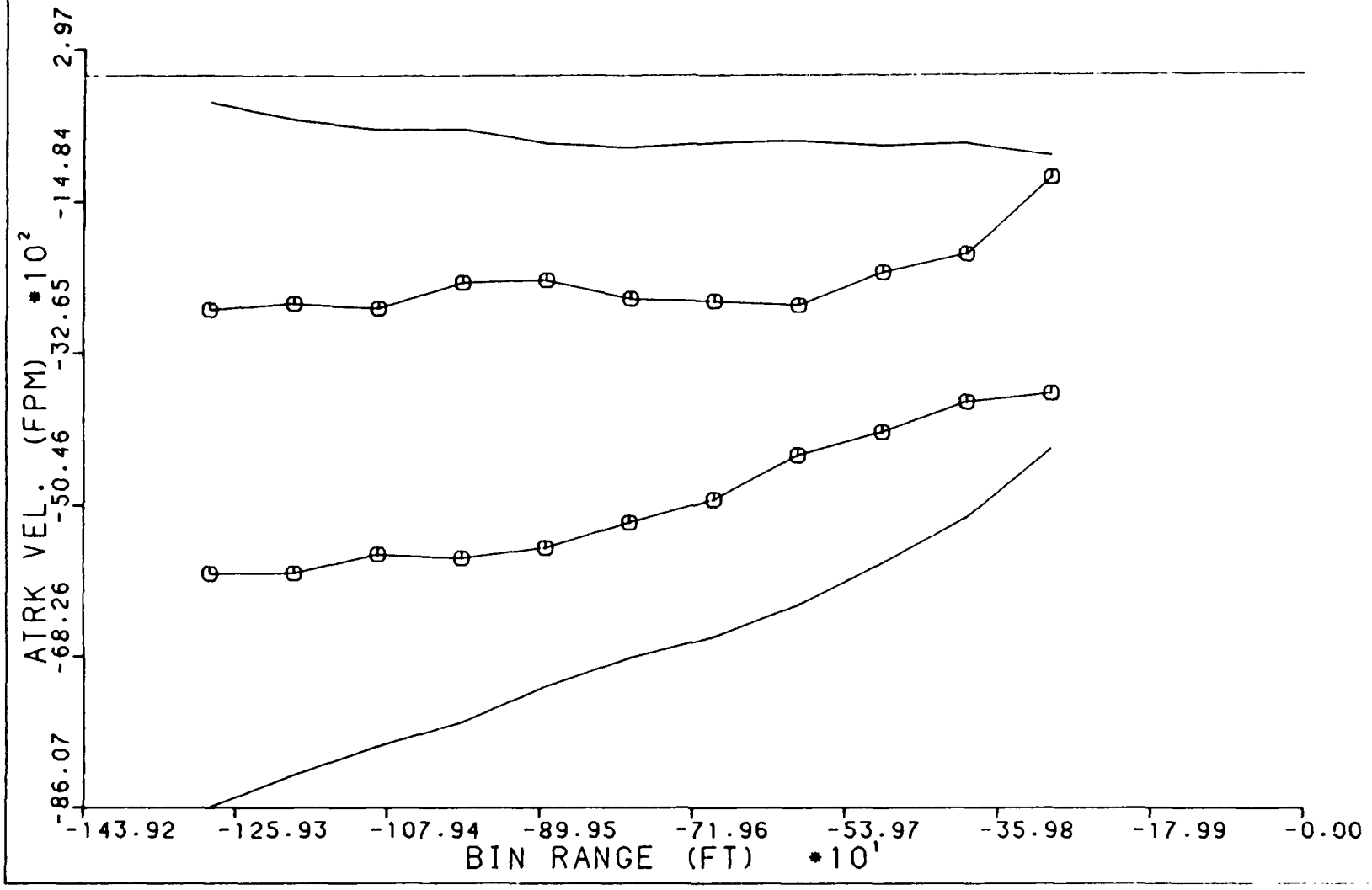


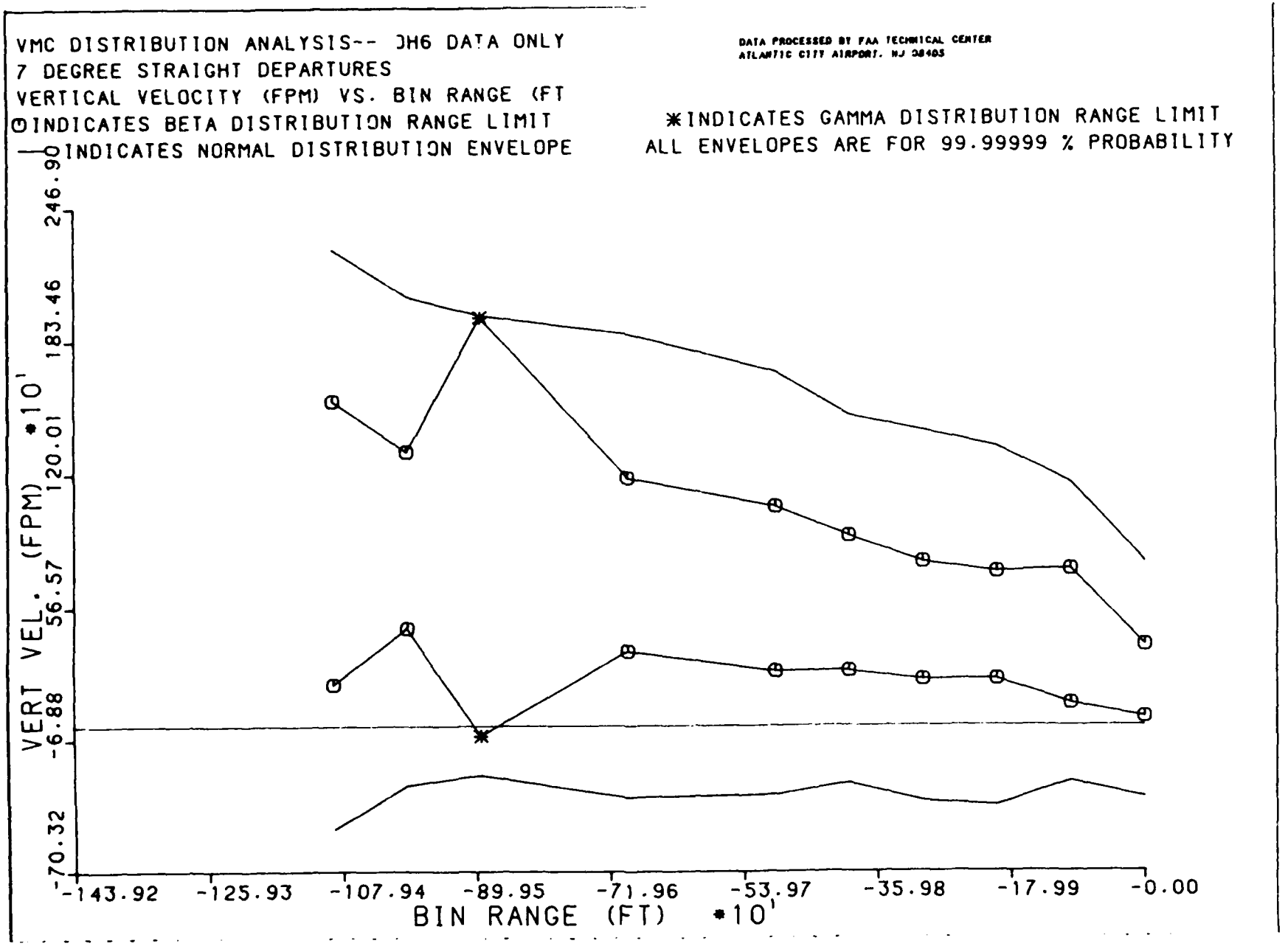
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

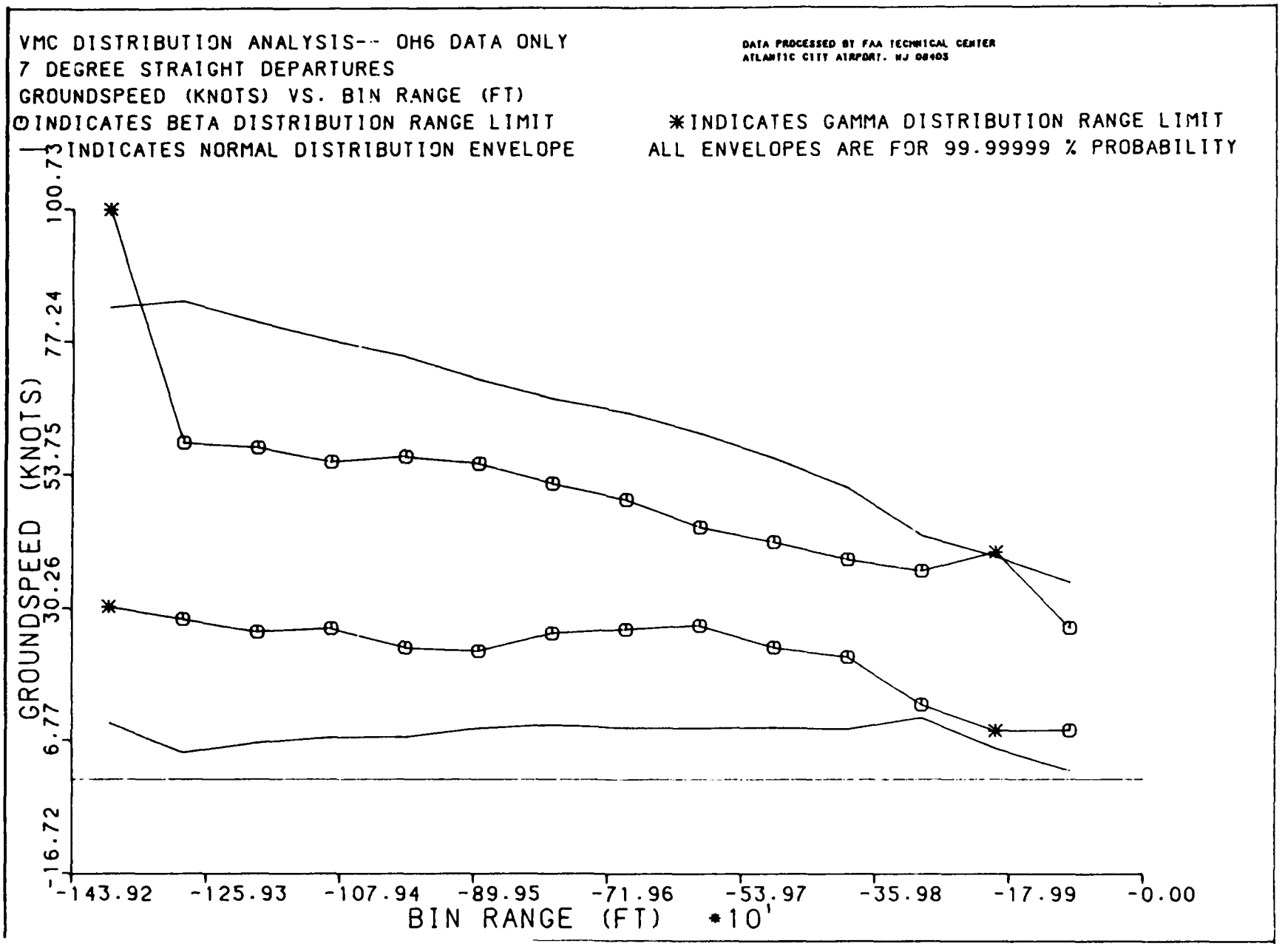
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ATLANTIC CITY AIRPORT, NJ 08405

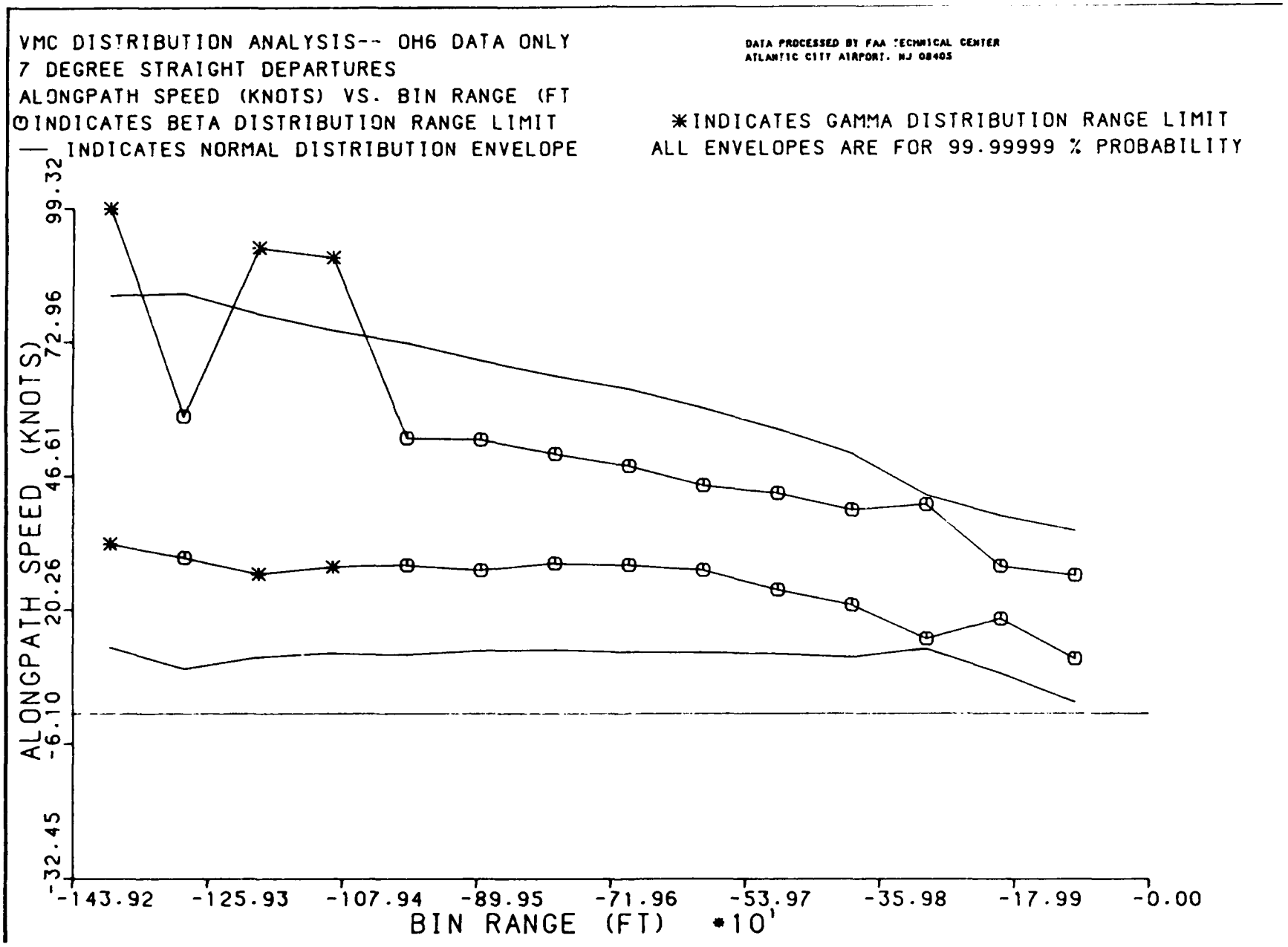
⊙ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- 3H6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
246.90
183.46
120.01
56.57
-6.88
-70.32
-143.92
-125.93
-107.94
-89.95
-71.96
-53.97
-35.98
-17.99
-0.00
BIN RANGE (FT) *10'

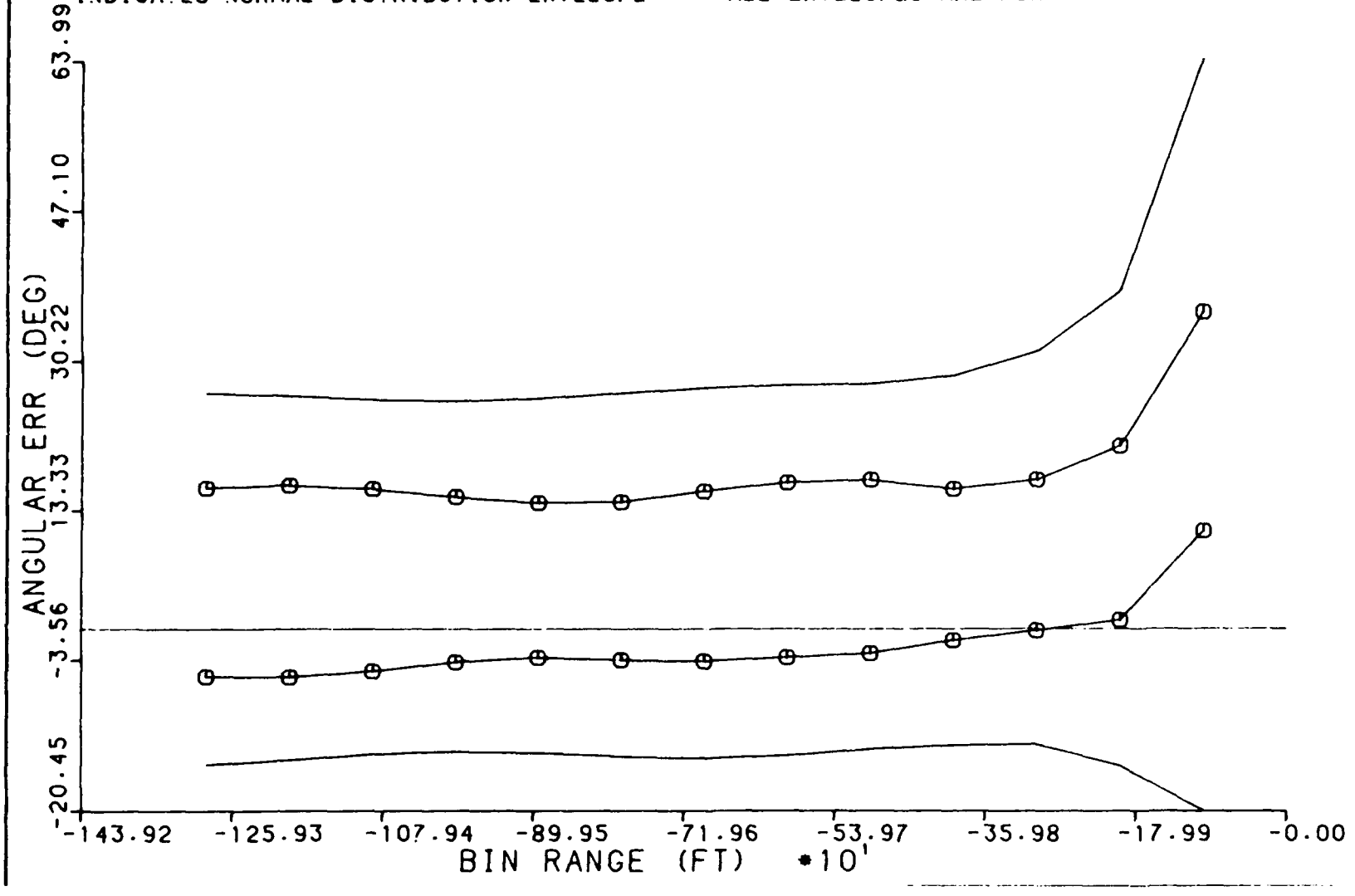

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
100.73
77.24
53.75
30.26
6.77
-16.72
-143.92
-125.93
-107.94
-89.95
-71.96
-53.97
-35.98
-17.99
-0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| | INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
99.32
72.96
46.61
20.26
-6.10
-32.45
-143.92
-125.93
-107.94
-89.95
-71.96
-53.97
-35.98
-17.99
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

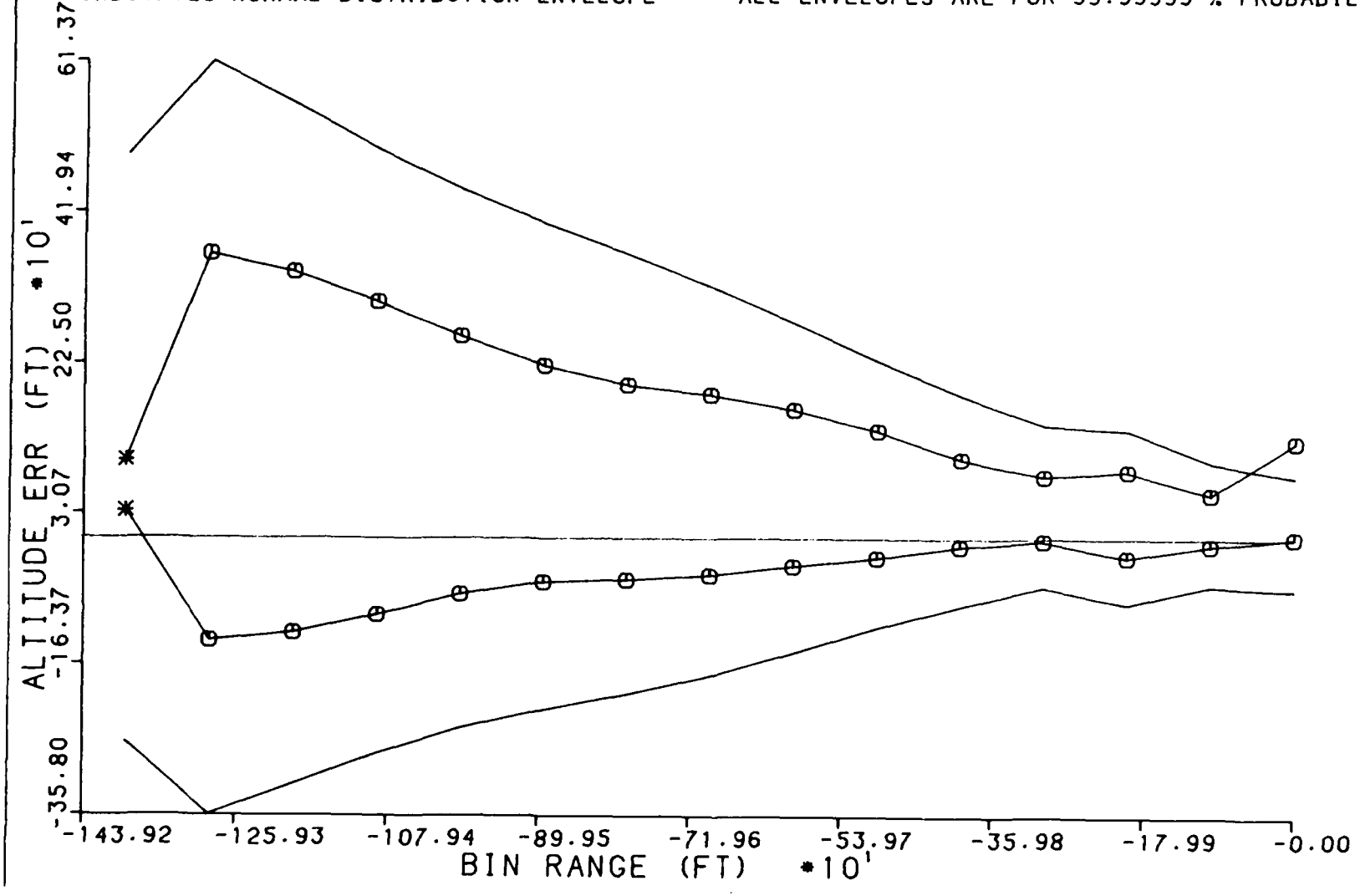
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

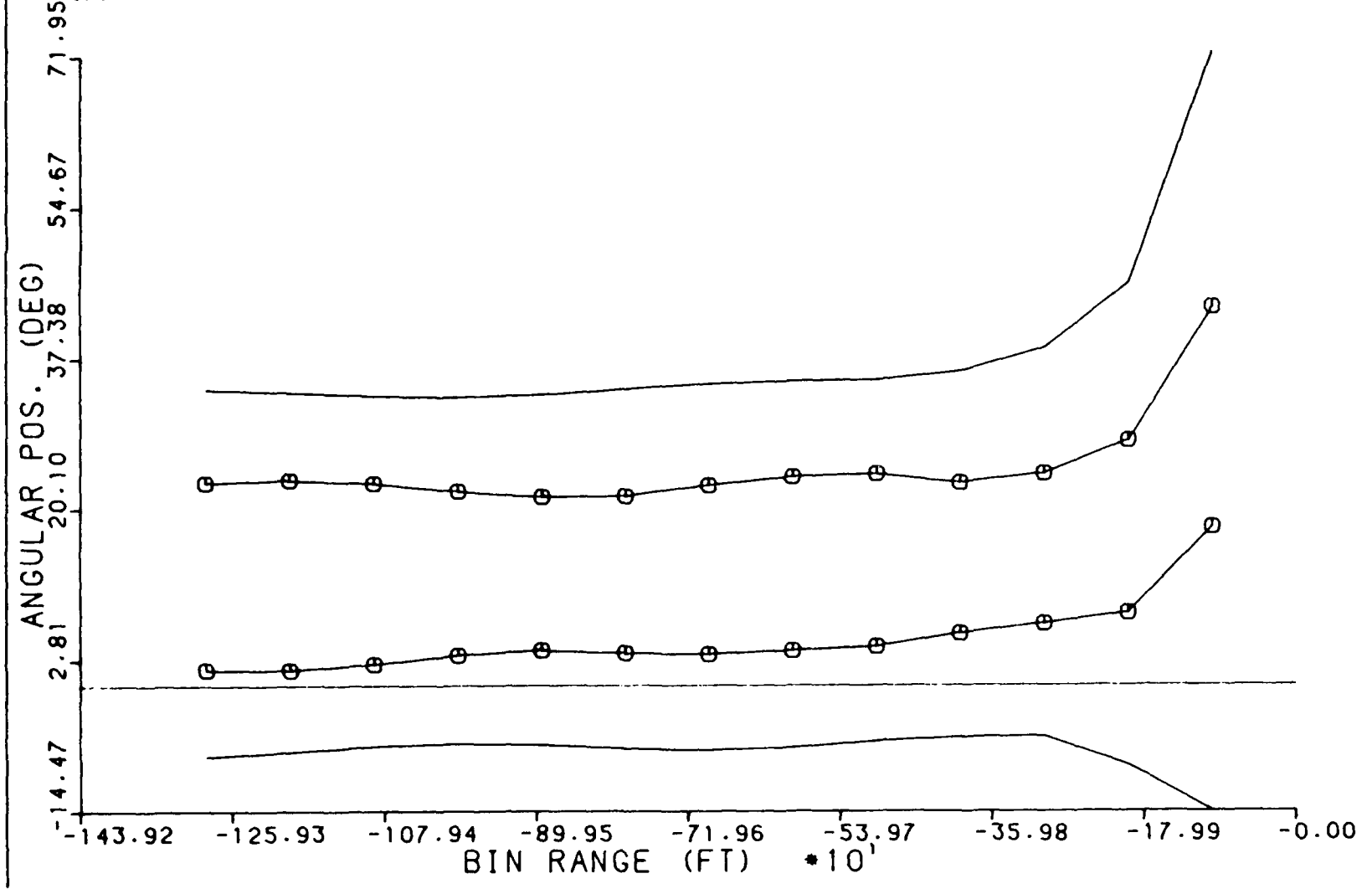
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

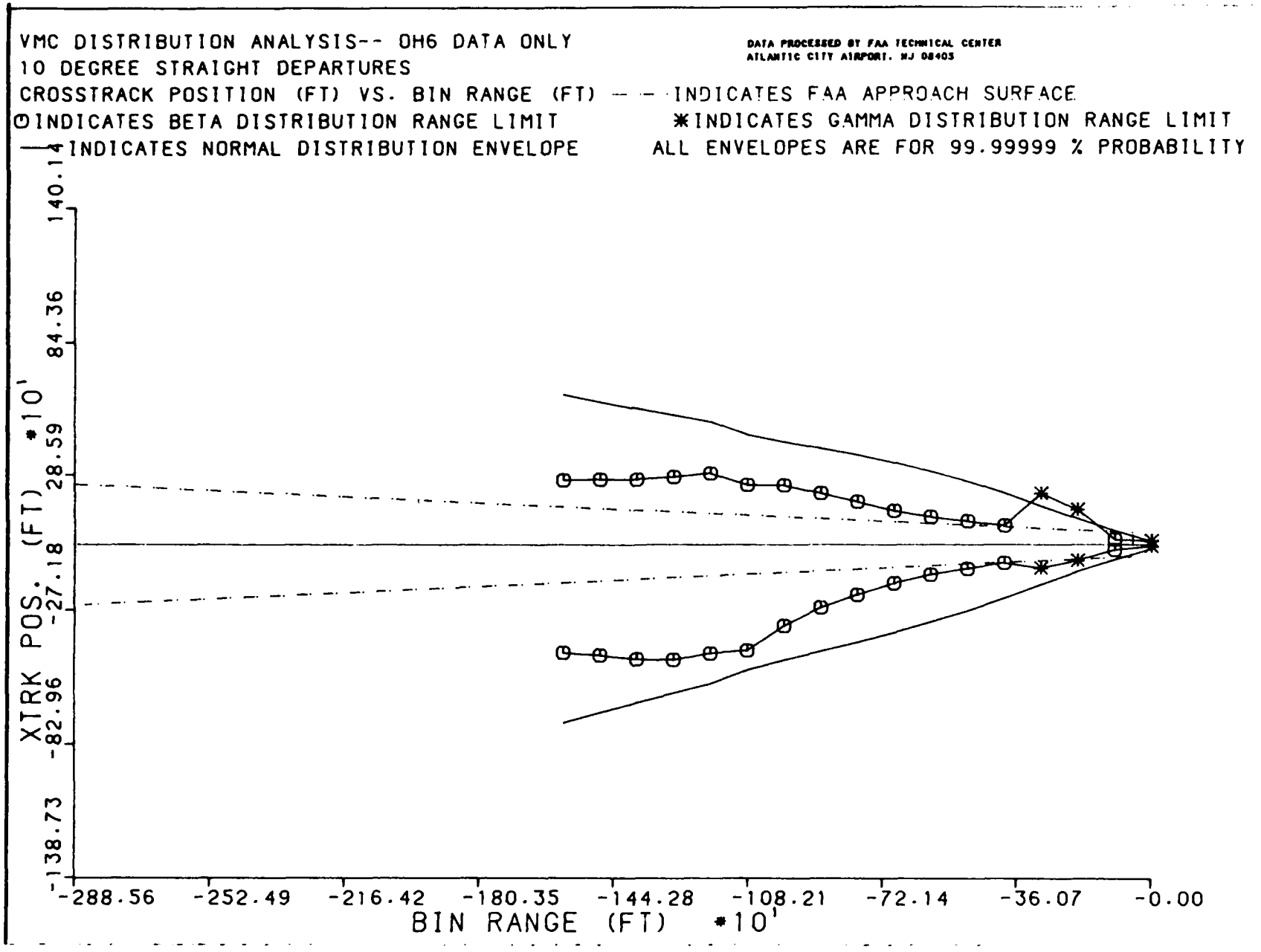


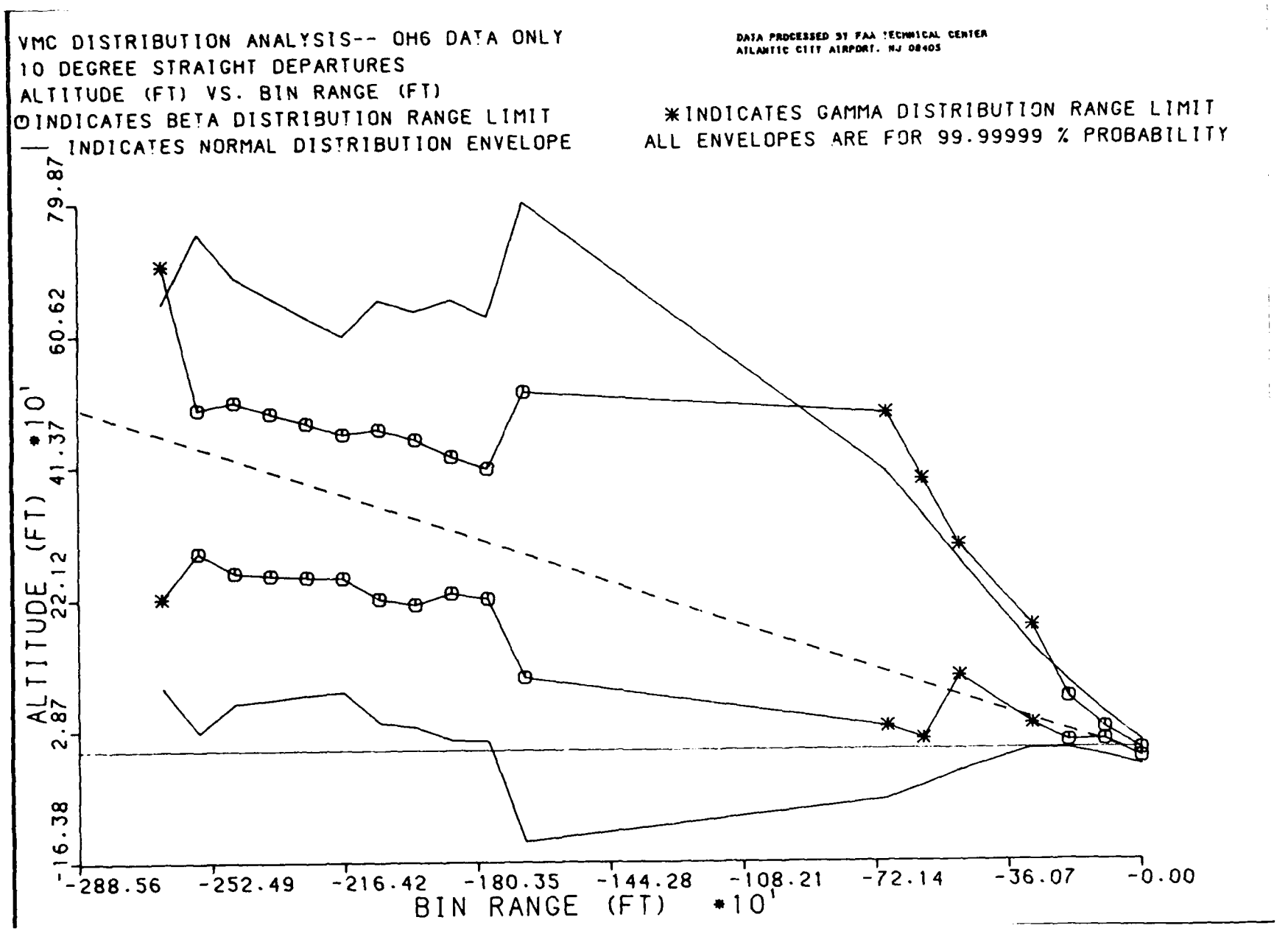
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

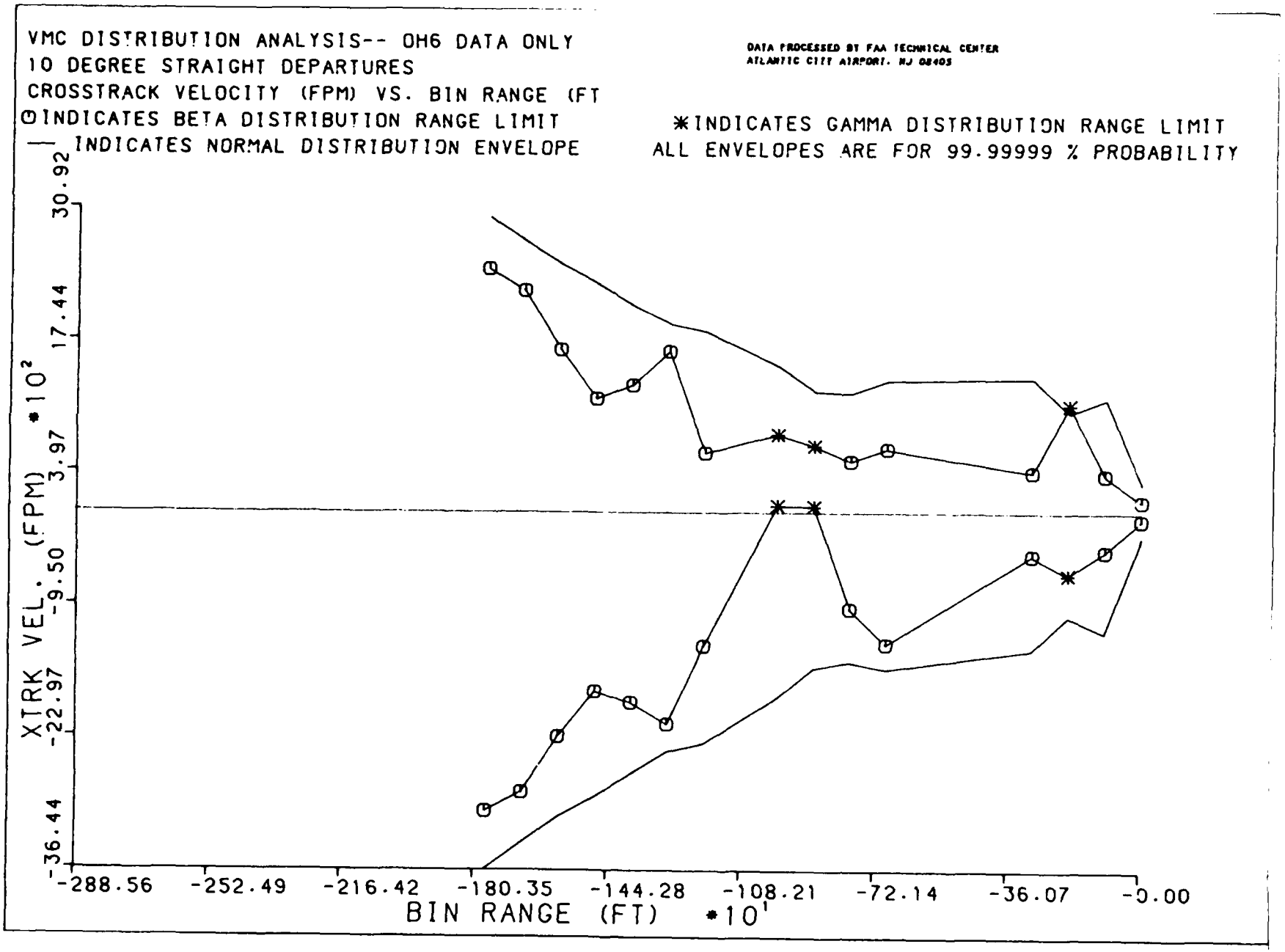
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

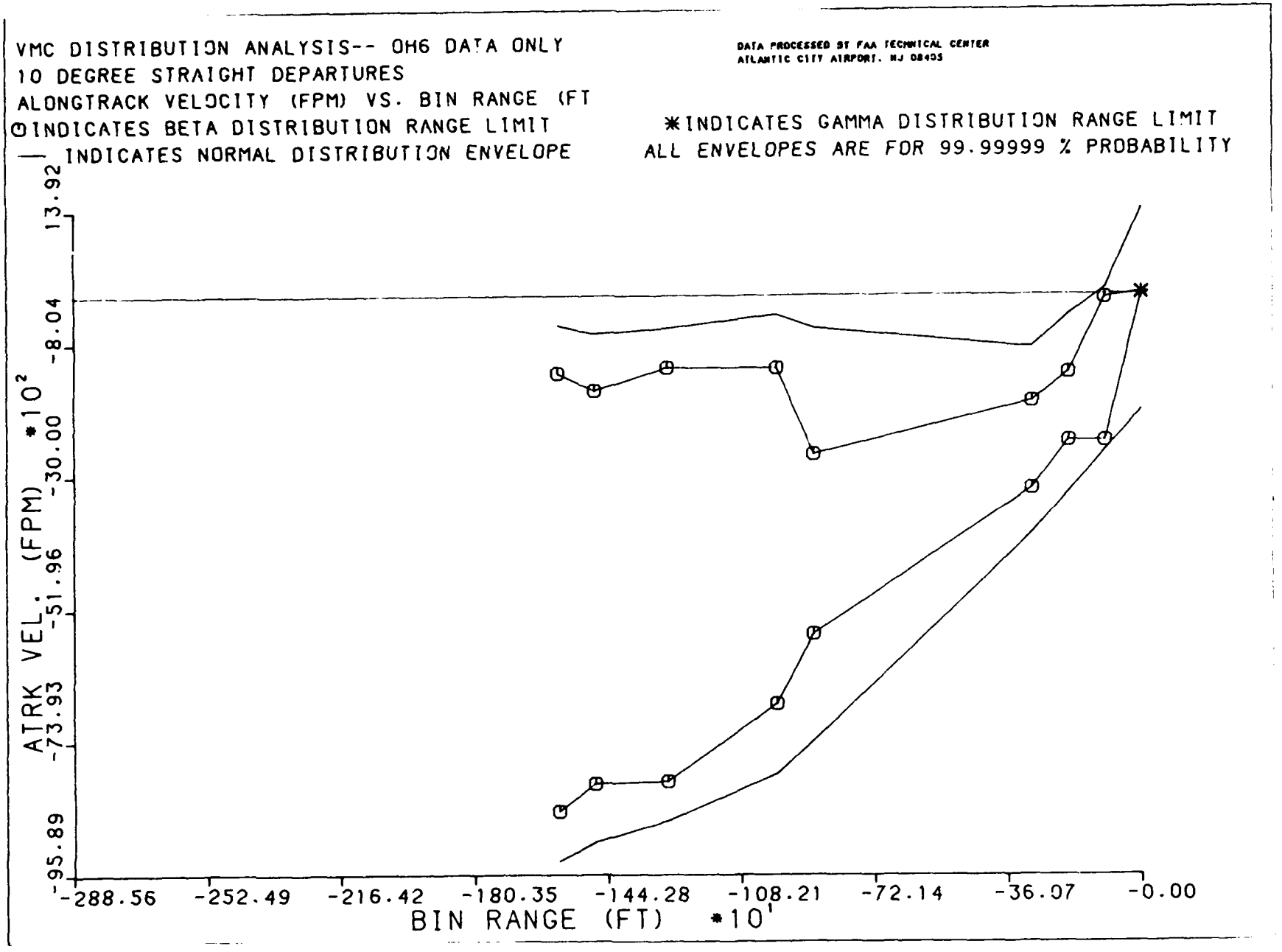
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

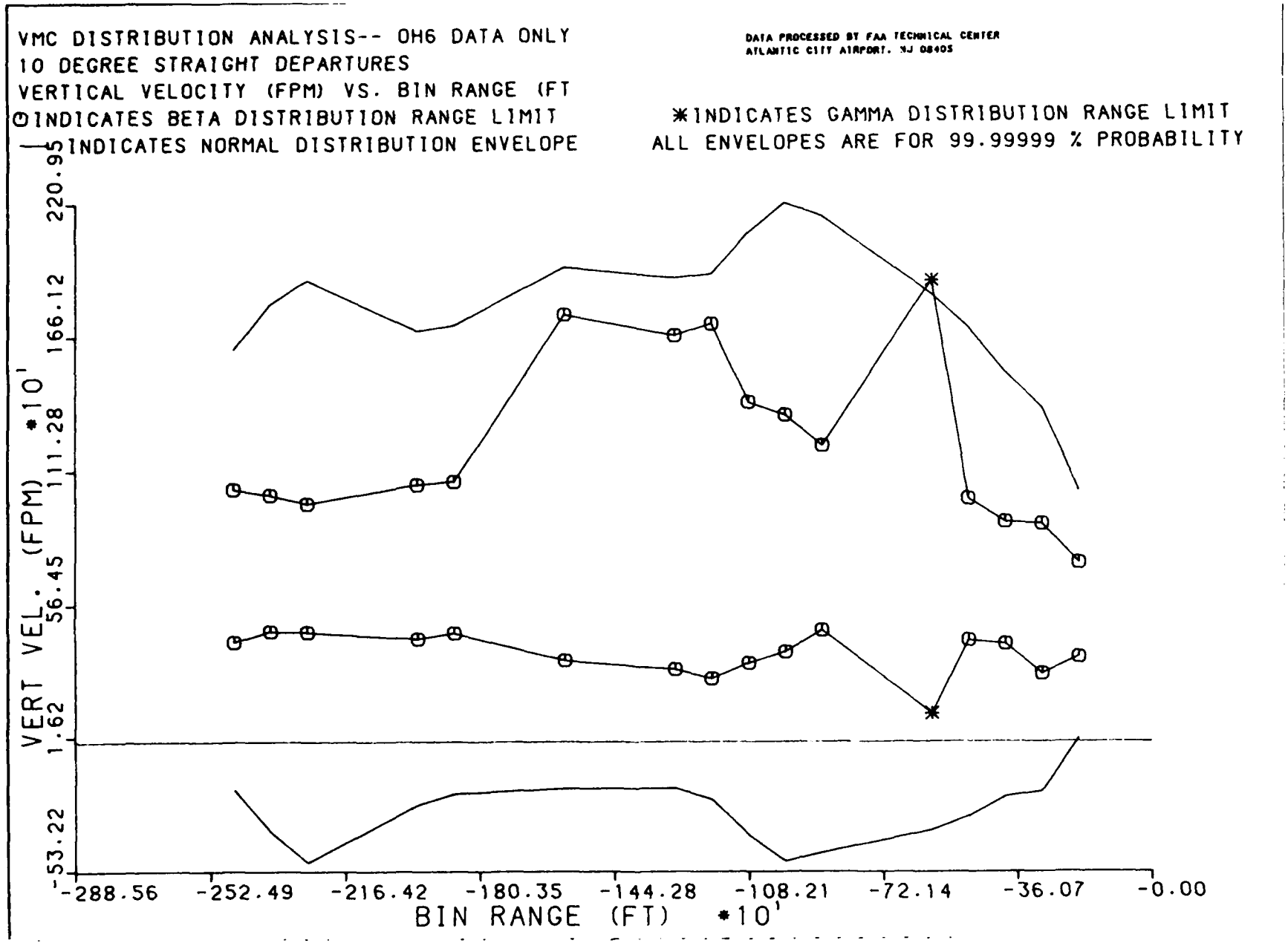


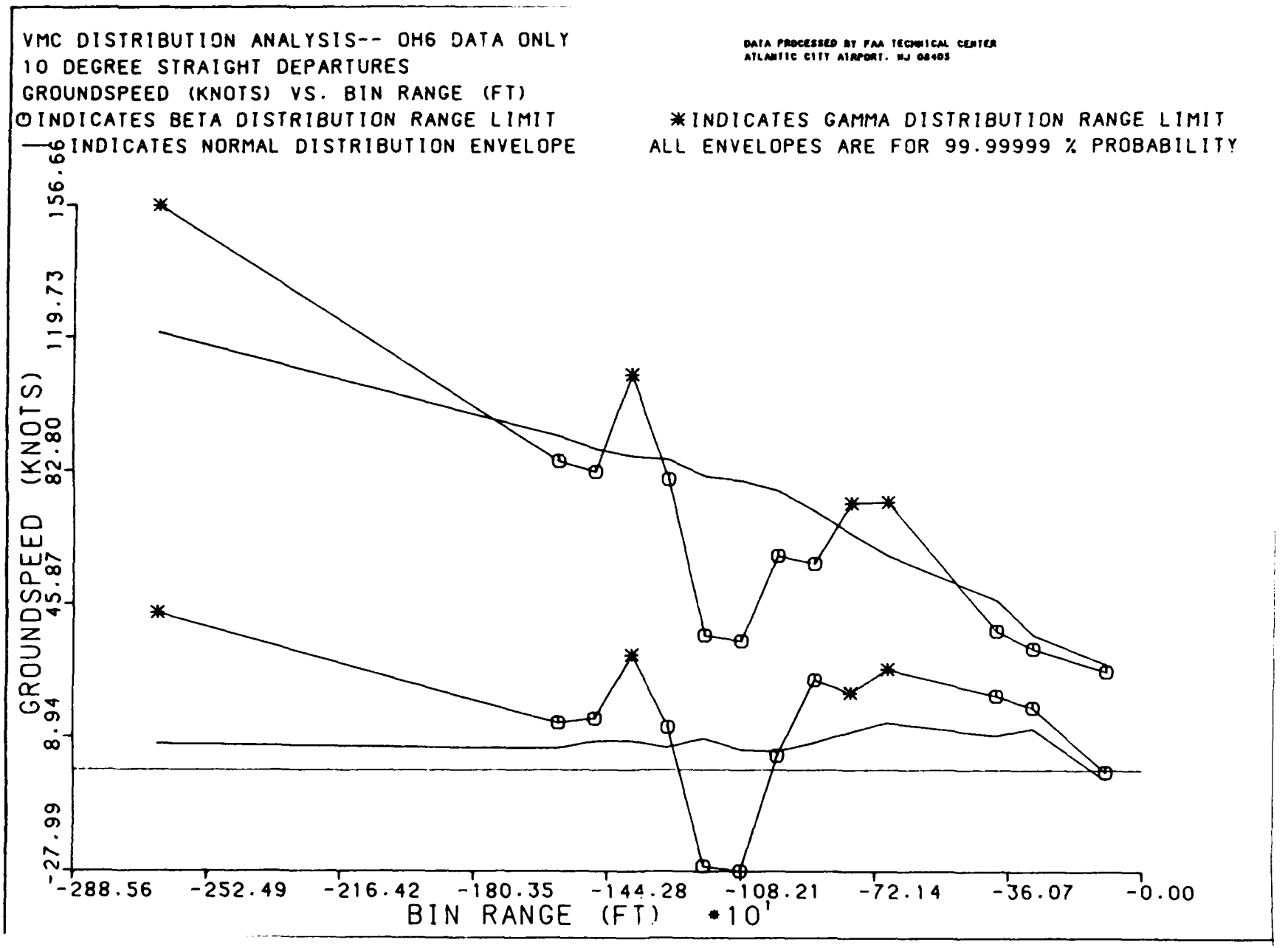

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
140.14
84.36
28.59
-27.18
-82.96
-138.73
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
79.87
60.62
41.37
22.12
2.87
-16.38
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
30.92
17.44
3.97
-9.50
-22.97
-36.44
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
13.92
-8.04
-30.00
-51.96
-73.93
-95.89
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

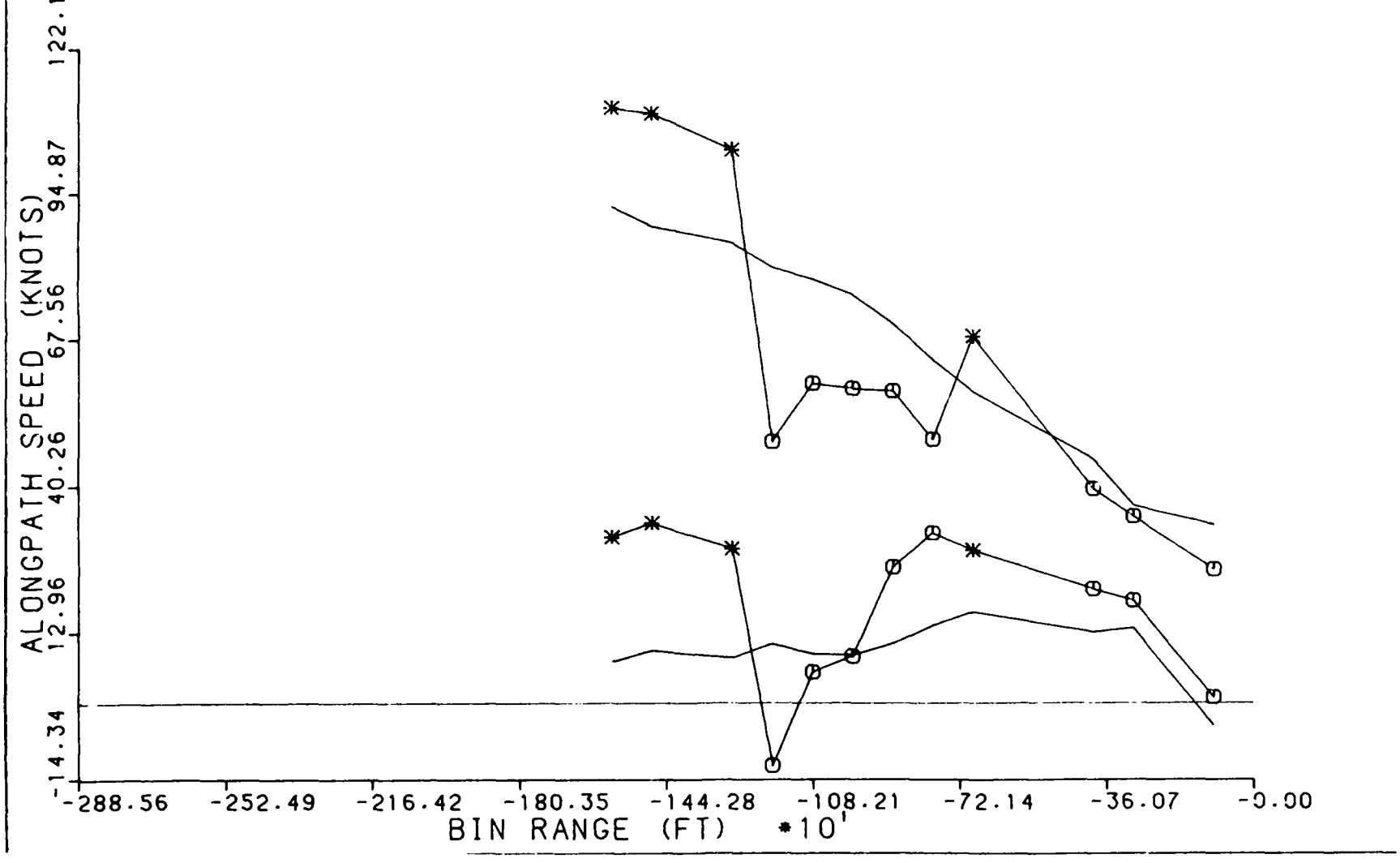

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
220.95
166.12
111.28
56.45
1.62
-53.22
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
O INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
156.66
119.73
82.80
45.87
8.94
-27.99
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
O INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

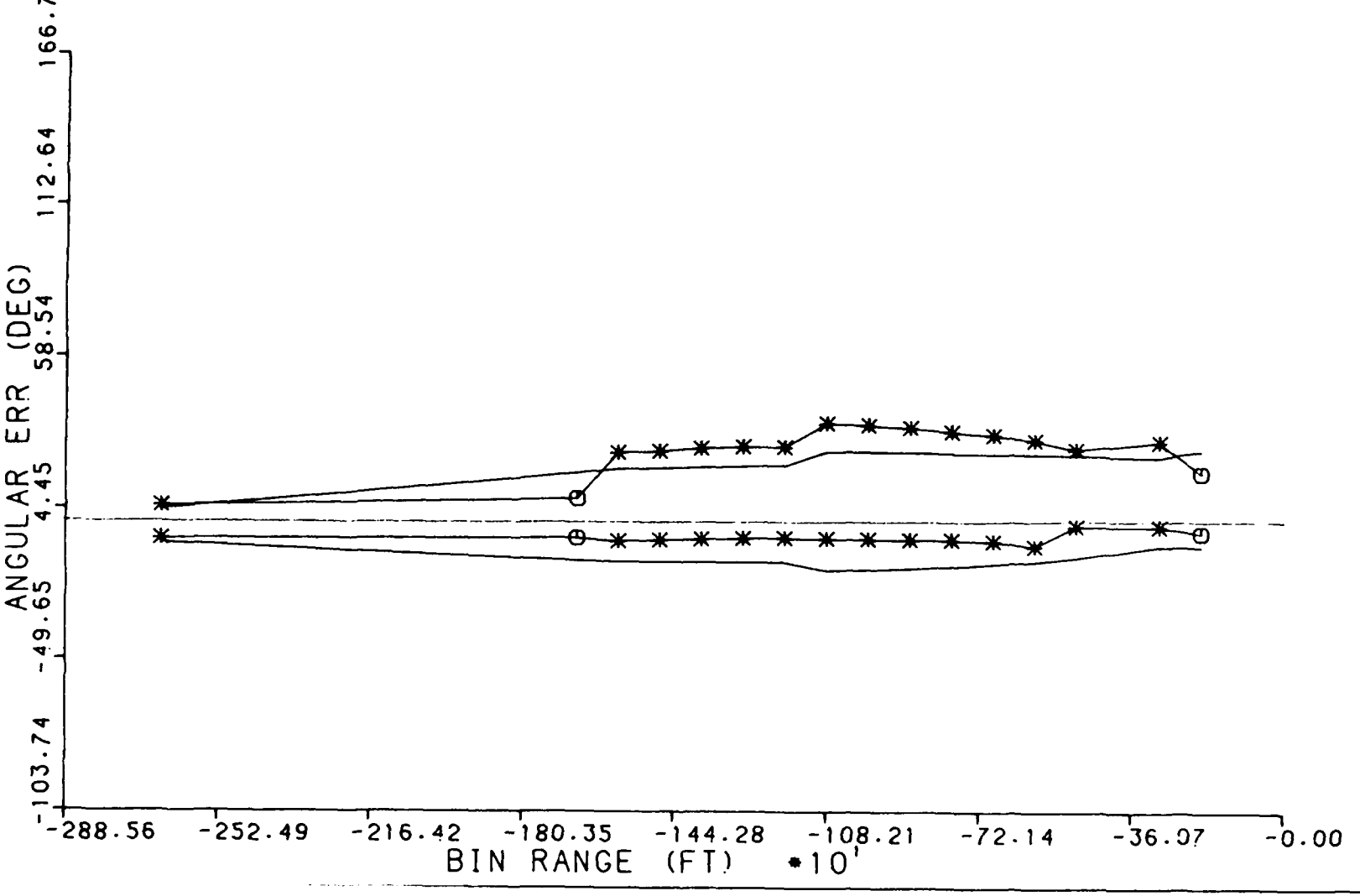
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

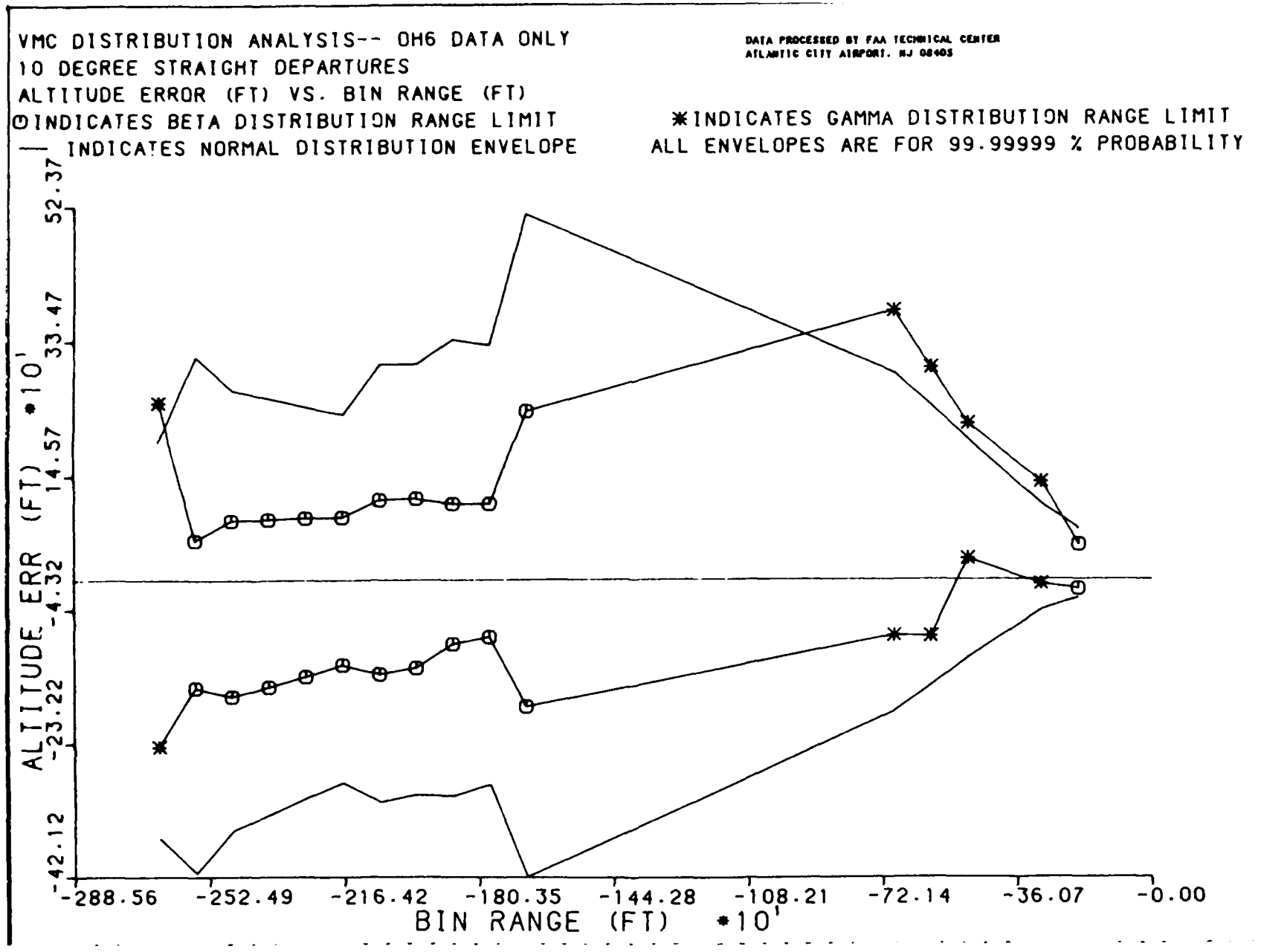


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

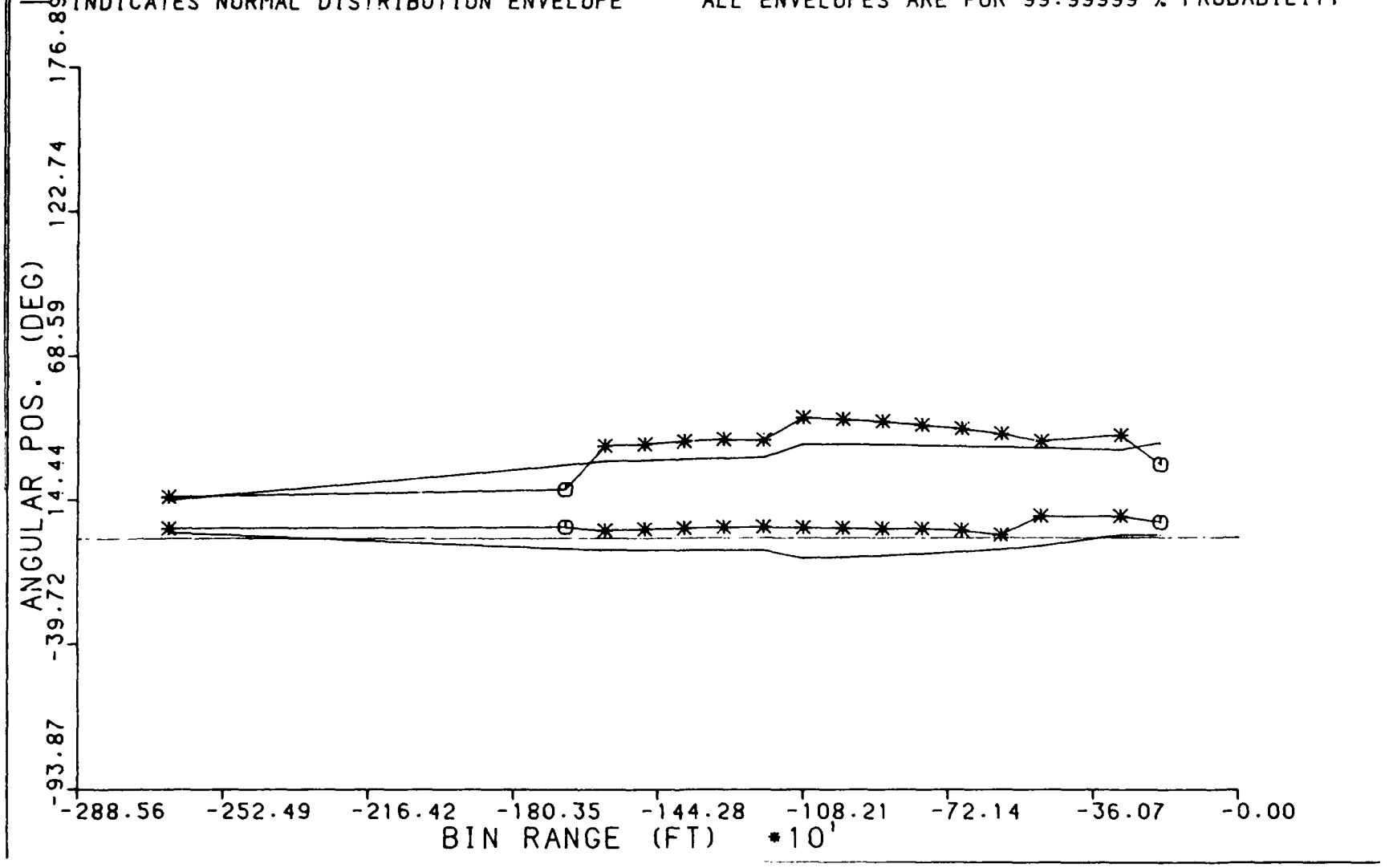


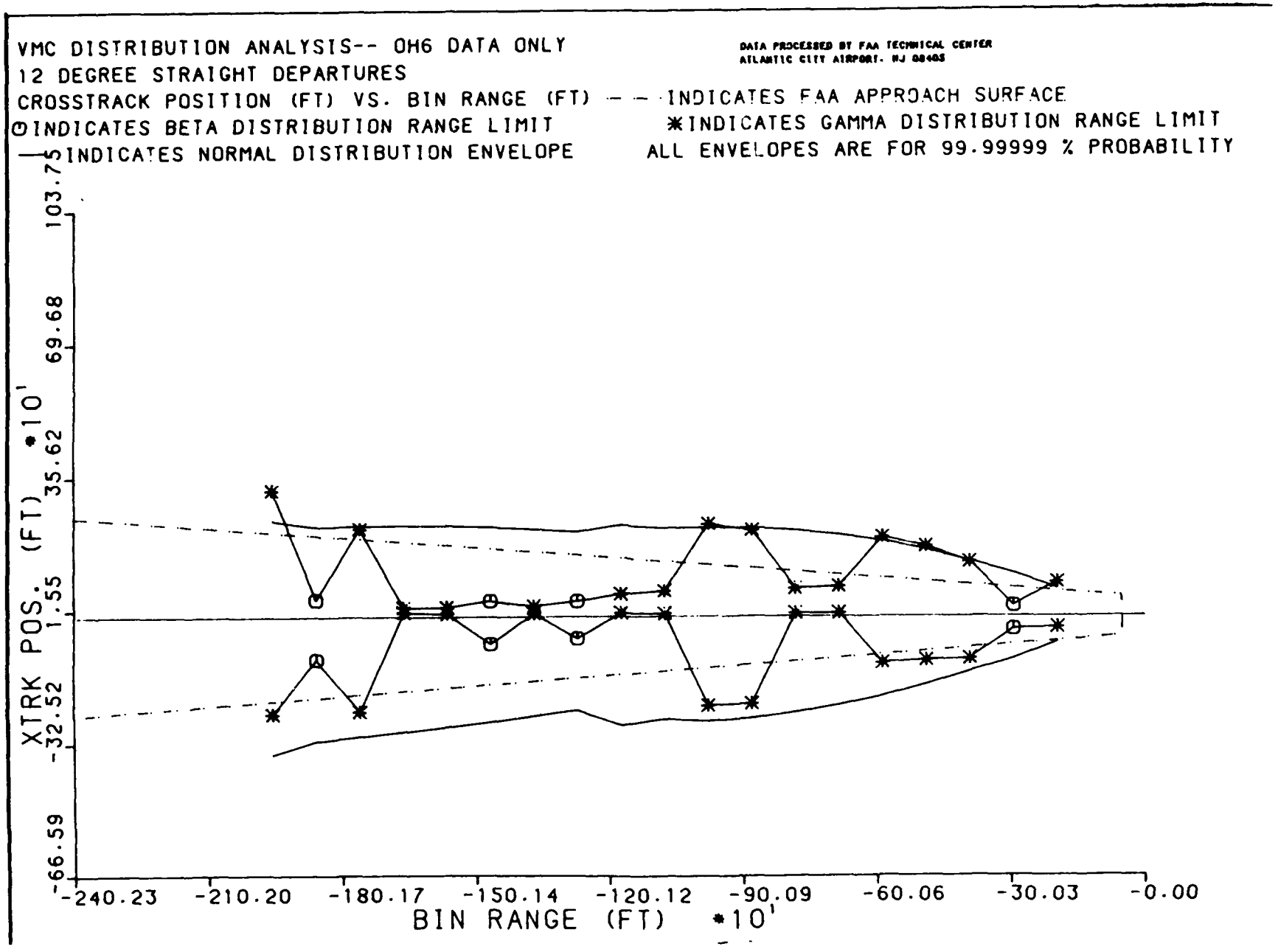

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
52.37
33.47
14.57
-4.32
-23.22
-42.12
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

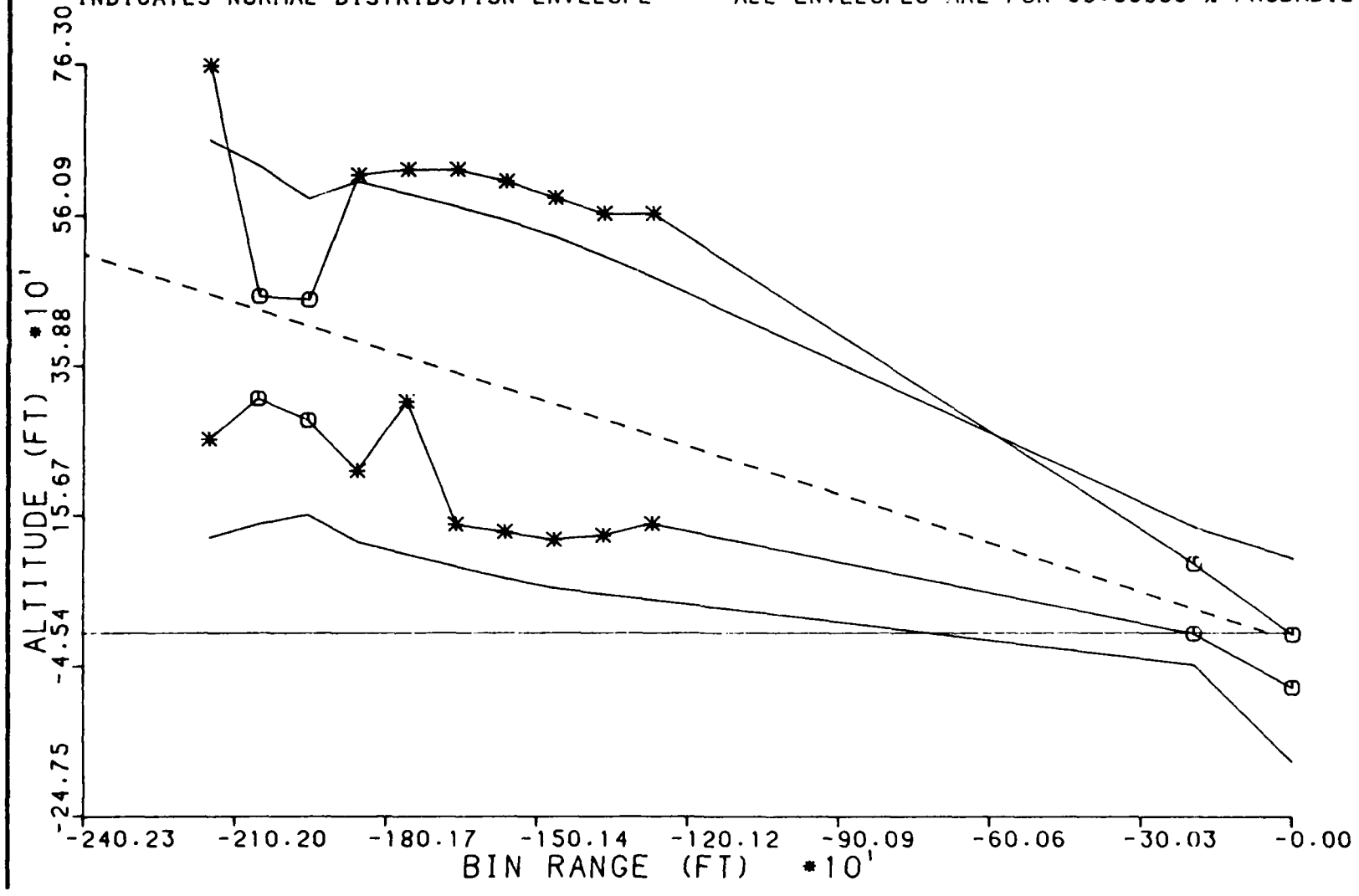


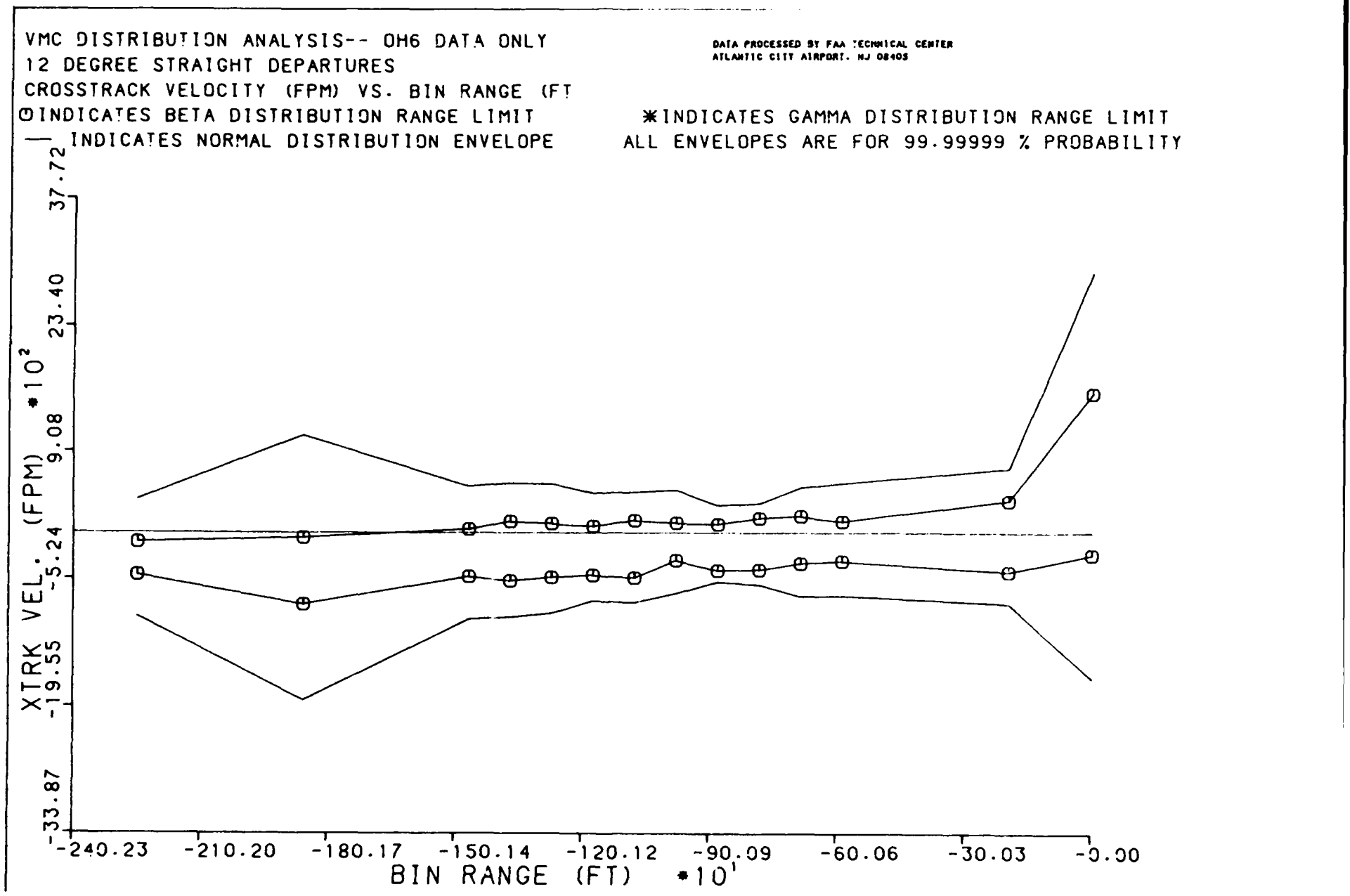

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
103.75
69.68
35.62
1.55
-32.52
-66.59
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

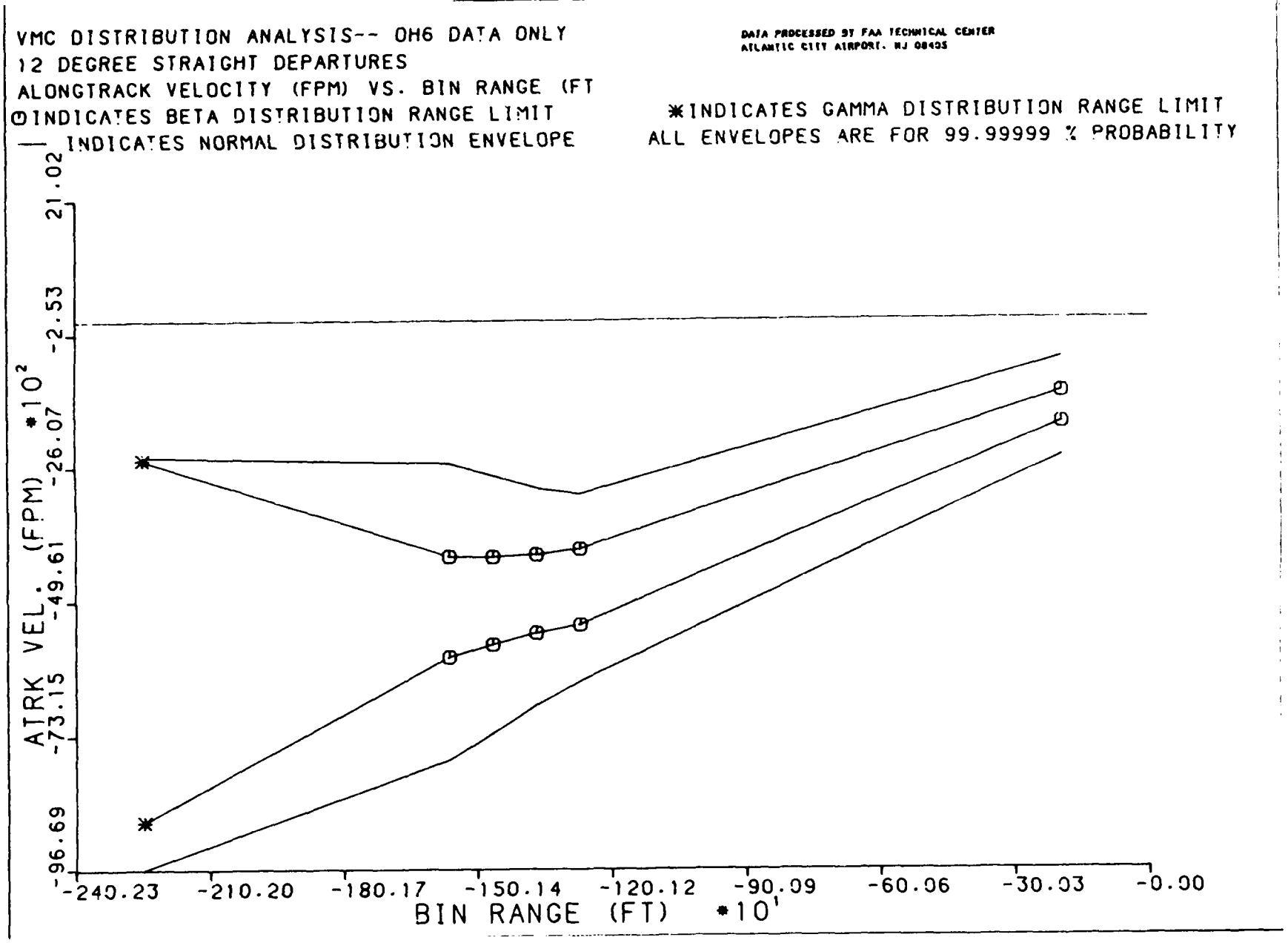
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
37.72
23.40
9.08
-5.24
-19.55
-33.87
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

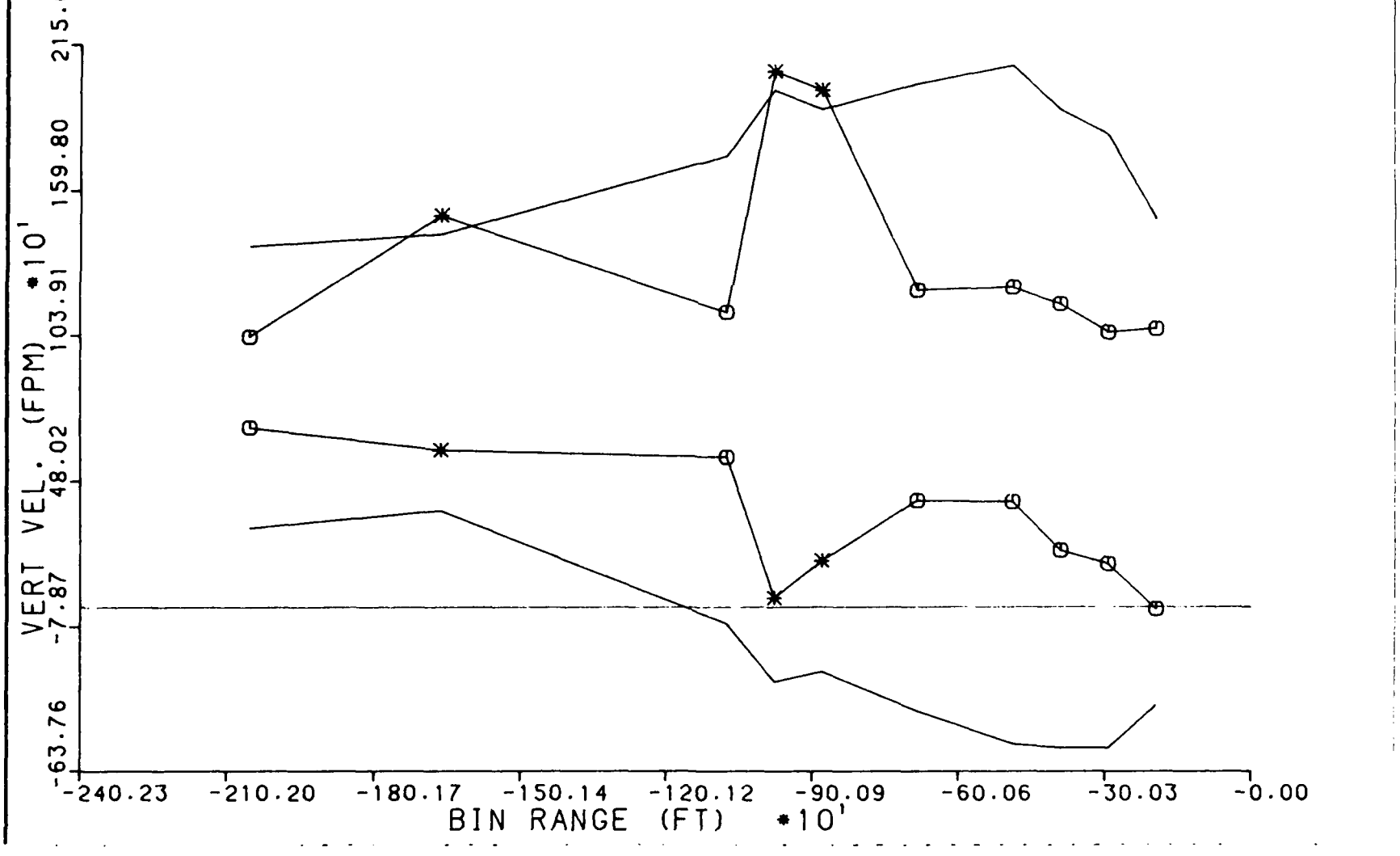

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
21.02
-2.53
-26.07
-49.61
-73.15
-96.69
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

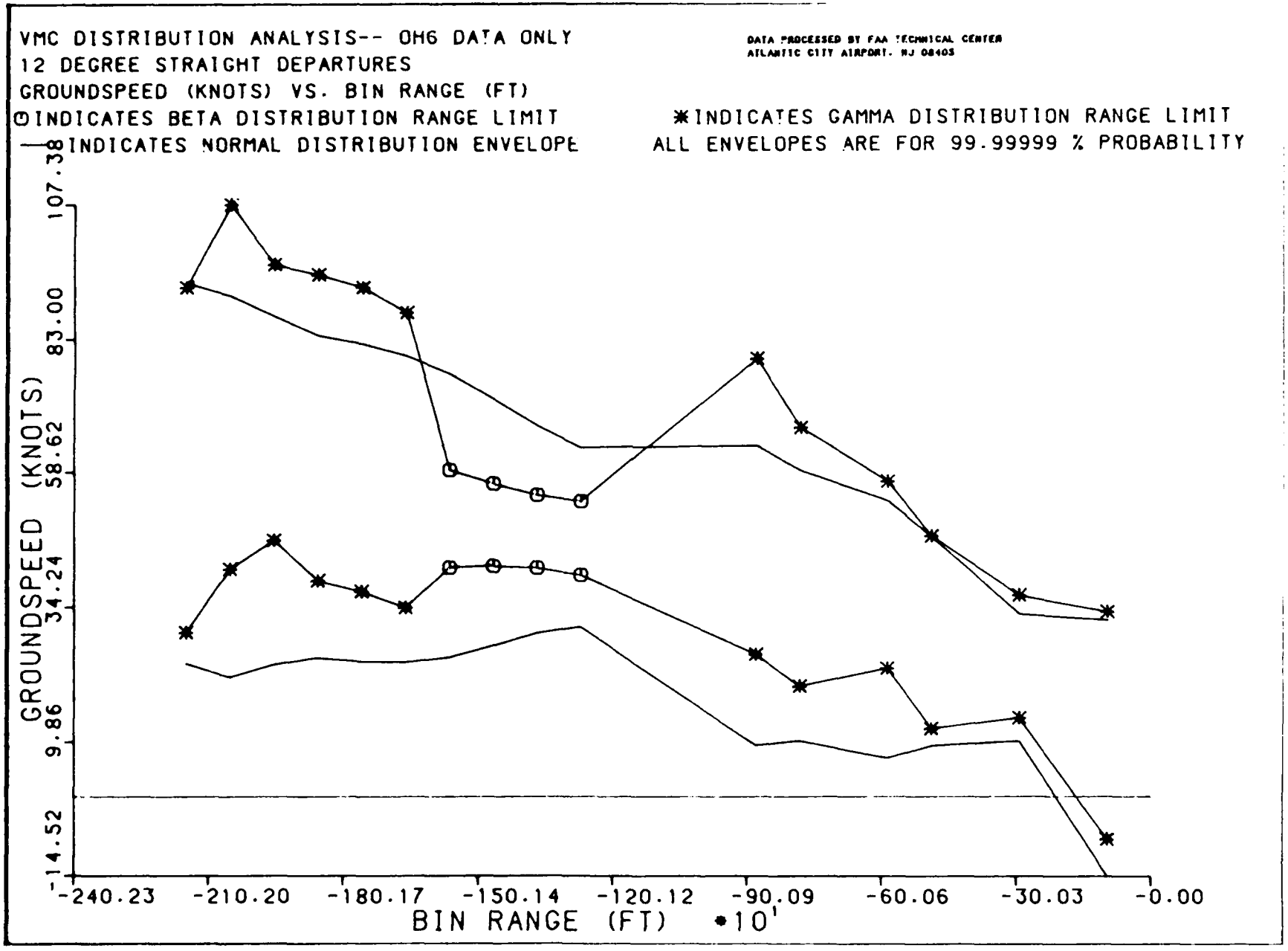
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊖—INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



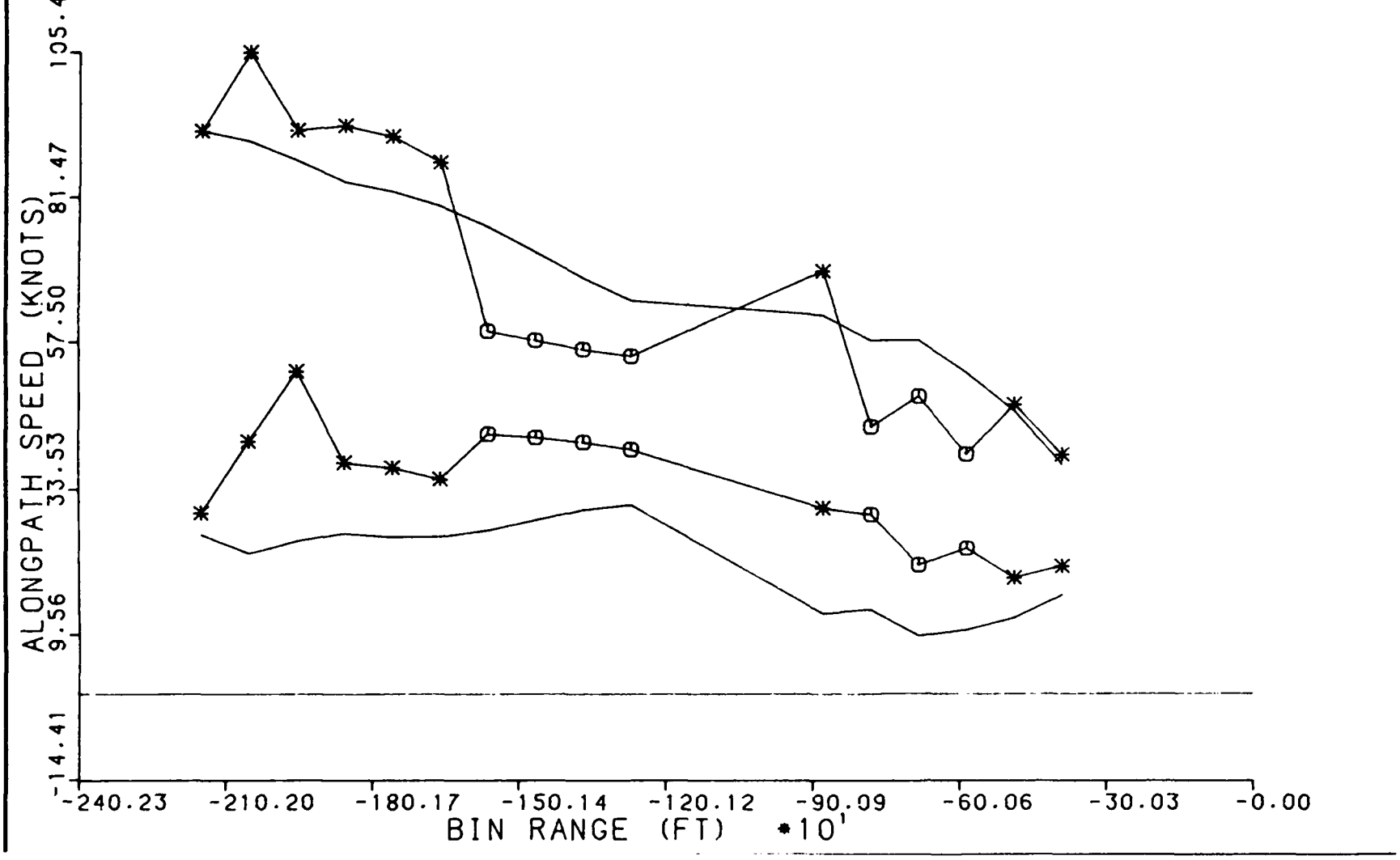

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊙INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
107.38
83.00
58.62
34.24
9.86
-14.52
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

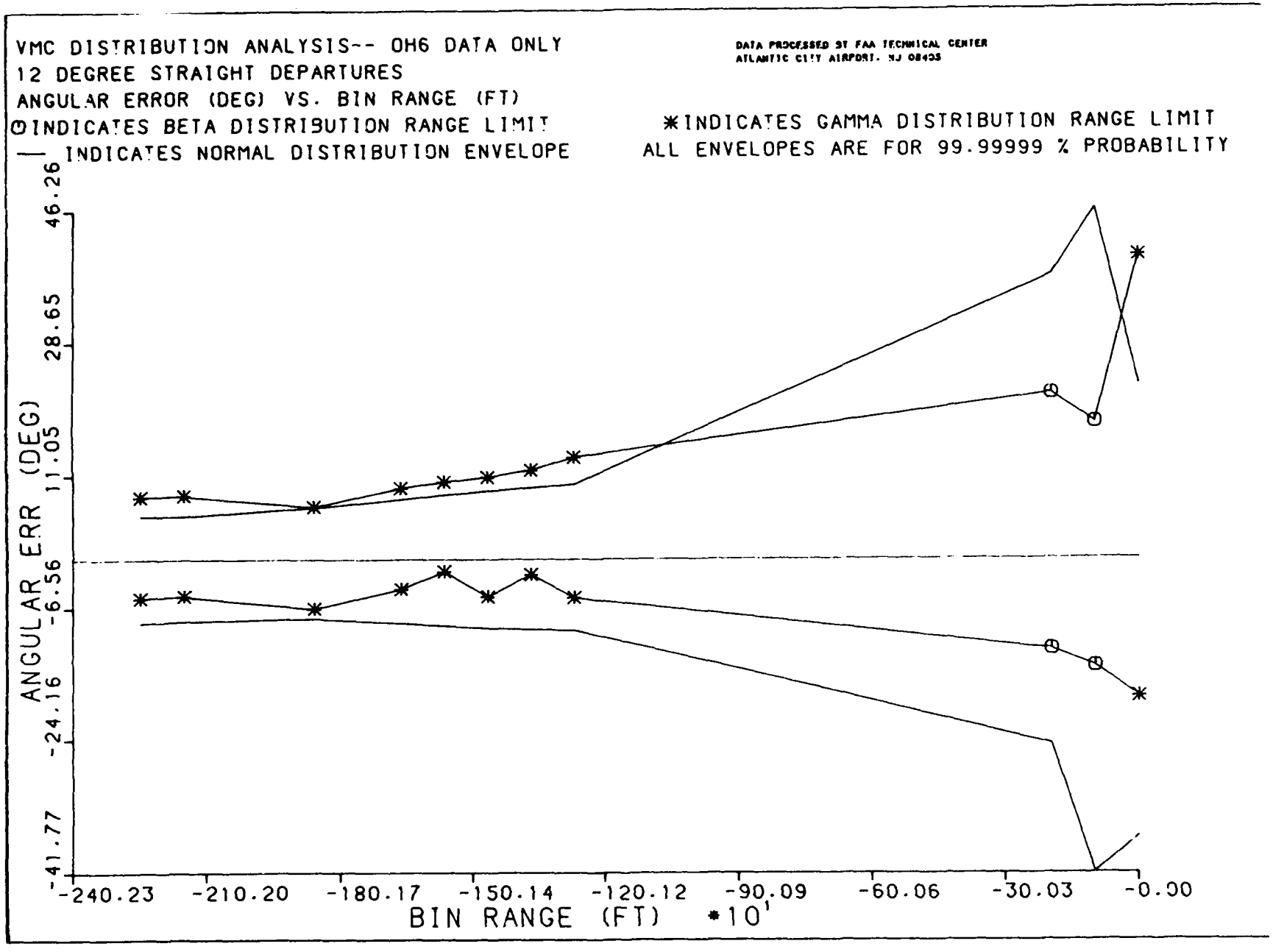
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

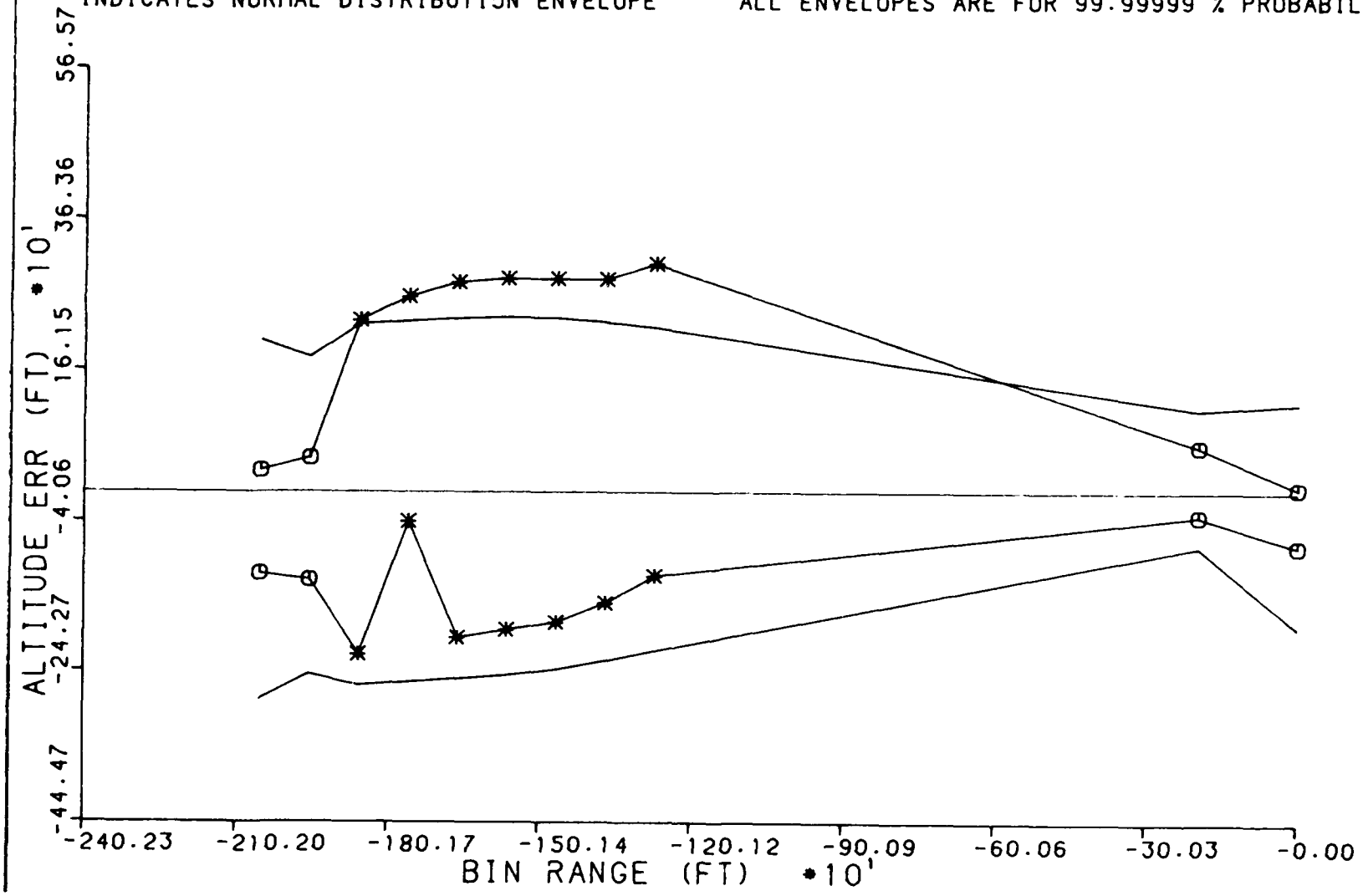



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
46.26
28.65
11.05
-6.56
-24.16
-41.77
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

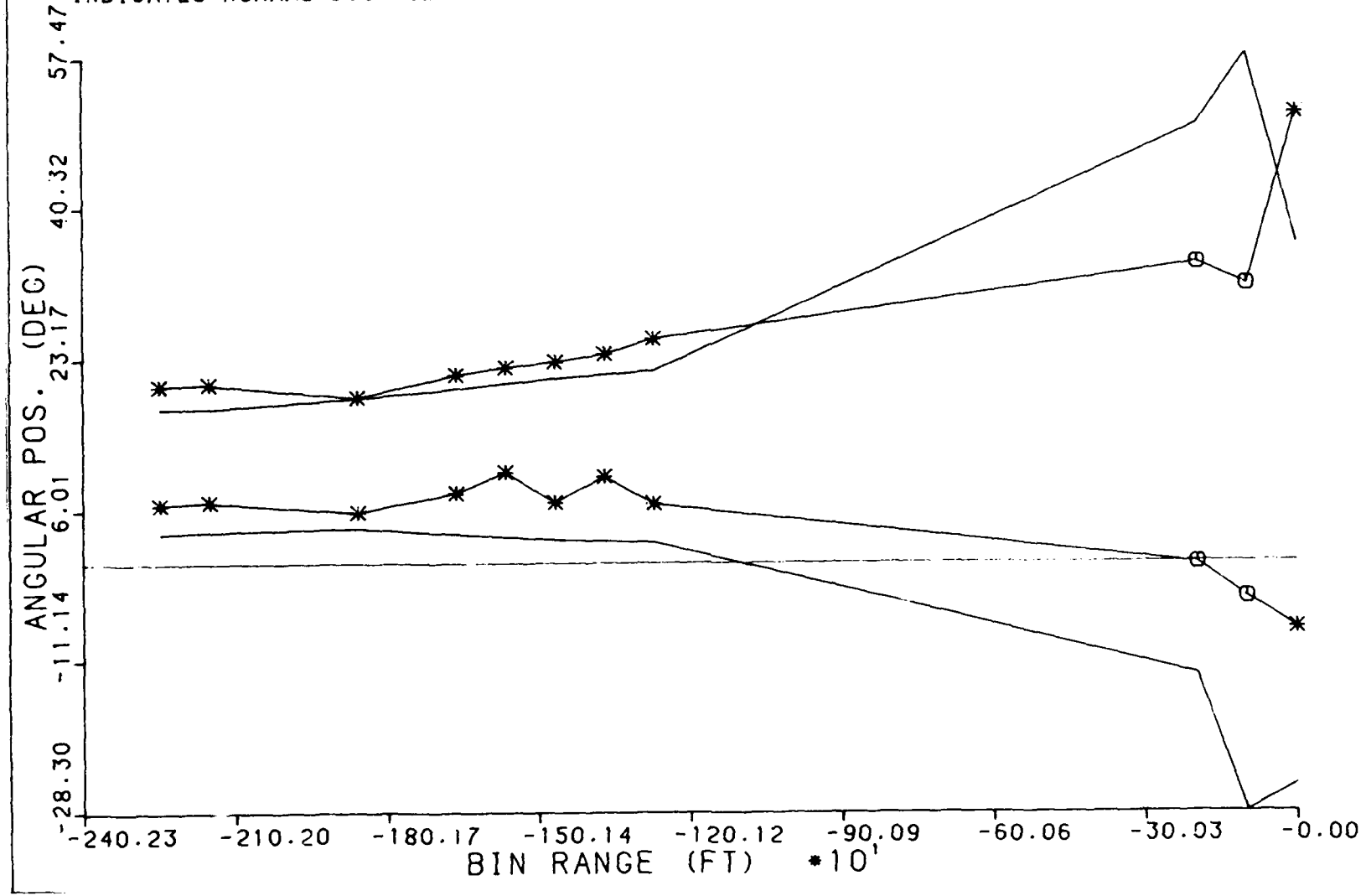
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

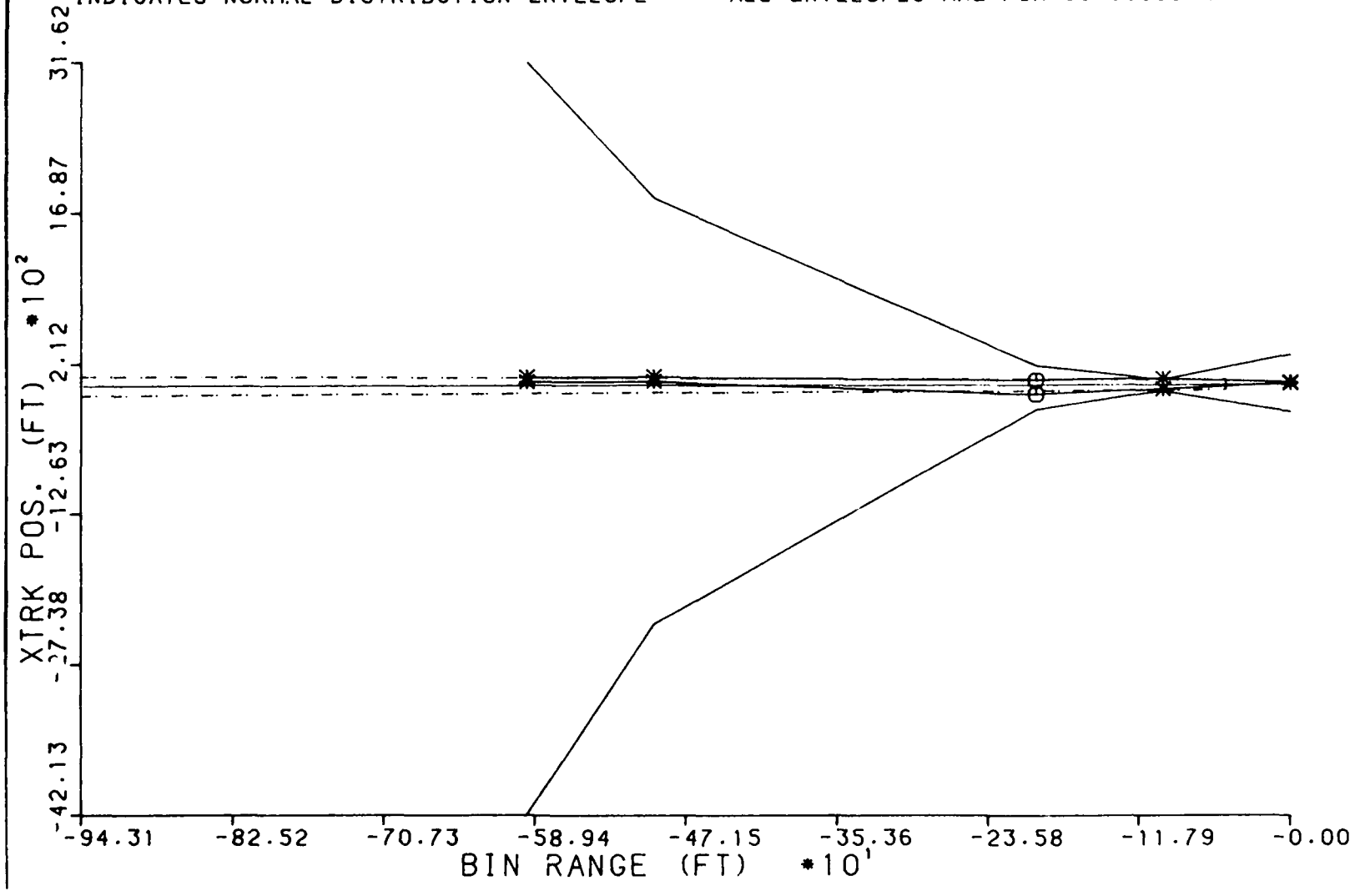
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

7 DEGREE CURVED DEPARTURES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - INDICATES FAA APPROACH SURFACE

Θ INDICATES BETA DISTRIBUTION RANGE LIMIT * INDICATES GAMMA DISTRIBUTION RANGE LIMIT

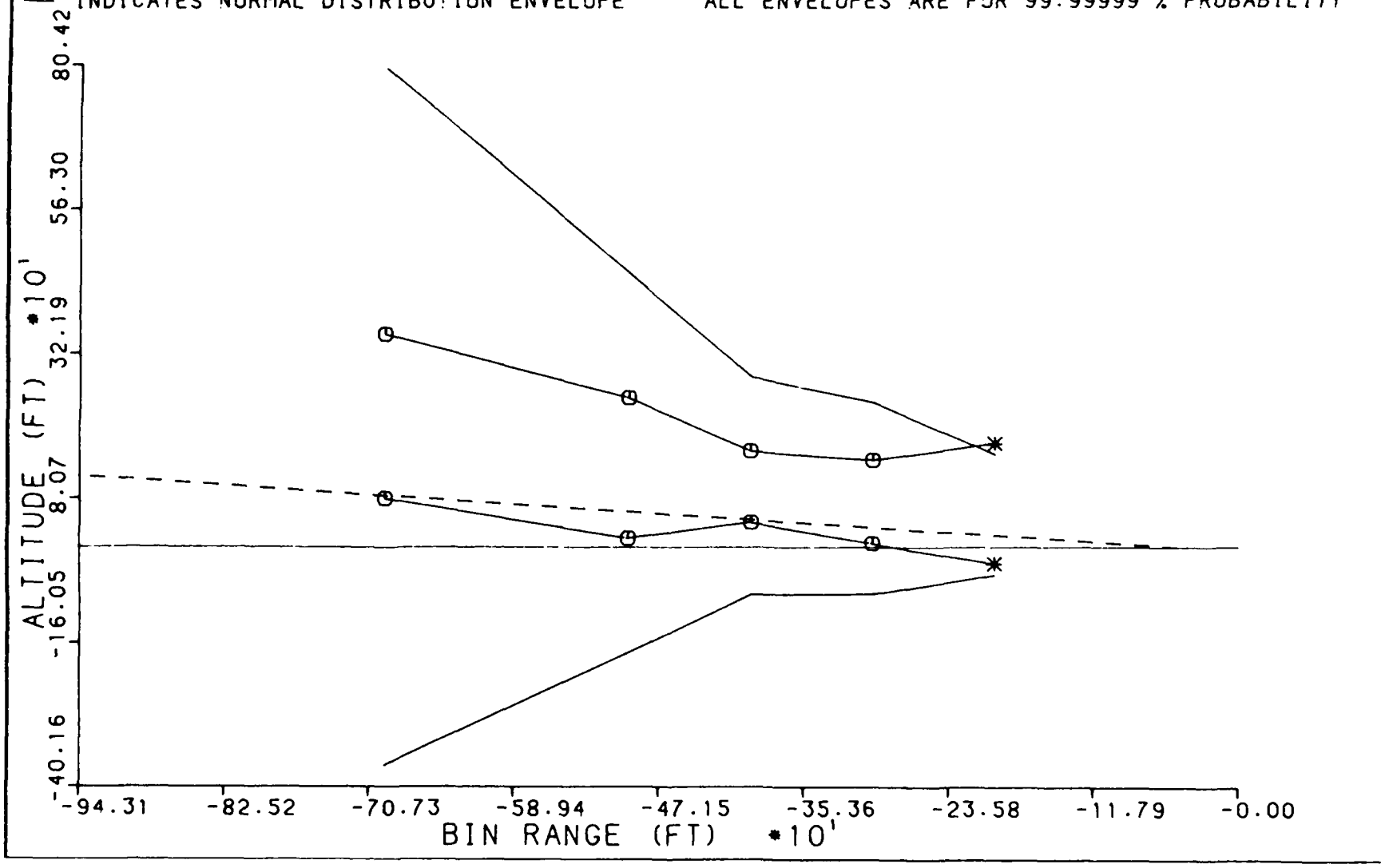
— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

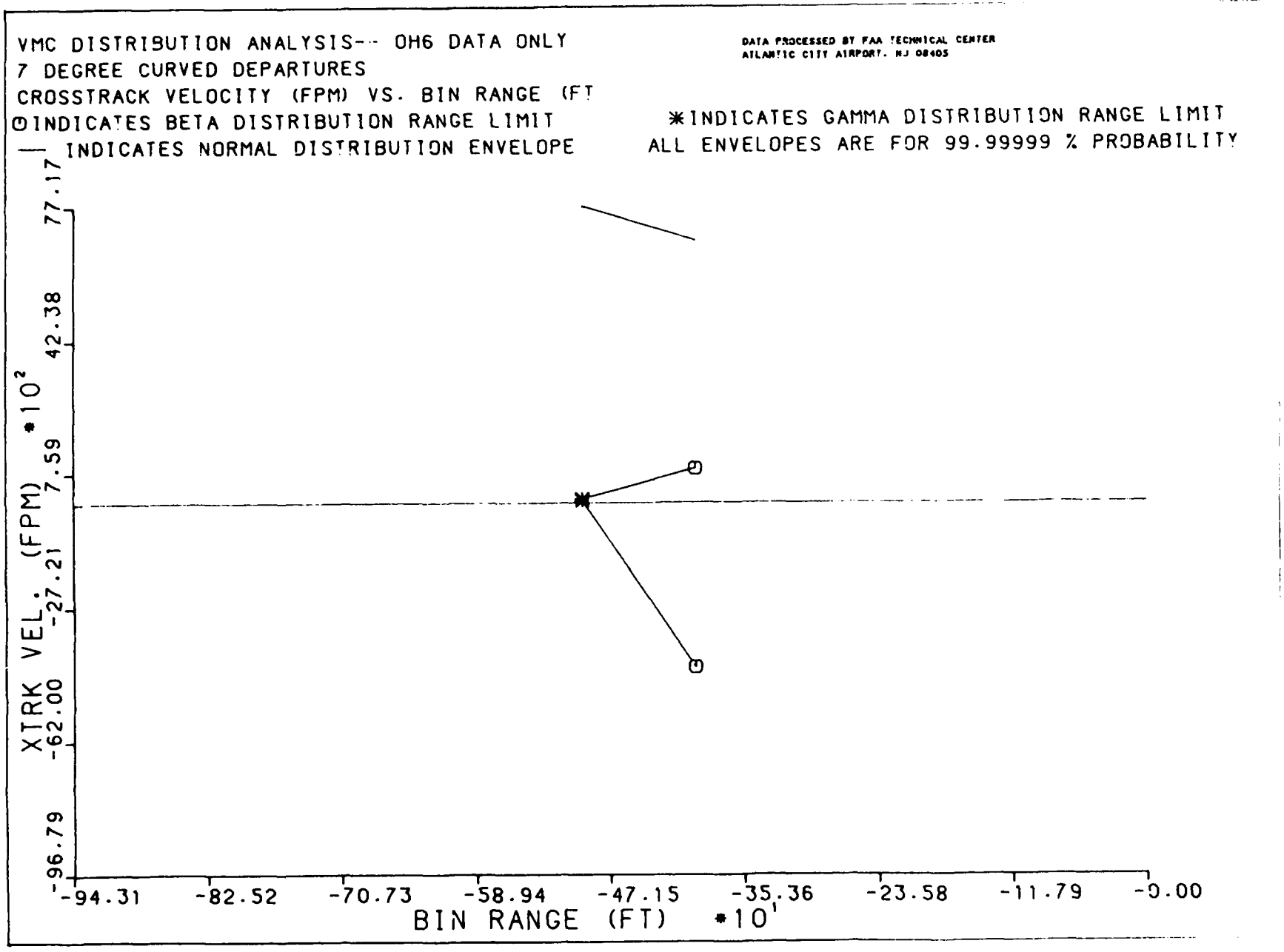


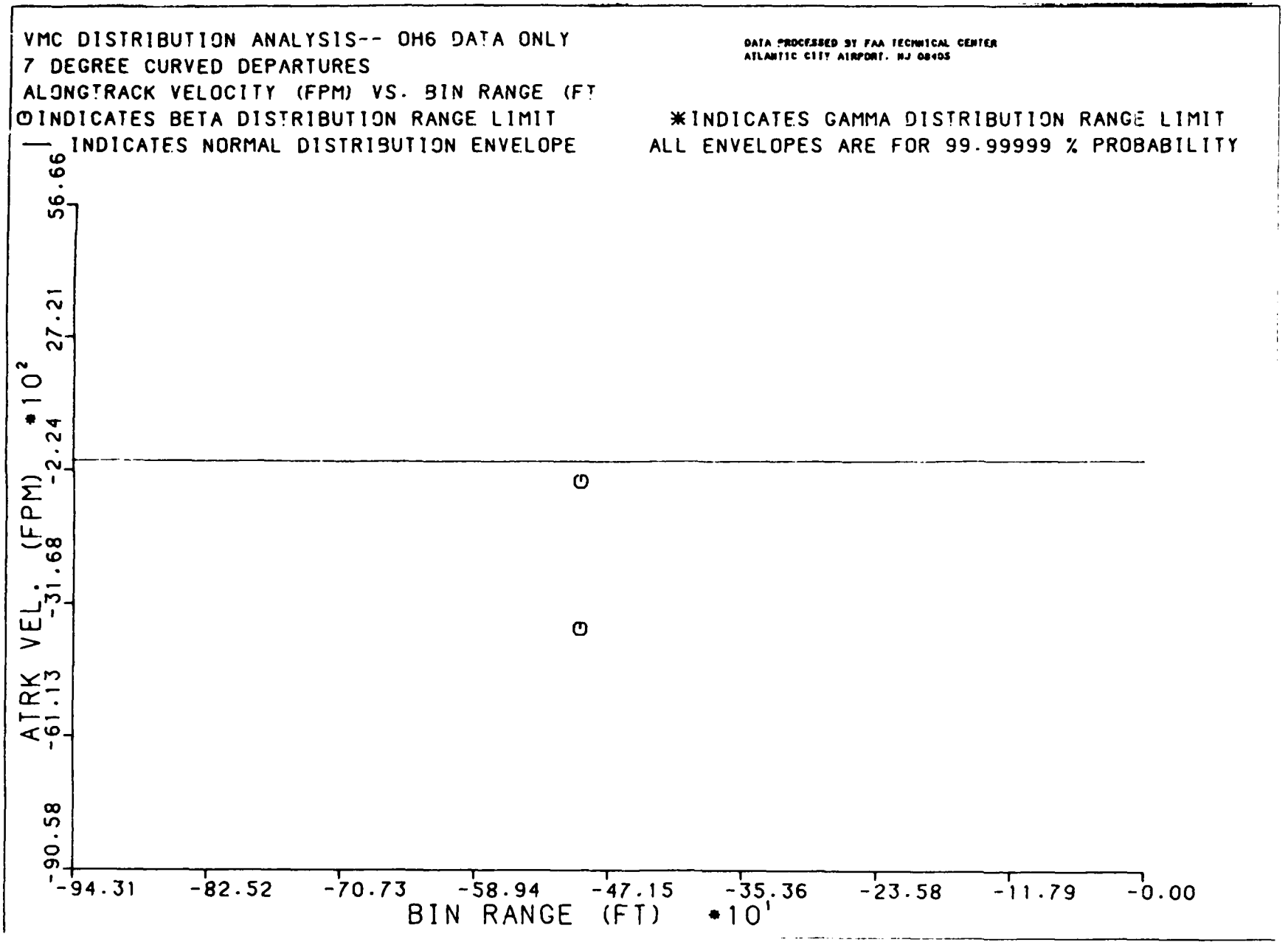
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

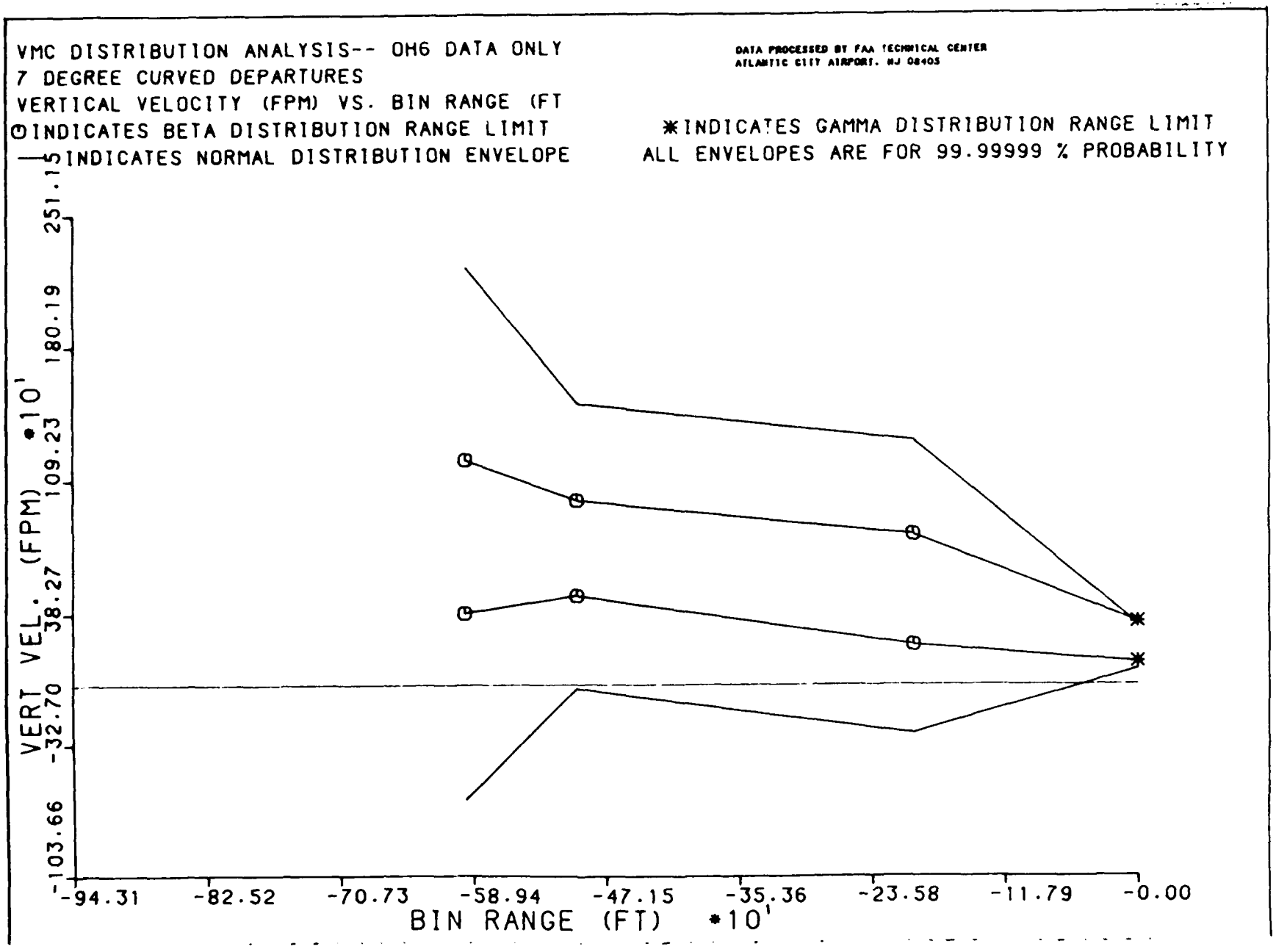
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
77.17
42.38
7.59
-27.21
-62.00
-96.79
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10¹

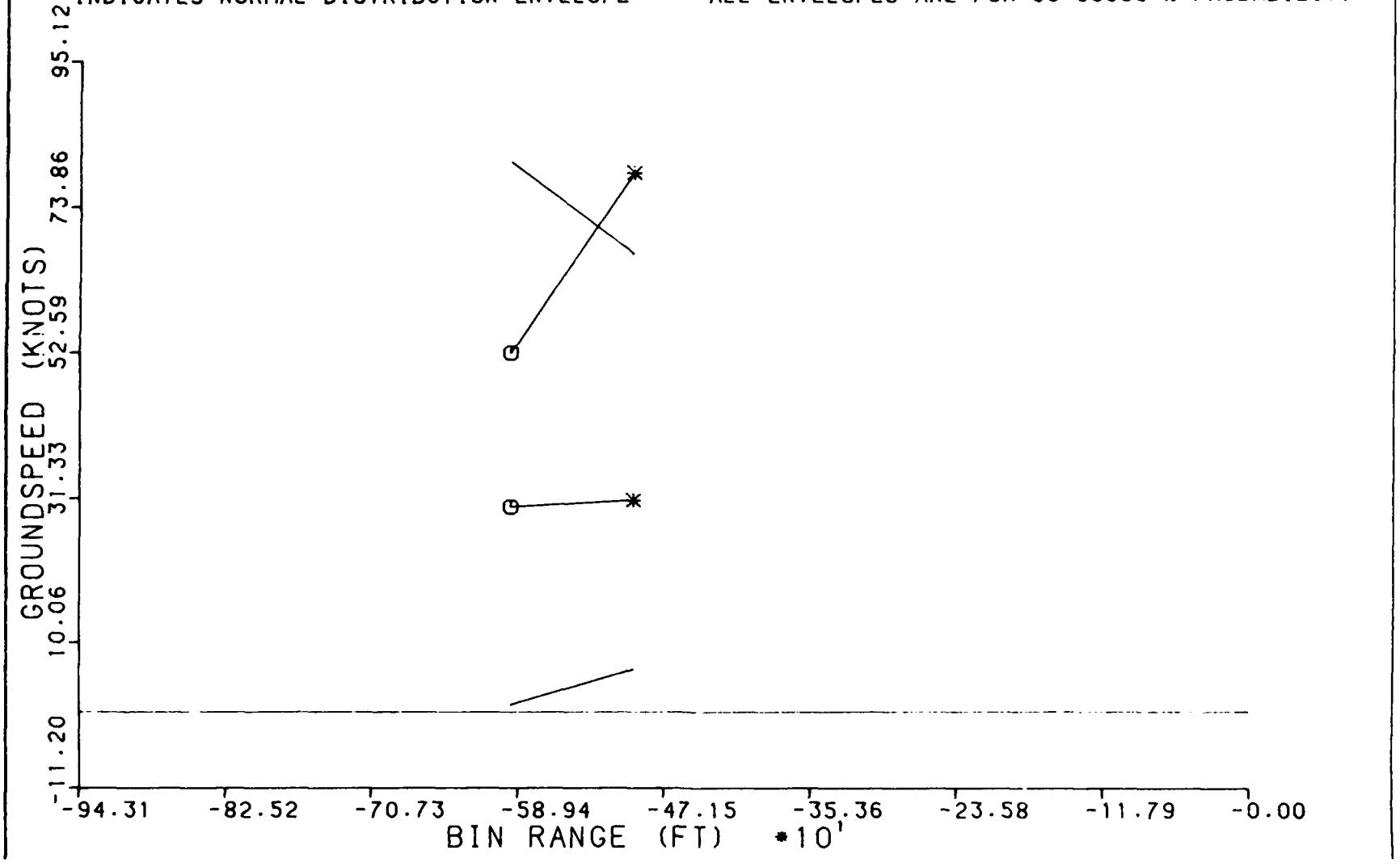

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
G INDICATES BETA DISTRIBUTION RANGE LIMIT
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
56.66
27.21
-2.24
-31.68
-61.13
-90.58
G
G
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
251.15
180.19
109.23
38.27
-32.70
-103.66
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

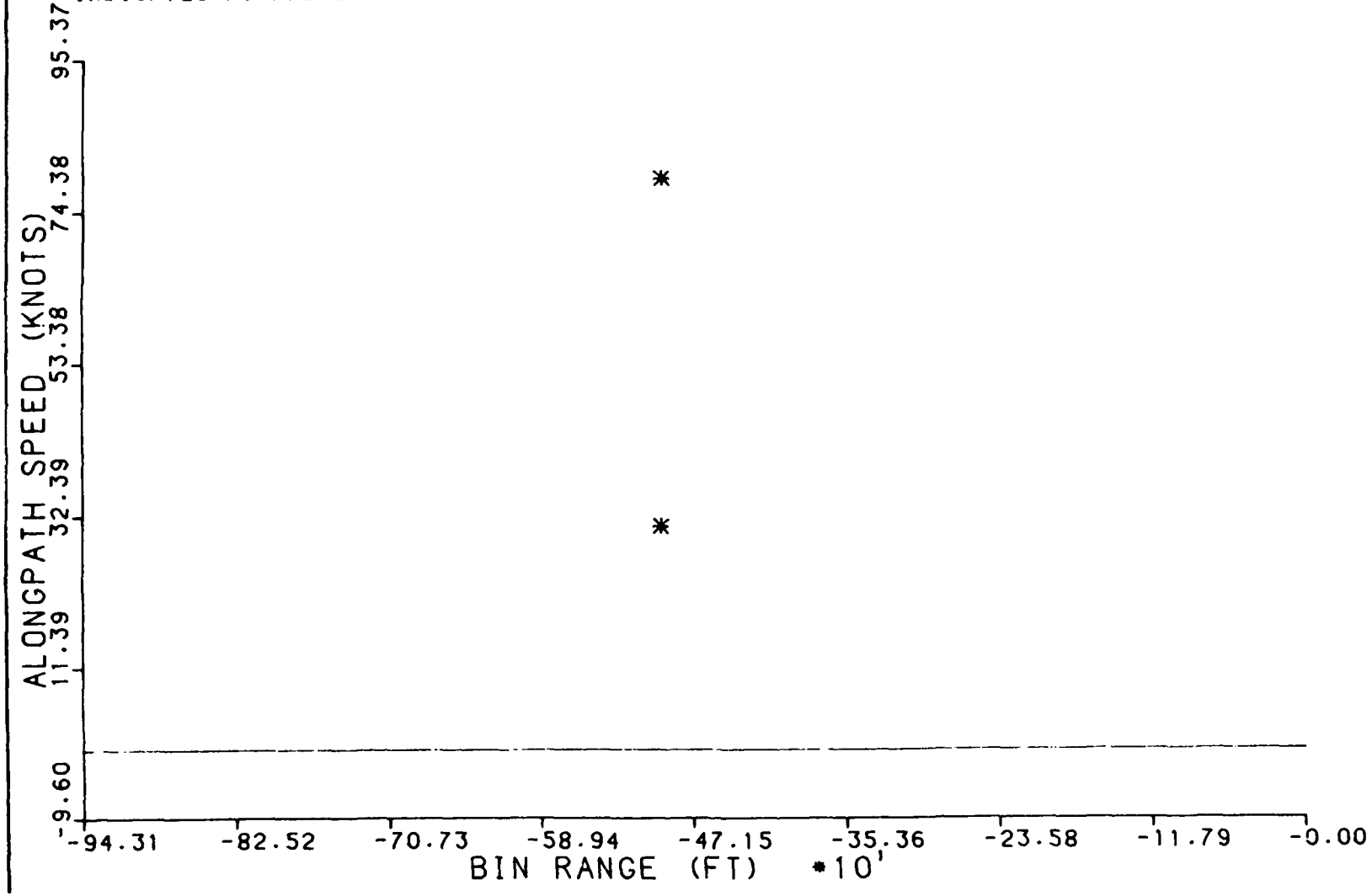
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

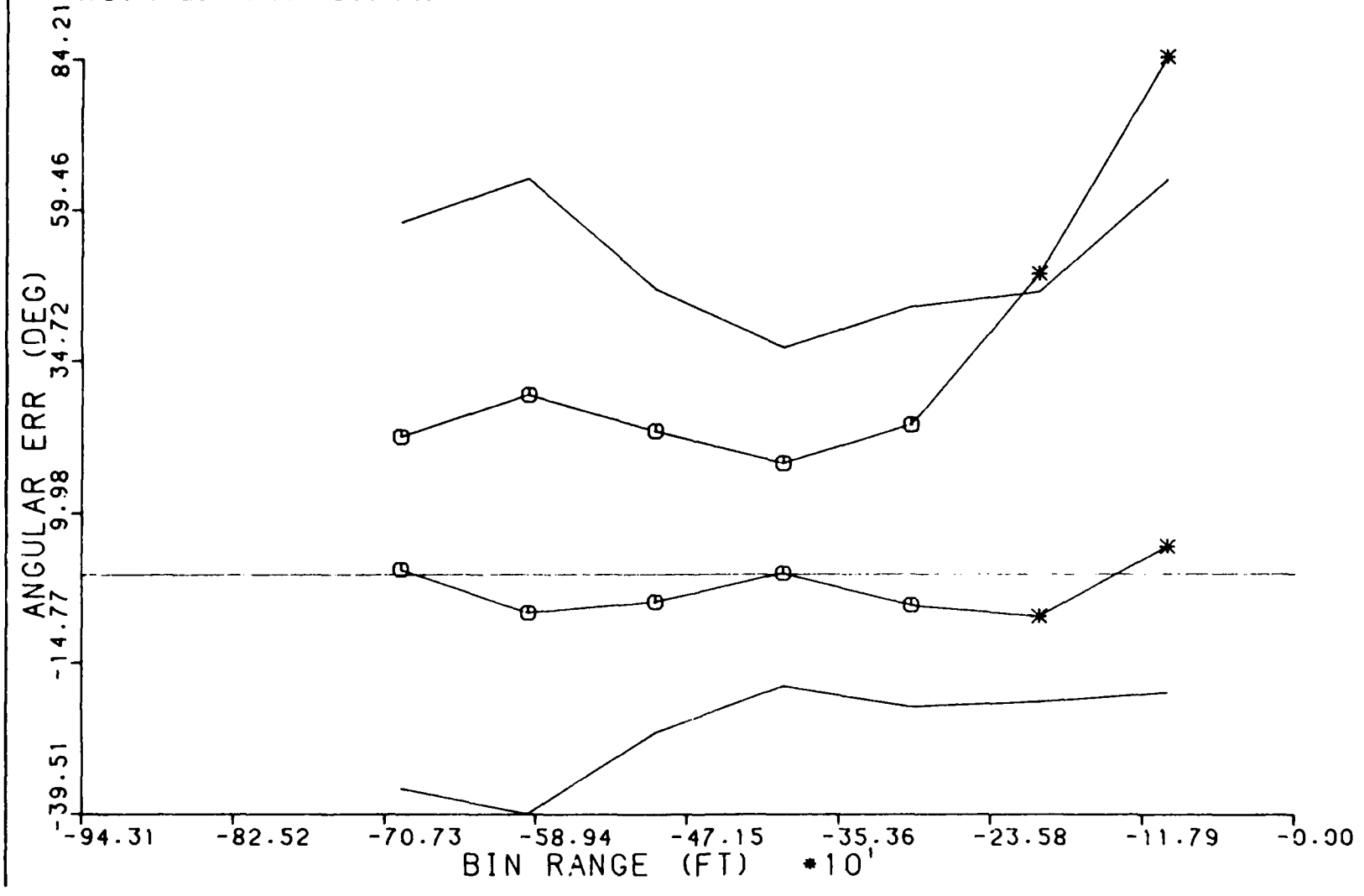
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
@ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

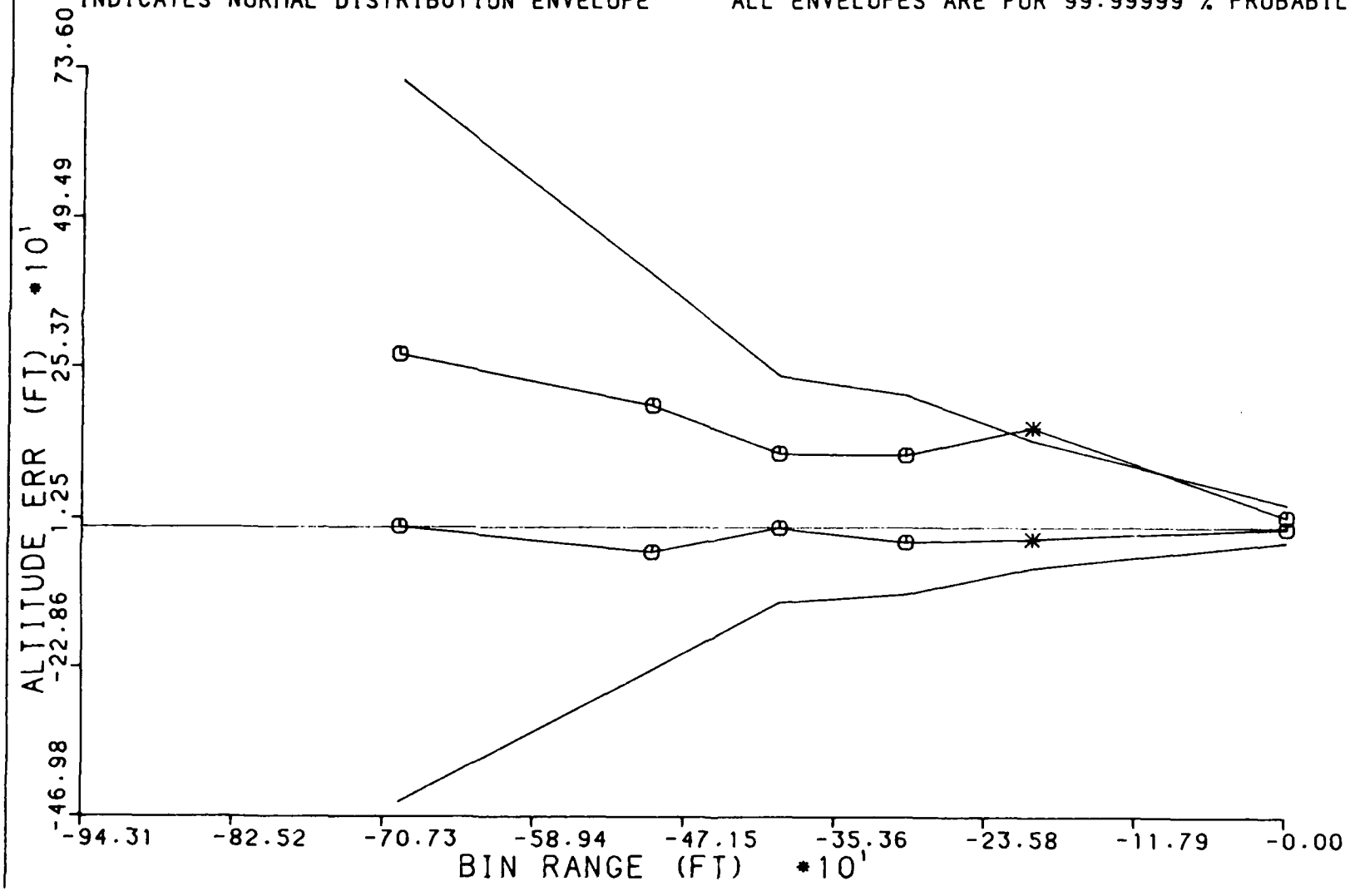
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

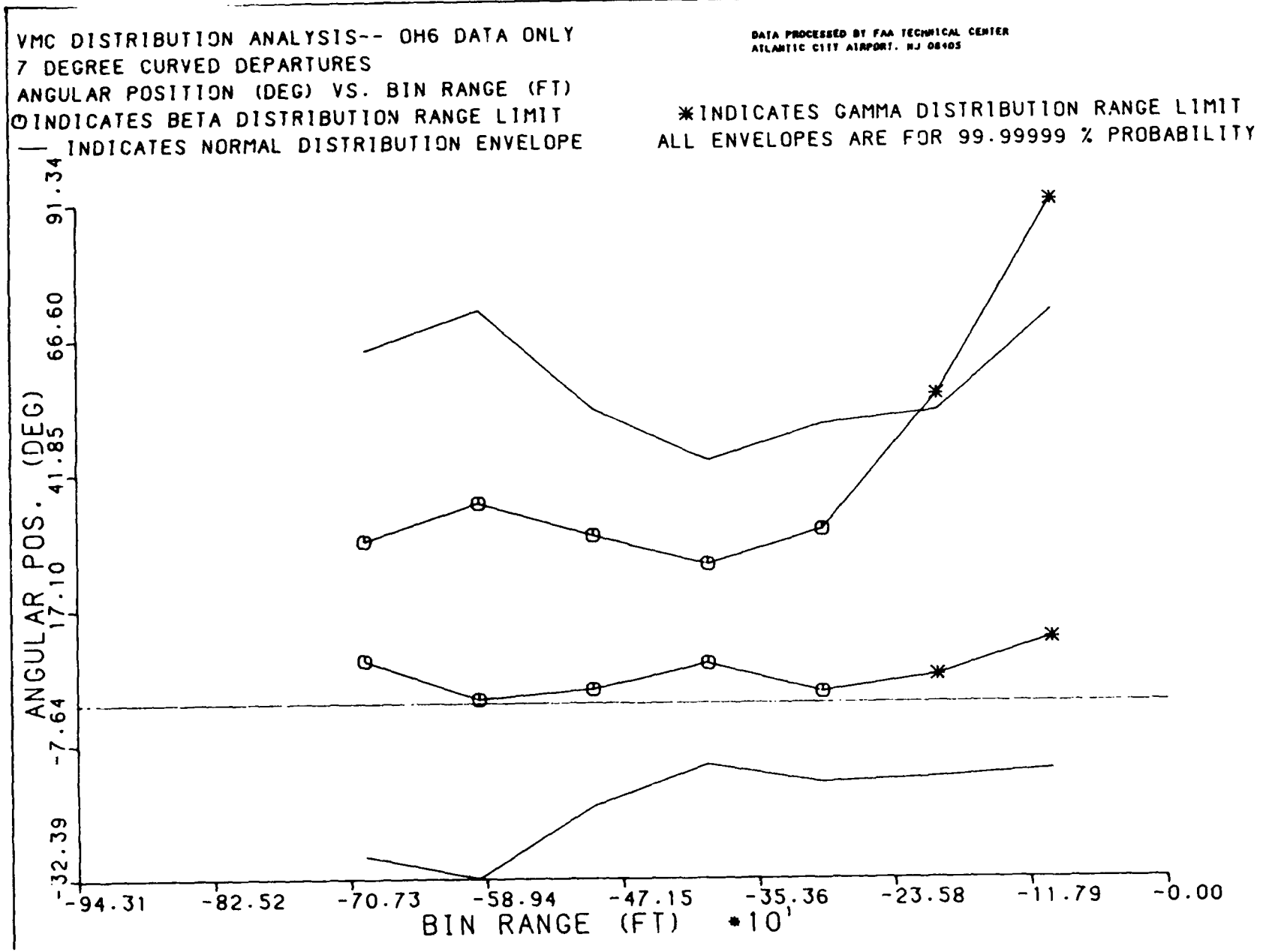


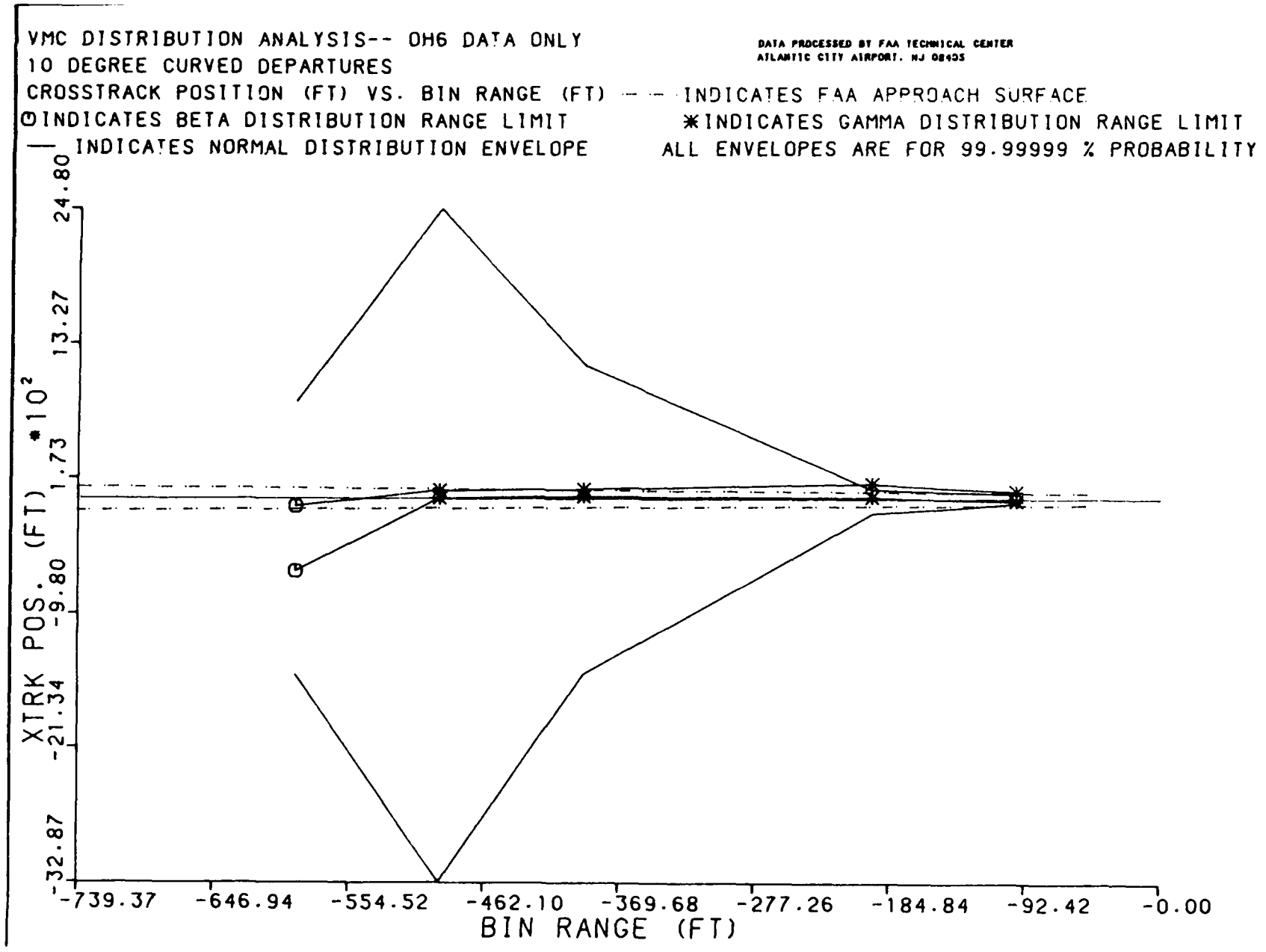
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

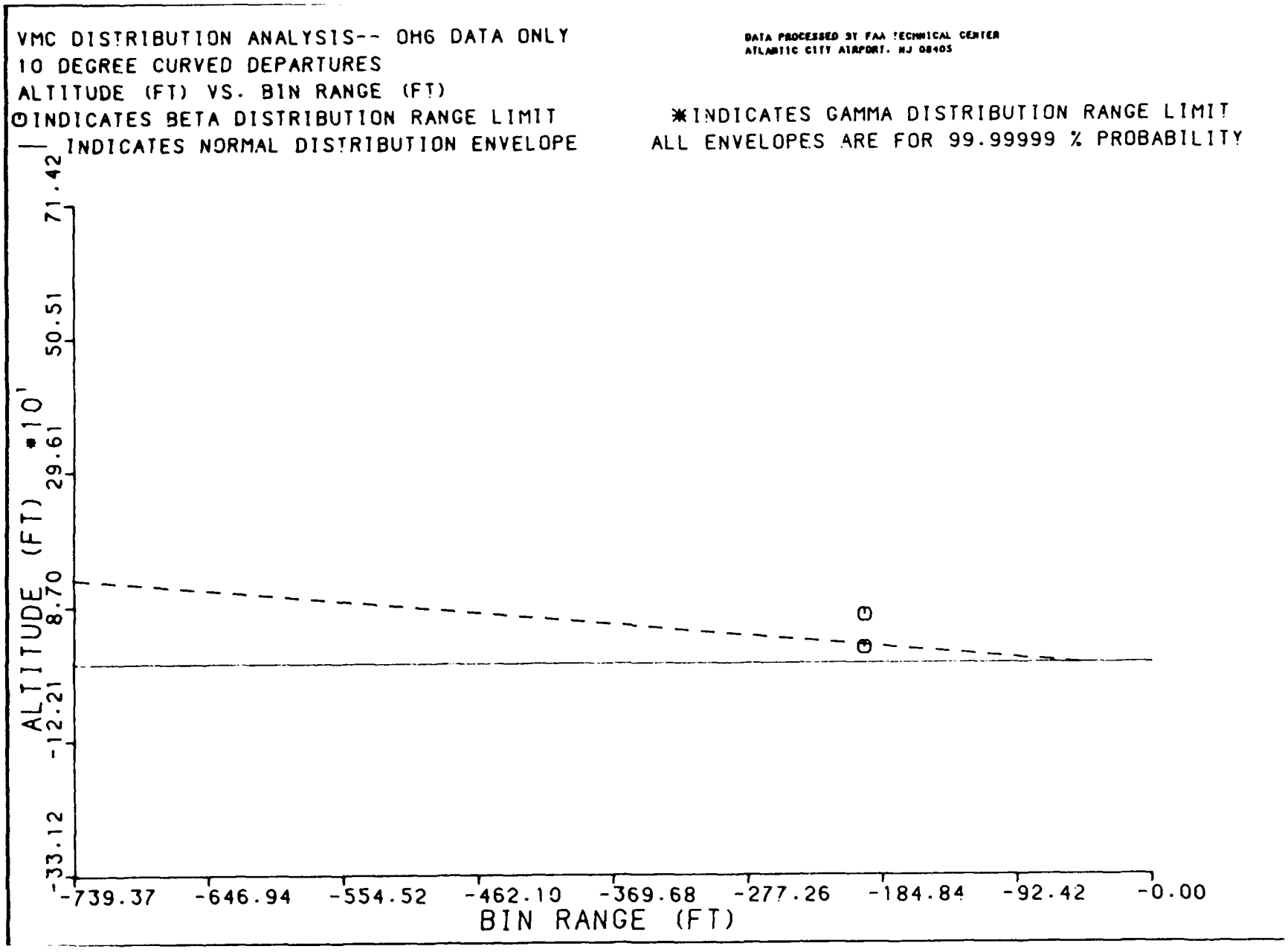
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

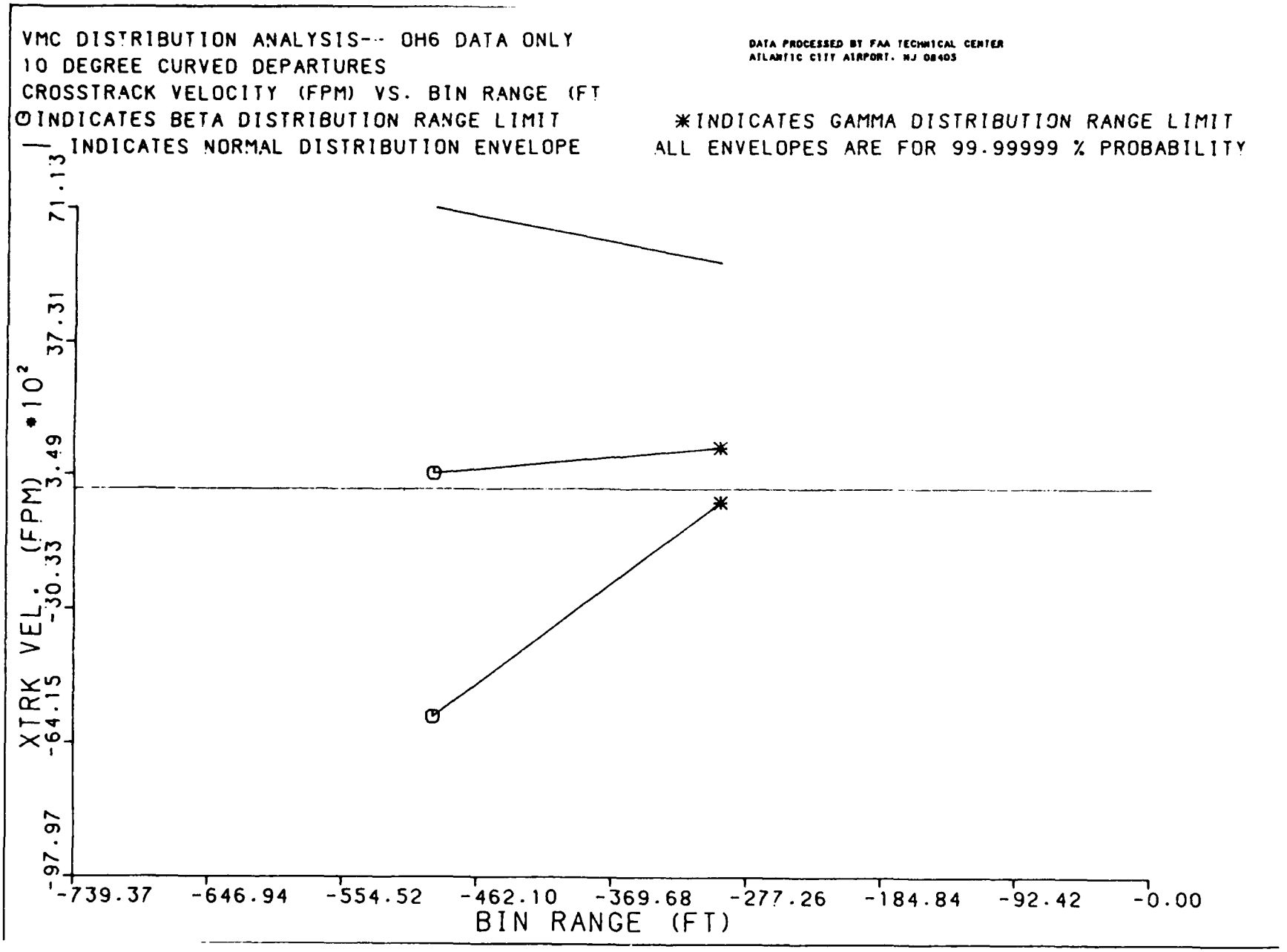
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

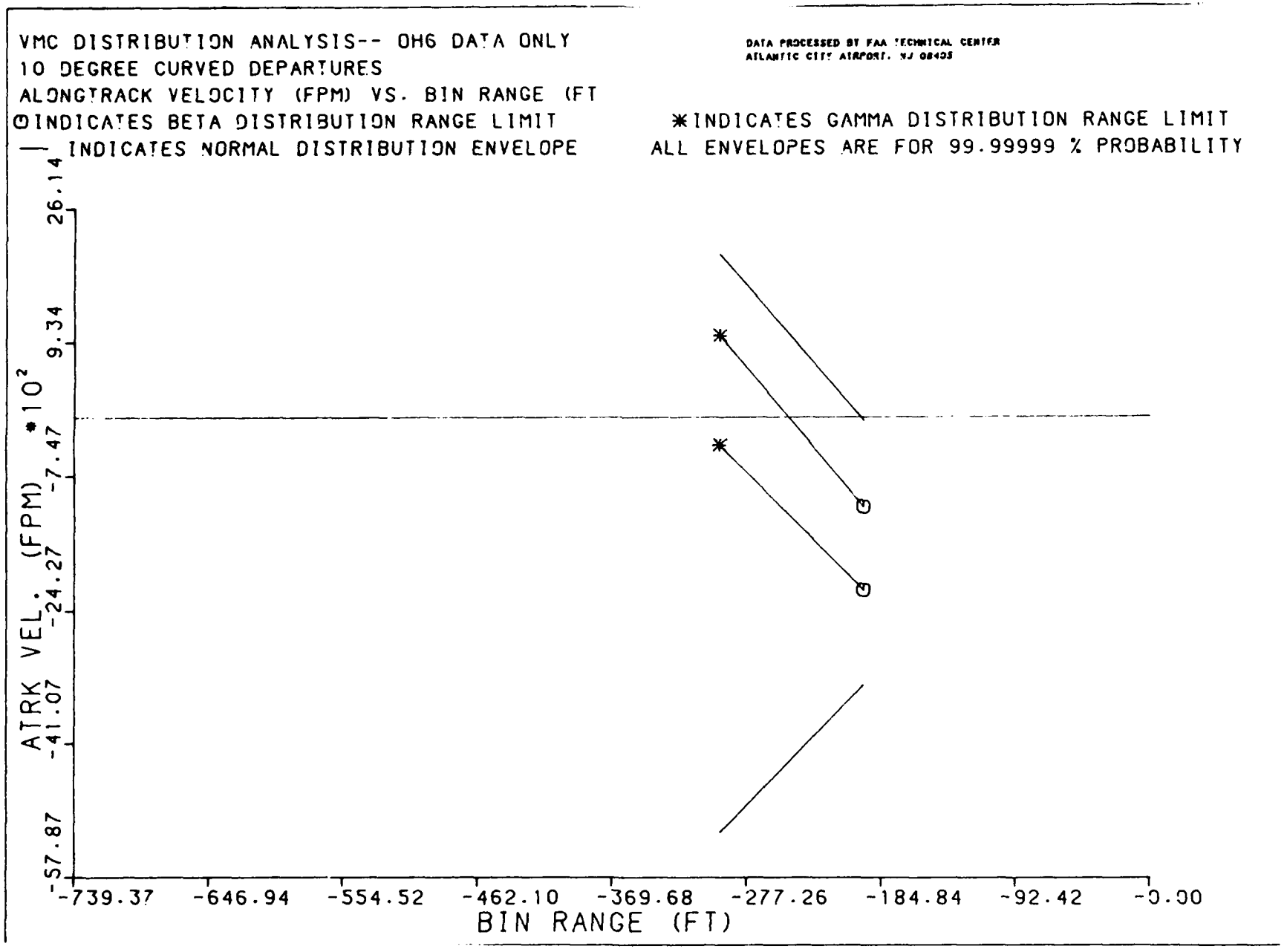



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
7 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
91.34
66.60
41.85
17.10
-7.64
-32.39
-94.31
-82.52
-70.73
-58.94
-47.15
-35.36
-23.58
-11.79
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
24.80
13.27
1.73
-9.80
-21.34
-32.87
-739.37
-646.94
-554.52
-462.10
-369.68
-277.26
-184.84
-92.42
-0.00
BIN RANGE (FT)


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
71.42
50.51
29.61
8.70
-12.21
-33.12
-739.37
-646.94
-554.52
-462.10
-369.68
-277.26
-184.84
-92.42
-0.00
BIN RANGE (FT)

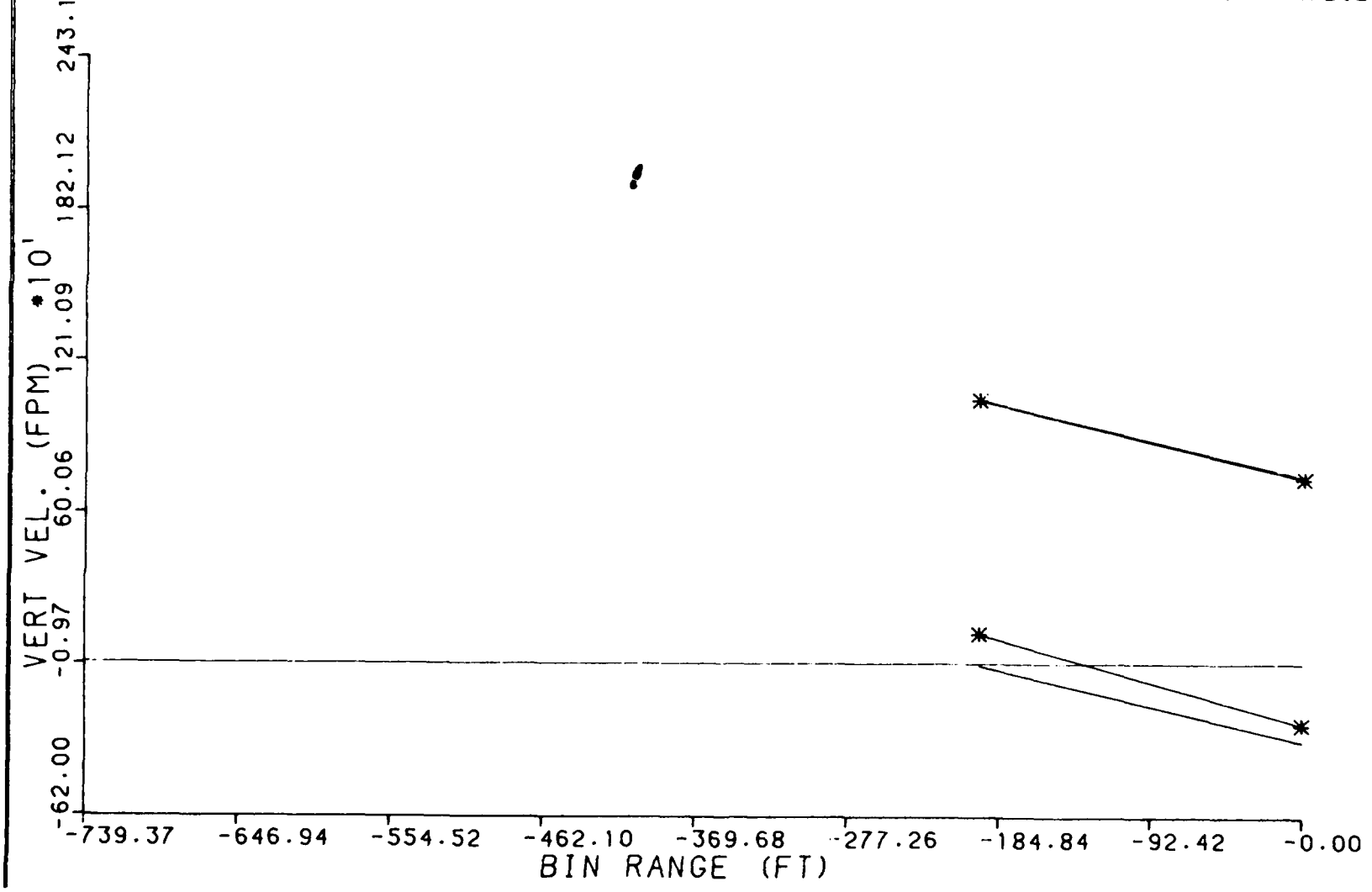

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
71.13
37.31
3.49
-30.33
-64.15
-97.97
-739.37
-646.94
-554.52
-462.10
-369.68
-277.26
-184.84
-92.42
-0.00
BIN RANGE (FT)

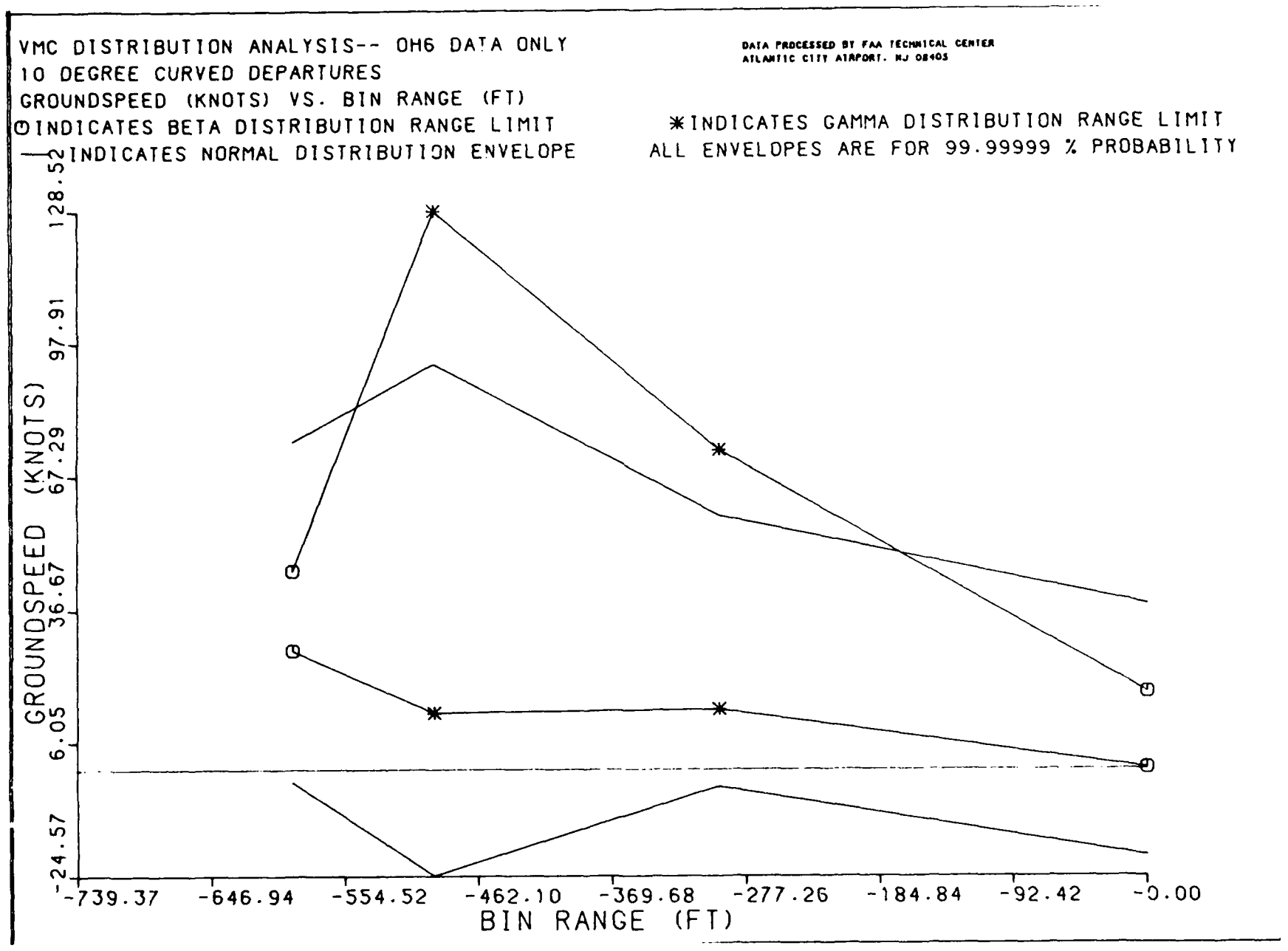

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
G INDICATES BETA DISTRIBUTION RANGE LIMIT
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
26.14
9.34
-7.47
-24.27
-41.07
-57.87
-739.37
-646.94
-554.52
-462.10
-369.68
-277.26
-184.84
-92.42
-0.00
BIN RANGE (FT)

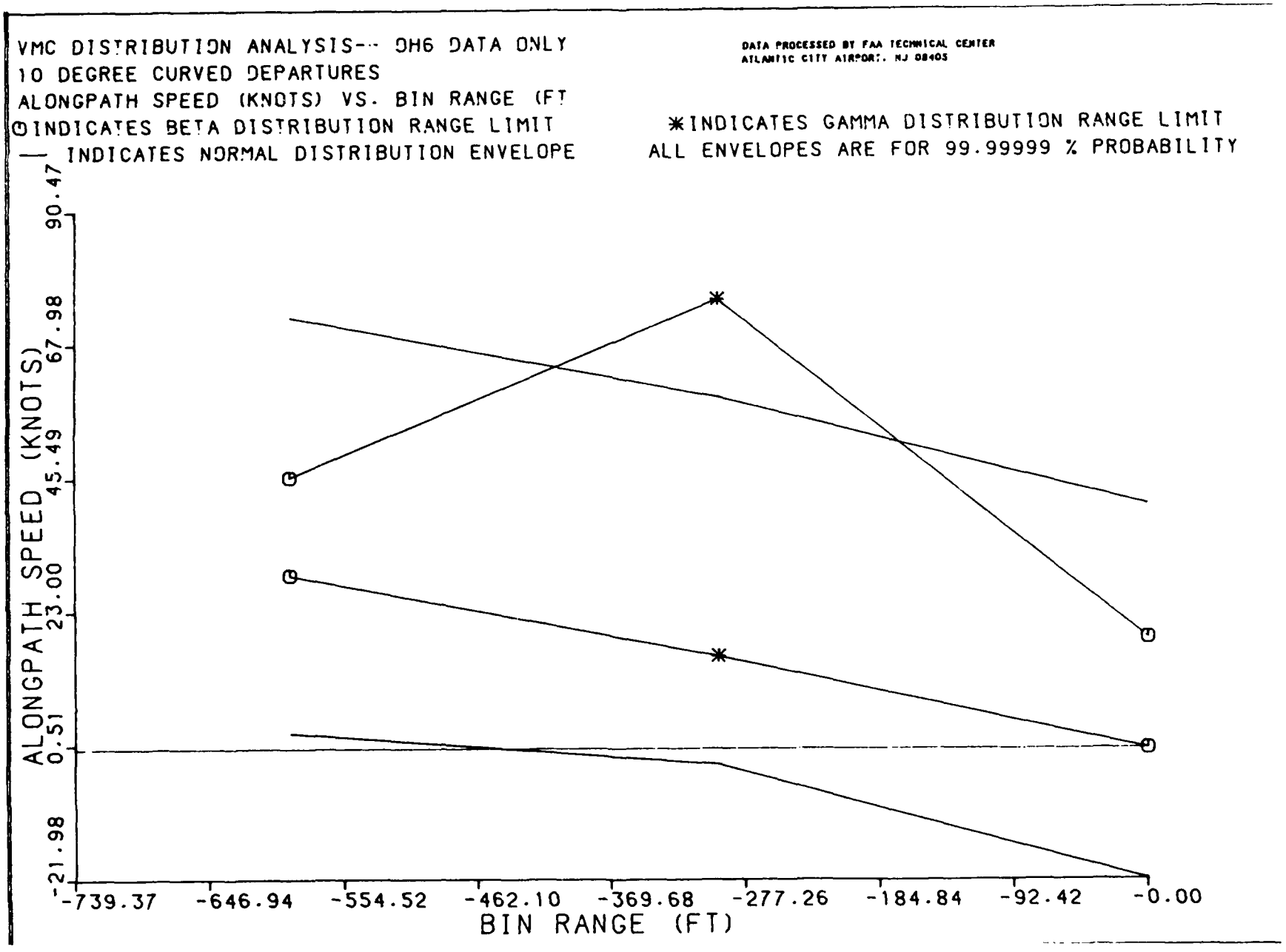
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

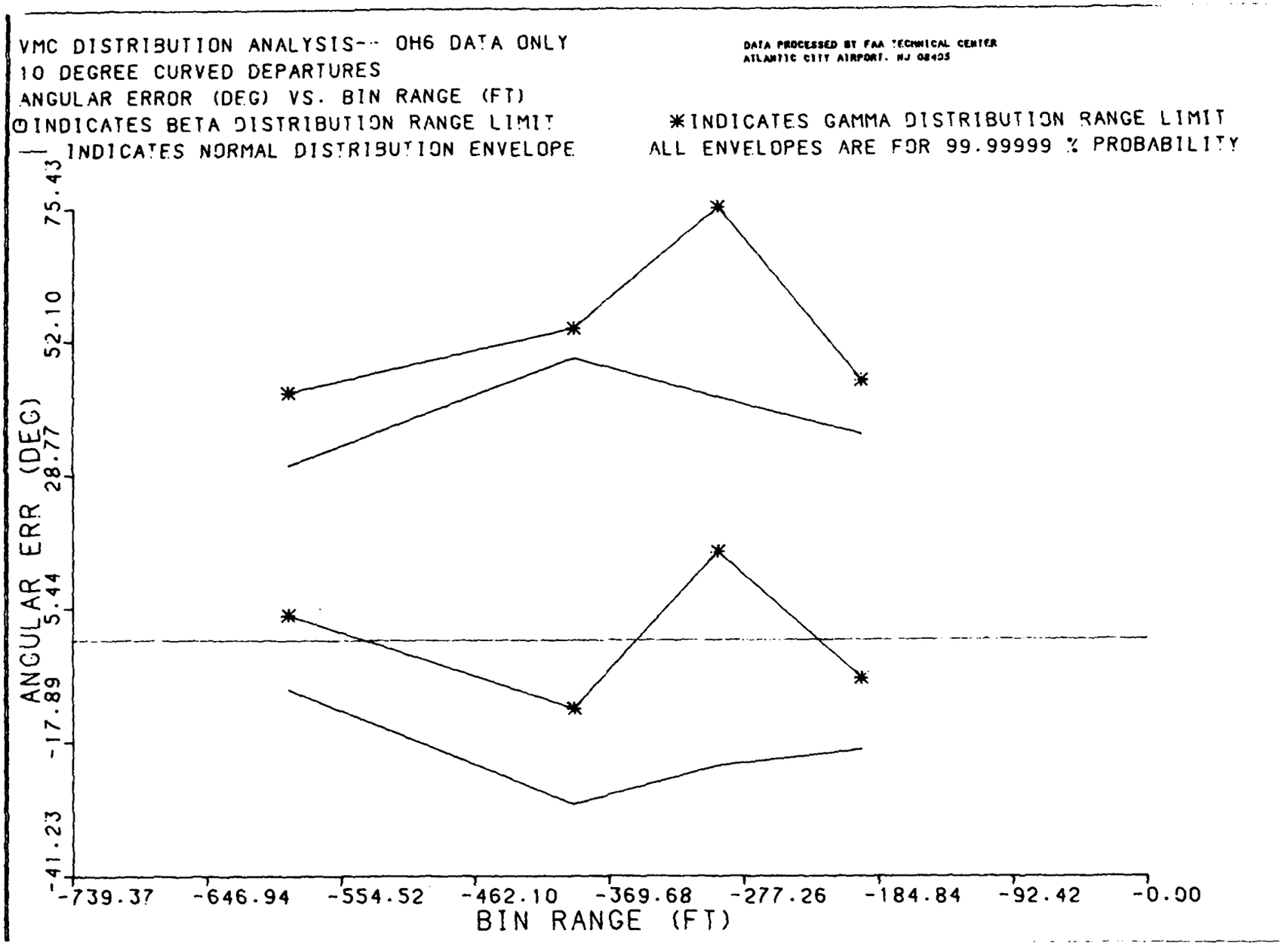
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

@INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
128.52
97.91
67.29
36.67
6.05
-24.57
-739.37
-646.94
-554.52
-462.10
-369.68
-277.26
-184.84
-92.42
-0.00
BIN RANGE (FT)

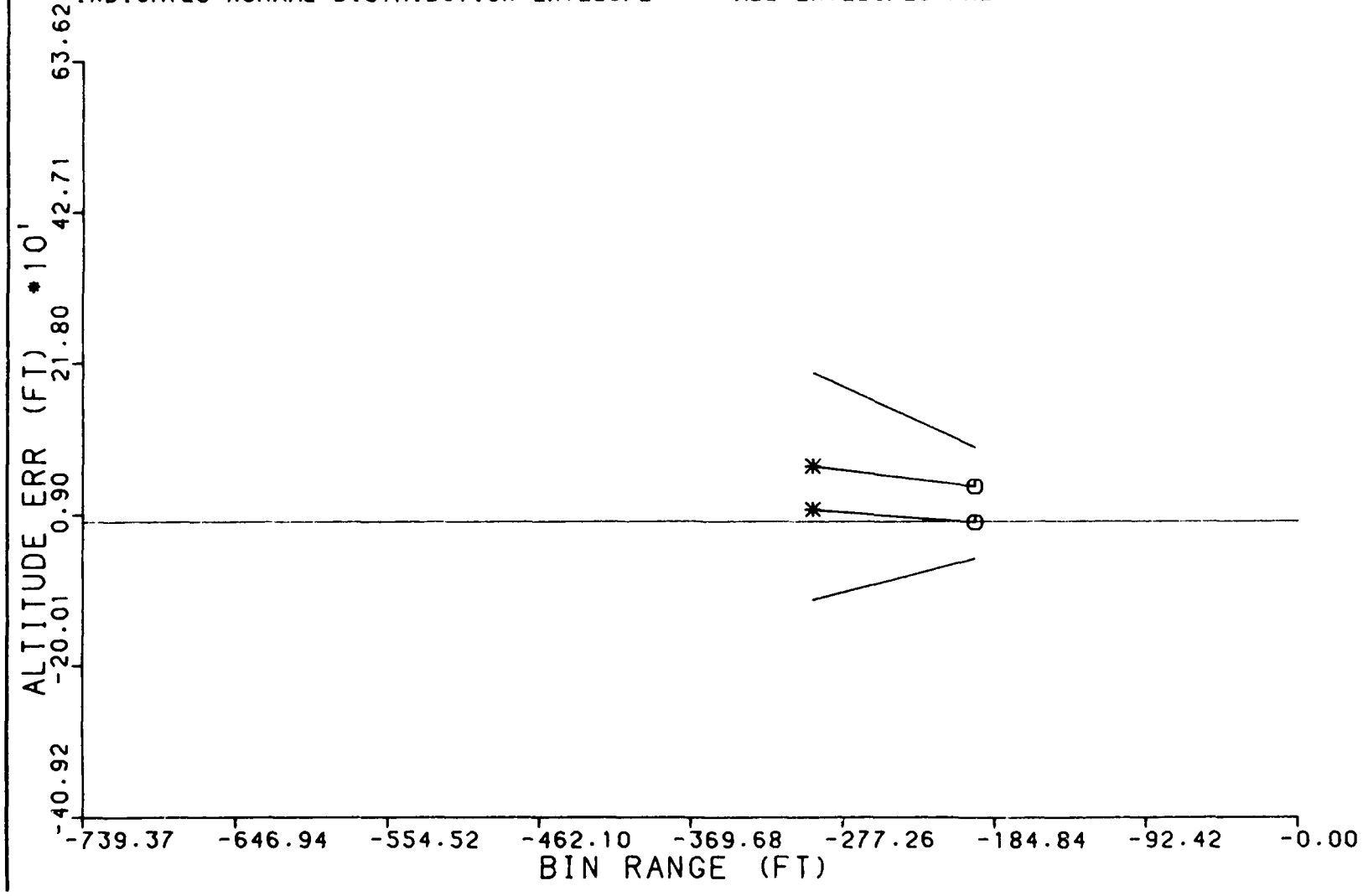

VMC DISTRIBUTION ANALYSIS-- 9H6 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
90.47
67.98
45.49
23.00
0.51
-21.98
-739.37
-646.94
-554.52
-462.10
-369.68
-277.26
-184.84
-92.42
-0.00
BIN RANGE (FT)

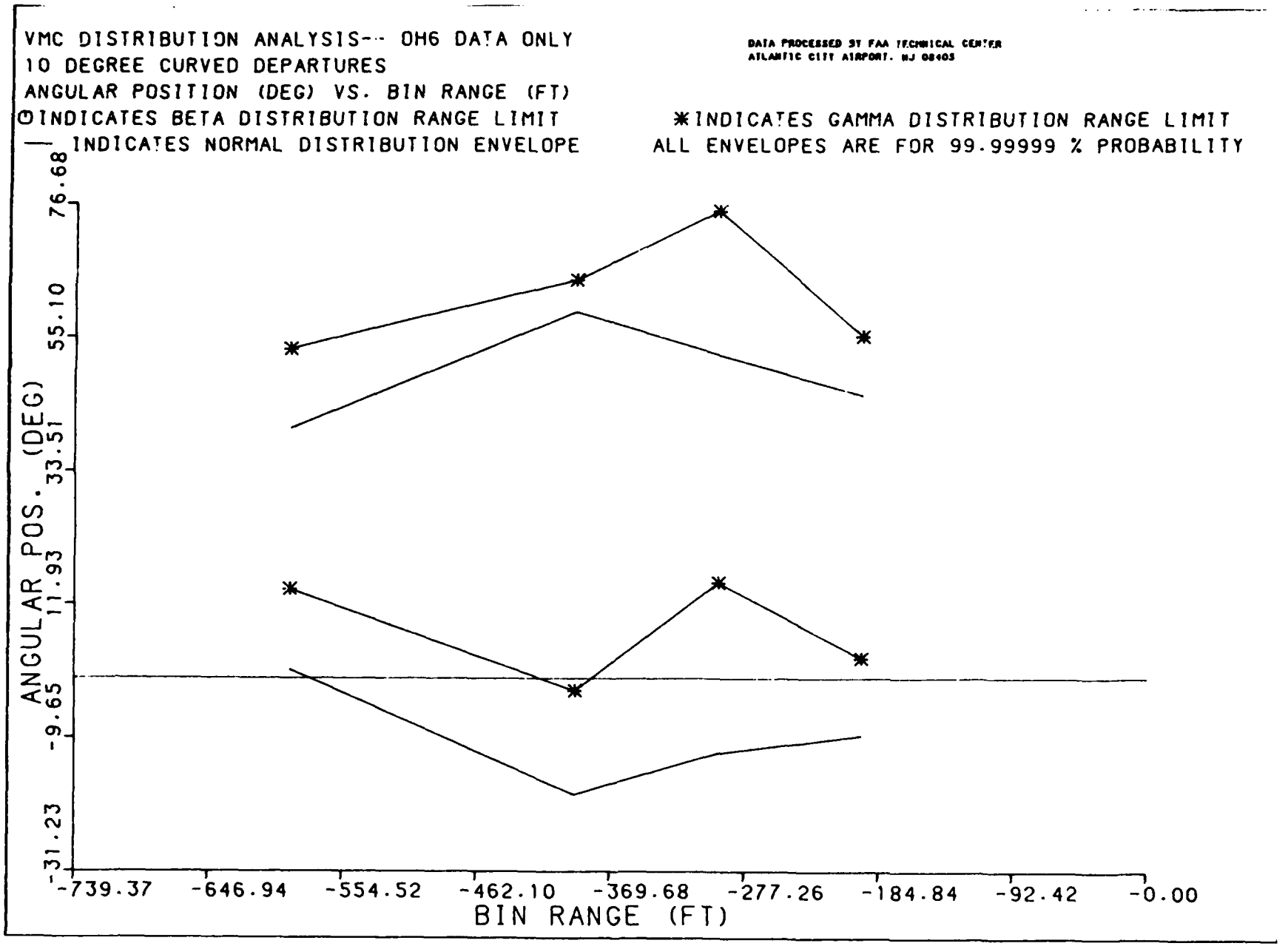

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
75.43
52.10
28.77
5.44
-17.89
-41.23
-739.37
-646.94
-554.52
-462.10
-369.68
-277.26
-184.84
-92.42
-0.00
BIN RANGE (FT)

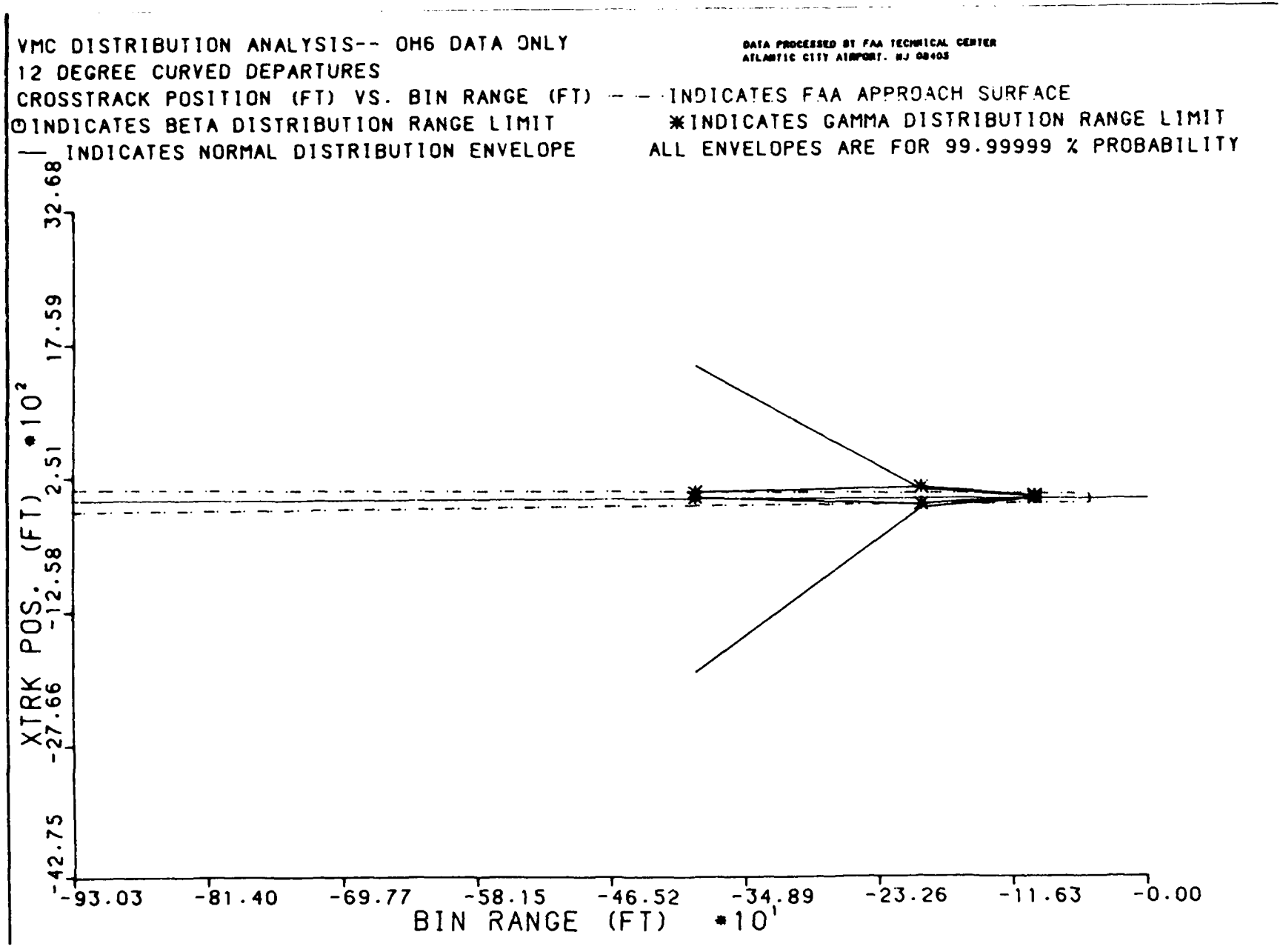
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

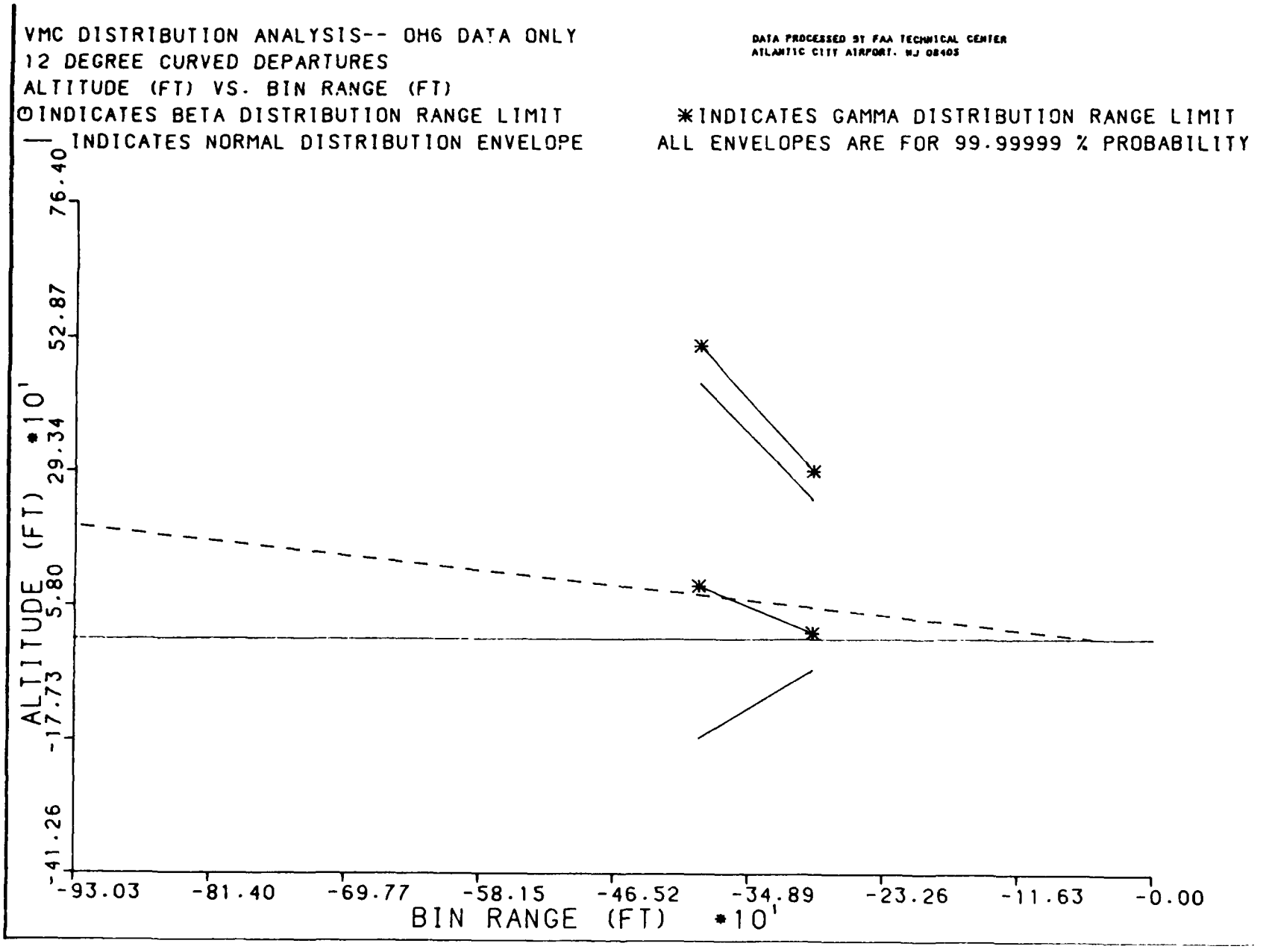
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

✱ INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
10 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
76.68
55.10
33.51
11.93
-9.65
-31.23
-739.37
-646.94
-554.52
-462.10
-369.68
-277.26
-184.84
-92.42
-0.00
BIN RANGE (FT)


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
32.68
17.59
2.51
-12.58
-27.66
-42.75
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10¹

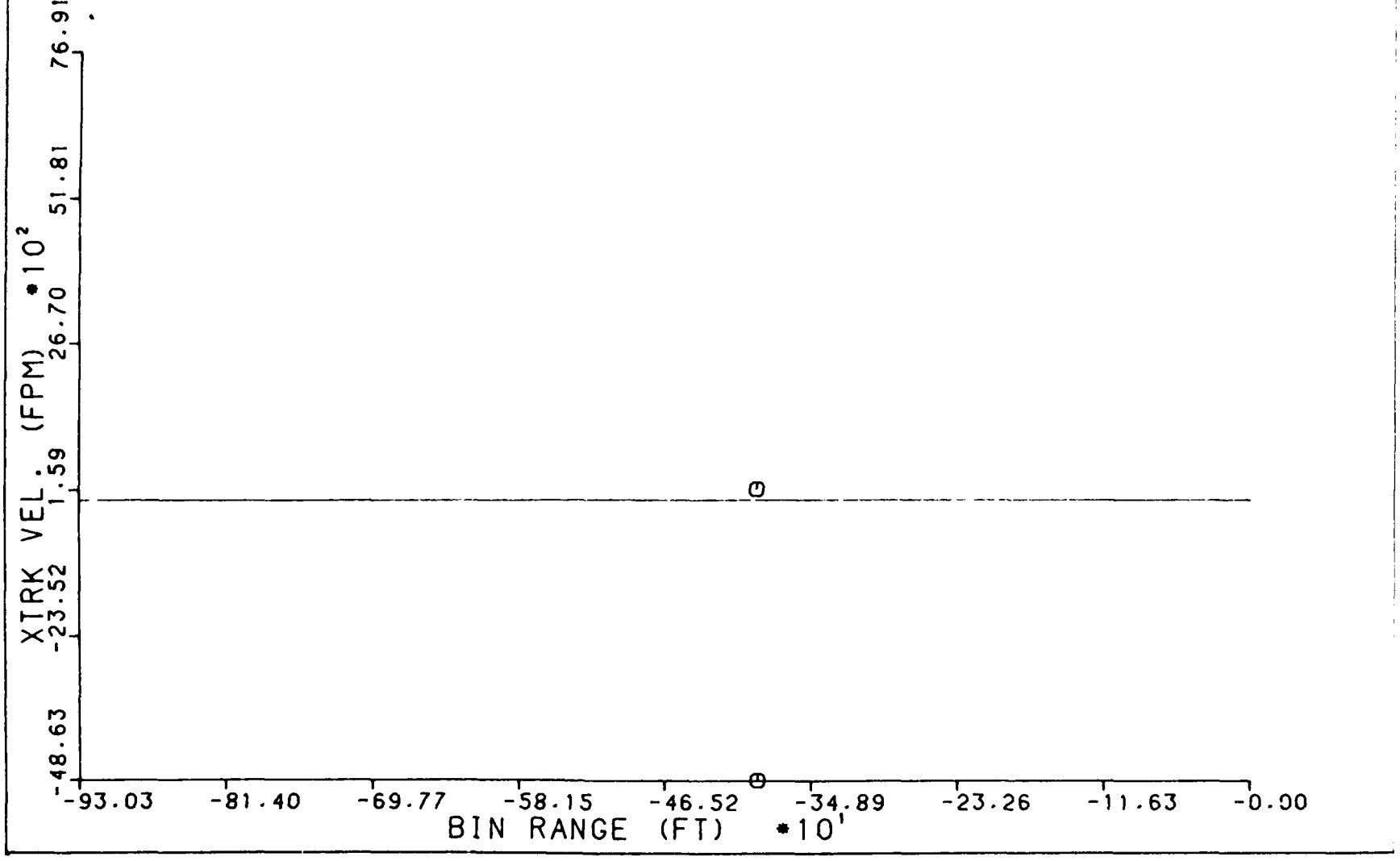

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
76.40
52.87
29.34
5.80
-17.73
-41.26
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10¹

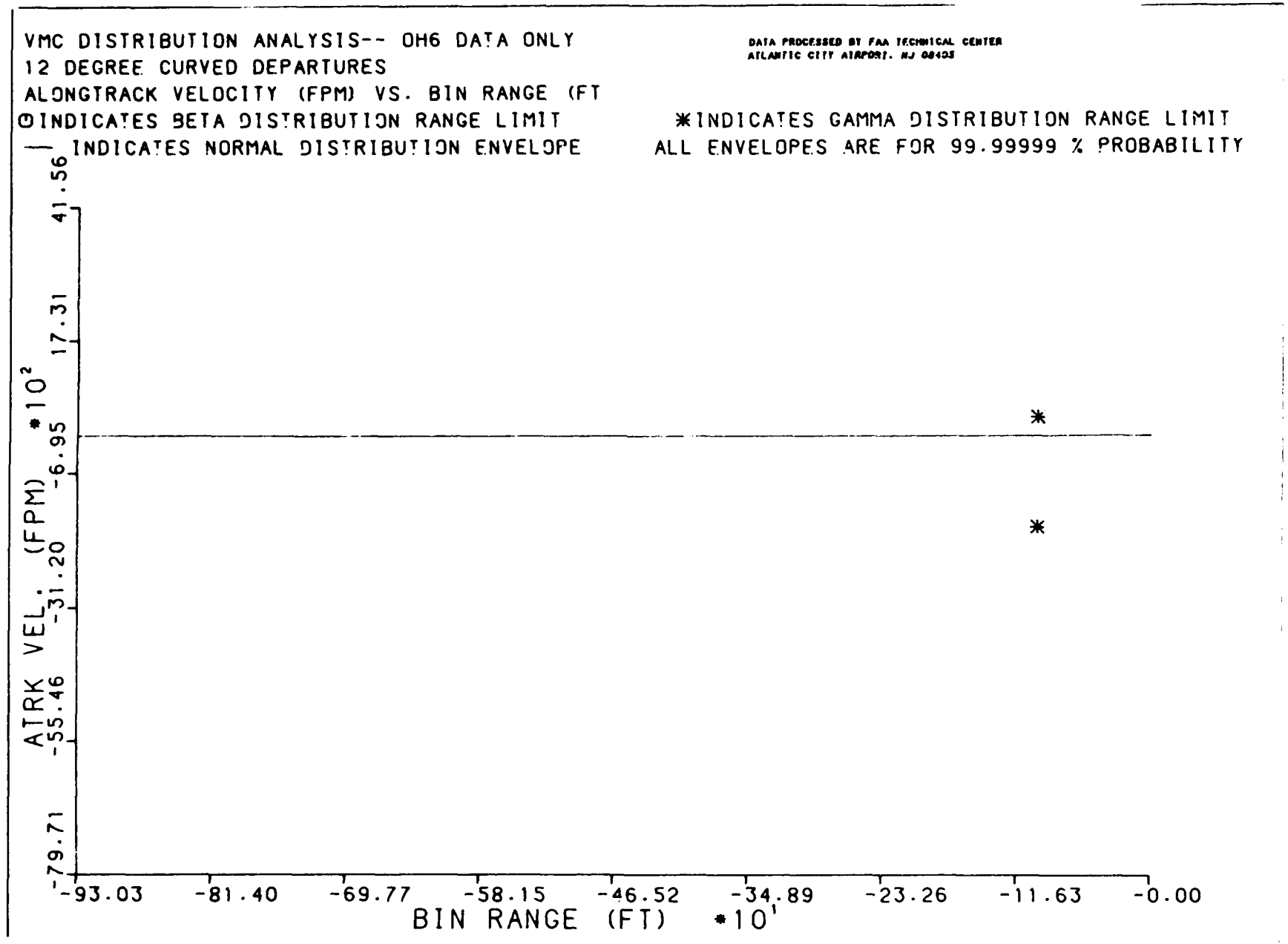
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



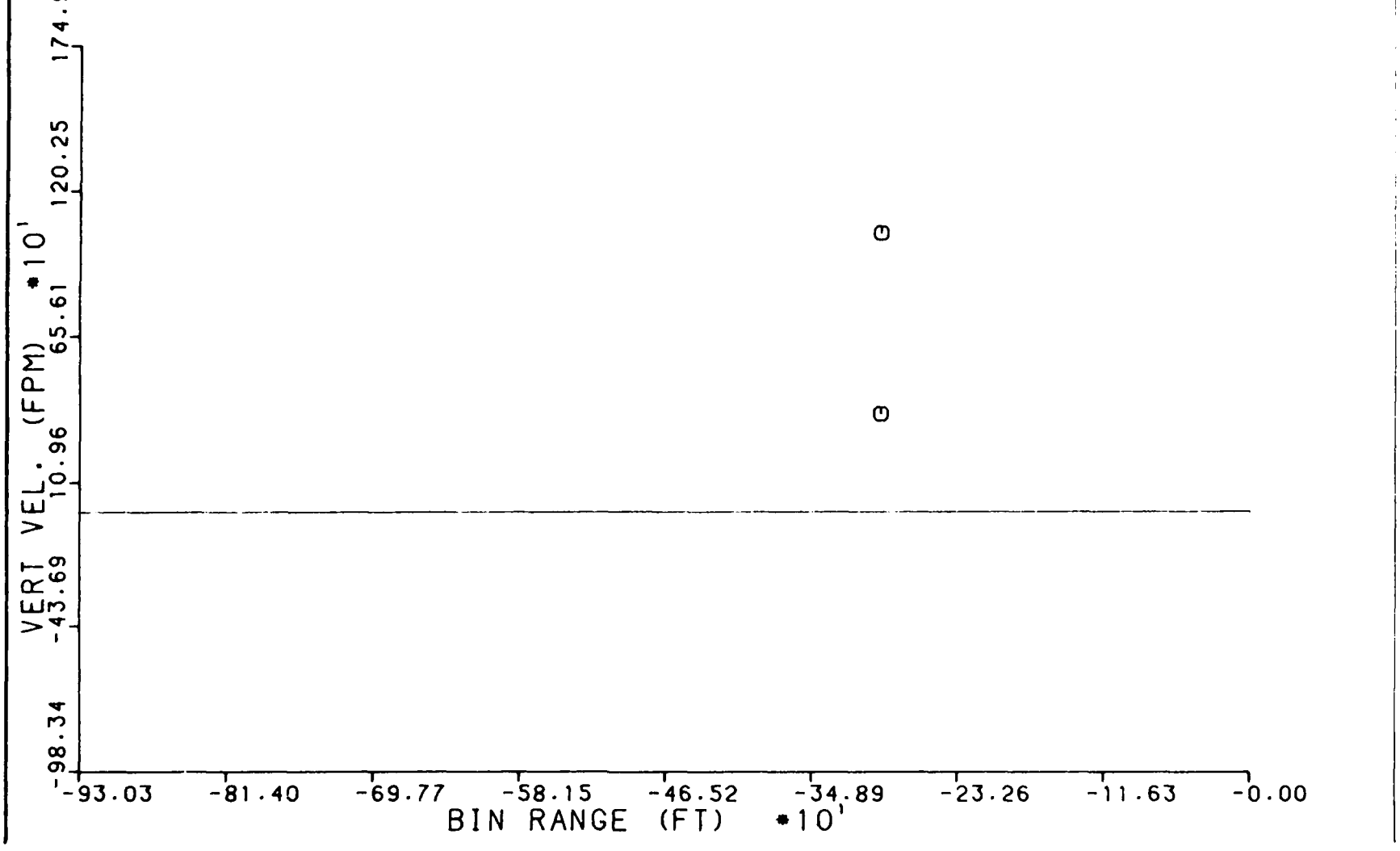

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
@INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
41.56
17.31
-6.95
-31.20
-55.46
-79.71
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—|—INDICATES NORMAL DISTRIBUTION ENVELOPE

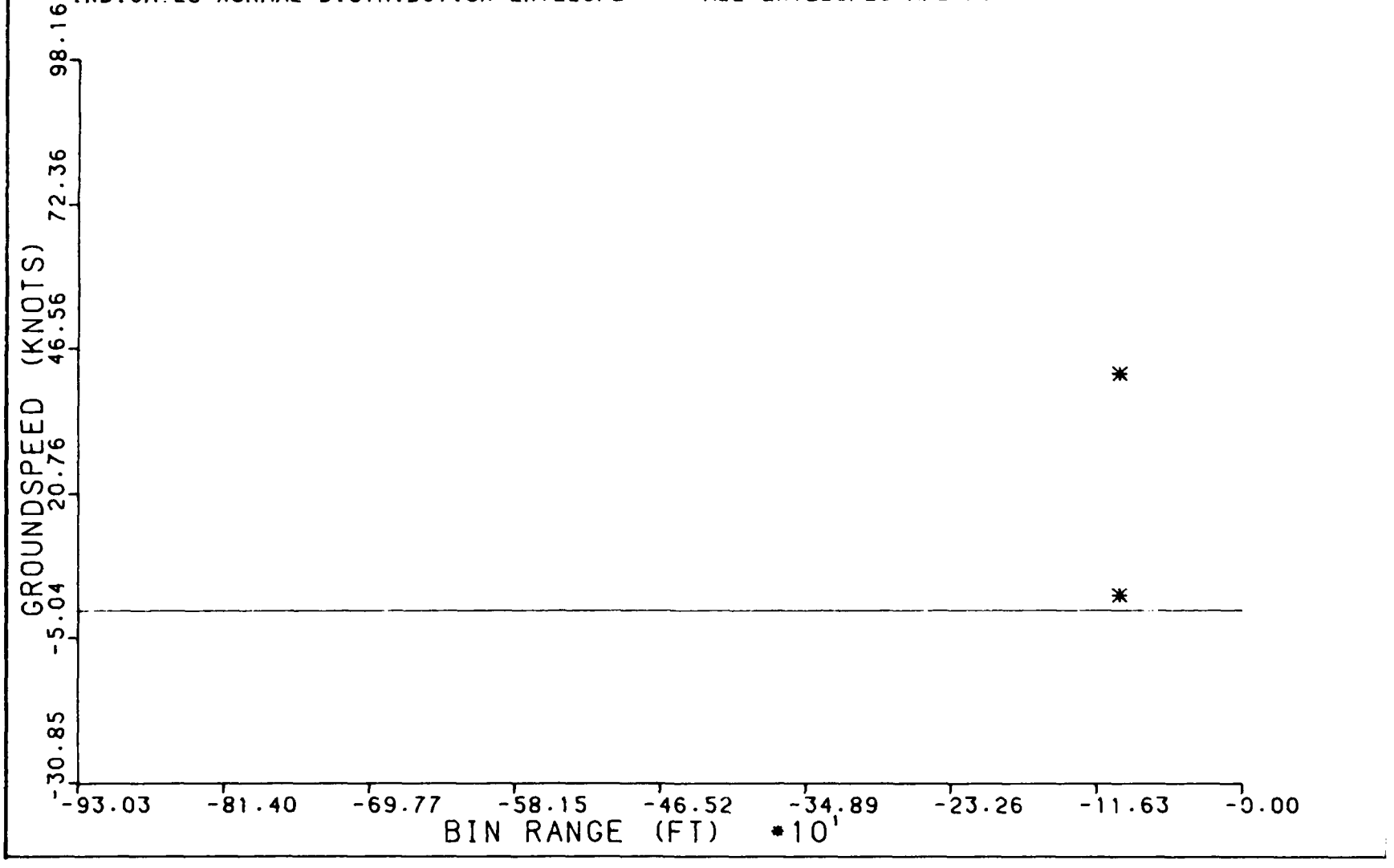
✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

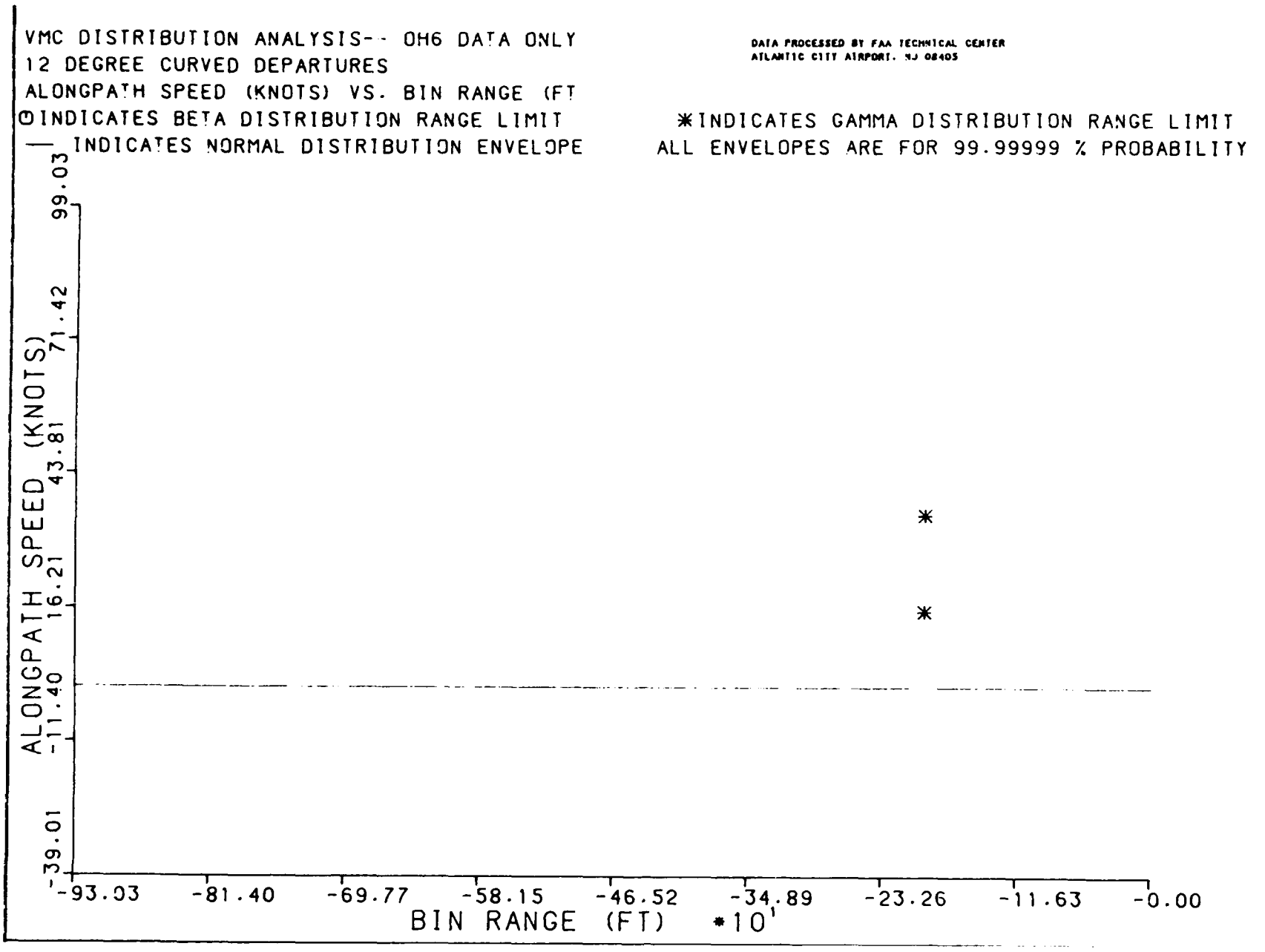


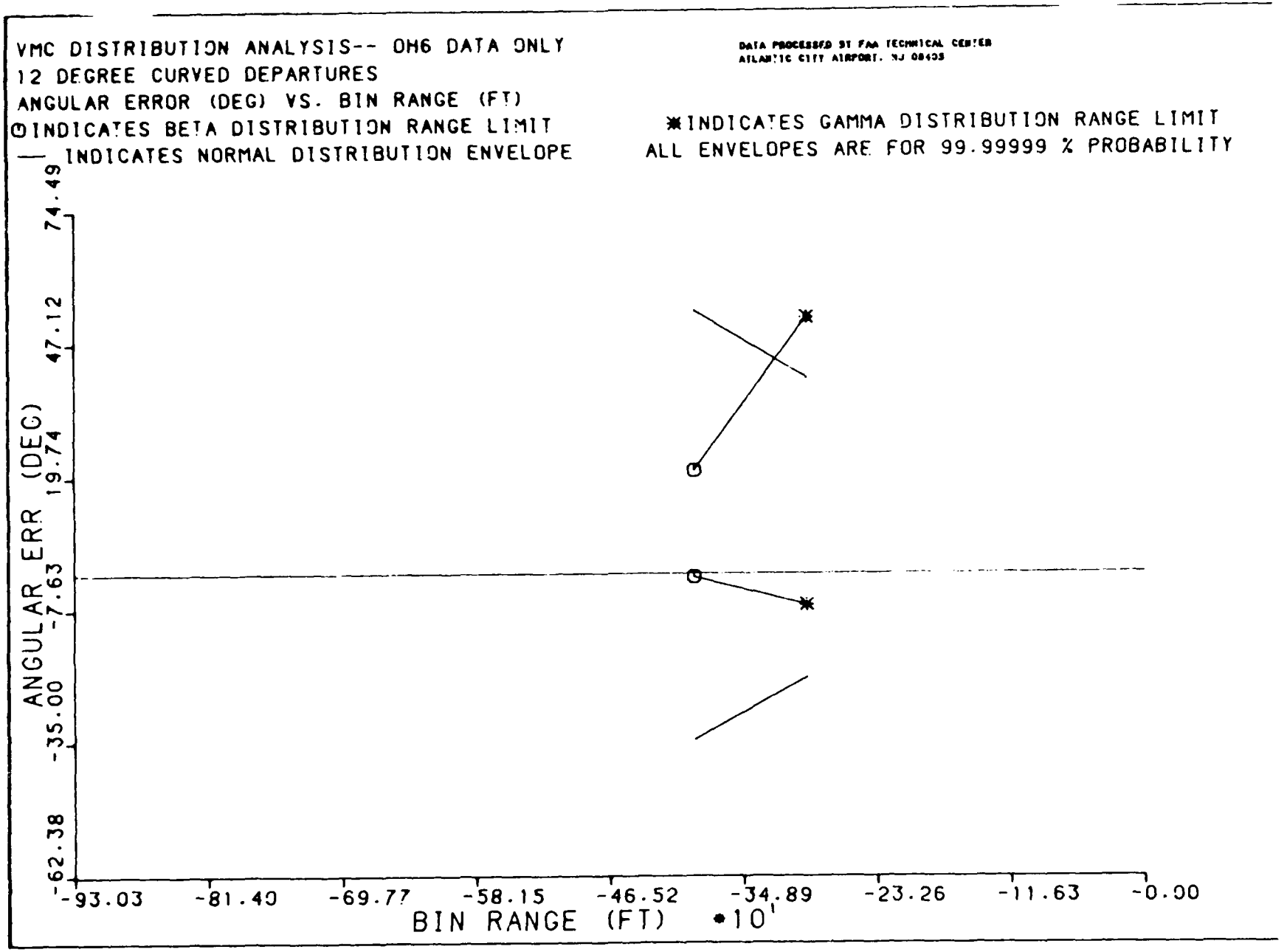
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
@INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

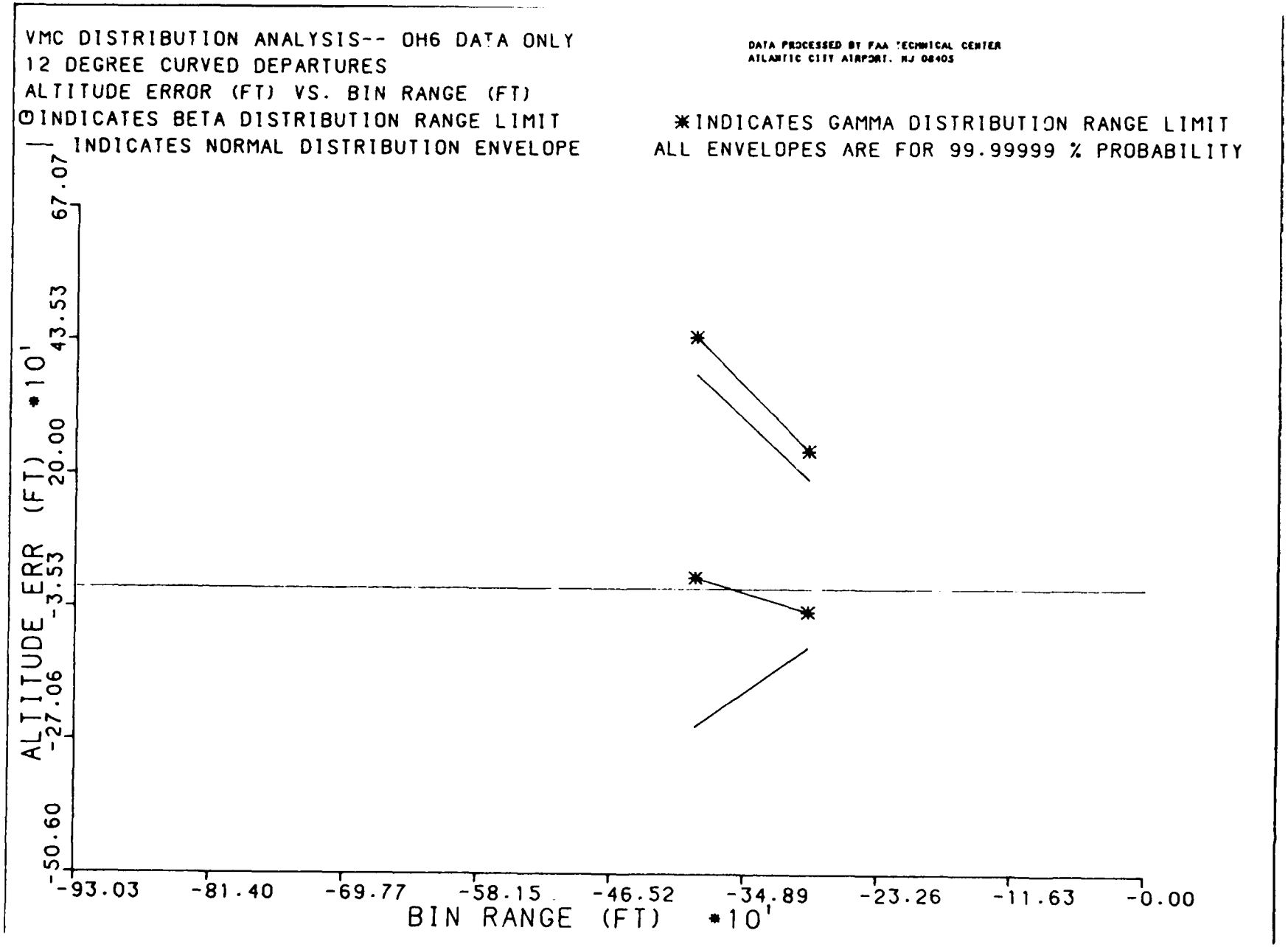
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
99.03
71.42
43.81
16.21
-11.40
-39.01
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10'

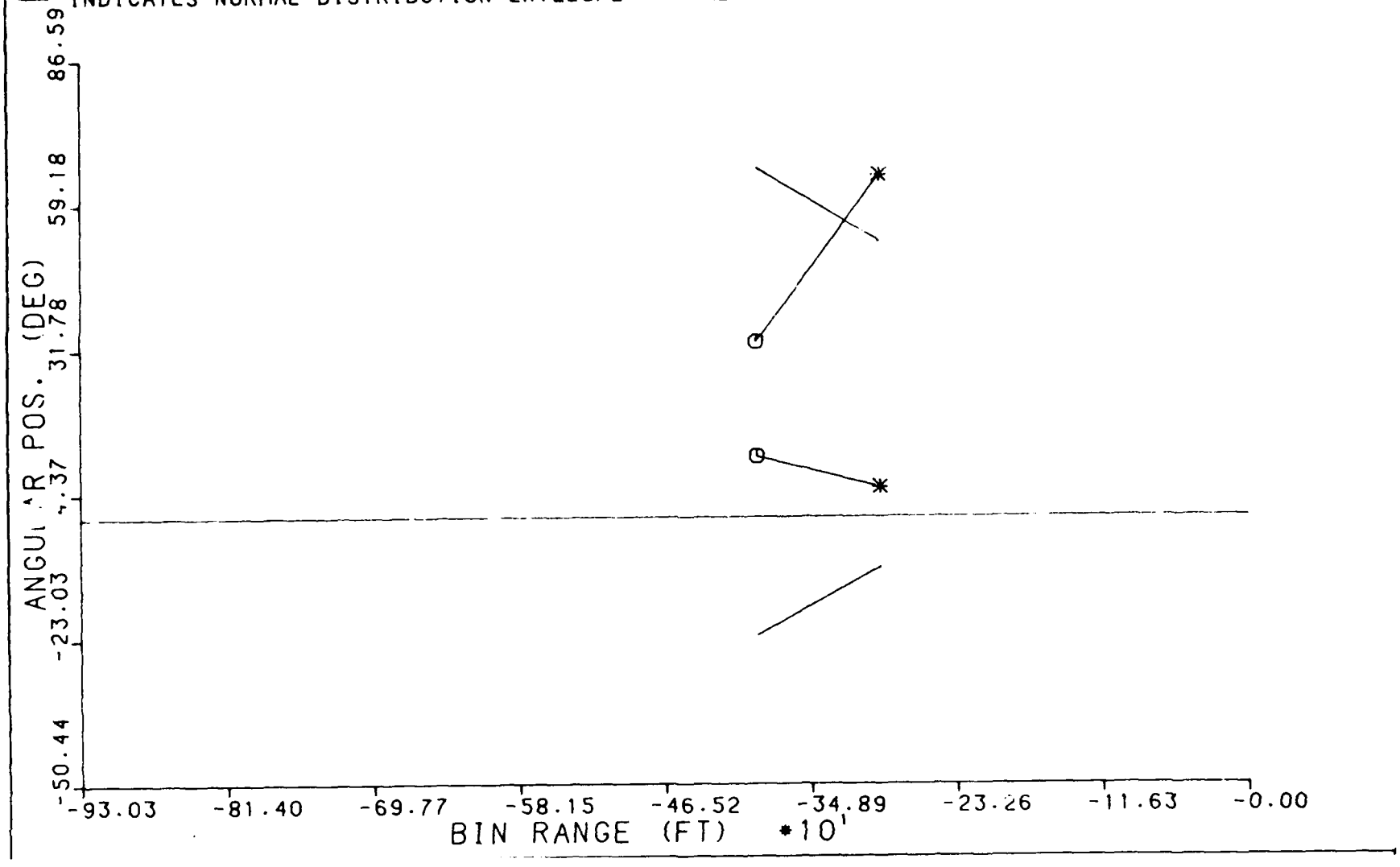

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
74.49
47.12
19.74
-7.63
-35.00
-62.38
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10'
67.07
43.53
20.00
-3.53
-27.06
-50.60
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY
12 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



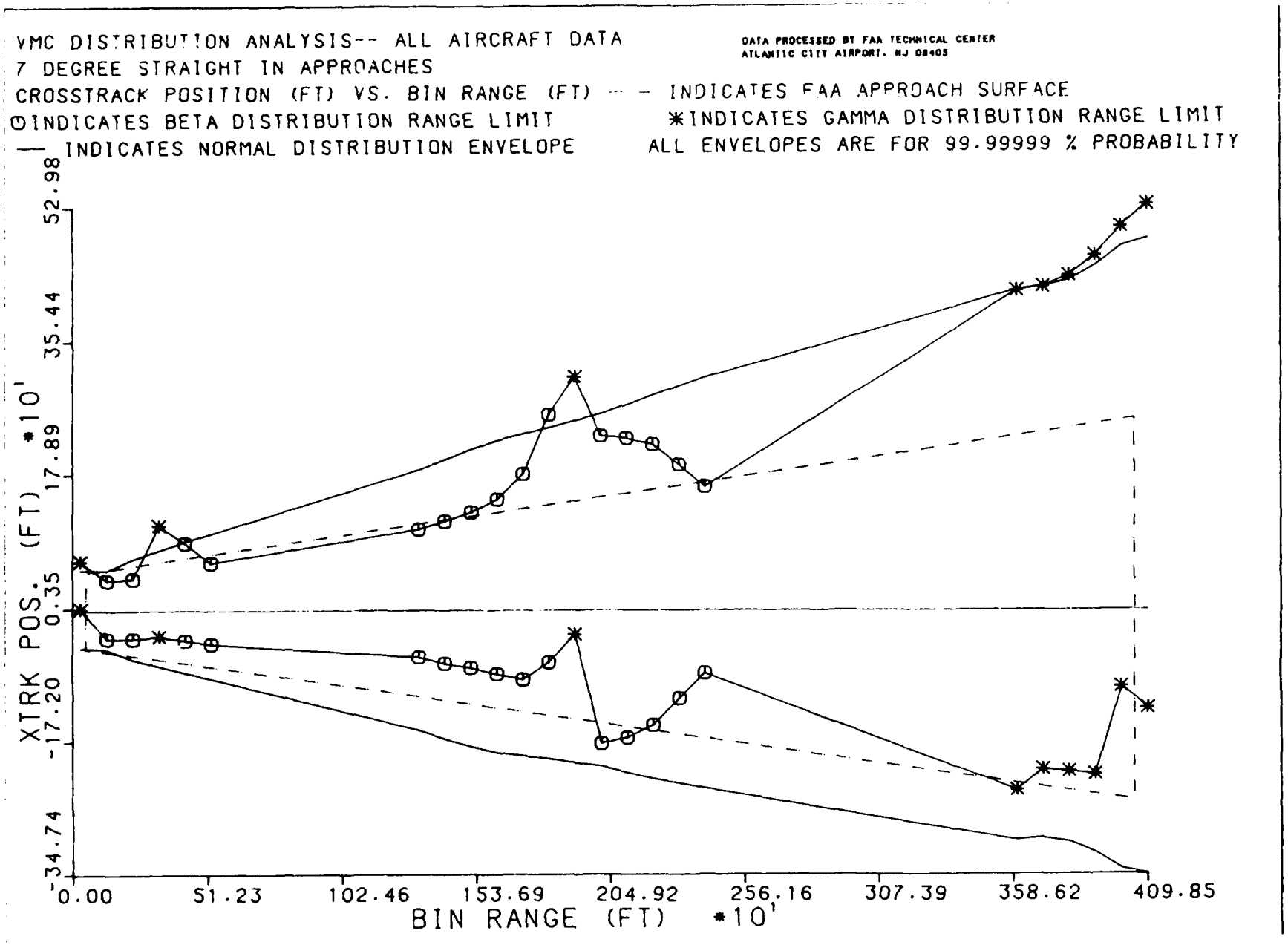
APPENDIX L

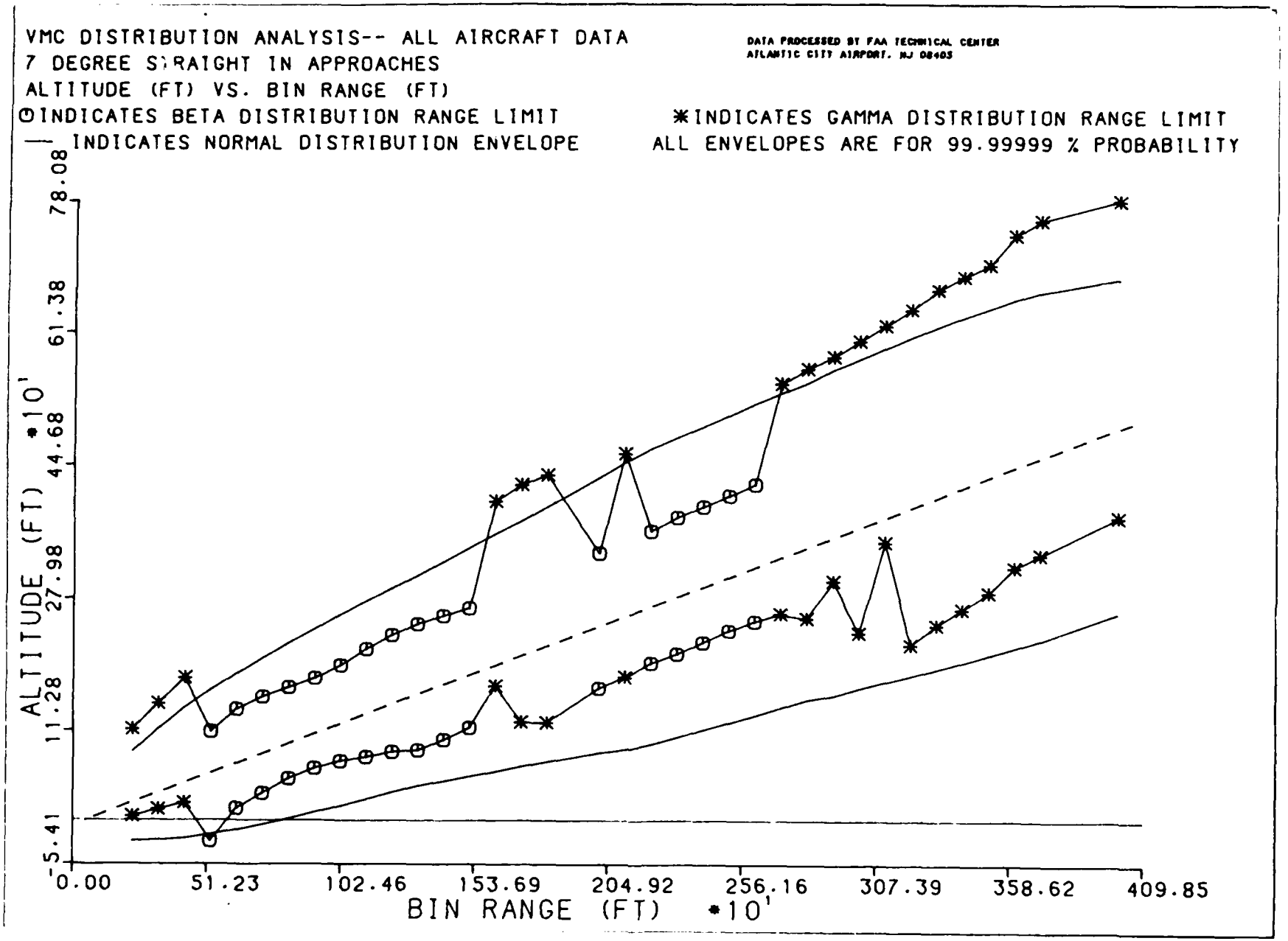
DISTRIBUTION COMPARISON PLOTS FOR ALL AIRCRAFT DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125^{o}, 8.00^{o}, and 10.00^{o} approaches. For departures they are: 7.125^{o}, 10.00^{o}, and 12.00^{o} departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - - INDICATES FAA APPROACH SURFACE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
52.98
35.44
17.89
0.35
-17.20
-34.74
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10'

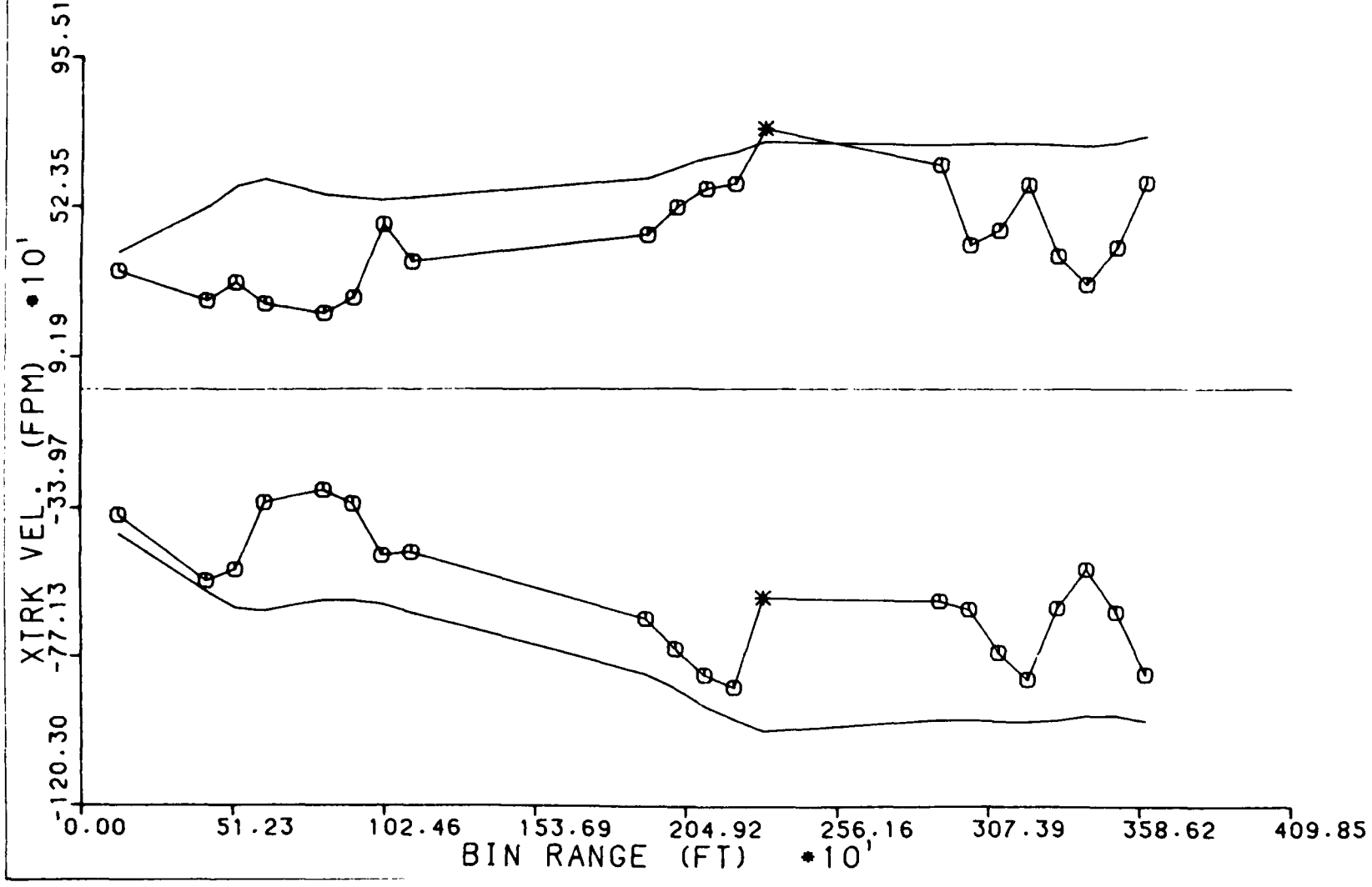

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
78.08
61.38
44.68
27.98
11.28
-5.41
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

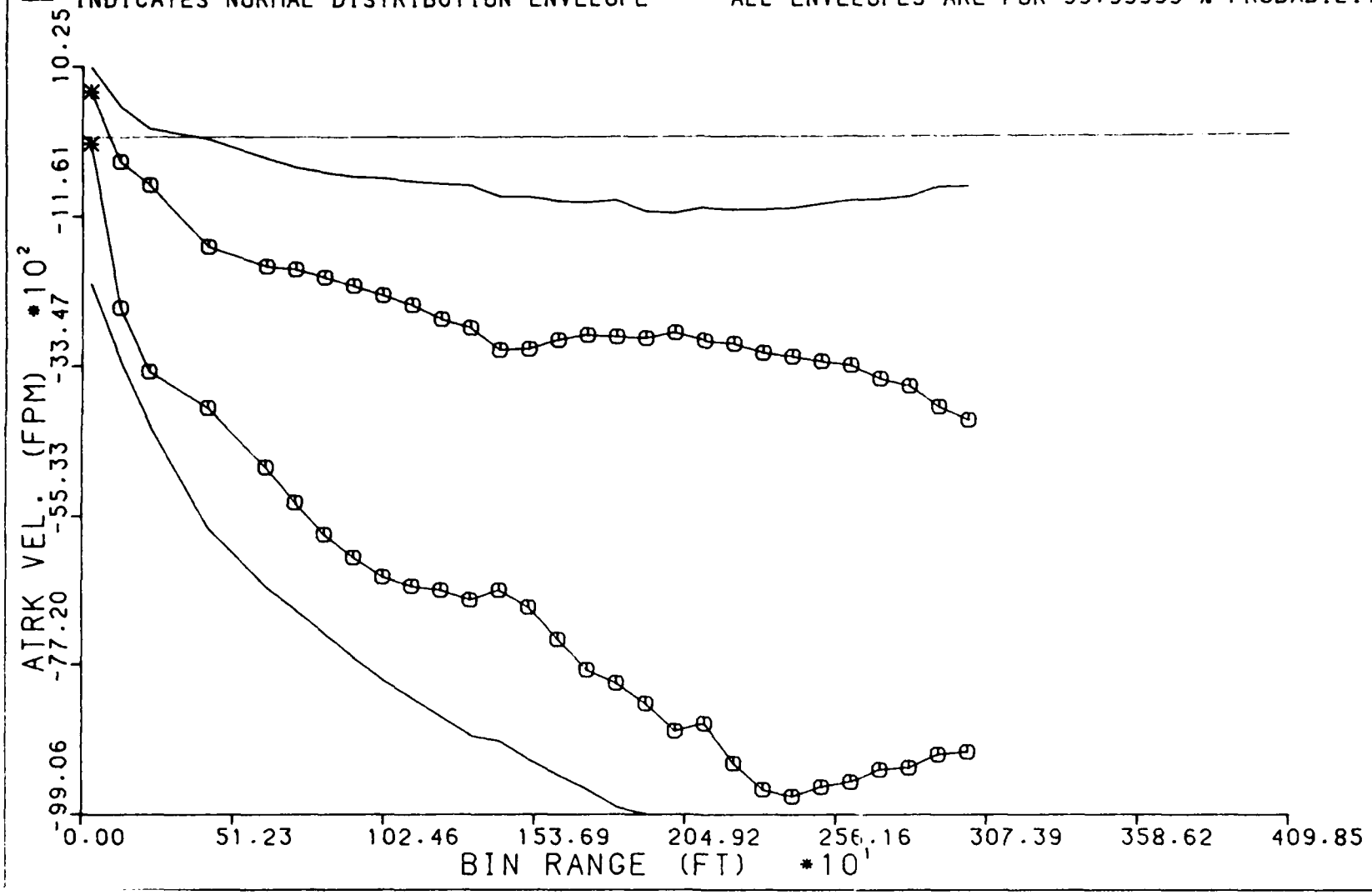


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

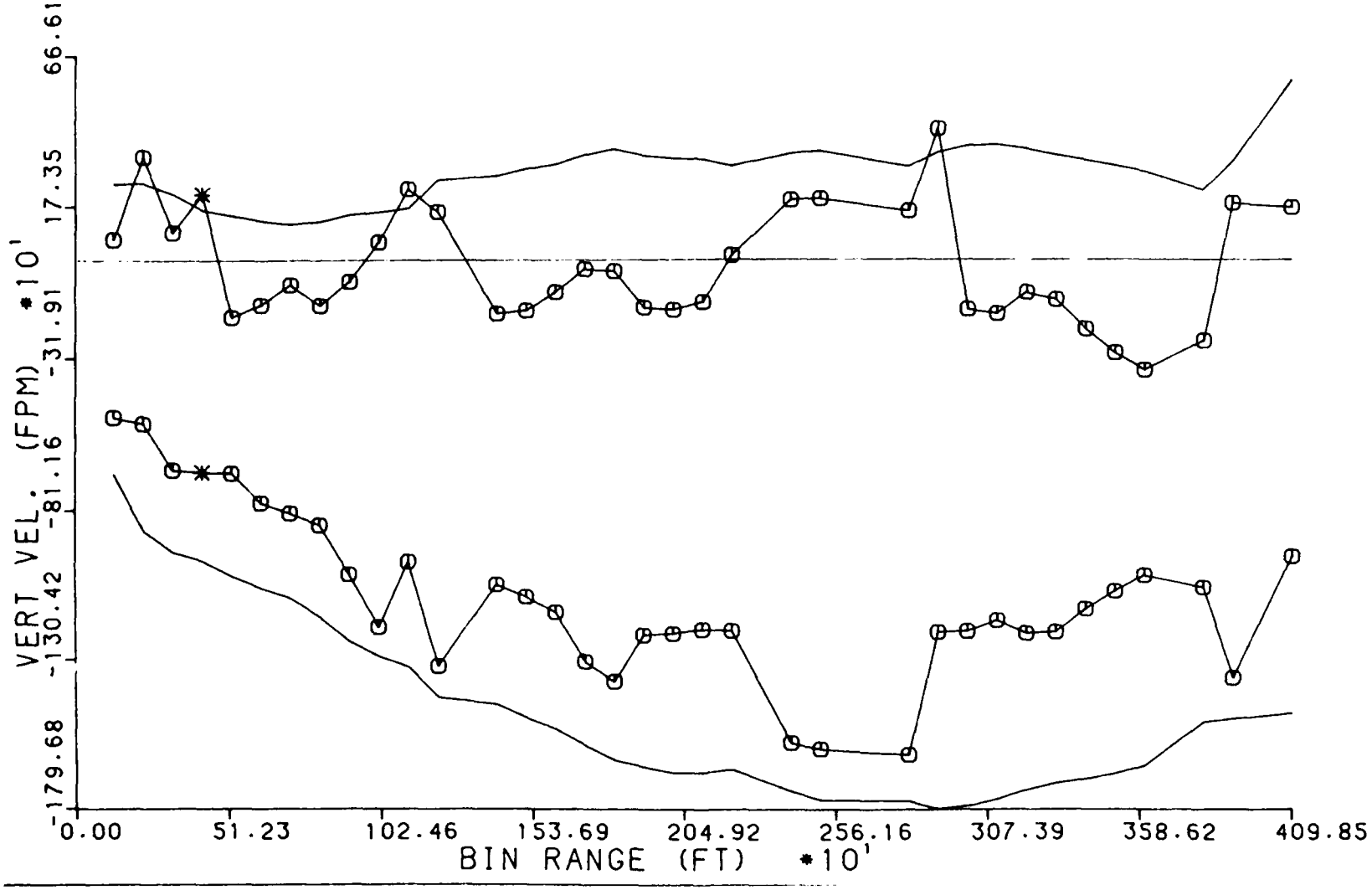


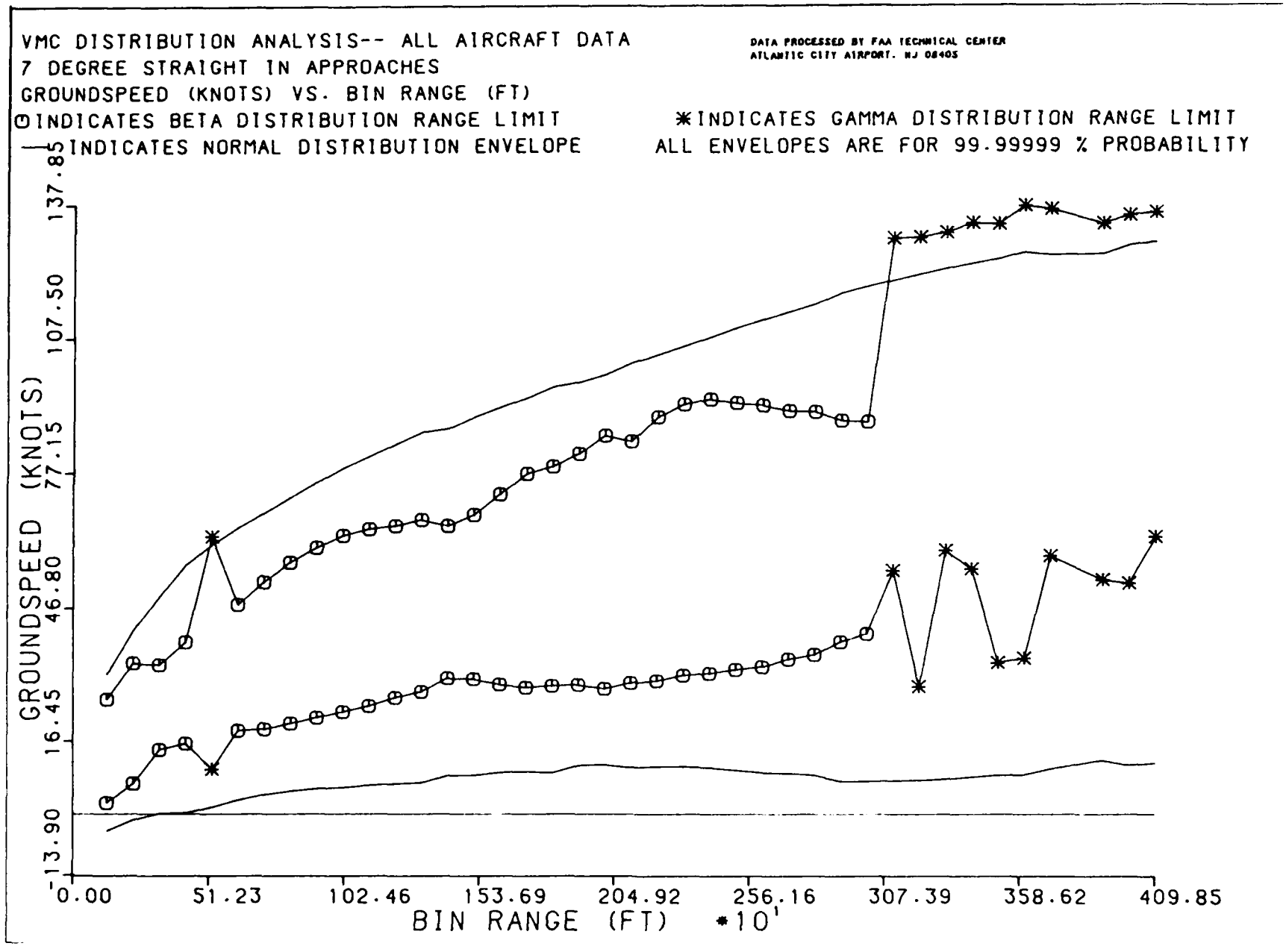
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



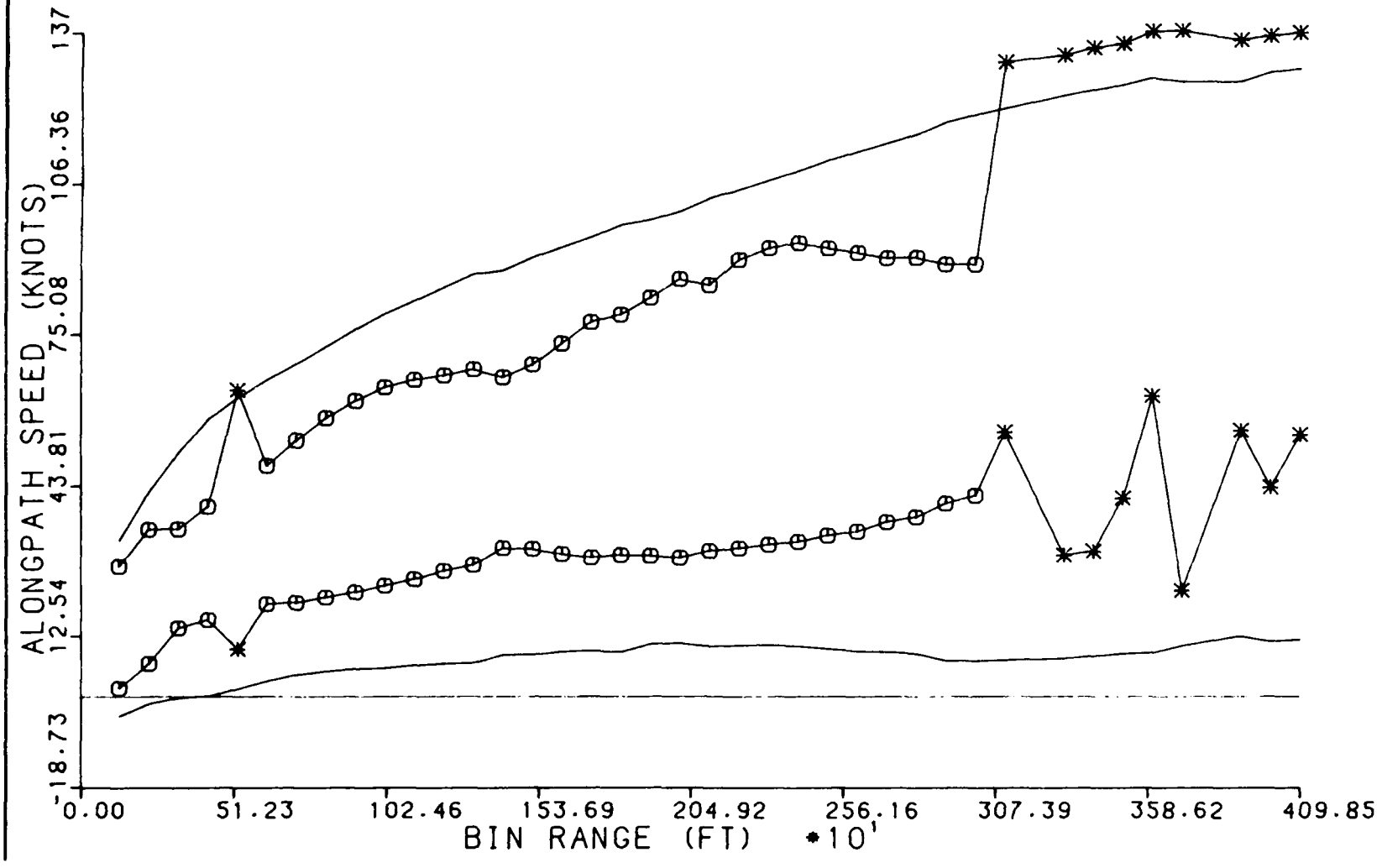

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
O INDICATES BETA DISTRIBUTION RANGE LIMIT
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
137.85
107.50
77.15
46.80
16.45
-13.90
0.00
51.23
102.46
153.69
204.92
256.16
307.39
358.62
409.85
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

O INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

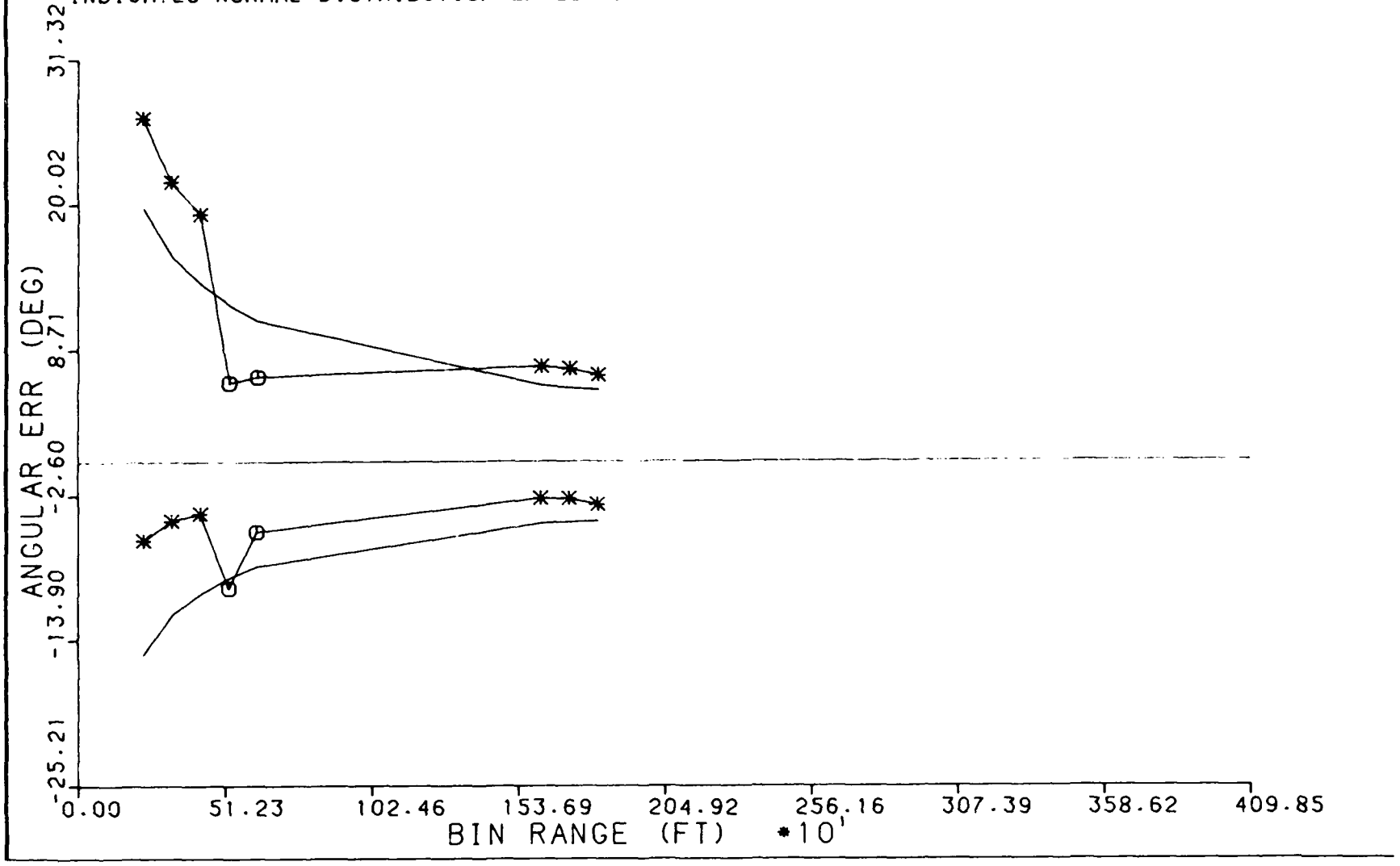
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

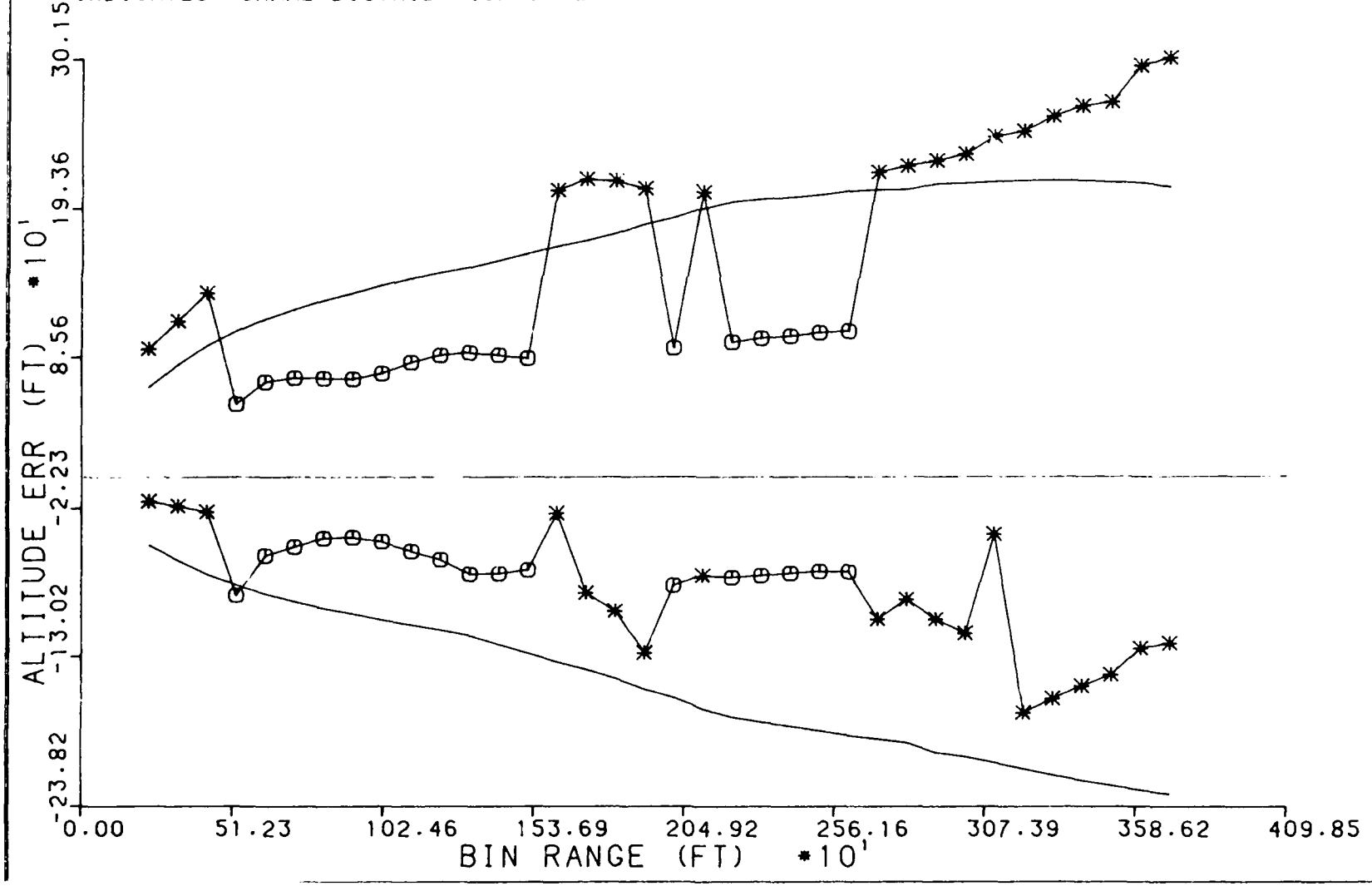
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

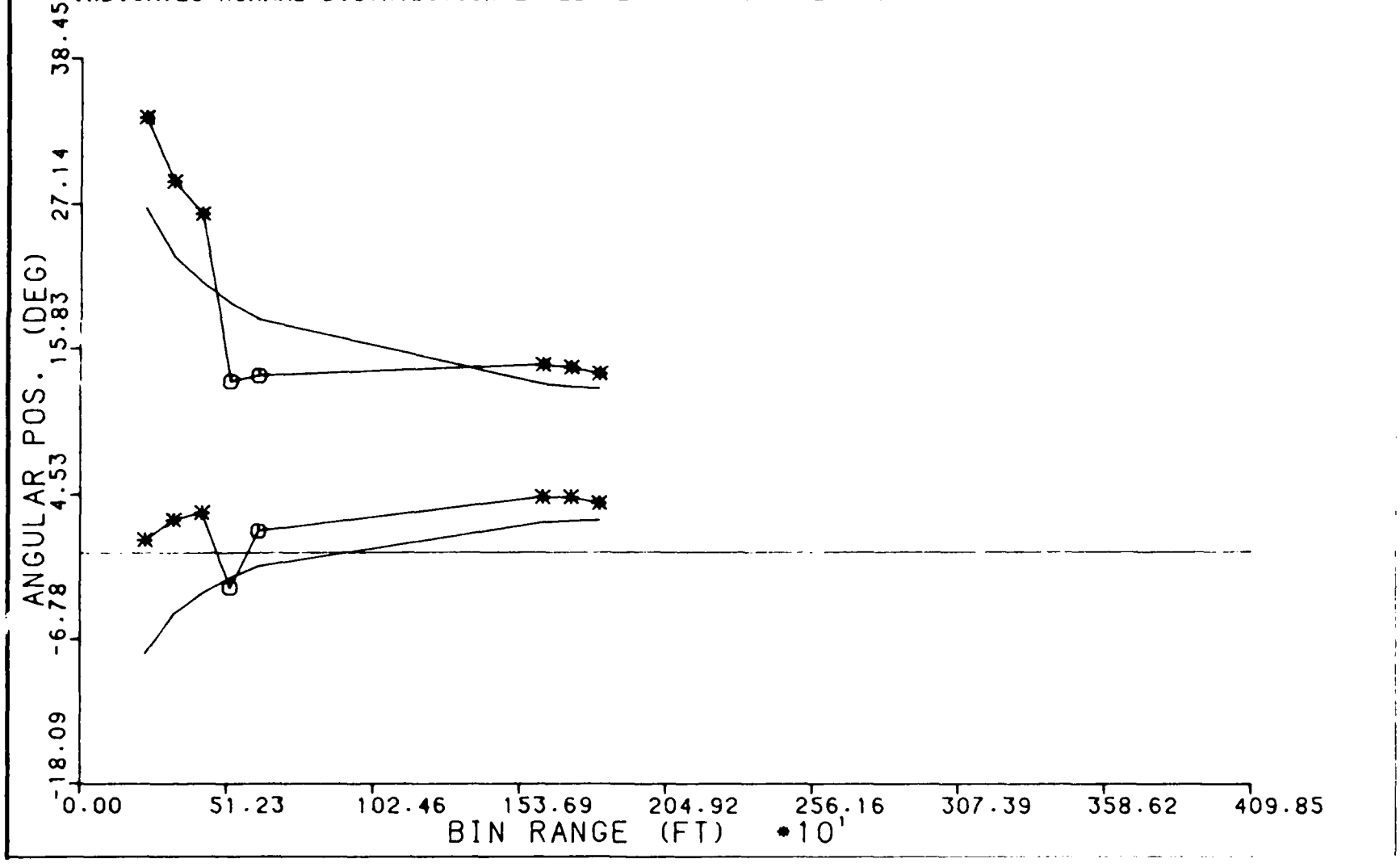
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

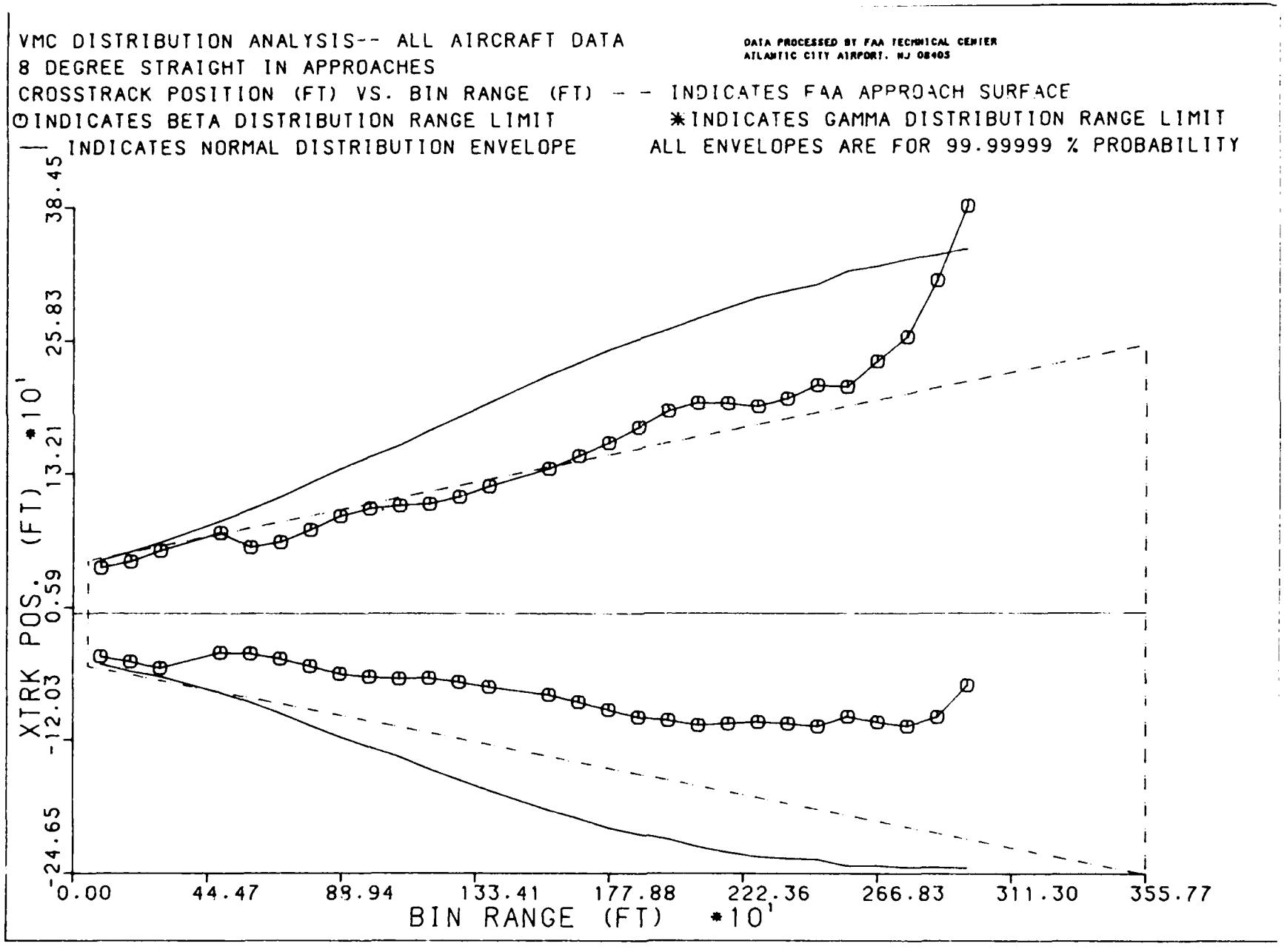


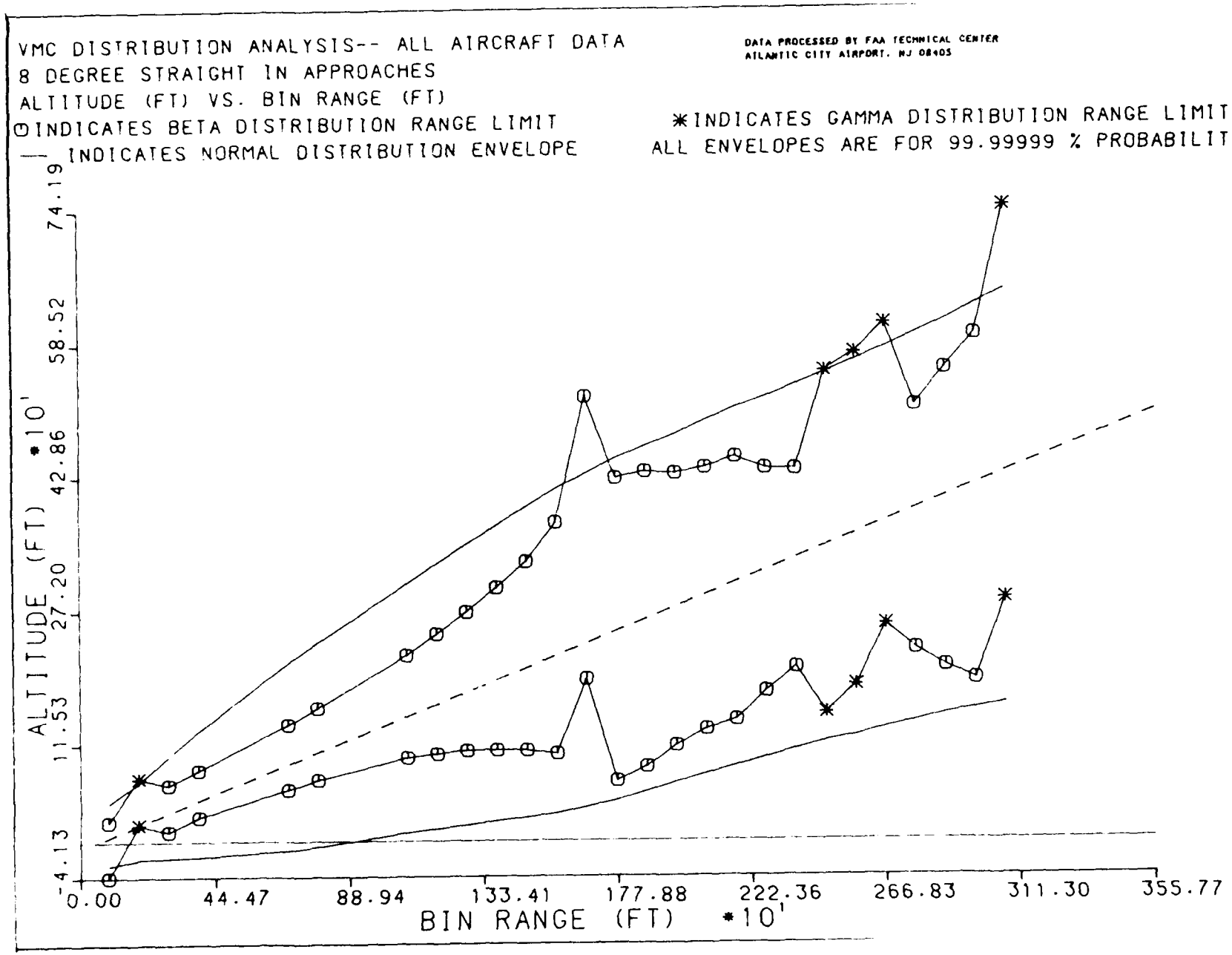
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

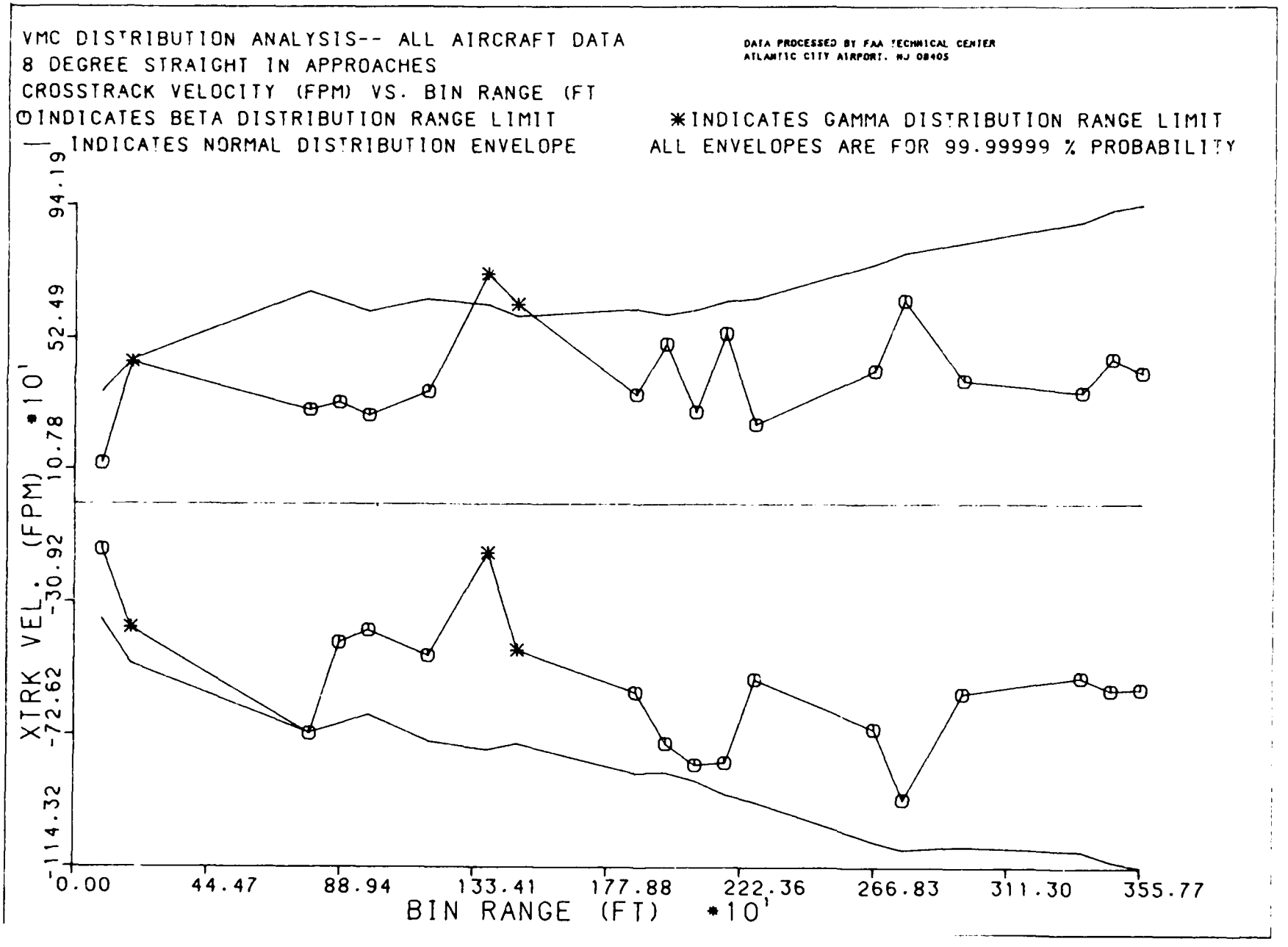
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

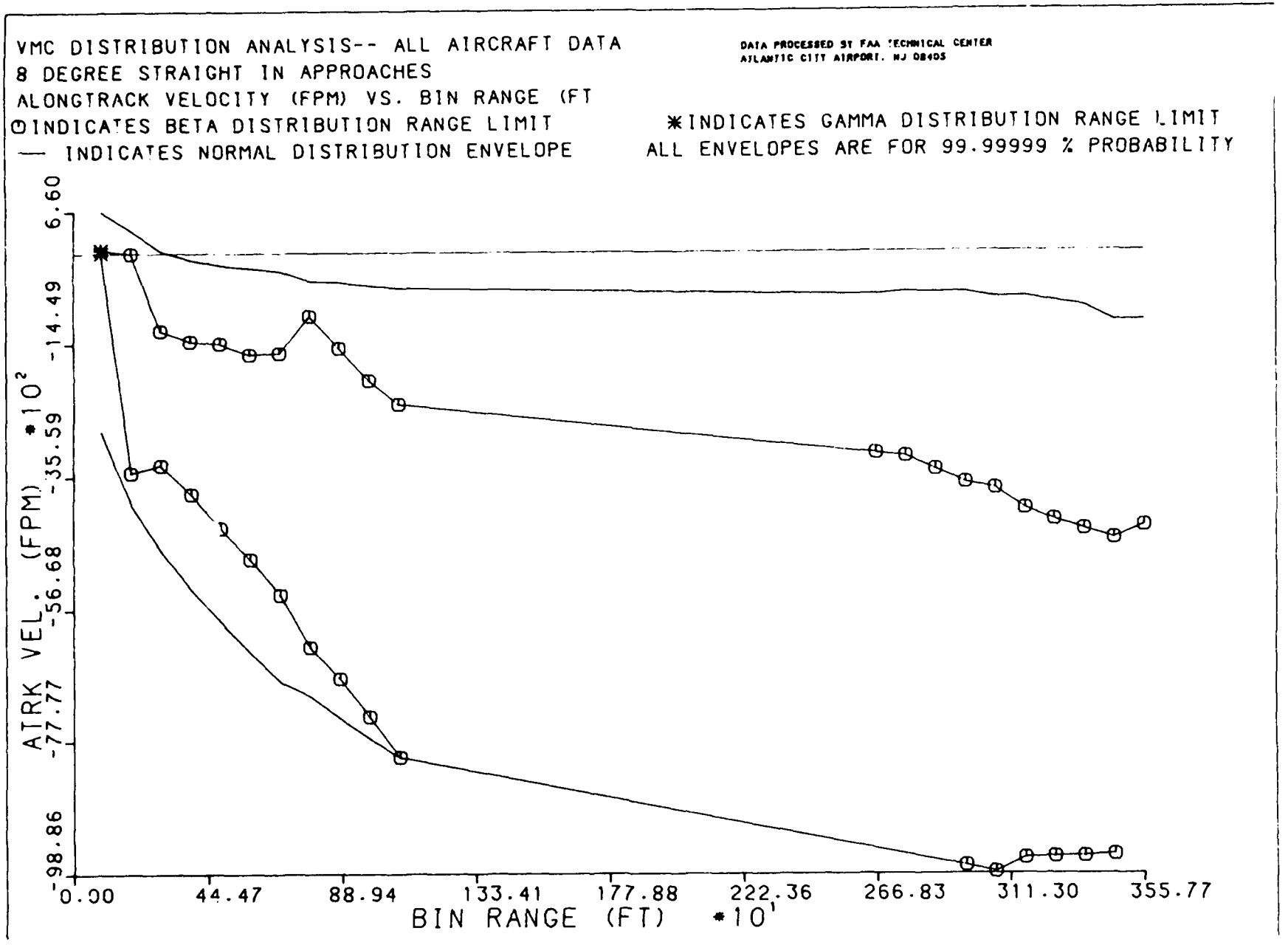
✱ INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

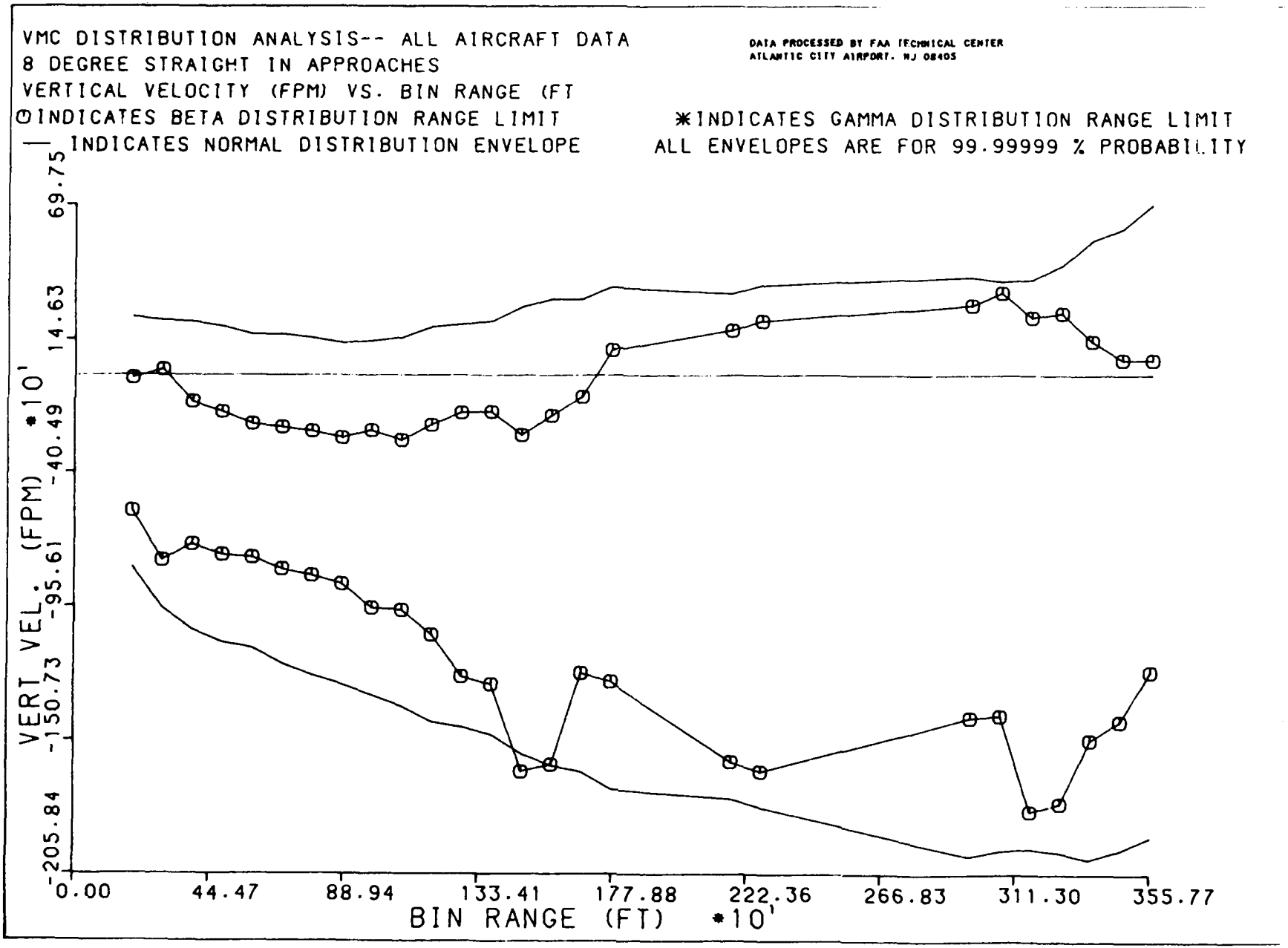


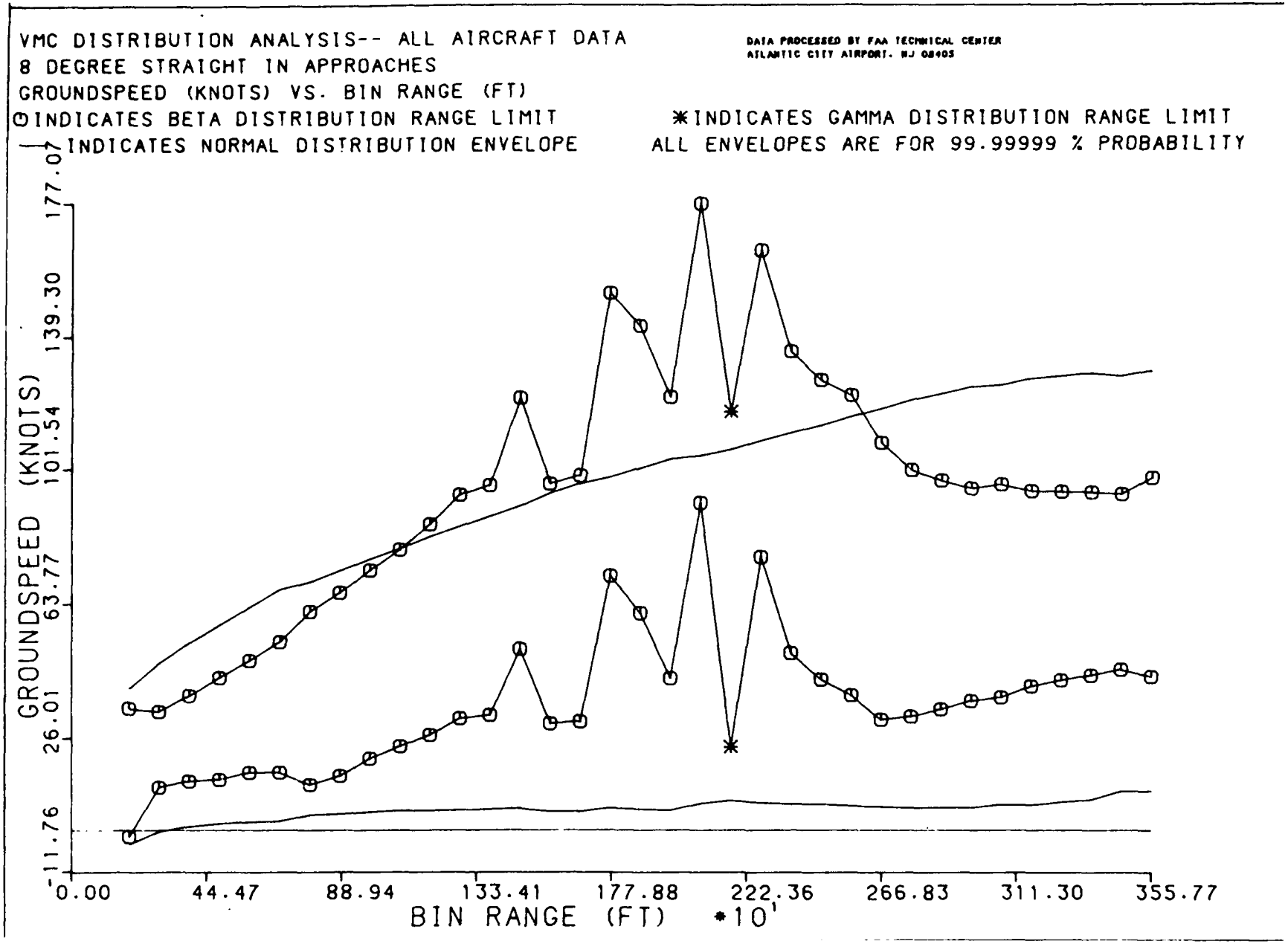

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
O INDICATES BETA DISTRIBUTION RANGE LIMIT
* INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
38.45
25.83
13.21
0.59
-12.03
-24.65
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹

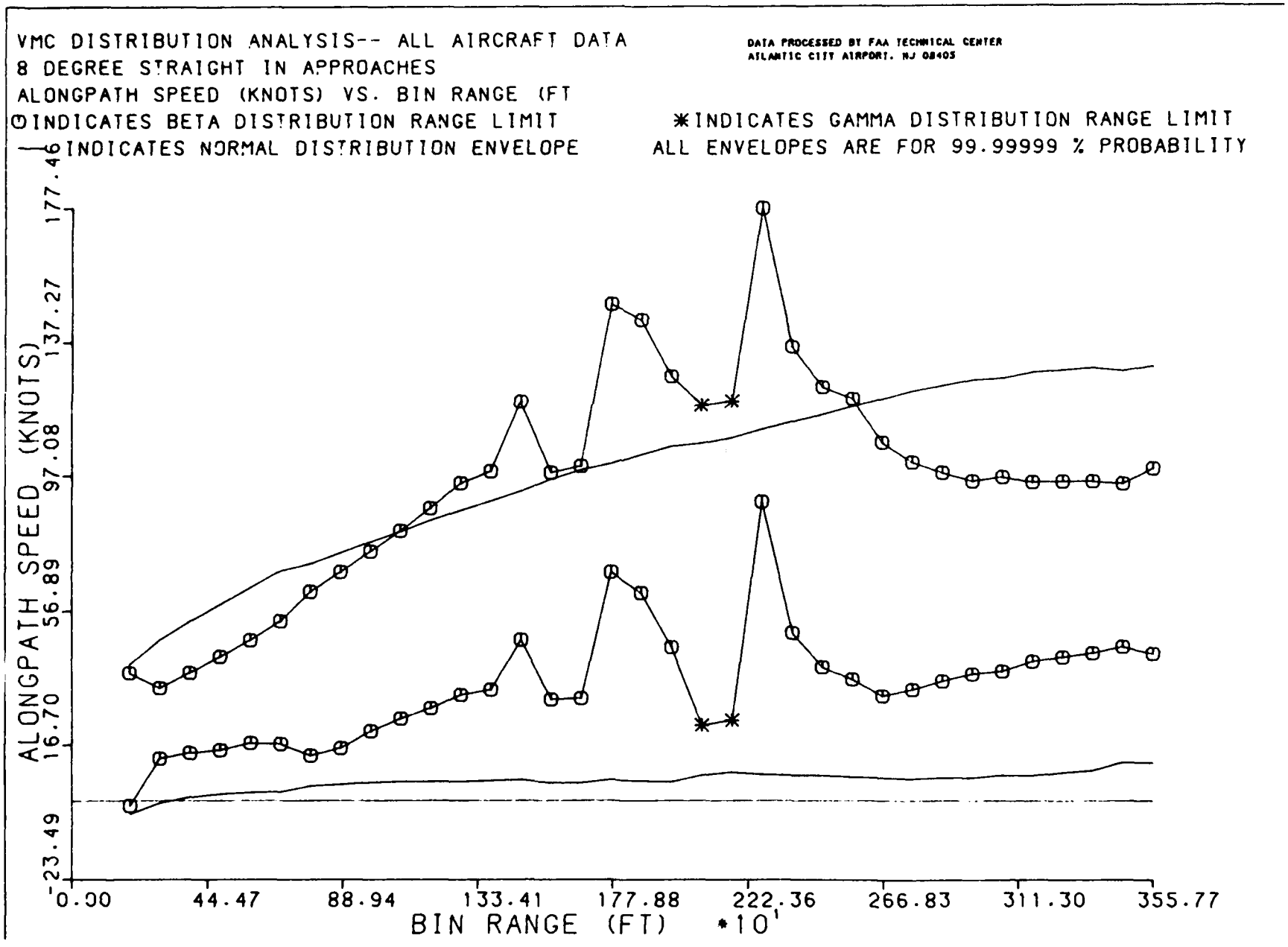

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
-4.13
11.53
27.20
42.86
58.52
74.19
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
94.19
52.49
10.78
-30.92
-72.62
-114.32
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
6.60
-14.49
-35.59
-56.68
-77.77
-98.86
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
69.75
14.63
-40.49
-95.61
-150.73
-205.84
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'

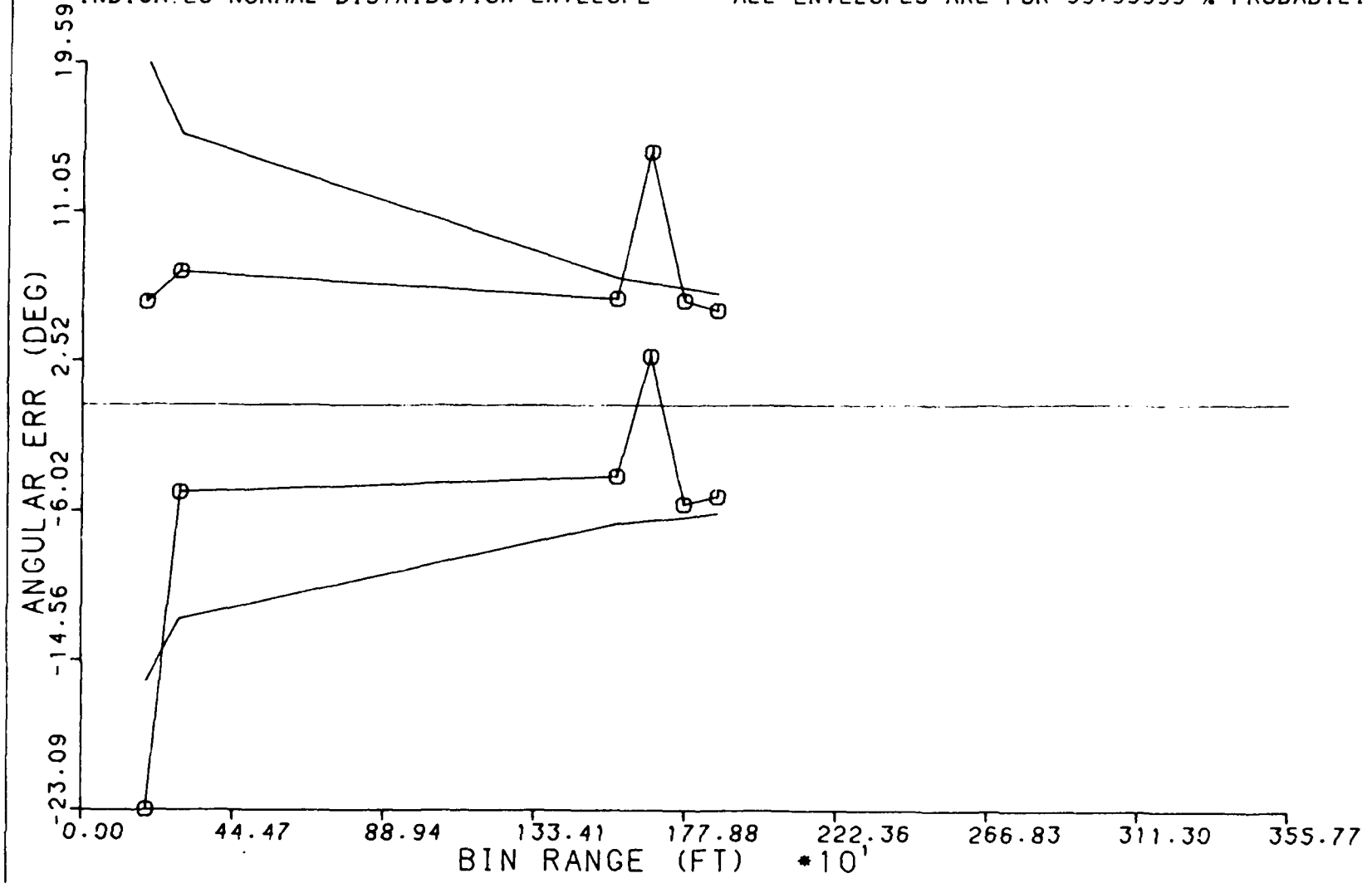

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
177.07
139.30
101.54
63.77
26.01
-11.76
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'

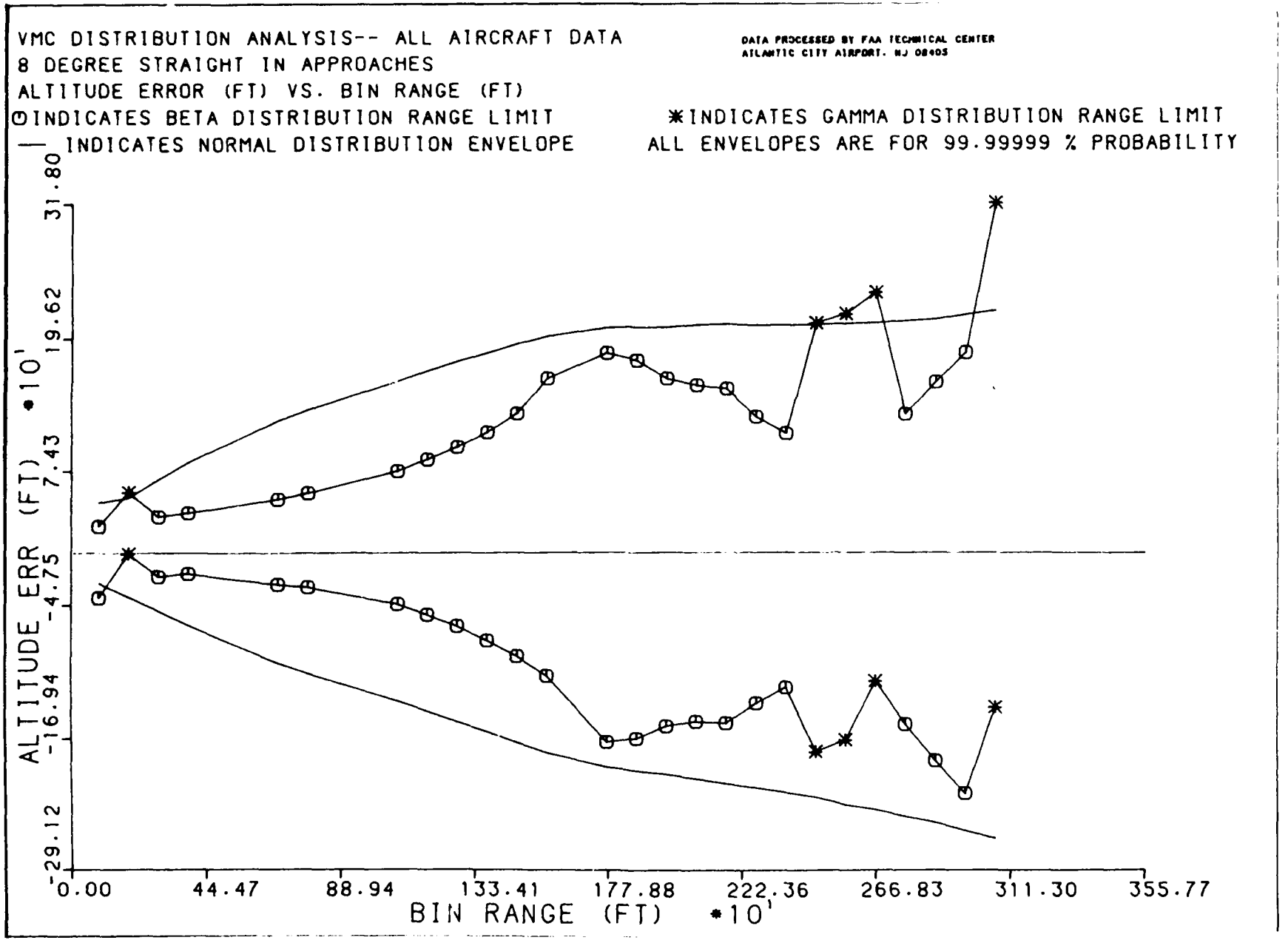

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
O INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
177.46
137.27
97.08
56.89
16.70
-23.49
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—| INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

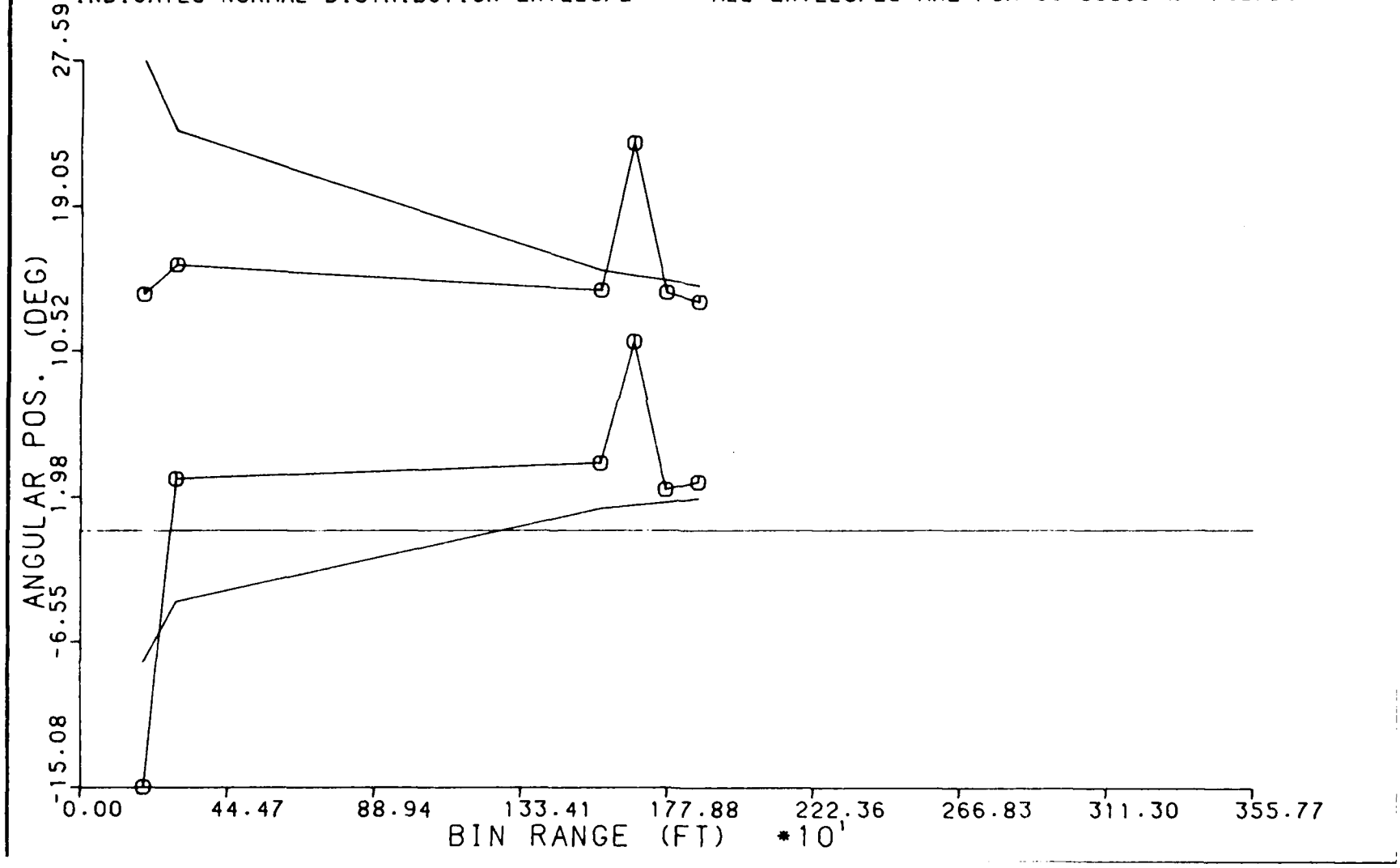


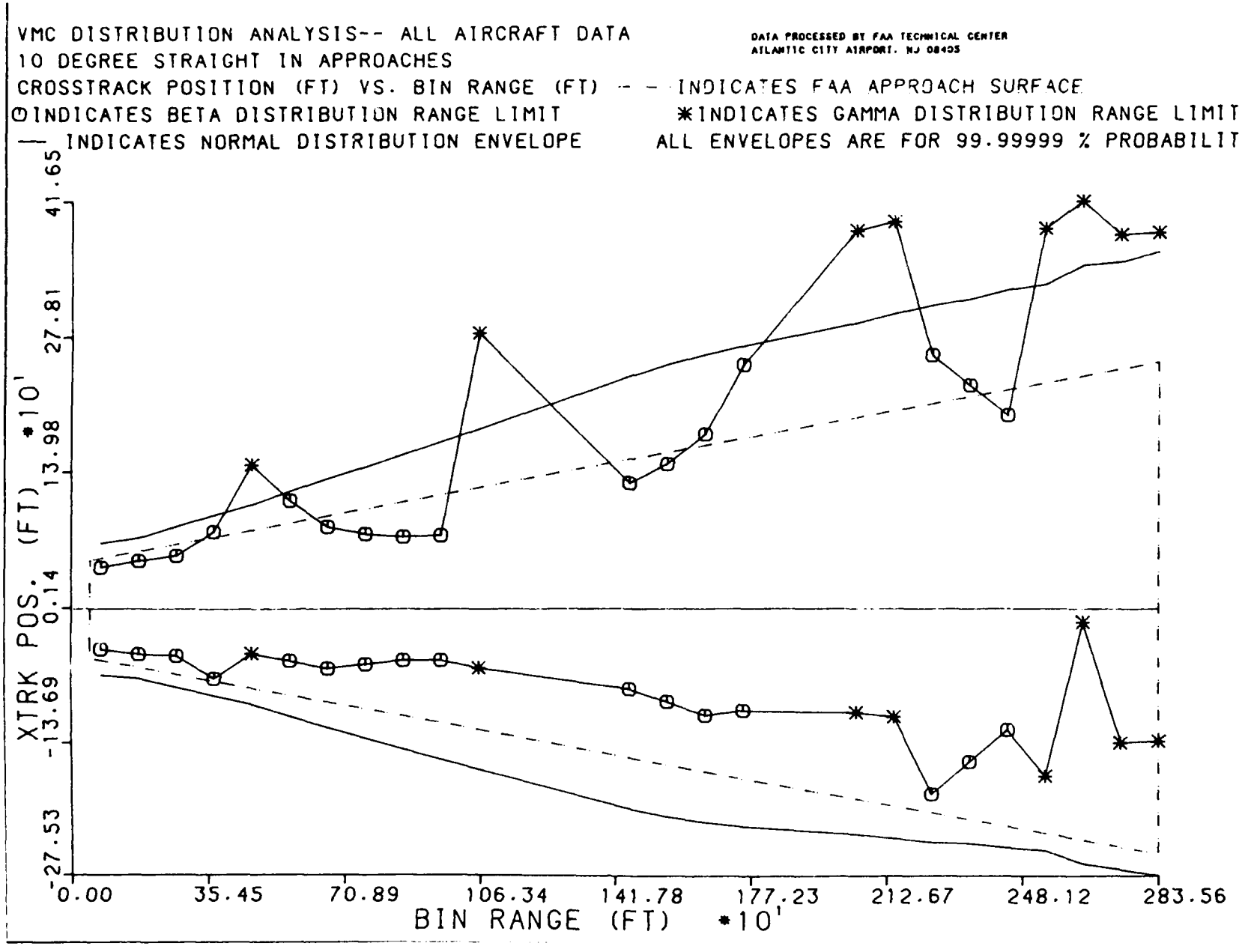

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10'
31.80
19.62
7.43
-4.75
-16.94
-29.12
0.00
44.47
88.94
133.41
177.88
222.36
266.83
311.30
355.77
BIN RANGE (FT) *10'

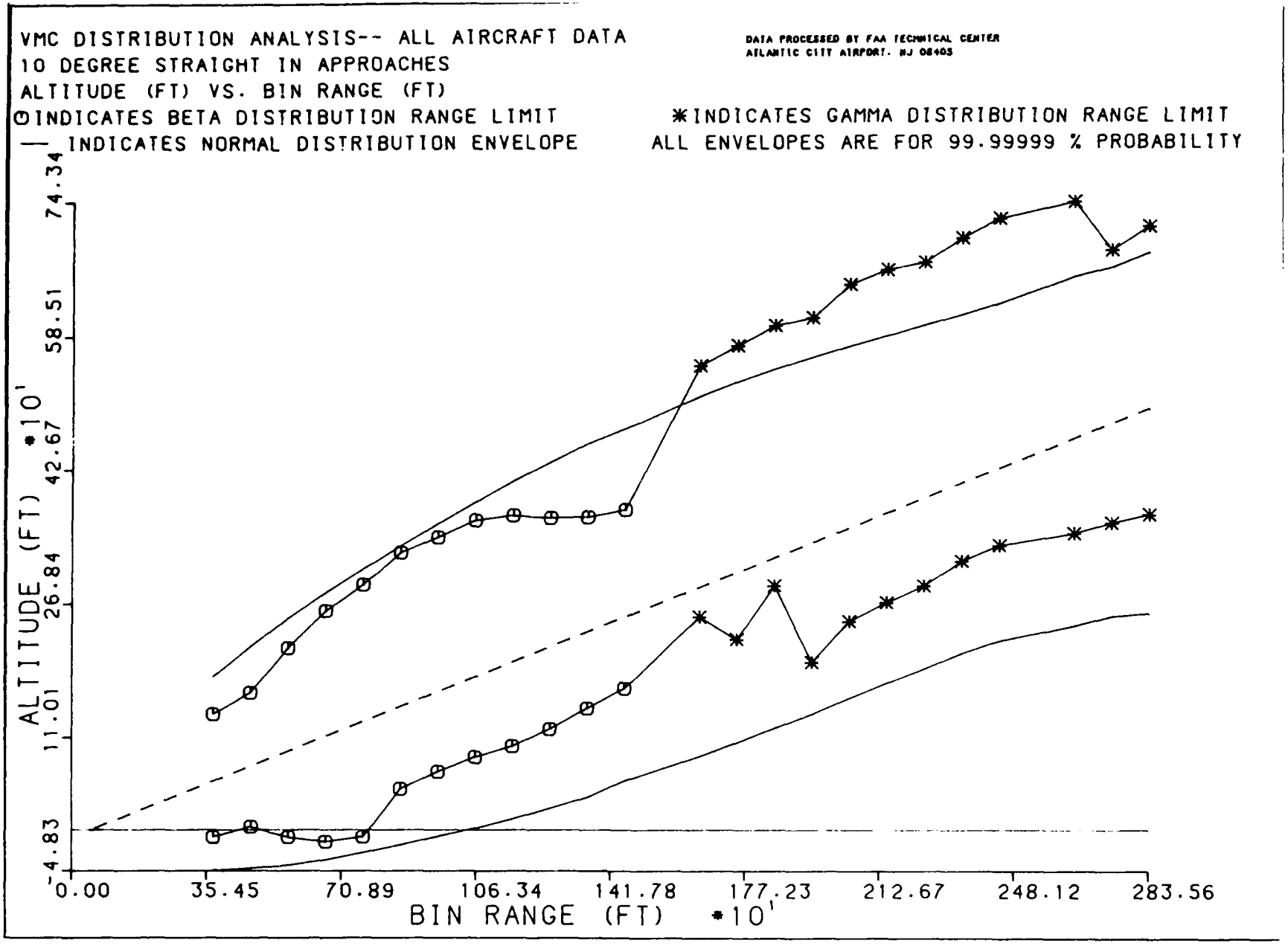
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

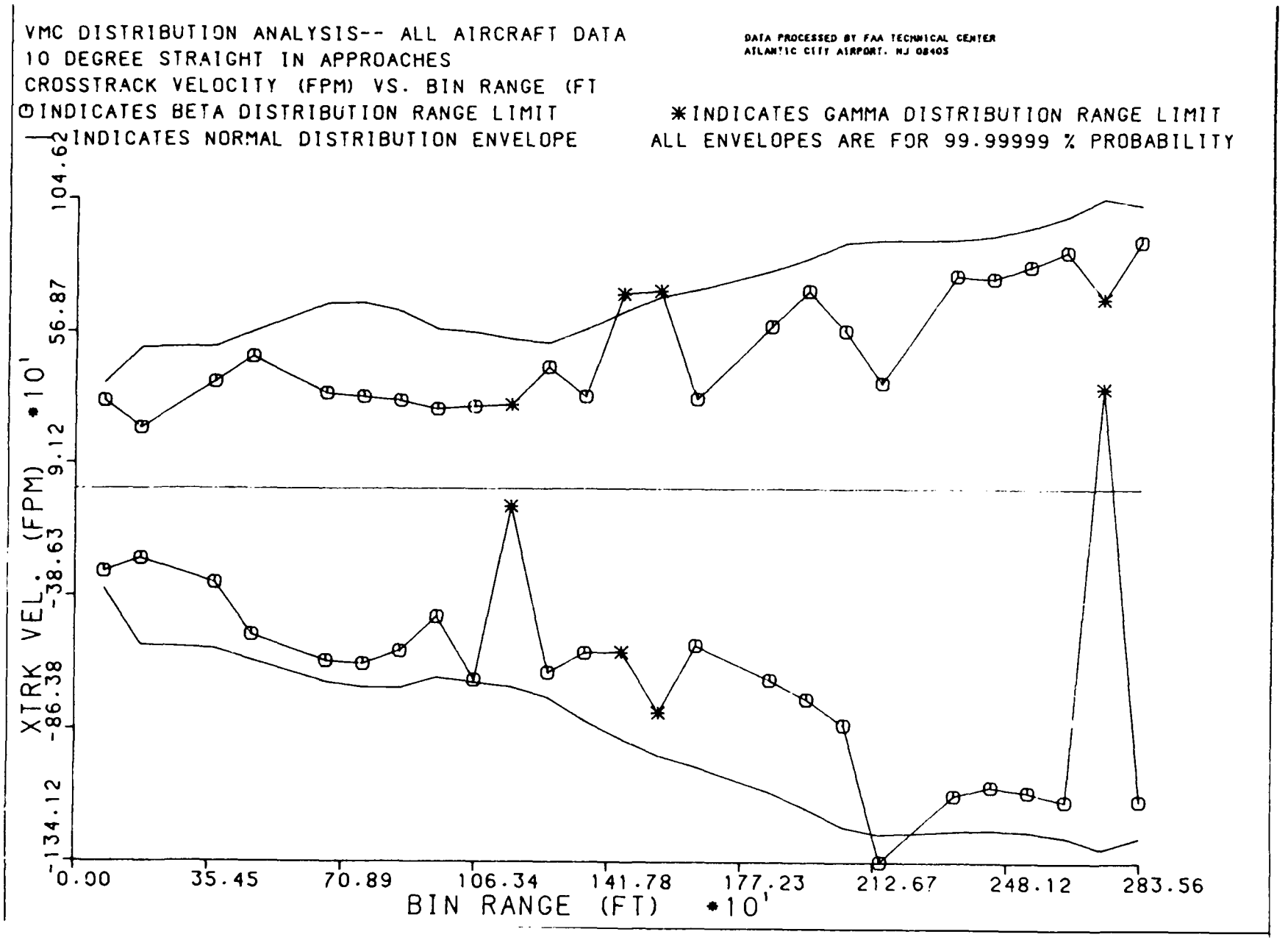
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

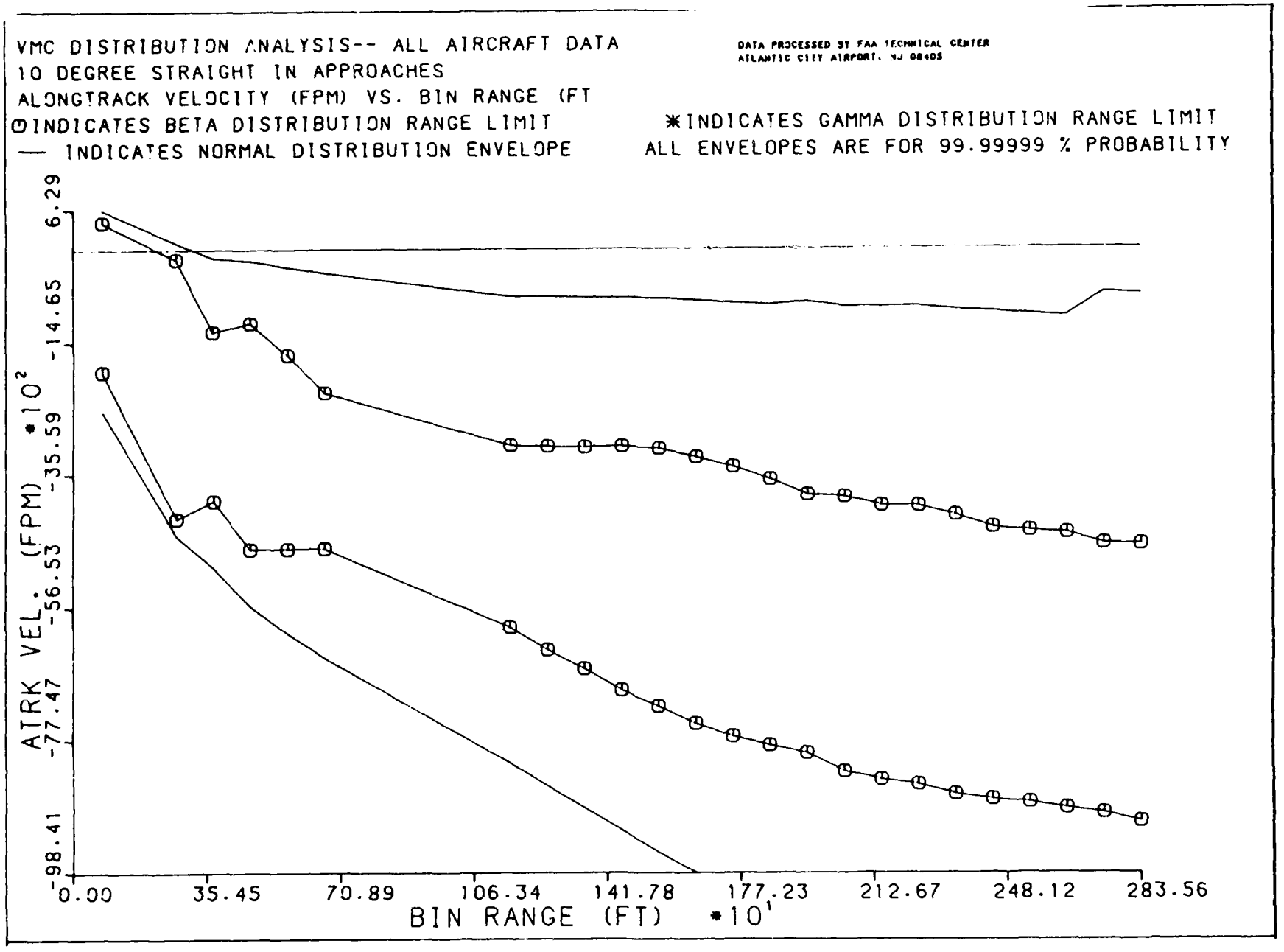
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10'
41.65
27.81
13.98
0.14
-13.69
-27.53
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
74.34
58.51
42.67
26.84
11.01
-4.83
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10'
104.62
56.87
9.12
-38.63
-86.38
-134.12
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

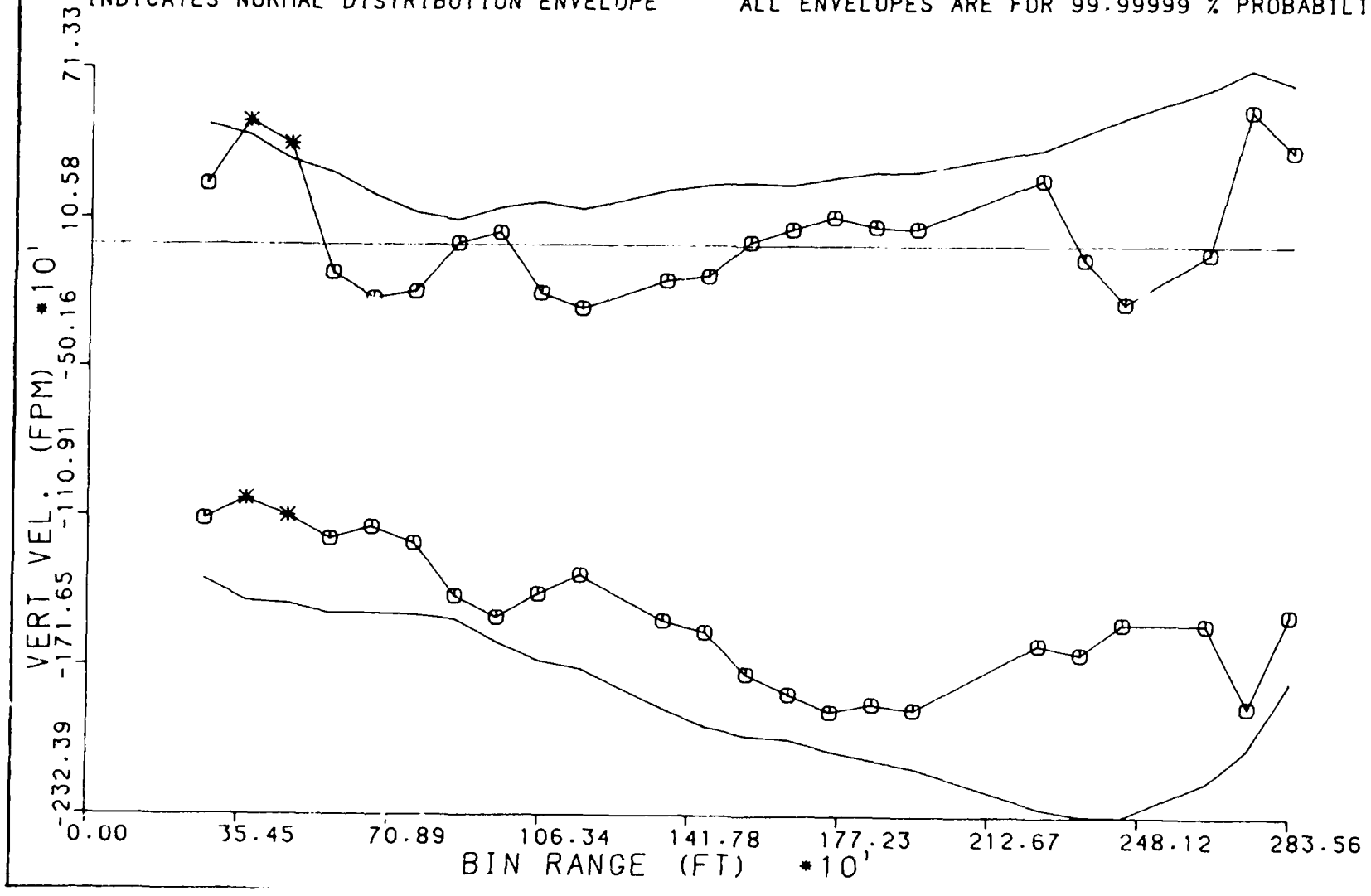

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
@INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
6.29
-14.65
-35.59
-56.53
-77.47
-98.41
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10¹

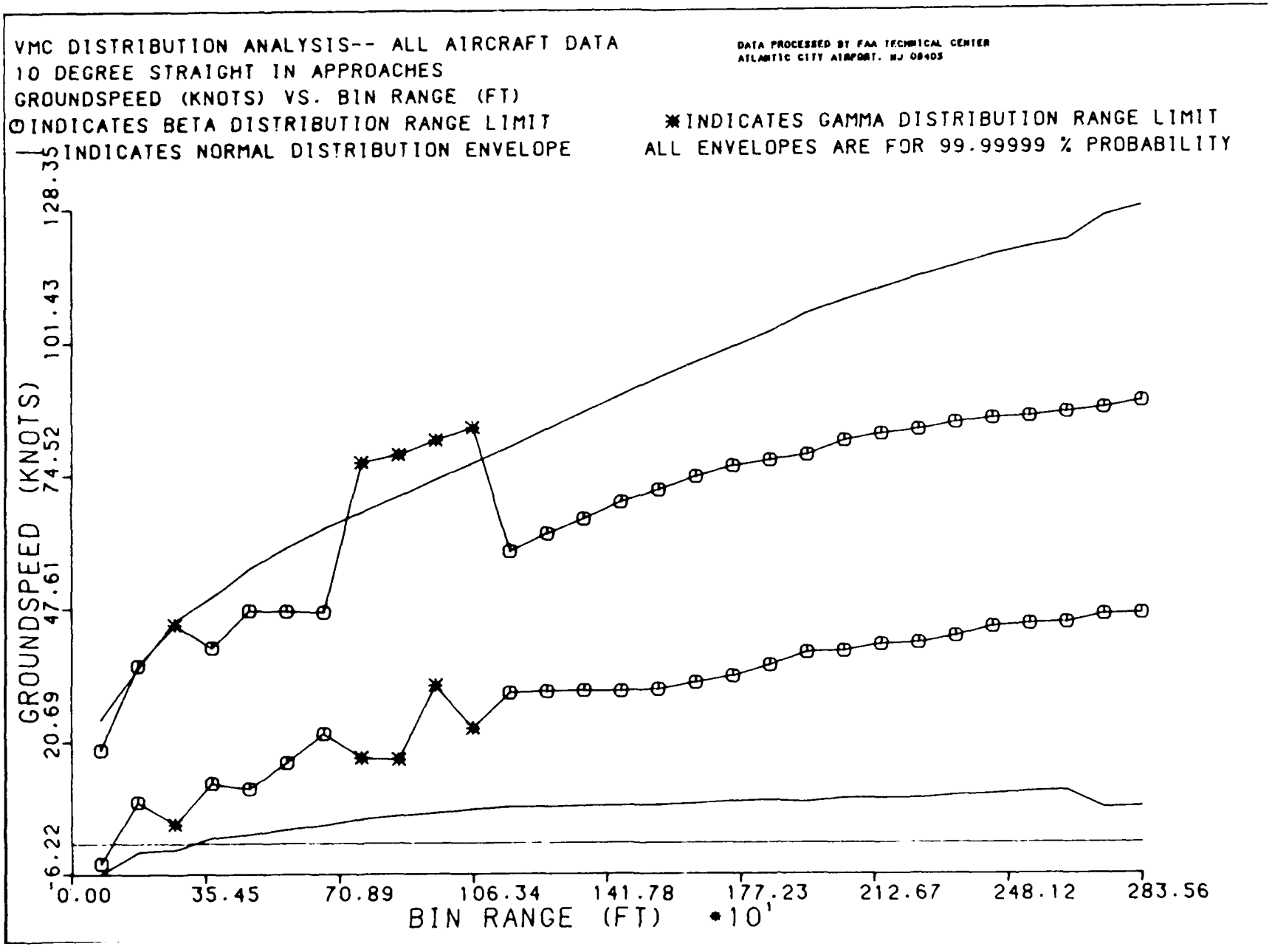
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| | INDICATES NORMAL DISTRIBUTION ENVELOPE

✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



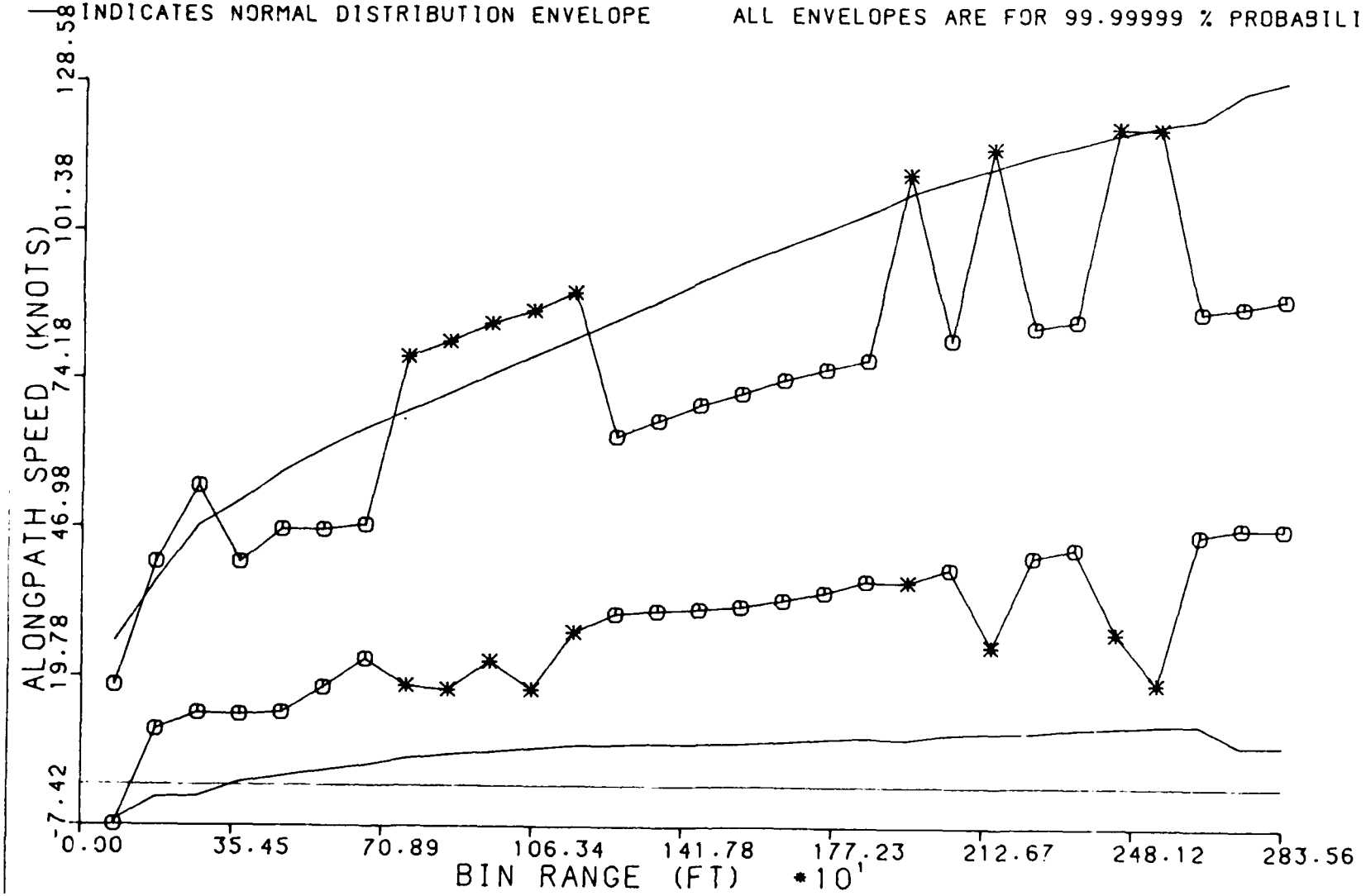

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
128.35
101.43
74.52
47.61
20.69
-6.22
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊖INDICATES NORMAL DISTRIBUTION ENVELOPE

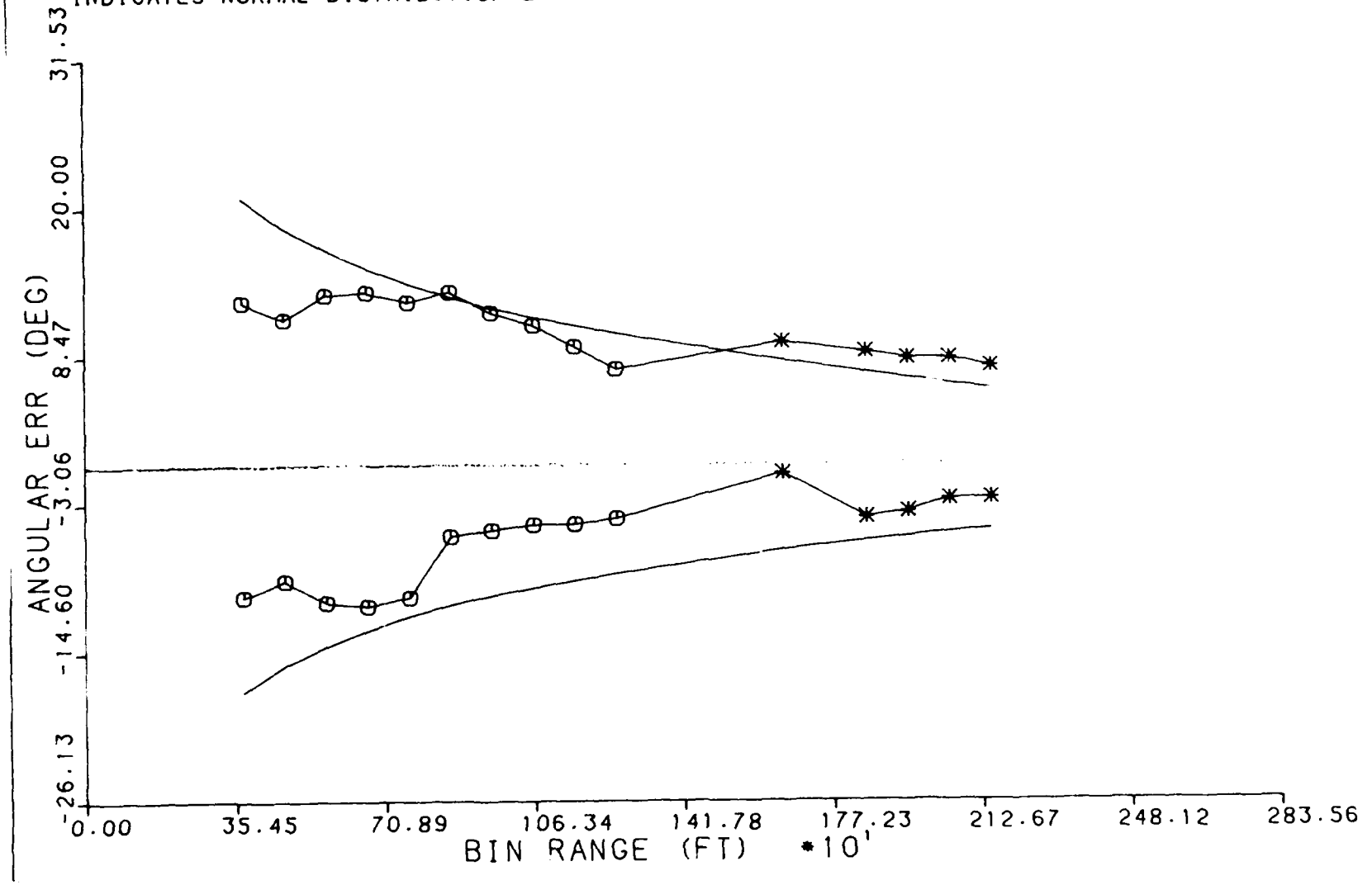
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

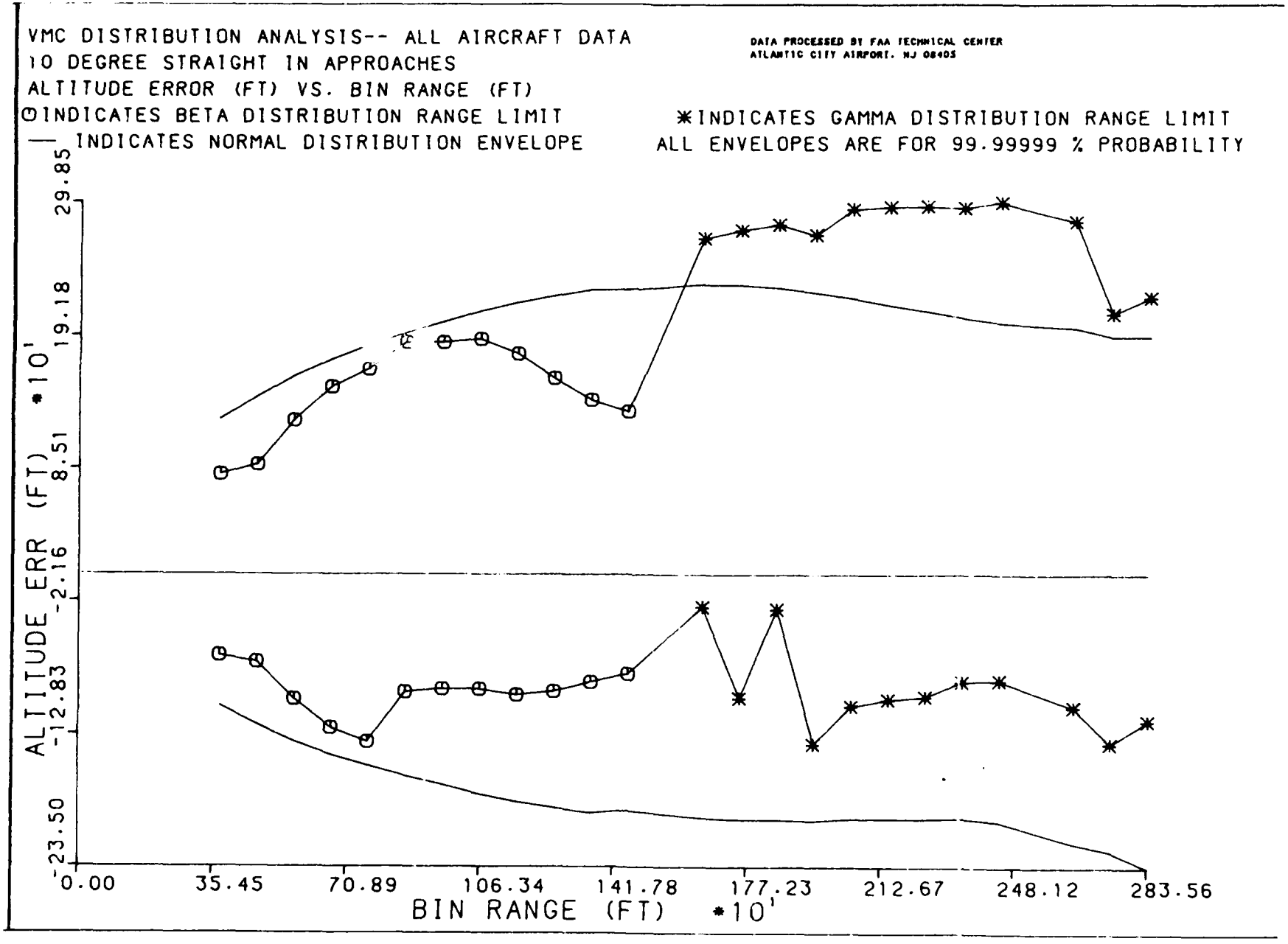


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

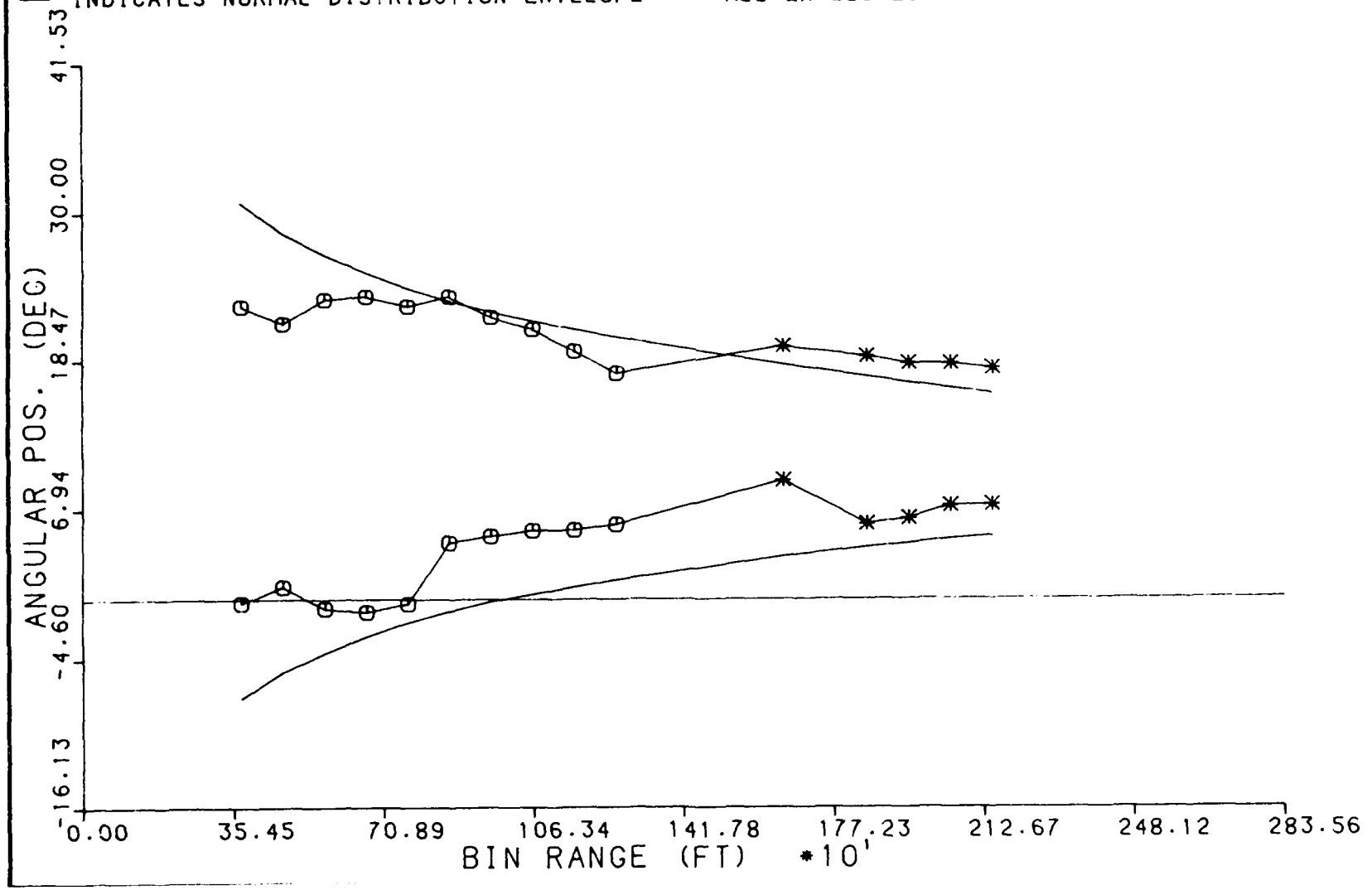


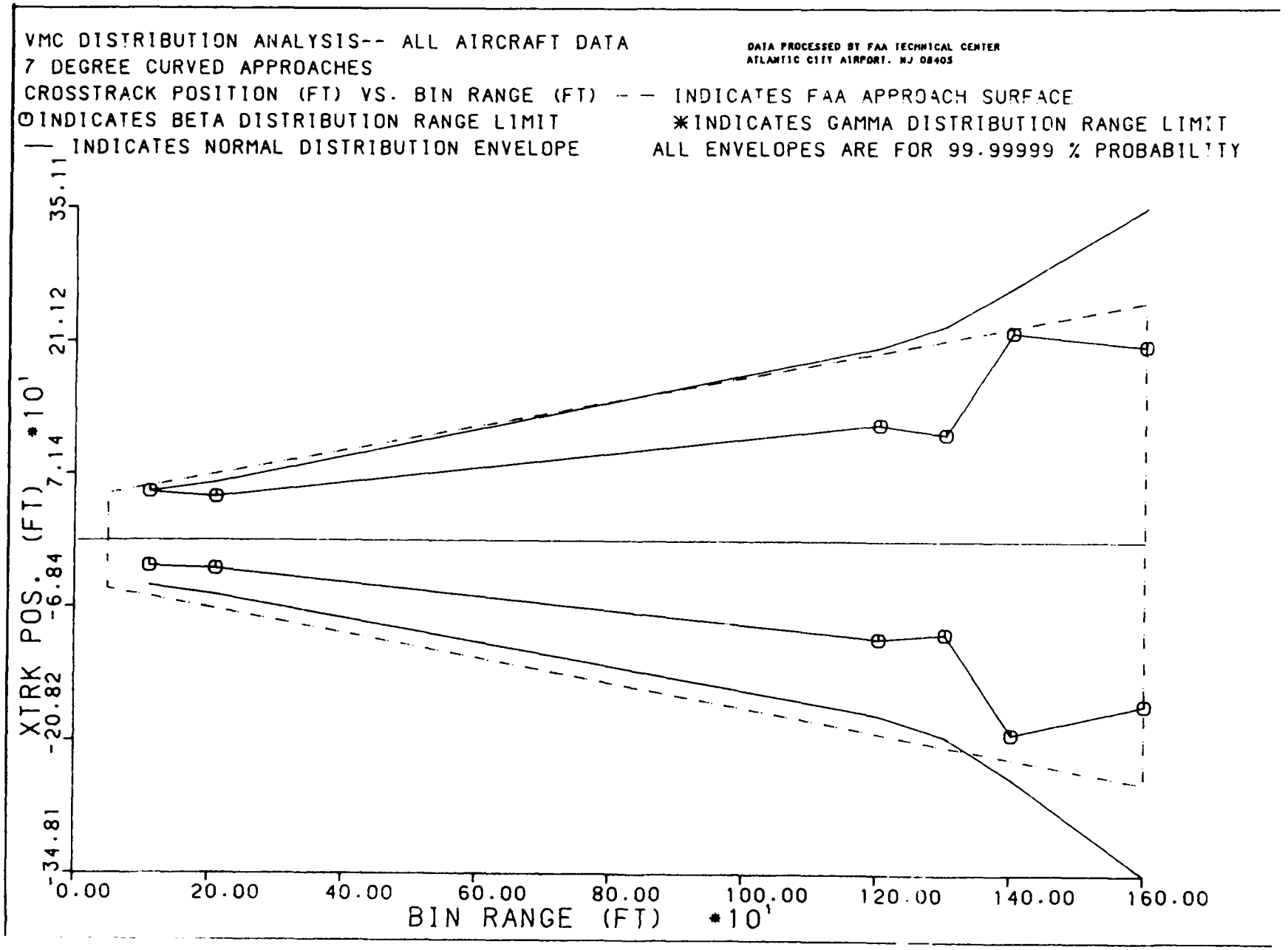

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10'
29.85
19.18
8.51
-2.16
-12.83
-23.50
0.00
35.45
70.89
106.34
141.78
177.23
212.67
248.12
283.56
BIN RANGE (FT) *10'

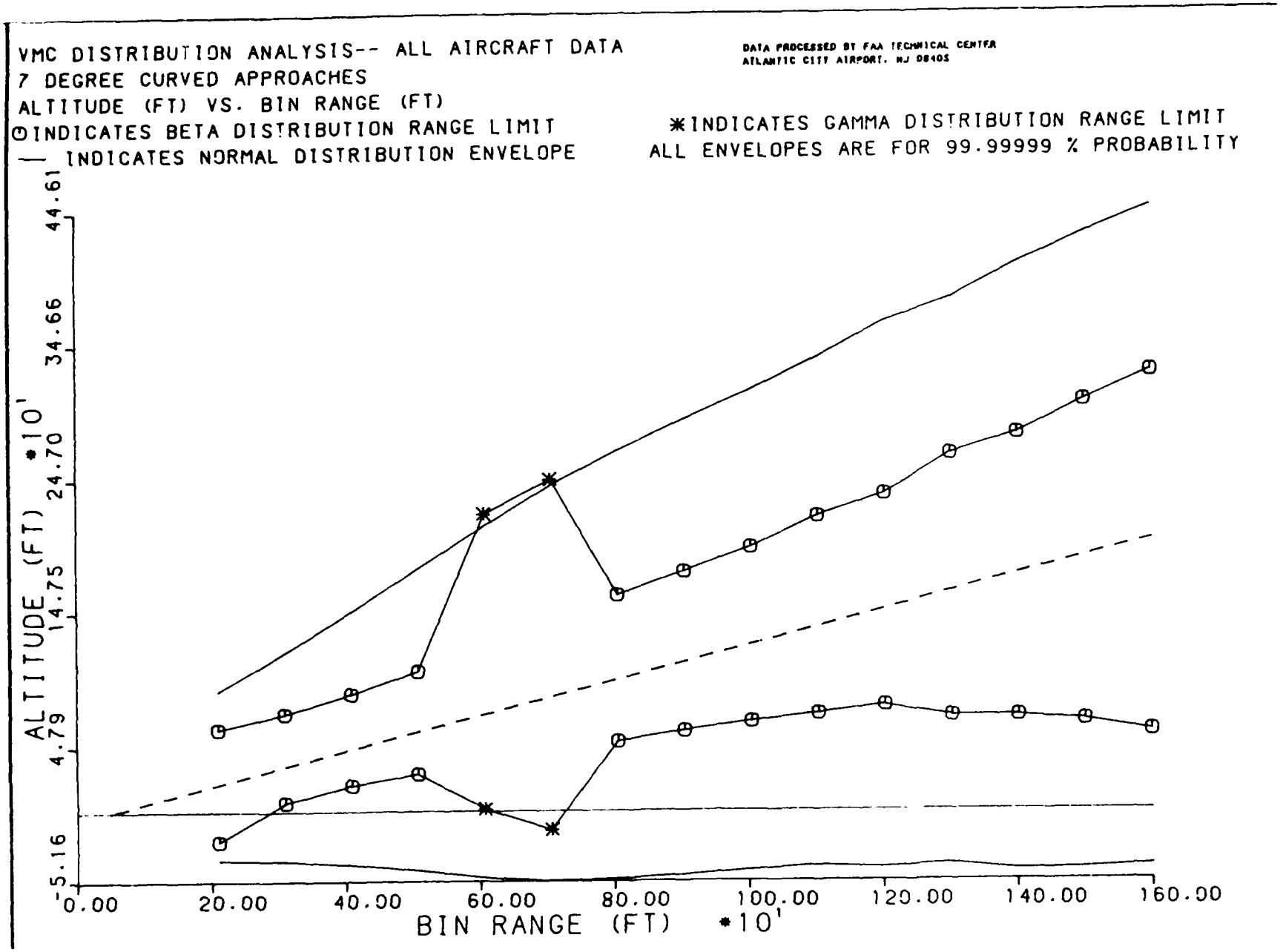
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT IN APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

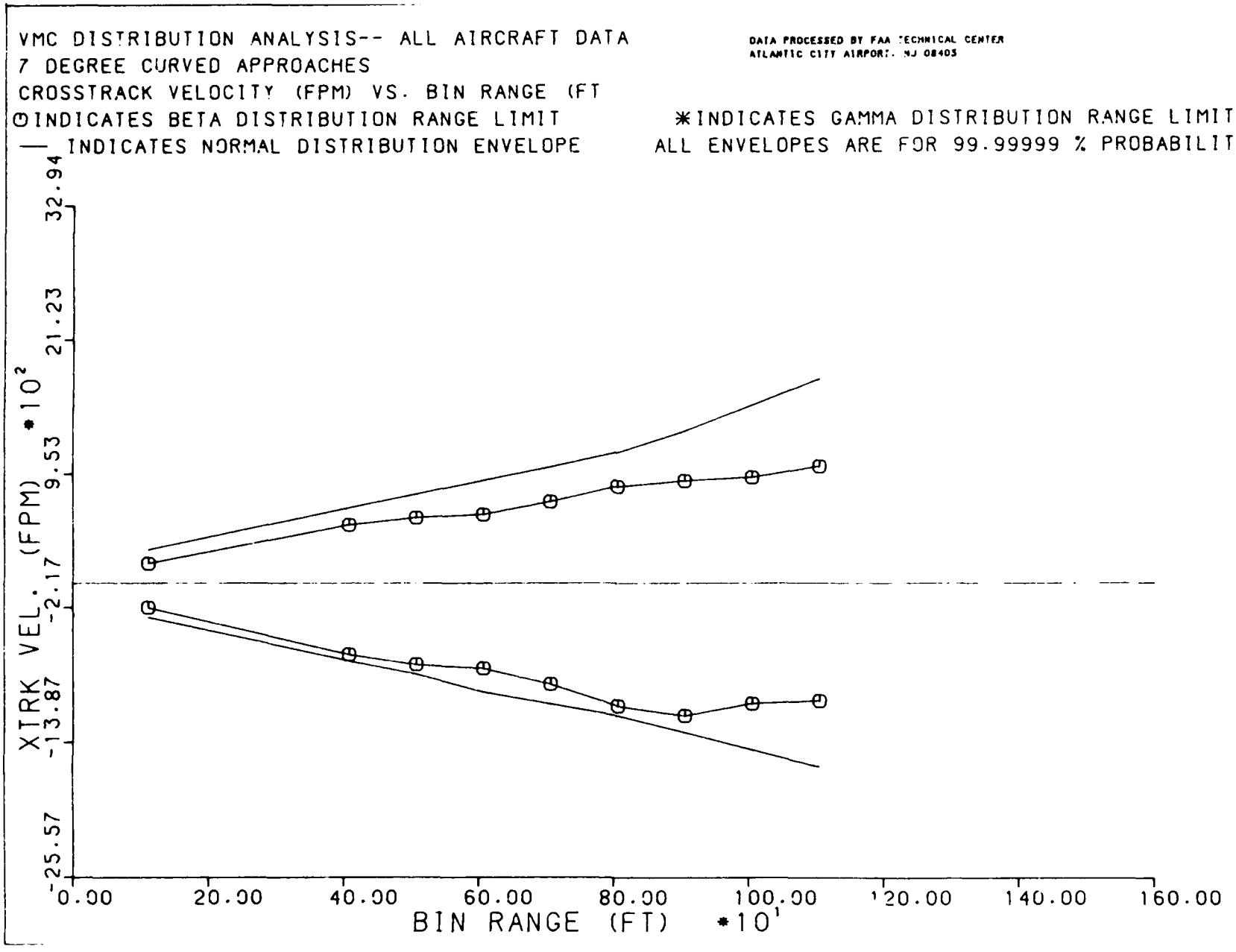
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
-- INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
35.11
21.12
7.14
-6.84
-20.82
-34.81
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
44.61
34.66
24.70
14.75
4.79
-5.16
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

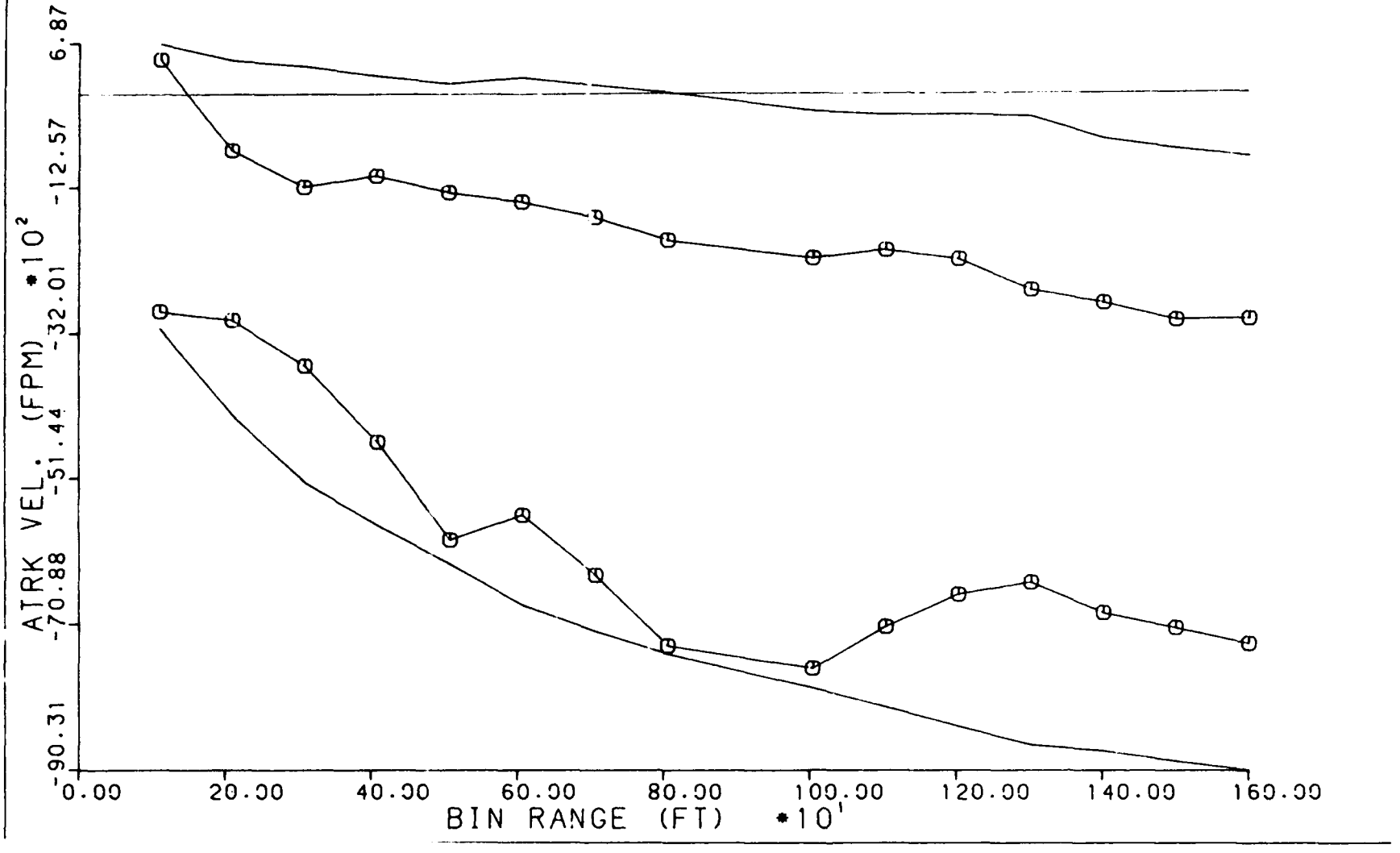

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
32.94
21.23
9.53
-2.17
-13.87
-25.57
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

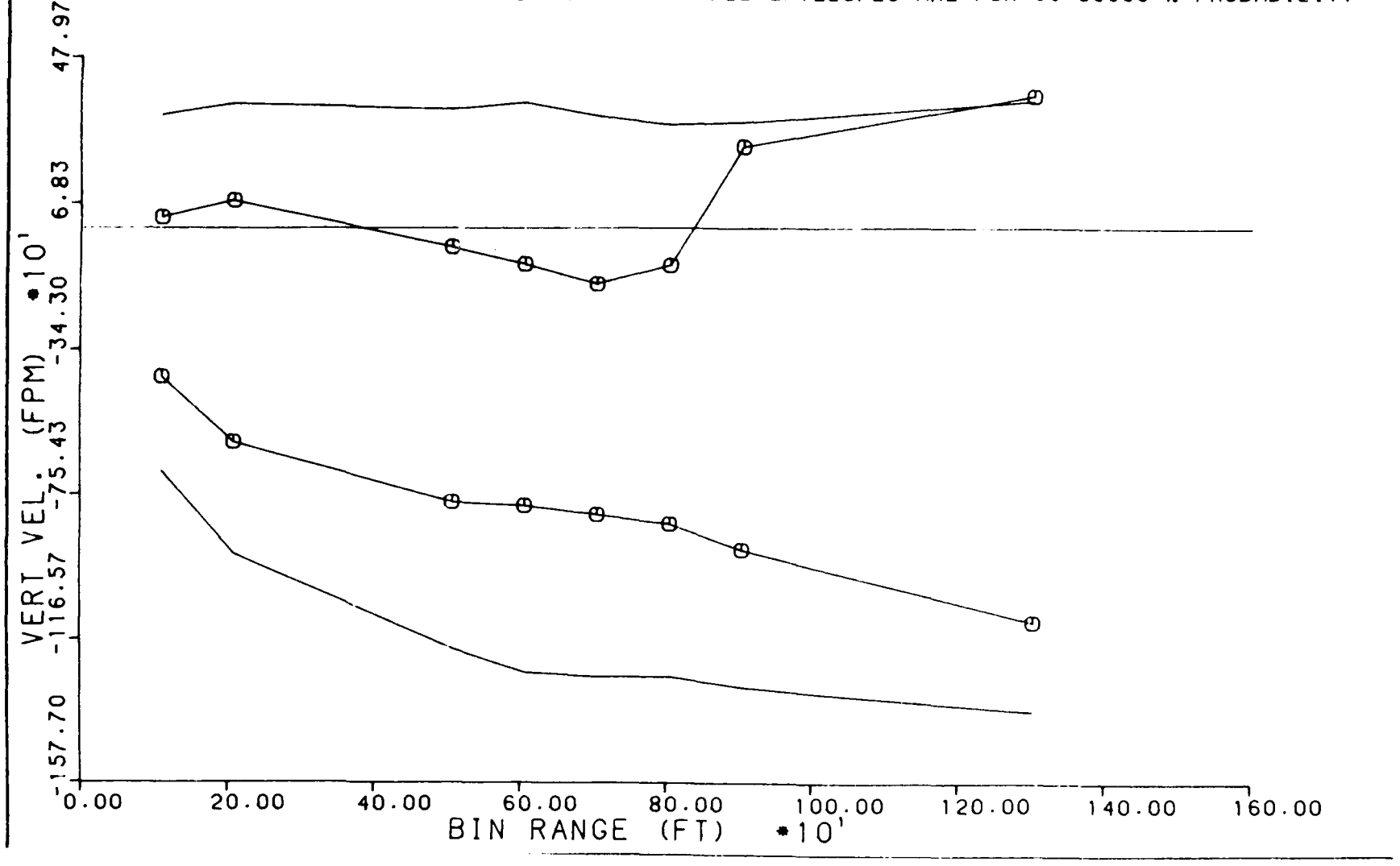


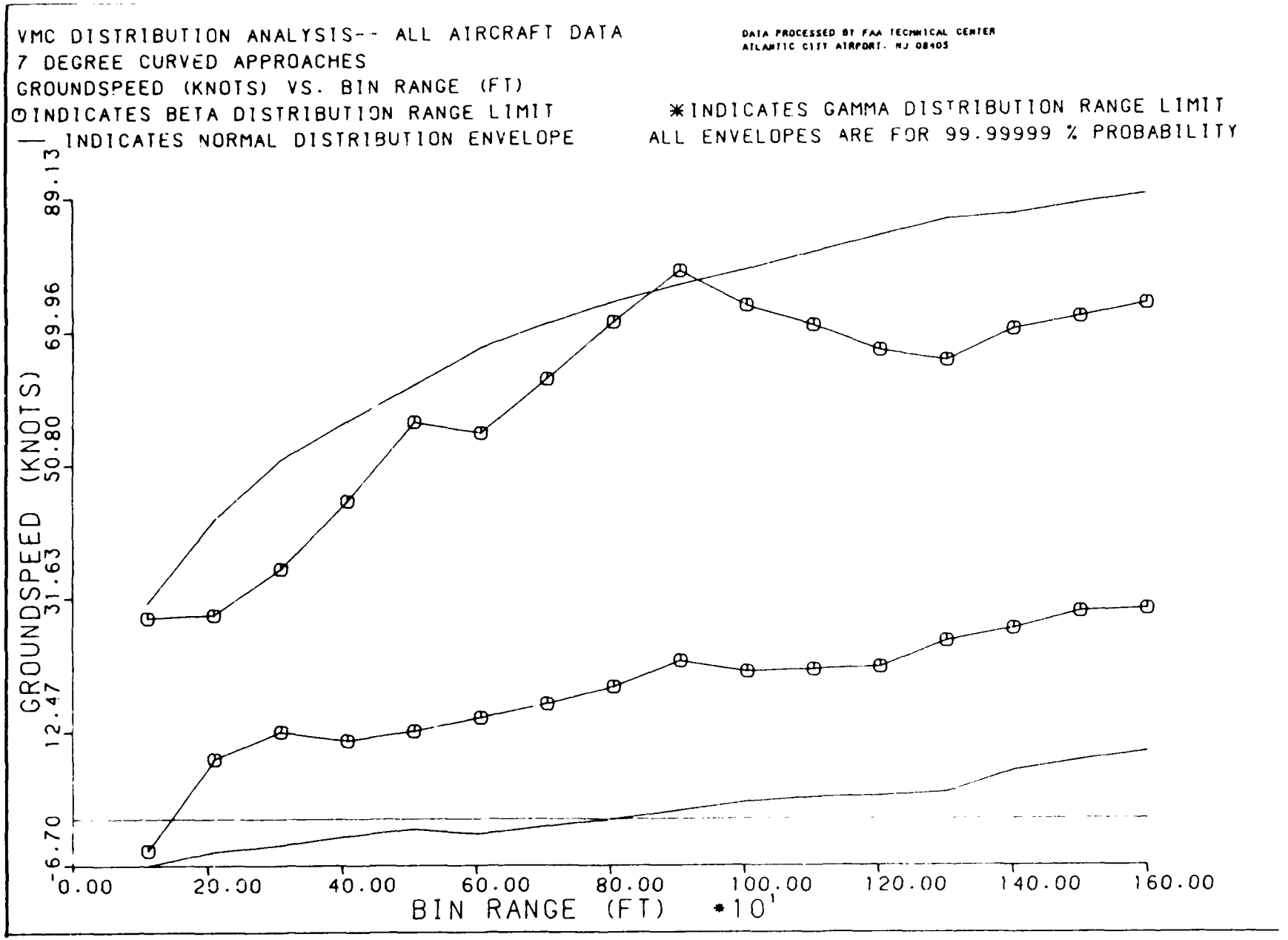
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

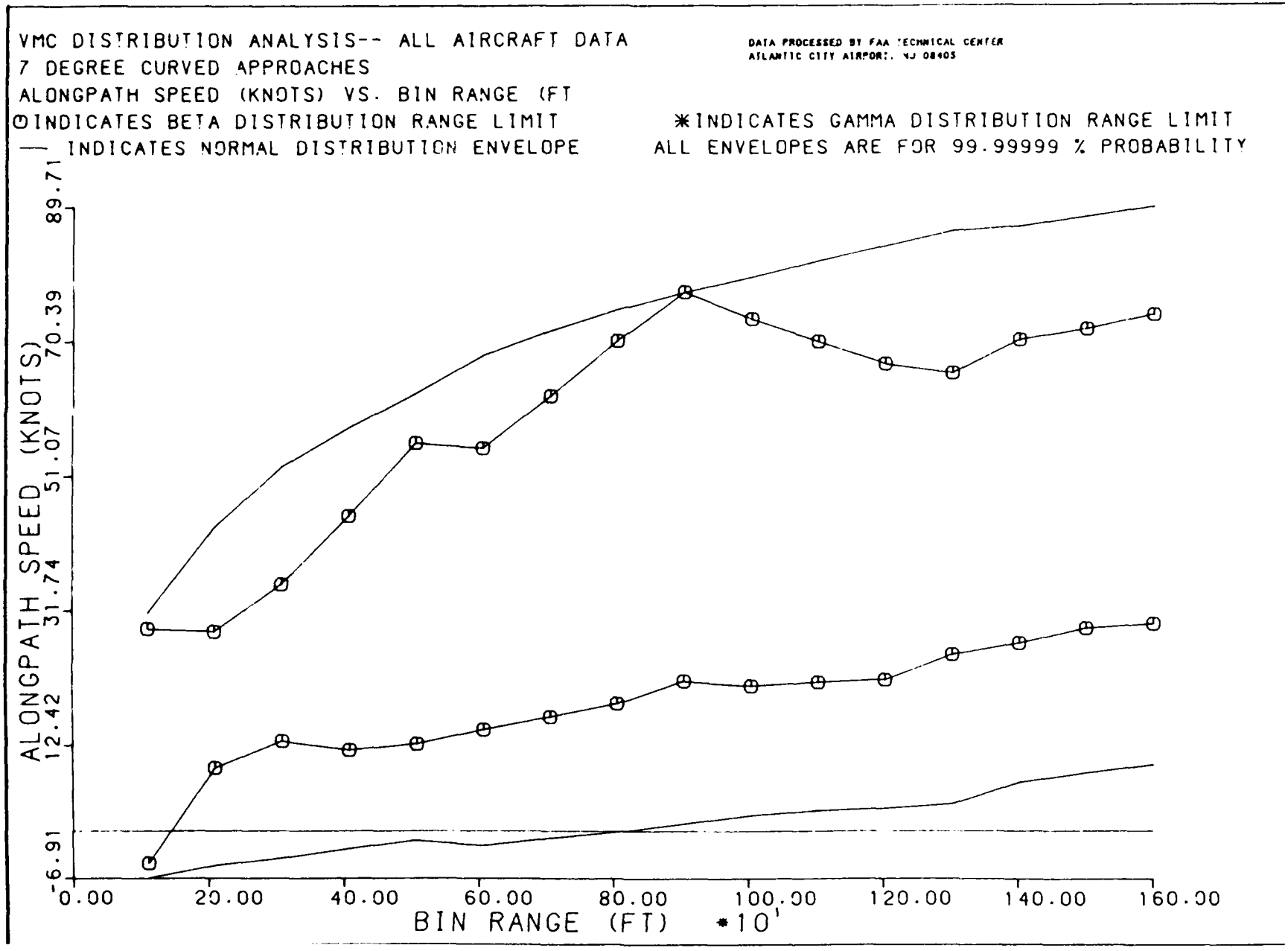
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE

✱ INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



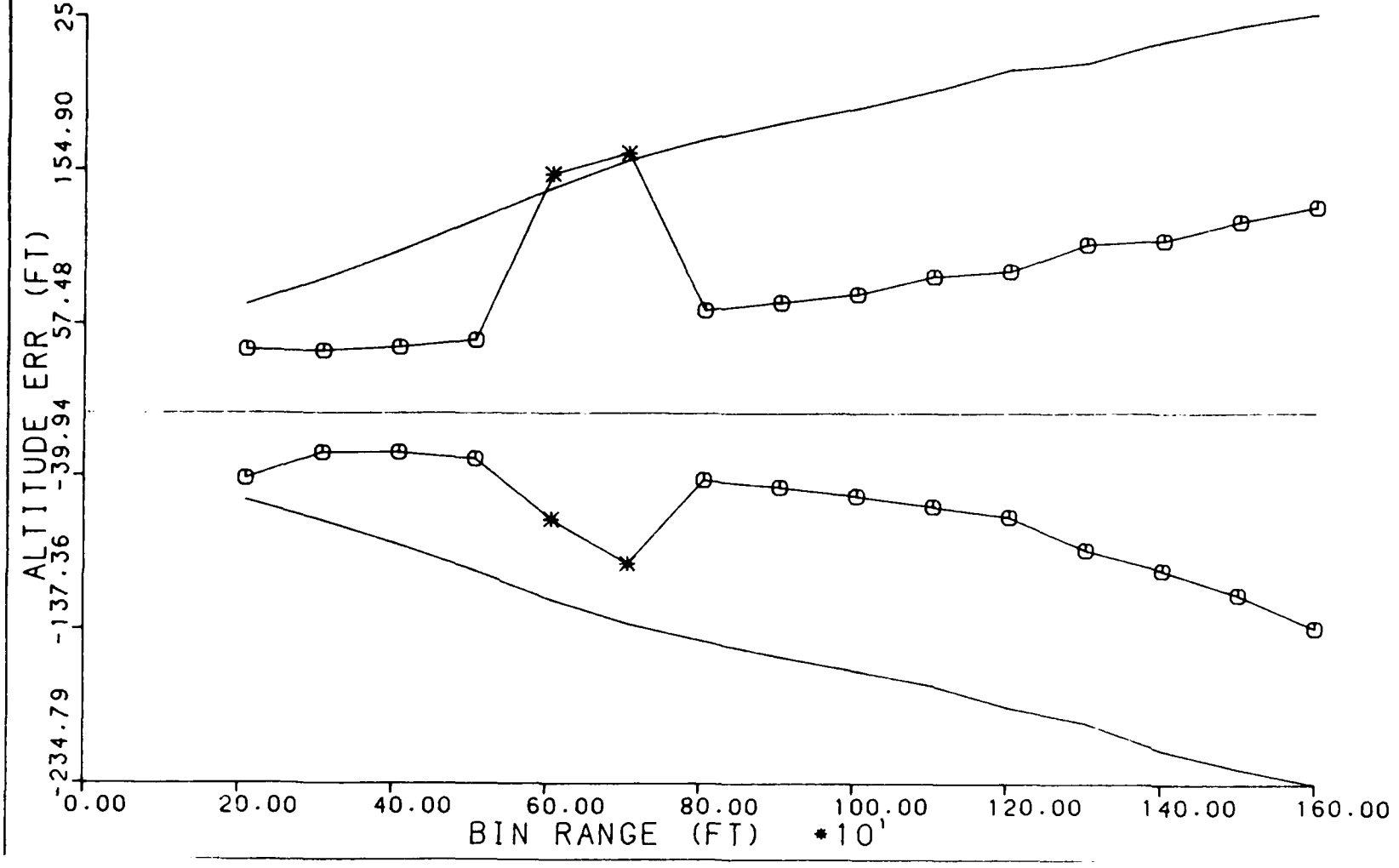

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
89.13
69.96
50.80
31.63
12.47
-6.70
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

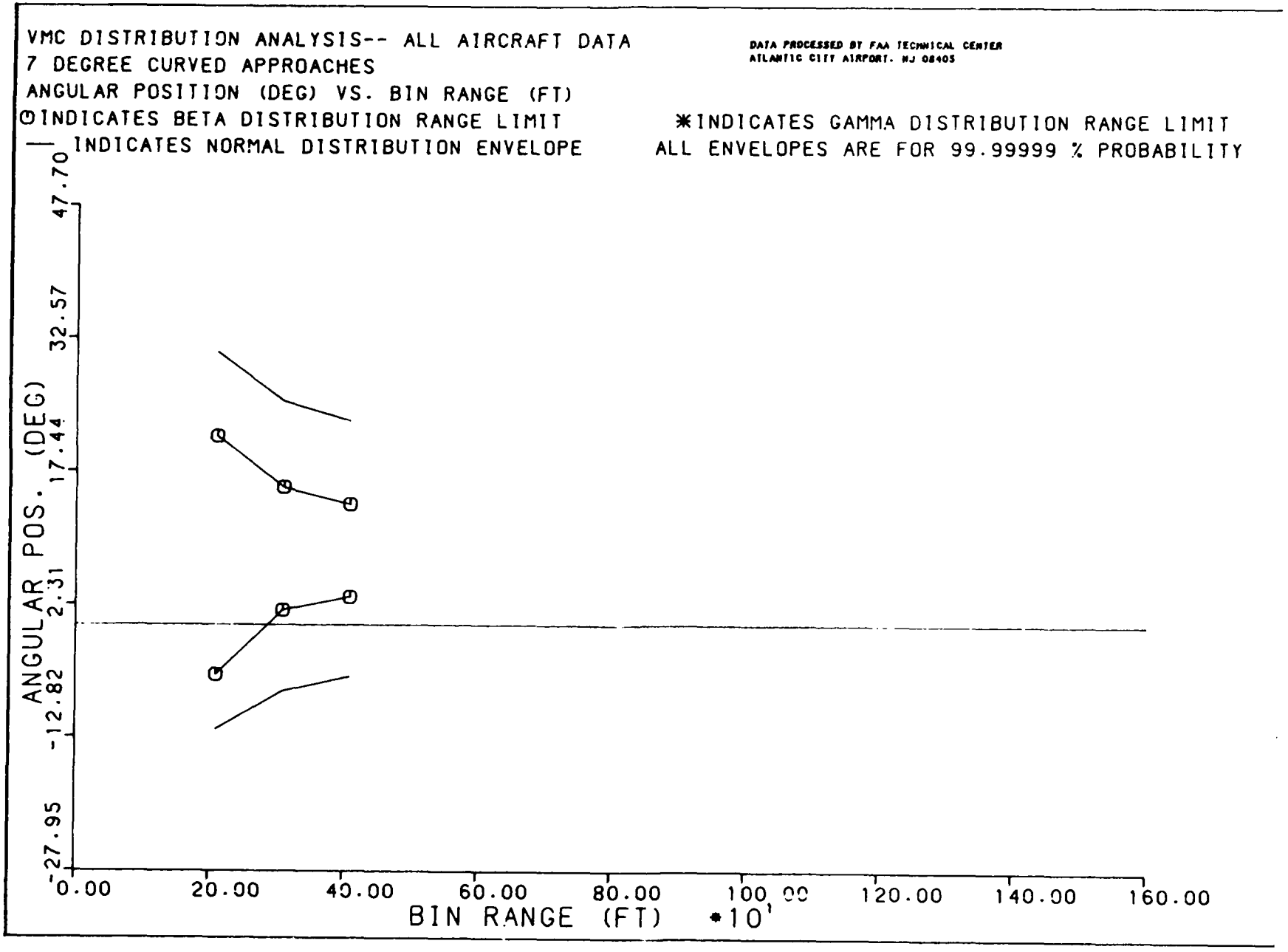

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
89.71
70.39
51.07
31.74
12.42
-6.91
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
|—|INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

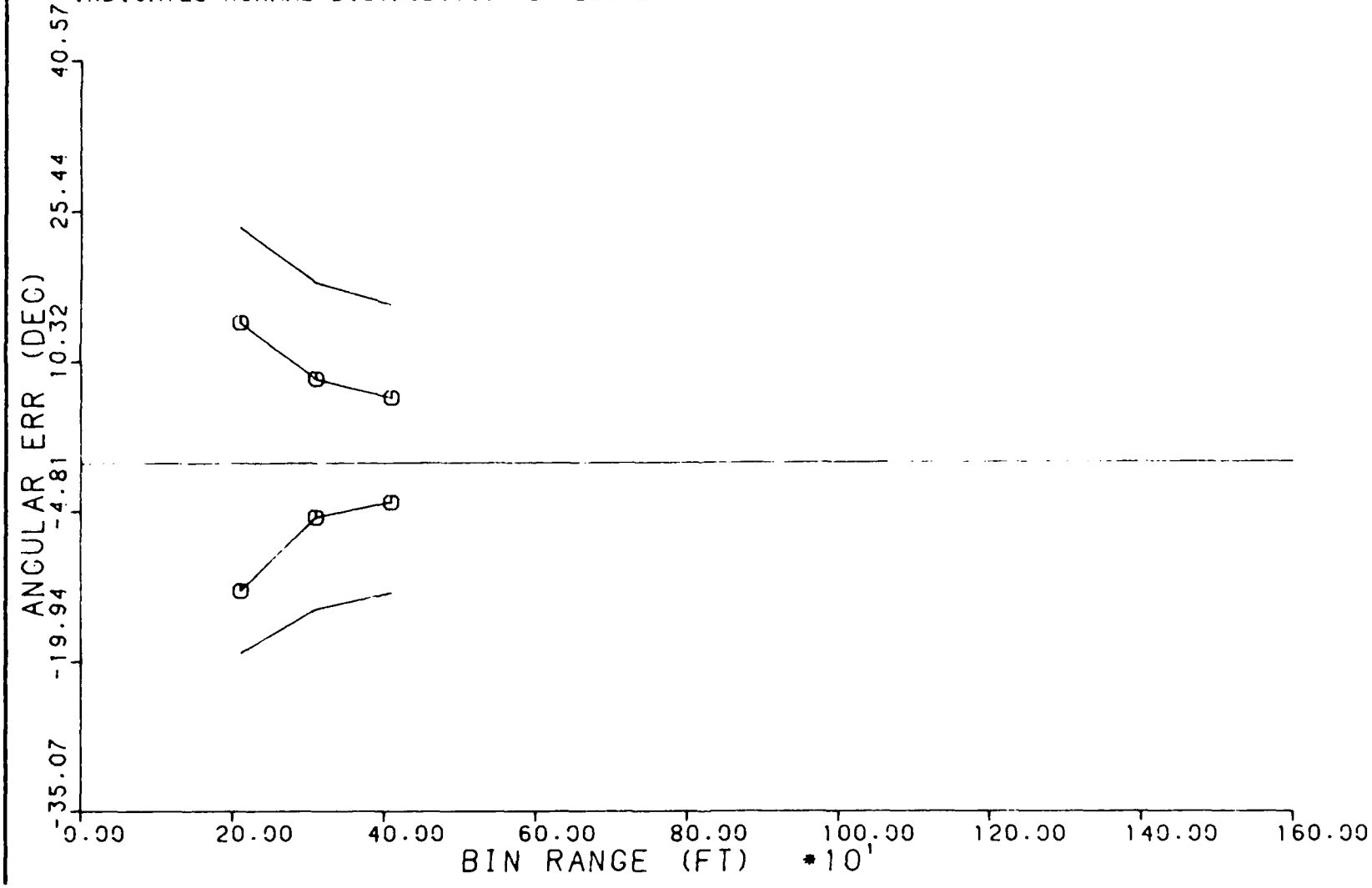


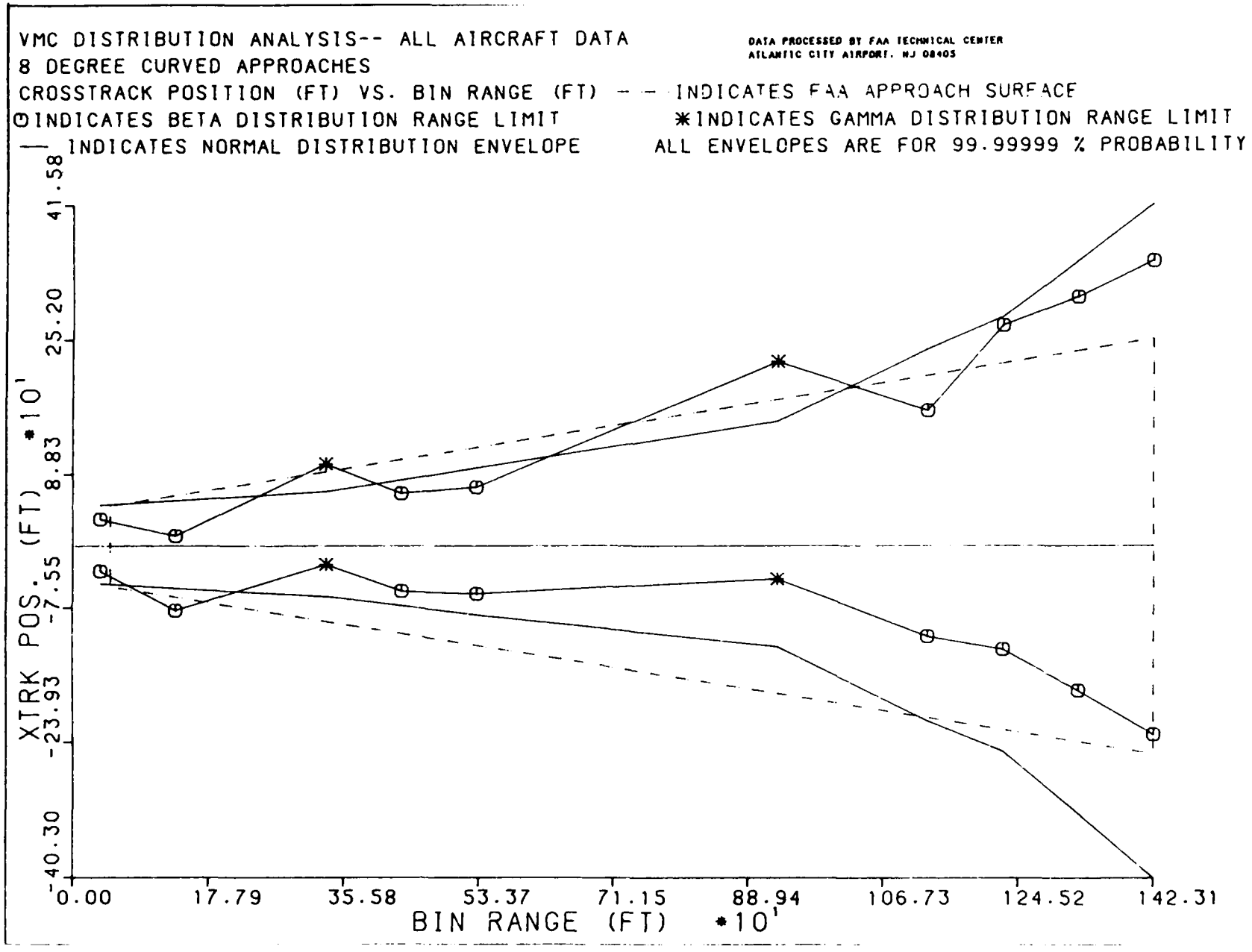

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
47.70
32.57
17.44
2.31
-12.82
-27.95
0.00
20.00
40.00
60.00
80.00
100.00
120.00
140.00
160.00
BIN RANGE (FT) *10¹

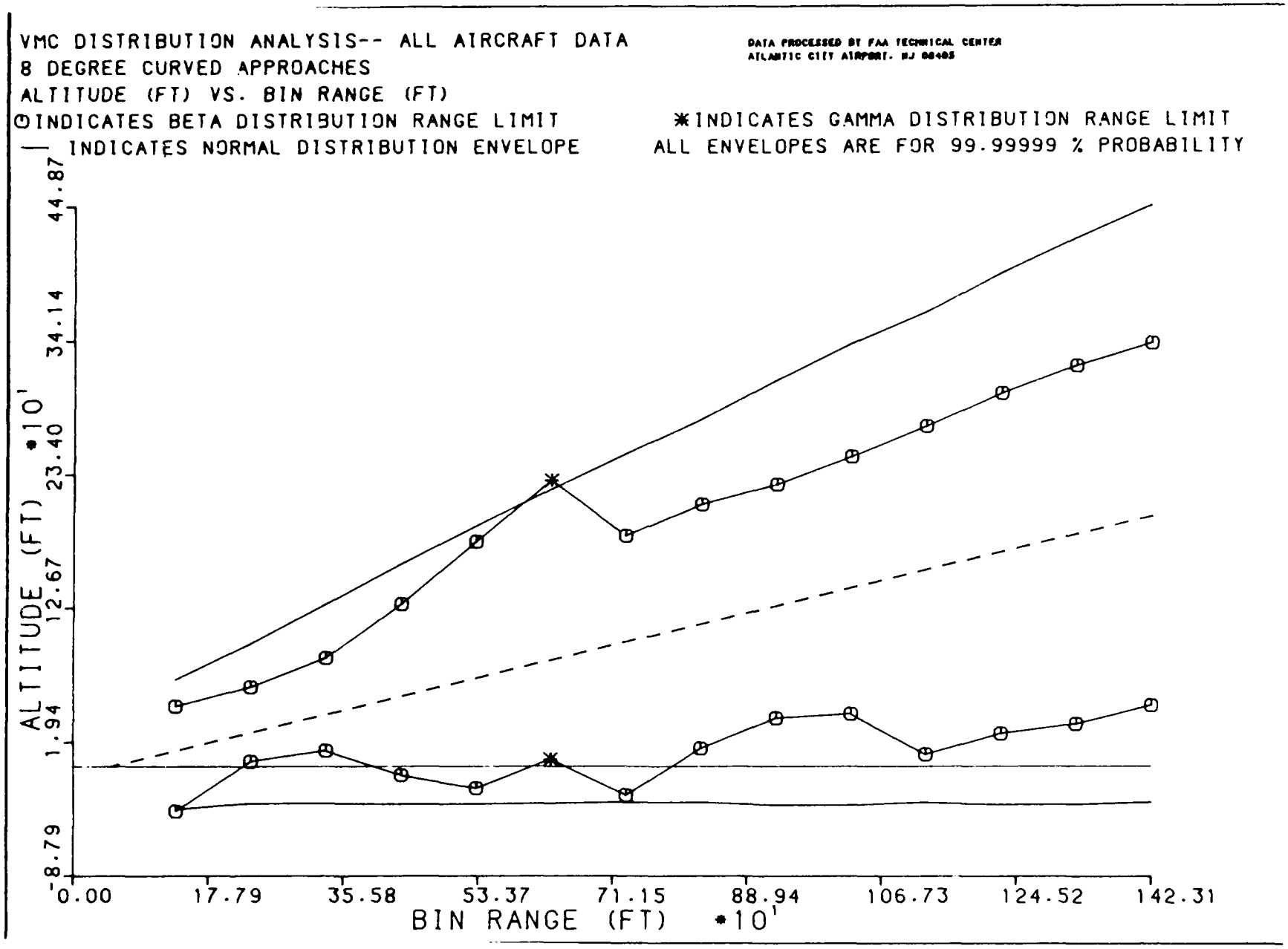
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

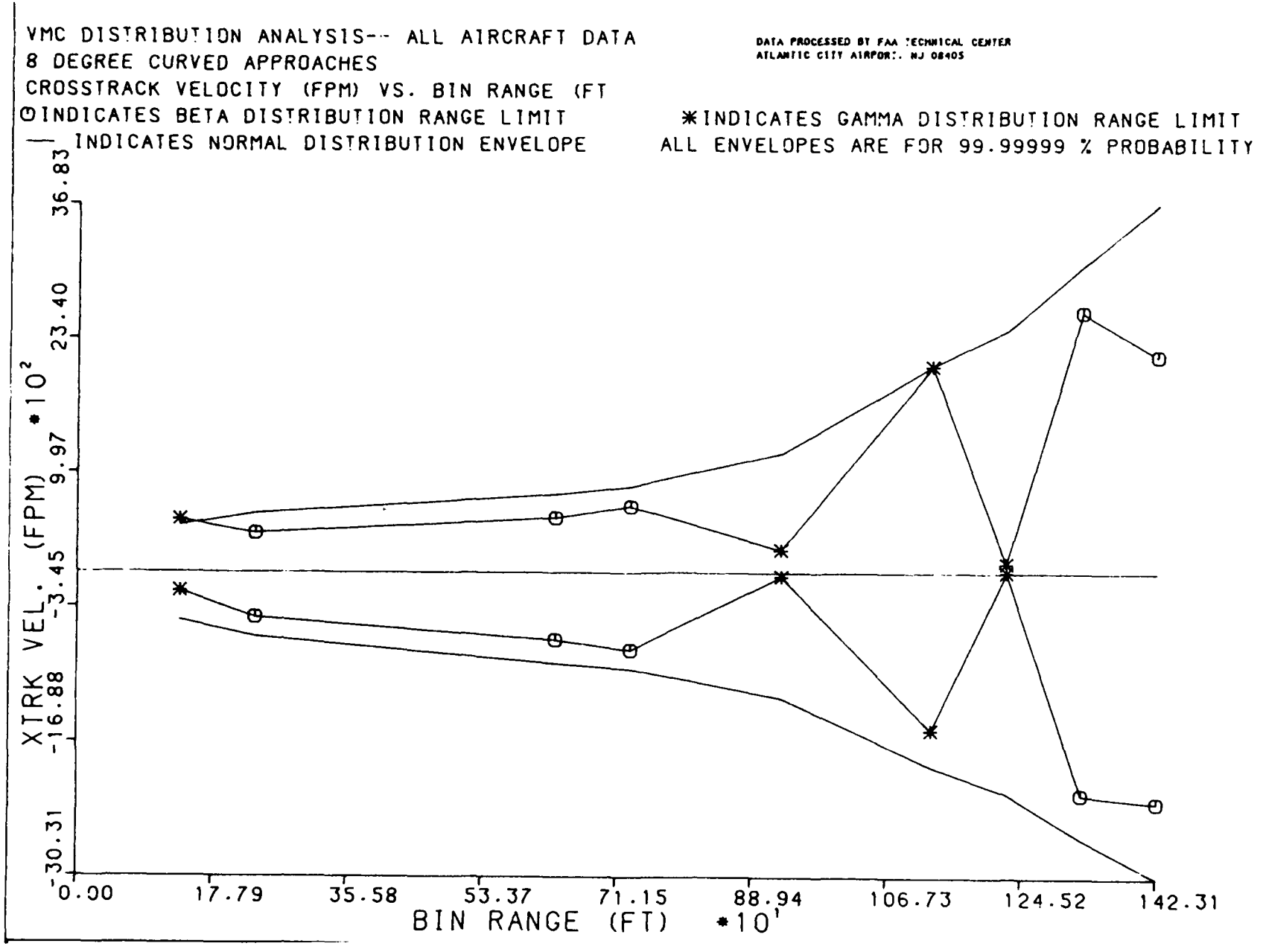
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

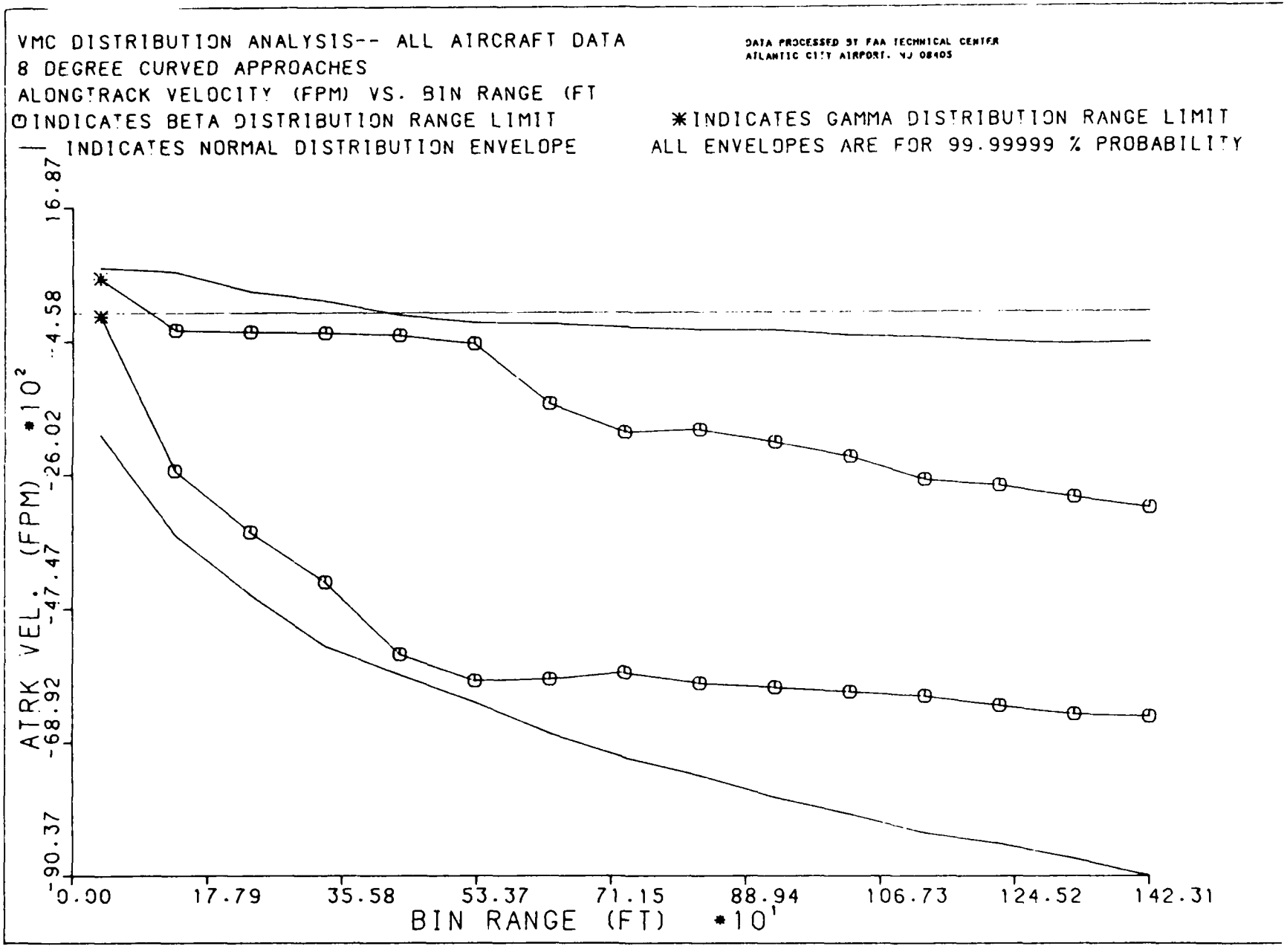
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

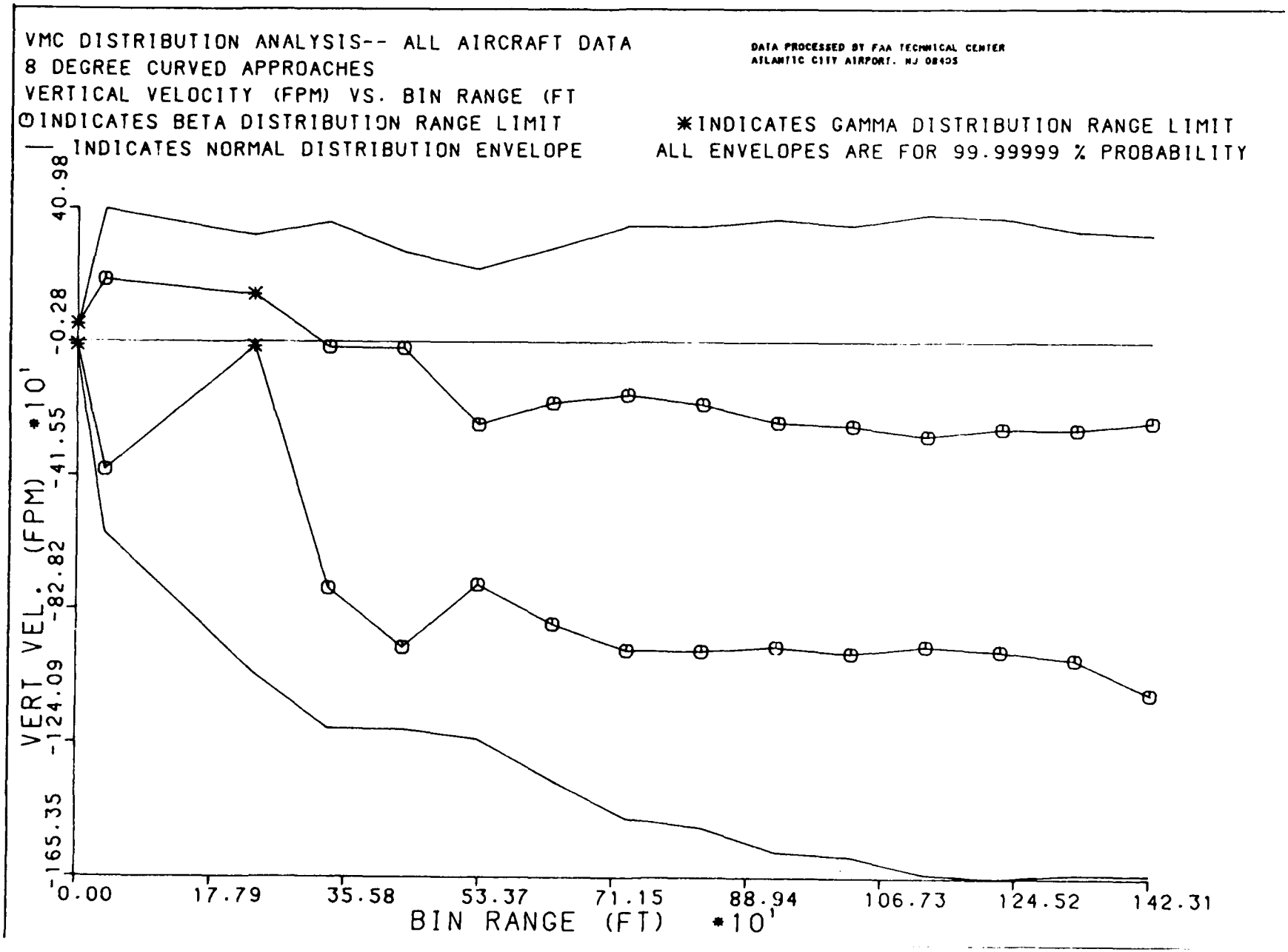


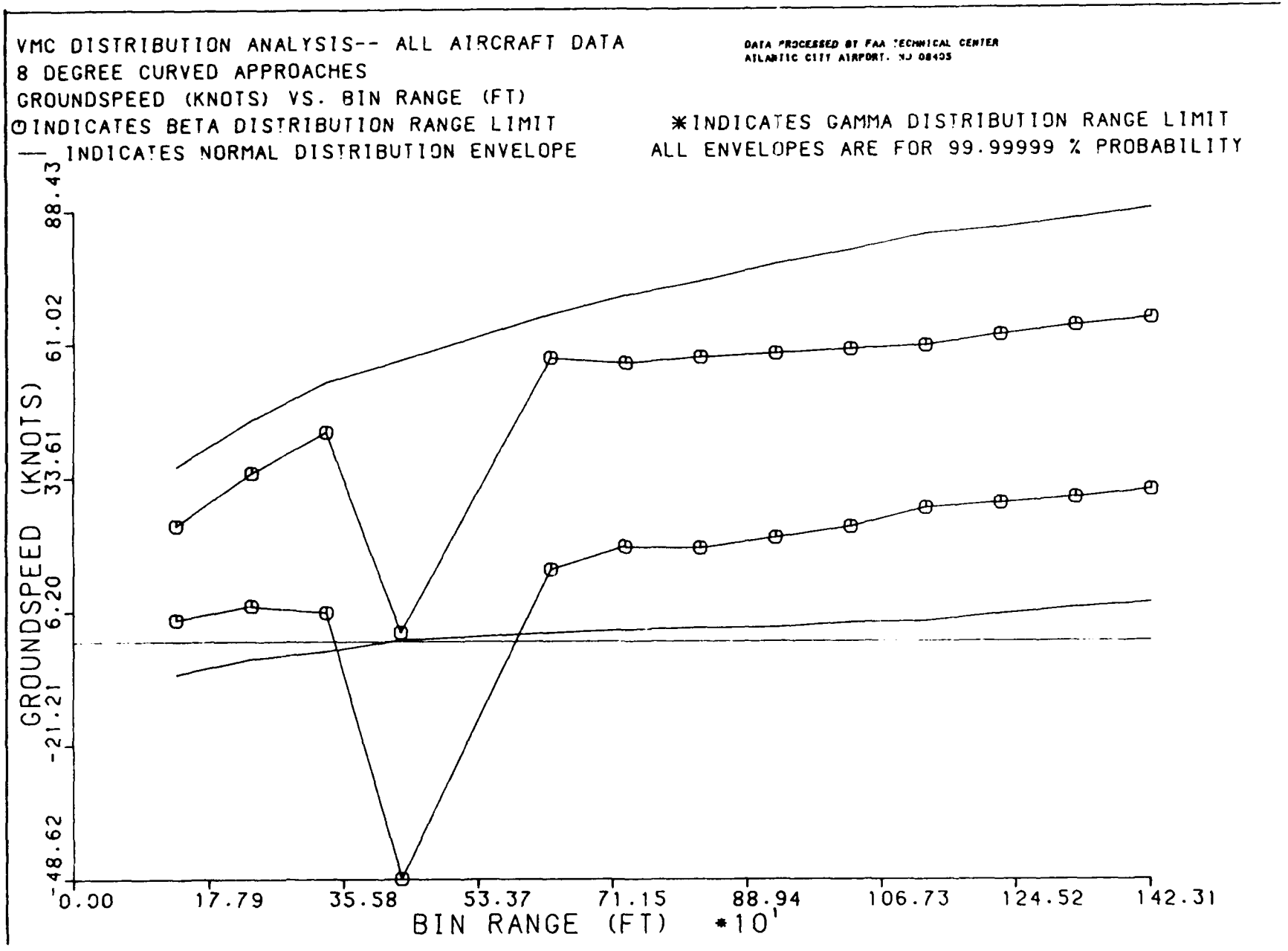

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
41.58
25.20
8.83
-7.55
-23.93
-40.30
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹

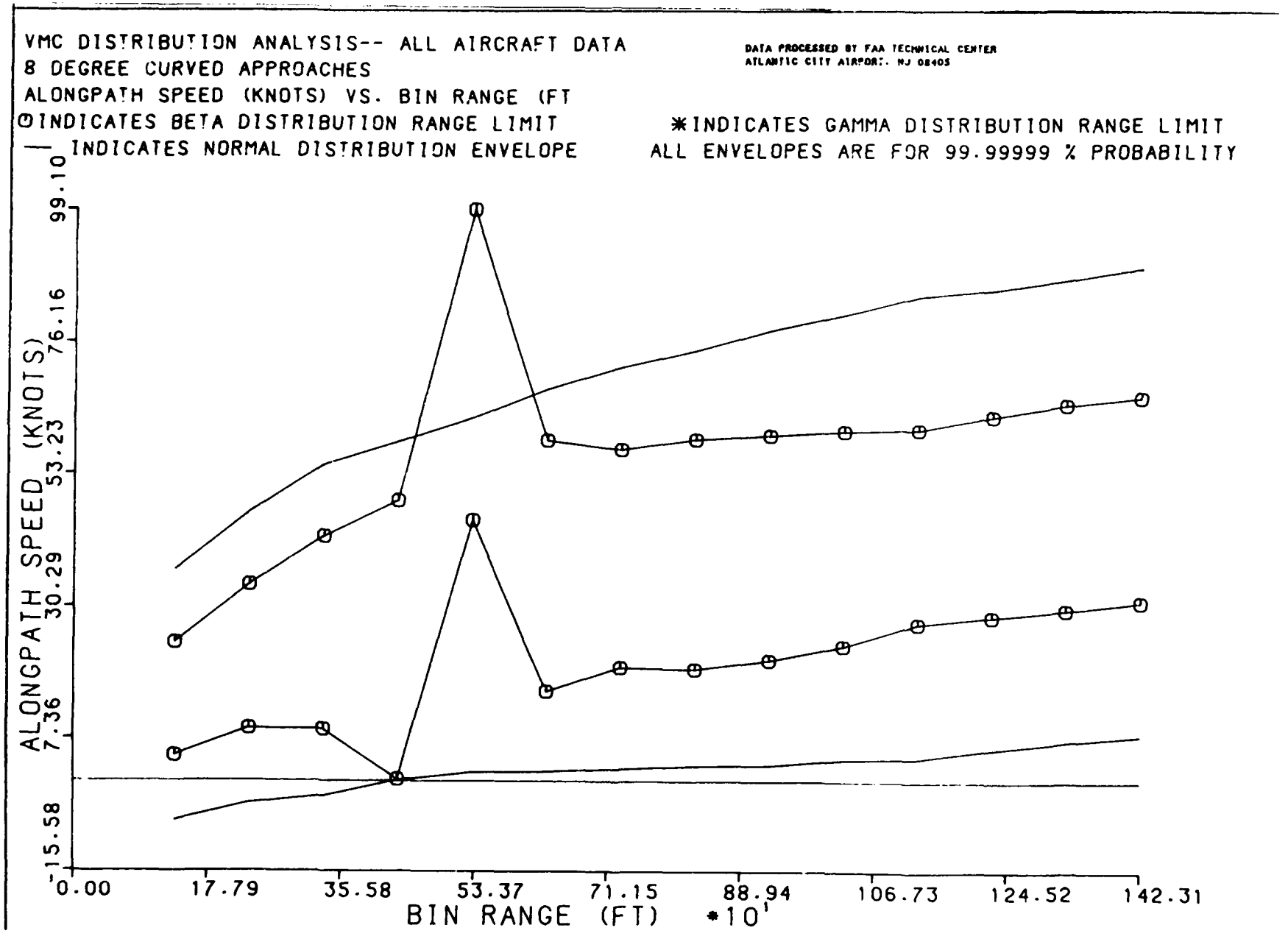

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
44.87
34.14
23.40
12.67
1.94
-8.79
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'

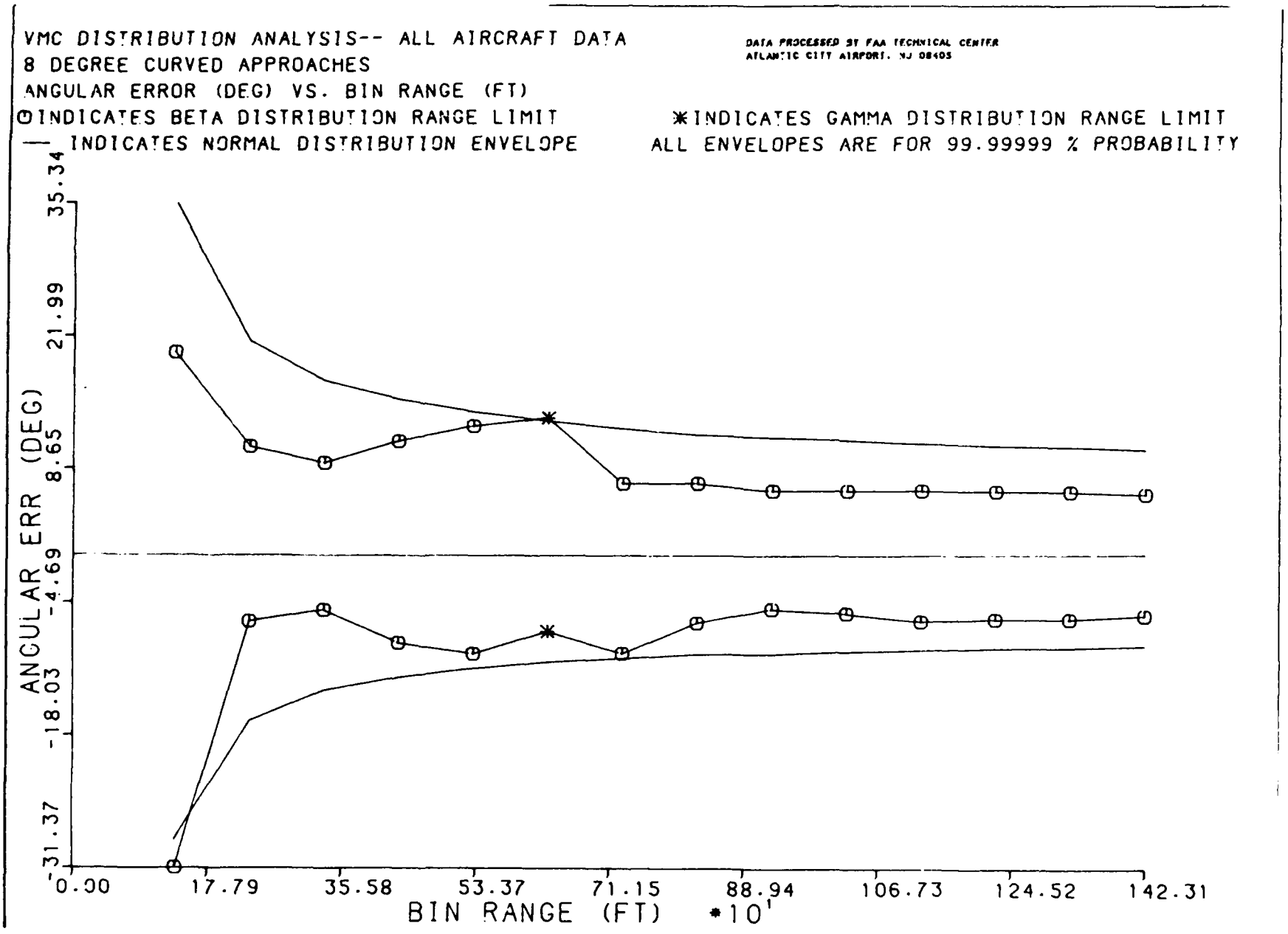

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
36.83
23.40
9.97
-3.45
-16.88
-30.31
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹

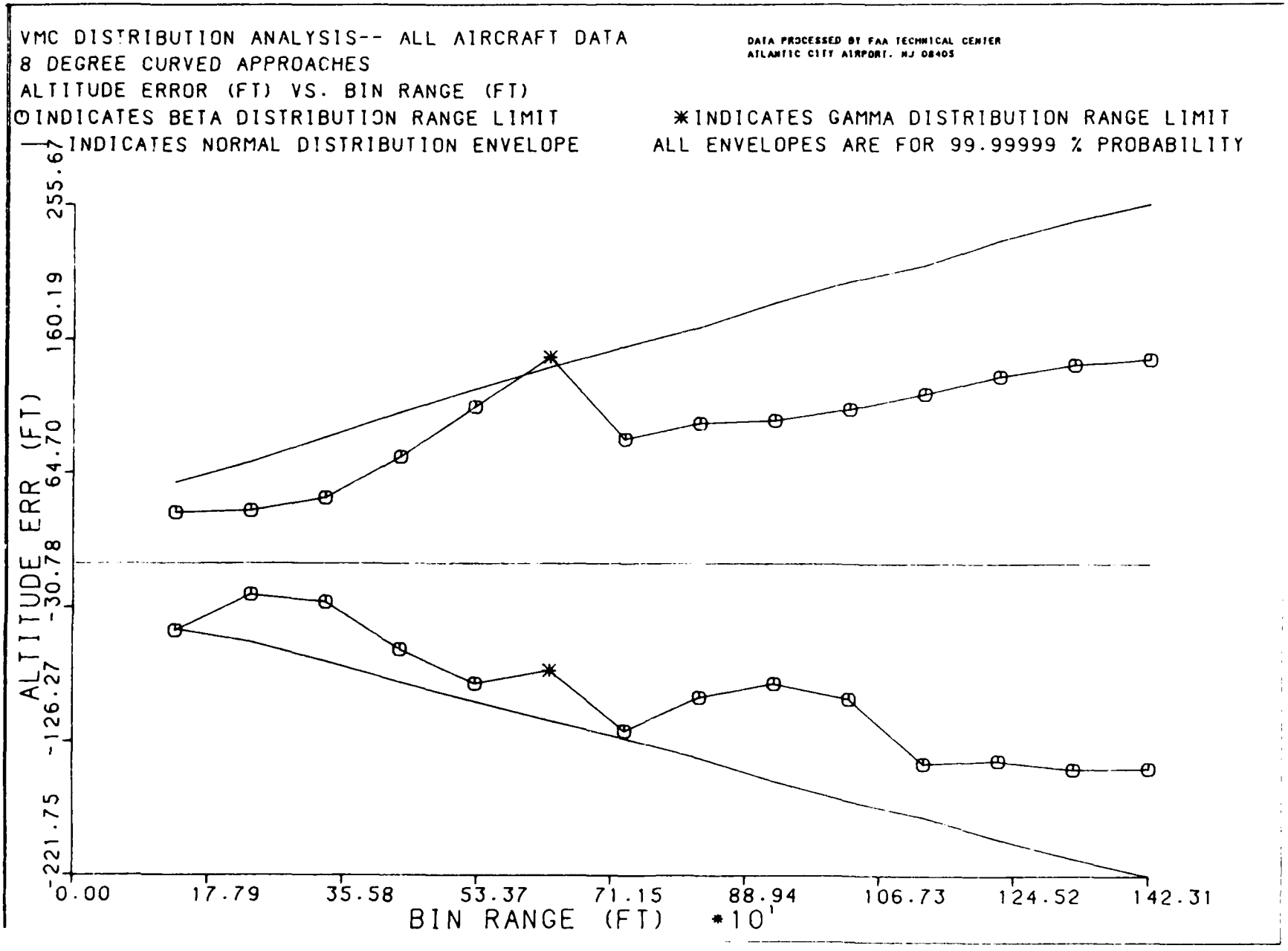

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
16.87
-4.58
-26.02
-47.47
-68.92
-90.37
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
40.98
-0.28
-41.55
-82.82
-124.09
-165.35
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
88.43
61.02
33.61
6.20
-21.21
-48.62
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
99.10
76.16
53.23
30.29
7.36
-15.58
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹

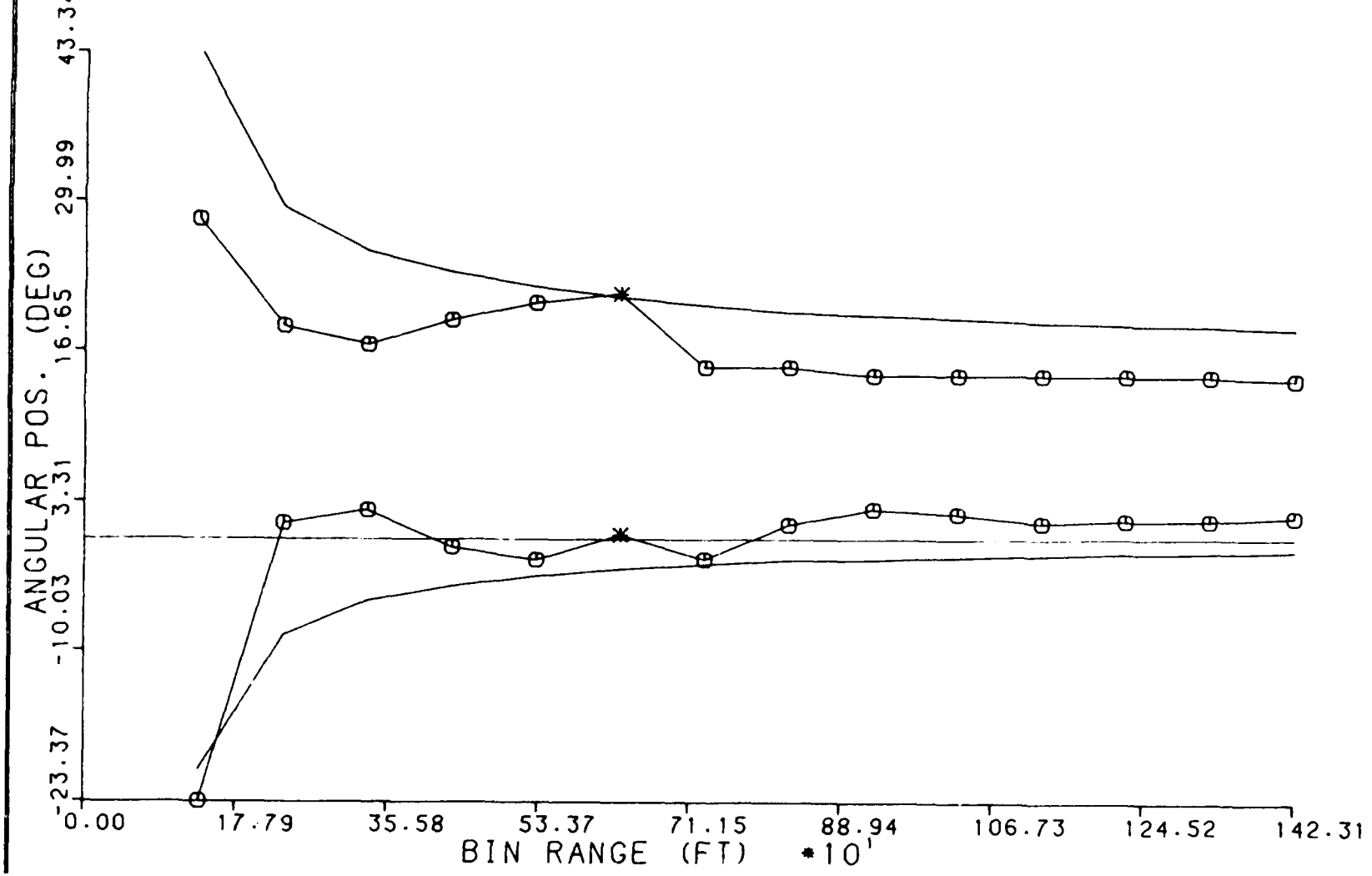

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
35.34
21.99
8.65
-4.69
-18.03
-31.37
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT)
255.67
160.19
64.70
-30.78
-126.27
-221.75
0.00
17.79
35.58
53.37
71.15
88.94
106.73
124.52
142.31
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
8 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

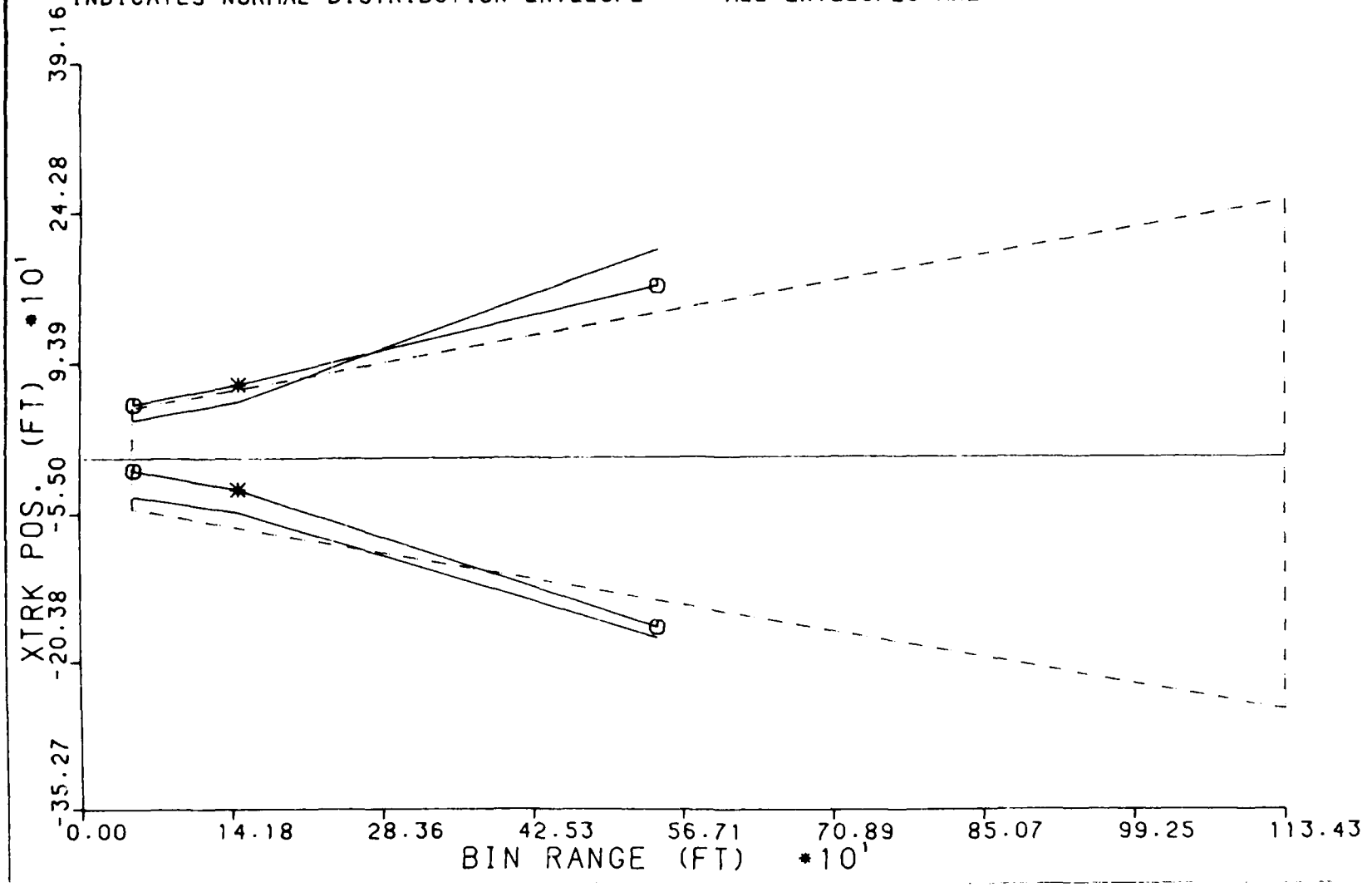
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

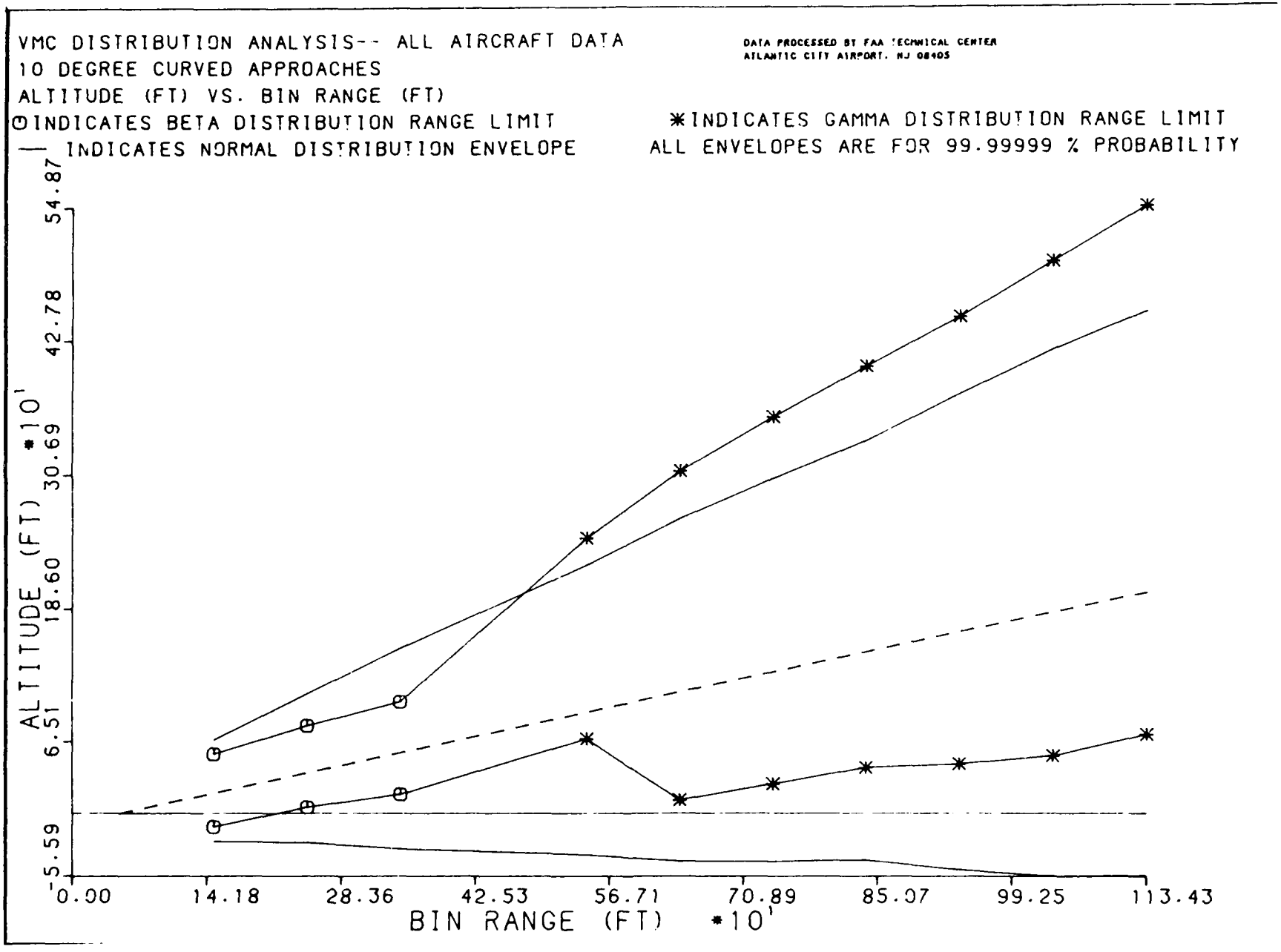
10 DEGREE CURVED APPROACHES

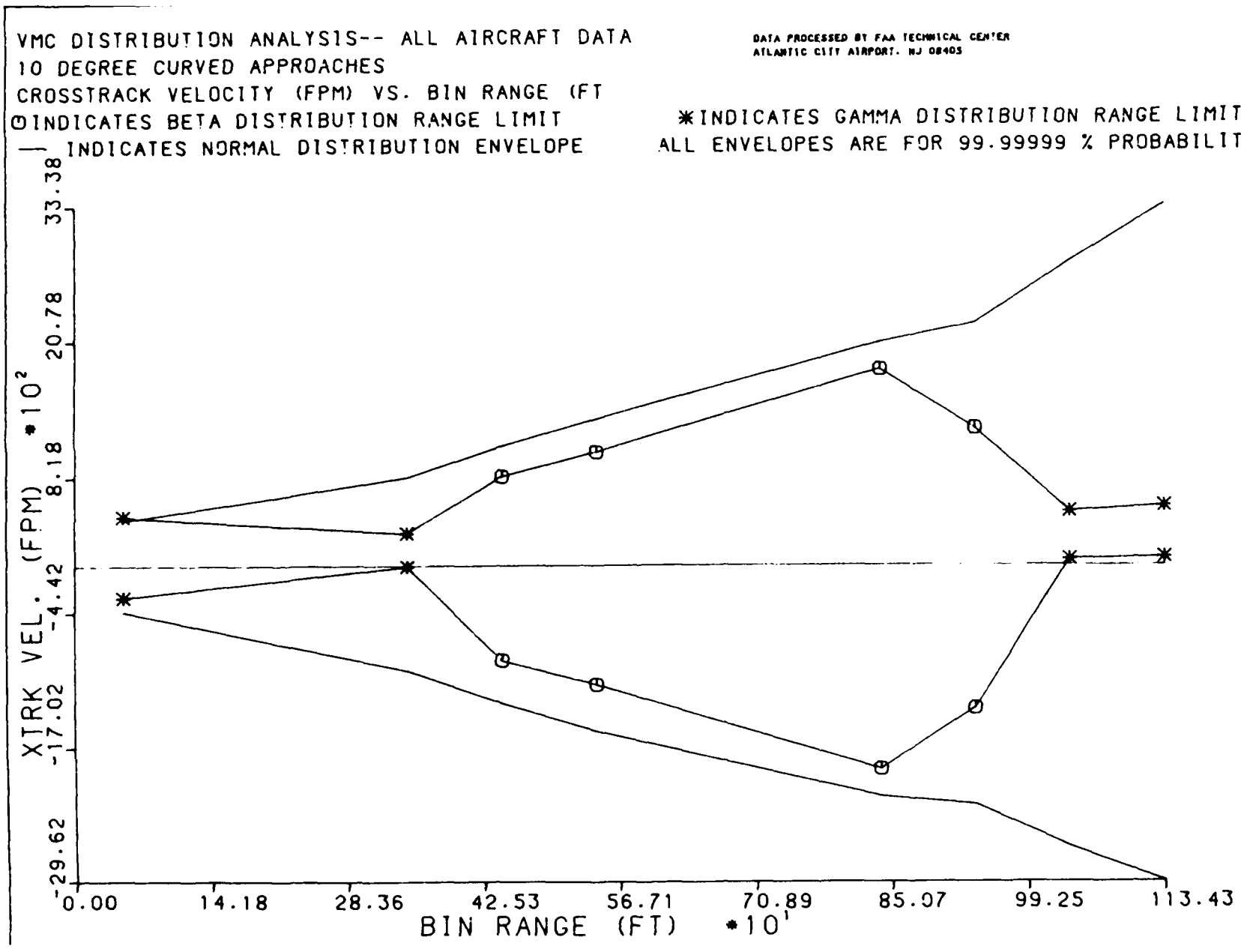
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE

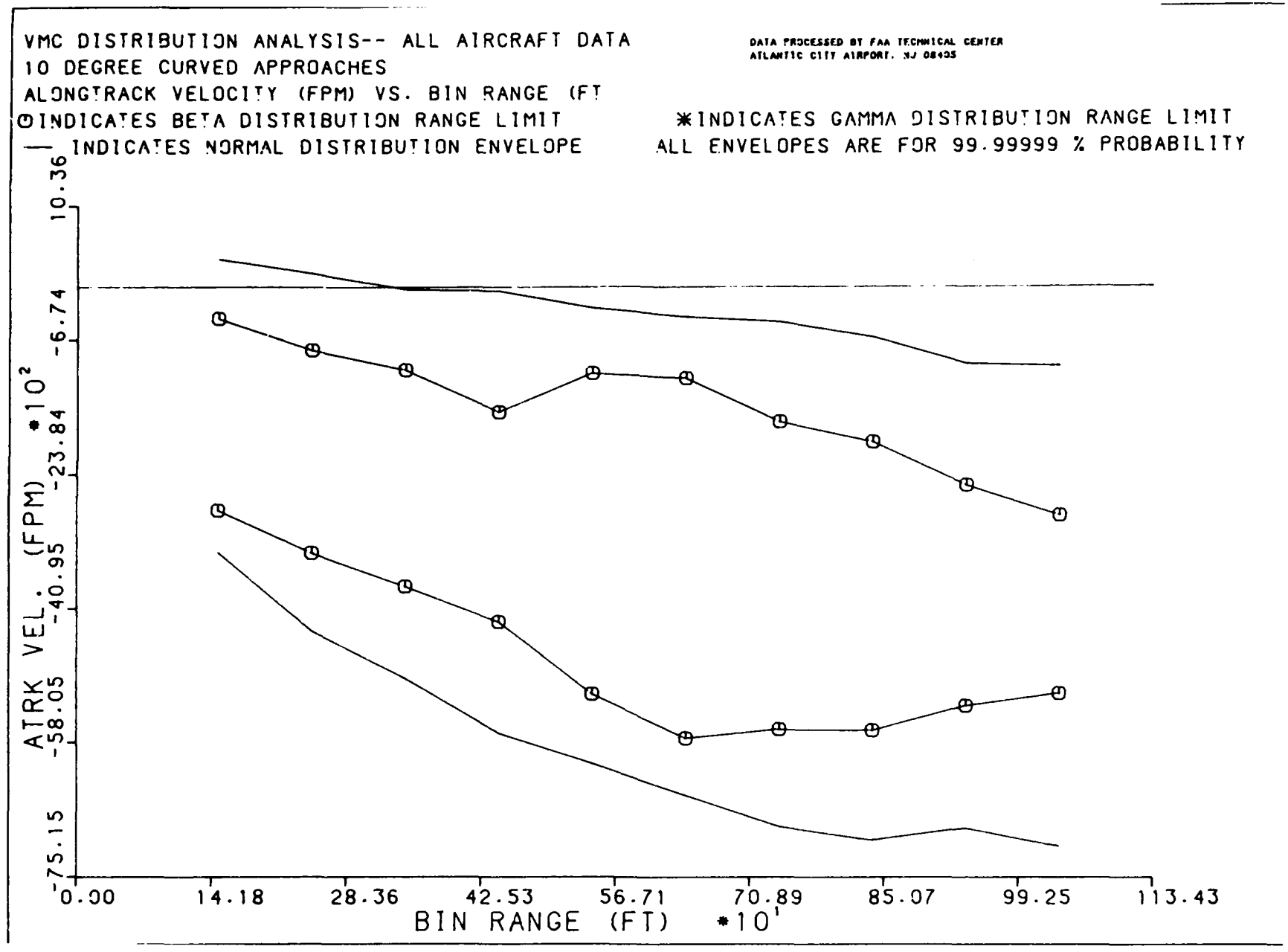
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT ✱INDICATES GAMMA DISTRIBUTION RANGE LIMIT

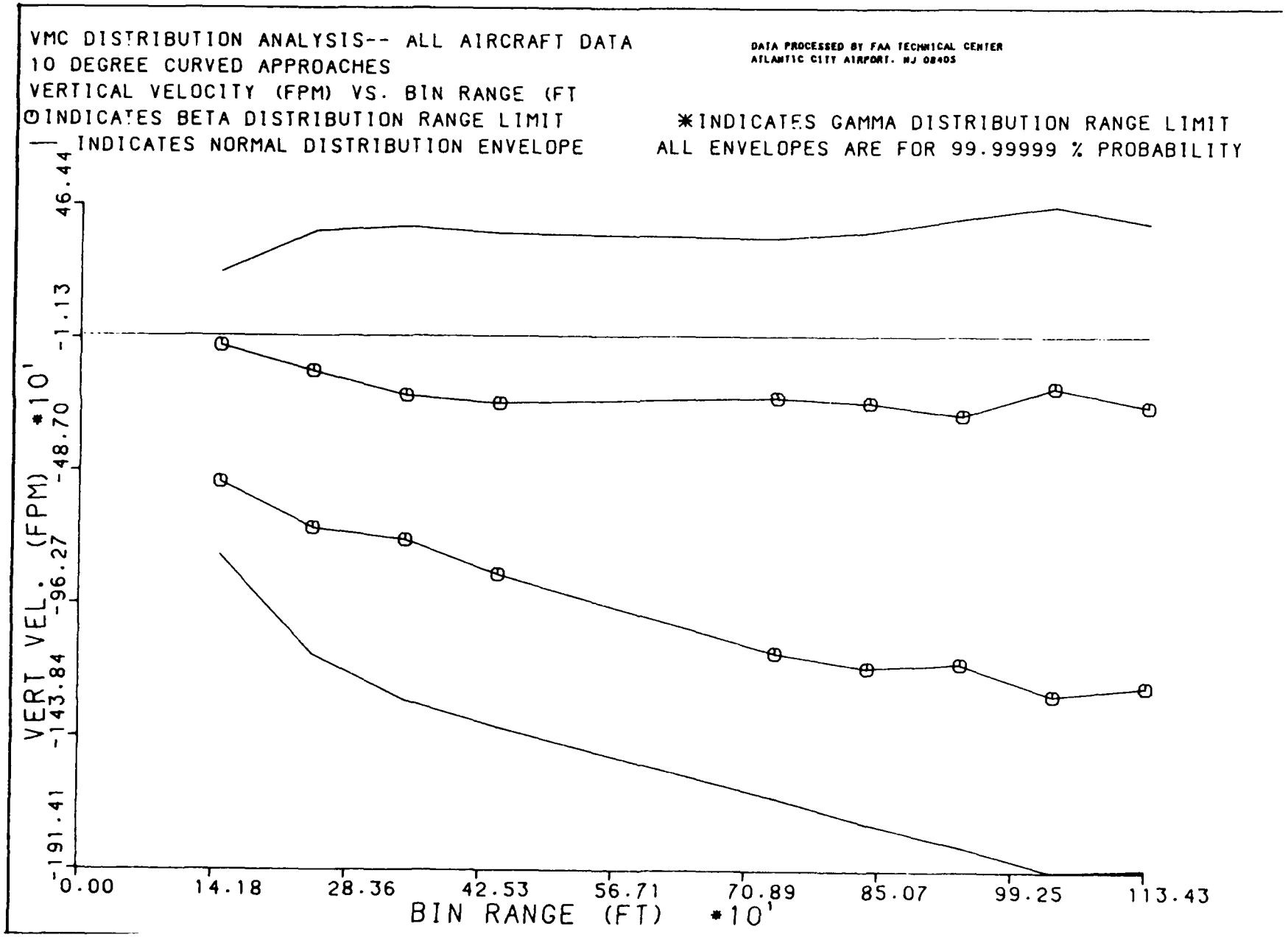
—— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

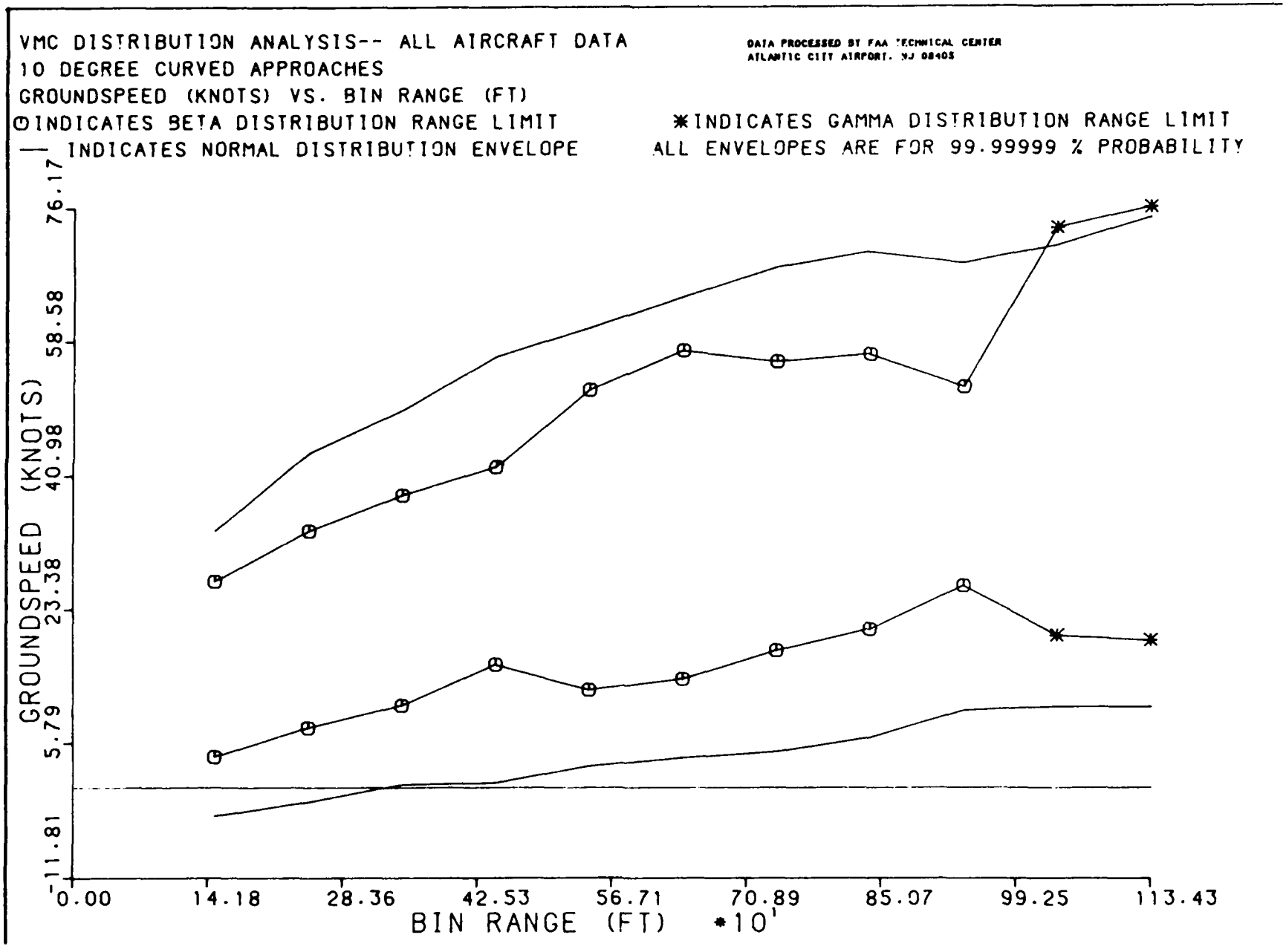


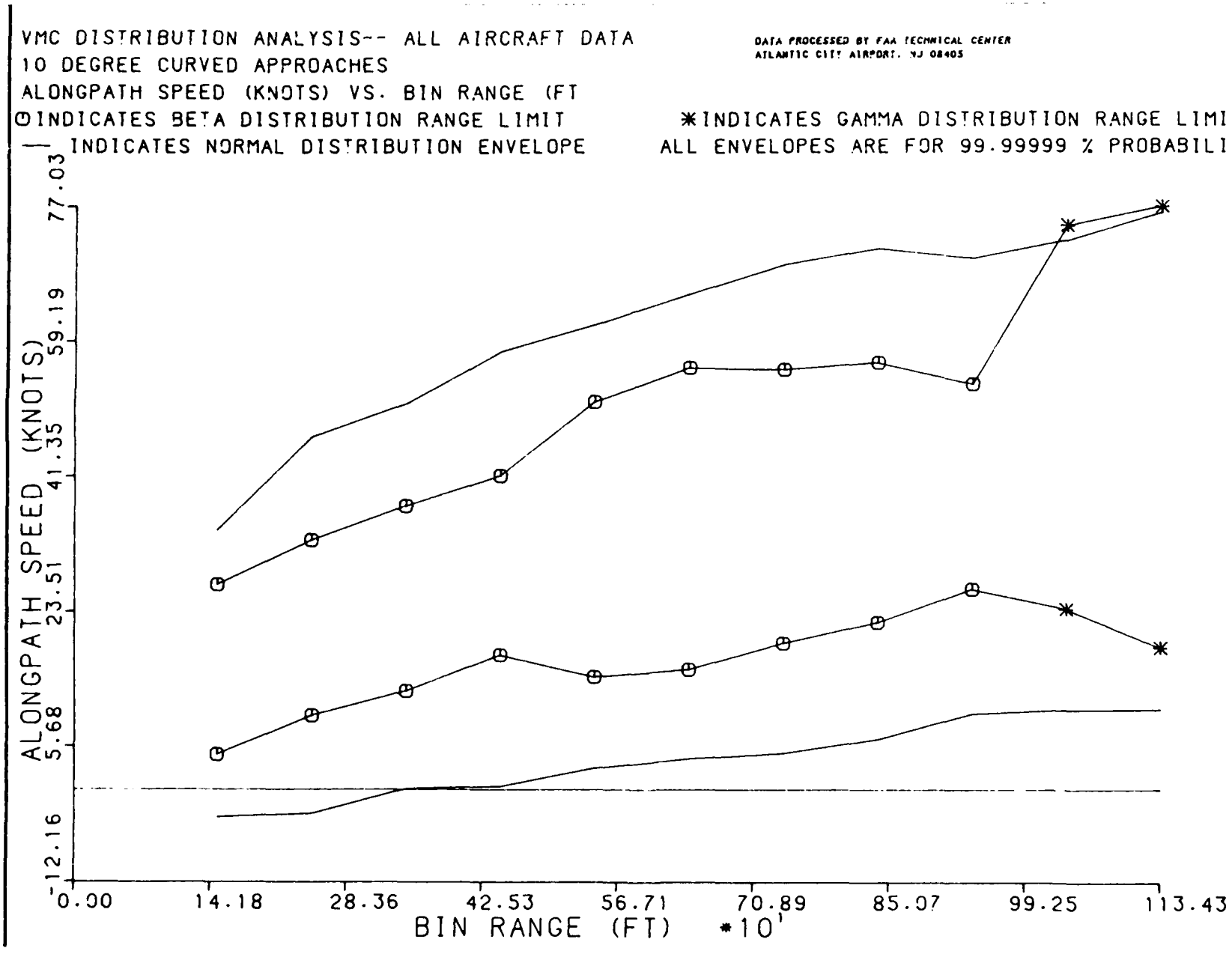

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED APPROACHES
ALTITUDE (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
54.87
42.78
30.69
18.60
6.51
-5.59
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10¹

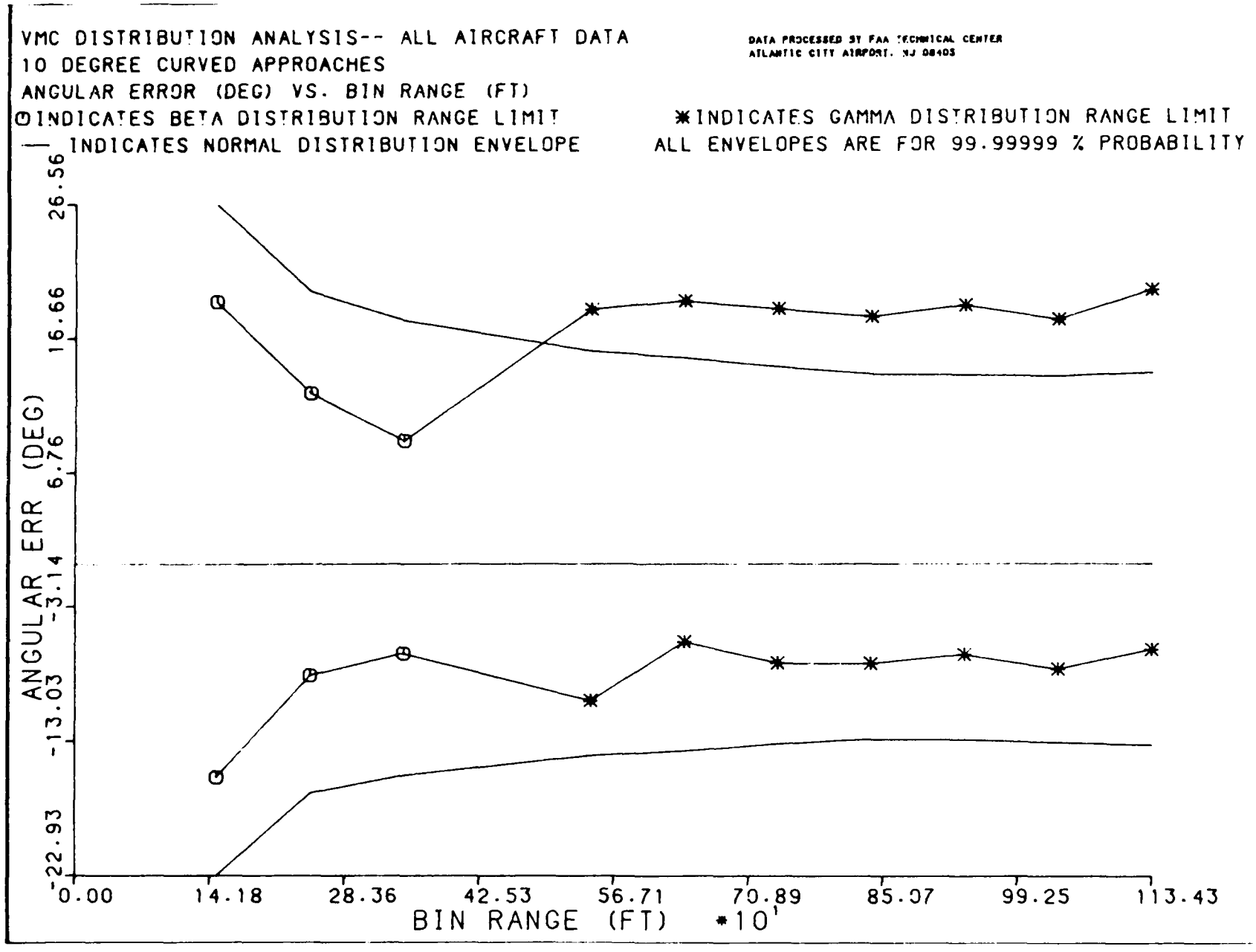

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED APPROACHES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
33.38
20.78
8.18
-4.42
-17.02
-29.62
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10¹

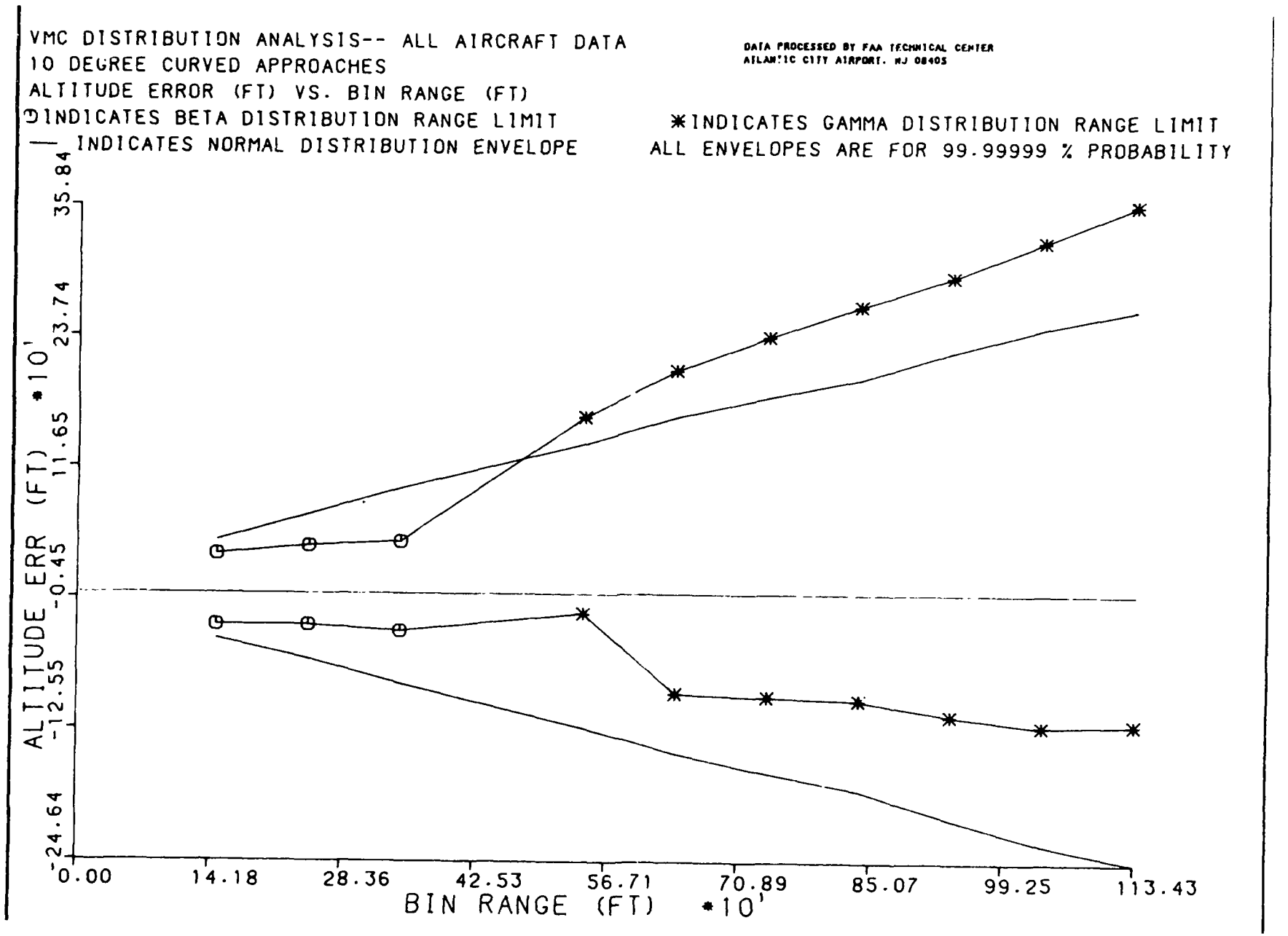

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED APPROACHES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
10.36
-6.74
-23.84
-40.95
-58.05
-75.15
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED APPROACHES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
46.44
-1.13
-48.70
-96.27
-143.84
-191.41
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED APPROACHES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
76.17
58.58
40.98
23.38
5.79
-11.81
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED APPROACHES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
77.03
59.19
41.35
23.51
5.68
-12.16
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'

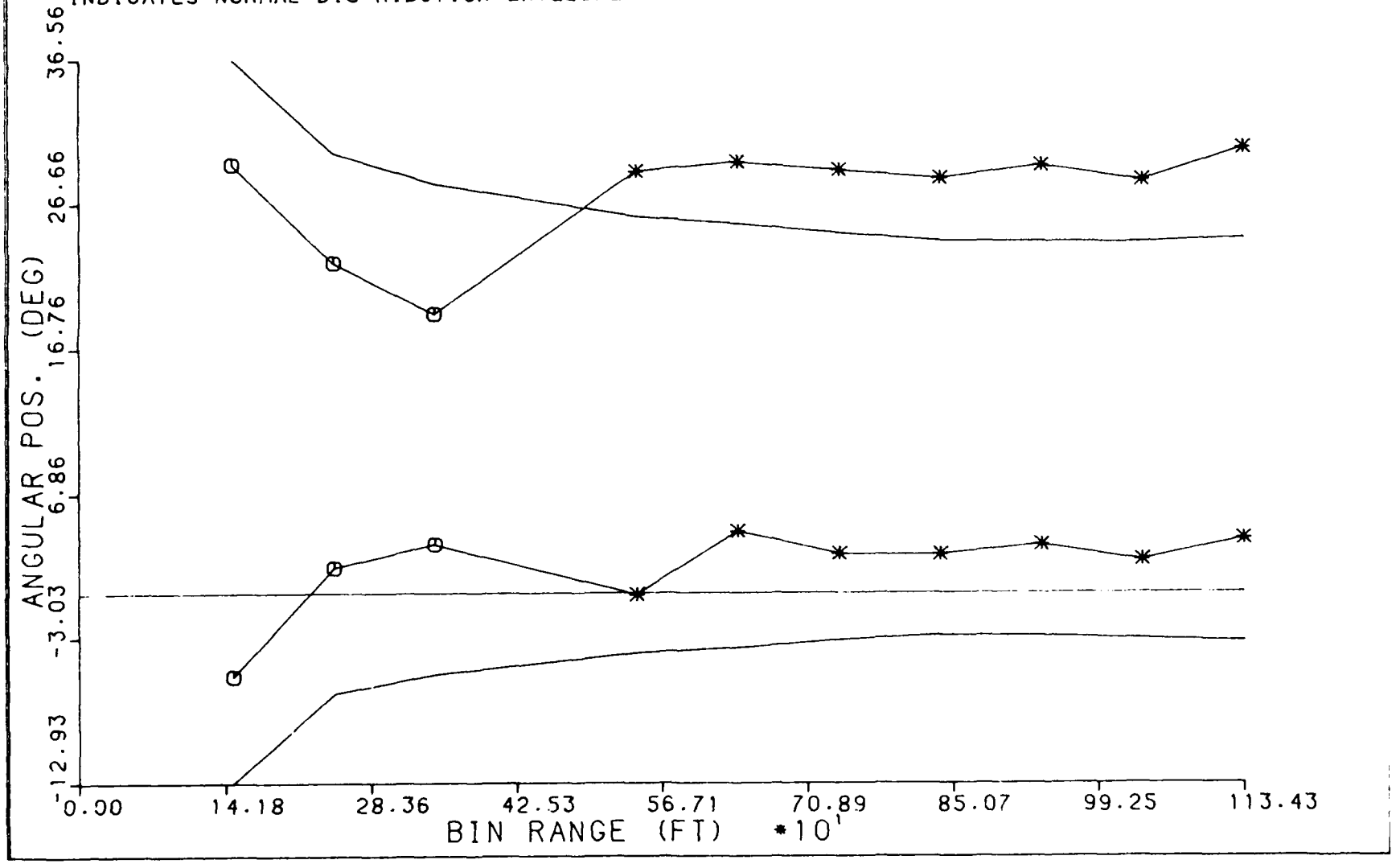

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED APPROACHES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
26.56
16.66
6.76
-3.14
-13.03
-22.93
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'

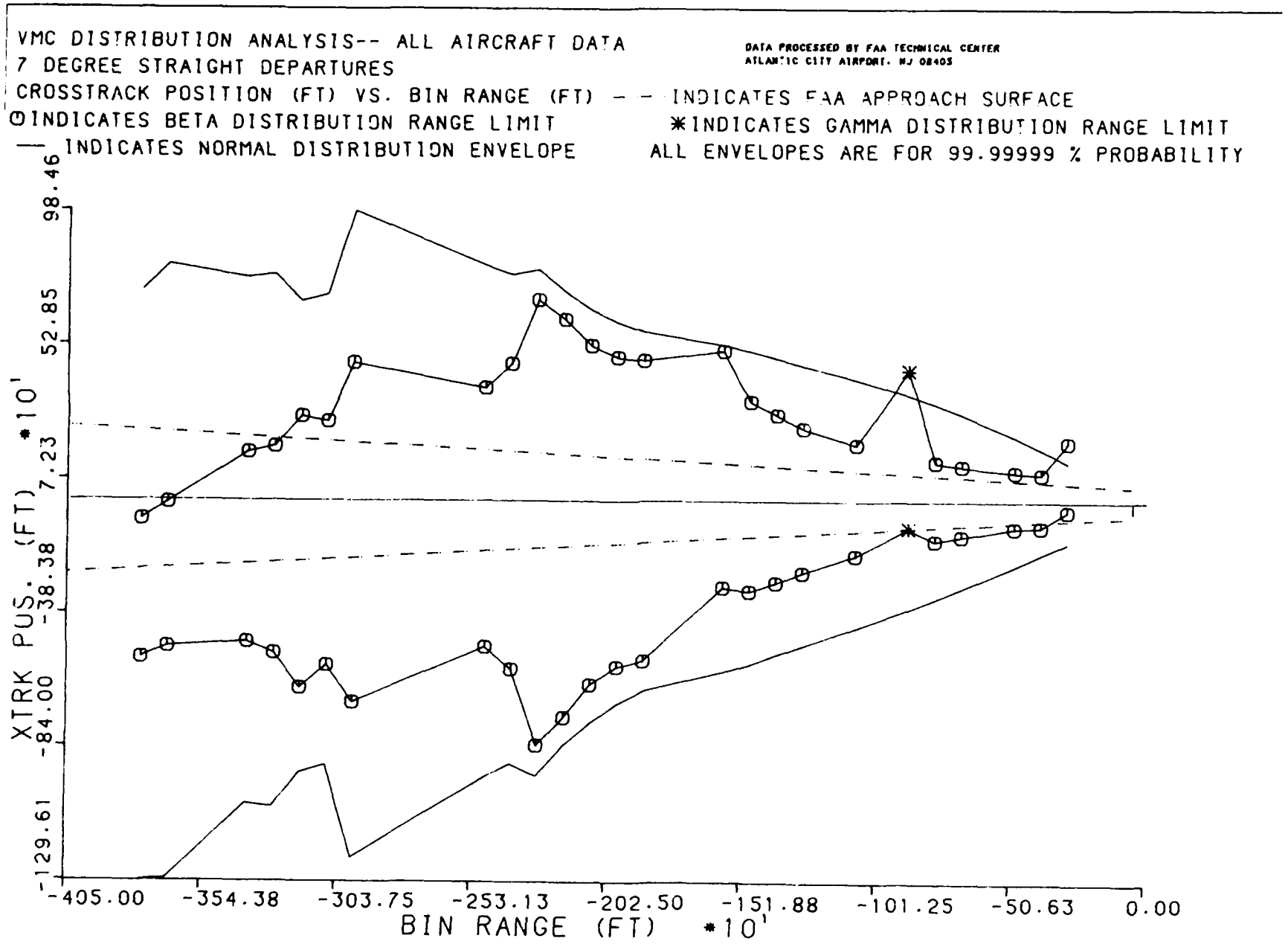

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED APPROACHES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10'
35.84
23.74
11.65
-0.45
-12.55
-24.64
0.00
14.18
28.36
42.53
56.71
70.89
85.07
99.25
113.43
BIN RANGE (FT) *10'

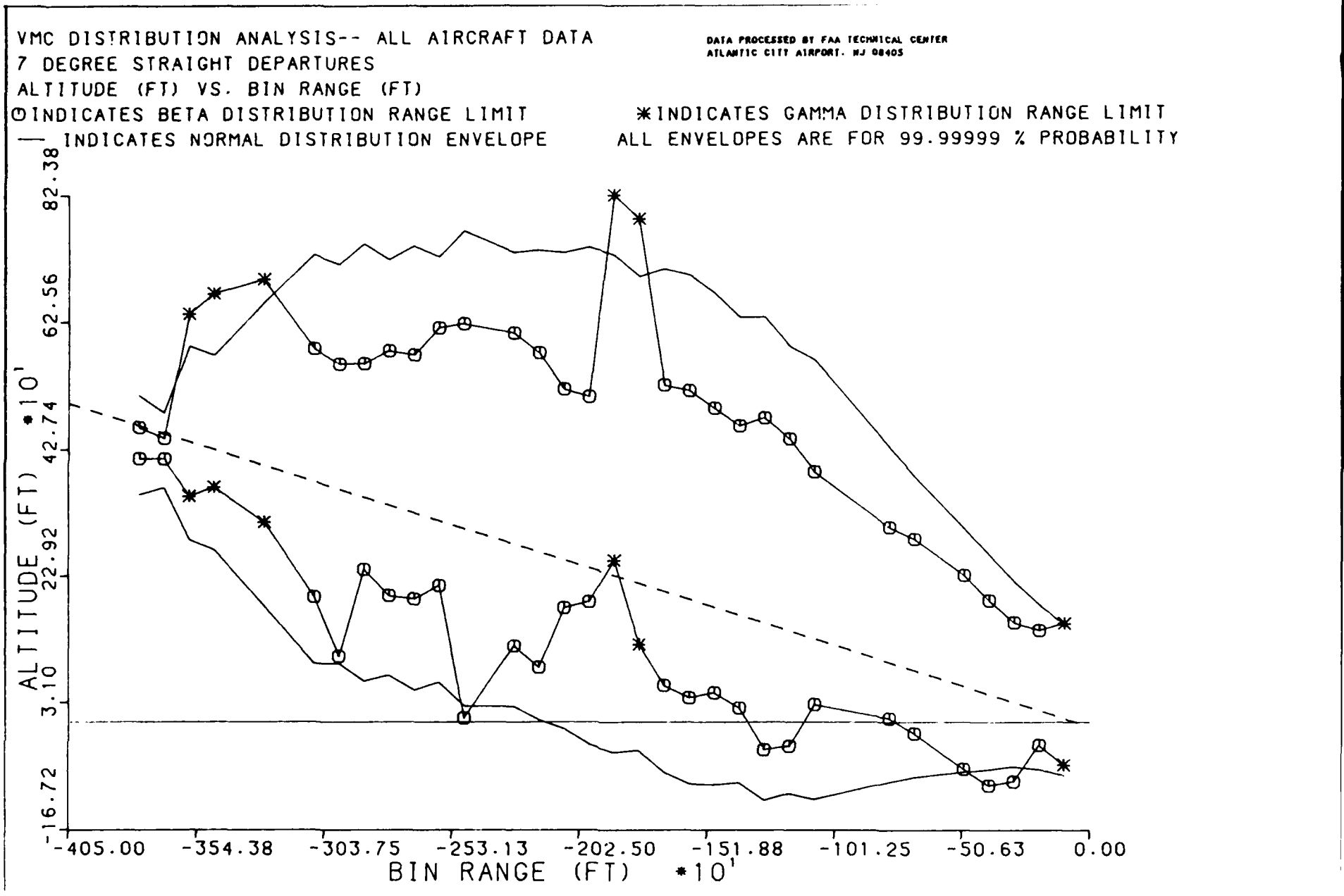
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED APPROACHES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

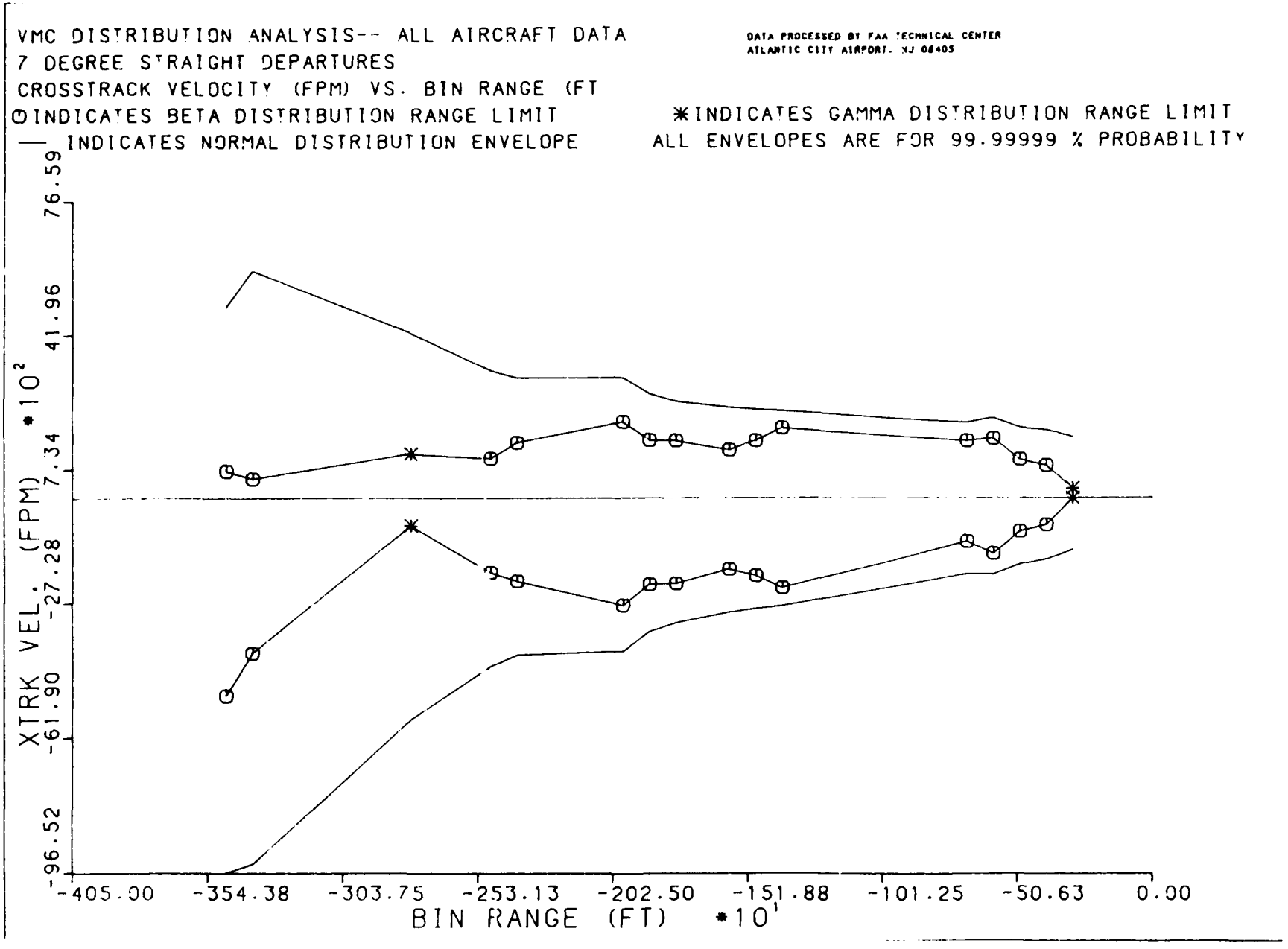
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

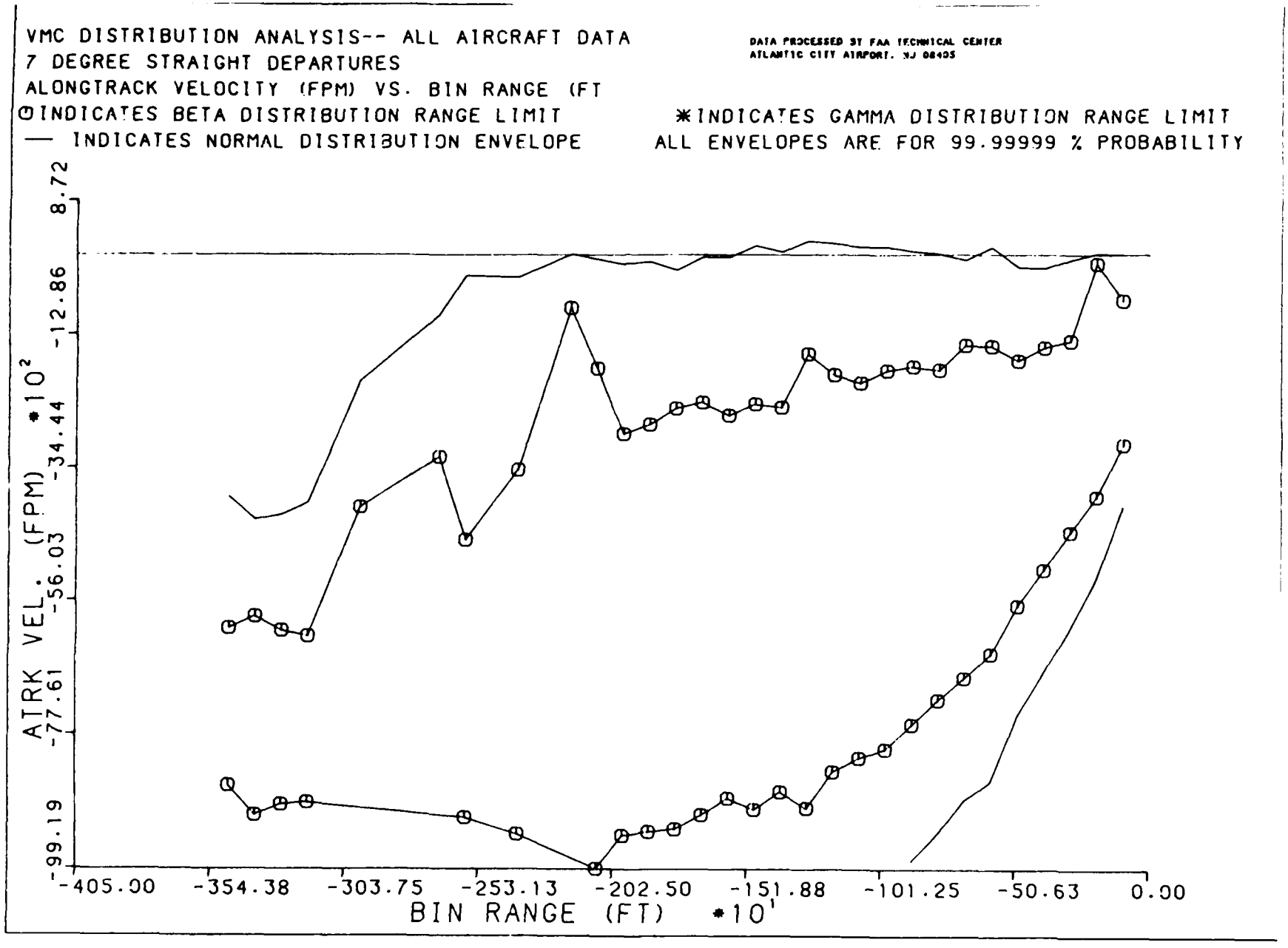
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

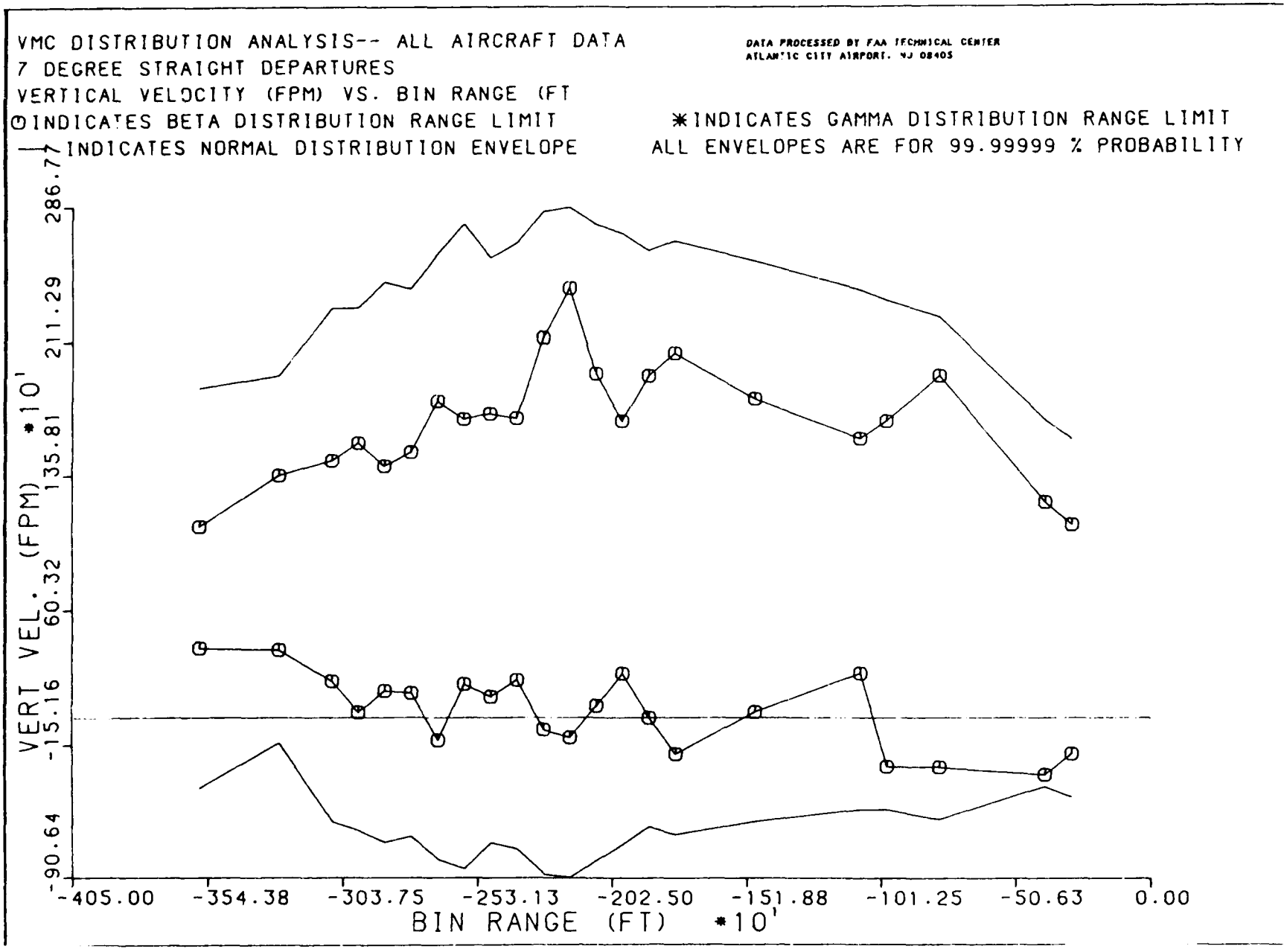


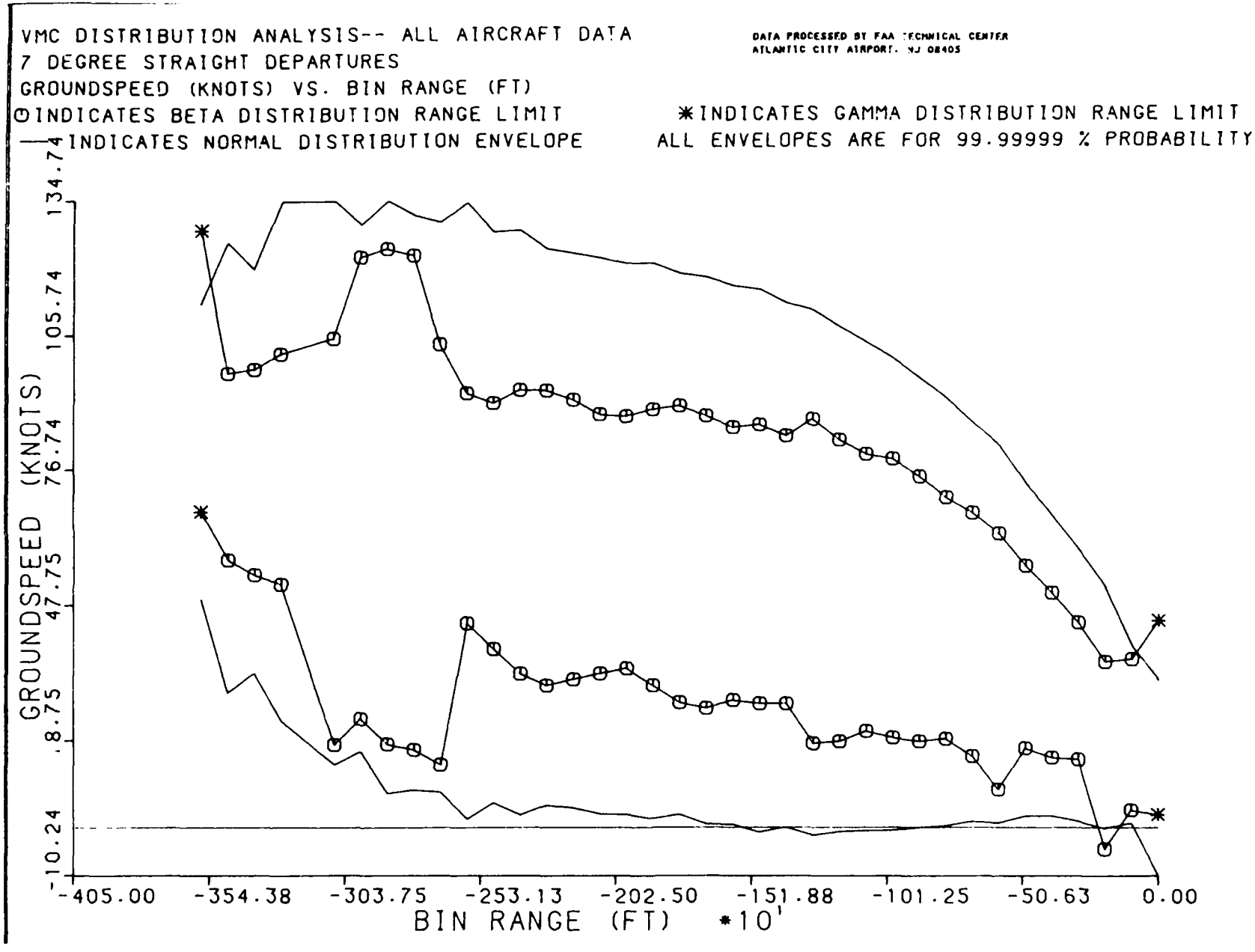

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT *INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK PUS. (FT) *10'
98.46
52.85
7.23
-38.38
-84.00
-129.61
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'

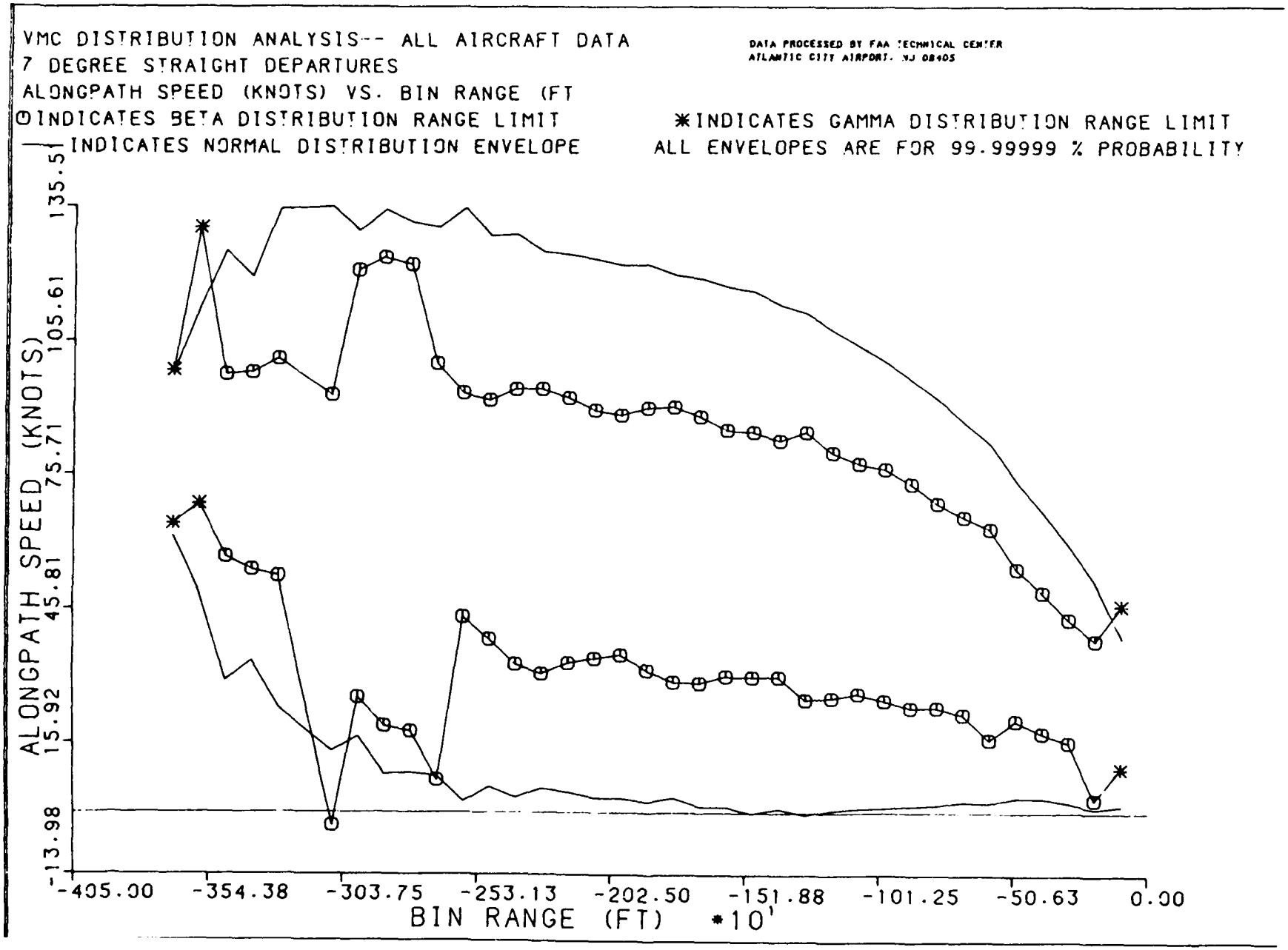

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
82.38
62.56
42.74
22.92
3.10
-16.72
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
76.59
41.96
7.34
-27.28
-61.90
-96.52
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
8.72
-12.86
-34.44
-56.03
-77.61
-99.19
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
|INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
286.7
211.29
135.81
60.32
-15.16
-90.64
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'

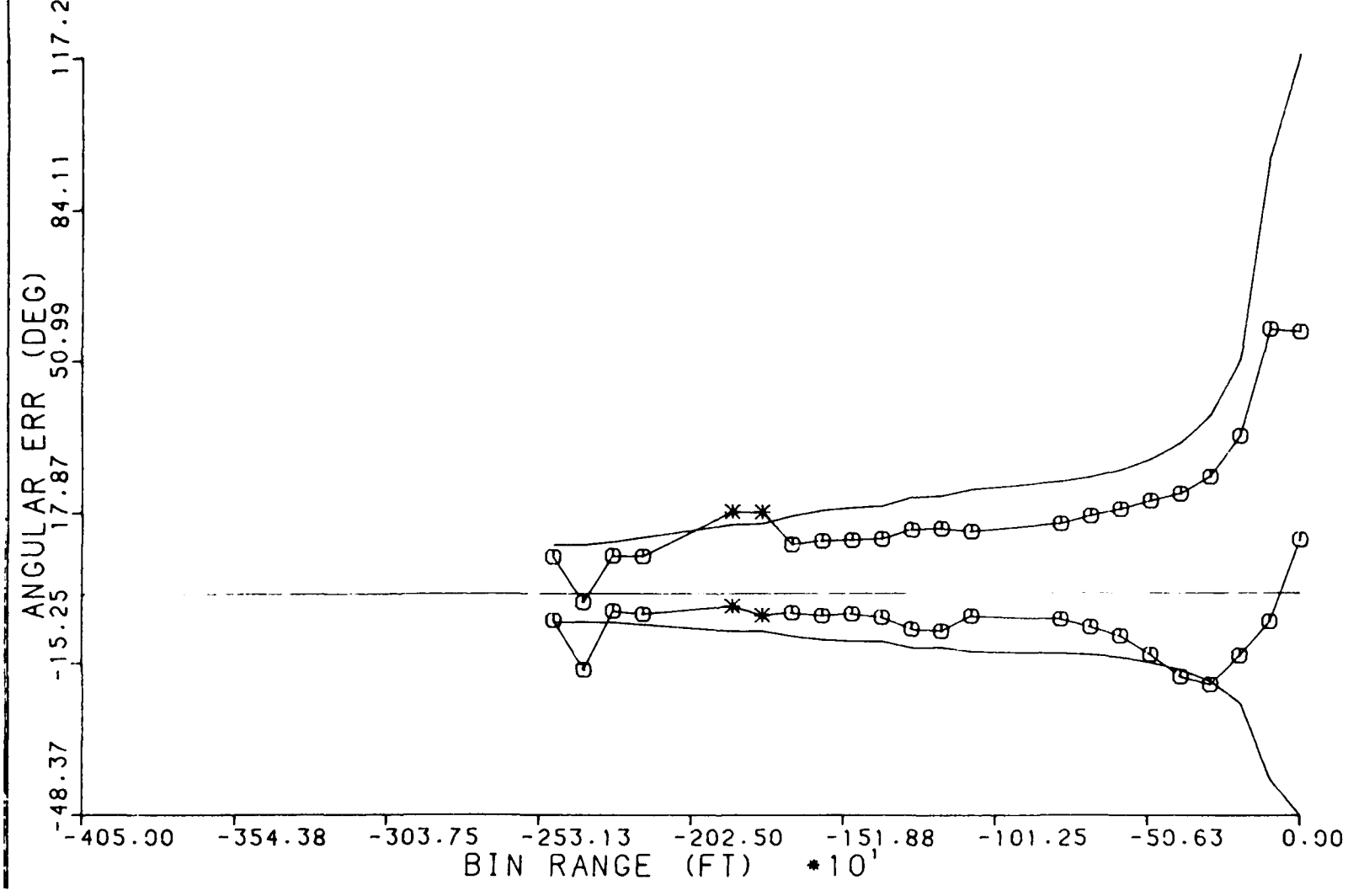

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
134.74
105.74
76.74
47.75
8.75
-10.24
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'

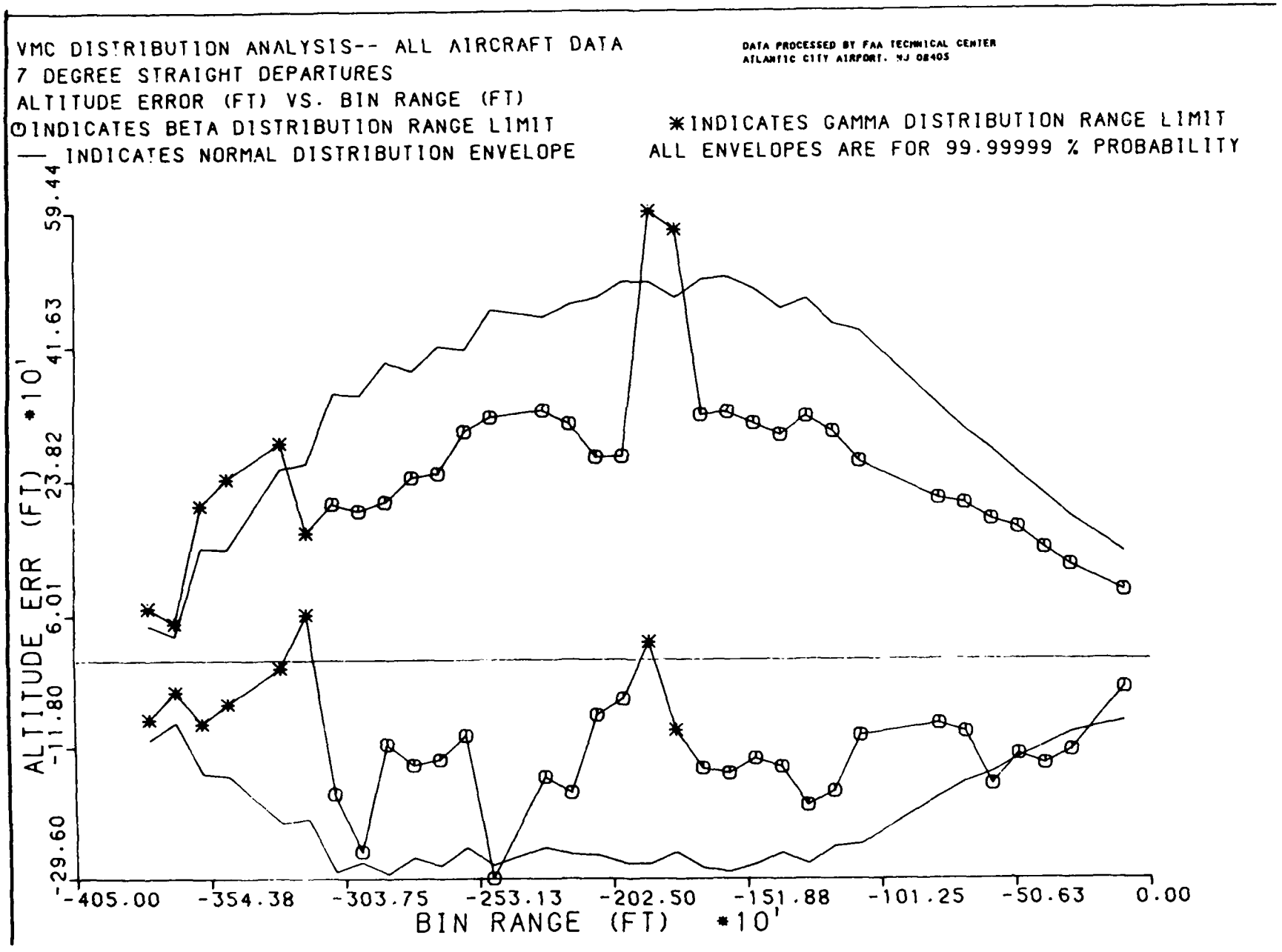

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
135.51
105.61
75.71
45.81
15.92
-13.98
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'

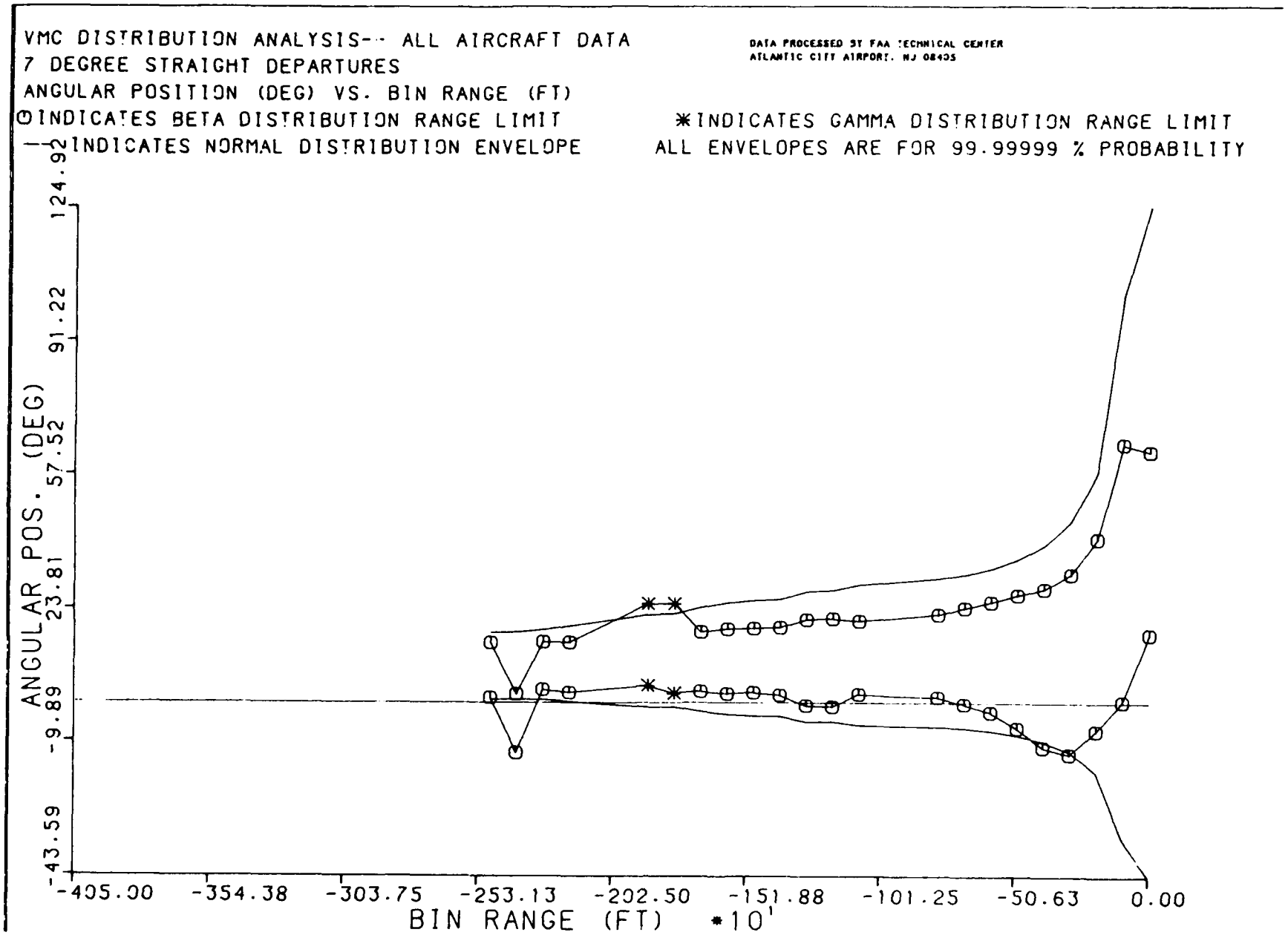
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
O INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

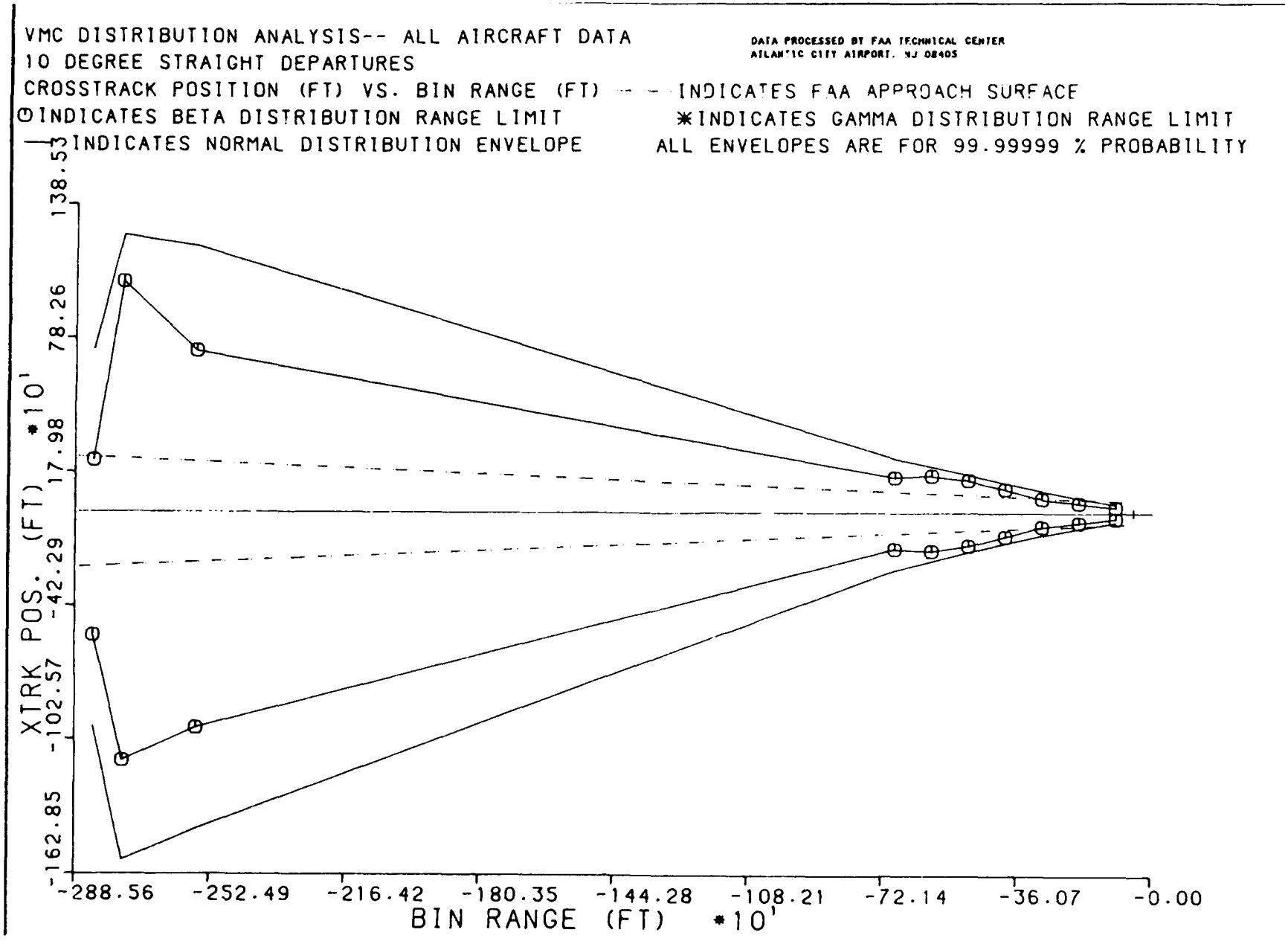
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

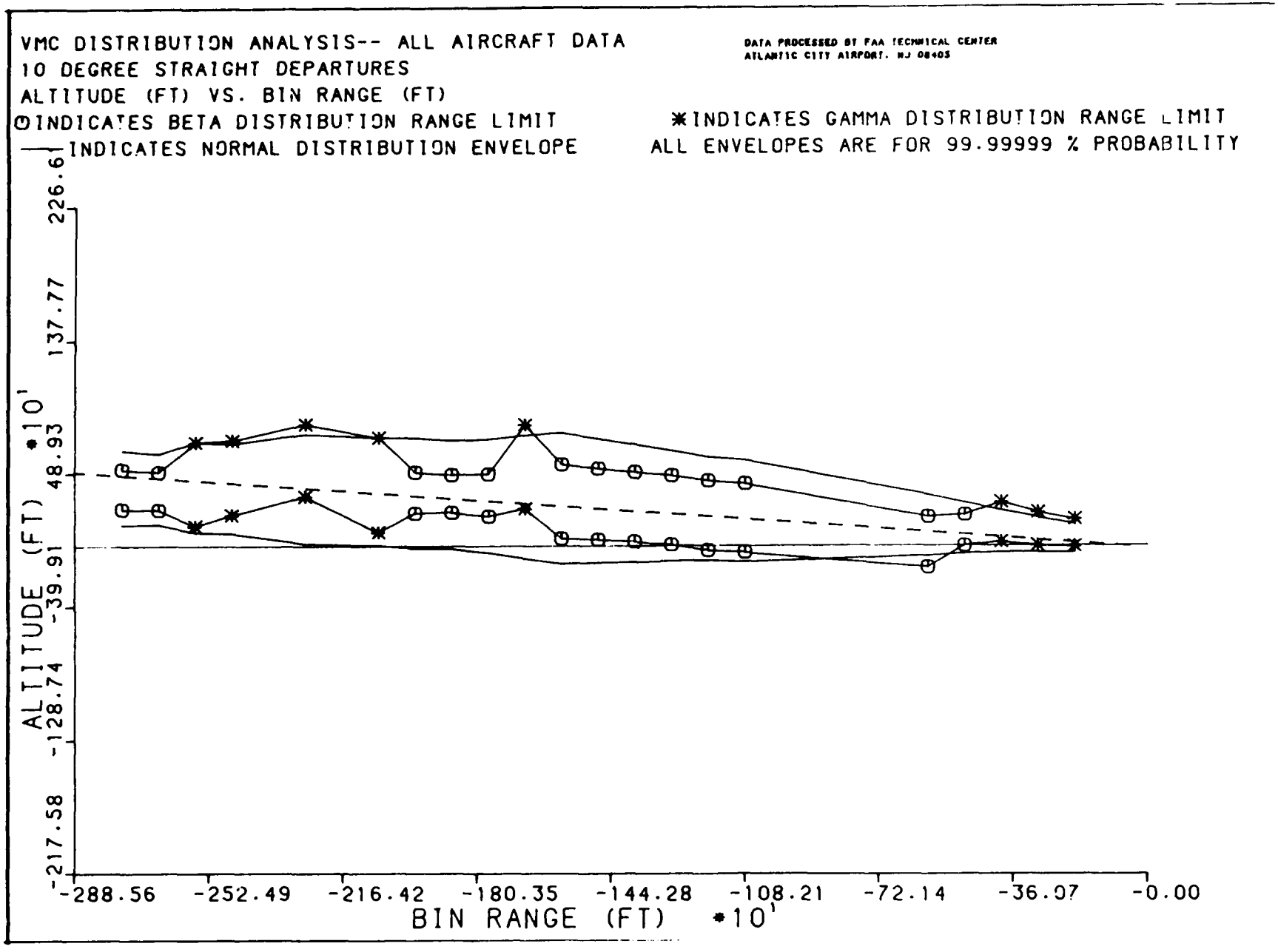
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

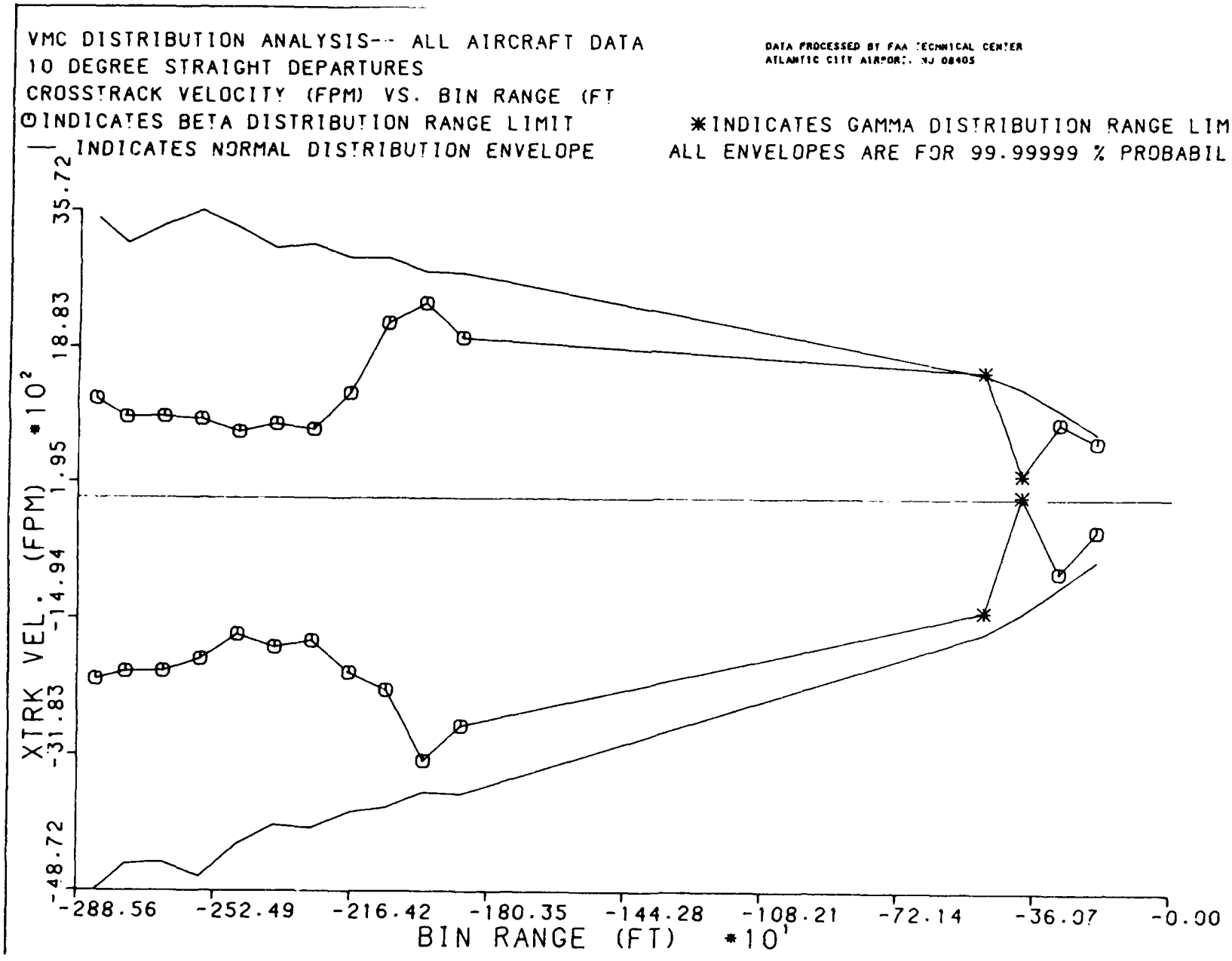



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10'
59.44
41.63
23.82
6.01
-11.80
-29.60
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
O INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
124.92
91.22
57.52
23.81
-9.89
-43.59
-405.00
-354.38
-303.75
-253.13
-202.50
-151.88
-101.25
-50.63
0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - - INDICATES FAA APPROACH SURFACE
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
✱ INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10¹
138.53
78.26
17.98
-42.29
-102.57
-162.85
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

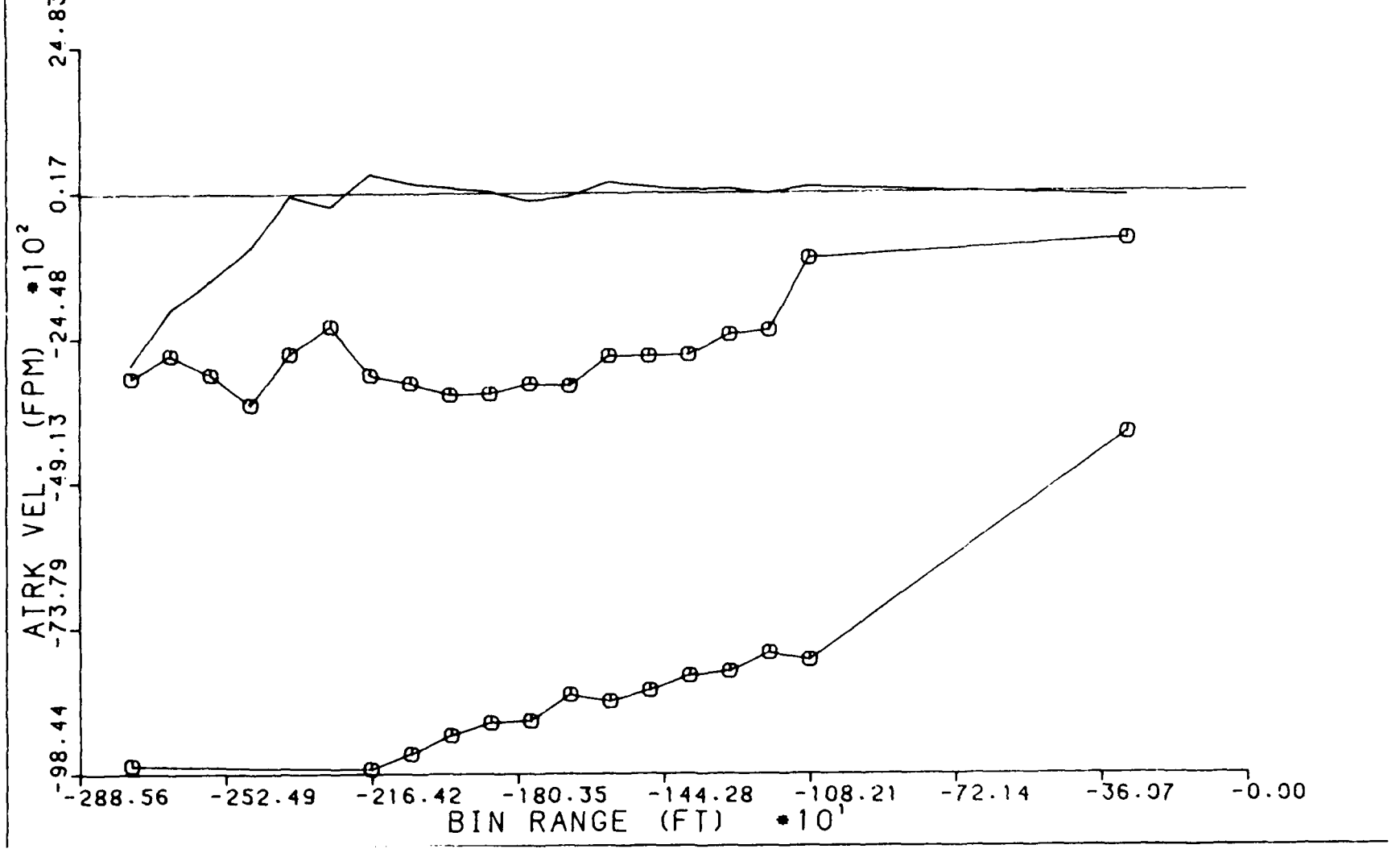

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
226.61
137.77
48.93
-39.91
-128.74
-217.58
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

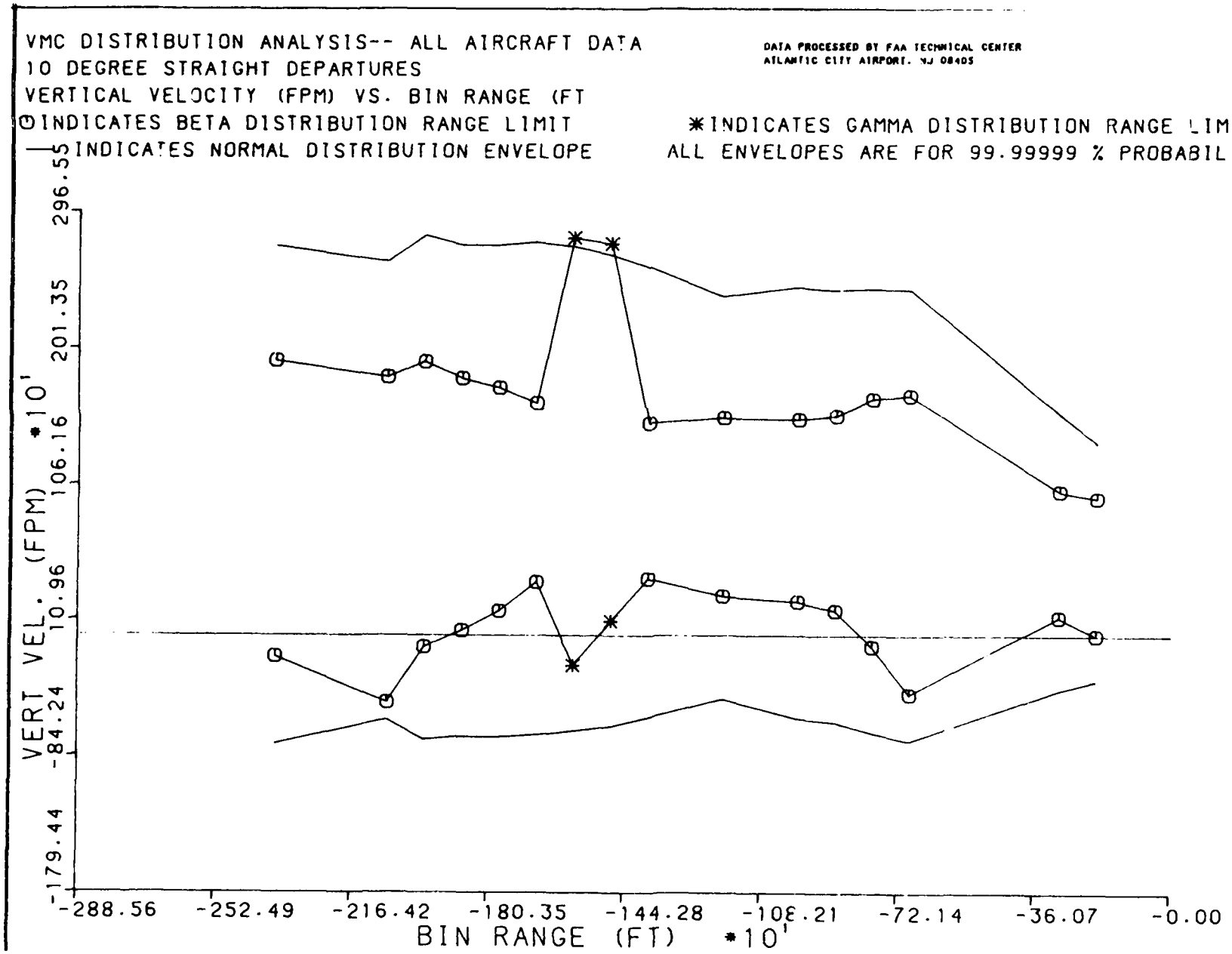

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
35.72
18.83
1.95
-14.94
-31.83
-48.72
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

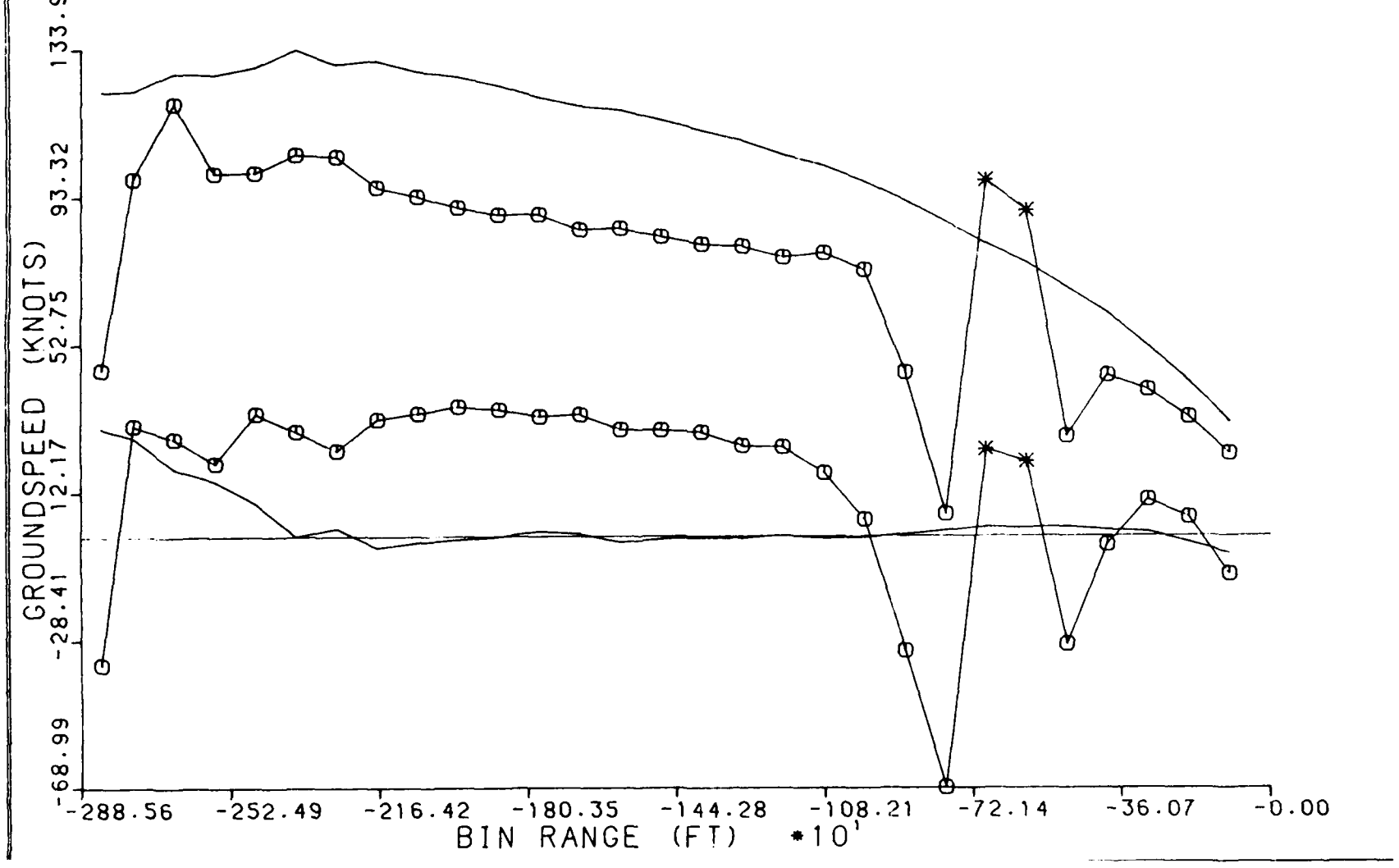


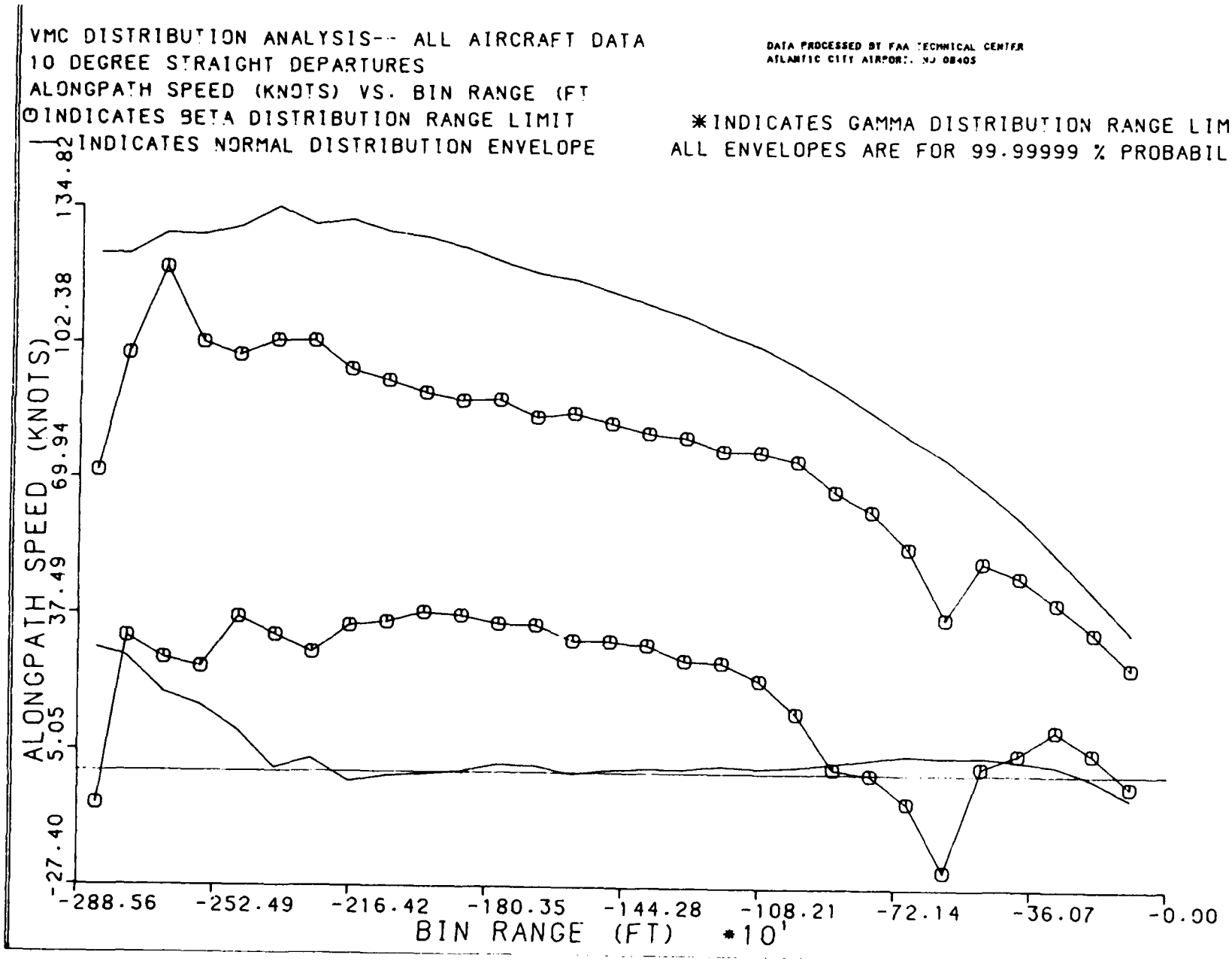

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
296.55
201.35
106.16
10.96
-84.24
-179.44
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10'

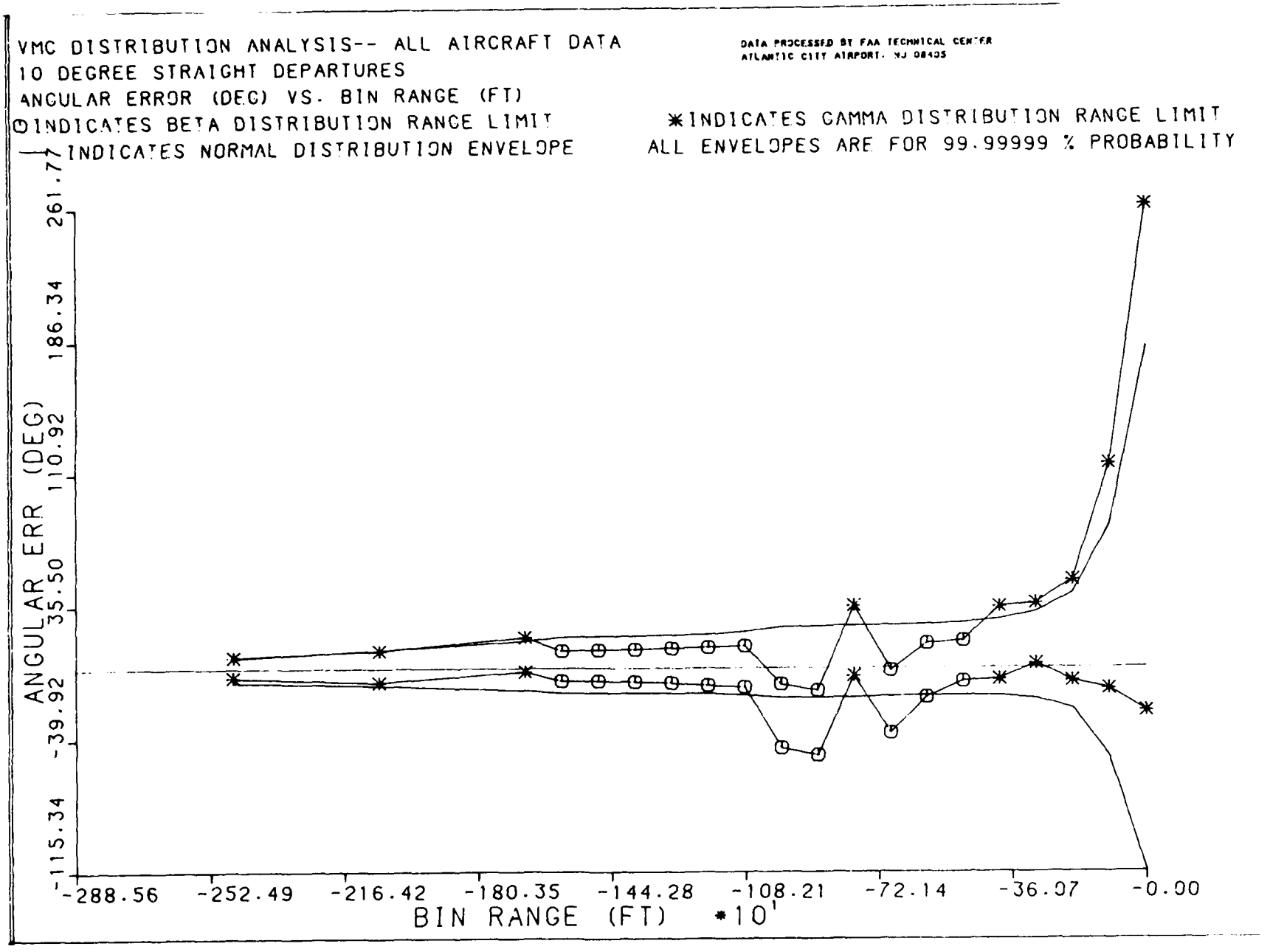
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊖INDICATES NORMAL DISTRIBUTION ENVELOPE

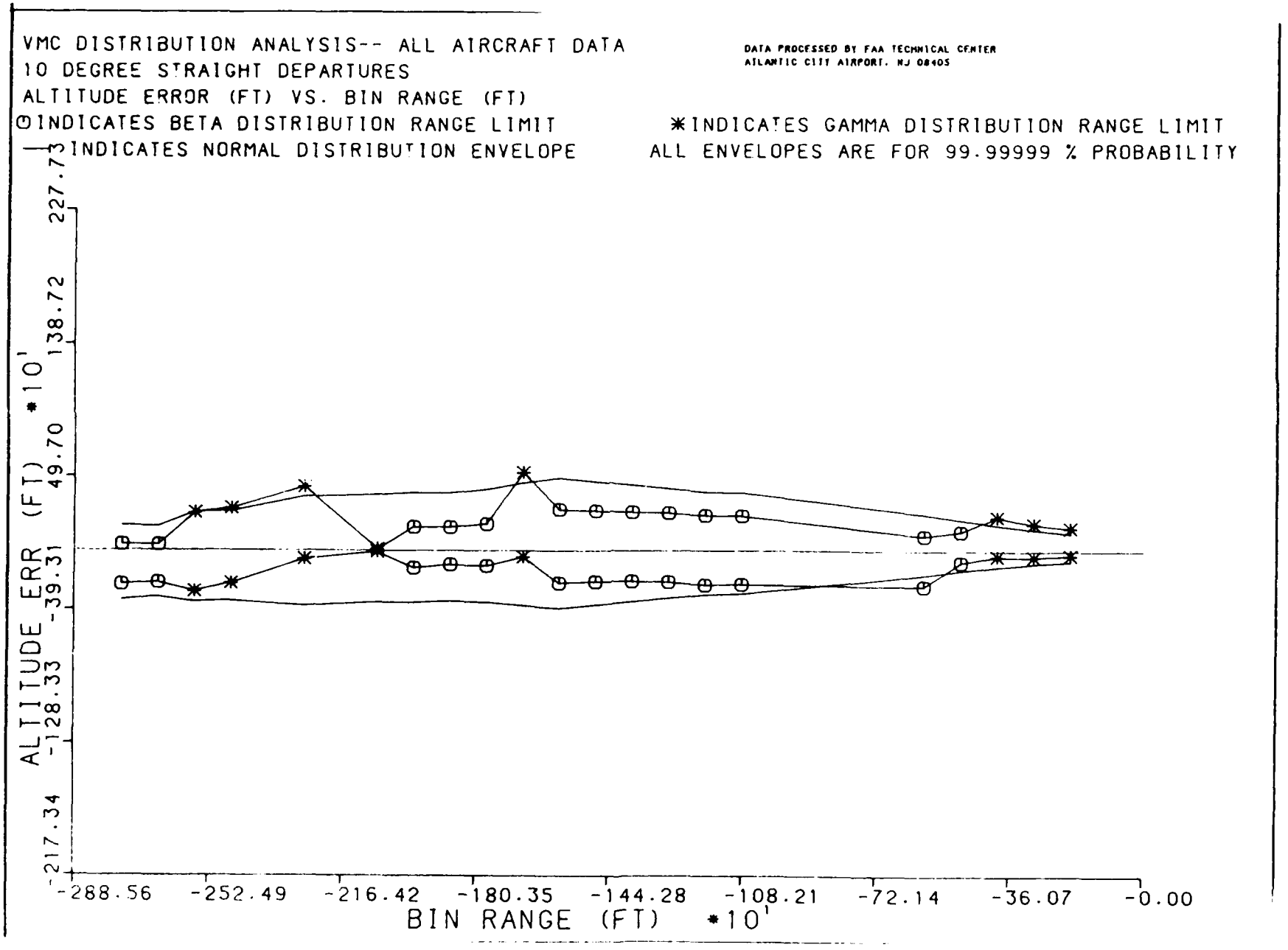
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
134.82
102.38
69.94
37.49
5.05
-27.40
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10'

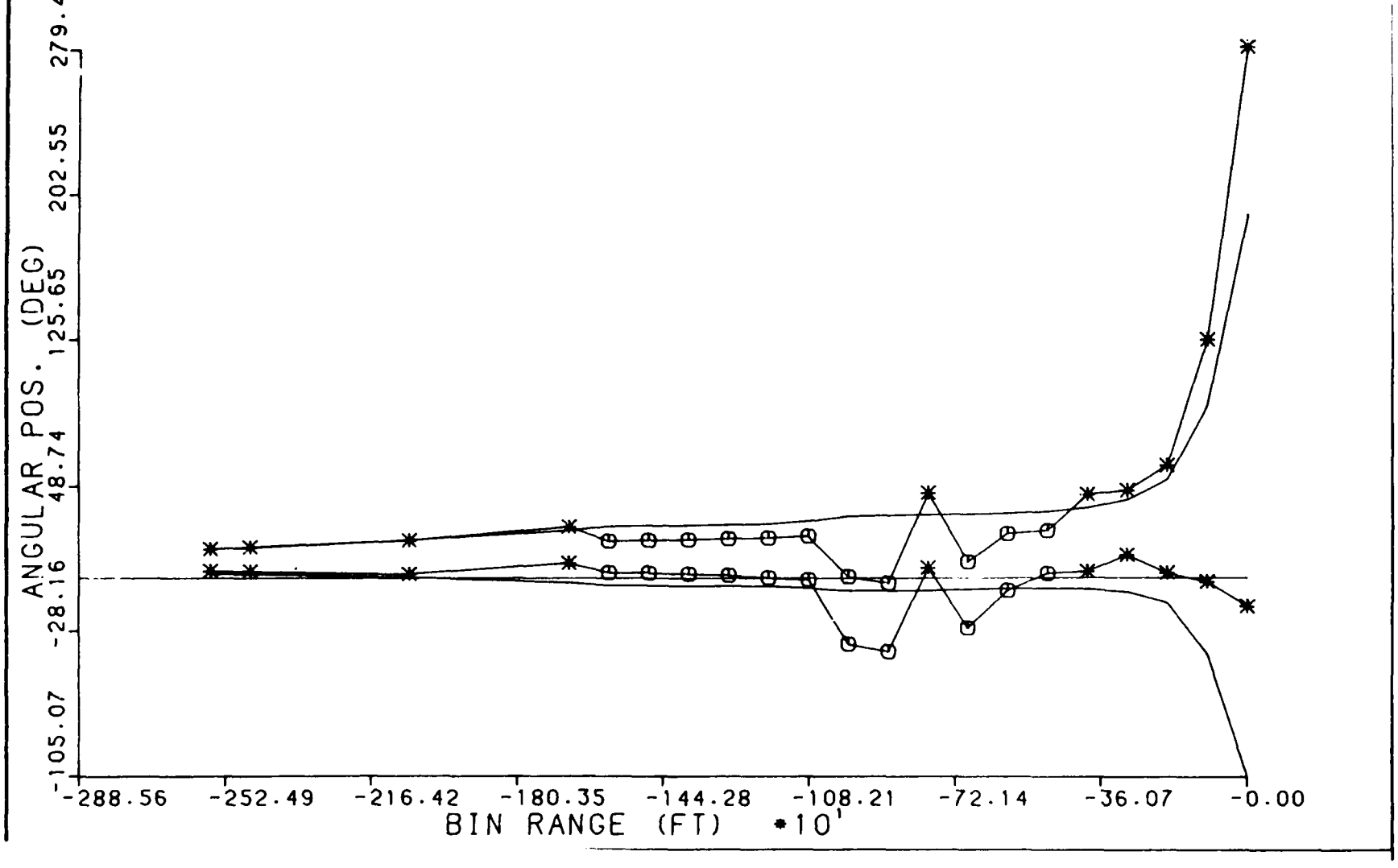

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEG)
261.77
186.34
110.92
35.50
-39.92
-115.34
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
227.73
138.72
49.70
-39.31
-128.33
-217.34
-288.56
-252.49
-216.42
-180.35
-144.28
-108.21
-72.14
-36.07
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

12 DEGREE STRAIGHT DEPARTURES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)

⊖INDICATES BETA DISTRIBUTION RANGE LIMIT

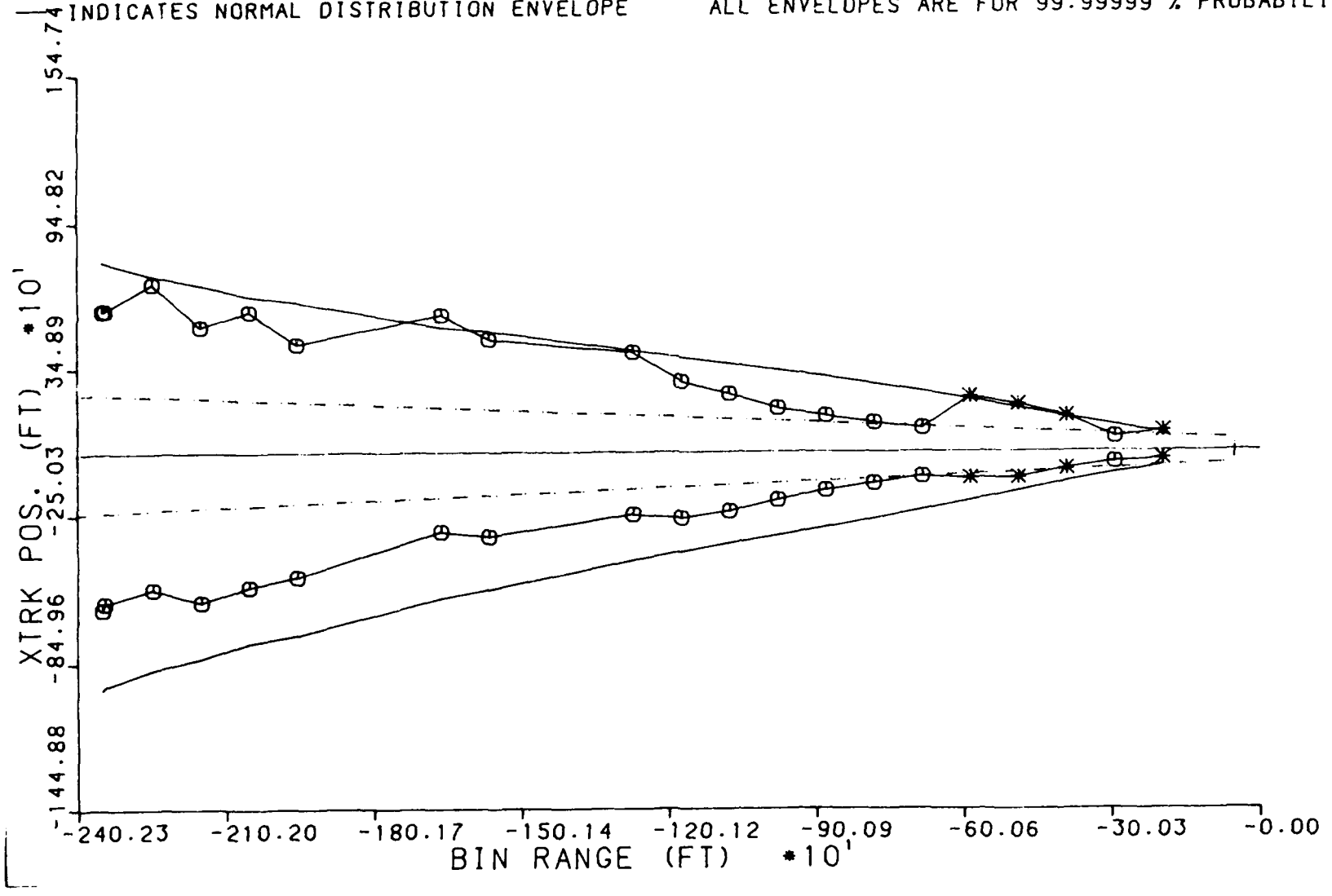
—INDICATES NORMAL DISTRIBUTION ENVELOPE

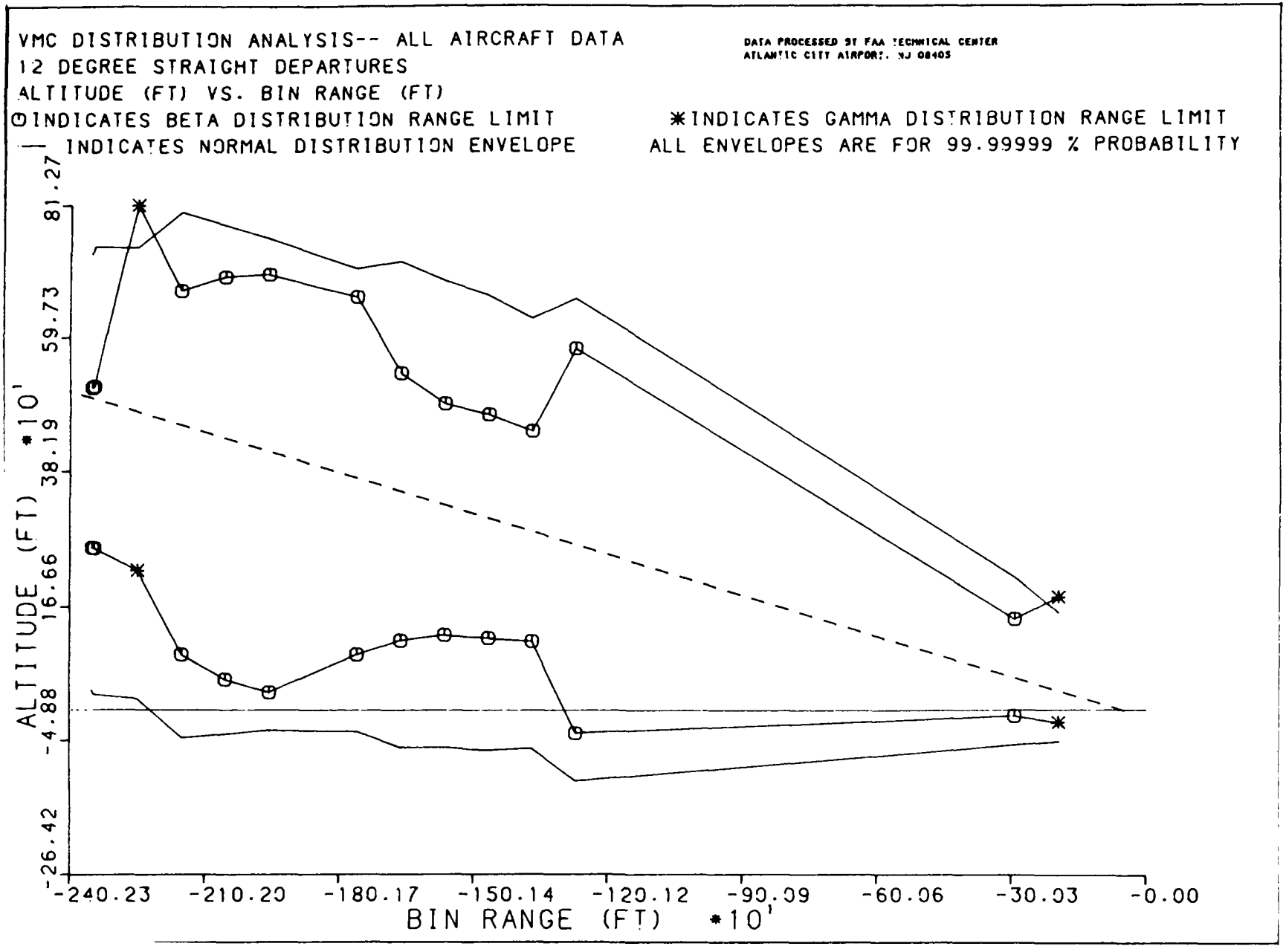
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

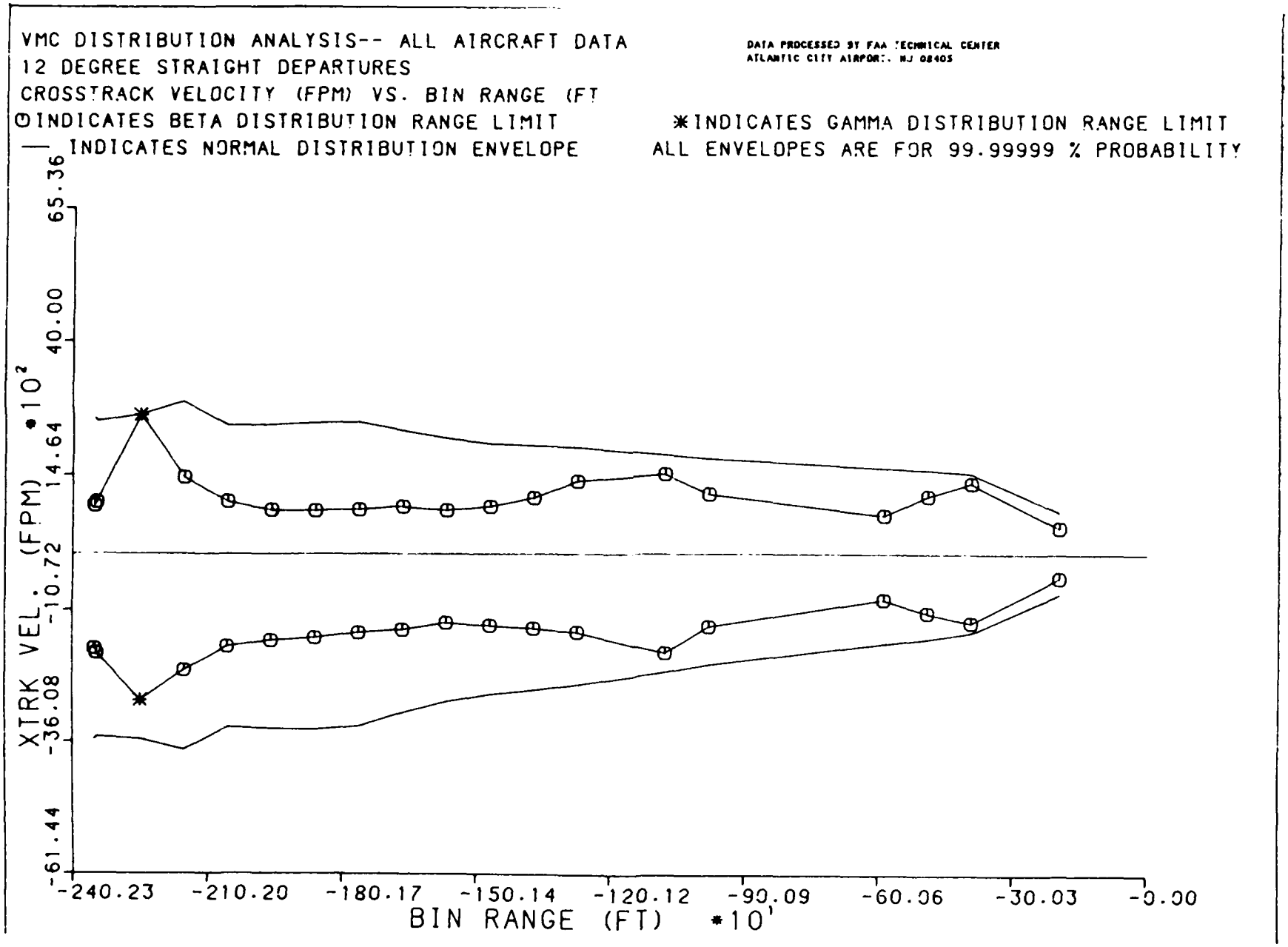
- - INDICATES FAA APPROACH SURFACE

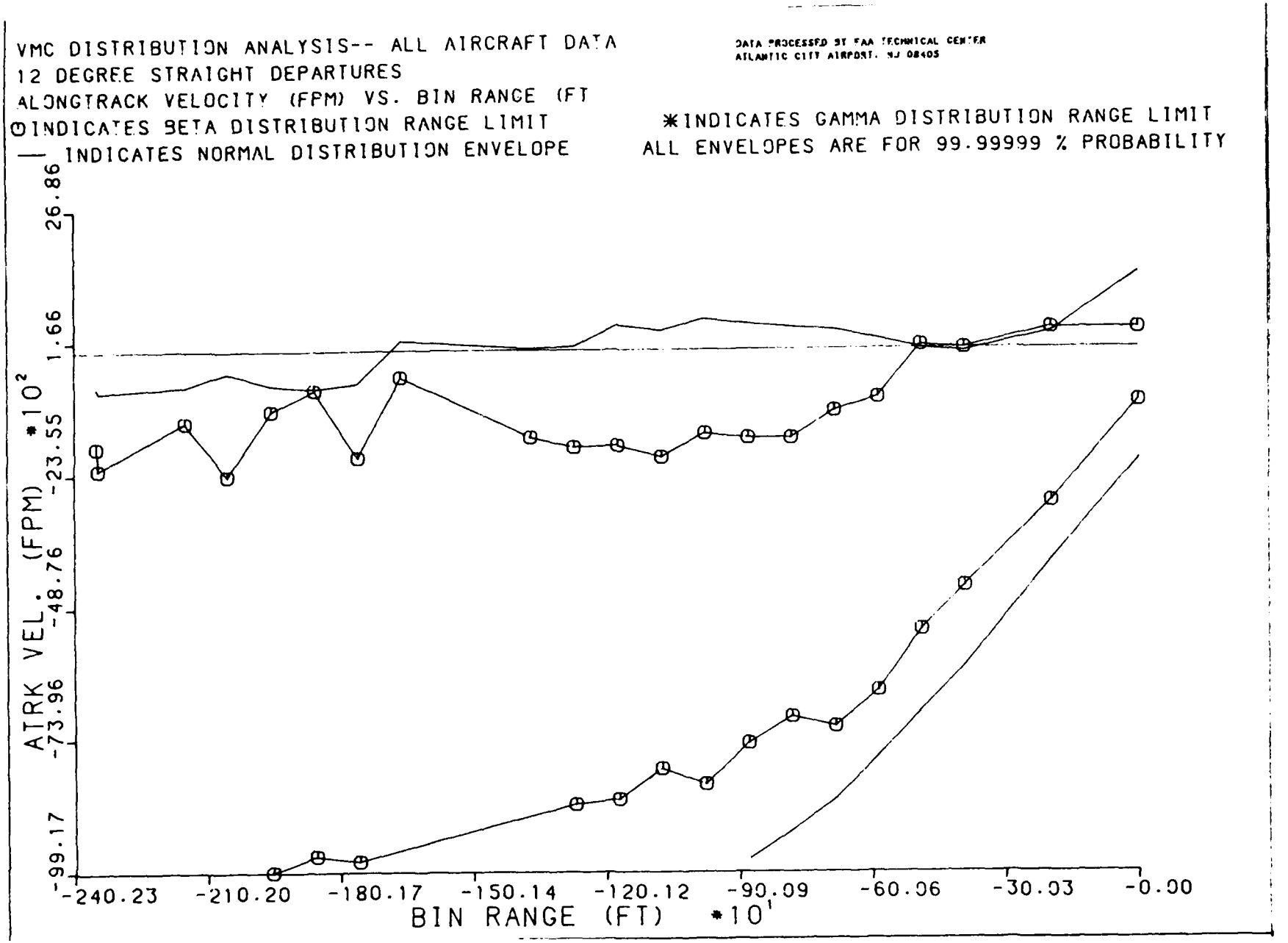
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT

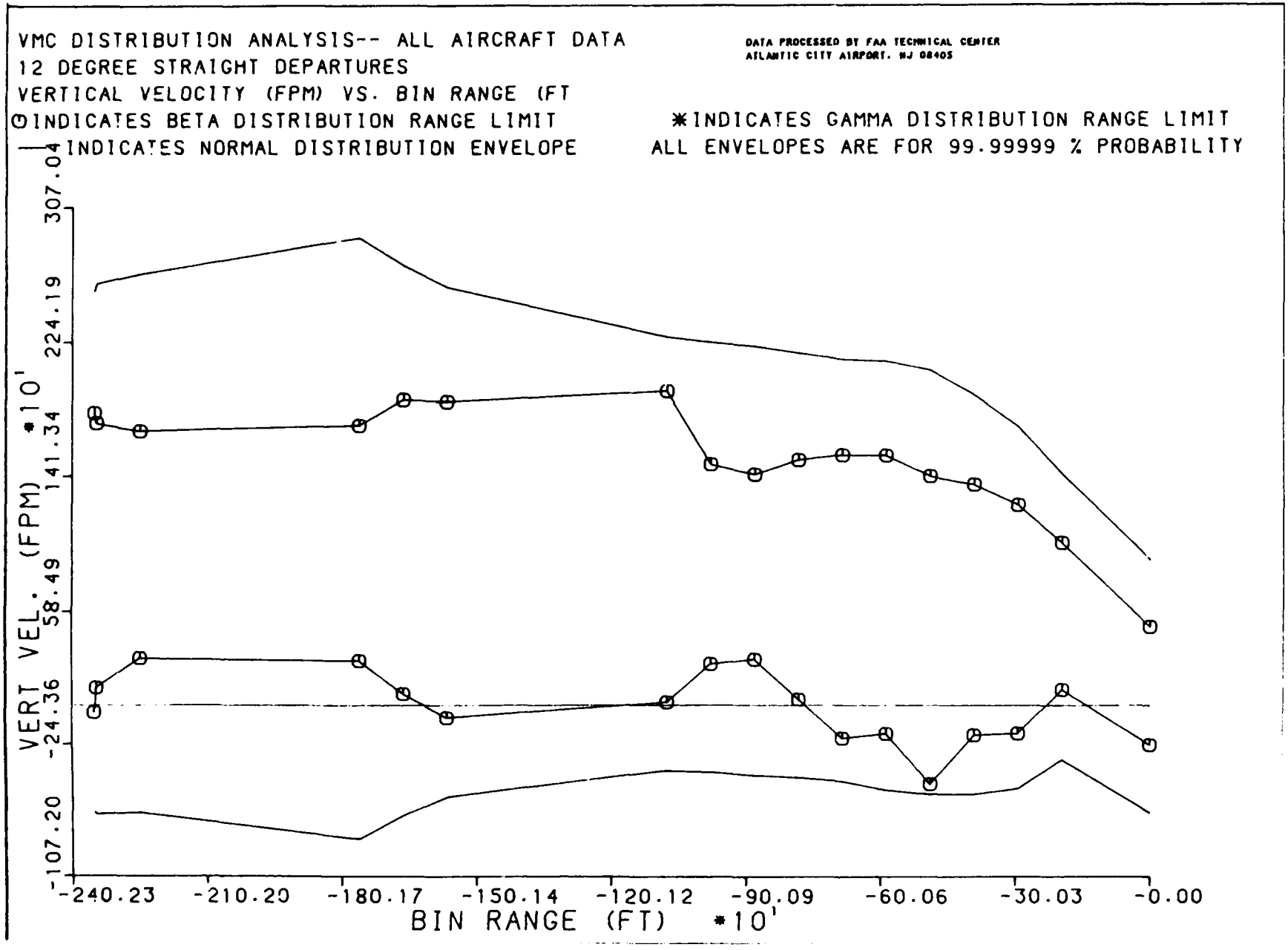
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE STRAIGHT DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10'
81.27
59.73
38.19
16.66
-4.88
-26.42
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10'


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE STRAIGHT DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
65.36
40.00
14.64
-10.72
-36.08
-61.44
XTRK VEL. (FPM) *10²
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

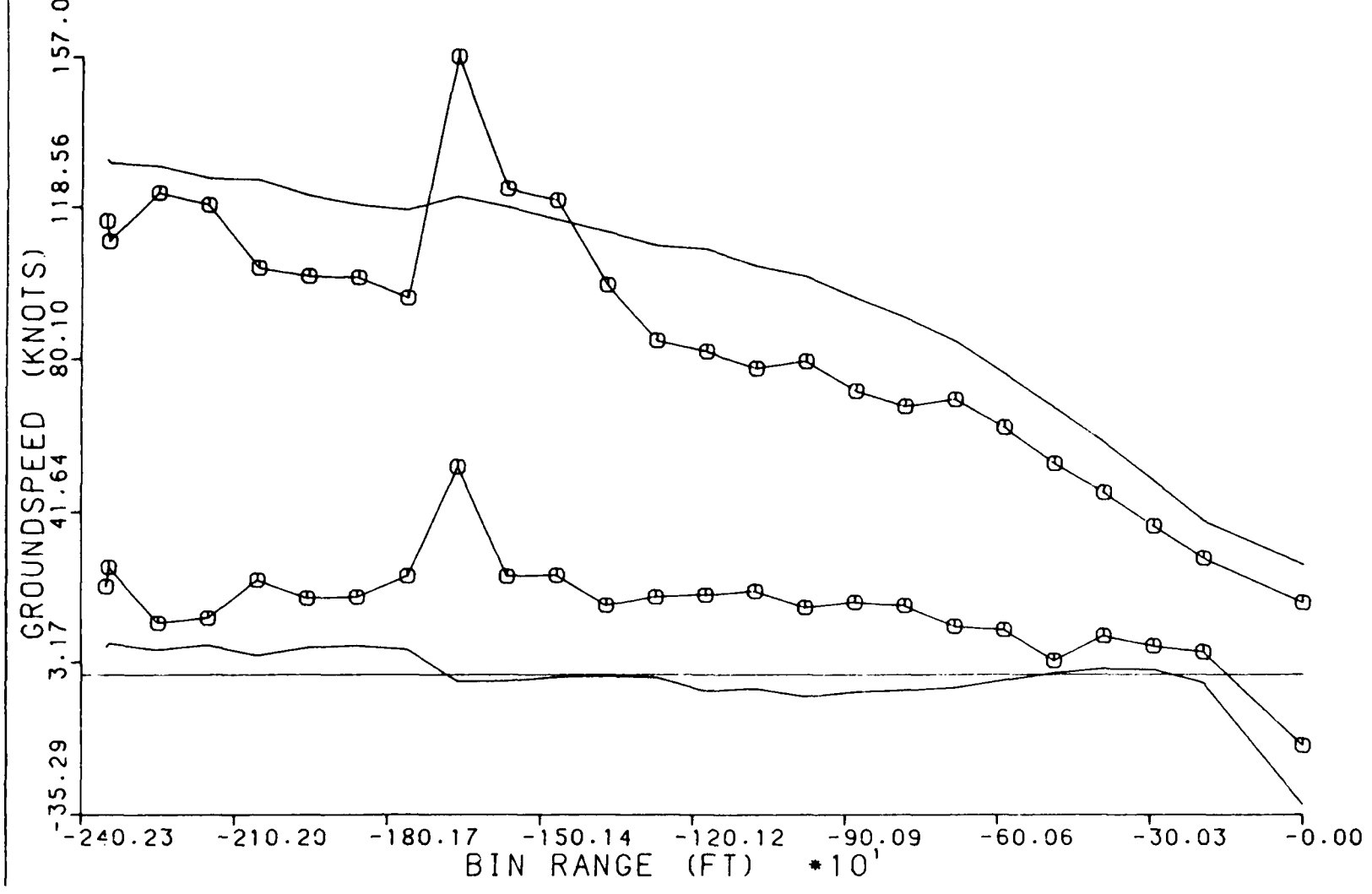

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE STRAIGHT DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
26.86
1.66
-23.55
-48.76
-73.96
-99.17
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE STRAIGHT DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
307.04
224.19
141.34
58.49
-24.36
-107.20
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE STRAIGHT DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

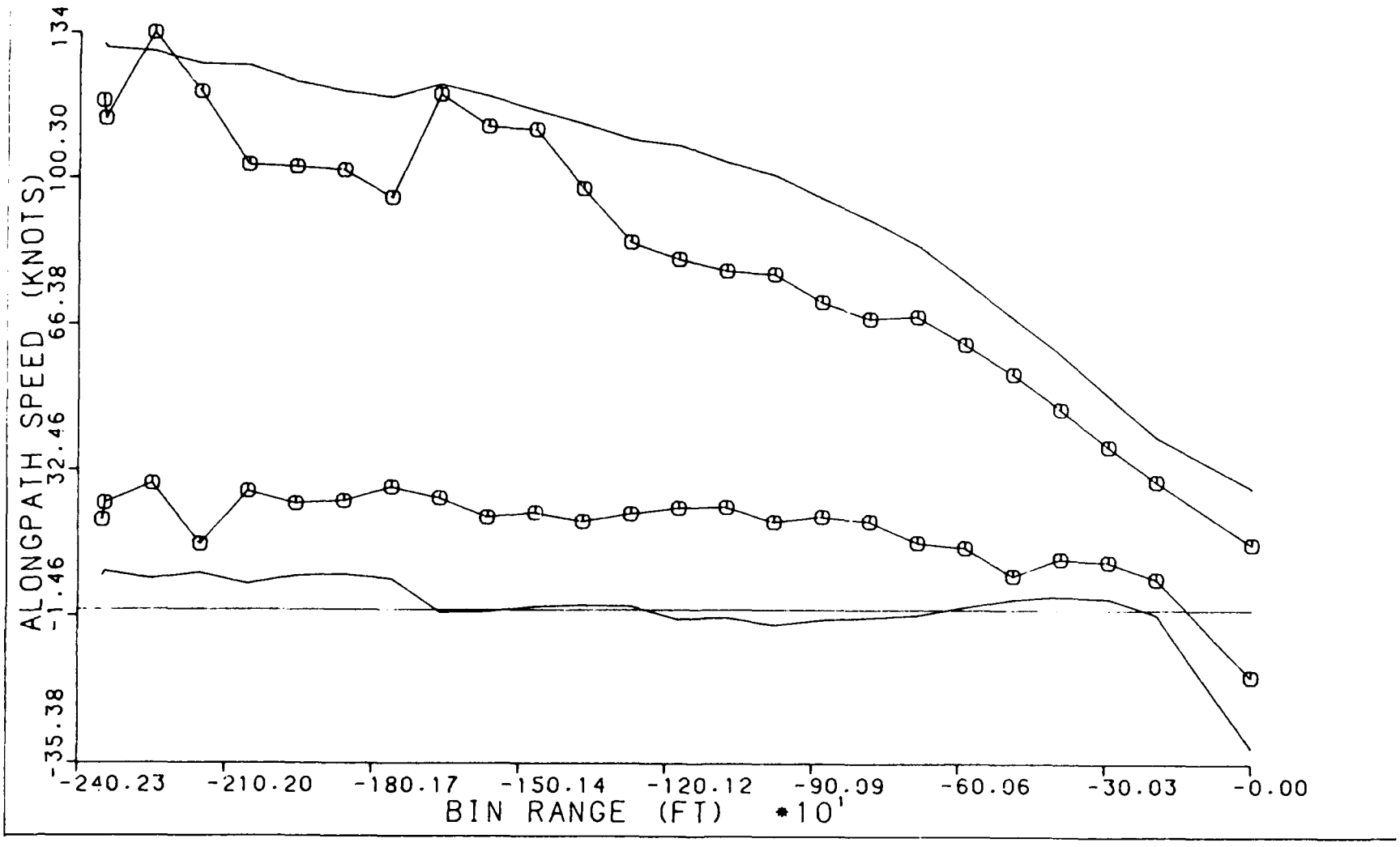
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE STRAIGHT DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

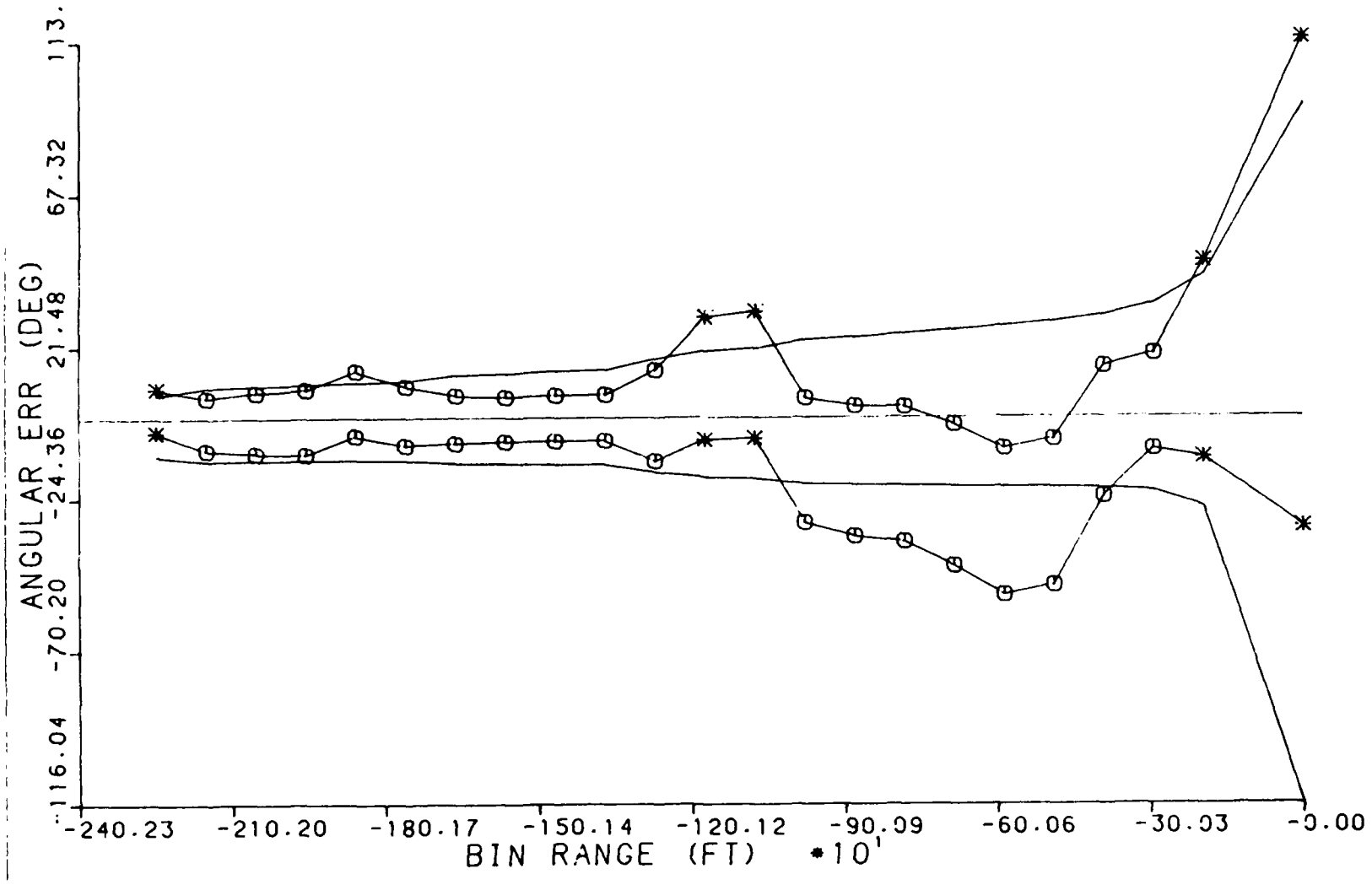
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

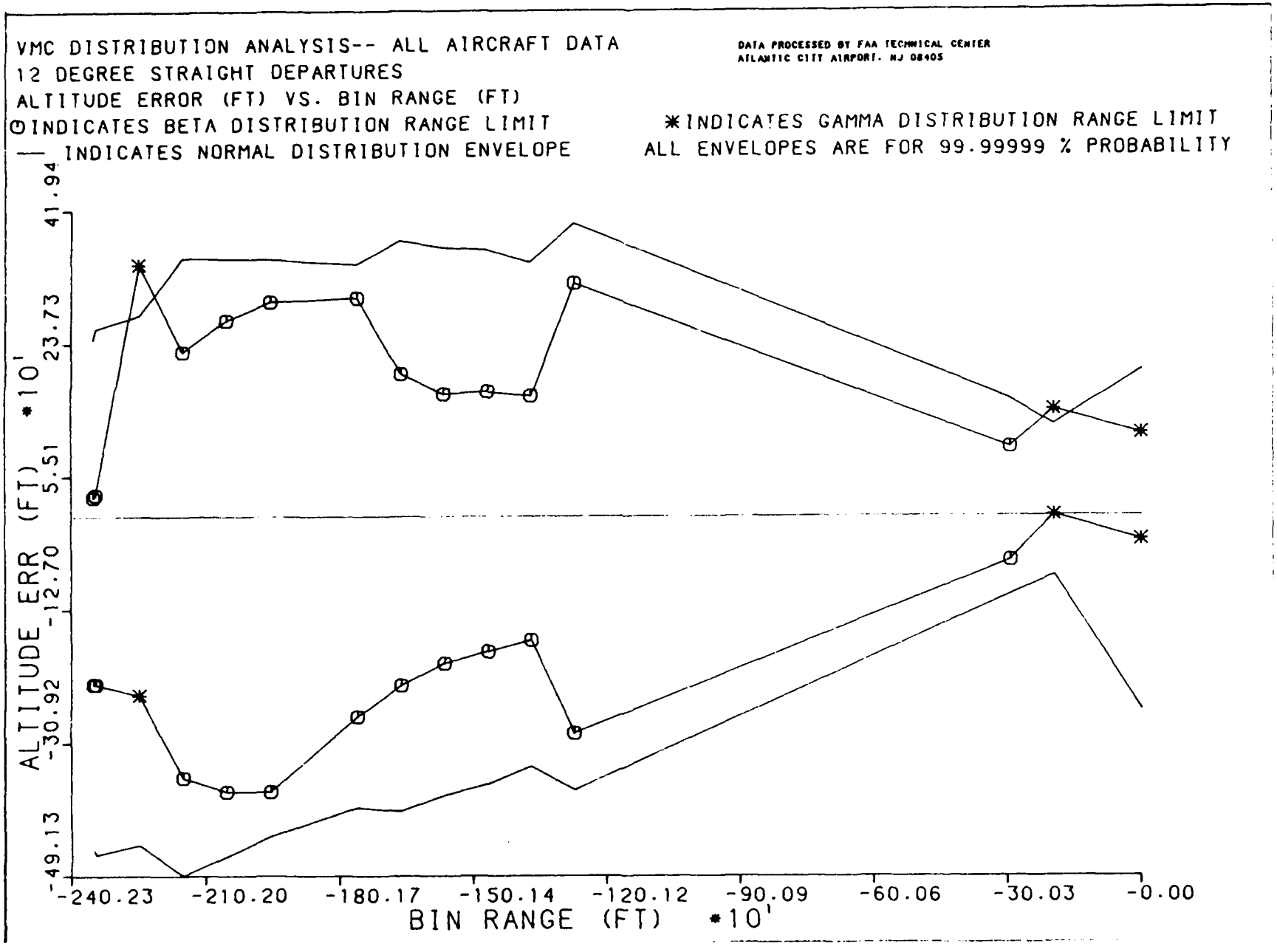


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE STRAIGHT DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

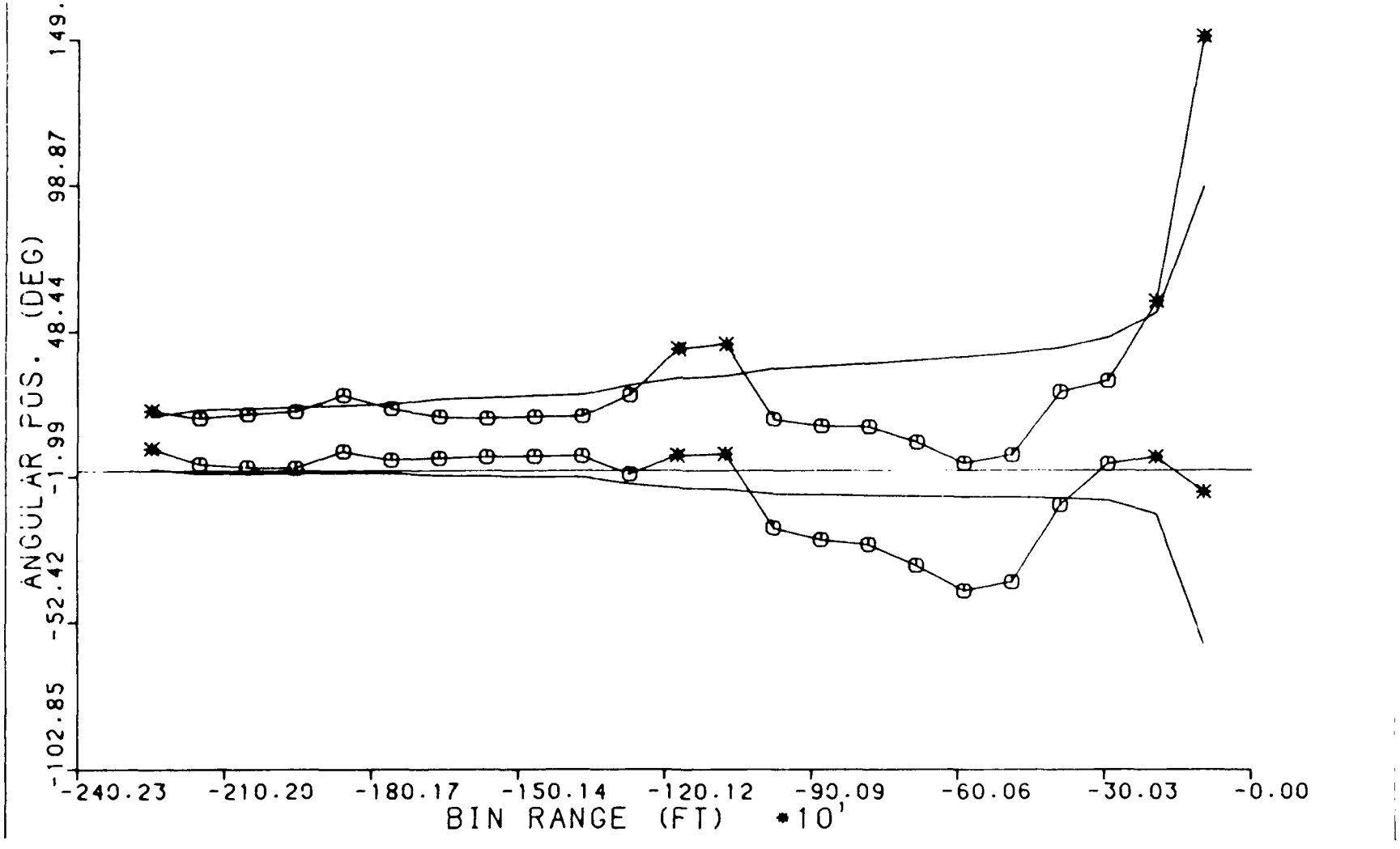


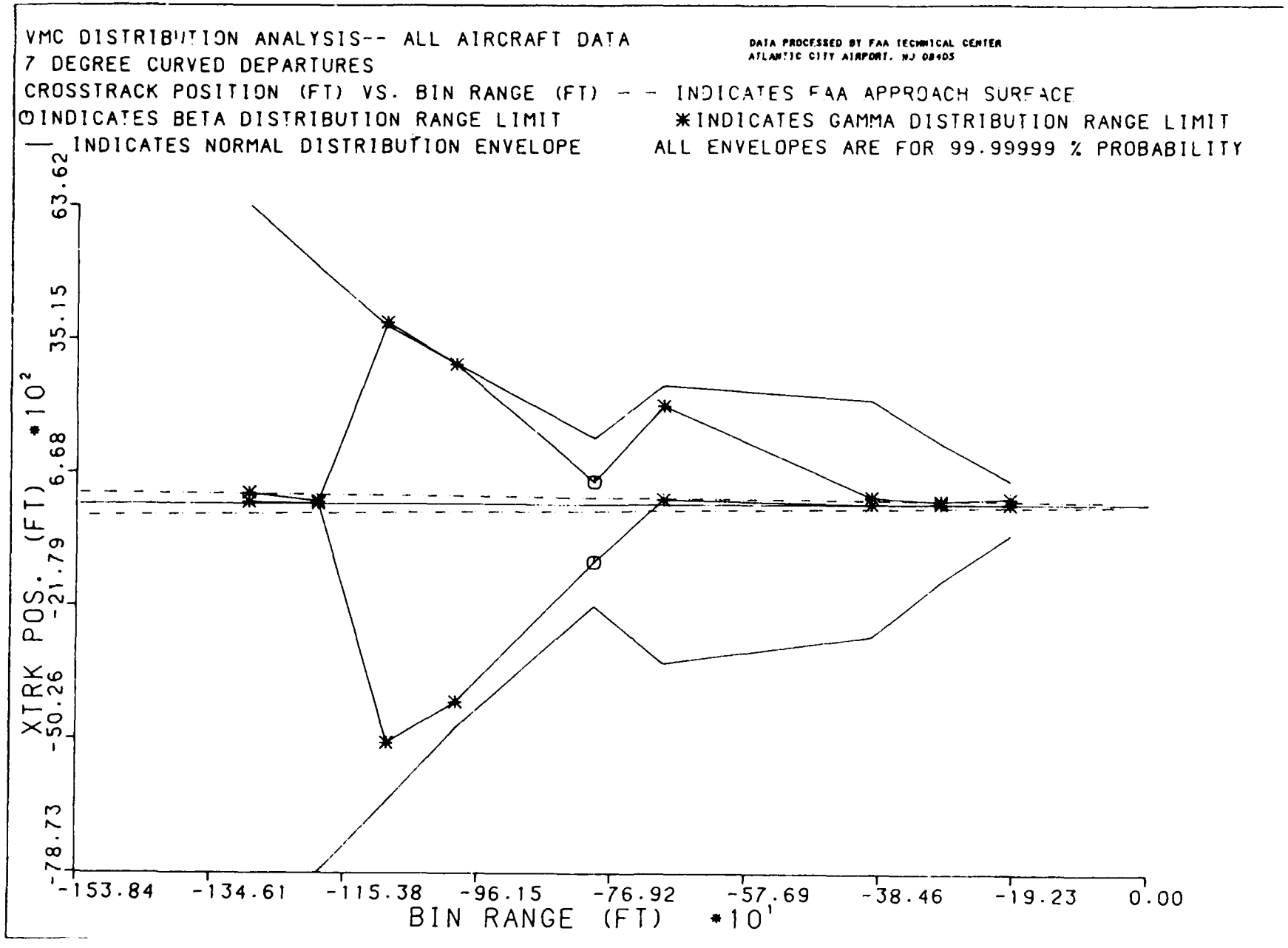

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE STRAIGHT DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
41.94
23.73
5.51
-12.70
-30.92
-49.13
-240.23
-210.20
-180.17
-150.14
-120.12
-90.09
-60.06
-30.03
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE STRAIGHT DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

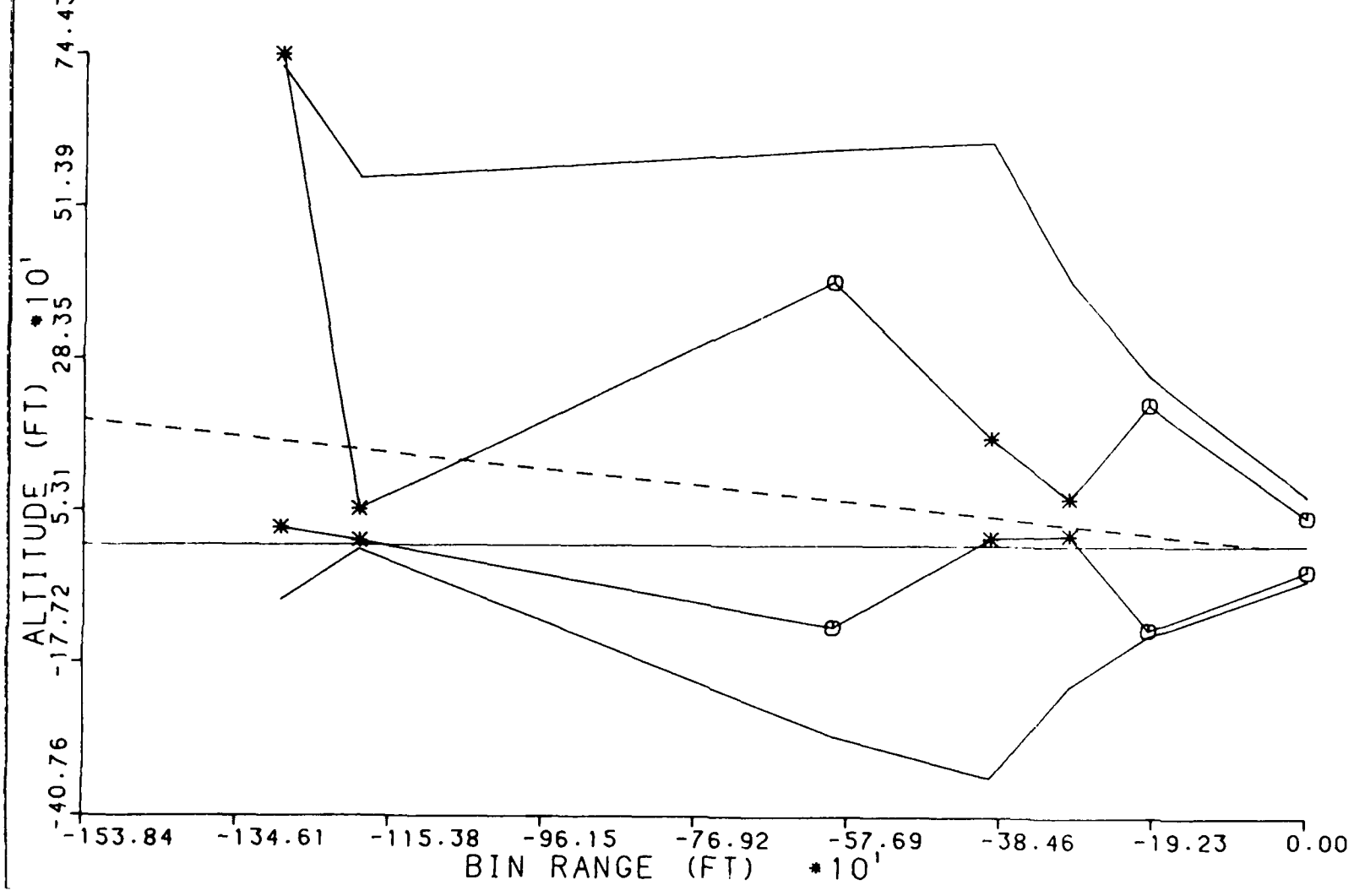



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
63.62
35.15
6.68
-21.79
-50.26
-78.73
-153.84
-134.61
-115.38
-96.15
-76.92
-57.69
-38.46
-19.23
0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

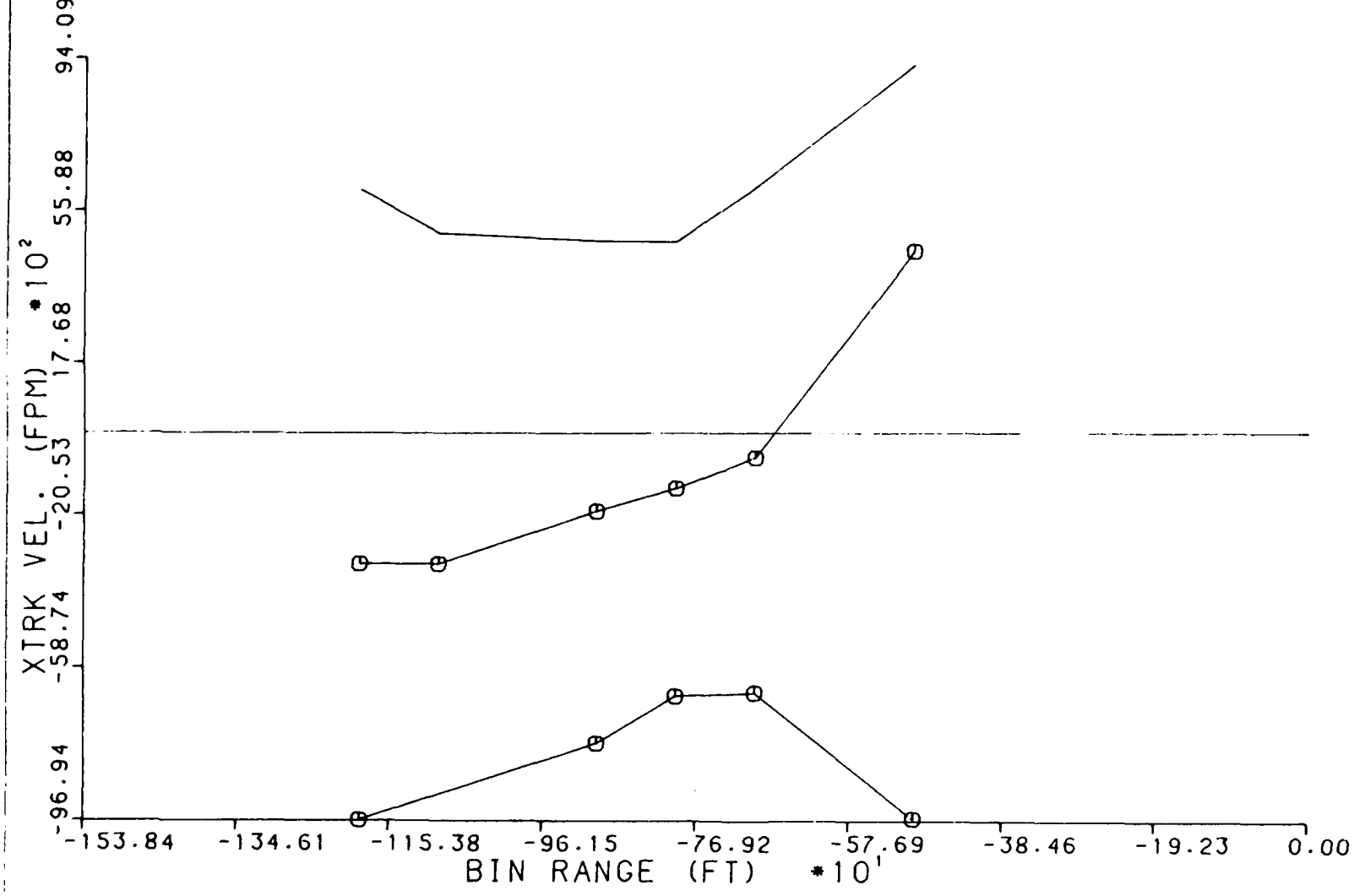
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

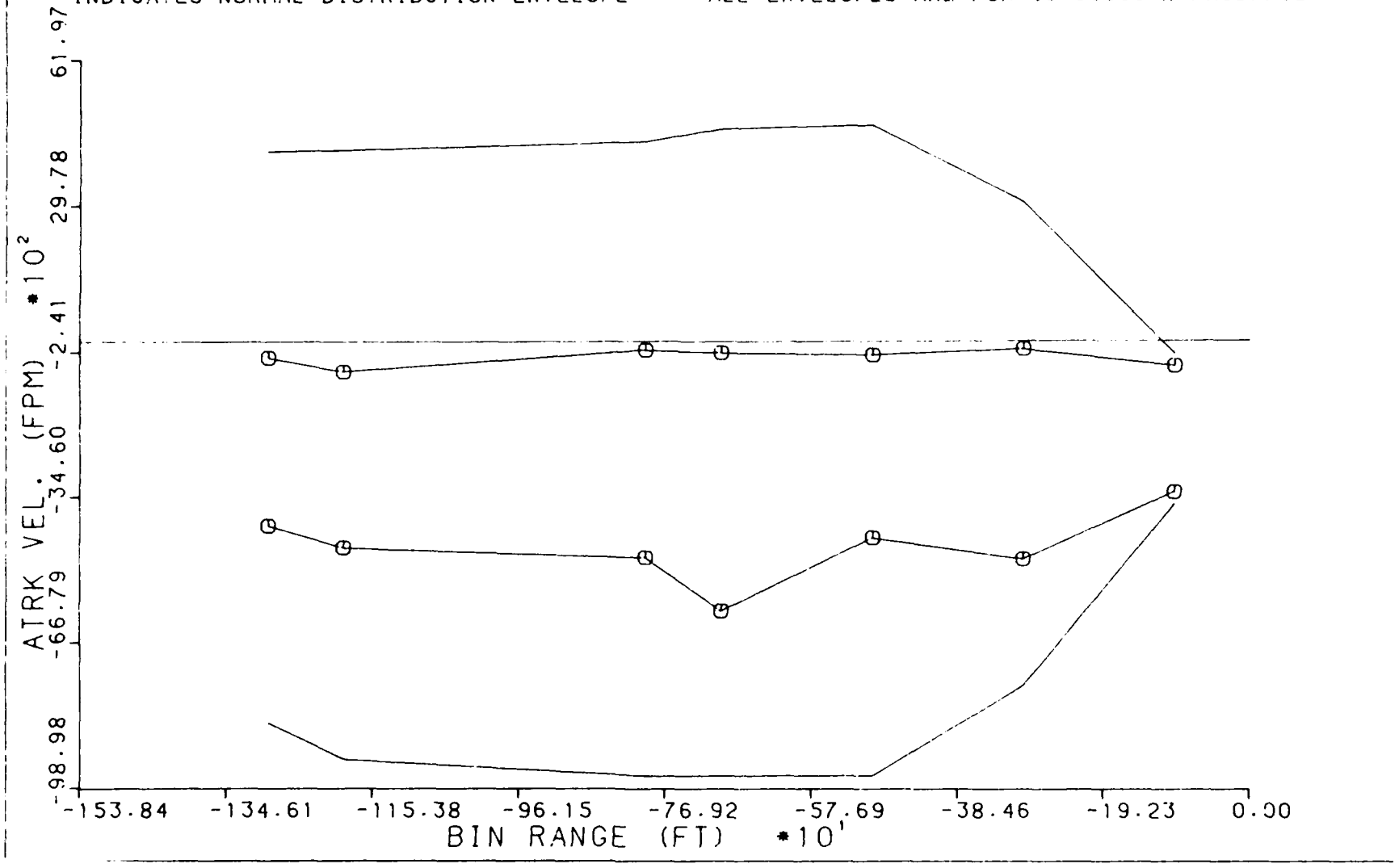


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙ INDICATES BETA DISTRIBUTION RANCE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

✱ INDICATES GAMMA DISTRIBUTION RANCE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

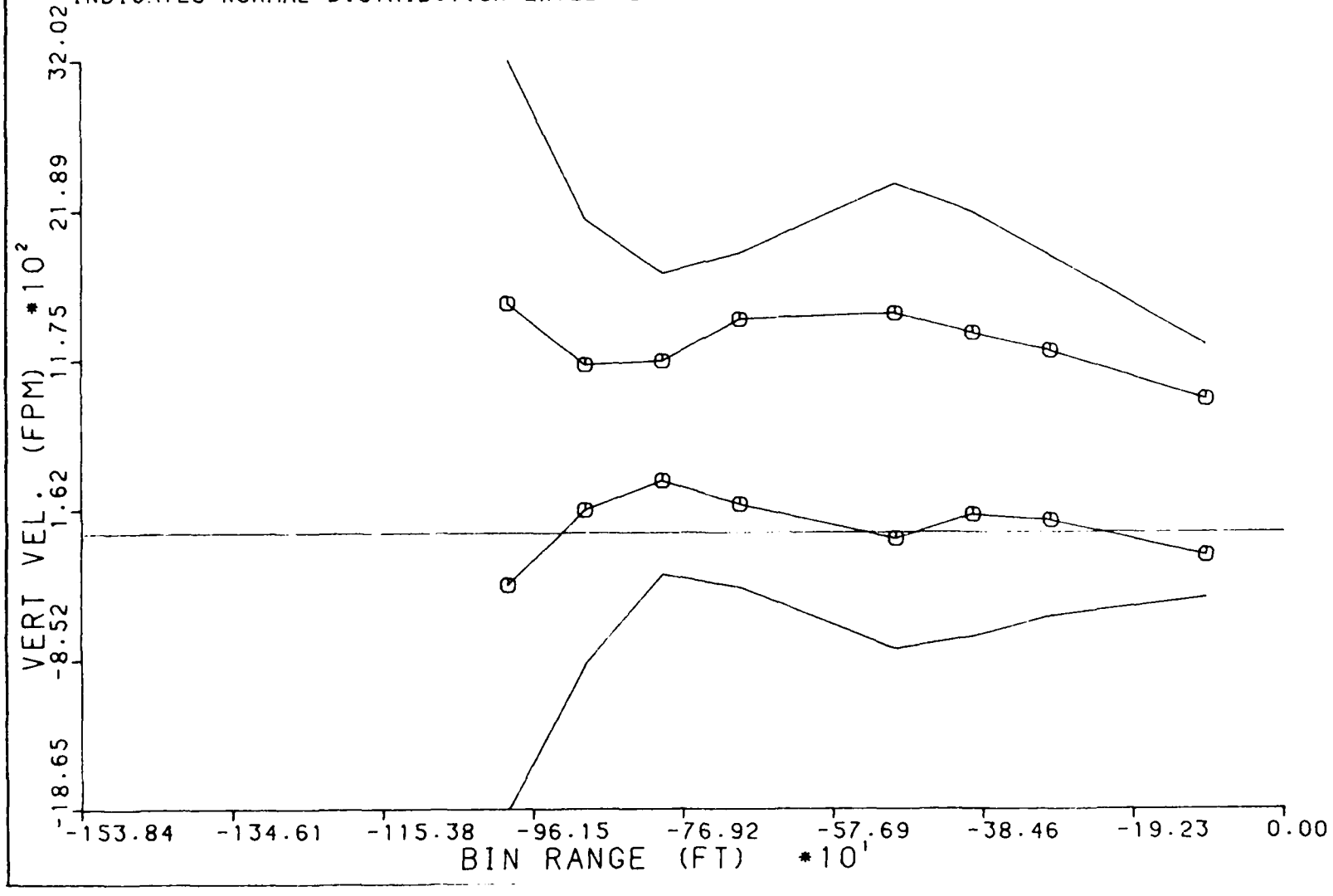


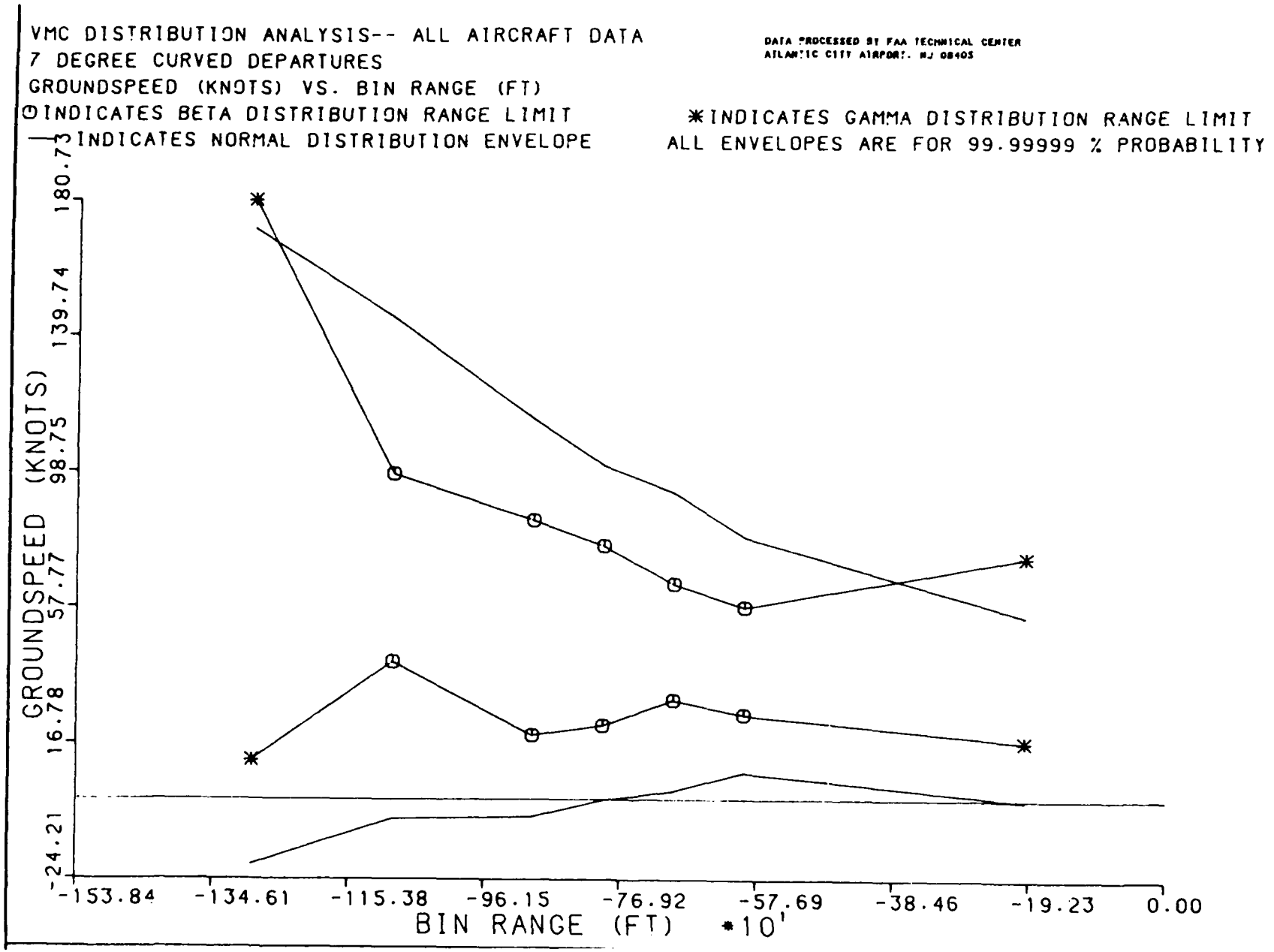
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

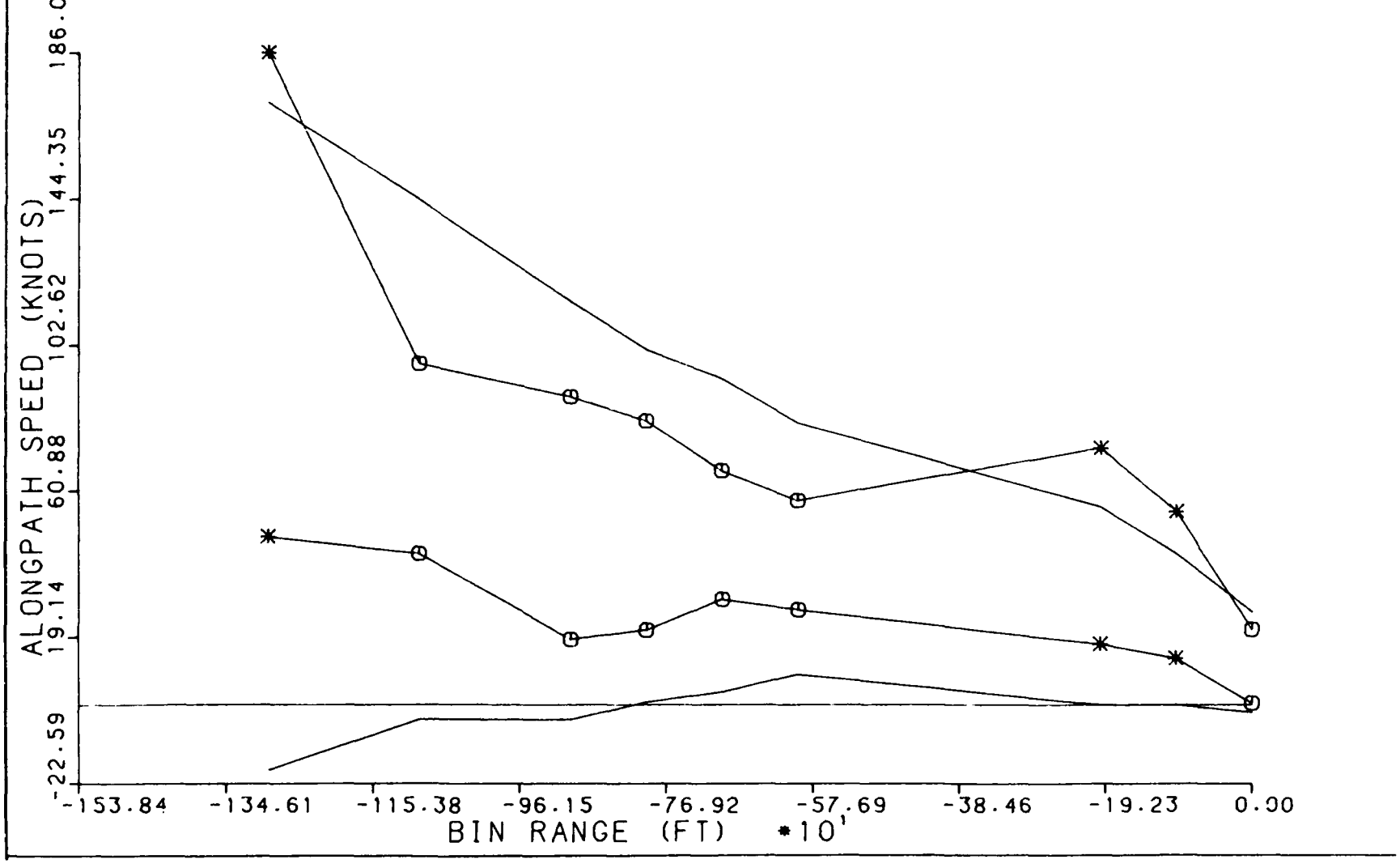


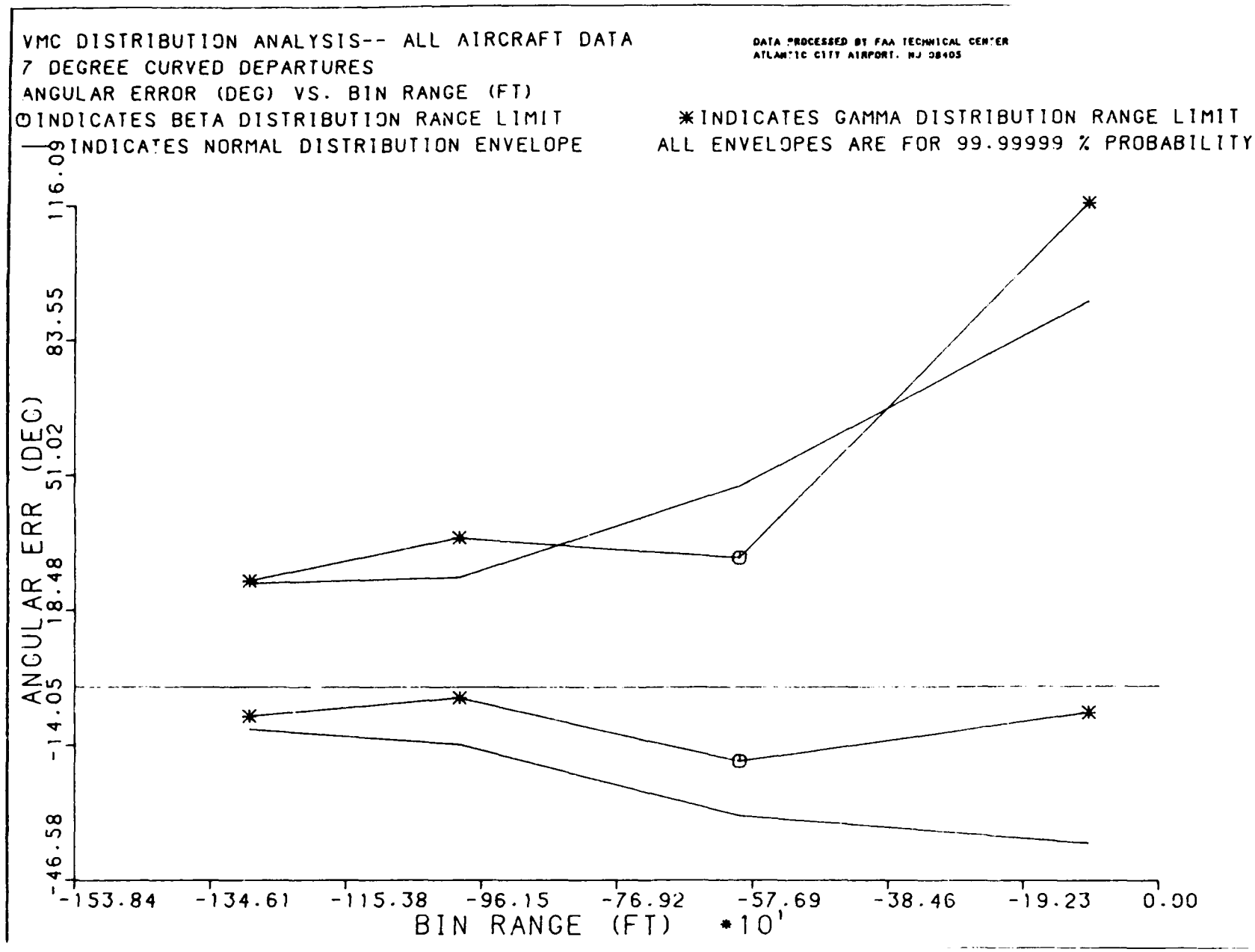

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
180.73
139.74
98.75
57.77
16.78
-24.21
-153.84
-134.61
-115.38
-96.15
-76.92
-57.69
-38.46
-19.23
0.00
BIN RANGE (FT) *10'

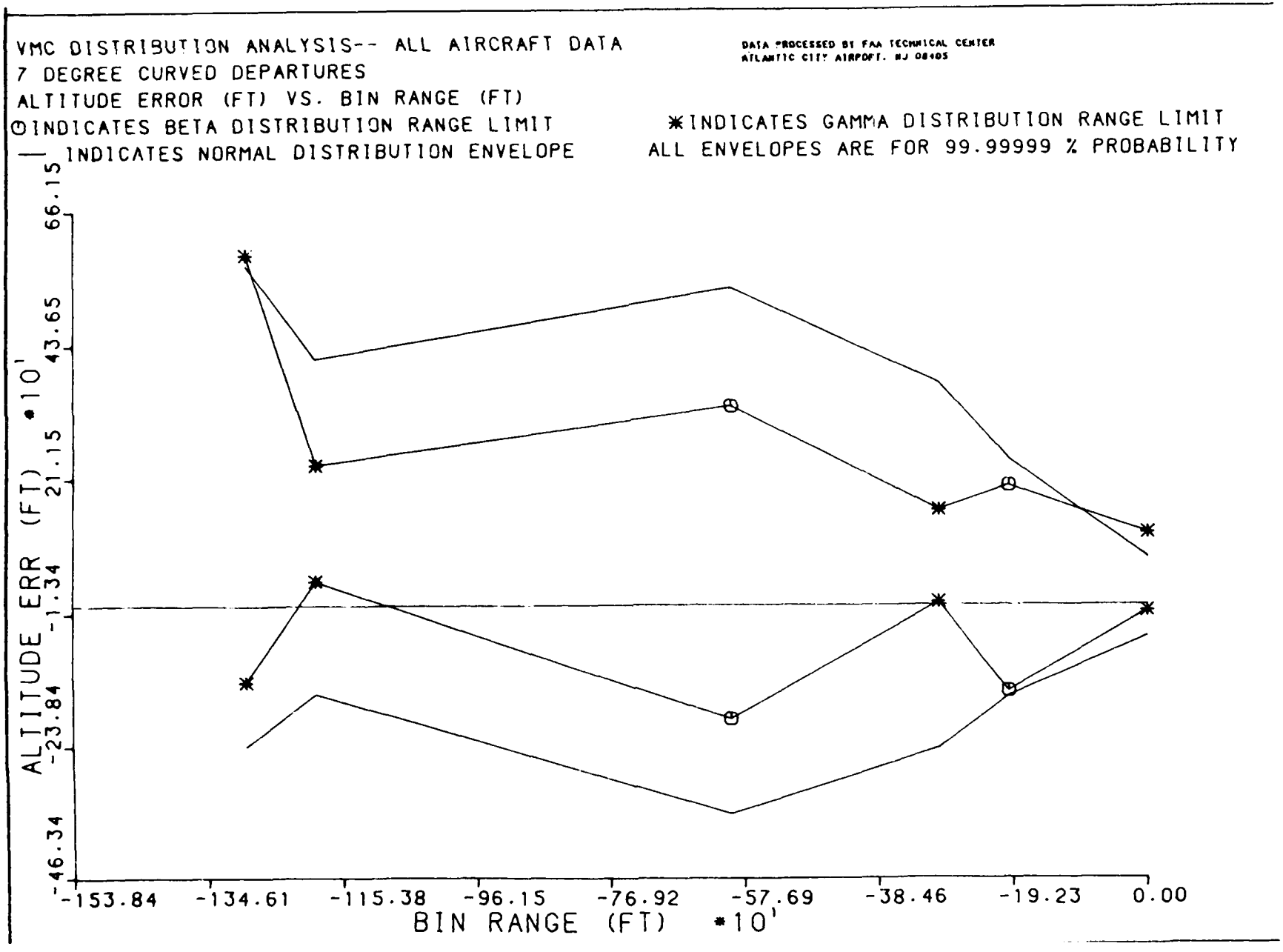
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



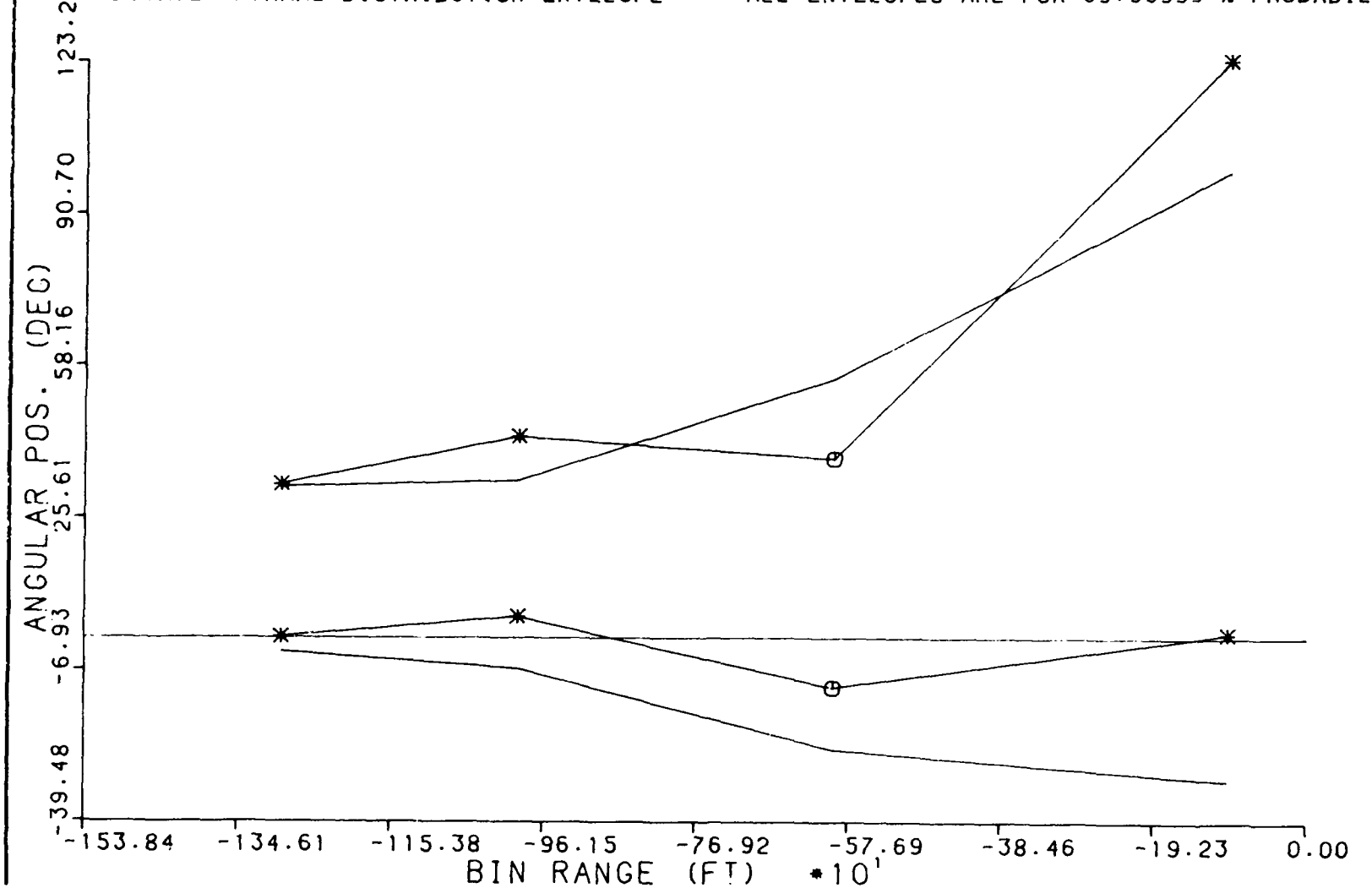

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEC)
116.09
83.55
51.02
18.48
-14.05
-46.58
-153.84
-134.61
-115.38
-96.15
-76.92
-57.69
-38.46
-19.23
0.00
BIN RANGE (FT) *10'

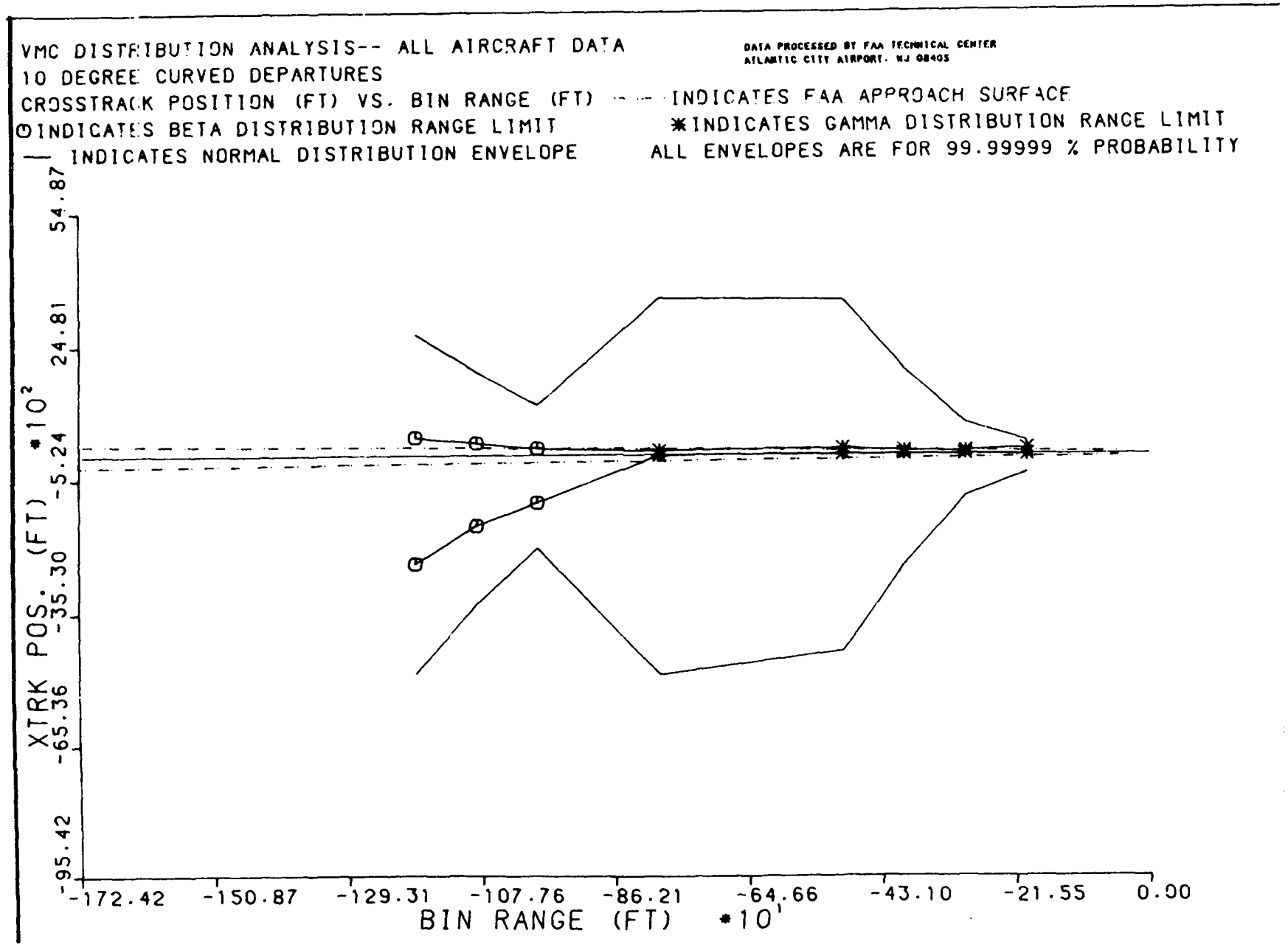

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| | INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10'
66.15
43.65
21.15
-1.34
-23.84
-46.34
-153.84
-134.61
-115.38
-96.15
-76.92
-57.69
-38.46
-19.23
0.00
BIN RANGE (FT) *10'

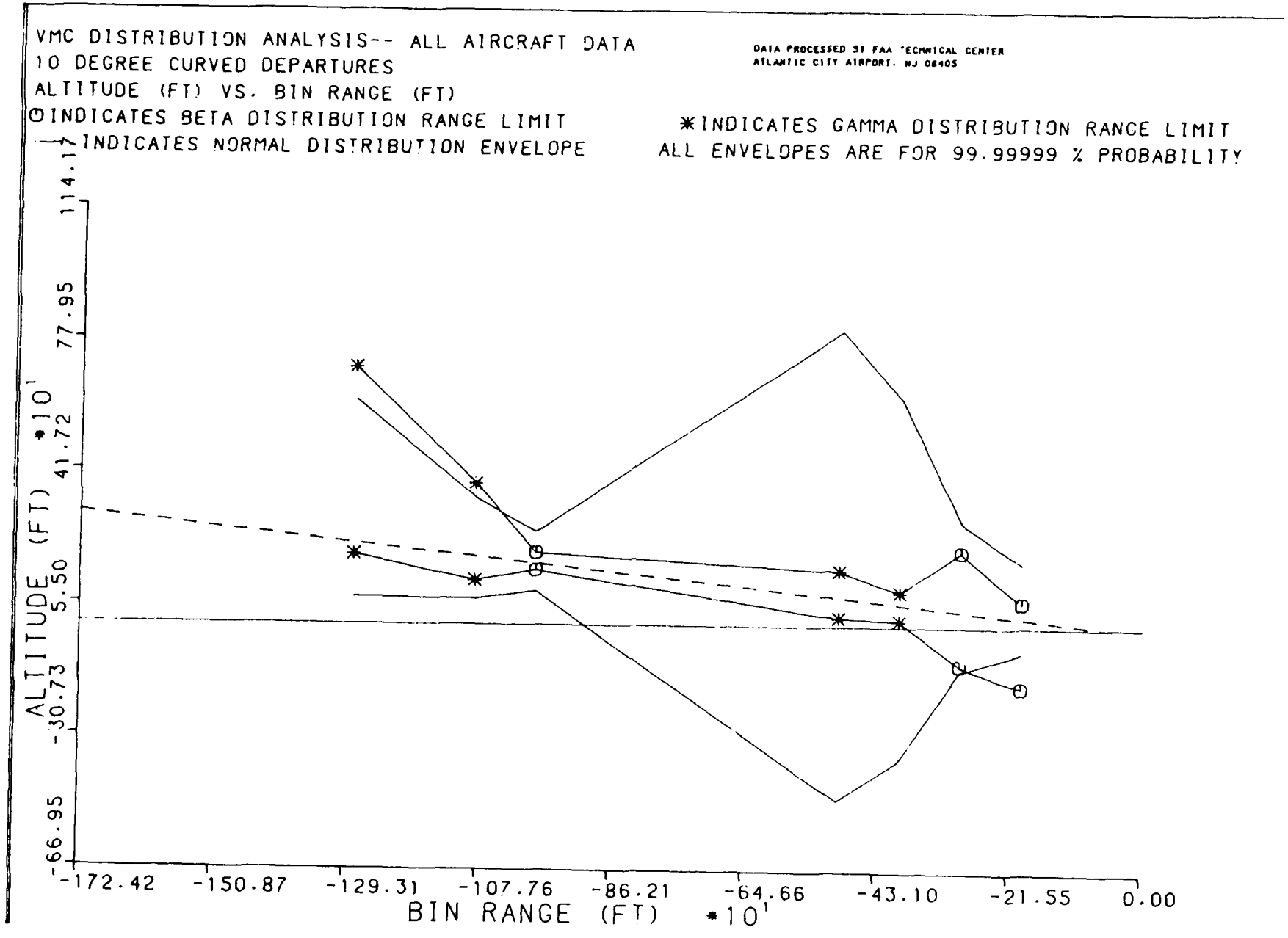
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
7 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

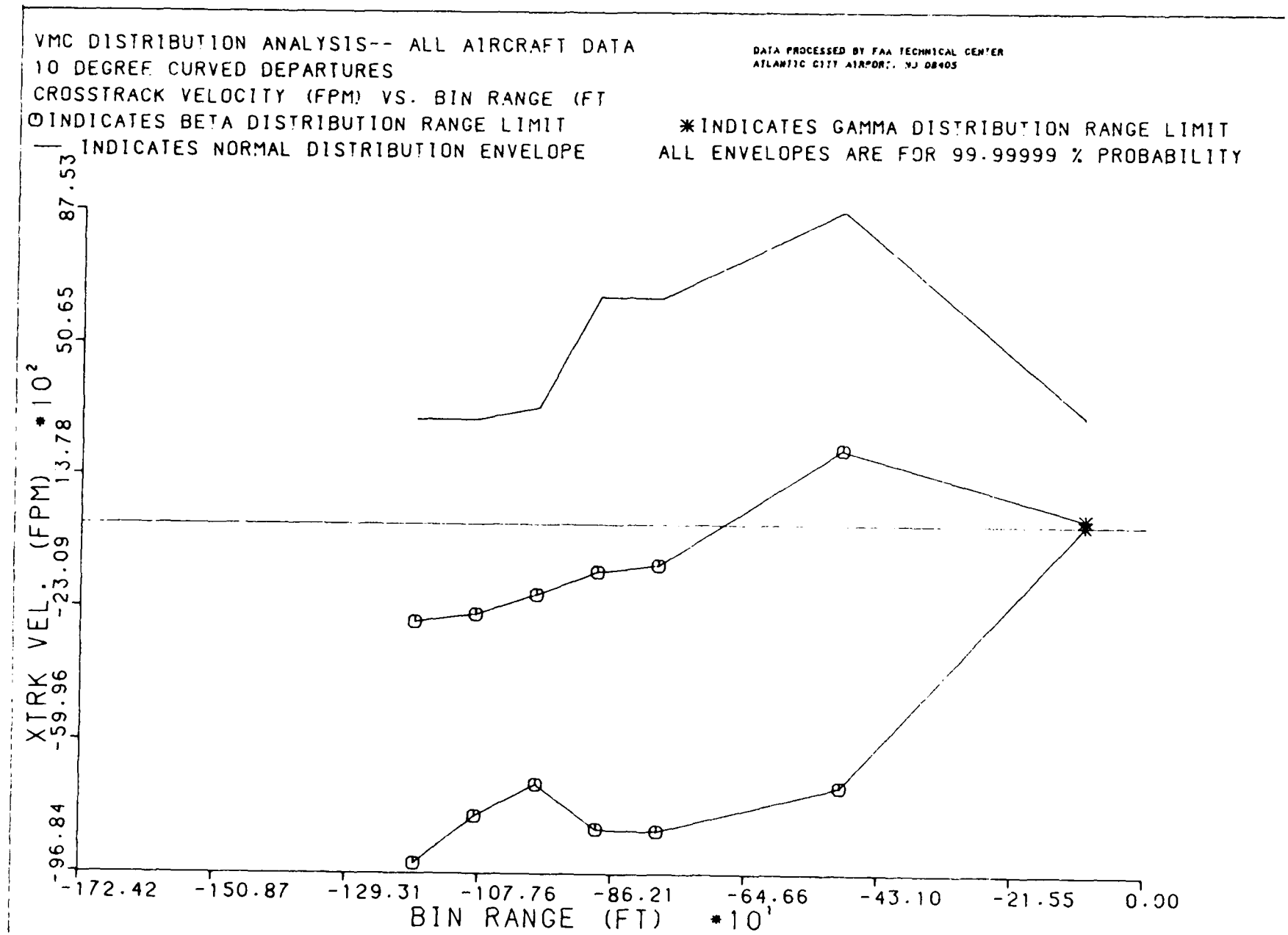
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - - INDICATES FAA APPROACH SURFACE
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
54.87
24.81
-5.24
-35.30
-65.36
-95.42
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE (FT) *10¹
114.17
77.95
41.72
5.50
-30.73
-66.95
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹

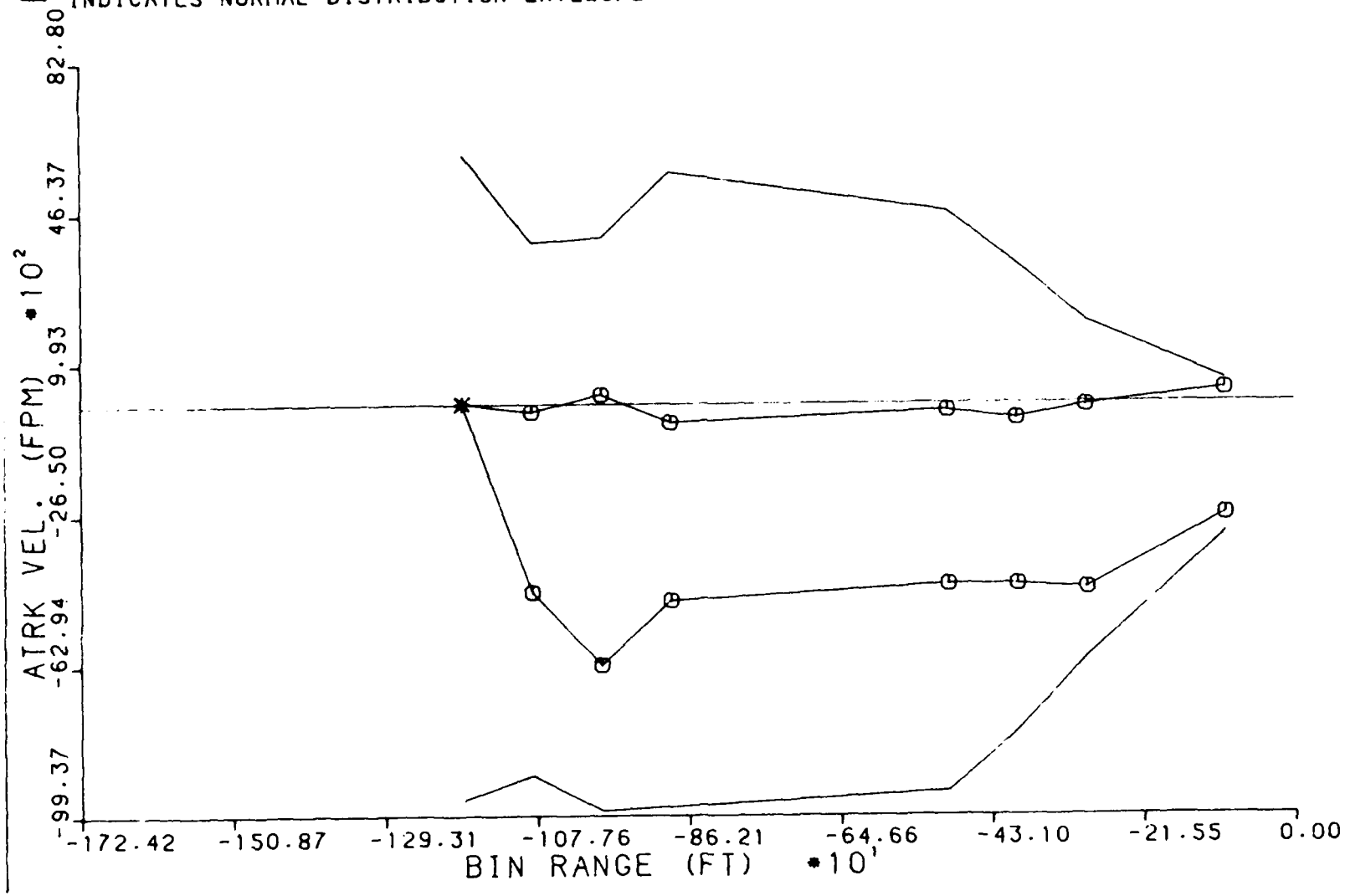

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
87.53
50.65
13.78
-23.09
-59.96
-96.84
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹

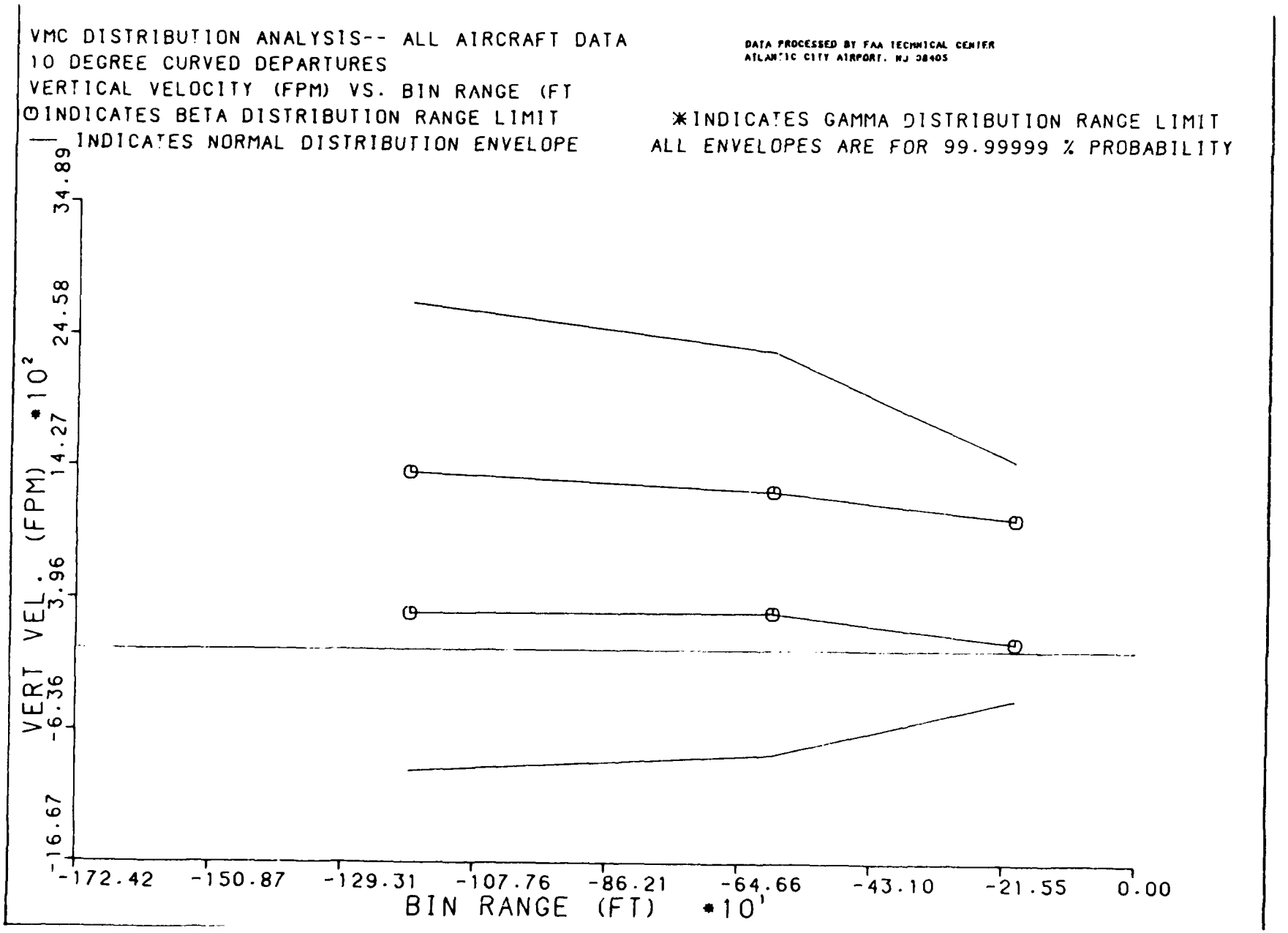
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

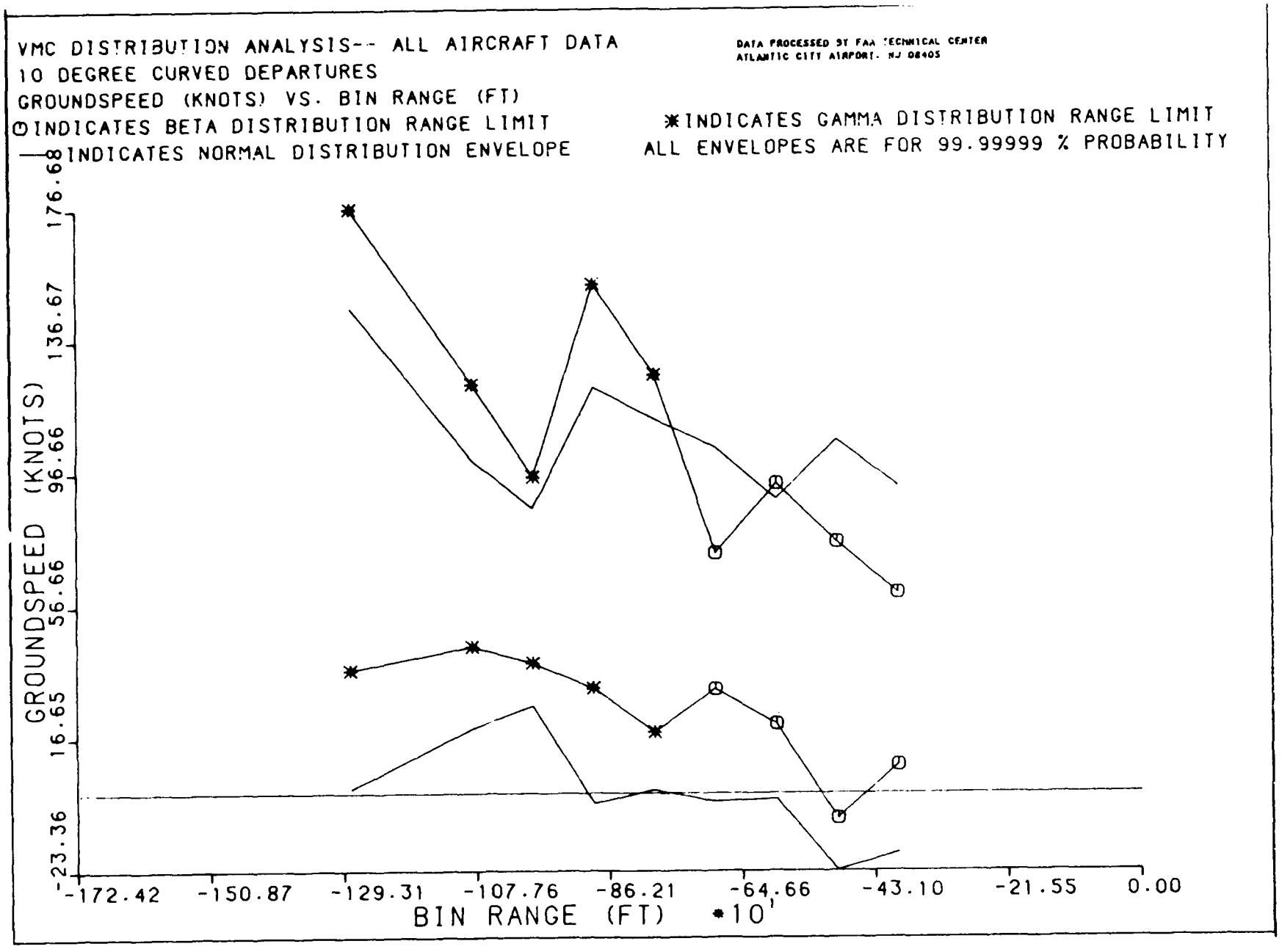
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

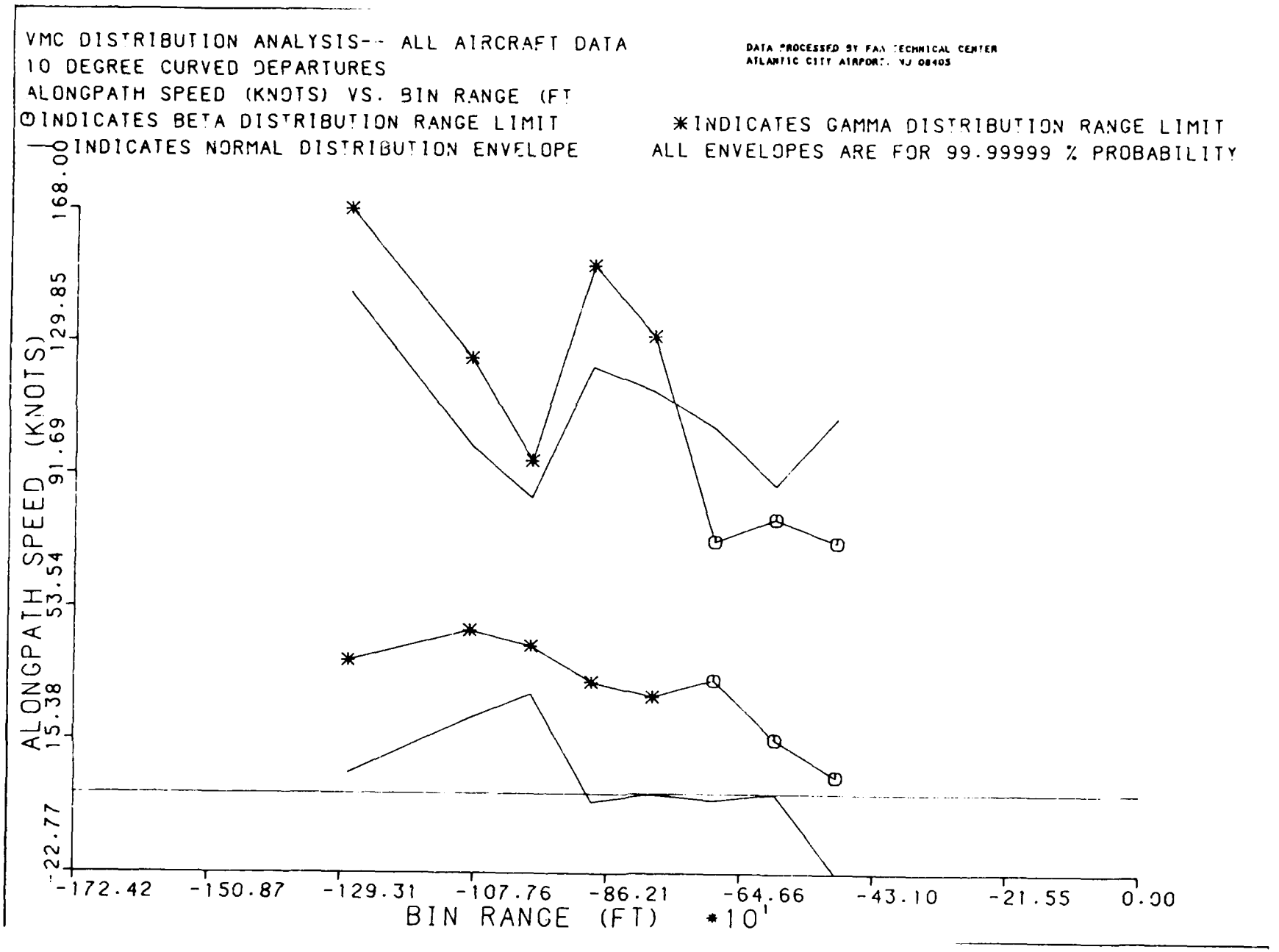
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

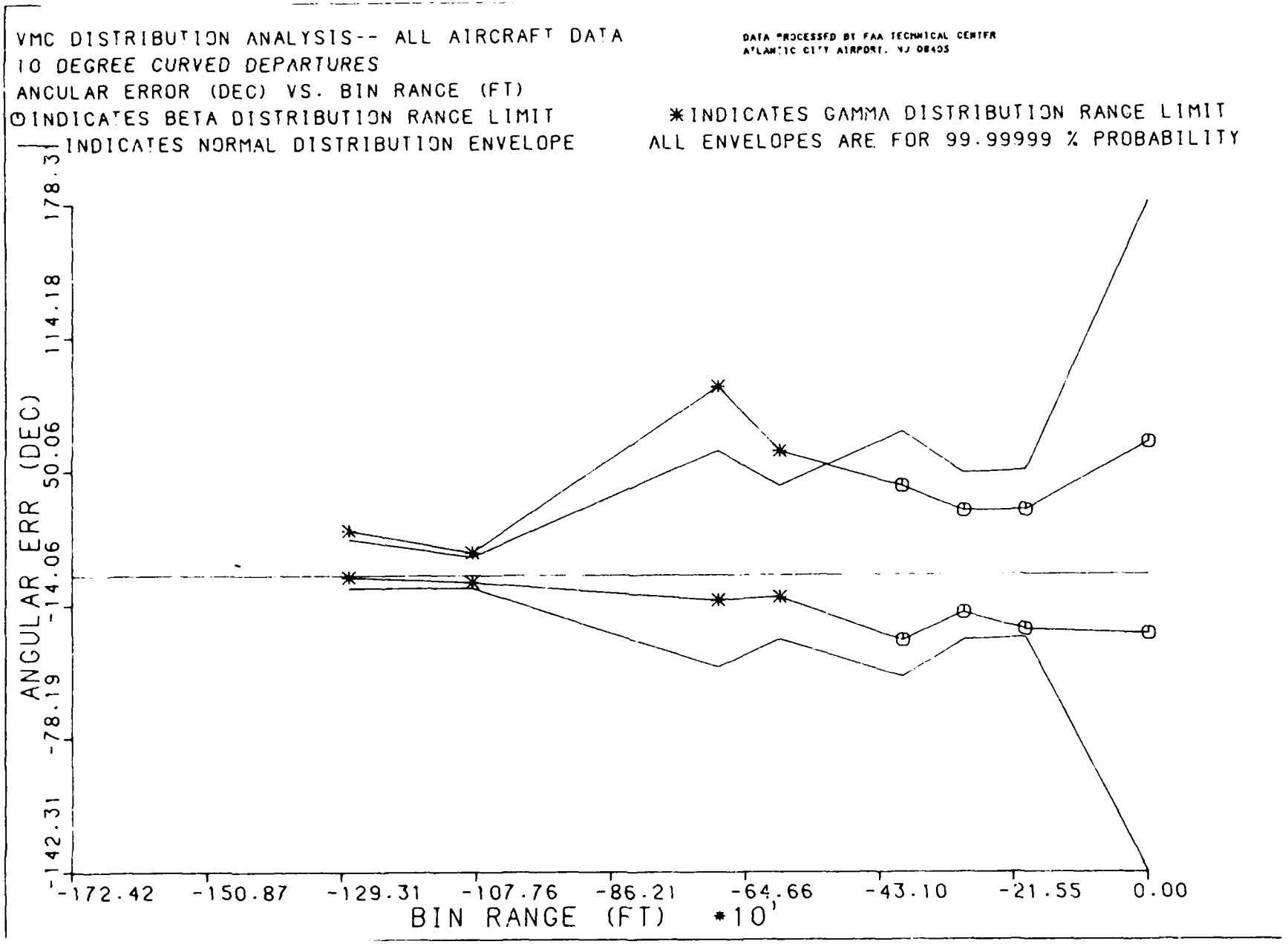
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10²
34.89
24.58
14.27
3.96
-6.36
-16.67
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
——INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
GROUNDSPEED (KNOTS)
176.68
136.67
96.66
56.66
16.65
-23.36
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10'

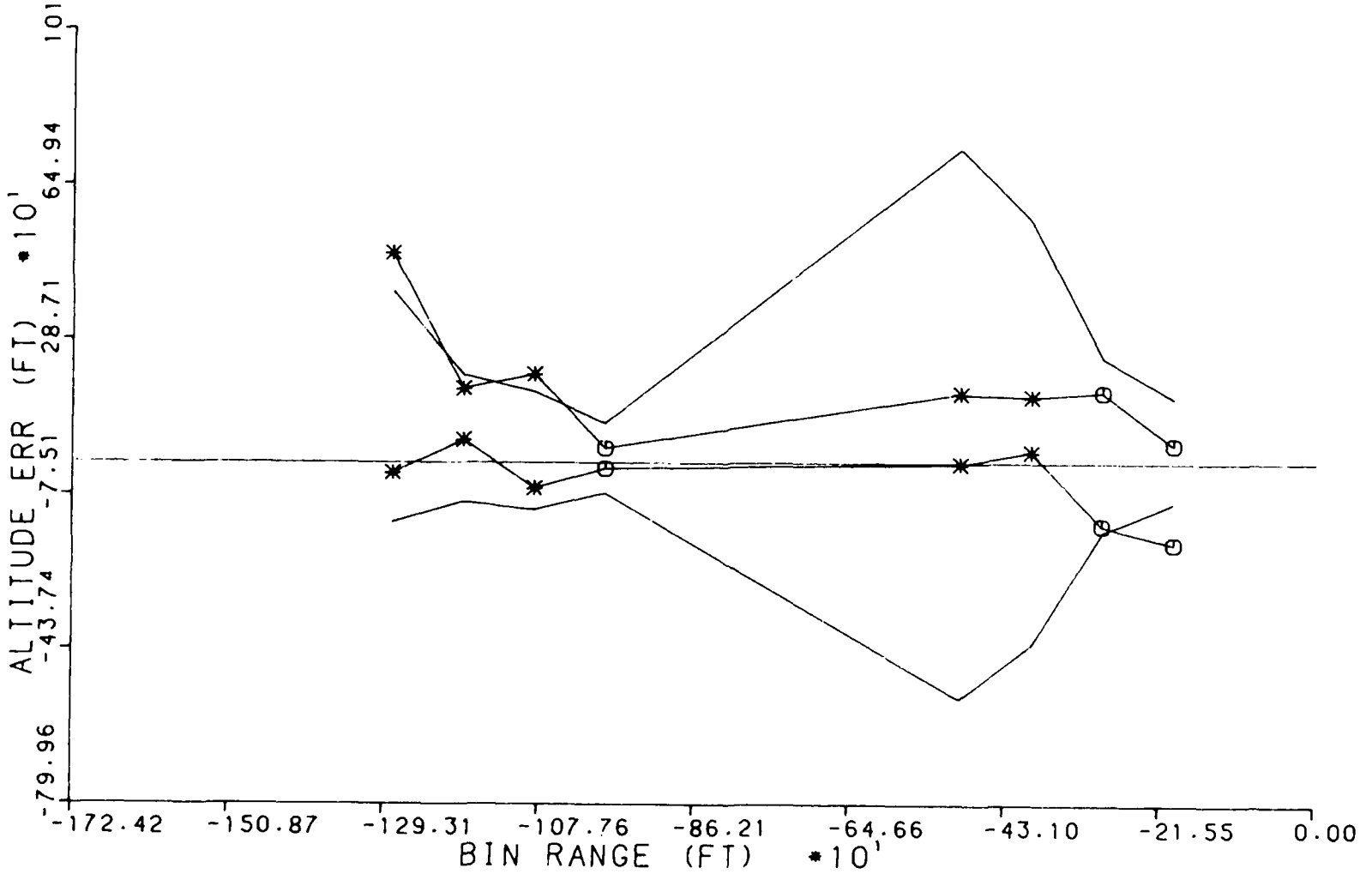

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
168.00
129.85
91.69
53.54
15.38
-22.77
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10'

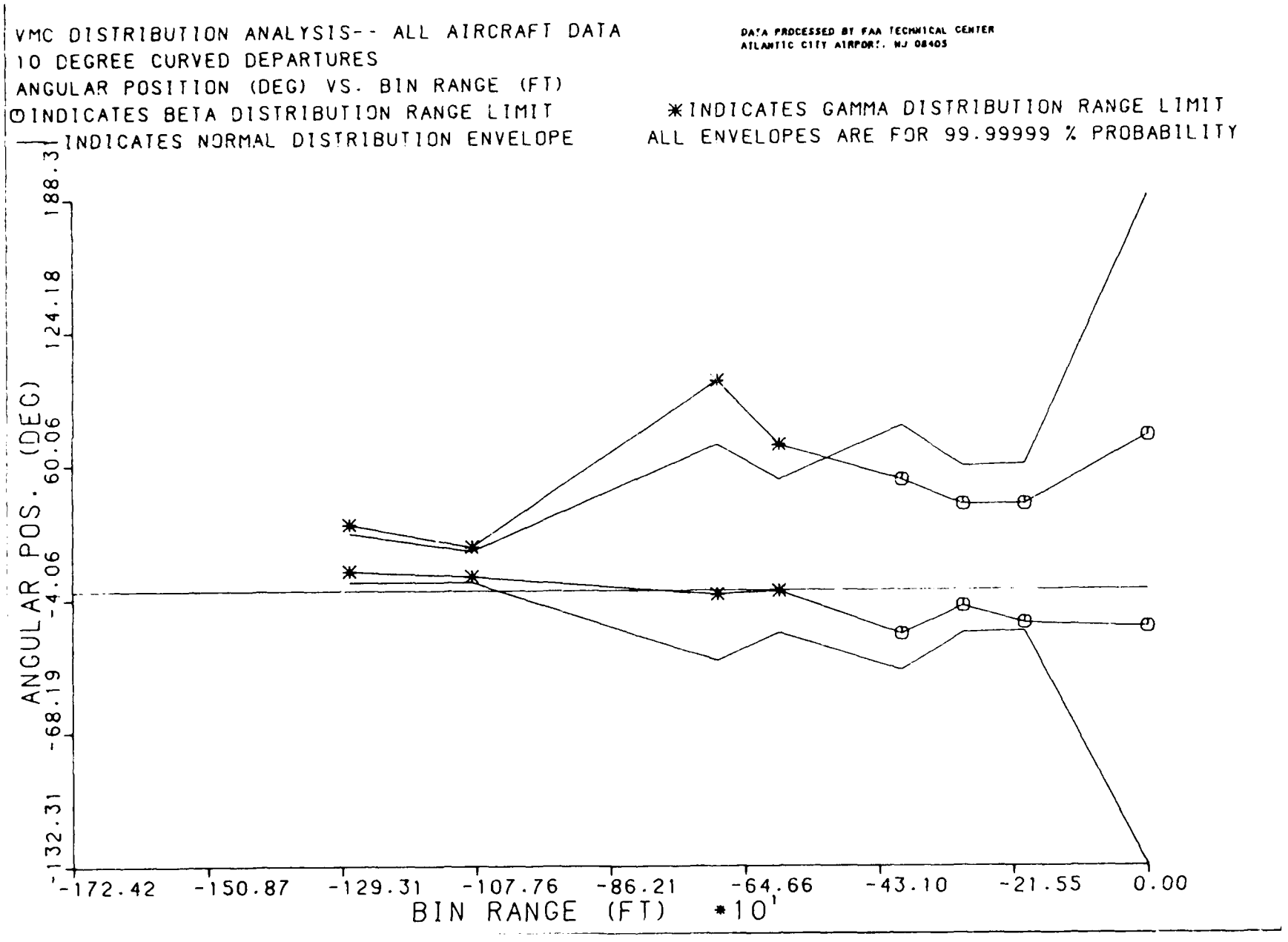

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
ANCULAR ERROR (DEC) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR ERR (DEC)
178.31
114.18
50.06
-14.06
-78.19
-142.31
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10'

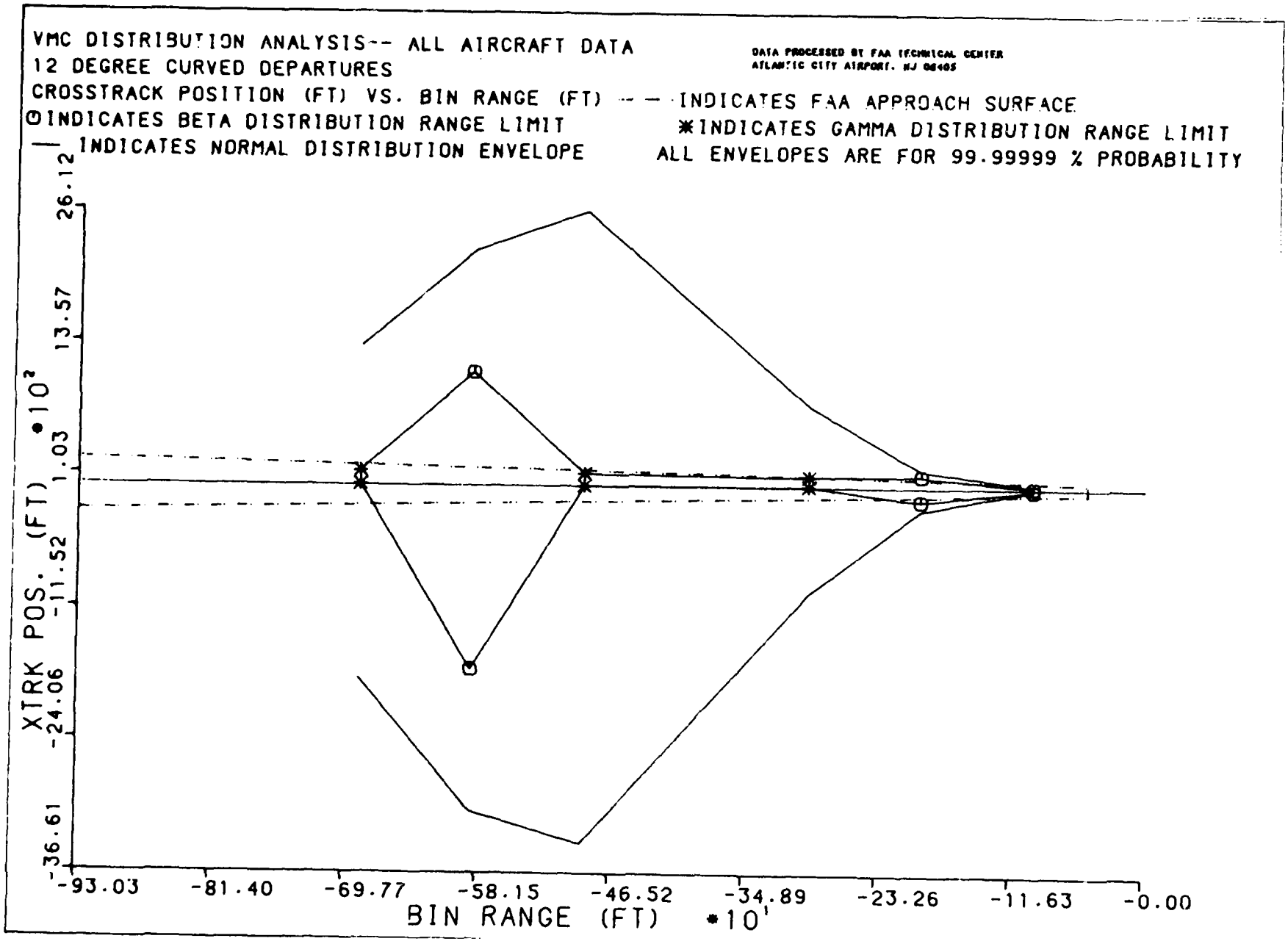
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—o—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
10 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ANGULAR POS. (DEG)
188.31
124.18
60.06
-4.06
-68.19
-132.31
-172.42
-150.87
-129.31
-107.76
-86.21
-64.66
-43.10
-21.55
0.00
BIN RANGE (FT) *10¹

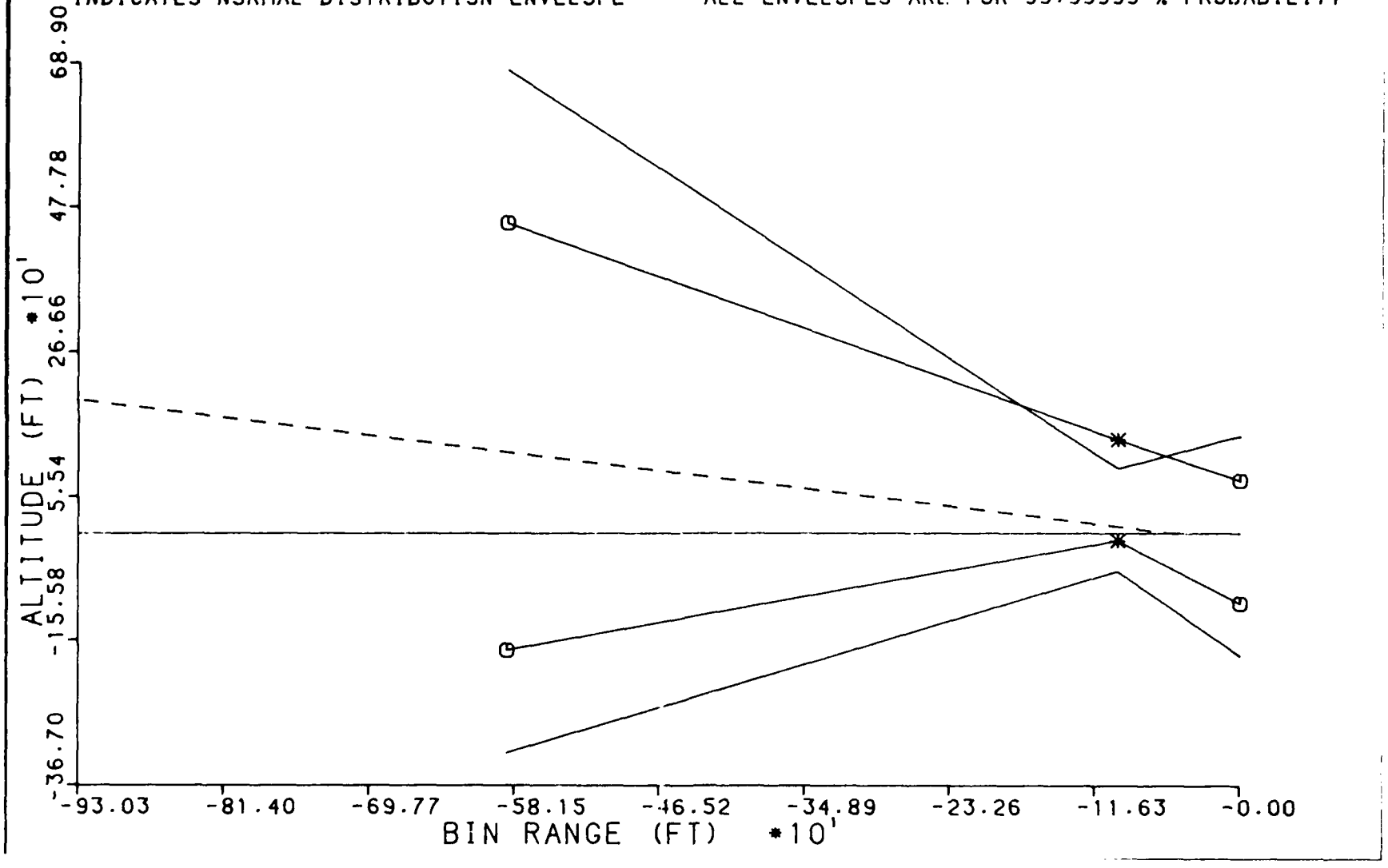

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE CURVED DEPARTURES
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
- - INDICATES FAA APPROACH SURFACE
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK POS. (FT) *10²
26.12
13.57
1.03
-11.52
-24.06
-36.61
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10¹

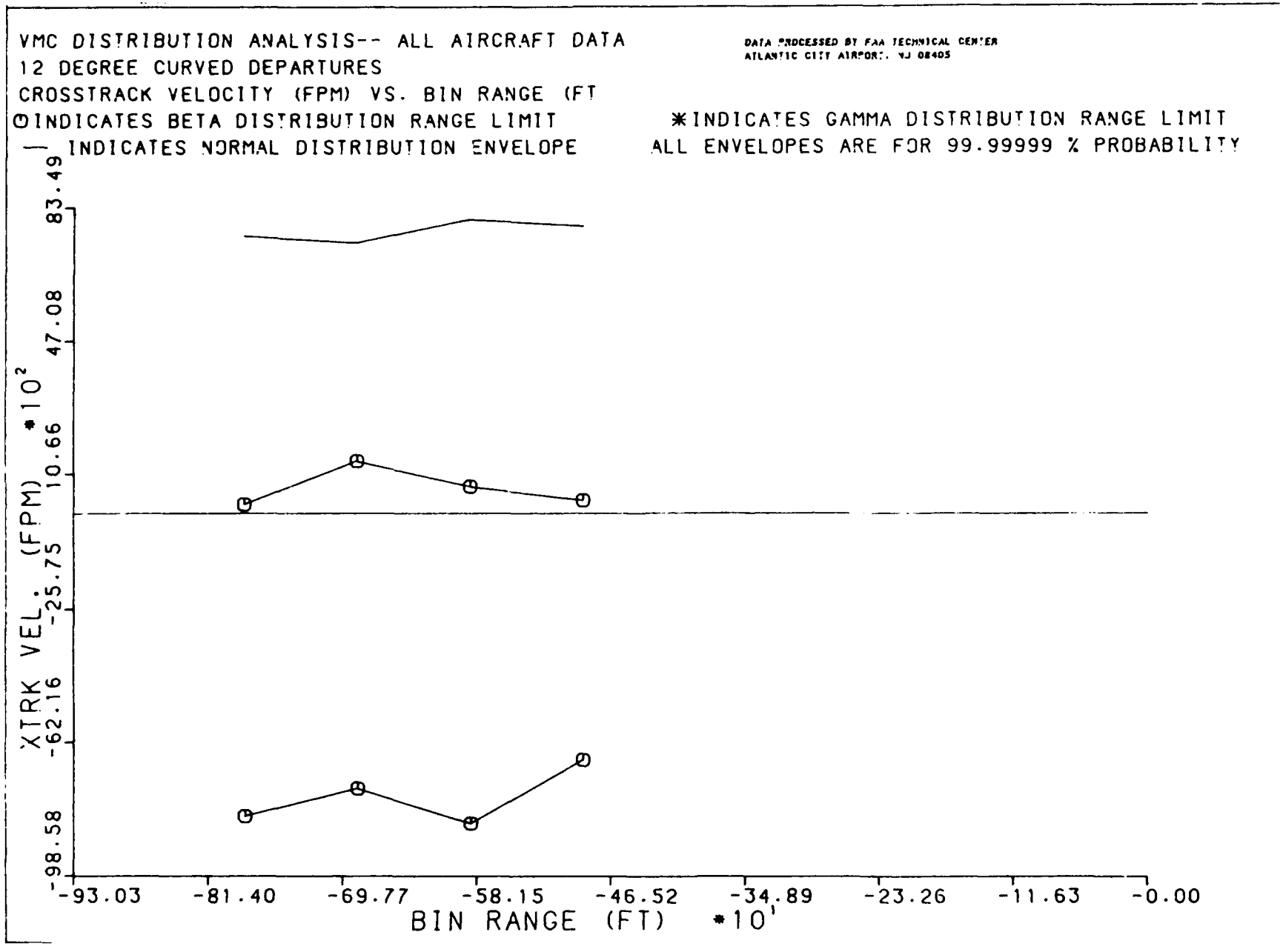
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE CURVED DEPARTURES
ALTITUDE (FT) VS. BIN RANGE (FT)

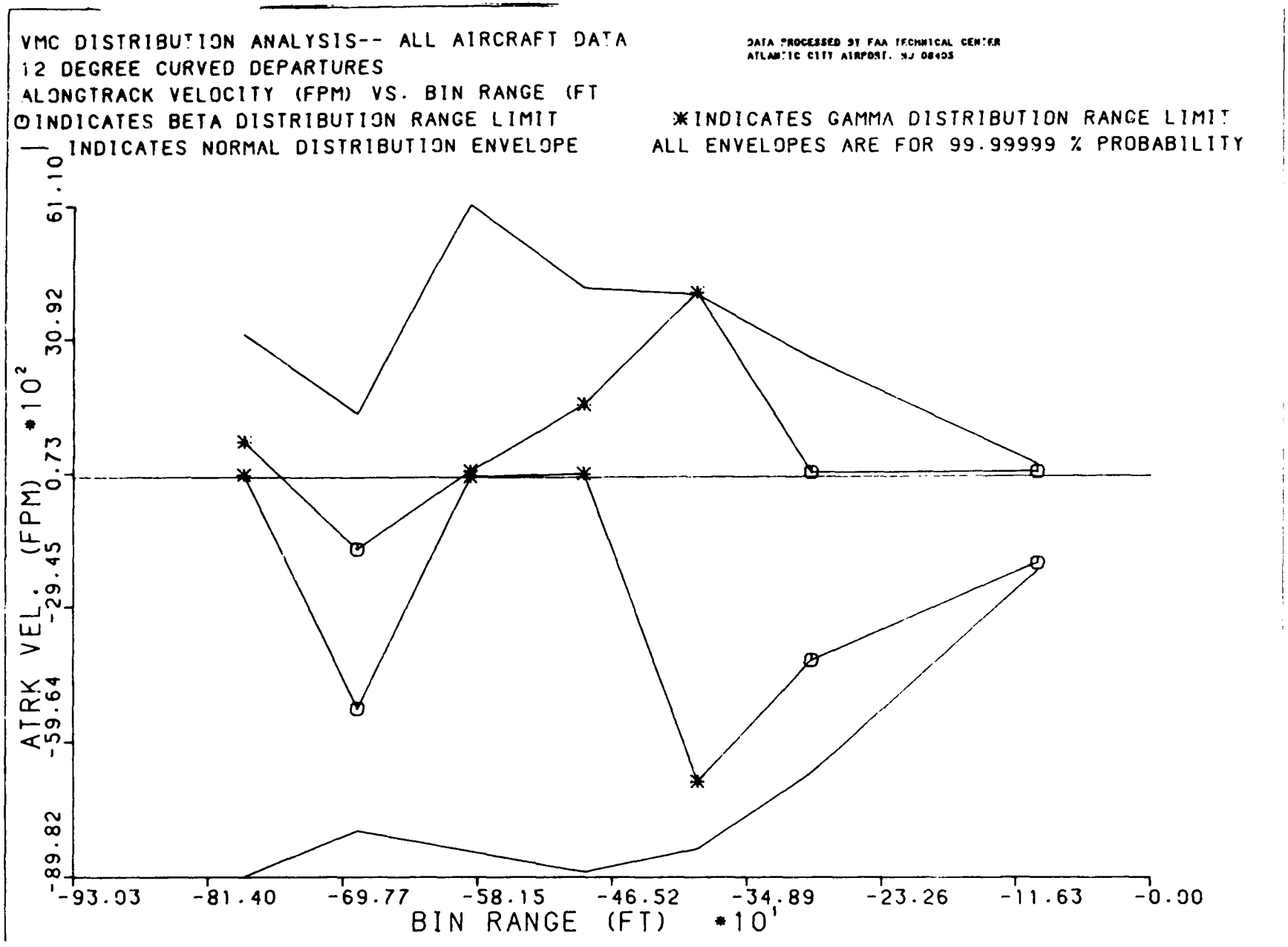
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

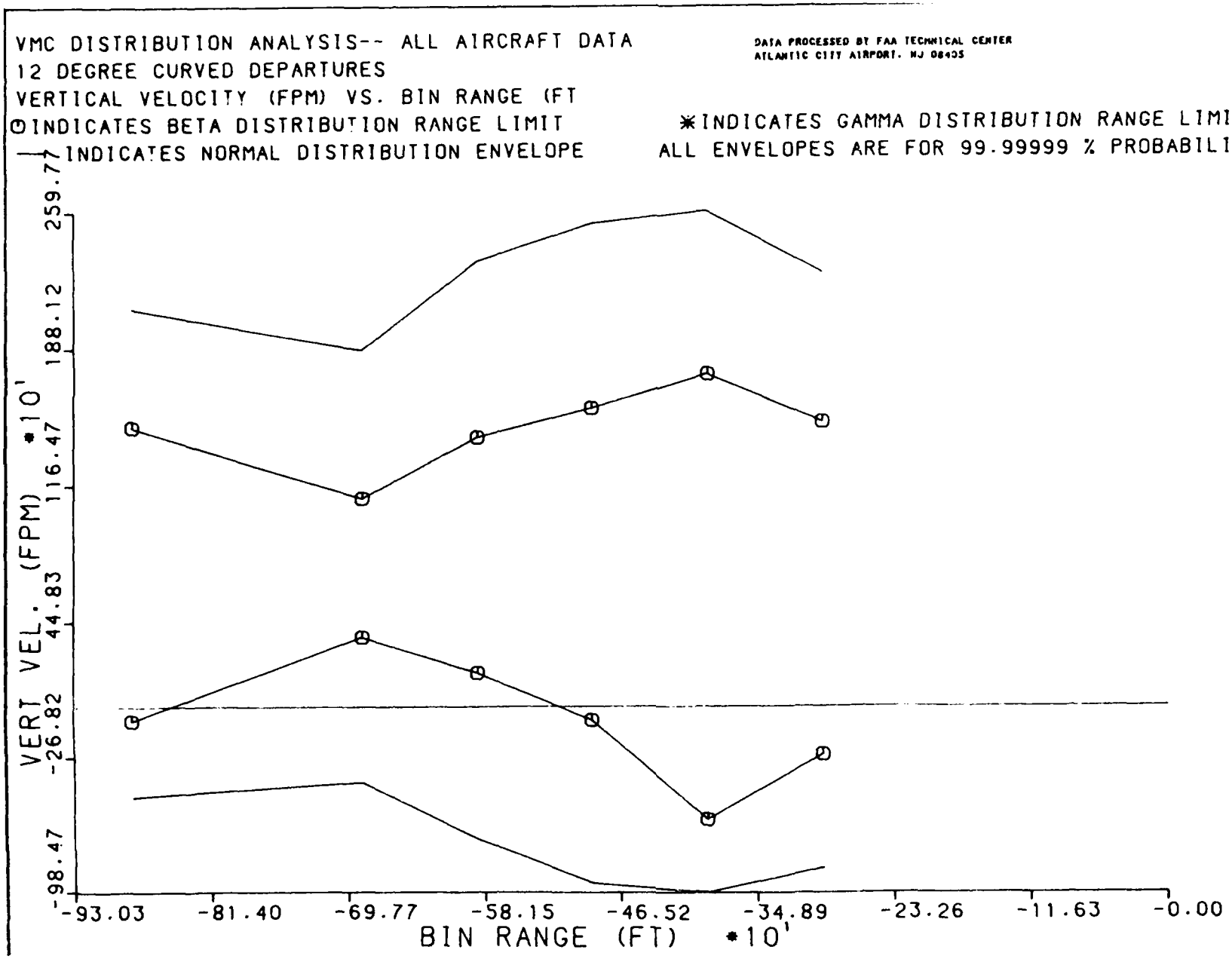
⊖ INDICATES BETA DISTRIBUTION RANGE LIMIT
— INDICATES NORMAL DISTRIBUTION ENVELOPE

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY




VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE CURVED DEPARTURES
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
XTRK VEL. (FPM) *10²
83.49
47.08
10.66
-25.75
-62.16
-98.58
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE CURVED DEPARTURES
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED AT FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ATRK VEL. (FPM) *10²
61.10
30.92
0.73
-29.45
-59.64
-89.82
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10¹


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE CURVED DEPARTURES
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
VERT VEL. (FPM) *10'
259.77
188.12
116.47
44.83
-26.82
-98.47
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

12 DEGREE CURVED DEPARTURES

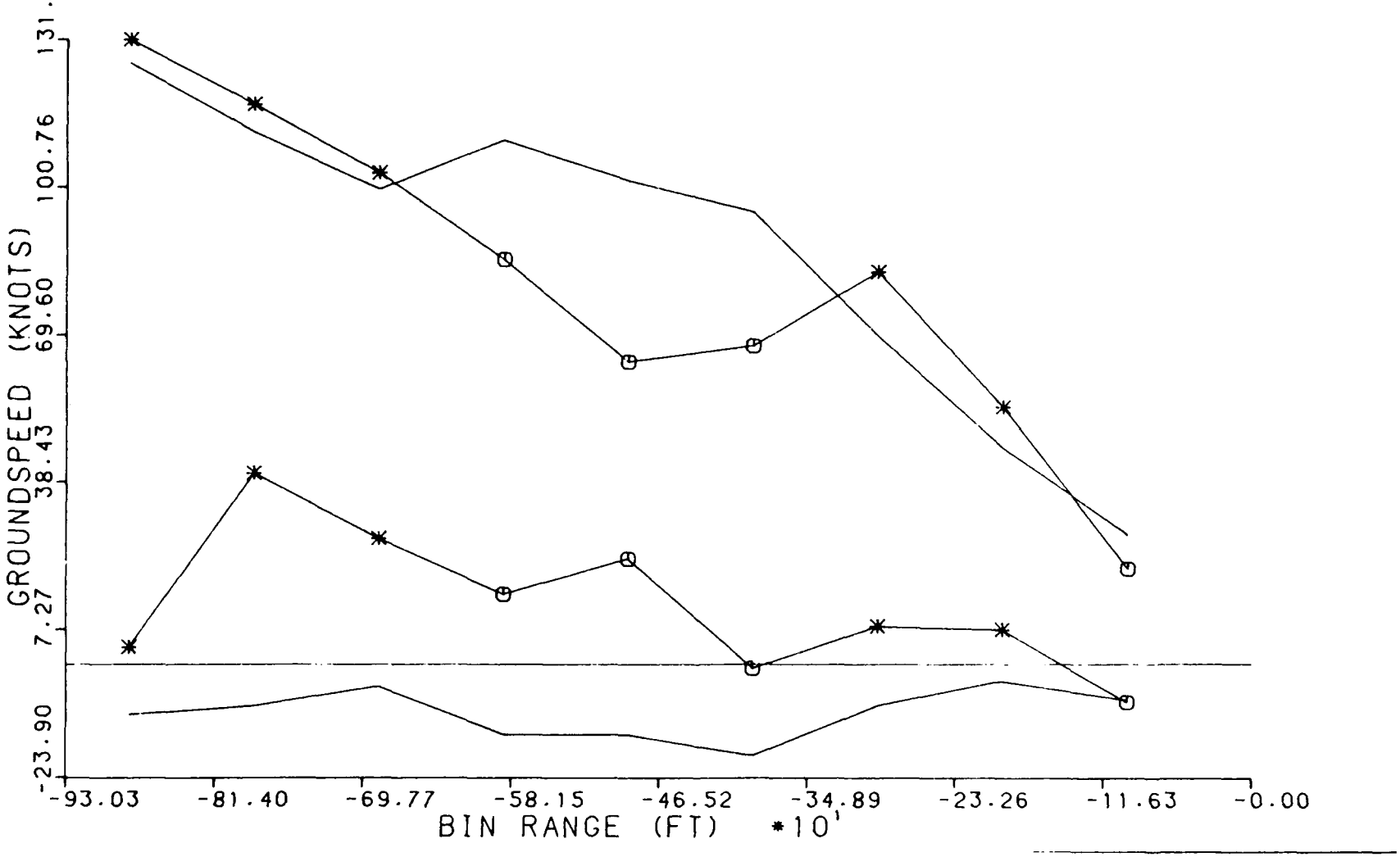
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)

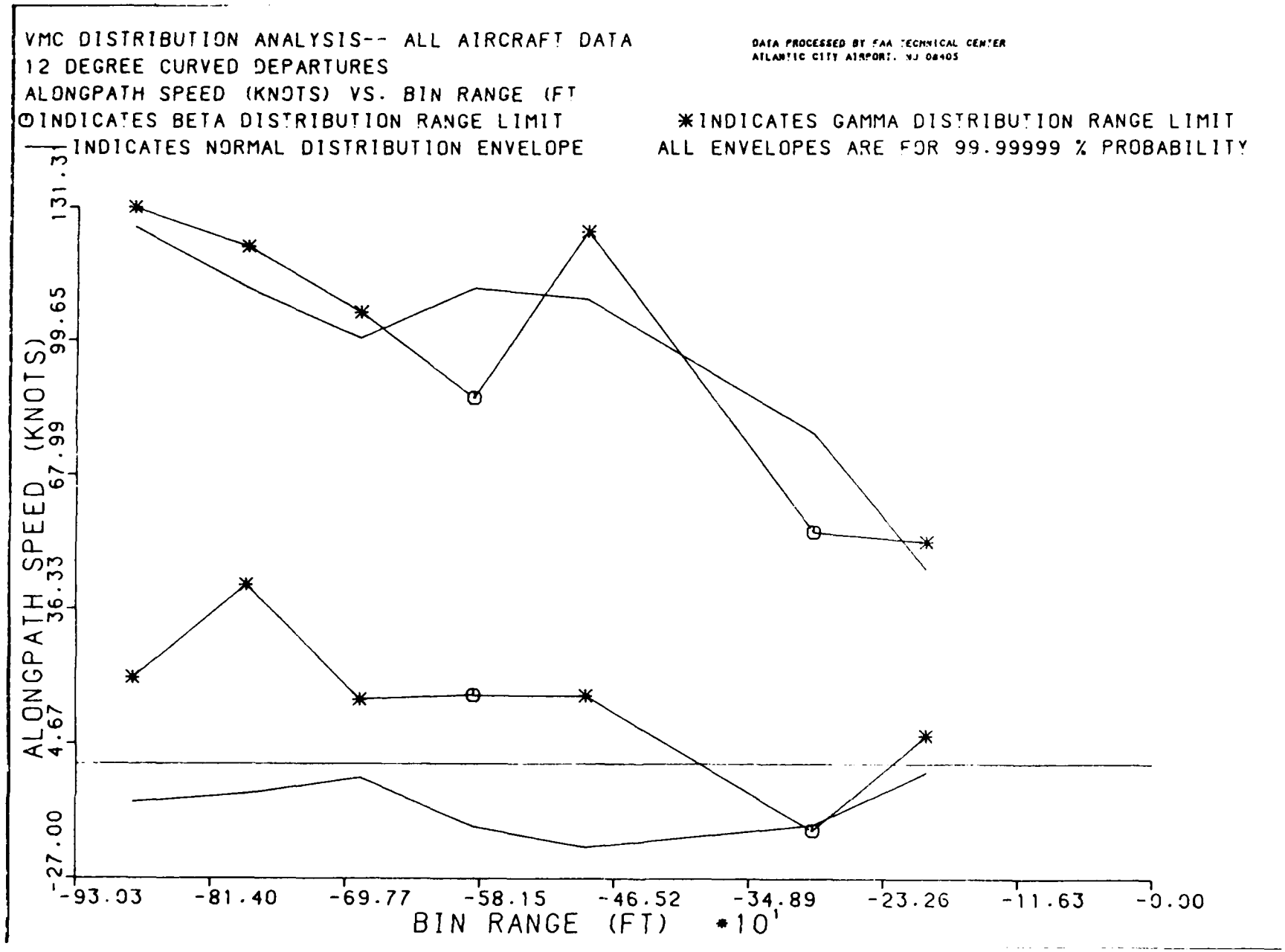
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT

—INDICATES NORMAL DISTRIBUTION ENVELOPE

ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

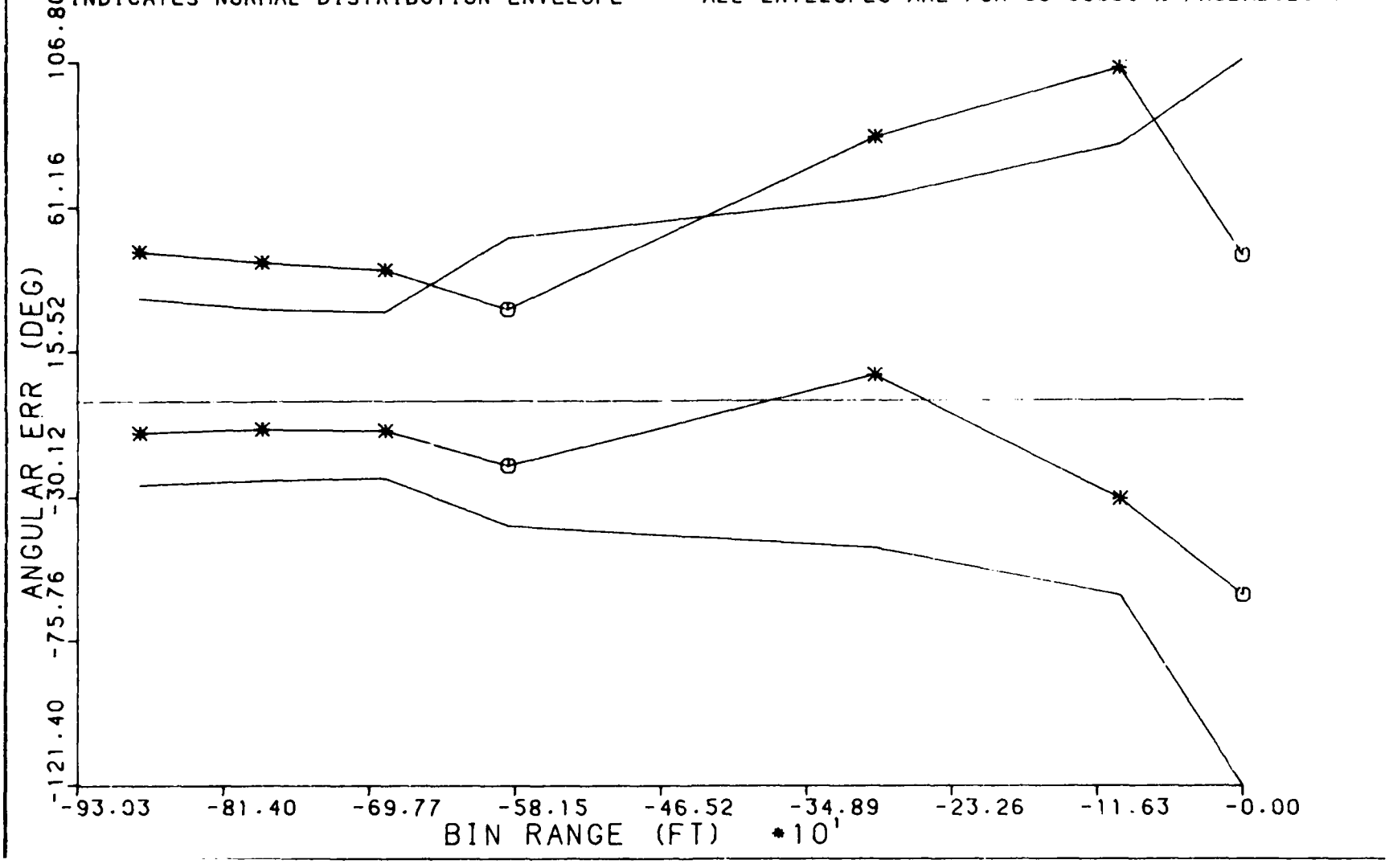


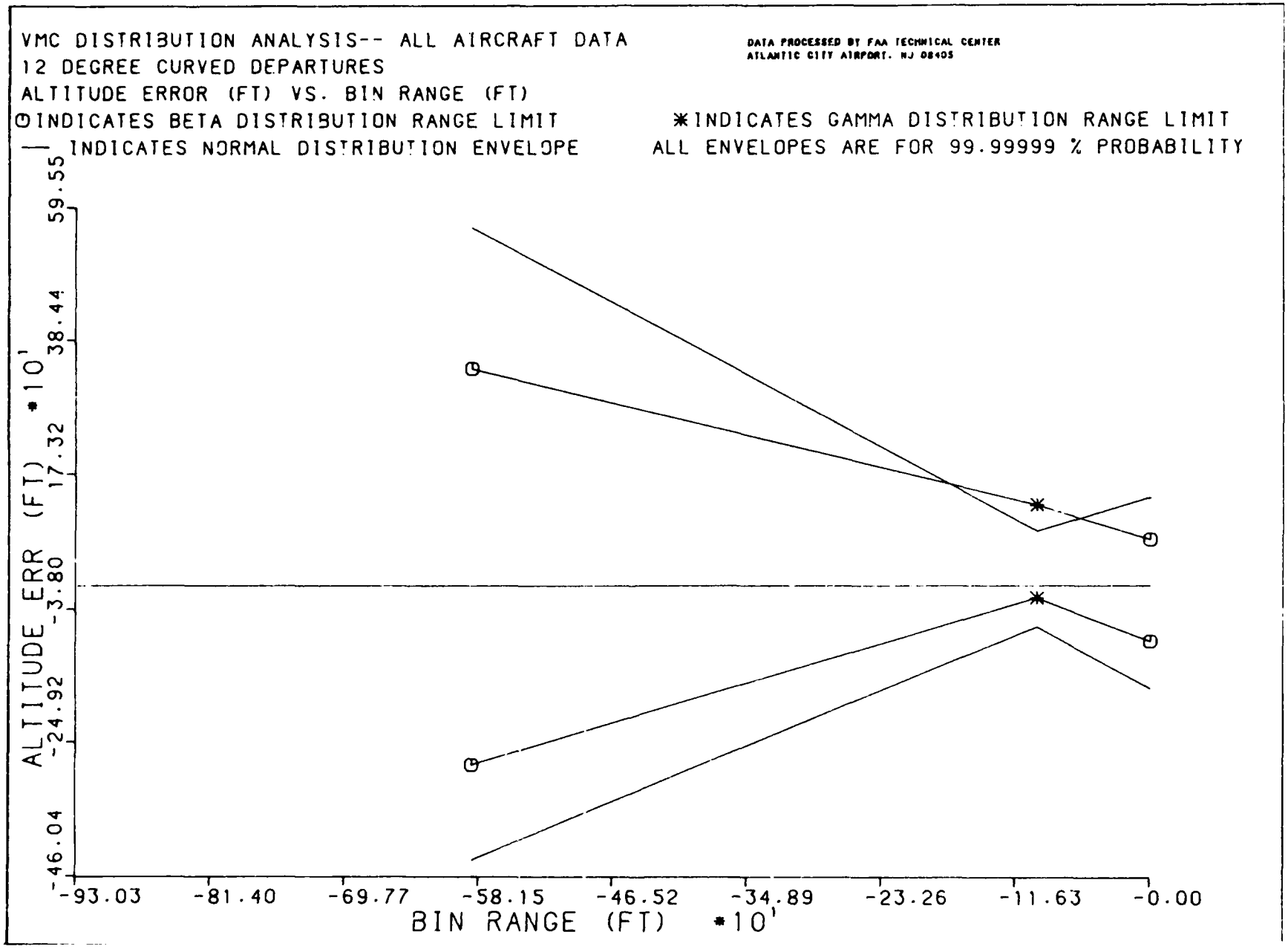

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE CURVED DEPARTURES
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALONGPATH SPEED (KNOTS)
131.31
99.65
67.99
36.33
4.67
-27.00
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10'

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE CURVED DEPARTURES
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
—⊙INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

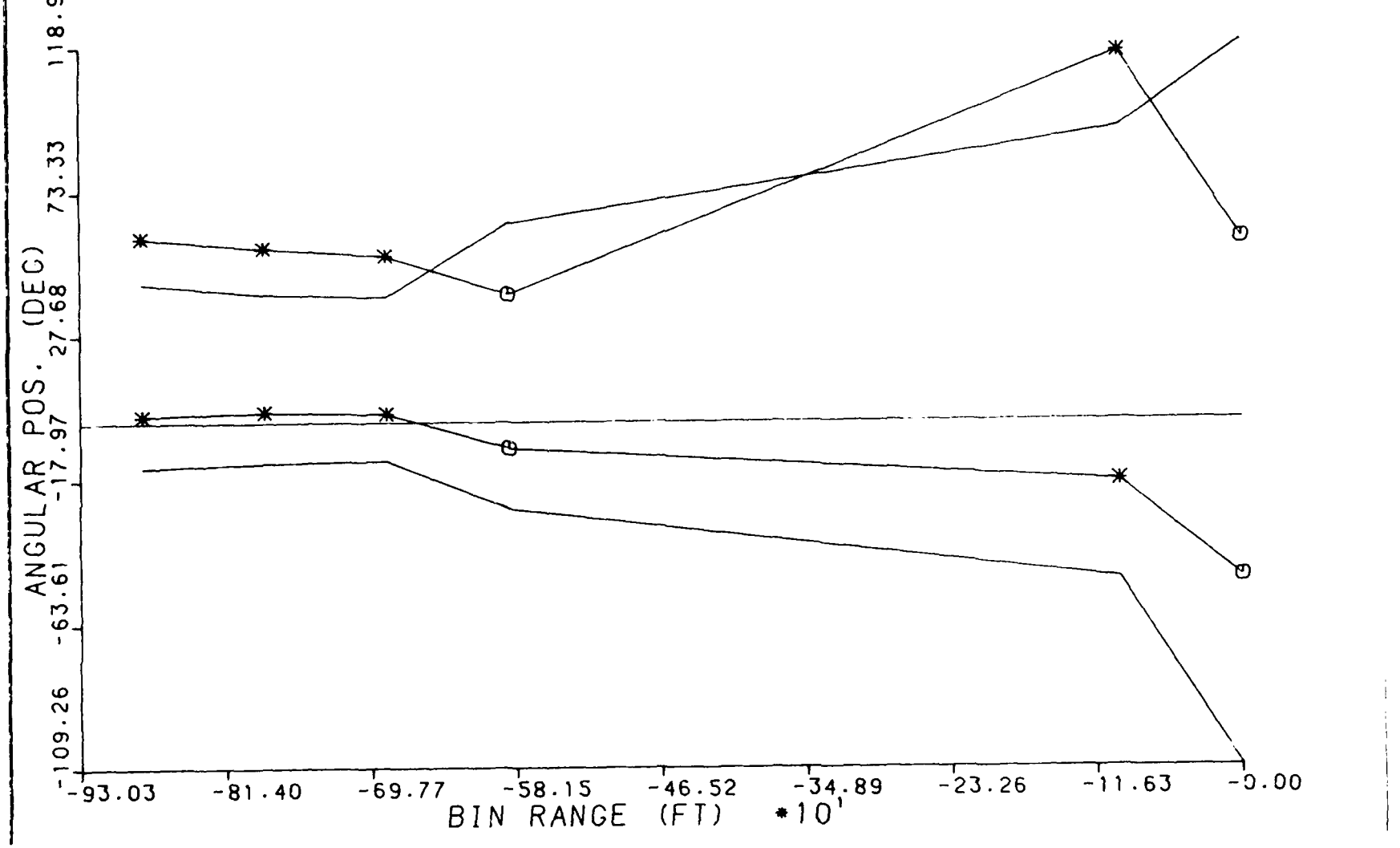



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE CURVED DEPARTURES
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)
DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405
⊙INDICATES BETA DISTRIBUTION RANGE LIMIT
*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
| INDICATES NORMAL DISTRIBUTION ENVELOPE
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY
ALTITUDE ERR (FT) *10¹
59.55
38.44
17.32
-3.80
-24.92
-46.04
-93.03
-81.40
-69.77
-58.15
-46.52
-34.89
-23.26
-11.63
-0.00
BIN RANGE (FT) *10¹

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA
12 DEGREE CURVED DEPARTURES
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)
⊖INDICATES BETA DISTRIBUTION RANGE LIMIT
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER
ATLANTIC CITY AIRPORT, NJ 08405

*INDICATES GAMMA DISTRIBUTION RANGE LIMIT
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



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