5.1 GENERAL

5.1.1 Performance Group

This aircraft is classified in Performance Group E of BCAR. This means that there is no specific provision for performance after engine failure. The performance data has been measured in accordance with both Section K BCAR and FAR Part 23.

5.1.2 Flight Over Water Speed

The declared "flight over water" speed of the aircraft is a true airspeed of 100 kts.

5.1.3 Air Speed Indicator Position Errors

Flaps Retracted

IAS (Kts)	50	60	70	80	90	100	110	120	130	140	150	160	170	180
CAS (Kts)	51	61	71	81		100.5	111.5	121.5	131.5	141.5	151	162	172	182

Takeoff Flap

IAS (Kts)	50	60	70	80	88
CAS (Kts)	50	60.5	71	81	88.5

Landing Flap

IAS (Kts)	50	60	70	80	88
CAS (Kts)	51.3	61	70.7	81	88.3

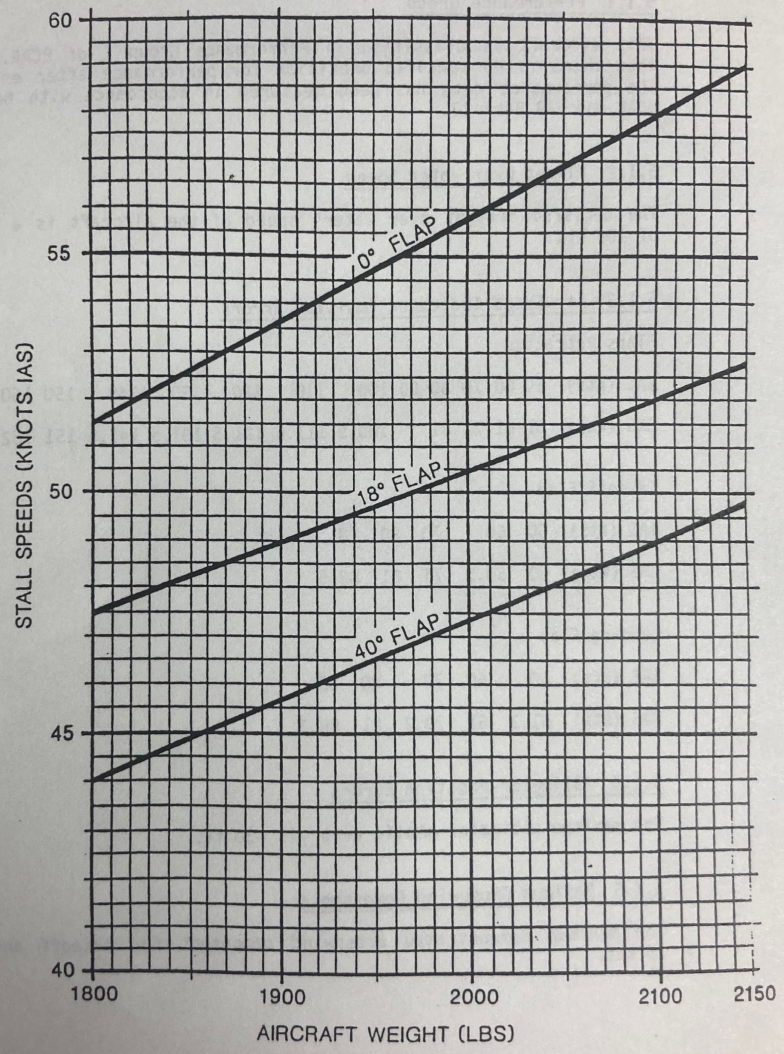
5.1.4 Altimeter Position Errors

The maximum altimeter static error is -30 ft.

5.1.5 Maximum Crosswind Components

The maximum demonstrated crosswind component for takeoff and landing is 25 kts.

5.1.6 Stall Speeds - At Forward C of G



5.2 TAKEOFF PERFORMANCE

The information is derived from the table and represents the take off distances required from rest to the 50ft (15m) height point.

> PRE MOD 495 MTWA 953 kg (2100 lbs)

T67C3 TAKEOFF DISTANCE (ft)

CONDITIONS : FLAP 16° / FULL THROTTLE PRIOR TO BRAKES RELEASE / PAVED, LEVEL RUNWAY - ZERO WIND

Gross Weight lbs(kg)	Takeoff Speed		Pressure Altitude	0°C		10°C		20°C		30°C		40°C	
	Lift Off	At 50 ft	ft (m)	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.
2100 (953)	53 kts	67 Kts	Sea Level	1034	1712	1077	1774	1123	1836	1233	1990	1401	2218
			1000 (305)	1220	1986	1272	2059	1333	2145	1460	2315	1665	2582
			2000 (610)	1431	2290	1498	2380	1562	2470	1732	2697	2000	3045
			3000 (914)	1703	2677	1785	2788	1874	2908	2099	3195	24x4	3647
			4000 (1219)	2028	3128	2125	3255	2239	3400	2530	3766	2968	4294
			5000 (1524)	2481	3707	2598	3881	2756	4078	3136	4526	3748	5217

For operation on grass runways the total takeoff distances scheduled for paved runways must be increased as follows:

> (i) Dry grass (8 ins long): 20% of the total takeoff distance

(ii) Wet grass (8 ins long): 30% of the total takeoff distance <

> <

For operation in headwind conditions the following corrections may be applied:

Decrease distances by 10% for each 8 knots

For operation in tailwind conditions the following correction must be applied:

Increase distance by 10% for each 2 knots

In the event of a flapless takeoff (lift off speed of 58 kts IAS, speed at 50 ft screen height of 75 kts IAS) the ground run and total takeoff distances should be increased by 16% and 32% respectively.

POST MOD 495 MTWA 975 kg (2150 lbs)

T67C3 TAKEOFF DISTANCE (ft)

CONDITIONS : FLAP 16° / FULL THROTTLE PRIOR TO BRAKES RELEASE / PAVED, LEVEL RUNWAY - ZERO WIND

Gross Weight lbs(kg)	Takeoff Speed		Pressure Altitude	0°C		10°C		20°C		30°C		40°C	
	Lift Off	At 50 ft	ft (m)	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.
2150 (975)	53 kts	69 Kts	Sea Level	1088	1807	1131	1872	1179	1938	1295	2100	1471	2341
			1000 (305)	1281	2096	1335	2173	1400	2264	1533	2443	1748	2725
			2000 (610)	1502	2417	1571	2512	1640	2608	1819	2847	2101	3214
			3000 (914)	1789	2828	1874	2943	1968	3067	2204	3372	2577	3648
			4000 (1219)	2130	3302	2231	3438	2352	3588	2658	3975	3117	4531
			5000 (1524)	2584	3912	2728	4096	2894	4302	3293	4777	3933	5508

For operation on grass runways the total takeoff distances scheduled for paved runways must be increased as follows:

(i) Dry grass (8 ins long): 20% of the total takeoff distance

(ii) Wet grass (8 ins long): 30% of the total takeoff distance

For operation in headwind conditions the following corrections may be applied:

Decrease distances by 10% for each 8 knots

For operation in tailwind conditions the following correction must be applied:

Increase distance by 10% for each 2 knots

In the event of a flapless takeoff (lift off speed of 58 kts IAS, speed at 50 ft screen height of 75 kts IAS) the ground run and total takeoff distances should be increased by 16% and 32% respectively.

<

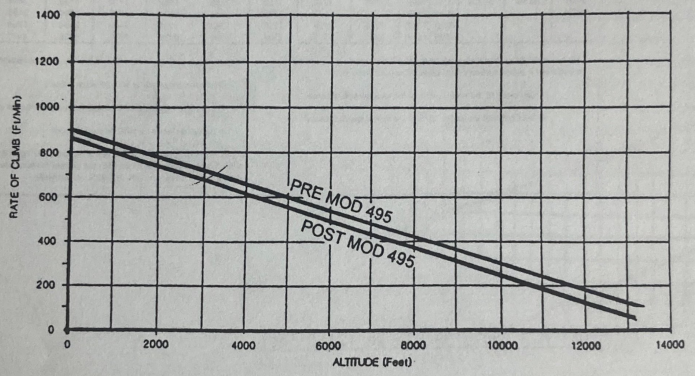
5.3 CLIMB

5.3.1 Climb Speeds

> At maximum all up weight, 953 kg (2100 lbs) PRE MOD 495 and 975 kg (2150 lbs) POST MOD 495, the best rate of climb speed is 77 kts IAS without flap in ISA temperatures. <

5.3.2 Rate of Climb in ISA Temperatures

>



<

NOTE

In hot weather, reduce the rate of climb by 20 feet per minute for every 5°C above the standard temperature at the altitude in question.

5.4 LANDING PERFORMANCE

The information is derived from the table and represents the landing distance required from a height of 50ft (15m) to bring the aircraft to rest.

> PRE MOD 495 MTWA 963 kg (2100 lbs)

T67C3 LANDING DISTANCE (ft)

CONDITIONS : FLAP 40° POWER OFF - MODERATE BRAKING - HARD DRY RUNWAY - ZERO WIND

Gross Weight lbs(kg)	Indicated Air Speed At 50 ft	Pressure Altitude ft (m)	0°C		10°C		20°C		30°C		40°C	
			Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.
2100 (953)	66 Kts	Sea Level	1082	1757	1122	1822	1162	1886	1201	1951	1241	2015
		1000 (305)	1122	1822	1164	1889	1205	1956	1246	2022	1287	2089
		2000 (610)	1164	1890	1209	1959	1249	2028	1292	2096	1335	2167
		3000 (914)	1208	1961	1252	2033	1296	2104	1341	2176	1385	2248
		4000 (1219)	1253	2035	1299	2109	1345	2184	1391	2258	1437	2333
		5000 (1524)	1301	2112	1349	2189	1396	2267	1444	2344	1492	2422

For operation on grass runways the total landing distances scheduled for paved runways must be increased as follows:

> (i) Dry grass (8 ins long): 15% of the total landing distance

(ii) Wet grass (8 ins long): 30% of the total landing distance <

> <

For operation in headwind conditions the following corrections may be applied:

Decrease distances by 10% for each 8 knots

For operation in tailwind conditions the following correction must be applied:

Increase distance by 10% for each 2 knots

In the event of a flapless landing (approach speed of 76 kts IAS) the ground roll figures should be increased by 45% and the total landing distance 30%.

POST MOD 495 MTWA 975 kg (2150 lbs)

T67C3 LANDING DISTANCE (ft)

CONDITIONS : FLAP 40° POWER OFF - MODERATE BRAKING - HARD DRY RUNWAY - ZERO WIND

Gross Weight lbs(kg)	Indicated Air Speed At 50 ft	Pressure Altitude ft (m)	0°C		10°C		20°C		30°C		40°C	
			Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.	Ground Roll	Total to clear 50 ft.
2150 (975)	66 Kts	Sea Level	1140	1831	1182	1898	1224	1964	1266	2032	1308	2099
		1000 (305)	1183	1899	1226	1968	1269	2038	1313	2107	1356	2177
		2000 (610)	1227	1969	1271	2041	1316	2114	1361	2185	1406	2257
		3000 (914)	1272	2042	1319	2117	1366	2192	1412	2268	1459	2342
		4000 (1219)	1320	2119	1368	2197	1417	2276	1465	2353	1513	2431
		5000 (1524)	1371	2200	1421	2281	1470	2362	1521	2442	1571	2523

For operation on grass runways the total landing distances scheduled for paved runways must be increased as follows:

(i) Dry grass (8 ins long): 15% of the total landing distance

(ii) Wet grass (8 ins long): 30% of the total landing distance

For operation in headwind conditions the following corrections may be applied:

Decrease distances by 10% for each 8 knots

For operation in tailwind conditions the following correction must be applied:

Increase distance by 10% for each 2 knots

In the event of a flapless landing (approach speed of 76 kts IAS) the ground roll figures should be increased by 45% and the total landing distance 30%.

<

5.5 GLIDE PERFORMANCE

> PRE MOD 495

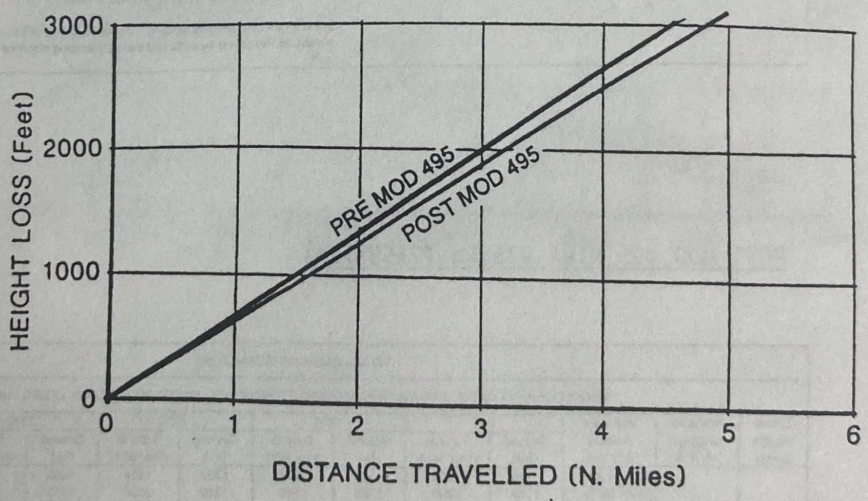
At maximum total weight of 953 kg (2100 lbs)

POST MOD 495

At maximum total weight of 975 kg (2150 lbs)

Set speed to 70 kts (IAS) (this gives the maximum glide angle which is 1 in 9.7 PRE MOD 495 or 1 in 9.1 POST MOD 495).

Engine Off - Propeller Windmilling - Flaps Retracted - No Wind.



<

5 6 ENDURANCE PERFORMANCE

IN HOURS - MAX FUEL CONTENTS 34.62 Imp Gal (41.54 US Gal)
(157.4 litres)

PRE MOD 495 MTWA 953 kg (2100 lbs) and
POST MOD 495 MTWA 975 kg (2150 lbs)

CONDITIONS: STANDARD TEMPERATURE - NIL WIND

MIXTURE SETTING	RPM	PRESSURE ALTITUDE											
		0 FT		2000 FT		4000 FT		6000 FT		8000 FT			
		% BHP	HRS	% BHP	HRS	% BHP	HRS	% BHP	HRS	% BHP	HRS		
BEST ECONOMY (PEAK EGT)	2500	-	-	-	-	-	-	-	-	-	-		
	2400	-	-	75	4.2	70	4.4	66	4.7	64	4.8		
	2200	63	4.9	59	5.2	55	5.5	52	5.7	51	5.8		
	2000	44	6.7	42	7.0	40	7.1	39	7.2	38	7.3		

Notes:

1 This table includes: 45 mins reserve at 45% power = 3.5 Imp Gals (4.2 US Gals) (15.9 litres)

2 This table includes: Allowance for engine start, taxy and take-off = 0.9 Imp Gals (1.1 US Gals)
(4.1 litres)

3 This table includes: Allowance for time to climb, ref. table 5.9.

5.7 CRUISE PERFORMANCE

> For POST MOD 495 conditions MTWA 2150 lbs (975 kg) reduce all airspeeds by 1 kt (2 km/h).

CONDITIONS : MTWA 2100 LBS (953 KG)

PRESSURE ALTITUDE (FT)	RPM	MIXTURE SETTING	20°C BELOW STANDARD TEMP.						STANDARD TEMPERATURE						20°C ABOVE STANDARD TEMP					
			% BHP	TRUE AIRSPEED kts	TRUE AIRSPEED km/h	FUEL USED Imp Gal/hr	FUEL USED Litres /hr	FUEL USED US Gal/hr	% BHP	TRUE AIRSPEED kts	TRUE AIRSPEED km/h	FUEL USED Imp Gal/hr	FUEL USED Litres /hr	FUEL USED US Gal/hr	% BHP	TRUE AIRSPEED kts	TRUE AIRSPEED km/h	FUEL USED Imp Gal/hr	FUEL USED Litres /hr	FUEL USED US Gal/hr
0 0	2700 2600	Full Rich Mixture	104 96	129 124	239 230	11.4 10.8	52.0 49.1	13.7 13.0	100 92	127 121	235 224	11.3 10.6	51.2 48.0	13.5 12.7	96 88	125 118	232 219	10.8 10.3	49.1 46.8	13.0 12.4
	2300 2200 2000	Best Economy (Peak Egt)	76 67 48	108 100 84	200 185 156	6.5 4.8	29.5 22.0	7.8 5.8	63 44	97 80	179 148	6.2 4.5	28.0 20.5	7.4 5.4	59 40	94 77	174 143	5.8 4.2	26.3 19.0	6.9 5.0
SEA LEVEL	2660	Full Rich Mixture	96	127	235	11.0	49.9	13.2	93	125	232	10.8	48.9	12.9	90	123	228	10.4	47.2	12.5
2000	2400 2200	Best Economy (Peak Egt)	79 63 46	114 100 85	211 185 157	7.5 6.2 4.7	34.0 28.0 21.2	9.0 7.4 5.6	75 59 42	111 97 82	205 179 152	7.2 5.7 4.2	32.7 26.1 19.3	8.6 6.9 5.1	71 55 38	107 94 78	198 174 144	6.8 5.5 4.0	31.0 24.8 18.1	8.2 6.6 4.8
	2630	Full Rich Mixture	91	126	233	10.5	47.7	12.6	87	123	228	10.2	46.5	12.3	83	121	224	9.9	45.2	11.9
4000	2400 2200 2000	Best Economy (Peak Egt)	74 59 44	113 101 86	209 187 159	7.1 5.8 4.5	32.2 26.4 20.5	8.5 7.0 5.4	70 55 40	110 97 83	203 179 153	6.8 5.4 4.2	30.8 24.7 19.0	8.1 6.5 5.0	66 51 36	108 94 79	200 174 146	6.4 5.1 3.8	29.0 23.2 17.5	7.7 6.1 4.6

5.7 CRUISE PERFORMANCE (Cont'd)

CONDITIONS : MTWA 2100 LBS (953 KG)

PRESSURE ALTITUDE (FT)	RPM	MIXTURE SETTING	% BHP	20°C BELOW STANDARD TEMP. TRUE AIRSPEED kts	TRUE AIRSPEED km/h	FUEL USED Imp Gal/hr	FUEL USED Litres/hr	FUEL USED US Gal/hr	STANDARD TEMPERATURE % BHP	STANDARD TEMPERATURE TRUE AIRSPEED kts	STANDARD TEMPERATURE TRUE AIRSPEED km/h	STANDARD TEMPERATURE FUEL USED Imp Gal/hr	STANDARD TEMPERATURE FUEL USED Litres/hr	STANDARD TEMPERATURE FUEL USED US Gal/hr	20°C ABOVE STANDARD TEMP % BHP	20°C ABOVE STANDARD TEMP TRUE AIRSPEED kts	20°C ABOVE STANDARD TEMP TRUE AIRSPEED km/h	20°C ABOVE STANDARD TEMP FUEL USED Imp Gal/hr	20°C ABOVE STANDARD TEMP FUEL USED Litres/hr	20°C ABOVE STANDARD TEMP FUEL USED US Gal/hr
6000	2590	Full Rich Mixture	83	122	226	10.1	45.7	12.1	80	120	222	9.8	44.4	11.7	77	117	217	9.5	43.3	11.4
	2400	Best - Economy (Peak EGT)	70	112	207	6.8	30.7	8.1	66	109	202	6.4	29.1	7.7	62	106	196	6.0	27.5	7.8
	2200		56	100	185	5.5	25.1	6.6	52	97	179	5.2	23.7	6.3	48	93	172	4.8	22.0	5.8
	2000		43	88	163	4.4	20.1	5.3	39	84	156	4.1	18.7	4.9	35	80	148	3.8	17.1	4.5
8000	2550	Full Rich Mixture	77	119	221	9.6	43.7	11.5	73	116	215	9.3	42.3	11.2	69	113	209	9.1	41.3	10.9
	2500	Best Economy (Peak EGT)	73	116	215	7.0	31.8	8.4	69	113	209	6.6	30.2	8.0	65	111	206	6.3	28.7	7.6
	2400		68	112	208	6.4	29.2	7.7	64	109	202	6.2	28.2	7.5	60	106	196	5.9	26.8	7.1
	2200		55	101	187	5.4	24.7	6.5	51	97	179	5.1	23.2	6.1	47	94	174	4.8	21.7	5.7
	2000		42	88	163	4.4	19.8	5.2	38	84	156	4.0	18.2	4.8	34	80	148	3.7	16.7	4.4

5.8 RANGE PERFORMANCE (PRE MOD 495)

IN NM AND KM - MAX USEABLE FUEL CONTENTS 34.62 Imp Gal (41.54 US Gals)
(157.4 litres)

CONDITIONS: 2100 LBS (953 kg) - STANDARD TEMPERATURE - NIL WIND

MIXTURE SETTING	RPM	PRESSURE ALTITUDE (FT)																	
		0			2000			4000			6000			8000					
		% BHP	NM	km	% BHP	NM	km	% BHP	NM	km	% BHP	NM	km	% BHP	NM	km			
FULL RICH	2700	100	340	630	-	-	-	-	-	-	-	-	-	-	-	-			
	2600	92	346	641	-	-	-	-	-	-	-	-	-	-	-	-			
	2660	-	-	-	93	350	649	-	-	-	-	-	-	-	-	-			
	2630	-	-	-	-	-	-	87	361	669	-	-	-	-	-	-			
	2590	-	-	-	-	-	-	-	-	-	80	366	678	-	-	-			
	2550	-	-	-	-	-	-	-	-	-	-	-	-	73	371	688			
BEST ECONOMY (PEAK EGT)	2500	-	-	-	-	-	-	-	-	-	-	-	-	69	504	934			
	2400	81	440	815	75	463	858	70	483	895	66	504	934	64	517	958			
	2300	72	460	852	-	-	-	-	-	-	-	-	-	-	-	-			
	2200	63	473	877	59	507	940	55	535	991	52	549	1017	51	558	1034			
	2000	44	537	995	42	578	1071	40	588	1090	39	602	1116	38	614	1138			

Notes:

1 This table includes : 45 minutes reserve at 45% power ≡ 3.5 Imp Gals (4.2 US Gals) : Best Economy.

2 This table includes : Allowance for engine start, taxy and take-off ≡ 0.9 Imp Gals (1.1 US Gals)

3 This table includes : Allowance for distance to climb, ref Table 5.9.

4 This table includes : Allowance for distance to descent, ref Table 5.10.

RANGE PERFORMANCE (POST MOD 495)

IN NM AND KM- MAX USEABLE FUEL CONTENTS 34.62 Imp Gal (41.54 US Gals) (157.4 litres)

CONDITIONS: 2150 LBS (975 kg) - STANDARD TEMPERATURE - NIL WIND

PRESSURE ALTITUDE (FT)

MIXTURE SETTING	RPM	0			2000			4000			6000			8000		
		% BHP	NM	km	% BHP	NM	km	% BHP	NM	km	% BHP	NM	km	% BHP	NM	km
FULL RICH	2700	100	340	629	-	-	-	-	-	-	-	-	-	-	-	-
	2600	92	345	639	-	-	-	-	-	-	-	-	-	-	-	-
	2660	-	-	-	93	350	648	-	-	-	-	-	-	-	-	-
	2630	-	-	-	-	-	-	87	364	675	-	-	-	-	-	-
	2590	-	-	-	-	-	-	-	-	-	80	370	685	-	-	-
	2550	-	-	-	-	-	-	-	-	-	-	-	-	73	377	698
BEST ECONOMY (PEAK EGT)	2500	-	-	-	-	-	-	-	-	-	-	-	-	69	517	958
	2400	-	-	-	75	466	863	70	489	905	66	515	953	64	531	984
	2200	63	473	876	59	514	952	55	543	1005	52	564	1044	51	575	1064
	2000	44	537	995	42	590	1093	40	597	1106	39	619	1147	38	635	1175

NOTES:

1. This table includes : 45 minutes reserve at 45% power ≡ 3.5 Imp gals (4.2 US gals) : Best Economy
2. This table includes: Allowance for engine start, taxy and take off ≡ 0.9 Imp gals (1.1 US gals)
3. This table includes : Allowance for distance to climb, ref Table 5.9
4. This table includes : Allowance for distance to descent, ref Table 5.10

5.9 TIME, FUEL AND DISTANCE TO CLIMB (PRE MOD 495)

SCHEDULED RATE OF CLIMB

CONDITIONS: CLEAN FLAP - FULL THROTTLE - FULL RICH - STANDARD TEMPERATURE - ZERO WIND

WEIGHT lbs (kg)	PRESSURE ALTITUDE	STANDARD TEMP.	INDICATED CLIMB SPEED		RATE OF CLIMB		TIME	FUEL USED			DISTANCE	
	ft	°C	kts	km/h	ft/min	m/s	min	Imp gals	Litres	US gals	NM	km
2100 (953)	0	15	77	143	902	4.6	0	0	0	0	0	0
	1000	13	77	143	841	4.3	1.2	0.2	0.9	0.2	1.5	2.8
	2000	11	77	143	780	4.0	2.4	0.4	1.8	0.5	3.2	5.8
	3000	9	77	143	720	3.7	3.7	0.6	2.7	0.7	5.0	9.2
	4000	7	77	143	659	3.4	5.1	0.8	3.7	1.0	7.0	12.9
	5000	5	77	143	598	3.0	6.7	1.1	4.8	1.3	9.3	17.1
	6000	3	77	143	537	2.7	8.3	1.3	6.0	1.6	11.7	21.8
	7000	1	77	143	476	2.4	10.2	1.6	7.2	1.9	16.0	29.6
	8000	-1	77	143	416	2.1	12.1	1.9	8.4	2.2	17.6	32.6
	9000	-3	77	143	355	1.8	14.3	2.2	9.8	2.6	21.1	39.1
	10000	-5	77	143	294	1.5	16.7	2.5	11.4	3.0	25.1	46.5

Notes:

1 Add 0.9 Imp gals (1.1 US gals) of fuel for engine start, taxi and take-off allowance.

2 Increase time, fuel and distance by 10% for each 10°C above standard temperature.
Decrease time, fuel and distance by 4% for each 10°C below standard temperature.

3 Above 5000 ft, lean off to maintain smooth engine running.

TIME, FUEL AND DISTANCE TO CLIMB (POST MOD 495)

SCHEDULED RATE OF CLIMB

CONDITIONS: CLEAN FLAP - FULL THROTTLE - FULL RICH - STANDARD TEMPERATURE - ZERO WIND

WEIGHT lbs (kg)	PRESSURE ALTITUDE	STANDARD TEMP	INDICATED CLIMB SPEED		RATE OF CLIMB		TIME	FUEL USED			DISTANCE	
	ft	°C	kts	km/h	ft/min	m/s	min	Imp gals	Litres	US gals	NM	km
2150 (975)	0	15	77	143	875	4.4	0	0	0	0	0	0
	1000	13	77	143	814	4.1	1.2	0.2	1.0	0.3	1.5	2.8
	2000	11	77	143	753	3.8	2.5	0.5	2.0	0.5	3.1	5.8
	3000	9	77	143	692	3.5	3.8	0.7	3.2	0.8	0.9	9.0
	4000	7	77	143	631	3.2	5.4	1.0	4.4	1.2	6.8	12.6
	5000	5	77	143	570	2.9	7.0	1.2	5.6	1.5	8.9	16.5
	6000	3	77	143	509	2.6	8.9	1.5	7.0	1.9	11.3	20.9
	7000	1	77	143	448	2.2	11.0	1.9	8.6	2.3	14.0	25.8
	8000	-1	77	143	387	2.0	13.4	2.3	10.3	2.7	17.0	31.5
	9000	-3	77	143	326	1.7	16.2	2.7	12.2	3.2	20.6	38.1
	10000	-5	77	143	265	1.4	19.6	3.2	14.5	3.8	24.9	46.3

NOTES:

1. Add 0.9 Imp gals (1.1 US gals) of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
   Decrease time, fuel and distance by 4% for each 10°C below standard temperature.
3. Above 5000 ft, lean off to maintain smooth engine running.

5.10 TIME, FUEL AND DISTANCE TO DESCEND

CONDITIONS: FLAPS UP - ENGINE IDLING - FULL RICH MISTURE - NIL WIND

WEIGHT lbs (kg)	HEIGHT ABOVE GROUND ft	Indicated Airspeed kts	Indicated Airspeed km/h	Rate of Descent ft/min	Rate of Descent m/s	From Ground Level Time mins	From Ground Level Fuel Used Imp gals	From Ground Level Fuel Used Litres	From Ground Level Fuel Used US gals	From Ground Level Distance NM	From Ground Level Distance km
2100 (953) (Pre Mod 495)	10,000					12.8				18.4	34.0
	9,000					11.5				16.2	30.1
	8,000					10.2				14.2	26.2
	7,000					8.9				12.2	22.6
	6,000					7.7				10.4	19.2
	5,000	75	139	785	4.0	6.4	0.023 per 1000 ft	0.100 per 1000 ft	0.026 per 1000 ft	8.5	15.7
2150 (975) (Post Mod 495)	4,000					5.1				6.7	12.4
	3,000					3.8				4.9	9.1
	2,000					2.6				3.3	6.1
	1,000					1.3				1.6	3.0
	0					0				0	0