

TABLE 2.—PERFORMANCE PENALTIES—Continued

AFM sections	AFM limits with de-ice boot patch limits exceeded <b>Note:</b> Flap settings as applicable to aircraft model
TOR, TOD & ASD .....	<i>Add:</i> 16% (flap 0°) 16% (flap 5°) 16% (flap 10°) 16% (flap 15°)
Net T/O Flight Path: Sub-Section 5–6 Ref Gradient .....  4th Seg. Net Gradient .....  Flap Retraction Initiation Speed .....	<i>Subtract</i> 0.005 (flap 0°) 0.002 (flap 5°) 0.002 (flap 10°) 0.002 (flap 15°) <i>Subtract:</i> 0.012 (flap 0°) <i>Add:</i> 5 kt (flap 5°) 5 kt (flap 10°) 5 kt (flap 15°)
Enroute Climb Data: Sub-Section 5–7 Enroute Climb Speed .....  Net Climb Gradient .....  OEI-Climb Ceiling .....  Landing Speed: Sub-Section 5–8 Approach, Go-around & Vref .....	<i>Add:</i> 5 kt <i>Subtract:</i> 0.004 <i>Subtract:</i> 1,200 ft  <i>Add:</i> 5 kt (flap 5°) 5 kt (flap 10°) 5 kt (flap 15°) 5 kt (flap 35°)
Landing WAT Limit: Sub-Section 5–9 <b>Note:</b> Weight reduction not required when limited by maximum structural weight.	<i>Subtract:</i> 860 kg, 1900 lb. (flap 10°) 225 kg, 500 lb. (flap 15°) 180 kg, 400 lb. (flap 35°)
Landing Climb Data: Sub-Section 5–10 Approach Gross Climb Gradient .....  Balked Landing Gross Climb Gradient .....	<i>Subtract:</i> 0.010 (flap 5°) 0.003 (flap 10°) 0.002 (flap 15°) <i>Subtract:</i> 0.035 (flap 10°) 0.017 (flap 15°) 0.016 (flap 35°)
Landing Field Length: Sub-Section 5–11	<i>Add:</i> 23% (flap 10°) 16% (flap 15°) 10% (flap 35°)
Brake Energy: Sub-Section 5–12 Accel/Stop B.E. ....  Landing B.E. ....	<i>Add</i> 7% (flap 0°) 7% (flap 5°) 7% (flap 10°) 7% (flap 15°) <i>Add:</i> 30% (flap 10°) 20% (flap 15°) 8% (flap 35°)