

AIR INUIT

737-800WSFP1 CFM56-7B26 Performance Handbook

PERMANENT REVISION #26-01 TRANSMITTAL PAGE

REVISION DATE: February 17, 2026

Review this revision and file in your Performance Handbook in accordance with the following instructions:

Where dots are shown in the "ACTION" column, (.....), remove the page(s) in your book and replace them with the attached page(s) of the same number; otherwise ADD or DESTROY page(s) as listed, then update the revision record in the front of your book.

ACTION	PAGES	HIGHLIGHTS
.....	HOW TO REACH US	Updated.
.....	LEP 1 / LEP 2	
.....	0.1 / 0.2	Updated.
DESTROY	2.1 / 2.14	
DESTROY	4.1 / 4.6	
DESTROY	TD-1 / TD-2	
DESTROY	LD-1 / LD-26	

AIR INUIT

Performance Handbook

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737-800W

SFP1

CFM56-7B26

HOW TO REACH US

INTRODUCTION - AeroData maintains a process through which customers can contact us 24/7, 365 days a year to receive immediate assistance with operationally impacting issues pertaining to AeroData products and/or services. This document is intended for use by relevant customer points of contact that are familiar with AeroData services. We encourage customers to initially rely on internal resources for escalating issues, especially common crew-reported scenarios.

AERODATA Contact Information		
Main Phone Number	+1 (480) 443-7740	The main AeroData contact phone number that is monitored 24/7 (hrs/days), 365 days a year.
Aviation Data Services Email	rwymdata@aerodata.aero	This address should be used for all airport, runway, obstacle, engine failure procedure, and NOTAM related inquiries.
Programs Team & Technical Support Email	support@aerodata.aero	This address should be used for all other technical and customer support related inquiries and issues.

Making an Urgent Request

If you require immediate assistance due to an operationally impacting issue or concern, customers are expected to **send an e-mail including the word URGENT in the subject** to rwymdata@aerodata.aero and support@aerodata.aero. Use of the word URGENT in the subject line to these email groups will trigger an internal alert to our teams to escalate your issue and contact applicable technical teams to provide support. Our team will acknowledge any email with URGENT in the subject sent to our aforementioned email groups within 15 minutes. In addition to email contact, customers may also call our main office number at +1 (480) 443-7740.

AeroData's regular business hours are 1500Z - 0000Z, Monday through Friday. During regular business hours, someone should answer your call with the exception of some teams that follow major US holidays. If there is no answer, or a customer is calling outside regular business hours, the phone will forward to a voice mailbox. At any time, a customer can say an AeroData associate's first or last name to reach out to their desk directly. The phone system will allow customers to select from the following options to assist with their needs:

- **Press 1** – Aircraft Performance Data (Charts) or Airport Data Services Team.
- **Press 2** – Technical Support for Products/Services or Programs Team
- **Press 3** – Information on Products and Services or Sales Team
- **Press 4** – General Inquiries

When you leave a message, please leave your name, the nature of your request, and a phone number where you can be reached.

HOW TO REACH US

Criteria for an Urgent Request

AeroData asks that the urgent process be reserved for issues that are immediately impacting to operations. Please be aware that the use of the urgent process will activate on-call engineers after-hours. Urgent requests are treated with the highest priority and why they are only to be utilized for operationally impacting issues or inquiries.

In order to better assist our customers during an operationally impacting event or issue, we ask our customers to email and/or verbally provide as much information as possible from the list below:

- Airline, contact name, contact number
- Affected product and/or service
- Flight key information
- Flight number, city pair, schedule date, aircraft tail or type
- Any error message or remark associated with the issue (screenshots are helpful)
- Other Context (as applicable) – All or just one workstation, any updated IP addresses lately – they need to be whitelisted, are message feeds going through?

AeroData Holidays

During holidays observed by AeroData, customers can make urgent requests following the normal process. Although outside our regular business hours, AeroData has personnel on site 24/7, 365 days a year and our on-call associates will respond during holidays, weekends, and overnight.

The following holidays are observed and considered outside our regular business hours:

- New Year's Day – January 1
- Martin Luther King Jr. Day – January 19
- Good Friday – April 3
- Memorial Day – May 25
- US Independence Day – July 3
- Labor Day – September 7
- US Thanksgiving – November 26 and 27
- Christmas – December 24 and 25

REVISION RECORD CONTINUED

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GENERAL

1.0 GENERAL

1.1 CONVERSION TABLES

TEMPERATURE CONVERSION

°C	°F		°C	°F		°C	°F
-40	-40		-8	18		24	75
-39	-38		-7	19		25	77
-38	-36		-6	21		26	79
-37	-35		-5	23		27	81
-36	-33		-4	25		28	82
-35	-31		-3	27		29	84
-34	-29		-2	28		30	86
-33	-27		-1	30		31	88
-32	-26		0	32		32	90
-31	-24		1	34		33	91
-30	-22		2	36		34	93
-29	-20		3	37		35	95
-28	-18		4	39		36	97
-27	-17		5	41		37	99
-26	-15		6	43		38	100
-25	-13		7	45		39	102
-24	-11		8	46		40	104
-23	-9		9	48		41	106
-22	-8		10	50		42	108
-21	-6		11	52		43	109
-20	-4		12	54		44	111
-19	-2		13	55		45	113
-18	0		14	57		46	115
-17	1		15	59		47	117
-16	3		16	61		48	118
-15	5		17	63		49	120
-14	7		18	64		50	122
-13	9		19	66		51	124
-12	10		20	68		52	126
-11	12		21	70		53	127
-10	14		22	72		54	129
-9	16		23	73		55	131

GENERAL

WIND COMPONENT

WIND (KTS)	ANGLE BETWEEN WIND DIRECTION AND HEADING (LEFT OR RIGHT)																							
	HEADWIND COMPONENT								TAILWIND COMPONENT								CROSSWIND COMPONENT							
	10	20	30	40	50	60	70	80	100	110	120	130	140	150	160	170	10	20	30	40	50	60	70	80
5	5	5	4	4	3	3	2	1	1	2	3	3	4	4	5	5	1	2	3	3	4	4	5	5
10	10	9	9	8	6	5	3	2	2	3	5	6	8	9	9	10	2	3	5	6	8	9	9	10
15	15	14	13	11	10	8	5	3	3	5	8	10	11	13	14	15	3	5	8	10	11	13	14	15
20	20	19	17	15	13	10	7	3	3	7	10	13	15	17	19	20	3	7	10	13	15	17	19	20
25	25	23	22	19	16	13	9	4	4	9	13	16	19	22	23	25	4	9	13	16	19	22	23	25
30	29	28	26	23	19	15	10	5	5	10	15	19	23	26	28	29	5	10	15	19	23	26	28	29
35	34	33	30	27	22	18	12	6	6	12	18	22	27	30	33	34	6	12	18	22	27	30	33	34
40	39	38	35	31	26	20	14	7	7	14	20	26	31	35	38	39	7	14	20	26	31	35	38	39
45	44	42	39	34	29	23	15	8	8	15	23	29	34	39	42	44	8	15	23	29	34	39	42	44
50	49	47	43	38	32	25	17	9	9	17	25	32	38	43	47	49	9	17	25	32	38	43	47	49
55	54	52	48	42	35	28	19	9	9	19	28	35	42	48	52	54	9	19	28	35	42	48	52	59
60	59	56	52	46	39	30	21	10	10	21	30	39	46	52	56	59	10	21	30	39	46	52	56	59
65	64	61	56	50	42	33	22	11	11	22	33	42	50	56	61	64	11	22	33	42	50	56	61	64
70	69	66	61	54	45	35	24	12	12	24	35	45	54	61	66	69	12	24	35	45	54	61	66	69

GENERAL

1.2 AIRCRAFT PERFORMANCE DATA COMPUTE SERVER SYSTEM

The AeroData Aircraft Performance Data Compute Server System (Compute Server System) is an advanced client-server computer system designed for providing comprehensive real-time aircraft performance data to ensure compliance with takeoff, enroute, and landing regulations.

The heart of the system is the Compute Server. A Compute Server takes requests from computer network client programs for aircraft performance data. Once the requested data is calculated, it is returned to the client software for display to the user. Client software packages for the Compute Server System include the Flight Planning Client for dispatch performance data, the Takeoff and Landing Performance Report Client for flight crew performance data, the Takeoff Charts Client for generating paper runway analysis charts, and the ACARS Client for onboard performance data.

Two or more Compute Servers are installed for redundancy and speed. Since the Compute Server System fulfills all requests for aircraft performance data, all performance data output is consistent. Additionally, all performance data is simultaneously updated when aeronautical data changes occur. This eliminates paper performance manuals and the overhead associated with the maintenance of these manuals.

The most important advantage of the Compute Server System is that all performance calculations are computed real-time using the fewest possible conservatisms and generalizations. As a result, the highest possible performance values are provided to the airline.

GENERAL

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ENROUTE

3.0 ENROUTE

3.1 ENROUTE PERFORMANCE ANALYSIS

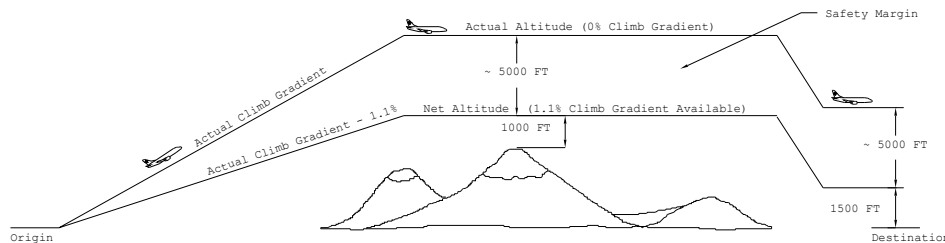
GENERAL

CAR 705.58 requires the airline to plan each flight with consideration given to an engine failure enroute. Compliance with this regulation is primarily a pre-flight/dispatching function. This regulation specifies two sets of requirements, of which, the airline must comply with at least one on each flight. We will refer to these two sets of requirements as Method 1 and Method 2.

Both methods measure performance based on aircraft net flight path (or net altitude). For a two-engine airplane, net altitude is the altitude at which the aircraft can maintain a 1.1% climb gradient based on its current weight. The required climb gradients for three and four engine airplanes is 1.4% and 1.6%, respectively. The airplane's actual altitude capability (service ceiling or 0% climb gradient) is approximately 5,000 feet higher than the net altitude capability. The difference between the net and actual altitude is the operating safety margin. This operating safety margin accounts for factors such as not being on the planned route of flight, ice accumulation on unheated surfaces, the use of ice protection systems when it was not planned, the unavailability of an APU when it was planned, flying at other than optimum speeds, and enroute temperatures greater than forecast. AFM altitude capability is based on enroute climb speed or driftdown speed.

METHOD 1

Method 1 requires the aircraft to take off at a weight that ensures that if an engine failure occurs anywhere from V_1 to the destination, that the aircraft's net altitude capability will clear all obstructions 5 SM either side of the intended route by 1,000 feet until reaching the destination. The aircraft must also have a positive net gradient at 1,500 feet above the destination airport. Under optimum conditions, these requirements provide actual aircraft altitude capability of approximately 6,000 feet over the most critical obstruction and 6,500 feet above the destination field elevation when operating at enroute climb speed and planned conditions.

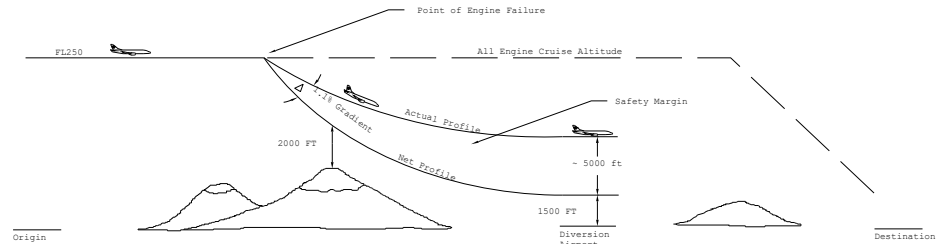


Method 1 analysis provides a Maximum Enroute Takeoff Weight (M1METW) that is based on the forecast winds and temperatures aloft, bleed configuration, and ice protection configuration. M1METW is the maximum allowable weight at which the aircraft can take off and still comply with Method 1 requirements.

ENROUTE

METHOD 2 – ABEAM

Method 2 (driftdown) requires that if an engine failure occurs, the aircraft be able to divert to at least one suitable airport from normal cruise altitude and the aircraft's net driftdown altitude will clear all obstructions 5 SM either side of the route of flight by 2,000 feet until reaching the diversion airport. The aircraft must also have a positive net gradient at 1,500 feet above the diversion airport. Under optimum conditions, these requirements provide actual aircraft altitude capability of approximately 7,000 feet over the most critical obstruction and 6,500 feet above the destination field elevation when operating at optimum driftdown speed and planned conditions.



Method 2 analysis provides a Maximum Enroute Takeoff Weight (M2METW) that is based on the forecast winds and temperatures aloft, bleed configuration, and ice protection configuration. M2METW is the maximum allowable weight at which the aircraft can take off and still comply with Method 2 requirements. Additionally, Method 2 analysis provides a list of driftdown suitable airports for one or more segments along the route of flight. Each segment is defined by start and end points referenced from either the origin airport, the destination airport, or navaids along the route of flight.

Method 2 analysis assumes that the aircraft diverts to the suitable airport when it is abeam the airport along the planned route and that the suitable airport is no more than 130 NM from the abeam point. It is also assumed that, if the aircraft arrives at the suitable airport geographically before the driftdown maneuver is completed, the aircraft will complete the driftdown maneuver over the suitable airport in order to reduce aircraft weight by fuel burn-off. The driftdown maneuver is considered complete when the aircraft reaches level-off altitude.

In accordance with regulations, Method 2 analysis begins at cruise altitude. Because an engine failure may occur before reaching normal cruise altitude, the aircraft must be able to return to land to the departure airport or divert to a suitable takeoff alternate in the event of an engine failure before reaching cruise altitude. Therefore, if a takeoff alternate is required, the flight planning system determines an M1METW to ensure adequate terrain clearance to the takeoff alternate. The lesser of the METW for the filed route or the METW for the takeoff alternate is then used by the flight planning system for maximum takeoff weight determination.

METHOD 2 – ABEAM – ALTERNATE AIRPORT REPORT

Regulations require that driftdown alternates and applicable segments be listed on the flight release document when using Method 2. An example of this is shown below:

FROM	TO	DD ALT
BUR	26 W BUR	BUR
26 W BUR	37 E LAS	LAS
37 E LAS	JFK	JFK

FROM – segment start point

TO – segment end point

DD ALT – Driftdown alternate airport for the segment

Segment 1: From BUR to 26 West of BUR, return to BUR airport.

Segment 2: From 26 West of BUR to 37 East of LAS, proceed along the planned route of flight to the abeam point of the driftdown airport and then direct to the driftdown airport. See PROCEDURES WHEN DISPATCHED WITH METHOD 2 later in this section.

Segment 3: From 37 East of LAS, along the planned route of flight to the JFK airport. See PROCEDURES WHEN DISPATCHED WITH METHOD 2 later in this section.

ENROUTE

DISPATCH AIRPORT SUITABILITY

For dispatching purposes, a legal suitable airport is one that is listed in the Method 2 analysis, meets alternate airport weather minimums criteria, and has sufficient landing field length. NOTAMs must be checked as they may render an airport unsuitable. The destination weather does not have to meet alternate weather minimums criteria to be listed as a Method 2 airport. The dispatcher has the capability of excluding unsuitable airports from Method 2 analysis. As unsuitable airports are removed from the Method 2 analysis, the M2METW may begin to decrease in order to use less favorable airports.

If the last listed airport for a Method 2 calculation is not the destination, the listed airport should be specified as a destination alternate to ensure that adequate fuel is available to reach the listed airport and to ensure that terrain clearance requirements are met from the destination to the listed airport.

INFLIGHT AIRPORT SUITABILITY

For inflight purposes, a legal suitable airport is one where a safe landing can be made. When determining airport suitability, consider the following: actual and forecast weather, location of airport in reference to terrain, available nav aids and approaches, approach minimums, length of runway(s), NOTAMs, emergency equipment, and passenger handling facilities. At the beginning of descent, the nearest airport in point of time is usually the destination airport, even if a suitable airport is closer in distance, unless an emergency descent is required.

Inflight, if an engine failure occurs, FAR 121.565(a) requires that "the pilot in command shall land the airplane at the nearest suitable airport, in point of time, at which a safe landing can be made. Therefore, if an engine failure occurs, the flight crew will then determine the nearest suitable airport. The selected suitable airport may not necessarily be any of those selected for dispatching requirements.

MEL/CDL PENALTIES

When a MEL/CDL item associated with an inoperative or missing component requires an enroute performance penalty, the penalty is entered by the dispatcher into the flight planning system for consideration. The penalty is then noted in the remarks section of the release.

SELECTION OF METHOD 1 OR METHOD 2

In automatic mode, the flight planning system chooses the most favorable of either Method 1 or Method 2. Generally, Method 2 provides the highest enroute takeoff weight, but requires the most amount of dispatching oversight. As a result, Method 1 is selected by default if it is not limiting to the flight plan's takeoff weight. If Method 1 is limiting, then the greater of M1METW or M2METW is selected. Generally, M2METW is greater than M1METW, but in cases where there are few driftdown airports available, M1METW can be greater than M2METW.

TAKEOFF AND DESTINATION ALTERNATES

When a takeoff alternate is specified, the flight planning system requests a Method 1 enroute calculation for a direct route from the origin airport to the takeoff alternate. When a destination alternate is specified, the flight planning system requests a Method 1 enroute calculation using the planned route from the destination to the destination alternate. If the Method 1 weight is limiting, the maximum landing weight is reduced accordingly. In either case the MFPTW is adjusted as needed to ensure that terrain clearance requirements are met.

ENROUTE ENGINE FAILURE PROCEDURES

Since the flight crew's responsibility is to proceed to the nearest suitable airport when an engine failure occurs, the crew may or may not use the enroute method specified on the flight release. As a result, these enroute engine failure procedures are designed to help the crew proceed safely to the nearest suitable airport. If terrain clearance is not a factor, these procedures may be altered based on actual conditions in order to expedite a safe landing.

These procedures reference single engine service ceiling. Determining whether the aircraft is above or below the single engine service ceiling at the time of engine failure can easily be accomplished by observing whether or not the aircraft can maintain its present altitude at enroute climb speed or driftdown speed, as appropriate.

When determining terrain clearance altitudes, consider the elevation of the terrain plus an operational safety margin. This safety margin should account for such factors as ice protection system requirements, ice accumulation on unheated surfaces, temperature variations, and flight at other than optimum speeds.

ENROUTE

PROCEDURES WHEN DISPATCHED WITH METHOD 1

ENGINE FAILURE BELOW SINGLE ENGINE SERVICE CEILING

1. Climb at enroute climb speed with maximum continuous power.
2. Use ice protection equipment only when necessary.
3.
 - a. If able, return to land at departure airport via the planned route.
 - b. If unable to return to departure airport, determine the nearest suitable diversion airport, checking engine inoperative altitude capability against terrain clearance altitudes and/or ATC provided minimum vectoring altitudes along the route of flight. If unsure of terrain clearance, choose either the takeoff alternate airport (if applicable) or the destination airport for the diversion.
 - c. If the selected diversion airport is the takeoff alternate airport, proceed back along the planned route of flight to the departure airport and then direct to the takeoff alternate. If terrain clearance is not critical, a more direct route may be flown.
 - d. If the selected diversion airport is the destination airport, proceed via planned route to the destination airport. If terrain clearance is not critical, a more direct route may be flown.
4. If necessary, climb in a holding pattern to reach the initial MEA or maximum aircraft altitude capability, whichever is lower. Lower MEAs can be derived from low altitude airways that underlie the planned route or ATC provided minimum vectoring altitudes.
5. Continue climbing until reaching the highest MEA along the route of flight, then accelerate in level flight to the desired engine inoperative cruise speed.

ENGINE FAILURE AT AND ABOVE SINGLE ENGINE SERVICE CEILING

1. Set maximum continuous power.
2. If unable to hold altitude at engine inoperative cruise speed, decelerate in level flight to driftdown speed.
3. If still unable to hold altitude, descend at driftdown speed.
4. Use ice protection equipment only when necessary.
5. Use APU (if available) for pressurization as soon as possible.
6.
 - a. Determine the nearest suitable diversion airport, checking engine inoperative altitude capability against terrain clearance altitudes and/or ATC provided minimum vectoring altitudes along the route of flight. If unsure of terrain clearance, choose the departure airport, the takeoff alternate airport (if applicable), or the destination airport for the diversion.
 - b. If the selected diversion airport is the departure airport, proceed back along the planned route of flight to the departure airport. If terrain clearance is not critical, a more direct route may be flown.
 - c. If the selected diversion airport is the takeoff alternate airport, proceed back along the planned route of flight to the departure airport and then direct to the takeoff alternate. If terrain clearance is not critical, a more direct route may be flown.
 - d. If the selected diversion airport is the destination airport, proceed via planned route to the destination airport. If terrain clearance is not critical, a more direct route may be flown.
7. After reaching level off altitude, as fuel is burned off, allow the aircraft to accelerate to engine inoperative cruise speed or if terrain clearance is not critical, descend to a lower altitude to obtain engine inoperative cruise speed sooner. If level-off altitude is not achieved before arriving at the selected airport, complete the driftdown maneuver over the selected airport if additional weight reduction is desired to improve altitude capability.

ENROUTE

PROCEDURES WHEN DISPATCHED WITH METHOD 2

ENGINE FAILURE BELOW SINGLE ENGINE SERVICE CEILING

1. Climb at enroute climb speed with maximum continuous power.
2. Use ice protection equipment only when necessary.
3.
 - a. If able, return to land at departure airport via the planned route.
 - b. If unable to return to departure airport, determine the nearest suitable diversion airport, checking engine inoperative altitude capability against terrain clearance altitudes and/or ATC provided minimum vectoring altitudes along the route of flight. If unsure of terrain clearance, proceed back along the planned route of flight to the departure airport and then direct to the takeoff alternate.
4. If necessary, climb in a holding pattern to reach the initial MEA or maximum aircraft altitude capability, whichever is lower. Lower MEAs can be derived from low altitude airways that underlie the planned route or ATC provided minimum vectoring altitudes.
5. Continue climbing until reaching the highest MEA along the route of flight, then accelerate in level flight to the desired engine inoperative cruise speed.

ENGINE FAILURE AT AND ABOVE SINGLE ENGINE SERVICE CEILING, BUT BELOW PLANNED CRUISE ALTITUDE

1. Set maximum continuous power.
2. If unable to hold altitude at engine inoperative cruise speed, decelerate in level flight to driftdown speed.
3. If still unable to hold altitude, descend at driftdown speed.
4. Use ice protection equipment only when necessary.
5.
 - a. If able, return to land at departure airport via the planned route.
 - b. If unable to return to departure airport, determine the nearest suitable diversion airport, checking engine inoperative altitude capability against terrain clearance altitudes and/or ATC provided minimum vectoring altitudes along the route of flight. If unsure of terrain clearance, proceed back along the planned route of flight to the departure airport and then direct to the takeoff alternate.
6. After reaching level off altitude, as fuel is burned off, allow the aircraft to accelerate to engine inoperative cruise speed or if terrain clearance is not critical, descend to a lower altitude to obtain engine inoperative cruise speed sooner. If level-off altitude is not achieved before arriving at the selected airport, complete the driftdown maneuver over the selected airport if additional weight reduction is desired to improve altitude capability.

ENGINE FAILURE AFTER REACHING PLANNED CRUISE ALTITUDE

1. Set maximum continuous power.
2. If unable to hold altitude at engine inoperative cruise speed, decelerate in level flight to driftdown speed.
3. If still unable to hold altitude, descend at driftdown speed.
4. Use ice protection equipment only when necessary.
5. Determine the nearest suitable diversion airport, checking engine inoperative altitude capability against terrain clearance altitudes and/or ATC provided minimum vectoring altitudes along the route of flight. If unsure of terrain clearance, divert to the driftdown airport listed on the flight release for the appropriate route segment by proceeding along the planned route of flight to the abeam point of the driftdown airport and then direct to the driftdown airport. If the abeam point is behind the aircraft, reverse course and proceed back along the planned route to the abeam point and then direct to the driftdown airport. If the driftdown airport is behind the origin airport, then the abeam point is the origin airport. If the driftdown airport is beyond the destination airport, then the abeam point is the destination airport.
6. After reaching level off altitude, as fuel is burned off, allow the aircraft to accelerate to engine inoperative cruise speed or if terrain clearance is not critical, descend to a lower altitude to obtain engine inoperative cruise speed sooner. If level-off altitude is not achieved before arriving at the selected airport, complete the driftdown maneuver over the selected airport if additional weight reduction is desired to improve altitude capability.

ENROUTE

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