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Appendixes for Technical Note DOT/FAA/CT-TN92/46 VMC Left Turn Curved Approaches Test Results.

Rosanne M. Weiss

December 1993

Engineering, Research, and Development Service
Research Directorate for Aviation Technology
FAA Technical Center
Atlantic City International Airport, N.J. 08405

Technical Report Documentation Page

1. Report No. DOT/FAA/CT-ACD33093/6	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle Appendixes for Technical Note DOT/FAA/CT-TN92/46 "VMC Left Turn Curved Approaches, Test Results."		5. Report Date April 1993
		6. Performing Organization Code ACD-330
7. Author(s) Rosanne M. Weiss		8. Performing Organization Report No. DOT/FAA/CT-ACD33093/6
9. Performing Organization Name and Address U.S. Department of Transportation Federal Aviation Administration Technical Center Atlantic City International Airport, N.J 08405		10. Work Unit No. (TRAIS)
		11. Contract or Grant No. T0701U
12. Sponsoring Agency Name and Address U.S. Department of Transportation Federal Aviation Administration Vertical Flight Program Office Washington, D.C. 20590		13. Type of Report and Period Covered Division Report
		14. Sponsoring Agency Code ARD-30

15. Supplementary Notes

16. Abstract

From late Fall 1989 through the Summer of 1990, flight tests were conducted at the Federal Aviation Administration (FAA) Technical Center to aid in answering questions concerning curved approaches to a heliport under visual meteorological conditions (VMC). These questions deal with the dimensions of the airspace that must be protected within the curved segment of the approach, the most feasible angle of turn and minimum final approach segment.

Flight activities were conducted using the FAA's Sikorsky S-76 and UH-1H. Data was collected to evaluate approaches using three different turn angles, 45, 90, and 180 degrees, each with three different final segments 800, 1200, and 1600 feet. The test was conducted at an alternate landing area due to construction at the FAA Technical Center's Heliport/Vertiport. Due to airspace restrictions at this alternate sight, left turns to final were conducted. All maneuvers were tracked by ground based tracking systems.

This report contains the appendixes for Technical Note DOT/FAA/CT-TN 92/46 "VMC Left Turn Curved Approaches, Test Results"

The results will be considered in future modifications to the FAA Heliport Design Advisory Circular, AC 150/5390-2.

17. Key Words	18. Distribution Statement		
19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price

Form DOT F 1700.7 (8-72) Reproduction of completed page authorized

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EXECUTIVE SUMMARY

Technical Note DOT/FAA/CT-TN92/46, "VMC Left Turn Curved Approaches, Test Results" documents the results of flight tests conducted from late fall 1989 through the summer of 1990 at the Federal Aviation Administration (FAA) Technical Center. These tests were performed to aid in answering questions concerning curved approaches to a heliport under visual meteorological conditions (VMC). These questions deal with the dimensions of the airspace that must be protected within the curved segment of the approach, the most feasible angle of turn and minimum final approach segment.

Between the FAA's Sikorsky S-76 and the UH-1H, a total of 630 approaches were completed. Each approach evaluated one of three turn angles, 45, 90, and 180 degrees and one of three final segments, 800, 1,200, and 1,600 feet. Due to construction at the Technical Centers's Concepts Development and Demonstration Heliport/Vertiport these flights were conducted at an alternate landing area. Airspace restrictions at this site required left turns to final. All maneuvers were tracked by ground based tracking systems to provide accurate objective three-dimensional position information. Subjective data was also collected via in-flight pilot questions and a post-flight questionnaire. The in-flight answers were based on the pilots immediate recall of what occurred during the approach. The post flight questionnaire gathered the pilot's overall opinion of the procedures.

Results indicate that the 45 and 90 degree are more practical than the 180 degree turns. Pilot input indicates that the 90-degree turns offered an advantage in area and landing pad reconnaissance opportunities. In addition, the pilots indicated that they felt more comfortable with the 1,200 and 1,600 foot final segments than with 800-foot final, particularly for passenger carrying operations.

However, since this flight test required left turns to final, a worst case scenario, it is suggested that a limited number of additional curved approach flights be conducted using right turns to final. This Division Report contains all appendixes for that Technical Note.

APPENDIX A

FLIGHT LOG

VMC CURVED APPROACH FLIGHTS			
FLT #:	Date:	Aircraft:	Tracker:
Subject Pilot:	Safety Pilot:		Crew:
Event 1- Start Run	Event 2- Start Curve	Sync Clock to Tracker	
Event 3- End Curve	Event 4- Touchdown		

Run	Winds	Events				Contr	Work	Safety	Comments
45 1600									
45 1200									
45 800									
90 1600									
90 1200									
90 800									
180 1600									
180 1200									
180 800									
45 1600									
45 1200									
45 800									
90 1600									
90 1200									
90 800									
180 1600									
180 1200									
180 800									

How would you rate this approach in terms of:
a) controllability; b) work load; c) safety

APPENDIX B

POST-FLIGHT QUESTIONNAIRE

HELICOPTER VISUAL METEOROLOGICAL CONDITIONS (VMC)

CURVED APPROACH TESTS

Aircraft Type: _____

Operational Pilot Information:

Name: _____

Affiliation: _____

Address: _____

City: _____

Phone (Optional): _____

FAA Helicopter Ratings: _____

Total Flight Hours: _____

Total Helicopter Hours: _____

Total Time in Type: _____

Total Helicopter Hours Last 6 Months: _____

Time In Type Last 6 Months: _____

5. How would you rate the desirability of the :

	Inadequate		Marginal		Adequate
a. 45 degree turns?	1	2	3	4	5
b. 90 degree turns?	1	2	3	4	5
c. 180 degree turns?	1	2	3	4	5

6. How would you rate the safety margin with each final segment?

	Inadequate		Marginal		Adequate
a. 800 foot final	1	2	3	4	5
b. 1200 foot final	1	2	3	4	5
c. 1600 foot final	1	2	3	4	5

7. How would you rate the control margin with each final segment?

	Inadequate		Marginal		Adequate
a. 800 foot final	1	2	3	4	5
b. 1220 foot final	1	2	3	4	5
c. 1600 foot final	1	2	3	4	5

8. How would you rate the workload with each final segment?

	Inadequate		Marginal		Adequate
a. 800 foot final	1	2	3	4	5
b. 1200 foot final	1	2	3	4	5
c. 1600 foot final	1	2	3	4	5

9. How would you rate the desirability of each final segment?

	Inadequate		Marginal		Adequate
a. 800 foot final	1	2	3	4	5
b. 1200 foot final	1	2	3	4	5
c. 1600 foot final	1	2	3	4	5

10. Using the following scale rate each combination for the overall approach.

1 - Inadequate
2
3 - Marginal
4
5 - Adequate

Final Segment

		800	1200	1600
Turn	180			
	90			
	45			

Comments:

APPENDIX C

STATISTICAL LISTINGS

S76
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-14.36	449.44	62.59	-0.56	2.48	44
-10.77	445.96	63.52	-0.50	2.42	50
-7.18	440.63	63.74	-0.49	2.45	51
-3.59	433.58	63.63	-0.47	2.46	52
0.00	425.74	63.79	-0.46	2.42	53
3.59	413.69	62.82	-0.41	2.40	52
7.18	400.60	61.35	-0.36	2.40	51
10.77	391.07	62.33	-0.23	2.43	52
14.36	376.00	59.64	-0.26	2.41	51
17.95	362.66	58.92	-0.22	2.45	51
21.54	349.45	58.74	-0.17	2.45	51
25.13	335.80	58.21	-0.14	2.47	50
28.72	321.31	56.99	-0.08	2.52	50
32.31	306.46	55.40	0.00	2.63	50
35.90	289.94	51.50	-0.16	2.47	44
39.49	270.97	50.28	-0.06	2.33	35
43.08	263.79	46.66	-0.27	2.16	19
46.67	263.61	33.44	0.46	1.99	10
50.26	246.33	28.23	0.71	2.45	7
53.85	222.28	15.14	0.38	1.50	3
57.44	195.04	8.26	0.00	1.00	2
61.03	176.73	10.45	0.00	1.00	2

S76
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-14.36	-258.95	297.07	0.37	3.42	44
-10.77	-367.93	359.99	1.58	7.62	50
-7.18	-511.31	305.49	0.64	4.15	51
-3.59	-653.15	295.61	0.28	3.43	52
0.00	-743.90	324.31	0.00	2.92	53
3.59	-814.04	383.68	0.37	3.34	52
7.18	-868.02	395.98	-0.15	2.94	51
10.77	-843.50	468.94	0.32	3.95	52
14.36	-941.17	394.11	-0.22	3.44	51
17.95	-955.40	384.12	0.04	2.35	51
21.54	-981.46	358.72	0.19	2.23	51
25.13	-952.27	327.37	0.08	2.26	50
28.72	-958.95	328.13	0.09	2.26	50
32.31	-950.33	354.28	-0.24	2.72	50
35.90	-875.21	354.90	-0.30	2.56	44
39.49	-854.17	437.27	-0.47	2.53	35
43.08	-832.43	482.68	-0.10	2.46	19
46.67	-742.70	378.51	-0.71	2.22	10
50.26	-781.78	328.89	-0.53	2.00	7
53.85	-819.09	260.87	-0.07	1.50	3
57.44	-1700.33	892.54	0.00	1.00	2
61.03	-1076.79	267.07	0.00	1.00	2

S76
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-14.36	-50.56	62.59	-0.56	2.48	44
-10.77	-54.04	63.52	-0.50	2.42	50
-7.18	-59.37	63.74	-0.49	2.45	51
-3.59	-66.42	63.63	-0.47	2.46	52
0.00	-73.86	63.82	-0.46	2.42	53
3.59	-68.75	62.82	-0.41	2.40	52
7.18	-64.30	61.35	-0.36	2.40	51
10.77	-56.27	62.33	-0.23	2.43	52
14.36	-53.79	59.64	-0.26	2.41	51
17.95	-49.58	58.92	-0.22	2.45	51
21.54	-45.24	58.74	-0.17	2.45	51
25.13	-41.34	58.21	-0.14	2.47	50
28.72	-38.28	56.99	-0.08	2.52	50
32.31	-35.57	55.40	0.00	2.63	50
35.90	-34.54	51.50	-0.16	2.47	44
39.49	-35.96	50.28	-0.06	2.33	35
43.08	-25.58	46.66	-0.27	2.16	19
46.67	-8.36	33.44	0.46	1.99	10
50.26	-8.33	28.23	0.71	2.45	7
53.85	-14.88	15.14	0.38	1.50	3
57.44	-24.27	8.26	0.00	1.00	2
61.03	-24.23	10.45	0.00	1.00	2

S76
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-14.36	-146.13	78.57	0.15	2.32	44
-10.77	-154.24	84.22	0.15	2.89	50
-7.18	-160.31	87.02	0.22	3.13	51
-3.59	-158.96	92.76	0.20	3.14	52
0.00	-157.02	96.76	0.14	3.24	53
3.59	-158.51	95.37	-0.21	2.88	52
7.18	-153.35	101.46	-0.25	2.91	51
10.77	-146.75	105.08	-0.30	3.04	52
14.36	-140.72	108.91	-0.33	3.04	51
17.95	-134.44	109.89	-0.40	3.02	51
21.54	-124.40	109.81	-0.51	3.13	51
25.13	-117.73	108.32	-0.59	3.09	50
28.72	-110.80	104.62	-0.62	3.20	50
32.31	-104.49	98.53	-0.66	3.36	50
35.90	-96.06	93.49	-0.75	3.62	44
39.49	-83.80	93.41	-0.60	3.37	35
43.08	-87.07	94.00	-0.63	2.60	19
46.67	-87.21	87.81	-0.73	2.48	10
50.26	-59.05	87.00	-0.85	2.30	7
53.85	-38.63	96.46	-0.67	1.50	3
57.44	-56.69	66.12	0.00	1.00	2
61.03	-19.35	51.44	0.00	1.00	2

S76
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	312.49	75.69	0.63	1.88	4
1772.65	295.47	54.32	0.76	3.04	13
1674.17	270.41	48.44	0.90	3.63	28
1575.69	248.27	48.43	0.70	3.83	39
1477.21	233.06	45.00	0.84	4.44	44
1378.73	221.95	43.98	0.88	4.32	48
1280.25	209.07	41.89	0.97	4.64	50
1181.77	195.26	40.79	1.10	4.88	50
1083.29	180.86	39.94	1.20	5.03	51
984.81	166.69	39.10	1.24	5.19	52
886.33	152.74	38.50	1.28	5.29	51
787.85	139.24	37.52	1.32	5.50	51
689.37	126.01	36.50	1.34	5.53	51
590.88	112.51	35.16	1.31	5.36	51
492.40	98.62	33.11	1.26	4.94	51
393.92	84.61	30.41	1.19	4.24	51
295.44	69.97	27.26	1.10	3.60	50
196.96	53.01	24.24	1.14	3.97	51
98.48	33.35	21.15	1.46	5.46	51
0.00	22.60	49.91	0.64	1.50	3

S76
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	52.22	7.71	-0.61	1.98	4
1772.65	52.03	7.64	0.00	1.94	13
1674.17	52.85	6.76	-0.44	2.73	28
1575.69	51.87	6.67	-0.09	3.09	39
1477.21	50.47	6.26	0.24	3.24	44
1378.73	49.89	6.79	0.74	3.96	48
1280.25	49.45	7.00	0.78	3.70	50
1181.77	48.35	6.93	0.75	3.42	50
1083.29	47.43	8.53	1.86	8.51	51
984.81	45.62	8.06	1.13	4.45	52
886.33	43.55	7.98	0.90	4.52	51
787.85	42.12	8.56	0.77	4.46	51
689.37	39.97	7.77	1.02	4.97	51
590.88	37.29	6.80	-0.08	3.86	51
492.40	35.91	7.03	0.87	3.91	51
393.92	32.87	8.36	1.14	5.98	51
295.44	29.50	9.24	1.35	6.35	50
196.96	23.97	9.68	1.23	5.59	51
98.48	17.76	11.74	1.52	5.56	51
0.00	314.79	257.76	0.42	1.50	3

S76
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	157.74	33.18	-0.11	1.90	4
1772.65	100.85	54.28	0.31	1.52	13
1674.17	73.75	69.88	-0.28	3.57	28
1575.69	63.03	67.14	-0.26	3.02	39
1477.21	53.47	62.57	-0.38	3.09	44
1378.73	44.90	58.28	-0.43	3.39	48
1280.25	34.15	56.32	-0.38	3.42	50
1181.77	28.22	54.28	-0.43	3.68	50
1083.29	24.69	51.87	-0.53	3.96	51
984.81	23.36	49.98	-0.50	3.73	52
886.33	20.77	47.55	-0.44	3.64	51
787.85	19.27	45.49	-0.36	3.59	51
689.37	17.87	44.23	-0.27	3.72	51
590.88	17.24	42.71	0.02	3.62	51
492.40	14.86	41.38	0.37	3.92	51
393.92	10.41	39.34	0.85	4.37	51
295.44	4.74	38.25	1.28	5.14	50
196.96	-0.65	35.49	1.41	5.52	51
98.48	-5.59	34.35	1.60	6.35	51
0.00	64.70	43.52	-0.52	1.50	3

S76
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	-21.71	76.42	0.66	1.91	4
1772.65	-17.55	54.61	0.74	3.00	13
1674.17	-23.50	48.36	0.90	3.63	28
1575.69	-27.29	48.44	0.70	3.83	39
1477.21	-24.65	45.08	0.85	4.47	44
1378.73	-18.14	44.09	0.91	4.37	48
1280.25	-13.66	42.04	1.02	4.75	50
1181.77	-10.12	41.05	1.17	5.02	50
1083.29	-7.17	40.31	1.27	5.22	51
984.81	-3.92	39.62	1.32	5.39	52
886.33	-0.58	39.19	1.36	5.52	51
787.85	3.26	38.45	1.40	5.73	51
689.37	7.34	37.64	1.42	5.80	51
590.88	11.20	36.46	1.42	5.72	51
492.40	14.44	34.66	1.39	5.41	51
393.92	17.22	32.10	1.32	4.87	51
295.44	19.10	29.00	1.28	4.60	50
196.96	18.57	25.83	1.43	5.55	51
98.48	15.31	22.99	1.80	7.66	51
0.00	35.02	53.72	0.46	1.50	3

S76
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-10.83	474.23	54.11	-0.80	2.85	41
-8.12	469.39	54.31	-0.83	2.87	51
-5.42	464.36	54.22	-0.82	2.94	54
-2.71	460.23	55.75	-0.81	2.91	56
0.00	449.66	58.96	-0.77	2.74	57
2.71	441.97	56.95	-0.73	2.71	56
5.42	430.60	56.82	-0.69	2.60	56
8.12	418.94	56.77	-0.66	2.53	57
10.83	405.60	56.73	-0.60	2.44	57
13.54	391.71	56.55	-0.55	2.38	57
16.25	377.31	56.31	-0.50	2.35	57
18.96	362.34	55.83	-0.45	2.37	57
21.67	344.27	56.86	-0.35	2.25	58
24.37	328.44	55.44	-0.28	2.35	58
27.08	311.56	53.84	-0.18	2.45	59
29.79	295.27	52.31	-0.13	2.56	59
32.50	278.47	50.07	-0.13	2.76	57
35.21	262.43	49.81	-0.11	2.77	54
37.92	245.71	43.12	0.07	3.13	48
40.62	231.23	44.37	0.00	3.13	35
43.33	212.16	45.89	0.29	3.32	22
46.04	194.18	29.23	-0.16	1.86	9
48.75	184.21	29.95	-0.49	1.53	7
51.46	171.19	26.40	-0.19	1.29	4
54.16	158.86	28.19	-0.02	1.31	4
56.87	146.69	29.16	0.27	1.49	4
59.58	143.14	39.19	0.00	1.00	2
62.29	135.29	41.66	0.00	1.00	2

S76
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-10.83	-257.20	390.19	-0.57	3.05	41
-8.12	-326.63	363.64	-0.52	2.96	51
-5.42	-473.02	370.30	-0.36	2.89	54
-2.71	-569.01	370.45	-0.13	3.56	56
0.00	-736.73	356.04	-0.47	2.51	57
2.71	-823.73	379.42	-0.09	3.02	56
5.42	-976.68	443.80	-0.85	4.75	56
8.12	-973.10	396.45	-0.15	3.78	57
10.83	-1022.46	375.39	0.20	3.41	57
13.54	-1002.88	369.60	0.67	3.70	57
16.25	-1037.69	344.38	-0.16	4.07	57
18.96	-1107.34	419.00	-1.42	6.82	57
21.67	-1065.51	317.67	0.02	3.49	58
24.37	-1041.54	321.67	0.47	3.51	58
27.08	-1041.29	318.64	0.46	4.39	59
29.79	-1026.67	347.40	0.44	4.83	59
32.50	-998.09	346.37	0.69	3.64	57
35.21	-966.86	336.81	0.50	2.96	54
37.92	-933.58	284.13	0.49	2.34	48
40.62	-930.31	285.63	0.61	2.51	35
43.33	-823.33	287.43	0.31	2.10	22
46.04	-800.05	350.69	0.11	1.53	9
48.75	-821.10	314.79	0.30	1.60	7
51.46	-797.54	175.53	-0.23	1.84	4
54.16	-764.85	137.51	-1.10	2.28	4
56.87	-635.29	204.19	-0.15	1.92	4
59.58	-805.80	62.24	0.00	1.00	2
62.29	-698.65	144.27	0.00	1.00	2

S76
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-10.83	72.34	9.76	-0.14	3.64	41
-8.12	71.23	8.68	-0.27	2.66	51
-5.42	71.44	8.85	-0.21	2.31	54
-2.71	71.26	8.52	-0.20	2.43	56
0.00	70.42	8.96	-0.02	2.59	57
2.71	70.28	9.17	0.13	3.10	56
5.42	69.46	9.24	-0.04	2.80	56
8.12	68.91	9.13	-0.01	3.02	57
10.83	67.73	8.86	-0.18	2.93	57
13.54	67.07	9.52	0.16	3.12	57
16.25	65.73	9.06	0.00	3.27	57
18.96	64.71	9.17	0.10	3.49	57
21.67	63.14	8.65	0.21	3.91	58
24.37	62.63	9.47	0.50	4.07	58
27.08	61.52	9.20	0.37	4.16	59
29.79	59.84	8.54	0.48	4.60	59
32.50	59.43	8.27	0.29	3.38	57
35.21	57.74	8.51	0.55	3.43	54
37.92	55.94	8.18	0.75	4.17	48
40.62	55.29	8.00	0.84	4.61	35
43.33	53.92	11.02	1.06	4.62	22
46.04	52.76	11.22	-0.06	2.64	9
48.75	53.93	8.47	0.13	1.84	7
51.46	53.75	8.05	0.10	1.32	4
54.16	53.02	10.40	0.18	1.37	4
56.87	30.88	10.69	0.11	1.30	4
59.58	35.51	2.74	0.00	1.00	2
62.29	61.97	5.98	0.00	1.00	2

S76
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-10.83	-25.77	54.11	-0.80	2.85	41
-8.12	-30.61	54.31	-0.83	2.87	51
-5.42	-35.64	54.22	-0.82	2.94	54
-2.71	-39.77	55.75	-0.81	2.91	56
0.00	-49.95	58.91	-0.77	2.74	57
2.71	-40.35	57.02	-0.73	2.72	56
5.42	-34.04	56.93	-0.68	2.63	56
8.12	-28.04	56.91	-0.65	2.58	57
10.83	-23.70	56.88	-0.60	2.51	57
13.54	-19.91	56.68	-0.54	2.46	57
16.25	-16.64	56.40	-0.49	2.45	57
18.96	-13.93	55.81	-0.44	2.47	57
21.67	-15.53	57.91	-0.35	2.31	58
24.37	-13.83	56.41	-0.27	2.36	58
27.08	-12.49	54.30	-0.19	2.47	59
29.79	-11.18	52.58	-0.12	2.54	59
32.50	-11.21	50.72	-0.06	2.59	57
35.21	-9.66	50.28	-0.02	2.54	54
37.92	-9.95	45.64	0.07	2.79	48
40.62	-8.78	45.87	0.02	2.89	35
43.33	-11.65	47.59	0.35	3.06	22
46.04	-17.43	33.18	0.09	1.74	9
48.75	-14.03	35.41	-0.08	1.39	7
51.46	-21.47	32.43	0.12	1.82	4
54.16	-18.97	32.70	0.03	1.87	4
56.87	-16.08	32.01	-0.21	1.94	4
59.58	-36.52	25.32	0.00	1.00	2
62.29	-31.53	28.65	0.00	1.00	2

S76
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-10.83	-206.23	79.17	-0.41	2.31	41
-8.12	-209.69	80.95	-0.24	2.36	51
-5.42	-217.06	84.63	-0.07	2.35	54
-2.71	-215.42	86.13	-0.01	2.57	56
0.00	-211.43	87.99	0.07	2.74	57
2.71	-208.20	90.79	0.17	2.91	56
5.42	-200.15	94.00	0.25	2.92	56
8.12	-191.55	97.00	0.24	3.02	57
10.83	-181.41	100.04	0.19	2.99	57
13.54	-170.59	102.27	0.11	2.89	57
16.25	-159.45	103.96	0.00	2.83	57
18.96	-148.02	104.64	-0.10	2.78	57
21.67	-140.27	106.17	-0.16	2.62	58
24.37	-130.04	104.46	-0.21	2.59	58
27.08	-119.06	100.64	-0.27	2.61	59
29.79	-109.77	96.68	-0.28	2.66	59
32.50	-101.37	93.72	-0.26	2.68	57
35.21	-88.30	88.74	-0.30	2.86	54
37.92	-76.00	86.18	-0.29	2.79	48
40.62	-59.82	83.61	-0.48	2.84	35
43.33	-54.98	85.02	-0.39	2.47	22
46.04	-64.61	74.52	0.35	1.96	9
48.75	-34.16	72.28	0.66	1.95	7
51.46	7.03	82.47	0.21	1.27	4
54.16	21.14	84.87	0.21	1.40	4
56.87	40.03	89.22	0.07	1.64	4
59.58	-26.61	51.99	0.00	1.00	2
62.29	-9.95	70.25	0.00	1.00	2

S76
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1674.17	356.30	12.35	0.00	1.00	2
1575.69	305.93	40.83	-0.85	2.06	4
1477.21	266.54	54.16	-0.73	2.31	8
1378.73	234.79	43.51	0.10	2.24	19
1280.25	224.77	39.89	0.04	2.44	32
1181.77	203.83	40.00	-0.11	2.80	44
1083.29	190.79	43.10	0.17	2.62	51
984.81	175.53	40.80	0.16	2.60	54
886.33	159.48	38.85	0.20	2.48	55
787.85	144.36	37.26	0.11	2.53	55
689.37	128.55	36.56	-0.16	3.02	57
590.88	113.80	33.25	-0.10	3.08	59
492.40	99.01	30.71	0.09	2.70	58
393.92	84.19	27.95	0.30	2.51	59
295.44	69.05	26.04	0.53	2.54	58
196.96	51.76	24.68	0.89	3.02	58
98.48	29.21	20.58	1.76	6.08	59

S76
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1674.17	46.81	5.28	0.00	1.00	2
1575.69	48.57	8.49	0.25	1.36	4
1477.21	47.21	6.21	0.65	2.61	8
1378.73	51.22	7.17	0.23	2.41	19
1280.25	50.41	6.05	0.27	2.78	32
1181.77	48.53	6.47	0.26	2.90	44
1083.29	47.84	6.62	0.39	2.83	51
984.81	45.83	7.56	-0.11	3.61	54
886.33	43.94	7.50	-0.24	3.63	55
787.85	41.11	7.73	-0.36	4.58	55
689.37	39.02	8.24	-0.84	7.13	57
590.88	36.32	8.19	0.00	3.98	59
492.40	33.37	7.25	0.57	4.37	58
393.92	32.52	9.59	1.74	7.33	59
295.44	26.92	6.22	0.64	3.98	58
196.96	22.54	7.80	1.24	5.87	58
98.48	13.28	9.64	-0.70	6.12	59

S76
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1674.17	101.06	24.01	0.00	1.00	2
1575.69	149.33	63.37	1.02	2.24	4
1477.21	134.73	58.21	0.87	2.84	8
1378.73	90.35	71.54	-0.18	3.33	19
1280.25	68.97	72.64	-0.09	2.82	32
1181.77	46.49	68.03	-0.08	2.90	44
1083.29	40.19	64.93	-0.19	2.98	51
984.81	32.69	61.01	-0.14	3.16	54
886.33	27.51	59.45	-0.10	3.09	55
787.85	23.04	57.05	-0.03	2.97	55
689.37	16.97	55.95	-0.08	2.91	57
590.88	12.09	52.14	0.00	2.87	59
492.40	8.01	47.42	0.09	2.95	58
393.92	5.31	42.50	0.17	3.12	59
295.44	-0.69	38.48	0.36	3.32	58
196.96	-5.37	35.05	0.36	3.38	58
98.48	-11.34	30.08	0.40	4.52	59

S76
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1674.17	53.90	16.55	0.00	1.00	2
1575.69	22.13	40.08	-0.72	1.99	4
1477.21	3.07	53.20	-0.78	2.40	8
1378.73	-8.80	42.81	0.05	2.25	19
1280.25	-0.18	39.63	0.01	2.43	32
1181.77	-2.88	39.57	-0.11	2.81	44
1083.29	1.58	42.75	0.18	2.64	51
984.81	3.81	40.54	0.17	2.61	54
886.33	5.18	38.65	0.21	2.50	55
787.85	7.43	37.14	0.13	2.53	55
689.37	8.80	36.46	-0.14	3.00	57
590.88	11.20	33.32	-0.08	2.99	59
492.40	13.53	30.99	0.09	2.58	58
393.92	15.81	28.36	0.27	2.38	59
295.44	17.36	26.58	0.51	2.41	58
196.96	16.89	25.01	0.88	2.91	58
98.48	10.97	20.80	1.78	6.16	59

S76
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	485.66	48.52	-0.80	3.82	29
-6.53	484.40	44.25	-0.81	4.06	44
-4.35	478.12	44.25	-0.68	3.62	50
-2.18	474.60	43.60	-0.68	3.60	55
0.00	466.18	45.26	-0.52	3.06	59
2.18	457.39	46.28	-0.45	2.88	59
4.35	446.84	47.15	-0.37	2.75	60
6.53	434.87	48.56	-0.29	2.62	60
8.70	421.56	49.69	-0.21	2.59	61
10.88	406.40	52.03	-0.16	2.51	62
13.06	391.86	53.63	-0.15	2.55	62
15.23	376.57	55.65	-0.15	2.62	62
17.41	361.46	58.04	-0.21	2.74	61
19.59	345.59	60.47	-0.23	2.80	60
21.76	329.40	61.73	-0.23	2.83	60
23.94	312.29	61.93	-0.18	2.74	61
26.11	295.28	62.15	-0.13	2.57	60
28.29	278.82	62.15	-0.08	2.39	58
30.47	261.57	61.27	0.02	2.29	57
32.64	245.96	60.03	0.07	2.24	56
34.82	230.77	58.27	0.14	2.26	55
36.99	216.30	56.31	0.25	2.33	52
39.17	196.79	51.73	0.43	2.72	50
41.35	180.48	48.86	0.48	2.97	44
43.52	167.07	45.16	0.32	3.78	29
45.70	153.14	48.33	1.18	4.21	15
47.88	162.96	80.72	0.56	1.50	3
50.05	149.93	82.11	0.59	1.50	3
52.23	175.92	77.16	0.00	1.00	2

S76
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	-124.84	286.50	-0.77	3.54	29
-6.53	-225.10	290.61	-0.89	4.46	44
-4.35	-329.01	319.17	-0.71	3.94	50
-2.18	-459.11	343.75	-0.35	3.29	55
0.00	-615.63	334.50	-0.26	3.71	59
2.18	-751.70	342.81	0.21	3.81	59
4.35	-857.60	358.26	0.43	3.24	60
6.53	-933.02	366.40	0.34	2.77	60
8.70	-976.52	353.80	0.16	2.55	61
10.88	-1009.11	345.03	0.06	2.51	62
13.06	-1046.22	343.50	0.11	2.57	62
15.23	-1072.45	337.18	0.13	2.87	62
17.41	-1073.37	314.18	0.03	3.16	61
19.59	-1059.94	286.79	-0.16	3.50	60
21.76	-1039.25	268.49	-0.65	3.77	60
23.94	-1023.96	257.48	-0.56	3.33	61
26.11	-969.10	334.43	1.31	9.46	60
28.29	-975.17	290.48	-0.19	3.03	58
30.47	-949.60	302.11	0.02	2.82	57
32.64	-919.10	307.20	0.28	3.24	56
34.82	-881.01	327.87	0.45	3.51	55
36.99	-836.82	338.30	0.47	3.60	52
39.17	-792.60	329.04	0.59	4.00	50
41.35	-748.28	332.27	0.52	3.83	44
43.52	-754.68	252.95	-0.42	2.56	29
45.70	-679.47	239.17	0.09	2.55	15
47.88	-644.69	183.44	0.03	1.50	3
50.05	-506.06	253.54	-0.43	1.50	3
52.23	-595.93	194.84	0.00	1.00	2

S76
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	71.71	7.79	-0.22	1.90	29
-6.53	70.48	8.44	-0.07	1.98	44
-4.35	69.35	8.37	-0.11	1.93	50
-2.18	69.49	8.49	-0.08	1.98	55
0.00	69.42	8.36	-0.05	2.03	59
2.18	68.71	8.08	-0.04	1.88	59
4.35	68.49	8.16	0.02	2.13	60
6.53	67.75	8.31	0.01	1.99	60
8.70	67.21	7.98	-0.01	2.19	61
10.88	66.22	7.90	0.03	2.10	62
13.06	65.26	7.90	0.02	2.33	62
15.23	64.42	7.75	0.07	2.39	62
17.41	63.06	7.89	0.18	2.96	61
19.59	61.59	7.56	0.07	2.73	60
21.76	60.34	7.51	0.26	3.17	60
23.94	59.11	7.55	0.18	2.82	61
26.11	57.93	7.83	0.25	2.91	60
28.29	56.63	7.91	0.39	3.17	58
30.47	55.12	7.85	0.38	3.07	57
32.64	53.79	7.83	0.30	2.91	56
34.82	52.15	7.97	0.30	2.97	55
36.99	50.23	8.45	0.29	3.00	52
39.17	48.58	8.15	0.22	2.93	50
41.35	46.89	7.91	0.51	3.25	44
43.52	43.98	6.81	0.66	2.78	29
45.70	40.92	6.27	0.73	2.13	15
47.88	36.32	6.74	0.32	1.50	3
50.05	33.76	7.96	0.48	1.50	3
52.23	35.87	7.02	0.00	1.00	2

S76
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	-14.34	48.52	-0.80	3.82	29
-6.53	-15.60	44.25	-0.81	4.06	44
-4.35	-21.88	44.25	-0.68	3.62	50
-2.18	-25.40	43.60	-0.68	3.60	55
0.00	-33.43	45.31	-0.52	3.07	59
2.18	-25.43	46.30	-0.45	2.87	59
4.35	-18.79	47.18	-0.38	2.73	60
6.53	-13.58	48.57	-0.29	2.59	60
8.70	-9.69	49.64	-0.21	2.57	61
10.88	-7.65	51.88	-0.15	2.50	62
13.06	-5.00	53.36	-0.12	2.55	62
15.23	-3.09	55.22	-0.12	2.64	62
17.41	-1.04	57.43	-0.17	2.78	61
19.59	0.25	59.63	-0.19	2.87	60
21.76	1.24	60.62	-0.19	2.93	60
23.94	1.35	60.48	-0.16	2.87	61
26.11	1.49	60.27	-0.11	2.72	60
28.29	2.11	59.76	-0.08	2.55	58
30.47	1.98	58.26	0.01	2.44	57
32.64	3.47	56.40	0.03	2.37	56
34.82	5.39	53.95	0.06	2.36	55
36.99	7.84	51.07	0.11	2.41	52
39.17	6.51	46.97	0.28	2.73	50
41.35	8.34	45.21	0.35	2.93	44
43.52	10.59	38.30	-0.36	2.91	29
45.70	9.20	33.23	0.40	2.52	15
47.88	-3.91	19.33	-0.70	1.50	3
50.05	-1.90	17.25	-0.68	1.50	3
52.23	12.14	4.17	0.00	1.00	2

S76
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	-219.23	84.22	-0.35	2.37	29
-6.53	-223.66	80.78	-0.29	2.41	44
-4.35	-218.88	82.97	-0.23	2.36	50
-2.18	-214.20	85.85	-0.39	2.67	55
0.00	-212.36	89.66	-0.35	2.69	59
2.18	-203.93	93.23	-0.36	2.90	59
4.35	-194.62	97.05	-0.38	3.22	60
6.53	-184.10	102.20	-0.43	3.55	60
8.70	-170.24	108.86	-0.49	3.80	61
10.88	-156.65	114.38	-0.59	4.03	62
13.06	-144.72	119.50	-0.65	4.21	62
15.23	-133.12	123.99	-0.70	4.33	62
17.41	-123.31	128.43	-0.70	4.35	61
19.59	-113.88	131.93	-0.70	4.32	60
21.76	-105.38	133.08	-0.70	4.32	60
23.94	-96.83	131.92	-0.72	4.34	61
26.11	-89.54	130.32	-0.75	4.25	60
28.29	-83.04	126.54	-0.78	4.19	58
30.47	-77.08	121.21	-0.78	3.96	57
32.64	-68.61	112.03	-0.80	3.94	56
34.82	-64.97	103.63	-0.70	3.59	55
36.99	-62.72	96.06	-0.53	3.34	52
39.17	-56.60	88.46	-0.48	3.46	50
41.35	-46.98	77.32	-0.34	3.97	44
43.52	-35.19	80.88	-0.47	4.08	29
45.70	-39.32	64.30	-0.04	2.72	15
47.88	-77.28	65.88	-0.65	1.50	3
50.05	-65.28	70.84	-0.69	1.50	3
52.23	-73.22	85.33	0.00	1.00	2

S76
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	284.22	26.88	-0.06	1.50	3
1477.21	276.43	34.19	-0.42	1.56	4
1378.73	271.79	36.76	-0.99	2.40	6
1280.25	241.08	45.20	-0.41	1.44	9
1181.77	211.03	46.87	-0.14	1.41	11
1083.29	202.02	46.15	-0.24	1.64	13
984.81	182.89	37.18	-0.24	1.86	16
886.33	159.83	36.42	0.88	3.71	27
787.85	149.42	36.76	0.55	4.02	44
689.37	135.01	34.70	0.45	3.52	57
590.88	119.29	30.69	0.55	3.77	60
492.40	103.31	28.59	0.59	3.63	59
393.92	87.36	25.86	0.66	3.61	60
295.44	70.55	23.66	0.83	3.61	60
196.96	52.69	22.06	1.12	3.77	60
98.48	34.25	20.73	1.33	4.12	55
0.00	27.79	38.49	0.27	1.50	3

S76
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	56.43	6.23	-0.67	1.50	3
1477.21	53.82	6.30	-0.07	1.20	4
1378.73	54.51	6.24	-0.33	1.55	6
1280.25	49.98	7.30	0.37	1.46	9
1181.77	48.33	7.17	0.45	1.63	11
1083.29	46.65	8.18	0.30	1.61	13
984.81	45.17	7.36	0.17	1.81	16
886.33	43.28	6.86	-0.09	2.05	27
787.85	42.19	7.92	-0.12	2.59	44
689.37	39.29	7.29	0.21	2.79	57
590.88	37.22	7.12	0.35	3.12	60
492.40	34.51	6.72	0.38	3.44	59
393.92	31.44	6.35	0.17	3.49	60
295.44	27.96	6.31	0.41	3.96	60
196.96	22.63	5.62	0.63	4.87	60
98.48	15.55	5.81	1.09	7.03	55
0.00	16.64	17.29	0.27	1.50	3

S76
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	-0.14	50.24	0.03	1.50	3
1477.21	-11.77	45.48	0.68	2.01	4
1378.73	55.63	65.26	0.01	1.90	6
1280.25	90.76	111.73	0.59	2.07	9
1181.77	81.77	105.41	0.34	1.59	11
1083.29	59.25	93.72	0.58	1.72	13
984.81	43.38	78.16	0.84	2.25	16
886.33	30.46	62.88	0.98	2.87	27
787.85	24.07	54.78	-0.25	4.39	44
689.37	22.65	56.12	0.40	5.79	57
590.88	13.98	52.26	0.17	5.41	60
492.40	6.91	49.71	0.04	4.86	59
393.92	1.21	45.97	-0.18	4.61	60
295.44	-3.80	41.55	-0.44	4.76	60
196.96	-11.67	39.62	-0.44	4.68	60
98.48	-21.75	36.03	-0.89	5.17	55
0.00	-32.23	1.74	-0.71	1.50	3

S76
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	0.56	25.48	0.23	1.50	3
1477.21	9.81	31.46	-0.31	1.40	4
1378.73	24.89	36.13	-0.81	2.14	6
1280.25	12.73	45.27	-0.33	1.37	9
1181.77	1.76	46.67	-0.07	1.41	11
1083.29	11.04	46.20	-0.20	1.59	13
984.81	9.87	37.30	-0.21	1.82	16
886.33	4.50	36.41	0.86	3.63	27
787.85	11.65	36.80	0.55	4.01	44
689.37	14.54	34.87	0.46	3.51	57
590.88	16.06	30.97	0.55	3.74	60
492.40	17.27	28.93	0.58	3.58	59
393.92	18.49	26.24	0.65	3.54	60
295.44	18.72	24.05	0.80	3.56	60
196.96	17.79	22.39	1.11	3.81	60
98.48	16.09	21.23	1.34	4.13	55
0.00	26.08	39.08	0.21	1.50	3

S76
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	471.91	55.55	-0.58	2.91	37
-21.51	465.97	58.39	-0.57	2.57	49
-14.34	463.06	63.92	-0.39	2.60	54
-7.17	453.15	65.61	-0.37	2.66	57
0.00	441.24	68.95	-0.28	2.64	53
7.17	428.83	68.53	-0.25	2.76	62
14.34	414.53	70.16	-0.16	2.77	62
21.51	398.81	71.88	-0.06	2.71	62
28.68	382.40	73.57	0.03	2.62	62
35.85	367.05	75.39	0.06	2.55	60
43.02	354.12	73.25	0.16	2.42	58
50.19	332.86	75.73	0.12	2.47	58
57.36	315.66	73.40	0.19	2.56	57
64.53	297.75	69.58	0.27	2.87	53
71.70	282.29	62.41	0.24	3.21	49
78.87	266.74	57.04	-0.09	2.70	40
86.04	250.50	49.06	-0.08	2.12	24
93.21	246.47	45.37	0.12	2.07	12
100.38	254.48	32.00	0.86	2.16	5

S76
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	-344.11	393.60	0.47	4.80	37
-21.51	-472.13	426.01	-0.29	3.36	49
-14.34	-580.33	387.00	0.37	3.05	54
-7.17	-699.54	397.14	-0.53	3.82	57
0.00	-741.90	438.19	0.21	3.61	53
7.17	-752.48	395.21	-0.30	3.06	62
14.34	-807.43	354.19	0.56	3.64	62
21.51	-869.19	294.54	0.24	2.96	62
28.68	-869.21	284.09	-0.14	3.74	62
35.85	-861.86	270.64	-0.34	3.30	60
43.02	-832.65	288.10	0.83	6.15	58
50.19	-841.40	318.44	-0.07	4.18	58
57.36	-799.70	402.34	0.11	3.44	57
64.53	-870.81	448.34	-0.72	3.65	53
71.70	-771.00	418.91	-0.35	3.00	49
78.87	-638.50	377.48	0.30	2.30	40
86.04	-552.15	336.72	0.50	3.73	24
93.21	-422.83	235.25	0.53	2.41	12
100.38	-515.17	169.81	0.00	1.35	5

S76
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	67.43	10.77	-0.78	2.84	37
-21.51	66.25	11.06	-0.67	2.59	49
-14.34	65.23	10.89	-0.48	2.47	54
-7.17	65.22	10.26	-0.67	2.65	57
0.00	64.15	12.10	-0.03	3.27	53
7.17	62.63	12.08	0.51	6.27	62
14.34	61.26	11.01	-0.28	3.96	62
21.51	59.14	9.73	-0.74	2.84	62
28.68	57.45	9.23	-0.52	2.69	62
35.85	55.32	8.50	-0.35	2.34	60
43.02	54.77	9.15	0.60	4.33	58
50.19	54.17	9.31	1.04	5.55	58
57.36	52.53	8.04	0.61	3.67	57
64.53	51.99	7.11	-0.11	1.91	53
71.70	51.10	6.77	-0.09	2.03	49
78.87	51.30	7.60	0.76	4.65	40
86.04	50.90	6.53	-0.16	2.92	24
93.21	52.78	8.31	0.70	4.07	12
100.38	54.42	2.46	-0.87	2.43	5

S76
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	-28.09	55.55	-0.58	2.91	37
-21.51	-34.03	58.39	-0.57	2.57	49
-14.34	-36.94	63.92	-0.39	2.60	54
-7.17	-46.85	65.61	-0.37	2.66	57
0.00	-58.46	68.95	-0.28	2.63	53
7.17	-52.66	68.98	-0.25	2.78	62
14.34	-48.44	71.04	-0.17	2.81	62
21.51	-45.65	72.96	-0.08	2.79	62
28.68	-43.54	74.67	0.00	2.77	62
35.85	-41.14	76.63	0.05	2.74	60
43.02	-36.69	74.43	0.20	2.65	58
50.19	-39.08	76.53	0.15	2.72	58
57.36	-39.43	74.87	0.23	2.72	57
64.53	-40.73	71.59	0.37	2.95	53
71.70	-40.17	66.14	0.38	3.15	49
78.87	-38.95	60.04	0.14	2.95	40
86.04	-39.19	49.06	-0.08	2.12	24
93.21	-25.81	45.36	0.12	2.07	12
100.38	-0.31	32.00	0.86	2.16	5

S76
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	150.62	102.62	0.17	3.72	37
-21.51	108.69	102.88	0.27	4.09	49
-14.34	77.07	107.61	0.19	4.02	54
-7.17	50.45	109.97	0.05	4.18	57
0.00	18.76	99.69	-0.74	3.74	53
7.17	13.46	121.02	-0.17	3.45	62
14.34	-0.13	124.21	-0.38	3.11	62
21.51	-9.53	127.55	-0.49	2.92	62
28.68	-16.89	129.76	-0.53	2.85	62
35.85	-24.25	131.49	-0.53	2.74	60
43.02	-31.10	130.97	-0.48	2.75	58
50.19	-32.01	122.55	-0.49	3.08	58
57.36	-40.09	117.20	-0.42	3.19	57
64.53	-40.06	108.30	-0.37	3.33	53
71.70	-45.04	103.51	-0.26	3.15	49
78.87	-47.86	100.62	-0.19	2.83	40
86.04	-67.09	79.91	-0.35	2.33	24
93.21	-86.55	68.02	0.04	2.81	12
100.38	-27.11	52.13	0.41	1.19	5

S76
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	325.73	37.99	0.56	1.90	4
1772.65	316.05	74.25	0.26	1.77	12
1674.17	271.11	67.27	0.46	3.01	24
1575.69	249.30	59.01	0.64	3.54	42
1477.21	233.59	54.18	0.71	3.60	54
1378.73	225.15	52.20	0.60	3.26	58
1280.25	215.07	51.88	0.58	2.96	60
1181.77	201.59	48.93	0.60	3.03	61
1083.29	188.28	46.12	0.63	3.03	62
984.81	174.64	43.92	0.66	3.01	62
886.33	160.90	41.70	0.69	3.02	62
787.85	146.90	39.63	0.75	3.12	62
689.37	132.70	37.71	0.84	3.39	62
590.88	118.15	36.07	0.98	3.87	61
492.40	103.58	34.38	1.14	4.57	60
393.92	86.69	30.10	1.30	5.69	58
295.44	71.04	27.98	1.53	6.39	56
196.96	53.12	25.53	1.72	6.94	56
98.48	33.01	19.38	1.59	6.57	52

S76
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	50.45	11.15	-0.34	1.44	4
1772.65	49.21	8.38	0.38	1.79	12
1674.17	48.57	7.68	0.12	2.50	24
1575.69	49.96	6.72	-0.23	2.76	42
1477.21	49.30	7.04	-0.07	2.32	54
1378.73	48.75	6.71	0.25	3.29	58
1280.25	47.97	6.47	-0.19	2.81	60
1181.77	46.86	6.15	-0.43	2.77	61
1083.29	45.56	6.43	-0.29	2.64	62
984.81	44.30	6.35	-0.44	2.64	62
886.33	42.77	6.64	-0.15	2.61	62
787.85	40.92	6.50	-0.31	2.94	62
689.37	39.54	6.80	1.31	6.75	62
590.88	36.56	4.97	0.07	2.54	61
492.40	33.35	4.98	0.01	2.43	60
393.92	30.99	5.31	0.15	2.24	58
295.44	27.55	5.37	0.31	2.85	56
196.96	23.75	7.68	2.00	9.07	56
98.48	15.65	7.37	1.53	7.92	52

s76
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	54.76	135.30	-0.55	2.00	4
1772.65	50.72	107.37	-0.04	2.86	12
1674.17	35.70	108.18	0.01	2.46	24
1575.69	16.28	81.99	0.12	3.12	42
1477.21	19.17	79.15	0.10	2.60	54
1378.73	13.33	77.29	-0.23	2.69	58
1280.25	9.79	73.91	-0.33	2.86	60
1181.77	7.16	72.75	-0.40	2.90	61
1083.29	5.87	71.32	-0.45	2.98	62
984.81	6.10	69.76	-0.49	3.04	62
886.33	5.68	67.08	-0.50	3.11	62
787.85	5.99	64.27	-0.51	3.29	62
689.37	5.99	60.58	0.44	3.51	62
590.88	5.15	55.84	-0.31	3.68	61
492.40	5.20	49.14	-0.10	4.14	60
393.92	1.90	44.15	0.25	4.69	58
295.44	-0.29	40.63	0.68	5.31	56
196.96	-4.52	36.13	0.73	5.48	56
98.48	-13.09	31.21	0.49	6.10	52

S76
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	-10.53	33.16	1.09	2.29	4
1772.65	-3.82	71.80	0.53	2.20	12
1674.17	-25.53	65.79	0.47	3.39	24
1575.69	-26.08	58.86	0.65	3.55	42
1477.21	-24.08	54.31	0.75	3.55	54
1378.73	-15.36	52.02	0.65	3.24	58
1280.25	-7.89	52.17	0.62	2.89	60
1181.77	-3.92	49.85	0.64	2.94	61
1083.29	0.00	47.35	0.68	3.02	62
984.81	3.74	45.47	0.71	3.14	62
886.33	7.29	43.67	0.75	3.37	62
787.85	10.74	41.97	0.84	3.80	62
689.37	13.94	40.53	0.95	4.40	62
590.88	16.55	39.58	1.08	5.08	61
492.40	19.49	38.55	1.18	5.69	60
393.92	19.15	34.64	1.27	6.93	58
295.44	20.13	33.34	1.44	7.42	56
196.96	18.04	30.76	1.60	7.57	56
98.48	12.12	23.51	1.06	4.64	52

S76
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	482.31	55.83	-0.70	2.39	24
-16.26	475.83	50.97	-0.68	2.68	44
-10.84	469.71	52.88	-0.57	2.54	52
-5.42	465.01	53.05	-0.56	2.69	57
0.00	460.50	58.05	-0.28	3.08	55
5.42	447.82	57.04	-0.10	3.20	60
10.84	435.90	57.63	0.00	3.20	60
16.26	422.66	58.29	0.09	3.19	60
21.68	408.20	58.78	0.17	3.14	60
27.10	392.74	58.84	0.19	2.96	60
32.52	376.39	58.38	0.17	2.76	60
37.94	359.35	57.26	0.14	2.67	60
43.36	341.87	56.79	0.09	2.73	59
48.78	323.23	55.97	0.06	2.88	59
54.20	303.40	55.08	0.04	3.01	59
59.62	282.30	54.10	0.04	3.07	57
65.04	263.07	52.96	-0.02	2.99	57
70.46	243.71	49.41	-0.20	2.93	52
75.88	230.88	44.96	-0.26	2.97	47
81.30	212.90	40.06	-0.50	2.91	41
86.72	200.27	44.67	-0.11	2.10	22
92.14	203.80	67.05	-0.79	2.03	4
97.57	167.57	97.95	0.00	1.00	2
102.99	276.78	15.65	0.00	1.00	2
108.41	269.89	14.03	0.00	1.00	2

S76
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	-244.38	448.18	-0.46	3.20	24
-16.26	-299.14	491.19	0.81	5.85	44
-10.84	-477.66	375.17	-0.54	3.71	52
-5.42	-515.73	396.43	0.80	5.37	57
0.00	-595.38	421.55	0.30	3.53	55
5.42	-745.90	360.99	-0.24	2.84	60
10.84	-783.04	319.49	0.00	3.12	60
16.26	-835.63	282.99	-0.05	2.94	60
21.68	-848.28	271.69	-0.10	2.91	60
27.10	-881.34	353.99	0.37	6.55	60
32.52	-902.80	286.73	-0.48	4.81	60
37.94	-936.63	278.08	-0.57	3.91	60
43.36	-997.33	311.81	-1.30	6.11	59
48.78	-976.58	273.18	-0.36	3.91	59
54.20	-978.03	240.58	-0.29	3.04	59
59.62	-946.92	255.35	-0.26	3.03	57
65.04	-894.72	283.67	-0.33	3.05	57
70.46	-807.73	311.01	-0.46	2.62	52
75.88	-756.85	302.61	-0.16	2.29	47
81.30	-696.67	329.95	-0.47	4.15	41
86.72	-604.40	271.36	0.42	2.38	22
92.14	-764.86	136.64	-0.71	2.02	4
97.57	-498.93	475.59	0.00	1.00	2
102.99	-1011.87	35.55	0.00	1.00	2
108.41	-1091.96	148.78	0.00	1.00	2

S76
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	68.09	12.62	-0.69	2.23	24
-16.26	67.92	11.98	-0.43	2.26	44
-10.84	66.36	11.42	-0.43	2.16	52
-5.42	65.84	11.72	-0.44	2.35	57
0.00	65.20	12.37	-0.19	2.50	55
5.42	63.72	10.69	-0.55	2.34	60
10.84	62.55	10.29	-0.57	2.50	60
16.26	61.86	10.00	-0.72	2.64	60
21.68	60.69	10.13	-0.50	2.69	60
27.10	59.68	10.28	-0.10	3.31	60
32.52	58.37	9.82	0.01	2.83	60
37.94	56.83	9.45	0.66	5.02	60
43.36	54.57	8.10	0.17	3.20	59
48.78	53.73	8.21	0.25	3.53	59
54.20	51.82	7.33	0.13	2.95	59
59.62	51.04	7.31	0.08	2.73	57
65.04	50.30	7.12	0.07	2.41	57
70.46	49.91	7.16	0.19	2.49	52
75.88	49.43	7.72	0.42	3.63	47
81.30	48.32	6.96	-0.14	2.79	41
86.72	47.24	6.79	-0.24	2.18	22
92.14	47.81	5.62	0.57	2.03	4
97.57	47.05	7.17	0.00	1.00	2
102.99	49.40	9.92	0.00	1.00	2
108.41	47.35	10.01	0.00	1.00	2

S76
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	-17.69	55.83	-0.70	2.39	24
-16.26	-24.17	50.97	-0.68	2.68	44
-10.84	-30.29	52.88	-0.57	2.54	52
-5.42	-34.99	53.05	-0.56	2.69	57
0.00	-39.15	58.03	-0.28	3.08	55
5.42	-34.28	57.78	-0.09	3.25	60
10.84	-28.31	59.03	0.00	3.29	60
16.26	-23.65	60.25	0.09	3.32	60
21.68	-20.22	61.18	0.19	3.32	60
27.10	-17.77	61.58	0.23	3.15	60
32.52	-16.22	61.32	0.23	2.91	60
37.94	-15.38	60.30	0.19	2.70	60
43.36	-15.46	59.82	0.16	2.63	59
48.78	-16.28	58.98	0.13	2.67	59
54.20	-16.85	57.94	0.05	2.73	59
59.62	-19.77	56.82	0.07	2.78	57
65.04	-21.85	54.46	0.08	2.84	57
70.46	-24.75	49.10	0.05	3.03	52
75.88	-21.63	46.62	0.16	3.48	47
81.30	-21.21	42.59	0.46	4.71	41
86.72	-14.90	50.23	0.48	3.54	22
92.14	36.97	46.74	0.67	1.86	4
97.57	71.78	77.11	0.00	1.00	2
102.99	12.66	15.64	0.00	1.00	2
108.41	12.80	14.03	0.00	1.00	2

S76
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	97.35	155.18	2.54	11.62	24
-16.26	70.33	116.88	2.45	13.15	44
-10.84	36.31	114.62	1.56	9.04	52
-5.42	16.15	111.57	1.01	6.73	57
0.00	7.94	116.47	0.62	4.48	55
5.42	3.73	116.63	0.33	3.55	60
10.84	0.30	120.03	0.11	3.12	60
16.26	-0.20	124.03	-0.08	2.97	60
21.68	0.92	128.35	-0.23	2.94	60
27.10	2.72	132.07	-0.36	2.98	60
32.52	4.38	134.68	-0.47	3.04	60
37.94	4.93	135.73	-0.55	3.09	60
43.36	2.33	135.08	-0.60	3.11	59
48.78	-1.49	130.84	-0.66	3.14	59
54.20	-4.83	123.38	-0.77	3.23	59
59.62	-13.46	114.70	-0.85	3.14	57
65.04	-19.47	105.87	-0.81	2.98	57
70.46	-20.72	97.73	-0.75	2.86	52
75.88	-17.04	90.93	-0.71	2.81	47
81.30	-13.63	83.75	-0.41	2.79	41
86.72	-3.84	98.16	0.26	3.16	22
92.14	87.15	250.03	0.81	2.11	4
97.57	328.89	496.62	0.00	1.00	2
102.99	-120.12	46.63	0.00	1.00	2
108.41	-114.33	50.81	0.00	1.00	2

S76
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	279.58	24.18	0.00	1.00	2
1477.21	251.14	61.99	0.21	1.93	6
1378.73	244.86	55.26	-0.22	2.29	13
1280.25	214.49	42.46	0.27	3.36	28
1181.77	195.73	40.49	0.13	3.16	53
1083.29	182.66	38.23	0.04	3.06	58
984.81	168.55	35.85	0.04	2.92	59
886.33	153.84	33.80	0.05	2.68	60
787.85	139.83	31.26	0.12	2.51	60
689.37	125.71	29.52	0.13	2.44	59
590.88	111.05	27.49	0.19	2.42	59
492.40	96.45	25.36	0.28	2.39	59
393.92	81.62	23.31	0.36	2.39	58
295.44	66.16	21.01	0.55	2.69	57
196.96	49.60	19.80	1.02	3.56	56
98.48	30.42	20.68	1.42	4.86	53

S76
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	-73.88	7.77	0.00	1.00	2
1477.21	36.45	83.87	0.31	1.85	6
1378.73	10.61	73.23	0.34	2.02	13
1280.25	21.02	62.82	0.25	2.08	28
1181.77	10.69	60.89	-0.03	3.74	53
1083.29	1.22	55.99	-0.20	4.05	58
984.81	-3.40	54.33	-0.27	3.70	59
886.33	-7.31	55.94	-0.35	3.29	60
787.85	-7.00	54.94	-0.27	2.91	60
689.37	-6.79	53.44	-0.13	2.68	59
590.88	-5.36	51.09	-0.04	2.71	59
492.40	-4.92	48.37	-0.04	3.11	59
393.92	-6.88	46.02	-0.01	3.66	58
295.44	-11.13	41.60	0.19	4.53	57
196.96	-14.40	37.24	0.49	5.77	56
98.48	-15.87	36.35	0.38	5.32	53

S76
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	6.39	24.66	0.00	1.00	2
1477.21	-8.80	64.53	-0.01	1.82	6
1378.73	2.98	56.41	-0.32	2.35	13
1280.25	-9.34	42.21	0.22	3.49	28
1181.77	-10.89	40.28	0.15	3.22	53
1083.29	-6.97	37.97	0.09	3.08	58
984.81	-4.12	35.67	0.12	2.90	59
886.33	-1.81	33.66	0.16	2.64	60
787.85	1.29	31.21	0.23	2.47	60
689.37	4.31	29.53	0.22	2.40	59
590.88	6.94	27.59	0.23	2.38	59
492.40	9.60	25.58	0.23	2.37	59
393.92	11.73	23.67	0.19	2.34	58
295.44	12.84	21.69	0.30	2.38	57
196.96	12.79	20.77	0.67	2.78	56
98.48	10.39	21.61	1.04	3.55	53

S76
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-17.42	467.28	65.55	-0.56	2.56	31
-13.06	466.17	65.42	-0.54	2.62	40
-8.71	467.76	62.92	-0.70	3.16	47
-4.35	460.76	62.72	-0.65	3.12	50
0.00	448.26	66.47	-0.60	3.04	48
4.35	443.25	61.40	-0.58	3.14	51
8.71	432.52	59.82	-0.48	3.08	53
13.06	420.25	58.13	-0.38	3.04	54
17.42	405.96	57.13	-0.24	2.98	53
21.77	392.80	56.11	-0.11	2.86	54
26.12	377.65	55.76	0.04	2.73	54
30.48	359.60	56.30	0.16	2.66	56
34.83	344.50	55.08	0.37	2.63	54
39.18	327.24	55.04	0.50	2.60	54
43.54	309.68	55.24	0.55	2.66	54
47.89	291.55	55.04	0.65	2.64	53
52.25	275.68	55.03	0.68	2.51	54
56.60	258.31	53.52	0.76	2.71	55
60.95	240.66	53.04	0.88	3.14	55
65.31	223.94	53.87	0.99	3.68	52
69.66	208.59	52.55	1.30	4.97	50
74.01	192.15	53.22	1.56	6.14	49
78.37	180.88	62.56	1.82	6.78	47
82.72	170.03	69.82	1.76	6.07	41
87.08	161.85	73.89	1.88	5.99	25
91.43	224.86	103.24	0.50	1.64	10
95.78	285.68	84.09	-0.09	1.18	6
100.14	281.28	85.51	-0.09	1.18	6
104.49	276.28	86.76	-0.10	1.19	6
108.84	270.22	87.69	-0.12	1.21	6

S76
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-17.42	-424.11	488.99	0.03	2.27	31
-13.06	-282.14	750.15	2.29	9.78	40
-8.71	-505.82	466.83	0.52	5.34	47
-4.35	-504.16	476.63	1.50	6.64	50
0.00	-650.29	423.98	1.49	6.06	48
4.35	-798.86	448.93	-0.96	5.11	51
8.71	-810.60	557.97	0.74	5.73	53
13.06	-902.45	445.86	0.80	6.19	54
17.42	-973.33	365.15	-0.71	3.94	53
21.77	-944.71	339.36	0.11	3.28	54
26.12	-984.14	411.49	0.00	5.66	54
30.48	-1035.51	419.39	-0.45	5.59	56
34.83	-1084.66	376.19	-0.47	3.55	54
39.18	-1093.91	356.30	-0.52	3.24	54
43.54	-1052.41	304.01	-0.51	3.01	54
47.89	-1020.53	347.42	0.50	4.01	53
52.25	-1049.35	348.55	-0.56	3.43	54
56.60	-934.88	376.97	0.80	3.95	55
60.95	-964.05	344.53	0.34	3.28	55
65.31	-899.37	323.38	0.35	4.08	52
69.66	-849.07	350.05	-0.20	2.89	50
74.01	-717.93	369.32	0.12	3.23	49
78.37	-697.60	374.18	0.09	5.04	47
82.72	-623.04	364.87	-0.42	3.16	41
87.08	-621.46	303.04	-0.44	2.20	25
91.43	-838.21	276.54	0.20	1.32	10
95.78	-1017.43	264.43	-0.08	2.33	6
100.14	-959.78	195.51	1.06	2.63	6
104.49	-954.37	210.36	0.97	2.56	6
108.84	-1040.64	327.33	-0.49	2.50	6

S76
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-17.42	-32.72	65.55	-0.56	2.56	31
-13.06	-33.83	65.42	-0.54	2.62	40
-8.71	-32.24	62.92	-0.70	3.16	47
-4.35	-39.24	62.72	-0.65	3.12	50
0.00	-41.46	75.83	0.79	6.52	48
4.35	-39.93	62.39	-0.62	3.23	51
8.71	-33.80	61.67	-0.57	3.26	53
13.06	-29.20	60.76	-0.52	3.32	54
17.42	-26.68	60.44	-0.42	3.31	53
21.77	-22.94	59.88	-0.33	3.25	54
26.12	-21.25	59.77	-0.20	3.14	54
30.48	-22.30	59.97	-0.06	2.99	56
34.83	-19.69	59.16	0.07	2.95	54
39.18	-19.97	58.88	0.22	2.84	54
43.54	-20.56	58.63	0.31	2.79	54
47.89	-21.80	57.84	0.43	2.72	53
52.25	-22.11	55.15	0.47	2.63	54
56.60	-22.50	52.11	0.49	2.54	55
60.95	-23.29	49.68	0.53	2.49	55
65.31	-23.62	48.14	0.50	2.37	52
69.66	-22.52	43.93	0.54	2.65	50
74.01	-22.37	41.41	0.58	2.93	49
78.37	-19.91	41.22	0.44	3.01	47
82.72	-16.35	44.38	0.63	3.15	41
87.08	-14.23	42.50	1.10	3.82	25
91.43	11.22	58.64	0.39	1.92	10
95.78	24.70	72.65	-0.15	1.34	6
100.14	25.92	73.80	-0.16	1.36	6
104.49	26.70	74.70	-0.18	1.38	6
108.84	26.66	75.20	-0.18	1.39	6

S76
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-17.42	-23.56	90.81	-0.31	2.31	31
-13.06	-42.90	92.75	-0.14	2.21	40
-8.71	-51.10	99.28	0.18	2.84	47
-4.35	-58.31	104.82	0.10	2.76	50
0.00	-62.30	106.71	0.18	2.94	48
4.35	-68.26	114.12	0.03	2.92	51
8.71	-75.87	123.78	-0.10	3.05	53
13.06	-75.43	129.56	-0.15	3.30	54
17.42	-65.09	129.90	-0.05	3.57	53
21.77	-65.00	141.70	-0.12	3.58	54
26.12	-58.14	148.07	-0.09	3.67	54
30.48	-56.13	156.53	-0.11	3.49	56
34.83	-43.73	157.27	-0.07	3.43	54
39.18	-36.06	159.53	-0.12	3.14	54
43.54	-28.51	159.14	-0.19	2.82	54
47.89	-22.47	157.57	-0.25	2.50	53
52.25	-16.24	150.85	-0.31	2.45	54
56.60	-10.33	141.01	-0.35	2.46	55
60.95	-6.06	130.31	-0.36	2.42	55
65.31	-5.68	117.17	-0.40	2.36	52
69.66	-4.37	103.58	-0.30	2.45	50
74.01	-2.35	92.48	-0.15	2.57	49
78.37	2.56	81.99	-0.03	3.02	47
82.72	17.08	75.30	-0.13	3.62	41
87.08	35.19	73.52	-0.28	4.34	25
91.43	24.23	91.53	0.07	3.51	10
95.78	25.82	109.60	-0.05	2.42	6
100.14	25.45	104.58	-0.12	2.43	6
104.49	24.19	98.98	-0.17	2.44	6
108.84	20.58	92.64	-0.16	2.43	6

S76
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1280.25	195.04	43.23	0.59	1.75	4
1181.77	196.80	43.27	-0.22	1.48	6
1083.29	170.28	35.95	0.20	1.83	8
984.81	149.14	31.18	0.50	2.32	10
886.33	141.00	30.83	-0.66	3.58	27
787.85	121.24	28.65	-0.04	2.56	46
689.37	112.68	28.32	0.40	2.78	55
590.88	99.63	25.64	0.52	2.76	55
492.40	87.90	23.54	0.51	2.67	57
393.92	75.08	21.19	0.67	3.17	56
295.44	60.46	18.06	0.69	3.50	55
196.96	46.58	19.26	0.91	3.94	56
98.48	30.75	19.59	1.15	3.69	56

S76
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1280.25	38.68	5.01	-0.66	1.98	4
1181.77	39.84	4.38	-1.44	3.44	6
1083.29	39.55	3.96	-1.69	4.66	8
984.81	41.53	7.72	1.22	4.23	10
886.33	37.01	7.32	0.78	4.18	27
787.85	37.87	7.29	0.28	2.99	46
689.37	37.74	7.92	0.62	3.51	55
590.88	34.79	7.43	-0.46	4.56	55
492.40	35.46	9.22	1.06	3.76	57
393.92	31.77	8.39	1.69	7.79	56
295.44	25.92	6.77	-0.42	4.34	55
196.96	23.63	9.23	2.33	9.63	56
98.48	15.66	10.68	1.34	6.44	56

S76
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1280.25	-88.40	50.32	-0.28	2.00	4
1181.77	-51.42	79.42	0.95	2.83	6
1083.29	-45.97	67.38	0.77	2.71	8
984.81	-19.17	70.35	0.36	2.09	10
886.33	18.09	63.84	-0.25	2.29	27
787.85	-11.04	60.99	-0.02	2.25	46
689.37	-21.18	57.48	-0.06	2.22	55
590.88	-25.26	55.52	-0.24	2.22	55
492.40	-29.18	52.77	-0.27	2.24	57
393.92	-30.27	48.35	-0.26	2.31	56
295.44	-29.25	42.66	-0.25	2.63	55
196.96	-28.76	38.41	-0.13	3.26	56
98.48	-26.78	35.37	0.03	4.02	56

S76
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1280.25	-25.95	41.96	0.46	1.59	4
1181.77	-3.43	49.01	0.07	1.78	6
1083.29	-14.44	42.11	0.65	2.54	8
984.81	-20.03	37.61	1.06	3.46	10
886.33	-12.65	32.98	-0.25	3.96	27
787.85	-15.29	30.07	0.30	3.13	46
689.37	-7.24	29.18	0.54	2.92	55
590.88	-3.43	26.48	0.62	2.85	55
492.40	0.91	24.23	0.59	2.68	57
393.92	4.82	21.85	0.66	2.92	56
295.44	6.86	18.70	0.62	3.25	55
196.96	9.59	19.32	0.67	3.71	56
98.48	10.72	19.46	1.00	3.65	56

S76
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-57.36	507.78	10.43	0.00	1.00	2
-43.02	529.04	36.96	1.34	3.07	5
-28.68	511.44	46.33	-0.62	4.70	14
-14.34	490.67	53.18	-0.66	3.37	33
0.00	489.66	50.82	-0.58	3.59	44
14.34	481.75	51.70	-0.41	3.38	45
28.68	469.76	55.37	-0.28	3.07	48
43.02	456.87	60.93	-0.22	3.02	52
57.36	436.72	66.93	-0.23	2.92	53
71.70	406.33	70.92	-0.01	2.61	54
86.04	369.73	73.54	0.28	2.72	53
100.38	324.84	68.30	0.31	3.14	52
114.71	286.03	63.07	0.28	3.22	50
129.05	266.32	59.33	0.23	3.47	45
143.39	253.45	58.20	0.40	3.30	36
157.73	247.75	57.72	0.42	3.35	26
172.07	251.62	55.00	0.63	2.25	18
186.41	251.40	55.55	0.33	1.86	13
200.75	233.85	60.21	0.70	2.05	6
215.09	212.96	40.02	-0.13	1.50	3
229.43	212.72	10.67	0.00	1.00	2

S76
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-57.36	-94.88	7.14	0.00	1.00	2
-43.02	60.79	231.92	-0.07	2.10	5
-28.68	-51.66	273.96	-0.29	2.29	14
-14.34	-236.66	487.97	-1.81	7.39	33
0.00	-268.74	497.75	-0.88	7.47	44
14.34	-335.73	529.98	0.88	4.91	45
28.68	-510.57	514.62	0.40	3.74	48
43.02	-533.30	441.20	-0.06	2.94	52
57.36	-592.23	326.61	0.55	4.03	53
71.70	-774.57	485.26	-0.56	5.03	54
86.04	-903.45	459.60	0.43	3.70	53
100.38	-1006.66	476.09	-0.37	4.01	52
114.71	-757.49	469.09	-0.11	2.83	50
129.05	-669.10	446.85	-0.50	3.20	45
143.39	-543.10	465.74	-0.73	3.53	36
157.73	-611.25	452.20	-1.14	3.82	26
172.07	-572.07	425.41	-1.32	3.79	18
186.41	-633.54	446.60	-1.09	3.06	13
200.75	-691.08	514.36	-0.75	2.11	6
215.09	-466.44	362.25	-0.69	1.50	3
229.43	-663.88	123.40	0.00	1.00	2

S76
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-57.36	64.54	6.89	0.00	1.00	2
-43.02	75.07	12.57	0.16	1.81	5
-28.68	72.32	10.24	0.13	1.71	14
-14.34	70.03	10.31	0.38	2.11	33
0.00	69.73	10.06	0.35	2.56	44
14.34	67.14	10.52	0.29	2.86	45
28.68	64.44	12.38	0.79	4.28	48
43.02	60.03	10.80	0.12	2.06	52
57.36	54.58	12.37	0.39	2.79	53
71.70	50.53	11.67	1.03	4.65	54
86.04	49.73	10.30	1.19	4.19	53
100.38	51.14	8.45	1.00	4.04	52
114.71	53.34	9.14	1.12	4.80	50
129.05	53.04	8.18	0.35	2.41	45
143.39	53.06	8.65	0.53	2.88	36
157.73	54.06	10.49	0.18	2.23	26
172.07	52.98	10.14	0.30	2.90	18
186.41	52.73	8.50	0.39	3.48	13
200.75	51.24	10.61	0.17	2.52	6
215.09	50.18	3.44	0.53	1.50	3
229.43	47.64	0.20	0.00	1.00	2

S76
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-57.36	7.78	10.43	0.00	1.00	2
-43.02	29.04	36.96	1.34	3.07	5
-28.68	11.44	46.33	-0.62	4.70	14
-14.34	-9.33	53.18	-0.66	3.37	33
0.00	-10.07	50.83	-0.58	3.58	44
14.34	-0.47	51.86	-0.41	3.36	45
28.68	5.51	55.47	-0.27	3.06	48
43.02	11.38	62.10	-0.19	2.99	52
57.36	10.19	69.31	-0.20	2.83	53
71.70	-1.91	74.11	0.04	2.59	54
86.04	-20.07	77.56	0.33	2.73	53
100.38	-46.47	71.74	0.28	2.80	52
114.71	-67.52	64.33	0.22	3.04	50
129.05	-72.61	57.77	0.25	3.46	45
143.39	-71.29	58.20	0.40	3.30	36
157.73	-59.47	57.72	0.42	3.35	26
172.07	-38.07	55.00	0.63	2.25	18
186.41	-20.87	55.55	0.33	1.86	13
200.75	-20.06	60.21	0.70	2.05	6
215.09	-18.66	40.02	-0.13	1.50	3
229.43	13.14	10.66	0.00	1.00	2

S76
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-57.36	409.61	26.13	0.00	1.00	2
-43.02	218.29	61.47	-0.50	2.17	5
-28.68	194.01	80.94	0.51	3.35	14
-14.34	168.76	77.69	0.17	2.44	33
0.00	149.82	69.90	0.25	2.52	44
14.34	160.31	64.09	0.23	2.75	45
28.68	198.57	69.76	0.08	3.18	48
43.02	250.77	98.43	-0.25	3.53	52
57.36	318.01	141.17	-0.47	3.46	53
71.70	368.04	216.38	0.42	3.67	54
86.04	362.89	282.24	1.02	4.46	53
100.38	279.04	283.73	1.34	5.09	52
114.71	132.55	179.31	0.89	3.82	50
129.05	30.37	105.10	0.36	3.76	45
143.39	-18.45	72.11	-0.29	3.22	36
157.73	-49.24	56.99	-0.64	2.57	26
172.07	-56.39	57.39	-0.23	2.13	18
186.41	-61.77	47.00	-0.42	1.79	13
200.75	-35.13	53.34	-0.64	1.59	6
215.09	24.26	56.68	-0.57	1.50	3
229.43	213.43	30.71	0.00	1.00	2

S76
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	255.30	52.36	0.26	1.81	7
1772.65	234.86	53.08	0.08	2.19	16
1674.17	242.95	51.30	0.18	2.45	28
1575.69	228.70	47.96	0.05	3.04	39
1477.21	223.44	45.68	0.06	2.84	46
1378.73	216.66	44.92	0.11	2.74	49
1280.25	205.42	42.13	0.16	2.67	51
1181.77	195.38	39.62	0.17	2.62	51
1083.29	184.89	37.35	0.20	2.50	51
984.81	174.34	35.12	0.19	2.35	52
886.33	162.48	33.08	0.23	2.26	52
787.85	150.04	31.16	0.32	2.21	52
689.37	136.95	29.20	0.44	2.26	53
590.88	122.97	27.90	0.54	2.29	53
492.40	108.90	26.92	0.63	2.47	52
393.92	93.20	25.91	0.82	3.16	50
295.44	76.60	25.85	1.08	3.94	51
196.96	58.13	25.77	1.40	5.12	50
98.48	41.70	27.73	1.42	4.83	48

S76
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	53.31	7.56	0.66	2.11	7
1772.65	50.92	7.89	0.28	2.57	16
1674.17	50.73	6.80	0.26	2.66	28
1575.69	51.74	7.45	0.10	2.90	39
1477.21	51.83	7.54	0.07	3.29	46
1378.73	51.60	7.89	-0.01	3.13	49
1280.25	50.38	7.69	-0.22	3.30	51
1181.77	49.64	7.66	0.00	3.31	51
1083.29	47.70	7.20	-0.03	2.88	51
984.81	46.19	7.67	0.19	2.86	52
886.33	44.12	6.86	0.04	2.95	52
787.85	42.32	7.78	0.26	3.01	52
689.37	40.06	7.03	0.15	2.63	53
590.88	37.78	7.75	0.76	3.80	53
492.40	33.89	7.11	-0.05	2.88	52
393.92	30.95	6.34	0.49	2.94	50
295.44	27.04	6.92	0.43	3.21	51
196.96	23.19	7.45	0.80	5.71	50
98.48	16.10	14.87	-0.50	10.15	48

S76
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	-60.25	43.86	-0.46	1.89	7
1772.65	4.78	53.57	-0.58	3.15	16
1674.17	23.92	74.32	-1.06	4.06	28
1575.69	28.47	62.49	-0.94	3.83	39
1477.21	29.63	52.06	-0.85	3.83	46
1378.73	31.78	47.57	-0.58	3.34	49
1280.25	32.97	46.68	-0.17	2.77	51
1181.77	31.30	45.51	0.04	2.58	51
1083.29	28.98	44.51	0.06	2.42	51
984.81	25.54	44.36	0.08	2.19	52
886.33	23.20	45.03	0.11	2.11	52
787.85	19.74	44.20	0.10	2.06	52
689.37	16.59	43.04	0.06	2.11	53
590.88	14.37	41.85	0.16	2.47	53
492.40	9.94	39.22	0.29	3.15	52
393.92	2.98	33.03	-0.36	2.41	50
295.44	0.85	35.20	0.37	5.16	51
196.96	-3.61	33.17	0.22	6.62	50
98.48	-4.17	38.80	1.00	6.74	48

S76
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	-56.21	59.81	0.36	1.78	7
1772.65	-58.16	53.11	0.15	2.32	16
1674.17	-50.13	51.14	0.22	2.46	28
1575.69	-45.73	47.64	-0.03	2.89	39
1477.21	-32.64	45.35	-0.02	2.62	46
1378.73	-20.88	45.21	0.15	2.68	49
1280.25	-13.43	42.21	0.27	2.68	51
1181.77	-5.07	39.75	0.35	2.68	51
1083.29	2.60	37.43	0.41	2.65	51
984.81	9.66	35.04	0.42	2.62	52
886.33	15.63	33.06	0.47	2.56	52
787.85	20.38	31.79	0.49	2.46	52
689.37	24.35	30.63	0.44	2.42	53
590.88	27.59	30.88	0.28	2.20	53
492.40	29.19	32.28	0.20	2.07	52
393.92	26.89	32.10	0.22	2.15	50
295.44	27.22	35.29	0.53	2.95	51
196.96	23.39	36.50	0.92	4.09	50
98.48	24.91	46.73	1.34	4.52	48

S76
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-43.36	540.67	43.50	-0.05	1.42	5
-32.52	524.88	37.67	0.49	1.75	9
-21.68	507.63	43.82	0.27	3.10	23
-10.84	504.12	40.16	0.32	3.46	34
0.00	502.61	38.97	0.30	3.60	41
10.84	498.02	42.51	0.39	3.19	48
21.68	487.16	44.54	0.46	3.45	48
32.52	473.79	49.26	0.33	3.14	51
43.36	458.56	55.81	0.19	2.72	50
54.20	437.17	60.54	0.24	2.51	52
65.04	415.36	64.61	0.20	2.24	51
75.88	385.46	62.35	0.13	2.32	53
86.72	352.68	59.46	0.02	2.55	52
97.57	320.56	55.66	-0.11	3.08	52
108.41	287.65	54.13	-0.09	3.38	53
119.25	258.26	54.80	-0.07	3.55	52
130.09	239.28	52.83	-0.05	4.07	49
140.93	226.67	49.32	0.10	4.39	43
151.77	213.14	48.02	0.17	4.24	39
162.61	198.78	47.64	0.28	4.05	31
173.45	207.00	43.07	0.81	2.74	15
184.29	218.34	32.77	0.60	1.97	5
195.13	213.41	27.20	0.47	1.98	4

S76
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-43.36	-117.31	155.27	-0.27	1.75	5
-32.52	-54.18	217.41	0.15	2.01	9
-21.68	-12.05	526.37	-2.01	9.18	23
-10.84	-110.39	557.55	0.01	7.87	34
0.00	-228.86	443.08	0.75	4.81	41
10.84	-437.27	468.07	-0.84	5.41	48
21.68	-578.86	414.11	-0.68	3.77	48
32.52	-737.83	423.43	-0.63	3.06	51
43.36	-679.65	346.76	-0.43	2.46	50
54.20	-759.95	321.63	-0.08	2.40	52
65.04	-845.93	315.43	-0.36	3.28	51
75.88	-894.19	421.26	0.54	3.25	53
86.72	-1012.88	495.90	0.25	4.14	52
97.57	-979.80	452.47	-0.02	2.79	52
108.41	-918.38	425.84	-0.46	3.67	53
119.25	-848.81	441.34	-1.03	4.01	52
130.09	-695.28	457.34	-0.57	3.33	49
140.93	-624.38	421.14	-0.67	3.50	43
151.77	-570.80	388.54	-0.71	3.89	39
162.61	-547.33	343.26	-0.70	4.00	31
173.45	-567.28	306.16	0.10	1.82	15
184.29	-639.92	285.28	0.34	1.65	5
195.13	-670.82	251.37	0.90	2.14	4

S76
ALONG PATH SPEED (knot)~ crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-43.36	76.23	6.55	-0.05	1.46	5
-32.52	70.40	7.23	1.25	3.25	9
-21.68	72.68	10.98	-0.14	2.50	23
-10.84	70.92	9.56	0.17	2.20	34
0.00	69.18	10.05	0.49	2.83	41
10.84	68.78	12.06	0.32	2.35	48
21.68	65.95	11.66	0.06	2.53	48
32.52	63.83	12.49	0.03	2.42	51
43.36	60.41	12.60	0.12	2.20	50
54.20	57.22	12.32	0.20	2.03	52
65.04	53.96	9.88	-0.07	1.88	51
75.88	53.22	10.47	0.59	3.28	53
86.72	49.39	9.09	0.01	3.53	52
97.57	51.11	8.60	0.66	3.13	52
108.41	51.65	10.79	1.35	6.40	53
119.25	51.32	11.15	1.23	5.20	52
130.09	50.00	8.40	0.69	2.70	49
140.93	50.18	8.38	0.74	2.95	43
151.77	51.37	7.25	0.56	3.30	39
162.61	49.79	6.78	0.09	3.16	31
173.45	49.49	5.94	-0.11	2.05	15
184.29	49.75	5.52	-0.36	1.64	5
195.13	49.96	4.62	0.15	1.98	4

S76
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-43.36	40.67	43.50	-0.05	1.42	5
-32.52	24.88	37.67	0.49	1.75	9
-21.68	7.63	43.82	0.27	3.10	23
-10.84	4.12	40.16	0.32	3.46	34
0.00	2.89	38.98	0.30	3.61	41
10.84	15.66	42.52	0.40	3.18	48
21.68	22.97	44.71	0.43	3.39	48
32.52	27.43	49.78	0.28	3.04	51
43.36	30.11	56.70	0.15	2.61	50
54.20	26.52	61.72	0.20	2.40	52
65.04	22.63	65.81	0.15	2.16	51
75.88	10.50	63.89	0.09	2.23	53
86.72	-4.35	61.46	0.03	2.55	52
97.57	-18.60	57.92	0.01	3.22	52
108.41	-33.72	56.47	0.10	3.47	53
119.25	-45.16	56.84	0.15	3.40	52
130.09	-47.01	53.05	0.05	3.87	49
140.93	-45.01	49.75	0.03	4.25	43
151.77	-42.34	48.02	0.17	4.24	39
162.61	-39.24	47.64	0.28	4.05	31
173.45	-13.55	43.07	0.82	2.74	15
184.29	15.17	32.77	0.60	1.97	5
195.13	28.03	27.20	0.47	1.98	4

S76
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-43.36	300.36	181.87	0.26	1.25	5
-32.52	199.46	104.52	0.08	2.18	9
-21.68	141.31	82.18	0.61	2.85	23
-10.84	129.17	86.12	0.28	2.20	34
0.00	119.41	83.29	0.22	2.25	41
10.84	132.14	83.78	-0.07	2.64	48
21.68	152.41	88.77	-0.23	3.90	48
32.52	183.77	102.63	-0.12	4.57	51
43.36	217.86	130.54	0.03	3.86	50
54.20	261.50	168.40	0.03	3.02	52
65.04	286.16	210.82	0.25	2.94	51
75.88	323.78	277.01	0.59	3.08	53
86.72	312.72	311.93	0.96	3.90	52
97.57	284.47	317.02	1.14	4.36	52
108.41	234.90	275.60	1.04	4.25	53
119.25	141.88	180.24	0.40	3.40	52
130.09	60.97	121.76	-0.15	2.94	49
140.93	25.12	86.83	-0.18	2.64	43
151.77	0.92	67.76	0.12	2.47	39
162.61	-19.28	59.18	0.48	2.59	31
173.45	-16.99	41.76	-0.27	2.65	15
184.29	-22.03	40.36	-0.36	1.76	5
195.13	18.32	54.85	-0.66	2.10	4

S76
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1674.17	182.97	35.92	0.68	1.50	3
1575.69	209.19	52.23	0.53	2.03	5
1477.21	200.10	41.13	0.79	2.87	7
1378.73	220.43	45.72	0.07	1.76	14
1280.25	195.62	46.84	-0.35	2.75	30
1181.77	184.83	40.53	-0.02	3.08	45
1083.29	173.21	36.29	0.11	3.10	49
984.81	164.29	34.98	0.19	2.91	52
886.33	153.28	32.90	0.21	2.61	53
787.85	141.25	31.00	0.31	2.39	53
689.37	128.78	29.47	0.49	2.36	53
590.88	115.64	28.68	0.74	2.71	53
492.40	101.79	28.66	0.97	3.45	53
393.92	87.44	29.10	1.13	4.03	53
295.44	71.98	29.04	1.20	4.11	53
196.96	54.40	27.34	1.35	4.22	53
98.48	35.68	25.74	1.52	4.28	48

S76
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1674.17	53.30	7.48	-0.60	1.50	3
1575.69	53.21	5.80	-0.80	2.48	5
1477.21	49.49	7.29	-0.08	1.27	7
1378.73	47.43	9.05	-0.91	3.21	14
1280.25	47.66	7.15	-0.12	2.90	30
1181.77	47.05	7.10	0.17	2.68	45
1083.29	45.78	7.10	0.17	2.59	49
984.81	44.40	6.94	0.25	2.68	52
886.33	42.73	7.24	0.21	2.62	53
787.85	40.79	7.74	0.25	2.89	53
689.37	39.27	8.09	0.38	2.43	53
590.88	35.75	7.91	-0.28	3.59	53
492.40	33.67	6.71	0.34	2.53	53
393.92	30.15	6.22	0.43	2.90	53
295.44	26.57	6.93	0.86	3.96	53
196.96	21.46	7.95	0.91	4.69	53
98.48	12.92	5.94	0.59	3.17	48

S76
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1674.17	-98.34	7.91	0.18	1.50	3
1575.69	-81.57	54.59	-1.36	3.08	5
1477.21	-29.09	53.90	-1.70	4.47	7
1378.73	27.71	75.58	0.09	2.95	14
1280.25	21.37	72.72	-0.24	2.57	30
1181.77	21.82	60.26	-0.61	3.19	45
1083.29	15.62	52.32	-0.73	4.00	49
984.81	12.49	50.84	-0.63	3.58	52
886.33	8.17	51.42	-0.46	2.82	53
787.85	4.50	50.11	-0.36	2.53	53
689.37	1.82	48.85	-0.30	2.35	53
590.88	-0.07	46.42	-0.23	2.31	53
492.40	-2.48	43.16	-0.11	2.27	53
393.92	-5.48	39.43	0.02	2.27	53
295.44	-7.87	35.29	0.16	2.65	53
196.96	-11.69	31.81	0.27	3.52	53
98.48	-13.26	33.69	0.68	5.44	48

S76
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1674.17	-100.84	36.94	0.69	1.50	3
1575.69	-59.10	61.41	0.78	2.31	5
1477.21	-57.75	47.56	1.10	3.31	7
1378.73	-25.54	44.17	0.03	1.74	14
1280.25	-29.35	46.61	-0.34	2.80	30
1181.77	-21.67	40.51	-0.03	3.07	45
1083.29	-15.60	36.18	0.03	3.00	49
984.81	-7.04	34.71	0.05	2.79	52
886.33	-0.83	32.49	0.05	2.52	53
787.85	4.28	30.79	0.14	2.38	53
689.37	8.93	29.50	0.32	2.48	53
590.88	12.84	29.16	0.57	3.00	53
492.40	15.70	29.62	0.80	3.92	53
393.92	17.72	30.38	0.99	4.67	53
295.44	18.60	30.30	1.12	4.90	53
196.96	16.75	29.01	1.40	5.44	53
98.48	14.48	29.27	1.63	5.38	48

S76
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-34.83	552.56	43.64	0.61	2.11	7
-26.12	526.54	40.49	0.76	4.67	20
-17.42	513.87	43.30	0.47	4.26	35
-8.71	510.59	43.15	0.53	4.52	38
0.00	507.50	42.47	0.49	4.42	42
8.71	503.36	43.31	0.42	4.00	43
17.42	497.26	45.72	0.34	3.35	44
26.12	486.61	51.12	0.23	2.63	45
34.83	474.43	57.79	0.11	2.29	45
43.54	461.21	65.07	-0.02	2.19	43
52.25	438.49	70.99	0.11	2.06	44
60.95	415.50	73.84	0.14	2.08	44
69.66	392.25	74.54	0.15	2.06	45
78.37	366.54	73.18	0.22	2.16	45
87.08	340.90	70.80	0.29	2.45	45
95.78	314.96	67.54	0.36	2.90	45
104.49	289.96	63.71	0.54	3.49	45
113.20	265.57	59.64	0.83	4.36	45
121.91	242.34	56.77	1.09	5.03	45
130.61	220.91	55.50	1.21	5.17	44
139.32	204.95	52.87	1.44	5.77	39
148.03	190.77	50.85	1.48	5.85	37
156.74	177.87	49.61	1.42	5.48	34
165.44	158.07	39.63	1.08	4.50	29
174.15	153.95	38.84	1.15	4.29	16
182.86	161.89	52.25	0.68	1.50	3
191.57	164.51	45.34	0.00	1.00	2

S76
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-34.83	63.93	193.96	-0.31	1.64	7
-26.12	-11.78	264.50	-0.17	2.85	20
-17.42	-43.91	399.39	1.14	7.28	35
-8.71	-112.03	248.96	-0.70	2.92	38
0.00	-227.10	321.56	-0.76	2.96	42
8.71	-297.18	413.27	0.16	2.88	43
17.42	-397.95	487.53	0.13	2.69	44
26.12	-420.68	672.42	0.94	4.22	45
34.83	-593.83	562.02	1.06	6.33	45
43.54	-722.54	368.08	0.46	4.82	43
52.25	-889.23	298.46	-0.46	2.47	44
60.95	-957.11	271.29	-0.22	3.43	44
69.66	-979.13	416.60	0.24	4.34	45
78.37	-1000.86	424.73	-0.90	4.09	45
87.08	-1026.43	384.63	-0.72	3.90	45
95.78	-1020.95	418.30	-0.72	3.66	45
104.49	-952.28	458.30	0.03	3.91	45
113.20	-912.01	446.56	-0.24	3.95	45
121.91	-852.25	394.32	-0.69	4.07	45
130.61	-750.51	421.67	-0.34	3.68	44
139.32	-674.77	393.94	0.00	4.19	39
148.03	-616.61	370.43	-0.09	3.72	37
156.74	-600.90	334.41	-0.36	3.31	34
165.44	-572.98	315.03	-0.83	3.28	29
174.15	-572.00	303.85	-0.18	2.61	16
182.86	-613.52	417.53	-0.03	1.50	3
191.57	-717.17	224.90	0.00	1.00	2

S76
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-34.83	72.92	10.57	0.60	2.60	7
-26.12	73.66	12.03	0.45	2.53	20
-17.42	71.42	13.06	-0.71	4.81	35
-8.71	69.11	10.69	0.29	2.71	38
0.00	68.63	10.82	0.02	2.31	42
8.71	66.95	11.62	0.03	2.09	43
17.42	66.17	12.49	0.12	2.33	44
26.12	63.96	12.54	-0.16	2.06	45
34.83	62.21	12.38	0.04	2.33	45
43.54	59.97	12.82	0.11	2.25	43
52.25	57.88	11.73	0.07	2.39	44
60.95	56.35	11.17	0.19	2.52	44
69.66	55.13	10.23	0.11	2.59	45
78.37	54.66	11.19	-0.20	3.11	45
87.08	53.50	10.55	1.54	8.39	45
95.78	51.99	8.69	0.32	2.49	45
104.49	51.48	9.51	0.78	3.98	45
113.20	51.41	12.47	1.79	8.00	45
121.91	50.75	12.14	1.88	8.39	45
130.61	50.00	12.55	1.20	4.01	44
139.32	46.93	9.21	0.79	3.28	39
148.03	47.76	10.29	1.34	4.30	37
156.74	45.20	7.46	1.06	3.97	34
165.44	45.17	6.36	-0.11	2.58	29
174.15	41.21	5.73	0.26	3.27	16
182.86	45.54	5.59	-0.53	1.50	3
191.57	47.17	0.50	0.00	1.00	2

S76
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-34.83	52.56	43.64	0.61	2.11	7
-26.12	26.54	40.49	0.76	4.67	20
-17.42	13.87	43.30	0.47	4.26	35
-8.71	10.59	43.15	0.53	4.52	38
0.00	7.81	42.47	0.49	4.42	42
8.71	20.78	43.31	0.42	4.00	43
17.42	32.09	45.72	0.34	3.35	44
26.12	38.85	51.12	0.23	2.63	45
34.83	44.09	57.79	0.11	2.29	45
43.54	48.29	65.07	-0.02	2.19	43
52.25	42.98	70.99	0.11	2.06	44
60.95	37.41	73.84	0.14	2.08	44
69.66	31.57	74.54	0.15	2.06	45
78.37	23.28	73.18	0.22	2.16	45
87.08	15.05	70.80	0.29	2.45	45
95.78	6.52	67.54	0.36	2.90	45
104.49	-1.05	63.71	0.54	3.49	45
113.20	-8.04	59.63	0.83	4.36	45
121.91	-13.84	56.77	1.09	5.03	45
130.61	-17.86	55.50	1.21	5.17	44
139.32	-16.40	52.86	1.44	5.77	39
148.03	-13.18	50.85	1.48	5.85	37
156.74	-8.66	49.61	1.42	5.48	34
165.44	-11.04	39.63	1.08	4.50	29
174.15	2.25	38.84	1.15	4.29	16
182.86	27.55	52.24	0.68	1.50	3
191.57	47.72	45.33	0.00	1.00	2

S76
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-34.83	139.60	98.67	-0.78	2.04	7
-26.12	110.37	78.69	-0.93	3.29	20
-17.42	97.10	80.55	-0.11	4.59	35
-8.71	77.40	76.88	-0.10	5.15	38
0.00	74.16	75.93	-0.16	5.19	42
8.71	77.28	80.30	-0.27	4.35	43
17.42	91.66	83.74	-0.44	3.80	44
26.12	111.50	90.47	-0.55	3.39	45
34.83	134.94	102.48	-0.59	3.28	45
43.54	152.06	117.10	-0.56	3.28	43
52.25	180.68	145.14	-0.32	2.87	44
60.95	196.13	177.08	0.06	2.73	44
69.66	214.31	218.32	0.54	3.49	45
78.37	222.64	257.27	0.96	4.56	45
87.08	223.40	284.57	1.19	5.16	45
95.78	218.31	296.28	1.28	5.25	45
104.49	206.30	288.05	1.21	4.81	45
113.20	182.82	250.68	0.86	3.51	45
121.91	147.63	197.49	0.47	2.87	45
130.61	103.95	145.93	0.15	2.86	44
139.32	59.91	100.75	-0.38	2.67	39
148.03	34.30	74.20	-0.59	2.88	37
156.74	20.42	53.08	-0.47	2.56	34
165.44	16.55	43.63	-0.30	2.28	29
174.15	-3.56	42.85	1.12	4.14	16
182.86	45.40	57.17	0.66	1.50	3
191.57	49.13	15.00	0.00	1.00	2

S76
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1477.21	239.66	8.31	0.00	1.00	2
1378.73	223.85	8.60	0.00	1.00	2
1280.25	158.06	36.37	0.05	1.37	5
1181.77	164.88	48.66	0.65	2.22	7
1083.29	155.24	37.13	0.45	2.44	10
984.81	150.91	32.88	0.14	2.05	13
886.33	145.08	40.58	1.82	7.91	26
787.85	132.23	33.73	1.45	6.66	38
689.37	121.08	29.80	1.30	5.59	43
590.88	110.10	30.34	1.28	4.44	44
492.40	96.83	28.28	1.29	4.47	45
393.92	83.62	27.53	1.47	5.71	44
295.44	69.53	27.12	1.66	7.07	43
196.96	52.52	25.18	1.64	6.68	44
98.48	30.39	17.11	1.09	3.65	42

S76
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1477.21	45.87	2.39	0.00	1.00	2
1378.73	46.17	3.97	0.00	1.00	2
1280.25	51.04	5.77	0.16	1.64	5
1181.77	46.28	8.42	-0.65	2.78	7
1083.29	44.24	7.25	-0.49	2.92	10
984.81	41.99	8.08	-0.06	2.24	13
886.33	41.30	6.51	0.02	2.80	26
787.85	39.54	6.02	-0.27	2.95	38
689.37	37.99	7.00	0.85	5.32	43
590.88	35.66	5.77	-0.24	2.56	44
492.40	33.47	6.34	0.03	2.33	45
393.92	29.05	6.02	0.23	2.83	44
295.44	26.43	5.63	0.90	3.56	43
196.96	20.96	6.28	1.02	3.94	44
98.48	14.51	11.08	1.12	4.48	42

S76
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1477.21	-216.72	45.60	0.00	1.00	2
1378.73	-182.48	40.70	0.00	1.00	2
1280.25	-111.94	37.52	-1.11	2.85	5
1181.77	-65.35	47.42	0.19	2.66	7
1083.29	-31.92	29.96	-1.14	3.60	10
984.81	-3.17	38.58	0.63	3.59	13
886.33	-7.35	38.44	0.13	1.57	26
787.85	-7.96	40.08	-0.33	1.86	38
689.37	-16.53	44.01	-0.41	2.21	43
590.88	-20.57	43.21	-0.22	1.96	44
492.40	-23.70	42.86	-0.15	1.97	45
393.92	-26.03	41.39	-0.11	2.19	44
295.44	-28.43	38.69	0.15	2.83	43
196.96	-28.56	36.24	0.38	3.89	44
98.48	-25.29	38.70	0.82	4.81	42

S76
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (180deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1477.21	8.82	14.26	0.00	1.00	2
1378.73	2.14	13.60	0.00	1.00	2
1280.25	-47.31	39.24	0.21	1.48	5
1181.77	-39.32	46.07	0.49	1.81	7
1083.29	-33.90	36.72	0.44	2.28	10
984.81	-22.22	32.84	0.20	2.10	13
886.33	-10.11	40.52	1.80	7.77	26
787.85	-5.66	33.73	1.45	6.67	38
689.37	0.04	29.73	1.33	5.70	43
590.88	5.72	30.13	1.30	4.50	44
492.40	8.97	28.04	1.32	4.67	45
393.92	12.20	27.33	1.47	6.06	44
295.44	14.40	26.92	1.62	7.50	43
196.96	13.89	24.86	1.59	7.17	44
98.48	8.96	16.94	0.60	2.83	42

UH1
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-14.36	459.63	29.06	0.16	1.87	31
-10.77	453.09	29.23	0.11	2.08	37
-7.18	445.13	31.14	0.04	2.08	43
-3.59	437.47	33.80	-0.03	2.02	44
0.00	429.34	37.17	-0.14	1.99	44
3.59	419.09	41.18	-0.19	2.01	43
7.18	409.38	45.07	-0.31	2.14	44
10.77	398.32	49.02	-0.39	2.36	44
14.36	386.68	51.91	-0.45	2.64	45
17.95	374.38	54.49	-0.46	2.76	45
21.54	361.34	56.05	-0.41	2.70	45
25.13	349.85	56.26	-0.38	2.71	41
28.72	335.95	56.43	-0.28	2.57	41
32.31	321.45	56.80	-0.14	2.36	40
35.90	307.36	56.73	-0.05	2.26	39
39.49	288.40	56.24	0.07	2.31	33
43.08	272.33	53.79	-0.25	1.87	19
46.67	259.97	49.12	-0.46	2.30	12
50.26	269.67	26.29	1.07	2.65	5
53.85	280.32	20.40	0.00	1.00	2

UH1
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-14.36	-171.19	298.39	-0.11	3.59	31
-10.77	-305.58	333.34	-0.21	2.15	37
-7.18	-433.35	347.66	-0.24	2.81	43
-3.59	-533.70	334.17	-0.34	2.20	44
0.00	-622.51	339.13	-0.13	1.98	44
3.59	-679.04	331.12	-0.11	2.39	43
7.18	-703.55	300.48	-0.02	2.40	44
10.77	-695.48	309.05	0.23	2.93	44
14.36	-715.94	259.17	0.22	2.76	45
17.95	-765.88	234.33	-0.19	3.14	45
21.54	-748.89	229.35	0.36	2.95	45
25.13	-749.38	239.72	0.44	3.36	41
28.72	-750.26	237.68	0.27	4.54	41
32.31	-713.51	263.62	0.25	3.63	40
35.90	-671.87	265.34	0.63	3.38	39
39.49	-642.78	281.97	0.12	3.83	33
43.08	-647.34	308.83	0.73	2.77	19
46.67	-575.02	334.73	0.43	2.36	12
50.26	-681.09	187.75	0.63	2.56	5
53.85	-768.35	80.86	0.00	1.00	2

UH1
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-14.36	68.97	10.26	0.38	4.58	31
-10.77	68.11	9.10	-0.16	3.12	37
-7.18	68.44	8.51	-0.47	3.44	43
-3.59	67.39	8.99	-0.09	4.01	44
0.00	65.81	8.43	-0.70	3.81	44
3.59	64.35	8.64	-0.39	4.56	43
7.18	62.97	8.53	-0.66	4.04	44
10.77	62.05	9.42	-0.24	3.97	44
14.36	60.58	9.74	0.05	4.64	45
17.95	58.26	8.69	-0.75	3.96	45
21.54	57.25	9.50	-0.12	4.14	45
25.13	55.49	8.97	-0.88	3.77	41
28.72	53.29	9.37	-0.42	3.43	41
32.31	51.43	9.55	-0.07	2.92	40
35.90	49.62	8.74	-0.15	2.60	39
39.49	48.22	8.51	0.11	2.67	33
43.08	48.64	9.64	0.14	2.20	19
46.67	46.10	9.79	0.38	2.49	12
50.26	45.06	6.13	-0.80	2.63	5
53.85	47.84	1.70	0.00	1.00	2

UH1
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-14.36	-40.37	29.06	0.16	1.87	31
-10.77	-46.91	29.23	0.11	2.08	37
-7.18	-54.87	31.14	0.04	2.08	43
-3.59	-62.53	33.80	-0.03	2.02	44
0.00	-70.33	37.17	-0.14	1.99	44
3.59	-63.35	41.18	-0.19	2.01	43
7.18	-55.51	45.07	-0.31	2.14	44
10.77	-49.02	49.02	-0.39	2.36	44
14.36	-43.11	51.91	-0.45	2.64	45
17.95	-37.86	54.49	-0.46	2.76	45
21.54	-33.35	56.06	-0.41	2.70	45
25.13	-27.28	56.26	-0.38	2.71	41
28.72	-23.63	56.43	-0.28	2.57	41
32.31	-20.58	56.80	-0.14	2.36	40
35.90	-17.12	56.73	-0.05	2.26	39
39.49	-18.53	56.24	0.07	2.31	33
43.08	-17.05	53.79	-0.25	1.87	19
46.67	-12.00	49.12	-0.46	2.30	12
50.26	15.01	26.29	1.07	2.65	5
53.85	43.15	20.40	0.00	1.00	2

UH1
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-14.36	-92.63	44.88	0.08	2.25	31
-10.77	-94.13	52.05	0.47	2.97	37
-7.18	-97.25	53.36	0.35	2.69	43
-3.59	-96.79	56.47	0.35	2.61	44
0.00	-92.60	60.22	0.33	2.71	44
3.59	-88.26	64.34	0.28	2.79	43
7.18	-82.26	66.40	0.17	2.91	44
10.77	-77.10	67.41	0.07	2.78	44
14.36	-73.11	65.96	-0.04	2.60	45
17.95	-69.73	66.24	-0.21	2.48	45
21.54	-68.18	65.18	-0.34	2.60	45
25.13	-66.04	66.15	-0.44	2.81	41
28.72	-65.89	64.13	-0.48	3.21	41
32.31	-66.64	62.92	-0.55	3.60	40
35.90	-68.70	59.88	-0.46	3.87	39
39.49	-69.49	61.18	-0.21	3.41	33
43.08	-61.77	57.71	-0.66	4.17	19
46.67	-64.32	50.84	-1.57	5.14	12
50.26	-84.59	54.68	-0.95	2.56	5
53.85	-65.80	5.81	0.00	1.00	2

UH1
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	301.44	50.30	-0.64	2.16	5
1772.65	298.75	41.46	-1.02	3.08	9
1674.17	304.35	48.49	0.06	2.76	19
1575.69	281.15	50.24	0.01	2.44	29
1477.21	257.08	50.82	-0.03	2.37	40
1378.73	242.86	46.59	0.01	2.54	42
1280.25	230.18	42.68	-0.01	2.59	45
1181.77	215.71	39.33	0.06	2.56	45
1083.29	201.16	36.03	0.12	2.49	45
984.81	185.75	33.26	0.19	2.38	44
886.33	170.12	30.63	0.26	2.38	44
787.85	154.10	28.26	0.35	2.43	44
689.37	137.47	26.28	0.46	2.49	44
590.88	119.98	24.06	0.56	2.48	44
492.40	101.31	21.44	0.69	2.54	44
393.92	81.97	18.75	0.78	2.75	44
295.44	62.25	16.41	0.87	3.12	43
196.96	41.49	13.62	1.09	4.24	40
98.48	19.16	11.58	1.02	4.89	39

UH1
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	50.19	9.02	0.41	1.22	5
1772.65	49.84	10.82	0.24	1.34	9
1674.17	48.38	7.75	0.20	1.64	19
1575.69	45.78	7.59	0.62	2.52	29
1477.21	45.79	9.87	1.04	4.16	40
1378.73	44.37	9.00	0.38	2.19	42
1280.25	44.11	8.35	0.47	2.30	45
1181.77	42.73	8.13	0.54	2.29	45
1083.29	41.24	8.14	0.40	2.54	45
984.81	40.51	8.15	0.70	3.02	44
886.33	39.64	8.44	0.75	3.24	44
787.85	37.16	7.05	0.43	2.56	44
689.37	34.04	7.35	0.13	2.51	44
590.88	31.70	6.85	-0.03	2.72	44
492.40	29.58	6.30	0.32	2.51	44
393.92	26.99	7.45	0.98	3.87	44
295.44	23.56	7.06	1.73	6.59	43
196.96	19.39	7.99	2.46	9.69	40
98.48	12.49	4.44	1.29	4.62	39

UH1
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	84.52	16.13	-0.01	1.42	5
1772.65	60.40	35.91	-0.69	2.38	9
1674.17	55.48	55.75	0.07	3.13	19
1575.69	53.42	51.33	-0.37	2.92	29
1477.21	42.47	46.73	-0.30	3.03	40
1378.73	40.37	48.72	0.09	3.46	42
1280.25	37.24	45.33	-0.11	3.30	45
1181.77	31.84	43.52	-0.14	3.10	45
1083.29	26.69	40.54	-0.18	3.00	45
984.81	22.06	38.00	-0.19	2.81	44
886.33	16.28	36.42	-0.19	2.43	44
787.85	10.50	33.94	-0.25	2.28	44
689.37	5.28	32.49	-0.25	2.17	44
590.88	0.37	31.37	-0.23	2.11	44
492.40	-4.77	29.17	-0.28	2.16	44
393.92	-8.86	26.74	-0.24	2.18	44
295.44	-12.07	23.73	-0.22	2.24	43
196.96	-16.77	20.03	-0.15	2.36	40
98.48	-17.03	15.71	-0.03	3.58	39

UH1
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	-29.97	50.47	-0.64	2.17	5
1772.65	-13.35	41.62	-1.02	3.11	9
1674.17	10.62	48.73	0.06	2.75	19
1575.69	5.56	50.17	0.00	2.44	29
1477.21	-0.82	50.62	-0.04	2.37	40
1378.73	2.64	46.19	-0.02	2.55	42
1280.25	7.55	42.19	-0.05	2.60	45
1181.77	10.48	38.69	0.00	2.57	45
1083.29	13.21	35.28	0.05	2.51	45
984.81	15.00	32.42	0.11	2.39	44
886.33	16.39	29.65	0.17	2.37	44
787.85	17.25	27.18	0.26	2.38	44
689.37	17.44	25.08	0.36	2.39	44
590.88	16.69	22.73	0.45	2.34	44
492.40	14.61	20.04	0.58	2.35	44
393.92	11.91	17.50	0.68	2.50	44
295.44	8.86	15.30	0.72	2.72	43
196.96	4.47	12.41	0.84	3.90	40
98.48	-0.87	10.82	0.51	4.10	39

UH1
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-10.83	474.60	28.23	-0.10	2.63	28
-8.12	469.26	30.47	-0.18	2.56	36
-5.42	463.78	32.80	-0.21	2.51	41
-2.71	454.81	43.09	-1.16	5.74	42
0.00	450.77	44.90	-1.14	5.78	42
2.71	440.76	48.67	-0.88	4.62	43
5.42	431.07	50.52	-0.79	4.20	43
8.12	420.37	52.16	-0.69	3.88	43
10.83	409.01	53.79	-0.56	3.57	43
13.54	396.77	55.36	-0.42	3.27	43
16.25	383.78	56.36	-0.28	3.07	43
18.96	367.36	56.33	-0.10	3.01	41
21.67	352.70	56.46	0.07	2.95	41
24.37	337.13	56.93	0.24	2.85	41
27.08	320.77	57.71	0.42	2.79	40
29.79	304.82	57.18	0.54	2.97	38
32.50	290.19	57.87	0.56	2.95	37
35.21	277.06	57.33	0.55	3.08	36
37.92	261.85	56.66	0.59	3.19	36
40.62	250.15	53.67	0.65	3.45	35
43.33	236.03	40.99	0.09	2.19	23
46.04	222.33	35.77	0.87	2.59	13
48.75	208.50	36.53	0.75	2.43	9
51.46	205.03	26.75	-0.06	1.85	4

UH1
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUN-
-10.83	-205.89	420.69	-0.92	4.43	28
-8.12	-189.51	370.63	-0.01	3.92	36
-5.42	-346.75	464.17	-1.81	8.43	41
-2.71	-457.70	410.70	-0.10	3.26	42
0.00	-551.21	378.38	-0.31	3.23	42
2.71	-633.24	308.84	-0.15	2.83	43
5.42	-730.25	341.65	-0.41	3.13	43
8.12	-771.37	289.22	-0.22	3.27	43
10.83	-770.36	226.37	0.33	2.51	43
13.54	-779.04	295.48	1.58	9.25	43
16.25	-788.34	350.57	1.80	8.26	43
18.96	-852.21	287.21	-0.14	3.27	41
21.67	-877.51	269.03	-0.55	3.34	41
24.37	-874.54	288.06	-0.37	3.09	41
27.08	-870.97	274.87	-0.31	3.26	40
29.79	-838.57	314.83	-0.28	2.56	38
32.50	-763.42	314.65	0.47	3.28	37
35.21	-744.10	269.49	0.20	2.01	36
37.92	-726.21	286.48	0.46	2.57	36
40.62	-689.15	271.33	0.65	2.81	35
43.33	-618.36	326.62	0.76	3.05	23
46.04	-605.51	304.31	0.05	2.36	13
48.75	-501.08	302.09	0.30	1.96	9
51.46	-476.61	330.05	1.08	2.27	4

UH1
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUN
-10.83	68.07	7.93	0.14	1.76	28
-8.12	69.22	8.31	0.50	3.08	36
-5.42	69.76	8.61	0.51	3.36	41
-2.71	68.47	8.51	0.76	5.00	42
0.00	67.71	7.28	0.04	2.62	42
2.71	66.93	7.35	-0.16	2.45	43
5.42	66.07	7.52	-0.20	2.96	43
8.12	64.89	7.67	-0.26	3.05	43
10.83	63.75	8.19	-0.32	3.04	43
13.54	62.33	8.11	-0.66	3.22	43
16.25	61.06	8.80	-0.41	3.03	43
18.96	59.01	9.06	-0.45	2.75	41
21.67	56.35	8.46	-0.61	2.74	41
24.37	55.14	8.84	-0.62	2.97	41
27.08	54.25	9.23	-0.68	3.02	40
29.79	52.82	9.47	-0.38	3.32	38
32.50	51.56	9.18	-0.50	3.19	37
35.21	49.81	9.24	-0.28	2.82	36
37.92	47.63	9.73	-0.19	2.40	36
40.62	45.86	9.07	-0.05	2.41	35
43.33	46.18	8.84	-0.16	2.71	23
46.04	41.83	6.68	-0.92	3.42	13
48.75	38.88	6.12	-0.60	2.64	9
51.46	35.33	5.54	-0.40	1.52	4

UH1
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-10.83	-25.40	28.23	-0.10	2.63	28
-8.12	-30.74	30.47	-0.18	2.56	36
-5.42	-36.22	32.80	-0.21	2.51	41
-2.71	-45.19	43.09	-1.16	5.74	42
0.00	-48.86	44.91	-1.13	5.75	42
2.71	-41.79	48.67	-0.88	4.62	43
5.42	-34.03	50.52	-0.79	4.20	43
8.12	-27.27	52.16	-0.69	3.88	43
10.83	-21.18	53.79	-0.56	3.57	43
13.54	-15.96	55.36	-0.42	3.27	43
16.25	-11.50	56.36	-0.28	3.07	43
18.96	-10.46	56.33	-0.10	3.01	41
21.67	-7.67	56.46	0.07	2.95	41
24.37	-5.79	56.93	0.24	2.85	41
27.08	-4.70	57.71	0.42	2.79	40
29.79	-3.20	57.18	0.54	2.97	38
32.50	-0.38	57.87	0.56	2.95	37
35.21	3.95	57.32	0.55	3.08	36
37.92	6.19	56.66	0.59	3.19	36
40.62	11.95	53.67	0.65	3.45	35
43.33	15.28	40.99	0.09	2.19	23
46.04	18.95	35.77	0.87	2.59	13
48.75	22.38	36.53	0.75	2.43	9
51.46	36.28	26.75	-0.06	1.85	4

UH1
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-10.83	-167.84	50.77	-0.50	2.06	28
-8.12	-167.15	48.96	-0.37	2.11	36
-5.42	-164.27	48.05	-0.20	2.23	41
-2.71	-164.28	52.37	-0.60	3.56	42
0.00	-159.81	51.08	-0.60	3.86	42
2.71	-150.58	52.78	-0.50	3.70	43
5.42	-141.31	55.31	-0.43	3.47	43
8.12	-131.18	58.94	-0.32	3.20	43
10.83	-121.25	62.86	-0.20	2.89	43
13.54	-111.84	65.97	-0.06	2.69	43
16.25	-102.79	68.30	0.05	2.55	43
18.96	-97.94	67.54	0.14	2.61	41
21.67	-91.22	67.15	0.17	2.61	41
24.37	-86.02	65.89	0.17	2.62	41
27.08	-82.64	63.82	0.21	2.69	40
29.79	-81.56	60.24	0.38	3.09	38
32.50	-76.73	57.74	0.49	3.35	37
35.21	-70.83	54.86	0.60	3.76	36
37.92	-67.98	54.82	0.71	3.72	36
40.62	-60.48	54.51	0.71	3.60	35
43.33	-58.27	46.12	0.43	2.76	23
46.04	-43.28	51.51	0.41	2.43	13
48.75	-38.51	41.61	-0.09	2.02	9
51.46	-10.69	54.43	-0.40	1.55	4

UH1
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	382.04	33.50	0.69	1.50	3
1772.65	366.20	34.70	0.69	1.50	3
1674.17	332.64	57.01	-0.53	2.19	5
1575.69	309.21	55.01	-0.02	1.87	6
1477.21	294.16	54.37	0.09	1.88	6
1378.73	272.72	51.45	0.52	2.04	7
1280.25	239.09	57.30	0.45	2.42	13
1181.77	223.04	56.42	0.80	3.33	28
1083.29	211.54	50.90	0.73	3.37	34
984.81	194.56	47.29	0.85	3.50	39
886.33	179.27	44.40	0.88	3.58	41
787.85	163.27	41.91	0.95	3.74	42
689.37	145.64	39.54	1.16	4.29	42
590.88	127.14	36.74	1.39	4.94	42
492.40	107.27	32.60	1.59	5.58	43
393.92	87.18	27.84	1.71	6.10	43
295.44	66.55	23.17	1.82	6.92	43
196.96	45.30	19.18	1.93	7.66	43
98.48	22.08	15.26	2.07	7.98	43

UH1
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	48.16	5.69	0.31	1.50	3
1772.65	50.17	9.24	0.60	1.50	3
1674.17	54.01	10.99	-0.20	1.44	5
1575.69	48.72	9.83	0.43	1.61	6
1477.21	50.30	11.52	0.18	1.80	6
1378.73	49.73	9.92	-0.15	1.69	7
1280.25	46.28	9.05	0.19	2.06	13
1181.77	43.60	9.25	0.63	3.09	28
1083.29	43.57	8.82	0.17	2.20	34
984.81	41.61	8.69	0.46	2.95	39
886.33	40.51	8.54	0.07	2.26	41
787.85	37.46	7.85	0.02	2.19	42
689.37	35.37	7.40	0.00	2.26	42
590.88	32.95	6.75	-0.09	2.28	42
492.40	29.58	6.07	-0.12	2.33	43
393.92	27.44	6.53	0.36	2.53	43
295.44	22.06	5.76	-0.65	3.74	43
196.96	18.83	5.41	1.02	4.73	43
98.48	11.33	3.86	0.27	2.94	43

UH1
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	44.04	39.97	-0.62	1.50	3
1772.65	54.59	40.39	-0.57	1.50	3
1674.17	48.99	40.72	0.11	1.45	5
1575.69	57.03	40.08	-0.07	1.63	6
1477.21	57.67	40.93	-0.09	1.50	6
1378.73	57.78	36.59	-0.25	1.76	7
1280.25	41.38	40.88	-0.60	2.67	13
1181.77	41.51	50.28	-0.80	3.64	28
1083.29	30.11	49.25	-0.81	3.09	34
984.81	24.27	45.79	-0.82	3.10	39
886.33	14.81	44.41	-0.55	2.59	41
787.85	9.22	41.91	-0.56	2.56	42
689.37	4.07	39.75	-0.54	2.59	42
590.88	-0.55	37.77	-0.44	2.72	42
492.40	-3.35	36.15	-0.35	2.94	43
393.92	-6.59	32.74	-0.41	2.99	43
295.44	-8.98	29.31	-0.46	3.18	43
196.96	-12.07	26.06	-0.42	4.17	43
98.48	-14.64	20.59	-1.51	8.18	43

UH1
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	47.99	36.14	0.69	1.50	3
1772.65	50.37	36.91	0.68	1.50	3
1674.17	35.68	57.92	-0.46	2.11	5
1575.69	30.29	55.74	0.03	1.85	6
1477.21	33.44	54.92	0.13	1.86	6
1378.73	30.08	51.81	0.54	2.05	7
1280.25	14.57	57.48	0.45	2.42	13
1181.77	16.30	56.38	0.80	3.33	28
1083.29	22.27	50.76	0.71	3.33	34
984.81	22.68	47.05	0.82	3.43	39
886.33	24.58	44.04	0.84	3.49	41
787.85	25.75	41.48	0.90	3.61	42
689.37	25.21	39.00	1.11	4.16	42
590.88	23.74	36.07	1.34	4.81	42
492.40	20.94	31.76	1.56	5.48	43
393.92	17.84	26.96	1.68	5.97	43
295.44	14.20	22.24	1.76	6.54	43
196.96	9.84	18.24	1.78	6.83	43
98.48	3.52	14.14	1.86	6.95	43

UH1
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	481.82	26.95	0.12	1.94	17
-6.53	481.75	22.30	-0.09	2.41	32
-4.35	476.51	26.44	-0.76	4.29	40
-2.18	471.15	30.84	-0.99	4.31	42
0.00	463.31	35.89	-0.97	3.98	43
2.18	454.12	36.18	-0.93	3.91	43
4.35	444.70	37.92	-0.89	3.90	44
6.53	433.35	40.25	-0.71	3.55	43
8.70	421.48	42.14	-0.58	3.32	44
10.88	408.71	45.57	-0.45	3.01	43
13.06	396.05	47.88	-0.34	2.78	43
15.23	382.40	49.45	-0.25	2.66	44
17.41	368.68	51.70	-0.18	2.48	43
19.59	354.94	52.38	-0.17	2.46	44
21.76	340.32	53.11	-0.15	2.39	44
23.94	324.44	53.51	-0.13	2.32	44
26.11	307.16	53.44	-0.11	2.27	43
28.29	287.67	52.32	-0.17	2.12	40
30.47	271.06	51.72	-0.29	2.01	38
32.64	253.49	49.13	-0.35	2.08	39
34.82	236.08	48.19	-0.39	2.05	37
36.99	221.30	44.72	-0.48	2.31	36
39.17	204.66	42.31	-0.48	2.43	36
41.35	188.48	39.86	-0.42	2.45	34
43.52	173.07	35.76	-0.62	2.61	22
45.70	161.20	21.16	0.51	2.14	8
47.88	151.34	19.66	0.71	1.50	3

UH1
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	-93.73	272.81	-0.53	2.23	17
-6.53	-43.95	377.24	1.65	9.73	32
-4.35	-244.65	368.84	-1.76	8.01	40
-2.18	-386.51	372.99	-0.73	3.63	42
0.00	-606.60	400.42	-0.96	3.51	43
2.18	-678.97	389.62	-0.96	4.42	43
4.35	-744.11	323.08	-0.03	1.95	44
6.53	-763.22	333.56	0.05	1.84	43
8.70	-868.62	392.30	-1.21	6.74	44
10.88	-851.34	308.25	-0.82	4.64	43
13.06	-885.87	325.58	-1.15	5.34	43
15.23	-793.81	305.60	0.94	4.07	44
17.41	-829.24	235.13	0.10	2.54	43
19.59	-806.32	292.13	0.56	3.16	44
21.76	-881.40	225.65	-0.27	2.83	44
23.94	-866.24	263.75	1.12	5.56	44
26.11	-883.08	186.86	0.03	2.21	43
28.29	-914.23	213.82	-0.10	3.13	40
30.47	-896.01	215.99	-0.05	2.69	38
32.64	-860.13	255.66	-0.85	4.23	39
34.82	-788.95	238.37	-0.20	2.77	37
36.99	-753.09	254.78	-0.29	2.39	36
39.17	-768.57	297.18	-0.47	2.80	36
41.35	-681.96	259.40	-0.19	2.59	34
43.52	-621.77	261.05	-0.26	2.65	22
45.70	-613.98	108.72	0.16	1.62	8
47.88	-700.75	18.60	0.56	1.50	3

UH1
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	70.37	7.69	0.85	2.63	17
-6.53	70.83	9.77	1.00	5.10	32
-4.35	70.08	7.97	0.51	3.56	40
-2.18	70.05	7.66	0.08	2.54	42
0.00	70.26	8.60	0.76	4.22	43
2.18	68.38	7.42	-0.49	2.80	43
4.35	68.64	7.85	0.04	2.85	44
6.53	66.75	6.89	-0.32	2.57	43
8.70	66.40	6.90	-0.44	2.76	44
10.88	64.85	7.11	-0.65	3.69	43
13.06	63.69	7.79	-0.56	3.66	43
15.23	62.47	8.26	-0.44	3.80	44
17.41	59.76	7.43	-0.67	3.37	43
19.59	59.31	8.39	-0.04	3.52	44
21.76	56.91	7.80	-0.15	3.09	44
23.94	56.13	9.63	0.49	3.55	44
26.11	53.40	8.09	0.14	2.64	43
28.29	50.63	7.76	0.19	2.39	40
30.47	49.19	7.79	0.15	2.50	38
32.64	48.27	8.41	0.37	2.52	39
34.82	46.22	8.26	0.48	2.67	37
36.99	45.35	9.52	0.87	3.24	36
39.17	42.66	8.03	0.93	3.90	36
41.35	41.50	8.30	0.67	2.91	34
43.52	38.90	8.41	0.80	2.92	22
45.70	34.79	6.69	0.64	2.67	8
47.88	38.82	6.35	0.61	1.50	3

UH1
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	-18.18	26.95	0.12	1.94	17
-6.53	-18.25	22.30	-0.09	2.41	32
-4.35	-23.49	26.44	-0.76	4.29	40
-2.18	-28.85	30.84	-0.99	4.31	42
0.00	-36.29	35.90	-0.97	3.97	43
2.18	-28.48	36.18	-0.93	3.91	43
4.35	-20.48	37.92	-0.89	3.90	44
6.53	-14.43	40.25	-0.71	3.55	43
8.70	-8.89	42.14	-0.58	3.32	44
10.88	-4.25	45.57	-0.45	3.01	43
13.06	0.51	47.88	-0.34	2.78	43
15.23	4.27	49.45	-0.25	2.66	44
17.41	7.95	51.70	-0.18	2.48	43
19.59	11.63	52.38	-0.17	2.46	44
21.76	14.41	53.11	-0.15	2.39	44
23.94	15.95	53.51	-0.13	2.32	44
26.11	16.08	53.44	-0.11	2.27	43
28.29	13.99	52.32	-0.17	2.12	40
30.47	14.79	51.72	-0.29	2.01	38
32.64	14.63	49.13	-0.35	2.08	39
34.82	14.63	48.19	-0.39	2.05	37
36.99	17.26	44.72	-0.48	2.31	36
39.17	18.03	42.31	-0.48	2.43	36
41.35	19.26	39.86	-0.42	2.45	34
43.52	21.26	35.76	-0.62	2.61	22
45.70	26.74	21.16	0.51	2.14	8
47.88	34.13	19.66	0.71	1.50	3

UH1
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-8.70	-149.08	37.47	0.13	1.87	17
-6.53	-151.14	59.33	-0.87	6.10	32
-4.35	-152.66	61.13	-0.63	4.50	40
-2.18	-150.21	63.80	-0.69	4.07	42
0.00	-140.23	63.62	-0.74	4.06	43
2.18	-124.85	64.12	-0.70	4.21	43
4.35	-116.58	66.03	-0.56	3.89	44
6.53	-104.23	69.24	-0.52	3.76	43
8.70	-93.16	72.52	-0.35	3.63	44
10.88	-79.23	76.67	-0.27	3.43	43
13.06	-65.65	78.60	-0.22	3.20	43
15.23	-56.32	80.53	-0.13	2.74	44
17.41	-44.12	80.10	-0.19	2.50	43
19.59	-37.97	79.02	-0.16	2.25	44
21.76	-32.36	76.72	-0.18	2.14	44
23.94	-29.82	74.01	-0.19	2.10	44
26.11	-28.92	70.60	-0.17	2.09	43
28.29	-28.72	65.78	-0.13	2.18	40
30.47	-30.45	62.78	-0.07	2.10	38
32.64	-33.21	59.47	-0.02	2.07	39
34.82	-32.93	57.03	0.03	2.06	37
36.99	-32.31	55.39	0.12	2.04	36
39.17	-29.56	53.61	0.19	2.06	36
41.35	-20.99	50.06	0.28	2.01	34
43.52	-12.40	51.55	0.33	1.74	22
45.70	-6.59	52.36	0.09	1.34	8
47.88	20.65	53.33	-0.70	1.50	3

UH1
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	317.48	17.01	0.00	1.00	2
1477.21	306.24	45.66	0.43	1.82	4
1378.73	279.56	45.73	0.86	2.29	5
1280.25	262.38	46.40	0.93	2.41	5
1181.77	228.72	49.87	0.48	3.39	8
1083.29	212.56	47.53	0.58	3.44	8
984.81	194.39	43.28	0.66	3.52	10
886.33	172.95	42.91	0.64	2.80	17
787.85	159.31	37.36	0.16	2.58	34
689.37	141.13	31.59	0.40	2.82	41
590.88	123.96	27.98	0.46	2.70	43
492.40	104.44	23.96	0.51	2.68	44
393.92	84.18	19.96	0.56	2.73	44
295.44	63.76	16.43	0.54	2.99	44
196.96	42.71	13.83	0.49	3.04	45
98.48	20.94	11.08	0.54	2.93	43

UH1
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	49.08	8.67	0.00	1.00	2
1477.21	49.18	8.04	-0.41	1.53	4
1378.73	45.82	10.90	0.10	1.33	5
1280.25	44.48	11.37	0.0*	1.28	5
1181.77	44.75	9.47	-0.82	2.05	8
1083.29	44.27	11.32	-0.44	1.99	8
984.81	40.96	9.81	-0.53	2.39	10
886.33	39.69	8.25	-0.56	2.37	17
787.85	38.71	8.44	0.28	2.96	34
689.37	35.63	8.26	0.39	2.63	41
590.88	33.20	7.61	0.39	2.69	43
492.40	30.22	6.94	0.23	2.49	44
393.92	27.31	6.88	0.20	2.24	44
295.44	23.78	5.94	0.15	2.04	44
196.96	18.80	5.31	0.43	2.37	45
98.48	13.10	5.43	1.41	6.57	43

UH1
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	-7.85	1.49	0.00	1.00	2
1477.21	-2.47	14.73	-0.78	1.98	4
1378.73	13.15	18.52	-0.62	1.99	5
1280.25	22.23	20.15	-0.64	1.96	5
1181.77	28.65	20.39	-0.35	1.82	8
1083.29	30.44	17.88	0.04	1.96	8
984.81	44.62	32.80	0.98	3.17	10
886.33	28.49	36.78	-0.39	4.03	17
787.85	13.40	43.50	-0.55	2.88	34
689.37	7.69	41.45	-0.75	3.06	41
590.88	-1.58	39.85	-0.66	2.78	43
492.40	-5.70	37.11	-0.66	2.75	44
393.92	-9.76	33.01	-0.59	2.74	44
295.44	-12.35	27.87	-0.37	2.83	44
196.96	-13.49	21.84	0.15	3.18	45
98.48	-13.28	17.02	0.53	4.14	43

UH1
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (45deg, 800ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1575.69	38.67	16.92	0.00	1.00	2
1477.21	45.23	46.37	0.44	1.82	4
1378.73	35.83	46.47	0.87	2.29	5
1280.25	36.22	47.04	0.93	2.40	5
1181.77	20.21	50.10	0.51	3.40	8
1083.29	21.77	47.67	0.60	3.45	8
984.81	21.11	43.32	0.67	3.54	10
886.33	17.51	42.92	0.64	2.81	17
787.85	21.45	37.36	0.16	2.58	34
689.37	20.55	31.55	0.39	2.81	41
590.88	20.54	27.89	0.45	2.69	43
492.40	18.16	23.83	0.50	2.65	44
393.92	14.99	19.83	0.54	2.68	44
295.44	11.65	16.30	0.50	2.88	44
196.96	7.70	13.66	0.44	2.91	45
98.48	3.08	10.85	0.46	2.84	43

LH1
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	466.44	45.23	-1.24	3.82	30
-21.51	461.38	48.59	-1.24	4.15	40
-14.34	455.78	50.95	-1.24	4.35	41
-7.17	447.63	53.03	-1.17	4.31	42
0.00	440.14	56.38	-1.08	4.00	41
7.17	432.18	58.30	-1.02	3.85	42
14.34	422.93	60.95	-0.91	3.55	42
21.51	412.35	63.61	-0.77	3.19	42
28.68	400.76	65.89	-0.63	2.86	42
35.85	388.03	67.56	-0.49	2.62	42
43.02	373.76	69.04	-0.34	2.45	41
50.19	360.31	70.33	-0.23	2.30	39
57.36	347.15	70.02	-0.12	2.26	37
64.53	332.64	68.01	0.03	2.28	36
71.70	316.99	64.39	0.15	2.34	34
78.87	304.34	58.70	0.18	2.56	28
86.04	288.94	50.64	-0.12	2.00	18
93.21	279.42	43.22	0.15	1.93	12
100.38	282.41	30.13	0.11	1.50	3

UH1
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	-321.88	523.41	-1.19	3.66	30
-21.51	-364.26	598.81	-1.74	8.90	40
-14.34	-491.63	486.87	-1.92	8.34	41
-7.17	-442.45	362.15	-0.21	2.86	42
0.00	-431.77	361.76	0.13	2.80	41
7.17	-466.03	314.77	0.28	2.32	42
14.34	-525.47	314.57	0.19	2.53	42
21.51	-536.45	325.21	0.18	2.55	42
28.68	-602.03	303.31	0.04	2.61	42
35.85	-664.68	330.60	-1.14	5.56	42
43.02	-630.68	305.69	0.49	4.12	41
50.19	-691.94	348.74	-1.15	6.15	39
57.36	-660.63	277.15	-0.05	3.15	37
64.53	-612.78	307.51	0.53	3.99	36
71.70	-547.31	374.67	0.78	4.77	34
78.87	-517.31	363.70	0.27	2.99	28
86.04	-605.23	229.09	-0.82	3.48	18
93.21	-629.80	276.58	-0.32	2.28	12
100.38	-717.68	346.89	0.38	1.50	3

UH1
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	67.50	9.38	-1.55	7.66	30
-21.51	67.09	6.84	0.31	3.33	40
-14.34	65.87	7.97	0.11	3.47	41
-7.17	65.36	8.74	1.18	4.95	42
0.00	64.44	8.41	1.15	4.94	41
7.17	61.02	7.86	0.39	3.23	42
14.34	57.06	8.30	-0.99	5.76	42
21.51	56.44	7.89	-0.04	2.75	42
28.68	54.17	8.82	-0.16	2.68	42
35.85	53.22	9.38	0.97	5.72	42
43.02	52.87	12.03	1.58	7.39	41
50.19	52.04	11.04	0.76	3.86	39
57.36	51.31	10.55	0.87	4.59	37
64.53	50.08	9.65	0.48	2.89	36
71.70	48.32	8.38	0.24	2.73	34
78.87	46.10	8.20	-0.10	3.15	28
86.04	45.60	7.58	0.28	2.65	18
93.21	46.01	7.85	0.32	2.69	12
100.38	49.56	8.79	0.70	1.50	3

UH1
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	-33.56	45.23	-1.24	3.82	30
-21.51	-38.62	48.59	-1.24	4.15	40
-14.34	-44.22	50.95	-1.24	4.35	41
-7.17	-52.37	53.03	-1.17	4.31	42
0.00	-59.54	56.36	-1.08	4.00	41
7.17	-50.29	58.29	-1.02	3.85	42
14.34	-42.02	60.95	-0.91	3.55	42
21.51	-35.08	63.61	-0.77	3.19	42
28.68	-29.14	65.89	-0.63	2.86	42
35.85	-24.34	67.56	-0.49	2.62	42
43.02	-21.09	69.04	-0.34	2.45	41
50.19	-17.01	70.32	-0.23	2.30	39
57.36	-12.64	70.03	-0.12	2.26	37
64.53	-9.63	68.01	0.03	2.28	36
71.70	-7.75	64.39	0.15	2.34	34
78.87	-2.88	58.70	0.18	2.56	28
86.04	-0.75	50.64	-0.12	2.00	18
93.21	7.13	43.22	0.15	1.93	12
100.38	27.63	30.13	0.11	1.50	3

UH1
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-28.68	189.88	99.33	-1.13	3.98	30
-21.51	158.92	94.11	-0.98	4.67	40
-14.34	131.54	95.20	-0.93	4.79	41
-7.17	112.48	97.83	-0.78	4.73	42
0.00	99.99	103.70	-0.56	4.48	41
7.17	94.15	108.93	-0.40	4.33	42
14.34	87.59	113.95	-0.28	4.10	42
21.51	79.23	116.95	-0.20	3.83	42
28.68	67.60	115.97	-0.17	3.66	42
35.85	51.86	110.49	-0.21	3.53	42
43.02	29.85	101.59	-0.25	3.40	41
50.19	10.09	88.17	-0.43	3.64	39
57.36	-16.39	76.90	-0.35	3.55	37
64.53	-39.36	66.74	-0.13	3.46	36
71.70	-55.12	59.40	0.17	3.47	34
78.87	-62.69	56.15	0.40	3.37	28
86.04	-57.04	52.18	0.96	3.41	18
93.21	-45.14	37.09	0.64	2.83	12
100.38	-6.73	38.36	0.03	1.50	3

UH1
FLIGHT ALTITUDE (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	339.66	37.85	-0.56	2.59	7
1772.65	321.39	58.33	-0.18	2.75	10
1674.17	316.34	61.48	0.05	2.27	21
1575.69	294.17	58.16	0.08	2.37	30
1477.21	276.43	52.70	0.24	2.46	39
1378.73	261.63	48.30	0.34	2.62	41
1280.25	246.58	44.75	0.41	2.75	41
1181.77	230.99	41.77	0.50	2.91	41
1083.29	214.43	38.96	0.61	3.14	41
984.81	198.02	36.23	0.62	3.22	42
886.33	180.38	33.64	0.67	3.32	42
787.85	162.16	31.14	0.68	3.37	42
689.37	143.49	28.54	0.70	3.46	42
590.88	124.00	26.05	0.72	3.45	42
492.40	103.74	23.43	0.77	3.39	42
393.92	83.35	20.43	0.83	3.35	42
295.44	62.84	17.25	0.82	3.26	42
196.96	41.94	14.18	0.76	3.26	42
98.48	19.63	10.77	1.03	3.57	40

UH1
ALONG TRACK VELOCITY(KNOT) -str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	48.95	6.83	0.25	1.45	7
1772.65	50.57	8.58	-0.03	1.24	10
1674.17	50.13	8.44	0.14	1.50	21
1575.69	47.42	9.89	-0.04	2.53	30
1477.21	46.68	9.00	0.58	2.45	39
1378.73	45.57	8.50	0.51	2.28	41
1280.25	45.26	9.54	0.71	2.55	41
1181.77	43.18	8.29	0.63	2.76	41
1083.29	42.49	8.49	0.51	2.47	41
984.81	40.51	8.53	0.71	2.59	42
886.33	39.41	8.76	0.80	3.25	42
787.85	37.85	9.13	0.94	3.48	42
689.37	34.22	7.19	0.66	2.84	42
590.88	32.00	6.97	0.65	2.76	42
492.40	29.40	6.31	0.61	2.97	42
393.92	26.13	6.46	0.49	3.42	42
295.44	22.77	5.20	0.99	4.32	42
196.96	18.37	5.40	1.81	7.05	42
98.48	11.72	4.33	1.28	4.31	40

UH1
CROSS TRACK ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	52.29	57.67	-0.04	1.59	7
1772.65	77.45	50.86	-0.54	2.16	10
1674.17	74.98	51.00	-0.23	2.44	21
1575.69	68.06	50.08	-1.14	4.00	30
1477.21	57.51	43.85	-1.23	4.56	39
1378.73	50.47	42.87	-1.29	4.38	41
1280.25	45.82	41.59	-1.40	4.54	41
1181.77	39.78	40.25	-1.40	4.50	41
1083.29	33.88	38.27	-1.40	4.38	41
984.81	25.97	36.79	-1.19	3.65	42
886.33	19.64	35.59	-1.07	3.34	42
787.85	12.80	33.76	-1.02	3.19	42
689.37	6.84	32.13	-0.92	3.00	42
590.88	0.59	30.45	-0.79	2.89	42
492.40	-4.93	28.60	-0.68	2.78	42
393.92	-8.80	26.15	-0.58	2.64	42
295.44	-12.21	22.32	-0.53	2.74	42
196.96	-15.00	17.20	-0.29	2.40	42
98.48	-15.21	12.91	-0.11	2.81	40

UH1
ALTITUDE ERROR (ft) - str
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1600ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated at locations in ft on
Extended Center Line from Heliport.
2. Errors are calculated as (Actual - Planned)

DIST->PORT	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
1871.13	5.88	41.12	-0.36	2.28	7
1772.65	6.64	58.89	-0.15	2.59	10
1674.17	21.64	62.13	0.05	2.25	21
1575.69	18.85	58.04	0.08	2.37	30
1477.21	19.69	52.27	0.23	2.46	39
1378.73	23.14	47.60	0.34	2.64	41
1280.25	26.17	43.91	0.43	2.80	41
1181.77	28.29	40.78	0.53	3.00	41
1083.29	29.16	37.78	0.66	3.27	41
984.81	29.60	34.69	0.68	3.43	42
886.33	28.73	31.63	0.71	3.55	42
787.85	26.90	28.76	0.67	3.59	42
689.37	24.52	25.88	0.63	3.63	42
590.88	20.98	23.20	0.57	3.57	42
492.40	16.61	20.45	0.55	3.44	42
393.92	12.30	17.60	0.53	3.32	42
295.44	7.82	14.87	0.52	3.12	42
196.96	2.99	12.65	0.45	2.94	42
98.48	-2.52	9.74	0.61	2.86	40

UH1
FLIGHT ALTITUDE (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	463.86	34.73	0.09	3.12	22
-16.26	472.46	41.85	0.44	4.04	39
-10.84	469.67	41.96	0.34	4.36	41
-5.42	464.90	45.09	0.26	4.13	40
0.00	454.40	46.30	0.18	4.34	39
5.42	445.25	48.15	0.26	4.35	43
10.84	439.00	52.59	0.20	3.66	42
16.26	430.39	56.93	0.27	3.09	45
21.68	419.71	60.07	0.35	2.88	45
27.10	407.99	62.86	0.42	2.68	45
32.52	391.98	63.02	0.47	2.59	44
37.94	379.57	65.81	0.45	2.28	45
43.36	364.87	64.61	0.42	2.21	44
48.78	347.06	63.19	0.46	2.29	44
54.20	331.59	62.35	0.47	2.38	42
59.62	313.71	60.82	0.54	2.53	40
65.04	295.16	57.25	0.54	2.56	39
70.46	280.96	56.67	0.54	2.41	38
75.88	267.60	54.84	0.53	2.35	38
81.30	257.44	52.35	0.45	2.26	36
86.72	241.30	44.56	0.14	1.78	21
92.14	226.75	39.45	-0.08	2.21	10
97.57	228.94	23.49	0.62	1.50	3

UH1
VERT. VELOCITY (ft/min) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	-307.76	733.00	-0.58	4.21	22
-16.26	56.44	551.50	1.42	6.68	39
-10.84	-249.48	722.43	-0.62	4.73	41
-5.42	-360.60	534.10	-1.46	6.23	40
0.00	-492.43	432.58	-0.18	3.30	39
5.42	-487.37	366.18	0.43	2.97	43
10.84	-533.95	354.30	0.25	3.01	42
16.26	-556.47	422.99	-0.10	3.45	45
21.68	-635.10	426.68	-0.73	4.76	45
27.10	-647.80	477.62	-0.33	7.06	45
32.52	-706.52	238.47	0.47	3.16	44
37.94	-761.58	284.96	-0.14	3.32	45
43.36	-801.73	268.69	-0.42	2.91	44
48.78	-820.49	291.04	-0.61	3.02	44
54.20	-807.85	288.01	-0.52	2.73	42
59.62	-758.09	263.56	-0.62	2.56	40
65.04	-709.94	258.80	-0.38	2.34	39
70.46	-688.41	293.69	-0.31	3.04	38
75.88	-652.23	302.18	-0.43	3.44	38
81.30	-634.08	355.02	-0.80	3.90	36
86.72	-555.60	373.79	-1.19	3.69	21
92.14	-462.18	398.68	-1.43	4.58	10
97.57	-514.98	294.80	0.59	1.50	3

UH1
ALONG PATH SPEED (knot)- crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	67.68	6.59	0.23	2.94	22
-16.26	68.92	9.35	0.78	4.24	39
-10.84	67.17	8.22	0.24	2.09	41
-5.42	66.93	9.03	0.52	2.40	40
0.00	64.96	6.91	0.36	2.00	39
5.42	63.73	7.65	0.10	2.74	43
10.84	62.32	7.42	0.10	2.66	42
16.26	61.52	8.04	0.13	2.92	45
21.68	59.26	8.11	0.24	3.92	45
27.10	57.70	9.57	1.21	6.17	45
32.52	55.33	7.37	-0.20	2.67	44
37.94	54.31	8.56	0.71	3.88	45
43.36	52.00	7.08	0.62	3.40	44
48.78	50.99	8.14	0.75	3.70	44
54.20	50.18	8.16	0.90	4.51	42
59.62	49.02	8.10	0.80	3.41	40
65.04	48.17	8.28	0.73	3.25	39
70.46	46.45	7.97	0.74	3.64	38
75.88	45.75	8.50	0.98	3.72	38
81.30	44.07	7.62	1.22	5.20	36
86.72	43.94	9.06	1.00	3.46	21
92.14	43.63	10.59	1.34	4.23	10
97.57	35.49	4.51	0.69	1.50	3

UH1
ALTITUDE ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	-36.14	34.73	0.09	3.12	22
-16.26	-27.54	41.85	0.44	4.04	39
-10.84	-30.33	41.96	0.34	4.36	41
-5.42	-35.10	45.09	0.26	4.13	40
0.00	-45.28	46.28	0.18	4.35	39
5.42	-37.29	48.14	0.26	4.35	43
10.84	-26.07	52.59	0.20	3.66	42
16.26	-17.21	56.93	0.27	3.09	45
21.68	-10.43	60.07	0.35	2.88	45
27.10	-4.69	62.86	0.42	2.68	45
32.52	-3.22	63.02	0.47	2.59	44
37.94	1.83	65.81	0.45	2.28	45
43.36	4.59	64.61	0.42	2.21	44
48.78	4.25	63.19	0.46	2.29	44
54.20	6.24	62.35	0.47	2.38	42
59.62	5.83	60.82	0.54	2.53	40
65.04	4.75	57.25	0.54	2.56	39
70.46	8.01	56.67	0.54	2.41	38
75.88	12.11	54.84	0.53	2.35	38
81.30	19.42	52.35	0.45	2.26	36
86.72	20.75	44.56	0.14	1.78	21
92.14	23.58	39.45	-0.08	2.21	10
97.57	43.13	23.49	0.62	1.50	3

UH1
RADIAL ERROR (ft) - crv
STATISTIC DATA : MEAN, STANDARD DEVIATION, SKEWNWSS, and KURTOSIS

PATH (90deg, 1200ft)
CURVED APPROACH FLIGHT TESTS 1989 - 1990

data provided by HELICOPTER's GROUP
FAA TECH CNTR, Atlantic City Airport, NJ.

1. These statistics were estimated on angle positions in degrees counted from the beginning of turns.
2. Errors are calculated as (Actual - Planned)

ANG POSITION	MEAN	STD	SKEWNESS	KURTOSIS	DATA COUNT
-21.68	98.00	79.50	-1.81	5.96	22
-16.26	91.76	70.76	-1.85	7.46	39
-10.84	76.38	70.76	-1.89	7.76	41
-5.42	67.87	74.61	-1.90	7.85	40
0.00	61.02	81.28	-1.72	7.29	39
5.42	73.38	105.13	0.09	7.73	43
10.84	77.37	114.97	0.16	6.87	42
16.26	83.05	122.00	0.26	6.11	45
21.68	86.44	130.36	0.34	5.30	45
27.10	86.55	134.94	0.35	4.68	45
32.52	79.44	134.90	0.32	4.13	44
37.94	72.81	129.20	0.10	3.29	45
43.36	57.46	120.12	-0.06	2.69	44
48.78	38.25	107.45	-0.14	2.49	44
54.20	16.56	92.50	-0.24	2.36	42
59.62	-8.89	75.04	-0.24	2.47	40
65.04	-30.97	58.78	-0.26	2.66	39
70.46	-45.94	48.30	-0.22	3.23	38
75.88	-53.98	42.93	-0.24	3.56	38
81.30	-56.95	41.16	-0.31	3.35	36
86.72	-53.00	38.47	0.10	3.02	21
92.14	-49.80	43.77	-0.04	1.89	10
97.57	-57.00	33.91	-0.20	1.50	3