Na temelju članka 7. stavka 9. Zakona o zaštiti od buke (»Narodne novine«, br. 30/09, 55/13, 153/13, 41/16, 114/18 i 14/21) ministar zdravstva u suradnji s ministrom nadležnim za gospodarstvo i održivi razvoj, ministrom prostornoga uređenja, graditeljstva i državne imovine te ministrom mora, prometa i infrastrukture uz prethodnu suglasnost ministra vanjskih i europskih poslova, donosi

**PRAVILNIK**

**O IZMJENAMA I DOPUNAMA PRAVILNIKA O NAČINU IZRADE I SADRŽAJU KARATA BUKE I AKCIJSKIH PLANOVA TE O NAČINU IZRAČUNA DOPUŠTENIH INDIKATORA BUKE**

Članak 1.

U Pravilniku o načinu izrade i sadržaju karata buke i akcijskih planova te o načinu izračuna dopuštenih indikatora buke (»Narodne novine«, br. 75/09, 60/16 i 117/18), članak 1. a mijenja se i glasi:

„Ovim Pravilnikom u hrvatsko zakonodavstvo preuzima se Direktiva 2002/49/EZ Europskoga parlamenta i Vijeća od 25. lipnja 2002. godine o procjeni i upravljanju bukom okoliša (SL L 189, 18. 7. 2002.), kako je posljednji put izmijenjena Delegiranom direktivom komisije (EU) 2021/1226 оd 21. prosinca 2020. o izmjeni, u svrhu prilagodbe znanstvenom i tehničkom napretku, Priloga II. Direktivi 2002/49/EZ Europskog parlamenta i Vijeća u pogledu zajedničkih metoda ocjene buke (SL L 269/65, 28. 7. 2021.).“

Članak 2.

Članak 7. mijenja se i glasi:

„Za određivanje štetnog učinka na stanovništvo mora se upotrebljavati odnos doza-učinak buke, a kako je navedeno u Prilogu IV. ovog Pravilnika i čini njegov sastavni dio.“

Članak 3.

U članku 28. stavku 1. briše se točka i dodaje se zarez te nove riječi: „te u skladu s provedbenom odlukom Europske komisije o uspostavi obveznog repozitorija podataka i mehanizma za razmjenu digitalnih informacija.“

U stavku 4. briše se točka i dodaje se zarez te nove riječi: „te u skladu s provedbenom odlukom Europske komisije o uspostavi obveznog repozitorija podataka i mehanizma za razmjenu digitalnih informacija.“

Članak 4.

U Prilogu II. točka 2. „Zajedničke metode ocjene buke“ sa prilozima i tablicama mijenja se kako je navedeno u Pravilniku i čini njegov sastavni dio.

Članak 5.

Iza Priloga III. dodaje se Prilog IV koji se nalazi u Dodatku ovog Pravilnika.

Članak 6.

Ovaj Pravilnik objaviti će se u »Narodnim novinama«, a stupa na snagu 31. prosinca 2021. godine.

Klasa:

Urbroj:

Zagreb,

Ministar

**PRILOG II.**

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|  | U Prilogu II. u odjeljku 2.1.1. stavak 2. mijenja se i glasi:  „Izračuni se rade u pojasevima širine jedne oktave (oktavni pojasevi) za buku cestovnog prometa, buku željezničkog prometa i buku industrijskih pogona i postrojenja, osim za zvučnu snagu izvora buke željezničkog prometa za koju se upotrebljavaju pojasevi širine 1/3 oktave (tercni pojasevi). Na temelju tih rezultata oktavnih pojaseva za buku cestovnog prometa, buku željezničkog prometa i buku industrijskih pogona i postrojenja izračunava se A-vrednovana dugotrajna prosječna razina zvuka za razdoblje dana, večeri i noći, kako je definirano u Prilogu I., metodom opisanom u odjeljcima 2.1.2., 2.2., 2.3., 2.4. i 2.5. Kad je riječ o cestovnom i željezničkom prometu u naseljenim područjima, A-vrednovana dugotrajna prosječna razina zvuka određuje se na temelju doprinosa cestovnih i željezničkih segmenata na tim područjima, uključujući glavne ceste i glavne željezničke pruge.” |

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|  | U odjeljku 2.2.1. „Opis izvora“, u stavku ispod naslova „Broj i položaj ekvivalentnih izvora zvuka”, podstavak 1. mijenja se i glasi:   |  |  | | --- | --- | |  | „U ovom je modelu svako vozilo (kategorije 1, 2, 3, 4 i 5) prikazano jednim točkastim izvorom iz kojeg zvuk ravnomjerno zrači. Prva se refleksija od površine ceste uzima implicitno. Taj je točkasti izvor smješten 0,05 m iznad površine ceste, što je prikazano na slici [2.2.a].” |  |  |  | | --- | --- | |  | U stavku ispod naslova „Emisija zvučne snage” zadnji podstavak ispod naslova „Protok prometa” mijenja se i glasi:  „Brzina *vm*reprezentativna je brzina po kategoriji vozila: u većini je slučajeva to manja brzina od najveće zakonski dopuštene brzine za dionicu i najveće zakonski dopuštene brzine za kategoriju vozila.” |  |  |  | | --- | --- | |  | U stavku ispod naslova „Emisija zvučne snage” podstavak 1. ispod naslova „Pojedino vozilo” mijenja se i glasi:  „Pretpostavlja se da se u protoku prometa sva vozila kategorije m kreću istom brzinom, tj. *vm*.” | |

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|  | U tablici 2.3.b riječi u trećem retku četvrtom stupcu (pod brojkom 3) mijenjaju se i glase:  „Indikator „dinamičke” krutosti”.   |  |  | | --- | --- | |  | Riječi u šestom retku četvrtom stupcu (pod brojkom 3) mijenjaju se i glase:  „**H**  Tvrdo (od 800 do 1 000 MN/m)”. | |

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|  | U odjeljku 2.3.2. „Emisija zvučne snage“, u stavku ispod naslova „Protok prometa”, podstavak 4. drugi redak ispod formule (2.3.2.), mijenja se i glasi:   |  |  |  |  | | --- | --- | --- | --- | |  | |  |  | | --- | --- | | „— | **v** je njihova brzina [km/h] na *j*-toj dionici kolosijeka za tip vozila **t** i prosječnu brzinu vlaka **s**”. | |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | S | tavak ispod naslova „Cviljenje” mijenja se i glasi:  „Cviljenje u luku je poseban izvor koji se odnosi samo na lukove pa je stoga lokaliziran. Cviljenje u luku u pravilu ovisi o zakrivljenosti, uvjetima trenja, brzini vlaka te geometriji i dinamici između kolosijeka i kotača. Budući da može biti značajno, potrebno ga je primjereno opisati. Na mjestima gdje se javlja cviljenje u luku, a to je u pravilu u lukovima i željezničkim skretnicama, izvornoj snazi potrebno je dodati odgovarajuće spektre snage viška buke. Višak buke može biti poseban za svaki tip željezničkog vozila jer neki tipovi kotača i okretnih postolja mogu biti znatno manje skloni cviljenju od drugih. Ako su dostupna mjerenja viška buke u kojima se dostatno uzima u obzir stohastička priroda cviljenja, ona se mogu upotrebljavati.  Ako odgovarajuća mjerenja nisu dostupna, može se primijeniti jednostavan pristup. U tom se pristupu buka cviljenja uzima u obzir tako da se sljedeći viškovi vrijednosti dodaju spektrima zvučne snage buke kotrljanja za sve frekvencije.   |  |  | | --- | --- | | Vlak | 5 dB za lukove s 300 m < R ≤ 500 m i ltrack ≥ 50 m  8 dB za lukove s R ≤ 300 m i ltrack ≥ 50 m  8 dB za skretnice s R ≤ 300 m  0 dB u ostalim slučajevima | | Tramvaj | 5 dB za lukove i skretnice s R ≤ 200 m  0 dB u ostalim slučajevima |   pri čemu je ltrack duljina kolosijeka duž luka, a R je polumjer luka.  Primjenjivost tih spektara zvučne snage ili viškova vrijednosti obično se provjerava na lokaciji, posebno u slučaju tramvaja i mjesta na kojima se lukovi ili skretnice tretiraju sredstvima protiv cviljenja.” |  |  |  | | --- | --- | | U | stavku ispod naslova „Usmjerenost izvora” neposredno ispod jednadžbe (2.3.15.) dodaje se sljedeće:  „Buka mosta modelira se na izvoru A (h = 1), za koji se pretpostavlja svesmjernost.” |  |  |  |  |  | | --- | --- | --- | --- | |  | U stavku ispod naslova „Usmjerenost izvora” drugi podstavak do formule 2.3.16., uključujući formulu, mijenja se i glasi:  „*Vertikalna usmjerenost ΔLW,dir,ver,i*u dB zadana je u vertikalnoj ravnini za izvor A (h = 1) kao funkcija središnje frekvencije pojasa *fc,i*svakog *i*-tog frekvencijskog pojasa i:   |  |  | | --- | --- | | za 0 < ψ < π/2 jest  Image 1  za – π/2 < ψ <= 0 jest  *ΔLW,dir,ver,i =* 0 | (2.3.16.)” | | |

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|  | U odjeljku 2.3.3., stavak ispod naslova „Korekcija za strukturna emitiranja (mostovi i vijadukti)”, mijenja se i glasi:  **„Korekcija za strukturna emitiranja (mostovi i vijadukti)**  U slučaju kad se dionica kolosijeka nalazi na mostu, neophodno je uzeti u obzir dodatnu buku nastalu vibracijom mosta zbog pobuđivanja uzrokovanog prisutnošću vlaka. Buka mosta modelira se kao dodatni izvor čija se zvučna snaga po vozilu izražava sljedećom formulom:   |  |  | | --- | --- | | *LW,*0 *,bridge,i = LR,TOT,i + LH,bridge,i*+ 10 x lg(*Na*) dB | (2.3.18.) |   pri čemu je *LH,*bridge *,i*prijenosna funkcija mosta. Buka mosta *LW,0,*bridge *,i*predstavlja samo zvuk koji emitira konstrukcija mosta. Buka kotrljanja vozila na mostu izračunava se s pomoću formula od (2.3.8.) do (2.3.10.), i to odabirom prijenosne funkcije kolosijeka koja odgovara sustavu kolosijeka koji je prisutan na mostu. Ograde uz rub mosta u pravilu se ne uzimaju u obzir.” |

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|  | U odjeljku 2.4.1. „Opis izvora“, u stavku ispod naslova „Emisija zvučne snage”, podnaslova „Općenito”, u drugom podstavku cijeli četvrti element na popisu, uključujući formulu (2.4.1.), mijenja se i glasi:   |  |  |  |  | | --- | --- | --- | --- | |  | |  |  | | --- | --- | | „— | linijski izvori koji prikazuju vozila u kretanju izračunavaju se u skladu s formulom 2.2.1.” | |  |  |  | | --- | --- | |  | U odjeljku 2.4.1. „Opis izvora“, u stavku ispod naslova „Emisija zvučne snage”, podnaslova „Općenito”, broj formule (2.4.2.) mijenja se i glasi:  „(2.4.1.)”. | |

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|  | U odjeljku 2.5.1. „Područje primjene i primjenjivost metode“, sedmi stavak mijenja se i glasi:  „Objekti koji su ukošeni više od 15° u odnosu na vertikalu ne smatraju se reflektorima, nego se uzimaju u obzir u svim ostalim aspektima širenja, kao što su utjecaji tla i difrakcija.” |

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|  | Odjeljak 2.5.5. „Postupak izračuna“, u stavku ispod naslova „Razina zvuka u povoljnim uvjetima (LF) za put (S,R)”, formula 2.5.6. zamjenjuje se sljedećim:   |  |  |  |  | | --- | --- | --- | --- | |  | |  |  | | --- | --- | | „*AF=Adiv + Aatm + Aboundary,F* | (2.5.6.)” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U stavku ispod naslova „Dugotrajne zvučne razine na točki R u decibelima A (dBA)”, kraj prvog podstavka ispod formule 2.5.11. mijenja se i glasi:  „Pri čemu je *i* indeks frekvencijskog pojasa. *AWC* je A-vrednovana korekcija kako slijedi:   |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | | Frekvencija [Hz] | 63 | 125 | 250 | 500 | 1 000 | 2 000 | 4 000 | 8 000 | | AWCf,i [dB] | –26,2 | –16,1 | –8,6 | –3,2 | 0 | 1,2 | 1,0 | –1,1” | | |

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| U | odjeljku 2.5.6. „Izračun širenja buke za cestovne, željezničke i industrijske izvore“ neposredno ispod slike 2.5.b dodaje se sljedeća rečenica:  „Udaljenosti *dn*određuju se dvodimenzionalnom projekcijom na horizontalnoj ravnini.”   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | |  | U odjeljku 2.5.6. „Izračun širenja buke za cestovne, željezničke i industrijske izvore“, podstavak ispod naslova „Izračuni pod povoljnim uvjetima” mijenja se i glasi:   |  |  | | --- | --- | | „ | u točki (a) prva rečenica mijenja se i glasi:  „u jednadžbi 2.5.15. (*Aground,H*) visine *zs*i *zr*zamjenjuju se sa *zs + δ zs + δzT*i *zr + δzr + δzT*, tim redom, pri čemu”. |  |  |  | | --- | --- | |  | U točki (b) prva rečenica mijenja se i glasi:  „donja međa od *Aground,F*(koja se izračunava s nepromijenjenim visinama) ovisi o geometriji puta širenja:”; | |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | |  | U stavku ispod naslova „Difrakcija” drugi podstavak mijenja se i glasi:  „U praksi se sljedeće specifikacije razmatraju u jedinstvenoj vertikalnoj ravnini koja sadržava i izvor i prijemnik (izravnani kineski paravan u slučaju puta koji sadržava refleksije). Izravna zraka od izvora do prijemnika ima oblik pravca pod homogenim uvjetima širenja, odnosno krivulje (luk s polumjerom koji ovisi o duljini pravocrtne zrake) pod povoljnim uvjetima širenja.  Ako izravna zraka nije blokirana, traži se brid D koji stvara najveću razliku u duljini puta δ (najmanja apsolutna vrijednost jer su te razlike u duljini puta negativne). Difrakcija se uzima u obzir:   |  |  | | --- | --- | | — | ako je ta razlika u duljini puta veća od – λ/20 i |  |  |  | | --- | --- | | — | ako je ispunjen Rayleighjev kriterij. |   To je slučaj ako je δ veći od λ/4 – δ\*, pri čemu je δ\* razlika u duljini puta koja se izračunava s istim bridom D, ali se odnosi na zrcalni izvor S\* koji se izračunava sa središnjom ravninom tla na strani izvora i zrcalni prijemnik R\* koji se izračunava sa središnjom ravninom tla na strani prijemnika. Za izračun δ\* uzimaju se u obzir samo točke S\*, D i R\* te se zanemaruju ostali bridovi koji blokiraju put S\*->D->R\*.  U navedenim slučajevima valna duljina λ izračunava se s pomoću nazivne središnje frekvencije i brzine zvuka od 340 m/s.  Ako su ta dva uvjeta ispunjena, brid D odvaja stranu izvora od strane prijemnika, izračunavaju se dvije odvojene središnje ravnine tla i izračunava se *A* dif kako je opisano u ostatku ovog dijela. U ostalim slučajevima za taj se put ne uzima u obzir prigušenje difrakcijom, izračunava se zajednička središnja ravnina tla za put S-> R, a *A* ground izračunava se bez difrakcije (*A* dif = 0 dB). To se pravilo primjenjuje i pod homogenim i pod povoljnim uvjetima.” |  |  |  |  |  | | --- | --- | --- | --- | | U | odjeljku 2.5.6. „Izračun širenja buke za cestovne, željezničke i industrijske izvore“, drugi stavak ispod naslova „Čista difrakcija”, mijenja se i glasi:  „U slučaju višestruke difrakcije, ako je e ukupna udaljenost puta između prve i zadnje točke difrakcije (primijeniti zakrivljene zrake u slučaju povoljnih uvjeta) i ako je e veći od 0,3 m (inače je C" = 1), taj se koeficijent definira formulom:   |  |  | | --- | --- | | Image 2 | (2.5.23.)” |   U odjeljku 2.5.6. „Izračun širenja buke za cestovne, željezničke i industrijske izvore“, ispod naslova „Homogeni uvjeti“, slika 2.5.d., mijenja se i glasi: |  |  |  | | --- | --- | |  | Image 3 |  |  |  |  |  | | --- | --- | --- | --- | | U | stavku ispod naslova „Povoljni uvjeti”, prvi podstavak ispod slike 2.5.e mijenja se i glasi:  „Pod povoljnim uvjetima tri zakrivljene zvučne zrakeImage 4, Image 5i Image 6 imaju identični polumjer zakrivljenosti Γ, koji se definira formulom:   |  |  | | --- | --- | | Γ = max (1 000,8 *d*) | (2.5.24.) |   pri čemu se *d* definira trodimenzionalnom udaljenošću između izvora i prijemnika razvijene putanje.” |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | |  | U stavku ispod naslova „Povoljni uvjeti”, podstavci između formule (2.5.28.) i formule (2.5.29.) (uključujući te dvije formule) mijenjaju se i glase:   |  |  | | --- | --- | | „  Image 7 | (2.5.28.)” |   Pod povoljnim uvjetima put širenja u vertikalnoj ravnini širenja uvijek se sastoji od segmenata kruga čiji se polumjer izražava trodimenzionalnom udaljenošću između izvora i prijemnika, tj. svi segmenti puta širenja imaju isti polumjer zakrivljenosti. Ako je izravni luk koji spaja izvor i prijemnik blokiran, put širenja definira se kao najkraća konveksna kombinacija lukova koja obuhvaća sve prepreke. Izraz „konveksno” u ovom kontekstu znači da na svakoj točki difrakcije segment izlazne zrake skreće prema dolje u odnosu na segment dolazne zrake.  Image 8  U scenariju prikazanom na slici 2.5.f. razlika puta jest:   |  |  | | --- | --- | | „  Image 9 | (2.5.29.)” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | Sstavci ispod naslova „Izračun člana Δground(S,O)” i „Izračun člana Δground(O,R)” mijenjaju se i glase:  **„Izračun člana *Δground(S,O)***   |  |  | | --- | --- | | Image 10 | (2.5.31.) |   pri čemu je   |  |  | | --- | --- | | — | *Aground(S,O)*prigušenje zbog utjecaja tla između izvora *S* i točke difrakcije *O*. Taj se član izračunava prema navedenom u prethodnom pododjeljku o izračunima pod homogenim uvjetima i u prethodnom pododjeljku o izračunu pod povoljnim uvjetima, uz sljedeće hipoteze: |  |  |  | | --- | --- | | — | zr = zo,s, |  |  |  | | --- | --- | | — | *Gpath*izračunava se između *S* i *O*, |  |  |  | | --- | --- | | — | pod homogenim uvjetima: Image 11 u jednadžbi (2.5.17.), Image 12 u jednadžbi (2.5.18.)*,* |  |  |  | | --- | --- | | — | pod povoljnim uvjetima: Image 13 u jednadžbi (2.5.17.), Image 14 u jednadžbi (2.5.20.), |  |  |  | | --- | --- | | — | Δ*dif(S',R)*je prigušenje zbog difrakcije između zrcalnog izvora *S’* i *R*, izračunano kao u prethodnom pododjeljku o *čistoj difrakciji*, |  |  |  | | --- | --- | | — | Δ*dif(S,R)*je prigušenje zbog difrakcije između *S* i *R*, izračunano kao u prethodnom pododjeljku o *čistoj difrakciji*. |   U posebnom slučaju kad se izvor nalazi ispod središnje ravnine tla: Δ*dif(S,R) =* Δ*dif(S',R)*i Δ*ground(S,O)*= *Aground(S,O)*.  **Izračun člana Δground(O,R)**   |  |  | | --- | --- | | Image 15 | (2.5.32.) |   pri čemu je   |  |  | | --- | --- | | — | *Aground (O,R)*je prigušenje zbog utjecaja tla između točke difrakcije *O* i prijemnika *R*. Taj se član izračunava prema navedenom u prethodnom pododjeljku o izračunu pod homogenim uvjetima i u prethodnom pododjeljku o izračunu pod povoljnim uvjetima, uz sljedeće hipoteze: |  |  |  | | --- | --- | | — | *z* s = *z* o,r, |  |  |  | | --- | --- | | — | *Gpath*izračunava se između *O* i *R.*  Tu se ne treba uzimati u obzir korekcija *G* ’ *path*jer se izvorom smatra točka difrakcije. Stoga se *Gpath*upotrebljava u izračunu utjecaja tla, uključujući član donje međe jednadžbe koji postaje –3(1 – *Gpath*), |  |  |  | | --- | --- | | — | pod homogenim uvjetima,Image 16 i Image 17 u jednadžbi (2.5.18.), |  |  |  | | --- | --- | | — | pod povoljnim uvjetima, Image 18u jednadžbi (2.5.17.) i Image 19 u jednadžbi (2.5.20.), |  |  |  | | --- | --- | | — | Δ*dif(S,R’)*je prigušenje zbog difrakcije između *S* i prijemnika vala iz zrcalnog izvora *R*’, izračunano kao u prethodnom odjeljku o čistoj difrakciji, |  |  |  | | --- | --- | | — | Δ*dif(S,R)*je prigušenje zbog difrakcije između *S* i *R*, izračunano kao u prethodnom pododjeljku o čistoj difrakciji. |   U posebnom slučaju kad se prijemnik nalazi ispod središnje ravnine tla: Δ*dif(S,R’) =* Δ*dif(S,R)*i Δ*ground*( *O,R*) = *Aground*( *O,R*).”; |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U odjeljku 2.5.6. stavak ispod naslova „Scenariji s vertikalnim bridovima”, mijenja se i glasi:  **„Scenariji s vertikalnim bridovima**  Jednadžba (2.5.21.) može se upotrijebiti za izračun difrakcija na vertikalnim bridovima (lateralne difrakcije) u slučaju buke industrijskih pogona i postrojenja. U tom se slučaju uzima *Adif = Δdif(S,R)* i zadržava se član *Aground*. Dodatno, *Aatm*i *Aground*izračunavaju se iz ukupne duljine puta širenja. *Adiv*i dalje se izračunava iz izravne udaljenosti d. Jednadžbe (2.5.8.) i (2.5.6.) postaju:   |  |  | | --- | --- | | Image 20 | (2.5.33.) |  |  |  | | --- | --- | | Image 21 | (2.5.34.) |   *Δdif*svakako se upotrebljava pod homogenim uvjetima u jednadžbi (2.5.34.).  Lateralna difrakcija uzima se u obzir samo u slučajevima u kojima su ispunjeni sljedeći uvjeti:   |  |  | | --- | --- | |  | izvor je stvarni točkasti izvor – ne stvara se segmentacijom produljenog izvora kao što je linijski ili površinski izvor, |  |  |  | | --- | --- | |  | izvor nije zrcalni izvor generiran za izračun refleksije, |  |  |  | | --- | --- | |  | izravna zraka između izvora i prijemnika u cijelosti je iznad profila terena, |  |  |  | | --- | --- | |  | u vertikalnoj ravnini koja sadržava *S* i *R* razlika u duljini puta *δ* veća je od 0, što znači da je izravna zraka blokirana. Stoga se u nekim situacijama lateralna difrakcija može uzeti u obzir pod homogenim uvjetima širenja, ali ne i pod povoljnim uvjetima širenja. |   Ako su svi ti uvjeti ispunjeni, uzimaju se u obzir najviše dva lateralno difraktirana puta širenja, uz difraktirani put širenja u vertikalnoj ravnini koja sadržava izvor i prijemnik. Lateralna ravnina definira se kao ravnina koja je okomita na vertikalnu ravninu i ujedno sadržava izvor i prijemnik. Sjecišta s tom lateralnom ravninom izvode se iz svih prepreka kroz koje izravna zraka prolazi od izvora do prijemnika. U lateralnoj ravnini najkraćom konveksnom vezom između izvora i prijemnika, koja se sastoji od pravocrtnih segmenata i obuhvaća ta sjecišta, definiraju se vertikalni bridovi koji se uzimaju u obzir pri generiranju lateralno difraktiranog puta širenja.  Kako bi se izračunalo prigušenje tla za lateralno difraktirani put širenja, izračunava se središnja ravnina tla između izvora i prijemnika uzimajući u obzir profil tla vertikalno ispod puta širenja. Ako u projekciji na horizontalnu ravninu put lateralnog širenja presijeca projekciju zgrade, to se uzima u obzir pri izračunu *Gpath*(obično s *G* = 0) i pri izračunu središnje ravnine tla s vertikalnom visinom zgrade.”; |  |  |  | | --- | --- | |  | U stavku ispod naslova „Refleksije na vertikalnim preprekama”, podnaslov „Apsorpcijsko prigušenje”, drugi i treći podstavak mijenjaju se i glase:  „Površine predmeta smatraju se reflektorima samo ako su njihovi nagibi manji od 15° u odnosu na vertikalu. Refleksije se uzimaju u obzir samo za putove u vertikalnoj ravnini širenja, tj. ne uzimaju se u obzir za lateralno difraktirane putove. Kad je riječ o upadnim i reflektiranim putovima, pod pretpostavkom da će reflektirajuća površina biti vertikalna, točka refleksije (koja leži na reflektirajućem objektu) generira se s pomoću pravaca pod homogenim uvjetima širenja, odnosno krivulja pod povoljnim uvjetima širenja. Visina reflektora izmjerena kroz točku refleksije i promatrana iz smjera upadne zrake iznosi najmanje 0,5 m. Nakon projekcije na horizontalnu ravninu širina reflektora izmjerena kroz točku refleksije i promatrana iz smjera upadne zrake iznosi najmanje 0,5 m.”; |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U stavku ispod naslova „Retrodifrakcijsko prigušenje”, na kraj postojećeg teksta dodaje se sljedeće:  „Kad se u blizini željezničkog kolosijeka nalazi reflektirajući bukobran ili prepreka, zvučne zrake iz izvora uzastopno se odbijaju od te prepreke i od bočne strane željezničkog vozila. U tim uvjetima zvučne zrake prolaze između prepreke i sanduka željezničkog vozila prije difrakcije s gornjeg brida prepreke.  Kako bi se uzele u obzir višestruke refleksije između željezničkog vozila i obližnje prepreke, izračunava se zvučna snaga jednog ekvivalentnog izvora. U tom se izračunu zanemaruju utjecaji tla.  Za izvođenje zvučne snage ekvivalentnog izvora primjenjuju se sljedeće definicije:   |  |  | | --- | --- | | — | površina vanjske tračnice polazište je koordinatnog sustava, |  |  |  | | --- | --- | | — | stvarni izvor nalazi se na S (*ds* = 0, *hs*), pri čemu je *hs*visina izvora u odnosu na površinu tračnice, |  |  |  | | --- | --- | | — | ravninom *h* = 0 definira se sanduk vagona, |  |  |  | | --- | --- | | — | vertikalna prepreka s vrhom na B (*dB*, *hb*), |  |  |  | | --- | --- | | — | prijemnik koji se nalazi na udaljenosti *dR*> 0 iza prepreke, pri čemu R ima koordinate (*dB + dR*, *hR*). |   Unutarnja strana prepreke ima koeficijente apsorpcije *α*(*f*) po oktavnom pojasu. Sanduk željezničkog vozila ima ekvivalentni koeficijent refleksije *Cref*. U pravilu je *Cref*jednak 1. Vrijednost 0 može se primijeniti samo u slučaju otvorenih teretnih vagona s ravnim dnom. Ako je *dB*> 5*hB*ili *α*(*f*) > 0.8, ne uzima se u obzir interakcija vlaka i prepreke.  U toj se konfiguraciji mogu izračunati višestruke refleksije između sanduka željezničkog vozila i prepreke s pomoću zrcalnih izvora koji se nalaze na *Sn*(*dn = -2n. dB, hn = hs*), n = 0, 1, 2, .. N, kako je prikazano na slici 2.5.k.  Image 22  Zvučna snaga ekvivalentnog izvora izražena je formulom:   |  |  | | --- | --- | | Image 23 | (2.5.39.) |   Pri tome se zvučna snaga djelomičnog izvora izražava formulom:  *LW,n = LW + ΔLn*  *ΔLn = ΔLgeo,n + ΔLdif,n + ΔLabs,n + ΔLref,n + ΔLretrodif,n*  pri čemu je:   |  |  | | --- | --- | | *LW* | zvučna snaga stvarnog izvora | | *ΔLgeo,n* | korekcijski član za sferičnu divergenciju | | *ΔLdif,n* | korekcijski član za difrakciju na vrhu prepreke | | *ΔLabs,n* | korekcijski član za apsorpciju na unutarnjoj strani prepreke | | *ΔLref,n* | korekcijski član za refleksiju od sanduka željezničkog vozila | | *ΔLretrodif,n* | korekcijski član za konačnu visinu prepreke kao reflektora |   Korekcija za sferičnu divergenciju izražava se formulom   |  |  | | --- | --- | | Image 24 | (2.5.40.) |  |  |  | | --- | --- | | Image 25 | (2.5.41.) |   Korekcija za difrakciju na vrhu prepreke izražava se formulom:  (2.5.42.)   |  |  | | --- | --- | | *ΔLdif,n = D0 - Dn* | (2.5.42.) |   Pri tome je *Dn*prigušenje zbog difrakcije, izračunano formulom 2.5.21. pri čemu je *C'' =* 1, za put koji povezuje izvor *Sn*s prijemnikom *R*, uzimajući u obzir difrakciju na vrhu prepreke B:   |  |  | | --- | --- | | δ*n*= ±(|*SnB*| + |*BR*| - |*SnR*|) | (2.5.43.) |   Korekcija za apsorpciju na unutarnjoj strani prepreke izražava se formulom:   |  |  | | --- | --- | | Δ*Labs,n*= 10•*n*•lg (1-*α*) | (2.5.44.) |   Korekcija za refleksiju od sanduka željezničkog vozila izražava se formulom:   |  |  | | --- | --- | | Δ*Lref,n*= 10•*n*•lg (*Cref)* | (2.5.45.) |   Korekcija konačne visine reflektirajuće prepreke uzima se u obzir retrodifrakcijom. Prepreka će *n* puta reflektirati put zrake koji odgovara slici reda *N* > 0. U poprečnom presjeku te se refleksije odvijaju pri udaljenostima  *di*= – (2*i-q*)*db, i*= 1,2,..*n*,. Pri tome su *Pi*(*d = di, h = hb*), *i* = 1,2,..*n* vrhovi tih reflektirajućih površina. U svakoj od tih točaka korekcijski član izračunava se formulom:   |  |  | | --- | --- | | Image 26 | (2.5.46.) |   Pri tome se Δ*retrodif,n,i*izračunava za izvor na položaju *Sn*, vrh prepreke na *Pi*i prijemnik na položaju *R’.* Položaj ekvivalentnog prijamnika *R’* izražava se jednadžbom *R’ = R* ako je prijemnik iznad vidnog polja od *Sn*do *B*, a u ostalim slučajevima ekvivalentni prijemnik zauzima položaj u vidnom polju vertikalno iznad stvarnog prijemnika, tj.:   |  |  | | --- | --- | | *dR' = dR* | (2.5.47.) |  |  |  | | --- | --- | | Image 27 | (2.5.48.)” | | |

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|  | Odjeljak 2.7.5. „Buka i performanse zrakoplova” mijenja se i glasi:  **„2.7.5.    *Buka i performanse zrakoplova***  Baza podataka ANP iz Dodatka I. sadržava koeficijente performansi zrakoplova i motora, profile za odlazak i prilaz te NPD odnose za znatan udio civilnih zrakoplova koji lete iz zračnih luka u Europskoj uniji. Podaci za tipove ili inačice zrakoplova za koje podaci nisu navedeni mogu se supstituirati podacima za druge, slične tipove zrakoplova s popisa.  Ti su podaci dobiveni za izračun kontura buke za prosječnu ili reprezentativnu mješavinu flote i prometa u zračnoj luci. Možda nisu primjereni za predviđanje apsolutne razine buke pojedinačnih modela zrakoplova ni za uspoređivanje konkretnih tipova ili modela zrakoplova ili konkretne flote zrakoplova po performansama i značajkama povezanima s bukom. Umjesto toga, kako bi se utvrdilo koji su tipovi ili modeli zrakoplova ili konkretna flota zrakoplova najbučniji, moraju se pregledati certifikati o buci.  Baza podataka ANP sadržava jedan ili više zadanih profila za uzlijetanje i slijetanje za svaki navedeni tip zrakoplova. Mora se ispitati primjenjivost tih profila na promatranu zračnu luku te se moraju utvrditi fiksne točke profila ili proceduralni koraci koji najbolje predstavljaju letačke operacije u toj zračnoj luci.”; |

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|  | U odjeljku 2.7.11. „Tlocrti putanja“, naslov drugog stavka ispod naslova „Raspršenost putanja leta” mijenja se i glasi:  „*Lateralna raspršenost putanja leta*”. |

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|  | U odjeljku 2.7.12., nakon šestog podstavka, dodaje se sljedeći podstavak:  „Minimalna visina izvora buke zrakoplova trebala bi biti 1,0 m (3,3 ft) iznad razine aerodroma ili prema potrebi iznad razina visine terena uzletno-sletne staze”. |

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|  | Odjeljak 2.7.13. „Generiranje segmenata putanje leta” mijenja se i glasi:  **„2.7.13.    *Generiranje segmenata putanje leta***  Svaka putanja leta mora biti definirana skupom koordinata segmenta (čvorovi) i parametrima leta. Prvo je potrebno odrediti koordinate segmenata tlocrta putanje. Zatim se izračunava profil leta, pri čemu je važno imati na umu da za određeni skup proceduralnih koraka profil ovisi o tlocrtu putanje, npr. pri jednakom potisku i brzini brzina penjanja zrakoplova manja je u zaokretima nego u pravocrtnom letu. Zatim slijedi podsegmentacija za zrakoplov na uzletno-sletnoj stazi (zalet ili protrčavanje) i za zrakoplov u blizini uzletno-sletne staze (početno penjanje ili završni prilaz). Segmenti leta čije se brzine u početnoj i krajnjoj točki znatno razlikuju trebali bi se zatim podsegmentirati. Dvodimenzionalne koordinate segmenata tlocrta putanje[(\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntr*-L_2021269HR.01006701-E0001) određuju se i spajaju s dvodimenzionalnim profilom leta radi generiranja trodimenzionalnih segmenata putanje leta. Naposljetku se uklanjaju točke putanje leta koje su preblizu jedna drugoj.  ***Profil leta***  Parametri kojima se opisuje svaki segment profila leta na početku (sufiks 1) i na kraju (sufiks 2) segmenta:   |  |  | | --- | --- | | *s1, s2* | udaljenost duž tlocrta putanje, | | *z1, z2* | visina aviona, | | *V1*, *V2* | brzina po horizontali, | | *P1*, *P2* | parametar snage motora povezan s bukom (koji odgovara parametru za koji su definirane NPD krivulje), i | | ε1, ε 2 | kut bočnog nagiba. |   Za sastavljanje profila leta od niza proceduralnih koraka (*sinteza putanje leta*) segmenti se izvode slijedom radi postizanja zahtijevanih uvjeta na krajnjim točkama. Parametri krajnje točke svakog segmenta postaju parametri početne točke sljedećeg segmenta. U svakom izračunu segmenta parametri su poznati na početku, a zahtijevani krajnji uvjeti određeni su proceduralnim korakom. Sami koraci definirani su uobičajenim koracima iz ANP-a ili ih definira korisnik (npr. iz priručnika o letenju zrakoplova). Krajnji su uvjeti obično visina i brzina, a posao sastavljanja profila je određivanje prijeđene udaljenosti na putanji u postizanju tih uvjeta. Nedefinirani parametri određuju se izračunima performansi leta opisanima u **Dodatku B**.  Ako je tlocrt putanje pravocrtan, točke profila i s njima povezani parametri leta mogu se odrediti neovisno o tlocrtu putanje (kut bočnog nagiba uvijek je jednak nuli). No tlocrti putanje rijetko su ravni i obično uključuju zaokrete, koje se, kako bi se ostvarili najbolji rezultati, mora uzeti u obzir pri određivanju dvodimenzionalnog profila leta, prema potrebi uz podjelu segmenata profila na čvorovima tlocrta putanje kako bi se uvele promjene kuta bočnog nagiba. U pravilu je duljina sljedećeg segmenta nepoznata na početku i izračunava se privremeno pod pretpostavkom da nema promjena kuta bočnog nagiba. Utvrdi li se potom da se privremenim segmentom obuhvaća najmanje jedan čvor tlocrta putanje, pri čemu je prvi na *s*, tj. *s1*< *s* < *s2*, segment se skraćuje na *s*, pri čemu se tamošnji parametri izračunavaju interpolacijom (vidjeti u nastavku). Ti parametri postaju parametri krajnje točke trenutačnog segmenta i parametri početne točke novog segmenta koji još uvijek ima iste ciljne krajnje uvjete. Ako se u privremenom segmentu ne nalazi nijedan čvor tlocrta putanje, privremeni se segment potvrđuje.  Ako se namjerava zanemariti utjecaje zaokreta na profil leta, uzima se pravocrtni let, rješenje za pojedinačni segment iako se podaci o kutu bočnog nagiba zadržavaju za kasniju upotrebu.  Neovisno o tome jesu li utjecaji zaokreta potpuno modelirani, svaka trodimenzionalna putanja leta generira se spajanjem njezina dvodimenzionalnog profila leta s njezinim dvodimenzionalnim tlocrtom putanje. Rezultat je slijed skupova koordinata (*x, y, z*), pri čemu je svaki skup čvor segmentiranog tlocrta putanje, čvor profila leta ili čvor i tlocrta putanje i profila leta, dok su točke profila popraćene odgovarajućim vrijednostima visine *z*, brzine po horizontali *V*, kuta bočnog nagiba ε i snage motora *P*. Za točku putanje (*x, y*) koja je smještena između krajnjih točaka segmenta profila leta, parametri leta interpoliraju se kako slijedi:   |  |  | | --- | --- | | *z* = *z* 1 + *f* ·(*z* 2 – *z* 1) | (2.7.3.) | | Image 28 | (2.7.4.) | | *ε =* ε1 + *f · (ε* 2 - *ε* 1) | (2.7.5.) | | Image 29 | (2.7.6.) |   pri čemu je   |  |  | | --- | --- | | *f =* (*s - s* 1)*/*(*s* 2 *- s* 1) | (2.7.7.) |   Napomena: dok se za *z* i ε pretpostavlja da variraju linearno s udaljenošću, za *V* i *P* pretpostavlja se da variraju linearno s vremenom (točnije konstantnim ubrzanjem[(\*\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntr**-L_2021269HR.01006701-E0002)).  Usklađuju li se segmenti profila leta s podacima s radara (*analiza putanje leta*), sve udaljenosti, visine, brzine i kutovi bočnog nagiba na krajnjim točkama određuju se izravno na temelju podataka, a samo se režimi rada motora moraju izračunati jednadžbama za performanse. Budući da se i koordinate tlocrta putanje i profila leta mogu spariti na odgovarajući način, to je obično prilično jednostavan postupak.  ***Zalet***  Pri uzlijetanju, s obzirom na to da zrakoplov ubrzava između točke otpuštanja kočnica (alternativni naziv glasi početak kretanja, eng. *start-of-roll*, *SOR*) i točke odizanja, brzina se naglo mijenja na udaljenosti od 1 500 do 2 500 m, od nule do 80 – 100 m/s.  Zalet je stoga podijeljen u segmente s promjenjivim duljinama na kojima se brzina zrakoplova mijenja za određeno povećanje Δ*V*, koje iznosi najviše 10 m/s (približno 20 kt). Iako ubrzanje zapravo varira tijekom zaleta, pretpostavka konstantnog ubrzanja primjerena je za ovu svrhu. U tom slučaju, za fazu uzlijetanja, V1 je početna brzina, V2 je brzina pri uzlijetanju, nTO je broj uzletnih segmenata, a sTO je ekvivalentna udaljenost pri uzlijetanju. Za ekvivalentnu udaljenost pri uzlijetanju *sTO*(vidjeti **Dodatak B**), brzinu pri uzlijetanju V1 i brzinu pri uzlijetanju *VTO*broj *nTO*segmenata za kretanje na tlu jest   |  |  | | --- | --- | | *nTO*= *int* (1 + (V*TO*- V1) /10) | (2.7.8.) |   i stoga je promjena brzine uzduž segmenta   |  |  | | --- | --- | | *ΔV = VTO/nTO* | (2.7.9.) |   a vrijeme Δt za svaki segment jest (uz pretpostavku konstantnog ubrzanja)   |  |  | | --- | --- | | Image 30 | (2.7.10.) |   Stoga je duljina sTO,k segmenta k (1 ≤ k ≤ nTO) zaleta:   |  |  | | --- | --- | | Image 31 | (2.7.11.) |   Primjer: za udaljenost pri uzlijetanju *sTO* = 1 600 m, V1 = 0 m/s i *V2* = 75 m/s dobiva se *nTO* = 8 segmenata s duljinama od 25 do 375 metara (vidjeti **sliku 2.7.g**):  Image 32  Slično kao i za promjene brzine, potisak zrakoplova mijenja se na svakom segmentu za konstantno povećanje Δ*P*, koje se izračunava formulom   |  |  | | --- | --- | | Δ*P = (PTO - Pinit) / nTO* | (2.7.12.) |   pri čemu *PTO*označuje potisak zrakoplova pri točki odizanja, a P*init*potisak zrakoplova na početku zaleta.  Korištenjem tog konstantnog povećanja potiska (umjesto korištenja oblika kvadratne jednadžbe 2.7.6.) želi se uspostaviti konzistentnost s linearnim odnosom potiska i brzine u slučaju zrakoplova na mlazni pogon.  **Važna napomena**: u navedenim jednadžbama i primjeru implicitno se pretpostavlja da je početna brzina zrakoplova na početku faze uzlijetanja jednaka nuli. To je u skladu s uobičajenom situacijom u kojoj se zrakoplov počinje kretati i ubrzavati od točke otpuštanja kočnica. No postoje i situacije u kojima zrakoplov može početi ubrzavati iz svoje brzine taksiranja, a da se prije toga ne zaustavi na pragu uzletno-sletne staze. U slučaju početne brzine *Vinit,* koja nije jednaka nuli, sljedeće „generalizirane” jednadžbe trebale bi se upotrebljavati kao zamjena za jednadžbe 2.7.8., 2.7.9., 2.7.10. i 2.7.11.   |  |  | | --- | --- | | Image 33 | (2.7.13.) |   U tom slučaju, za fazu uzlijetanja, *V1*je početna brzina *Vinit*, *V2*je brzina pri uzlijetanju *VTO*, *n* je broj uzletnih segmenata *nTO*, *s* je ekvivalentna udaljenost pri uzlijetanju *sTO*, a *sk* je duljina *sTO,k*segmenta *k* (1 [simbol] *k* [simbol] *n*).  ***Protrčavanje***  Premda je protrčavanje u osnovi obrnuti proces od zaleta, posebno treba voditi računa o:   |  |  | | --- | --- | | — | *negativnom potisku* koji se ponekad primjenjuje radi usporavanja zrakoplova i |  |  |  | | --- | --- | | — | avionima koji napuštaju uzletno-sletnu stazu nakon usporavanja (zrakoplovi koji napuste uzletno-sletnu stazu više nisu relevantni za zračnu buku jer se buka izazvana taksiranjem ne uzima u obzir). |   Za razliku od duljine zaleta, koja se izvodi iz parametara performansi zrakoplova, zaustavni put *sstop*(tj. udaljenost od zone dodira do točke u kojoj zrakoplov napusti uzletno-sletnu stazu) ne ovisi isključivo o zrakoplovu. Premda se najkraći zaustavni put može procijeniti na temelju mase i performansi zrakoplova (i dostupnog negativnog potiska), stvarni zaustavni put ovisi i o lokaciji voznih staza, prometnoj situaciji i propisima o upotrebi negativnog potiska u određenoj zračnoj luci.  Upotreba negativnog potiska nije standardni postupak; primjenjuje se samo ako se potrebno usporenje ne može postići disk kočnicama. (Negativnim potiskom mogu se izazvati jake smetnje jer se brzom promjenom režima rada motora iz minimalnog u negativni potisak stvara iznenadna buka.)  Međutim, većina se uzletno-sletnih staza upotrebljava i za odlaske i za slijetanja tako da negativni potisak ima vrlo mali utjecaj na konture buke jer u odnosu na ukupnu količinu zvučne energije u blizini uzletno-sletne staze prevladava buka nastala operacijama uzlijetanja. Utjecaj negativnog potiska na konture može biti značajan samo kada je korištenje uzletno-sletne staze ograničeno na operacije slijetanja.  S fizikalne je strane negativni potisak u odnosu na buku vrlo složen proces, ali zbog relativno malog značaja za konture zračne buke može se modelirati u pojednostavnjenom obliku, pri čemu se odgovarajućom segmentacijom uzima u obzir brza promjena u snazi motora.  Jasno je da je modeliranje buke za protrčavanje složenije nego za zalet. Sljedeće se pojednostavnjene pretpostavke modeliranja preporučuju za opću upotrebu ako ne postoje detaljne informacije (vidjeti **sliku 2.7.h.1.**).  Image 34  Zrakoplov prelazi prag sletne staze (koordinata *s* = 0 duž tlocrta putanje prilaza) pri visini od 50 stopa i zatim se snižava na kliznoj ravnini dok ne dodirne tlo na uzletno-sletnoj stazi. Za kliznu ravninu od 3° točka dodira je 291 m od praga sletne staze (kao što je prikazano na slici 2.7.h.1.). Zrakoplov zatim usporava na zaustavnom putu *sstop*– za što su vrijednosti specifične za određeni zrakoplov navedene u bazi podataka ANP – od brzine završnog prilaza *Vfinal*na 15 m/s. Zbog brzih promjena brzine tijekom tog segmenta trebalo bi ga podsegmentirati na isti način kao za zalet (ili za segmente leta s brzim promjenama brzine) generaliziranim jednadžbama 2.7.13. (s obzirom na to da brzina taksiranja nije jednaka nuli). Režim rada motora mijenja se iz režima za završni prilaz u zoni dodira u režim za negativni potisak *Prev*na udaljenosti od 0,1•*sstop*, potom se smanjuje na 10 % najveće raspoložive snage na preostalih 90 % zaustavnog puta. Do kraja uzletno-sletne staze (*s* = – *s* RWY) brzina zrakoplova ostaje konstantna.  NPD krivulje za negativni potisak trenutačno nisu uključene u bazu podataka ANP i stoga je potrebno osloniti se na konvencionalne krivulje za modeliranje tog učinka. Snaga negativnog potiska *Prev*obično iznosi približno 20 % režima rada motora punom snagom i to se preporučuje kad operativni podaci nisu dostupni. Međutim, pri zadanom režimu rada motora, negativnim potiskom obično se stvara znatno veća buka nego pozitivnim potiskom, pri čemu se povećanje Δ*L* mora primijeniti na NPD podatke dobivene iz razine događaja koji rastu od nule na vrijednost Δ*Lrev*(privremeno se preporučuje 5 dB[(\*\*\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntr***-L_2021269HR.01006701-E0003)) duž 0,1•*sstop*i potom opadaju linearno prema nuli duž preostalog dijela zaustavnog puta.  ***Segmentacija segmenata početnog penjanja i završnog prilaza***  Geometrija segmenta do prijemnika brzo se mijenja duž segmenata leta za početno penjanje i završni prilaz, posebno s obzirom na lokacije promatrača bočno od putanje leta, pri čemu se elevacijski kut (*kut beta*) brzo mijenja kako se zrakoplov penje ili spušta kroz te početne/završne segmente. Iz usporedbi s izračunima vrlo malih segmenata vidi se da upotreba samo jednog segmenta leta za penjanje ili prilaz (ili njihova ograničenog broja) ispod određene visine (u odnosu na uzletno-sletnu stazu) dovodi do slabe aproksimacije buke bočno od putanje leta za integrirane mjere. To je stoga što se na razini svakog pojedinog segmenta primjenjuje fiksna vrijednost prilagodbe lateralnog prigušenja, koja za određeni segment odgovara jedinstvenom elevacijskom kutu, iako brze promjene tog parametra dovode do znatnih razlika u učinku lateralnog prigušenja duž svakog segmenta. Točnost izračuna poboljšava se podsegmentacijom segmenata leta za početno penjanje i završni prilaz. Broj i duljina podsegmenata određuju „granularnost” promjene lateralnog prigušenja koja će se uzeti u obzir. Ako se uzme u obzir izraz ukupnog lateralnog prigušenja za zrakoplove s motorima smještenima na trupu, može se pokazati da bi se radi ograničavanja promjene lateralnog prigušenja od 1,5 dB po podsegmentu segmenti leta za penjanje i prilaz na visini manjoj od 1 289,6 m (4 231 ft) iznad uzletno-sletne staze trebali podsegmentirati na temelju sljedećeg skupa vrijednosti visine:   |  |  | | --- | --- | |  | *z = {18,9, 41,5, 68,3, 102,1, 147,5, 214,9, 334,9, 609,6, 1 289,6} metara ili* |  |  |  | | --- | --- | |  | *z = {62, 136, 224, 335, 484, 705, 1 099, 2 000, 4 231} stopa* |   Za svaki izvorni segment ispod 1 289,6 m (4 231 ft) navedene visine primjenjuju se tako što se određuje koja je visina iz navedenih skupova najbliža visini izvorne krajnje točke (za segment penjanja) ili visini početne točke (za segment prilaza). Stvarne visine podsegmenta zi potom bi se izračunale jednadžbom:   |  |  | | --- | --- | |  | *zi = ze [z’i / z’N] (i = k..N)* |   pri čemu je:   |  |  | | --- | --- | | *ze* | visina krajnje točke (penjanje) ili početne točke (prilaz) izvornog segmenta, | | *z’i* | i-ti član skupa navedenih vrijednosti visine, | | *z’N* | visina iz skupa navedenih vrijednosti visine koja je najbliža visini ze, | | *k* | indeks prvog člana skupa vrijednosti visine za koje je izračunani *zk*obvezno veći od visine krajnje točke prethodnog izvornog segmenta penjanja ili visine početne točke sljedećeg izvornog segmenta prilaza koji treba podsegmentirati.  U konkretnom slučaju segmenta početnog penjanja ili segmenta završnog prilaza *k = 1*, ali u općenitijem slučaju segmenata leta koji nisu povezani s uzletno-sletnom stazom, *k* će biti veći od 1. |   **Primjer segmenta početnog penjanja:**  Ako je visina krajnje točke izvornog segmenta ze = 304,8 m, na temelju skupa vrijednosti visine dobivamo 214,9 m < ze < 334,9 m, a visina iz skupa koja je najbliža visini ze jest z’7 = 334,9 m. Visine na krajnjim točkama podsegmenta izračunavaju se prema sljedećoj formuli:   |  |  | | --- | --- | |  | *zi = 304,8 [z’i / 334,9] za i = 1 – 7* |   (imajući na umu da je u tom slučaju *k = 1* jer je riječ o segmentu početnog penjanja)  Stoga bi z1 bio 17,2 m, z2 37,8 m itd.  ***Segmentacija segmenata leta***  Segmenti leta unutar kojih postoje znatne promjene brzine duž segmenta moraju se podijeliti kao za kretanje na tlu, tj.   |  |  | | --- | --- | | *nseg = int* (1 + |V2 - V1|/10) | (2.7.14.) |   pri čemu je V1 početna, a V2 krajnja brzina u segmentu. Odgovarajući parametri podsegmenta izračunavaju se na sličan način kao za zalet, jednadžbama od 2.7.9. do 2.7.11.  ***Tlocrt putanje***  Tlocrt putanje, neovisno o tome je li riječ o glavnoj putanji ili raspršenoj pomoćnoj putanji, definiran je nizom koordinata (*x, y*) na ravnini tla (npr. iz radarskih podataka) ili nizom vektora kojima se opisuju pravocrtni segmenti i kružni lukovi (zaokreti definiranog polumjera *r* i promjena smjera Δξ).  Za modeliranje po segmentima luk se predstavlja slijedom pravocrtnih segmenata koji predstavljaju dijelove luka. Premda se ti dijelovi luka ne spominju izričito u segmentima tlocrta putanje, nagib zrakoplova tijekom zaokreta utječe na njihovu definiciju. U **Dodatku B4** objašnjeno je kako izračunati kutove bočnog nagiba tijekom jednakomjernog zaokreta, no oni se ne primjenjuju, odnosno ne uklanjaju odmah. Nije propisano kako postupati s prijelazima između pravocrtnog leta i zaokreta leta ili između jednog zaokreta i drugog zaokreta odmah nakon njega. Pojedinosti koje su ostavljene korisniku (vidjeti **odjeljak 2.7.11.**) uglavnom će vjerojatno imati zanemariv učinak na konačne konture; prvenstveno se zahtijeva izbjegavanje naglih prekida na krajevima zaokreta, što se može postići, na primjer, umetanjem kratkih prijelaznih segmenata u kojima se kut bočnog nagiba mijenja linearno s udaljenošću. Samo u posebnom slučaju u kojem je vjerojatno da će određeni zaokret imati prevladavajući utjecaj na konačne konture bilo bi potrebno modelirati dinamiku prijelaza koja više odgovara stvarnosti kako bi se kut bočnog nagiba povezao s određenim tipovima zrakoplova i kako bi se uzele odgovarajuće stope kretanja. Ovdje je dovoljno navesti da su krajnji dijelovi luka Δξtrans u svim zaokretima uvjetovani zahtjevima za promjenu kuta bočnog nagiba. Preostali dio luka s promjenom smjera od Δξ – 2·Δξtransdijeli se u *nsub*dijelove luka prema jednadžbi:   |  |  | | --- | --- | | *nsub = int* (1 + (*Δξ* – 2•Δξ*trans*)/10 | (2.7.15.) |   pri čemu je int(*x*) funkcija jednaka cijelom dijelu broja *x*. Zatim se promjena smjera Δξ*sub*svakog dijela luka izračunava formulom   |  |  | | --- | --- | | Δξ = (*ξ* - 2•Δξ*trans*) / *nsub* | (2.7.16.) |   pri čemu *nsub*treba biti dovoljno velik kako bi se osiguralo da je Δξ*sub*≤ 10 stupnjeva. Segmentacija luka (isključujući završetak prijelaza podsegmenata) prikazana je na **slici 2.7.h.2.** [(\*\*\*\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntr****-L_2021269HR.01006701-E0004).  Image 35  Kad se segmenti tlocrta putanje uspostave u ravnini x-y, segmenti profila leta (u ravnini s-z) preklapaju se kako bi se dobili trodimenzionalni (x, y, z) segmenti putanje.  Tlocrt putanje uvijek bi se trebao protezati od uzletno-sletne staze do točke izvan mreže za izračun. To se može postići, ako je potrebno, dodavanjem pravocrtnog segmenta odgovarajuće duljine posljednjem segmentu tlocrta putanje.  I ukupna duljina profila leta nakon spajanja s tlocrtom putanje mora se protezati od uzletno-sletne staze do točke izvan mreže za izračun. To se može postići, ako je potrebno, dodavanjem dodatne točke profila:   |  |  | | --- | --- | | — | na kraj profila odlaska, pri čemu su vrijednosti brzine i potiska u toj točki jednake tim vrijednostima u posljednjoj točki profila odlaska, a visina se ekstrapolira linearno od posljednje i pretposljednje točke profila, ili |  |  |  | | --- | --- | | — | na početak profila dolaska, pri čemu su vrijednosti brzine i potiska u toj točki jednake tim vrijednostima u prvoj točki profila dolaska, a visina se ekstrapolira linearno iz prve i druge točke profila. |   ***Prilagodbe segmentacije segmenata leta***  Nakon što se segmenti trodimenzionalne putanje leta izvedu u skladu s postupkom opisanim u odjeljku **2.7.13.**, mogle bi biti potrebne daljnje prilagodbe segmentacije radi uklanjanja točaka putanje leta koje su preblizu jedna drugoj.  Ako su točke međusobno udaljene manje od 10 metara i imaju jednake povezane brzine i potiske, trebalo bi ukloniti jednu od tih točaka.  [(\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntc*-L_2021269HR.01006701-E0001)  U tu bi svrhu ukupna duljina tlocrta putanje uvijek trebala biti veća od duljine profila leta. To se može postići, ako je potrebno, dodavanjem pravocrtnih segmenata odgovarajuće duljine do posljednjeg segmenta tlocrta putanje."  [(\*\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntc**-L_2021269HR.01006701-E0002)  Čak i ako režim rada motora ostane konstantan duž segmenta, potisna sila i ubrzanje mogu se promijeniti zbog varijacije gustoće zraka prema visini. Međutim, za potrebe modeliranja buke te su promjene obično zanemarive."  [(\*\*\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntc***-L_2021269HR.01006701-E0003)  To je preporučeno u prethodnom izdanju ECAC-ova dokumenta br. 29, ali se još uvijek smatra privremenim do stjecanja dodatnih eksperimentalnih podataka."  [(\*\*\*\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntc****-L_2021269HR.01006701-E0004)  Definirana na taj jednostavan način, ukupna duljina segmentirane putanje neznatno je kraća od duljine kružne putanje. Međutim, posljedična pogreška u konturi zanemariva je ako se kutovi mijenjaju za manje od 30°.”;" |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Odjeljak 2.7.16. „Određivanje razina događaja na temelju NPD podataka” mijenja se i glasi:  **„2.7.16.    *Određivanje razina događaja na temelju NPD podataka***  Glavni izvor podataka o buci zrakoplova međunarodna je baza podataka o buci i performansama zrakoplova (ANP). U toj su bazi podataka u tablici navedene vrijednosti *Lmax*i *LE*kao funkcije udaljenosti širenja *d* za određene tipove zrakoplova, inačice zrakoplova, konfiguracije leta (prilaz, odlazak, položaj zakrilaca) i režime rada motora *P*. Odnose se na jednakomjerni let pri određenim referentnim brzinama *Vref*na teoretski beskonačnoj pravocrtnoj putanji leta[(\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntr*-L_2021269HR.01006701-E0005).  Način navođenja vrijednosti neovisnih varijabli *P* i *d* opisan je u nastavku. Pri pojedinačnom pretraživanju s ulaznim vrijednostima *P* i *d* potrebne izlazne vrijednosti jesu *osnovne razine* *Lmax(P,d)* i/ili *LE*∞*(P,d)* (primjenjivo na beskonačnu putanju leta). Načelno će biti potrebno interpolacijom procijeniti potrebne razine buke događaja, osim ako su u tablici navedene točne vrijednosti za *P* i/ili *d*. Pritom se između režima rada motora navedenih u tablici primjenjuje linearna interpolacija, a između tabličnih udaljenosti logaritamska interpolacija (vidjeti **sliku 2.7.i**).  Image 36  Ako su *Pi*i *Pi+*1 vrijednosti snage motora za koje su u tablici navedeni podaci o razini buke u odnosu na udaljenost, razina buke *L(P)* na određenoj udaljenosti za međusnagu *P* između *Pi*i *Pi+*1 izražava se formulom:   |  |  | | --- | --- | | Image 37 | (2.7.19.) |   Ako za bilo koji režim rada motora postoje udaljenosti *di*i *di+*1 za koje su u tablici navedeni podaci o buci, razina buke *L(d)* za međuudaljenost *d* između *di*i *di+*1 izražava se formulom:   |  |  | | --- | --- | | Image 38 | (2.7.20.) |   Jednadžbama (2.7.19.) i (2.7.20.) razina buke *L(P,d)* može se izračunati za bilo koji režim rada motora *P* i bilo koju udaljenost *d* unutar okvira baze NPD podataka.  Za udaljenosti *d* izvan NPD okvira primjenjuje se jednadžba 2.7.20. radi ekstrapolacije iz prethodne dvije vrijednosti, tj. prema unutra iz *L(d1)* i *L(d2)* ili prema van iz *L(dI-1)* i *L(dI)* pri čemu je *I* ukupni broj NPD bodova na krivulji. Tako je  prema unutra:   |  |  | | --- | --- | | Image 39 | (2.7.21.) |   prema van:   |  |  | | --- | --- | | Image 40 | (2.7.22.) |   Budući da pri malim udaljenostima *d* razine buke rastu izrazito brzo uz smanjenje udaljenosti širenja, preporučuje se da se za *d* odredi donja granica od 30 m, tj. *d* = max(*d*, 30 m).  Prilagodba impedancije standardnih NPD podataka  NPD podaci sadržani u bazi podataka ANP normalizirani su za referentne atmosferske uvjete (temperatura 25 °C i tlak 101,325 kPa). Prije primjene prethodno opisane metode interpolacije/ekstrapolacije na te se standardne NPD podatke primjenjuje prilagodba akustičke impedancije.  Akustička impedancija odnosi se na širenje zvučnih valova u akustičkom mediju i definira se kao umnožak gustoće zraka i brzine zvuka. Pri određenom intenzitetu zvuka (snaga zvuka po jediničnoj površini) primljenom na određenoj udaljenosti od izvora s time povezani zvučni tlak (za definiciju mjera SEL i LAmax) ovisi o akustičkoj impedanciji zraka na mjestu mjerenja. To je funkcija temperature, atmosferskog tlaka i, neizravno, visine. Stoga je potrebno prilagoditi standardne NPD podatke iz baze podataka ANP kako bi se uzela u obzir temperatura i tlačni uvjeti na točki prijemnika, koji se uglavnom razlikuju od normaliziranih uvjeta ANP podataka.  Prilagodba impedancije koja se primjenjuje na standardne NPD razine izražava se kako slijedi:   |  |  | | --- | --- | | Image 41 | (2.7.23.) |   pri čemu je:   |  |  | | --- | --- | | Δ*Impedance* | prilagodba impedancije za stvarne atmosferske uvjete na točki prijemnika (dB), | | *ρ·c* | akustička impedancija (newton · sekunda/m3) zraka na nadmorskoj visini aerodroma (pri čemu je 409,81 impedancija zraka povezana s referentnim atmosferskim uvjetima NPD podataka u bazi podataka ANP). |   Impedancija *ρ·c* izračunava se kako slijedi:   |  |  | | --- | --- | | Image 42 | (2.7.24.) |  |  |  | | --- | --- | | *δ* | *p/po*, omjer tlaka zraka u okolini na visini promatrača i standardnog tlaka zraka na srednjoj razini mora: *p0* = 101,325 kPa (ili 1 013,25 mb) | | *θ* | (T + 273,15)/(T0 + 273,15) omjer između temperature zraka na visini promatrača i standardne temperature zraka na srednjoj razini mora: *T0* = 15,0 °C |   Prilagodba akustičke impedancije obično iznosi manje od nekoliko desetina dB. Potrebno je osobito napomenuti da u standardnim atmosferskim uvjetima (*p0* = 101,325 kPa i *T0* = 15,0 °C) prilagodba impedancije iznosi manje od 0,1 dB (0,074 dB). Međutim, kad postoje znatne razlike u temperaturi i atmosferskom tlaku u odnosu na referentne atmosferske uvjete NPD podataka, prilagodba može biti znatno veća.  [(\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntc*-L_2021269HR.01006701-E0005)  Premda je pojam beskonačno duge putanje leta važan za definiciju razine izloženosti buci događaja *LE*, manje je relevantan kad je riječ o maksimalnoj razini događaja *Lmax*koja je određena bukom koju emitira zrakoplov kad se nalazi na najbližoj točki prilaženja promatraču ili blizu te točke. Za potrebe modeliranja NPD parametar udaljenosti predstavlja najmanju udaljenost između promatrača i segmenta.”;" |

|  |  |  |  |
| --- | --- | --- | --- |
|  | U odjeljku 2.7.18. „Parametri segmenta putanje leta” stavak ispod naslova „Snaga segmenta P” mijenja se i glasi:  **„*Snaga segmenta P***  NPD podacima navedenima u tablici opisuje se buka zrakoplova u jednakomjernom pravocrtnom letu na beskonačnoj putanji leta, tj. pri konstantnoj snazi motora *P*. U preporučenoj se metodologiji stvarne putanje leta, za vrijeme kojih brzina i smjer variraju, dijele na niz konačnih segmenata, od kojih svaki predstavlja dio ujednačene beskonačne putanje leta za koju vrijede NPD podaci. Metodologijom su, međutim, predviđene promjene snage po duljini segmenta; pretpostavljeno je da se mijenjaju kvadratno s udaljenošću *P1*na početku do *P2*na kraju segmenta. Stoga je potrebno definirati ekvivalentnu jednakomjernu vrijednost segmenta *P*. Za nju se uzima vrijednost na onoj točki segmenta koja je najbliža promatraču. Nalazi li se promatrač pored segmenta (slika 2.7.k), vrijednost se dobiva interpolacijom u skladu s jednadžbom 2.7.8. između krajnjih vrijednosti, tj.   |  |  | | --- | --- | | Image 43 | (2.7.31.) |   Nalazi li se promatrač iza ili ispred segmenta, vrijednost je ona na najbližoj krajnjoj točki *P1*ili *P2*.” |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | U odjeljku 2.7.19. „Korekcije za razinu događaja u segmentu“, stavak ispod naslova „Korekcija za trajanje ΔV (samo razine izloženosti LE)” do formule 2.7.34., uključujući formulu, mijenja se i glasi:   |  |  |  |  | | --- | --- | --- | --- | |  | **„*Korekcija za trajanje ΔV (samo razine izloženosti LE)***  Ovom se korekcijom[(\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntr*-L_2021269HR.01006701-E0006) uzima u obzir promjena razina izloženosti ako se stvarna brzina po horizontali u segmentu razlikuje od referentne brzine zrakoplova *Vref*na koju se odnose NPD podaci.  Kao i snaga motora, brzina se mijenja duž segmenta putanje leta (od VT1 do VT2, što su izlazne brzine iz Dodatka B ili iz prethodno izračunanog profila leta).  Za segmente leta *Vseg*je brzina segmenta na najbližoj točki prilaženja **S**, interpolirana između vrijednosti krajnje točke segmenta pod pretpostavkom da se mijenja kvadratno s vremenom, tj. kad se promatrač nalazi pored segmenta:   |  |  | | --- | --- | | Image 44 | (2.7.32.) |   [(\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntc*-L_2021269HR.01006701-E0006)  To se naziva *korekcija za trajanje* jer se njome u obzir uzimaju utjecaji *brzine* zrakoplova na trajanje zvučnog događaja, pri čemu se polazi od jednostavne pretpostavke da su pod istim uvjetima trajanje, i samim tim primljena zvučna energija, obrnuto proporcionalni brzini izvora.”;" |  |  |  | | --- | --- | |  | Brojevi formula „(2.7.35.)”, „(2.7.36.)” i „(2.7.37.)” mijenjaju se i glase:  „(2.7.33.)”, „(2.7.34.)” i „(2.7.35.)”; |  |  |  | | --- | --- | |  | Ispod naslova „Geometrija širenja zvuka” riječi: „Na slici 2.7.l“ mijenjaju se i glase:  „Na **slici 2.7.m**”. |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | Tablica u drugom podstavku mijenja se i glasi:   |  |  |  |  |  | | --- | --- | --- | --- | --- | | „*a* = 0,00384, | *b* = 0,0621, | *c* = 0,8786 | za motore smještene ispod nosive površine i | (2.7.36.) | | *a* = 0,1225, | *b* = 0,3290, | *c* = 1 | za motore smještene na trupu. | (2.7.37.)” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | ) | Tekst ispod slike 2.7.p mijenja se i glasi:  „Za izračun lateralnog prigušenja jednadžbom (2.7.40.) (pri čemu se β mjeri u vertikalnoj ravnini) preporučuje se produljena *horizontalna* putanja leta. Produljena horizontalna putanja leta definirana je u vertikalnoj ravnini kroz **S1S2**i s istom okomitom izravnom udaljenošću *dp*od promatrača. To je vizualizirano rotacijom trokuta **ORS** i pridružene putanje leta oko **OR** (vidjeti sliku **2.7.p**) pod kutom γ, čime se dobiva trokut **ORS′**. Elevacijski kut te ekvivalentne horizontalne putanje (sada u vertikalnoj ravnini) jest β = tan–1(*h/ℓ*) (*ℓ* ostaje nepromijenjen). U tom slučaju, kad je promatrač pored segmenta, kut β i posljedično lateralno prigušenje Λ(β*, ℓ* ) isti su za mjere *LE*i *Lmax*.  Na **slici 2.7.r** prikazana je situacija u kojoj se promatračka točka **O** nalazi *iza konačnog segmenta*, a ne pored. Tu se segment promatra kao udaljeniji dio beskonačne putanje, a okomica se može povući samo do točke **Sp**na njezinu produljenju. Trokut **OS1S2**odgovara **slici 2.7.j**, na kojoj je definirana korekcija segmenta Δ*F*. No u tom su slučaju parametri za lateralnu usmjerenost i lateralno prigušenje manje očigledni.  Image 45  Za mjeru maksimalne razine NPD parametar udaljenosti uzima se kao najkraća udaljenost do segmenta, tj. *d = d* 1. Za mjeru razine izloženosti to je najkraća udaljenost *dp*između **O** i **Sp**na produljenoj putanji leta, tj. razina interpolirana na temelju NPD tablice jest *LE*∞ (*P* 1, *dp*).  Geometrijski parametri za lateralno prigušenje različiti su i pri izračunu maksimalne razine i razine izloženosti. Za mjeru *maksimalne razine* prilagodba Λ(β, *ℓ* ) izražava se jednadžbom 2.7.40. s *β* = *β* 1 = sin-1 (*z* 1 */d* 1) i Image 46, pri čemu su *β* 1 i *d1*definirani trokutom **OC1S1**u vertikalnoj ravnini kroz **O** i **S1**.  Pri izračunu lateralnog prigušenja samo za segmente leta i mjeru *razine izloženosti* *ℓ* ostaje najkraći bočni pomak od produljenja segmenta (**OC**). Međutim, kako bi se definirala primjerena vrijednost za *β*, ponovno je potrebno vizualizirati (beskonačnu) *ekvivalentnu horizontalnu putanju leta* za koju se može smatrati da joj segment pripada. Ta se putanja povlači kroz **S1'**, visinu *h* iznad površine, pri čemu je h jednako duljini **RS1**, okomici od tlocrta putanje do segmenta. To odgovara rotaciji produljene stvarne putanje leta pod kutom γ oko točke **R** (vidjeti **sliku 2.7.q**). Dok se **R** nalazi na okomici prema **S1**, točki u segmentu koja je najbliža **O**, generiranje ekvivalentne horizontalne putanje isto je kao i kad se **O** nalazi pored segmenta.  Točka prilaženja ekvivalentne horizontalne putanje najbliža promatraču **O** nalazi se na **S′**, izravnoj udaljenosti *d*, tako da se trokutom **OCS′** konstruiranim na taj način u vertikalnoj ravnini tada definira elevacijski kut β = *cos* -1(*ℓ/d*). Premda se ta transformacija čini prilično zamršenom, potrebno je napomenuti da geometrija osnovnog izvora (definirana s *d1*, *d2*i φ) ostaje nepromijenjena i da je zvuk koji se kreće od segmenta *prema* promatraču identičan zvuku koji bi nastao kad bi cijeli let duž beskonačno produljenog nagnutog segmenta (kojem segment pripada za potrebe modeliranja) protekao konstantnom brzinom *V* i konstantnom snagom *P1*. S druge strane, lateralno prigušenje zvuka segmenta koji promatrač *primi* nije povezano s *βp*, elevacijskim kutom produljene putanje, nego s *β*, elevacijskim kutom ekvivalentne horizontalne putanje.  S obzirom na to da je utjecaj položaja motora Δ*I*za potrebe modeliranja dvodimenzionalan, definirajući depresijski kut φ i dalje se mjeri bočno od ravnine nosive površine zrakoplova (osnovna razina događaja i dalje je ona koja se stvara zrakoplovom koji leti beskonačnom putanjom leta koja se prikazuje produljenim segmentom). Tako se depresijski kut određuje na najbližoj točki prilaženja, tj. *φ* = *βp* – *ε* pri čemu je *β* *p*kut **SpOC**.  Slučaj u kojem se promatrač nalazi ispred segmenta neće biti zasebno opisan jer je očito da u osnovi odgovara slučaju u kojem se promatrač nalazi iza segmenta.  Međutim, kad je riječ o mjeri razine izloženosti *kad se lokacije promatrača nalaze iza segmenata na tlu tijekom zaleta, odnosno ispred segmenata na tlu tijekom protrčavanja*, vrijednost za *β* postaje ista kao i za mjeru maksimalne razine.  Za lokacije iza segmenata zaleta:   |  |  | | --- | --- | |  | β = β1 *=* sin-1(*z* 1/*d* 1) i Image 47 |   Za lokacije ispred segmenata protrčavanja:   |  |  | | --- | --- | |  | β = β2 *=* sin-1(*z* 2/*d* 2) i Image 48 |   Razlog za upotrebu tih konkretnih izraza povezan je s primjenom funkcije usmjerenosti na početku kretanja iza segmenata zaleta i pretpostavke polukružne usmjerenosti ispred segmenata protrčavanja.  ***Korekcija za konačni segment* Δ*F (samo razine izloženosti LE)***  Prilagođena osnovna razina izloženosti buci odnosi se na zrakoplov u kontinuiranom pravocrtnom jednakomjernom horizontalnom letu (iako uz kut bočnog nagiba ε koji je nespojiv s pravocrtnim letom). Primjenom (negativne) *korekcije* *za konačni segment* Δ*F* = 10•lg(*F*), pri čemu je *F* *udio energije*, razina se dodatno prilagođuje razini koja bi vrijedila kad bi zrakoplov preletio samo konačni segment (ili kad bi zrakoplov bio potpuno bezvučan na ostatku beskonačne putanje leta).  Članom za udio energije uzima se u obzir izražena longitudinalna usmjerenost buke zrakoplova i kut ograničen segmentom na promatračkom mjestu. Premda su procesi kojima se prouzročuje usmjerenost vrlo složeni, studijama se pokazalo da su dobivene konture prilično neosjetljive na točno pretpostavljena svojstva usmjerenosti. Izraz za Δ*F*naveden u nastavku temelji se na 90-stupanjskom dipolnom modelu zračenja zvuka na četvrtu potenciju. Pretpostavlja se da ne postoji utjecaj lateralne usmjerenosti i lateralnog prigušenja. Izvođenje te korekcije detaljno je opisano u **Dodatku E**.  Udio energije *F* funkcija je trokuta „pogleda”**OS1S2**koji je definiran na **slikama od 2.7.j do** **2.7.l** tako da se dobiva sljedeće:   |  |  | | --- | --- | | Image 49 | (2.7.45.) |   pri čemu je  Image 50; Image 51; Image 52 ; Image 53  pri čemu *d* λ označuje „prilagođenu udaljenost” (vidjeti **Dodatak E**), a Vref = 270,05 ft/s (za referentnu brzinu od 160 čvorova). Napominje se da je *Lmax(P, dp)* maksimalna razina, izvedena na temelju NPD podataka, za okomitu udaljenost *dp*, a NE *Lmax*segmenta. Preporučuje se za Δ*F*primijeniti donju granicu od –150 dB.  U posebnom slučaju kad se lokacije promatrača nalaze iza svakog segmenta zaleta primjenjuje se skraćeni oblik udjela buke koji je izražen u jednadžbi 2.7.45., što odgovara specifičnom slučaju q = 0.  To se označava jednadžbom Image 54 pri čemu „d” objašnjava njezinu upotrebu za operacije odlaska, a izračunava se kako slijedi:   |  |  | | --- | --- | | Image 55 | (2.7.46.a) |   pri čemu je α2 = λ / dλ.  Taj poseban oblik udjela buke upotrebljava se s funkcijom usmjerenosti na početku kretanja, a njezina se metoda primjene detaljnije objašnjava u odjeljku u nastavku.  U posebnom slučaju kad se lokacije promatrača nalaze ispred svakog segmenta protrčavanja, primjenjuje se skraćeni oblik udjela buke koji je izražen u jednadžbi 2.7.45., što odgovara specifičnom slučaju q = λ. To se označava s pomoću Δ’F,a pri čemu „a” objašnjava upotrebu tog izraza za operacije dolaska, a izračunava se kako slijedi:   |  |  | | --- | --- | | Image 56 | (2.7.46.b) |   pri čemu je α1 = – λ / dλ.  Upotrebom tog izraza, a da se pritom ne primjenjuju nikakve daljnje prilagodbe horizontalne usmjerenosti (za razliku od slučaja kad se lokacija nalazi iza segmenata zaleta; vidjeti odjeljak o usmjerenosti na početku kretanja), implicitno se pretpostavlja polukružna horizontalna usmjerenost ispred segmenata protrčavanja.  ***Funkcija usmjerenosti na početku kretanja* Δ*SOR***  Buka zrakoplova, posebno mlaznih zrakoplova opremljenih motorima s niskim prijenosnim omjerom, pokazuje čunjaste oblike zračenja u stražnjem luku, što je tipično za ispušnu buku mlaza. Taj je obrazac izraženiji što je veća brzina mlaza i manja brzina leta. To je od posebne važnosti za lokacije promatrača iza početka kretanja, gdje su ispunjena oba uvjeta. Taj se utjecaj uzima u obzir funkcijom usmjerenosti Δ*SOR*.  Funkcija Δ*SOR*izvedena je iz nekoliko kampanja za mjerenje buke u kojima su se upotrebljavali mikrofoni adekvatno pozicionirani iza i bočno od početka kretanja mlaznog zrakoplova u odlasku.  Na **slici 2.7.r** prikazana je odgovarajuća geometrija. Azimutni kut Ψ između longitudinalne osi zrakoplova i vektora u odnosu na promatrača definiran je jednadžbom   |  |  | | --- | --- | | Image 57  . | (2.7.47.) |   Relativna udaljenost *q* negativna je (vidjeti **sliku 2.7.j**), tako da je ψ u rasponu od 90° u odnosu na kretanje zrakoplova prema naprijed do 180° u obrnutom smjeru.  Image 58  Funkcija Δ*SOR*predstavlja promjenu ukupne buke nastale zaletom izmjerene iza početka kretanja u odnosu na ukupnu buku zaleta izmjerenu bočno od početka kretanja uz istu udaljenost:  *LTGR*(*dSOR, ψ*) *= LTGR*(*dSOR,*90°) *+ ΔSOR*(*dSOR,ψ*) (2.7.48.)  pri čemu je *LTGR*(*dSOR*, 90°) ukupna razina buke zaleta u točki udaljenosti *dSOR*bočno od početka kretanja. ΔSOR primjenjuje se kao prilagodba razine buke iz jednog segmenta putanje leta (npr. Lmax,seg ili LE,seg), kako je opisano u jednadžbi 2.7.28.  Funkcija usmjerenosti na početku kretanja izražena u decibelima za *turboventilatorske mlazne zrakoplove* izražava se sljedećom jednadžbom:   |  |  |  |  | | --- | --- | --- | --- | |  | Ako je 90° ≤ Ψ < 180°, tada je:   |  |  | | --- | --- | | Image 59 | (2.7.49.) | |   Funkcija usmjerenosti na početku kretanja izražena u decibelima za *turboelisne zrakoplove* izražava se sljedećom jednadžbom:   |  |  |  |  | | --- | --- | --- | --- | |  | Ako je 90° ≤ Ψ < 180°, tada je:   |  |  | | --- | --- | | Image 60 | (2.7.50.) | |   Ako je udaljenost *dSOR*veća od udaljenosti normaliziranja *dSOR,0*, korekcija usmjerenosti množi se korekcijskim faktorom kako bi se uzelo u obzir da usmjerenost pri većim udaljenostima do zrakoplova postaje manje izražena, tj.   |  |  | | --- | --- | | Image 61 | (2.7.51.) | | Image 62 | (2.7.52.) |   Udaljenost normaliziranja *dSOR,0*jednaka je 762 m (2 500 ft).  Prethodno opisanom funkcijom Δ*SOR*obuhvaćen je prvenstveno izraženi učinak usmjerenosti početnog dijela zaleta na lokacijama iza početka kretanja (jer je najbliži prijemnicima i pokazuje najveći omjer brzine mlaza i brzine zrakoplova). Međutim, primjena izvedene funkcije Δ*SOR*„generalizirana” je na položaje iza *svakog* pojedinog segmenta zaleta, tj. ne samo iza točke početka kretanja (pri uzlijetanju). *Izvedena funkcija* Δ*SOR ne primjenjuje se na položaje ispred pojedinih segmenata zaleta ni na položaje iza ili ispred pojedinih segmenata protrčavanja.*  Parametri *dSOR*i *Ψ* izračunavaju se u odnosu na početak svakog pojedinog segmenta kretanja na tlu. Razina događaja *LSEG*za lokaciju iza zadanog segmenta zaleta izračunava se kako bi se udovoljilo zahtjevima s obzirom na formu funkcije Δ*SOR*: izračunava se, u osnovi, za referentnu točku koja se nalazi bočno od početne točke segmenta uz istu udaljenost *dSOR*kao stvarna točka te se dodatno prilagođava s Δ*SOR*kako bi se dobila razina događaja na stvarnoj točki.  **Napomena: formule (2.7.53.), (2.7.54.) i (2.7.55.) uklonjene su u posljednjoj izmjeni ovog Priloga.**” | |

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|  | Odjeljak 2.8. mijenja se i glasi:  **„2.8.   Izloženost buci**  ***Utvrđivanje područja izloženog buci***  Procjena područja izloženog buci temelji se na točkama ocjene buke na 4 m ± 0,2 iznad tla, što odgovara točkama prijemnika definiranima u odjeljcima 2.5., 2.6. i 2.7., koje su izračunane na mreži za pojedine izvore.  Točkama mreže koje se nalaze unutar zgrada dodjeljuje se rezultat razine buke tako da se dodijele najtiše obližnje točke prijemnika buke izvan zgrada, osim za buku zrakoplova za koju se u izračunu ne uzima u obzir prisutnost zgrada i u čijem se slučaju izravno primjenjuje točka prijemnika buke koja se nalazi u zgradi.  Ovisno o razlučivosti mreže, odgovarajuće područje dodjeljuje se svakoj točki izračuna u mreži. Na primjer, za mrežu veličine 10 m x 10 m svaka točka procjene predstavlja područje od 100 kvadratnih metara koje je izloženo izračunanoj razini buke.  ***Dodjeljivanje točaka procjene buke zgradama bez stanova***  Procjena mjere u kojoj su zgrade bez stanova, primjerice škole i bolnice, izložene buci temelji se na točkama procjene buke na 4 ± 0,2 m iznad tla, što odgovara točkama prijemnika definiranima u odjeljcima 2.5., 2.6. i 2.7.  U procjeni zgrada bez stanova koje su izložene buci zrakoplova svaka se zgrada povezuje s najbučnijom točkom prijemnika buke koja se nalazi u toj zgradi ili, ako takva točka ne postoji, u mreži koja okružuje zgradu.  U procjeni zgrada bez stanova koje su izložene zemaljskim izvorima buke točke prijemnika smještene su na otprilike 0,1 m ispred fasada zgrada. Refleksije od promatrane fasade isključuju se iz izračuna. Zgrada se zatim povezuje s najbučnijom točkom prijemnika na svojim fasadama.  ***Utvrđivanje izloženosti stanova i stanara buci***  U procjeni izloženosti stanova i stanara buci razmatraju se samo stambene zgrade. Zgradama koje nisu stambene, kao što su zgrade koje služe isključivo kao škole, bolnice, poslovne zgrade ili tvornice, ne dodjeljuju se stanovi ni stanari. Dodjeljivanje stanova i stanara stambenim zgradama mora se temeljiti na najnovijim službenim podacima (ovisno o primjenjivim propisima svake države članice).  Broj stanova i stanara u stambenim zgradama važan je posredni parametar za procjenu izloženosti buci. Nažalost, podaci za te parametre nisu uvijek dostupni. U nastavku je navedeno kako se ti parametri mogu izvesti iz dostupnijih podataka.  Za to se upotrebljavaju sljedeći simboli:  ***BA***= površina tla koju zgrada zauzima  ***DFS***= kvadratura stambenog prostora  ***DUFS***= kvadratura stana  ***H***= visina zgrade  ***FSI***= kvadratura stambenog prostora po stanaru  ***Dw***= broj stanova  ***Inh***= broj stanara  ***NF***= broj katova  ***V***= volumen stambenih zgrada  Za izračun broja stanova i stanara upotrebljava se postupak za slučaj 1. ili postupak za slučaj 2., ovisno o dostupnosti podataka.  Slučaj 1.: dostupni su podaci o broju stanova i stanara  1.A:  Broj stanara poznat je ili je procijenjen na temelju broja stanova. U tom je slučaju broj stanara zgrade zbroj broja stanara u svim stanovima u zgradi:   |  |  | | --- | --- | | Image 63 | (2.8.1.) |   1.B:  Broj stanova ili stanara poznat je samo za područja veća od zgrade, primjerice statistička područja, gradske blokove, četvrti ili čak cijelu općinu. U tom se slučaju broj stanova i stanara zgrade procjenjuje na temelju volumena zgrade:   |  |  | | --- | --- | | Image 64 | (2.8.2.a) |  |  |  | | --- | --- | | Image 65 | (2.8.2.b) |   Indeks „total” tu se odnosi na predmetno područje. Volumen zgrade izračunava se množenjem površine tla koju zgrada zauzima i njezine visine:   |  |  | | --- | --- | | *Vbuilding = BAbuilding*x *Hbuilding* | (2.8.3.) |   Ako visina zgrade nije poznata, procjenjuje se prema broju katova *NFbuilding*, uz pretpostavku prosječne visine od 3 m za svaki kat:   |  |  | | --- | --- | | *Hbuilding = NFbuilding*x 3*m* | (2.8.4.) |   Ako ni broj katova nije poznat, upotrebljava se prethodno određena vrijednost za broj katova koja je reprezentativna za taj dio grada. Ukupni volumen stambenih zgrada na promatranom području *Vtotal*izračunava se zbrajanjem volumena svih stambenih zgrada na tom području:  (2.8.5.)   |  |  | | --- | --- | | Image 66 | (2.8.5.) |   Slučaj 2.: nisu dostupni podaci o broju stanara  U tom se slučaju broj stanara procjenjuje na temelju prosječne kvadrature stambenog prostora po stanaru, FSI. Ako taj parametar nije poznat, upotrebljava se njegova prethodno određena vrijednost.  2.A:  Kvadratura stambenog prostora poznata je i dobivena na temelju kvadrature stanova.  U tom se slučaju broj stanara u svakom stanu procjenjuje kako slijedi:   |  |  | | --- | --- | | Image 67 | (2.8.6.) |   Ukupan broj stanara zgrade može se procijeniti kao u slučaju 1.A.  2.B:  Kvadratura stambenog prostora poznata je za cijelu zgradu, tj. zbroj kvadratura stambenog prostora svih stanova u zgradi.  U tom slučaju broj stanara procjenjuje se kako slijedi:   |  |  | | --- | --- | | Image 68 | (2.8.7.) |   2.C:  Kvadratura stambenog prostora poznata je samo za područja veća od zgrade, primjerice statistička područja, gradske blokove, kvartove ili čak cijelu općinu.  U tom se slučaju broj stanara zgrade procjenjuje na temelju volumena zgrade kako je opisano u slučaju 1.B, a ukupan broj stanara procjenjuje se kako slijedi:   |  |  | | --- | --- | | Image 69 | (2.8.8.) |   2.D:  Kvadratura stambenog prostora nije poznata.  U tom se slučaju broj stanara zgrade procjenjuje kako je opisano u slučaju 2.B, a kvadratura stambenog prostora procjenjuje se kako slijedi:  (2.8.9.)   |  |  | | --- | --- | | *DFSbuilding = BAbuilding*x 0.8 x *NFbuilding* | (2.8.9.) |   Faktor 0,8 konverzijski je faktor za *pretvaranje bruto površine zgrade u kvadraturu stambenog prostora*. Ako je za određeno područje reprezentativan neki drugi faktor, onda se on i upotrebljava i to se mora jasno dokumentirati. Ako broj katova zgrade nije poznat, on se procjenjuje na temelju visine zgrade, *Hbuilding*, a rezultat je obično broj katova izražen brojem koji nije cijeli broj:   |  |  | | --- | --- | | Image 70 | (2.8.10.) |   Ako nije poznata visina zgrade ni broj katova, upotrebljava se prethodno određena vrijednost za broj katova koja je reprezentativna za taj dio grada.  ***Dodjeljivanje točaka procjene buke stanovima i stanarima***  Procjena izloženosti stanova i stanara buci temelji se na točkama procjene buke na 4 ± 0,2 m iznad tla, što odgovara točkama prijemnika definiranima u odjeljcima 2.5., 2.6. i 2.7.  U izračunu broja stanova i stanara koji su izloženi buci zrakoplova, svi se stanovi i stanari u zgradi povezuju s najbučnijom točkom prijemnika buke koja se nalazi u toj zgradi ili, ako takva točka ne postoji, u mreži koja okružuje zgradu.  U izračunu broja stanova i stanara koji su izloženi zemaljskim izvorima buke, točke prijemnika smještene su na otprilike 0,1 m ispred fasada stambenih zgrada. Refleksije od promatrane fasade isključuju se iz izračuna. Za lociranje točaka prijemnika upotrebljava se postupak za slučaj 1. ili postupak za slučaj 2.  Slučaj 1.: fasade razdvojene u segmente podjednake duljine na svakoj fasadi  Image 71   |  |  | | --- | --- | | (a) | Segmenti dulji od 5 m razdvajaju se u što dulje segmente podjednake duljine, ali ne dulje od 5 m. Točke prijemnika postavljaju se na sredini svakog jednakog dijela. |  |  |  | | --- | --- | | (b) | Ostali segmenti dulji od 2,5 m predstavljeni su jednom točkom prijemnika na sredini svakog segmenta. |  |  |  | | --- | --- | | (c) | Preostali susjedni segmenti ukupne duljine veće od 5 m smatraju se polilinijskim objektima slično kao u (a) i (b). |   Slučaj 2.: fasade razdvojene prema određenoj udaljenosti od početka poligona  Image 72   |  |  | | --- | --- | | (a) | Fasade se razmatraju odvojeno ili ih se razdvaja u dijelove duljine 5 m, a točka prijemnika nalazi se na sredini fasade ili petometarskog segmenta. |  |  |  | | --- | --- | | (b) | Na sredinu preostalog dijela također se postavlja točka prijemnika. |   ***Dodjeljivanje stanova i stanara točkama prijemnika***  Ako su dostupne informacije o položaju stanova na tlocrtu zgrade, svaki se stan i njegovi stanari dodjeljuju točki prijemnika na najizloženijoj fasadi predmetnog stana. Na primjer, to je slučaj kod samostojećih kuća, dvojnih kuća, kuća u nizu ili stambenih zgrada kod kojih je poznata unutarnja podjela zgrade ili kod zgrada na temelju čije se površine kata može pretpostaviti da imaju samo jedan stan na svakom katu ili zgrada na temelju čije se površine kata i visine može pretpostaviti da u zgradi postoji samo jedan stan.  Ako nisu dostupne informacije o položaju stanova na tlocrtu zgrade, kako je prethodno objašnjeno, za svaku se zgradu, ovisno o slučaju, primjenjuje jedna od dviju sljedećih metoda za procjenu mjere u kojoj su stanovi i stanari u toj zgradi izloženi buci.   |  |  | | --- | --- | | a) | Dostupne informacije upućuju na to da su stanovi u stambenoj zgradi smješteni tako da im je samo jedna fasada izložena buci.  U tom slučaju pripisivanje broja stanova i stanara točkama prijemnika vrednuje se prema duljini predmetne fasade u skladu s postupkom iz slučaja 1. ili slučaja 2. tako da zbroj svih točaka prijemnika predstavlja ukupan broj stanova i stanara koji su dodijeljeni zgradi. |  |  |  | | --- | --- | | b) | Dostupne informacije upućuju na to da su stanovi u stambenoj zgradi smješteni tako da im je više fasada izloženo buci ili informacije o broju fasada stanova koje su izložene buci nisu dostupne.  U tom se slučaju za svaku zgradu skup povezanih lokacija prijemnika dijeli na donju i gornju polovinu na temelju srednje[(\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntr*-L_2021269HR.01006701-E0007) vrijednosti izračunanih razina procjene za svaku zgradu. U slučaju neparnog broja točaka prijemnika primjenjuje se postupak u kojem se isključuje lokacija prijemnika s najnižom razinom buke.  Za svaku točku prijemnika u gornjoj polovini skupa podataka broj stanova i stanara ravnomjerno se dijeli tako da zbroj svih točaka prijemnika u gornjoj polovini skupa podataka predstavlja ukupan broj stanova i stanara. Prijemnicima u donjoj polovini skupa podataka ne dodjeljuju se stanovi ni stanari[(\*\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntr**-L_2021269HR.01006701-E0008). |   [(\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntc*-L_2021269HR.01006701-E0007)  Srednja vrijednost vrijednost je kojom se razdvajaju gornja (50 %) i donja polovina (50 %) skupa podataka."  [(\*\*)](https://eur-lex.europa.eu/legal-content/HR/TXT/HTML/?uri=CELEX:32021L1226&from=HR#ntc**-L_2021269HR.01006701-E0008)  Donja polovina skupa podataka može se izjednačiti s prisutnošću relativno mirnih fasada. Buku za donju polovinu nije potrebno izračunavati ako je unaprijed poznato, npr. na temelju lokacije zgrada u odnosu na dominantne izvore buke, koje su lokacije prijemnika izložene najvišim/najnižim razinama buke.”;" |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | U Dodatku D prvi podstavak ispod tablice D-1 mijenja se i glasi:   |  |  | | --- | --- | |  | „Koeficijenti prigušenja iz **tablice D-1** mogu se smatrati valjanima u razumnom rasponu temperature i vlažnosti. Ipak, kako bi se provjerilo jesu li potrebne prilagodbe, treba upotrebljavati SAE ARP-5534 za izračun prosječnih koeficijenata atmosferske apsorpcije za prosječnu temperaturu zračne luke *T* i relativnu vlažnost *RH*. Ako se na temelju usporedbe tih koeficijenata s onima u **tablici D-1** ocijeni da je potrebna prilagodba, trebala bi se upotrebljavati metodologija opisana u nastavku. ” |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | Treći podstavak ispod tablice D-1 točke 2. i 3. mijenja se i glasi:   |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „2. | Zatim se korigirani spektar prilagođava svakoj od deset standardnih NPD udaljenosti di, uz upotrebu stopa prigušenja za i. atmosferu iz standarda SAE AIR-1845 i ii. atmosferu koju je naveo korisnik (na temelju standarda SAE ARP-5534).   |  |  |  |  | | --- | --- | --- | --- | | i. | Za atmosferu iz standarda SAE AIR-1845:   |  |  | | --- | --- | | *Ln,ref*(*di*) *= Ln*(*dref*)*-20.lg*(*di/dref*) - α*n,ref •di* | (D-2) | |  |  |  |  |  | | --- | --- | --- | --- | | ii. | Za atmosferu koju je naveo korisnik:   |  |  | | --- | --- | | *Ln,*5534(*T,RH,di*) *= Ln*(*dref*) *- 20.lg*(*di/dref*) - α*n,*5534(*T,RH*) *di* | (D-3) | |   pri čemu je α*n,5534*koeficijent atmosferske apsorpcije za frekvencijski pojas *n* (izražen u dB/m) izračunan pomoću standarda SAE ARP-5534 uz temperaturu *T* i relativnu vlažnost *RH*. |  |  |  |  |  | | --- | --- | --- | --- | | 3. | Na svakoj NPD udaljenosti (*di*) dva su spektra A-vrednovana pa se njihovi decibeli zbrajaju kako bi se dobile A-vrednovane razine *LA,5534*i *LA,ref*, koje se zatim aritmetički oduzimaju:   |  |  | | --- | --- | | Image 73 | (D-4)” | | | |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  | U Dodatku F, tablica F-1 mijenja se i glasi:   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „Kategorija | Koeficijent | 63 | 125 | 250 | 500 | 1 000 | 2 000 | 4 000 | 8 000 | | 1 | *AR* | 83,1 | 89,2 | 87,7 | 93,1 | 100,1 | 96,7 | 86,8 | 76,2 | | *BR* | 30,0 | 41,5 | 38,9 | 25,7 | 32,5 | 37,2 | 39,0 | 40,0 | | *AP* | 97,9 | 92,5 | 90,7 | 87,2 | 84,7 | 88,0 | 84,4 | 77,1 | | *BP* | –1,3 | 7,2 | 7,7 | 8,0 | 8,0 | 8,0 | 8,0 | 8,0 | | 2 | *AR* | 88,7 | 93,2 | 95,7 | 100,9 | 101,7 | 95,1 | 87,8 | 83,6 | | *BR* | 30,0 | 35,8 | 32,6 | 23,8 | 30,1 | 36,2 | 38,3 | 40,1 | | *AP* | 105,5 | 100,2 | 100,5 | 98,7 | 101,0 | 97,8 | 91,2 | 85,0 | | BP | –1,9 | 4,7 | 6,4 | 6,5 | 6,5 | 6,5 | 6,5 | 6,5 | | 3 | *AR* | 91,7 | 96,2 | 98,2 | 104,9 | 105,1 | 98,5 | 91,1 | 85,6 | | *BR* | 30,0 | 33,5 | 31,3 | 25,4 | 31,8 | 37,1 | 38,6 | 40,6 | | *AP* | 108,8 | 104,2 | 103,5 | 102,9 | 102,6 | 98,5 | 93,8 | 87,5 | | *BP* | 0,0 | 3,0 | 4,6 | 5,0 | 5,0 | 5,0 | 5,0 | 5,0 | | 4a | *AR* | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | *BR* | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | *AP* | 93,0 | 93,0 | 93,5 | 95,3 | 97,2 | 100,4 | 95,8 | 90,9 | | *BP* | 4,2 | 7,4 | 9,8 | 11,6 | 15,7 | 18,9 | 20,3 | 20,6 | | 4b | *AR* | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | *BR* | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | *AP* | 99,9 | 101,9 | 96,7 | 94,4 | 95,2 | 94,7 | 92,1 | 88,6 | | *BP* | 3,2 | 5,9 | 11,9 | 11,6 | 11,5 | 12,6 | 11,1 | 12,0 | | 5 | *AR* |  |  |  |  |  |  |  |  | | *BR* |  |  |  |  |  |  |  |  | | *AP* |  |  |  |  |  |  |  |  | | *BP”* |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  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--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | b) | Tablica F-4 mijenja se i glasi:   |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **„Opis** | **Najmanja brzina za koju vrijedi [km/h]** | **Najveća brzina za koju vrijedi [km/h]** | **Kate-gorija** | ***αm***  **(63 Hz)** | ***αm***  **(125 Hz)** | ***αm***  **(250 Hz)** | ***αm***  **(500 Hz)** | ***αm***  **(1 kHz)** | ***αm***  **(2 kHz)** | ***αm***  **(4 kHz)** | ***αm***  **(8 kHz)** | ***βm*** | | Referentna površina ceste | — | — | 1 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 2 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 3 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Jednoslojni ZOAB | 50 | 130 | 1 | 0,0 | 5,4 | 4,3 | 4,2 | –1,0 | –3,2 | –2,6 | 0,8 | –6,5 | | 2 | 7,9 | 4,3 | 5,3 | –0,4 | –5,2 | –4,6 | –3,0 | –1,4 | 0,2 | | 3 | 9,3 | 5,0 | 5,5 | –0,4 | –5,2 | –4,6 | –3,0 | –1,4 | 0,2 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Dvoslojni ZOAB | 50 | 130 | 1 | 1,6 | 4,0 | 0,3 | –3,0 | –4,0 | –6,2 | –4,8 | –2,0 | –3,0 | | 2 | 7,3 | 2,0 | –0,3 | –5,2 | –6,1 | –6,0 | –4,4 | –3,5 | 4,7 | | 3 | 8,3 | 2,2 | –0,4 | –5,2 | –6,2 | –6,1 | –4,5 | –3,5 | 4,7 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Dvoslojni ZOAB (sitan) | 80 | 130 | 1 | –1,0 | 3,0 | –1,5 | –5,3 | –6,3 | –8,5 | –5,3 | –2,4 | –0,1 | | 2 | 7,9 | 0,1 | –1,9 | –5,9 | –6,1 | –6,8 | –4,9 | –3,8 | –0,8 | | 3 | 9,4 | 0,2 | –1,9 | –5,9 | –6,1 | –6,7 | –4,8 | –3,8 | –0,9 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | SMA-NL5 | 40 | 80 | 1 | 10,3 | –0,9 | 0,9 | 1,8 | –1,8 | –2,7 | –2,0 | –1,3 | –1,6 | | 2 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 3 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | SMA-NL8 | 40 | 80 | 1 | 6,0 | 0,3 | 0,3 | 0,0 | –0,6 | –1,2 | –0,7 | –0,7 | –1,4 | | 2 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 3 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Očetkani beton | 70 | 120 | 1 | 8,2 | –0,4 | 2,8 | 2,7 | 2,5 | 0,8 | –0,3 | –0,1 | 1,4 | | 2 | 0,3 | 4,5 | 2,5 | –0,2 | –0,1 | –0,5 | –0,9 | –0,8 | 5,0 | | 3 | 0,2 | 5,3 | 2,5 | –0,2 | –0,1 | –0,6 | –1,0 | –0,9 | 5,5 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Optimizirani očetkani beton | 70 | 80 | 1 | –0,2 | –0,7 | 1,4 | 1,2 | 1,1 | –1,6 | –2,0 | –1,8 | 1,0 | | 2 | –0,7 | 3,0 | –2,0 | –1,4 | –1,8 | –2,7 | –2,0 | –1,9 | –6,6 | | 3 | –0,5 | 4,2 | –1,9 | –1,3 | –1,7 | –2,5 | –1,8 | –1,8 | –6,6 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Fino očetkani beton | 70 | 120 | 1 | 8,0 | –0,7 | 4,8 | 2,2 | 1,2 | 2,6 | 1,5 | –0,6 | 7,6 | | 2 | 0,2 | 8,6 | 7,1 | 3,2 | 3,6 | 3,1 | 0,7 | 0,1 | 3,2 | | 3 | 0,1 | 9,8 | 7,4 | 3,2 | 3,1 | 2,4 | 0,4 | 0,0 | 2,0 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Obrađena površina | 50 | 130 | 1 | 8,3 | 2,3 | 5,1 | 4,8 | 4,1 | 0,1 | –1,0 | –0,8 | –0,3 | | 2 | 0,1 | 6,3 | 5,8 | 1,8 | –0,6 | –2,0 | –1,8 | –1,6 | 1,7 | | 3 | 0,0 | 7,4 | 6,2 | 1,8 | –0,7 | –2,1 | –1,9 | –1,7 | 1,4 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Kruti elementi slagani u uzorku riblje kosti | 30 | 60 | 1 | 27,0 | 16,2 | 14,7 | 6,1 | 3,0 | –1,0 | 1,2 | 4,5 | 2,5 | | 2 | 29,5 | 20,0 | 17,6 | 8,0 | 6,2 | –1,0 | 3,1 | 5,2 | 2,5 | | 3 | 29,4 | 21,2 | 18,2 | 8,4 | 5,6 | –1,0 | 3,0 | 5,8 | 2,5 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Kruti elementi koji nisu slagani u uzorku riblje kosti | 30 | 60 | 1 | 31,4 | 19,7 | 16,8 | 8,4 | 7,2 | 3,3 | 7,8 | 9,1 | 2,9 | | 2 | 34,0 | 23,6 | 19,8 | 10,5 | 11,7 | 8,2 | 12,2 | 10,0 | 2,9 | | 3 | 33,8 | 24,7 | 20,4 | 10,9 | 10,9 | 6,8 | 12,0 | 10,8 | 2,9 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Tihi kruti elementi | 30 | 60 | 1 | 26,8 | 13,7 | 11,9 | 3,9 | –1,8 | –5,8 | –2,7 | 0,2 | –1,7 | | 2 | 9,2 | 5,7 | 4,8 | 2,3 | 4,4 | 5,1 | 5,4 | 0,9 | 0,0 | | 3 | 9,1 | 6,6 | 5,2 | 2,6 | 3,9 | 3,9 | 5,2 | 1,1 | 0,0 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Tanak sloj A | 40 | 130 | 1 | 10,4 | 0,7 | –0,6 | –1,2 | –3,0 | –4,8 | –3,4 | –1,4 | –2,9 | | 2 | 13,8 | 5,4 | 3,9 | –0,4 | –1,8 | –2,1 | –0,7 | –0,2 | 0,5 | | 3 | 14,1 | 6,1 | 4,1 | –0,4 | –1,8 | –2,1 | –0,7 | –0,2 | 0,3 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | Tanak sloj B | 40 | 130 | 1 | 6,8 | –1,2 | –1,2 | –0,3 | –4,9 | –7,0 | –4,8 | –3,2 | –1,8 | | 2 | 13,8 | 5,4 | 3,9 | –0,4 | –1,8 | –2,1 | –0,7 | –0,2 | 0,5 | | 3 | 14,1 | 6,1 | 4,1 | –0,4 | –1,8 | –2,1 | –0,7 | –0,2 | 0,3 | | 4a/4b | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 ” | | |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  | U Dodatku G, druga tablica G-1 mijenja se i glasi:   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | |  |  |  | | --- | --- | --- | | **„Lr,TR,i** | | | | **Valna duljina** | **Hrapavost tračnica** | | | **E** | **M** | | **EN ISO 3095:2013 (Dobro održavana i vrlo glatka)** | **Prosječna mreža (normalno održavana tako da bude glatka)** | | 2 000  mm | 17,1 | 35,0 | | 1 600  mm | 17,1 | 31,0 | | 1 250  mm | 17,1 | 28,0 | | 1 000  mm | 17,1 | 25,0 | | 800  mm | 17,1 | 23,0 | | 630  mm | 17,1 | 20,0 | | 500  mm | 17,1 | 17,0 | | 400  mm | 17,1 | 13,5 | | 315  mm | 15,0 | 10,5 | | 250  mm | 13,0 | 9,0 | | 200  mm | 11,0 | 6,5 | | 160  mm | 9,0 | 5,5 | | 125  mm | 7,0 | 5,0 | | 100  mm | 4,9 | 3,5 | | 80  mm | 2,9 | 2,0 | | 63  mm | 0,9 | 0,1 | | 50  mm | –1,1 | –0,2 | | 40  mm | –3,2 | –0,3 | | 31,5  mm | –5,0 | –0,8 | | 25  mm | –5,6 | –3,0 | | 20  mm | –6,2 | –5,0 | | 16  mm | –6,8 | –7,0 | | 12,5  mm | –7,4 | –8,0 | | 10  mm | –8,0 | –9,0 | | 8  mm | –8,6 | –10,0 | | 6,3  mm | –9,2 | –12,0 | | 5  mm | –9,8 | –13,0 | | 4  mm | –10,4 | –14,0 | | 3,15  mm | –11,0 | –15,0 | | 2,5  mm | –11,6 | –16,0 | | 2  mm | –12,2 | –17,0 | | 1,6  mm | –12,8 | –18,0 | | 1,25  mm | –13,4 | –19,0 | | 1  mm | –14,0 | –19,0 | | 0,8  mm | –14,0 | –19,0 ” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | 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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | Tablica G-2 mijenja se i glasi:   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **„A3,i** | | | | | | | |  |  | | --- | --- | | **1.1.** | Valna duljina | | **Opterećenje kotača 50 kN – promjer kotača 360 mm** | **Opterećenje kotača 50 kN – promjer kotača 680 mm** | **Opterećenje kotača 50 kN – promjer kotača 920 mm** | **Opterećenje kotača 25 kN – promjer kotača 920 mm** | **Opterećenje kotača 100 kN – promjer kotača 920 mm** | | 2 000  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 1 600  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 1 250  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 1 000  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 800  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 630  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 500  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 400  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 315  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 250  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 200  mm | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | | 160  mm | 0,0 | 0,0 | 0,0 | 0,0 | –0,1 | | 125  mm | 0,0 | 0,0 | –0,1 | 0,0 | –0,2 | | 100  mm | 0,0 | –0,1 | –0,1 | 0,0 | –0,3 | | 80  mm | –0,1 | –0,2 | –0,3 | –0,1 | –0,6 | | 63  mm | –0,2 | –0,3 | –0,6 | –0,3 | –1,0 | | 50  mm | –0,3 | –0,7 | –1,1 | –0,5 | –1,8 | | 40  mm | –0,6 | –1,2 | –1,3 | –1,1 | –3,2 | | 31,5  mm | –1,0 | –2,0 | –3,5 | –1,8 | –5,4 | | 25  mm | –1,8 | –4,1 | –5,3 | –3,3 | –8,7 | | 20  mm | –3,2 | –6,0 | –8,0 | –5,3 | –12,2 | | 16  mm | –5,4 | –9,2 | –12,0 | –7,9 | –16,7 | | 12,5  mm | –8,7 | –13,8 | –16,8 | –12,8 | –17,7 | | 10  mm | –12,2 | –17,2 | –17,7 | –16,8 | –17,8 | | 8  mm | –16,7 | –17,7 | –18,0 | –17,7 | –20,7 | | 6,3  mm | –17,7 | –18,6 | –21,5 | –18,2 | –22,1 | | 5  mm | –17,8 | –21,5 | –21,8 | –20,5 | –22,8 | | 4  mm | –20,7 | –22,3 | –22,8 | –22,0 | –24,0 | | 3,15  mm | –22,1 | –23,1 | –24,0 | –22,8 | –24,5 | | 2,5  mm | –22,8 | –24,4 | –24,5 | –24,2 | –24,7 | | 2  mm | –24,0 | –24,5 | –25,0 | –24,5 | –27,0 | | 1,6  mm | –24,5 | –25,0 | –27,3 | –25,0 | –27,8 | | 1,25  mm | –24,7 | –28,0 | –28,1 | –27,4 | –28,6 | | 1  mm | –27,0 | –28,8 | –28,9 | –28,2 | –29,4 | | 0,8  mm | –27,8 | –29,6 | –29,7 | –29,0 | –30,2 ” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  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**W** | **D** | | **Jednodijelni prag na mekoj podložnoj ploči** | **Jednodijelni prag na podložnoj ploči srednje krutosti** | **Jednodijelni prag na krutoj podložnoj ploči** | **Dvodijelni prag na mekoj podložnoj ploči** | **Dvodijelni prag na podložnoj ploči srednje krutosti** | **Dvodijelni prag na krutoj podložnoj ploči** | **Drveni pragovi** | **Izravno pričvršćivanje na mostovima** | | 50  Hz | 53,3 | 50,9 | 50,1 | 50,9 | 50,0 | 49,8 | 44,0 | 75,4 | | 63  Hz | 59,3 | 57,8 | 57,2 | 56,6 | 56,1 | 55,9 | 51,0 | 77,4 | | 80  Hz | 67,2 | 66,5 | 66,3 | 64,3 | 64,1 | 64,0 | 59,9 | 81,4 | | 100  Hz | 75,9 | 76,8 | 77,2 | 72,3 | 72,5 | 72,5 | 70,8 | 87,1 | | 125  Hz | 79,2 | 80,9 | 81,6 | 75,4 | 75,8 | 75,9 | 75,1 | 88,0 | | 160  Hz | 81,8 | 83,3 | 84,0 | 78,5 | 79,1 | 79,4 | 76,9 | 89,7 | | 200  Hz | 84,2 | 85,8 | 86,5 | 81,8 | 83,6 | 84,4 | 77,2 | 83,4 | | 250  Hz | 88,6 | 90,0 | 90,7 | 86,6 | 88,7 | 89,7 | 80,9 | 87,7 | | 315  Hz | 91,0 | 91,6 | 92,1 | 89,1 | 89,6 | 90,2 | 85,3 | 89,8 | | 400  Hz | 94,5 | 93,9 | 94,3 | 91,9 | 89,7 | 90,2 | 92,5 | 97,5 | | 500  Hz | 97,0 | 95,6 | 95,8 | 94,5 | 90,6 | 90,8 | 97,0 | 99,0 | | 630  Hz | 99,2 | 97,4 | 97,0 | 97,5 | 93,8 | 93,1 | 98,7 | 100,8 | | 800  Hz | 104,0 | 101,7 | 100,3 | 104,0 | 100,6 | 97,9 | 102,8 | 104,9 | | 1 000  Hz | 107,1 | 104,4 | 102,5 | 107,9 | 104,7 | 101,1 | 105,4 | 111,8 | | 1 250  Hz | 108,3 | 106,0 | 104,2 | 108,9 | 106,3 | 103,4 | 106,5 | 113,9 | | 1 600  Hz | 108,5 | 106,8 | 105,4 | 108,8 | 107,1 | 105,4 | 106,4 | 115,5 | | 2 000  Hz | 109,7 | 108,3 | 107,1 | 109,8 | 108,8 | 107,7 | 107,5 | 114,9 | | 2 500  Hz | 110,0 | 108,9 | 107,9 | 110,2 | 109,3 | 108,5 | 108,1 | 118,2 | | 3 150  Hz | 110,0 | 109,1 | 108,2 | 110,1 | 109,4 | 108,7 | 108,4 | 118,3 | | 4 000  Hz | 110,0 | 109,4 | 108,7 | 110,1 | 109,7 | 109,1 | 108,7 | 118,4 | | 5 000  Hz | 110,3 | 109,9 | 109,4 | 110,3 | 110,0 | 109,6 | 109,1 | 118,9 | | 6 300  Hz | 110,0 | 109,9 | 109,7 | 109,9 | 109,8 | 109,6 | 109,1 | 117,5 | | 8 000  Hz | 110,1 | 110,3 | 110,4 | 110,0 | 110,0 | 109,9 | 109,5 | 117,9 | | 10 000  Hz | 110,6 | 111,0 | 111,4 | 110,4 | 110,5 | 110,6 | 110,2 | 118,6 ” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | Tablica G-3 mijenja se i glasi:   |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | | — | u prvom stupcu odjeljka „LH, VEH, i”:   |  |  | | --- | --- | | — | 11. redak mijenja se i glasi: „315 Hz”, |  |  |  | | --- | --- | | — | 21. redak mijenja se i glasi: „3 150 Hz”, |  |  |  | | --- | --- | | — | 24. redak mijenja se i glasi: „6 300 Hz”, | |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | | — | u prvom stupcu odjeljka „LH, VEH, SUP, i”:   |  |  | | --- | --- | | — | 11. redak mijenja se i glasi: „315 Hz”, |  |  |  | | --- | --- | | — | 21. redak mijenja se i glasi: „3 150 Hz”, |  |  |  | | --- | --- | | — | 24. redak mijenja se i glasi: „6 300 Hz”, | | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | Tablica G-4 mijenja se i glasi:   |  |  | | --- | --- | | **„LR,IMPACT,i** | | | **Valna duljina** | **Jedna skretnica/spoj/prijelaz/100 m** | | 2 000  mm | 22,0 | | 1 600  mm | 22,0 | | 1 250  mm | 22,0 | | 1 000  mm | 22,0 | | 800  mm | 22,0 | | 630  mm | 20,0 | | 500  mm | 16,0 | | 400  mm | 15,0 | | 315  mm | 14,0 | | 250  mm | 15,0 | | 200  mm | 14,0 | | 160  mm | 12,0 | | 125  mm | 11,0 | | 100  mm | 10,0 | | 80  mm | 9,0 | | 63  mm | 8,0 | | 50  mm | 6,0 | | 40  mm | 3,0 | | 31,5  mm | 2,0 | | 25  mm | –3,0 | | 20  mm | –8,0 | | 16  mm | –13,0 | | 12,5  mm | –17,0 | | 10  mm | –19,0 | | 8  mm | –22,0 | | 6,3  mm | –25,0 | | 5  mm | –26,0 | | 4  mm | –32,0 | | 3,15  mm | –35,0 | | 2,5  mm | –40,0 | | 2  mm | –43,0 | | 1,6  mm | –45,0 | | 1,25  mm | –47,0 | | 1  mm | –49,0 | | 0,8  mm | –50,0 ” | |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U tablici G-5:   |  |  | | --- | --- | |  | u prvom stupcu:  - 12. redak se mijenja i glasi: „315 Hz”, |  |  |  | | --- | --- | |  | - 22. redak se mijenja i glasi: „3 150 Hz”, |  |  |  | | --- | --- | |  | - 25. redak se mijenja i glasi: „6 300 Hz”, |  |  |  | | --- | --- | |  | u četvrtom stupcu 25. redak se mijenja i glasi: „81,4”, |  |  |  | | --- | --- | |  | u petom stupcu 25. redak se mijenja i glasi: „80,7” | |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | |  | U tablici G-6, u prvom stupcu:   |  |  | | --- | --- | |  | - 11. redak se mijenja i glasi: „315 Hz”, |  |  |  | | --- | --- | |  | - 21. redak se mijenja i glasi: „3 150 Hz”, |  |  |  | | --- | --- | |  | - 24. redak se mijenja i glasi: „6 300 Hz”; | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | Tablica G-7 se mijenja i glasi:   |  |  |  | | --- | --- | --- | | **„ *LH,*bridge *,i*** | | | | **Frekvencija** | **+ 10 dB(A)** | **+ 15 dB(A)** | | 50  Hz | 85,2 | 90,1 | | 63  Hz | 87,1 | 92,1 | | 80  Hz | 91,0 | 96,0 | | 100  Hz | 94,0 | 99,5 | | 125  Hz | 94,4 | 99,9 | | 160  Hz | 96,0 | 101,5 | | 200  Hz | 92,5 | 99,6 | | 250  Hz | 96,7 | 103,8 | | 315  Hz | 97,4 | 104,5 | | 400  Hz | 99,4 | 106,5 | | 500  Hz | 100,7 | 107,8 | | 630  Hz | 102,5 | 109,6 | | 800  Hz | 107,1 | 116,1 | | 1 000  Hz | 109,8 | 118,8 | | 1 250  Hz | 112,0 | 120,9 | | 1 600  Hz | 107,2 | 109,5 | | 2 000  Hz | 106,8 | 109,1 | | 2 500  Hz | 107,3 | 109,6 | | 3 150  Hz | 99,3 | 102,0 | | 4 000  Hz | 91,4 | 94,1 | | 5 000  Hz | 86,9 | 89,6 | | 6 300  Hz | 79,7 | 83,6 | | 8 000  Hz | 75,1 | 79,0 | | 10 000  Hz | 70,8 | 74,7 ” | | |

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--- | --- | --- | --- | |  | U tablici I-1 priloga I reci počevši od retka   |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | | „F10062 | A | D-42 | 0 | 0 | 0,4731 | 0,1565” |   do posljednjeg retka tablice se mijenjaju i glase:   |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | | „737800 | A | A\_00 |  |  |  | 0,0596977 | | 737800 | A | A\_01 |  |  |  | 0,066122 | | 737800 | A | A\_05 |  |  |  | 0,078996 | | 737800 | A | A\_15 |  |  |  | 0,111985 | | 737800 | A | A\_30 |  |  | 0,383611 | 0,117166 | | 7378MAX | A | A\_00 | 0 | 0 | 0 | 0,076682 | | 7378MAX | A | A\_00 |  |  |  | 0,056009 | | 7378MAX | A | A\_01 | 0 | 0 | 0 | 0,091438 | | 7378MAX | A | A\_01 |  |  |  | 0,066859 | | 7378MAX | A | A\_05 | 0 | 0 | 0 | 0,106627 | | 7378MAX | A | A\_05 |  |  |  | 0,077189 | | 7378MAX | A | A\_15 | 0 | 0 | 0,395117 | 0,165812 | | 7378MAX | A | A\_15 |  |  |  | 0,106525 | | 7378MAX | A | A\_30 |  |  | 0,375612 | 0,116638 | | 7378MAX | A | A\_40 | 0 | 0 | 0,375646 | 0,189672 | | 7378MAX | D | D\_00 | 0 | 0 | 0 | 0,074217 | | 7378MAX | D | D\_00 |  |  |  | 0,05418 | | 7378MAX | D | D\_01 | 0 | 0 | 0 | 0,085464 | | 7378MAX | D | D\_01 |  |  |  | 0,062526 | | 7378MAX | D | D\_05 | 0,00823 | 0,41332 | 0 | 0,101356 | | 7378MAX | D | D\_05 | 0,0079701 | 0,40898 |  | 0,074014 | | A350-941 | A | A\_1\_U | 0 | 0 | 0 | 0,05873 | | A350-941 | A | A\_1\_U |  |  |  | 0,056319 | | A350-941 | A | A\_2\_D | 0 | 0 | 0 | 0,083834 | | A350-941 | A | A\_2\_D |  |  |  | 0,081415 | | A350-941 | A | A\_2\_U | 0 | 0 | 0 | 0,06183 | | A350-941 | A | A\_2\_U |  |  |  | 0,059857 | | A350-941 | A | A\_3\_D | 0 | 0 | 0,219605 | 0,092731 | | A350-941 | A | A\_3\_D |  |  | 0,225785 | 0,092557 | | A350-941 | A | A\_FULL\_D | 0 | 0 | 0,214867 | 0,106381 | | A350-941 | A | A\_FULL\_D |  |  | 0,214862 | 0,106058 | | A350-941 | A | A\_ZERO | 0 | 0 | 0 | 0,049173 | | A350-941 | A | A\_ZERO |  |  |  | 0,048841 | | A350-941 | D | D\_1 | 0 | 0 | 0 | 0,052403 | | A350-941 | D | D\_1\_U |  |  |  | 0,058754 | | A350-941 | D | D\_1+F | 0,00325 | 0,234635 | 0 | 0,06129 | | A350-941 | D | D\_1+F\_D | 0,002722 | 0,233179 |  | 0,098533 | | A350-941 | D | D\_1+F\_U |  |  |  | 0,062824 | | A350-941 | D | D\_ZERO | 0 | 0 | 0 | 0,048142 | | A350-941 | D | D\_ZERO |  |  |  | 0,048126 | | ATR72 | A | 15-A-G |  |  |  | 0,0803 | | ATR72 | A | 33-A-G |  |  | 0,55608 | 0,105 | | ATR72 | A | ZERO-A |  |  |  | 0,09027 | | ATR72 | D | 15 | 0,013155 | 0,538 |  | 0,08142 | | ATR72 | D | INTR |  |  |  | 0,07826 | | ATR72 | D | ZERO |  |  |  | 0,0708 | | F10062 | A | D-42 | 0 | 0 | 0,4731 | 0,1565 | | F10062 | A | INT2 |  |  |  | 0,0904 | | F10062 | A | TO |  |  |  | 0,0683 | | F10062 | A | U-INT |  |  |  | 0,1124 | | F10062 | D | INT2 |  |  |  | 0,0904 | | F10062 | D | TO | 0,0122 | 0,5162 |  | 0,0683 | | F10062 | D | ZERO |  |  |  | 0,0683 | | F10065 | A | D-42 |  |  | 0,4731 | 0,1565 | | F10065 | A | INT2 |  |  |  | 0,0911 | | F10065 | A | TO |  |  |  | 0,0693 | | F10065 | A | U-INT |  |  |  | 0,1129 | | F10065 | D | INT2 |  |  |  | 0,0911 | | F10065 | D | TO | 0,0123 | 0,521 |  | 0,0693 | | F10065 | D | ZERO |  |  |  | 0,0693 | | F28MK2 | A | D-42 |  |  | 0,5334 | 0,1677 | | F28MK2 | A | INT2 |  |  |  | 0,1033 | | F28MK2 | A | U-INTR |  |  |  | 0,1248 | | F28MK2 | A | ZERO |  |  |  | 0,0819 | | F28MK2 | D | 6 | 0,0171 | 0,6027 |  | 0,0793 | | F28MK2 | D | INT2 |  |  |  | 0,1033 | | F28MK2 | D | ZERO |  |  |  | 0,0819 | | F28MK4 | A | D-42 |  |  | 0,5149 | 0,1619 | | F28MK4 | A | INT2 |  |  |  | 0,0971 | | F28MK4 | A | U-INTR |  |  |  | 0,1187 | | F28MK4 | A | ZERO |  |  |  | 0,0755 | | F28MK4 | D | 6 | 0,01515 | 0,5731 |  | 0,0749 | | F28MK4 | D | INT2 |  |  |  | 0,0971 | | F28MK4 | D | ZERO |  |  |  | 0,0755 | | FAL20 | A | D-25 |  |  | 0,804634 | 0,117238 | | FAL20 | A | D-40 |  |  | 0,792624 | 0,136348 | | FAL20 | A | INTR |  |  |  | 0,084391 | | FAL20 | A | ZERO |  |  |  | 0,07 | | FAL20 | D | 10 | 0,035696 | 0,807797 |  | 0,098781 | | FAL20 | D | INTR |  |  |  | 0,084391 | | FAL20 | D | ZERO |  |  |  | 0,07 | | GII | A | L-0-U |  |  |  | 0,0751 | | GII | A | L-10-U |  |  |  | 0,0852 | | GII | A | L-20-D |  |  |  | 0,1138 | | GII | A | L-39-D |  |  | 0,5822 | 0,1742 | | GII | D | T-0-U |  |  |  | 0,0814 | | GII | D | T-10-U |  |  |  | 0,0884 | | GII | D | T-20-D | 0,02 | 0,634 |  | 0,1159 | | GIIB | A | L-0-U |  |  |  | 0,0722 | | GIIB | A | L-10-U |  |  |  | 0,0735 | | GIIB | A | L-20-D |  |  |  | 0,1091 | | GIIB | A | L-39-D |  |  | 0,562984 | 0,1509 | | GIIB | D | T-0-U |  |  |  | 0,0738 | | GIIB | D | T-10-U |  |  |  | 0,0729 | | GIIB | D | T-20-D | 0,0162 | 0,583 |  | 0,1063 | | GIV | A | L-0-U |  |  |  | 0,06 | | GIV | A | L-20-D |  |  |  | 0,1063 | | GIV | A | L-39-D |  |  | 0,5805 | 0,1403 | | GIV | D | T-0-U |  |  |  | 0,0586 | | GIV | D | T-10-U |  |  |  | 0,0666 | | GIV | D | T-20-D | 0,0146 | 0,5798 |  | 0,1035 | | GIV | D | T-20-U |  |  |  | 0,0797 | | GV | A | L-0-U |  |  |  | 0,0617 | | GV | A | L-20-D |  |  |  | 0,0974 | | GV | A | L-20-U |  |  |  | 0,0749 | | GV | A | L-39-D |  |  | 0,4908 | 0,1328 | | GV | D | T-0-U |  |  |  | 0,058 | | GV | D | T-10-U |  |  |  | 0,0606 | | GV | D | T-20-D | 0,01178 | 0,516 |  | 0,0953 | | GV | D | T-20-U |  |  |  | 0,0743 | | HS748A | A | D-30 |  |  | 0,45813 | 0,13849 | | HS748A | A | D-INTR |  |  |  | 0,106745 | | HS748A | A | INTR |  |  |  | 0,088176 | | HS748A | A | ZERO |  |  |  | 0,075 | | HS748A | D | INTR |  |  |  | 0,088176 | | HS748A | D | TO | 0,012271 | 0,542574 |  | 0,101351 | | HS748A | D | ZERO |  |  |  | 0,075 | | IA1125 | A | D-40 |  |  | 0,967478 | 0,136393 | | IA1125 | A | D-INTR |  |  |  | 0,118618 | | IA1125 | A | INTR |  |  |  | 0,085422 | | IA1125 | A | ZERO |  |  |  | 0,07 | | IA1125 | D | 12 | 0,040745 | 0,963488 |  | 0,100843 | | IA1125 | D | INTR |  |  |  | 0,085422 | | IA1125 | D | ZERO |  |  |  | 0,07 | | L1011 | A | 10 |  |  |  | 0,093396 | | L1011 | A | D-33 |  |  | 0,286984 | 0,137671 | | L1011 | A | D-42 |  |  | 0,256389 | 0,155717 | | L1011 | A | ZERO |  |  |  | 0,06243 | | L1011 | D | 10 | 0,004561 | 0,265314 |  | 0,093396 | | L1011 | D | 22 | 0,004759 | 0,251916 |  | 0,105083 | | L1011 | D | INTR |  |  |  | 0,07959 | | L1011 | D | ZERO |  |  |  | 0,06243 | | L10115 | A | 10 |  |  |  | 0,093396 | | L10115 | A | D-33 |  |  | 0,262728 | 0,140162 | | L10115 | A | D-42 |  |  | 0,256123 | 0,155644 | | L10115 | A | ZERO |  |  |  | 0,06243 | | L10115 | D | 10 | 0,004499 | 0,265314 |  | 0,093396 | | L10115 | D | 22 | 0,004695 | 0,251916 |  | 0,105083 | | L10115 | D | INTR |  |  |  | 0,07959 | | L10115 | D | ZERO |  |  |  | 0,06243 | | L188 | A | D-100 |  |  | 0,436792 | 0,174786 | | L188 | A | D-78-% |  |  | 0,456156 | 0,122326 | | L188 | A | INTR |  |  |  | 0,120987 | | L188 | A | ZERO |  |  |  | 0,082 | | L188 | D | 39-% | 0,009995 | 0,420533 |  | 0,142992 | | L188 | D | 78-% | 0,010265 | 0,404302 |  | 0,159974 | | L188 | D | INTR |  |  |  | 0,120987 | | L188 | D | ZERO |  |  |  | 0,082 | | LEAR25 | A | 10 |  |  |  | 0,09667 | | LEAR25 | A | D-40 |  |  | 1,28239 | 0,176632 | | LEAR25 | A | D-INTR |  |  |  | 0,149986 | | LEAR25 | A | ZERO |  |  |  | 0,07 | | LEAR25 | D | 10 |  |  |  | 0,09667 | | LEAR25 | D | 20 | 0,082866 | 1,27373 |  | 0,12334 | | LEAR25 | D | ZERO |  |  |  | 0,07 | | LEAR35 | A | 10 |  |  |  | 0,089112 | | LEAR35 | A | D-40 |  |  | 1,08756 | 0,150688 | | LEAR35 | A | D-INTR |  |  |  | 0,129456 | | LEAR35 | A | ZERO |  |  |  | 0,07 | | LEAR35 | D | 10 |  |  |  | 0,089112 | | LEAR35 | D | 20 | 0,043803 | 1,05985 |  | 0,108224 | | LEAR35 | D | ZERO |  |  |  | 0,07 | | MD11GE | D | 10 | 0,003812 | 0,2648 |  | 0,0843 | | MD11GE | D | 15 | 0,003625 | 0,2578 |  | 0,0891 | | MD11GE | D | 20 | 0,003509 | 0,2524 |  | 0,0947 | | MD11GE | D | 25 | 0,003443 | 0,2481 |  | 0,1016 | | MD11GE | D | 0/EXT |  |  |  | 0,0692 | | MD11GE | D | 0/RET |  |  |  | 0,0551 | | MD11GE | D | ZERO |  |  |  | 0,0551 | | MD11PW | D | 10 | 0,003829 | 0,265 |  | 0,08425 | | MD11PW | D | 15 | 0,003675 | 0,2576 |  | 0,08877 | | MD11PW | D | 20 | 0,003545 | 0,2526 |  | 0,09472 | | MD11PW | D | 25 | 0,003494 | 0,2487 |  | 0,1018 | | MD11PW | D | 0/EXT |  |  |  | 0,0691 | | MD11PW | D | 0/RET |  |  |  | 0,05512 | | MD11PW | D | ZERO |  |  |  | 0,05512 | | MD81 | D | 11 | 0,009276 | 0,4247 |  | 0,07719 | | MD81 | D | INT1 |  |  |  | 0,07643 | | MD81 | D | INT2 |  |  |  | 0,06313 | | MD81 | D | INT3 |  |  |  | 0,06156 | | MD81 | D | INT4 |  |  |  | 0,06366 | | MD81 | D | T\_15 | 0,009369 | 0,420798 |  | 0,0857 | | MD81 | D | T\_INT |  |  |  | 0,0701 | | MD81 | D | T\_ZERO |  |  |  | 0,061 | | MD81 | D | ZERO |  |  |  | 0,06761 | | MD82 | D | 11 | 0,009248 | 0,4236 |  | 0,07969 | | MD82 | D | INT1 |  |  |  | 0,07625 | | MD82 | D | INT2 |  |  |  | 0,06337 | | MD82 | D | INT3 |  |  |  | 0,06196 | | MD82 | D | INT4 |  |  |  | 0,0634 | | MD82 | D | T\_15 | 0,009267 | 0,420216 |  | 0,086 | | MD82 | D | T\_INT |  |  |  | 0,065 | | MD82 | D | T\_ZERO |  |  |  | 0,061 | | MD82 | D | ZERO |  |  |  | 0,06643 | | MD83 | D | 11 | 0,009301 | 0,4227 |  | 0,0798 | | MD83 | D | INT1 |  |  |  | 0,07666 | | MD83 | D | INT2 |  |  |  | 0,0664 | | MD83 | D | INT3 |  |  |  | 0,06247 | | MD83 | D | INT4 |  |  |  | 0,06236 | | MD83 | D | T\_15 | 0,009384 | 0,420307 |  | 0,086 | | MD83 | D | T\_INT |  |  |  | 0,0664 | | MD83 | D | T\_ZERO |  |  |  | 0,0611 | | MD83 | D | ZERO |  |  |  | 0,06573 | | MD9025 | A | D-28 |  |  | 0,4118 | 0,1181 | | MD9025 | A | D-40 |  |  | 0,4003 | 0,1412 | | MD9025 | A | U-0 |  |  | 0,4744 | 0,0876 | | MD9025 | D | EXT/06 | 0,010708 | 0,458611 |  | 0,070601 | | MD9025 | D | EXT/11 | 0,009927 | 0,441118 |  | 0,073655 | | MD9025 | D | EXT/18 | 0,009203 | 0,421346 |  | 0,083277 | | MD9025 | D | EXT/24 | 0,008712 | 0,408301 |  | 0,090279 | | MD9025 | D | RET/0 |  |  |  | 0,05186 | | MD9028 | A | D-28 |  |  | 0,4118 | 0,1181 | | MD9028 | A | D-40 |  |  | 0,4003 | 0,1412 | | MD9028 | A | U-0 |  |  | 0,4744 | 0,0876 | | MD9028 | D | EXT/06 | 0,010993 | 0,463088 |  | 0,070248 | | MD9028 | D | EXT/11 | 0,010269 | 0,446501 |  | 0,072708 | | MD9028 | D | EXT/18 | 0,009514 | 0,426673 |  | 0,082666 | | MD9028 | D | EXT/24 | 0,008991 | 0,413409 |  | 0,090018 | | MD9028 | D | RET/0 |  |  |  | 0,05025 | | MU3001 | A | 1 |  |  |  | 0,08188 | | MU3001 | A | D-30 |  |  | 1,07308 | 0,147487 | | MU3001 | A | D-INTR |  |  |  | 0,114684 | | MU3001 | A | ZERO |  |  |  | 0,07 | | MU3001 | D | 1 | 0,065703 | 1,1529 |  | 0,08188 | | MU3001 | D | 10 | 0,055318 | 1,0729 |  | 0,09285 | | MU3001 | D | ZERO |  |  |  | 0,07 | | PA30 | A | 27-A |  |  | 1,316667 | 0,104586 | | PA30 | A | ZERO-A |  |  |  | 0,078131 | | PA30 | D | 15-D | 0,100146 | 1,166667 |  | 0,154071 | | PA30 | D | ZERO-D |  |  |  | 0,067504 | | PA42 | A | 30-DN |  |  | 1,09213 | 0,14679 | | PA42 | A | ZERO-A |  |  |  | 0,087856 | | PA42 | D | ZER-DN | 0,06796 | 1,011055 |  | 0,08088 | | PA42 | D | ZERO |  |  |  | 0,087856 | | PA42 | D | ZERO-C |  |  |  | 0,139096 | | PA42 | D | ZERO-T |  |  |  | 0,07651 | | SD330 | A | D-15 |  |  | 0,746802 | 0,109263 | | SD330 | A | D-35 |  |  | 0,702872 | 0,143475 | | SD330 | A | INTR |  |  |  | 0,106596 | | SD330 | A | ZERO |  |  |  | 0,075 | | SD330 | D | 10 | 0,031762 | 0,727556 |  | 0,138193 | | SD330 | D | INTR |  |  |  | 0,106596 | | SD330 | D | ZERO |  |  |  | 0,075 | | SF340 | A | 5 |  |  |  | 0,105831 | | SF340 | A | D-35 |  |  | 0,75674 | 0,147912 | | SF340 | A | D-INTR |  |  |  | 0,111456 | | SF340 | A | ZERO |  |  |  | 0,075 | | SF340 | D | 5 |  |  |  | 0,105831 | | SF340 | D | 15 | 0,026303 | 0,746174 |  | 0,136662 | | SF340 | D | ZERO |  |  |  | 0,075” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U tablici I-2, reci pod brojem 737700 i 737800 u stupcu „AIRCFTID” mijenjaju se i glase:   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „737700 | Boeing 737-700/CFM56-7B24 | Mlazni | 2 | Veliki | Komercijalni | 154 500 | 129 200 | 4 445 | 24 000 | 3 | CF567B | CNT (lb) | 206 | 104 | Krilo | | 737800 | Boeing 737-800 / CFM56-7B26 | Mlazni | 2 | Veliki | Komercijalni | 174 200 | 146 300 | 5 435 | 26 300 | 3 | CF567B | CNT (lb) | 206 | 104 | Krilo” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U tablici I-2 dodaju se sljedeći reci:   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „7378MAX | Boeing 737 MAX 8 / CFM Leap1B-27 | Mlazni | 2 | Veliki | Komercijalni | 181 200 | 152 800 | 4 965 | 26 400 | 4 | 7378MAX | CNT (lb) | 216 | 103 | Krilo | | A350-941 | Airbus A350-941 / RR Trent XWB-84 | Mlazni | 2 | Teški | Komercijalni | 610 681 | 456 356 | 6 558 | 84 200 | 4 | A350-941 | CNT (lb) | 239 | 139 | Krilo | | ATR72 | Avions de Transport Regional ATR 72-212A / PW127F | Turboelisni | 2 | Veliki | Komercijalni | 50 710 | 49 270 | 3 360 | 7 587 | 4 | ATR72 | CNT (lb) | 240 | 140 | Elisa” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 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| Horizontalno – minimalni potisak | A\_00 | 3 000 | 249,5 |  |  | 25 437 |  | | 737800 | DEFAULT | 3 | Horizontalno – minimalni potisak | A\_01 | 3 000 | 187,18 |  |  | 3 671 |  | | 737800 | DEFAULT | 4 | Horizontalno – minimalni potisak | A\_05 | 3 000 | 174,66 |  |  | 5 209 |  | | 737800 | DEFAULT | 5 | Snižavanje – minimalni potisak | A\_15 | 3 000 | 151,41 | 3 |  |  |  | | 737800 | DEFAULT | 6 | Snižavanje | A\_30 | 2 817 | 139,11 | 3 |  |  |  | | 737800 | DEFAULT | 7 | Slijetanje | A\_30 |  |  |  | 393,8 |  |  | | 737800 | DEFAULT | 8 | Usporenje | A\_30 |  | 139 |  |  | 3 837,5 | 40 | | 737800 | DEFAULT | 9 | Usporenje | A\_30 |  | 30 |  |  | 0 | 10 | | 737MAX8 | DEFAULT | 1 | Snižavanje – minimalni potisak | A\_00 | 6 000 | 249,2 | 3 |  |  |  | | 737MAX8 | DEFAULT | 2 | Horizontalno – minimalni potisak | A\_00 | 3 000 | 249,7 |  |  | 24 557 |  | | 737MAX8 | DEFAULT | 3 | Horizontalno – minimalni potisak | A\_01 | 3 000 | 188,5 |  |  | 4 678 |  | | 737MAX8 | DEFAULT | 4 | Horizontalno – minimalni potisak | A\_05 | 3 000 | 173,7 |  |  | 4 907 |  | | 737MAX8 | DEFAULT | 5 | Snižavanje – minimalni potisak | A\_15 | 3 000 | 152 | 3 |  |  |  | | 737MAX8 | DEFAULT | 6 | Snižavanje | A\_30 | 2 817 | 139 | 3 |  |  |  | | 737MAX8 | DEFAULT | 7 | Slijetanje | A\_30 |  |  |  | 393,8 |  |  | | 737MAX8 | DEFAULT | 8 | Usporenje | A\_30 |  | 139 |  |  | 3 837,5 | 40 | | 737MAX8 | DEFAULT | 9 | Usporenje | A\_30 |  | 30 |  |  | 0 | 10 | | A350-941 | DEFAULT1 | 1 | Snižavanje – minimalni potisak | A\_ZERO | 6 000 | 250 | 2,74 |  |  |  | | A350-941 | DEFAULT1 | 2 | Horizontalno – minimalni potisak | A\_ZERO | 3 000 | 250 |  |  | 26 122 |  | | A350-941 | DEFAULT1 | 3 | Horizontalno – minimalni potisak | A\_1\_U | 3 000 | 188,6 |  |  | 6 397,6 |  | | A350-941 | DEFAULT1 | 4 | Snižavanje – minimalni potisak | A\_1\_U | 3 000 | 168,4 | 3 |  |  |  | | A350-941 | DEFAULT1 | 5 | Snižavanje – minimalni potisak | A\_2\_D | 2 709 | 161,9 | 3 |  |  |  | | A350-941 | DEFAULT1 | 6 | Snižavanje – minimalni potisak | A\_3\_D | 2 494 | 155,2 | 3 |  |  |  | | A350-941 | DEFAULT1 | 7 | Snižavanje | A\_FULL\_D | 2 180 | 137,5 | 3 |  |  |  | | A350-941 | DEFAULT1 | 8 | Snižavanje | A\_FULL\_D | 50 | 137,5 | 3 |  |  |  | | A350-941 | DEFAULT1 | 9 | Slijetanje | A\_FULL\_D |  |  |  | 556,1 |  |  | | A350-941 | DEFAULT1 | 10 | Usporenje | A\_FULL\_D |  | 137,5 |  |  | 5 004,9 | 10 | | A350-941 | DEFAULT1 | 11 | Usporenje | A\_FULL\_D |  | 30 |  |  | 0 | 10 | | A350-941 | DEFAULT2 | 1 | Snižavanje – minimalni potisak | A\_ZERO | 6 000 | 250 | 2,74 |  |  |  | | A350-941 | DEFAULT2 | 2 | Horizontalno – minimalni potisak | A\_ZERO | 3 000 | 250 |  |  | 26 122 |  | | A350-941 | DEFAULT2 | 3 | Horizontalno | A\_1\_U | 3 000 | 188,6 |  |  | 20 219,8 |  | | A350-941 | DEFAULT2 | 4 | Horizontalno – minimalni potisak | A\_1\_U | 3 000 | 188,6 |  |  | 6 049,9 |  | | A350-941 | DEFAULT2 | 5 | Snižavanje – minimalni potisak | A\_1\_U | 3 000 | 168,3 | 3 |  |  |  | | A350-941 | DEFAULT2 | 6 | Snižavanje – minimalni potisak | A\_2\_D | 2 709 | 161,8 | 3 |  |  |  | | A350-941 | DEFAULT2 | 7 | Snižavanje | A\_FULL\_D | 2 180 | 137,5 | 3 |  |  |  | | A350-941 | DEFAULT2 | 8 | Snižavanje | A\_FULL\_D | 50 | 137,5 | 3 |  |  |  | | A350-941 | DEFAULT2 | 9 | Slijetanje | A\_FULL\_D |  |  |  | 556,1 |  |  | | A350-941 | DEFAULT2 | 10 | Usporenje | A\_FULL\_D |  | 137,5 |  |  | 5 004,9 | 10 | | A350-941 | DEFAULT2 | 11 | Usporenje | A\_FULL\_D |  | 30 |  |  | 0 | 10 | | ATR72 | DEFAULT | 1 | Snižavanje | ZERO-A | 6 000 | 238 | 3 |  |  |  | | ATR72 | DEFAULT | 2 | Horizontalno – usporenje | ZERO-A | 3 000 | 238 |  |  | 17 085 |  | | ATR72 | DEFAULT | 3 | Horizontalno – usporenje | 15-A-G | 3 000 | 158,3 |  |  | 3 236 |  | | ATR72 | DEFAULT | 4 | Horizontalno | 15-A-G | 3 000 | 139 |  |  | 3 521 |  | | ATR72 | DEFAULT | 5 | Horizontalno | 33-A-G | 3 000 | 139 |  |  | 3 522 |  | | ATR72 | DEFAULT | 6 | Snižavanje – usporenje | 33-A-G | 3 000 | 139 | 3 |  |  |  | | ATR72 | DEFAULT | 7 | Snižavanje | 33-A-G | 2 802 | 117,1 | 3 |  |  |  | | ATR72 | DEFAULT | 8 | Snižavanje | 33-A-G | 50 | 117,1 | 3 |  |  |  | | ATR72 | DEFAULT | 9 | Slijetanje | 33-A-G |  |  |  | 50 |  |  | | ATR72 | DEFAULT | 10 | Usporenje | 33-A-G |  | 114,2 |  |  | 1 218 | 75,9 | | ATR72 | DEFAULT | 11 | Usporenje | 33-A-G |  | 30 |  |  | 0 | 5,7” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  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9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | DEFAULT | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | DEFAULT | 2 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | DEFAULT | 2 | 3 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 1 284 | 176 |  | | 737MAX8 | DEFAULT | 2 | 4 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 651 | 208 |  | | 737MAX8 | DEFAULT | 2 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | DEFAULT | 2 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 619 | 250 |  | | 737MAX8 | DEFAULT | 2 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | DEFAULT | 2 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | DEFAULT | 2 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | DEFAULT | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | DEFAULT | 3 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | DEFAULT | 3 | 3 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 1 229 | 177 |  | | 737MAX8 | DEFAULT | 3 | 4 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 510 | 210 |  | | 737MAX8 | DEFAULT | 3 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | DEFAULT | 3 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 544 | 250 |  | | 737MAX8 | DEFAULT | 3 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | DEFAULT | 3 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | DEFAULT | 3 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | DEFAULT | 4 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | DEFAULT | 4 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | DEFAULT | 4 | 3 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 1 144 | 181 |  | | 737MAX8 | DEFAULT | 4 | 4 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 268 | 213 |  | | 737MAX8 | DEFAULT | 4 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | DEFAULT | 4 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 414 | 250 |  | | 737MAX8 | DEFAULT | 4 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | DEFAULT | 4 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | DEFAULT | 4 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | DEFAULT | 5 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | DEFAULT | 5 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | DEFAULT | 5 | 3 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 1 032 | 184 |  | | 737MAX8 | DEFAULT | 5 | 4 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 150 | 217 |  | | 737MAX8 | DEFAULT | 5 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | DEFAULT | 5 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 292 | 250 |  | | 737MAX8 | DEFAULT | 5 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | DEFAULT | 5 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | DEFAULT | 5 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | DEFAULT | 6 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | DEFAULT | 6 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | DEFAULT | 6 | 3 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 1 001 | 185 |  | | 737MAX8 | DEFAULT | 6 | 4 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 120 | 219 |  | | 737MAX8 | DEFAULT | 6 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | DEFAULT | 6 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 263 | 250 |  | | 737MAX8 | DEFAULT | 6 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | DEFAULT | 6 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | DEFAULT | 6 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | DEFAULT | M | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | DEFAULT | M | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | DEFAULT | M | 3 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 951 | 188 |  | | 737MAX8 | DEFAULT | M | 4 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 058 | 221 |  | | 737MAX8 | DEFAULT | M | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | DEFAULT | M | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 196 | 250 |  | | 737MAX8 | DEFAULT | M | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | DEFAULT | M | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | DEFAULT | M | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_A | 1 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_A | 1 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 500 |  |  |  | | 737MAX8 | ICAO\_A | 1 | 3 | Penjanje | Maksimum za penjanje | D\_05 | 3 000 |  |  |  | | 737MAX8 | ICAO\_A | 1 | 4 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 1 300 | 174 |  | | 737MAX8 | ICAO\_A | 1 | 5 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 667 | 205 |  | | 737MAX8 | ICAO\_A | 1 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 2 370 | 250 |  | | 737MAX8 | ICAO\_A | 1 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_A | 1 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_A | 1 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_A | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_A | 2 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 500 |  |  |  | | 737MAX8 | ICAO\_A | 2 | 3 | Penjanje | Maksimum za penjanje | D\_05 | 3 000 |  |  |  | | 737MAX8 | ICAO\_A | 2 | 4 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 1 243 | 174 |  | | 737MAX8 | ICAO\_A | 2 | 5 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 524 | 207 |  | | 737MAX8 | ICAO\_A | 2 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 2 190 | 250 |  | | 737MAX8 | ICAO\_A | 2 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_A | 2 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_A | 2 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_A | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_A | 3 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 500 |  |  |  | | 737MAX8 | ICAO\_A | 3 | 3 | Penjanje | Maksimum za penjanje | D\_05 | 3 000 |  |  |  | | 737MAX8 | ICAO\_A | 3 | 4 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 1 190 | 176 |  | | 737MAX8 | ICAO\_A | 3 | 5 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 331 | 210 |  | | 737MAX8 | ICAO\_A | 3 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 2 131 | 250 |  | | 737MAX8 | ICAO\_A | 3 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_A | 3 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_A | 3 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_A | 4 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_A | 4 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 500 |  |  |  | | 737MAX8 | ICAO\_A | 4 | 3 | Penjanje | Maksimum za penjanje | D\_05 | 3 000 |  |  |  | | 737MAX8 | ICAO\_A | 4 | 4 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 1 098 | 180 |  | | 737MAX8 | ICAO\_A | 4 | 5 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 221 | 211 |  | | 737MAX8 | ICAO\_A | 4 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 883 | 250 |  | | 737MAX8 | ICAO\_A | 4 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_A | 4 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_A | 4 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_A | 5 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_A | 5 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 500 |  |  |  | | 737MAX8 | ICAO\_A | 5 | 3 | Penjanje | Maksimum za penjanje | D\_05 | 3 000 |  |  |  | | 737MAX8 | ICAO\_A | 5 | 4 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 988 | 183 |  | | 737MAX8 | ICAO\_A | 5 | 5 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 101 | 216 |  | | 737MAX8 | ICAO\_A | 5 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 730 | 250 |  | | 737MAX8 | ICAO\_A | 5 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_A | 5 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_A | 5 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_A | 6 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_A | 6 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 500 |  |  |  | | 737MAX8 | ICAO\_A | 6 | 3 | Penjanje | Maksimum za penjanje | D\_05 | 3 000 |  |  |  | | 737MAX8 | ICAO\_A | 6 | 4 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 964 | 185 |  | | 737MAX8 | ICAO\_A | 6 | 5 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 073 | 217 |  | | 737MAX8 | ICAO\_A | 6 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 588 | 250 |  | | 737MAX8 | ICAO\_A | 6 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_A | 6 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_A | 6 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_A | M | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_A | M | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 500 |  |  |  | | 737MAX8 | ICAO\_A | M | 3 | Penjanje | Maksimum za penjanje | D\_05 | 3 000 |  |  |  | | 737MAX8 | ICAO\_A | M | 4 | Ubrzanje | Maksimum za penjanje | D\_05 |  | 911 | 187 |  | | 737MAX8 | ICAO\_A | M | 5 | Ubrzanje | Maksimum za penjanje | D\_01 |  | 1 012 | 220 |  | | 737MAX8 | ICAO\_A | M | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 163 | 250 |  | | 737MAX8 | ICAO\_A | M | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_A | M | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_A | M | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_B | 1 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_B | 1 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | ICAO\_B | 1 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_01 |  | 1 734 | 178 |  | | 737MAX8 | ICAO\_B | 1 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_00 |  | 2 595 | 205 |  | | 737MAX8 | ICAO\_B | 1 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | ICAO\_B | 1 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 671 | 250 |  | | 737MAX8 | ICAO\_B | 1 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_B | 1 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_B | 1 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_B | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_B | 2 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | ICAO\_B | 2 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_01 |  | 1 682 | 179 |  | | 737MAX8 | ICAO\_B | 2 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_00 |  | 2 477 | 208 |  | | 737MAX8 | ICAO\_B | 2 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | ICAO\_B | 2 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 610 | 250 |  | | 737MAX8 | ICAO\_B | 2 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_B | 2 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_B | 2 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_B | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_B | 3 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | ICAO\_B | 3 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_01 |  | 1 616 | 180 |  | | 737MAX8 | ICAO\_B | 3 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_00 |  | 2 280 | 210 |  | | 737MAX8 | ICAO\_B | 3 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | ICAO\_B | 3 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 545 | 250 |  | | 737MAX8 | ICAO\_B | 3 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_B | 3 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_B | 3 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_B | 4 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_B | 4 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | ICAO\_B | 4 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_01 |  | 1 509 | 184 |  | | 737MAX8 | ICAO\_B | 4 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_00 |  | 2 103 | 214 |  | | 737MAX8 | ICAO\_B | 4 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | ICAO\_B | 4 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 589 | 250 |  | | 737MAX8 | ICAO\_B | 4 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_B | 4 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_B | 4 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_B | 5 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_B | 5 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | ICAO\_B | 5 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_01 |  | 1 388 | 188 |  | | 737MAX8 | ICAO\_B | 5 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_00 |  | 1 753 | 220 |  | | 737MAX8 | ICAO\_B | 5 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | ICAO\_B | 5 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 295 | 250 |  | | 737MAX8 | ICAO\_B | 5 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_B | 5 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_B | 5 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_B | 6 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_B | 6 | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | ICAO\_B | 6 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_01 |  | 1 345 | 188 |  | | 737MAX8 | ICAO\_B | 6 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_00 |  | 1 634 | 220 |  | | 737MAX8 | ICAO\_B | 6 | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | ICAO\_B | 6 | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 262 | 250 |  | | 737MAX8 | ICAO\_B | 6 | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_B | 6 | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_B | 6 | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 |  |  |  | | 737MAX8 | ICAO\_B | M | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_05 |  |  |  |  | | 737MAX8 | ICAO\_B | M | 2 | Penjanje | Maksimum za uzlijetanje | D\_05 | 1 000 |  |  |  | | 737MAX8 | ICAO\_B | M | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_01 |  | 1 287 | 191 |  | | 737MAX8 | ICAO\_B | M | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_00 |  | 1 426 | 225 |  | | 737MAX8 | ICAO\_B | M | 5 | Penjanje | Maksimum za penjanje | D\_00 | 3 000 |  |  |  | | 737MAX8 | ICAO\_B | M | 6 | Ubrzanje | Maksimum za penjanje | D\_00 |  | 1 196 | 250 |  | | 737MAX8 | ICAO\_B | M | 7 | Penjanje | Maksimum za penjanje | D\_00 | 5 500 |  |  |  | | 737MAX8 | ICAO\_B | M | 8 | Penjanje | Maksimum za penjanje | D\_00 | 7 500 |  |  |  | | 737MAX8 | ICAO\_B | M | 9 | Penjanje | Maksimum za penjanje | D\_00 | 10 000 ” |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U tablici I-4 (2. dio) dodaju se sljedeći reci:   |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „A350-941 | DEFAULT | 1 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 1 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | DEFAULT | 1 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 726,5 | 170,7 | 60 | | A350-941 | DEFAULT | 1 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 862,6 | 197,2 | 60 | | A350-941 | DEFAULT | 1 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 1 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 658 | 250 | 60 | | A350-941 | DEFAULT | 1 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 2 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | DEFAULT | 2 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 699,9 | 173,1 | 60 | | A350-941 | DEFAULT | 2 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 812,6 | 198,6 | 60 | | A350-941 | DEFAULT | 2 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 2 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 604,5 | 250 | 60 | | A350-941 | DEFAULT | 2 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 3 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | DEFAULT | 3 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 662,2 | 175,6 | 60 | | A350-941 | DEFAULT | 3 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 762,3 | 200,1 | 60 | | A350-941 | DEFAULT | 3 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 3 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 551,6 | 250 | 60 | | A350-941 | DEFAULT | 3 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 4 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 4 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 4 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 586,1 | 179,9 | 60 | | A350-941 | DEFAULT | 4 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 679,8 | 202,7 | 60 | | A350-941 | DEFAULT | 4 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 4 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 465,3 | 250 | 60 | | A350-941 | DEFAULT | 4 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 5 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 5 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 5 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 491,7 | 185,3 | 60 | | A350-941 | DEFAULT | 5 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 586,9 | 206,4 | 60 | | A350-941 | DEFAULT | 5 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 5 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 365,5 | 250 | 60 | | A350-941 | DEFAULT | 5 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 6 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 6 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 6 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 399,5 | 191,1 | 60 | | A350-941 | DEFAULT | 6 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 494,1 | 210,4 | 60 | | A350-941 | DEFAULT | 6 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 6 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 268,2 | 250 | 60 | | A350-941 | DEFAULT | 6 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 7 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 7 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 7 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 314 | 197 | 60 | | A350-941 | DEFAULT | 7 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 407,1 | 214,7 | 60 | | A350-941 | DEFAULT | 7 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 7 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 176,3 | 250 | 60 | | A350-941 | DEFAULT | 7 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 8 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 8 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 8 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 233,3 | 203,4 | 60 | | A350-941 | DEFAULT | 8 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 325,3 | 219,6 | 60 | | A350-941 | DEFAULT | 8 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 8 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 089,2 | 250 | 60 | | A350-941 | DEFAULT | 8 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | M | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | M | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | M | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 185,1 | 207,6 | 60 | | A350-941 | DEFAULT | M | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 275,6 | 222,9 | 60 | | A350-941 | DEFAULT | M | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | M | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 036,7 | 250 | 60 | | A350-941 | DEFAULT | M | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 1 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 1 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 1 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 1 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 323,2 | 171 | 60 | | A350-941 | ICAO\_A | 1 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 353,1 | 189,5 | 60 | | A350-941 | ICAO\_A | 1 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 514,1 | 213,7 | 60 | | A350-941 | ICAO\_A | 1 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 673,8 | 250 | 60 | | A350-941 | ICAO\_A | 1 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 2 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 2 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 2 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 265,7 | 173,4 | 60 | | A350-941 | ICAO\_A | 2 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 315,1 | 191,2 | 60 | | A350-941 | ICAO\_A | 2 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 466,2 | 214,5 | 60 | | A350-941 | ICAO\_A | 2 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 619,3 | 250 | 60 | | A350-941 | ICAO\_A | 2 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 3 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 3 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 3 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 214,3 | 175,9 | 60 | | A350-941 | ICAO\_A | 3 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 276,7 | 193 | 60 | | A350-941 | ICAO\_A | 3 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 418,4 | 215,4 | 60 | | A350-941 | ICAO\_A | 3 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 565 | 250 | 60 | | A350-941 | ICAO\_A | 3 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 4 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 4 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 4 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 4 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 138,4 | 180,3 | 60 | | A350-941 | ICAO\_A | 4 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 212,8 | 196,1 | 60 | | A350-941 | ICAO\_A | 4 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 340,5 | 217 | 60 | | A350-941 | ICAO\_A | 4 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 476,4 | 250 | 60 | | A350-941 | ICAO\_A | 4 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 5 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 5 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 5 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 5 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 066,3 | 185,8 | 60 | | A350-941 | ICAO\_A | 5 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 139,9 | 200,3 | 60 | | A350-941 | ICAO\_A | 5 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 252,3 | 219,5 | 60 | | A350-941 | ICAO\_A | 5 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 374,5 | 250 | 60 | | A350-941 | ICAO\_A | 5 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 6 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 6 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 6 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 6 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 994,4 | 191,7 | 60 | | A350-941 | ICAO\_A | 6 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 064,9 | 204,8 | 60 | | A350-941 | ICAO\_A | 6 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 165,9 | 222,3 | 60 | | A350-941 | ICAO\_A | 6 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 275,1 | 250 | 60 | | A350-941 | ICAO\_A | 6 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 7 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 7 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 7 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 7 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 927 | 197,8 | 60 | | A350-941 | ICAO\_A | 7 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 994,4 | 209,7 | 60 | | A350-941 | ICAO\_A | 7 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 085,3 | 225,7 | 60 | | A350-941 | ICAO\_A | 7 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 181 | 250 | 60 | | A350-941 | ICAO\_A | 7 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 8 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 8 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 8 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 8 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 862,4 | 204,1 | 60 | | A350-941 | ICAO\_A | 8 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 927,4 | 214,9 | 60 | | A350-941 | ICAO\_A | 8 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 009,2 | 229,4 | 60 | | A350-941 | ICAO\_A | 8 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 091,2 | 250 | 60 | | A350-941 | ICAO\_A | 8 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | M | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | M | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | M | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | M | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 823,3 | 208,3 | 60 | | A350-941 | ICAO\_A | M | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 886,5 | 218,4 | 60 | | A350-941 | ICAO\_A | M | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 963,5 | 232 | 60 | | A350-941 | ICAO\_A | M | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 036,9 | 250 | 60 | | A350-941 | ICAO\_A | M | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 1 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 1 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | ICAO\_B | 1 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 726,5 | 170,7 | 60 | | A350-941 | ICAO\_B | 1 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 862,6 | 197,2 | 60 | | A350-941 | ICAO\_B | 1 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 1 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 658 | 250 | 60 | | A350-941 | ICAO\_B | 1 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 2 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | ICAO\_B | 2 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 699,9 | 173,1 | 60 | | A350-941 | ICAO\_B | 2 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 812,6 | 198,6 | 60 | | A350-941 | ICAO\_B | 2 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 2 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 604,5 | 250 | 60 | | A350-941 | ICAO\_B | 2 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 3 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | ICAO\_B | 3 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 662,2 | 175,6 | 60 | | A350-941 | ICAO\_B | 3 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 762,3 | 200,1 | 60 | | A350-941 | ICAO\_B | 3 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 3 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 551,6 | 250 | 60 | | A350-941 | ICAO\_B | 3 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 4 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 4 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 4 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 586,1 | 179,9 | 60 | | A350-941 | ICAO\_B | 4 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 679,8 | 202,7 | 60 | | A350-941 | ICAO\_B | 4 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 4 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 465,3 | 250 | 60 | | A350-941 | ICAO\_B | 4 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 5 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 5 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 5 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 491,7 | 185,3 | 60 | | A350-941 | ICAO\_B | 5 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 586,9 | 206,4 | 60 | | A350-941 | ICAO\_B | 5 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 5 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 365,5 | 250 | 60 | | A350-941 | ICAO\_B | 5 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 6 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 6 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 6 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 399,5 | 191,1 | 60 | | A350-941 | ICAO\_B | 6 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 494,1 | 210,4 | 60 | | A350-941 | ICAO\_B | 6 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 6 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 268,2 | 250 | 60 | | A350-941 | ICAO\_B | 6 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 7 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 7 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 7 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 314 | 197 | 60 | | A350-941 | ICAO\_B | 7 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 407,1 | 214,7 | 60 | | A350-941 | ICAO\_B | 7 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 7 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 176,3 | 250 | 60 | | A350-941 | ICAO\_B | 7 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 8 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 8 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 8 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 233,3 | 203,4 | 60 | | A350-941 | ICAO\_B | 8 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 325,3 | 219,6 | 60 | | A350-941 | ICAO\_B | 8 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 8 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 089,2 | 250 | 60 | | A350-941 | ICAO\_B | 8 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | M | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | M | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | M | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 185,1 | 207,6 | 60 | | A350-941 | ICAO\_B | M | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 275,6 | 222,9 | 60 | | A350-941 | ICAO\_B | M | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | M | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 036,7 | 250 | 60 | | A350-941 | ICAO\_B | M | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 ” |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  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 |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „A350-941 | DEFAULT | 1 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 1 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | DEFAULT | 1 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 726,5 | 170,7 | 60 | | A350-941 | DEFAULT | 1 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 862,6 | 197,2 | 60 | | A350-941 | DEFAULT | 1 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 1 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 658 | 250 | 60 | | A350-941 | DEFAULT | 1 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 2 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | DEFAULT | 2 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 699,9 | 173,1 | 60 | | A350-941 | DEFAULT | 2 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 812,6 | 198,6 | 60 | | A350-941 | DEFAULT | 2 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 2 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 604,5 | 250 | 60 | | A350-941 | DEFAULT | 2 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 3 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | DEFAULT | 3 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 662,2 | 175,6 | 60 | | A350-941 | DEFAULT | 3 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 762,3 | 200,1 | 60 | | A350-941 | DEFAULT | 3 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 3 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 551,6 | 250 | 60 | | A350-941 | DEFAULT | 3 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 4 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 4 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 4 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 586,1 | 179,9 | 60 | | A350-941 | DEFAULT | 4 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 679,8 | 202,7 | 60 | | A350-941 | DEFAULT | 4 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 4 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 465,3 | 250 | 60 | | A350-941 | DEFAULT | 4 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 5 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 5 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 5 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 491,7 | 185,3 | 60 | | A350-941 | DEFAULT | 5 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 586,9 | 206,4 | 60 | | A350-941 | DEFAULT | 5 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 5 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 365,5 | 250 | 60 | | A350-941 | DEFAULT | 5 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 6 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 6 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 6 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 399,5 | 191,1 | 60 | | A350-941 | DEFAULT | 6 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 494,1 | 210,4 | 60 | | A350-941 | DEFAULT | 6 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 6 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 268,2 | 250 | 60 | | A350-941 | DEFAULT | 6 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 7 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 7 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 7 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 314 | 197 | 60 | | A350-941 | DEFAULT | 7 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 407,1 | 214,7 | 60 | | A350-941 | DEFAULT | 7 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 7 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 176,3 | 250 | 60 | | A350-941 | DEFAULT | 7 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | 8 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | 8 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | 8 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 233,3 | 203,4 | 60 | | A350-941 | DEFAULT | 8 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 325,3 | 219,6 | 60 | | A350-941 | DEFAULT | 8 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | 8 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 089,2 | 250 | 60 | | A350-941 | DEFAULT | 8 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | DEFAULT | M | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | DEFAULT | M | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | DEFAULT | M | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 185,1 | 207,6 | 60 | | A350-941 | DEFAULT | M | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 275,6 | 222,9 | 60 | | A350-941 | DEFAULT | M | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | DEFAULT | M | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 036,7 | 250 | 60 | | A350-941 | DEFAULT | M | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 1 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 1 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 1 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 1 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 323,2 | 171 | 60 | | A350-941 | ICAO\_A | 1 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 353,1 | 189,5 | 60 | | A350-941 | ICAO\_A | 1 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 514,1 | 213,7 | 60 | | A350-941 | ICAO\_A | 1 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 673,8 | 250 | 60 | | A350-941 | ICAO\_A | 1 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 2 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 2 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 2 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 265,7 | 173,4 | 60 | | A350-941 | ICAO\_A | 2 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 315,1 | 191,2 | 60 | | A350-941 | ICAO\_A | 2 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 466,2 | 214,5 | 60 | | A350-941 | ICAO\_A | 2 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 619,3 | 250 | 60 | | A350-941 | ICAO\_A | 2 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 3 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 3 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 3 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 214,3 | 175,9 | 60 | | A350-941 | ICAO\_A | 3 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 276,7 | 193 | 60 | | A350-941 | ICAO\_A | 3 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 418,4 | 215,4 | 60 | | A350-941 | ICAO\_A | 3 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 565 | 250 | 60 | | A350-941 | ICAO\_A | 3 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 4 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 4 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 4 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 4 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 138,4 | 180,3 | 60 | | A350-941 | ICAO\_A | 4 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 212,8 | 196,1 | 60 | | A350-941 | ICAO\_A | 4 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 340,5 | 217 | 60 | | A350-941 | ICAO\_A | 4 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 476,4 | 250 | 60 | | A350-941 | ICAO\_A | 4 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 5 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 5 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 5 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 5 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 1 066,3 | 185,8 | 60 | | A350-941 | ICAO\_A | 5 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 139,9 | 200,3 | 60 | | A350-941 | ICAO\_A | 5 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 252,3 | 219,5 | 60 | | A350-941 | ICAO\_A | 5 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 374,5 | 250 | 60 | | A350-941 | ICAO\_A | 5 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 6 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 6 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 6 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 6 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 994,4 | 191,7 | 60 | | A350-941 | ICAO\_A | 6 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 1 064,9 | 204,8 | 60 | | A350-941 | ICAO\_A | 6 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 165,9 | 222,3 | 60 | | A350-941 | ICAO\_A | 6 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 275,1 | 250 | 60 | | A350-941 | ICAO\_A | 6 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 7 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 7 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 7 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 7 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 927 | 197,8 | 60 | | A350-941 | ICAO\_A | 7 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 994,4 | 209,7 | 60 | | A350-941 | ICAO\_A | 7 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 085,3 | 225,7 | 60 | | A350-941 | ICAO\_A | 7 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 181 | 250 | 60 | | A350-941 | ICAO\_A | 7 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | 8 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | 8 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | 8 | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | 8 | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 862,4 | 204,1 | 60 | | A350-941 | ICAO\_A | 8 | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 927,4 | 214,9 | 60 | | A350-941 | ICAO\_A | 8 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 009,2 | 229,4 | 60 | | A350-941 | ICAO\_A | 8 | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 091,2 | 250 | 60 | | A350-941 | ICAO\_A | 8 | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_A | M | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_A | M | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 500 |  |  |  | | A350-941 | ICAO\_A | M | 3 | Penjanje | Maksimum za penjanje | D\_1+F\_U | 3 000 |  |  |  | | A350-941 | ICAO\_A | M | 4 | Ubrzanje | Maksimum za penjanje | D\_1+F\_U |  | 823,3 | 208,3 | 60 | | A350-941 | ICAO\_A | M | 5 | Ubrzanje | Maksimum za penjanje | D\_1\_U |  | 886,5 | 218,4 | 60 | | A350-941 | ICAO\_A | M | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 963,5 | 232 | 60 | | A350-941 | ICAO\_A | M | 7 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 036,9 | 250 | 60 | | A350-941 | ICAO\_A | M | 8 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 1 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 1 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | ICAO\_B | 1 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 726,5 | 170,7 | 60 | | A350-941 | ICAO\_B | 1 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 862,6 | 197,2 | 60 | | A350-941 | ICAO\_B | 1 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 1 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 658 | 250 | 60 | | A350-941 | ICAO\_B | 1 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 2 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | ICAO\_B | 2 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 699,9 | 173,1 | 60 | | A350-941 | ICAO\_B | 2 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 812,6 | 198,6 | 60 | | A350-941 | ICAO\_B | 2 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 2 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 604,5 | 250 | 60 | | A350-941 | ICAO\_B | 2 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 3 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_D | 1 000 |  |  |  | | A350-941 | ICAO\_B | 3 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 662,2 | 175,6 | 60 | | A350-941 | ICAO\_B | 3 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 762,3 | 200,1 | 60 | | A350-941 | ICAO\_B | 3 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 3 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 551,6 | 250 | 60 | | A350-941 | ICAO\_B | 3 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 4 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 4 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 4 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 586,1 | 179,9 | 60 | | A350-941 | ICAO\_B | 4 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 679,8 | 202,7 | 60 | | A350-941 | ICAO\_B | 4 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 4 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 465,3 | 250 | 60 | | A350-941 | ICAO\_B | 4 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 5 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 5 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 5 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 491,7 | 185,3 | 60 | | A350-941 | ICAO\_B | 5 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 586,9 | 206,4 | 60 | | A350-941 | ICAO\_B | 5 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 5 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 365,5 | 250 | 60 | | A350-941 | ICAO\_B | 5 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 6 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 6 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 6 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 399,5 | 191,1 | 60 | | A350-941 | ICAO\_B | 6 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 494,1 | 210,4 | 60 | | A350-941 | ICAO\_B | 6 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 6 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 268,2 | 250 | 60 | | A350-941 | ICAO\_B | 6 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 7 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 7 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 7 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 314 | 197 | 60 | | A350-941 | ICAO\_B | 7 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 407,1 | 214,7 | 60 | | A350-941 | ICAO\_B | 7 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 7 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 176,3 | 250 | 60 | | A350-941 | ICAO\_B | 7 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | 8 | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | 8 | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | 8 | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 233,3 | 203,4 | 60 | | A350-941 | ICAO\_B | 8 | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 325,3 | 219,6 | 60 | | A350-941 | ICAO\_B | 8 | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | 8 | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 089,2 | 250 | 60 | | A350-941 | ICAO\_B | 8 | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | A350-941 | ICAO\_B | M | 1 | Uzlijetanje | Maksimum za uzlijetanje | D\_1+F\_D |  |  |  |  | | A350-941 | ICAO\_B | M | 2 | Penjanje | Maksimum za uzlijetanje | D\_1+F\_U | 1 000 |  |  |  | | A350-941 | ICAO\_B | M | 3 | Ubrzanje | Maksimum za uzlijetanje | D\_1+F\_U |  | 1 185,1 | 207,6 | 60 | | A350-941 | ICAO\_B | M | 4 | Ubrzanje | Maksimum za uzlijetanje | D\_1\_U |  | 1 275,6 | 222,9 | 60 | | A350-941 | ICAO\_B | M | 5 | Penjanje | Maksimum za penjanje | D\_ZERO | 3 000 |  |  |  | | A350-941 | ICAO\_B | M | 6 | Ubrzanje | Maksimum za penjanje | D\_ZERO |  | 1 036,7 | 250 | 60 | | A350-941 | ICAO\_B | M | 7 | Penjanje | Maksimum za penjanje | D\_ZERO | 10 000 |  |  |  | | ATR72 | DEFAULT | 1 | 1 | Uzlijetanje | Maksimum za uzlijetanje | 15 |  |  |  |  | | ATR72 | DEFAULT | 1 | 2 | Penjanje | Maksimum za uzlijetanje | 15 | 1 000 |  |  |  | | ATR72 | DEFAULT | 1 | 3 | Ubrzanje | Maksimum za penjanje | INTR |  | 885 | 133,3 | 39,1 | | ATR72 | DEFAULT | 1 | 4 | Ubrzanje | Maksimum za penjanje | ZERO |  | 1 040 | 142,4 | 35,6 | | ATR72 | DEFAULT | 1 | 5 | Penjanje | Maksimum za penjanje | ZERO | 3 000 |  |  |  | | ATR72 | DEFAULT | 1 | 6 | Ubrzanje | Maksimum za penjanje | ZERO |  | 964 | 168,3 | 38,9 | | ATR72 | DEFAULT | 1 | 7 | Penjanje | Maksimum za penjanje | ZERO | 5 500 |  |  |  | | ATR72 | DEFAULT | 1 | 8 | Penjanje | Maksimum za penjanje | ZERO | 7 500 |  |  |  | | ATR72 | DEFAULT | 1 | 9 | Penjanje | Maksimum za penjanje | ZERO | 10 000 |  |  |  | | ATR72 | DEFAULT | 2 | 1 | Uzlijetanje | Maksimum za uzlijetanje | 15 |  |  |  |  | | ATR72 | DEFAULT | 2 | 2 | Penjanje | Maksimum za uzlijetanje | 15 | 1 000 |  |  |  | | ATR72 | DEFAULT | 2 | 3 | Ubrzanje | Maksimum za penjanje | INTR |  | 900 | 138 | 31,7 | | ATR72 | DEFAULT | 2 | 4 | Ubrzanje | Maksimum za penjanje | ZERO |  | 995 | 147,3 | 32,2 | | ATR72 | DEFAULT | 2 | 5 | Penjanje | Maksimum za penjanje | ZERO | 3 000 |  |  |  | | ATR72 | DEFAULT | 2 | 6 | Ubrzanje | Maksimum za penjanje | ZERO |  | 962 | 168,3 | 32,1 | | ATR72 | DEFAULT | 2 | 7 | Penjanje | Maksimum za penjanje | ZERO | 5 500 |  |  |  | | ATR72 | DEFAULT | 2 | 8 | Penjanje | Maksimum za penjanje | ZERO | 7 500 |  |  |  | | ATR72 | DEFAULT | 2 | 9 | Penjanje | Maksimum za penjanje | ZERO | 10 000 |  |  |  | | ATR72 | DEFAULT | 3 | 1 | Uzlijetanje | Maksimum za uzlijetanje | 15 |  |  |  |  | | ATR72 | DEFAULT | 3 | 2 | Penjanje | Maksimum za uzlijetanje | 15 | 1 000 |  |  |  | | ATR72 | DEFAULT | 3 | 3 | Ubrzanje | Maksimum za penjanje | INTR |  | 890 | 139,8 | 24,5 | | ATR72 | DEFAULT | 3 | 4 | Ubrzanje | Maksimum za penjanje | ZERO |  | 942 | 149,2 | 27,9 | | ATR72 | DEFAULT | 3 | 5 | Penjanje | Maksimum za penjanje | ZERO | 3 000 |  |  |  | | ATR72 | DEFAULT | 3 | 6 | Ubrzanje | Maksimum za penjanje | ZERO |  | 907 | 168,3 | 27,8 | | ATR72 | DEFAULT | 3 | 7 | Penjanje | Maksimum za penjanje | ZERO | 5 500 |  |  |  | | ATR72 | DEFAULT | 3 | 8 | Penjanje | Maksimum za penjanje | ZERO | 7 500 |  |  |  | | ATR72 | DEFAULT | 3 | 9 | Penjanje | Maksimum za penjanje | ZERO | 10 000 ” |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  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|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U tablici I-7 nakon retka   |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „737800 | Maksimum za penjanje, visoka temperatura | 30 143,2 | –29,773 | –0,029 | 0 | –145,2” |  |  |  |  |   dodaju se sljedeći reci:   |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „737800 | Prilaz uz minimalni potisak | 649,0 | –3,3 | 0,0118 | 0 | 0 |  |  |  |  | | 7378MAX | Prilaz uz minimalni potisak | 1 046 | –4,6 | 0,0147 | 0 | 0 |  |  |  |  | | 7378MAX | Maksimum za penjanje | 21 736 | –28,6 | 0,3333 | –3,28E-06 | 0 |  |  |  |  | | 7378MAX | Maksimum za penjanje, visoka temperatura | 23 323 | –15,1 | –0,09821 | 6,40E-06 | –142,0575 |  |  |  |  | | 7378MAX | Maksimum za uzlijetanje | 26 375 | –32,3 | 0,07827 | 8,81E-07 | 0 |  |  |  |  | | 7378MAX | Maksimum za penjanje, visoka temperatura | 30 839 | –27,1 | –0,06346 | –8,23E-06 | –183,1101 |  |  |  |  | | A350-941 | Prilaz uz minimalni potisak | 5 473,2 | –24,305716 | 0,0631198 | –4,21E-06 | 0 |  |  |  |  | | A350-941 | Prilaz uz minimalni potisak, visoka temperatura | 5 473,2 | –24,305716 | 0,0631198 | –4,21E-06 | 0 |  |  |  |  | | A350-941 | Maksimum za penjanje | 67 210,9 | –82,703367 | 1,18939 | –0,000012074 | 0 |  |  |  |  | | A350-941 | Maksimum za penjanje, visoka temperatura | 76 854,6 | –75,672429 | 0 | 0 | –466 |  |  |  |  | | A350-941 | Maksimum za uzlijetanje | 84 912,8 | –101,986997 | 0,940876 | –8,31E-06 | 0 |  |  |  |  | | A350-941 | Maksimum za penjanje, visoka temperatura | 96 170,0 | –101,339623 | 0 | 0 | –394 |  |  |  |  | | ATR72 | Maksimum za penjanje | 5 635,2 | –9,5 | 0,01127 | 0,00000027 | 0 |  |  |  |  | | ATR72 | Maksimum za uzlijetanje | 7 583,5 | –20,3 | 0,137399 | –0,00000604 | 0” |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 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7378MAX | LAmax | A | 5 000 | 90,7 | 83,7 | 79 | 74,1 | 66,1 | 57,2 | 50,7 | 43,6 | 36,5 | 29,6 | | 7378MAX | LAmax | A | 6 000 | 91 | 84 | 79,4 | 74,4 | 66,5 | 57,6 | 51 | 43,9 | 36,7 | 29,9 | | 7378MAX | LAmax | A | 7 000 | 91,5 | 84,4 | 79,8 | 74,8 | 66,9 | 58 | 51,5 | 44,3 | 37,1 | 30,2 | | 7378MAX | LAmax | D | 10 000 | 92,4 | 85,8 | 81,4 | 76,6 | 68,9 | 60,2 | 53,9 | 46,8 | 39,7 | 33 | | 7378MAX | LAmax | D | 13 000 | 94,2 | 87,7 | 83,2 | 78,4 | 70,7 | 62 | 55,6 | 48,5 | 41,4 | 34,6 | | 7378MAX | LAmax | D | 16 000 | 96 | 89,4 | 84,9 | 80,1 | 72,4 | 63,7 | 57,3 | 50,3 | 43,2 | 36,5 | | 7378MAX | LAmax | D | 19 000 | 97,6 | 91 | 86,5 | 81,8 | 74 | 65,3 | 59 | 52,1 | 45,1 | 38,4 | | 7378MAX | LAmax | D | 22 000 | 99,2 | 92,6 | 88,1 | 83,4 | 75,6 | 67 | 60,8 | 54 | 47,1 | 40,5 | | 7378MAX | LAmax | D | 24 500 | 100,6 | 94 | 89,5 | 84,8 | 77 | 68,5 | 62,4 | 55,7 | 48,9 | 42,5 | | 7378MAX | SEL | A | 3 000 | 92,6 | 88,4 | 85,6 | 82,4 | 77,2 | 70,9 | 66,1 | 60,8 | 55,4 | 50,2 | | 7378MAX | SEL | A | 4 000 | 92,7 | 88,6 | 85,8 | 82,6 | 77,3 | 71 | 66,2 | 60,9 | 55,5 | 50,4 | | 7378MAX | SEL | A | 5 000 | 93 | 88,9 | 86,1 | 82,9 | 77,6 | 71,3 | 66,5 | 61,1 | 55,7 | 50,6 | | 7378MAX | SEL | A | 6 000 | 93,3 | 89,3 | 86,4 | 83,2 | 77,9 | 71,6 | 66,8 | 61,4 | 56 | 50,8 | | 7378MAX | SEL | A | 7 000 | 93,7 | 89,6 | 86,8 | 83,6 | 78,3 | 72 | 67,1 | 61,8 | 56,3 | 51,1 | | 7378MAX | SEL | D | 10 000 | 94,3 | 90,4 | 87,6 | 84,5 | 79,1 | 72,9 | 68,3 | 63,2 | 58 | 53,1 | | 7378MAX | SEL | D | 13 000 | 96,1 | 92,2 | 89,4 | 86,3 | 80,8 | 74,5 | 69,9 | 64,8 | 59,6 | 54,8 | | 7378MAX | SEL | D | 16 000 | 97,6 | 93,7 | 90,9 | 87,8 | 82,5 | 76,3 | 71,7 | 66,7 | 61,6 | 56,9 | | 7378MAX | SEL | D | 19 000 | 98,8 | 95 | 92,3 | 89,3 | 84 | 78 | 73,6 | 68,7 | 63,8 | 59,1 | | 7378MAX | SEL | D | 22 000 | 100 | 96,2 | 93,6 | 90,6 | 85,6 | 79,8 | 75,5 | 70,8 | 66,1 | 61,7 | | 7378MAX | SEL | D | 24 500 | 100,9 | 97,2 | 94,6 | 91,7 | 86,9 | 81,4 | 77,4 | 72,8 | 68,3 | 64,1 | | A350-941 | LAmax | A | 1 000 | 91,21 | 84,42 | 79,83 | 74,97 | 67,15 | 58,68 | 52,65 | 46,06 | 38,92 | 31,73 | | A350-941 | LAmax | A | 10 000 | 92,16 | 85,43 | 80,83 | 75,99 | 68,31 | 59,92 | 53,97 | 47,34 | 40,08 | 32,68 | | A350-941 | LAmax | A | 17 000 | 94,76 | 87,92 | 83,18 | 78,16 | 70,23 | 61,75 | 55,72 | 49,06 | 41,55 | 33,91 | | A350-941 | LAmax | D | 25 000 | 92,83 | 85,22 | 80,6 | 75,75 | 68,22 | 60 | 54,03 | 47,27 | 39,73 | 31,65 | | A350-941 | LAmax | D | 35 000 | 95,16 | 88,13 | 83,33 | 78,27 | 70,38 | 61,9 | 55,87 | 49,15 | 41,66 | 33,82 | | A350-941 | LAmax | D | 50 000 | 99,67 | 92,61 | 87,75 | 82,5 | 74,45 | 66,01 | 60 | 53,34 | 45,7 | 37,42 | | A350-941 | LAmax | D | 70 000 | 103,74 | 96,78 | 91,98 | 86,87 | 78,8 | 70,01 | 63,7 | 56,71 | 48,8 | 40,63 | | A350-941 | SEL | A | 1 000 | 94,18 | 89,98 | 86,96 | 83,74 | 78,42 | 72,25 | 67,64 | 62,45 | 56,7 | 50,92 | | A350-941 | SEL | A | 10 000 | 95,52 | 91,32 | 88,29 | 85,06 | 79,78 | 73,75 | 69,24 | 64,17 | 58,36 | 52,34 | | A350-941 | SEL | A | 17 000 | 97,74 | 93,39 | 90,3 | 87,01 | 81,68 | 75,62 | 71,18 | 66,09 | 60,23 | 54 | | A350-941 | SEL | D | 25 000 | 95,67 | 90,95 | 87,67 | 84,23 | 78,73 | 72,73 | 68,33 | 63,24 | 57,19 | 50,52 | | A350-941 | SEL | D | 35 000 | 97,28 | 92,81 | 89,7 | 86,39 | 81,04 | 75,18 | 70,92 | 65,83 | 59,85 | 53,36 | | A350-941 | SEL | D | 50 000 | 100,98 | 96,76 | 93,79 | 90,43 | 85,11 | 79,2 | 74,81 | 69,77 | 63,84 | 57,37 | | A350-941 | SEL | D | 70 000 | 104,66 | 100,74 | 97,82 | 94,68 | 89,49 | 83,56 | 79,09 | 73,94 | 67,84 | 61,27 | | ATR72 | LAmax | A | 890 | 86,6 | 79,4 | 74,4 | 69,2 | 61,1 | 52,5 | 46,6 | 40 | 32,7 | 25 | | ATR72 | LAmax | A | 900 | 86,6 | 79,4 | 74,4 | 69,2 | 61,1 | 52,5 | 46,6 | 40 | 32,7 | 25 | | ATR72 | LAmax | A | 1 250 | 86,7 | 79,5 | 74,5 | 69,3 | 61,2 | 52,6 | 46,6 | 40 | 32,6 | 24,8 | | ATR72 | LAmax | A | 1 600 | 87,5 | 80,2 | 75,1 | 69,9 | 61,9 | 53,4 | 47,4 | 40,8 | 33,4 | 25,7 | | ATR72 | LAmax | D | 3 000 | 87,7 | 81,1 | 76,7 | 71,9 | 64,4 | 56,7 | 50,9 | 44,1 | 37,2 | 29,9 | | ATR72 | LAmax | D | 3 600 | 89,4 | 82,8 | 78,6 | 73,9 | 66,3 | 58 | 52,2 | 45,5 | 38,8 | 31,5 | | ATR72 | LAmax | D | 4 200 | 91,1 | 84,5 | 80,6 | 75,9 | 68,2 | 59,8 | 53,9 | 47,1 | 40,2 | 32,9 | | ATR72 | LAmax | D | 4 800 | 92,8 | 86,3 | 82,5 | 77,9 | 70,1 | 62,1 | 56 | 48,8 | 41,5 | 33,8 | | ATR72 | LAmax | D | 4 900 | 94,6 | 88,2 | 84 | 79,7 | 72,9 | 65,7 | 60,8 | 55,3 | 50 | 43,9 | | ATR72 | LAmax | D | 5 300 | 95,7 | 89,5 | 85,2 | 81 | 74,3 | 67,3 | 62,4 | 57 | 51,7 | 45,6 | | ATR72 | LAmax | D | 5 310 | 95,7 | 89,5 | 85,2 | 81 | 74,3 | 67,3 | 62,4 | 57 | 51,7 | 45,6 | | ATR72 | SEL | A | 890 | 89,7 | 85 | 81,7 | 78,2 | 72,8 | 66,9 | 62,6 | 57,7 | 52,1 | 45,9 | | ATR72 | SEL | A | 900 | 89,7 | 85 | 81,7 | 78,2 | 72,8 | 66,9 | 62,6 | 57,7 | 52,1 | 45,9 | | ATR72 | SEL | A | 1 250 | 89,4 | 84,7 | 81,5 | 78,1 | 72,8 | 66,8 | 62,5 | 57,6 | 51,8 | 45,6 | | ATR72 | SEL | A | 1 600 | 89,7 | 85,1 | 81,8 | 78,4 | 73,1 | 67,3 | 63 | 58,1 | 52,4 | 46,2 | | ATR72 | SEL | D | 3 000 | 88,9 | 84,8 | 82 | 79 | 74,3 | 68,9 | 64,9 | 60 | 54,6 | 48,6 | | ATR72 | SEL | D | 3 600 | 90 | 85,9 | 83,2 | 80,3 | 75,5 | 70,3 | 66,4 | 61,6 | 56,4 | 50,5 | | ATR72 | SEL | D | 4 200 | 91,1 | 87,1 | 84,4 | 81,6 | 77 | 71,9 | 67,9 | 63 | 57,8 | 51,9 | | ATR72 | SEL | D | 4 800 | 92,2 | 88,2 | 85,6 | 82,9 | 78,8 | 73,8 | 69,6 | 64,4 | 58,8 | 52,7 | | ATR72 | SEL | D | 4 900 | 92,9 | 89,4 | 86,9 | 84,3 | 80,3 | 75,9 | 72,9 | 69,3 | 65,5 | 61,3 | | ATR72 | SEL | D | 5 300 | 93,7 | 90,2 | 87,7 | 85,2 | 81,4 | 77,1 | 74,1 | 70,6 | 66,8 | 62,6 | | ATR72 | SEL | D | 5 310 | 93,7 | 90,2 | 87,7 | 85,2 | 81,4 | 77,1 | 74,1 | 70,6 | 66,8 | 62,6” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U tablici I-10 nakon retka pod brojem 138, u stupcu „Oznaka spektralne klase” umeću se sljedeći reci:   |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „139 | Odlet | 2-motora, visok omjer, turboventilatorski | 71,4 | 67,4 | 59,1 | 69,3 | 75,3 | 76,7 | 72,6 | 69,3 | 76,4 | 71,2 | 71,8 | | 140 | Odlet | 2-motora, turboelisni | 63,5 | 62,8 | 71,0 | 87,4 | 78,5 | 76,8 | 74,6 | 77,4 | 79,8 | 74,3 | 75,4” | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  | U tablici I-10 dodaju se sljedeći reci:   |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | „239 | Prilaz | 2-motora, visok omjer, turboventilatorski | 71,0 | 65,0 | 60,7 | 70,7 | 74,8 | 76,5 | 73,2 | 71,8 | 75,9 | 73,0 | 71,1 | | 240 | Prilaz | 2-motora, turboelisni | 65,9 | 68,0 | 66,9 | 80,0 | 77,1 | 78,5 | 73,9 | 75,6 | 77,7 | 73,6 | 73,3” | | |

**PRILOG IV.**

METODE PROCJENE ŠTETNIH UČINAKA

**1.   Skup štetnih učinaka**

Za potrebe procjene štetnih učinaka razmatra se sljedeće:

|  |  |
| --- | --- |
| — | ishemijska bolest srca (IHD) koja odgovara šiframa od BA40 do BA6Z prema međunarodnoj klasifikaciji ICD-11 koju je utvrdila Svjetska zdravstvena organizacija, |

|  |  |
| --- | --- |
| — | visoka razina smetanja (HA), |

|  |  |
| --- | --- |
| — | ozbiljan poremećaj sna (HSD). |

**2.   Izračun štetnih učinaka**

Za izračun štetnih učinaka koristi se jedno od sljedećeg:

|  |  |
| --- | --- |
| — | relativni rizik (RR) od štetnog učinka definiran kao  Image 1 |

|  |  |
| --- | --- |
| — | apsolutni rizik (AR) od štetnog učinka definiran kao  Image 2 |

**2.1.   IHD**

Za izračun RR-a s obzirom na štetni učinak IHD-a i u odnosu na stopu učestalosti i., koristi se sljedeći odnos doza-učinak:



za buku od cestovnog prometa.

**2.2.   HA**

Za izračun AR-a s obzirom na štetni učinak HA-a, koristi se sljedeći odnos doza-učinak:

|  |
| --- |
| Image 4  za buku od cestovnog prometa; |

|  |
| --- |
| Image 5  za buku od željezničkog prometa; |

|  |
| --- |
| Image 6  za buku od zrakoplovnog prometa. |

**2.3.   HSD**

Za izračun AR-a s obzirom na štetni učinak HSD-a, koristi se sljedeći odnos doza-učinak:

|  |
| --- |
| Image 7  za buku od cestovnog prometa; |

|  |
| --- |
| Image 8  za buku od željezničkog prometa; |

|  |
| --- |
| Image 9  za buku od zrakoplovnog prometa. |

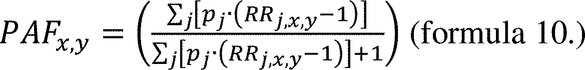
**3.   Procjena štetnih učinaka**

3.1.   Izloženost stanovništva procjenjuje se neovisno za svaki izvor buke i štetni učinak. Ako su iste osobe istodobno izložene različitim izvorima buke, štetni učinci u pravilu se ne smiju zbrajati. Međutim, ti se učinci mogu usporediti radi procjene relativne važnosti svakog izvora buke.

**3.2.   Procjena za IHD**

3.2.1.   **Kad je riječ o IHD-u u slučaju buke od željezničkog i zrakoplovnog prometa**, procjenjuje se da je stanovništvo koje je izloženo razinama Lden iznad primjerenih podložno povećanom riziku od IHD-a, premda točan broj *N* slučajeva IHD-a nije moguće izračunati.

3.2.2.   **Kad je riječ o IHD-u u slučaju buke od cestovnog prometa**, udio slučajeva konkretnoga štetnog učinka uzrokovanog bukom iz okoliša među stanovništvom izloženim RR-u koji se izračunava, gdje je izvor buke *x* (cestovni promet), štetni učinak *y* (IHD) i učestalost *i*, izvodi se pomoću sljedeće formule:



pri čemu:

|  |  |
| --- | --- |
| — | *PAFx,y*je udio koji se može pripisati stanovništvu, |

|  |  |
| --- | --- |
| — | skup frekvencijskih pojaseva buke *j* čine pojedinačni pojasevi koji obuhvaćaju raspon od najviše 5 dB (npr.: 50–51 dB, 51–52 dB, 52–53 dB itd. ili 50–54 dB, 55–59 dB, 60–64 dB itd.), |

|  |  |
| --- | --- |
| — | *pj*je udio ukupnog stanovništva *P* u području obuhvaćenom procjenom koje je izloženo pojasu izloženosti *j*, koji se povezuje s danim RR-om od konkretnoga štetnog učinka *RRj,x,y*. *RRj,x,y*izračunava se upotrebom formula opisanih u točki 2. ovog Priloga, izračunano za srednju vrijednost svakog frekvencijskog pojasa buke (npr.: ovisno o raspoloživim podacima, 50,5 dB za pojas buke raspona 50–51 dB odnosno 52 dB za pojas buke raspona 50–54 dB). |

3.2.3.   **Kad je riječ o IHD-u u slučaju buke od cestovnog prometa, ukupni broj *N* slučajeva IHD-a** (osobe pogođene štetnim učinkom *y*; broj slučajeva koji se mogu pripisati štetnom učinku) uzrokovanih izvorom *x* je:

*Nx,y*= *PAFx,y,i*\* *Iy*\* *P* (Formula 11)

za cestovni promet.

pri čemu:

|  |  |
| --- | --- |
| — | *PAFx,y,i*izračunava se za učestalost *i*, |

|  |  |
| --- | --- |
| — | *Iy* je stopa učestalosti IHD-a u području obuhvaćenom procjenom, koja se može dobiti iz statističkih podataka o zdravlju za regiju ili zemlju u kojoj se predmetno područje nalazi, |

|  |  |
| --- | --- |
| — | *P* je ukupno stanovništvo u području obuhvaćenom procjenom (zbroj stanovništva izloženog različitim frekvencijskim pojasevima buke). |

3.3.   **Kad je riječ o HA-u i HSD-u u slučaju buke od cestovnog, željezničkog i zrakoplovnog prometa, ukupni broj *N* osoba pogođenih štetnim učinkom *y***(broj slučajeva koji se mogu pripisati štetnom učinku) uzrokovanog izvorom *x*, za svaku kombinaciju izvora buke *x* (izvor u cestovnom, željezničkom ili zrakoplovnom prometu) i štetnog učinka *y* (HA, HSD), tada je:

Image 11

pri čemu:

|  |  |
| --- | --- |
| — | *ARx,y*je AR relevantnog štetnog učinka (HA, HSD), a izračunava se upotrebom formula iz točke 2. ovog Priloga, izračunano za srednju vrijednost svakog frekvencijskog pojasa buke (npr.: ovisno o raspoloživim podacima, 50,5 dB za pojas buke raspona 50–51 dB odnosno 52 dB za pojas buke raspona 50–54 dB), |

|  |  |
| --- | --- |
| — | *nj*je broj osoba izloženih pojasu izloženosti *j*. |

**4.   Buduće revizije**

Odnosi doza-učinak koji se uvedu budućim revizijama ovog Priloga posebno će se odnositi na sljedeće:

|  |  |
| --- | --- |
| — | odnos između smetanja i Lden za buku industrijskih pogona i postrojenja, |

|  |  |
| --- | --- |
| — | odnos između poremećaja sna i Lnight za buku industrijskih pogona i postrojenja. |

Prema potrebi mogu se prikazati posebni odnosi doza-učinak za:

|  |  |
| --- | --- |
| — | brojem stambenih jedinica za stalno stanovanje s posebnom zvučnom izolacijom, |

|  |  |
| --- | --- |
| — | brojem stambenih jedinica za stalno stanovanje s tihom fasadom, |

|  |  |
| --- | --- |
| — | različitim meteorološkim prilikama, |

|  |  |
| --- | --- |
| — | različitim socio-kulturološkim navikama, |

|  |  |
| --- | --- |
| — | stanovništvom posebno osjetljivim na buku, |

|  |  |
| --- | --- |
| — | tonalnom i impulsnom komponentom buke industrijskih pogona i postrojenja. |