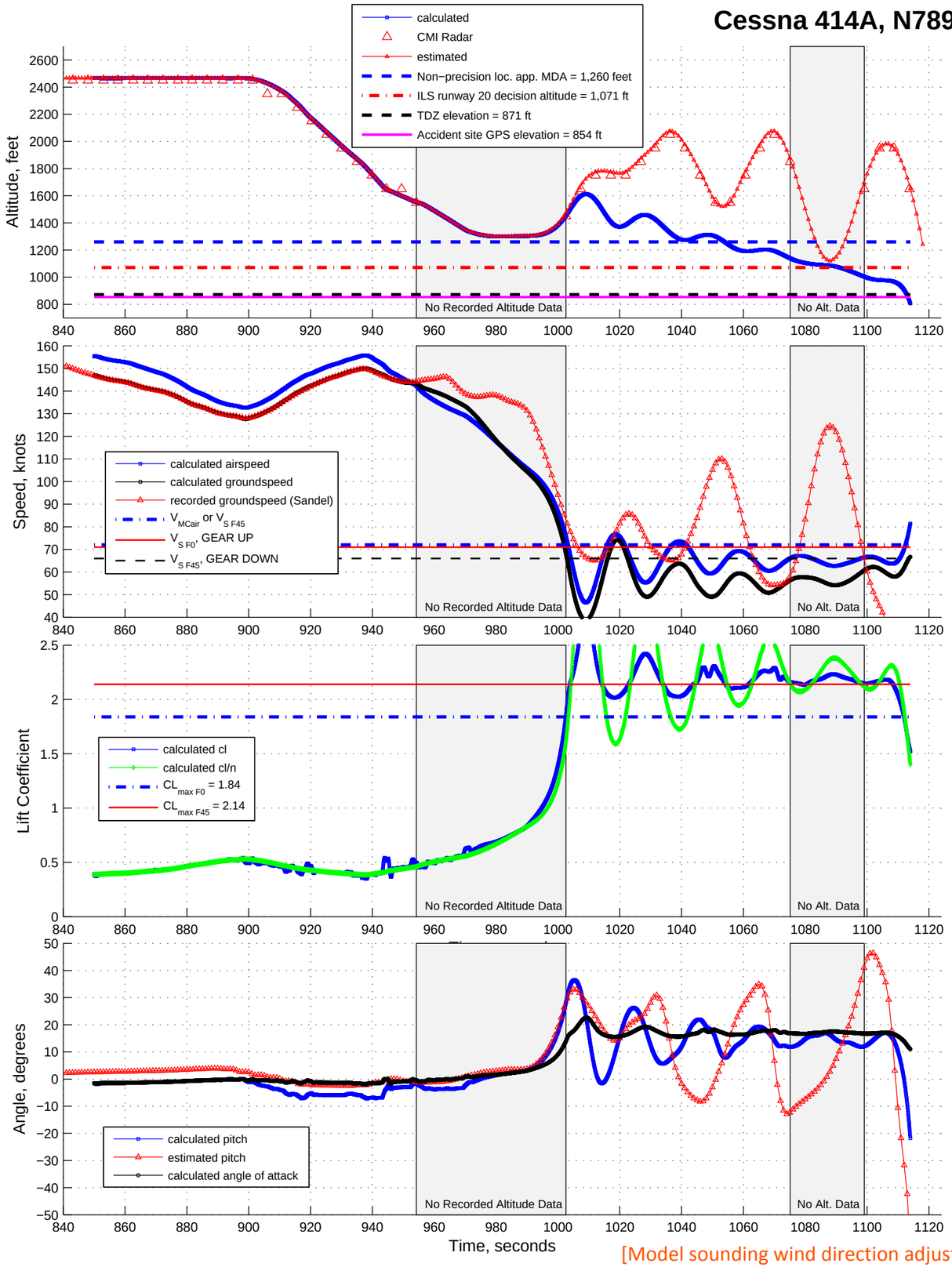
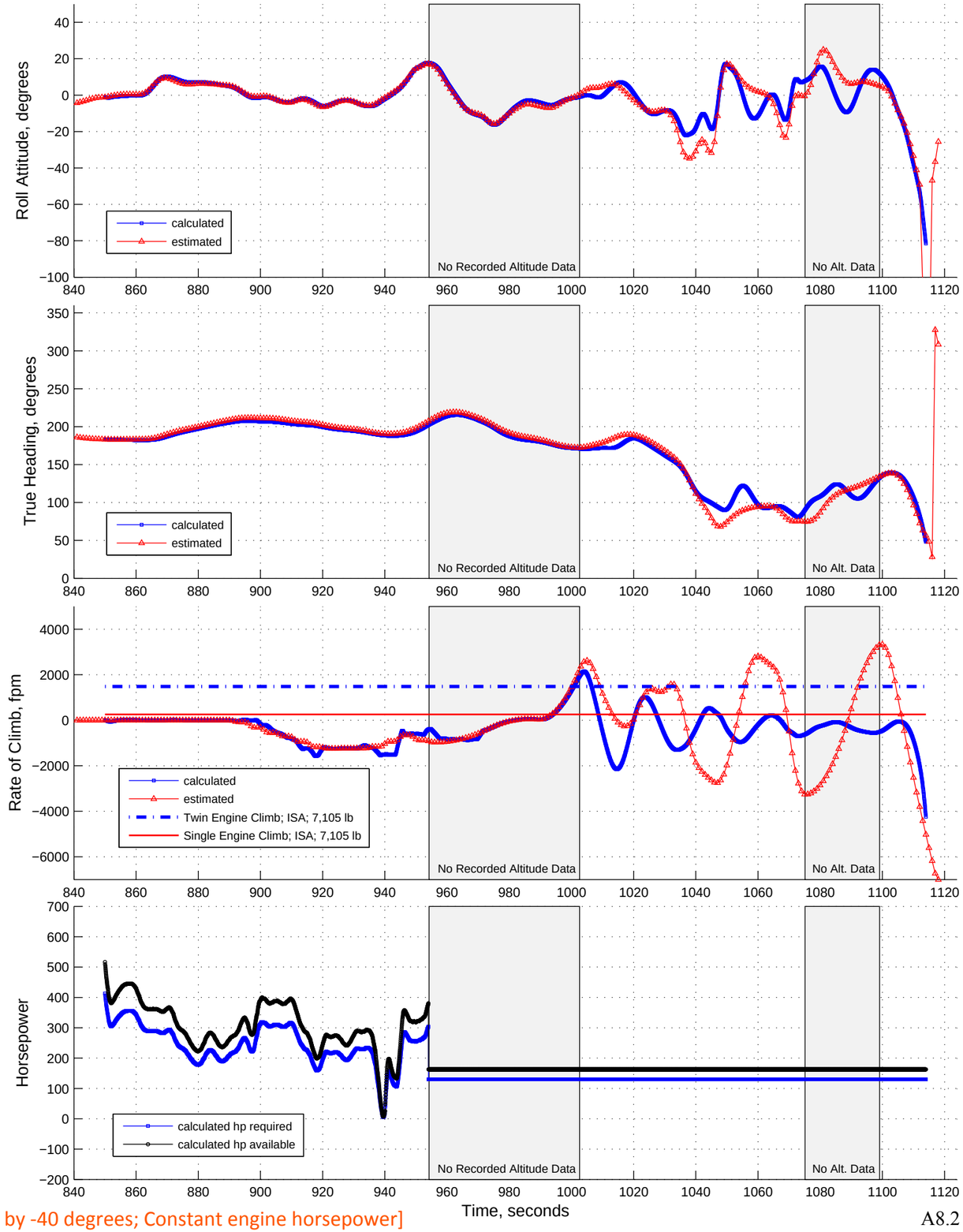
Attachment 8: Simulation Match; Sounding Model Wind Direction Adjusted by -40°; Constant Engine Horsepower

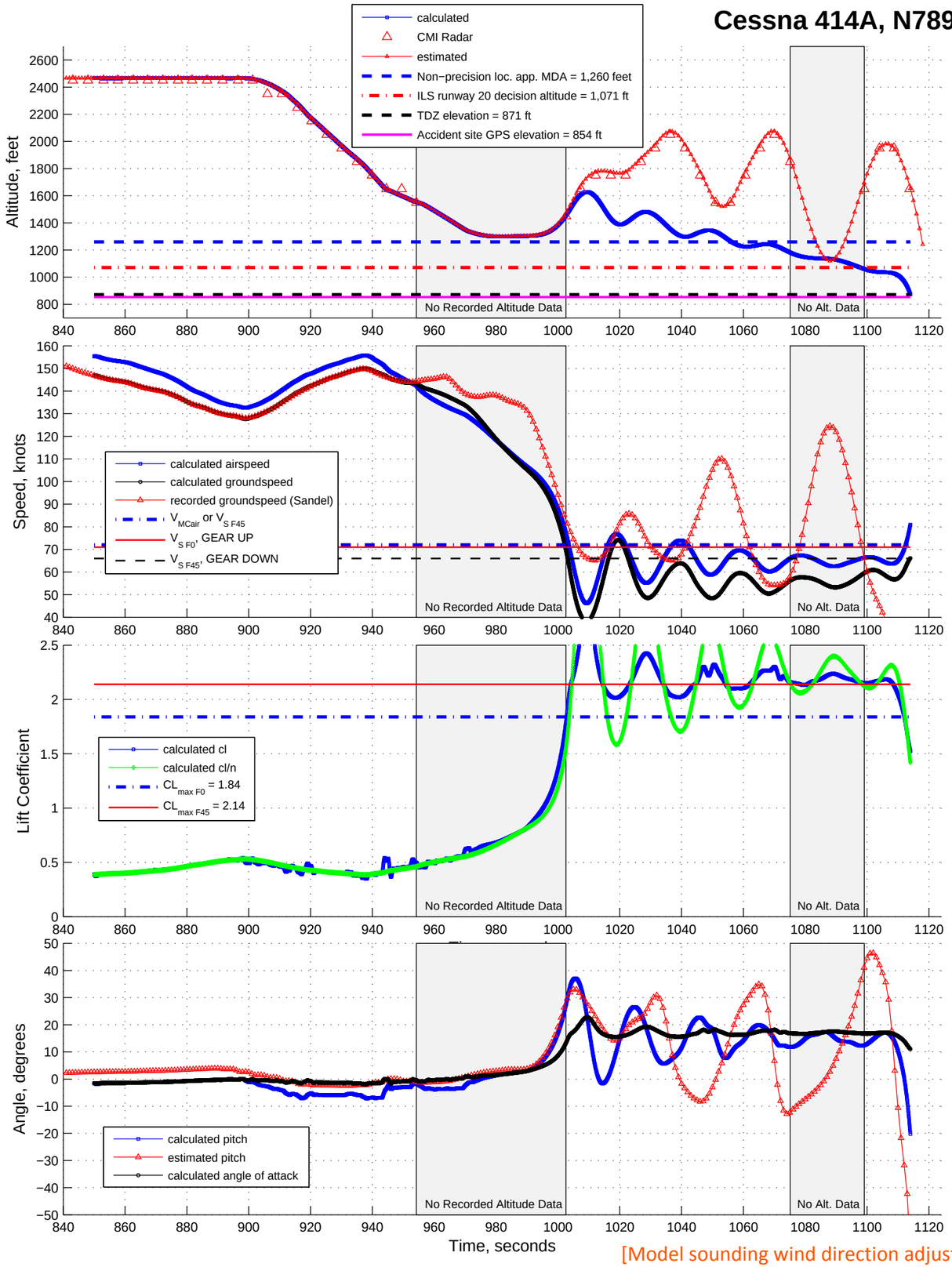
Cessna 414A, N789UP, Simulation Using Up to 25.0 Percent of Dual Engine Horsepower

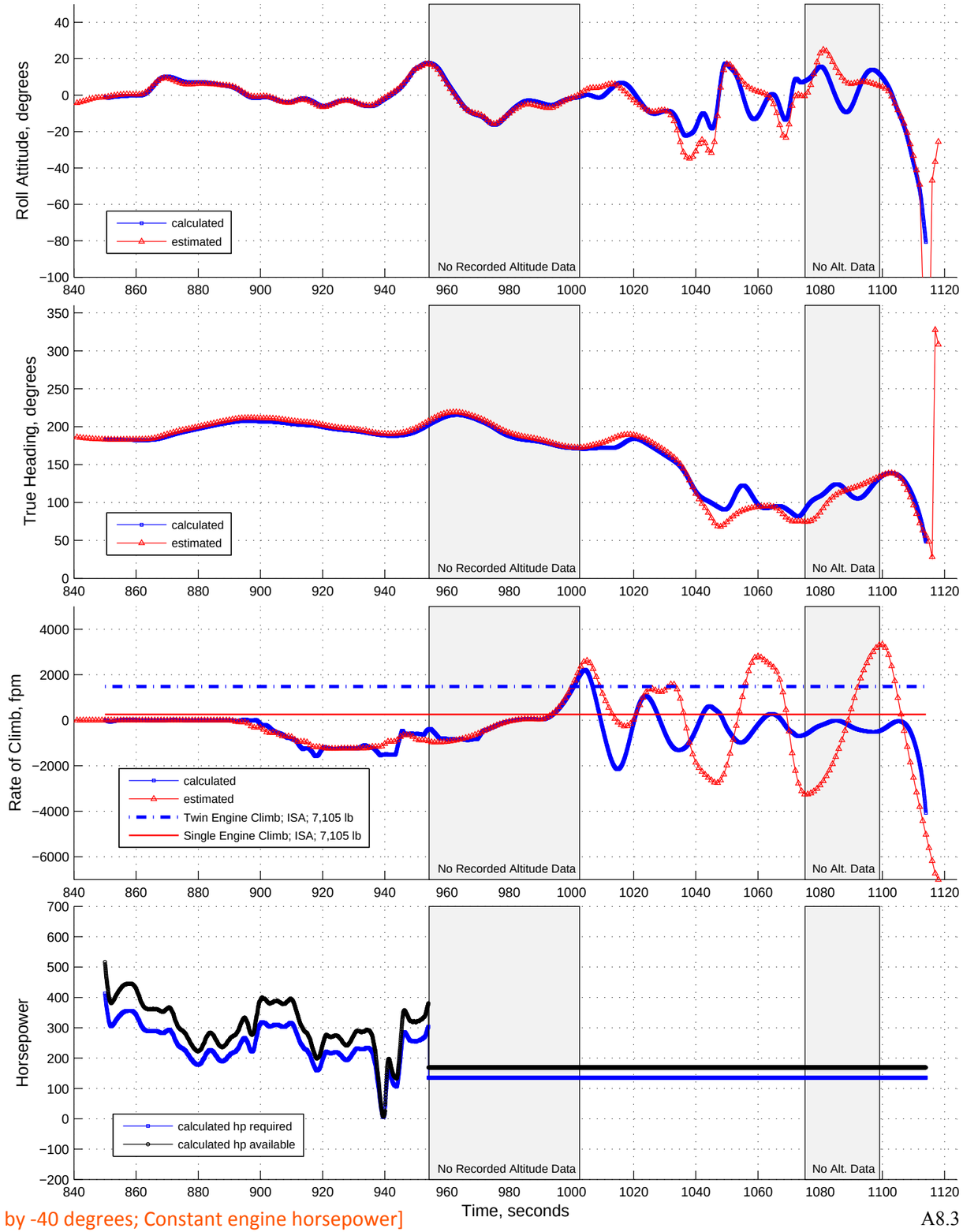




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

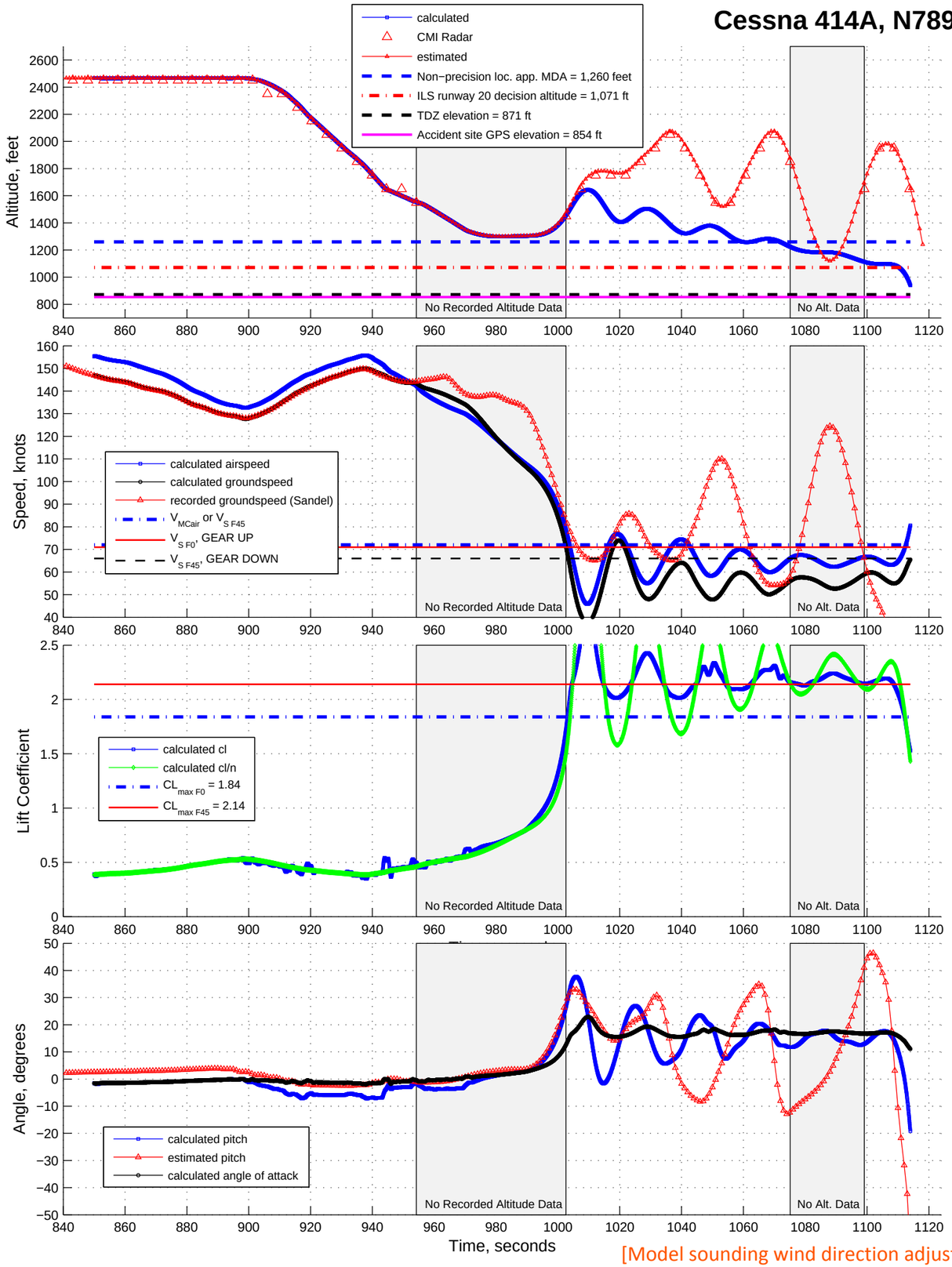
Cessna 414A, N789UP, Simulation Using Up to 26.0 Percent of Dual Engine Horsepower

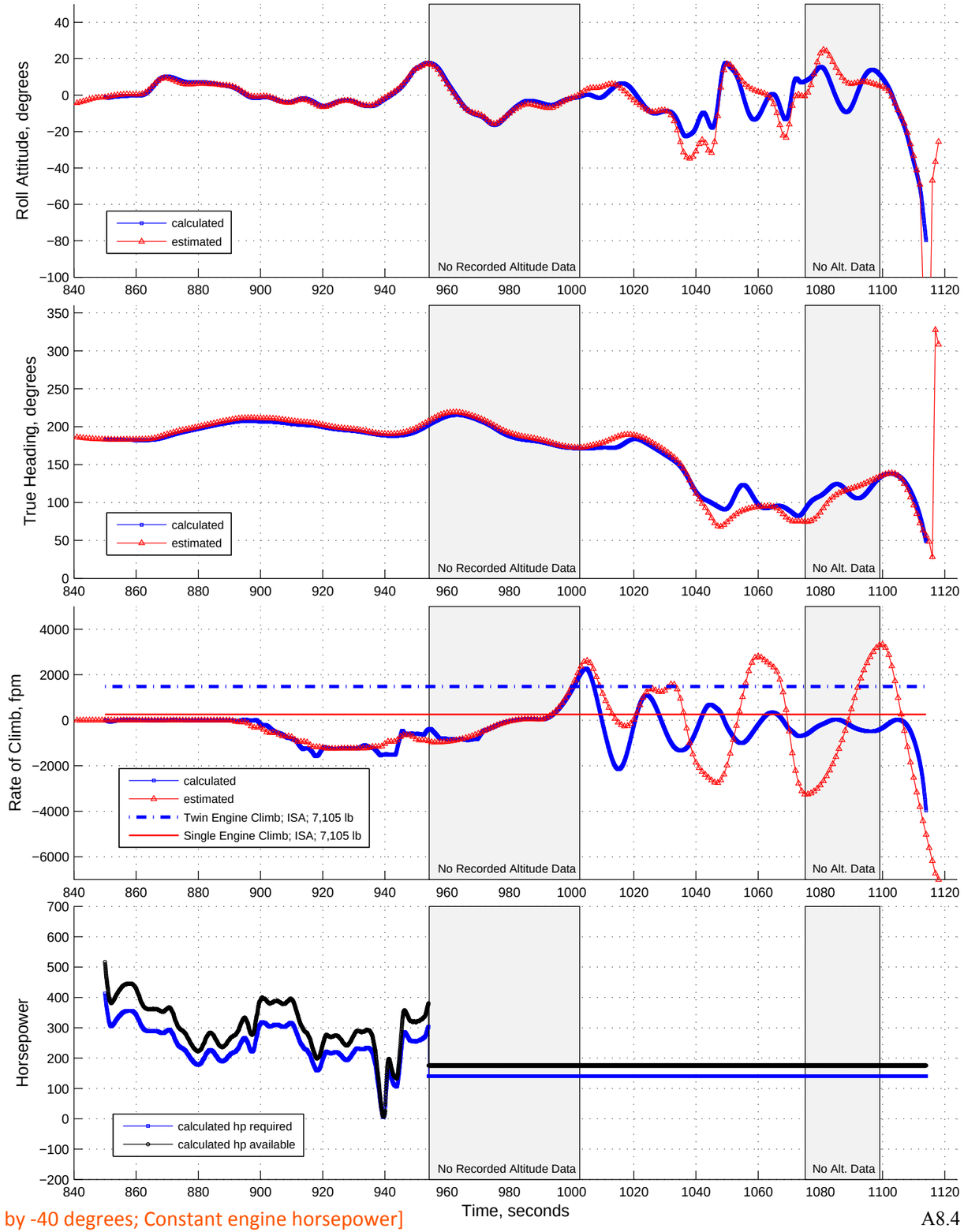




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

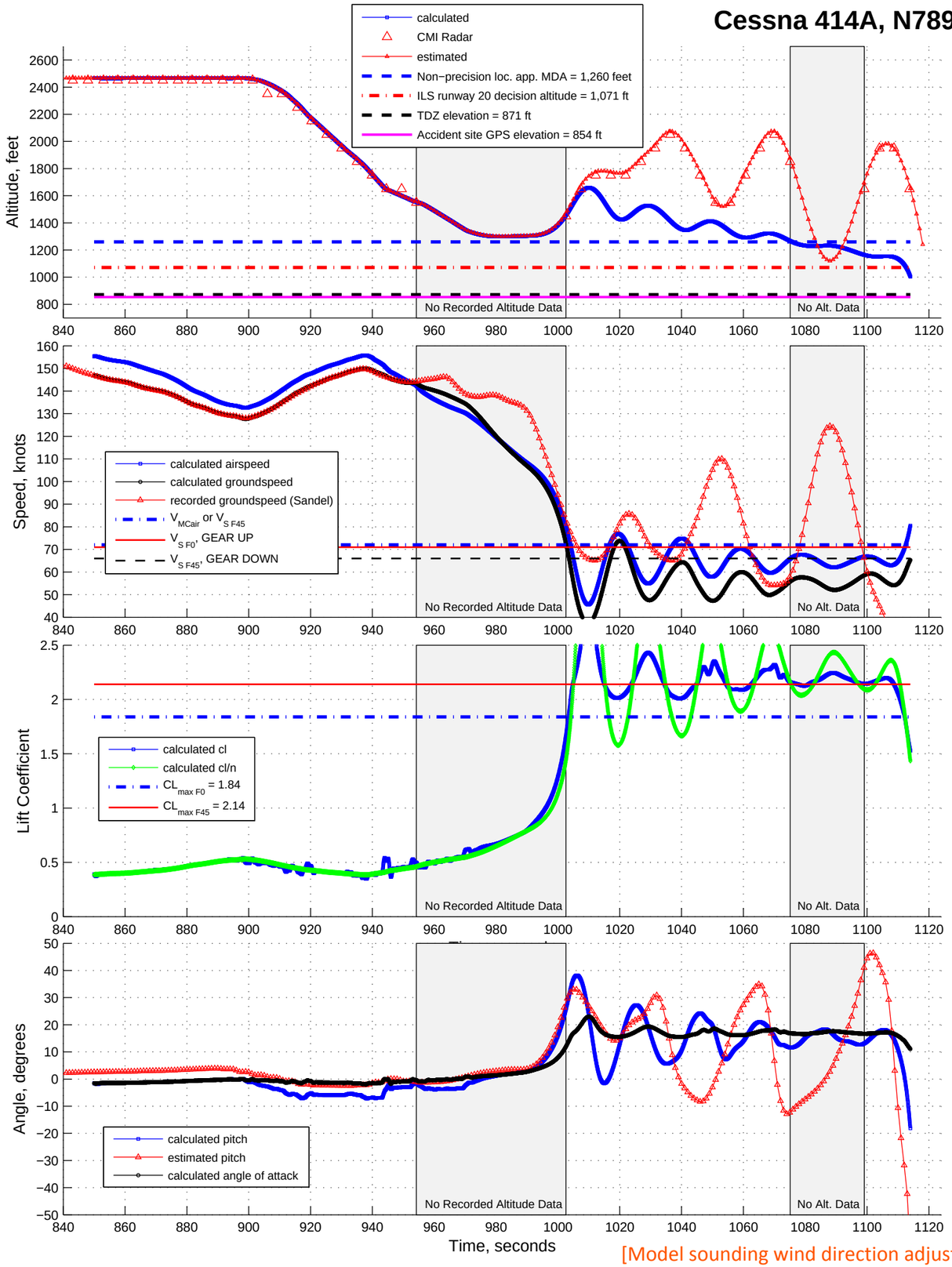
Cessna 414A, N789UP, Simulation Using Up to 27.0 Percent of Dual Engine Horsepower

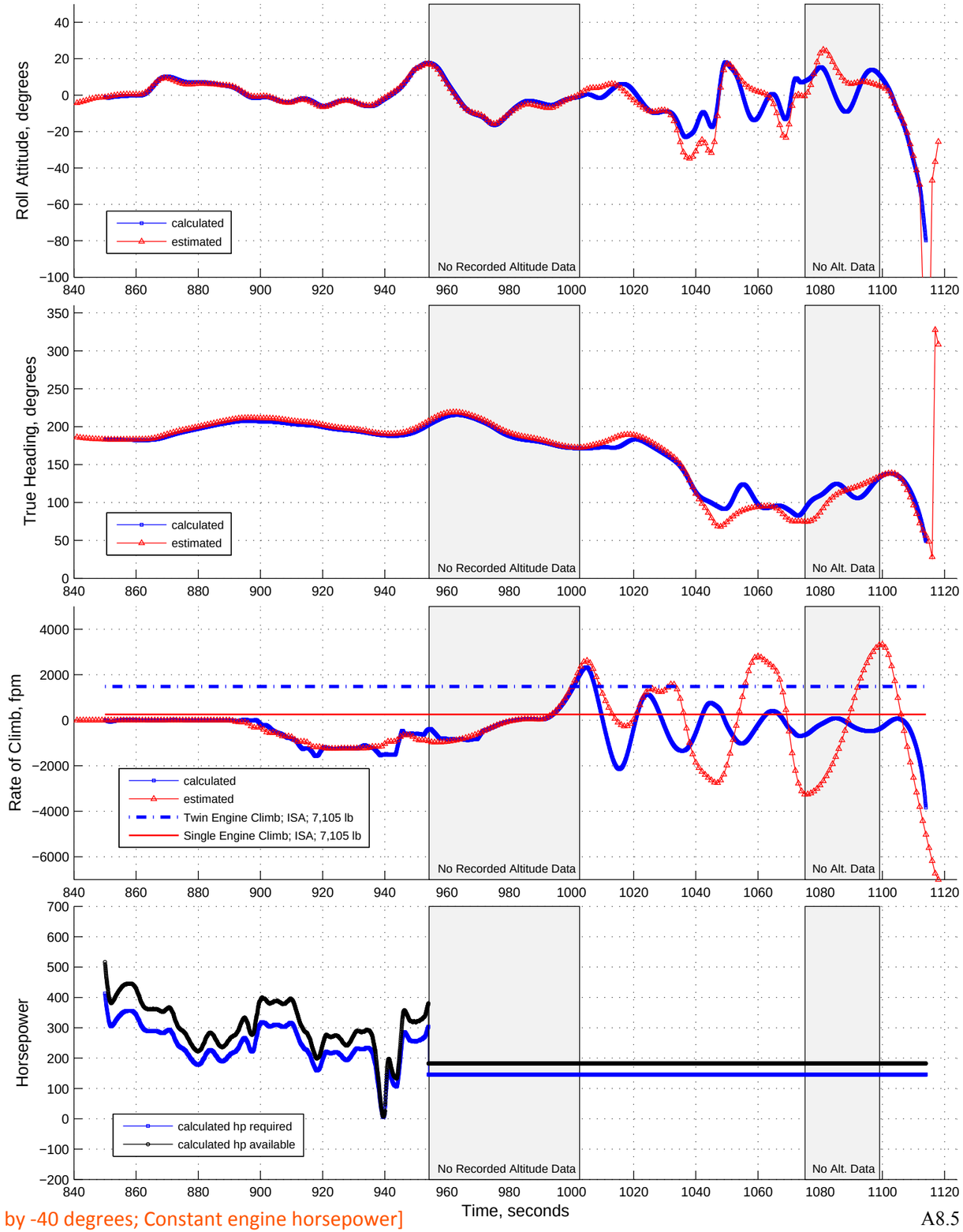




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

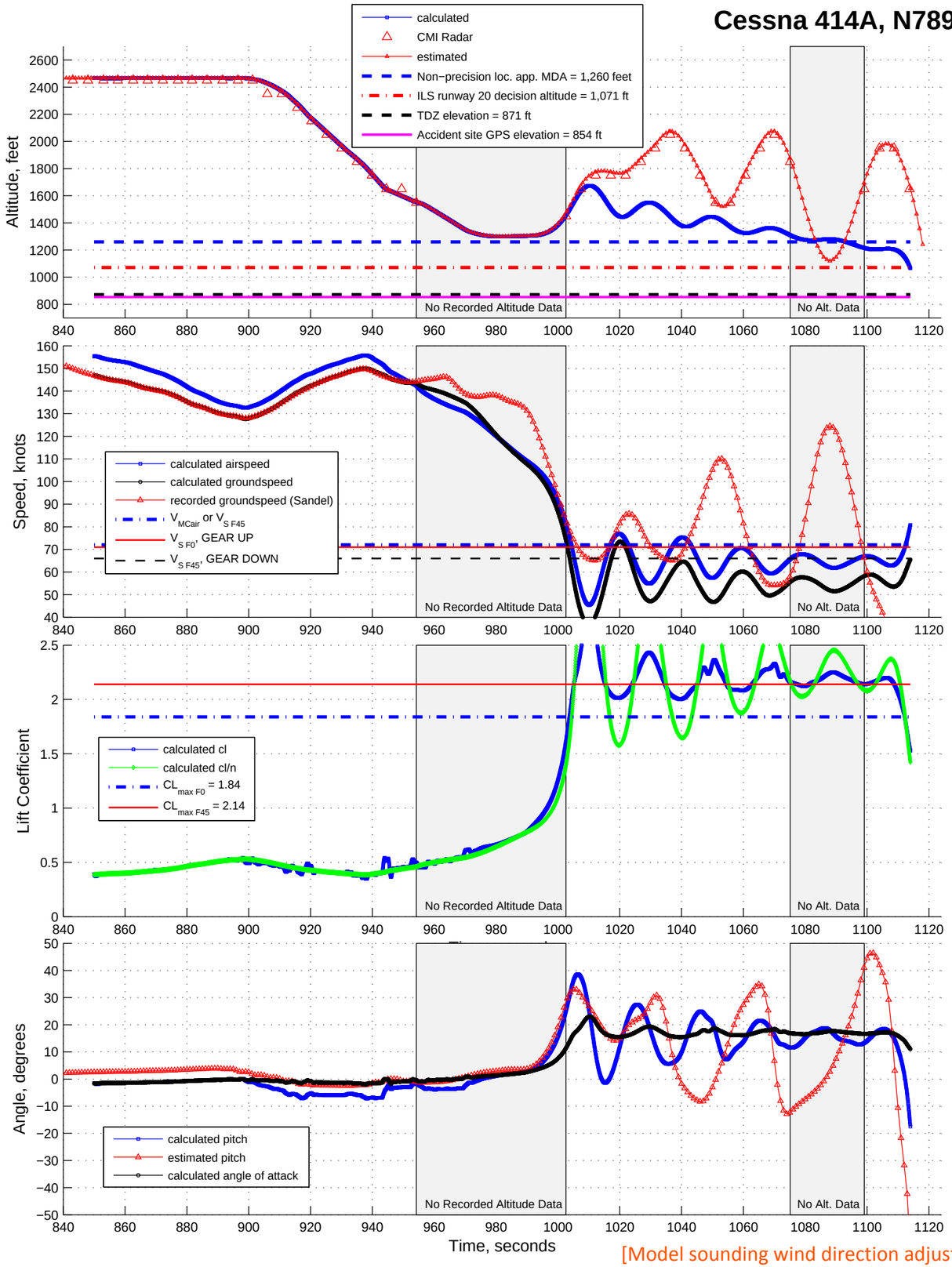
Cessna 414A, N789UP, Simulation Using Up to 28.0 Percent of Dual Engine Horsepower

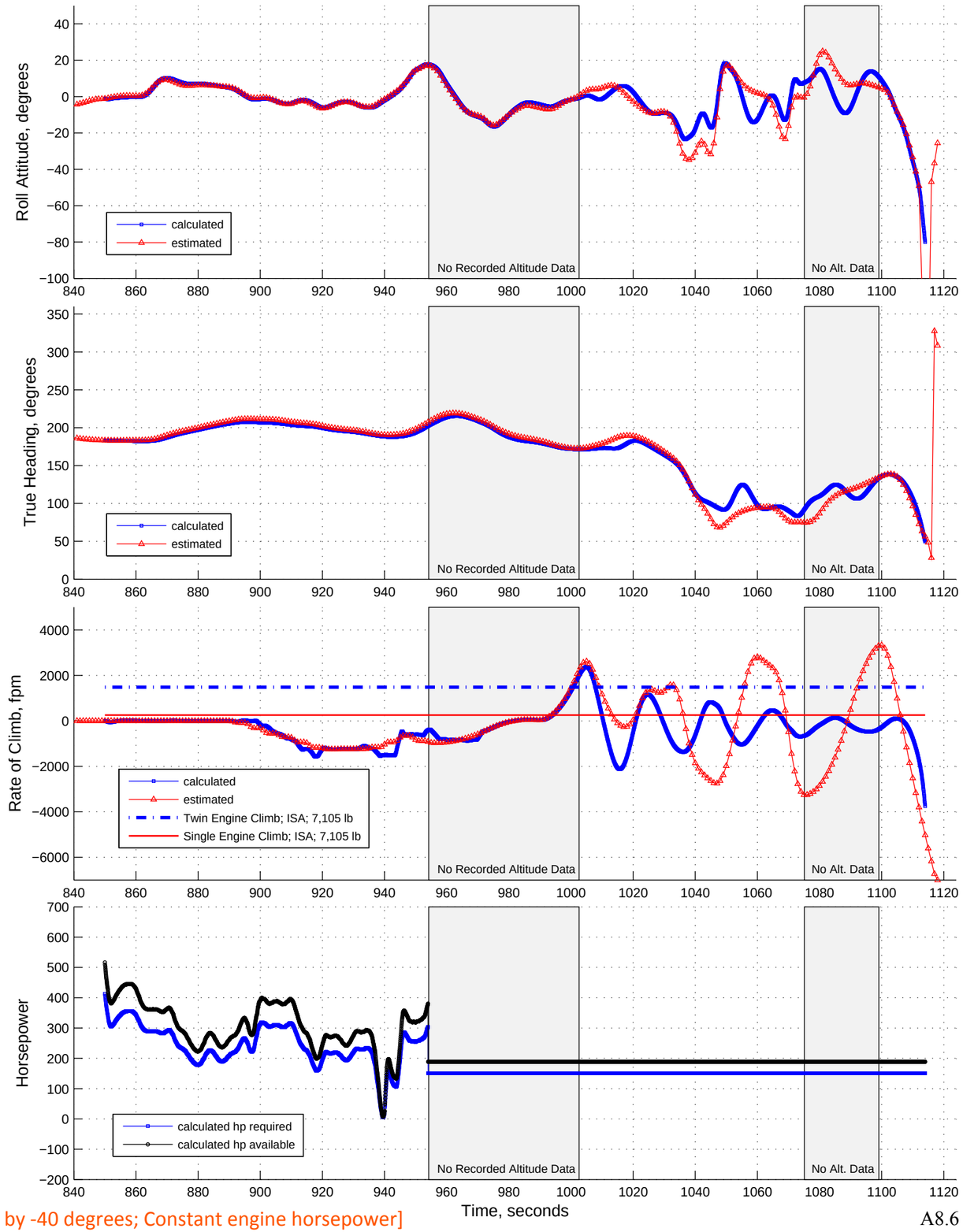




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

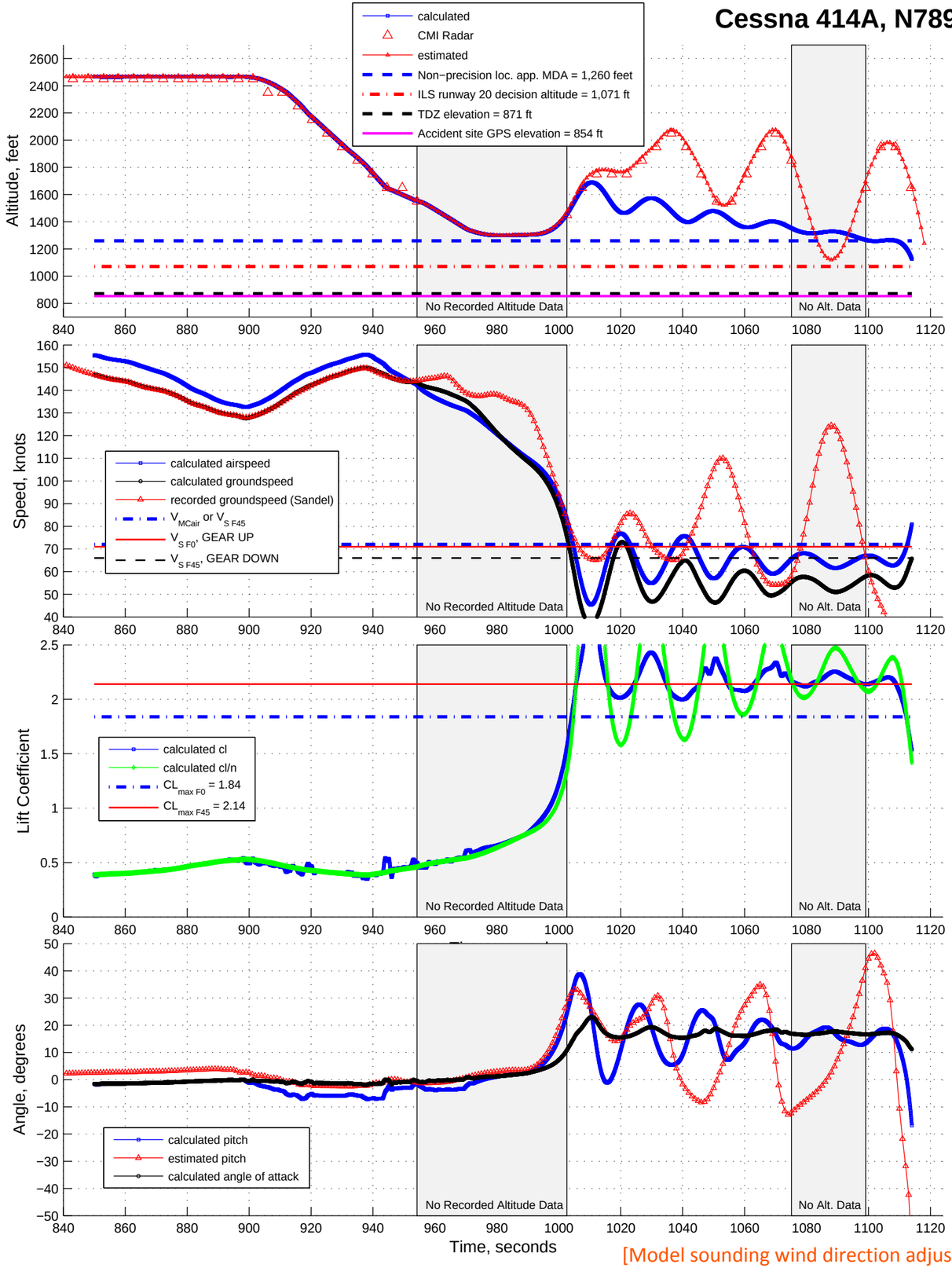
Cessna 414A, N789UP, Simulation Using Up to 29.0 Percent of Dual Engine Horsepower

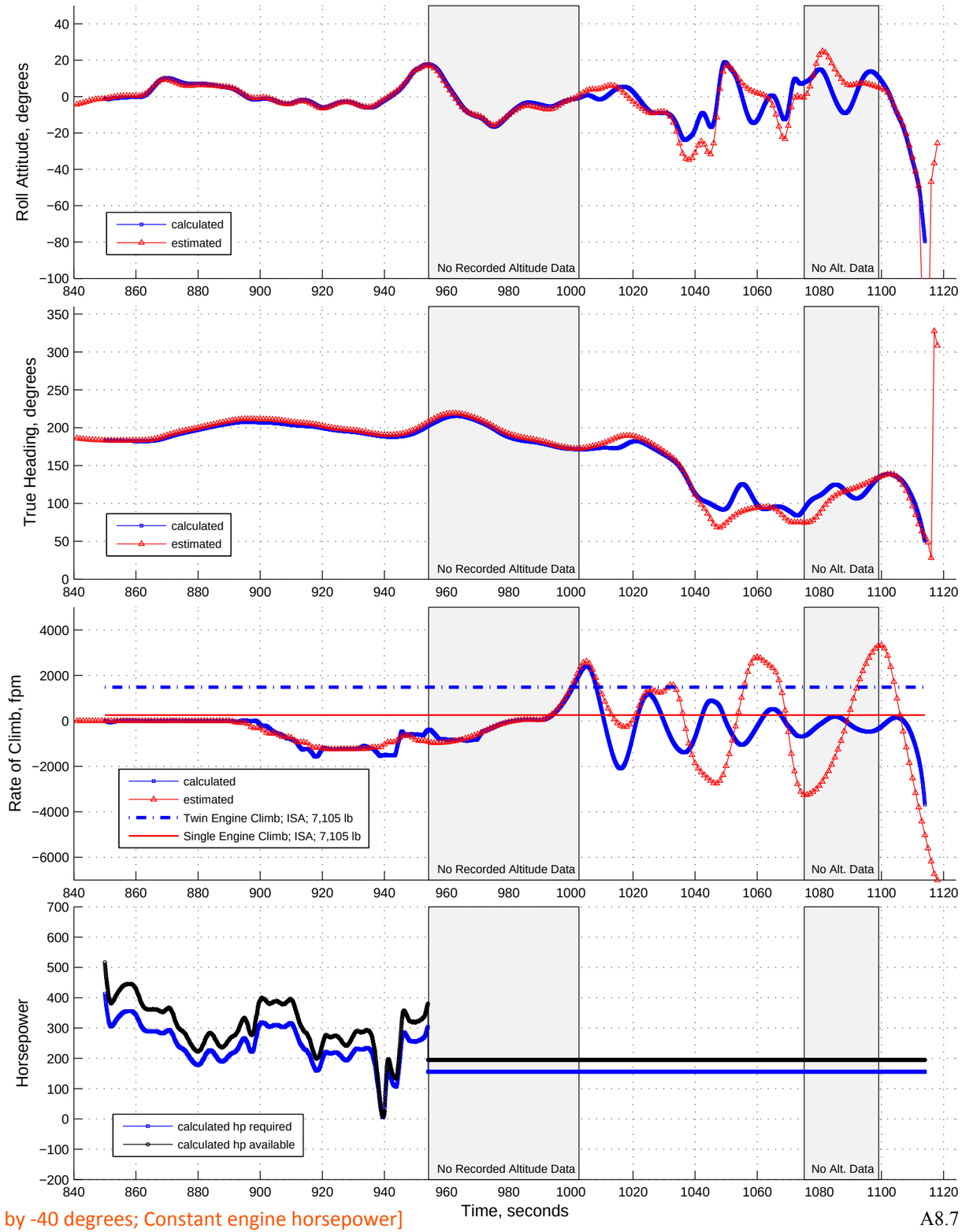




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

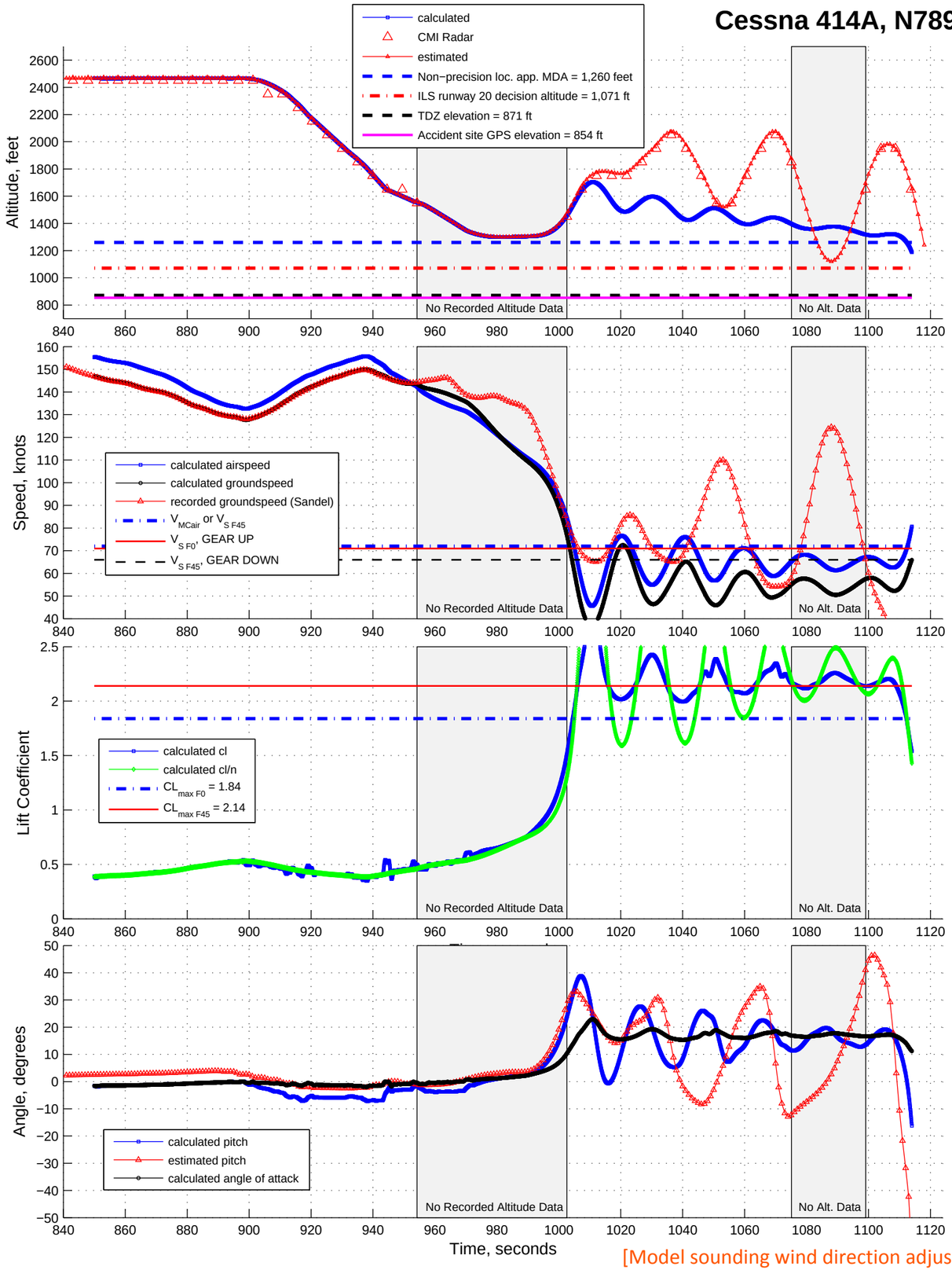
Cessna 414A, N789UP, Simulation Using Up to 30.0 Percent of Dual Engine Horsepower

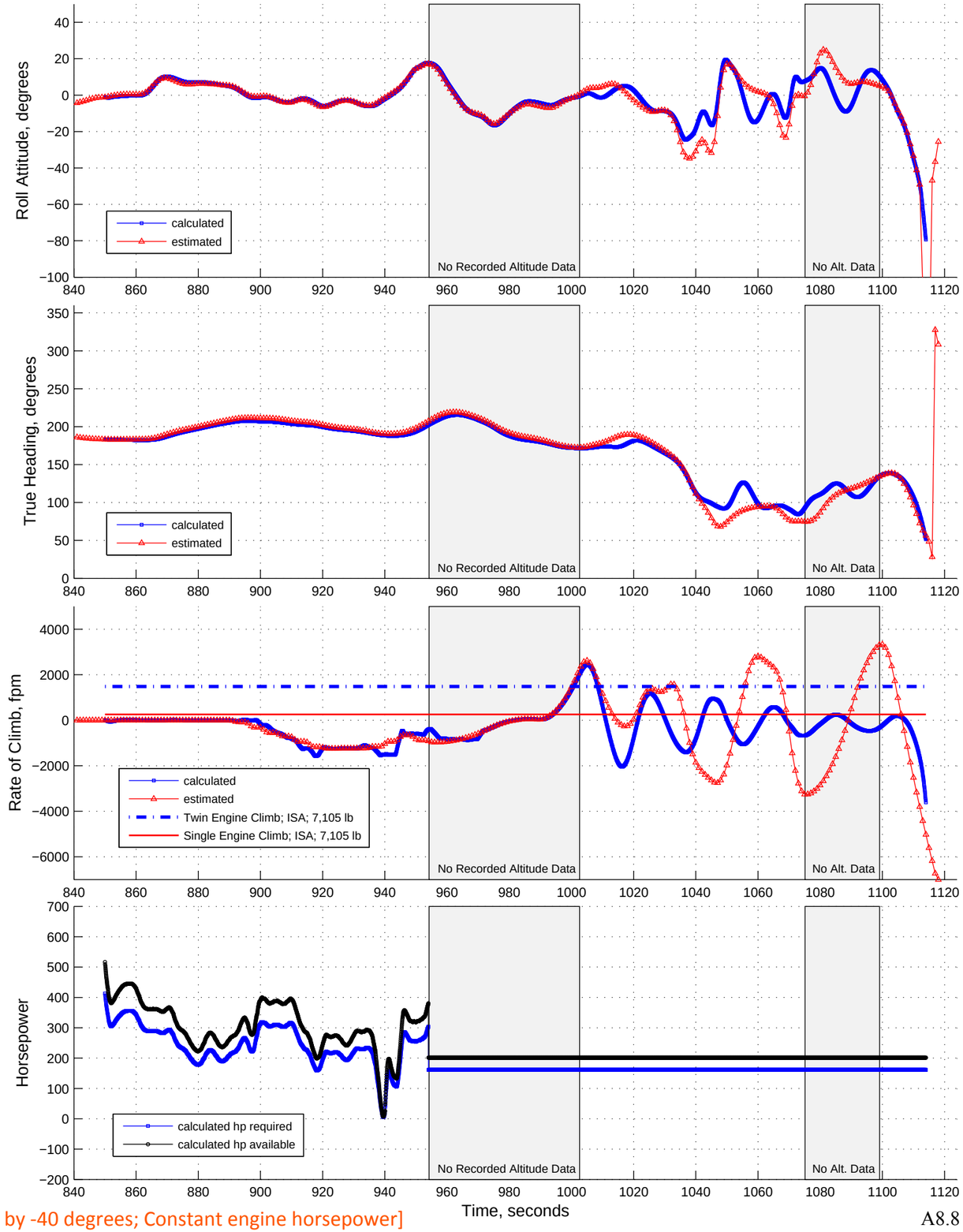




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

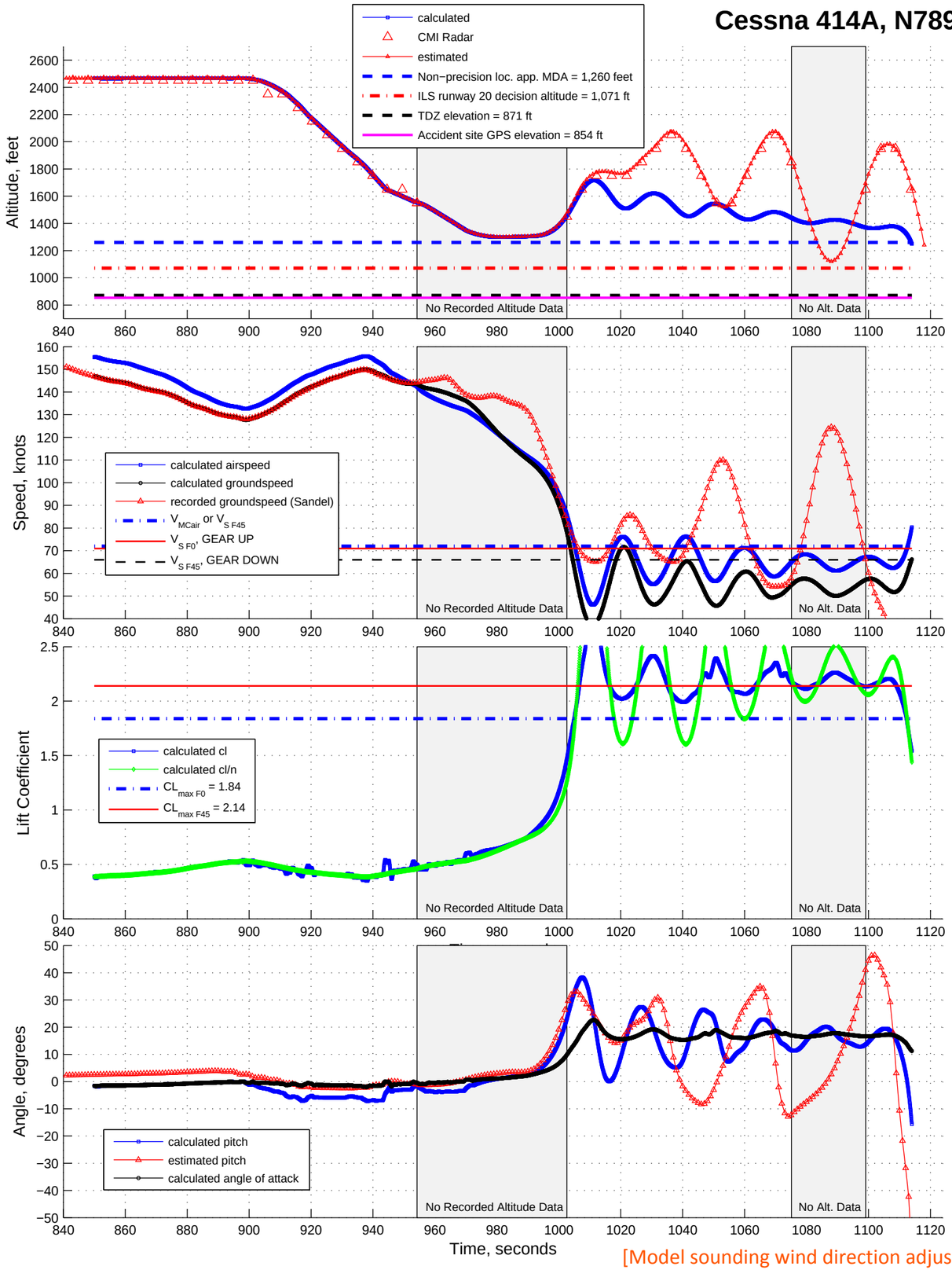
Cessna 414A, N789UP, Simulation Using Up to 31.0 Percent of Dual Engine Horsepower

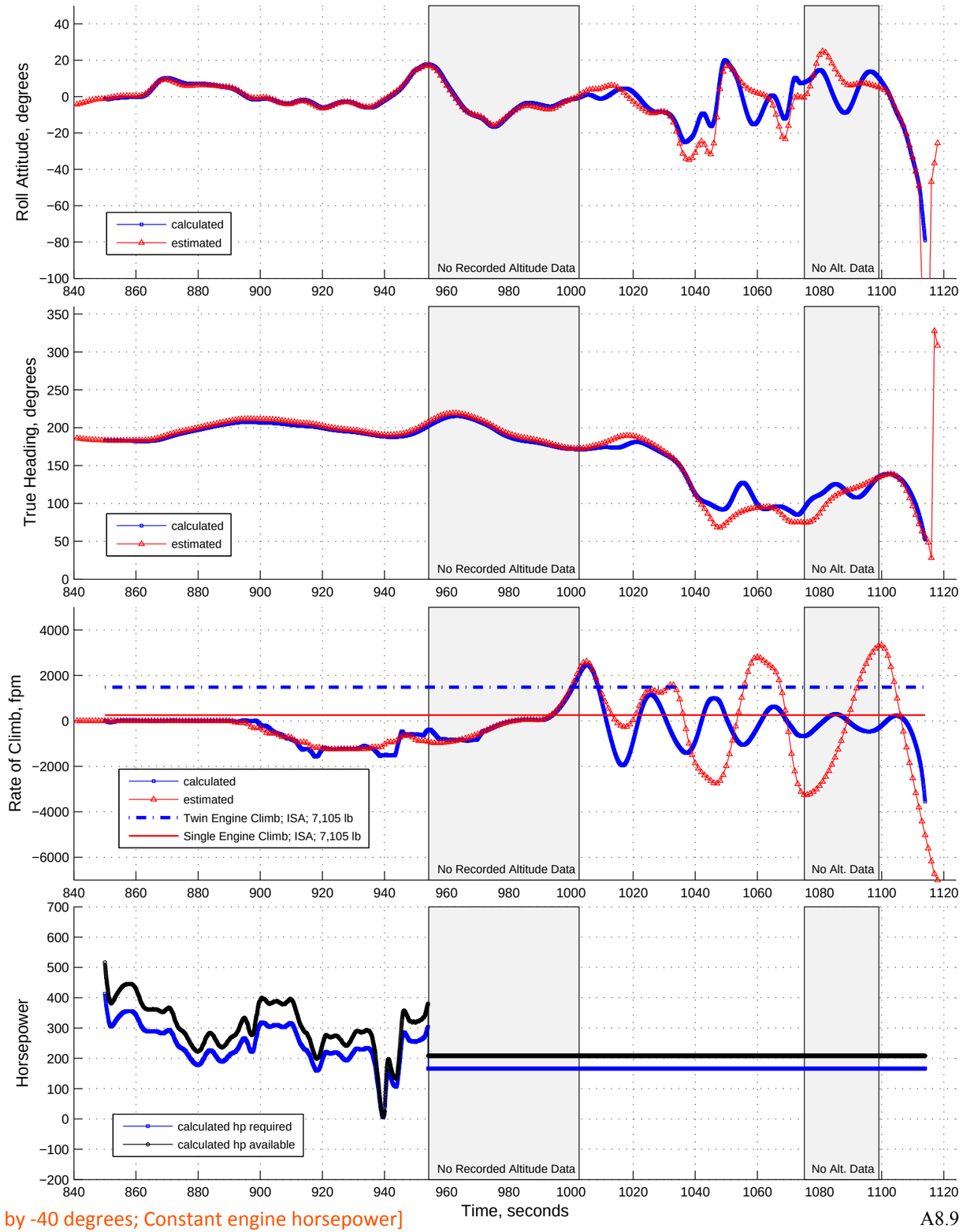




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

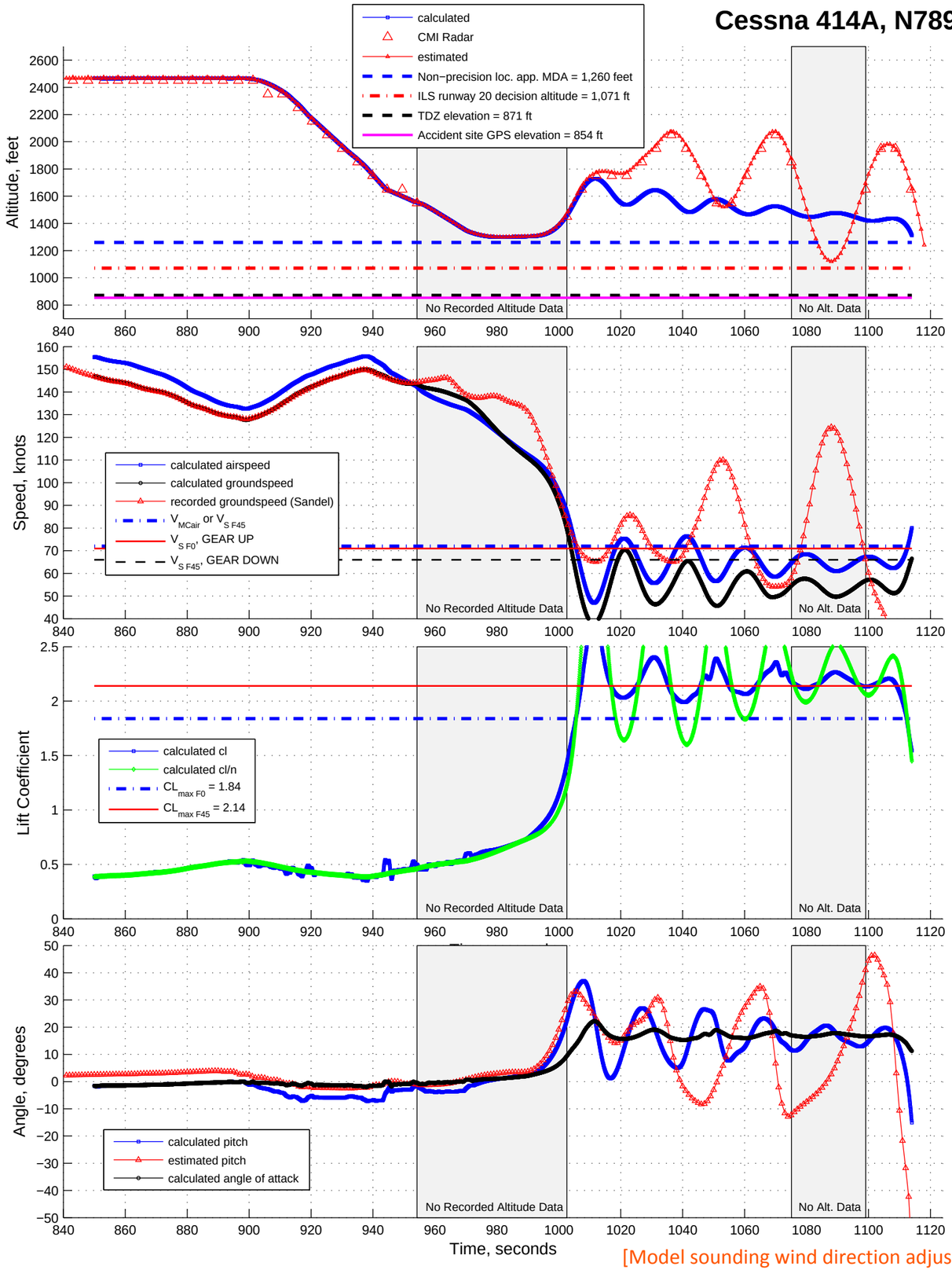
Cessna 414A, N789UP, Simulation Using Up to 32.0 Percent of Dual Engine Horsepower

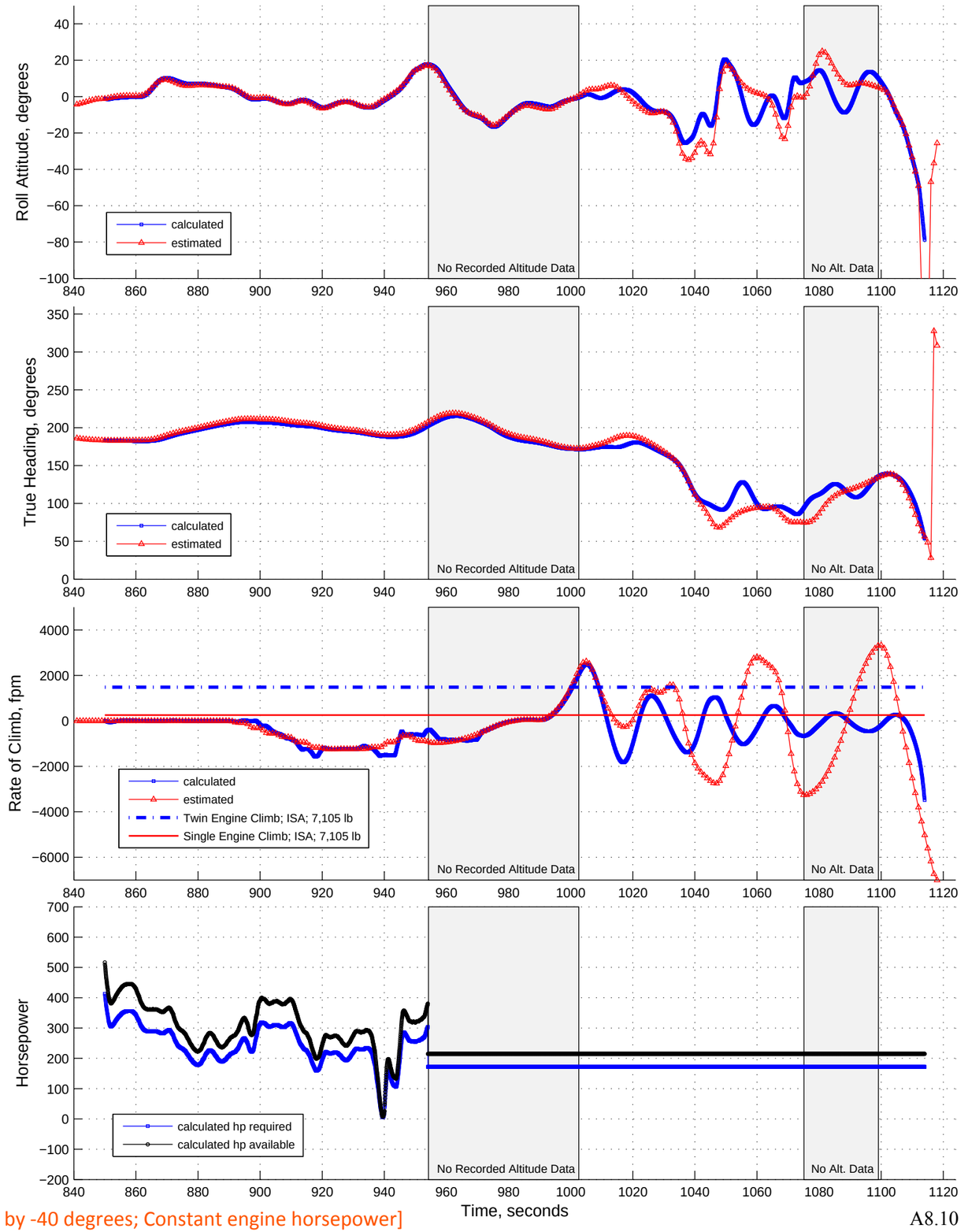




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

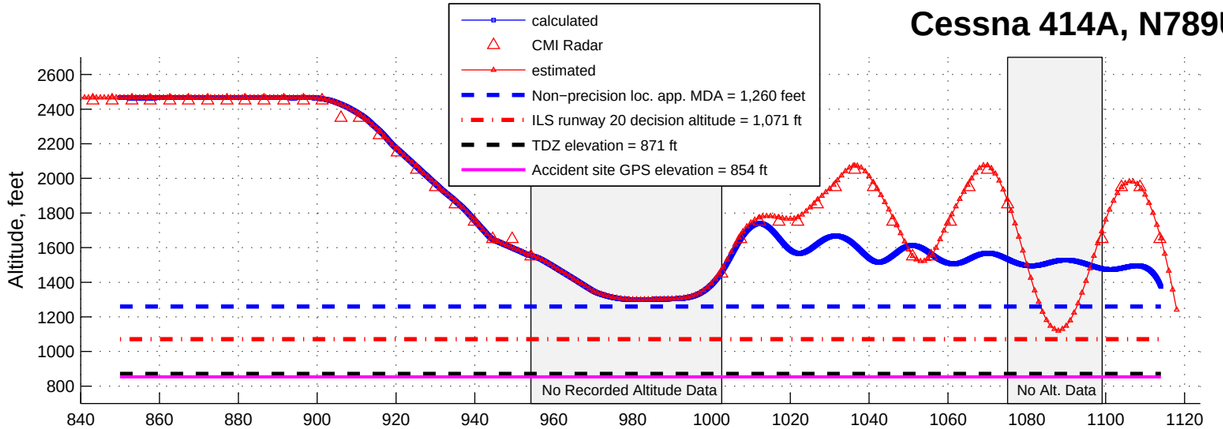
Cessna 414A, N789UP, Simulation Using Up to 33.0 Percent of Dual Engine Horsepower

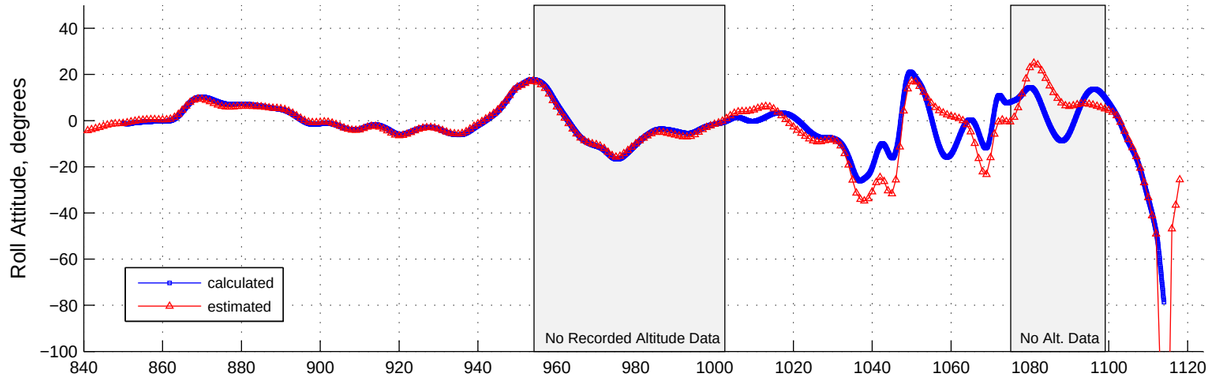


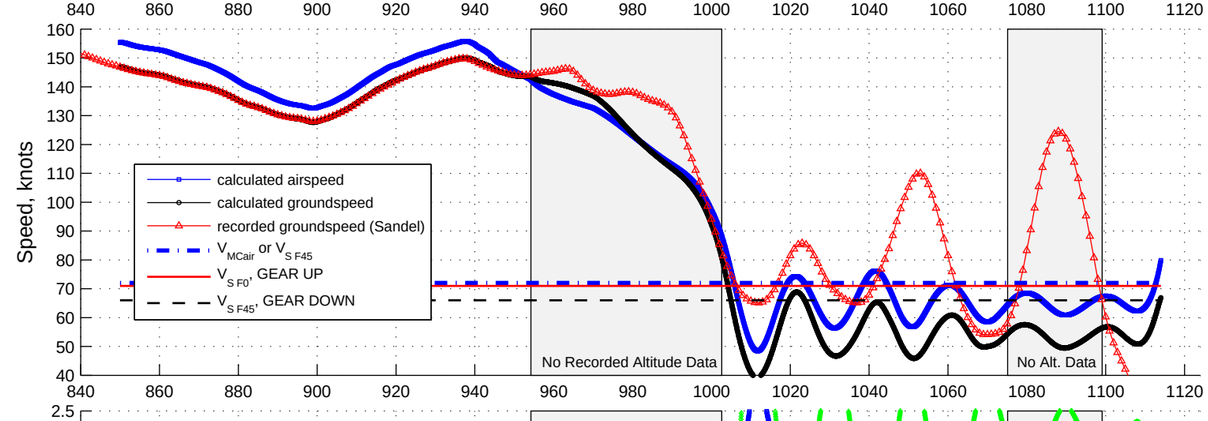


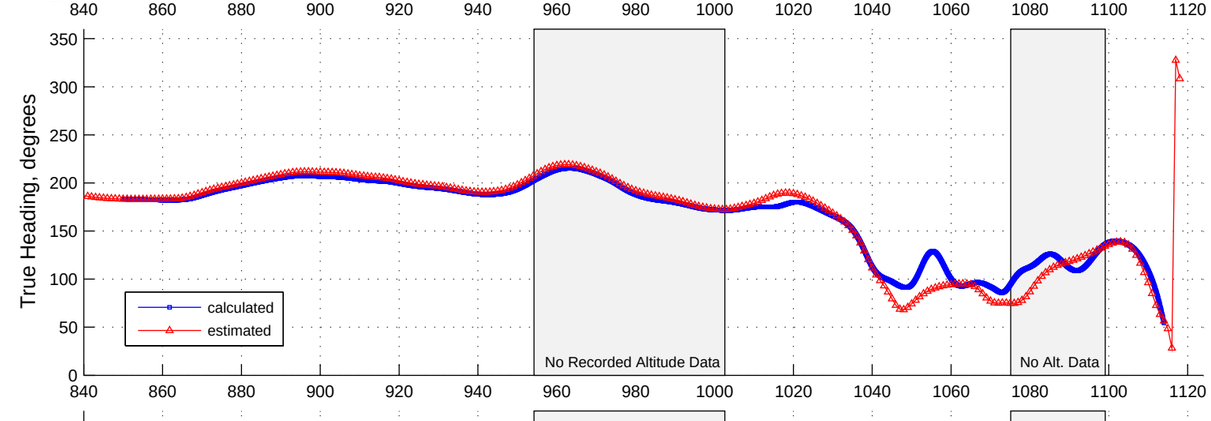
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

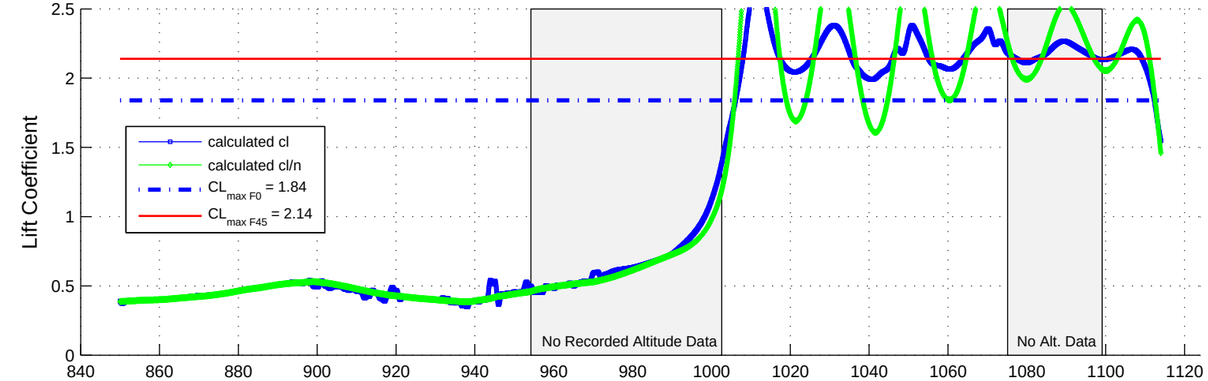
Cessna 414A, N789UP, Simulation Using Up to 34.0 Percent of Dual Engine Horsepower

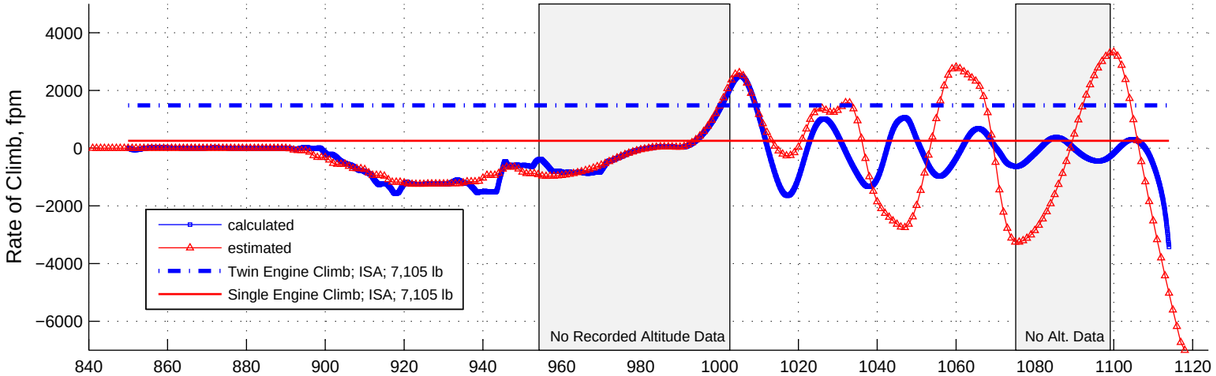


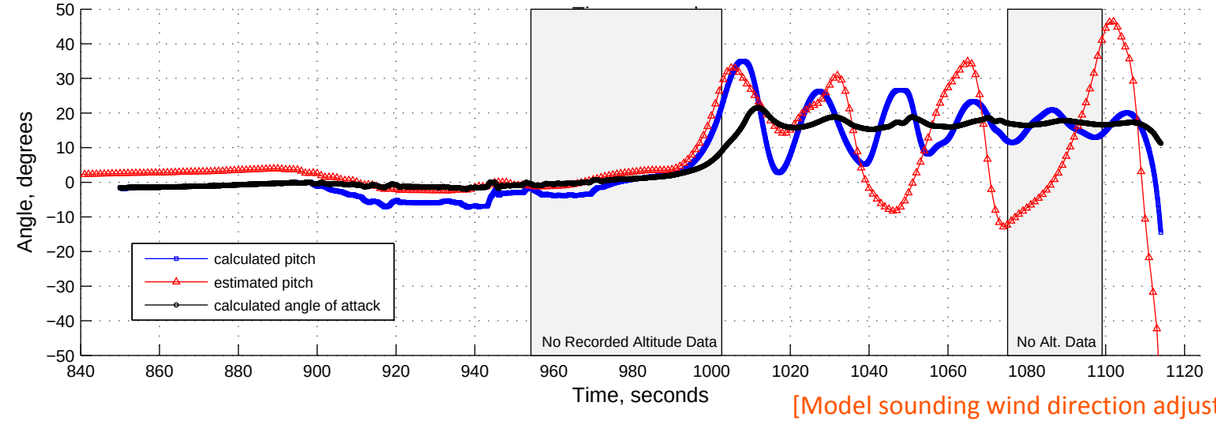


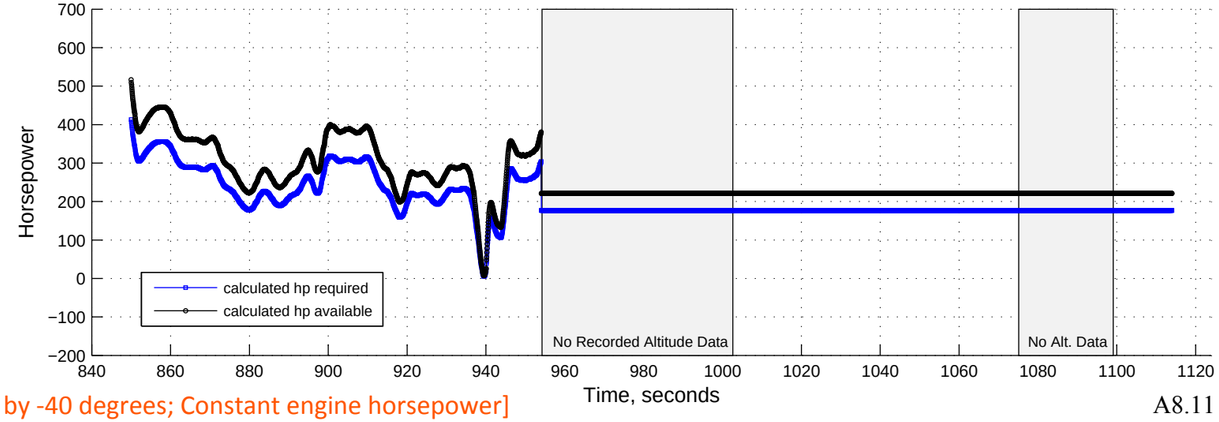






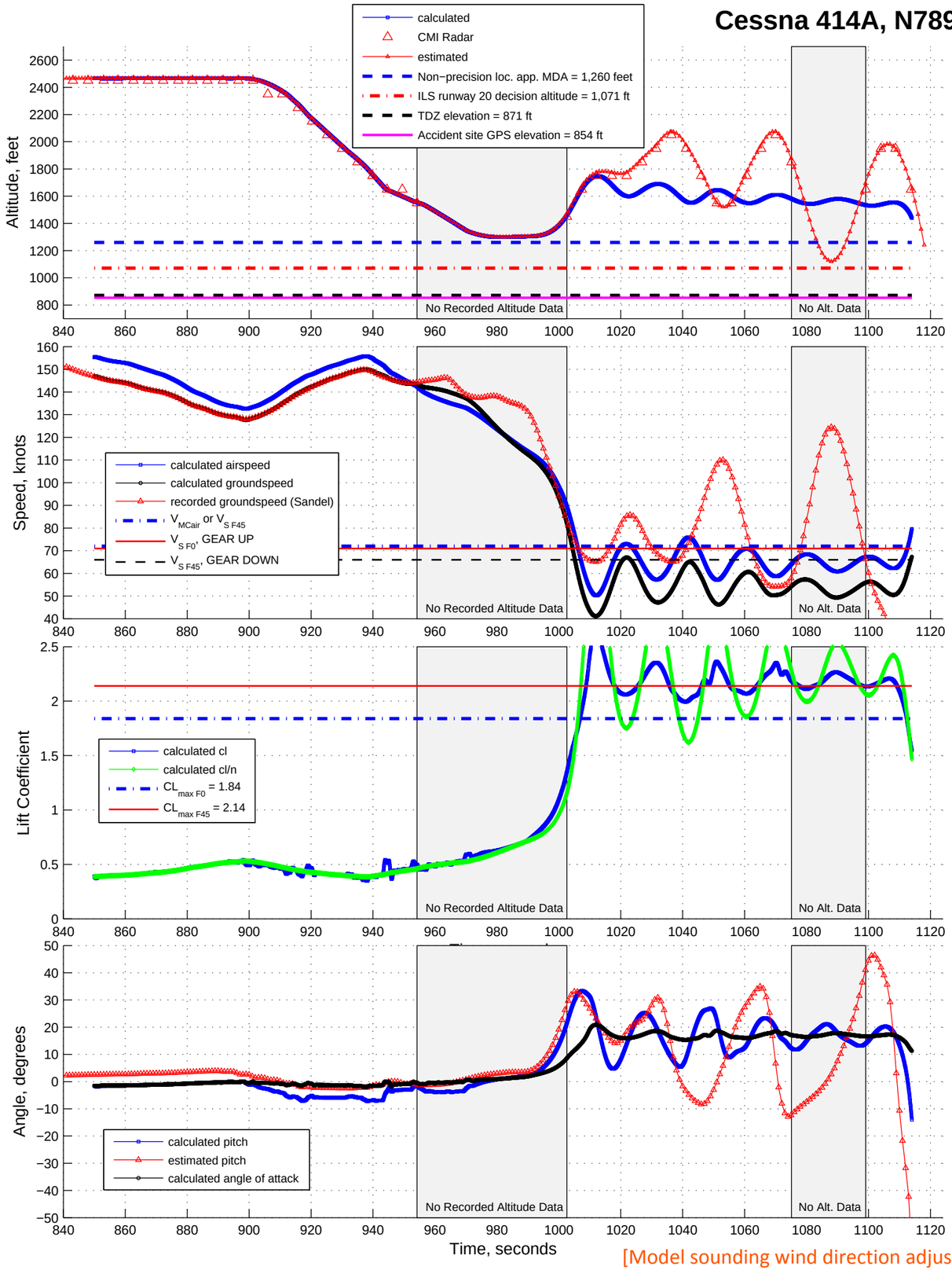


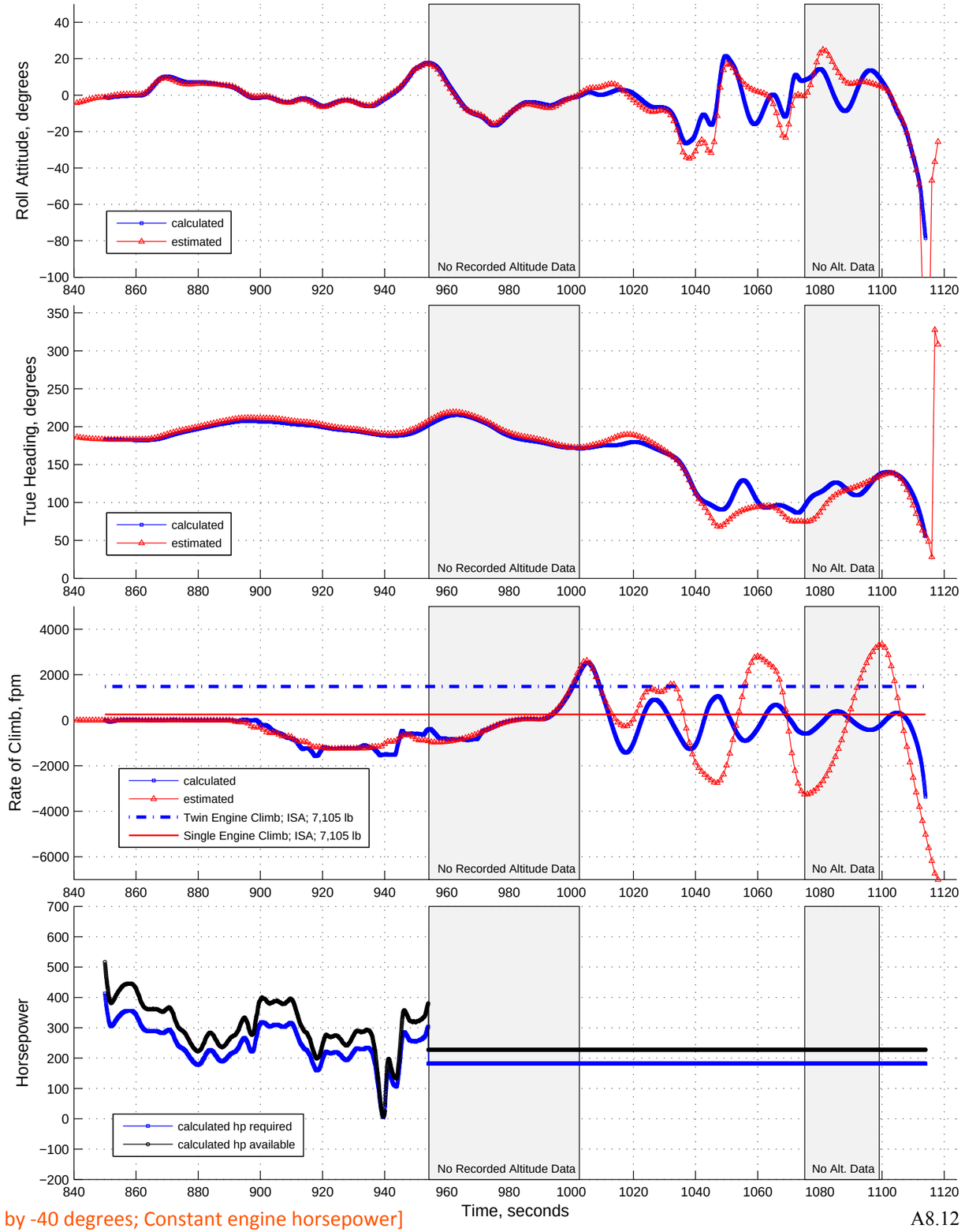




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

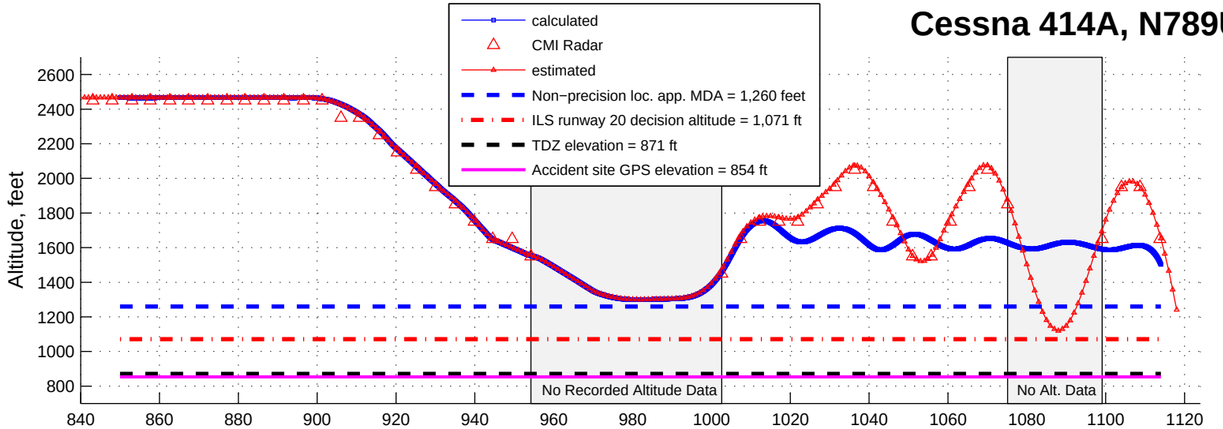
Cessna 414A, N789UP, Simulation Using Up to 35.0 Percent of Dual Engine Horsepower

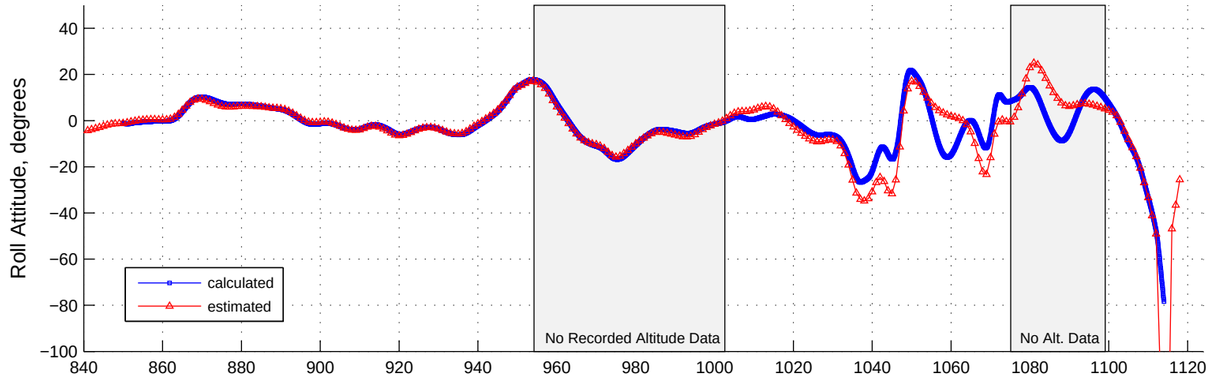


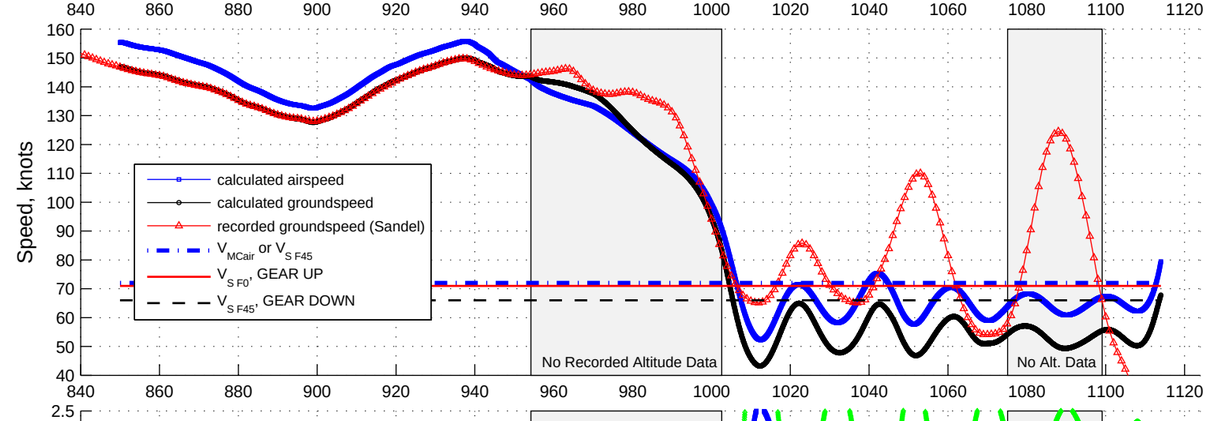


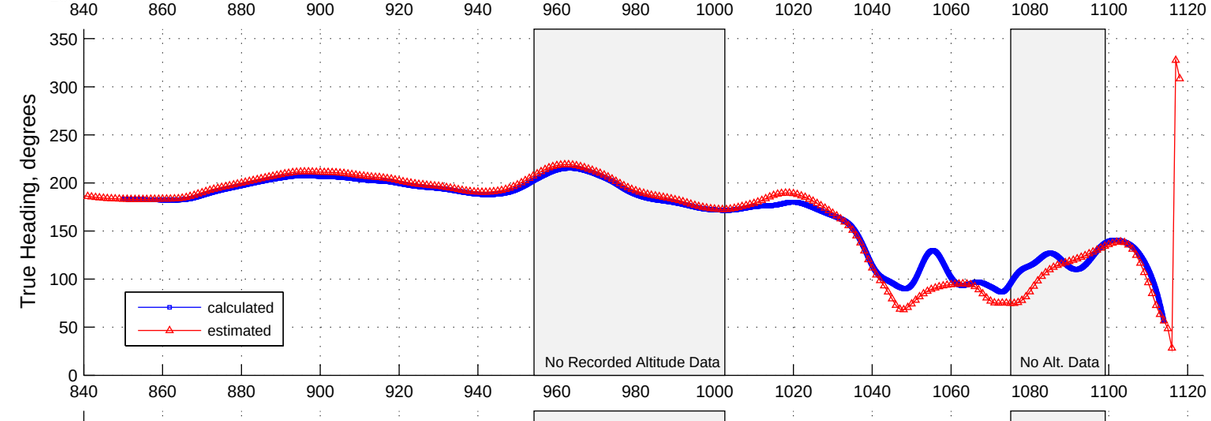
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

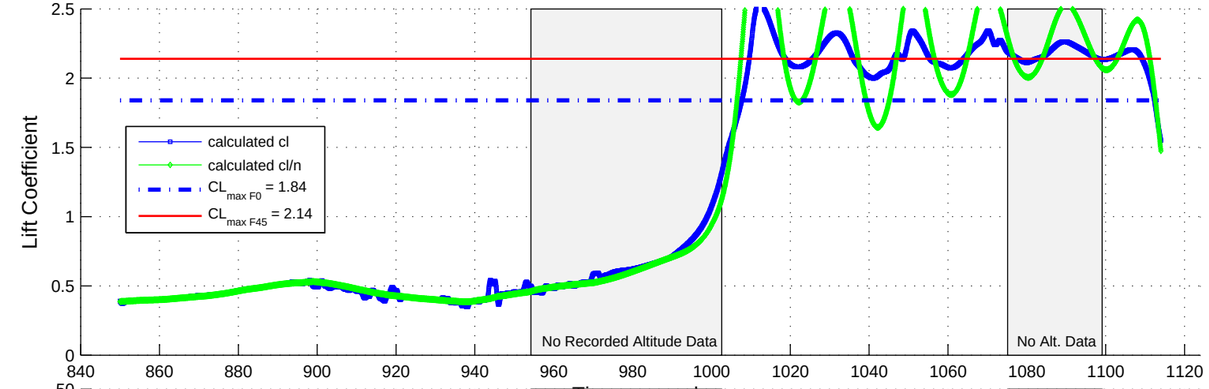
Cessna 414A, N789UP, Simulation Using Up to 36.0 Percent of Dual Engine Horsepower

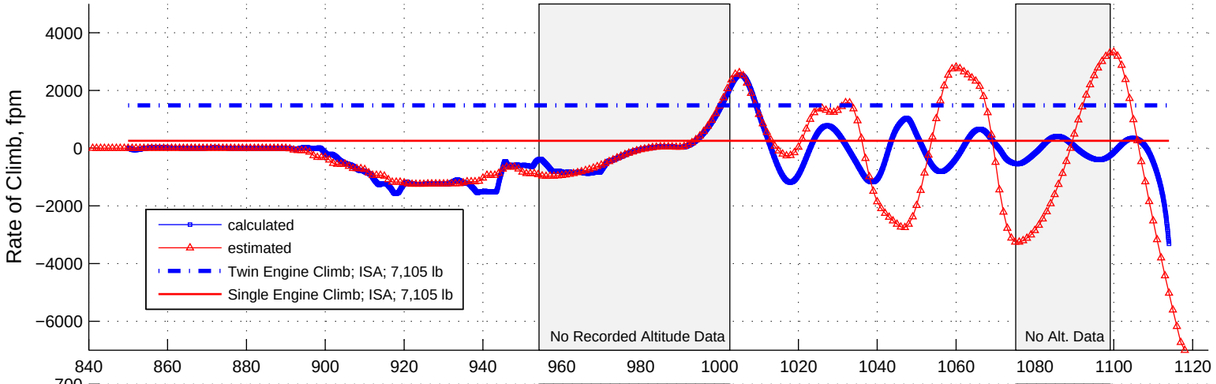


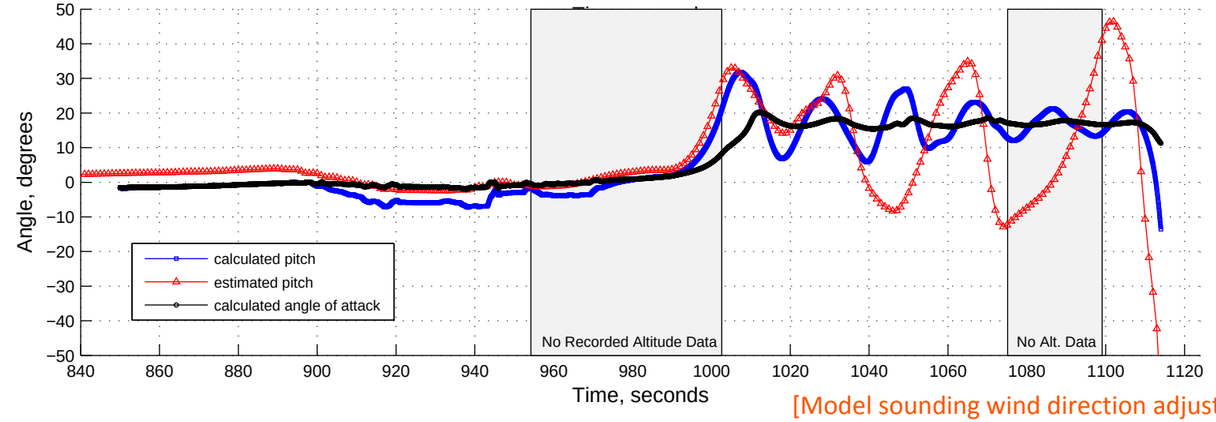


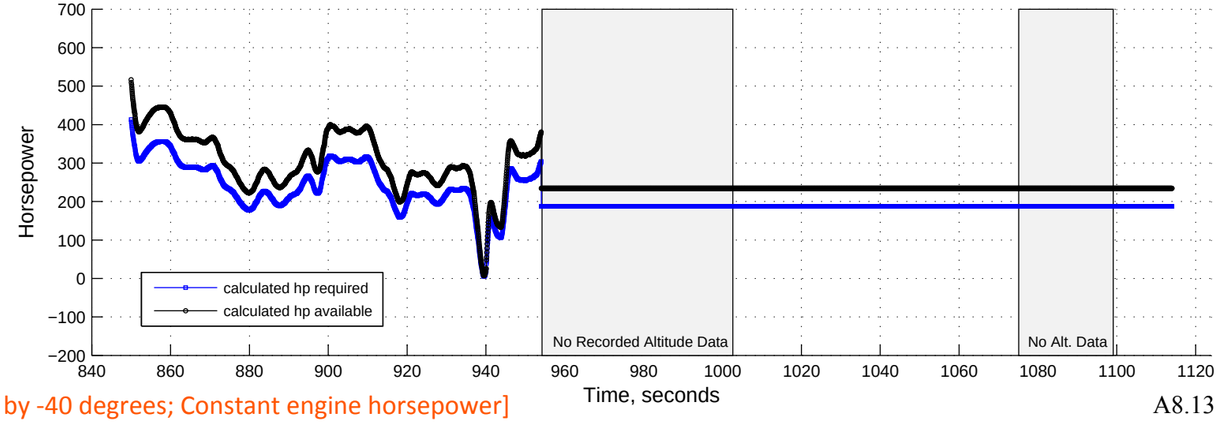






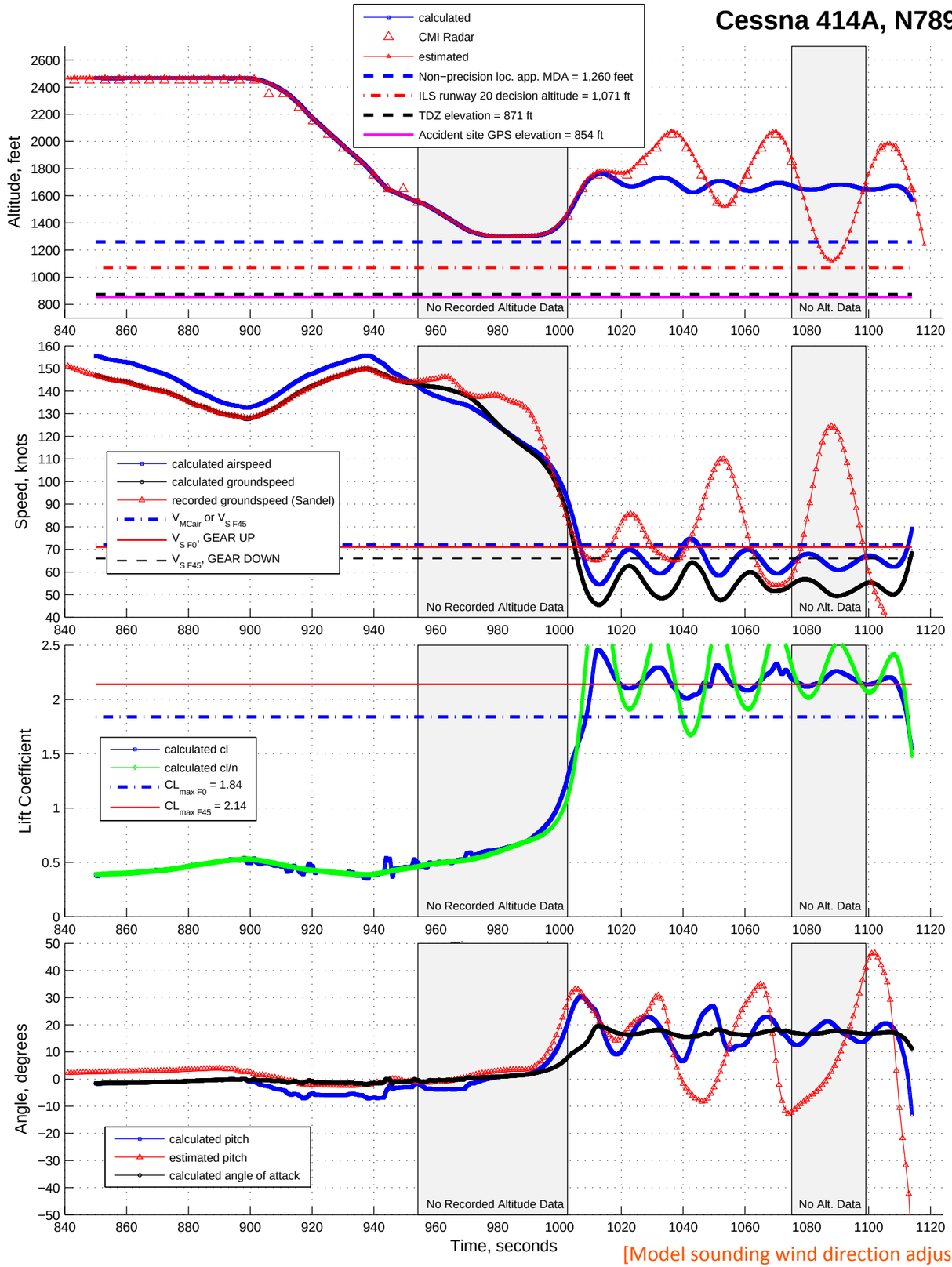


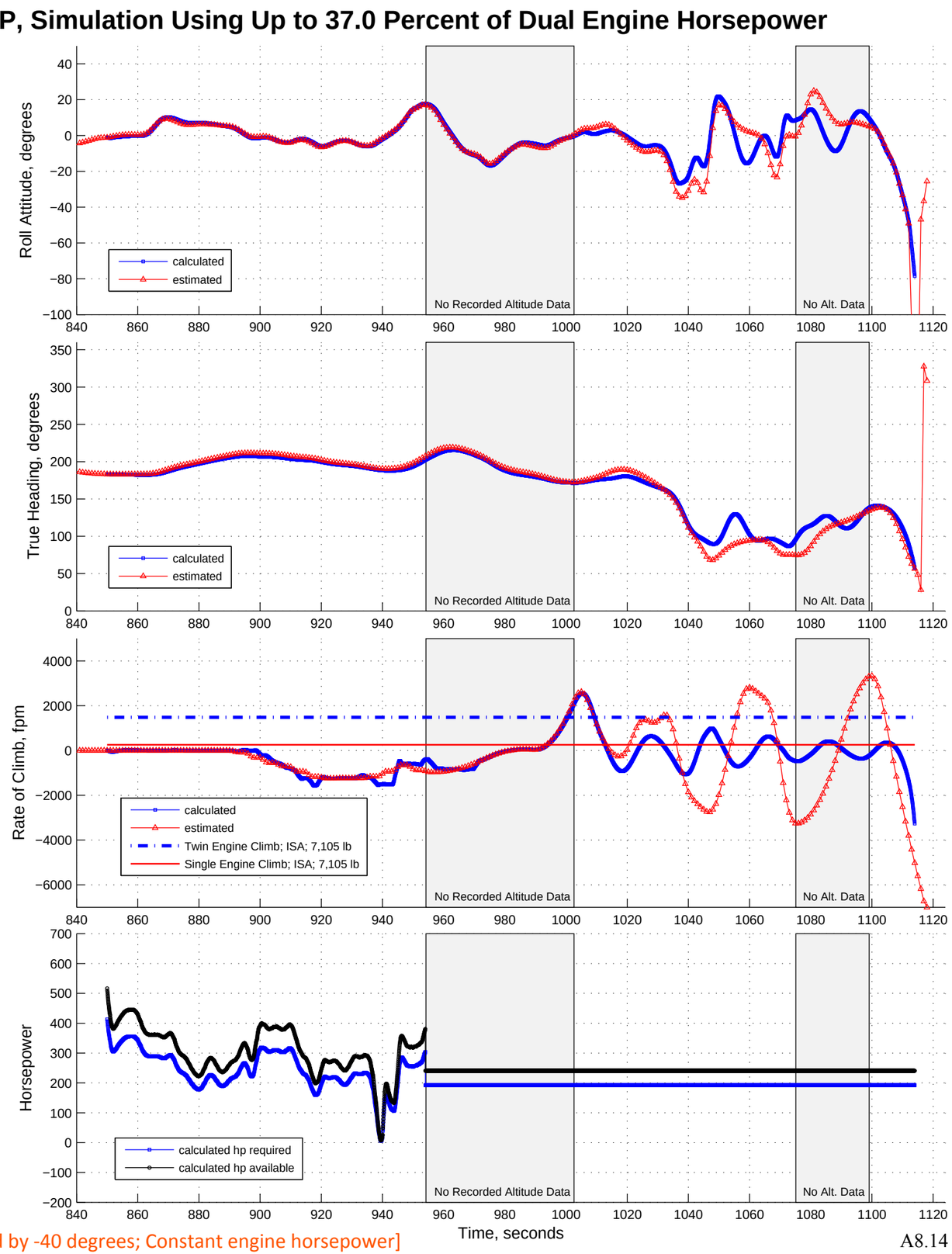




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

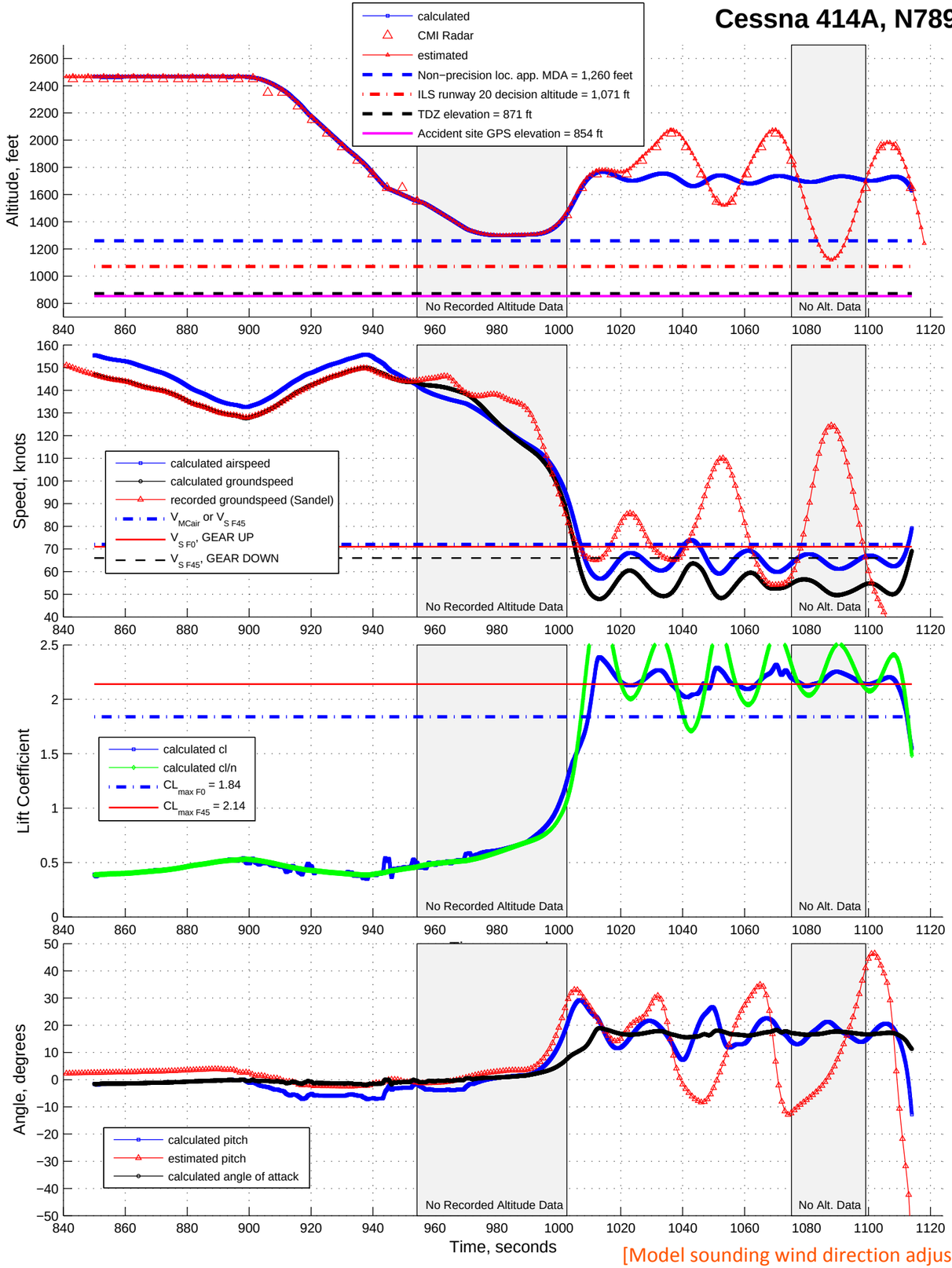
Cessna 414A, N789UP, Simulation Using Up to 37.0 Percent of Dual Engine Horsepower

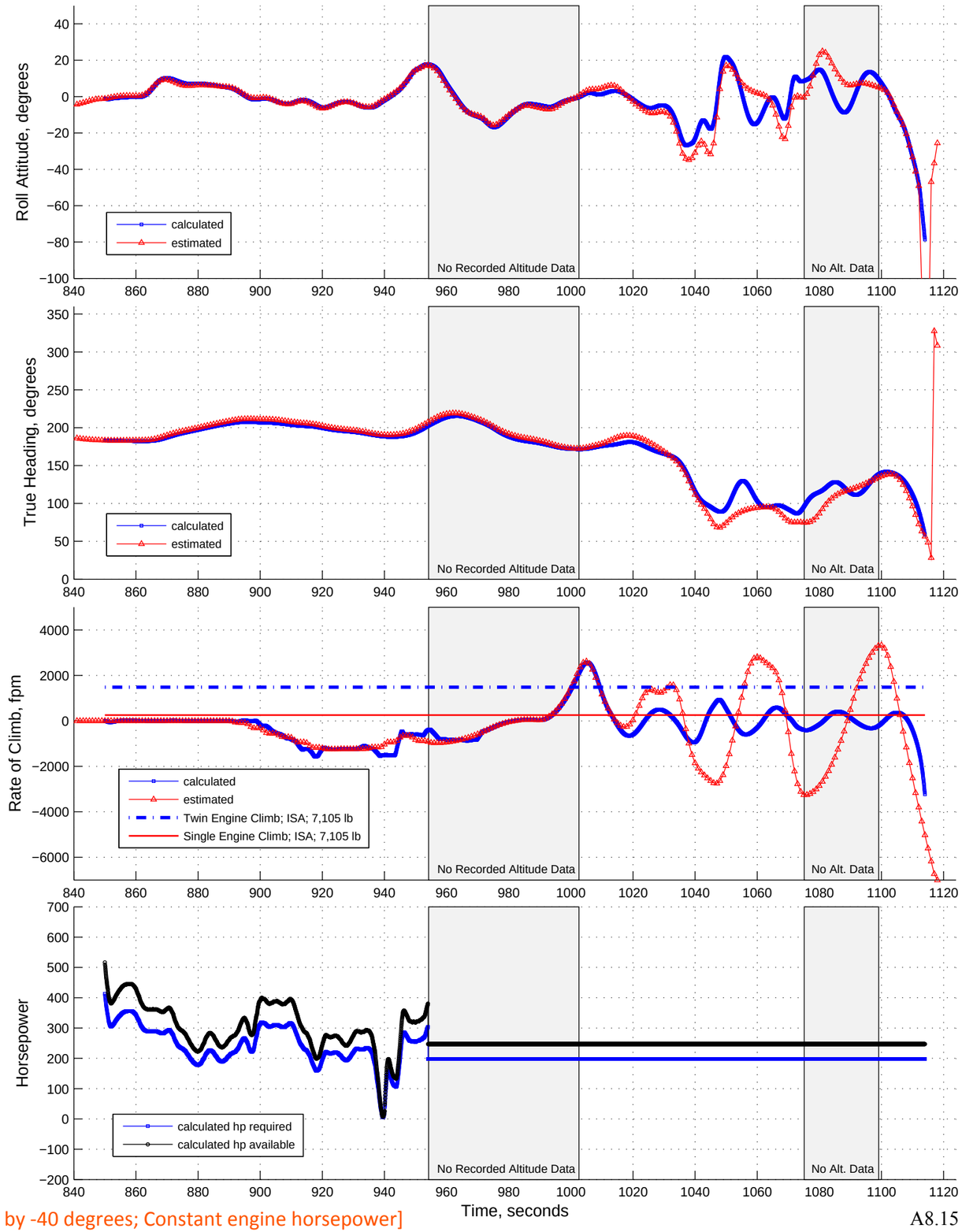




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

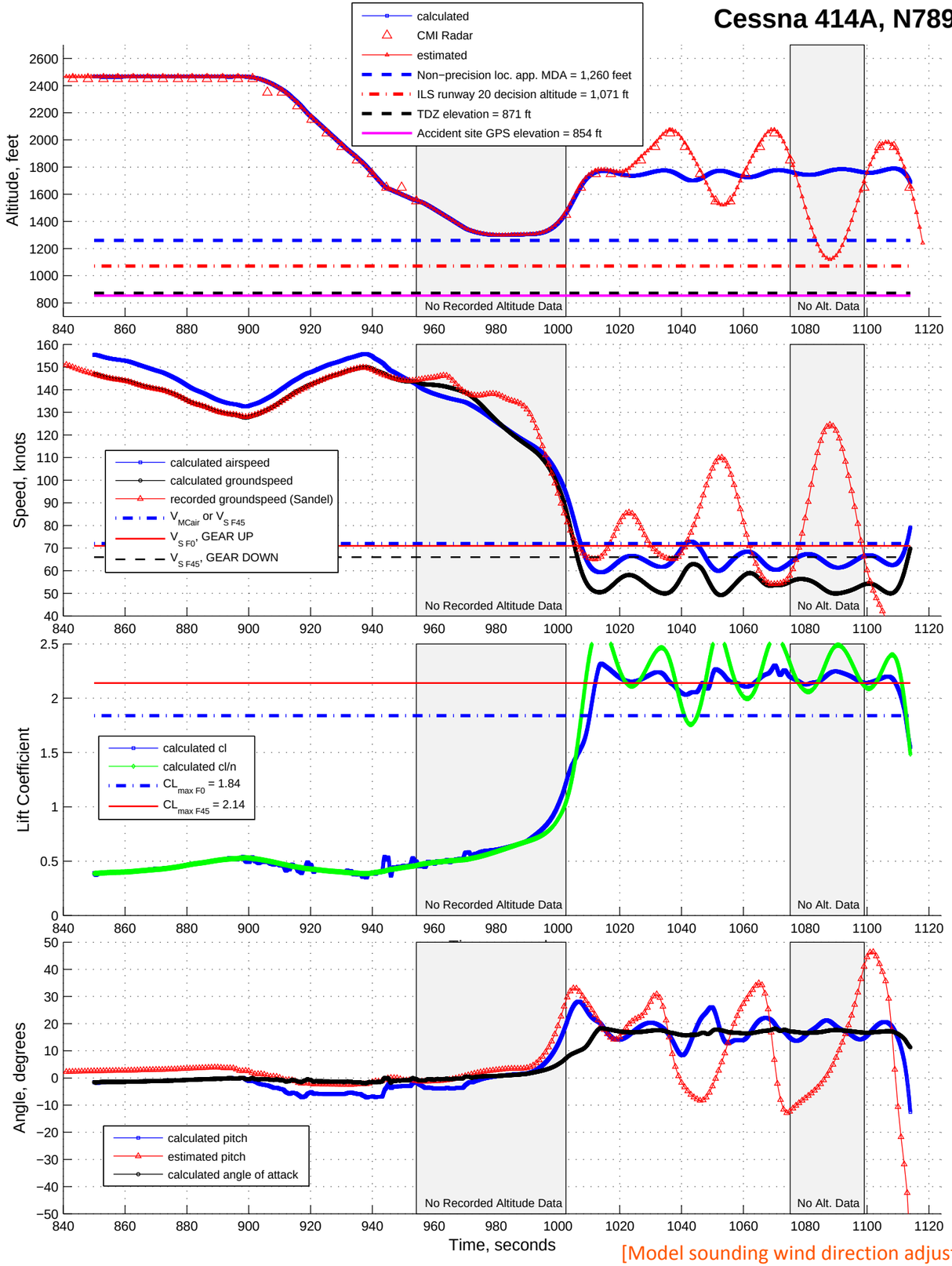
Cessna 414A, N789UP, Simulation Using Up to 38.0 Percent of Dual Engine Horsepower

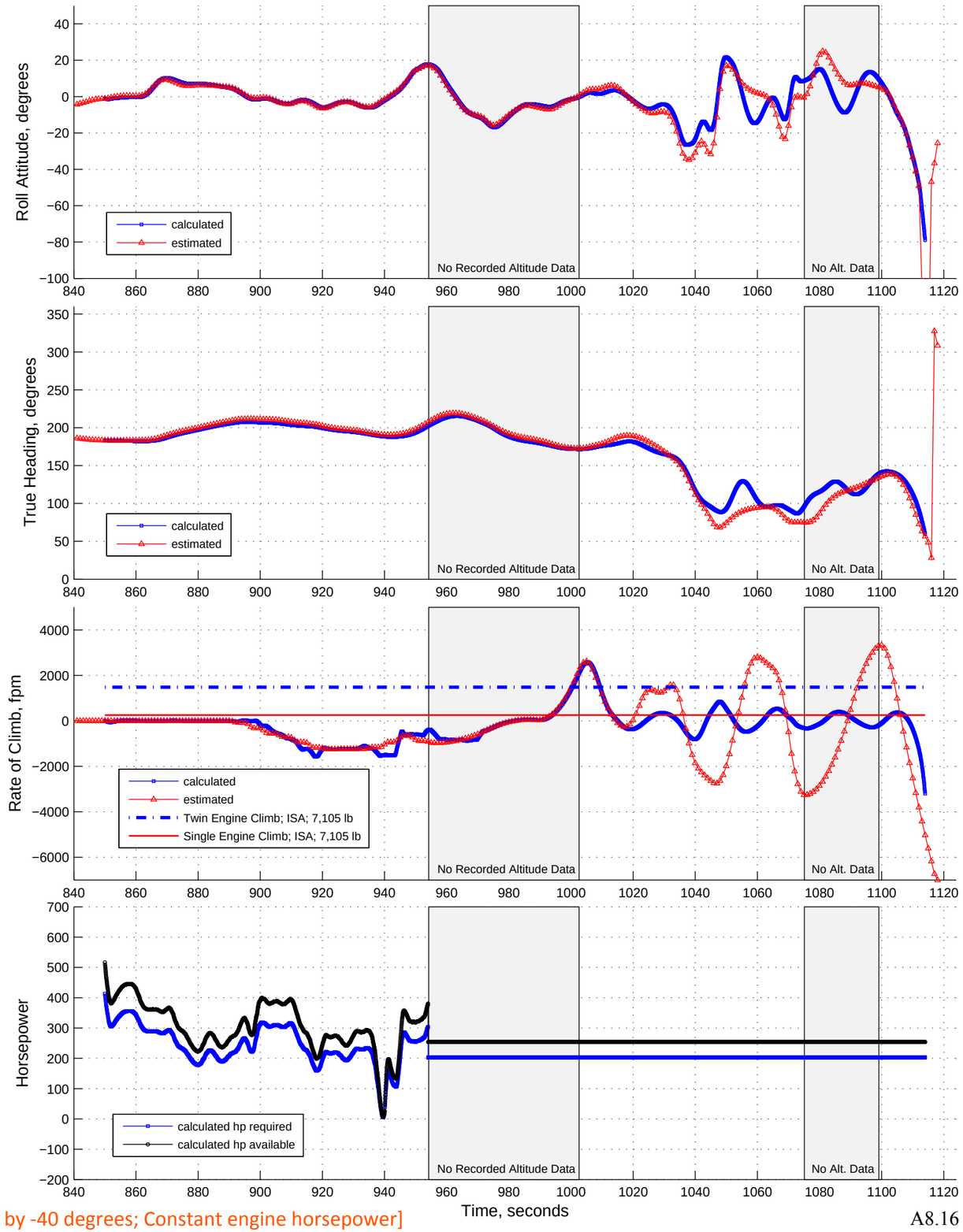




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

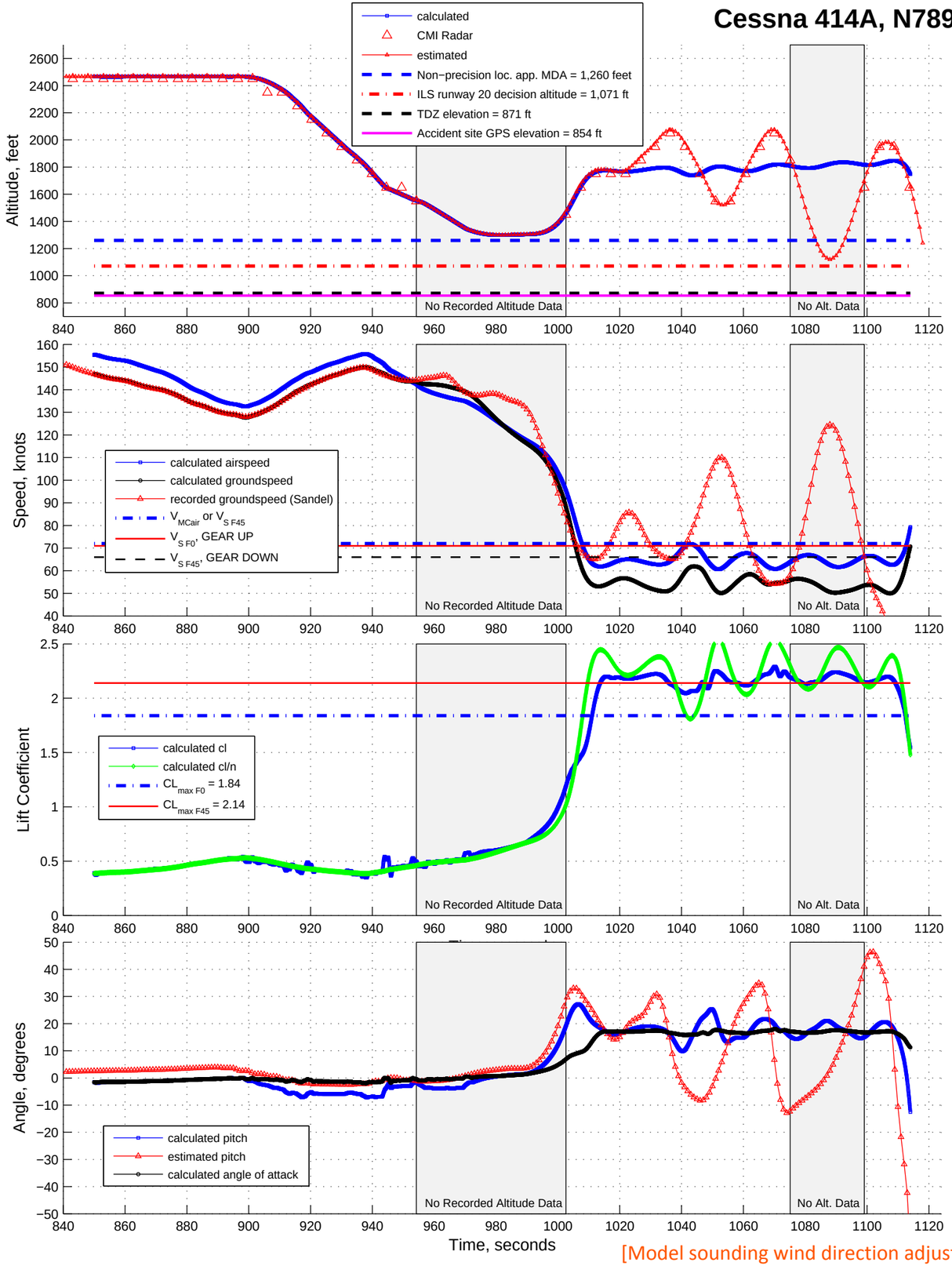
Cessna 414A, N789UP, Simulation Using Up to 39.0 Percent of Dual Engine Horsepower

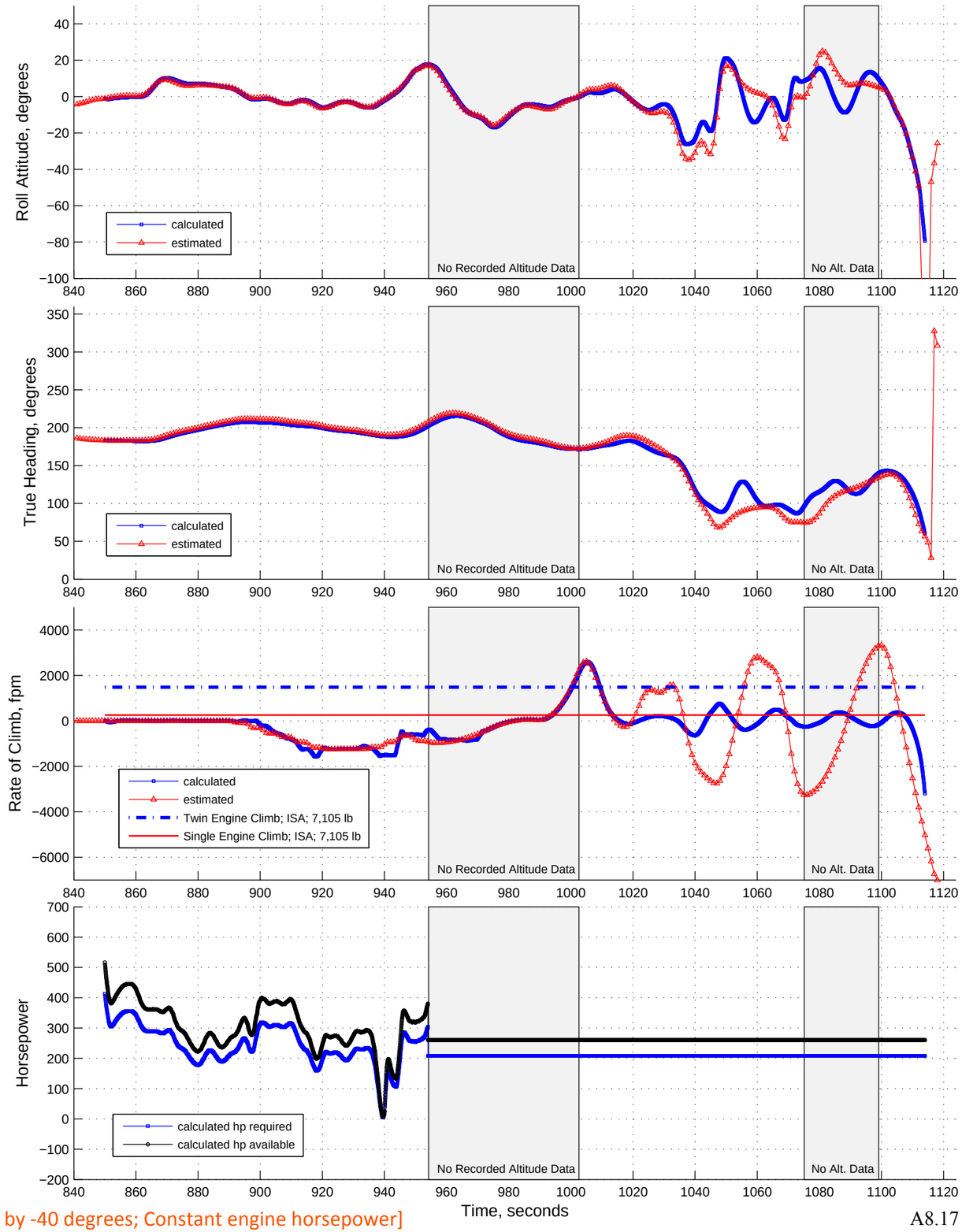




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

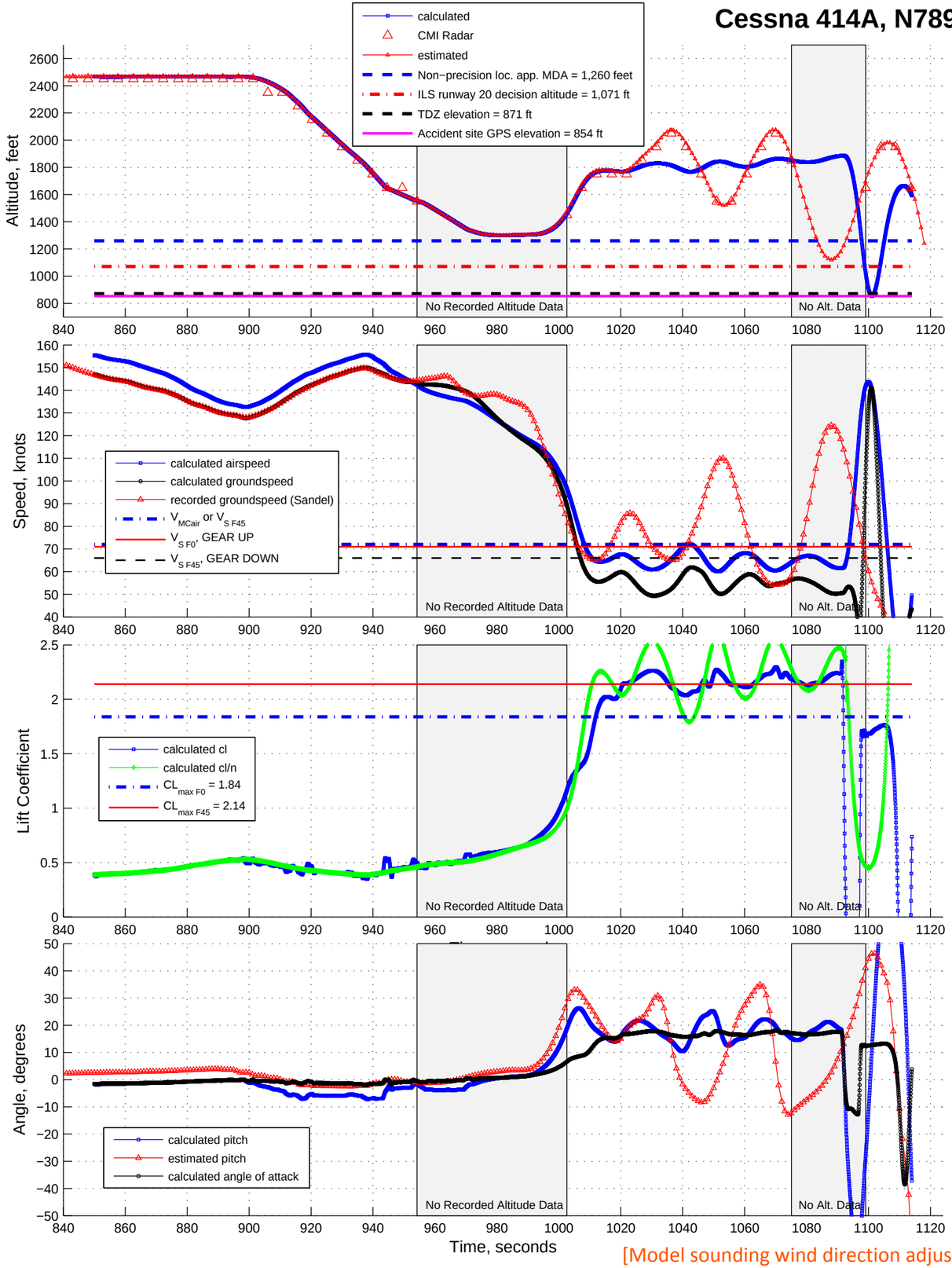
Cessna 414A, N789UP, Simulation Using Up to 40.0 Percent of Dual Engine Horsepower

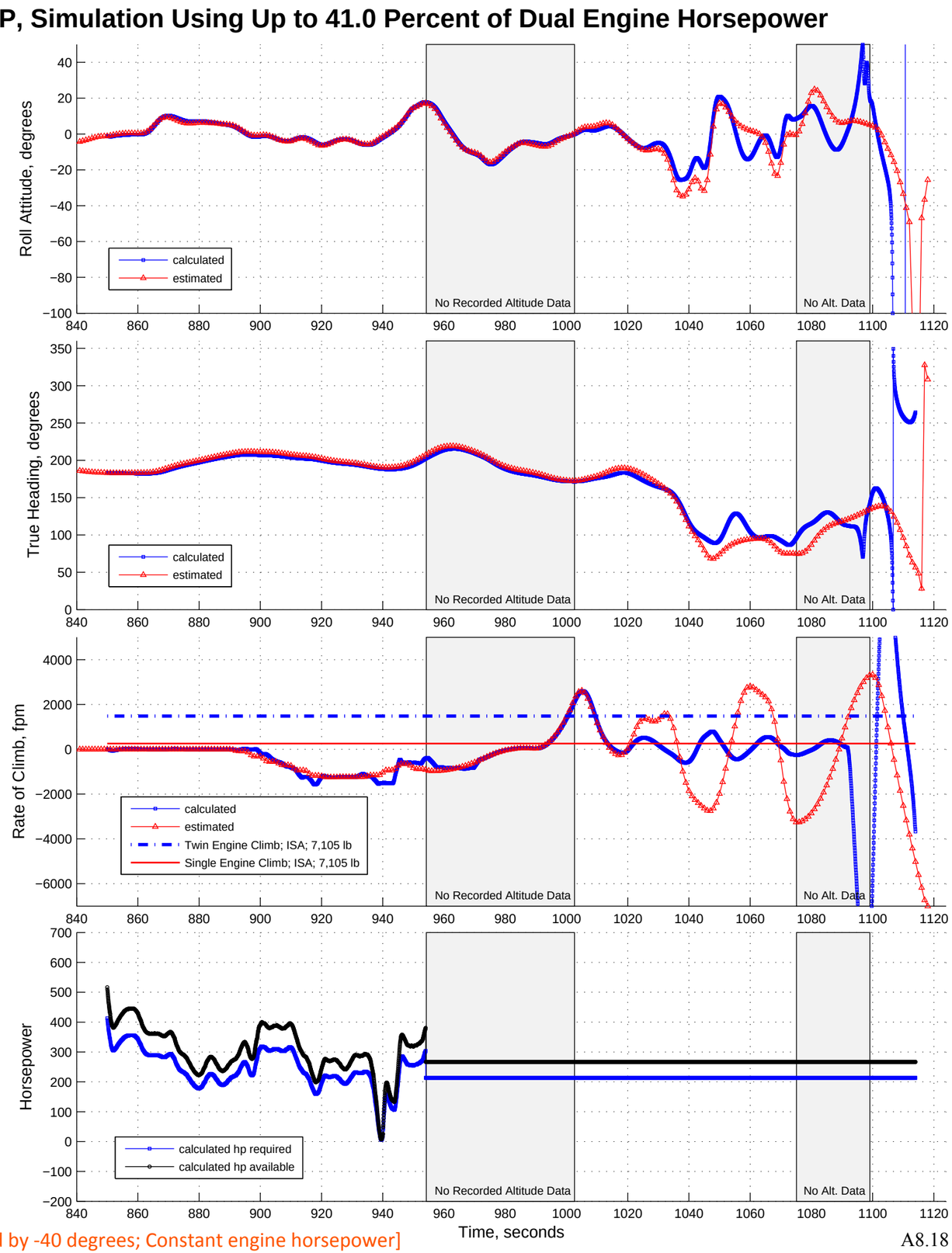




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

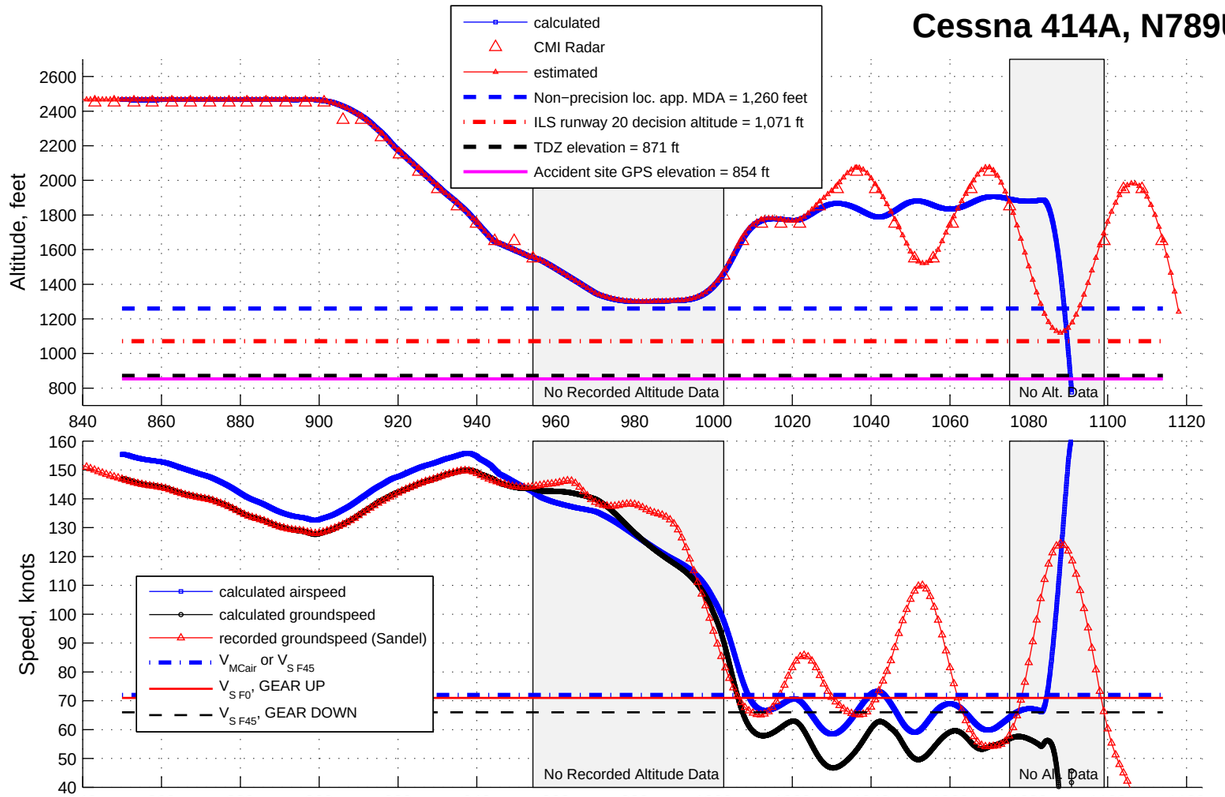
Cessna 414A, N789UP, Simulation Using Up to 41.0 Percent of Dual Engine Horsepower

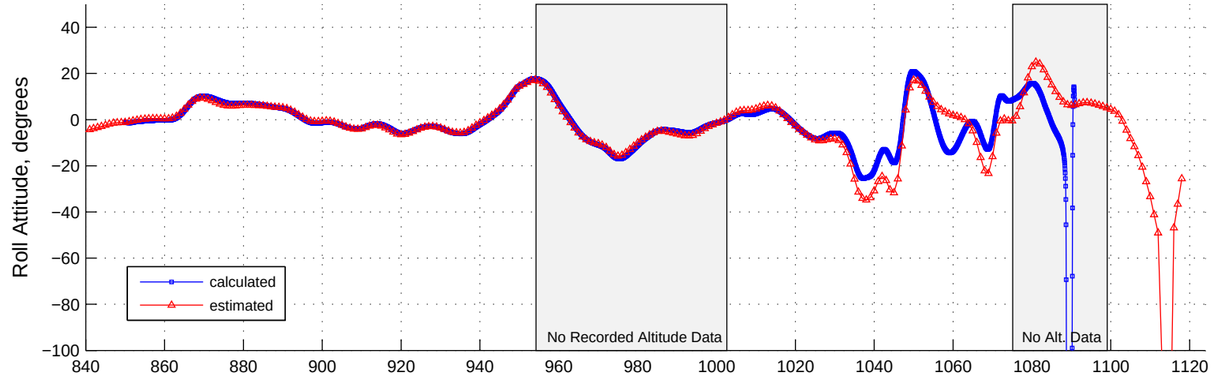


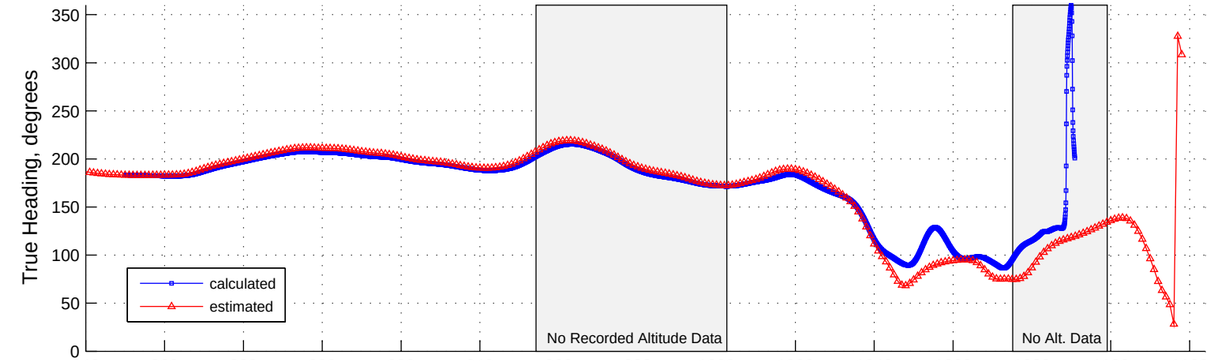


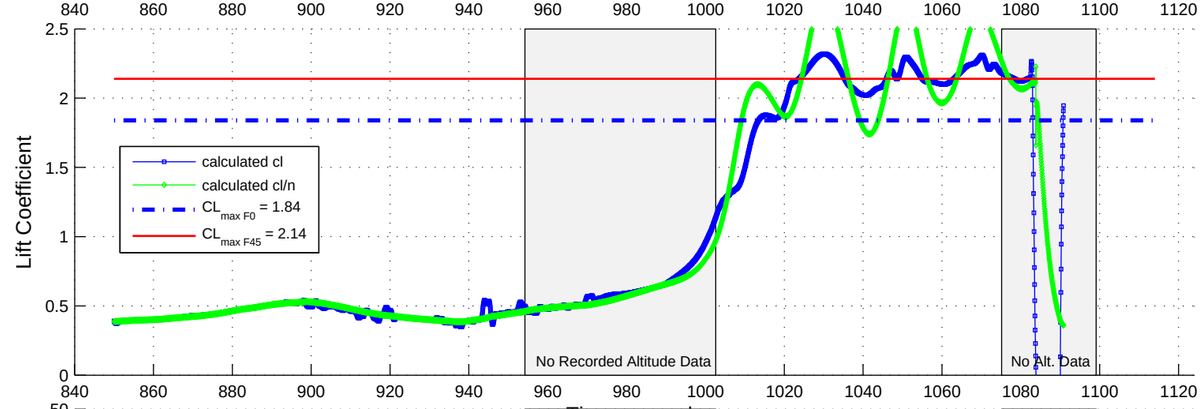
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

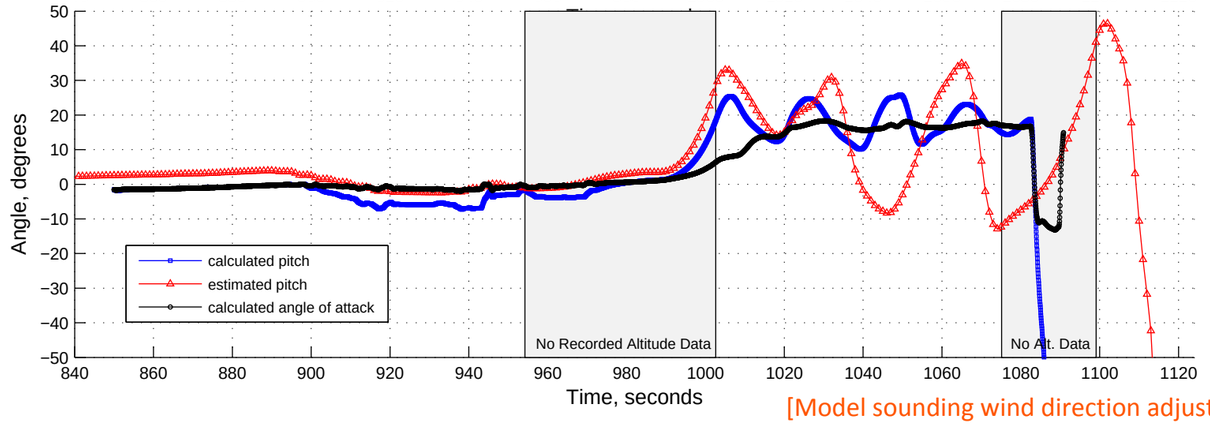
Cessna 414A, N789UP, Simulation Using Up to 42.0 Percent of Dual Engine Horsepower

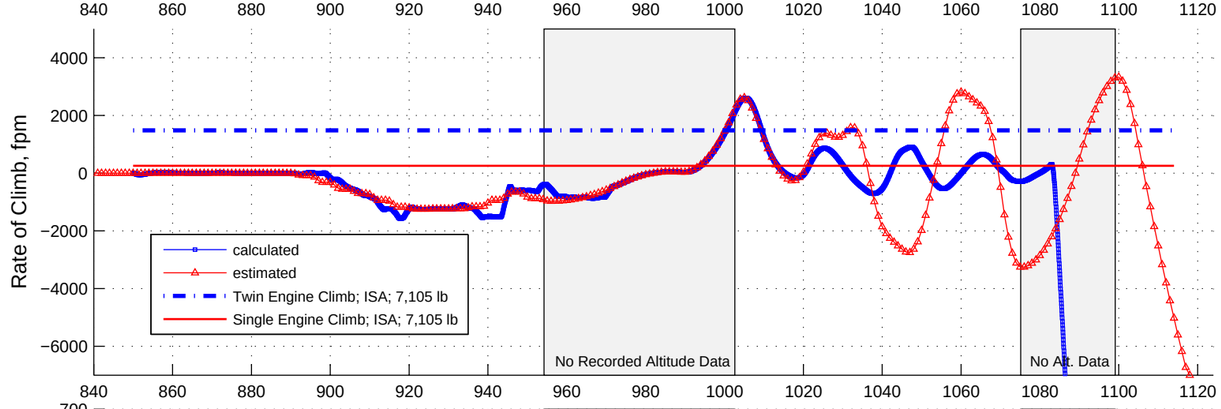


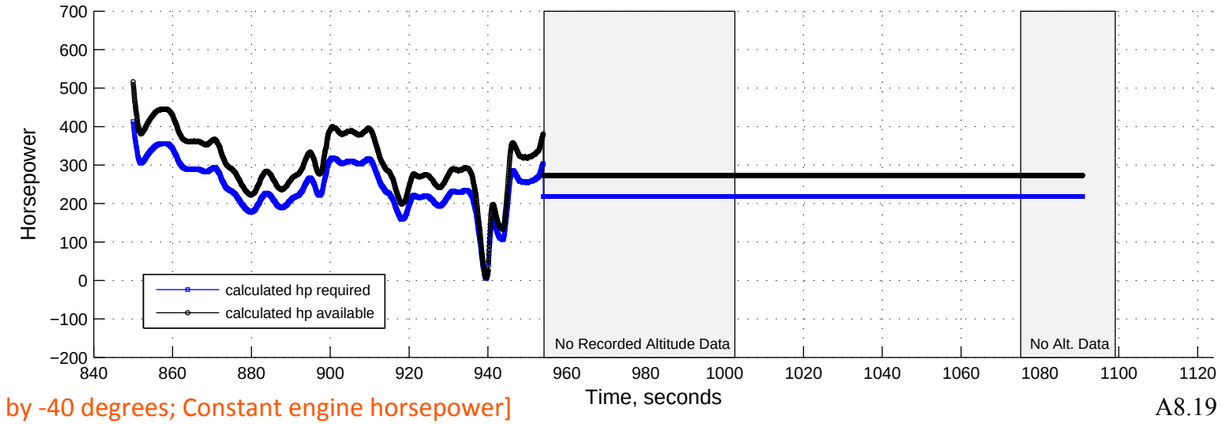










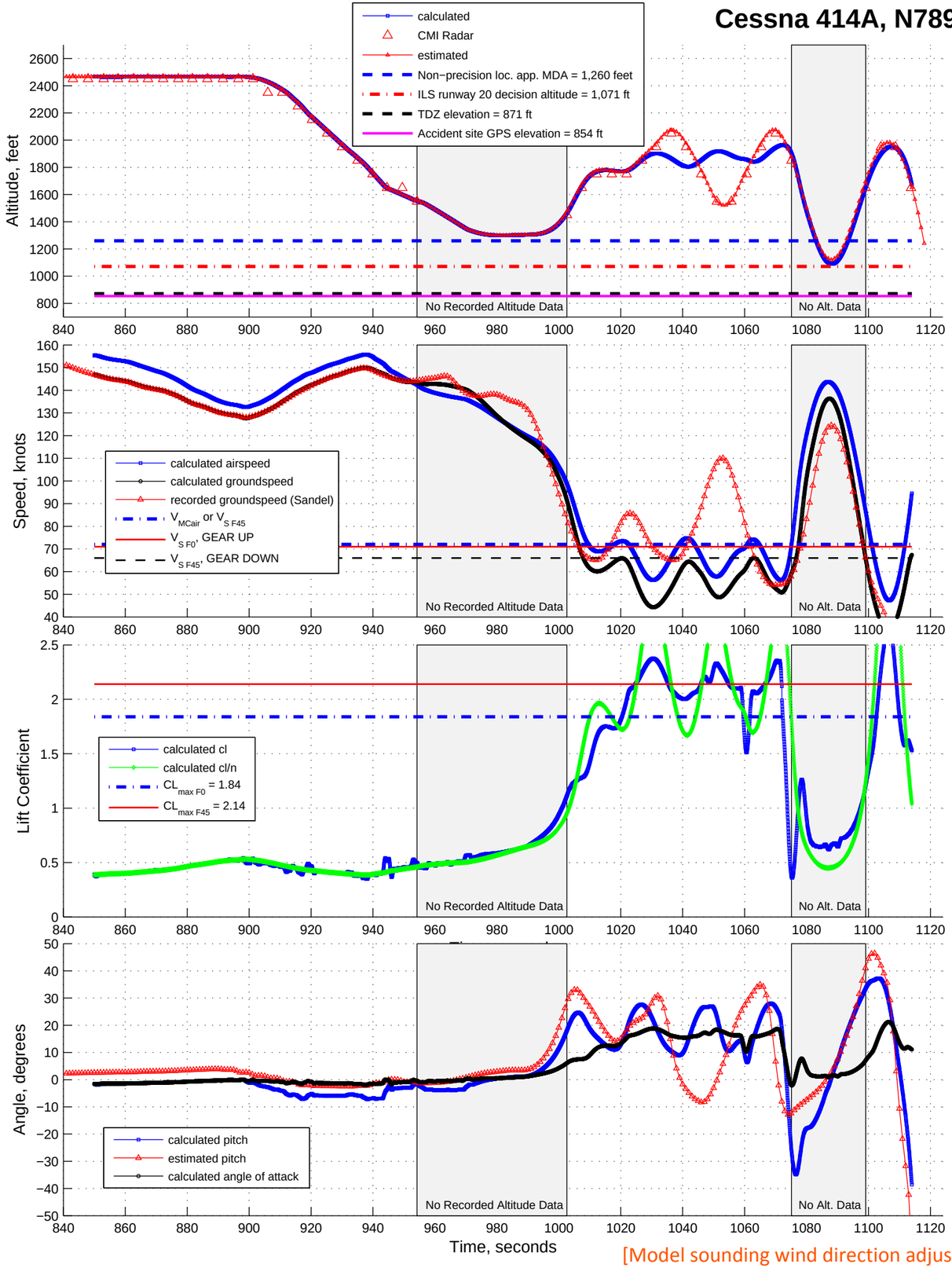


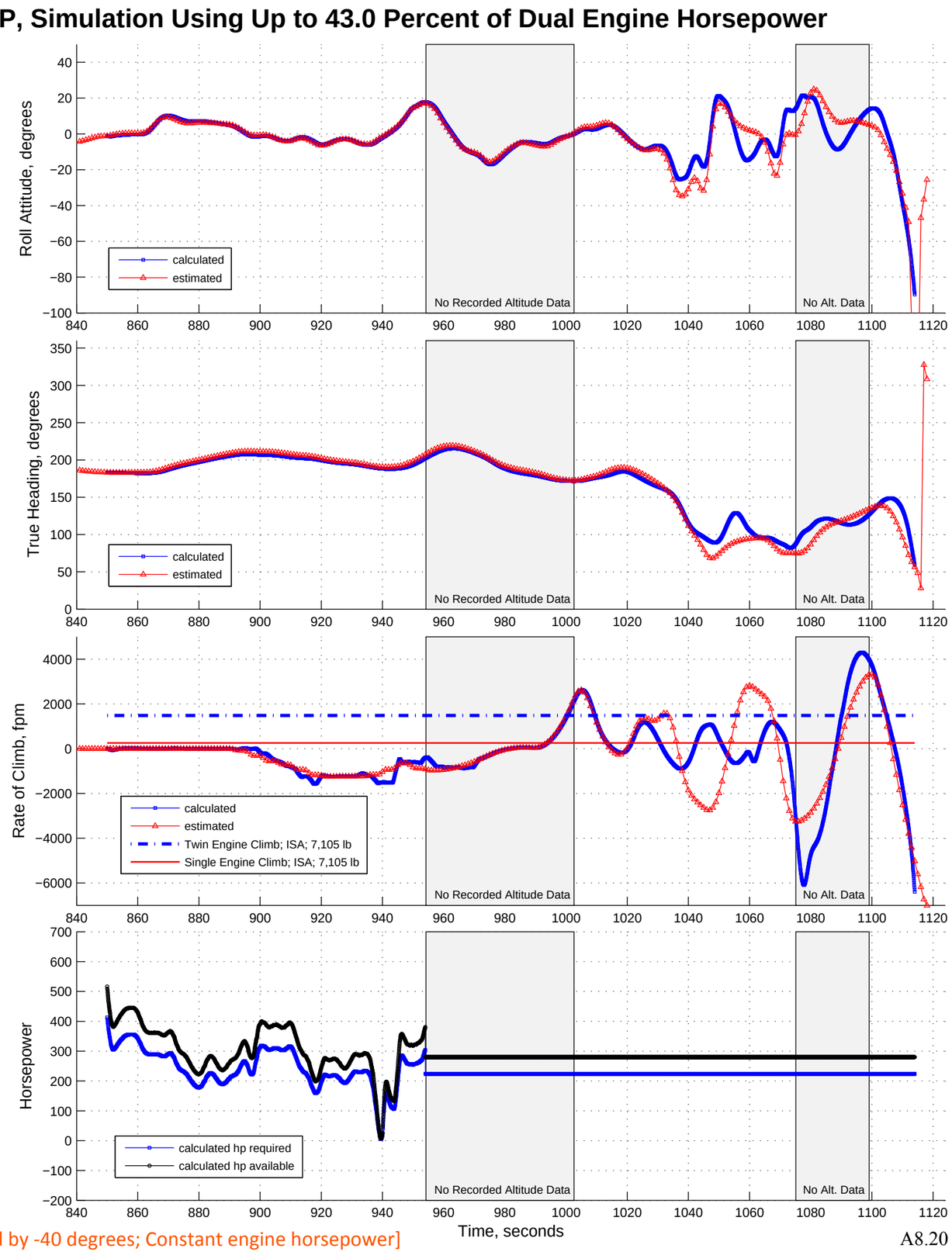
Time, seconds

Time, seconds

[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

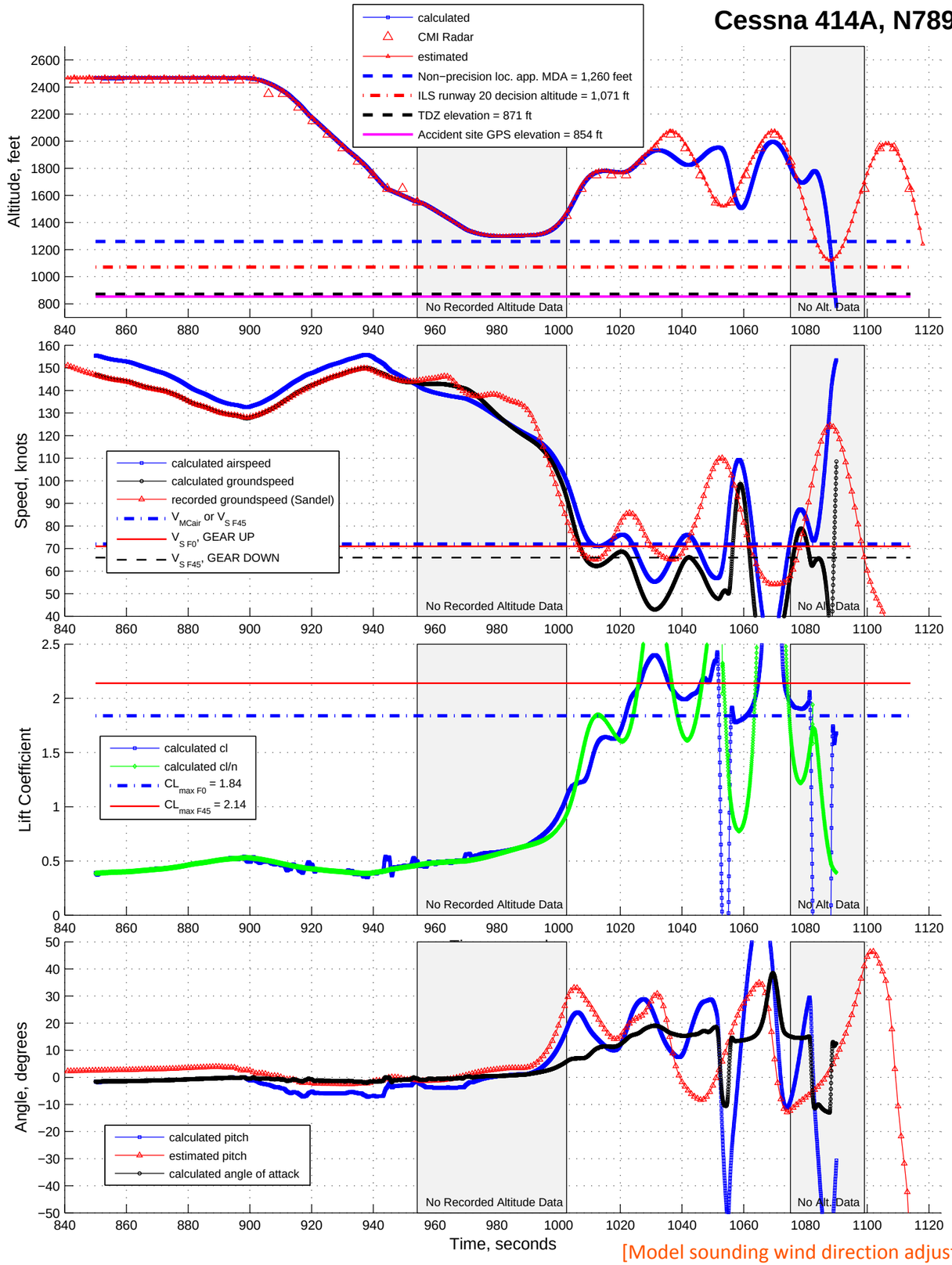
Cessna 414A, N789UP, Simulation Using Up to 43.0 Percent of Dual Engine Horsepower

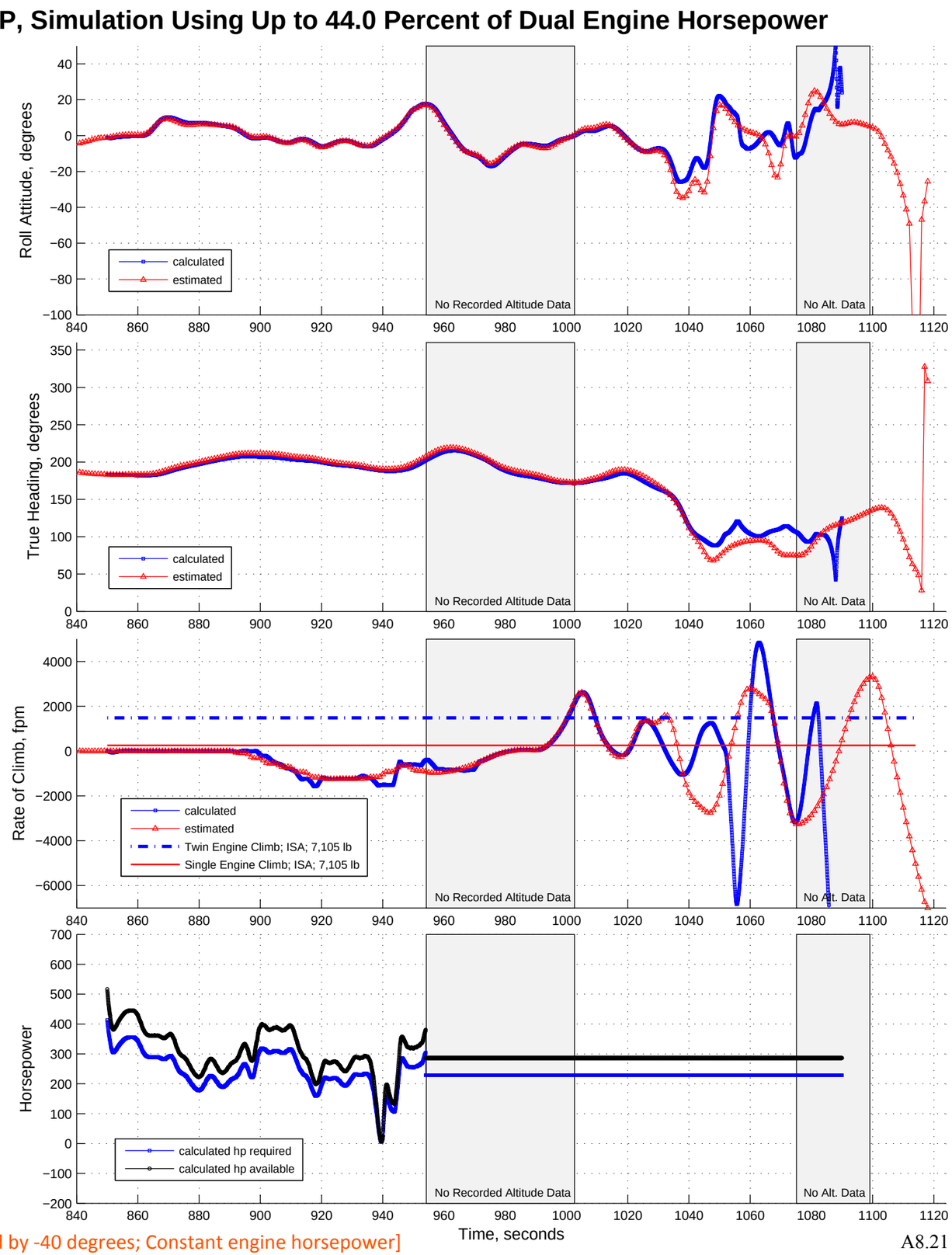




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

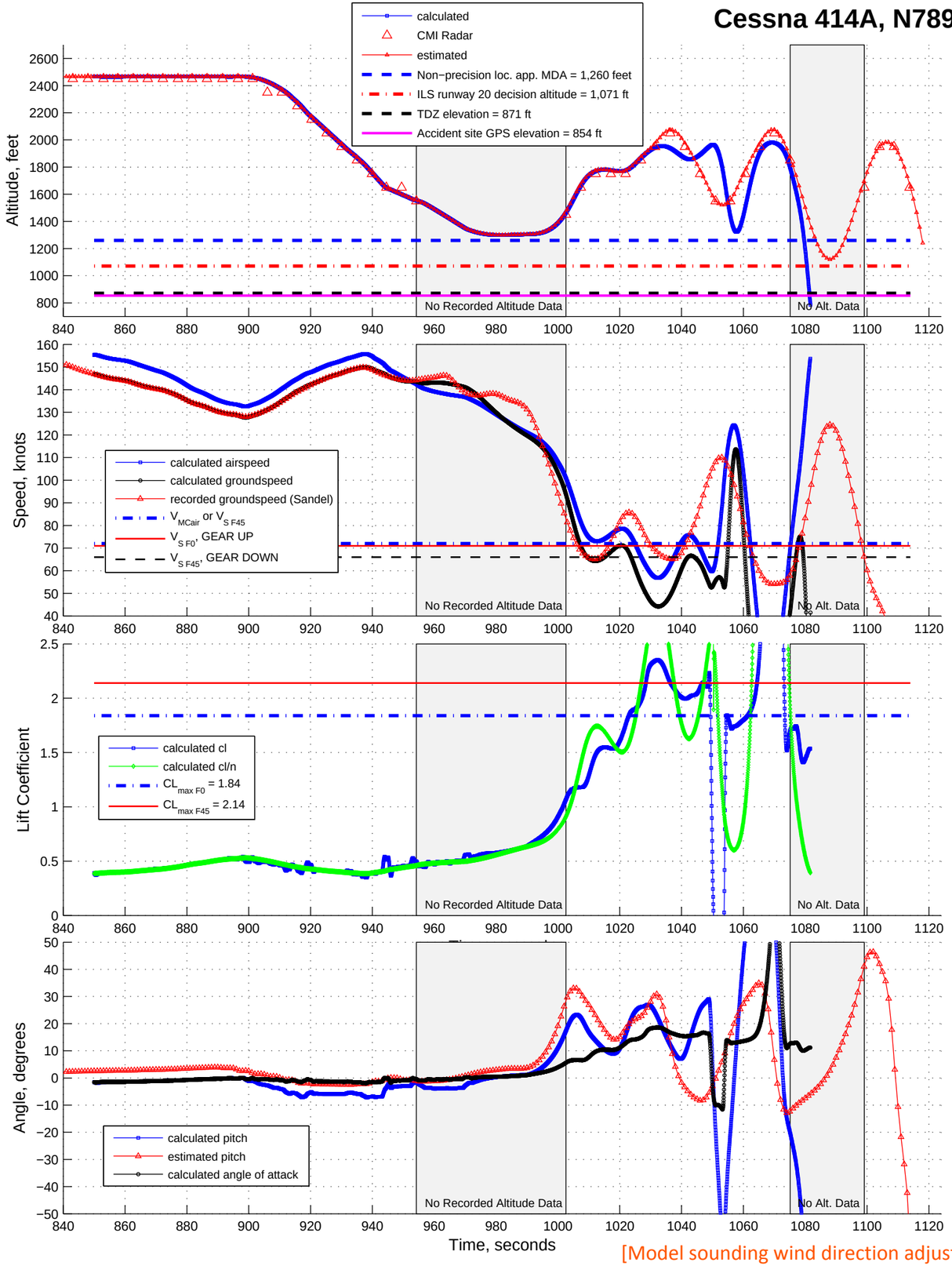
Cessna 414A, N789UP, Simulation Using Up to 44.0 Percent of Dual Engine Horsepower

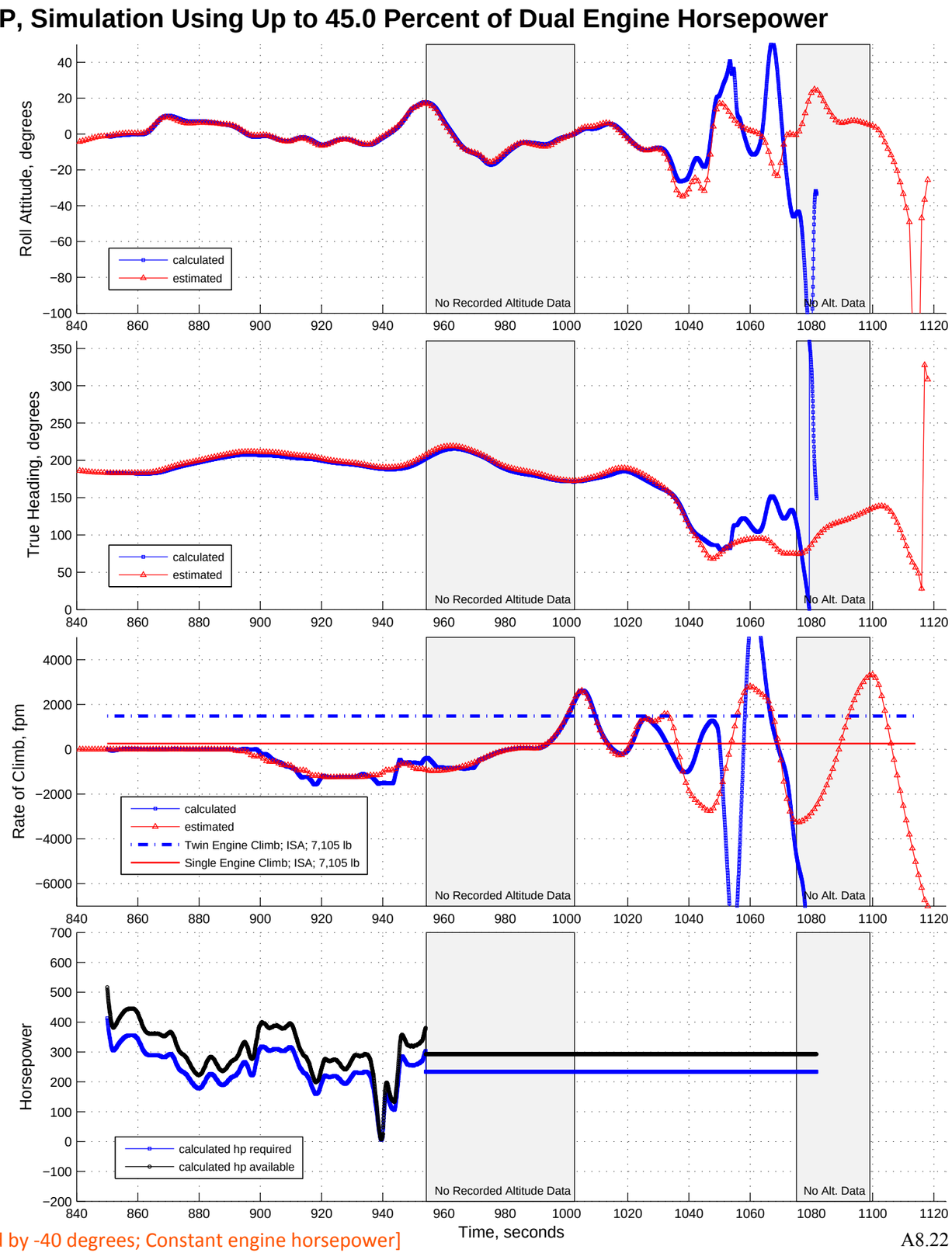




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

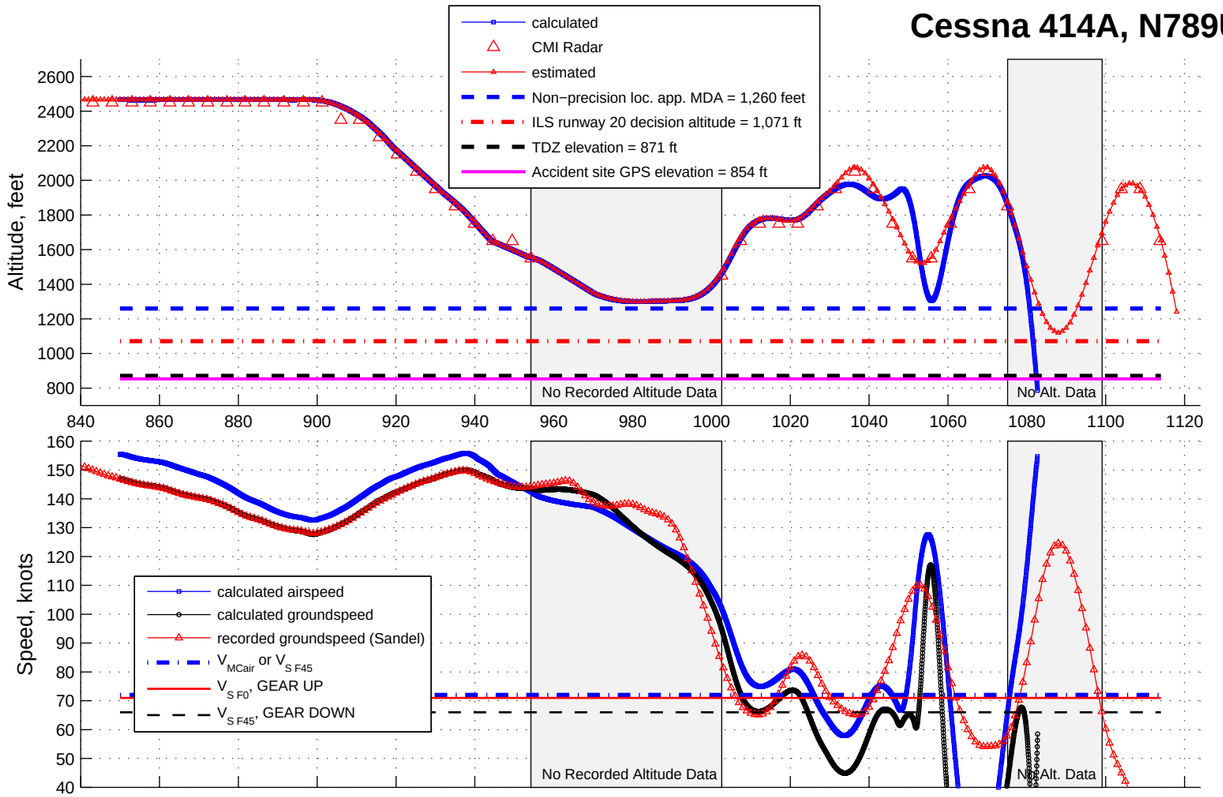
Cessna 414A, N789UP, Simulation Using Up to 45.0 Percent of Dual Engine Horsepower

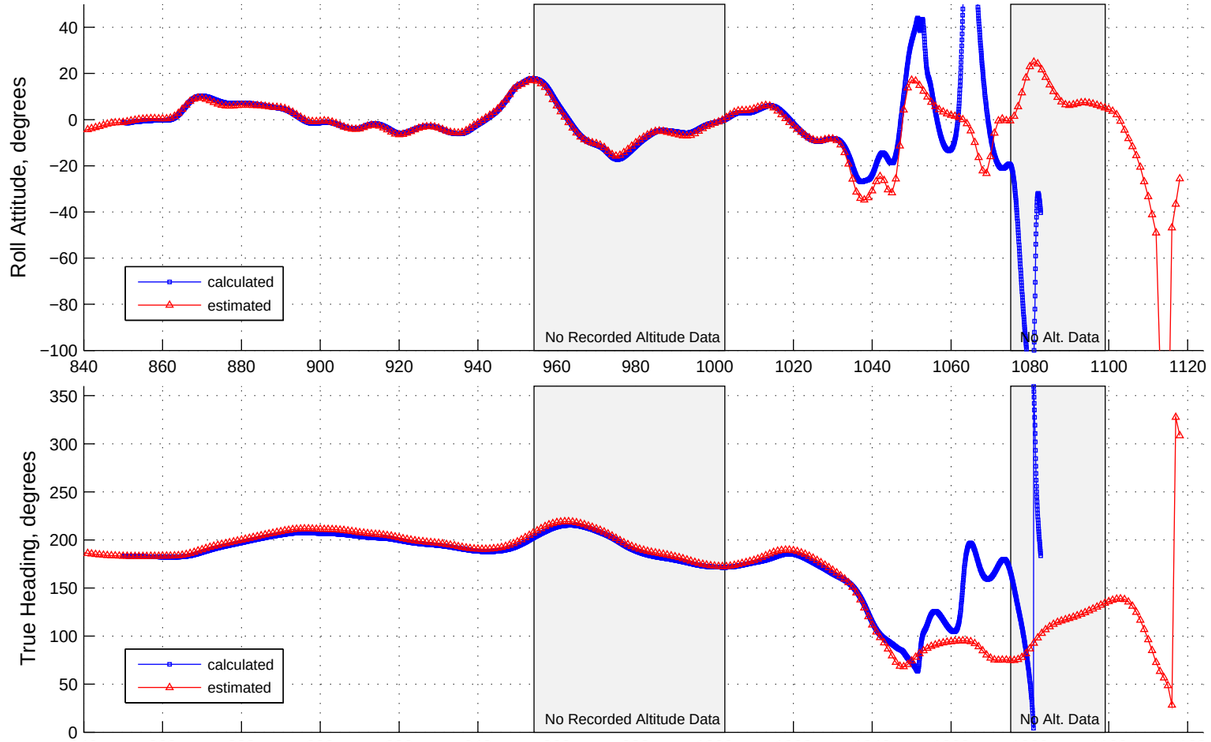


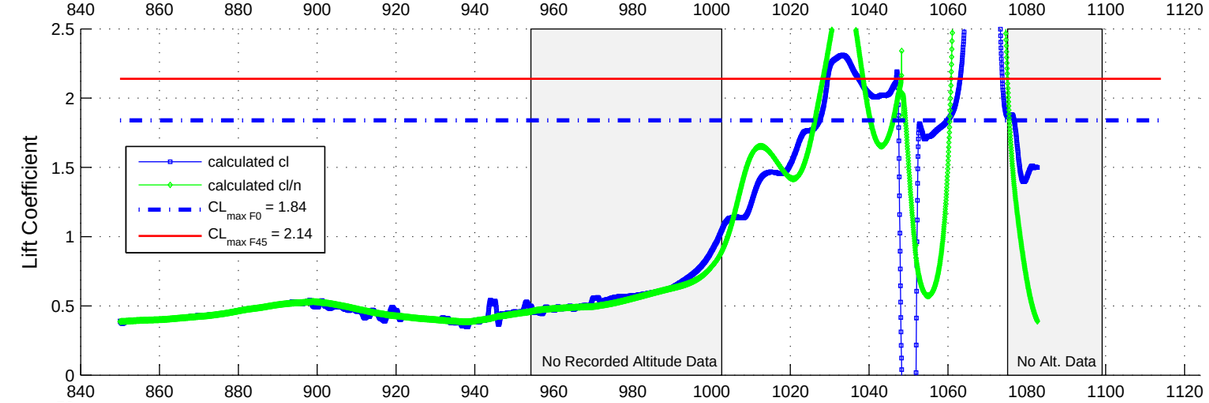


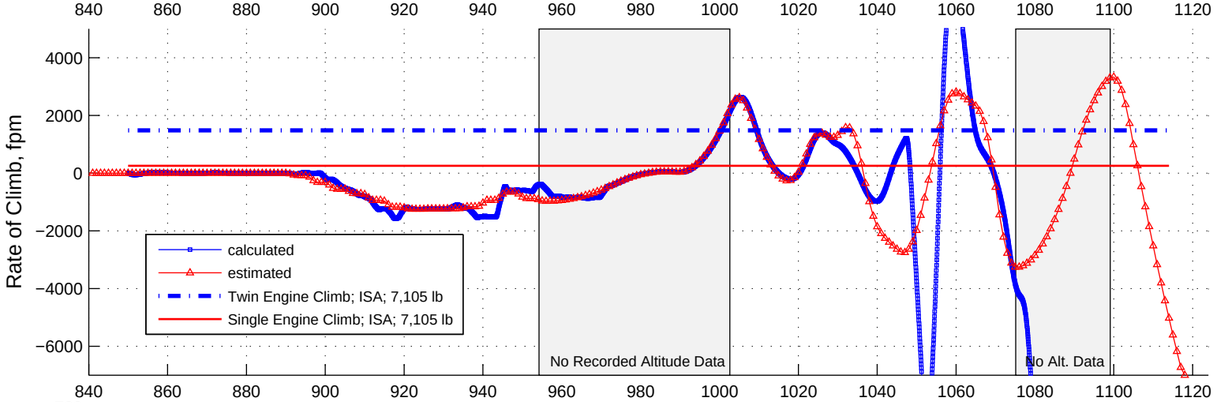
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

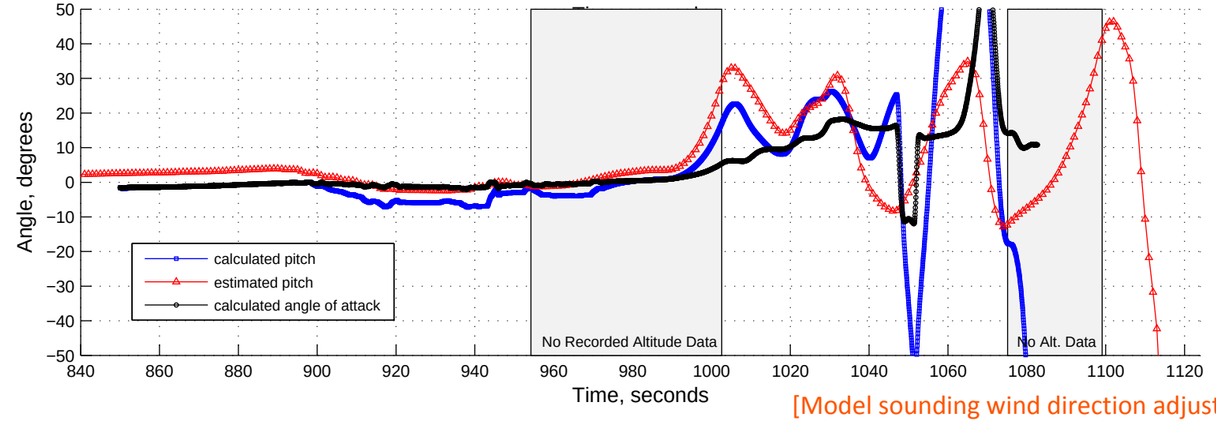
Cessna 414A, N789UP, Simulation Using Up to 46.0 Percent of Dual Engine Horsepower

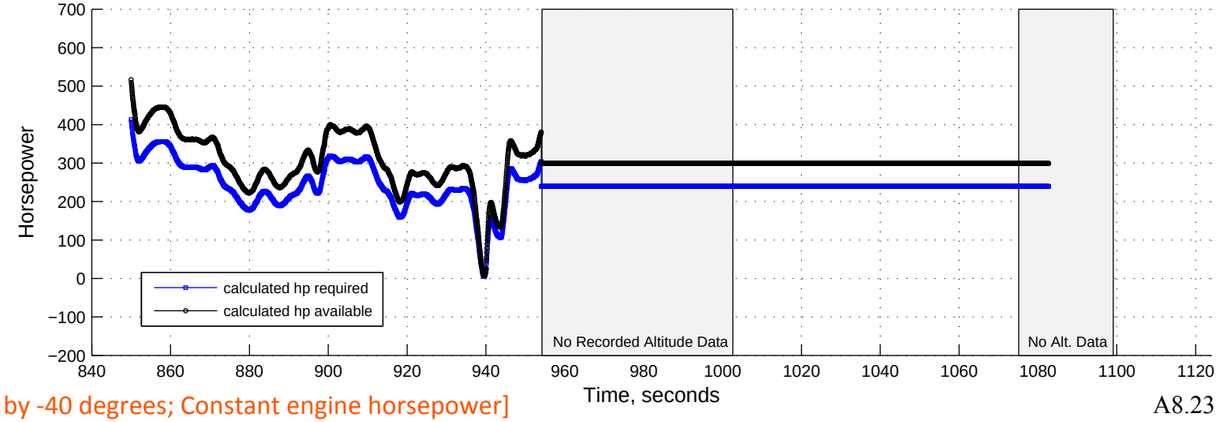






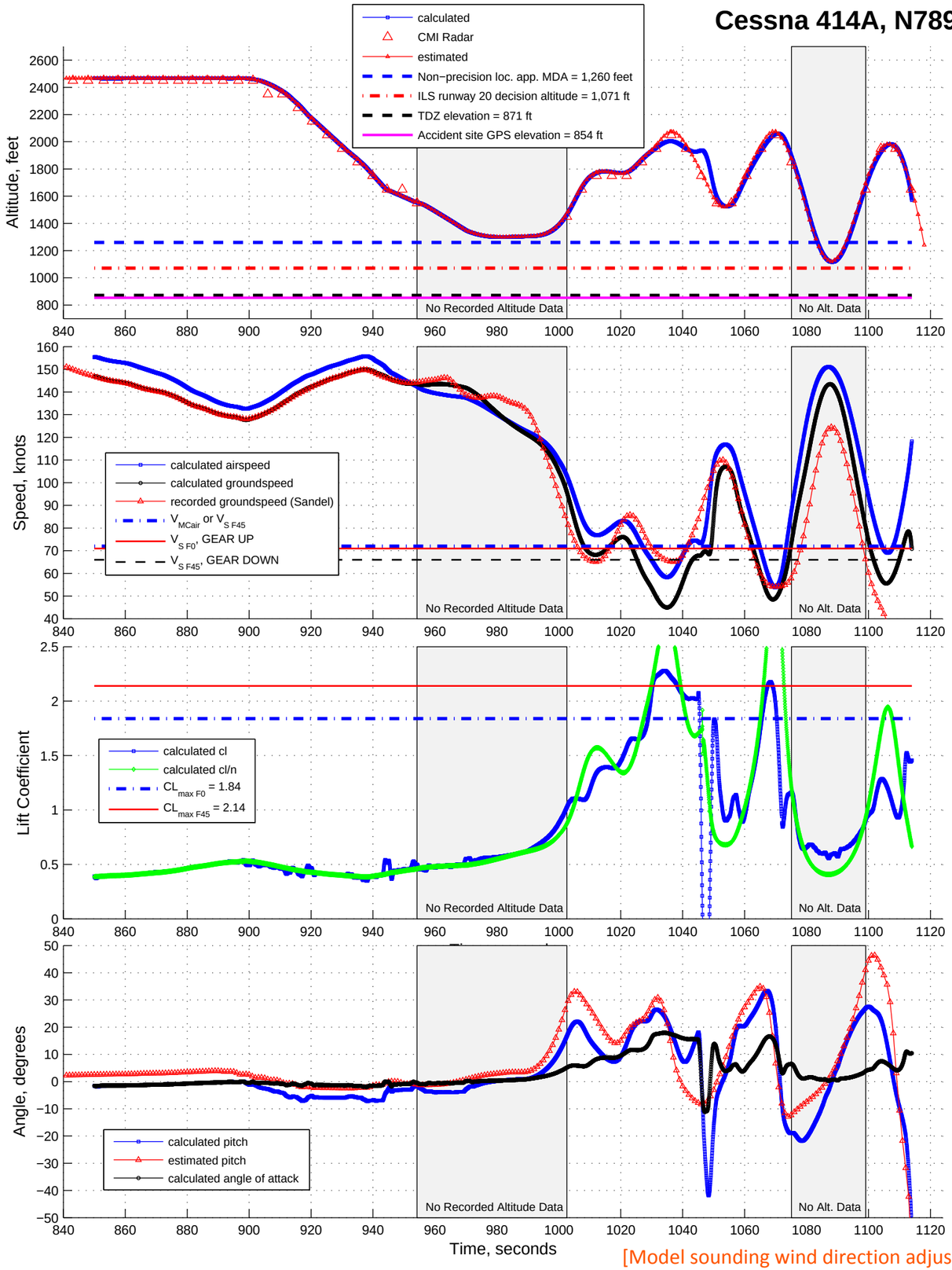


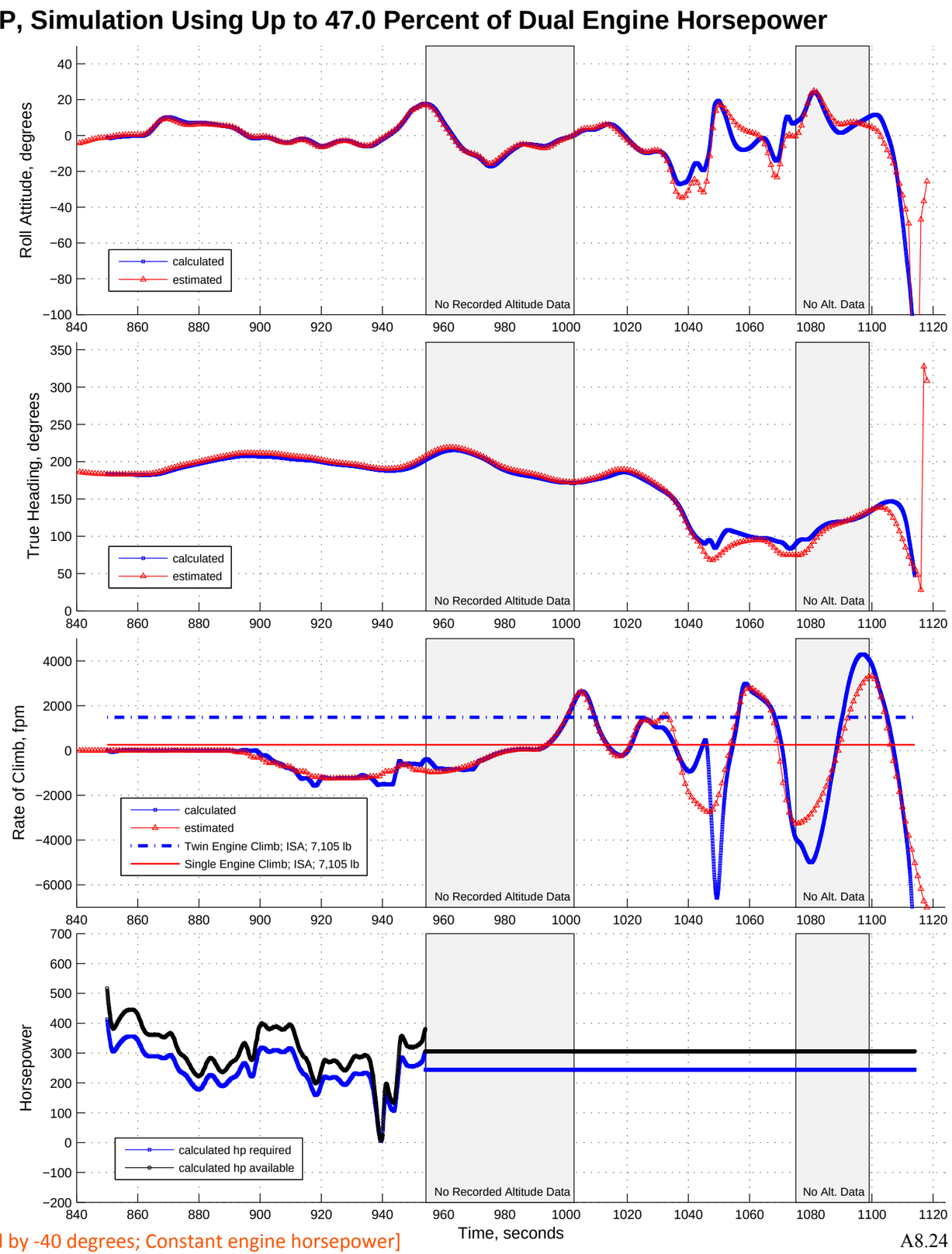




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

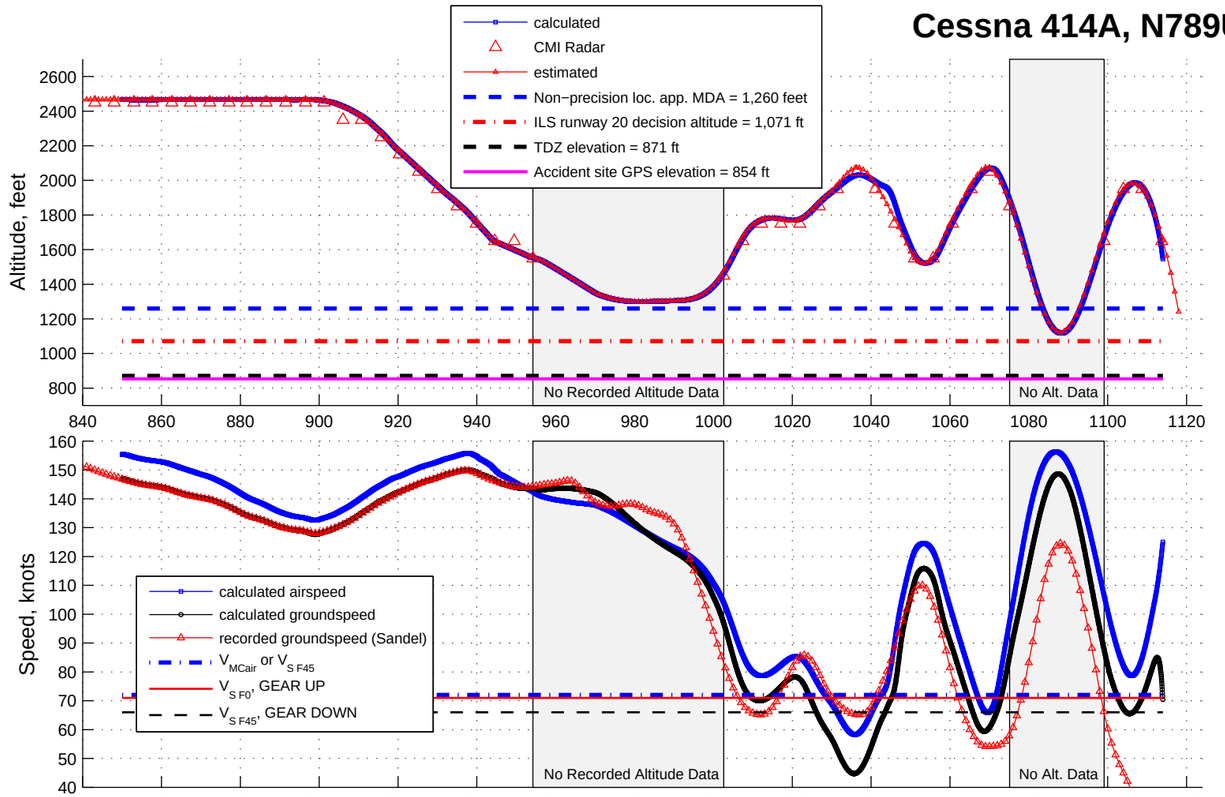
Cessna 414A, N789UP, Simulation Using Up to 47.0 Percent of Dual Engine Horsepower

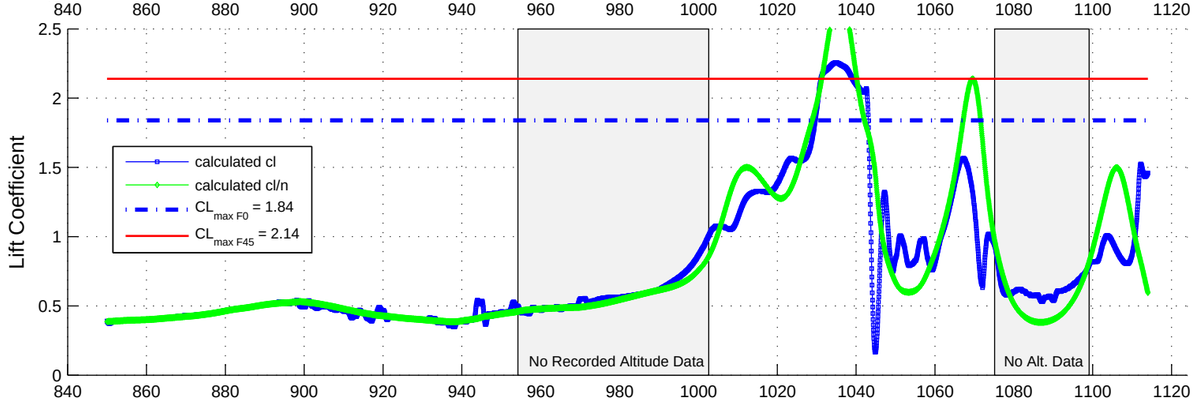


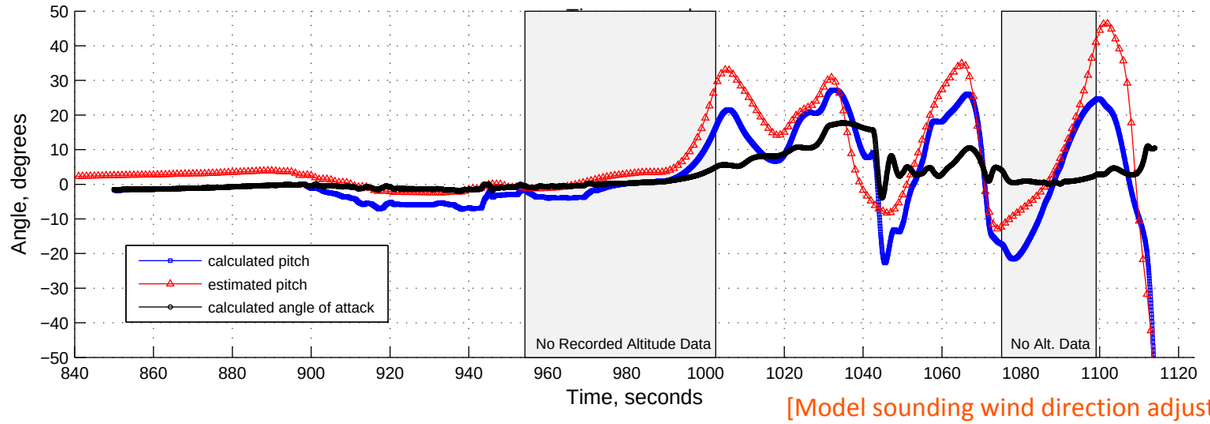


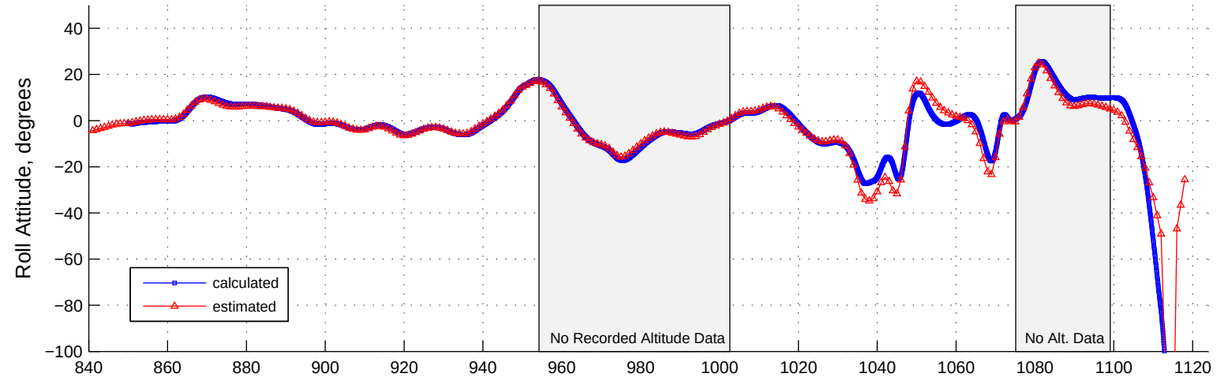
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

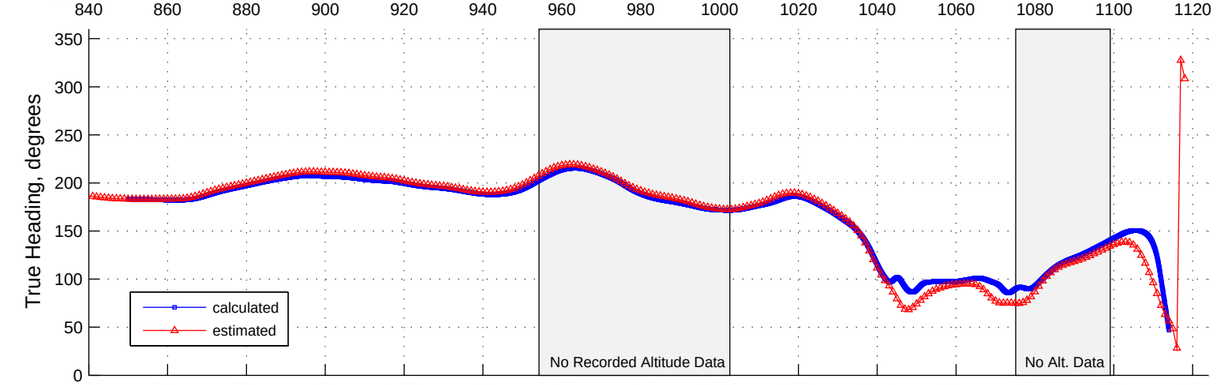
Cessna 414A, N789UP, Simulation Using Up to 48.0 Percent of Dual Engine Horsepower

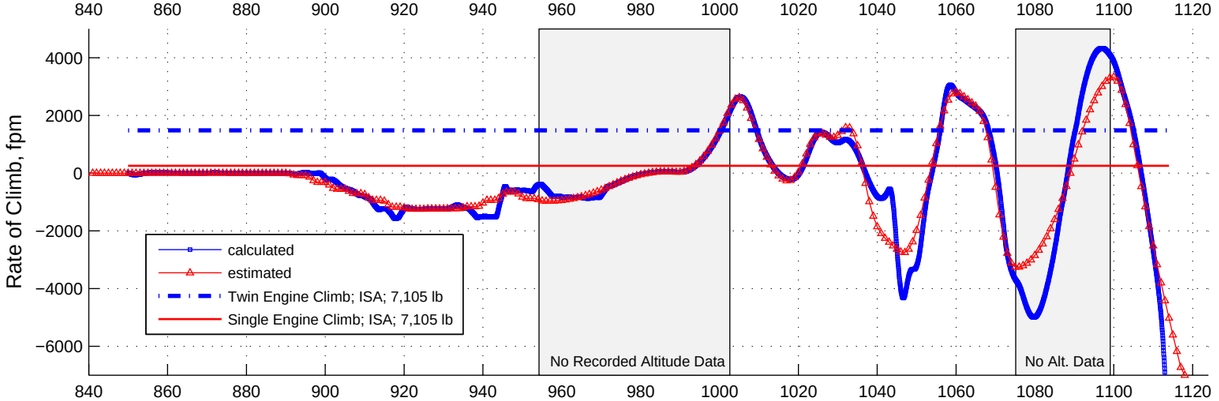


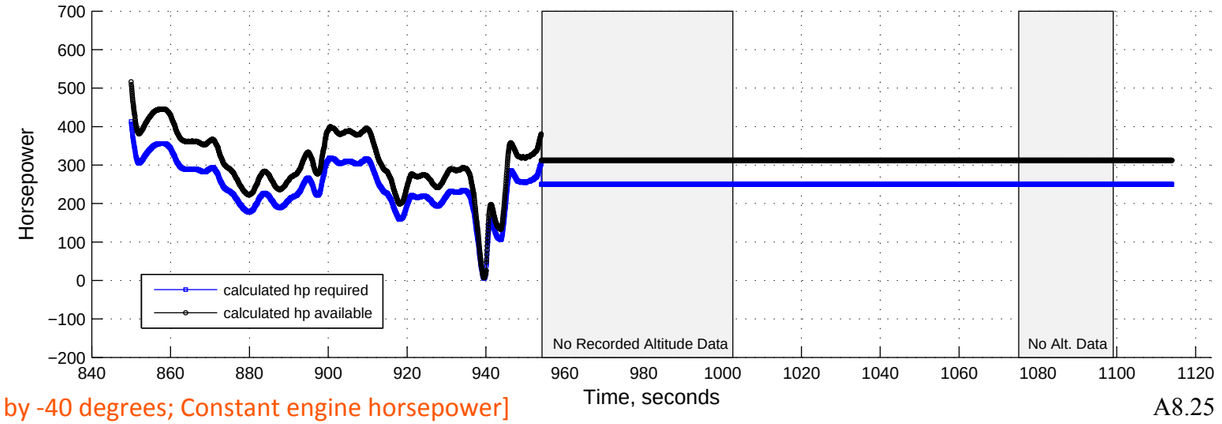






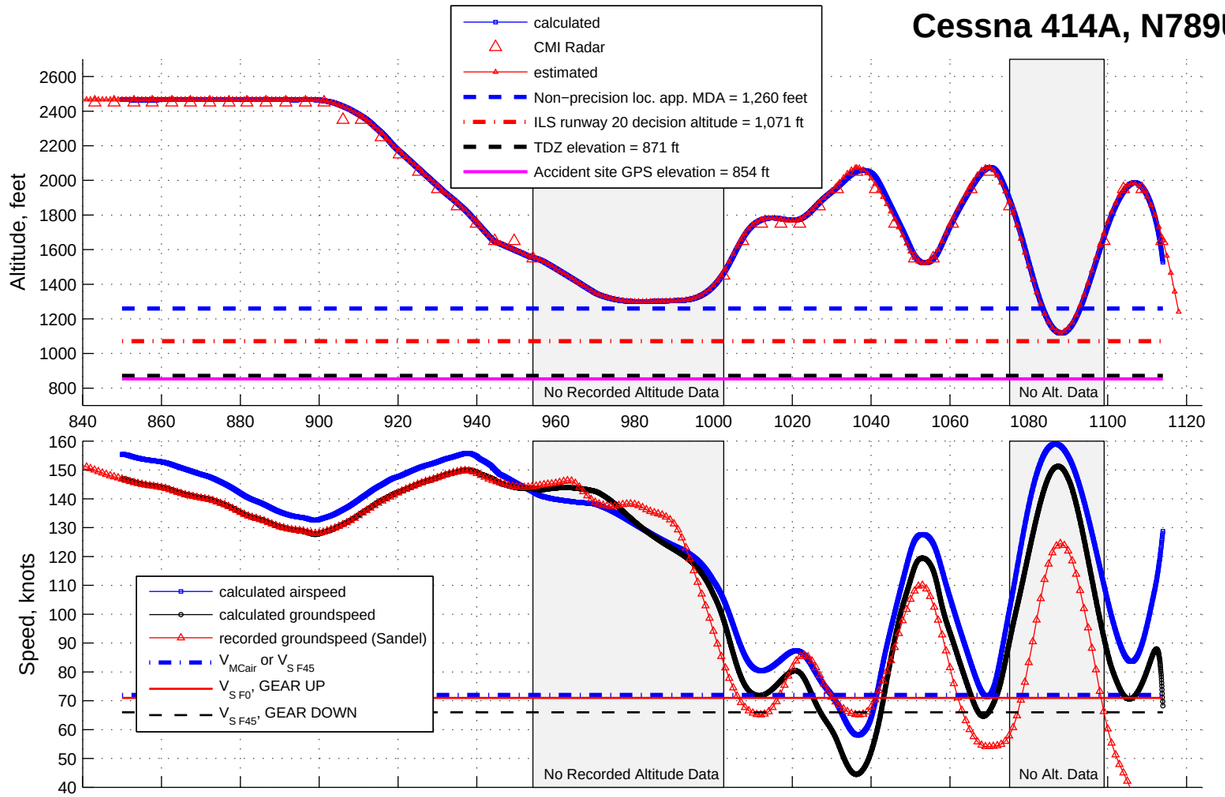


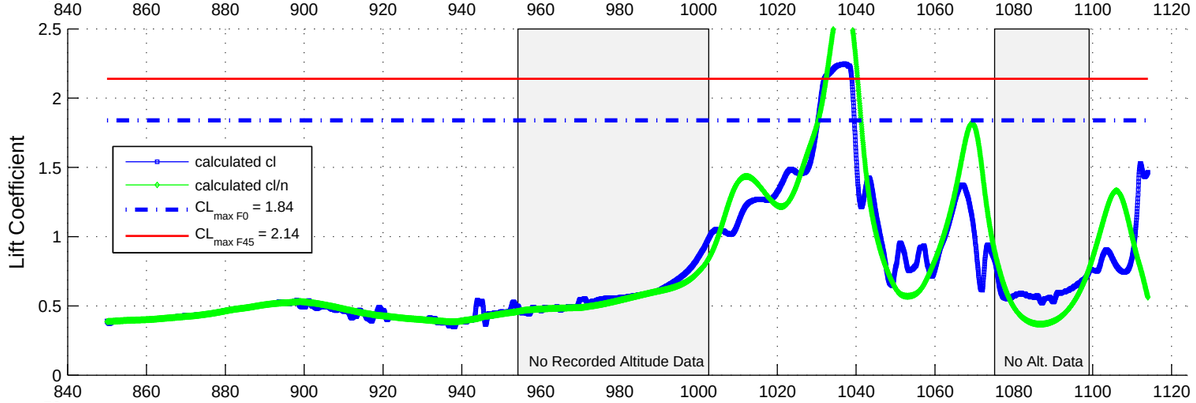


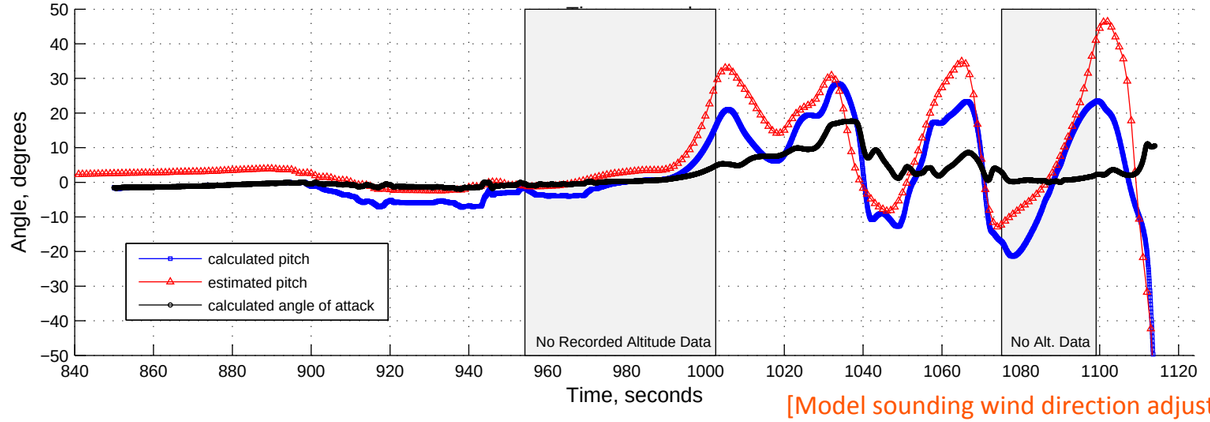


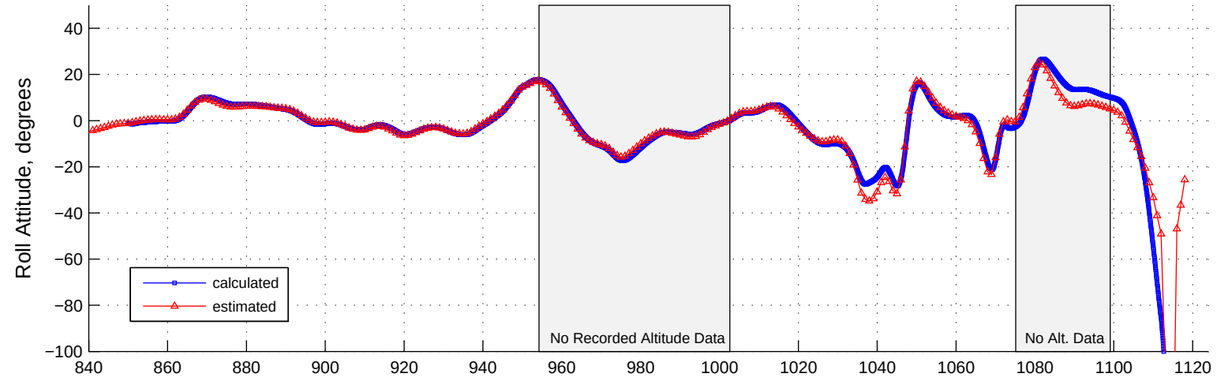
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

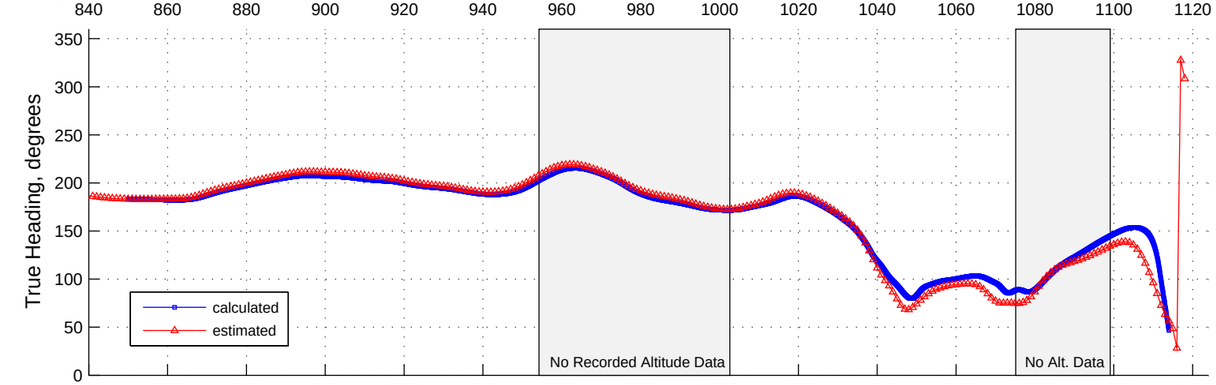
Cessna 414A, N789UP, Simulation Using Up to 49.0 Percent of Dual Engine Horsepower

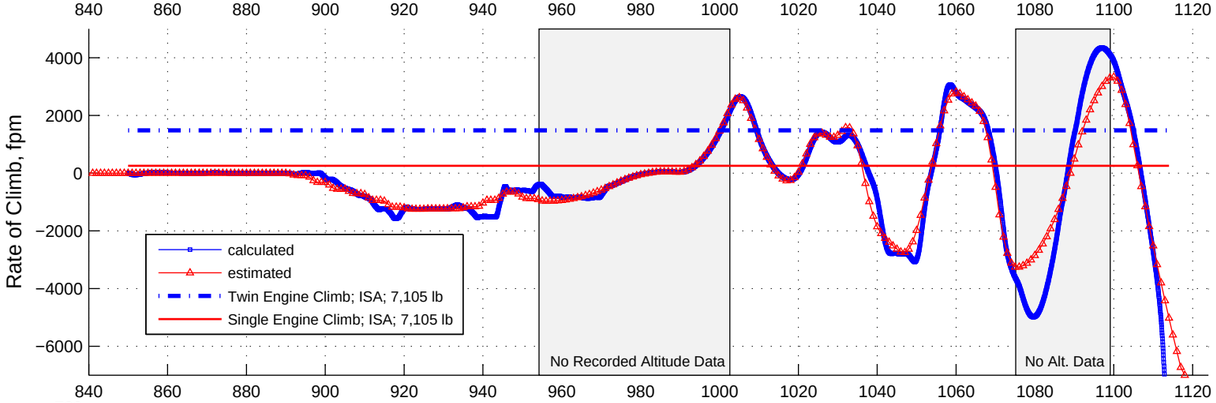


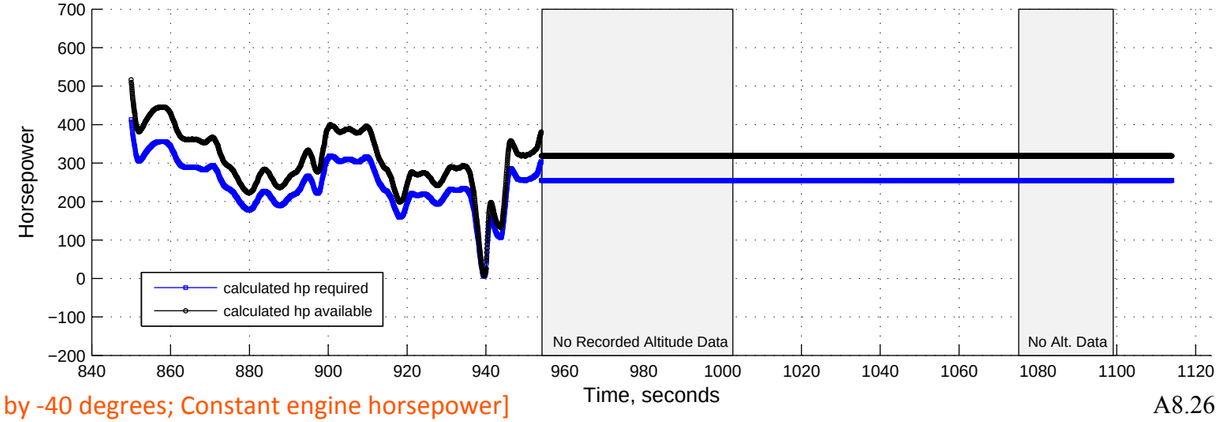






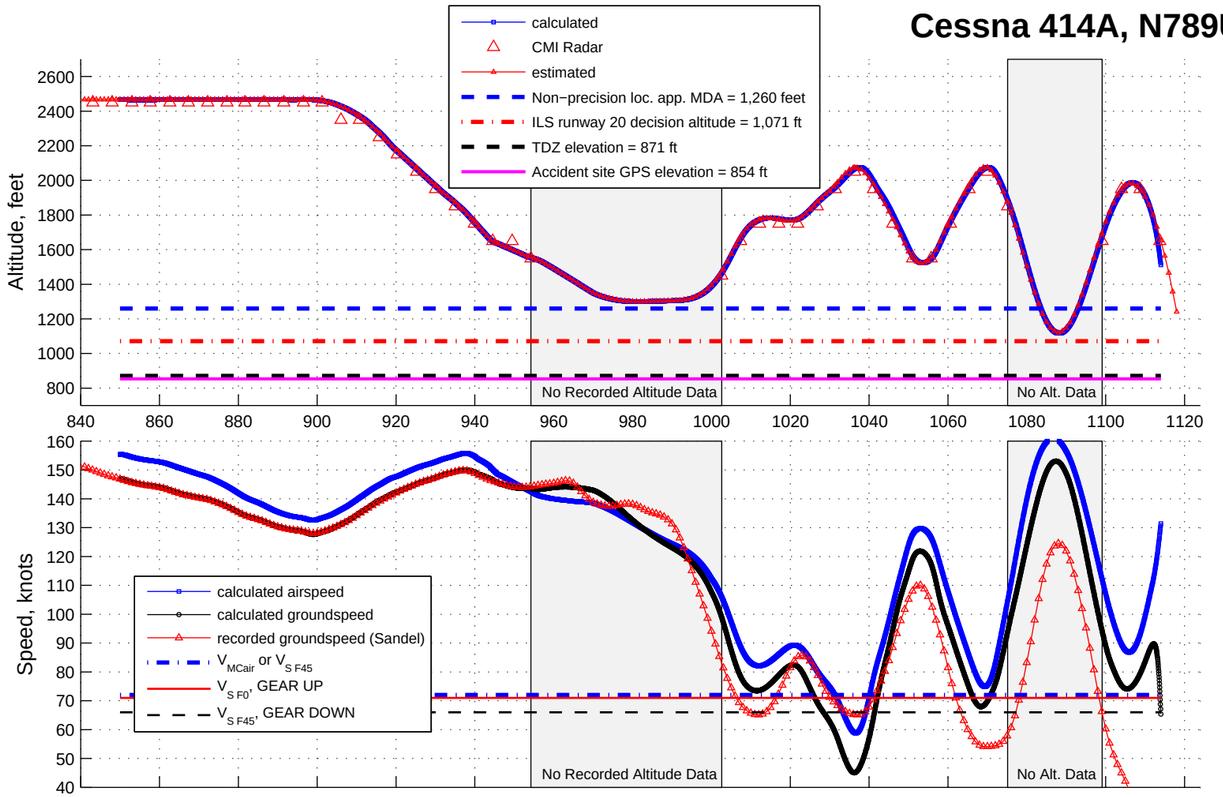


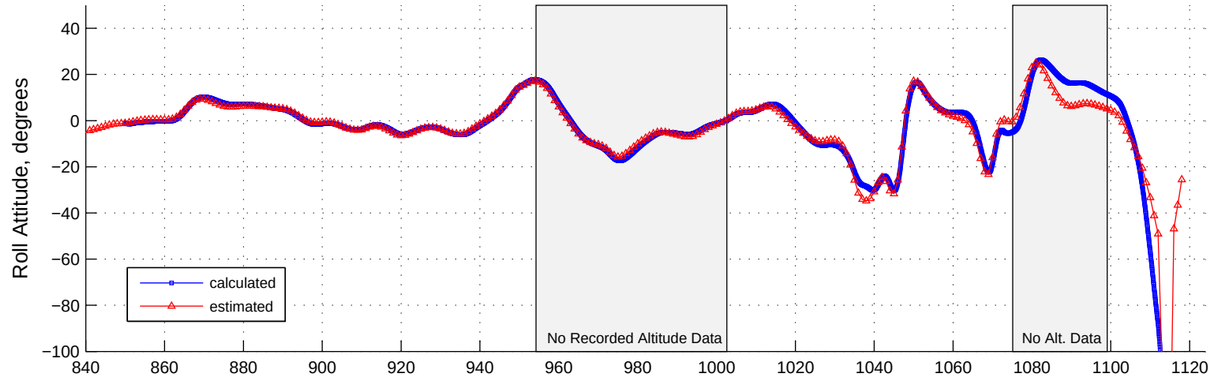


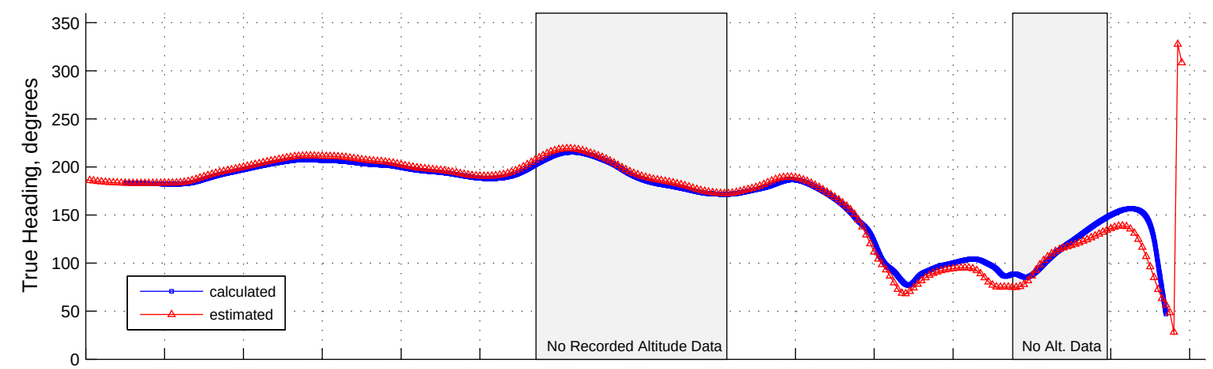


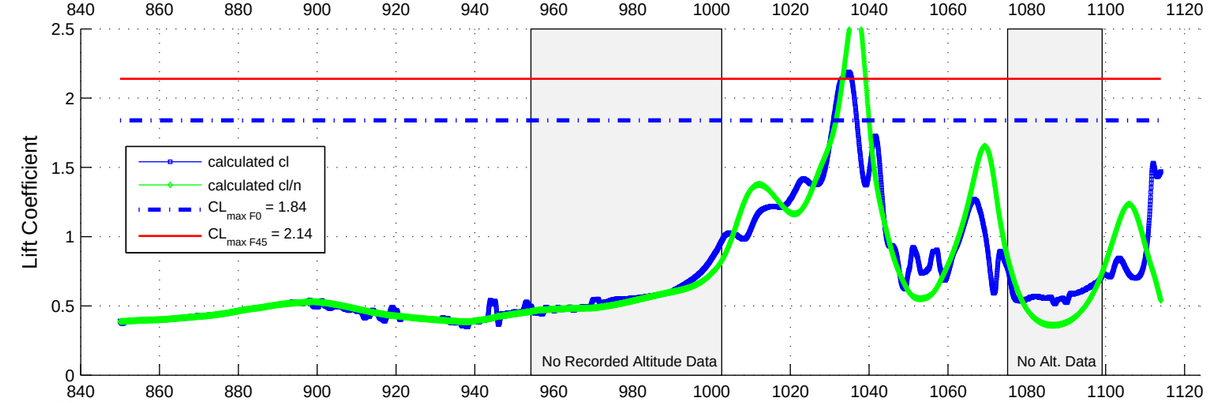
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

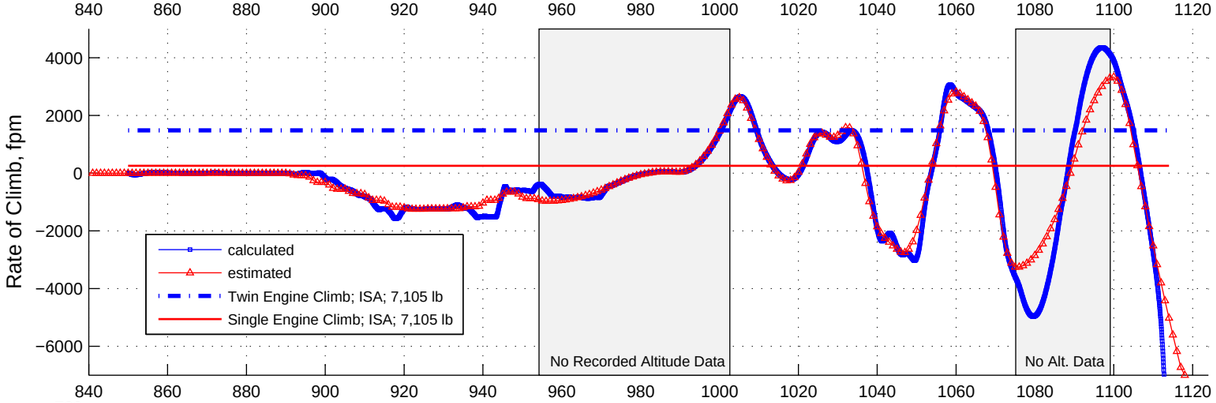
Cessna 414A, N789UP, Simulation Using Up to 50.0 Percent of Dual Engine Horsepower

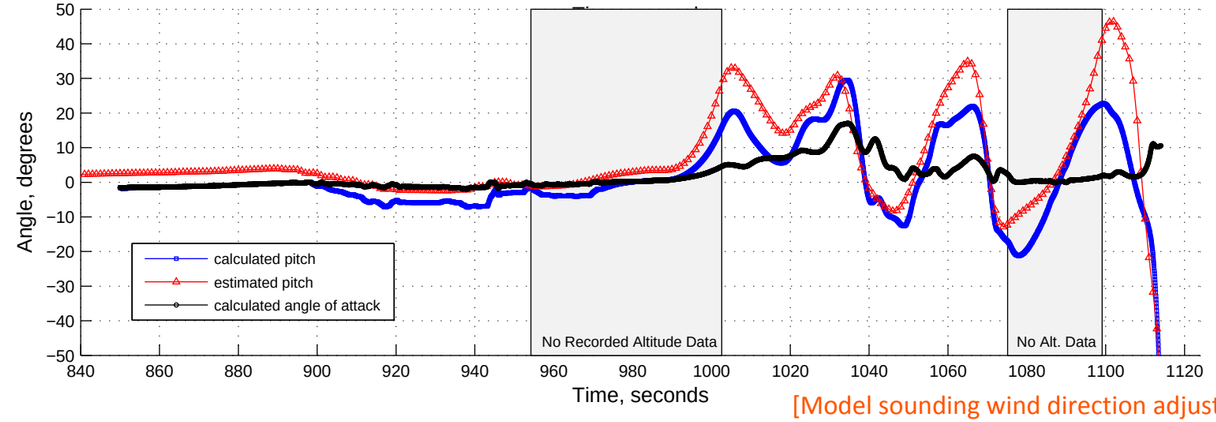


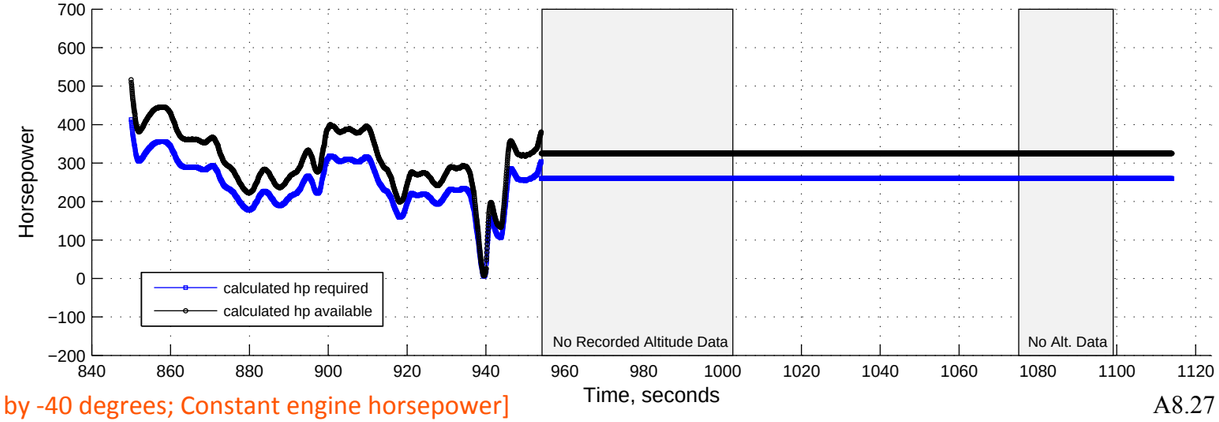






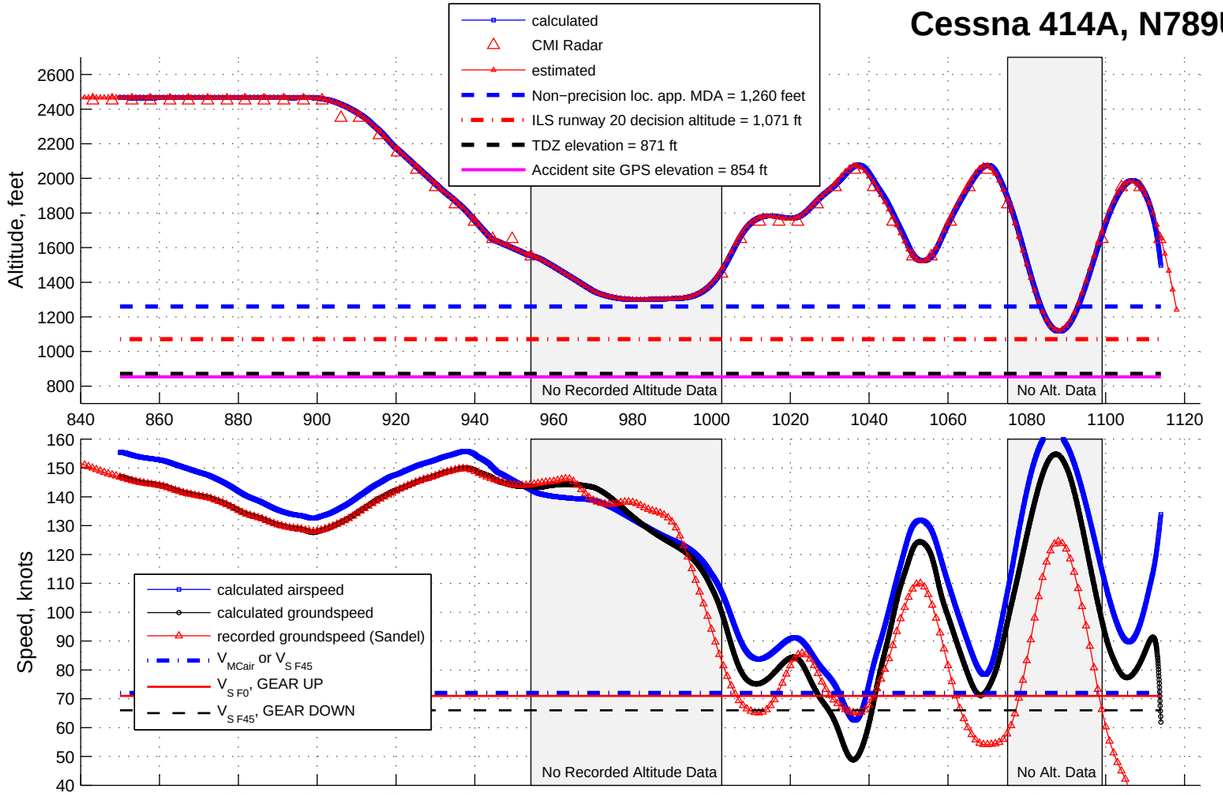


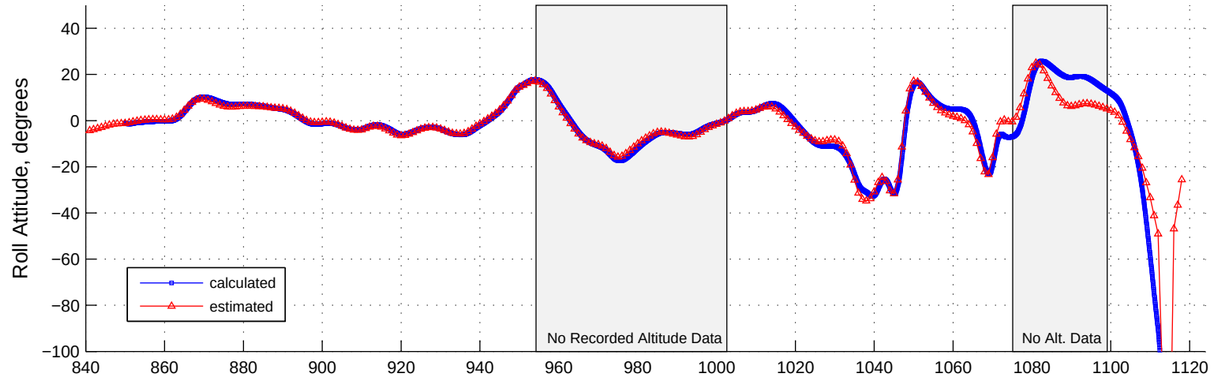


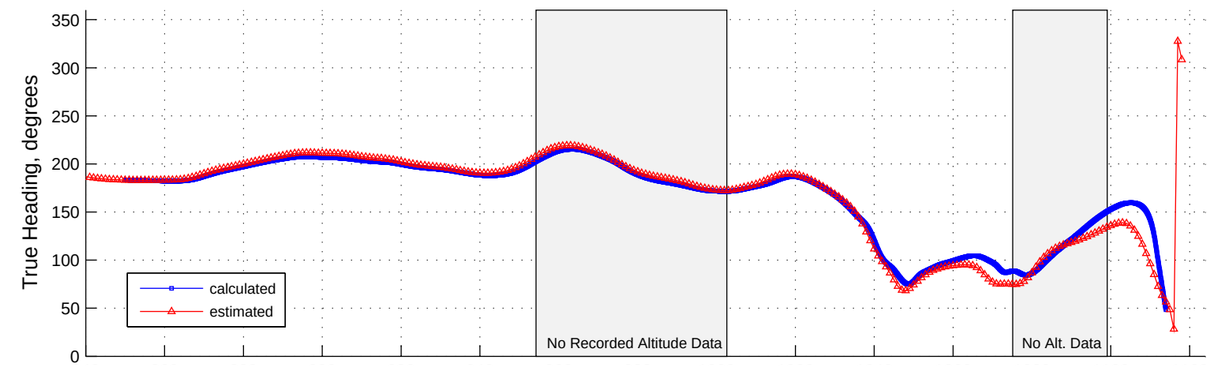


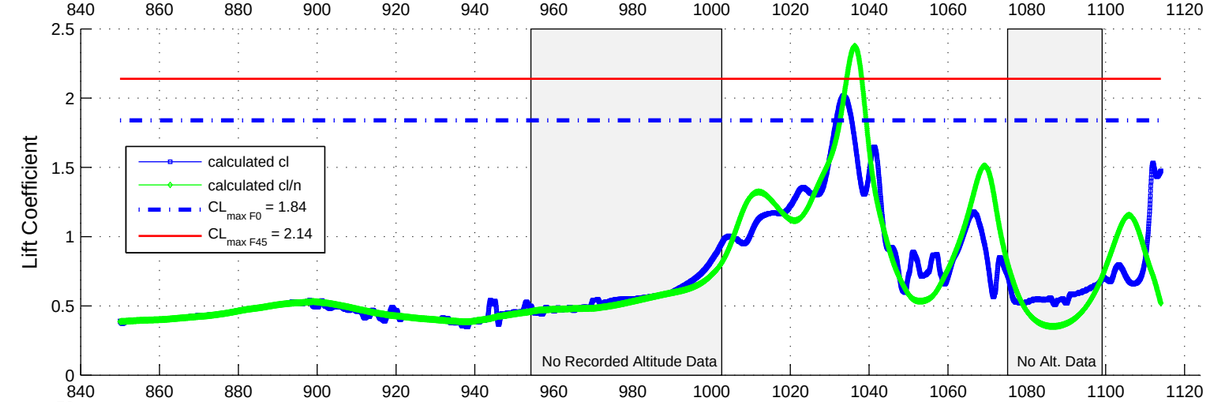
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

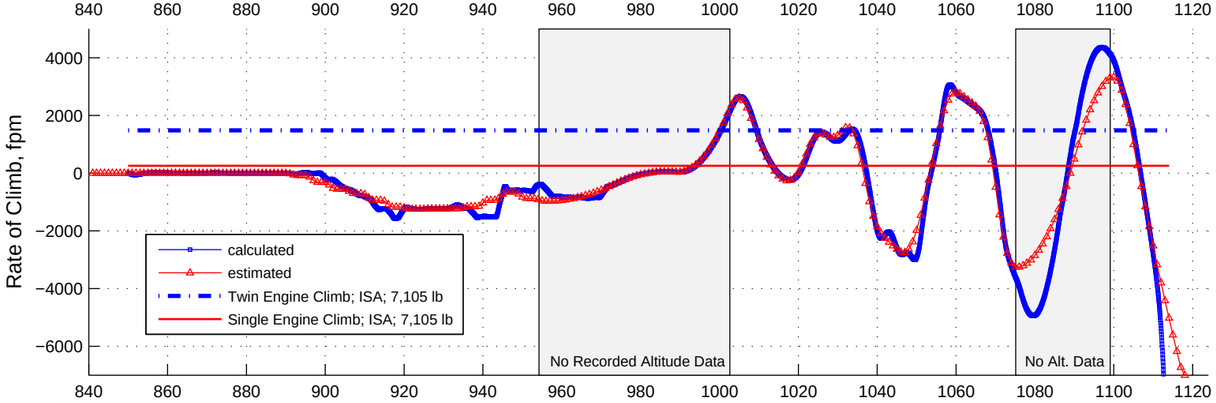
Cessna 414A, N789UP, Simulation Using Up to 51.0 Percent of Dual Engine Horsepower

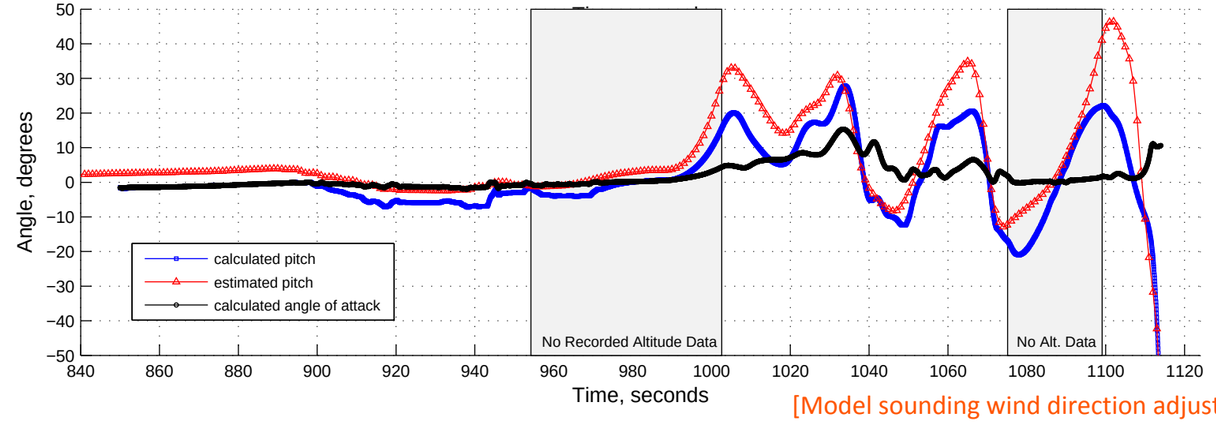


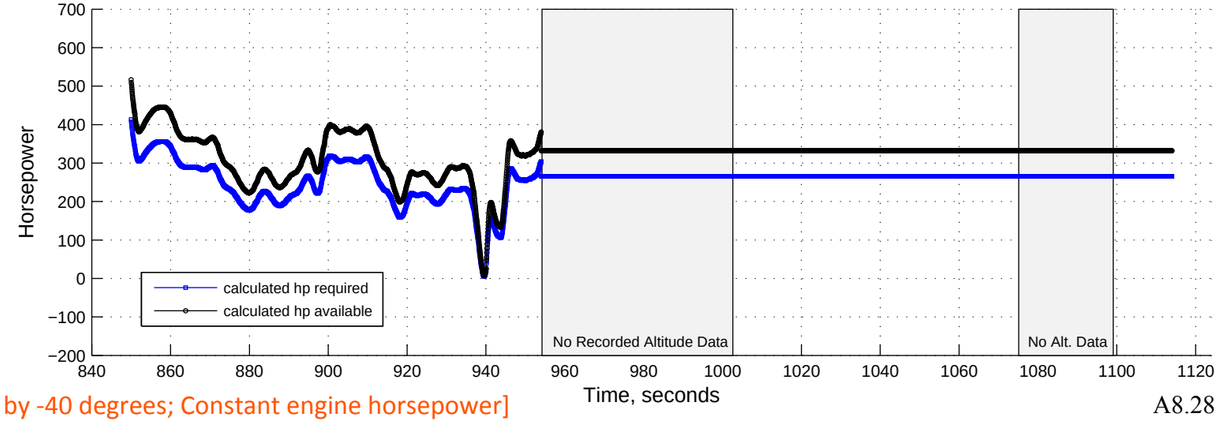






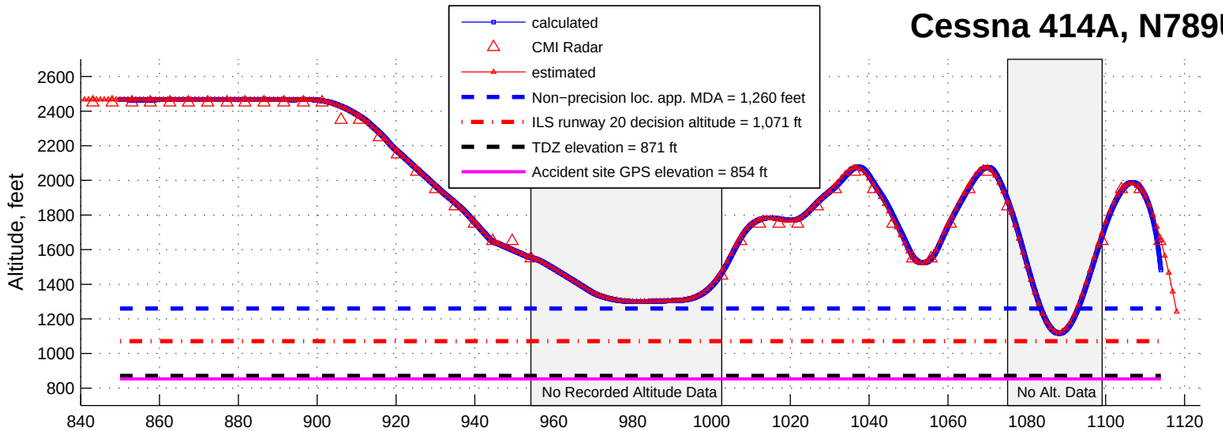


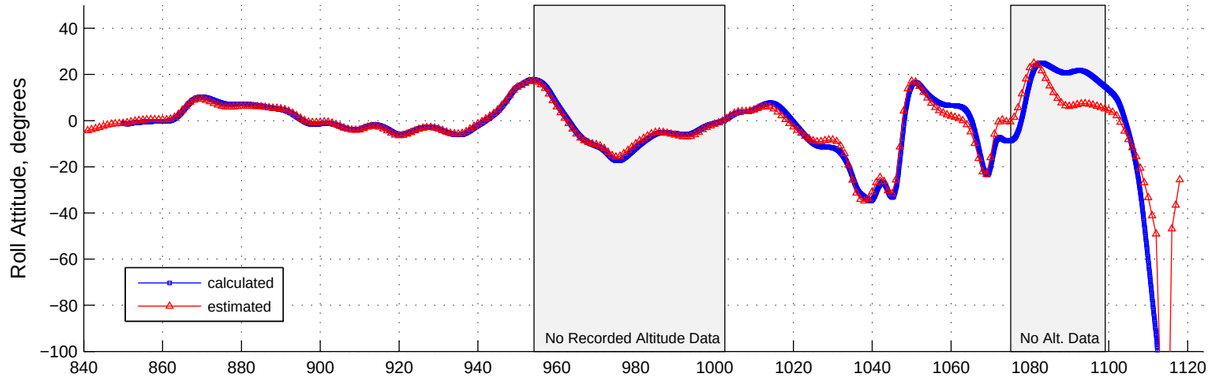


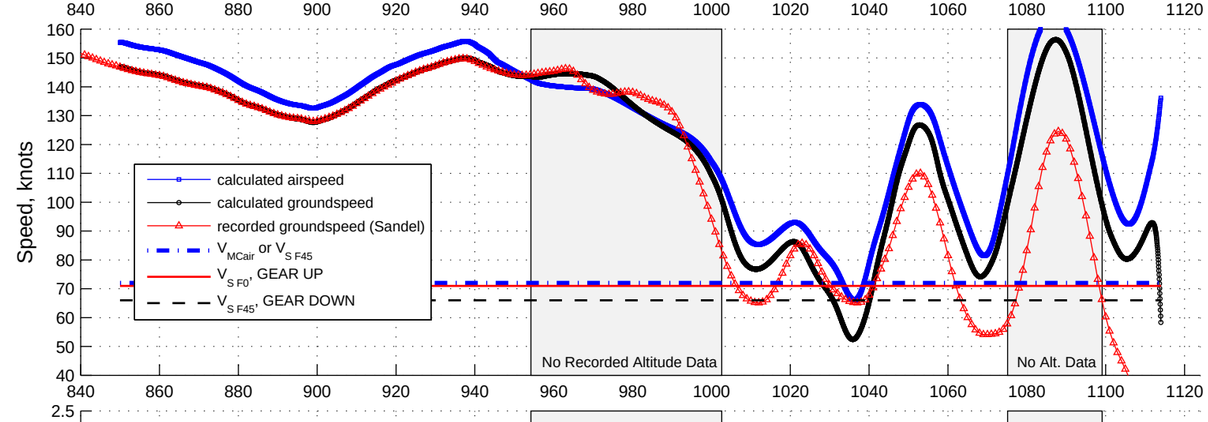


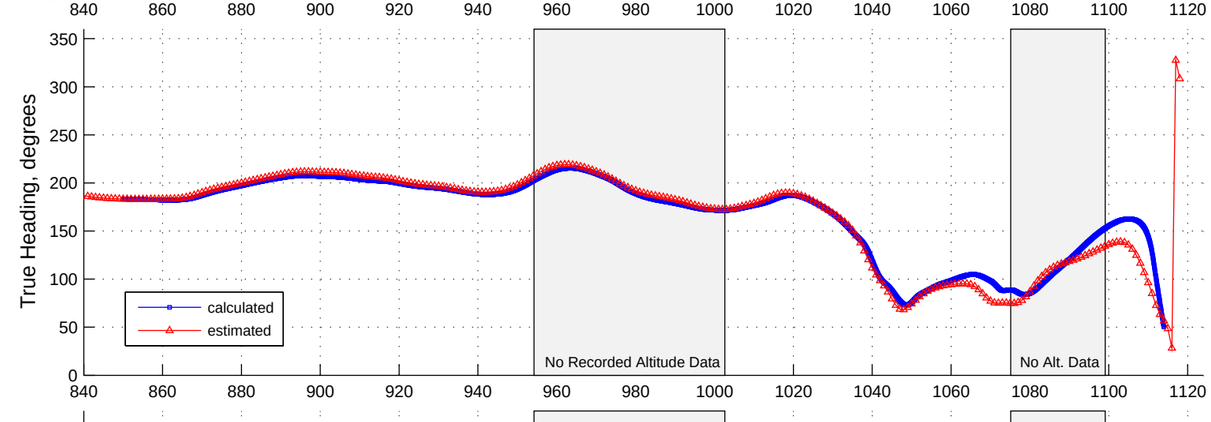
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

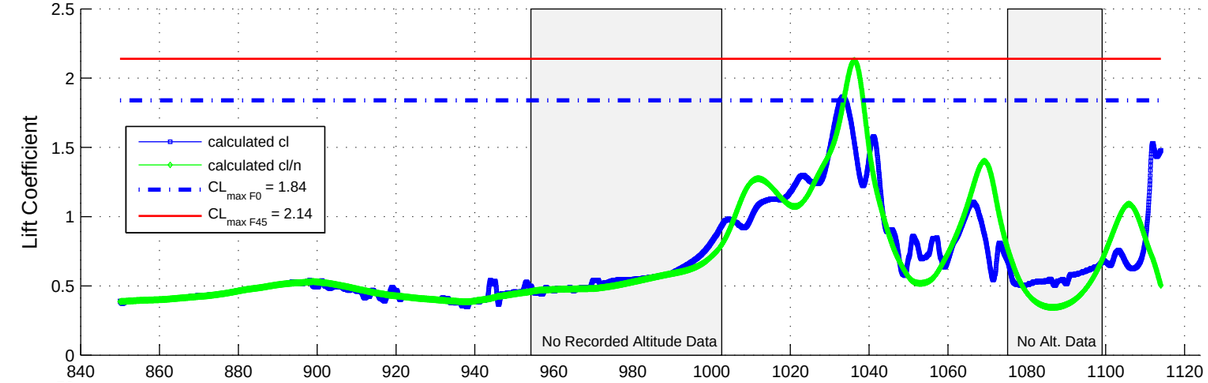
Cessna 414A, N789UP, Simulation Using Up to 52.0 Percent of Dual Engine Horsepower

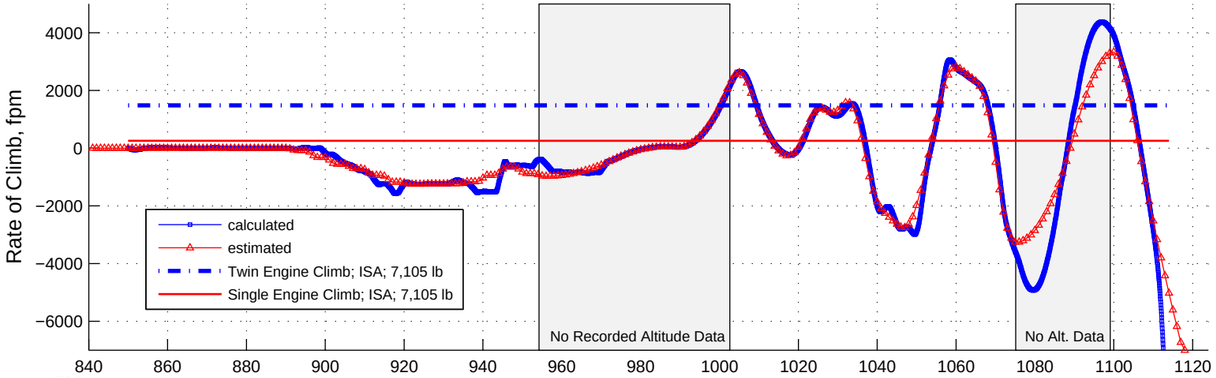


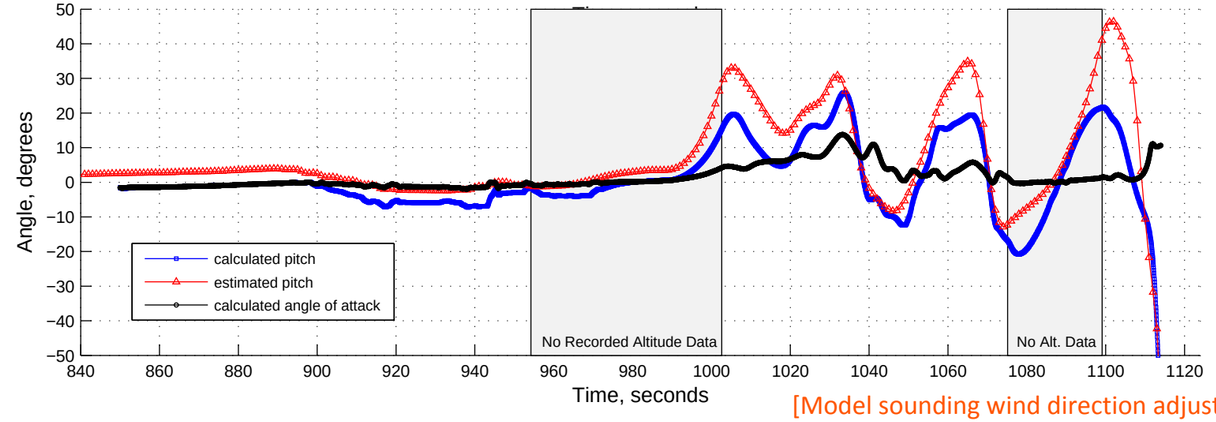


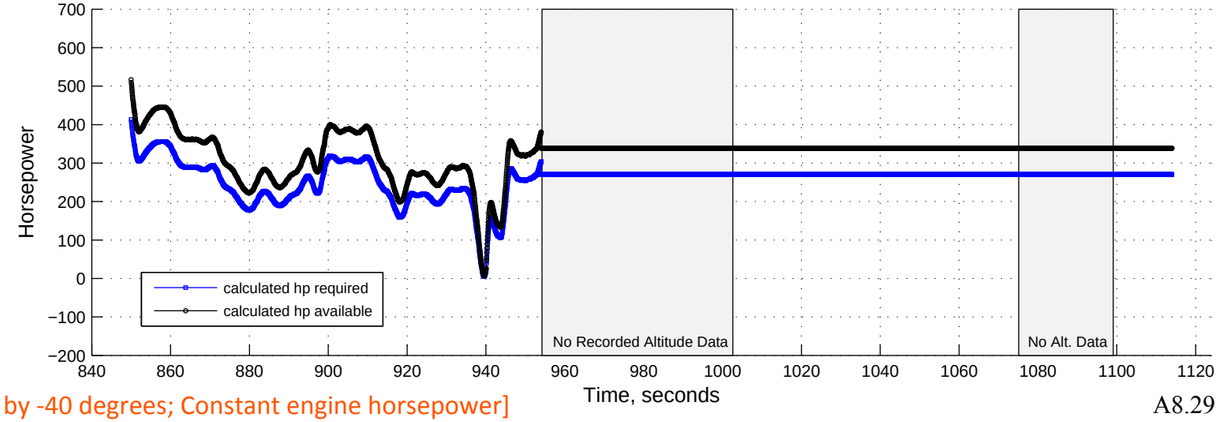






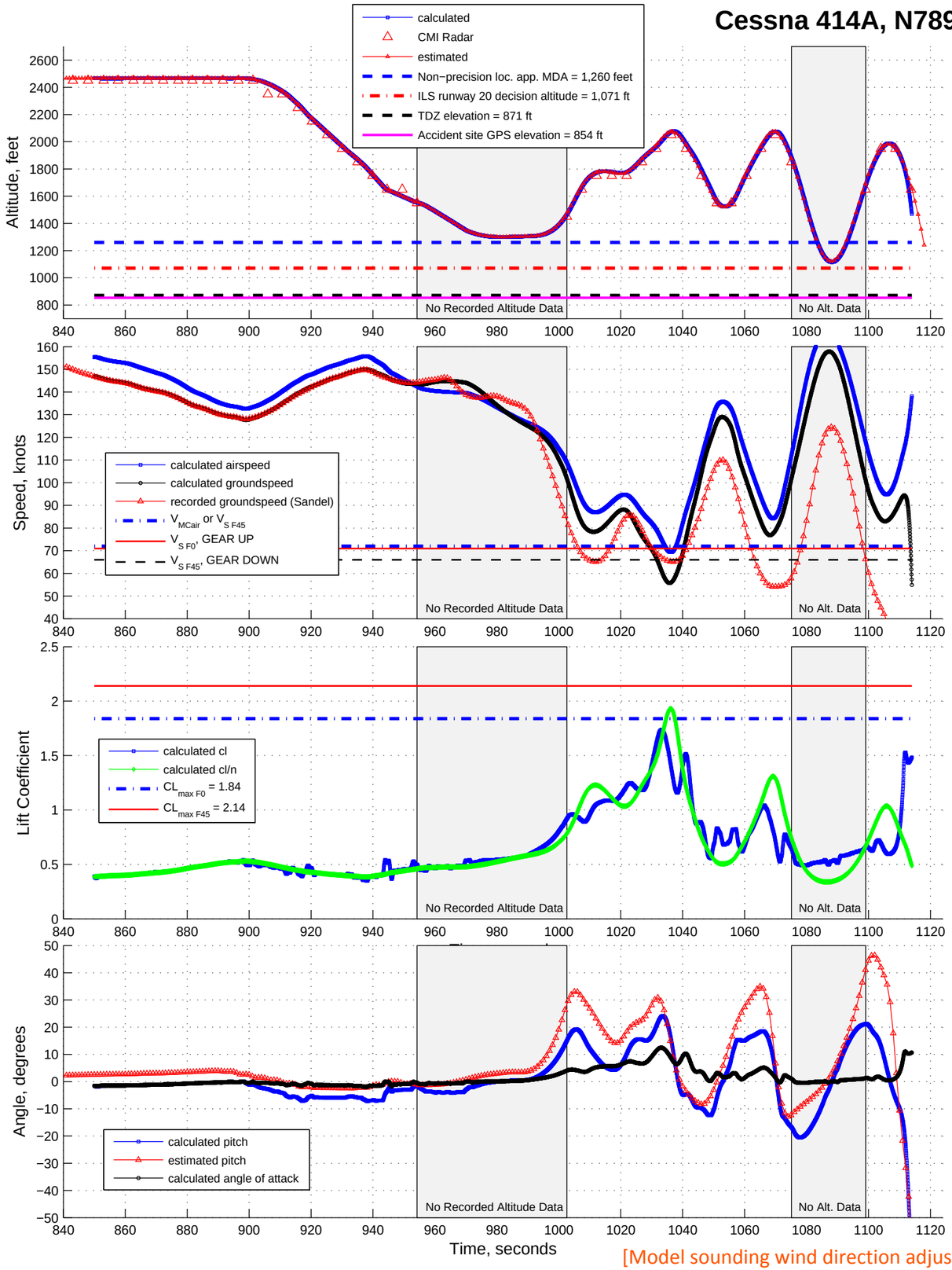


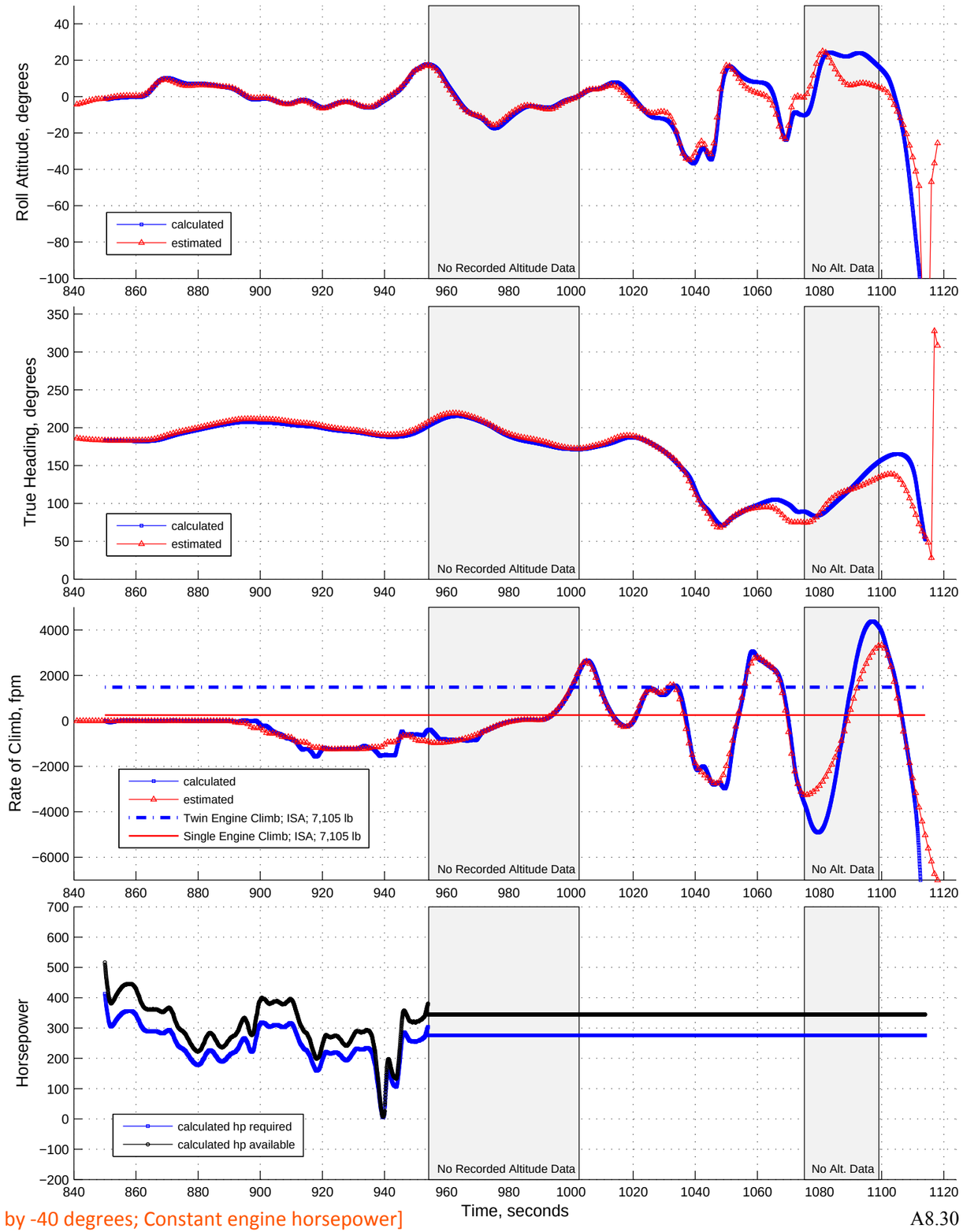




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

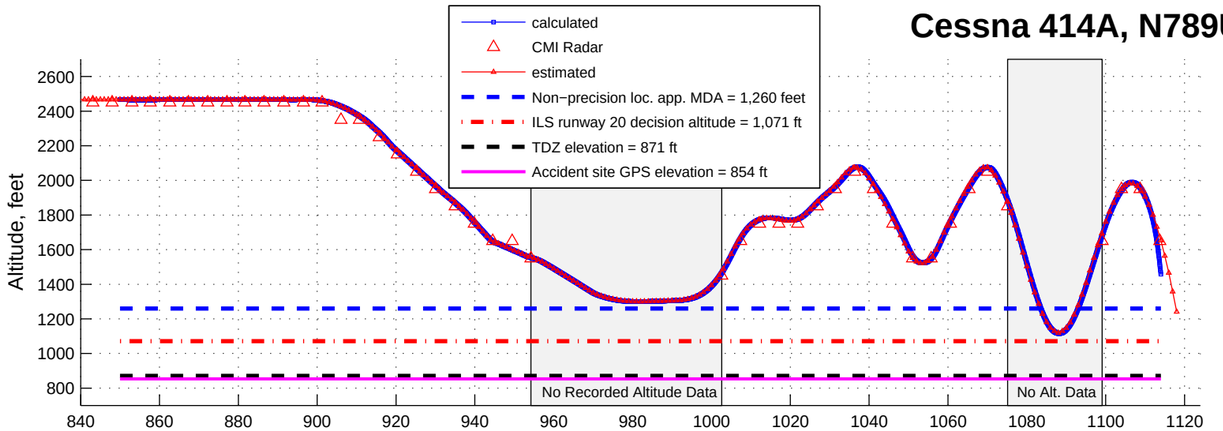
Cessna 414A, N789UP, Simulation Using Up to 53.0 Percent of Dual Engine Horsepower

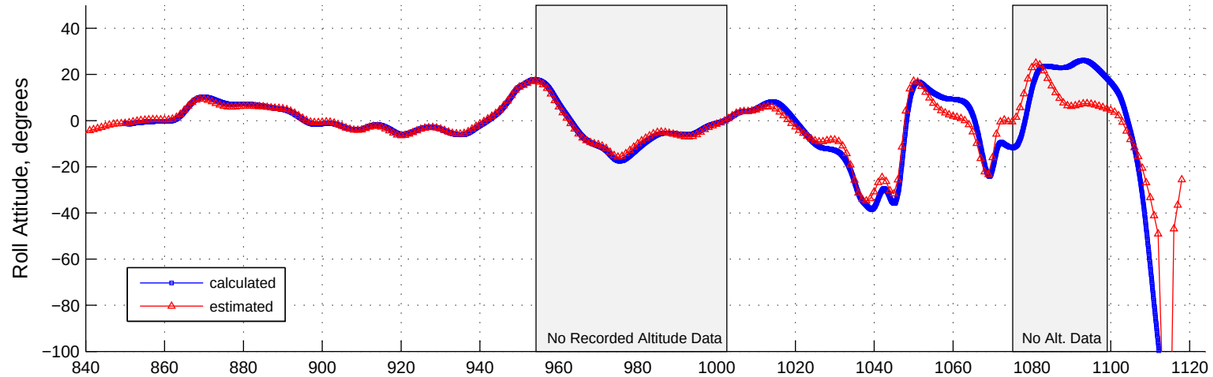


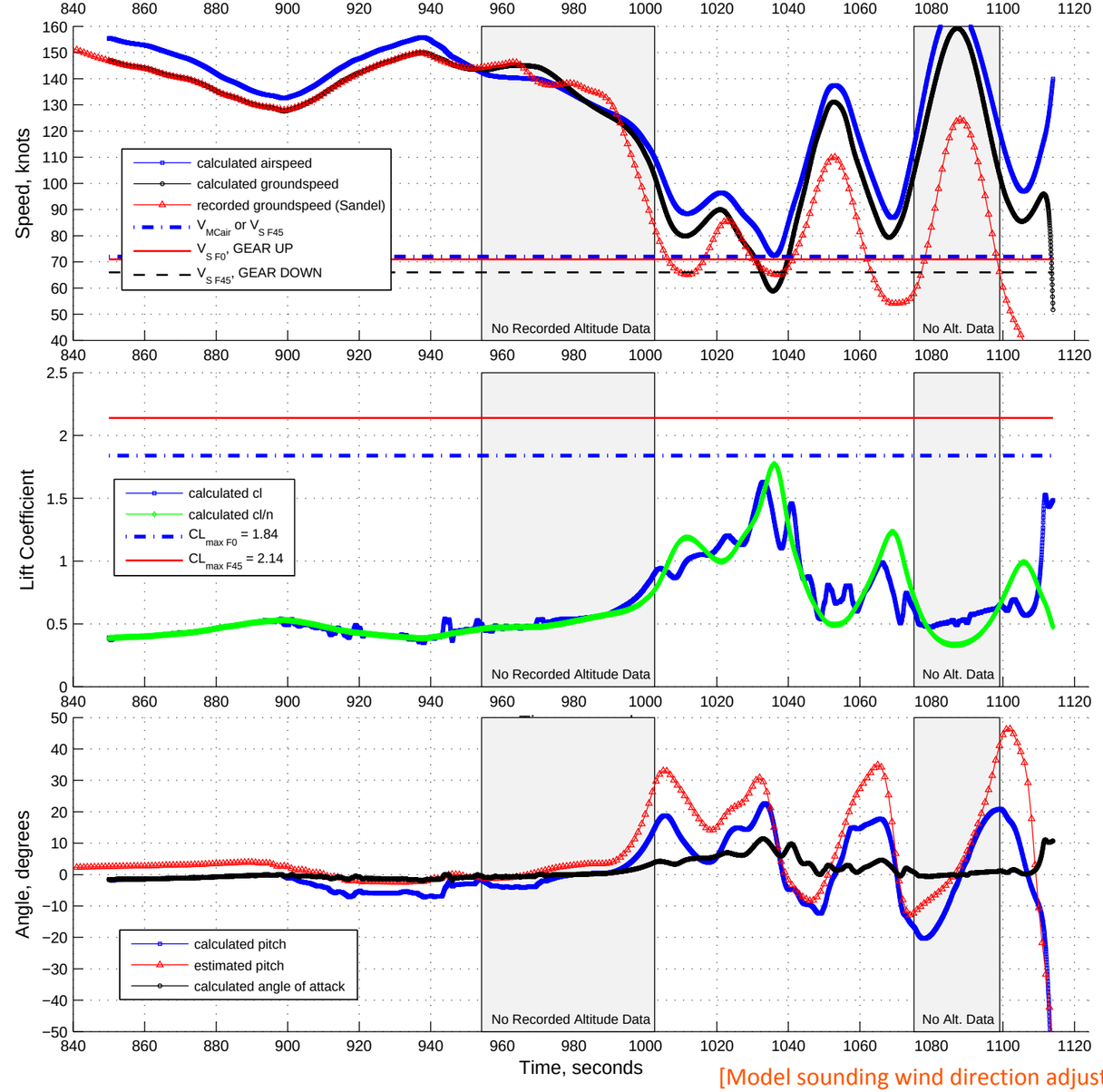


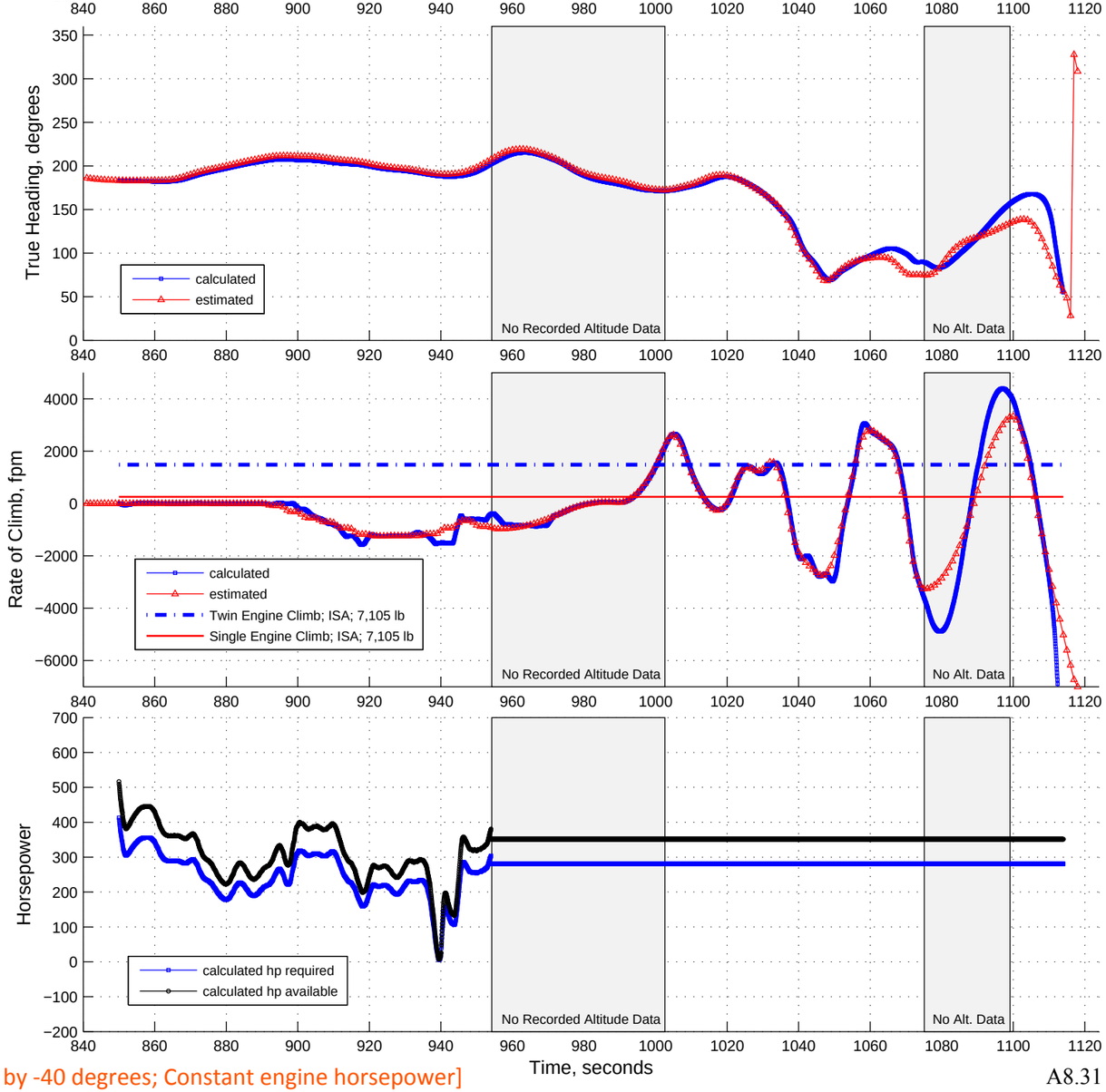
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

Cessna 414A, N789UP, Simulation Using Up to 54.0 Percent of Dual Engine Horsepower



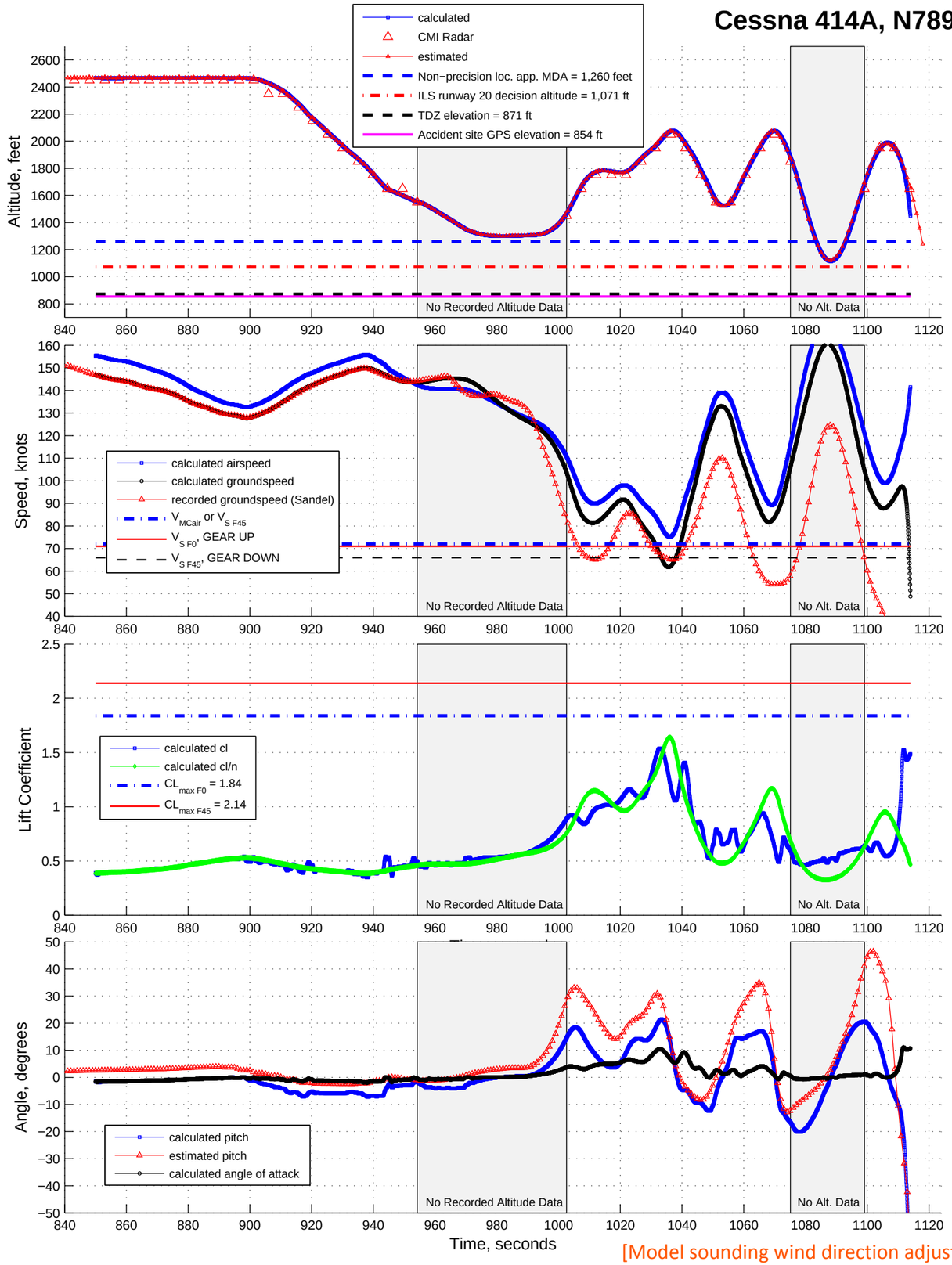


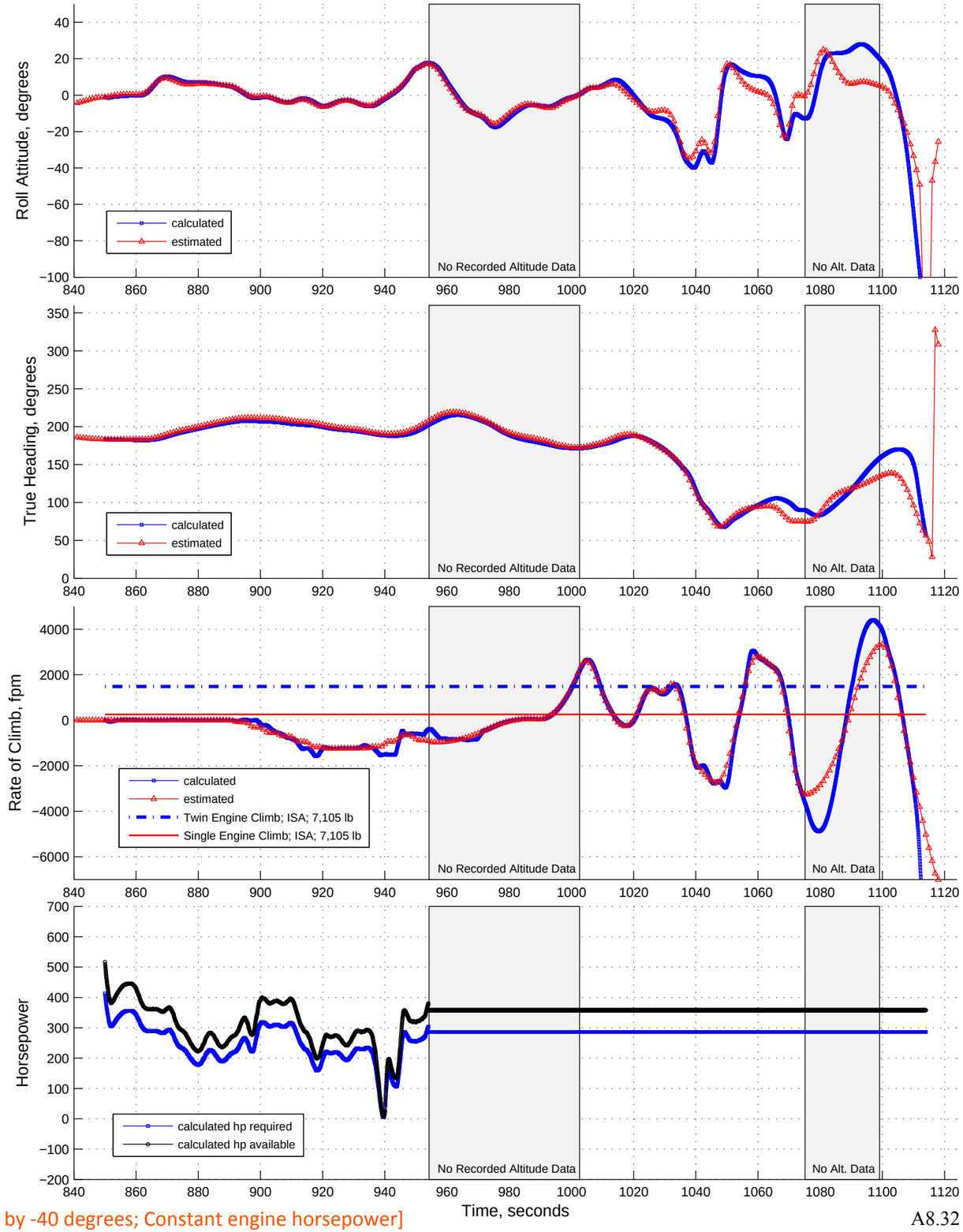




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

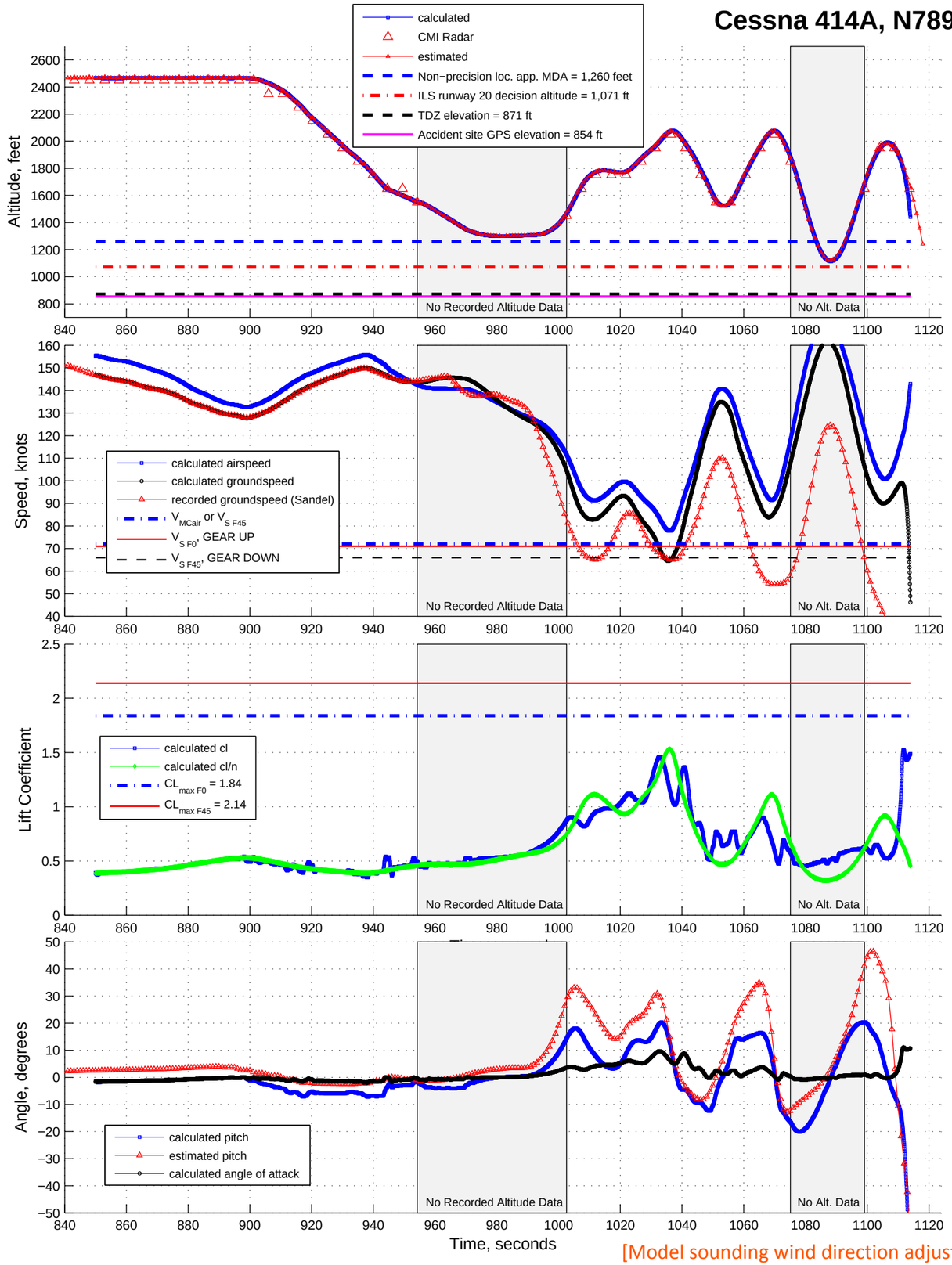
Cessna 414A, N789UP, Simulation Using Up to 55.0 Percent of Dual Engine Horsepower

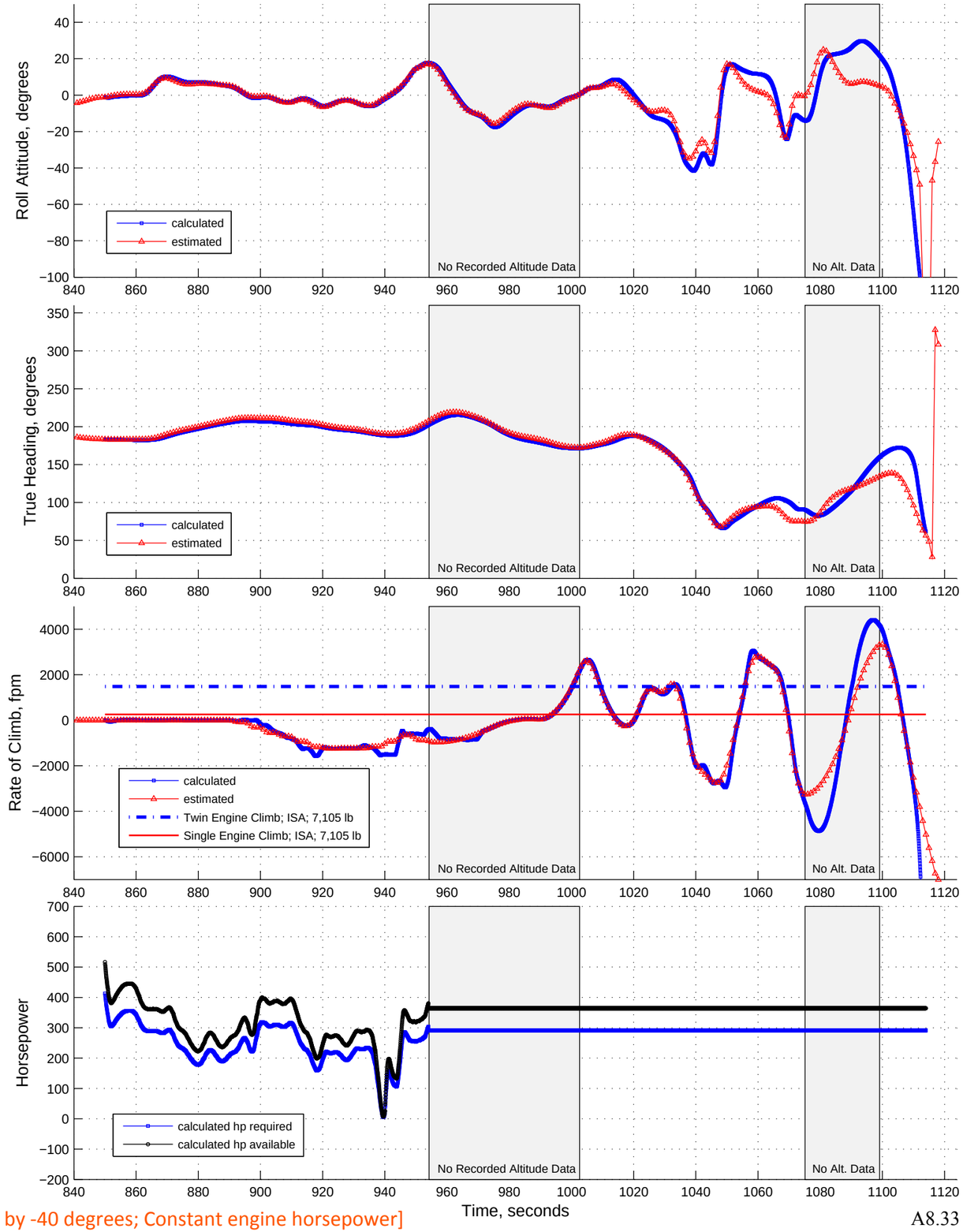




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

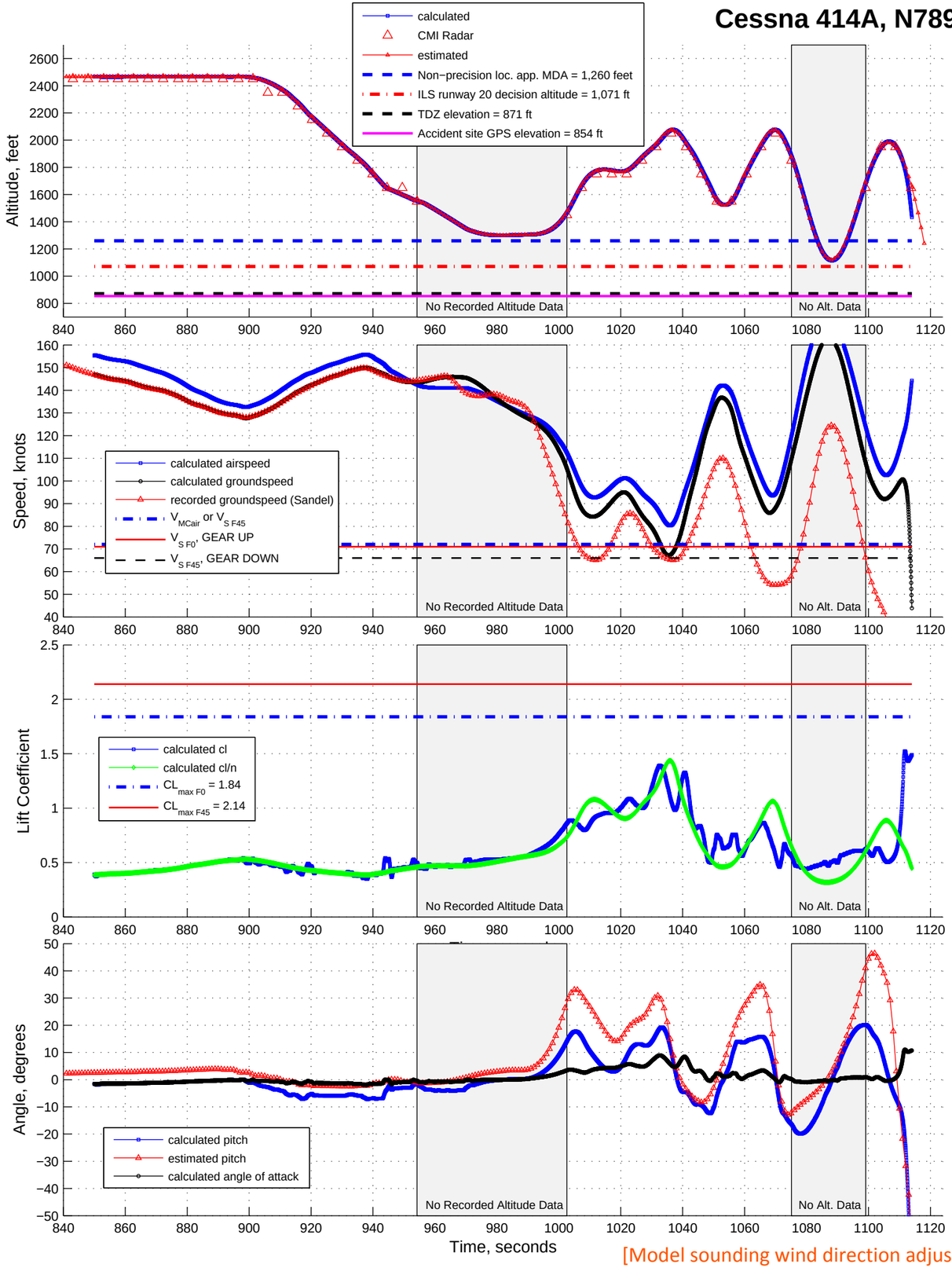
Cessna 414A, N789UP, Simulation Using Up to 56.0 Percent of Dual Engine Horsepower

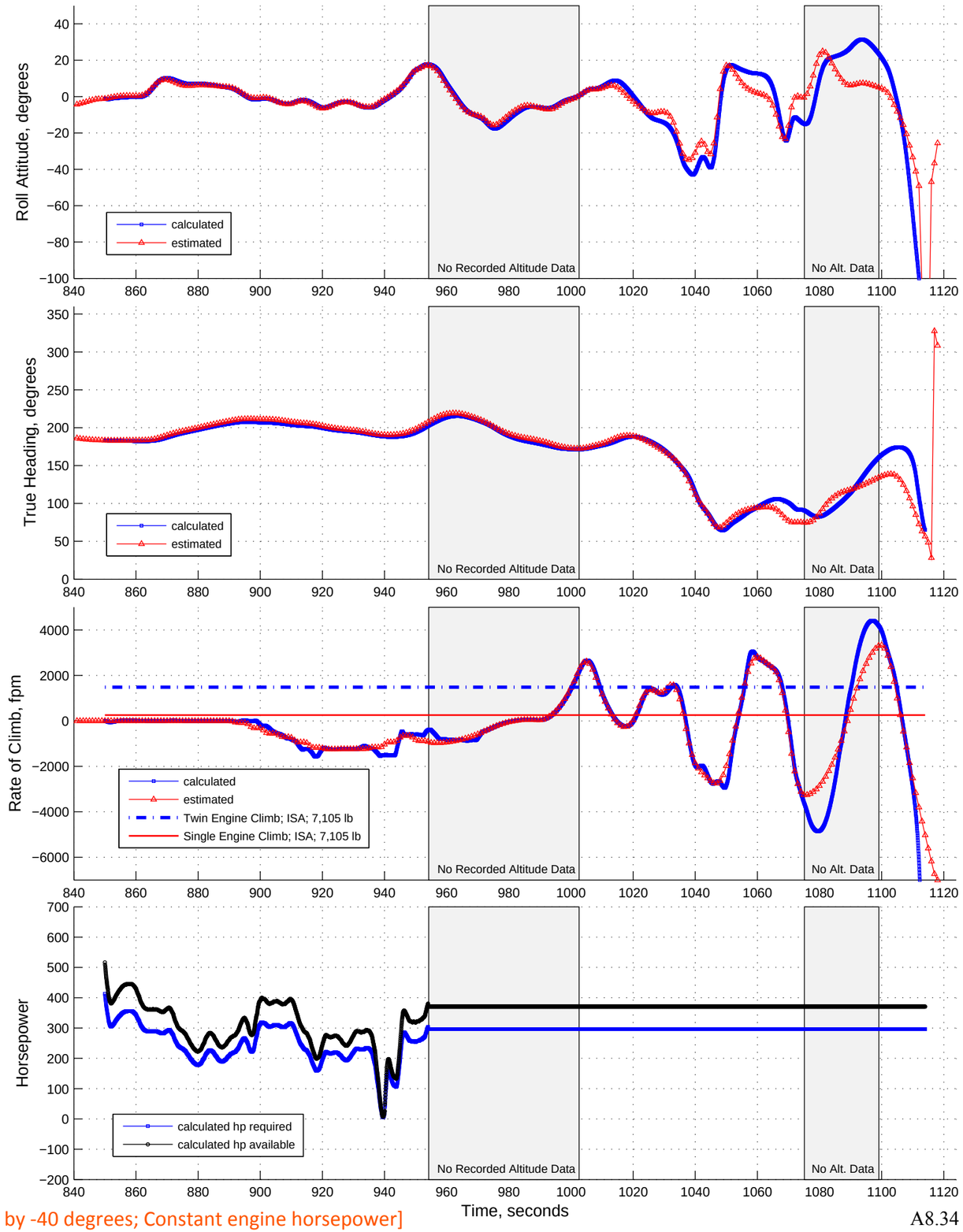




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

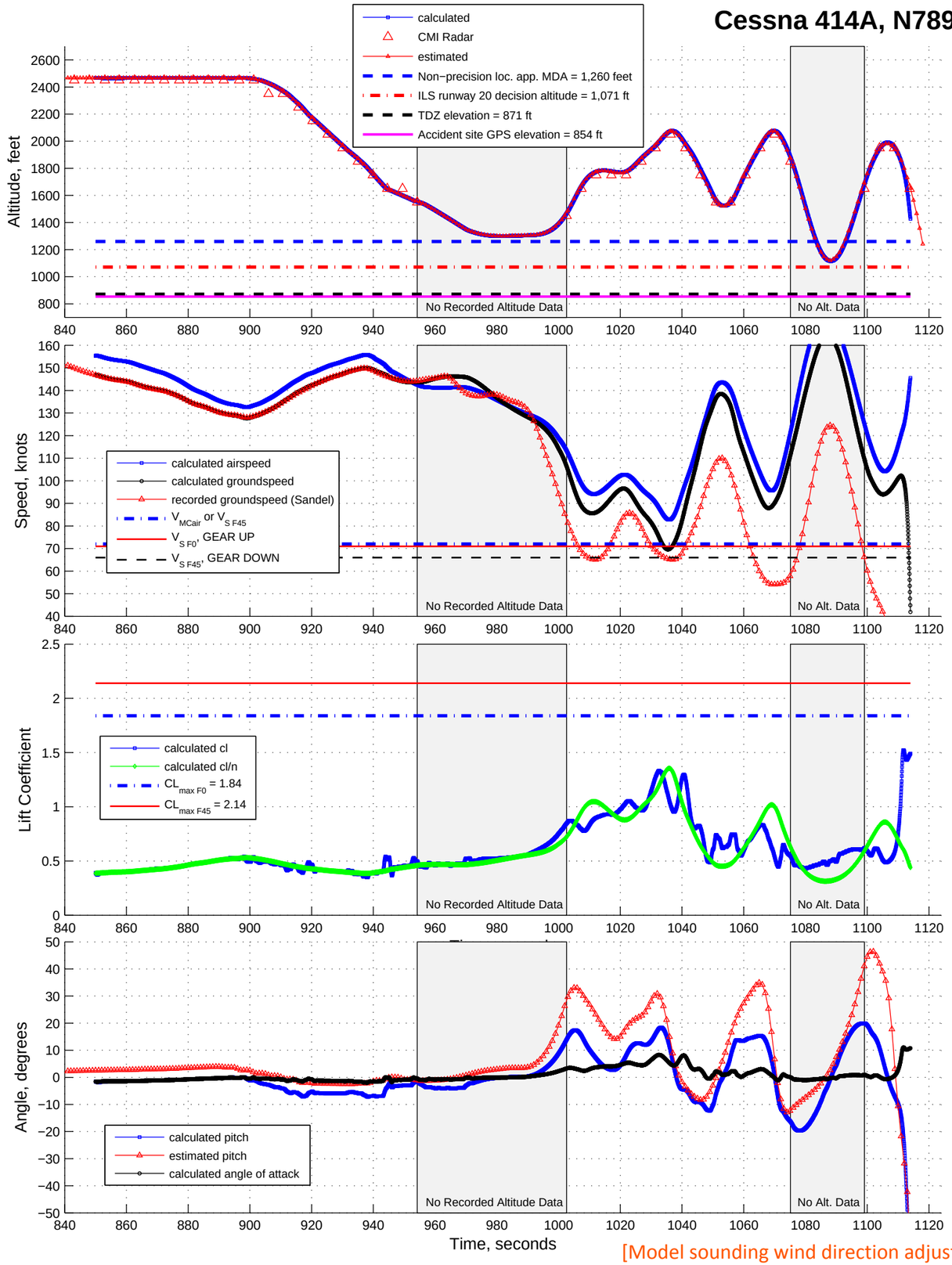
Cessna 414A, N789UP, Simulation Using Up to 57.0 Percent of Dual Engine Horsepower

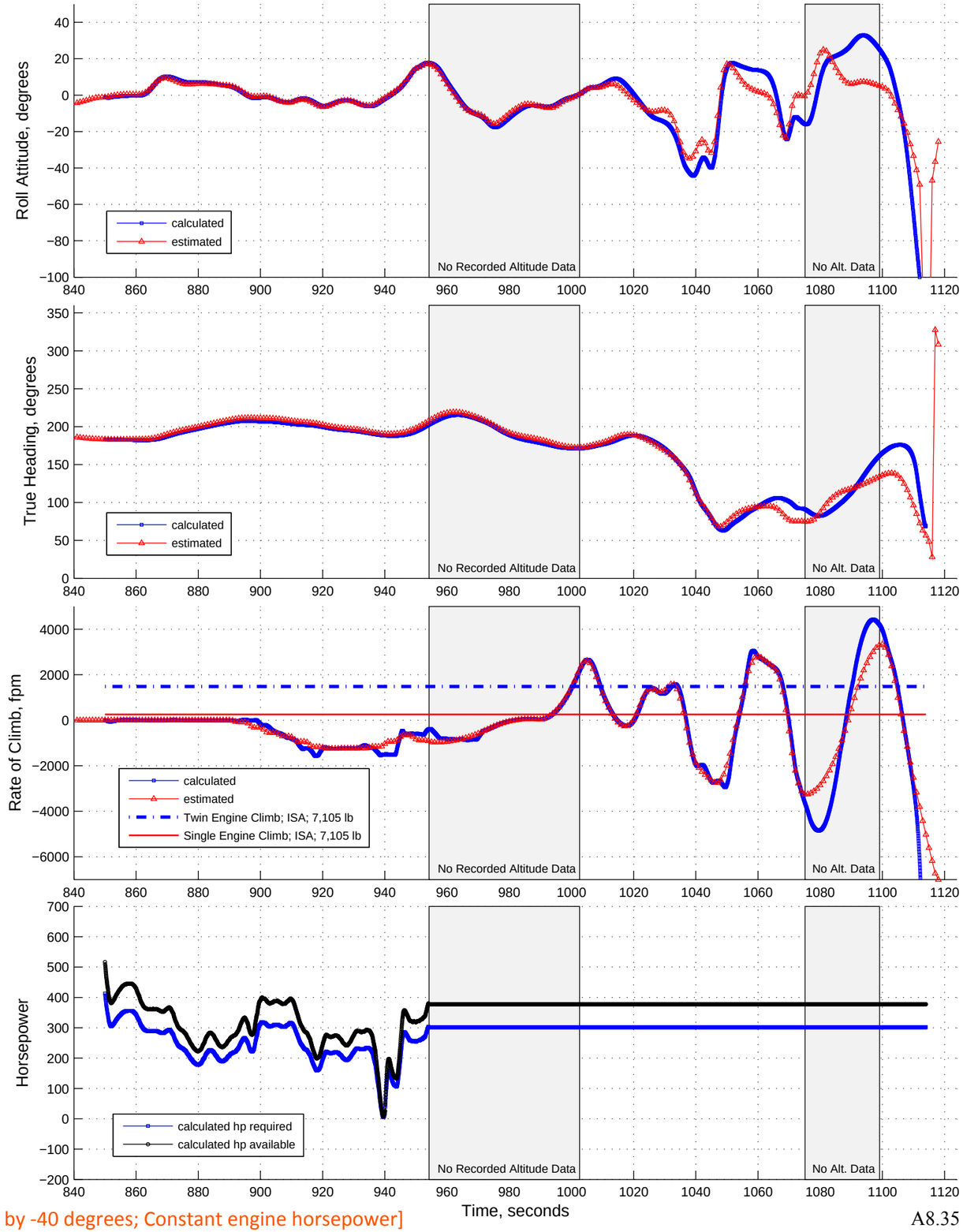




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

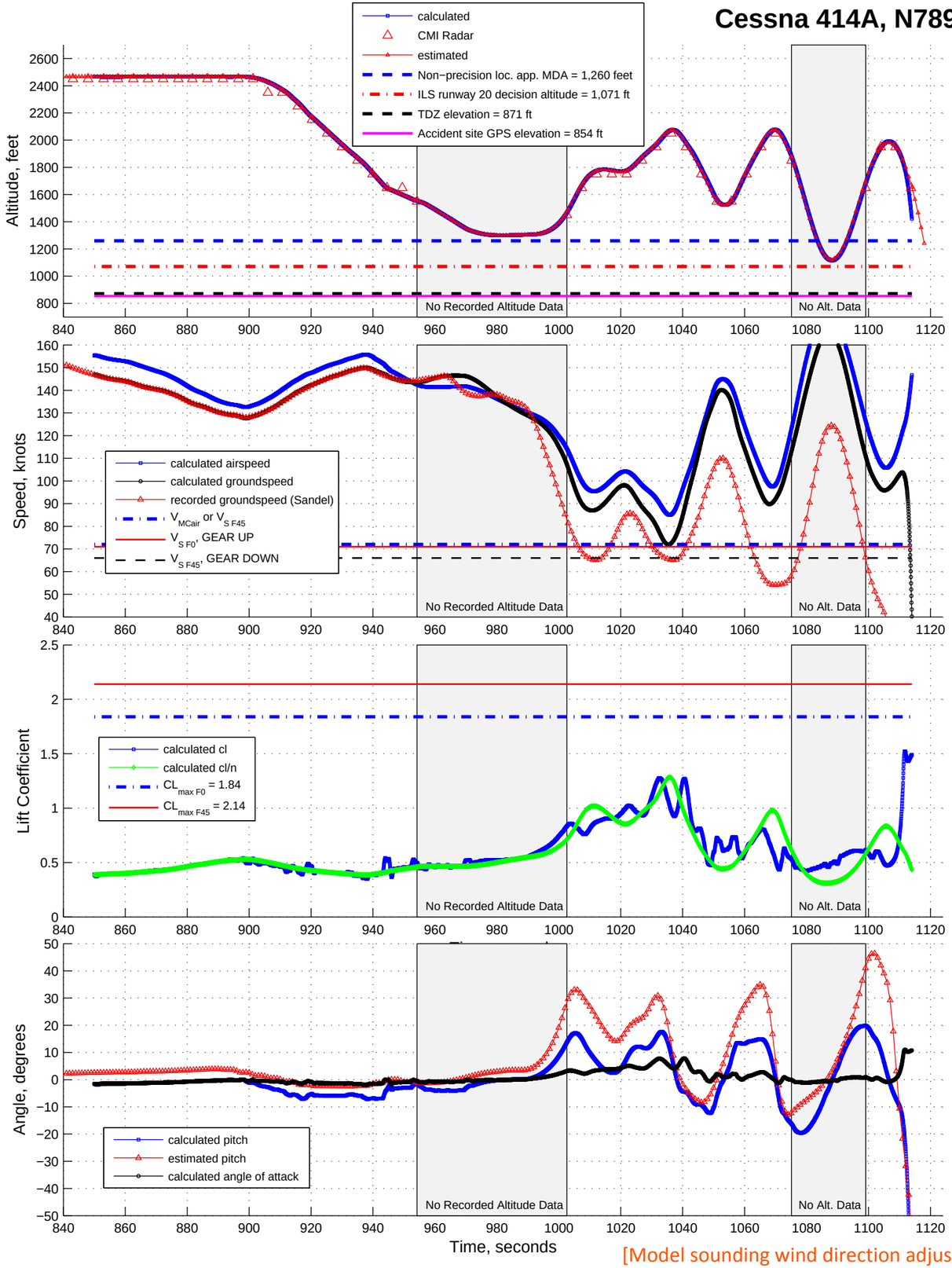
Cessna 414A, N789UP, Simulation Using Up to 58.0 Percent of Dual Engine Horsepower

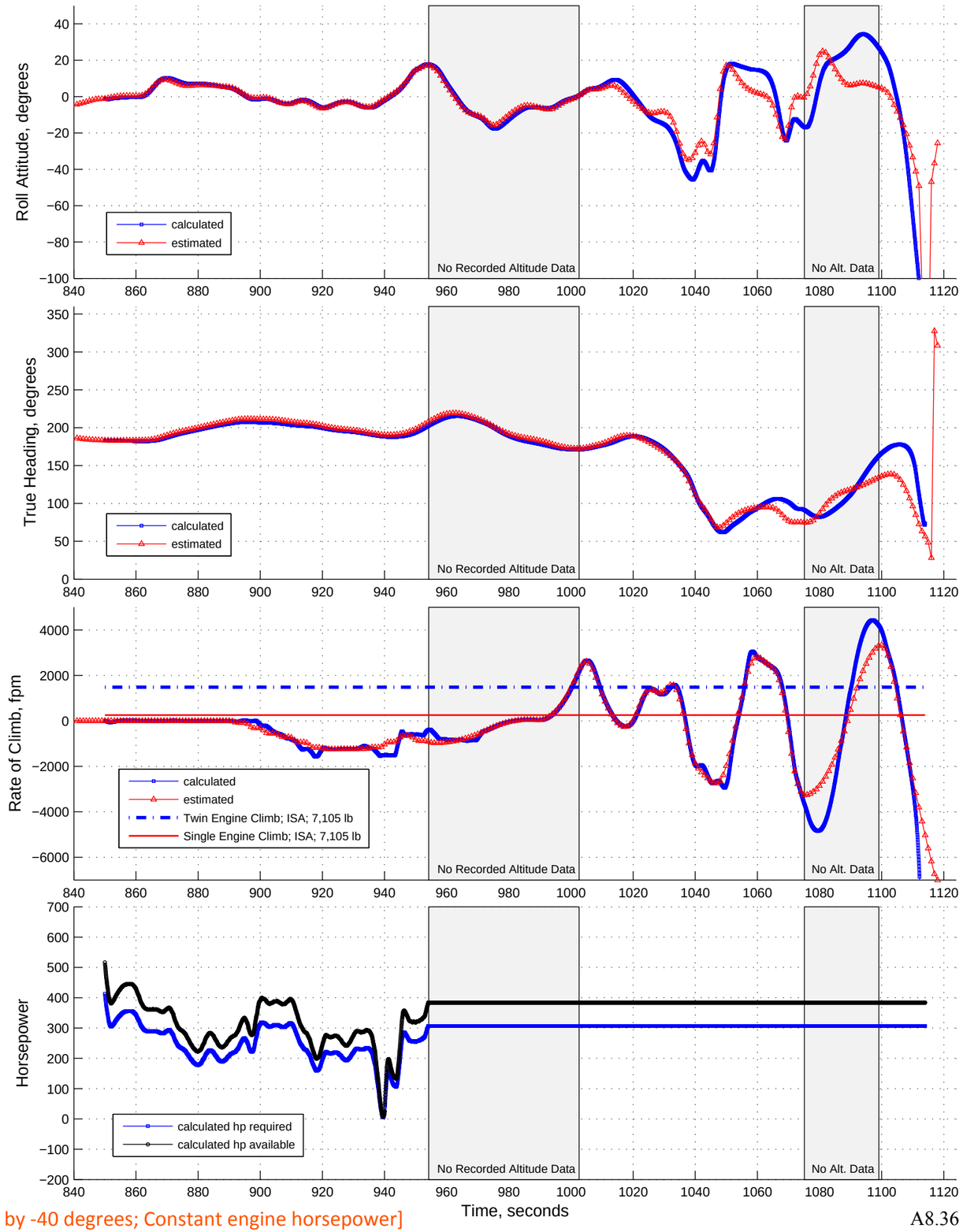




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

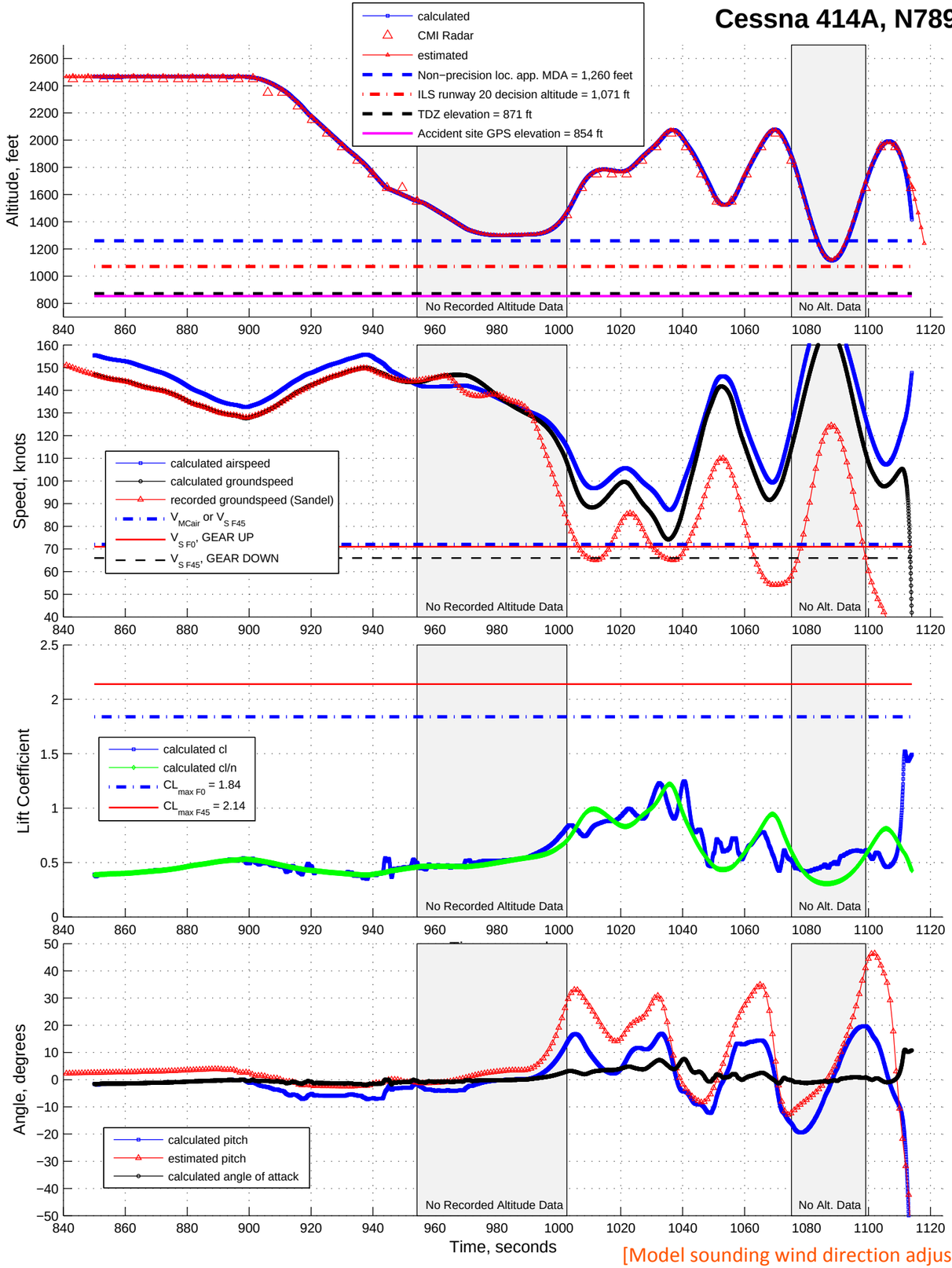
Cessna 414A, N789UP, Simulation Using Up to 59.0 Percent of Dual Engine Horsepower

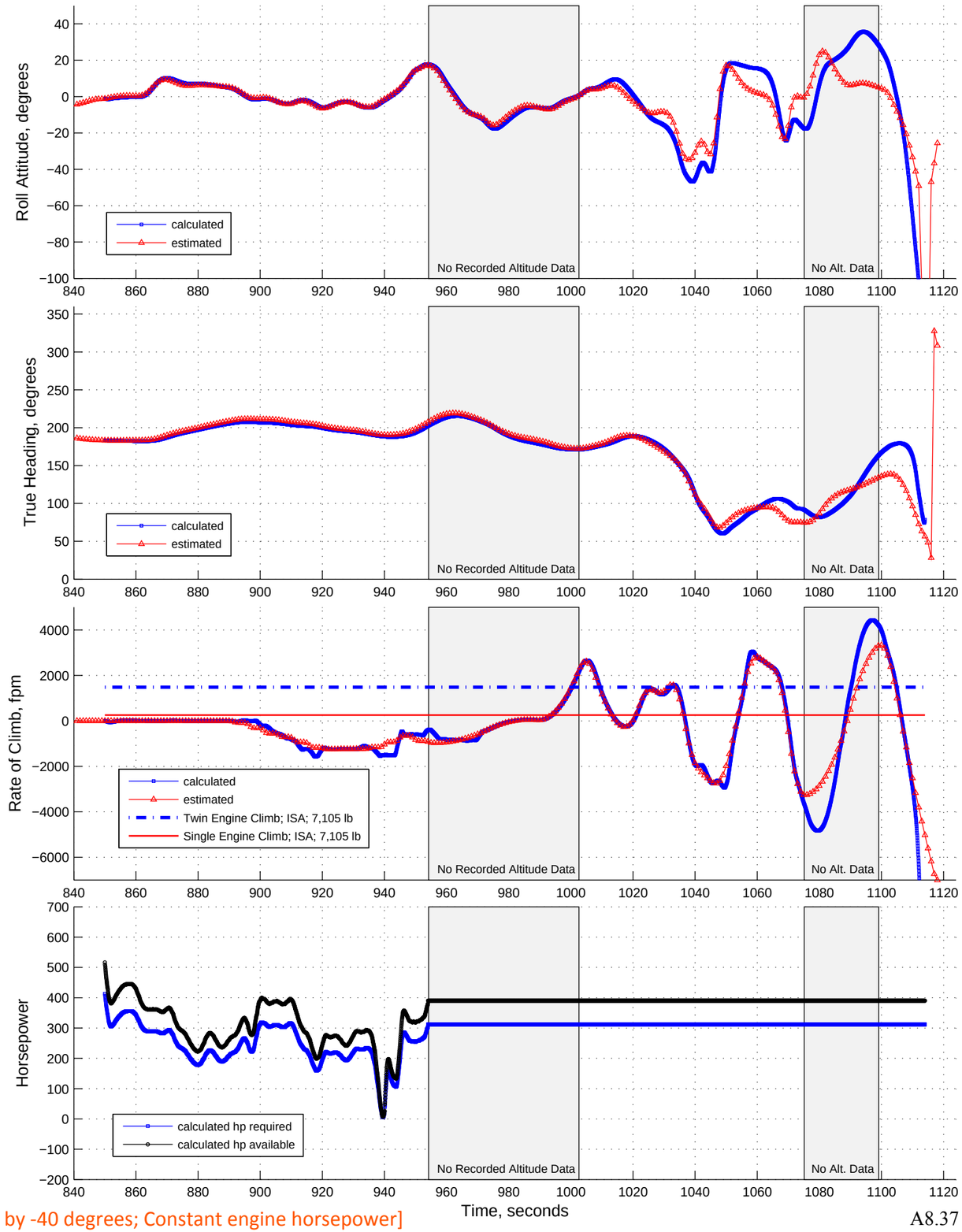




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

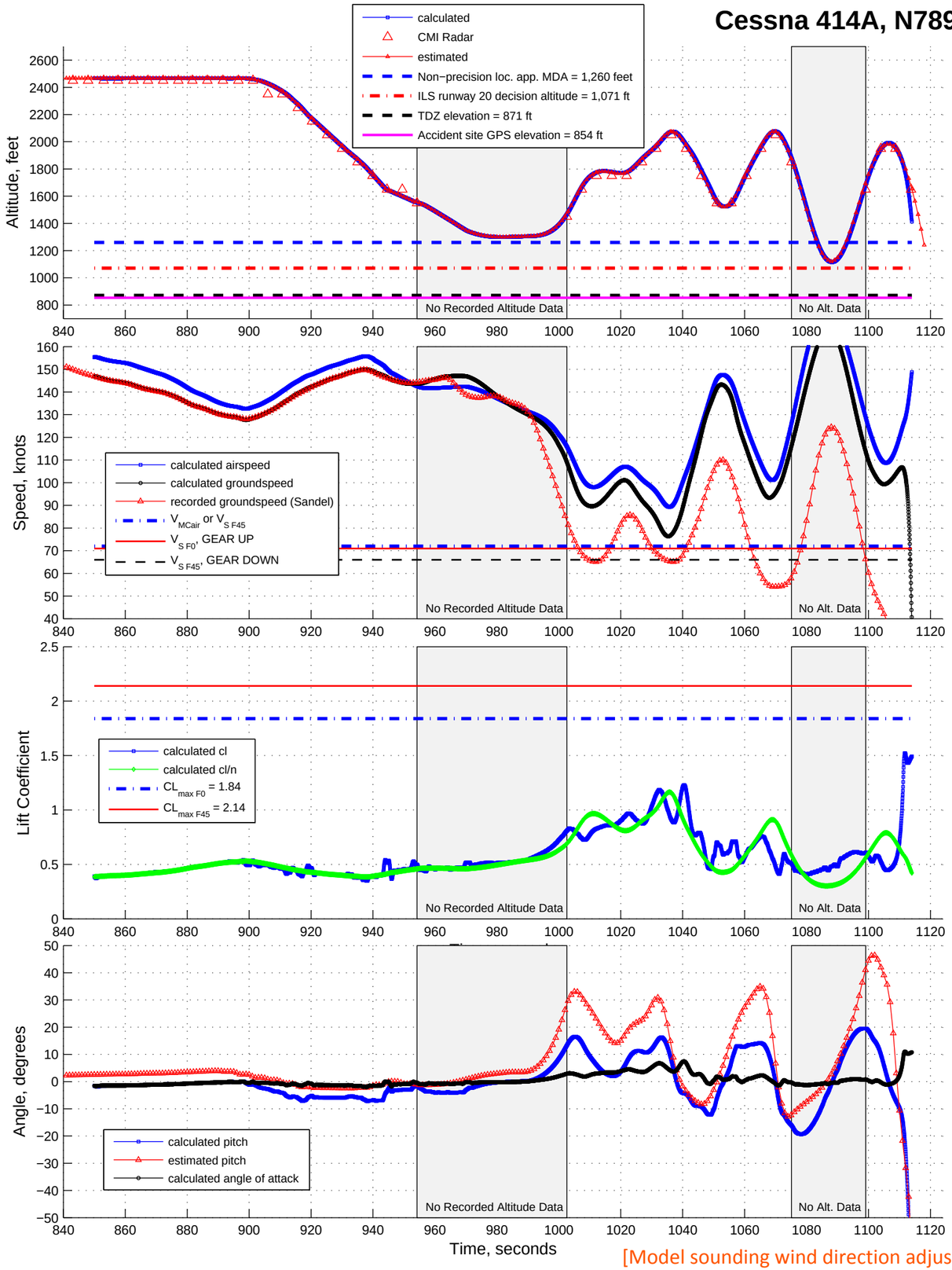
Cessna 414A, N789UP, Simulation Using Up to 60.0 Percent of Dual Engine Horsepower

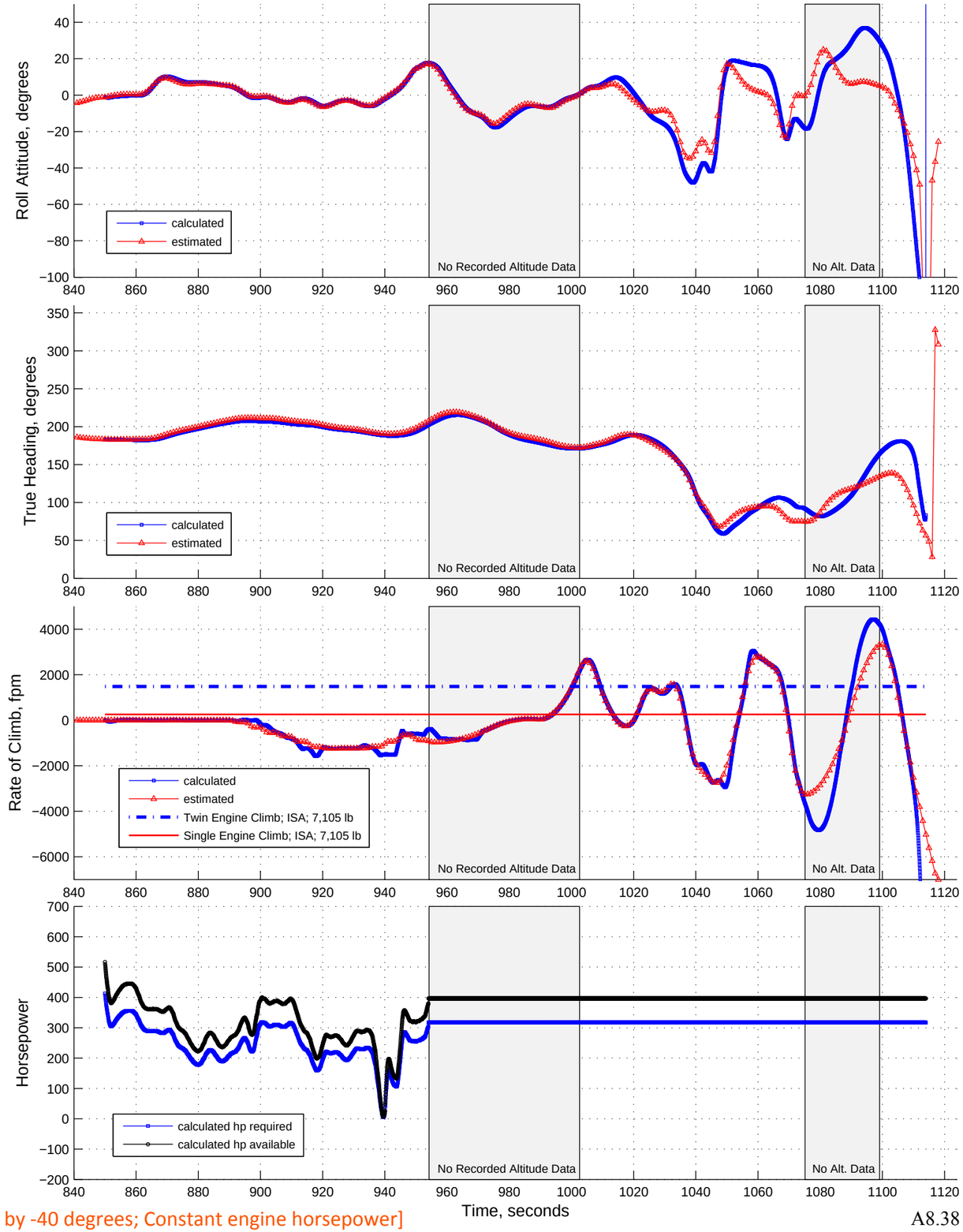




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

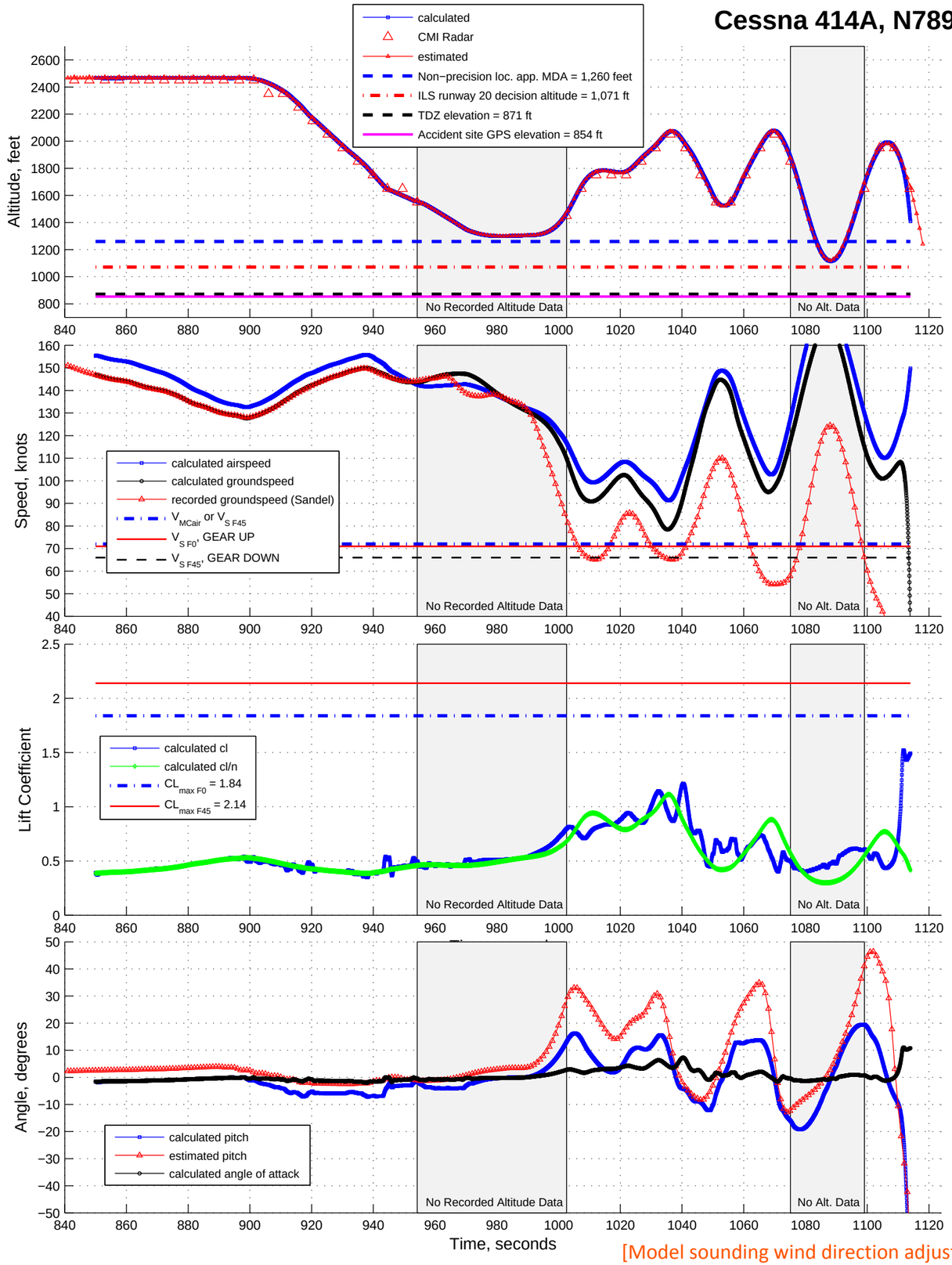
Cessna 414A, N789UP, Simulation Using Up to 61.0 Percent of Dual Engine Horsepower

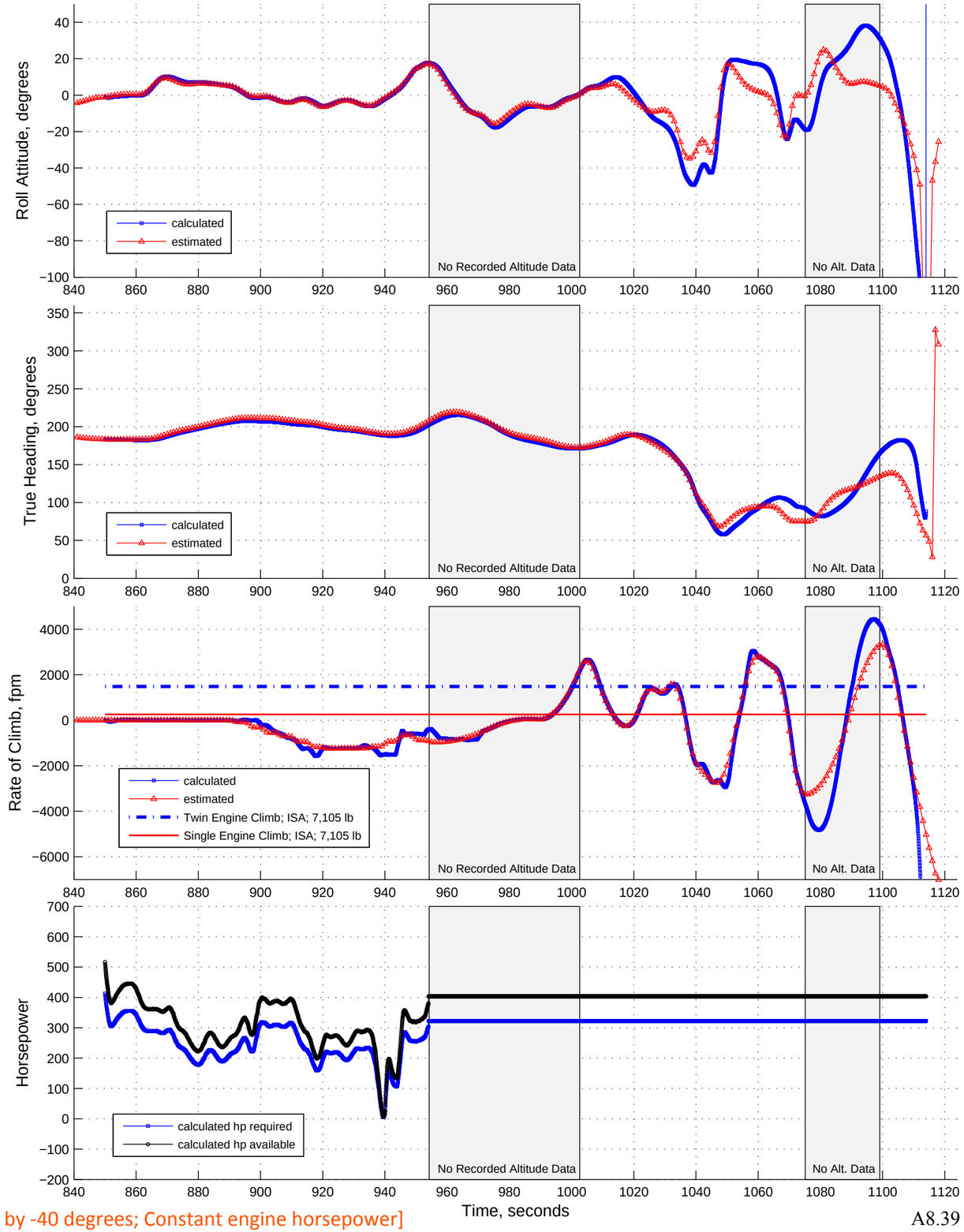




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

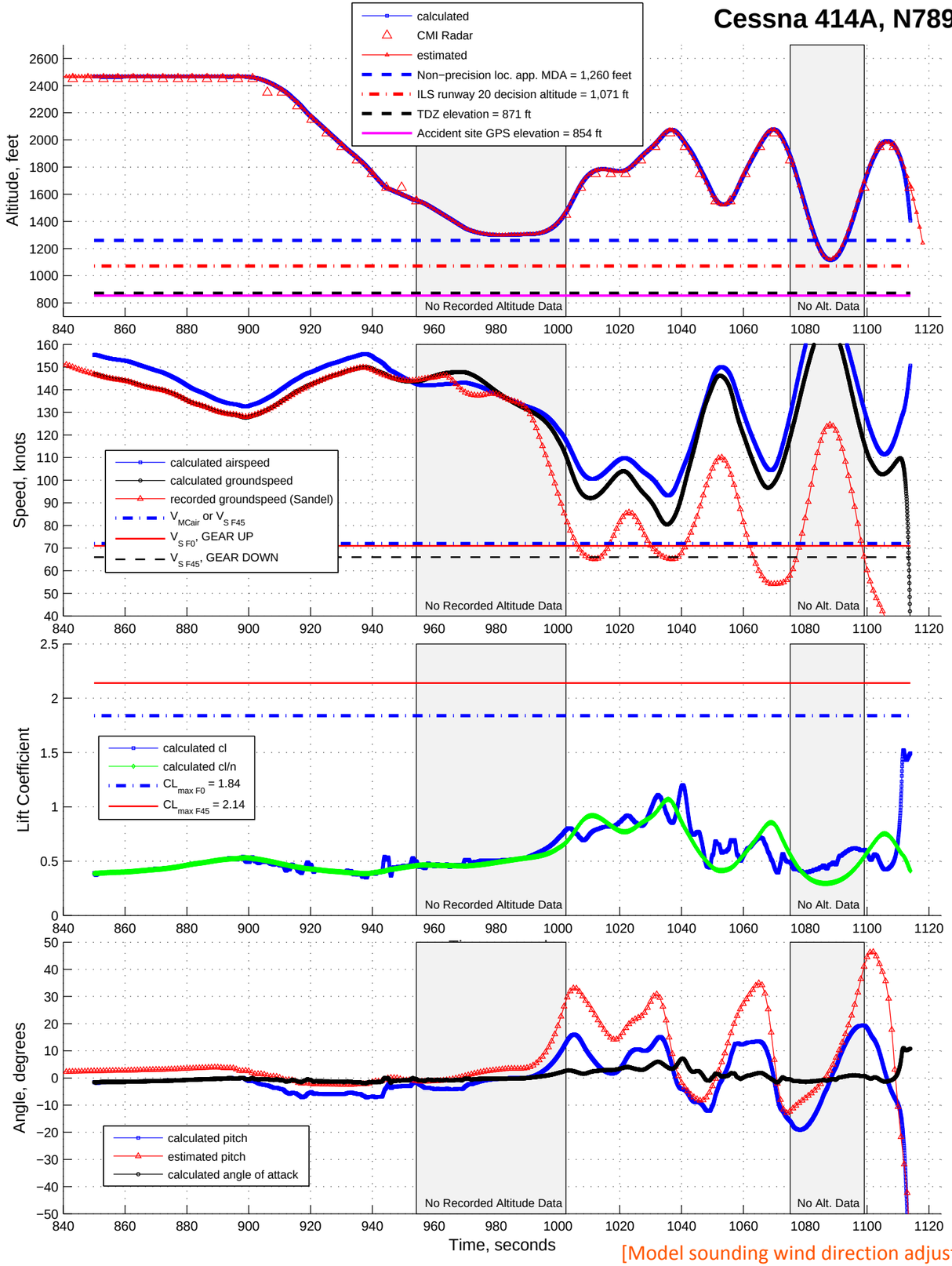
Cessna 414A, N789UP, Simulation Using Up to 62.0 Percent of Dual Engine Horsepower

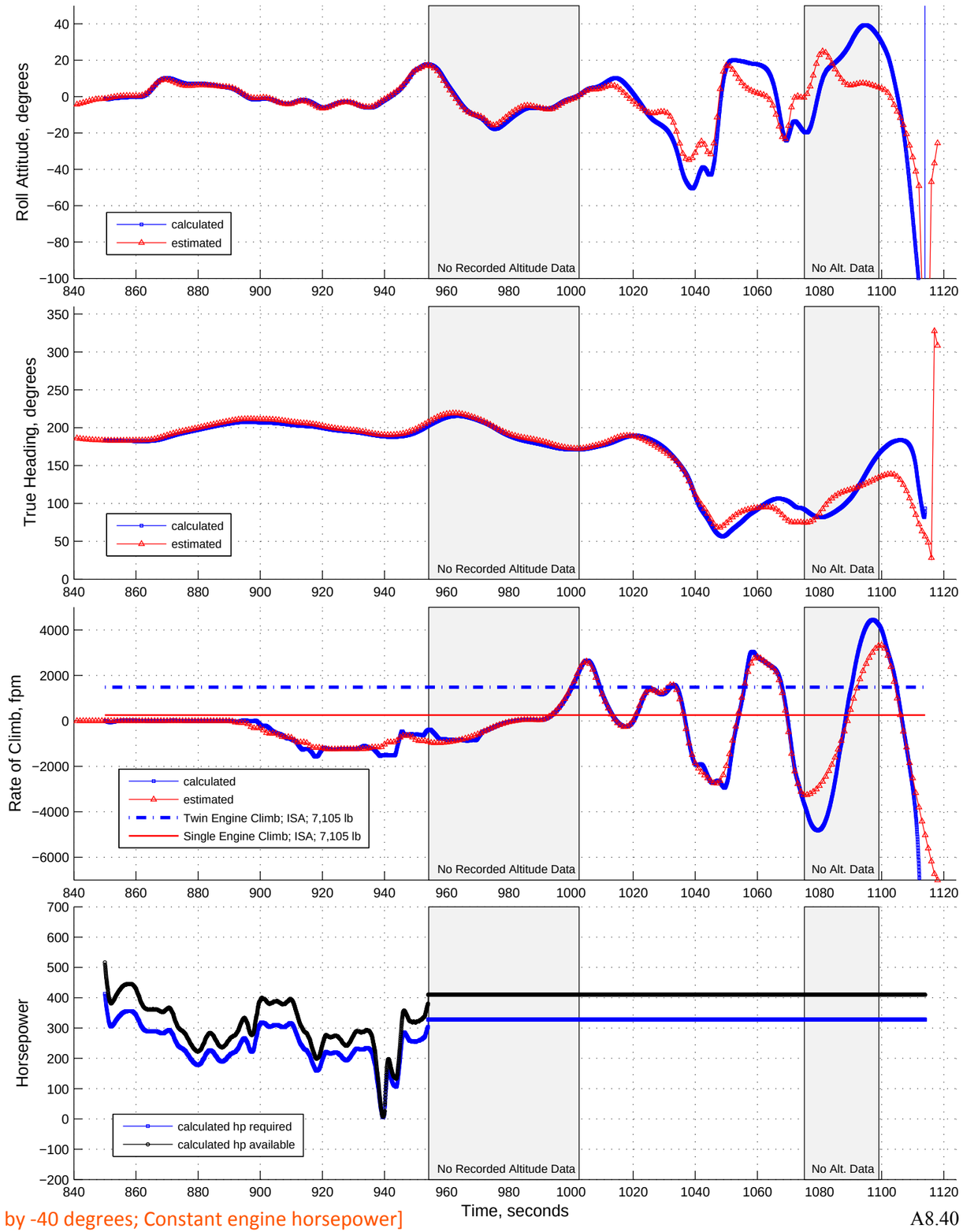




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

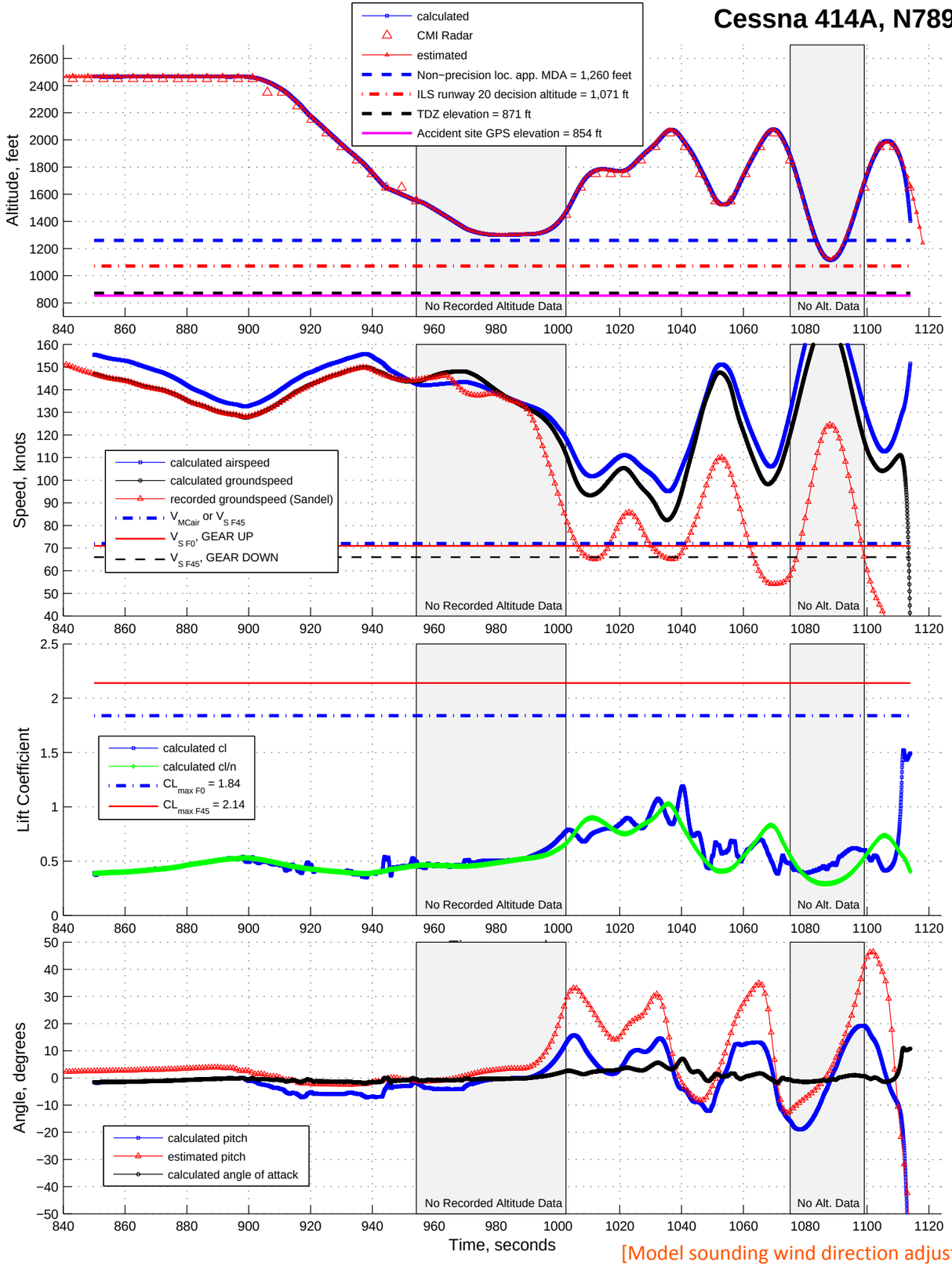
Cessna 414A, N789UP, Simulation Using Up to 63.0 Percent of Dual Engine Horsepower

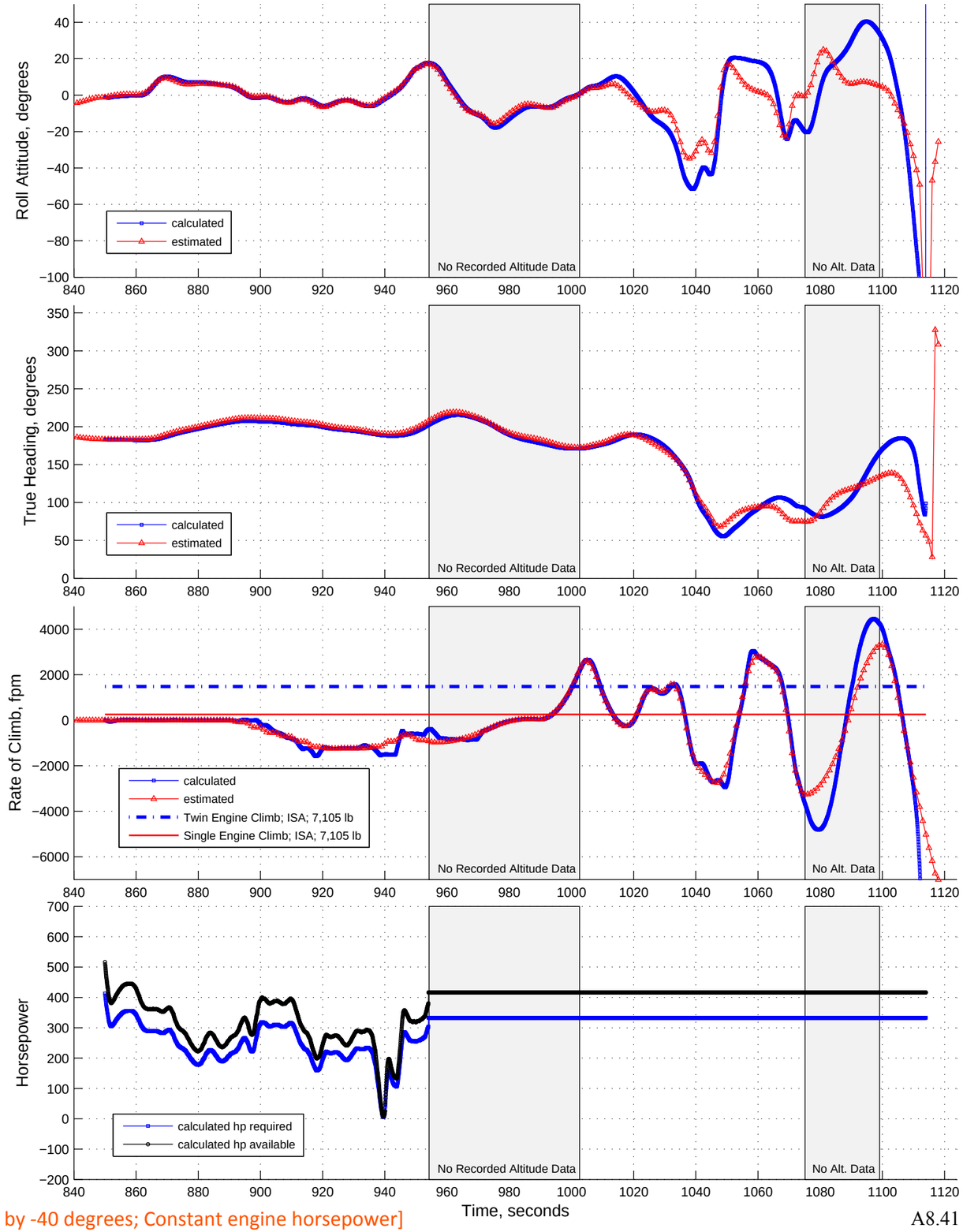




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

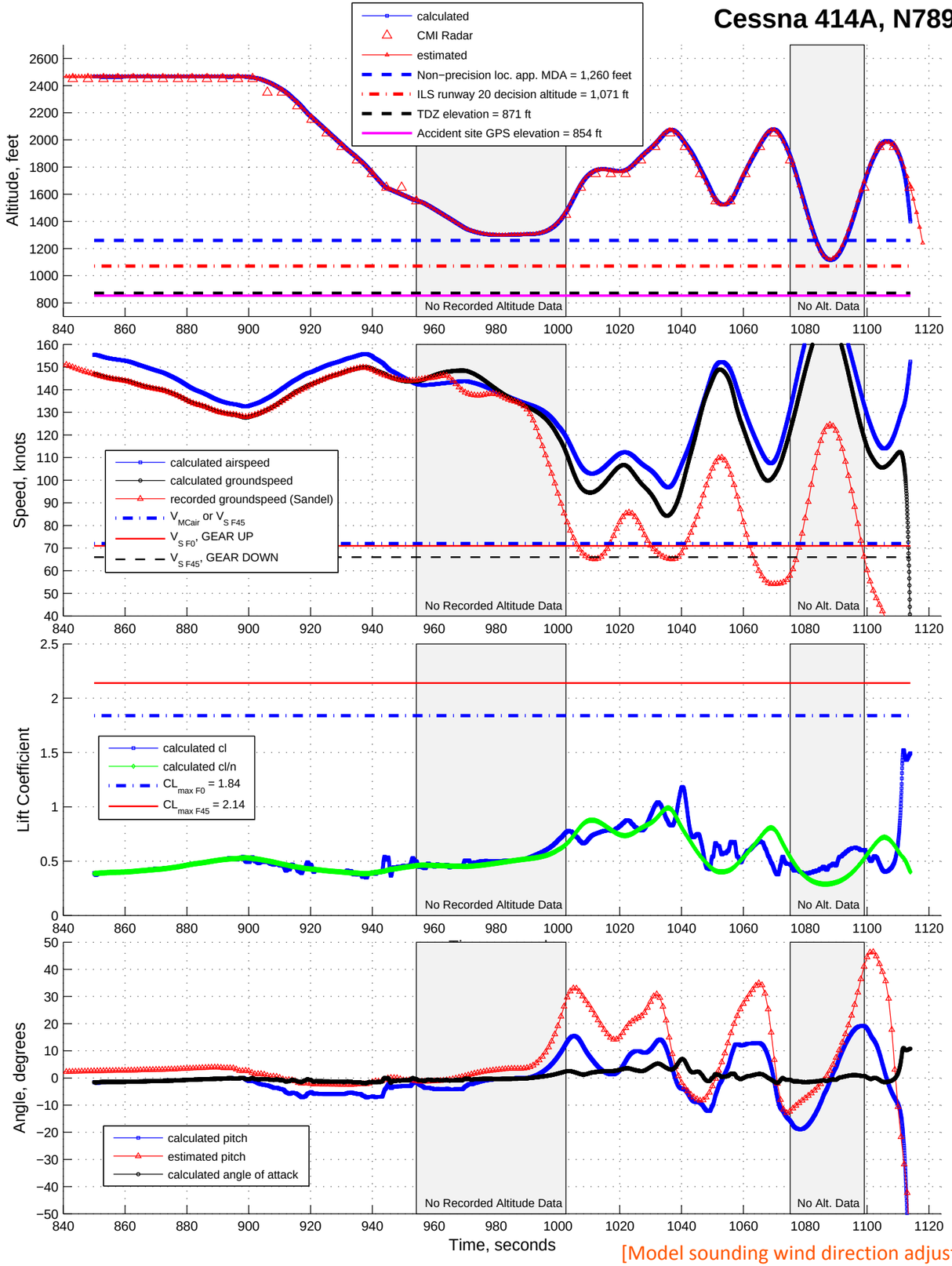
Cessna 414A, N789UP, Simulation Using Up to 64.0 Percent of Dual Engine Horsepower

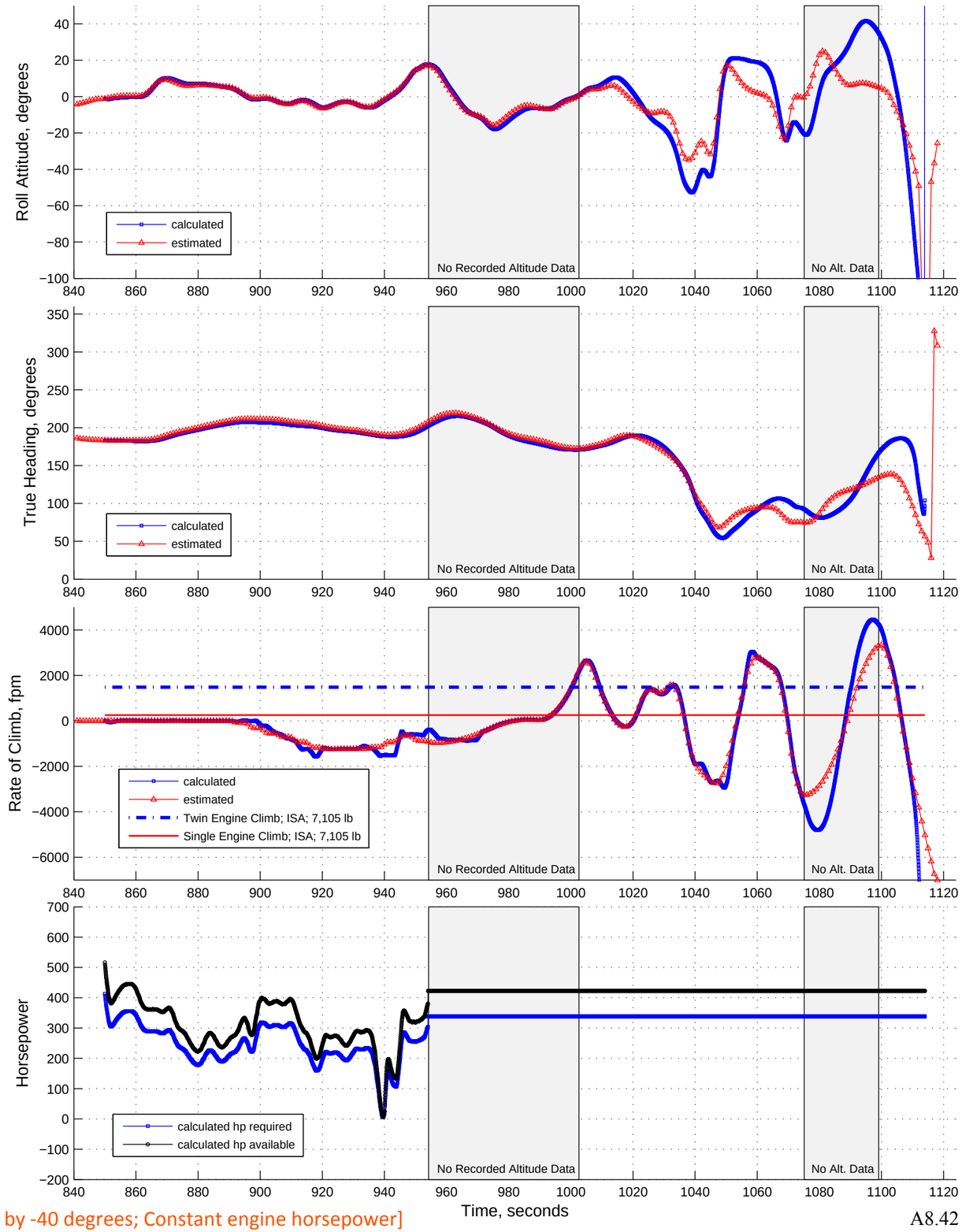




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

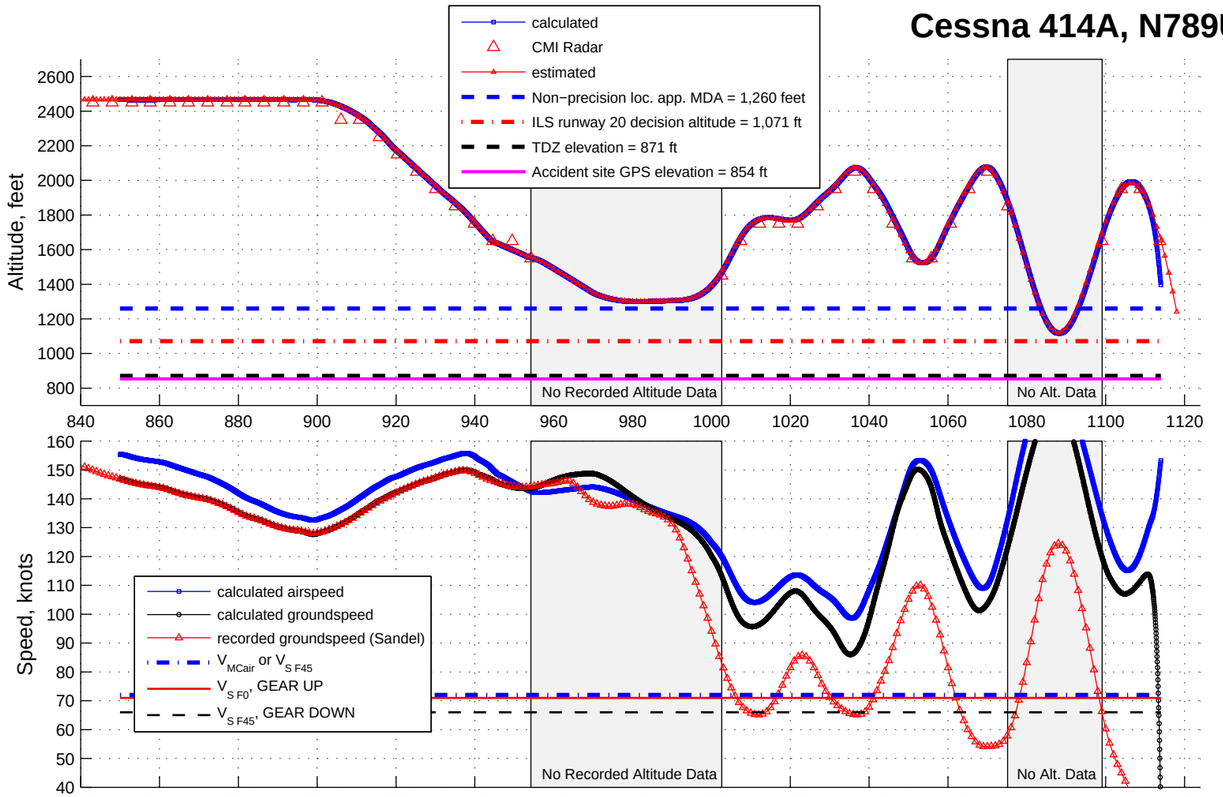
Cessna 414A, N789UP, Simulation Using Up to 65.0 Percent of Dual Engine Horsepower

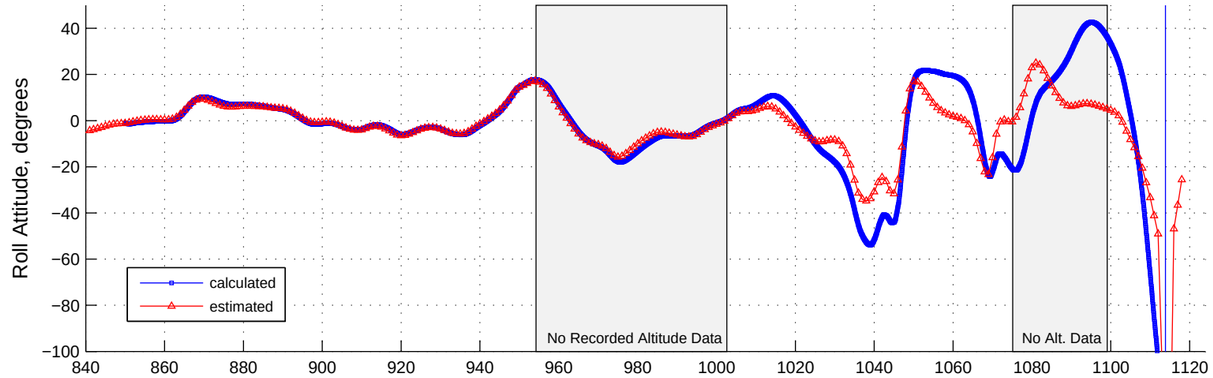


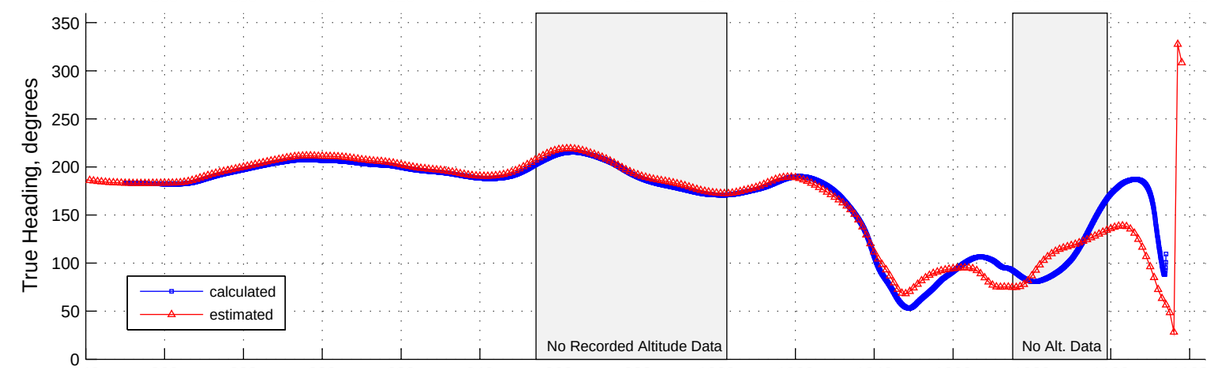


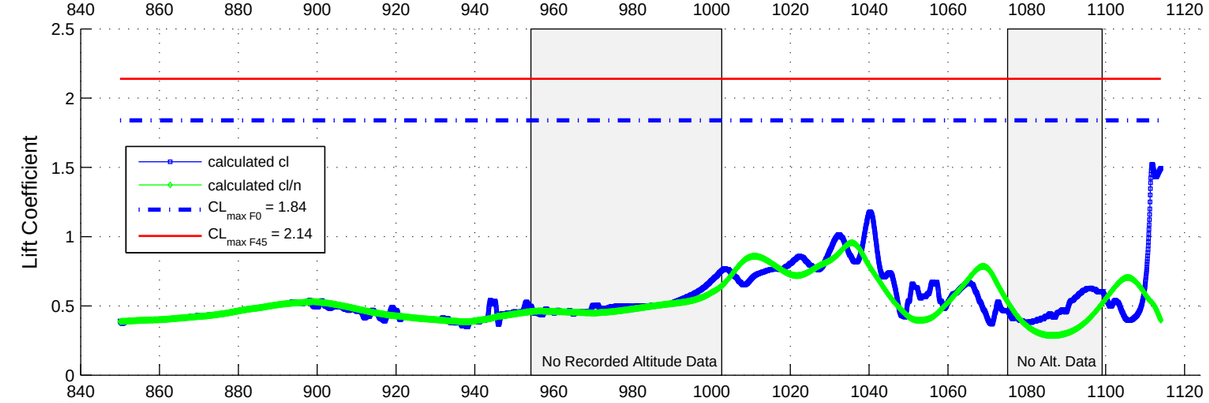
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

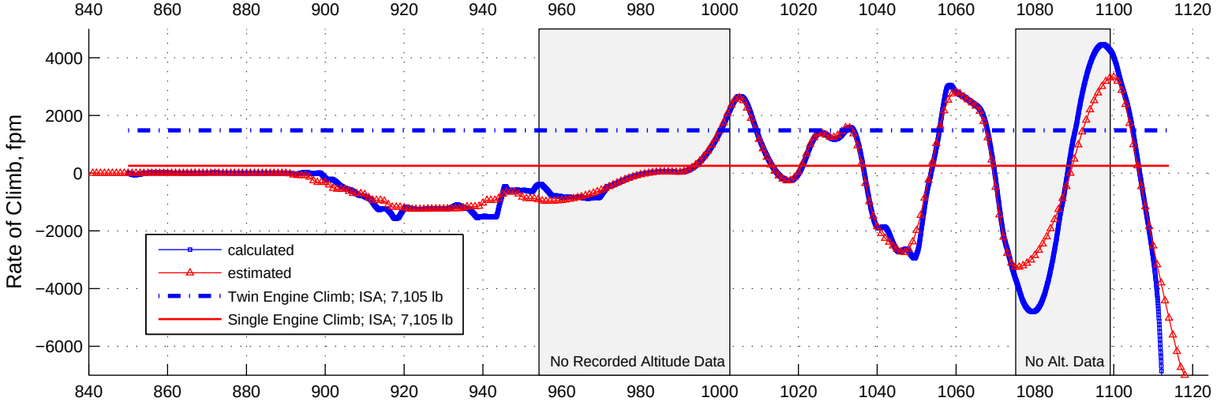
Cessna 414A, N789UP, Simulation Using Up to 66.0 Percent of Dual Engine Horsepower

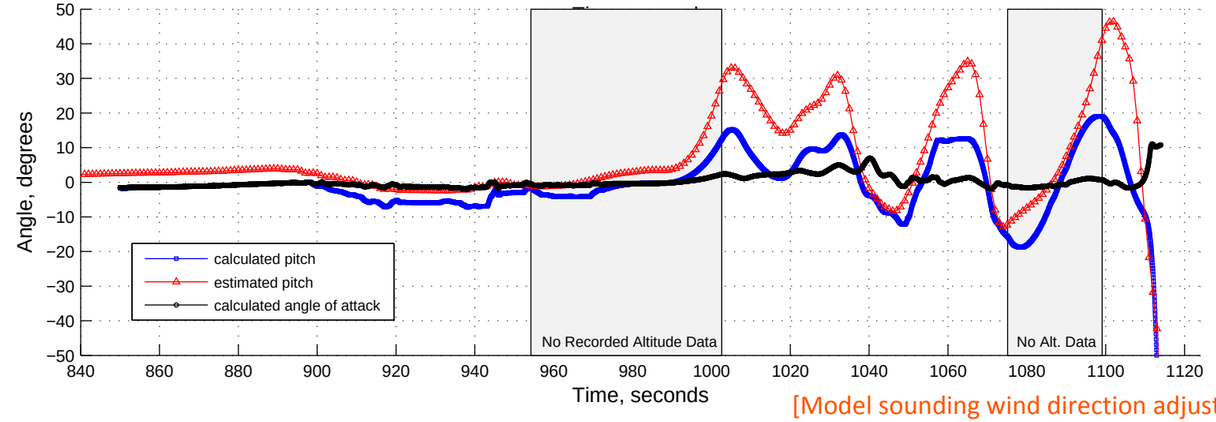


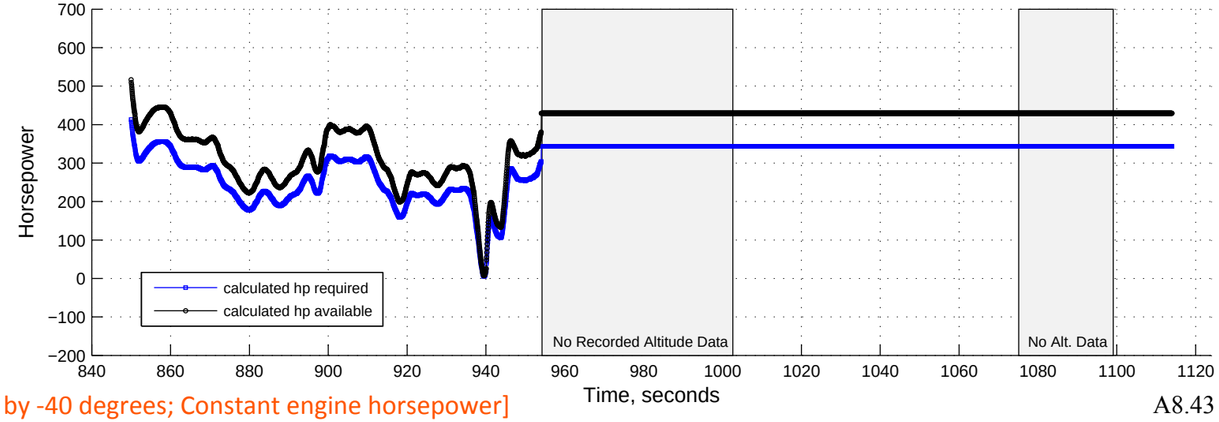






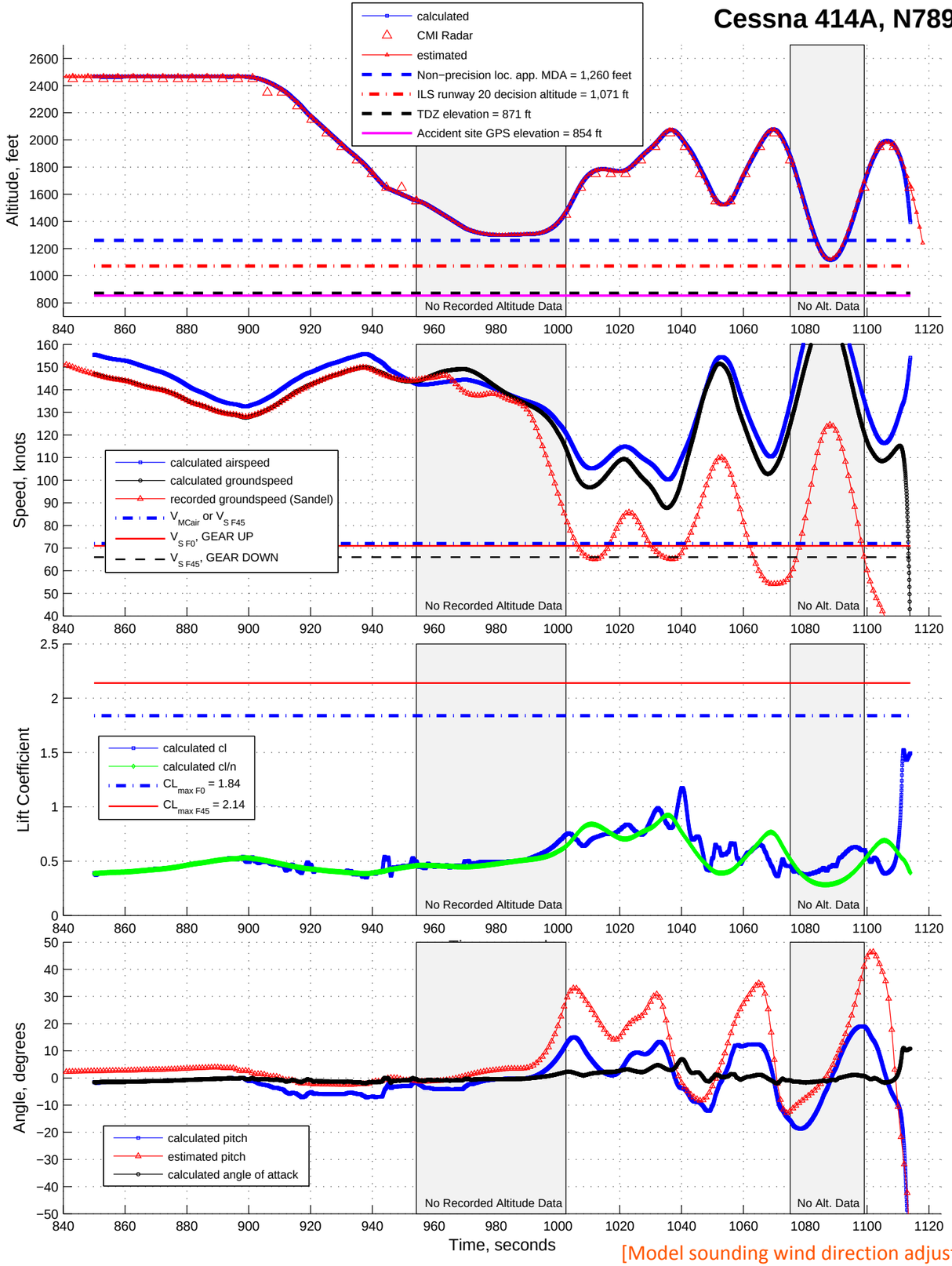


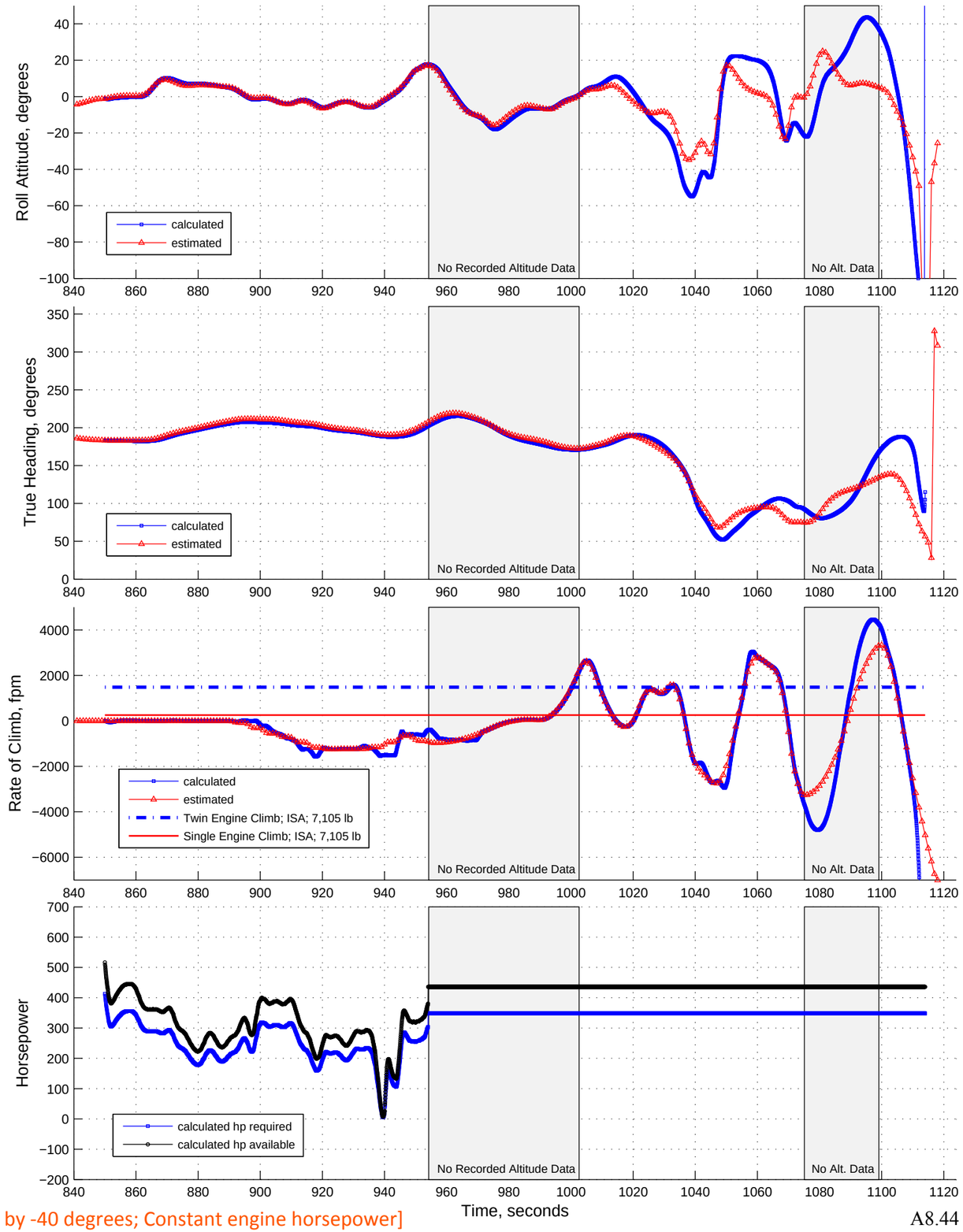




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

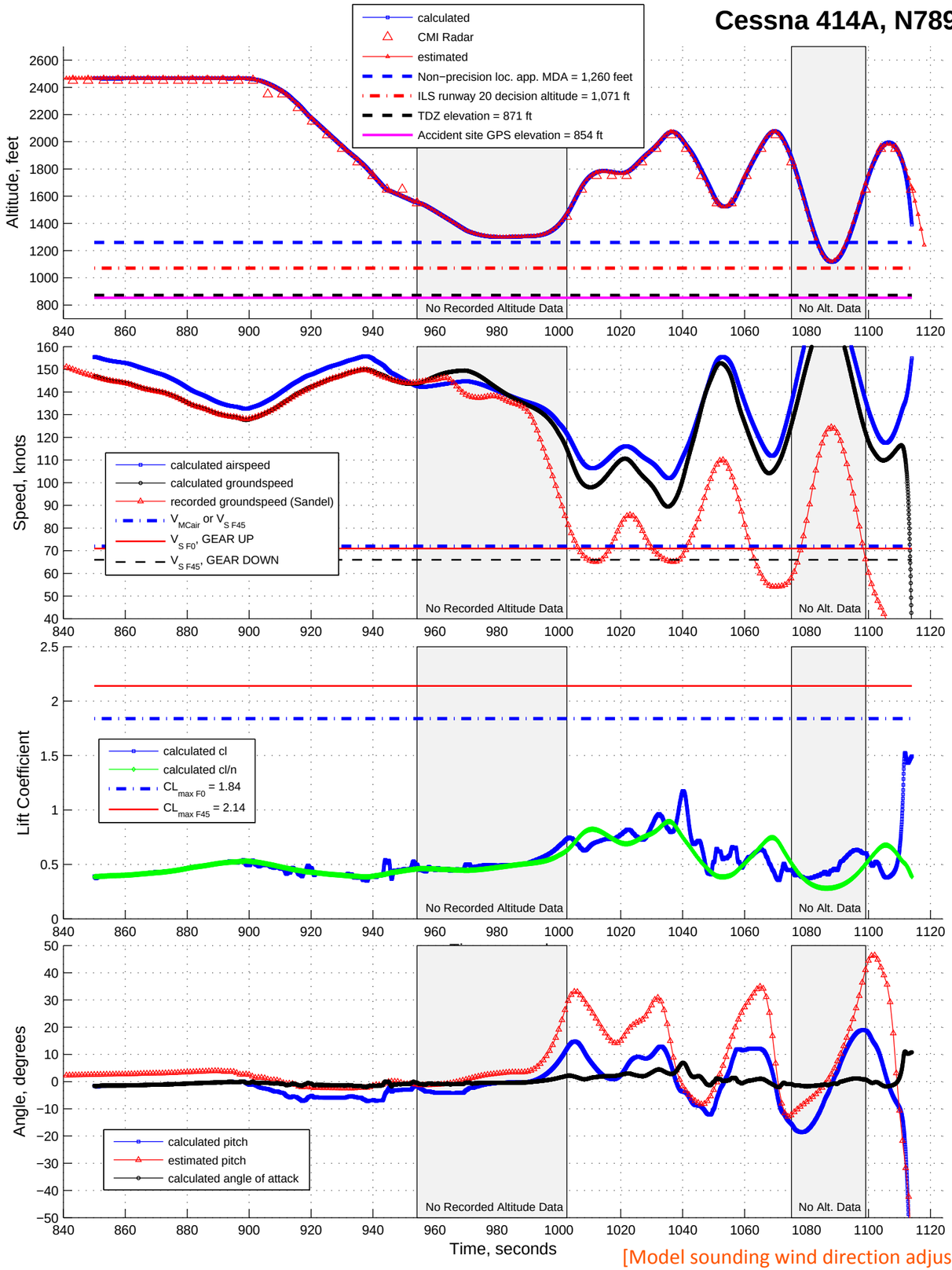
Cessna 414A, N789UP, Simulation Using Up to 67.0 Percent of Dual Engine Horsepower

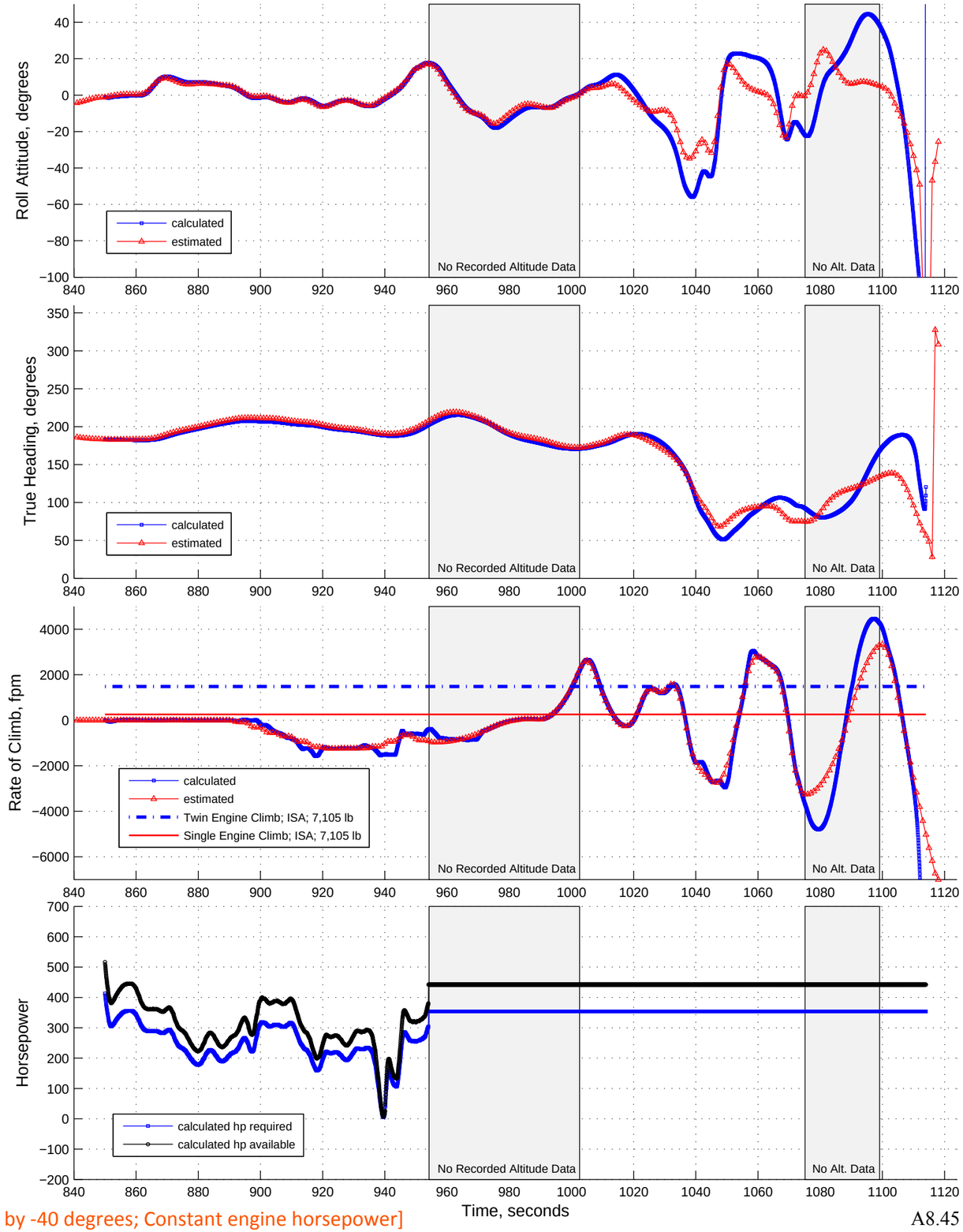




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

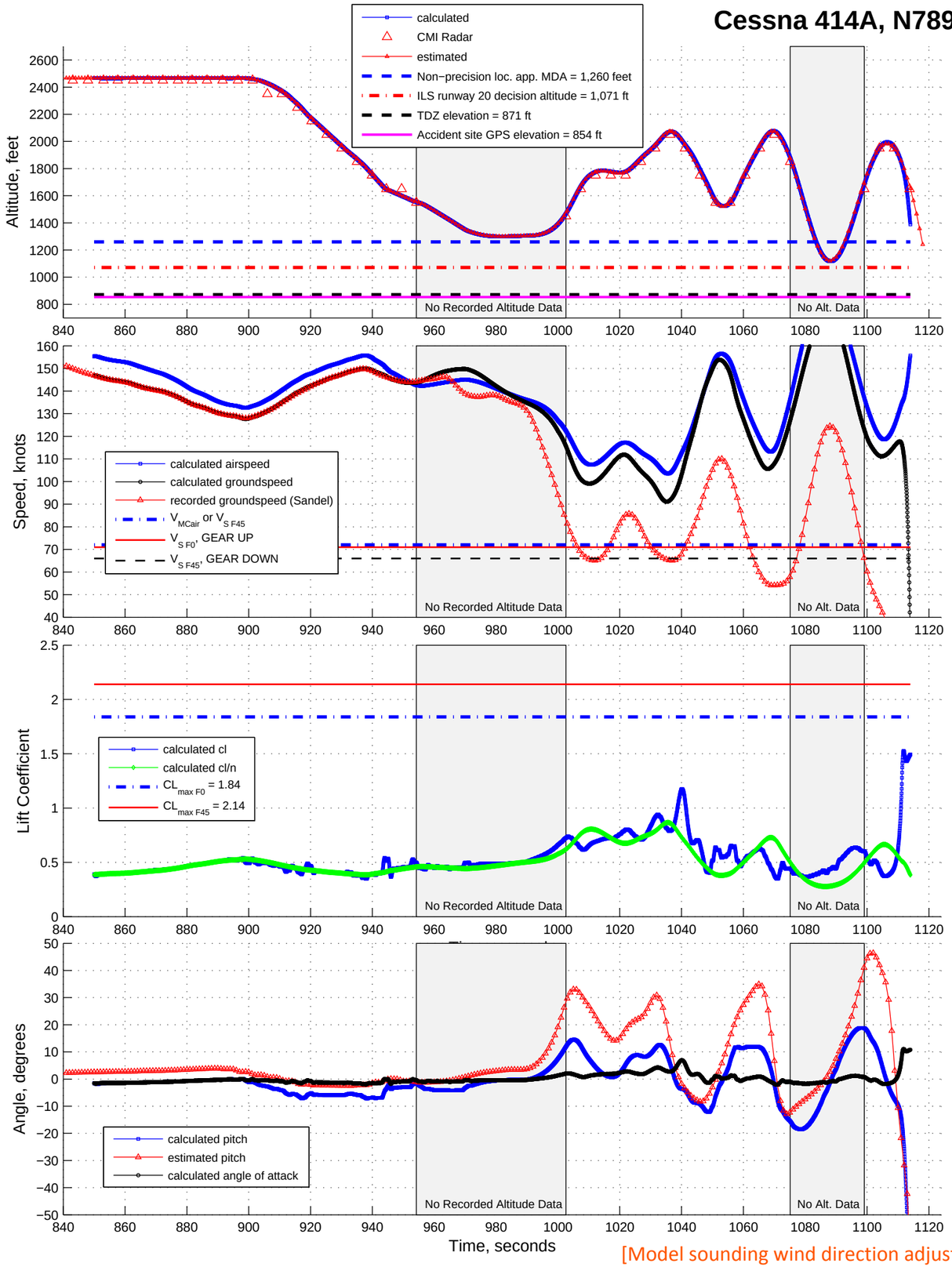
Cessna 414A, N789UP, Simulation Using Up to 68.0 Percent of Dual Engine Horsepower

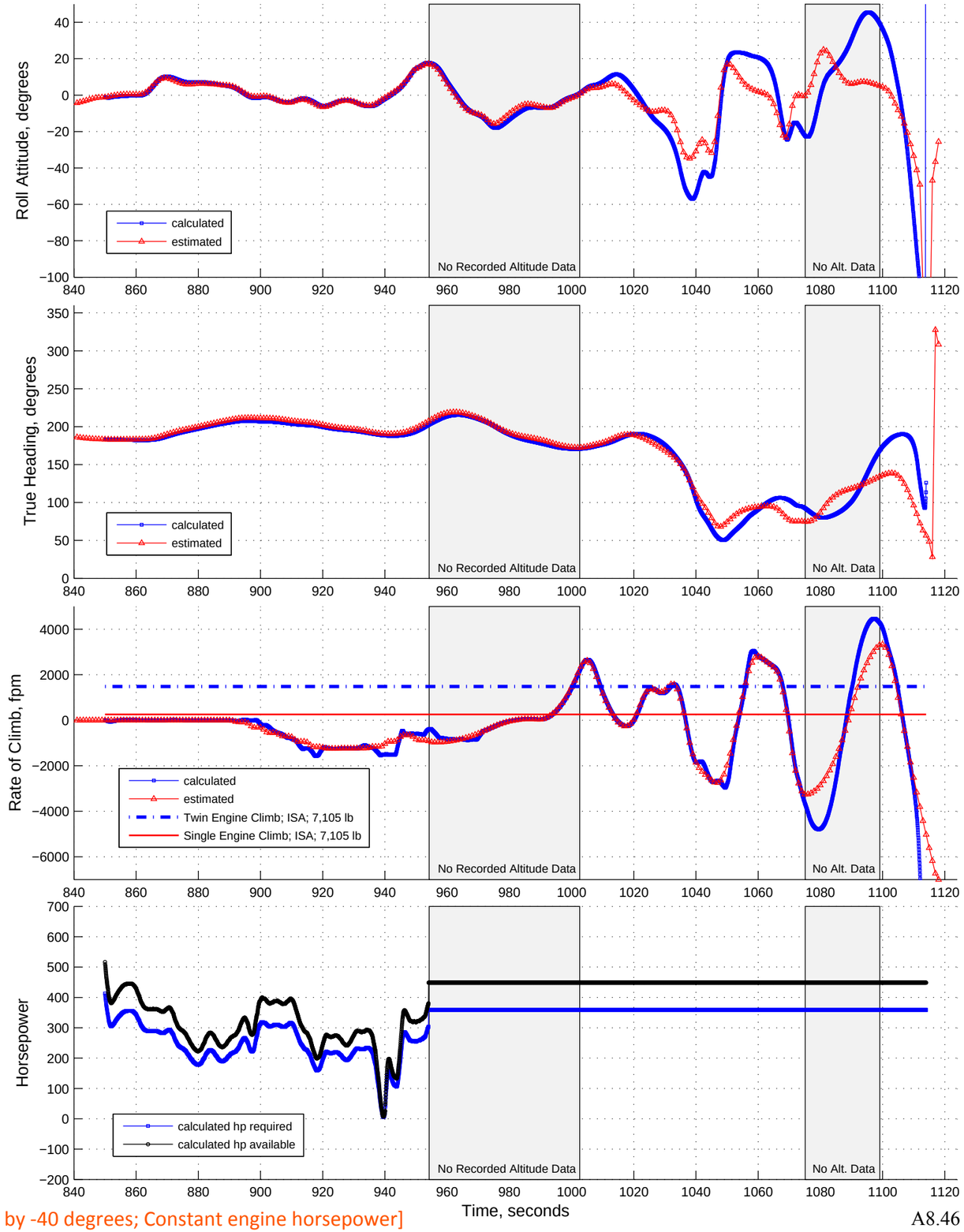




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

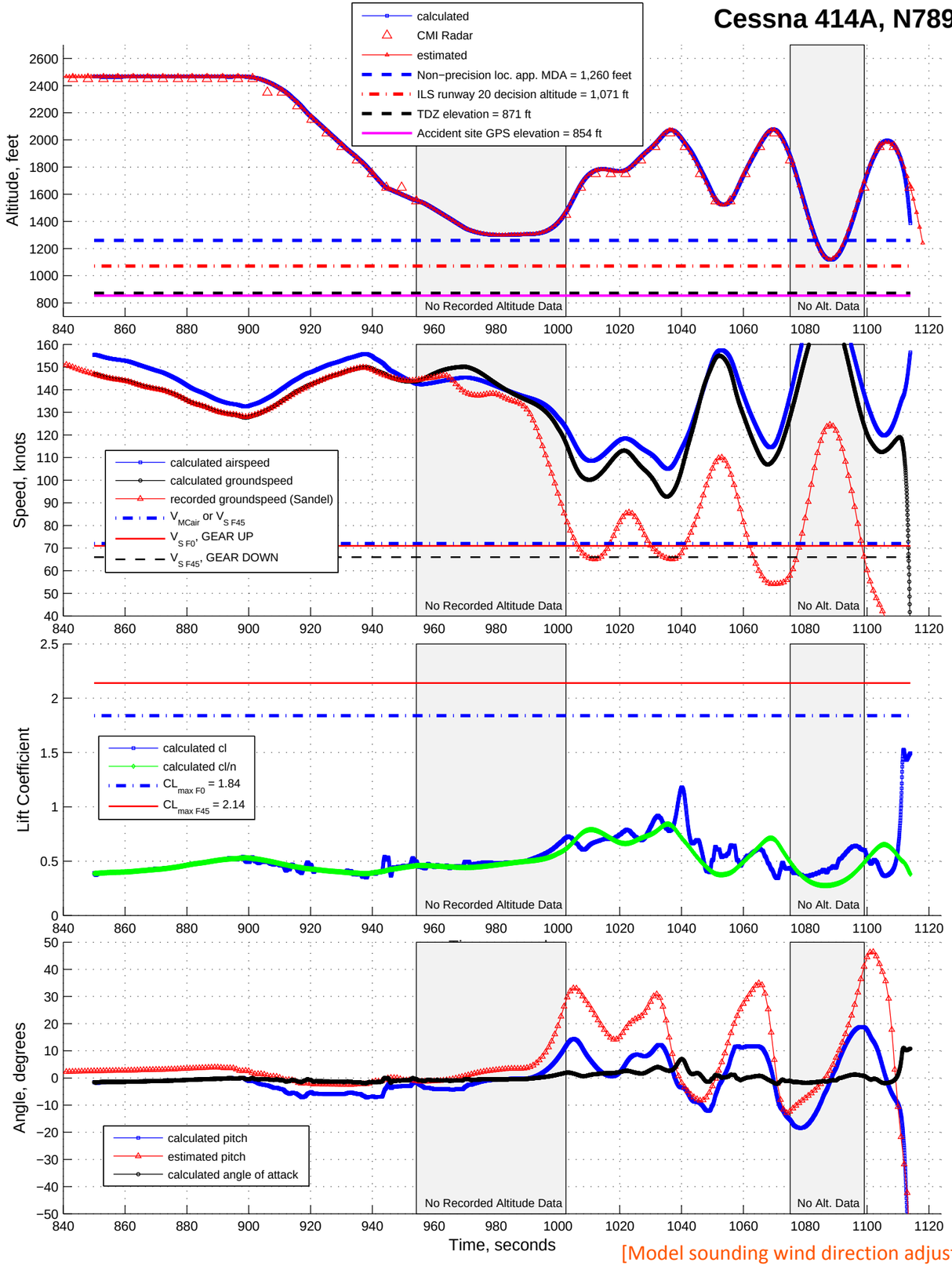
Cessna 414A, N789UP, Simulation Using Up to 69.0 Percent of Dual Engine Horsepower

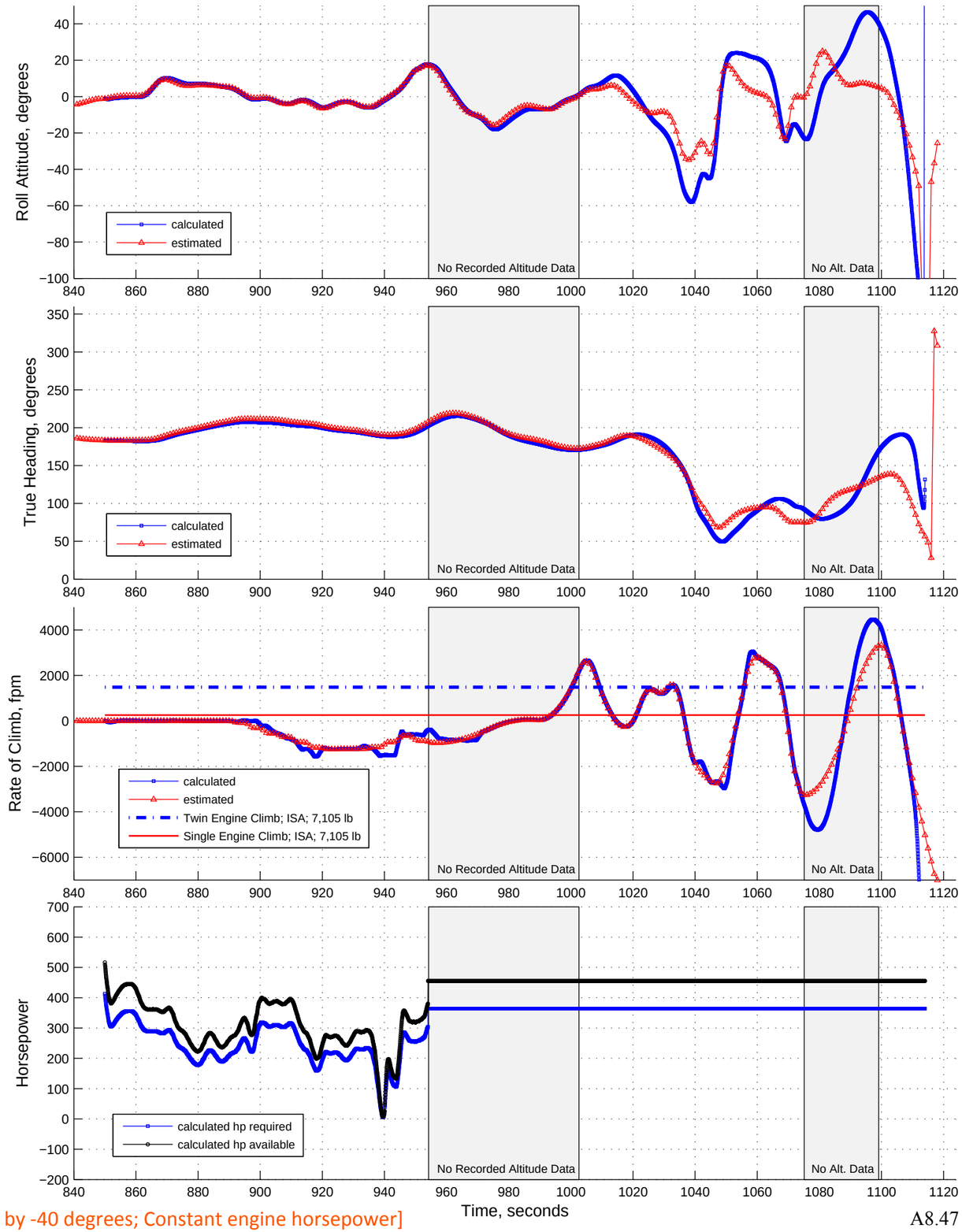




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

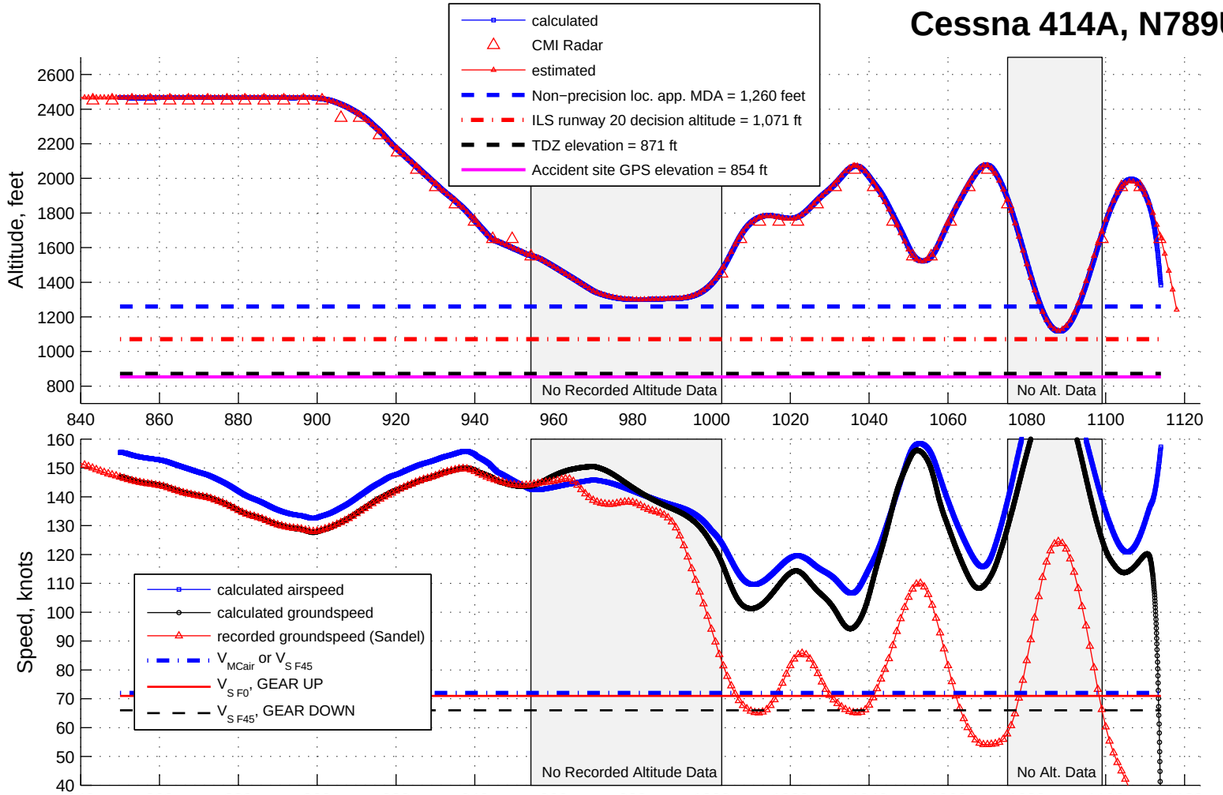
Cessna 414A, N789UP, Simulation Using Up to 70.0 Percent of Dual Engine Horsepower

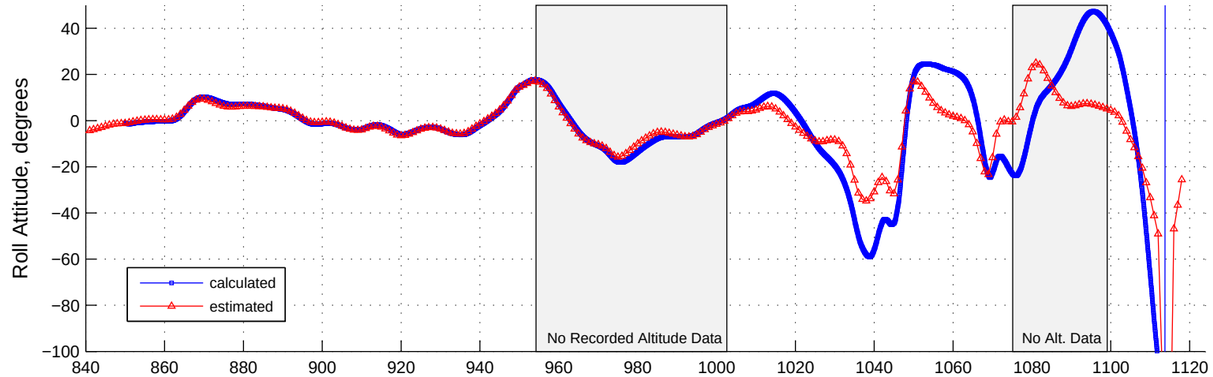


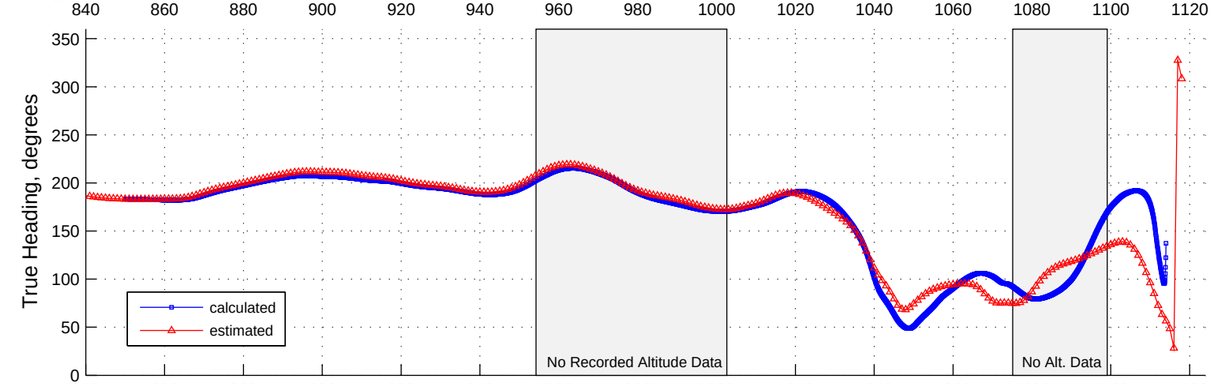


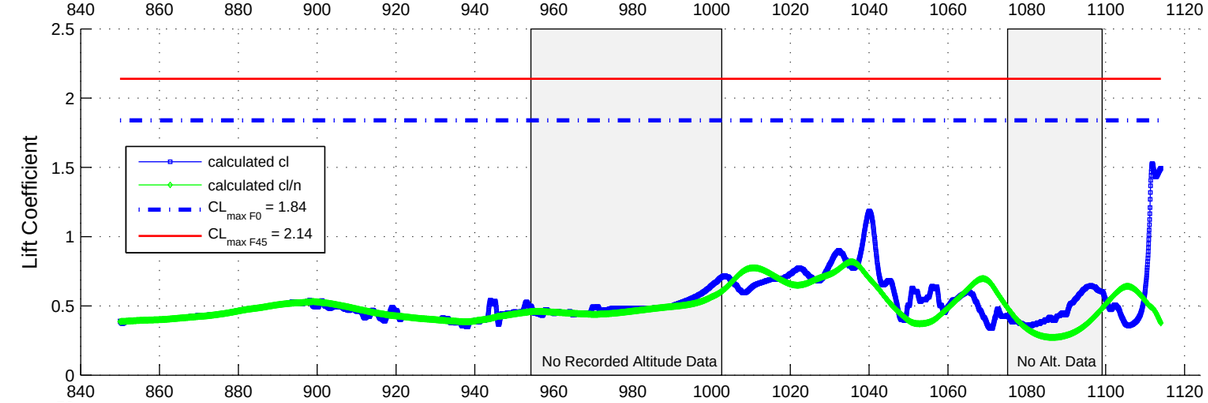
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

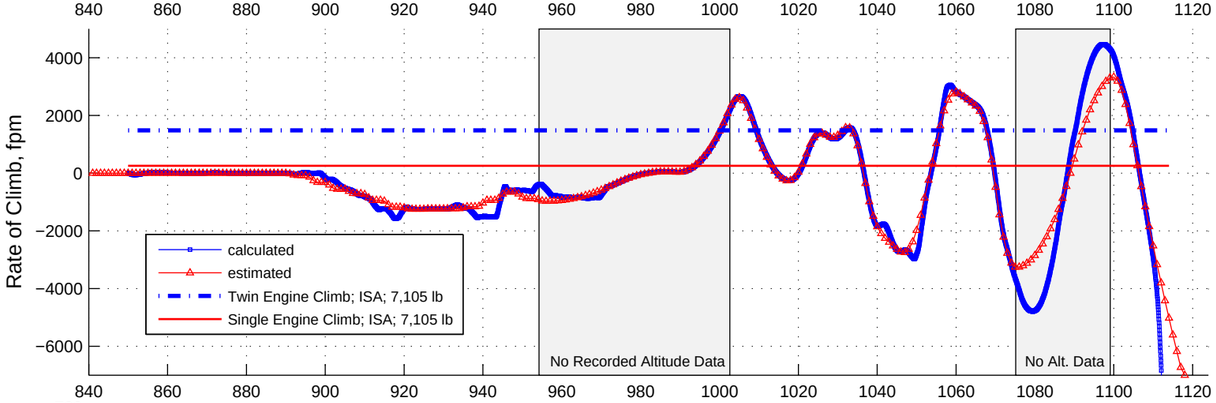
Cessna 414A, N789UP, Simulation Using Up to 71.0 Percent of Dual Engine Horsepower

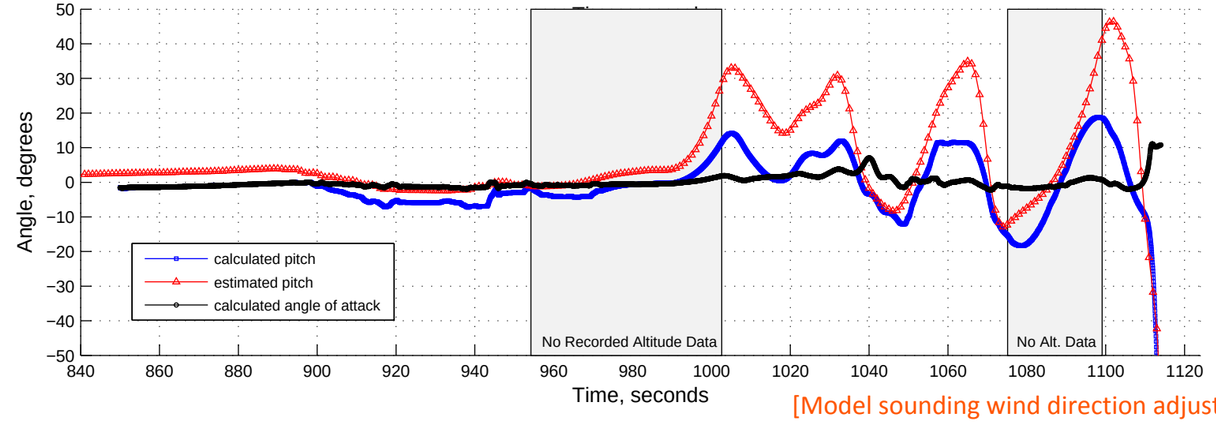


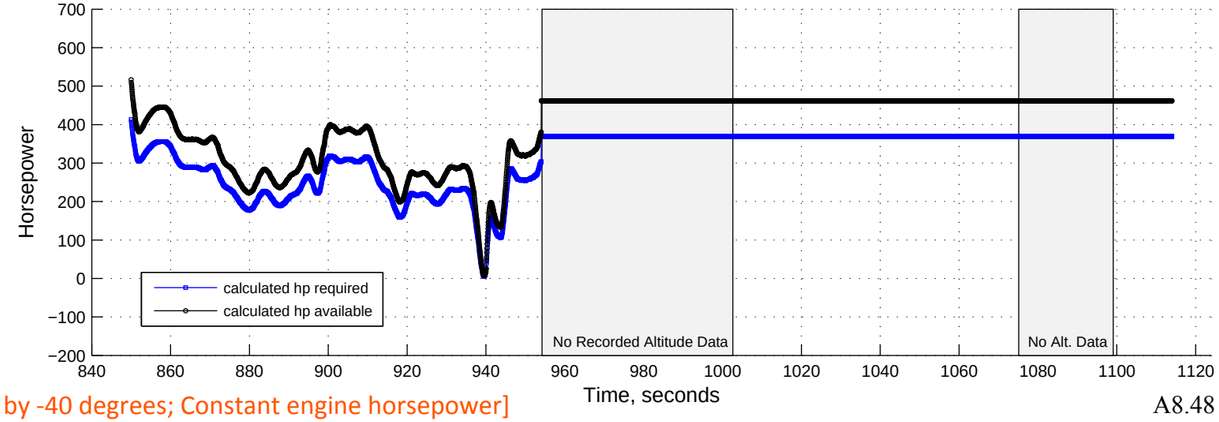






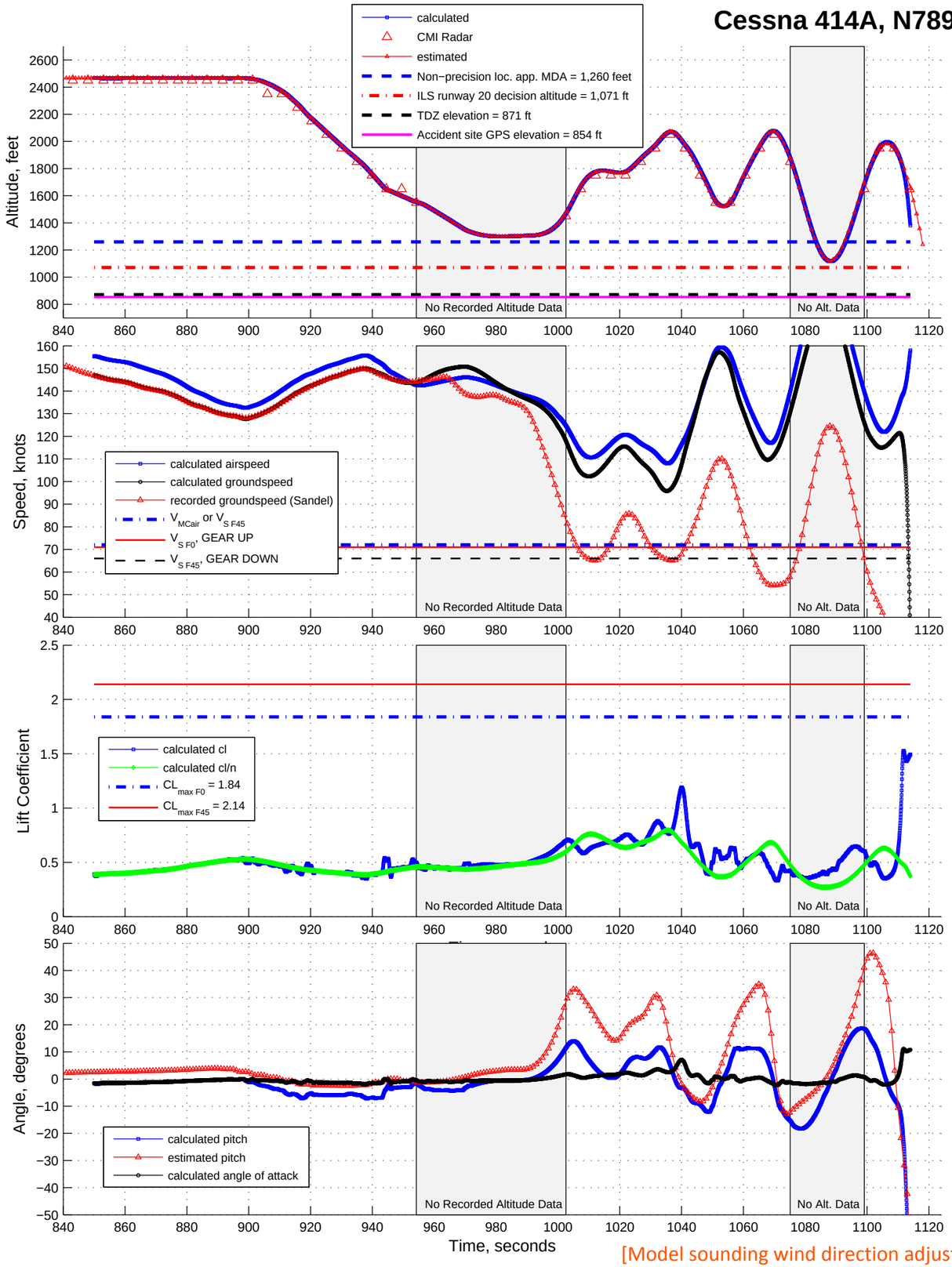


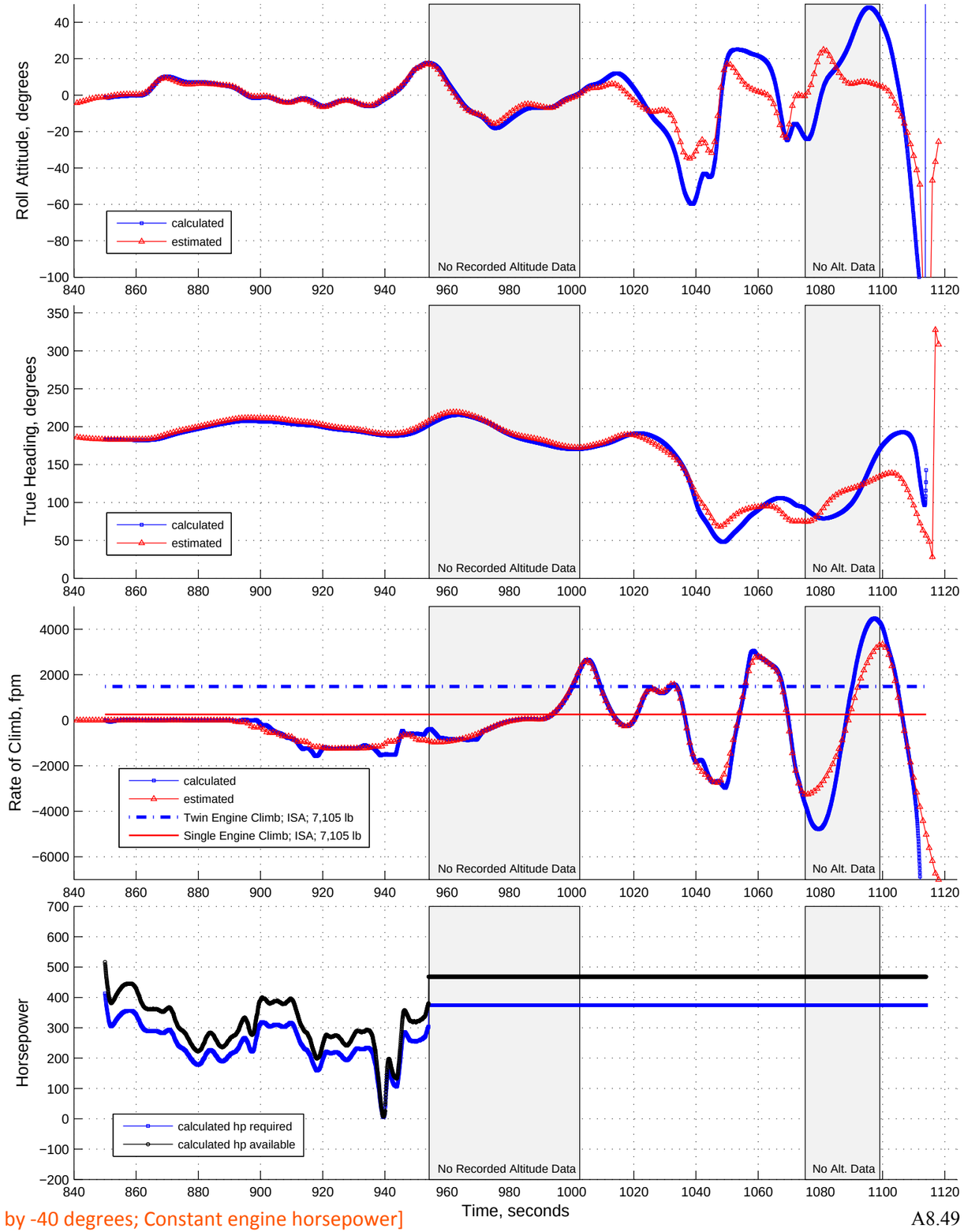




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

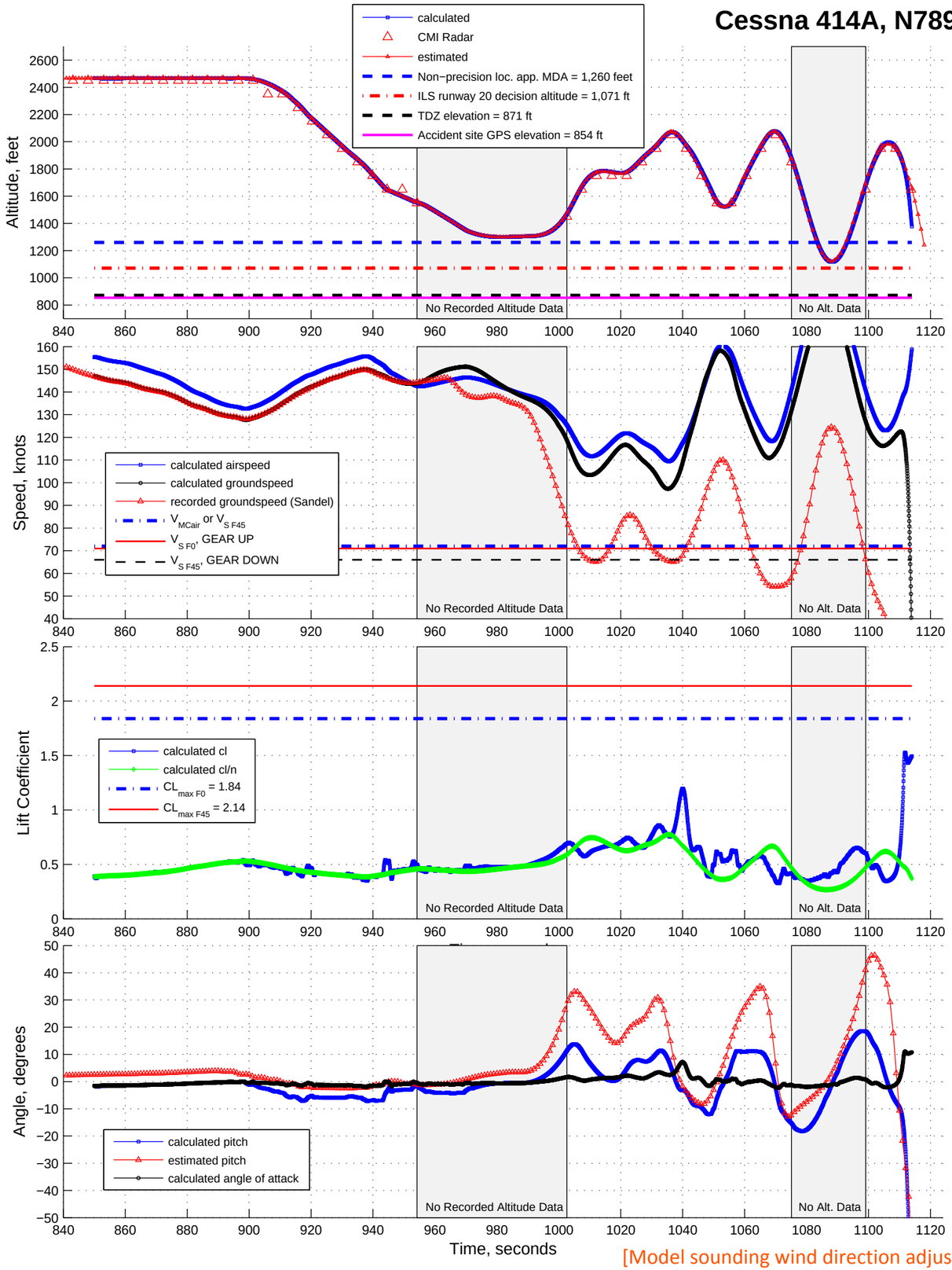
Cessna 414A, N789UP, Simulation Using Up to 72.0 Percent of Dual Engine Horsepower

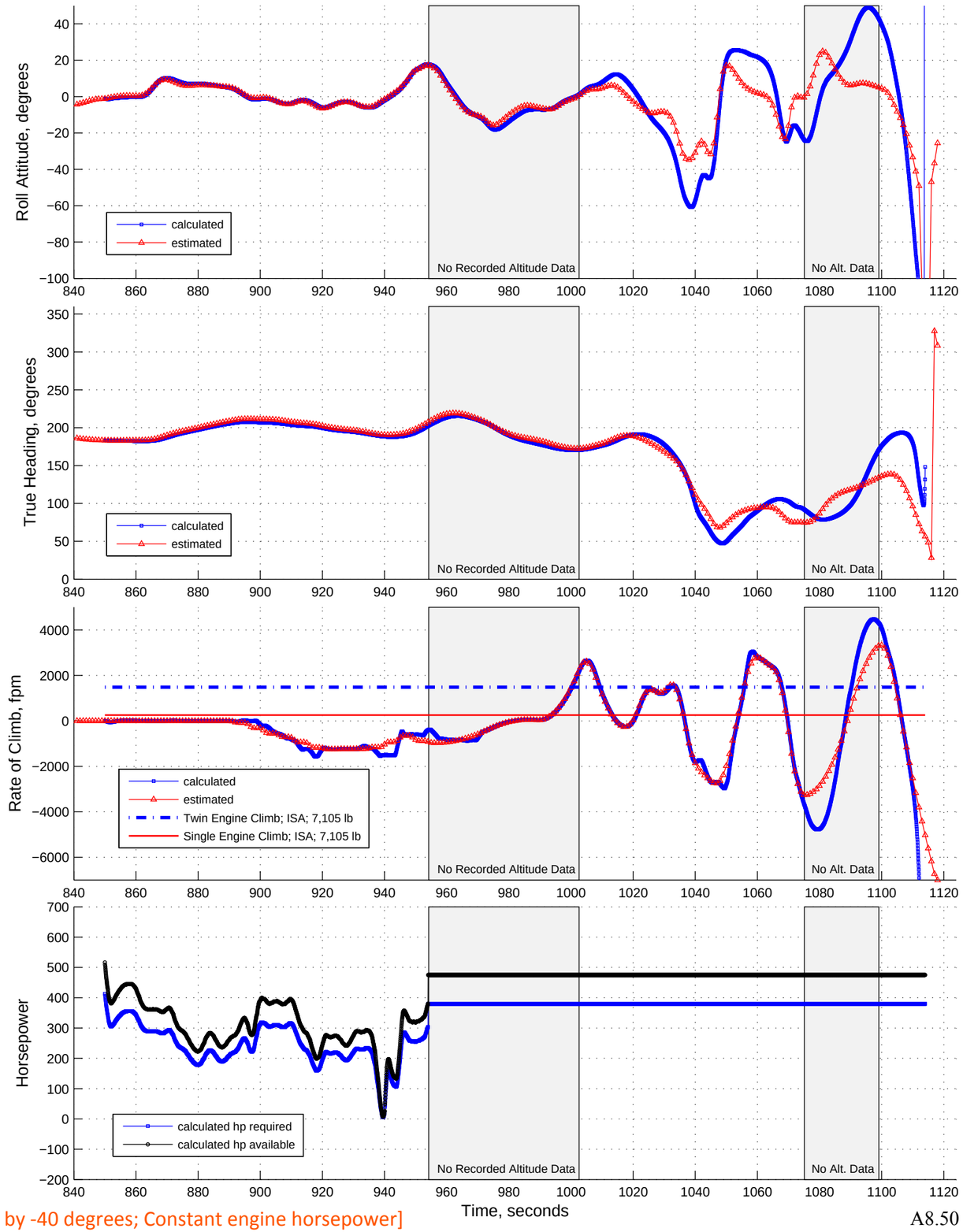




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

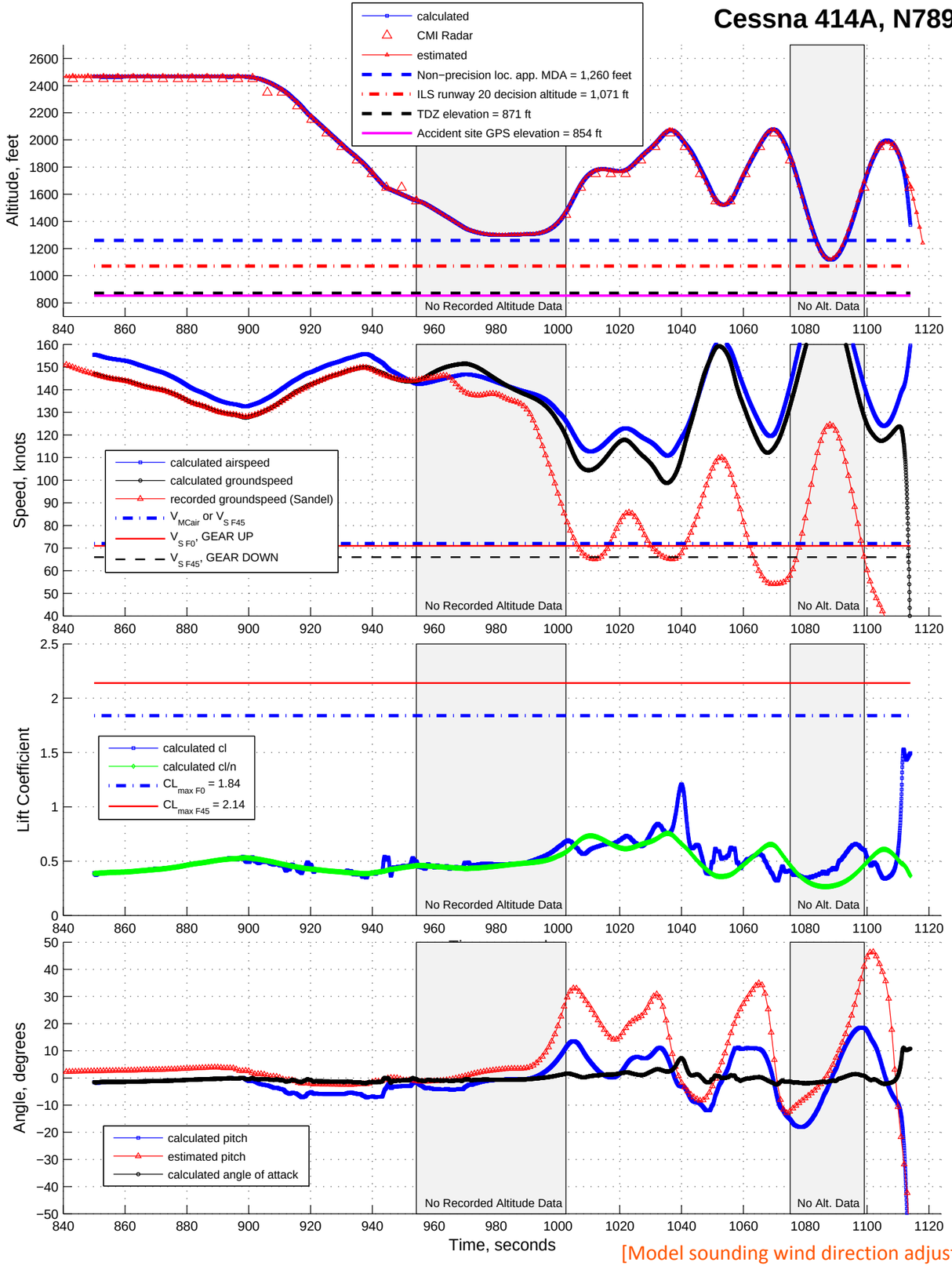
Cessna 414A, N789UP, Simulation Using Up to 73.0 Percent of Dual Engine Horsepower

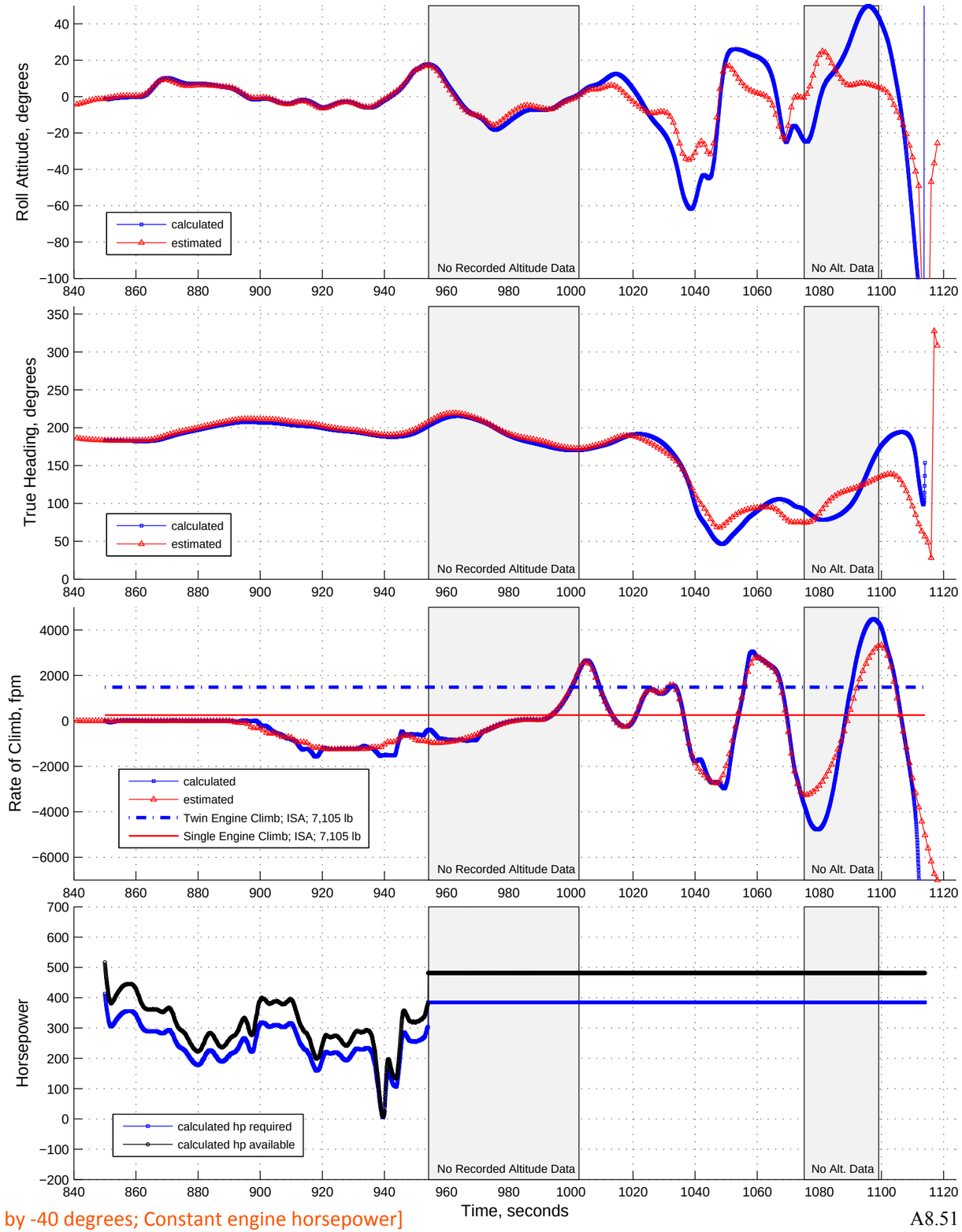




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

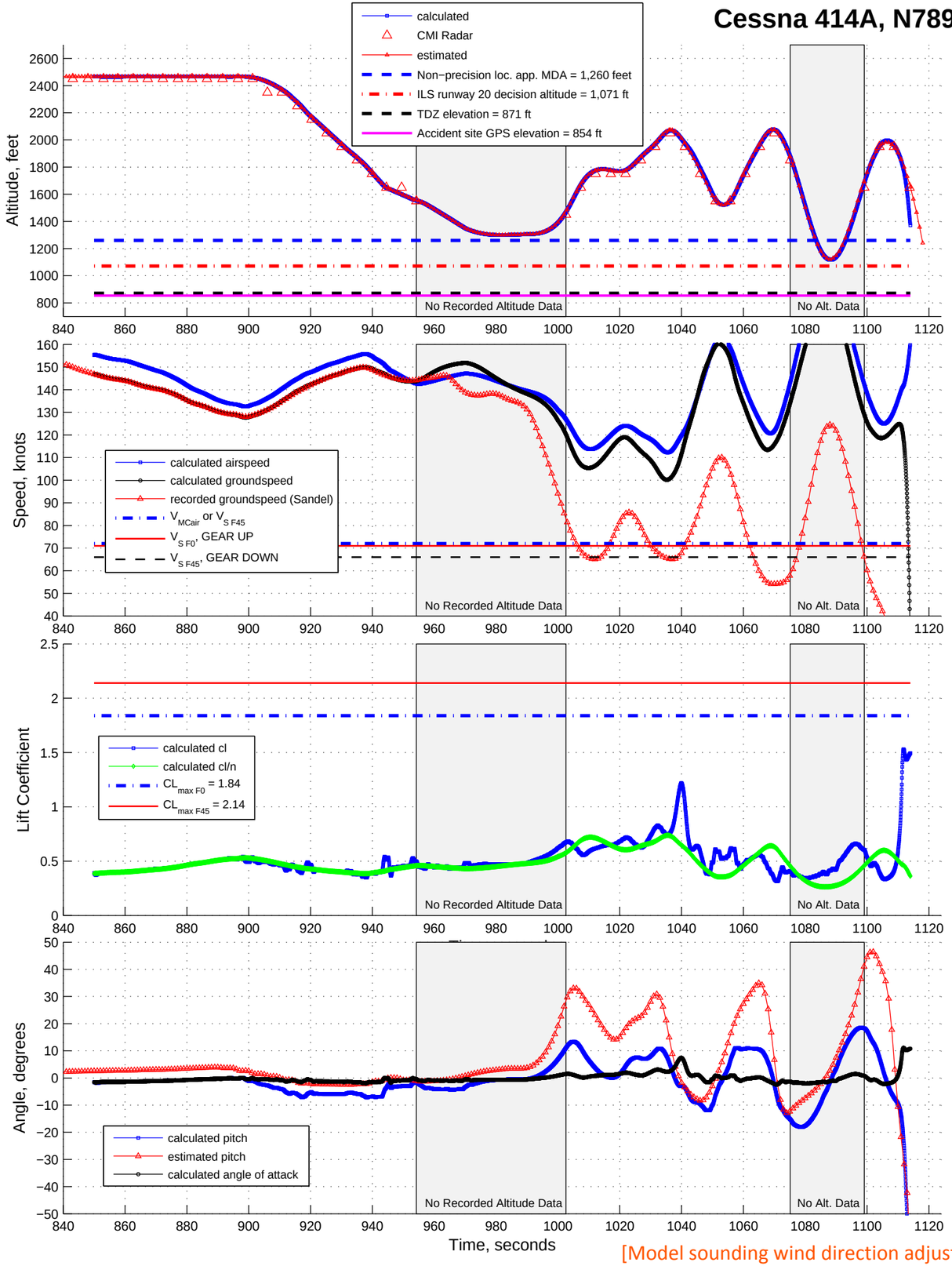
Cessna 414A, N789UP, Simulation Using Up to 74.0 Percent of Dual Engine Horsepower

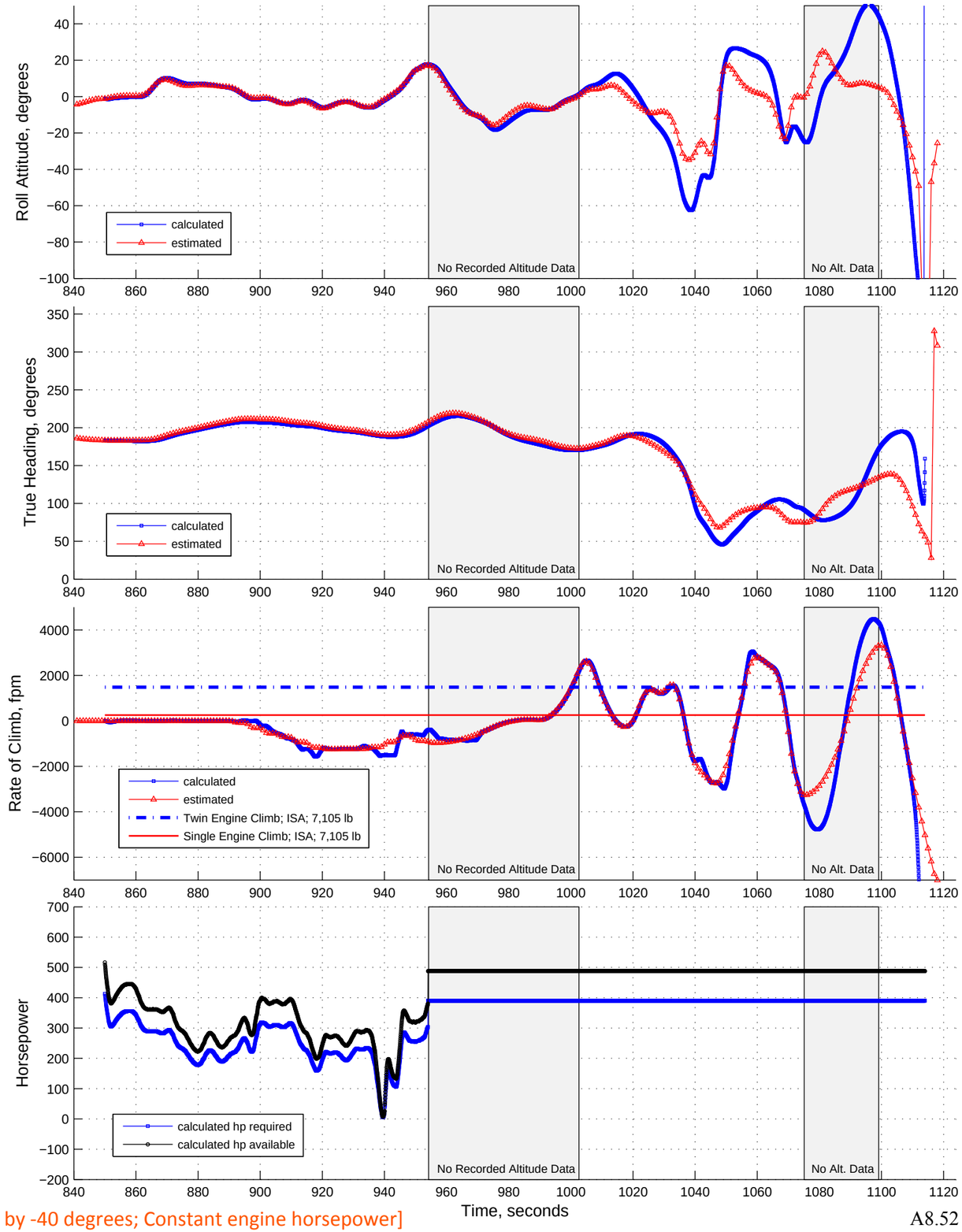




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

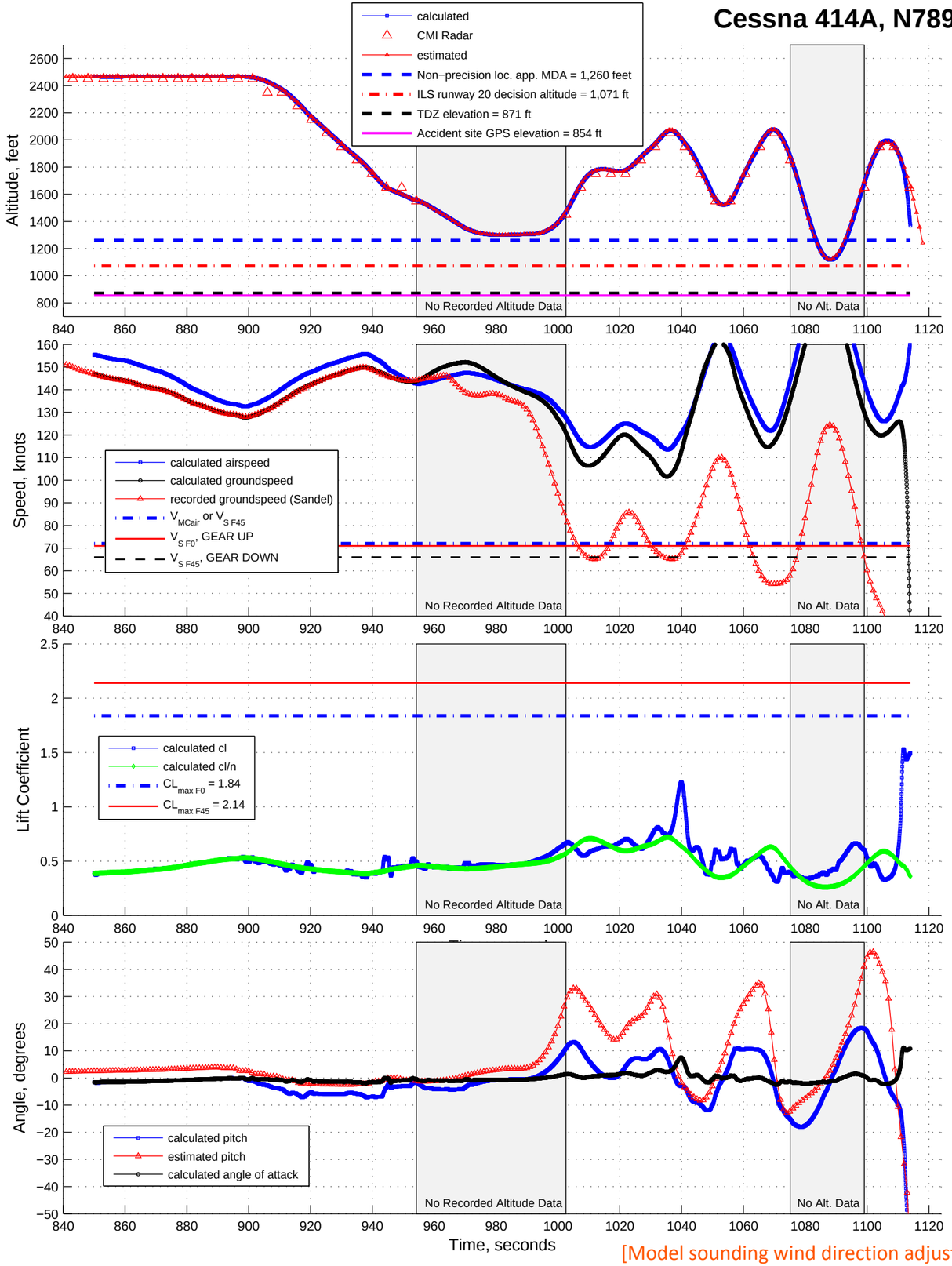
Cessna 414A, N789UP, Simulation Using Up to 75.0 Percent of Dual Engine Horsepower

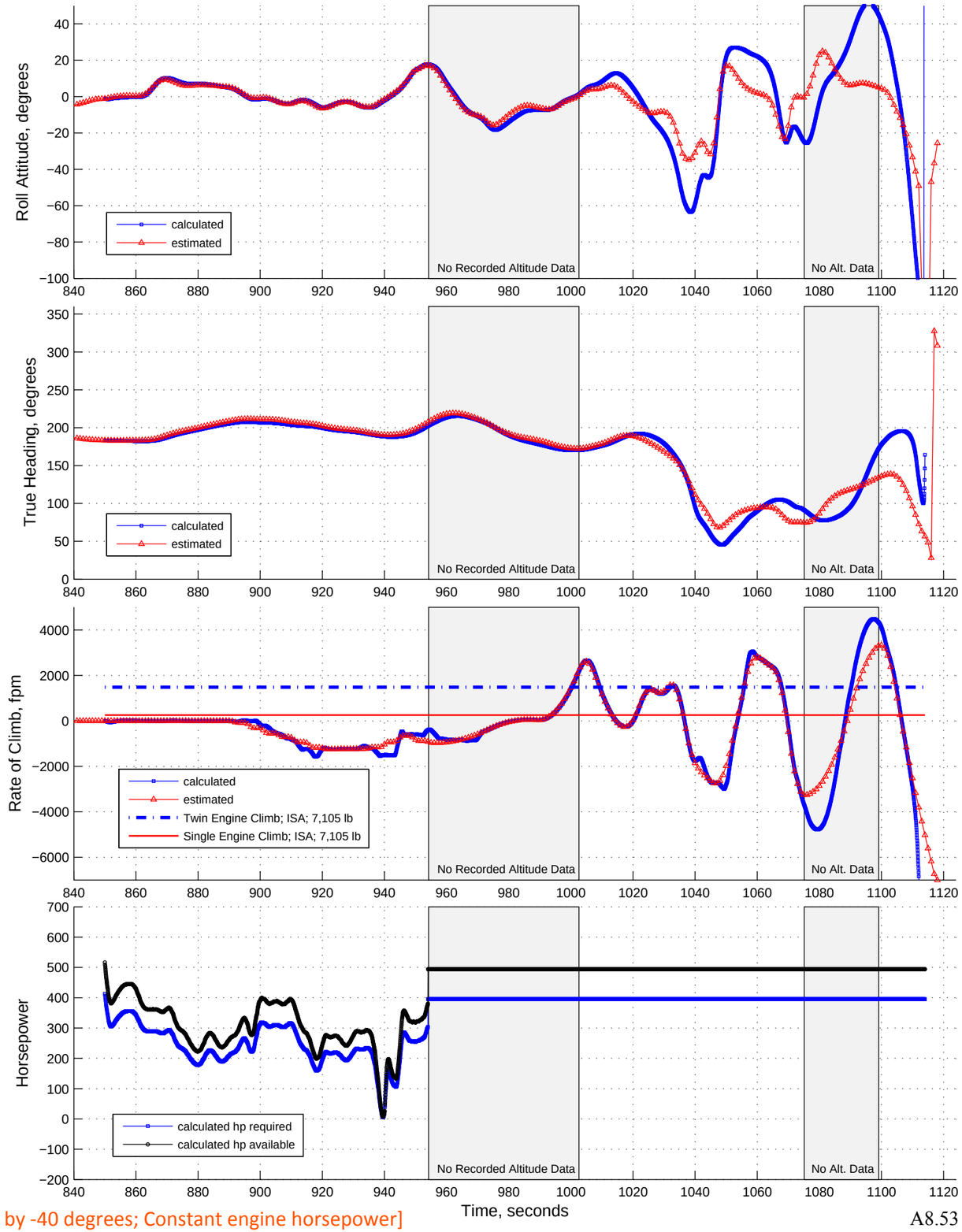




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

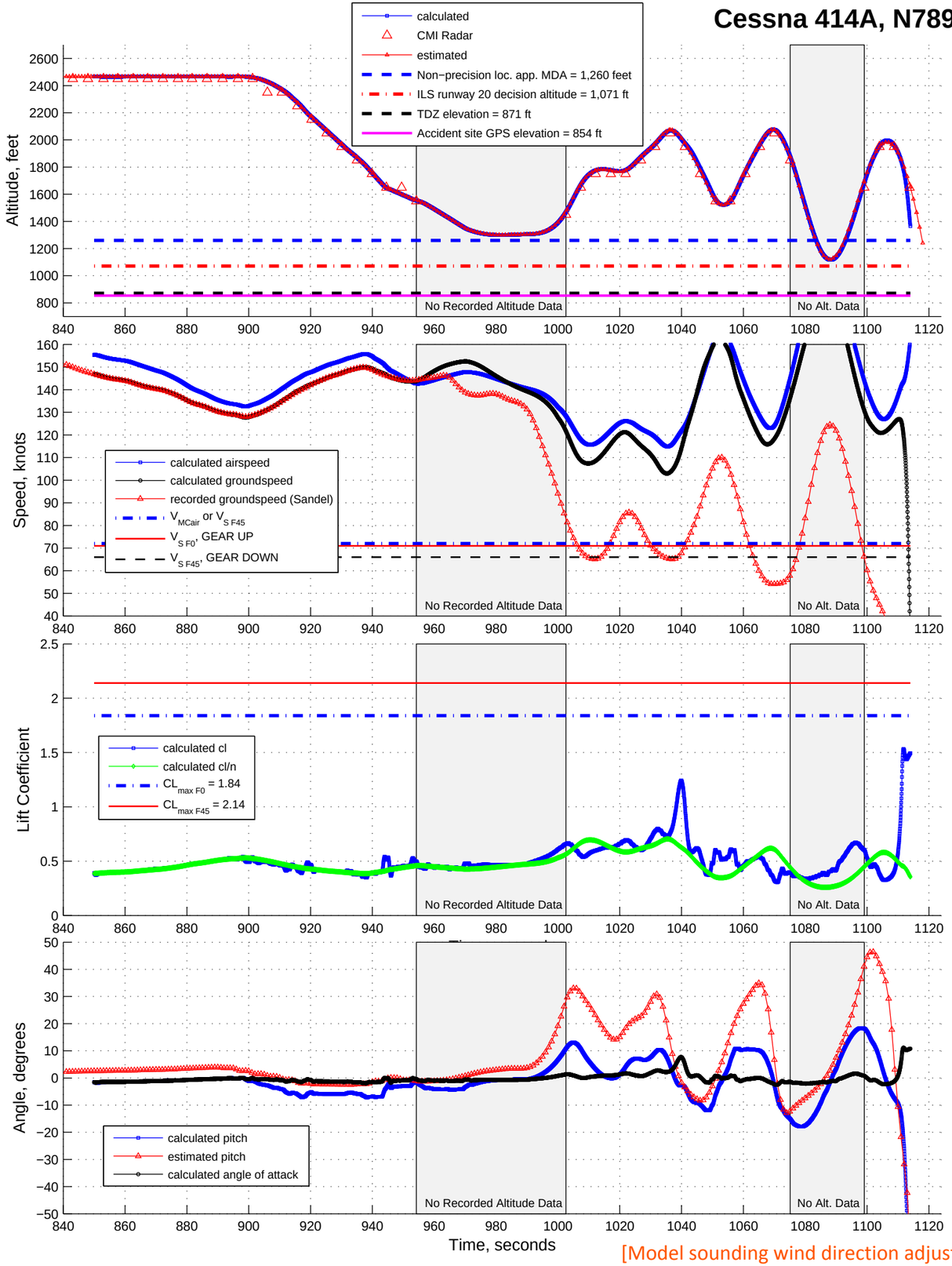
Cessna 414A, N789UP, Simulation Using Up to 76.0 Percent of Dual Engine Horsepower

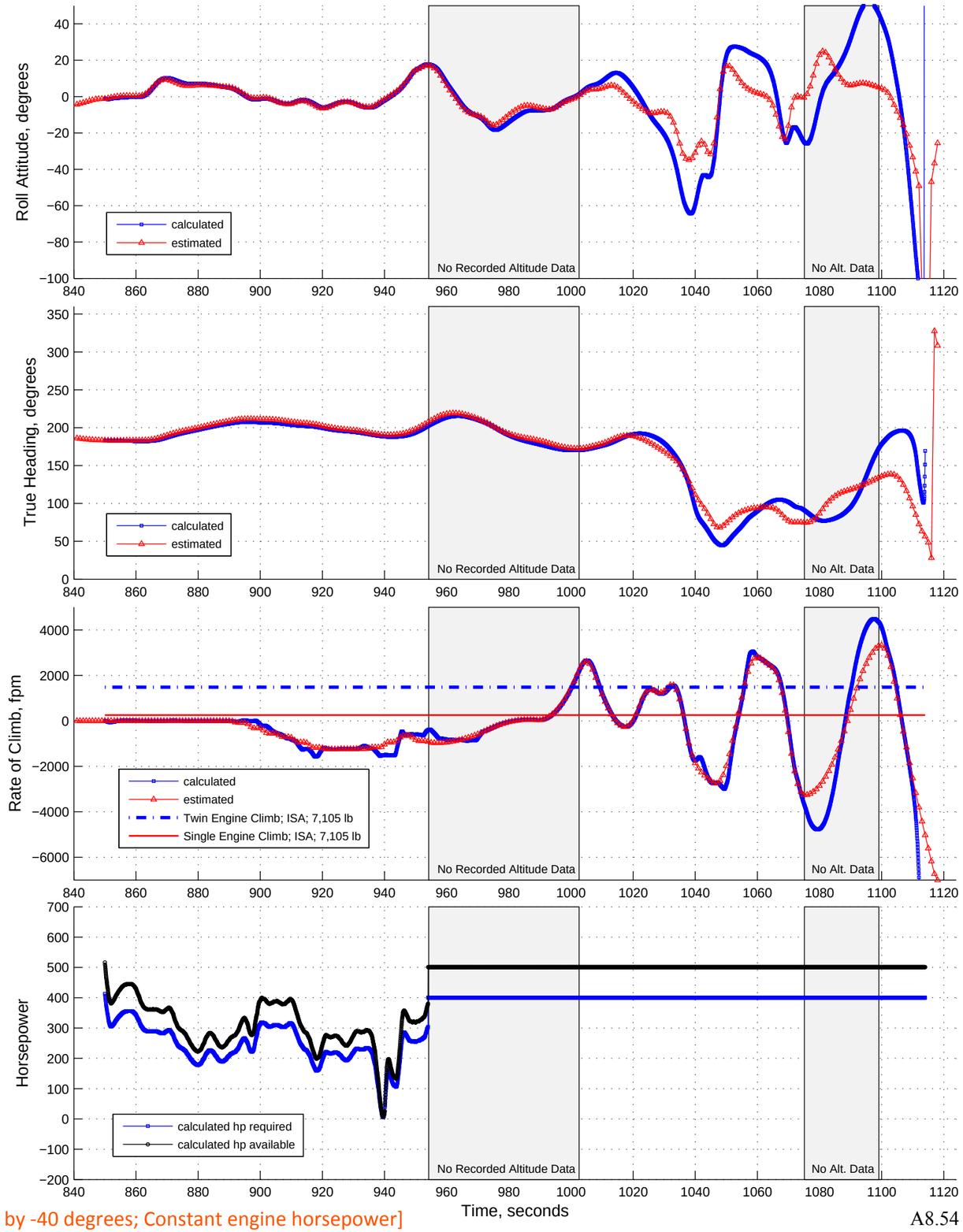




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

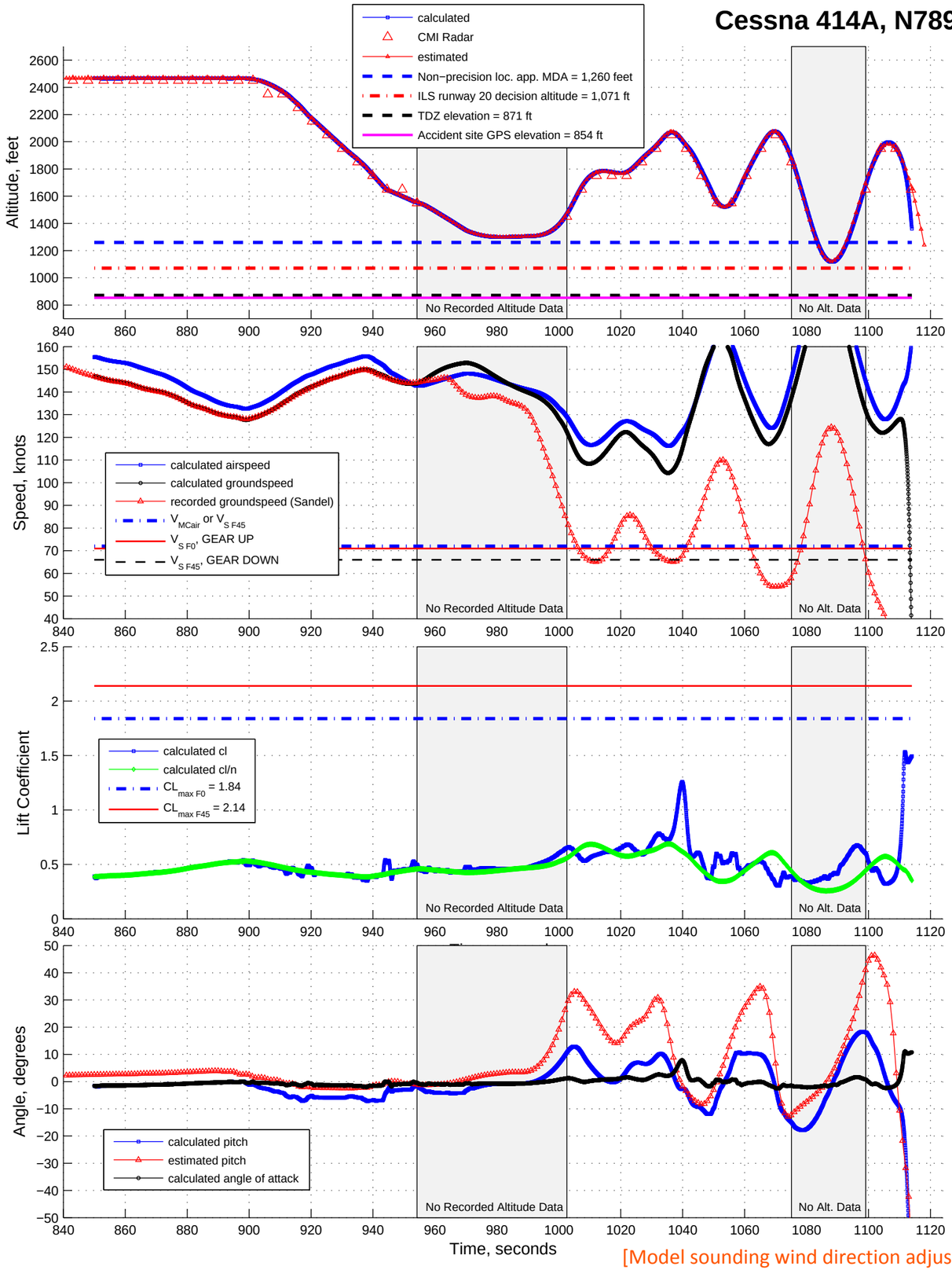
Cessna 414A, N789UP, Simulation Using Up to 77.0 Percent of Dual Engine Horsepower

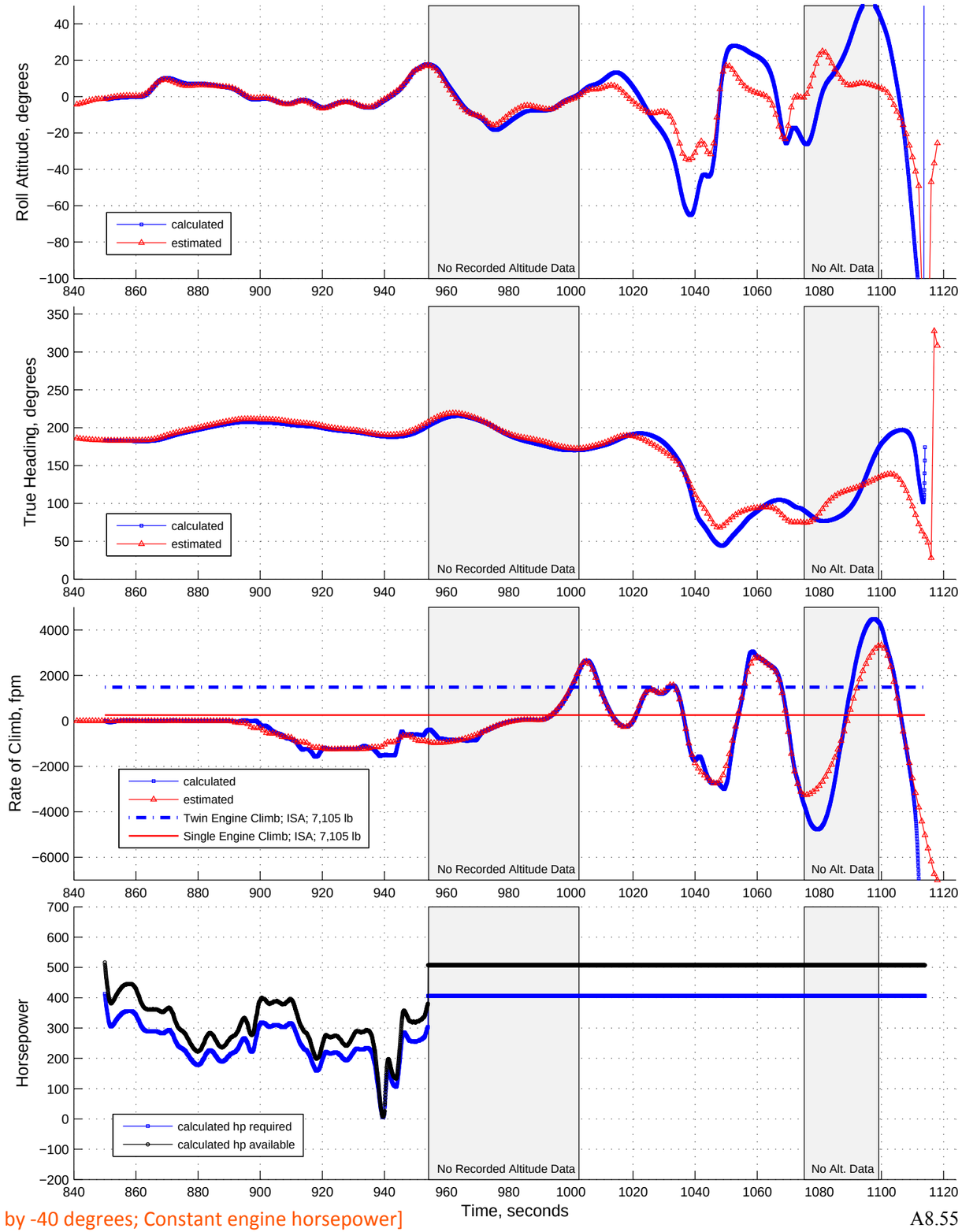




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

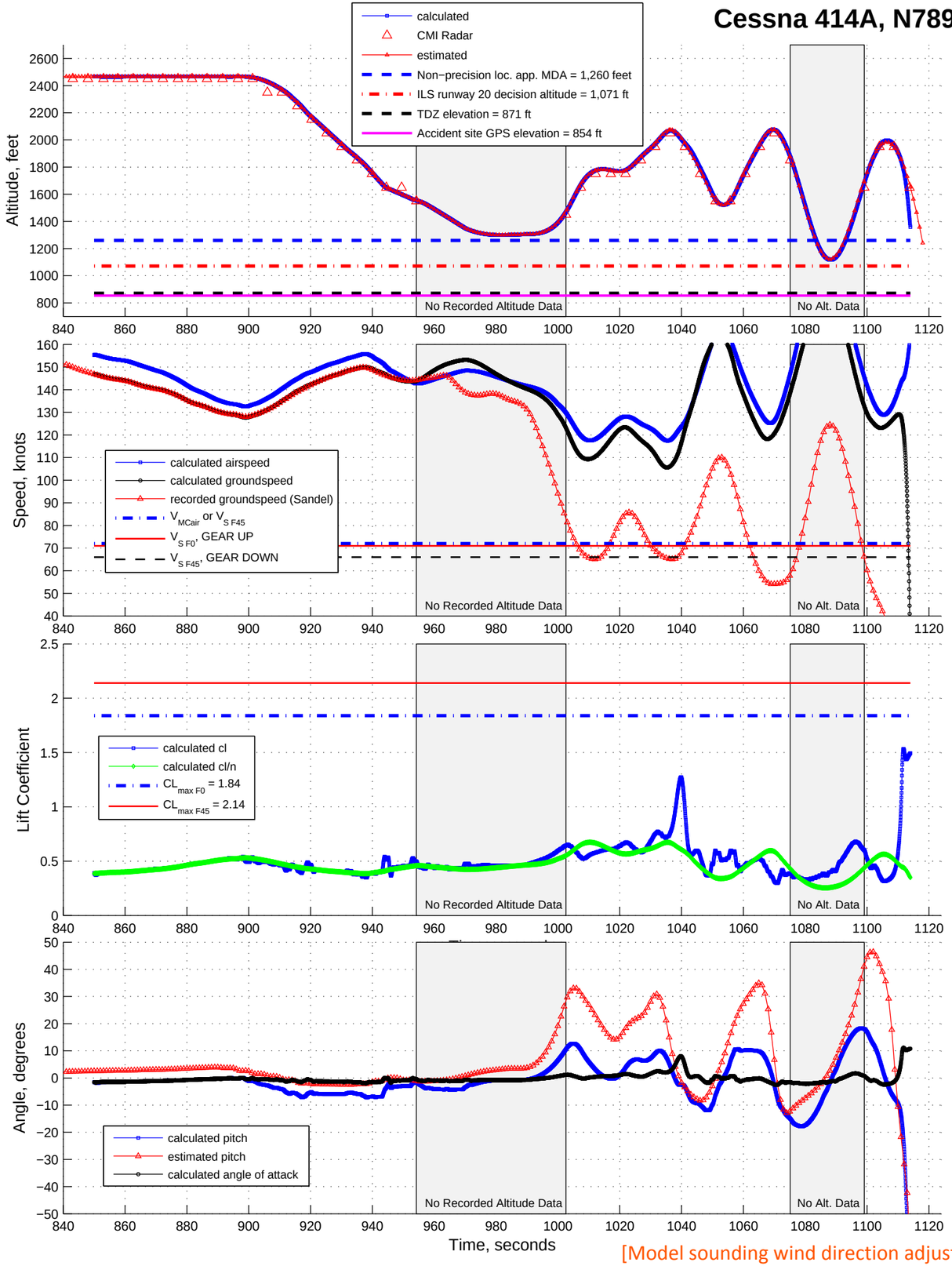
Cessna 414A, N789UP, Simulation Using Up to 78.0 Percent of Dual Engine Horsepower

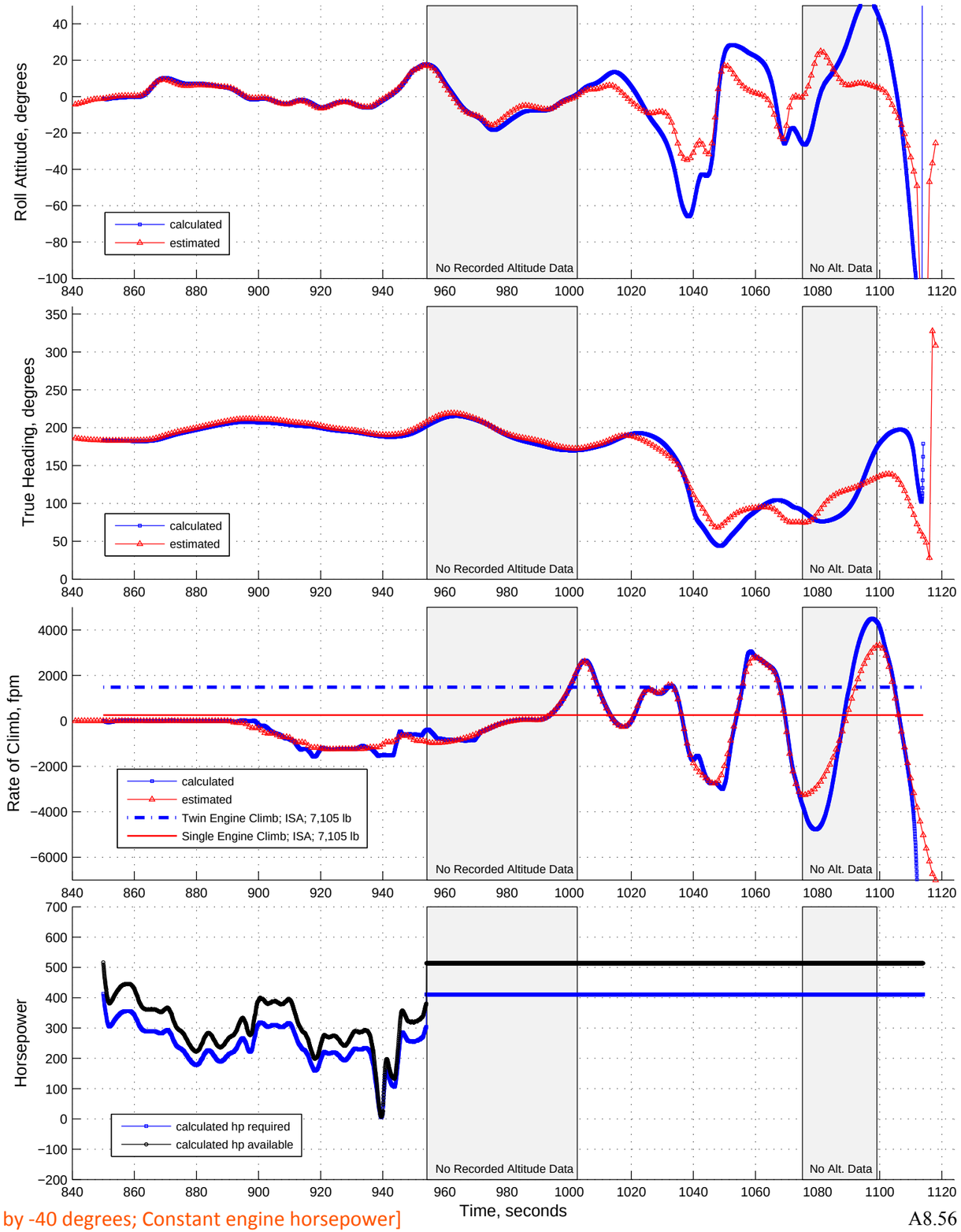




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

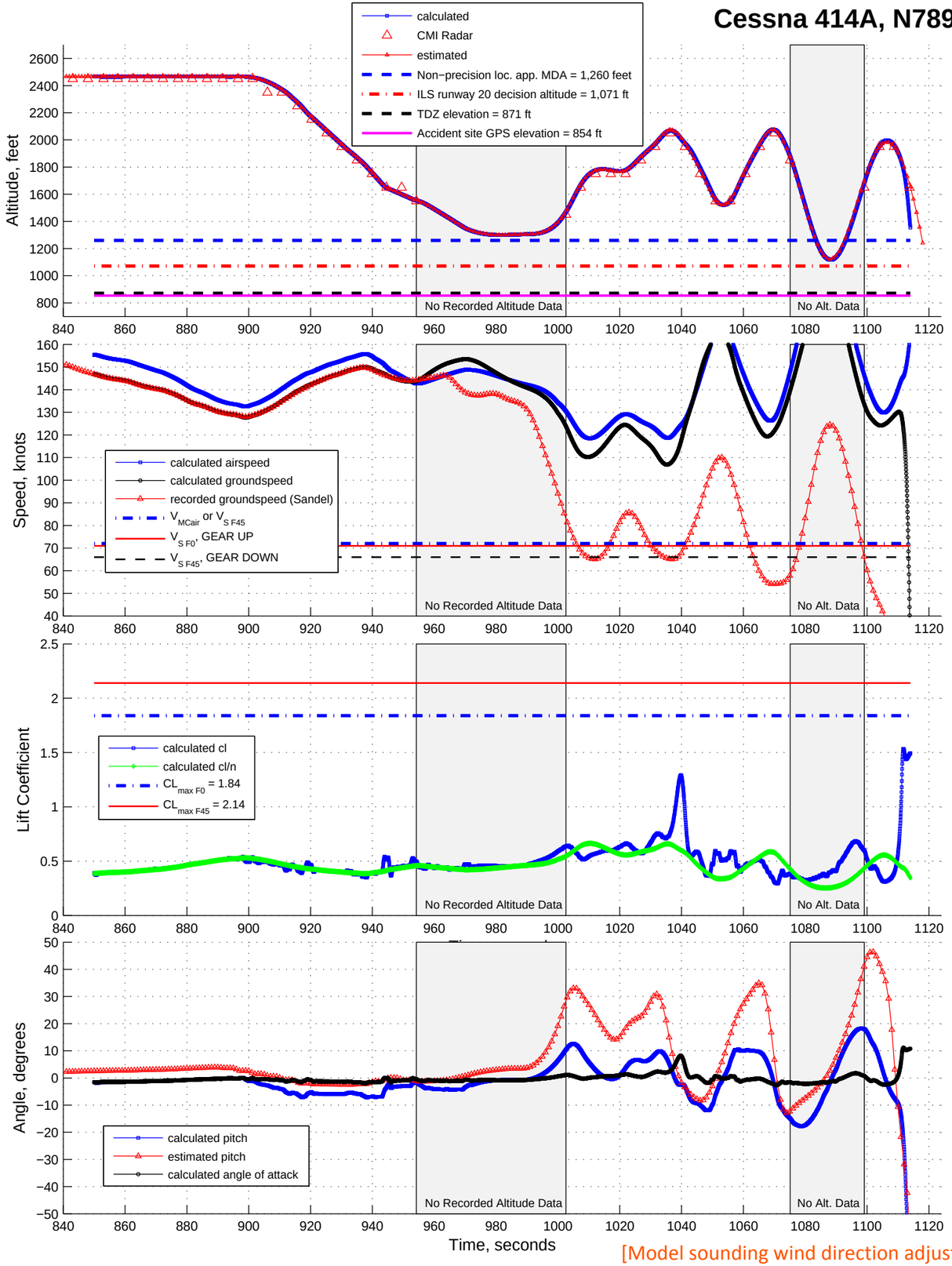
Cessna 414A, N789UP, Simulation Using Up to 79.0 Percent of Dual Engine Horsepower

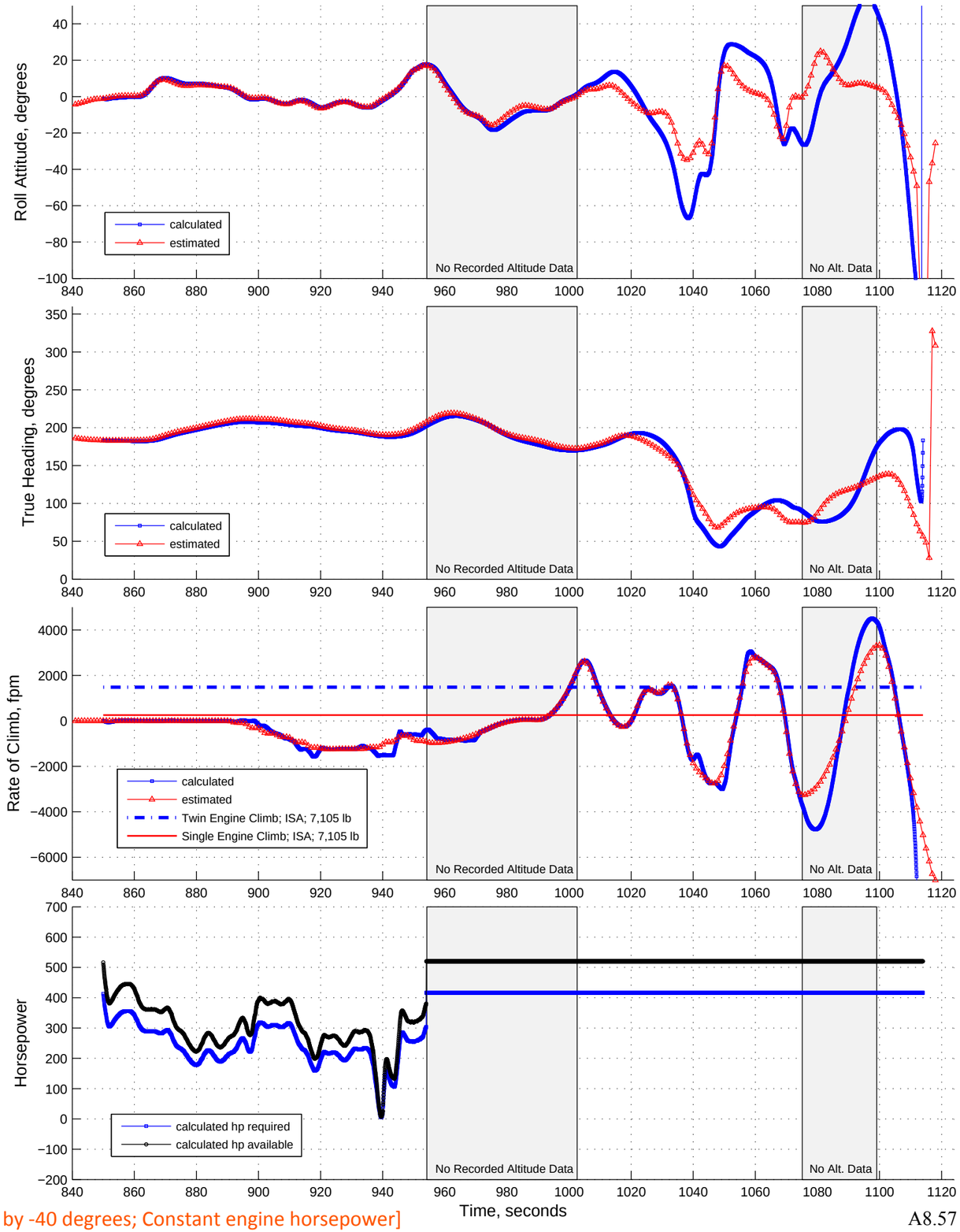




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

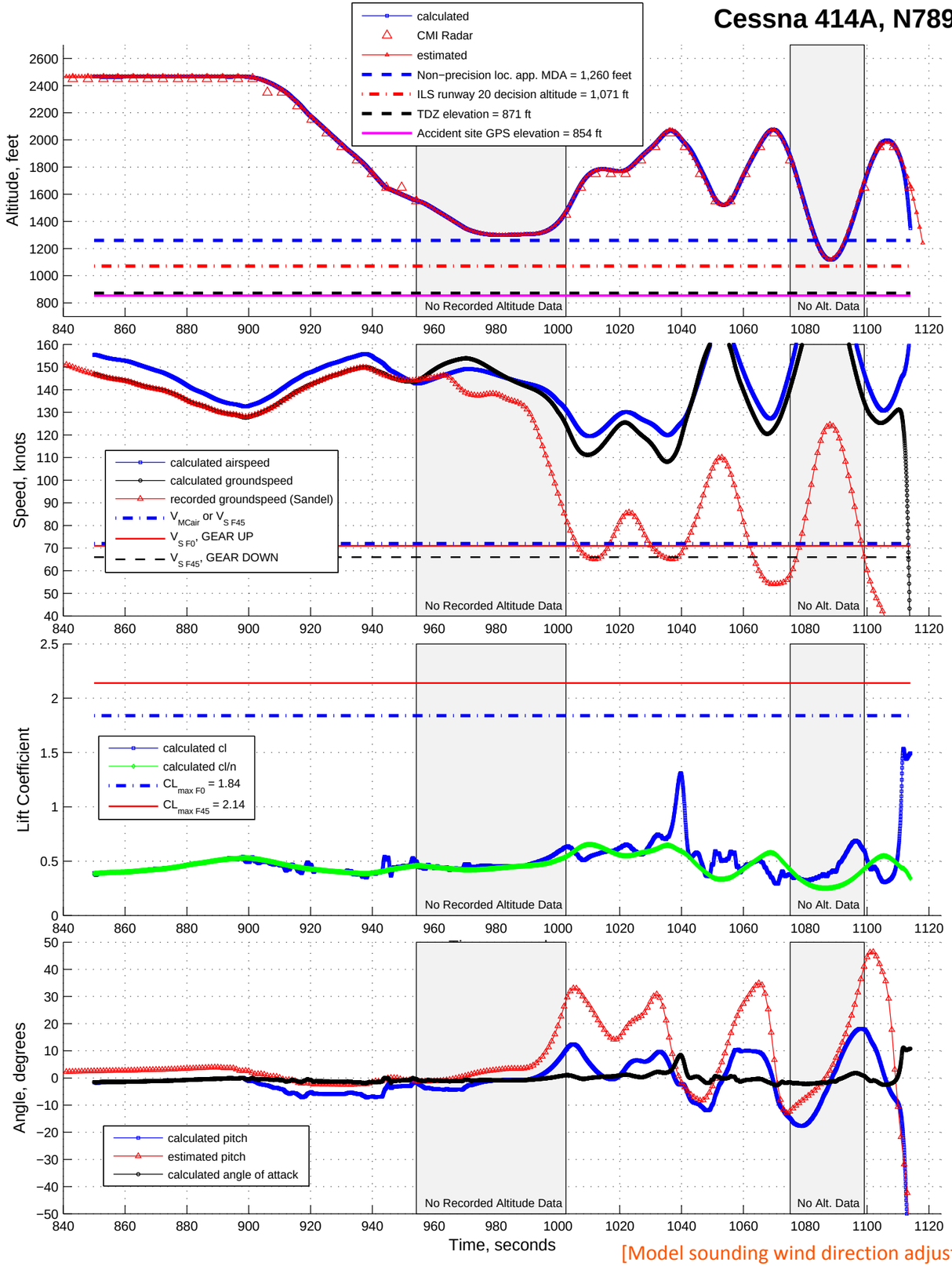
Cessna 414A, N789UP, Simulation Using Up to 80.0 Percent of Dual Engine Horsepower

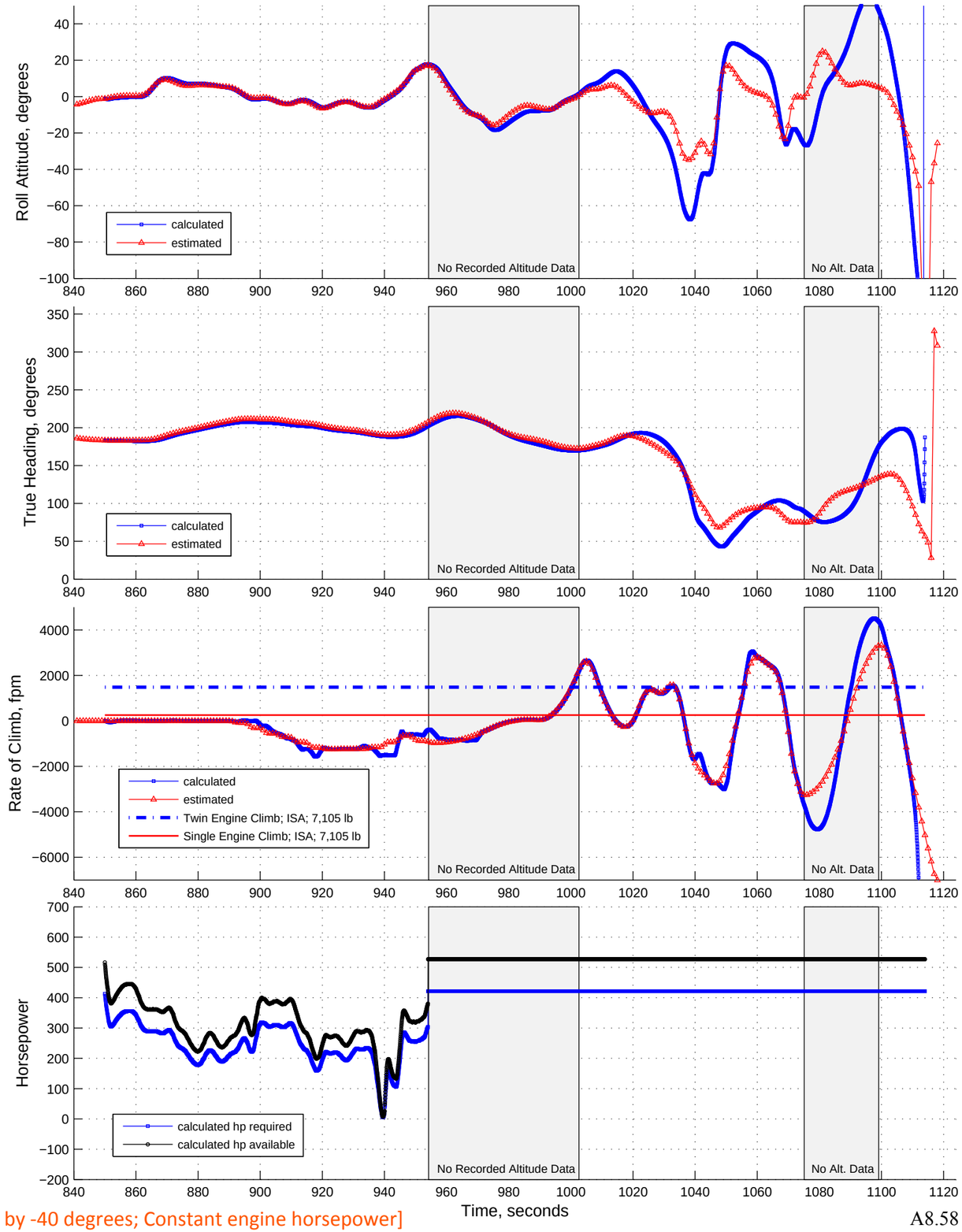




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

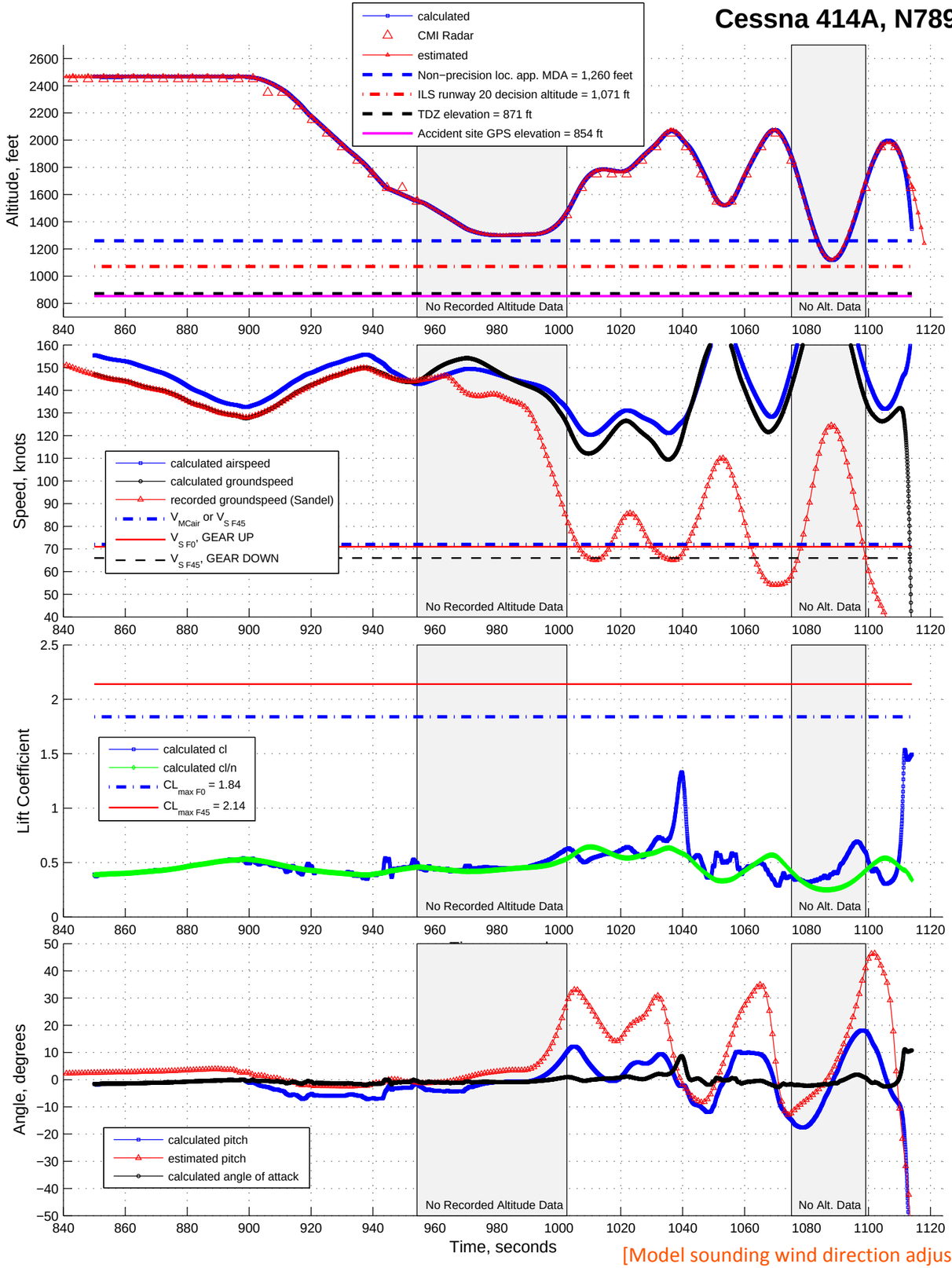
Cessna 414A, N789UP, Simulation Using Up to 81.0 Percent of Dual Engine Horsepower

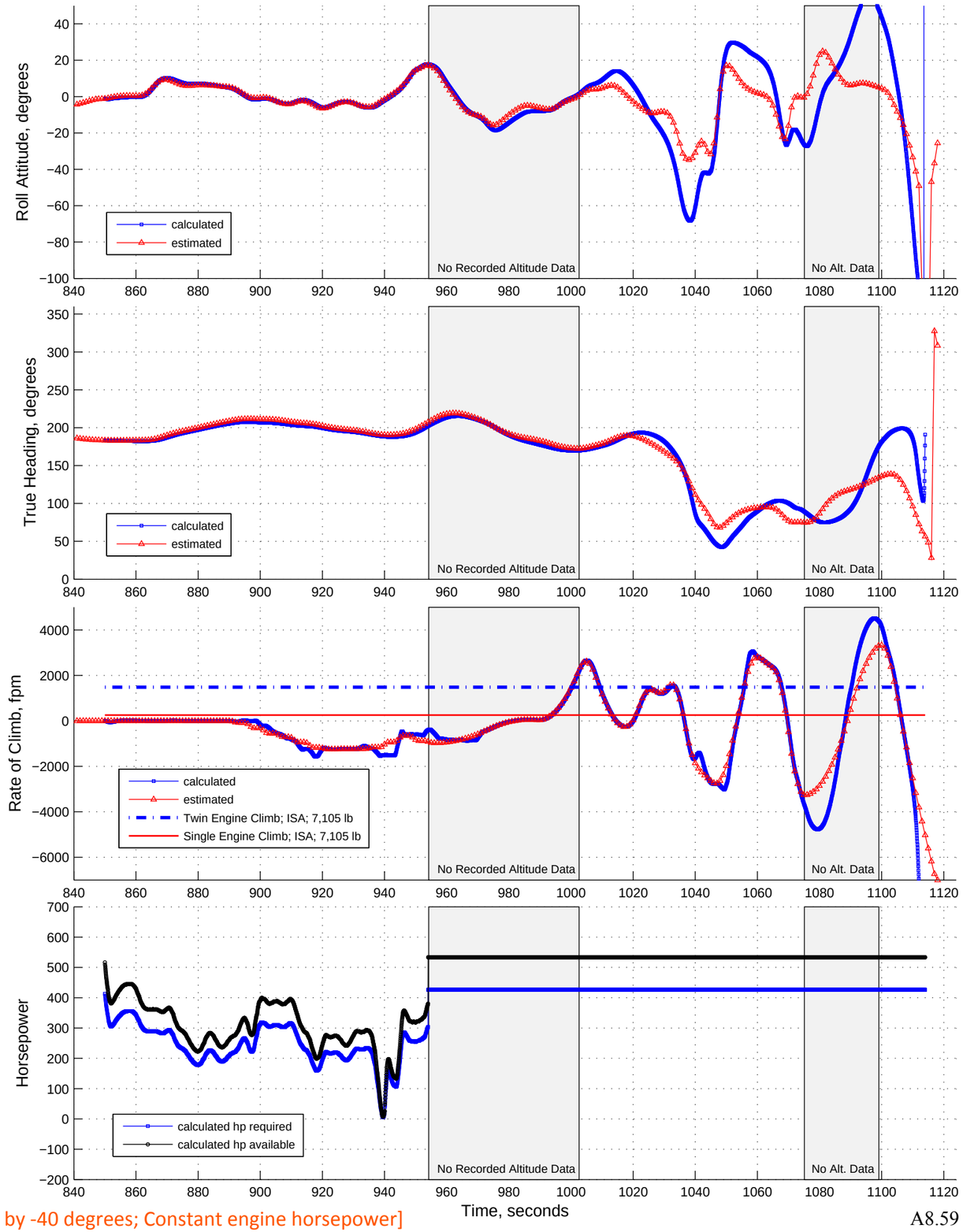




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

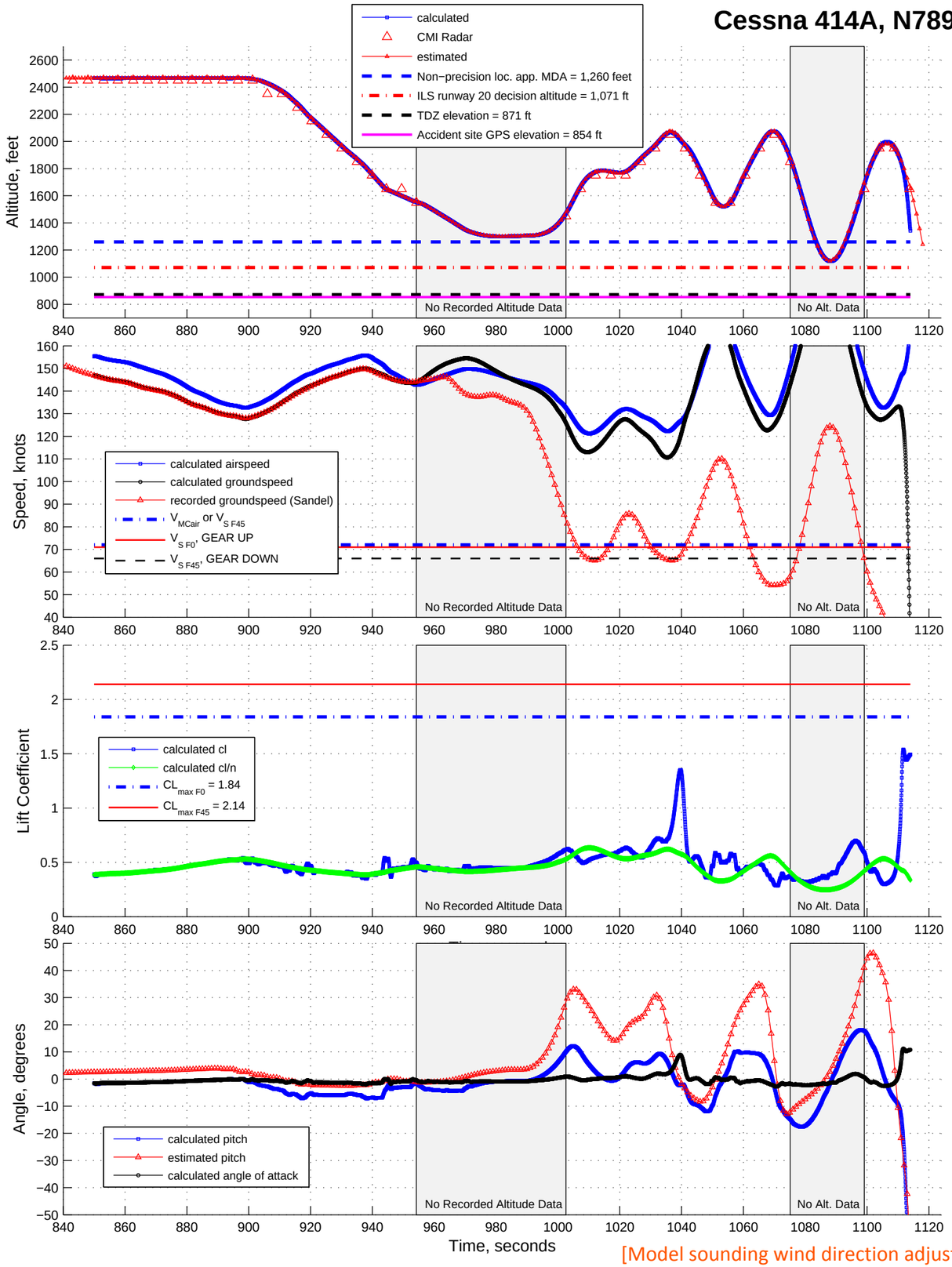
Cessna 414A, N789UP, Simulation Using Up to 82.0 Percent of Dual Engine Horsepower

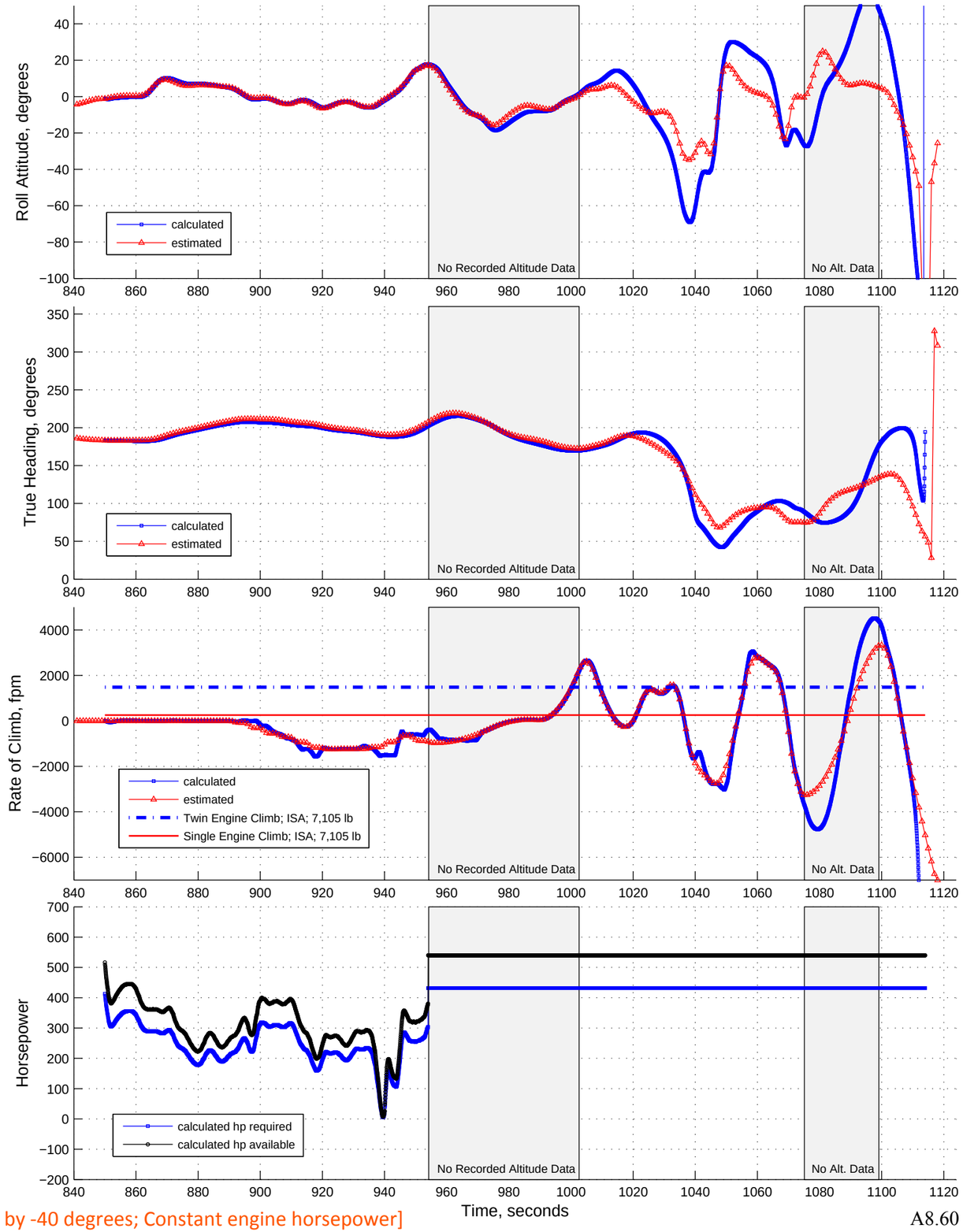




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

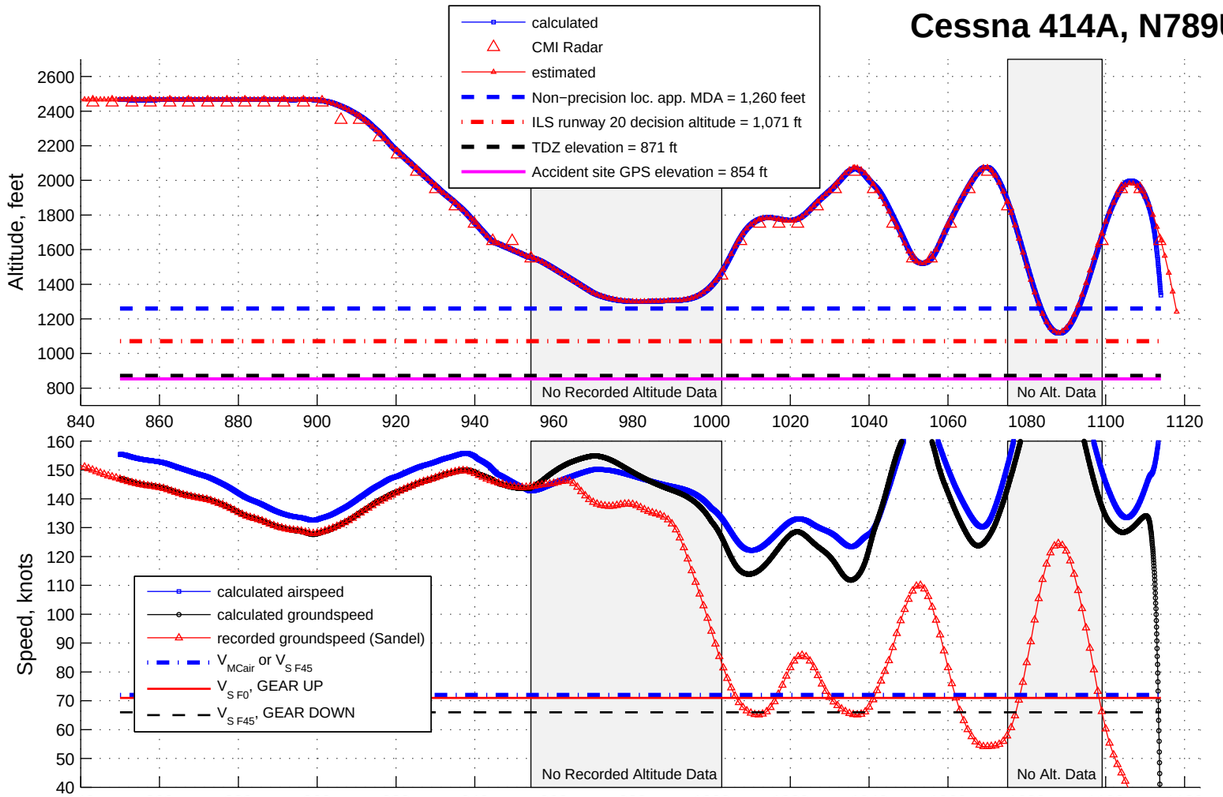
Cessna 414A, N789UP, Simulation Using Up to 83.0 Percent of Dual Engine Horsepower

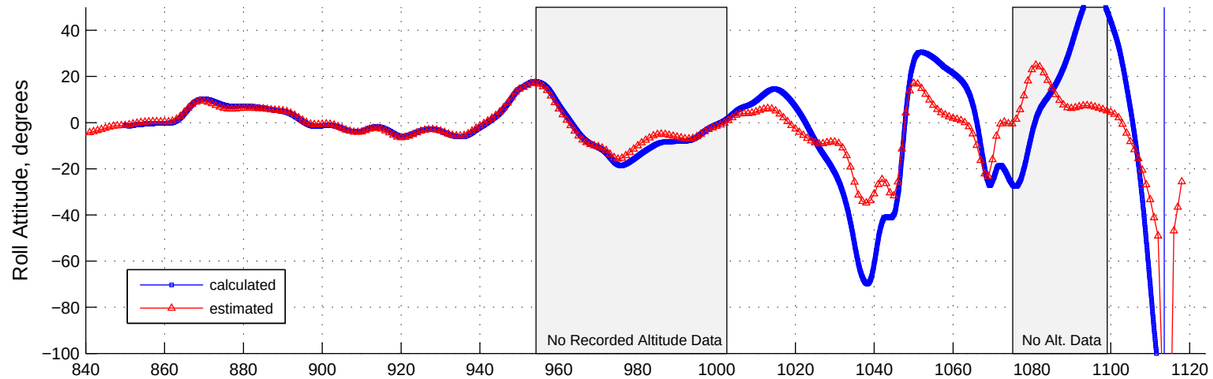


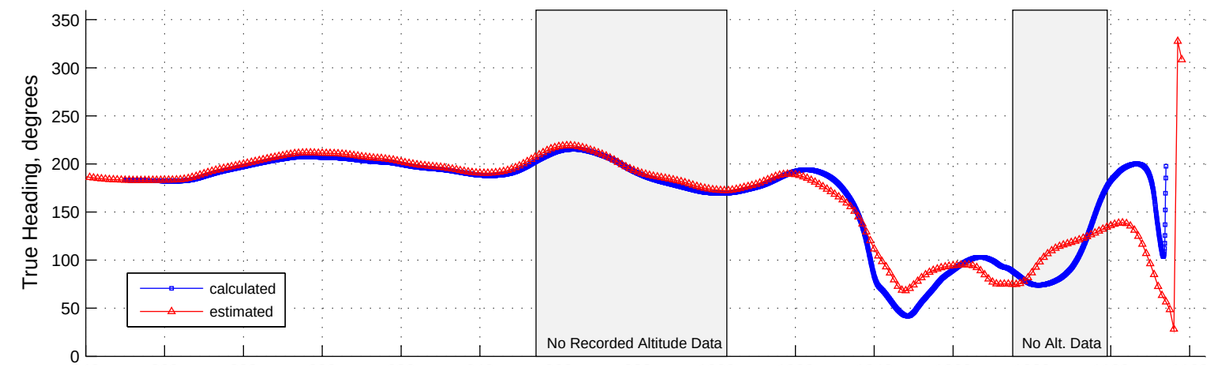


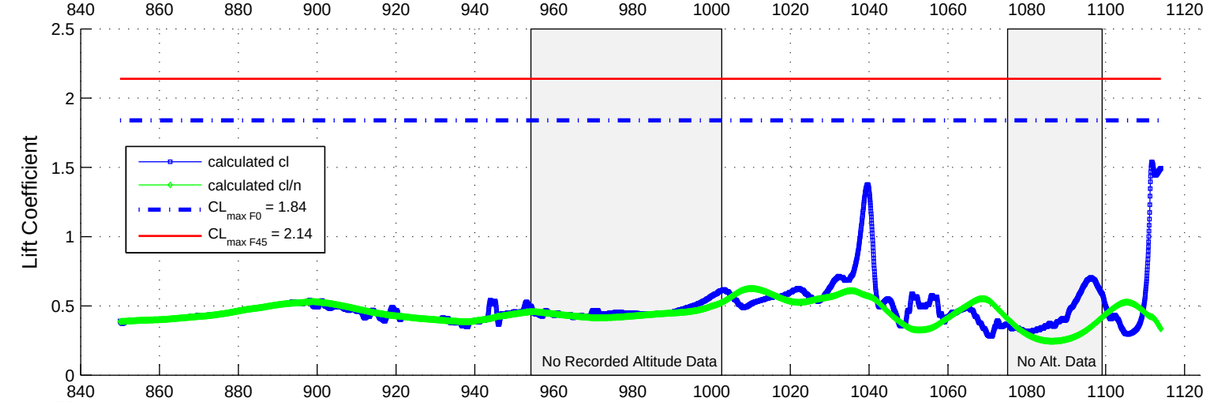
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

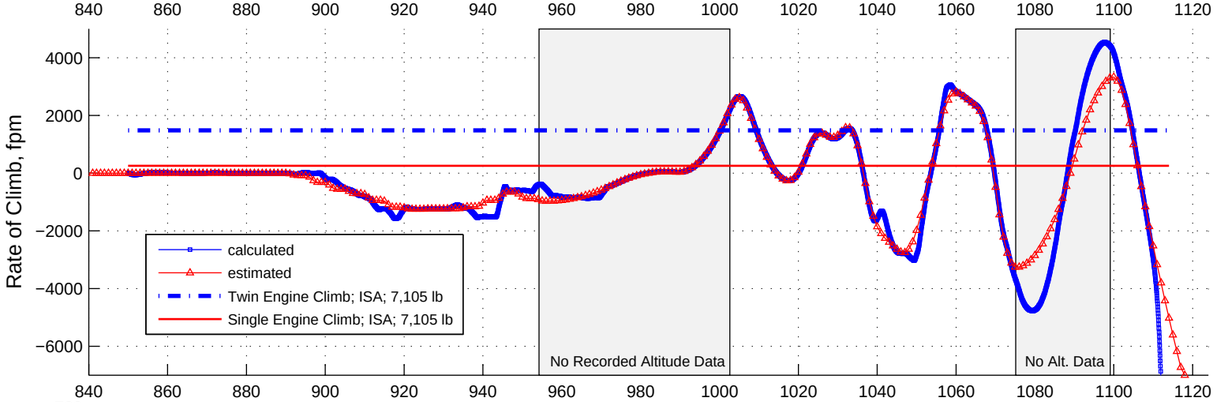
Cessna 414A, N789UP, Simulation Using Up to 84.0 Percent of Dual Engine Horsepower

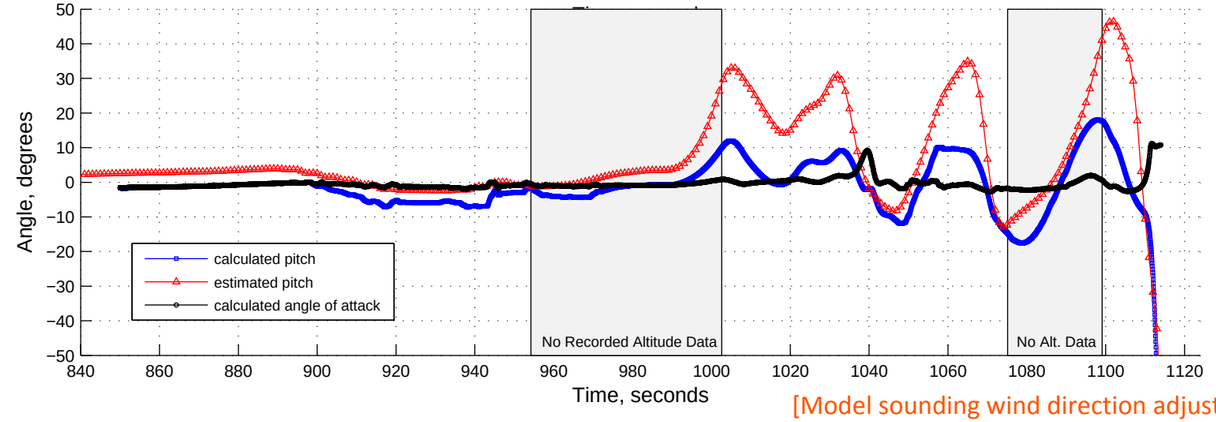


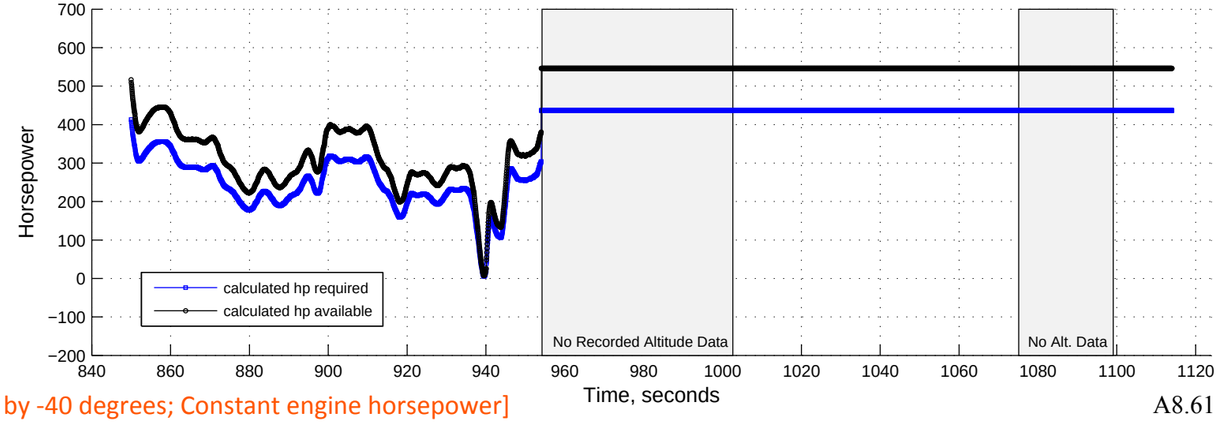






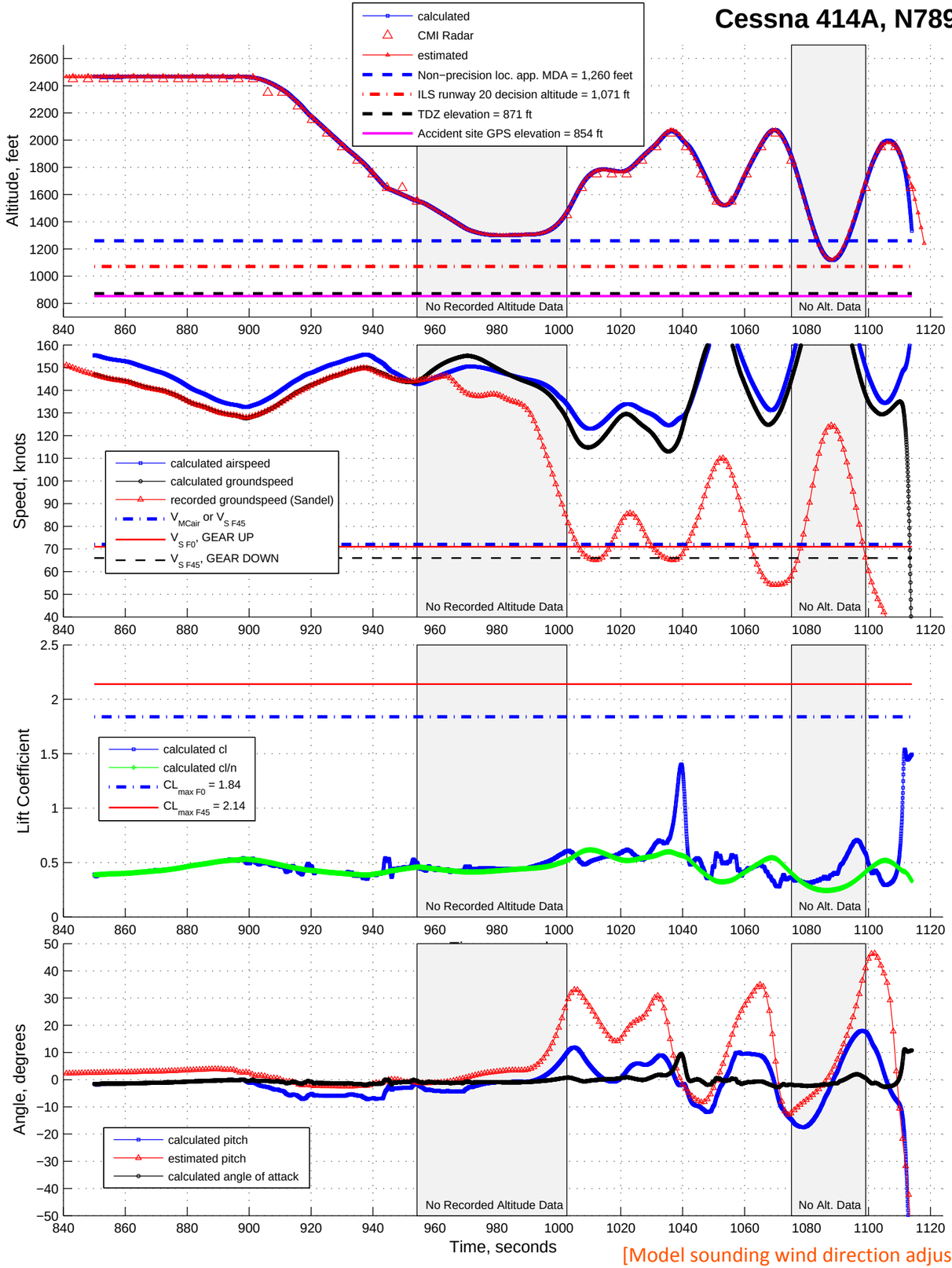


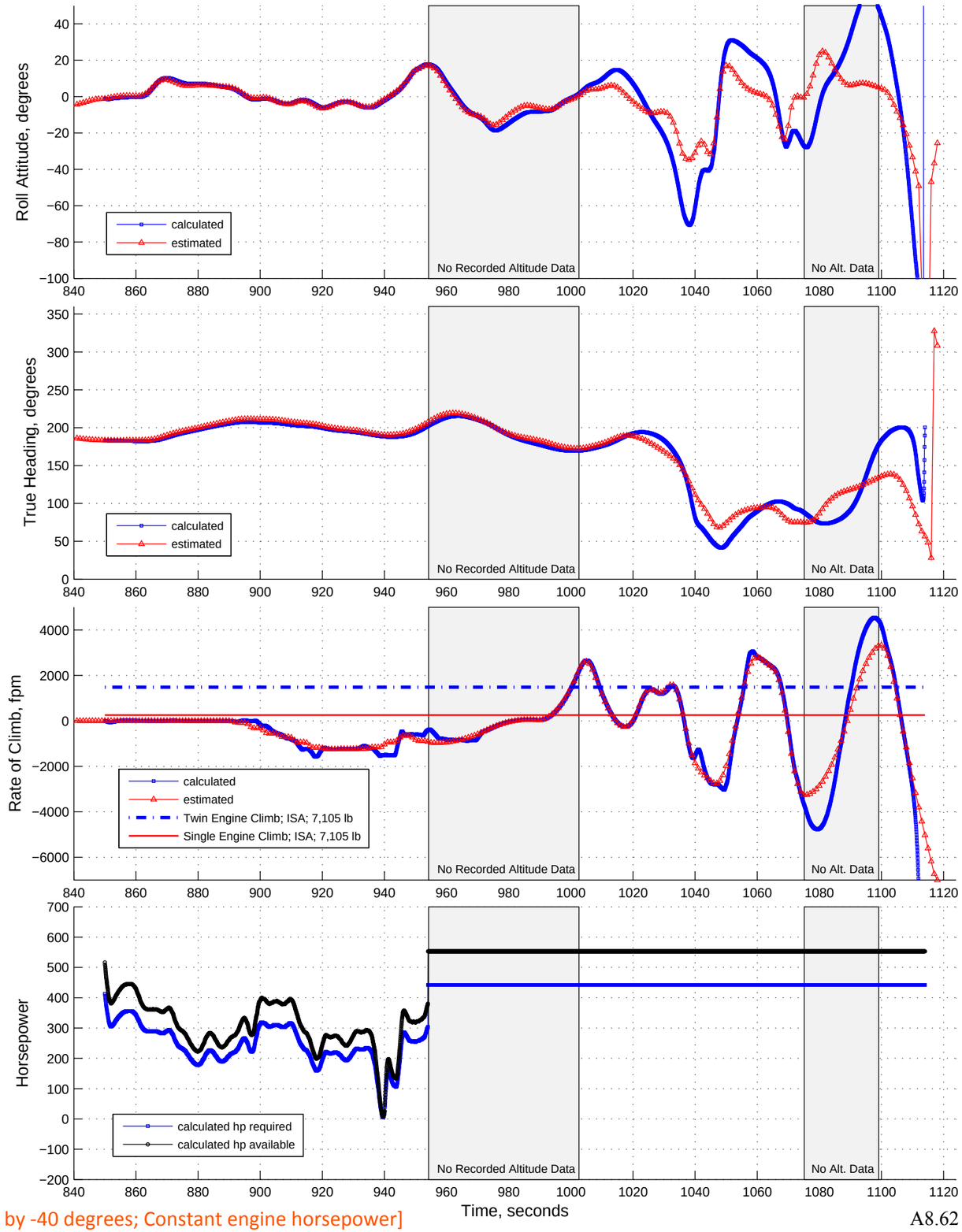




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

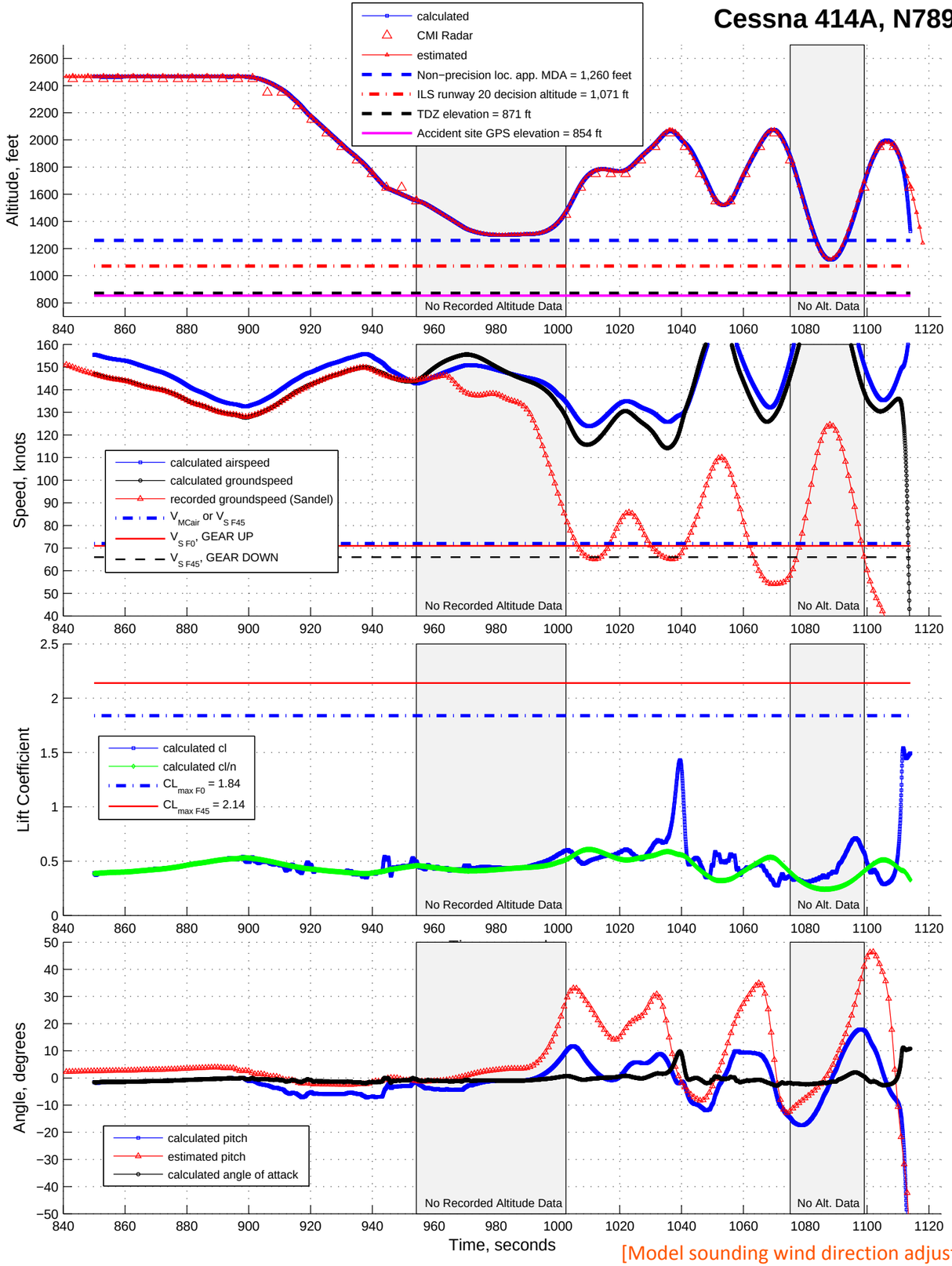
Cessna 414A, N789UP, Simulation Using Up to 85.0 Percent of Dual Engine Horsepower

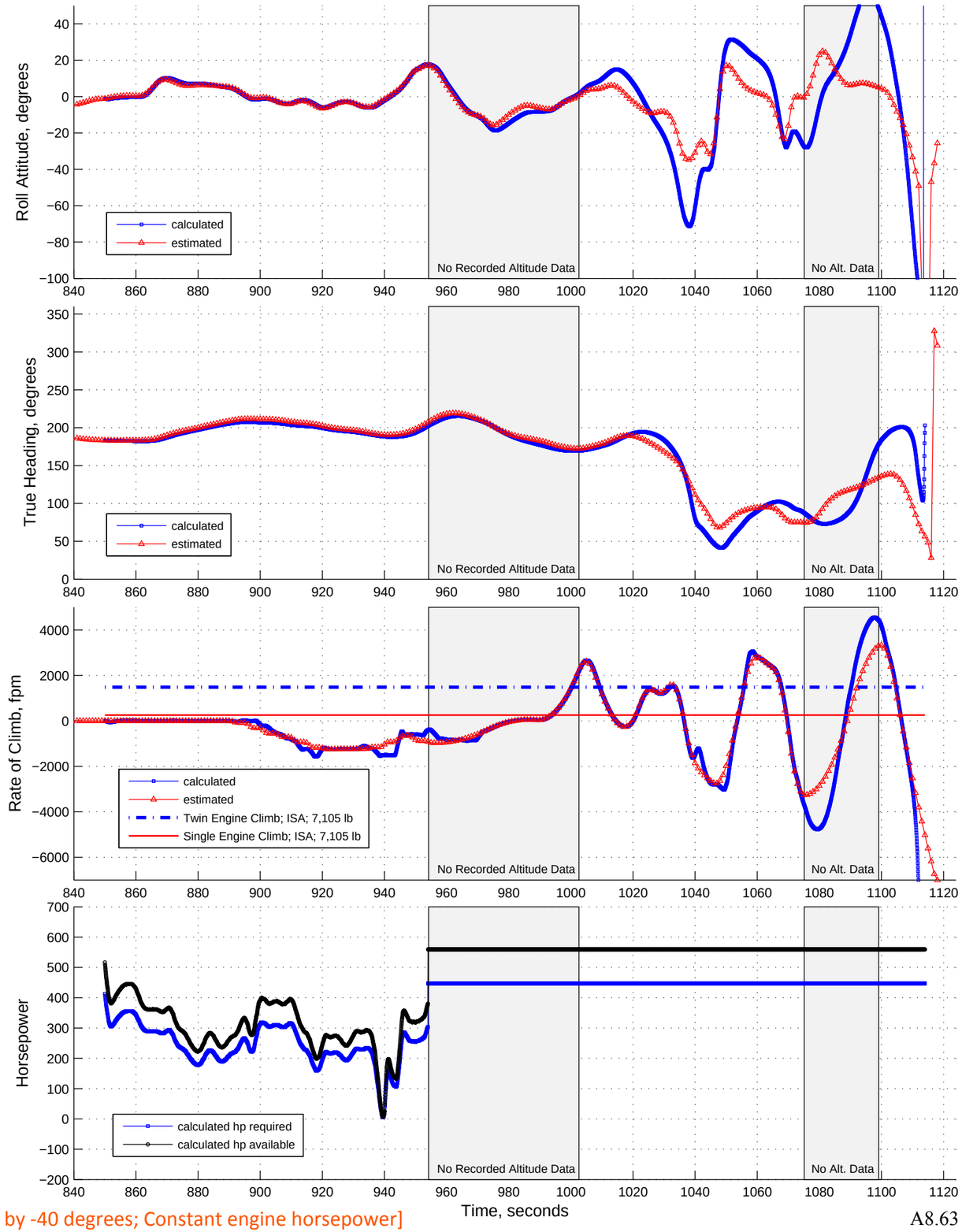




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

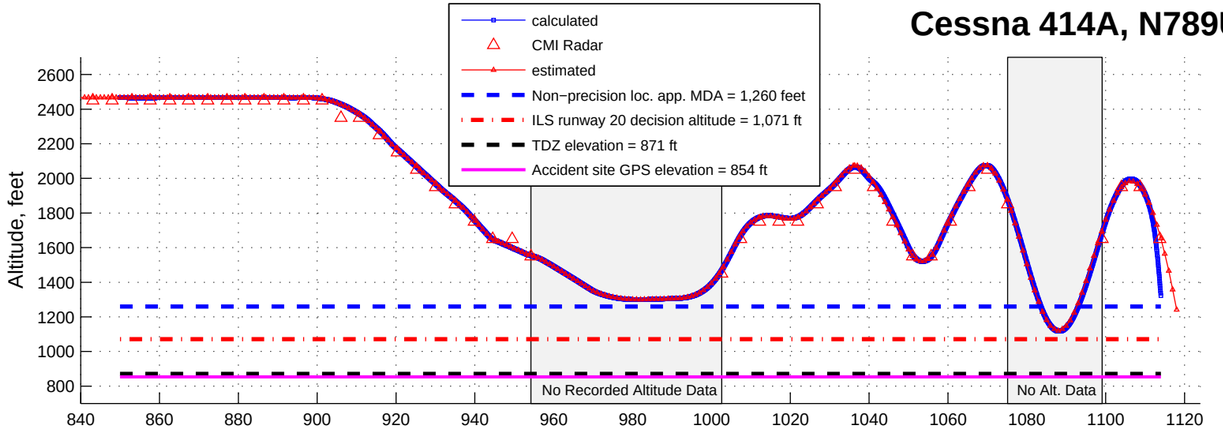
Cessna 414A, N789UP, Simulation Using Up to 86.0 Percent of Dual Engine Horsepower

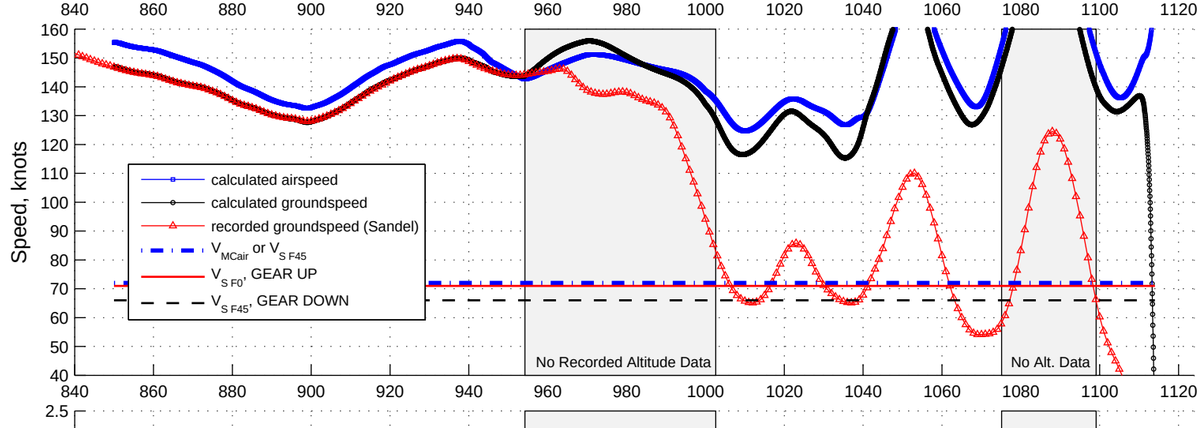


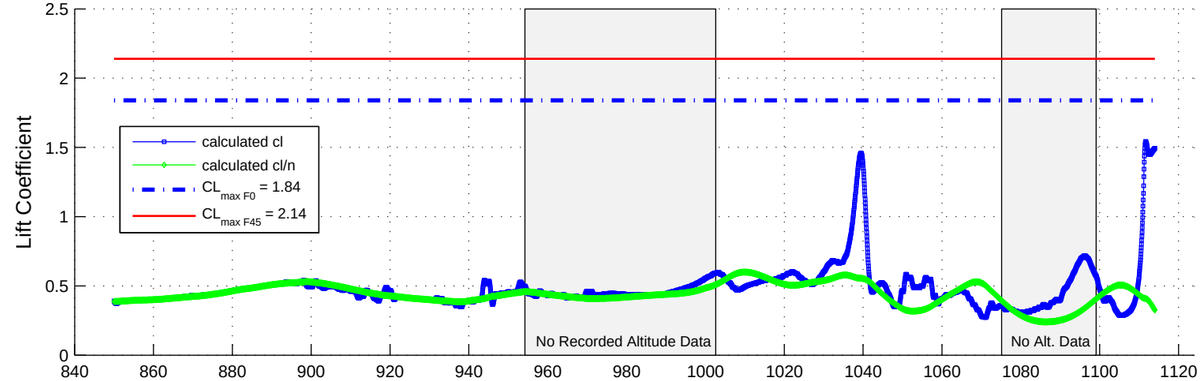


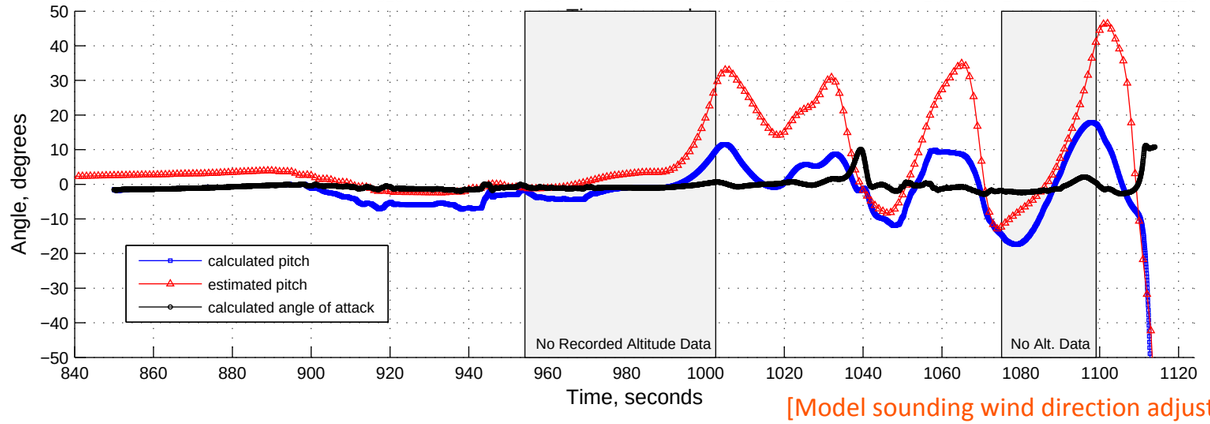
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

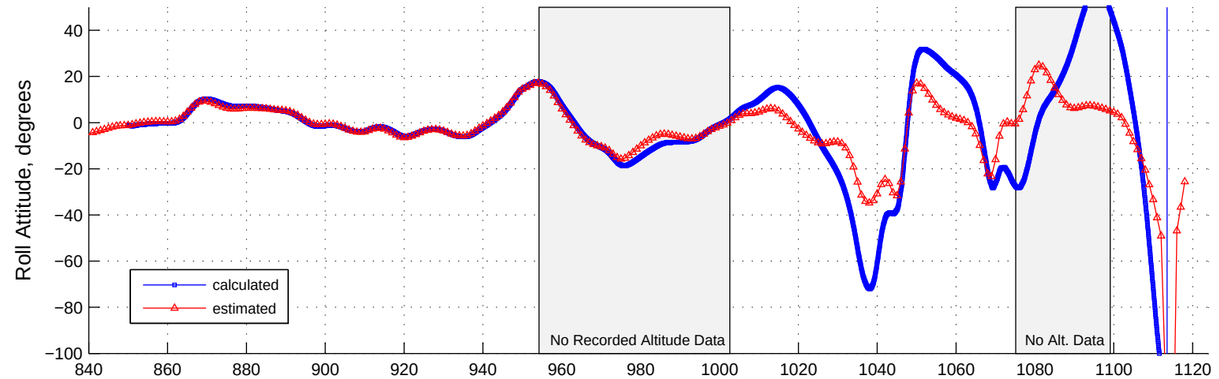
Cessna 414A, N789UP, Simulation Using Up to 87.0 Percent of Dual Engine Horsepower

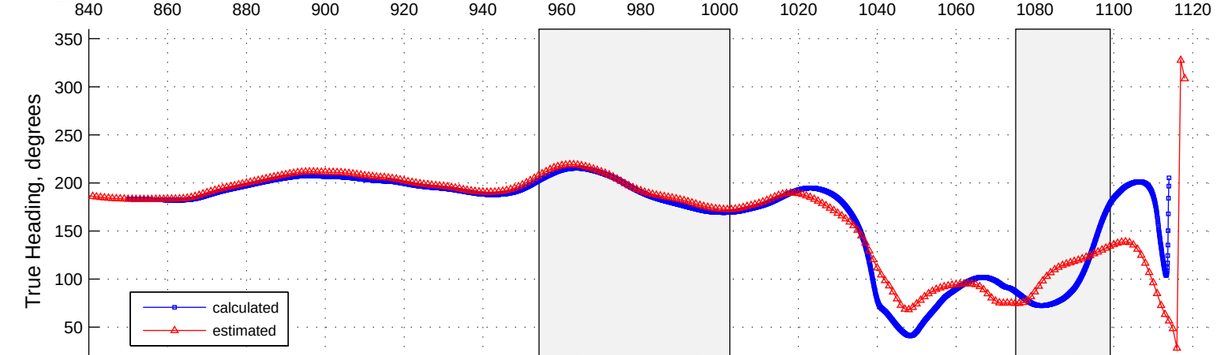


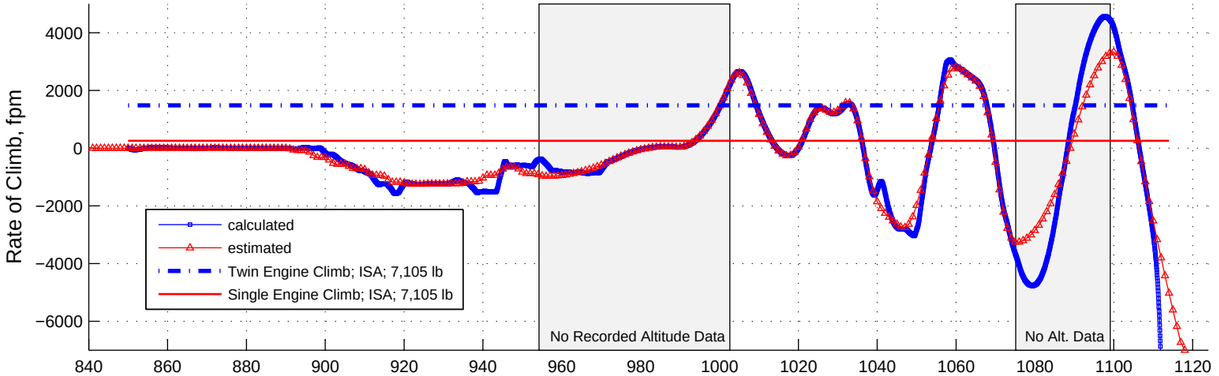


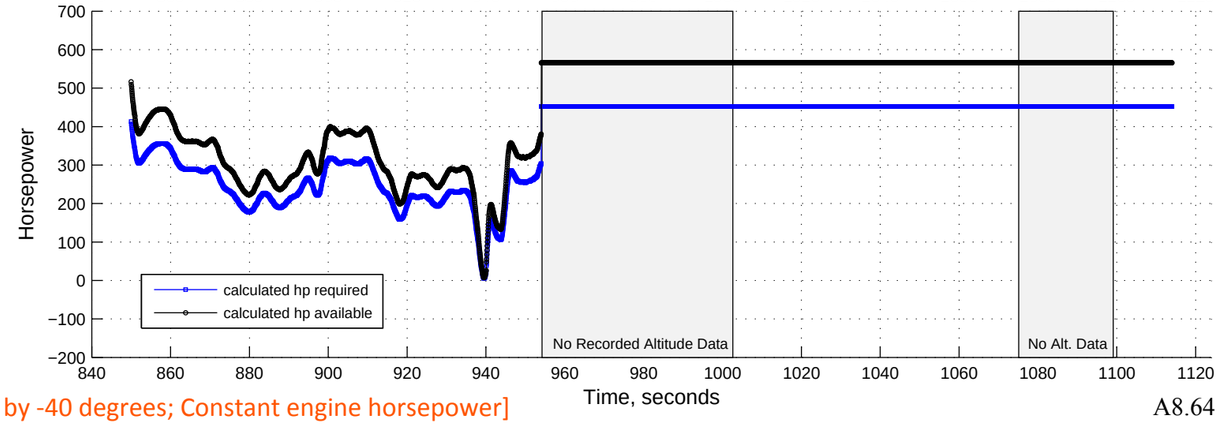






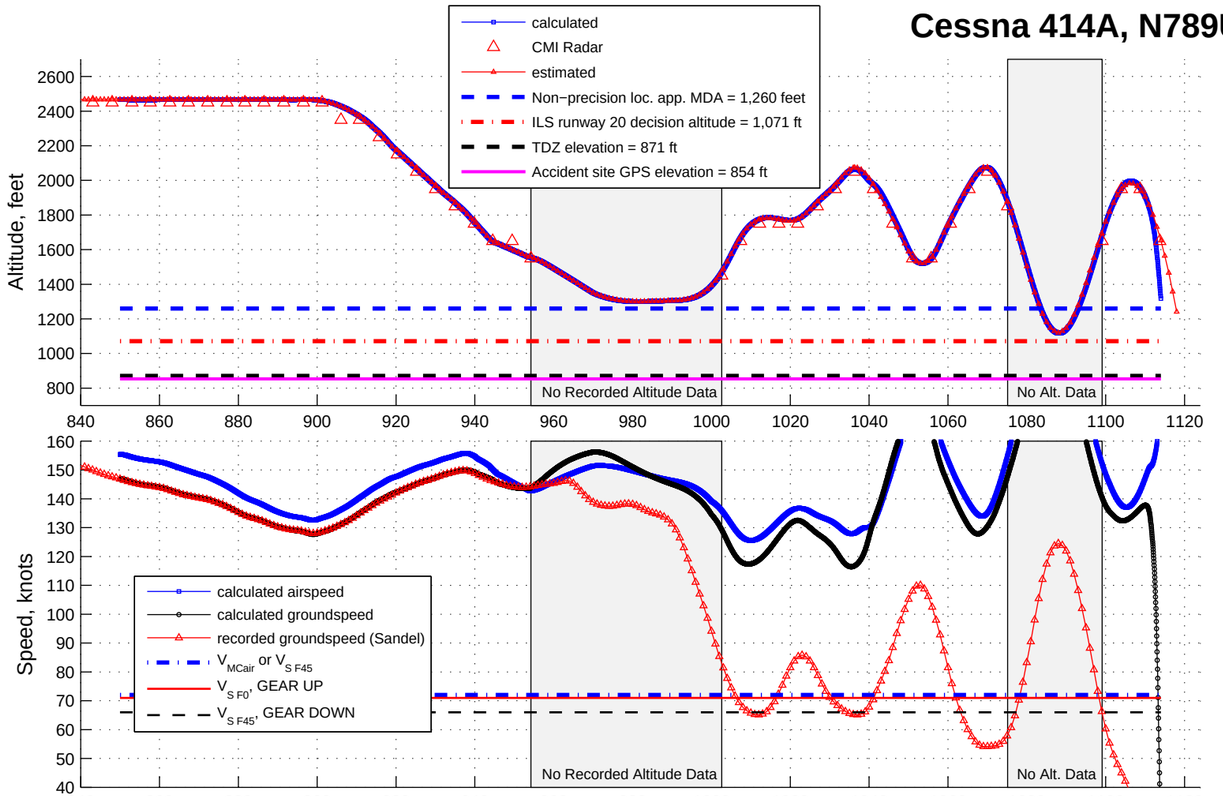


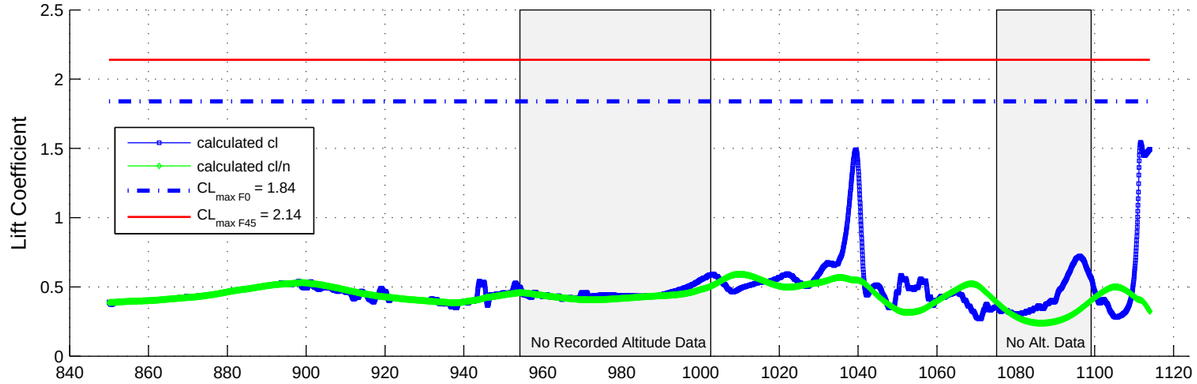


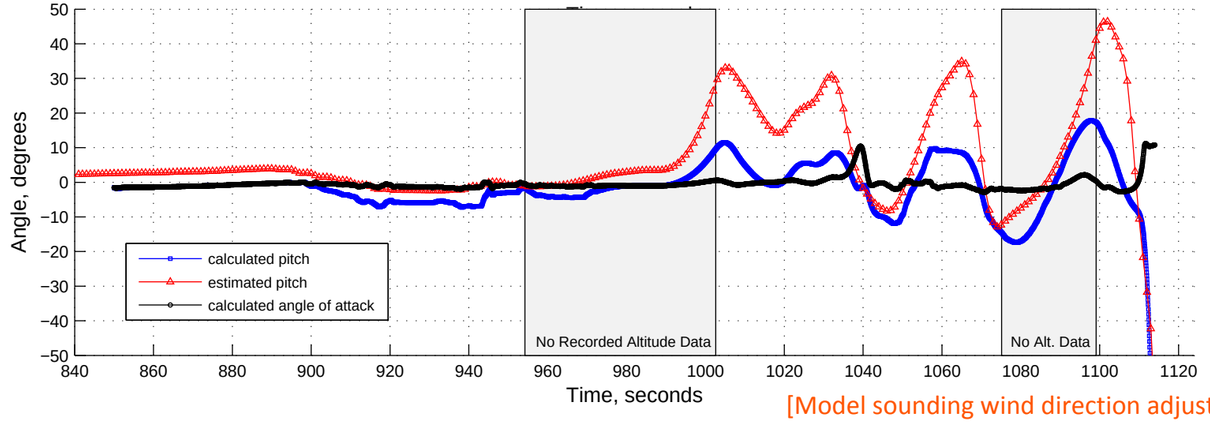


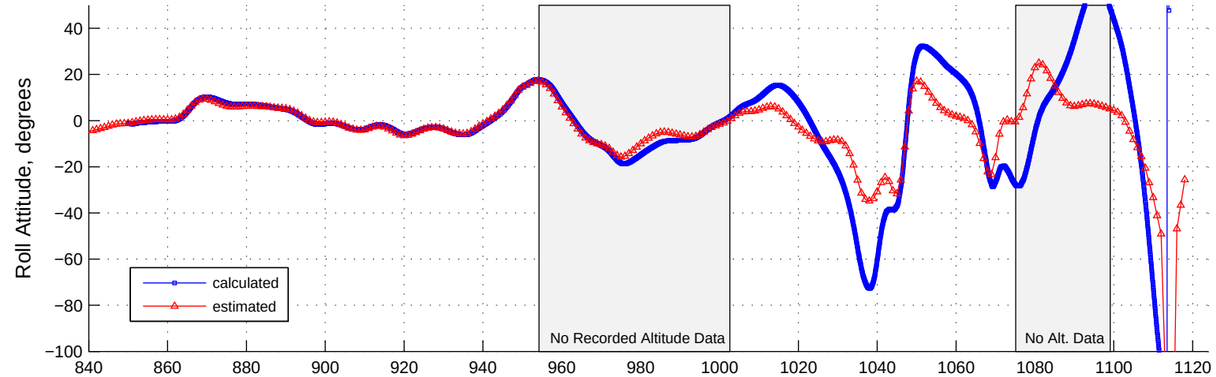
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

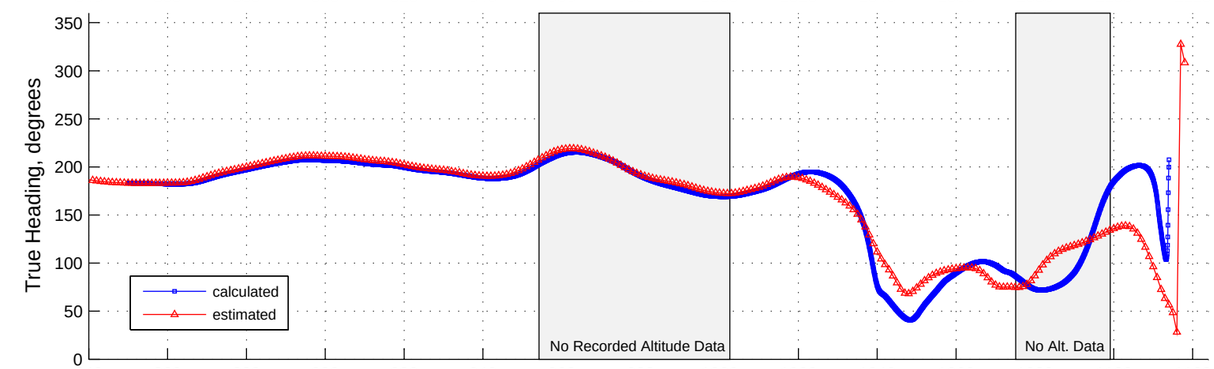
Cessna 414A, N789UP, Simulation Using Up to 88.0 Percent of Dual Engine Horsepower

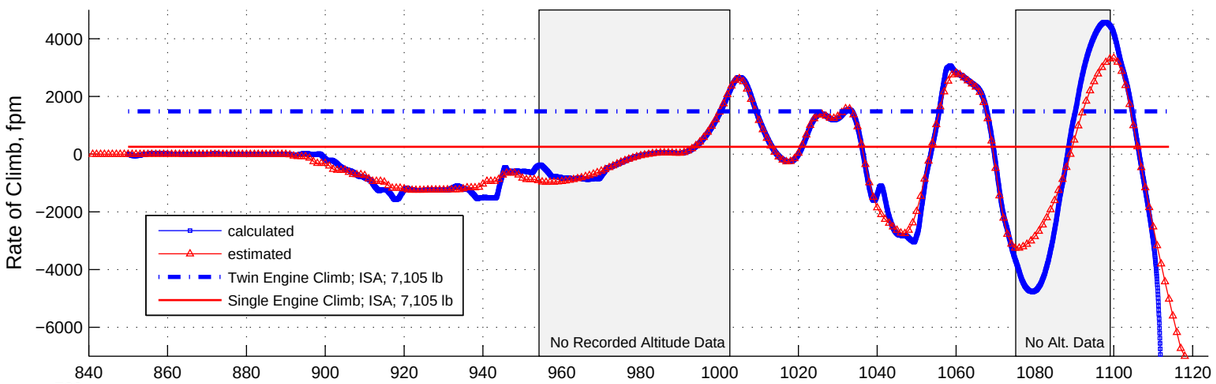


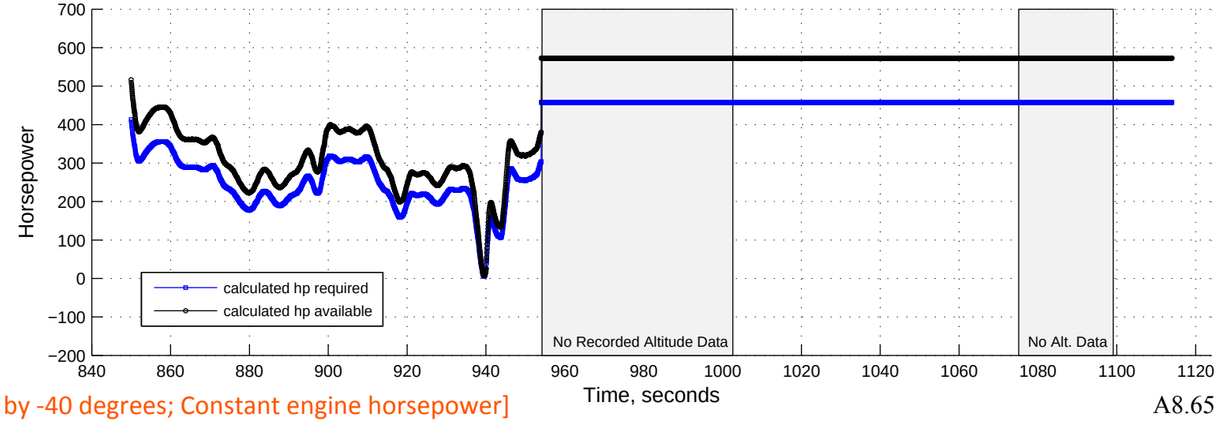






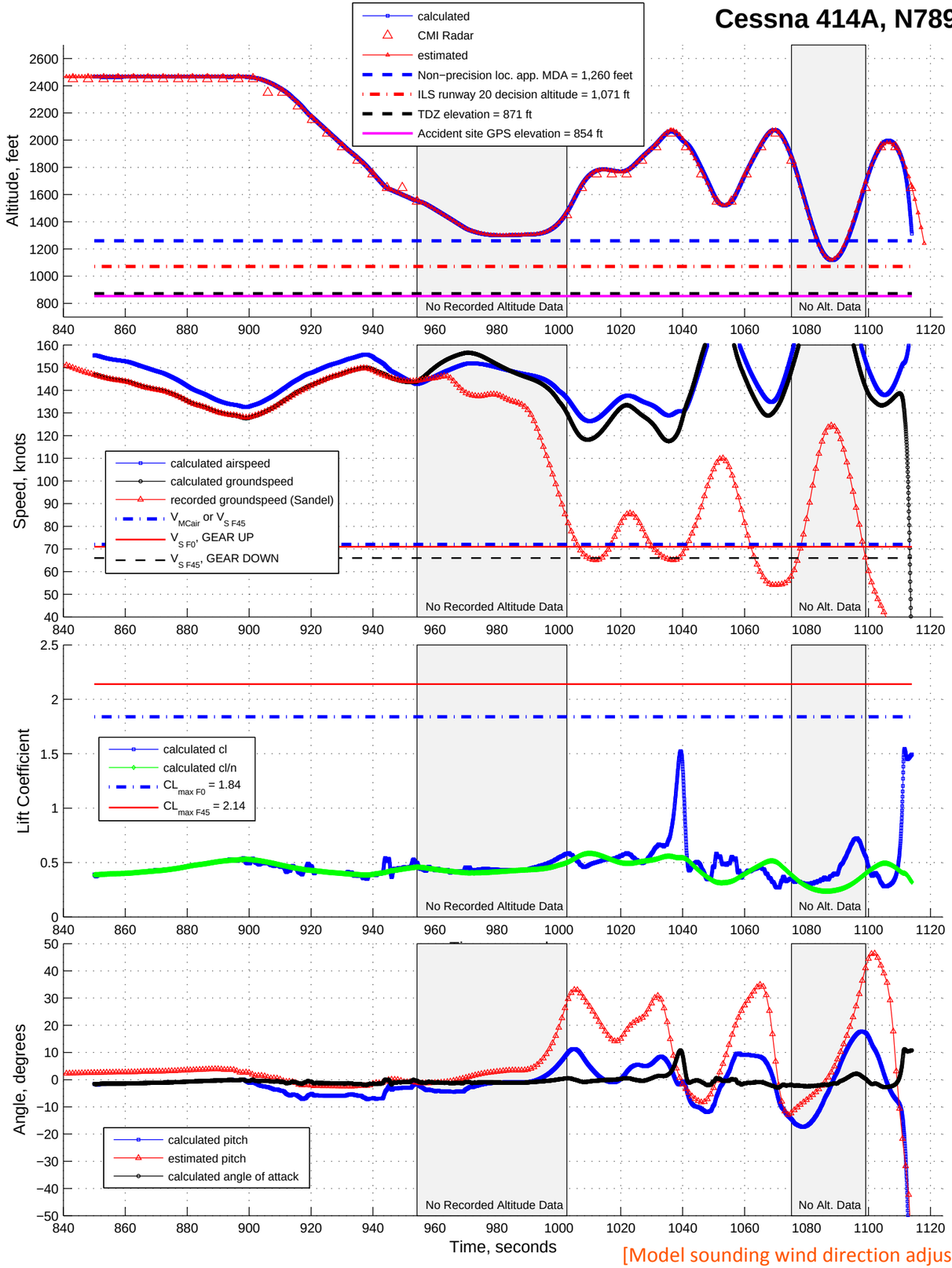


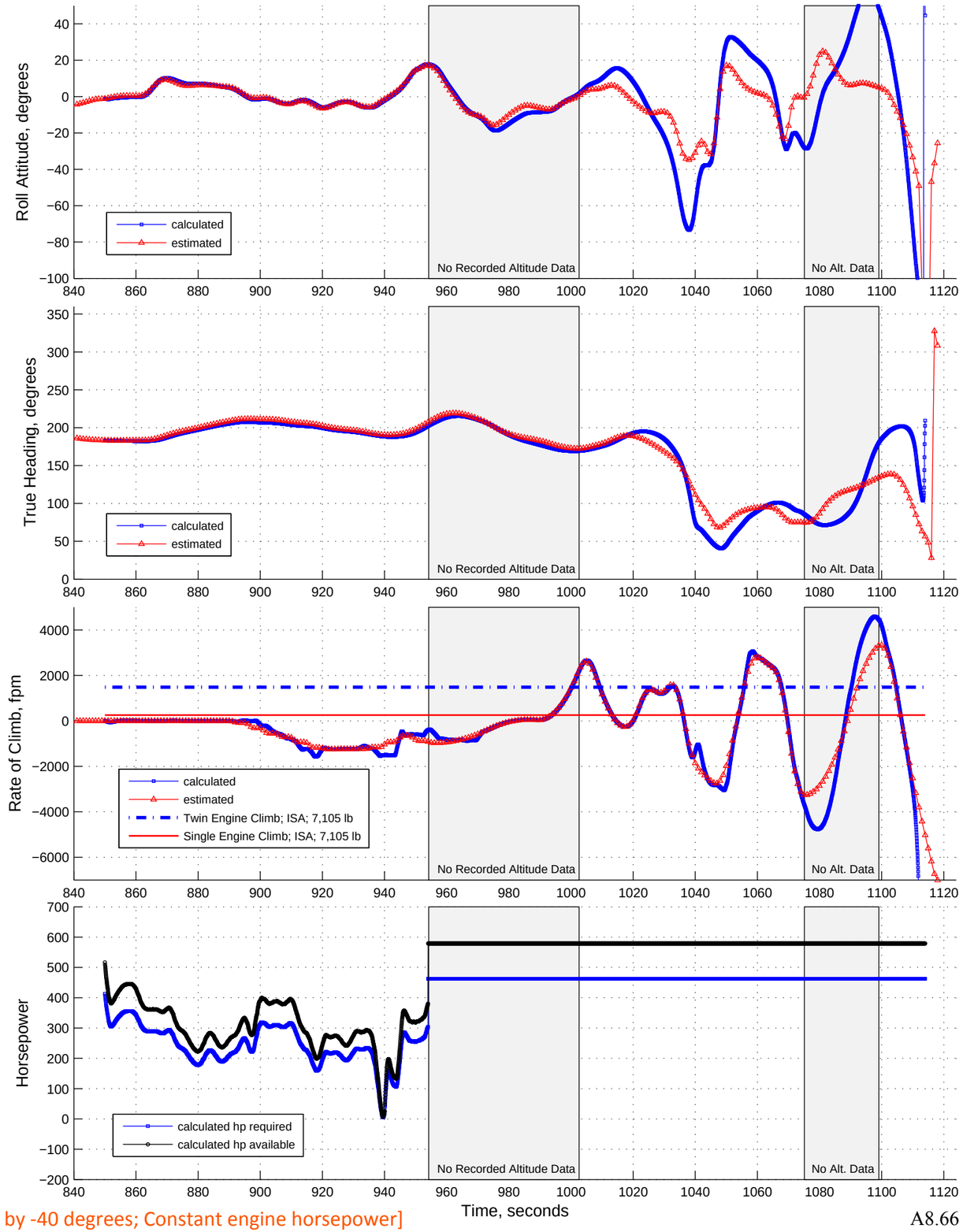




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

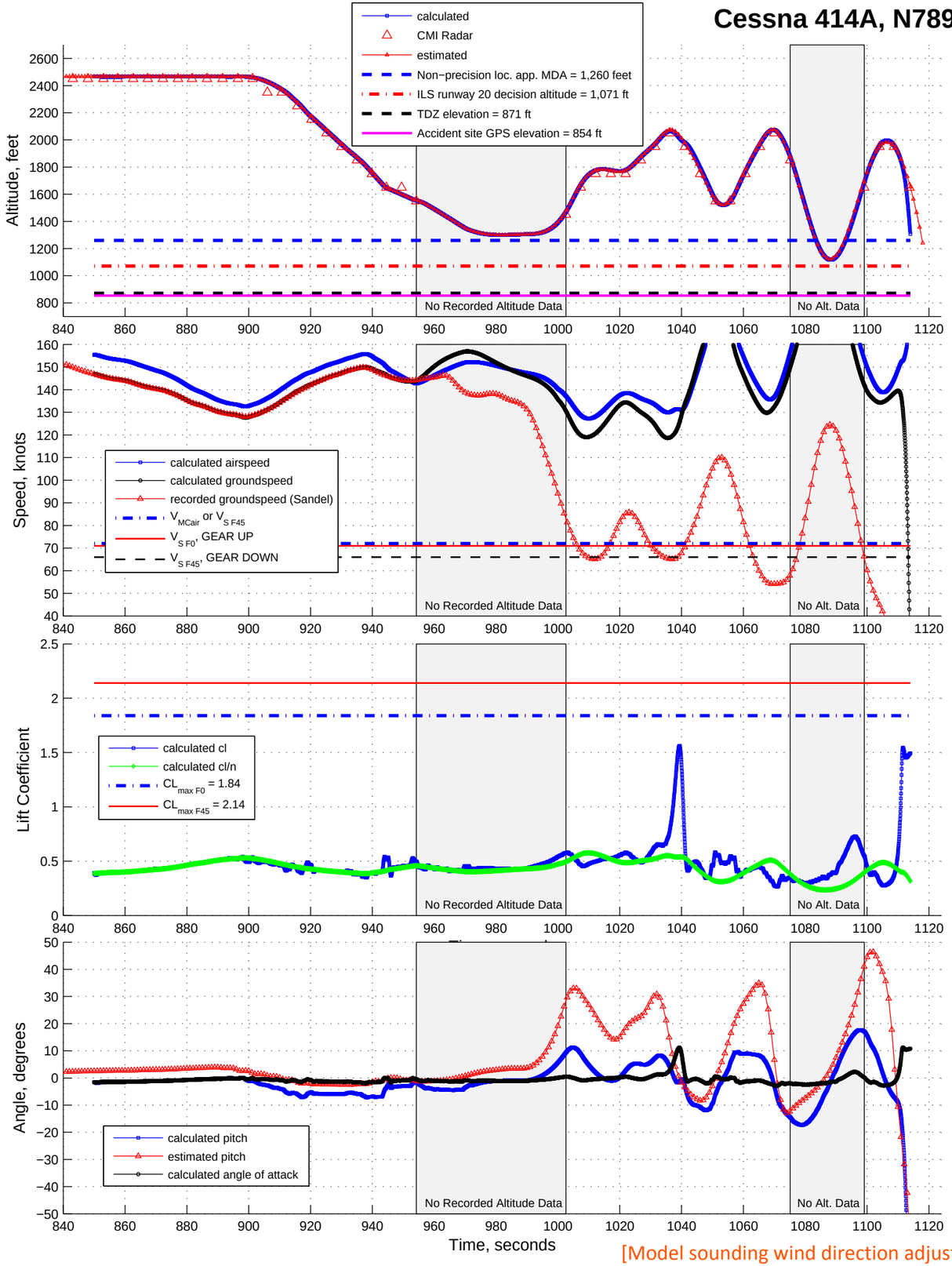
Cessna 414A, N789UP, Simulation Using Up to 89.0 Percent of Dual Engine Horsepower

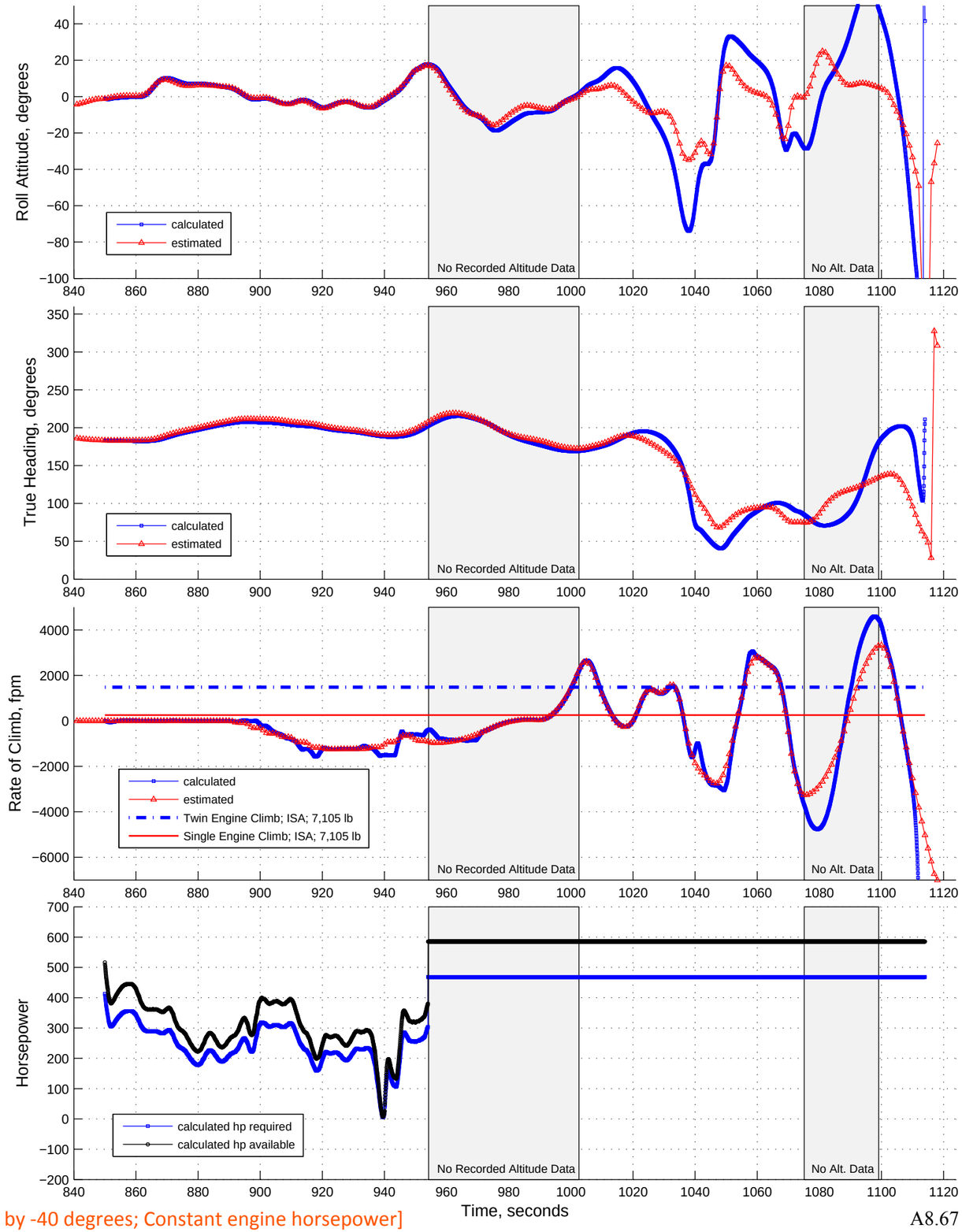




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

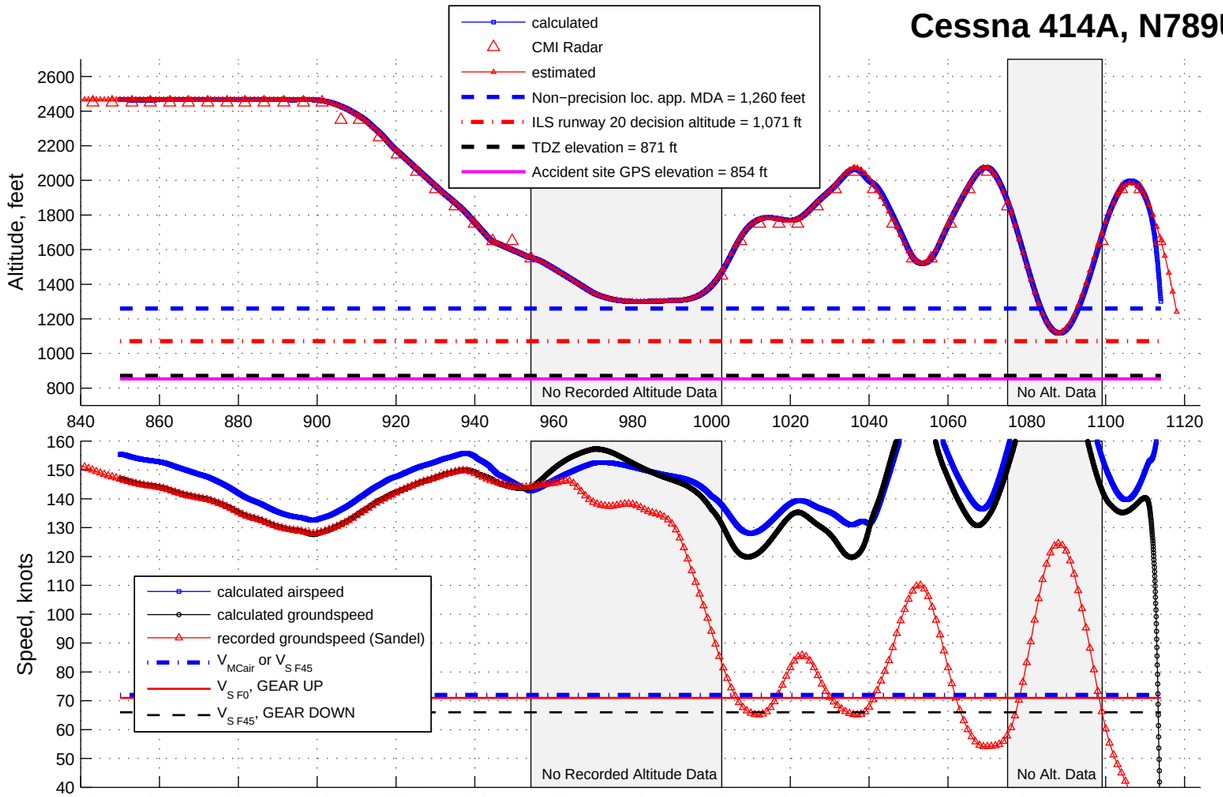
Cessna 414A, N789UP, Simulation Using Up to 90.0 Percent of Dual Engine Horsepower

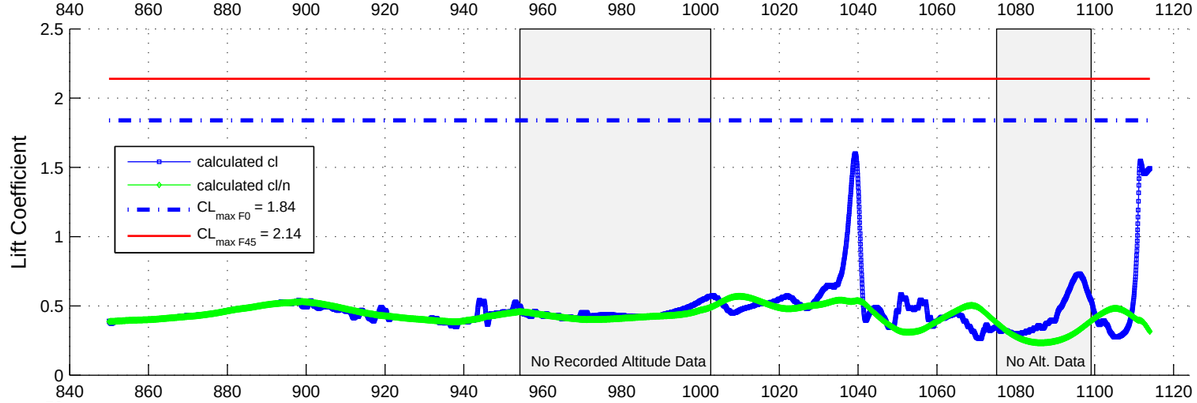


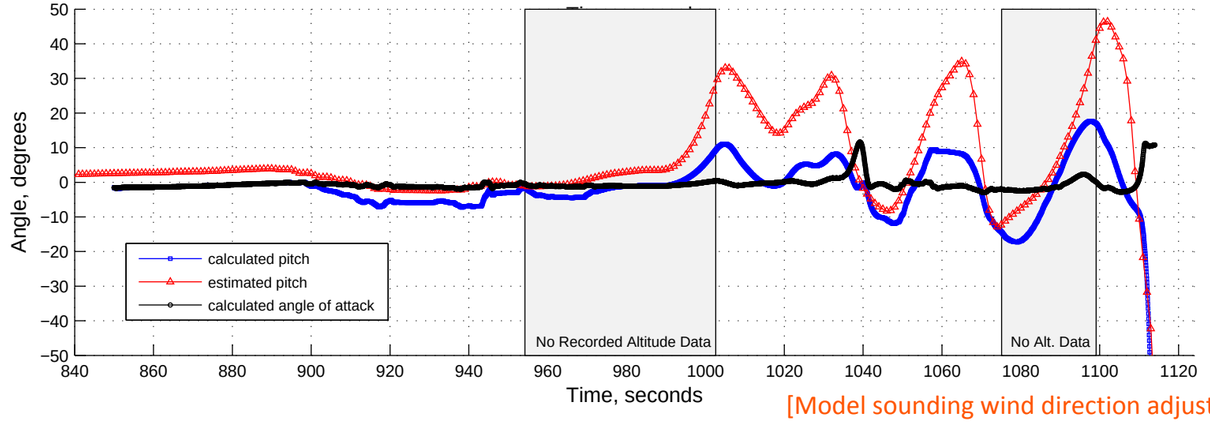


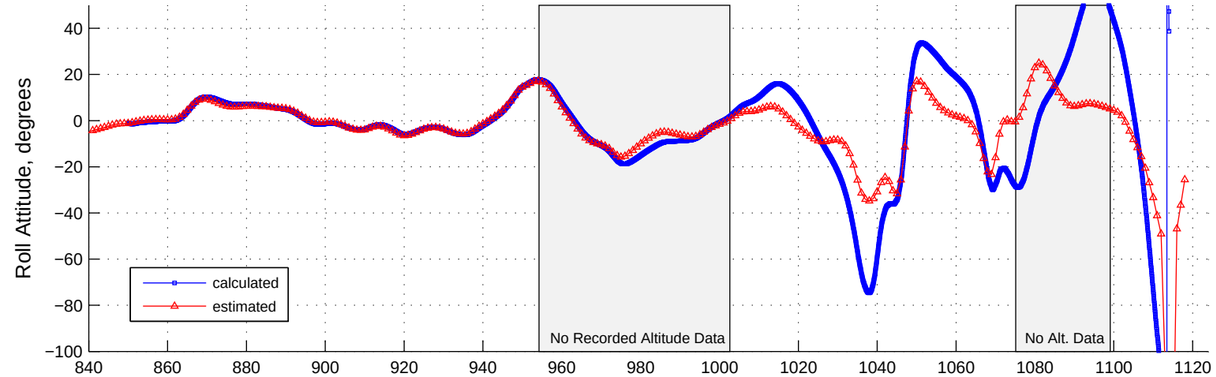
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

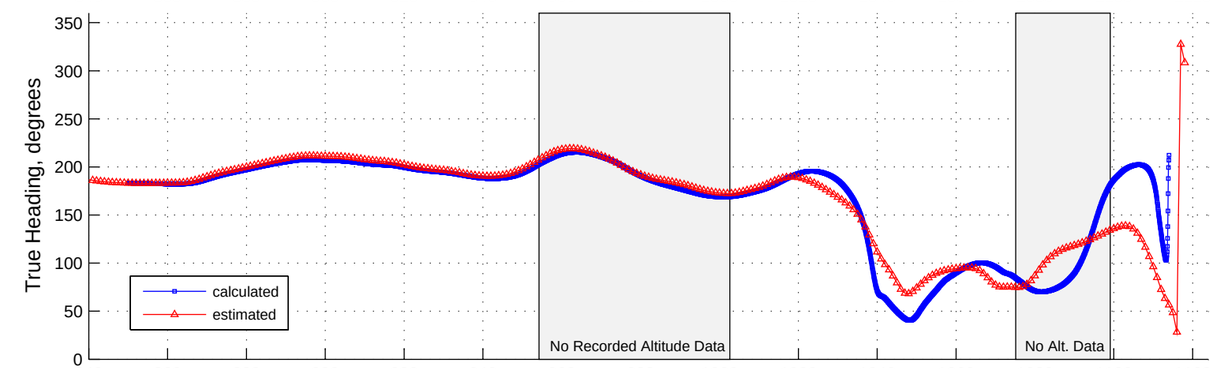
Cessna 414A, N789UP, Simulation Using Up to 91.0 Percent of Dual Engine Horsepower

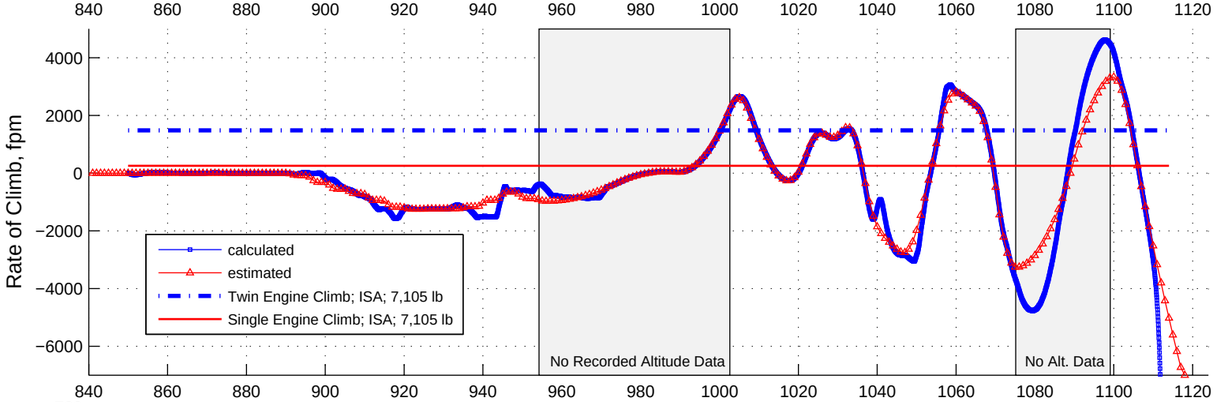


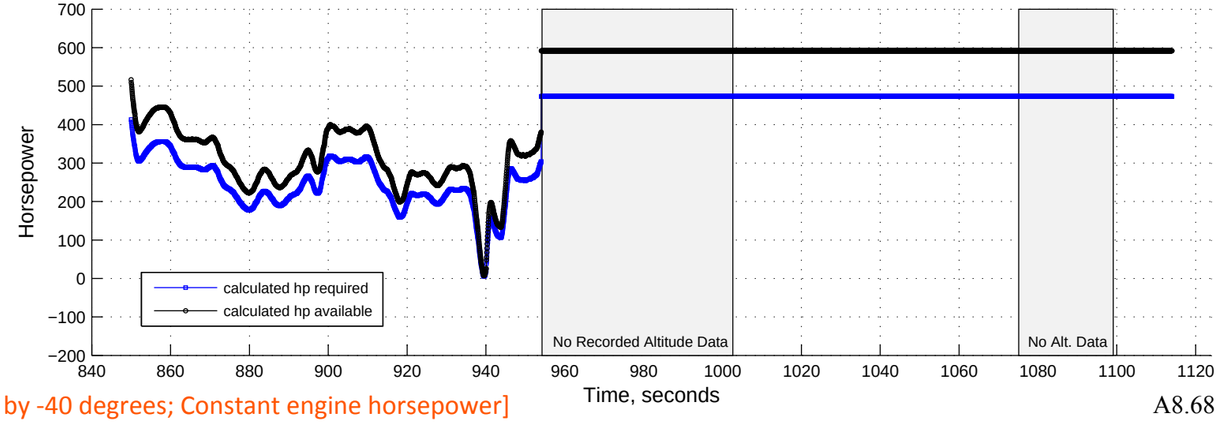






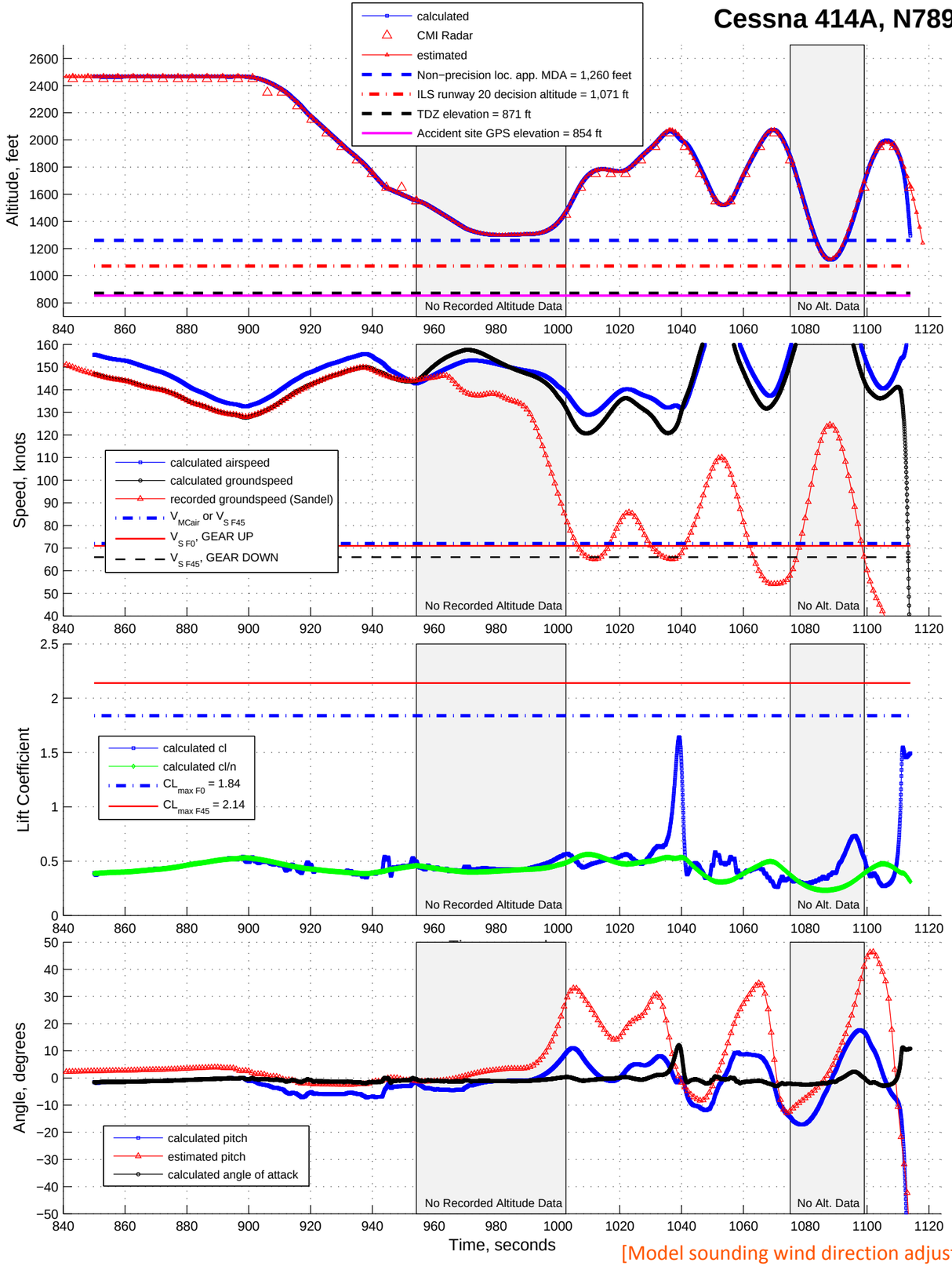


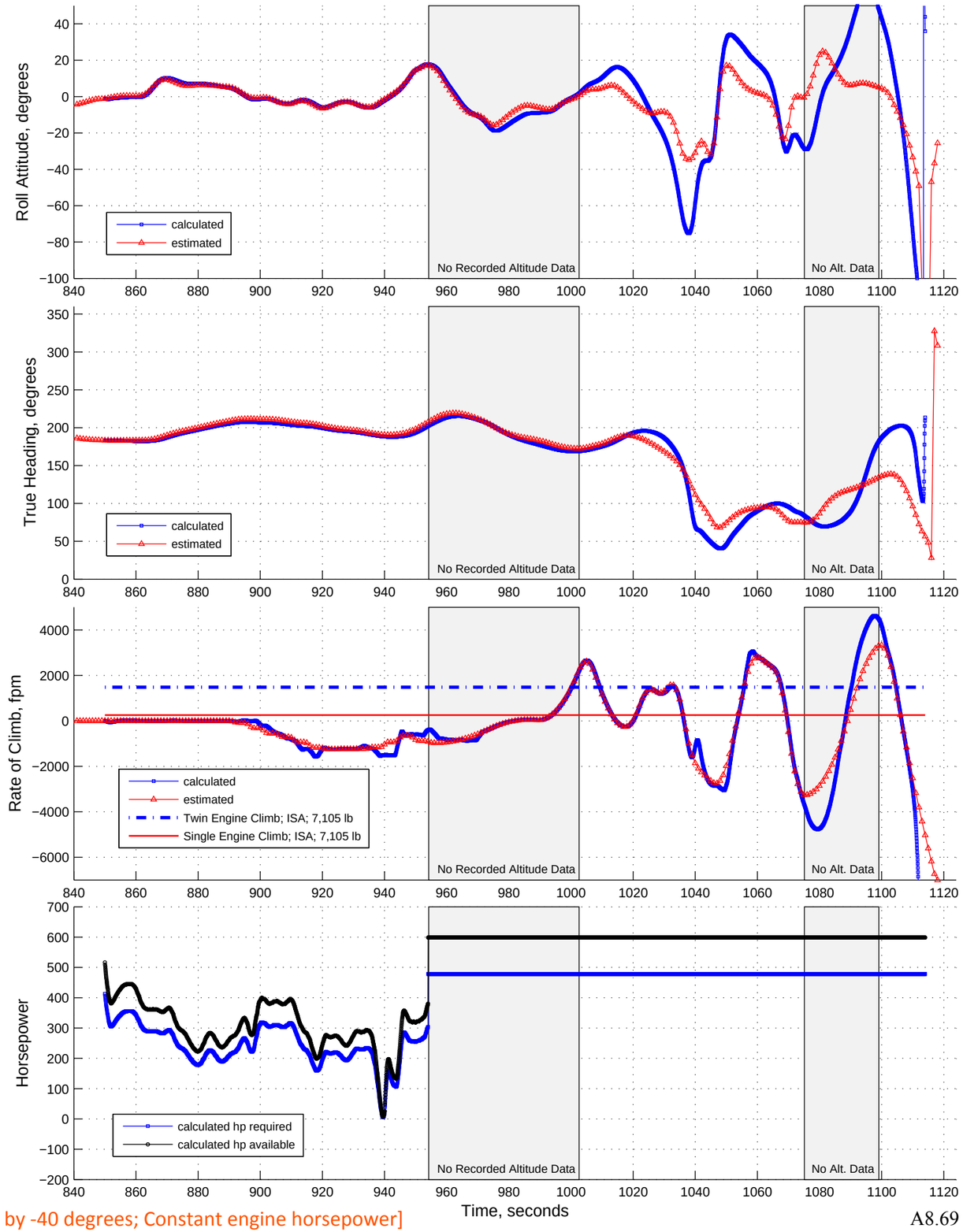




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

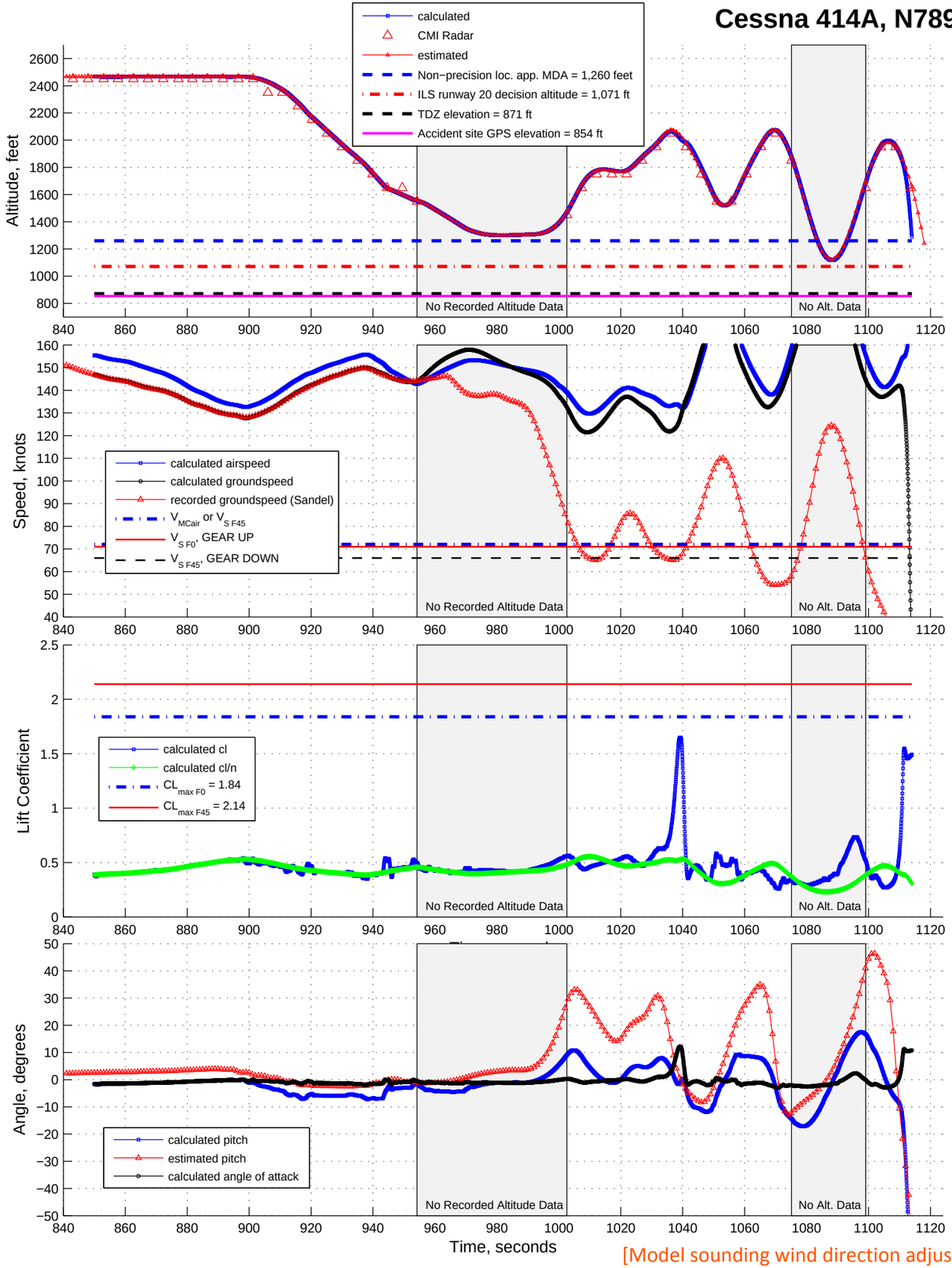
Cessna 414A, N789UP, Simulation Using Up to 92.0 Percent of Dual Engine Horsepower

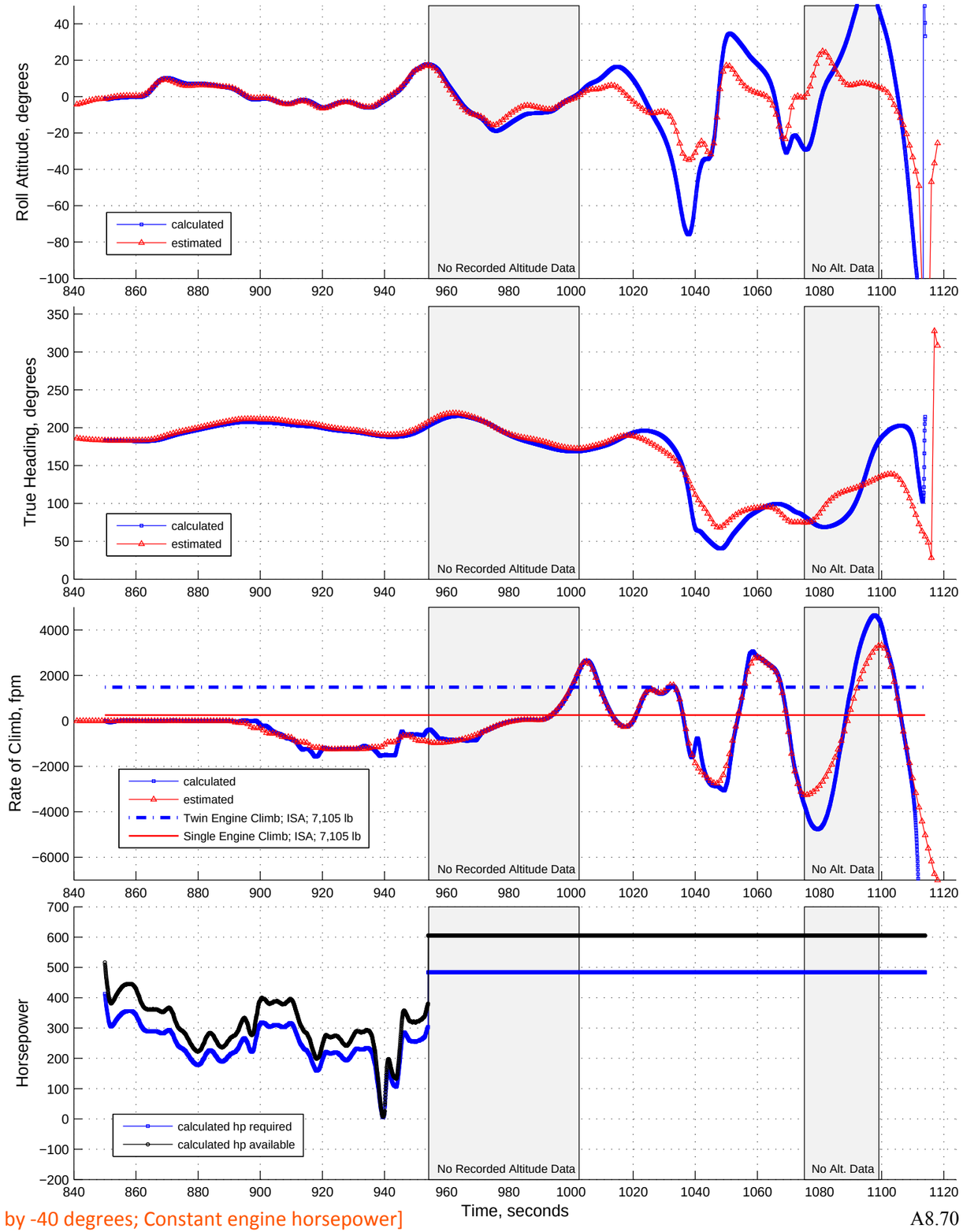




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

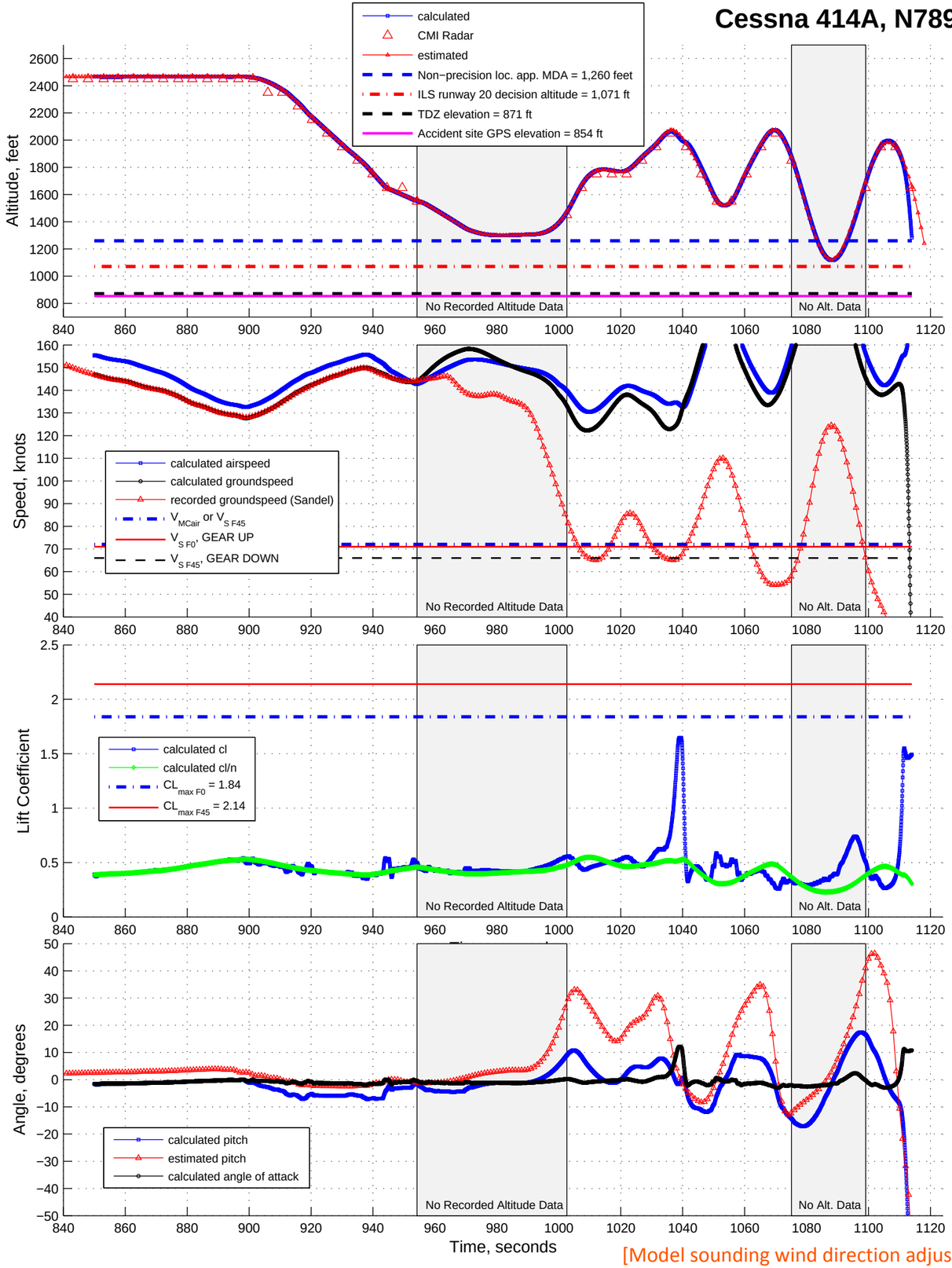
Cessna 414A, N789UP, Simulation Using Up to 93.0 Percent of Dual Engine Horsepower

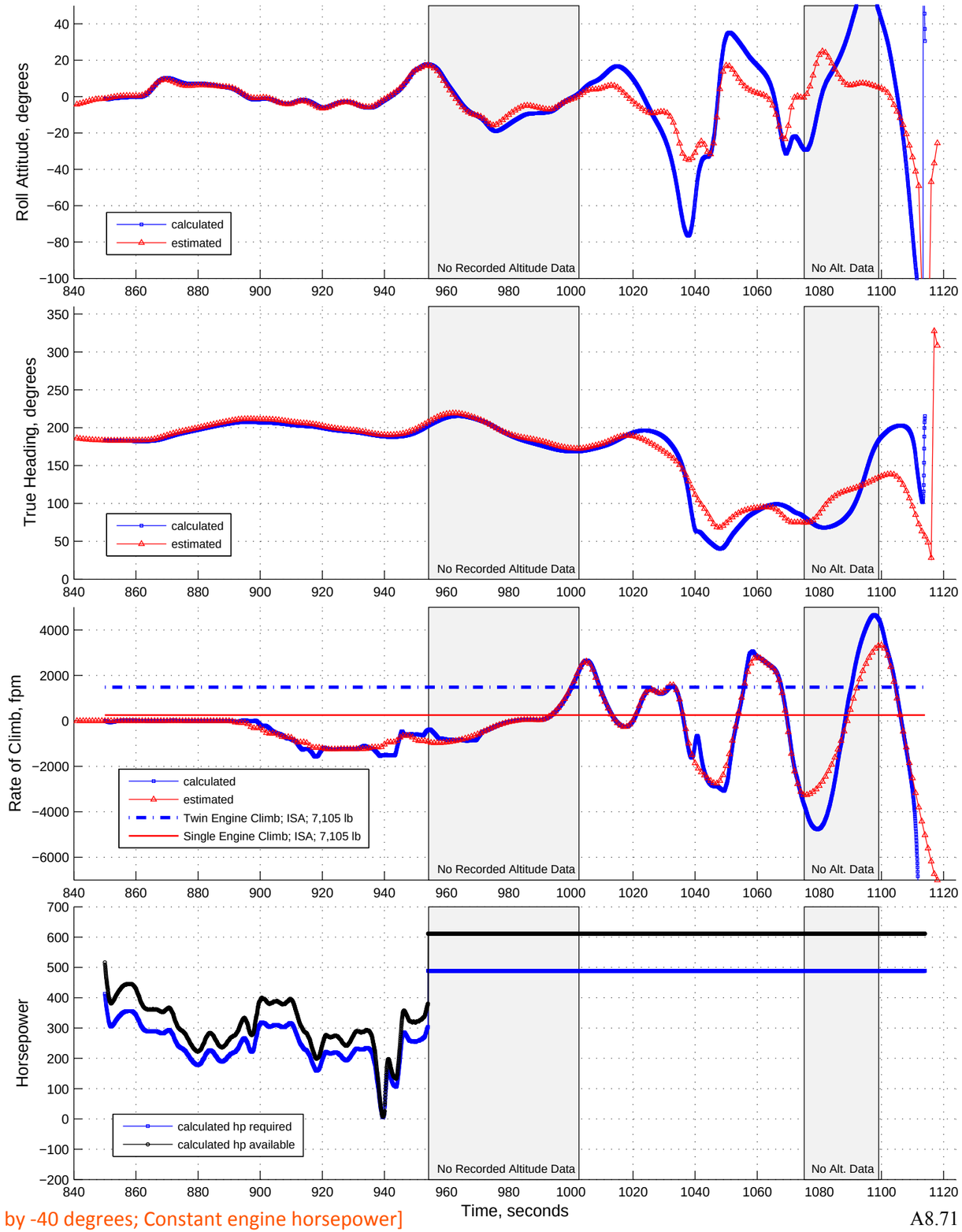




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

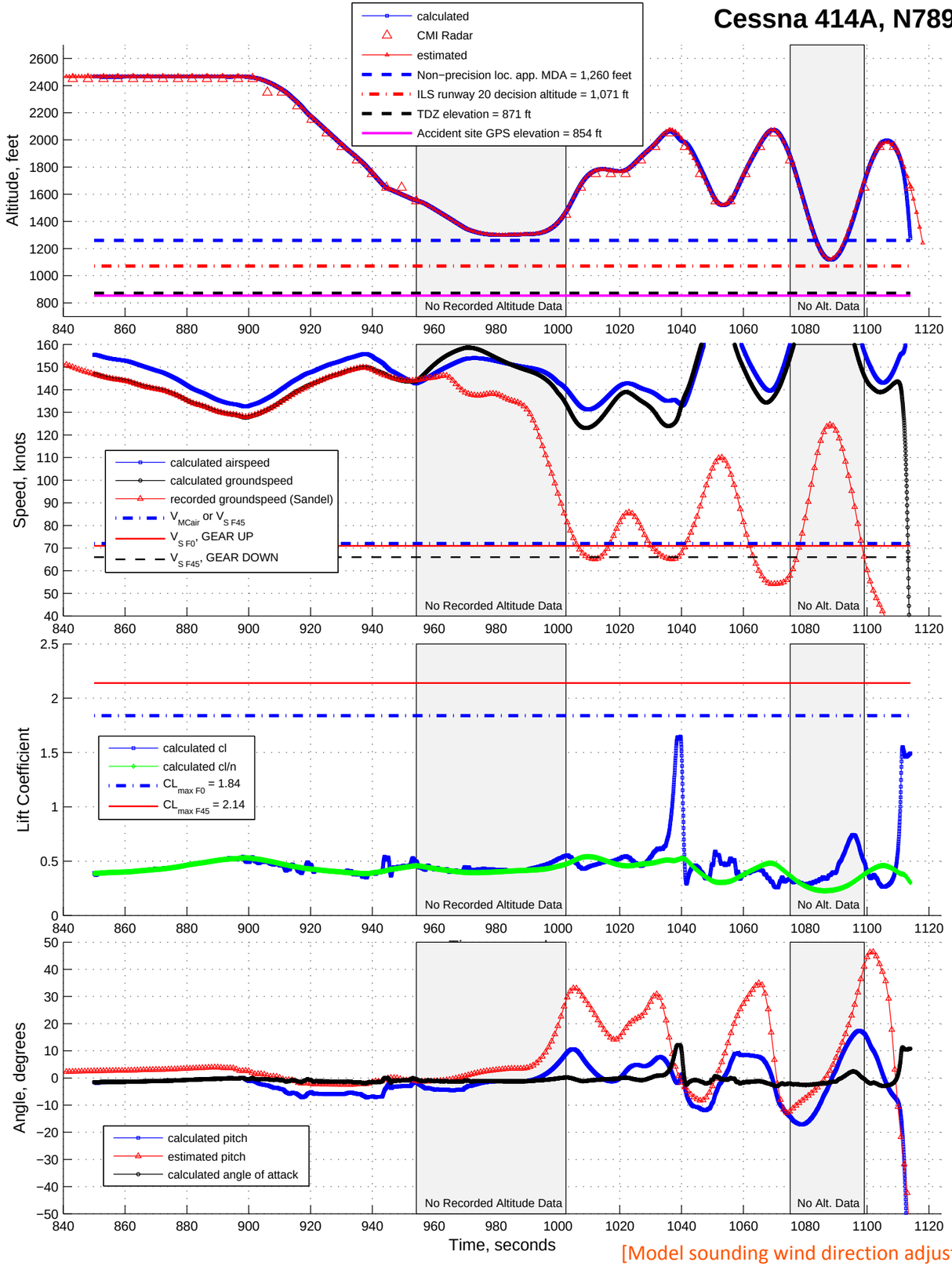
Cessna 414A, N789UP, Simulation Using Up to 94.0 Percent of Dual Engine Horsepower

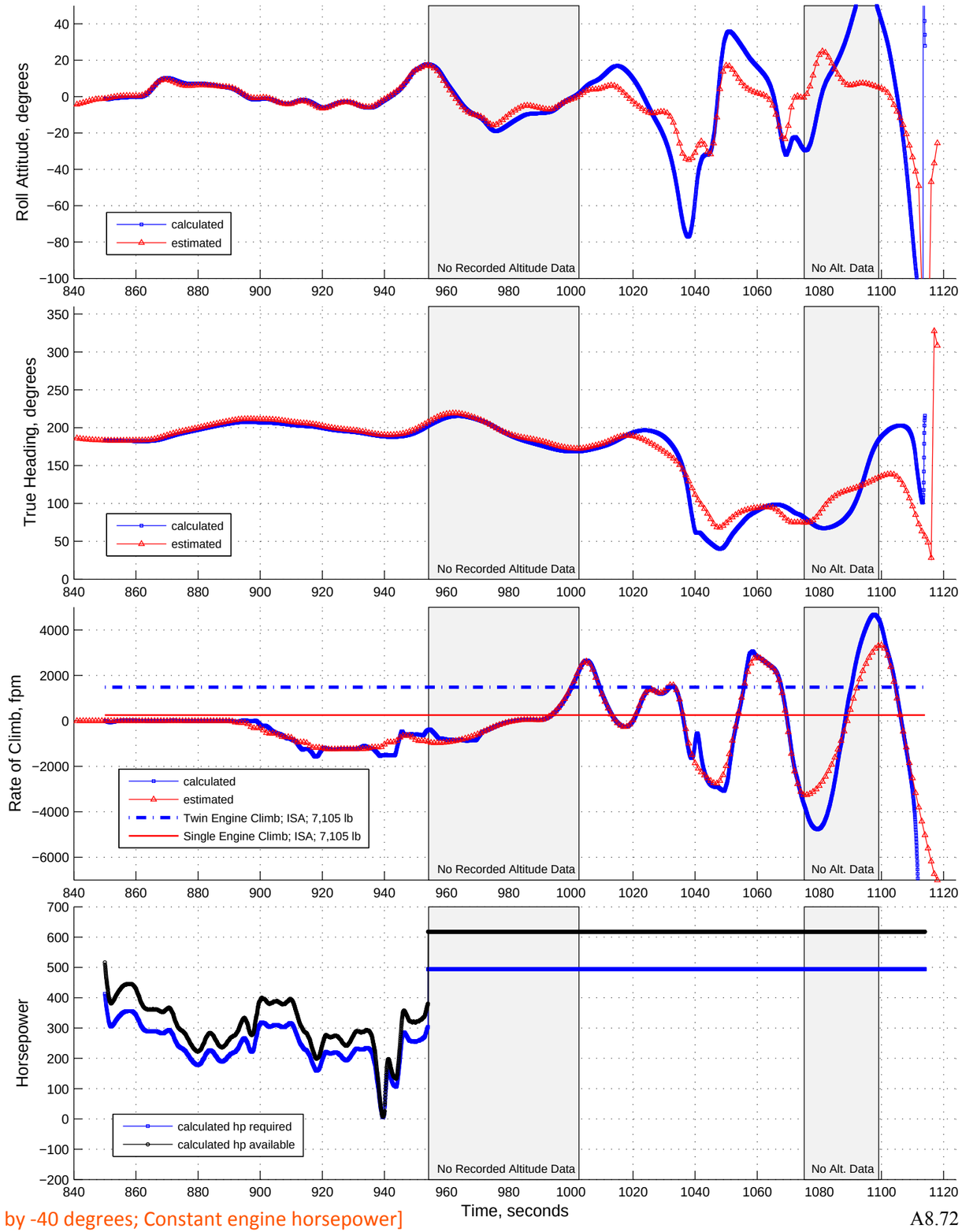




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

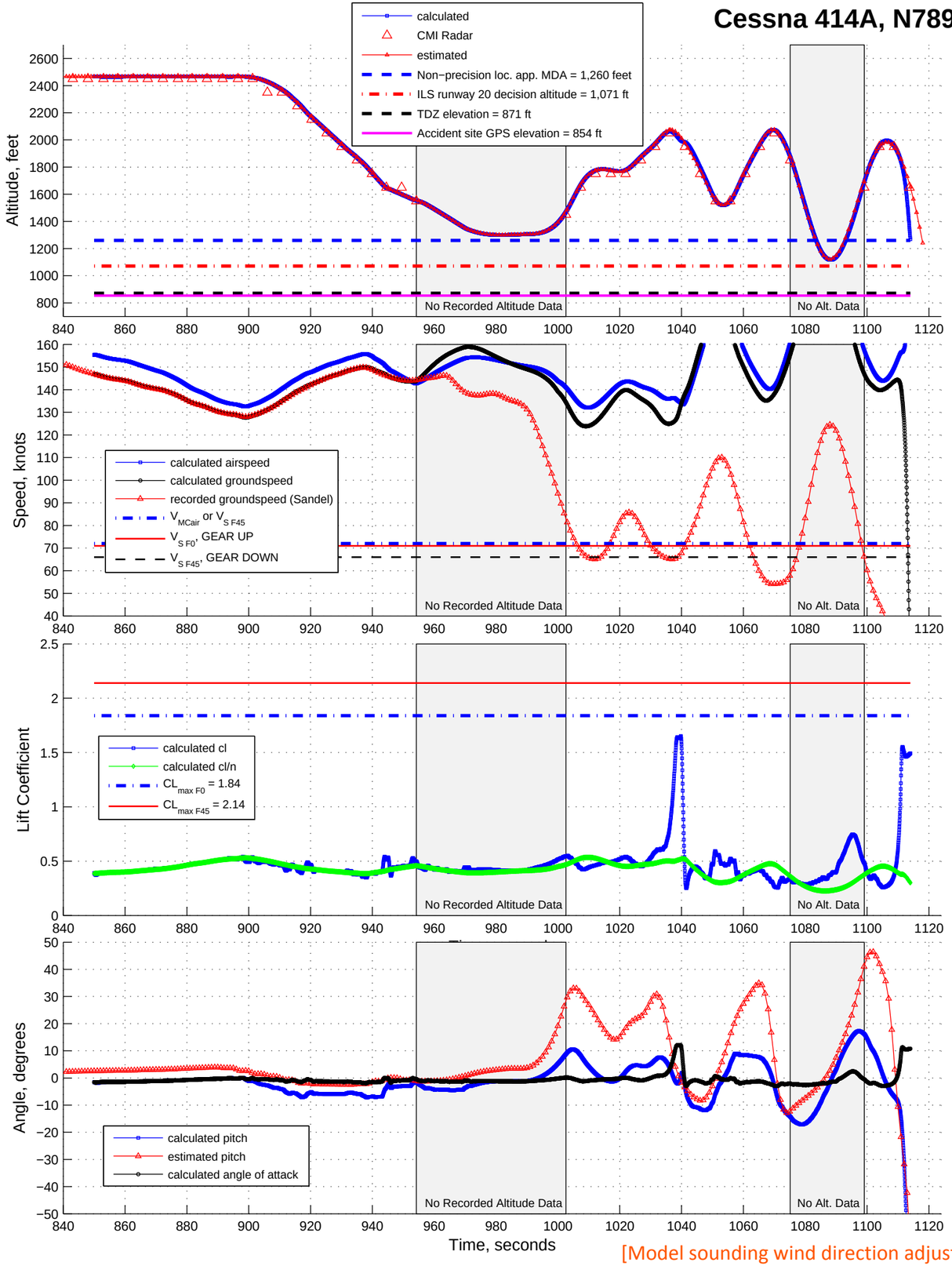
Cessna 414A, N789UP, Simulation Using Up to 95.0 Percent of Dual Engine Horsepower

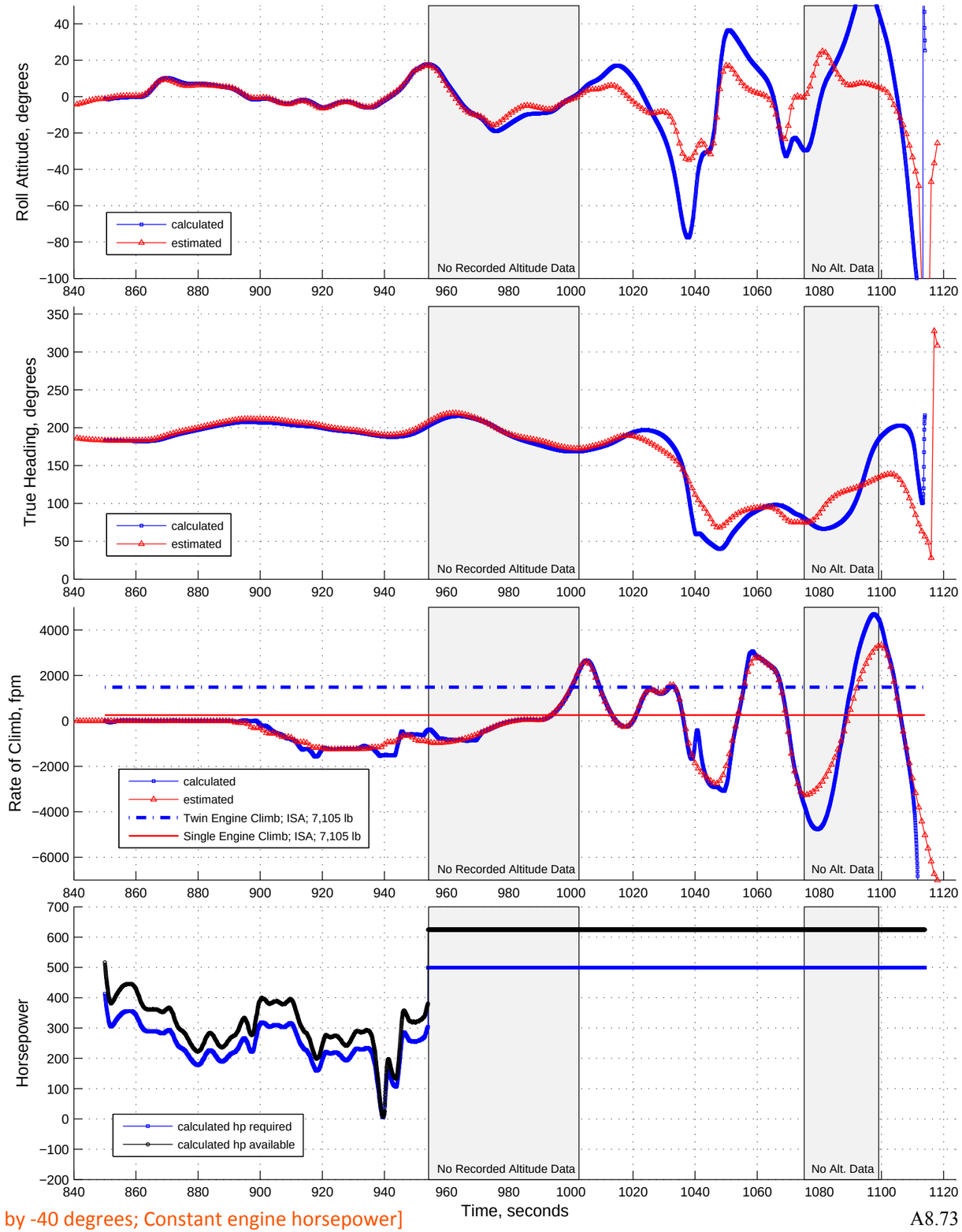




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

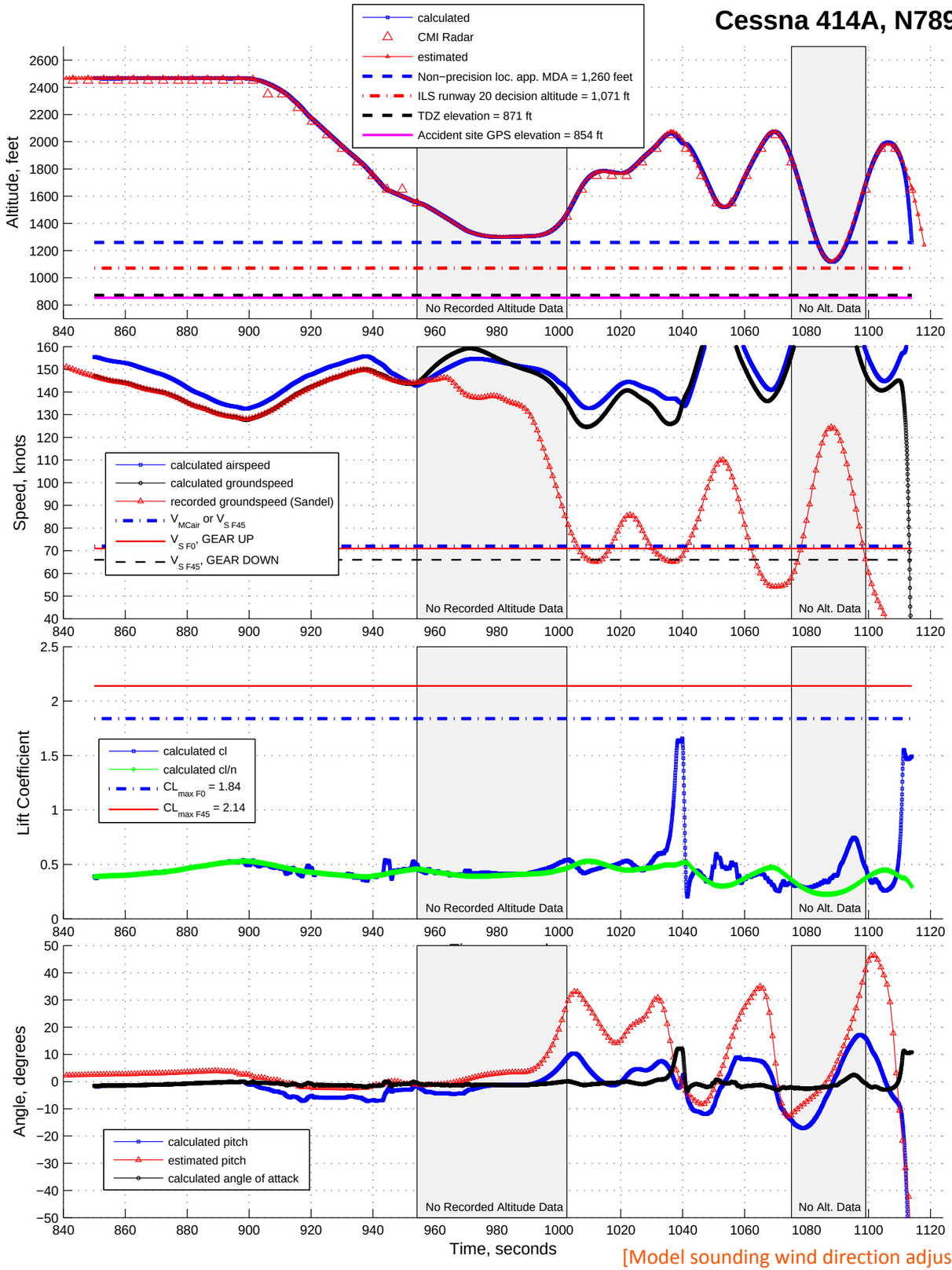
Cessna 414A, N789UP, Simulation Using Up to 96.0 Percent of Dual Engine Horsepower

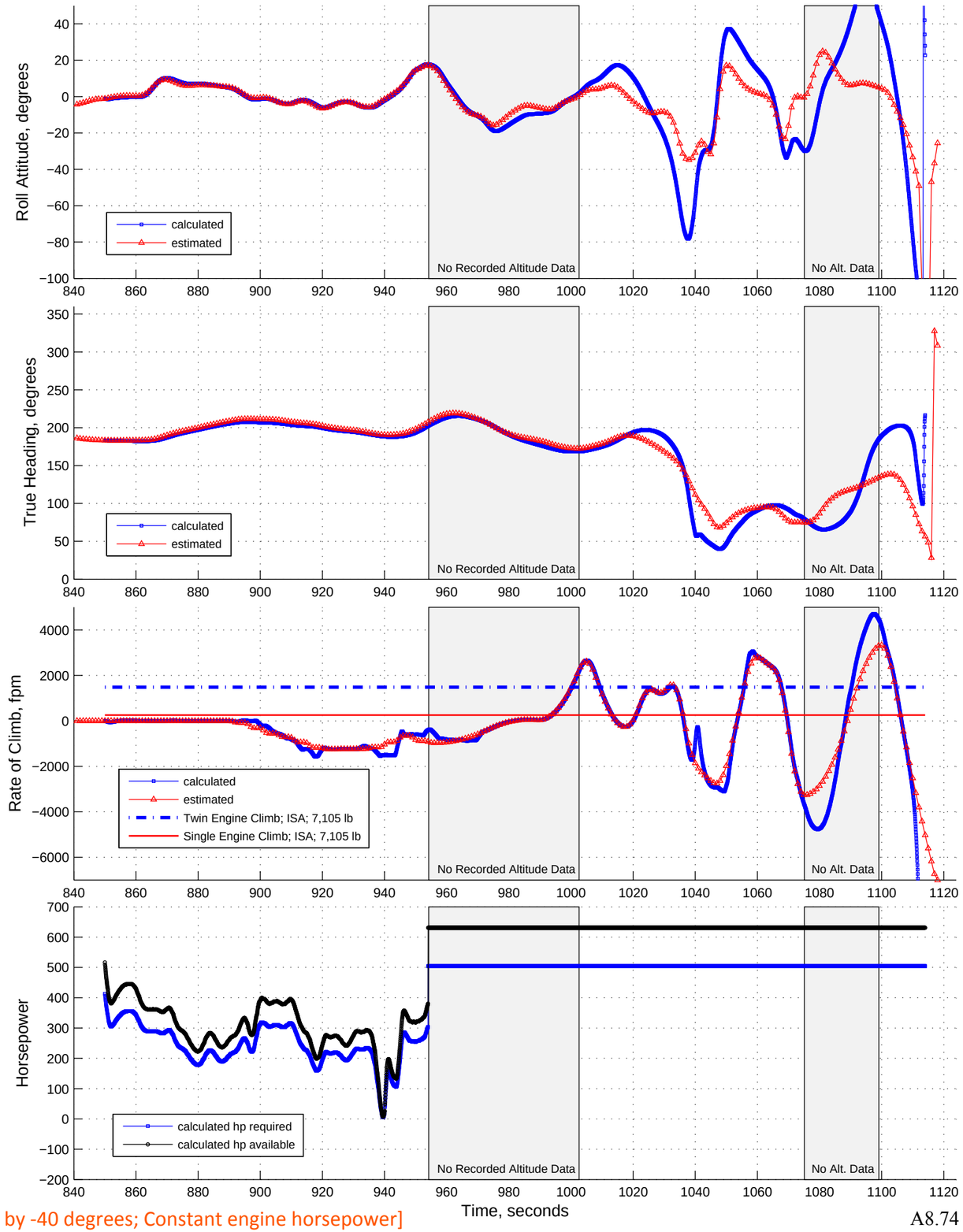




[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

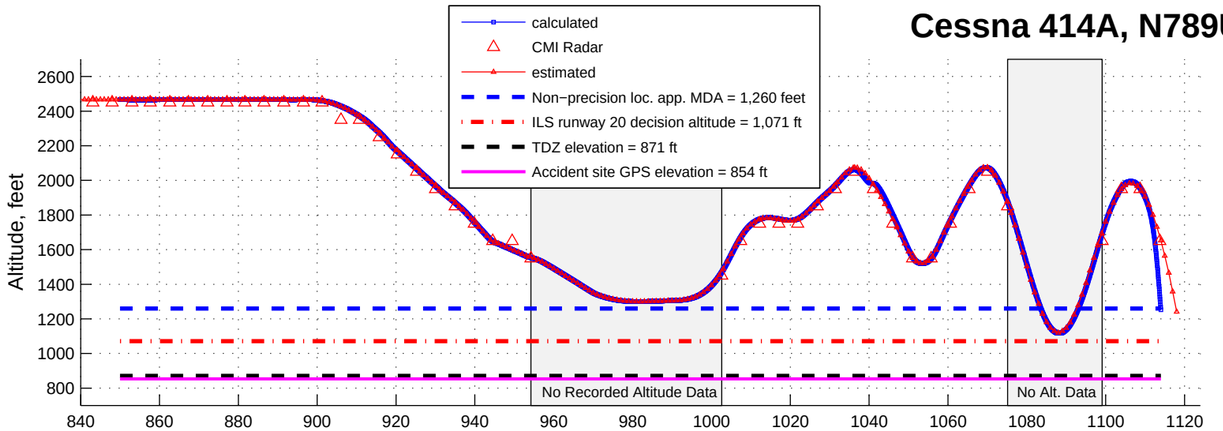
Cessna 414A, N789UP, Simulation Using Up to 97.0 Percent of Dual Engine Horsepower

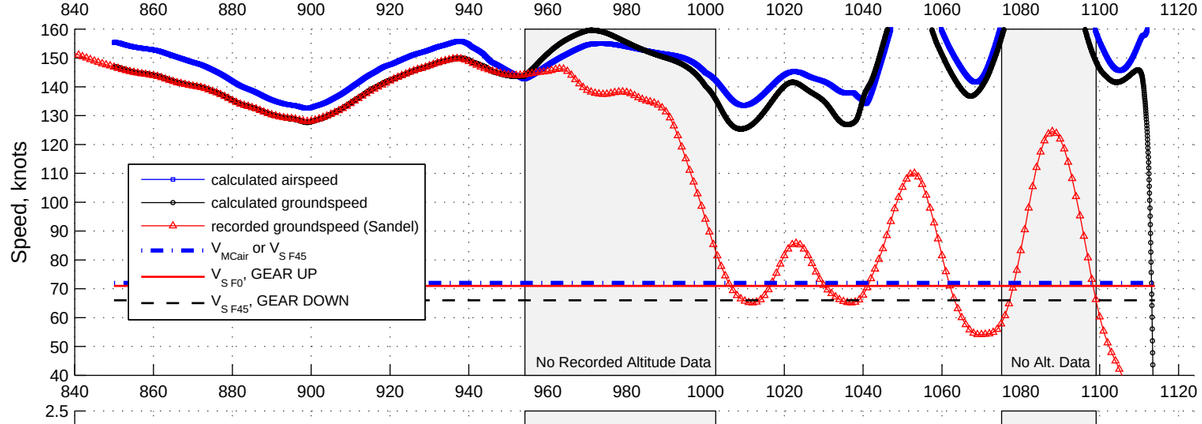


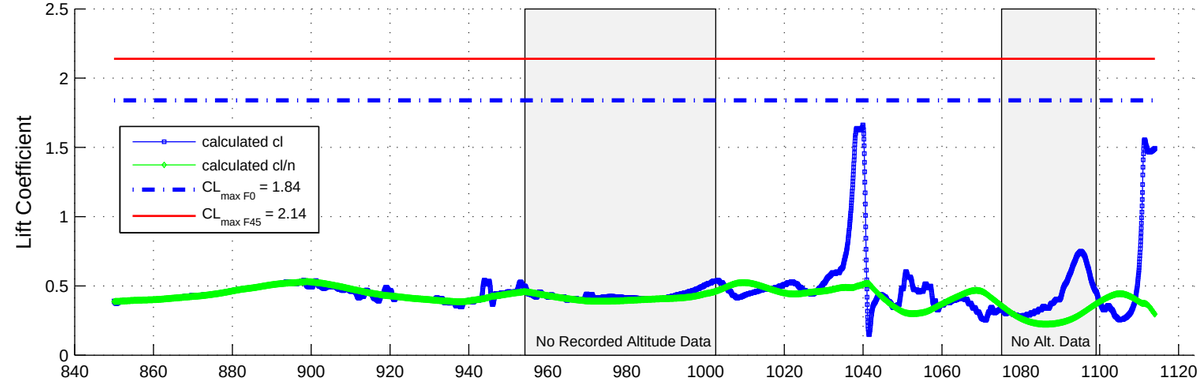


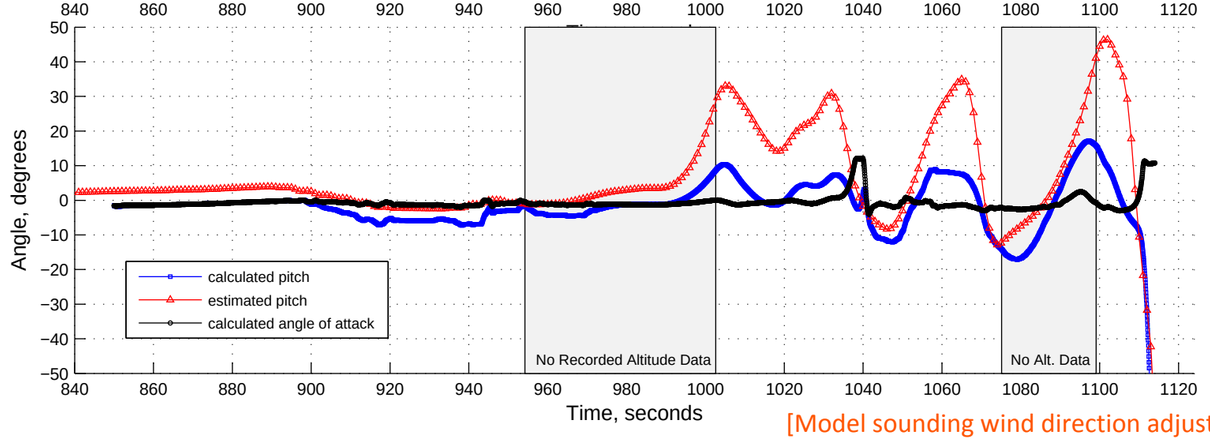
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

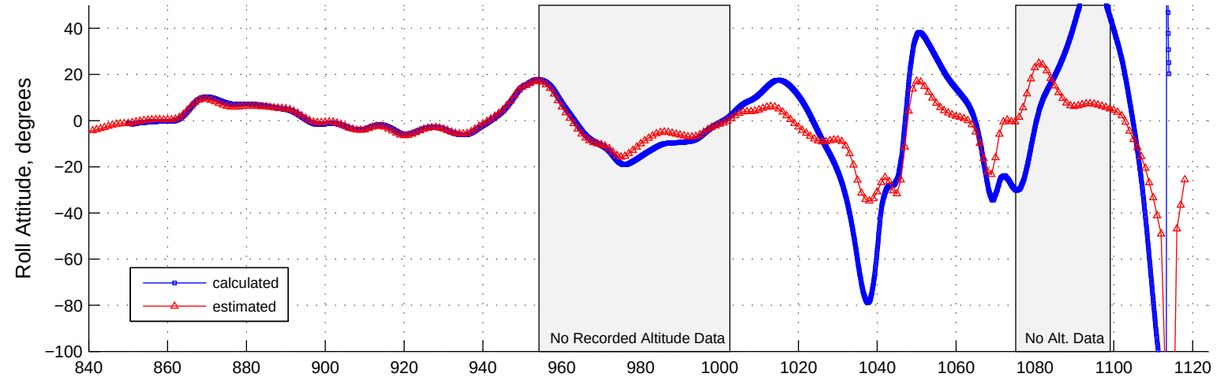
Cessna 414A, N789UP, Simulation Using Up to 98.0 Percent of Dual Engine Horsepower

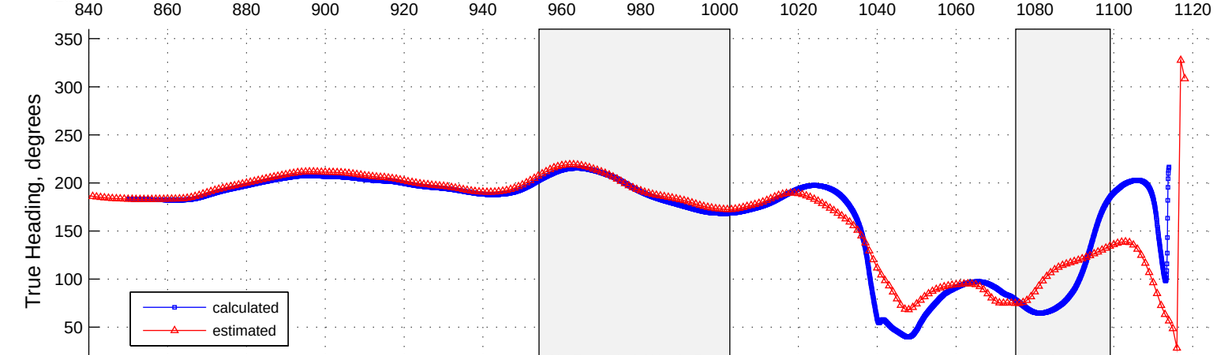


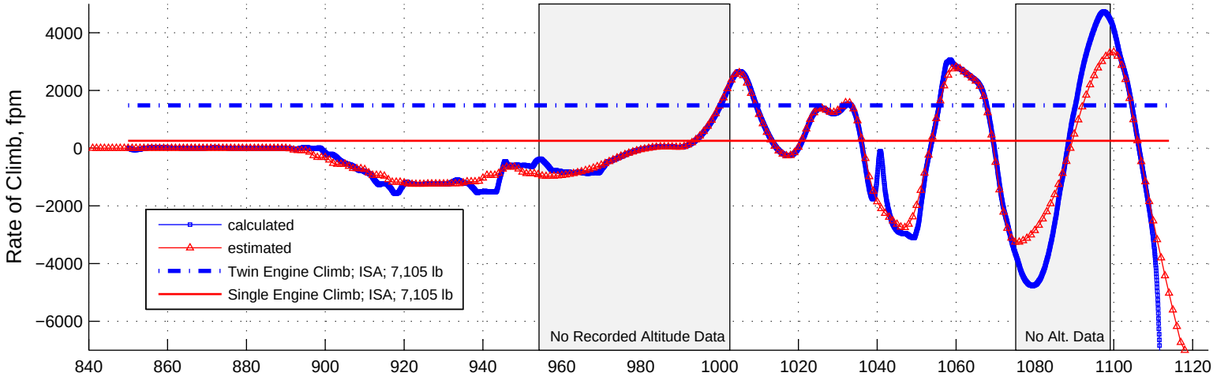


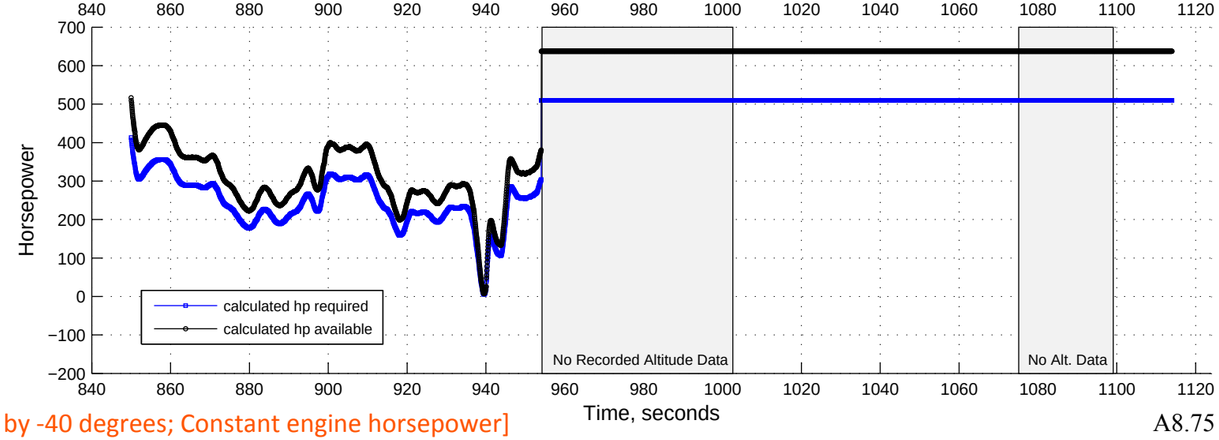






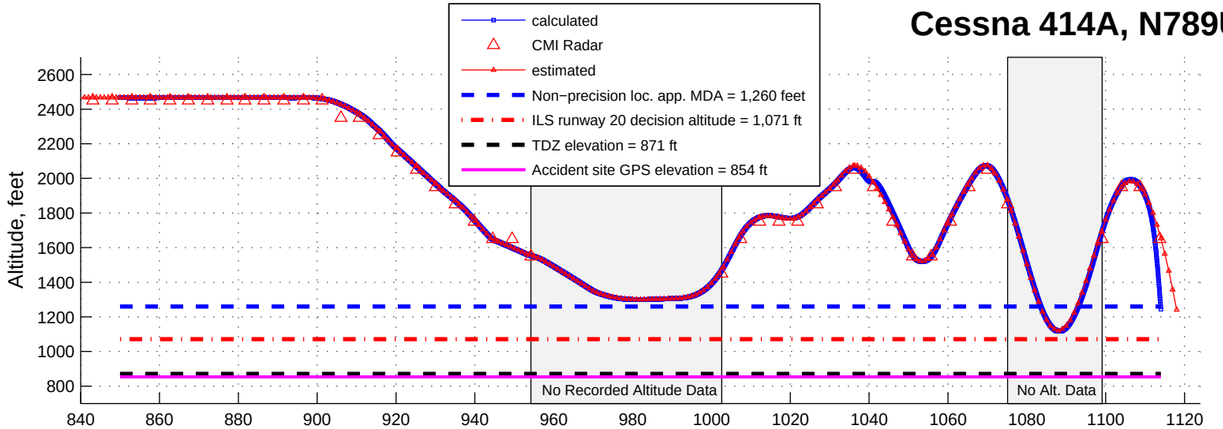


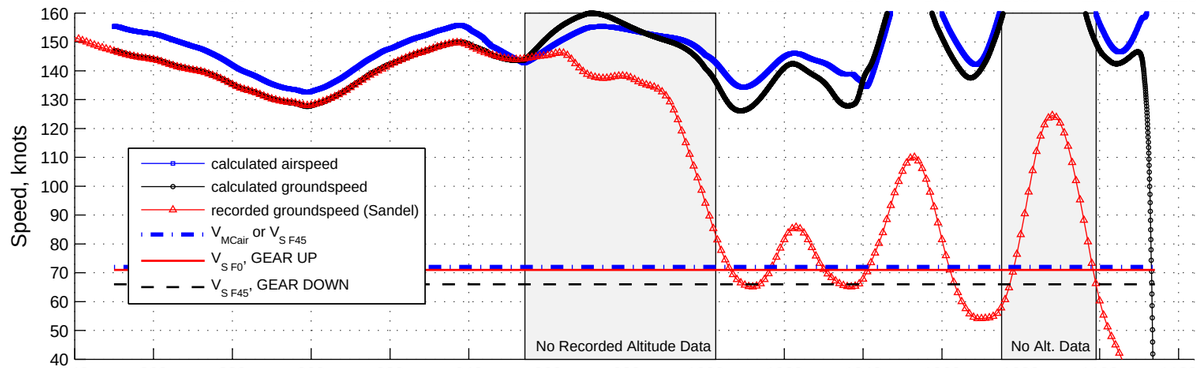


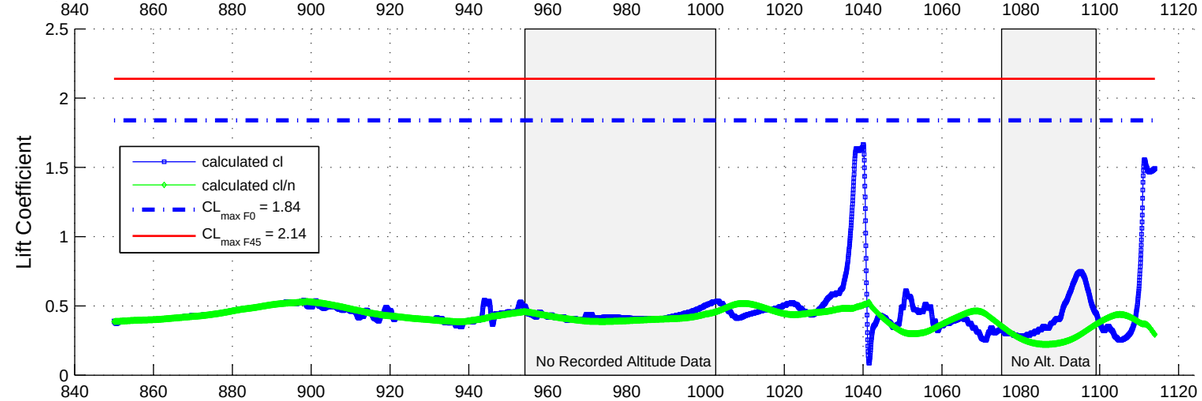


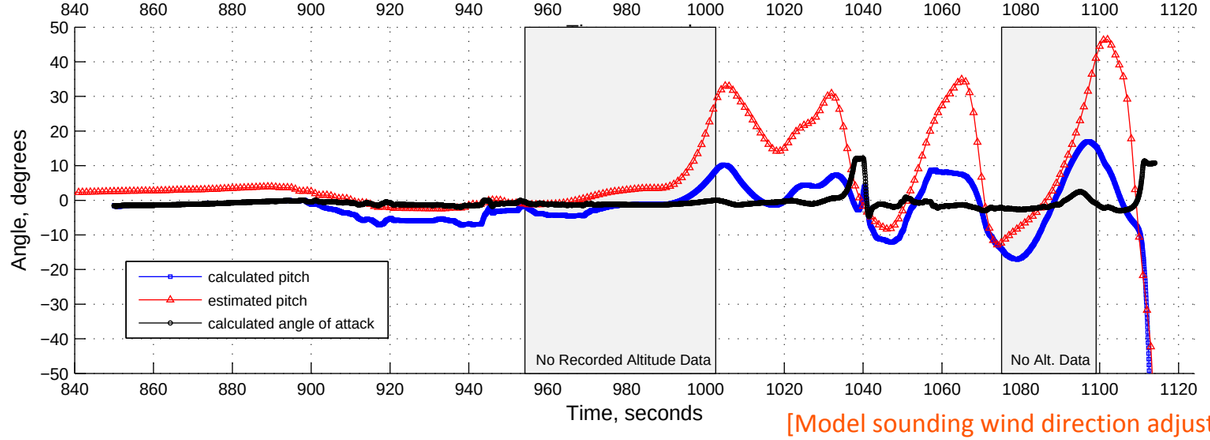
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

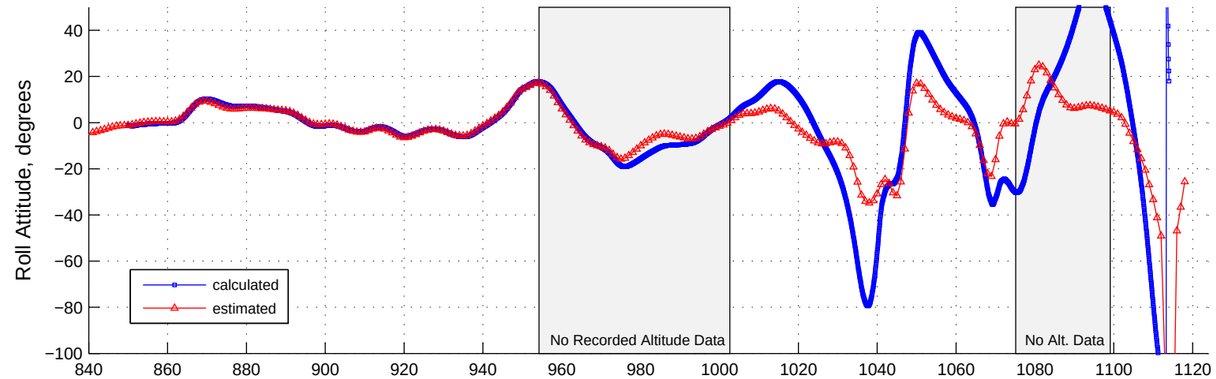
Cessna 414A, N789UP, Simulation Using Up to 99.0 Percent of Dual Engine Horsepower

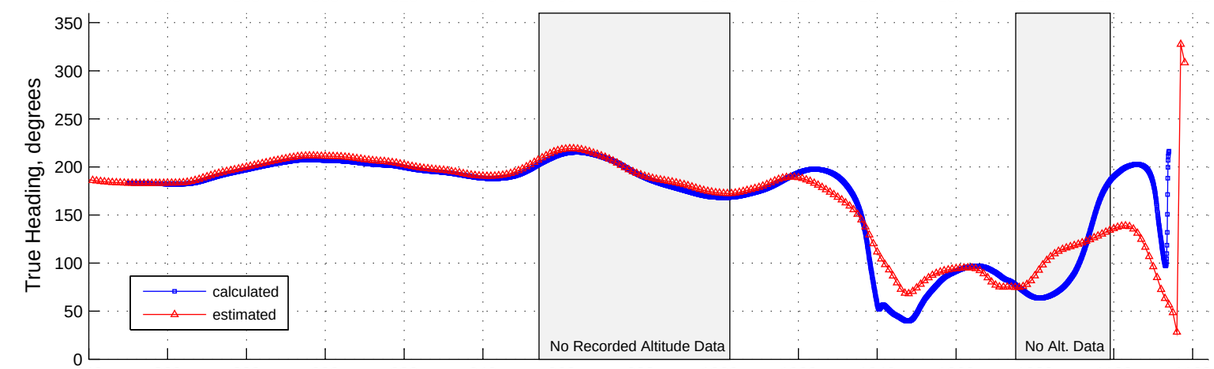


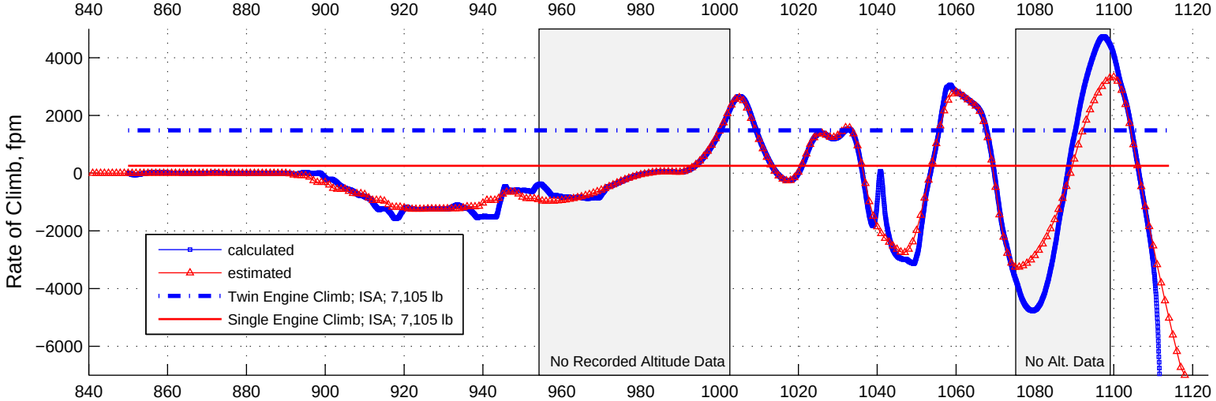


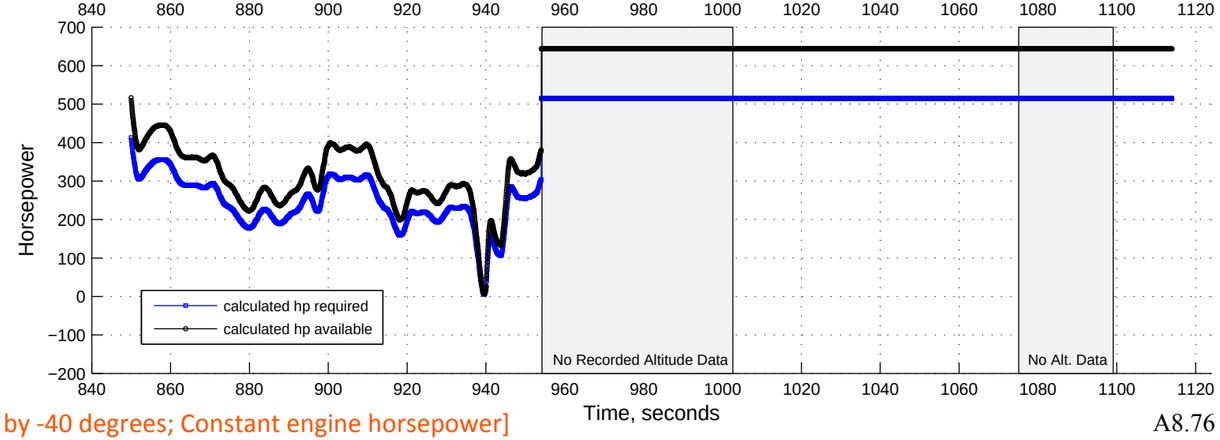






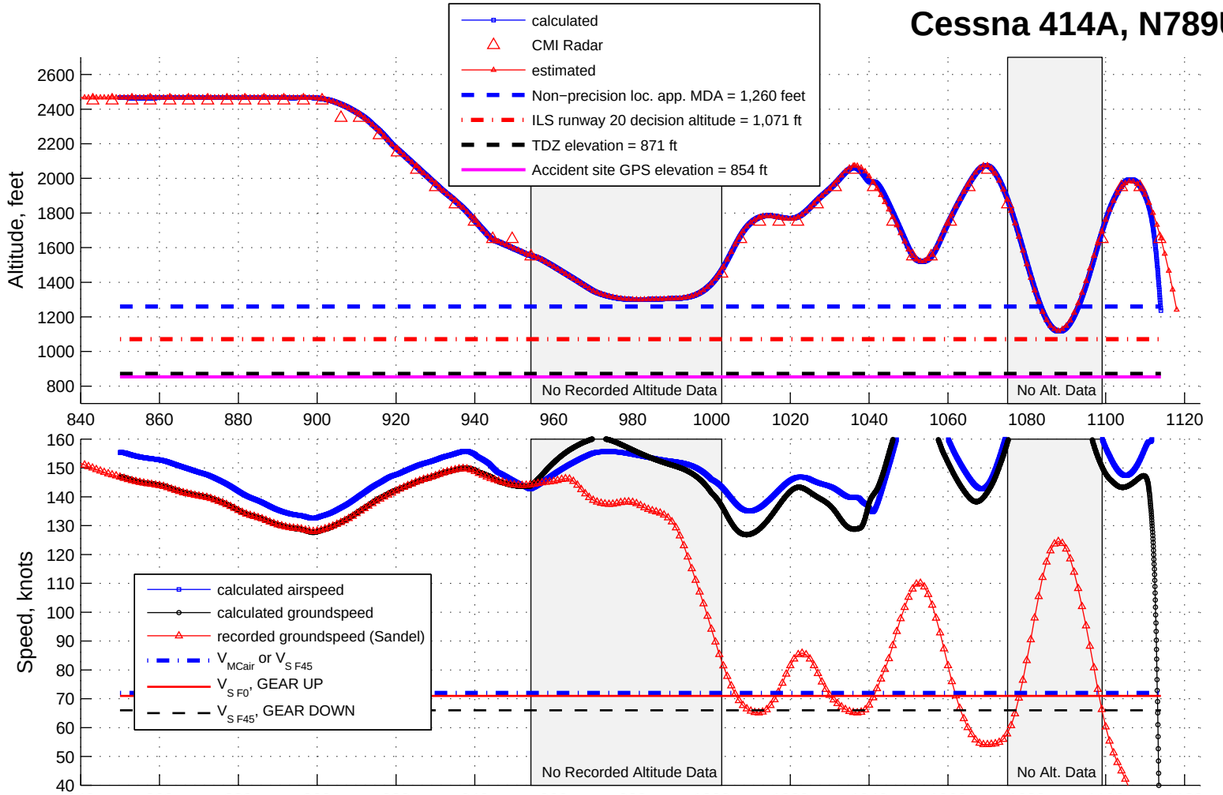


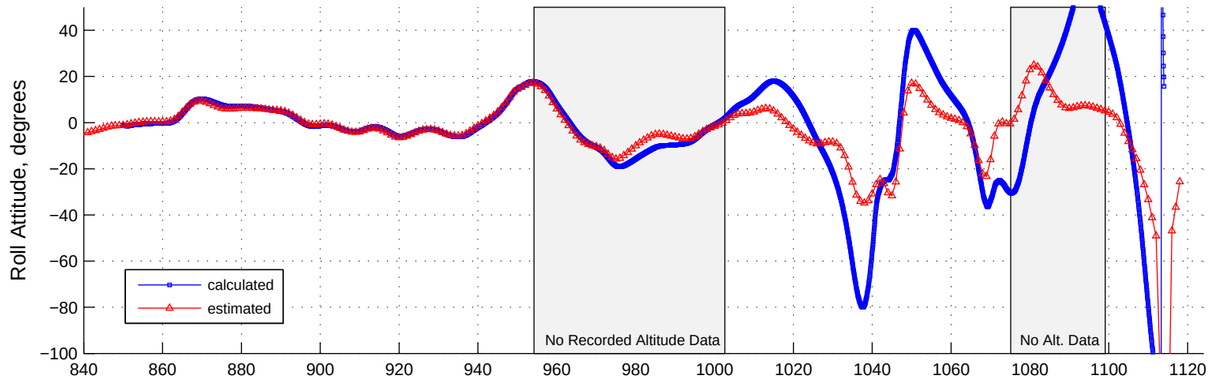


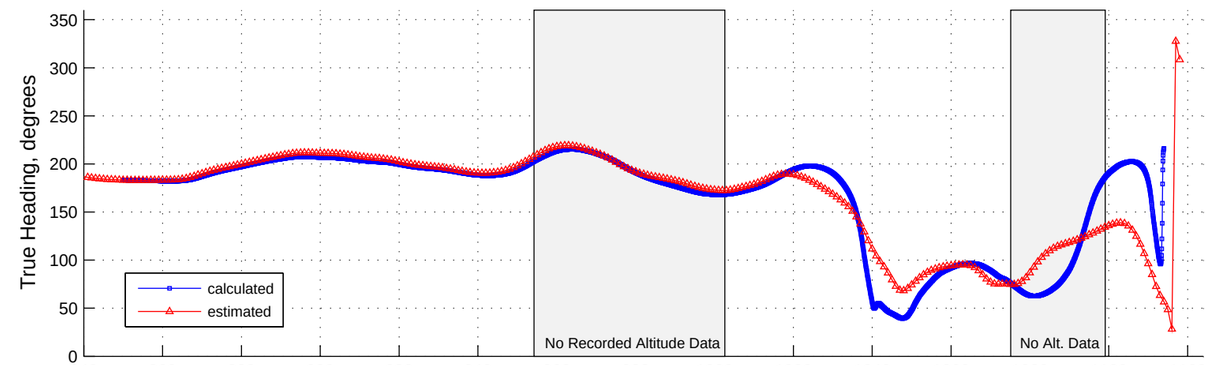


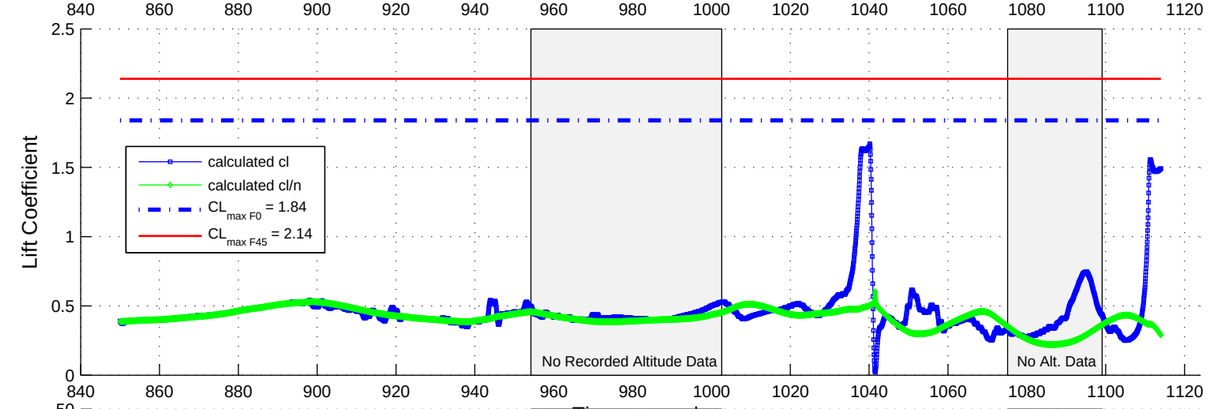
[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]

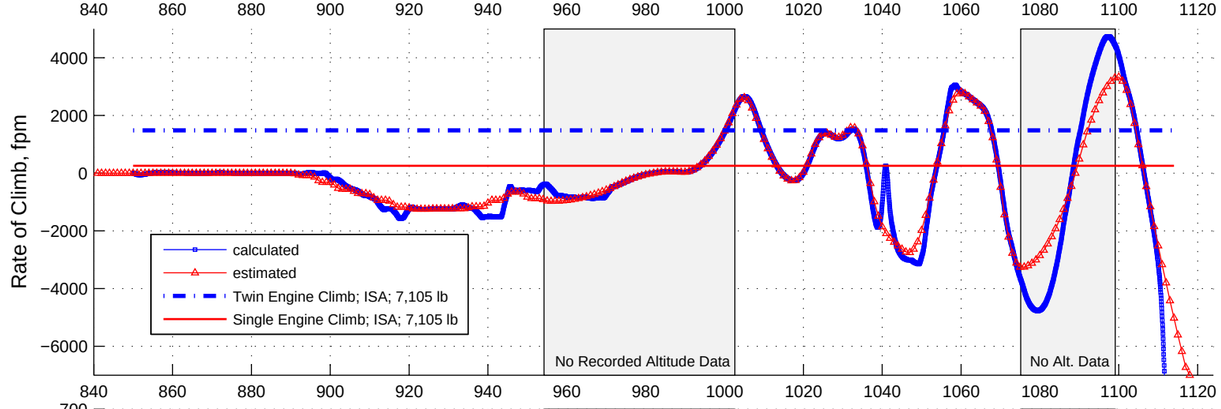
Cessna 414A, N789UP, Simulation Using Up to 100.0 Percent of Dual Engine Horsepower

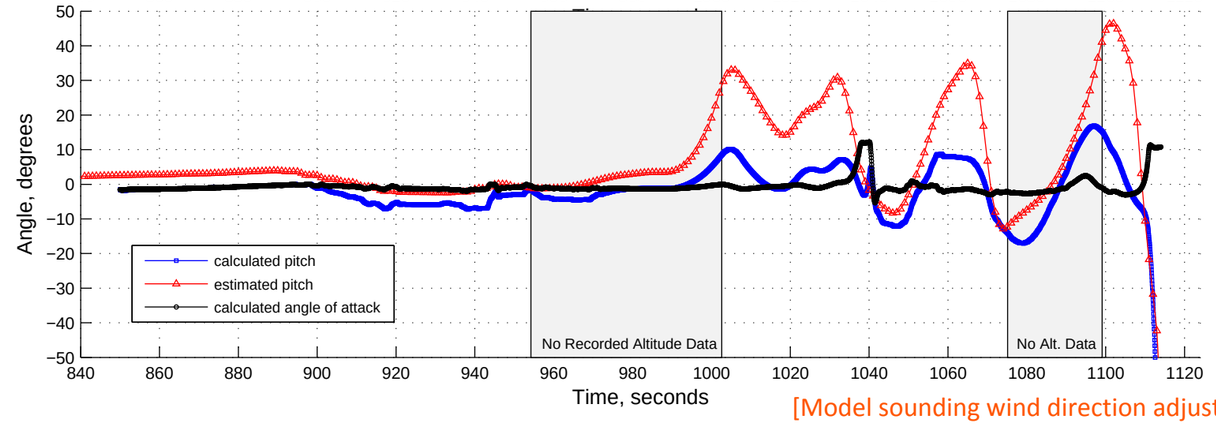


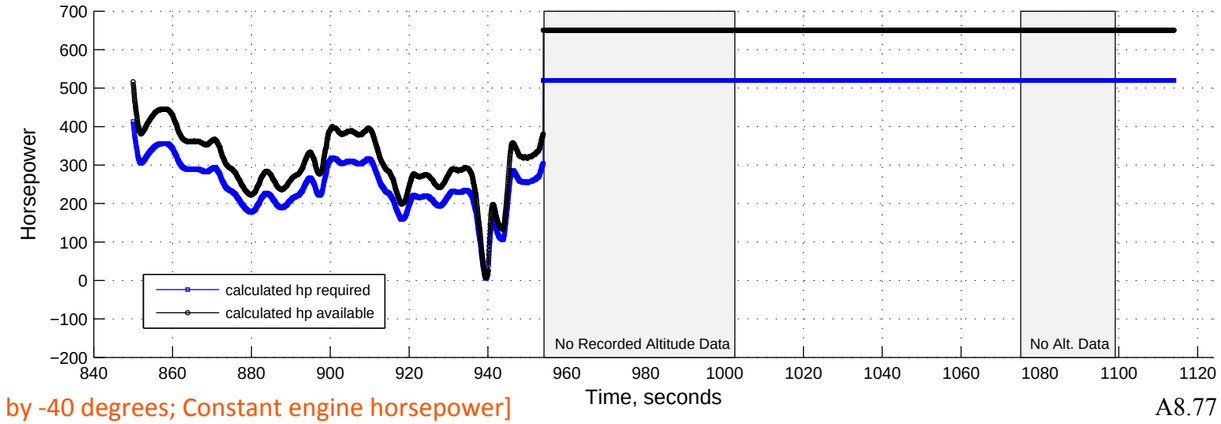












[Model sounding wind direction adjusted by -40 degrees; Constant engine horsepower]