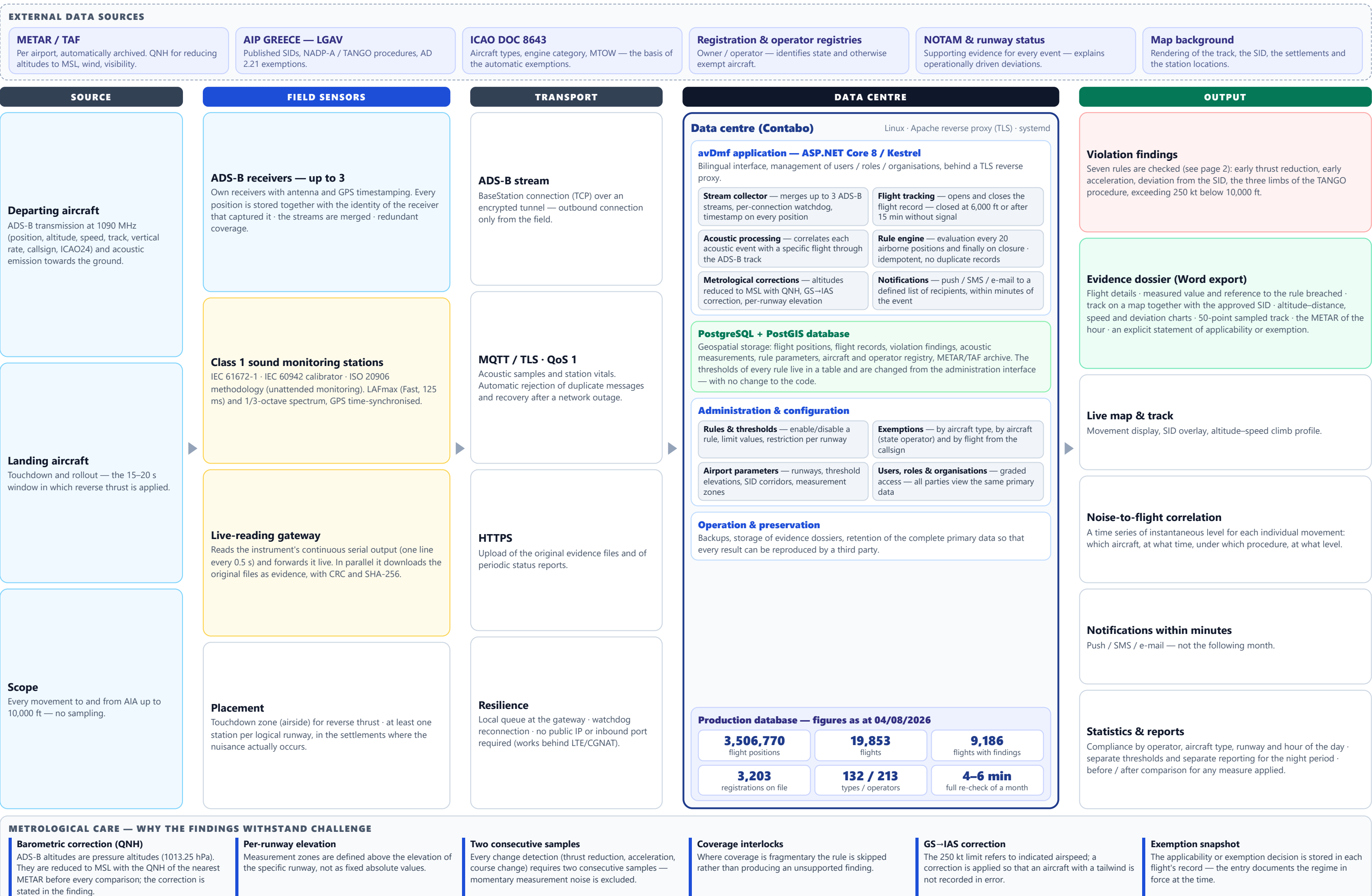




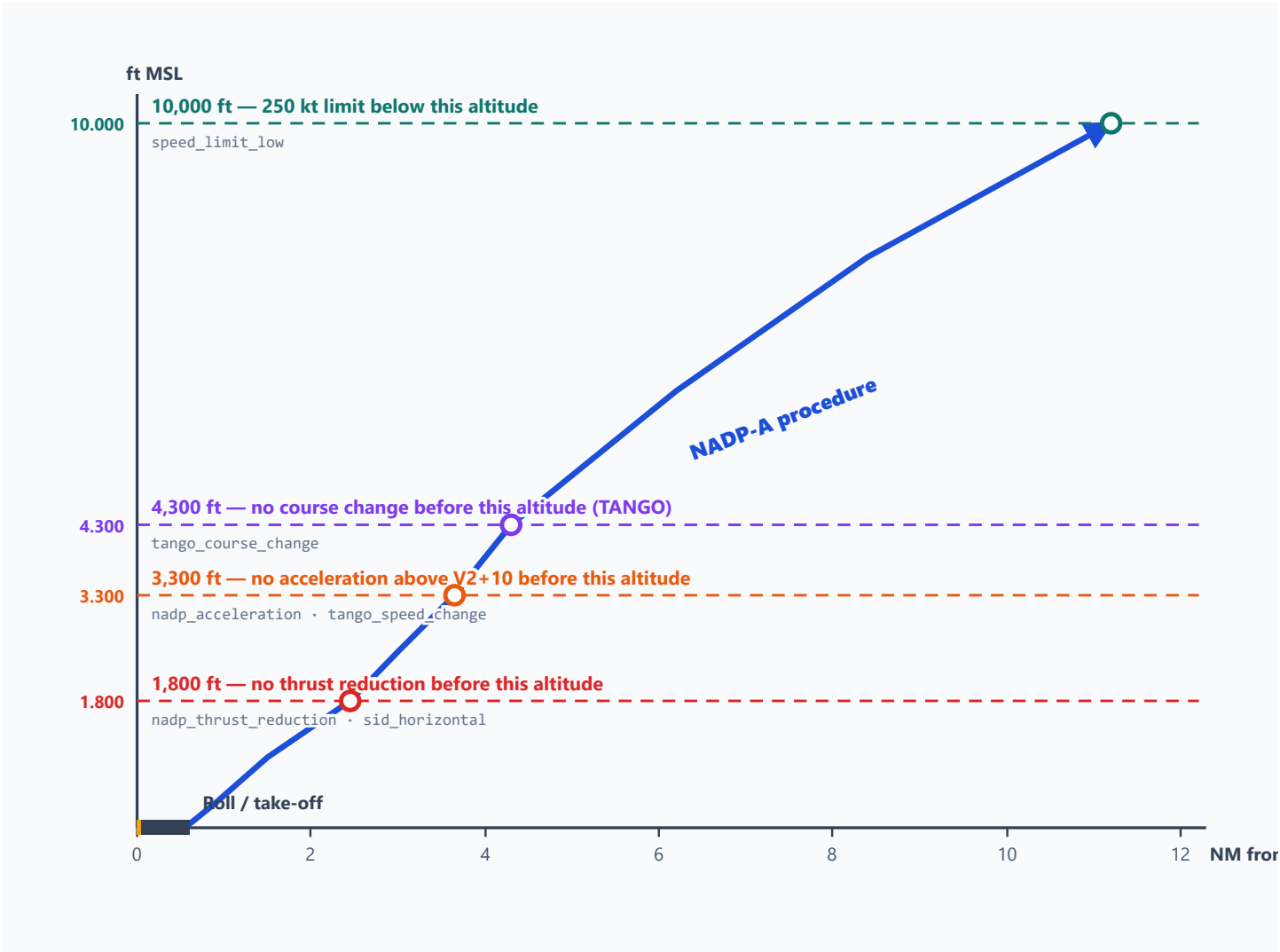
Plan view — airport, measurement zones, stations

Schematic representation; not to scale.



Profile — climb path and rule thresholds

Altitudes in ft MSL, reduced with the METAR QNH.



LANDING — DETECTION OF REVERSE THRUST ABOVE IDLE (UNDER DEVELOPMENT)

- 1. Touchdown trigger**

Touchdown from ADS-B: timestamp and runway.
- 2. Analysis window**

The first ~15–20 s of the rollout — where reverse thrust is applied.
- 3. Onset detection**

Sharp rise in LAFmax plus a broadband spectral signature (1/3 octave).
- 4. Spatial check — TDOA**

The source moves along the runway axis at landing speed.
- 5. Classification**

idle / above-idle, with a threshold calibrated per aircraft type.
- 6. Dossier & approval**

Evidence, confidence level, METAR — and a human in the loop before any issuance.

The rules checked, their regulatory basis and their thresholds				
Code	What is checked	Regulatory basis	Thresholds	Runways
nadp_thrust_reduction	Early reduction of take-off thrust	AIP GREECE LGAV AD 2.21.3(a)	below 1,800 ft MSL	03L · 03R
nadp_acceleration	Early acceleration above the initial climb speed (V2+10)	AIP GREECE LGAV AD 2.21.3(a)	below 3,300 ft MSL · +10 kt	03L · 03R
sid_horizontal	Horizontal track deviation from the published SID	AIP GREECE LGAV AD 2.21.3(b)	below 1,800 ft	03L · 03R
tango_takeoff_point	Roll started outside the first 300 m of the runway (intermediate intersection used)	TANGO procedure / SID 4 RWY 03R	300 m from the threshold · 30 kt	03R
tango_speed_change	Initial speed changed by more than 10 kt	TANGO procedure	up to 3,300 ft · 10 kt	03R
tango_course_change	Course changed before 4,300 ft	TANGO procedure · AD 2.21.3(b)	up to 4,300 ft · 20°	03R
speed_limit_low	Exceeding 250 kt below 10,000 ft	General speed limit	250 kt + 10 kt tolerance	all