Feature 1: WIND DIRECTION TRUE
Feature 2: APU FIRE WARNING
Feature 3: LOW HYDRAULIC PRESSURE YELLOW
Feature 5: WIND SPEED

The graph above illustrates the wind speed (WS) over time. The x-axis represents time (normalized), while the y-axis shows the altitude. The data points fluctuate significantly over time, indicating the dynamic nature of wind speed at different altitudes.
Feature 6: GREENWICH MEAN TIME (MINUTE)

The graph shows the variation of GMT_MINUTE over time, normalized from 0.0 to 1.0 on the x-axis. The y-axis represents GMT_MINUTE values. The altitude line at the bottom of the graph indicates a characteristic pattern, starting and ending at a lower value, with a peak in the middle, labeled with the value 670200106231735.
Feature 7: LOW HYDRAULIC PRESSURE GREEN

![Graph showing low hydraulic pressure over time and altitude changes.](image-url)
Feature 8: BODY LONGITUDINAL ACCELERATION
Feature 10: DFGS 1&2 MASTER

![Graph showing DFGS and altitude over normalized time]
Feature 11: ENGINE SERIAL NUMBER 3 LSP
Feature 12: TOTAL AIR TEMPERATURE

The graph shows the total air temperature (TAT) over time. The Y-axis represents temperature in degrees Celsius, ranging from -30 to 30. The X-axis represents time (normalized) from 0.0 to 1.0.

Below the temperature graph, there is a smaller graph showing the altitude over time. The altitude appears to increase and then decrease slightly, with a notation of 670200106231735 at a certain point.
Feature 15: SQUAT SWITCH RIGHT MAIN GEAR
Feature 16: TRUE AIRSPEED LSP
Feature 17: ENGINE SERIAL NUMBER 1 LSP

ESN_1

0.0 0.2 0.4 0.6 0.8 1.0

7300 7400 7500 7600 7700 7800 7900

7700

0.0 0.2 0.4 0.6 0.8 1.0

670200106231735

altitude

time (normalized)
Feature 18: ELEVATOR POSITION RIGHT
Feature 19: LONGITUDINAL ACCELERATION
Feature 20: VERTICAL ACCELERATION

[Graph showing vertical acceleration over time with an accompanying altitude plot.]
Feature 21: FADEC FAIL ALL ENGINES
Feature 22: ACMS TIMING USED T1HZ

The graph shows the ACMT feature over time. The x-axis represents time (normalized), while the y-axis represents ACMT. The graph also includes a line indicating altitude over time.
Feature 23: SPOILER DEPLOY YELLOW
Feature 26: LOW OIL PRESSURE ALL ENGINES
Feature 27: TAIL ANTICE ON
Feature 29: STATIC AIR TEMPERATURE

The graph shows the variation of STATIC AIR TEMPERATURE (SAT) over time (normalized). The SAT values range from -50 to 30. The altitude is also plotted at the bottom, showing a steady increase with a label of 670200106231735.
Feature 31: GROUND SPEED LSP
Feature 35: DISTANCE TO WAYPOINT LSP

![Graph showing distance to waypoint LSP over time.](image-url)
Feature 36: AILERON POSITION LH
Feature 37: SELECTED COURSE
Feature 39: MARKERS- INNER, MIDDLE, OUTER

[Graph showing time (normalized) on the x-axis and altitude on the y-axis with a line graph and red markers indicating certain points].
Feature 40: ENGINE CYCLE 4 LSP

ECYC_4

+1.698e4

time (normalized)

altitude
Feature 42: ENGINE CYCLE 2 LSP

ECYC_2

+8.636e3

Altitude

670200106231735

Time (normalized)
Feature 43: THRUST MODE

![Graph showing THRUST MODE over time and altitude.](image-url)
Feature 45: MANUAL SNAPSHOT SWITCH
Feature 47: N1 COMPENSATION
Feature 49: ILS FREQUENCY LSP
Feature 50: CROSS TRACK ACCELERATION

The graph shows a time-normalized plot of CROSS TRACK ACCELERATION (CTAC) over time. The vertical axis represents the CTAC values ranging from -0.6 to 0.6. The horizontal axis represents time, normalized to a range from 0 to 1.

A secondary graph at the bottom shows the altitude over time, with normalized time from 0 to 1. The altitude values range from approximately 0 to 5000 meters, indicating a steady increase until around 0.3, followed by a plateau until around 0.7, and then a decrease.

The data appears to be indicative of a journey with significant variations in acceleration, possibly related to climbing or descending phases in a flight or movement trajectory.
Feature 52: N1 COMMAND LSP

N1C vs. time (normalized) and altitude.
Feature 53: ENGINE VIBRATION 4
Feature 54: ENGINE VIBRATION 3

![Graph showing feature 54: ENGINE VIBRATION 3](image-url)
Feature 55: ENGINE VIBRATION 2

The graph shows the VIB_2 feature over time (normalized) with altitude below it. The VIB_2 values range from 0.0 to 0.45, while the altitude remains relatively constant except for a slight increase from 0.0 to 0.45 and then a decrease towards the end of the normalized time period from 0.8 to 1.0.
Feature 56: ENGINE VIBRATION 1

The graph shows the variation of ENGINE VIBRATION 1 over time, with the x-axis representing time (normalized) and the y-axis representing VIB_1 values. Below the main graph, there is a smaller graph depicting the altitude over time, with the x-axis representing time (normalized) and a note indicating '670200106231735'.
Feature 57: ROLL SPOILER LEFT
Feature 58: EVENT MARKER

The graph shows a time-normalized x-axis and altitude y-axis. The red vertical bars represent event markers occurring at specific times. The graph also includes a red line indicating altitude changes over time, with a label "670200106231735" at a specific point on the x-axis.
Feature 59: GEARS L&R UP LOCKED
Feature 61: GLIDESLOPE DEVIATION
Feature 62: CORRECTED ANGLE OF ATTACK

AOAC vs time (normalized)

altitude vs time (normalized)
Feature 63: TOTAL PRESSURE LSP
Feature 64: LATERAL ENGAGE MODES

The graph above illustrates the LMOD (Lateral Mode) over time (normalized). The X-axis represents time (normalized) ranging from 0.0 to 1.0, and the Y-axis represents LMOD values. The graph shows a series of steps or changes in LMOD over time.

Below the main graph is a secondary axis labeled "altitude". It appears to show changes in altitude over time (normalized) with a value of 670200106231735 indicated at normalized time 0.4.
Feature 70: FLIGHT PHASE FROM ACMS
Feature 72: ENGINE CYCLE 3 LSP

ECYC_3

+8.144e3

time (normalized)

altitude

670200106231735

670200106231735
Feature 73: WEIGHT ON WHEELS
Feature 77: THRUST AUTOMATIC ON

A_T

altitude

670200106231735

70200106231735

time (normalized)
Feature 78: OIL PRESSURE 2

The graph shows the OIL PRESSURE 2 over time, with time (normalized) on the x-axis and OIL PRESSURE 2 on the y-axis. The data appears to fluctuate significantly throughout the time frame.

Additionally, there is a subplot showing the altitude over time, with the altitude on the y-axis and time (normalized) on the x-axis. The altitude values range from 0 to 100.

The timestamps provided are:
- 670200106231735
Feature 81: STICK SHAKER
Feature 82: SQUAT SWITCH LEFT MAIN GEAR
Feature 83: SPOILER DEPLOY GREEN

SPLG vs time (normalized) graph with altitude data.
Feature 84: AVERAGE STATIC PRESSURE LSP

The graph depicts the change in average static pressure (PSA) over time (normalized). The PSA shows a sharp decrease followed by a period of stability, and then a gradual increase.

Additionally, there is a secondary graph showing the change in altitude over time (normalized). The altitude remains relatively constant during the period of stability in PSA, followed by a gradual decrease and then an increase.
Feature 85: BRAKE PRESSURE RH GREEN

Time (normalized) vs. BPGR_2:

Altitude vs. time (normalized):

Altitude values:

- 6702
- 6001
- 10623
- 17317
- 35631

Normalized time:
- 0.0
- 0.2
- 0.4
- 0.6
- 0.8
- 1.0
Feature 86: MAGNETIC HEADING LSP
Feature 88: CORE SPEED 1 LSP

The graph shows a time-normalized plot of altitude over time, with a significant increase in altitude from 0 to approximately 0.6 normalized time units, followed by a decrease. The y-axis represents altitude, which ranges from 0 to 100, and the x-axis represents time (normalized), ranging from 0.0 to 1.0.
Feature 90: CORE SPEED 2 LSP

The graph above shows the variation of N2_2 over time (normalized). The x-axis represents time, and the y-axis represents N2_2. The graph indicates a significant drop in N2_2 towards the end of the time period.

The lower graph shows the altitude over time (normalized). The y-axis represents altitude, and the x-axis represents time (normalized). The altitude shows a steady increase and then a decrease towards the end of the time period.
Feature 92: SELECTED ALTITUDE LSP
Feature 93: VHF KEYING #1
Feature 94: VHF KEYING #2
Feature 95: VHF KEYING #3

VHF3

altitude

time (normalized)
Feature 99: EXHAUST GAS TEMPERATURE 1
Feature 101: EXHAUST GAS TEMPERATURE 3
Feature 103: DFGS STATUS 3
Feature 106: FAN SPEED 4 LSP

The graph shows the time-normalized behavior of N1_4 (y-axis) over time (x-axis). The graph indicates a fluctuating trend with notable spikes and drops, suggesting varying conditions or responses over time.

The lower graph represents the altitude over time, which shows a general trend of increase and decrease, indicating changes in the operational environment or conditions.

The image also includes a label indicating the feature ID: Feature 106.
Feature 111: MAX ALLOWABLE AIRSPEED
Feature 112: ENGINE FIRE #2

The graph shows the time-normalized altitude with a constant FIRE_2 value of 0.00 throughout the normalized time period from 0.0 to 1.0.
Feature 113: SELECTED AIRSPEED
Feature 115: FUEL FLOW 2

![Graph showing fuel flow over time with superimposed altitude changes.](image-url)
Feature 116: BARO CORRECT ALTITUDE LSP

The graph shows the change in BARO CORRECT ALTITUDE (BAL2) over time, with altitude indicated at the bottom. The time is normalized and ranges from 0.0 to 1.0.
Feature 118: ANIMAL BAY SMOKE
Feature 119: ENGINE FIRE #3

The graph shows a line at the zero level for the variable FIRE_3 against time (normalized) on the x-axis. The y-axis represents the value of FIRE_3. The graph indicates no variation in FIRE_3 over the normalized time range from 0.0 to 1.0.

Additionally, there is a separate axis labeled "altitude" and "time (normalized)" with a plot indicating a change in altitude with varying time. The specific values shown are 670200106231735.
Feature 121: ENGINE FIRE #1
Feature 122: WINDSHEAR WARNING
Feature 123: A/T ENGAGE STATUS
Feature 124: GEARS L&R DOWN LOCKED
Feature 125: LOCALIZER DEVIATION
Feature 126: OIL TEMPERATURE 1

The graph shows the oil temperature over time, with time normalized along the x-axis and oil temperature along the y-axis. The graph indicates a steady increase in oil temperature over time, followed by a plateau and some fluctuations.
Feature 127: OIL TEMPERATURE 2

![Graph of OIL TEMPERATURE 2 over time (normalized)](image)

The graph shows the variations in OIL TEMPERATURE 2 over time, with altitude changes indicated at specific points in the timeline.
Feature 128: OIL TEMPERATURE 3

The graph shows the change in oil temperature over time on a normalized scale. The temperature fluctuates between approximately -400 and 0 over the time period indicated on the x-axis, which is normalized from 0.0 to 1.0.

Below the main graph, there is a secondary graph depicting altitude changes over time. The altitude also fluctuates, with a peak around the normalized time of 0.5 to 0.6.
Feature 130: GPWS 1-5

GPWS 1-5

 altitude

 time (normalized)
Feature 131: FRAME COUNTER

The graph shows the frame counter (FRMC) plotted against time (normalized). The FRMC values fluctuate periodically, indicating a repetitive pattern. The bottom graph represents altitude over time, with a notable increase and subsequent stabilization before a gradual decrease.
Feature 133: OIL PRESSURE 3

The graph shows the OIL PRESSURE over time (normalized) with a significant drop and fluctuation. The altitude is also plotted below, showing a steady increase and decrease.
Feature 135: HF KEYING #1

![Graph showing time-normalized altitude changes over time with a horizontal line indicating HF1 level at 1.00.]
Feature 136: CORE SPEED 3 LSP

The graph shows the normalized time on the x-axis and N2_3 on the y-axis. The altitude is also plotted at the bottom. The data points are marked with timestamps 670200106231735.
Feature 137: HF KEYING #2
Feature 138: OIL PRESSURE 4
Feature 139: POWER LEVER ANGLE 4

The graph shows the variation of PLA_4 (Power Lever Angle 4) over time, with a secondary plot indicating the altitude. The data points are represented by a red line, exhibiting fluctuations and peaks throughout the normalized time frame.
Feature 140: POWER LEVER ANGLE 1
Feature 141: OIL PRESSURE 1

The graph shows the oil pressure over time, with the x-axis representing normalized time and the y-axis representing oil pressure. The altitude is also depicted as a secondary graph below the main graph, with time normalized as well. The altitude graph indicates a steady increase and decrease with a peak altitude value of 670200106231735.
Feature 142: POWER LEVER ANGLE 3
Feature 144: PRESSURE ALTITUDE LSP

The graph shows the variation of pressure altitude over time (normalized). The graph includes a smooth curve that increases and decreases within the range of 0 to 35000 units along the altimeter axis. The x-axis represents time normalized between 0 and 1.0. The data points are not labeled in the image, but the overall trend indicates a typical flight path with an ascent, steady altitude, and descent.
Feature 146: PITCH ANGLE LSP
Feature 147: RADIO ALTITUDE LSP
Feature 153: ANGLE OF ATTACK 2
Feature 154: ANGLE OF ATTACK 1

The graph shows the angle of attack (AOA) over time. The angle of attack is depicted on the y-axis, with time normalized on the x-axis. The graph indicates significant fluctuations in the AOA, particularly around the normalized time of 0.6 and 0.8, which may correspond to changes in flight dynamics or external factors affecting the aircraft's angle of attack.
Feature 156: SYNC WORD FOR SUBFRAME 2
Feature 157: ENGINE ANTICE ALL POSITIONS

![Graph showing engine antice all positions over time and altitude.](attachment:image.png)
Feature 160: TRUE HEADING LSP

The graph represents the true heading (TH) over time, normalized. The graph shows fluctuations in TH, with peaks and troughs indicating changes in direction. Below the main graph, there is a secondary graph showing altitude over time, with a steady increase followed by a decrease, indicating a possible ascent and descent phase. The key time points are marked on the x-axis, which is normalized for the duration of the flight or mission.
Feature 161: GREENWICH MEAN TIME (SECOND)
Feature 162: INNER WING DEICE
Feature 164: SYNC WORD FOR SUBFRAME 4

VAR_6670

altitude

670200106231735
Feature 165: SYNC WORD FOR SUBFRAME 1
Feature 167: ENGINE HOURS 3 LSP

EHRS_3

+7.893e3

time (normalized) vs altitude

670200106231735
Feature 168: RUDDER PEDAL POSITION

![Graph showing Rudder Pedal Position over time with an altitude profile below it.](image-url)
Feature 173: FUEL FLOW 1

The graph shows the fuel flow over time, normalized on the x-axis. The fuel flow fluctuates significantly throughout the time period, with a notable spike early on. The graph also includes a horizontal line representing altitude, which remains relatively constant during the observed time period.
Feature 174: FUEL FLOW 3

The graph shows the variation of fuel flow (FF_3) with time (normalized). The x-axis represents time, and the y-axis represents the fuel flow in arbitrary units. The data points are scattered across a range of values, indicating fluctuations in fuel flow over time.

Additionally, there is a secondary graph for altitude, which remains relatively constant throughout the time period represented, with a slight dip at one point.

The time scale on the x-axis is normalized, ranging from 0.0 to 1.0, suggesting that the data spans a certain portion of a flight or mission, but the specific duration is not indicated.
Feature 175: MACH LSP

The graph shows the variation of MACH over time (normalized) with an additional line indicating altitude. The MACH value increases initially, reaching a peak before dropping sharply towards the end of the normalized time period.
Feature 176: INDICATED ANGLE OF ATTACK
Feature 180: CABIN HIGH ALTITUDE

The graph shows the relationship between CALT (Cabin High Altitude) and time (normalized), with theCALT values remaining constant over time. The altitude graph indicates a gradual rise and fall, with the altitude values ranging from 670 to 200106231735.
Feature 181: FLIGHT PATH ACCELERATION

The graph above shows the flight path acceleration (FPAC) over time. The x-axis represents time (normalized), ranging from 0.0 to 1.0, and the y-axis represents the FPAC, ranging from -0.3 to 0.3. The graph displays a series of fluctuations and variations in FPAC over the time period, indicating changes in the acceleration of the flight path.
Feature 182: PITCH TRIM POSITION

 PTRM vs time (normalized)

 PTRM vs altitude

 time (normalized)
Feature 183: TRUE/MAG HEADING SELECT
Feature 184: AIRBRAKE POSITION

- **Axes:**
  - **Y-axis (ABRK):** 0 to 120
  - **X-axis (time (normalized)):** 0.0 to 1.0

- **Graph Description:**
  - The graph shows the air brake position over time, normalized.
  - The y-axis represents the air brake position, ranging from 0 to 120.
  - The x-axis represents time, normalized from 0.0 to 1.0.

- **Additional Note:**
  - The graph indicates the air brake position over the specified time frame.
  - The specific values provided are not directly transcribed from the graph.
Feature 185: ROLL ANGLE LSP
Feature 186: SQUAT SWITCH NOSE MAIN GEAR

(time normalized)

NSQT

altitude

670200106231735