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	FLEXIBLE TAKEOFF (TEMP. ENTRY)		SEQ 100	REV 19

DEFINITION OF FLEXIBLE TAKEOFF

In many cases the aircraft takes off with a weight lower than the maximum permissible takeoff weight. When this happens, it can meet the required performance (runway, second segment, obstacle,...) with a decreased thrust that is adapted to the weight : this is called FLEXIBLE TAKEOFF and the thrust is called FLEXIBLE TAKEOFF THRUST.

The use of flexible takeoff thrust saves engine life.

USE OF FLEXIBLE TAKEOFF

The pilot can use flexible takeoff when the actual takeoff weight is lower than the maximum permissible takeoff weight for the actual temperature. The maximum permissible takeoff weight decreases when temperature increases, so it is possible to assume a temperature at which the actual takeoff weight would be the limiting one. This temperature is called FLEXIBLE TEMPERATURE or assumed temperature and is entered in the FADEC via the MCDU PERF TO page in order to get the adapted thrust.

REQUIREMENTS

TO BE ISSUED LATER

- Flexible takeoff is not permitted on contaminated runways.
- The operator should check the maximum thrust (TOGA) at regular intervals in order to detect any engine deterioration, or maintain an adequate engine performance monitoring program to follow up the engine parameters.

RECOMMENDATION

- Extension of engine life will be provided by the use of the highest flexible temperature. However a reduction of a few degrees from a high flexible temperature does not cause significant penalty to engines.
- A higher flap setting will provide additional aft body clearance, lower speeds and more comfort.

Using the same takeoff chart, for a given weight it is possible to :

- Select a temperature lower than the maximum determined one and keep the speeds defined at maximum temperature or,
- Move towards the left side (tailwind) of the takeoff chart while remaining within the same configuration and looking for the same actual takeoff weight at lower temperature.

This produces a lower flexible temperature and, in general, lower takeoff speeds (V1/VR/V2).

Using one of the two above possibilities, check that the selected temperature is greater than the actual temperature (OAT) and greater than the flat rating temperature (TREF).

TAKEOFF PROCEDURE

Depending on environmental takeoff conditions, the following procedure is recommended.

CONDITIONS	PROCEDURE	REASON
Dry or wet, well paved runway	Use flap setting giving the optimum performance. If takeoff performance is not limiting, consider the use of higher flap setting.	Extend engine life/improve aft body clearance.
High altitude takeoff	– Use CONF2/CONF3	Improve comfort.
Badly paved runway or Accelerate stop distance limited runway	– Use CONF2/CONF3 or – Move towards left side of the takeoff chart.	Improve comfort. Improve stopping distance.
Windshear expected along takeoff path	– Use maximum thrust.	Maintain acceleration capability.
Contaminated runway	– Use maximum thrust. (flex forbidden).	Improve stopping distance Decrease time on runway. Required by regulations.

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DETERMINATION OF FLEXIBLE TAKEOFF TEMPERATURE AND SPEEDS

Before determining the flexible temperature, calculate the maximum permissible takeoff weight (see previous section) and ensure that the actual takeoff weight is lower than the determined maximum takeoff weight.

- Enter the RTOW chart with the wind condition and selected configuration to interpolate for the actual takeoff weight. Read the flexible temperature in the temperature column corresponding to the actual weight.
- Repeat this process for the other configuration available. Select that configuration giving the highest flexible temperature.

CORRECTIONS DUE TO DIFFERENT TAKEOFF CONDITIONS

When the takeoff conditions are different from those provided on the chart, apply the associated corrections.

CONSERVATIVE CORRECTIONS FOR QNH AND BLEEDS FROM FCOM 2.02.24 P1

Corrections are given for QNH ~~≠~~ 1013 hPa, air conditioning ON, anti ice ON.

1. For a given takeoff weight, wind condition and selected configuration, determine the flexible temperature. Retain the takeoff speeds associated with the actual weight.
2. Apply the published temperature correction. To combine two or more corrections, add the different corrections and apply to temperature value.
(No speed corrections required).

Example 4

TO BE ISSUED LATER

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Example (Cont'd)

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CORRECTIONS FOR WET RUNWAY FROM FCOM 2.04.10

(Refer to FCOM 2.04.10)

CORRECTIONS PRODUCED ON THE RTOW CHART (SEE EXAMPLE ON 2.02.10 P6)

A description of this correction is given on 2.02.10 P3. The list of corrections is not exhaustive, however the most commonly used corrections are wet runway, QNH, air conditioning and/or anti ice. A maximum of three corrections can be produced on one chart.

To apply the correction, proceed as follows :

1. Enter the chart with wind and selected configuration. Interpolate for actual takeoff weight. Read flexible temperature associated with this weight.

2. Apply the first correction :

If the flexible temperature is less than or equal to TVMC (line 3), apply ΔT_{flex} correction from line 1 and apply speed corrections ($\Delta V1/\Delta VR/\Delta V2$) from line 2.

Else, (flexible temperature greater than TVMC), apply ΔT_{flex} from line 3 and $\Delta V1/\Delta VR/\Delta V2$ corrections from line 4.

Check V2 against VMU limitation (FCOM 2.02.25). If V2 is lower than V2 limited by VMU, flex takeoff is not possible. Set TOGA thrust and retain the speeds associated with maximum permissible takeoff weight or the speeds read in the chart for the actual weight if they are all lower.

No speed correction is required for QNH and bleeds influence (Not applicable to maximum takeoff weight determination).

3. To combine a second and/or a third correction, proceed as per point 2.

4. Check that the final flexible temperature is :

- higher than OAT and TREF
- limited to TMAXFLEX

If the check is fulfilled, retain final flexible temperature as the one to be inserted in the MCDU.

If the check is not fulfilled, (final flexible temperature lower than OAT or TREF), no flexible takeoff is possible.

Use TOGA thrust and retain speeds that have been calculated for the maximum permissible takeoff weight. (See 2.02.14 p7)

Note : – QNH correction is given for ± 10 hPa. It is allowed to extrapolate linearly for greater QNH deviation.

- Corrections from the chart must be applied from top to bottom, i.e. in the RTOW on 2.02.10 p6, apply the wet influence first.

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Note : – When the flexible temperature is higher than TVMC, it is allowed to limit the flexible temperature to TVMC and apply only corrections from lines 1 and 2.

- If asterisk or dotted lines appear in the correction boxes, refer to more conservative corrections provided in the FCOM.

Example 5

To be issued later

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COMBINING CORRECTIONS FROM FCOM AND CHART

1. Apply corrections from FCOM (see 2.02.24 p1).
2. Apply corrections from the RTOW chart.
Apply speed corrections except for QNH and bleed influences.

Example 6

To be issued later

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Example (Cont'd)

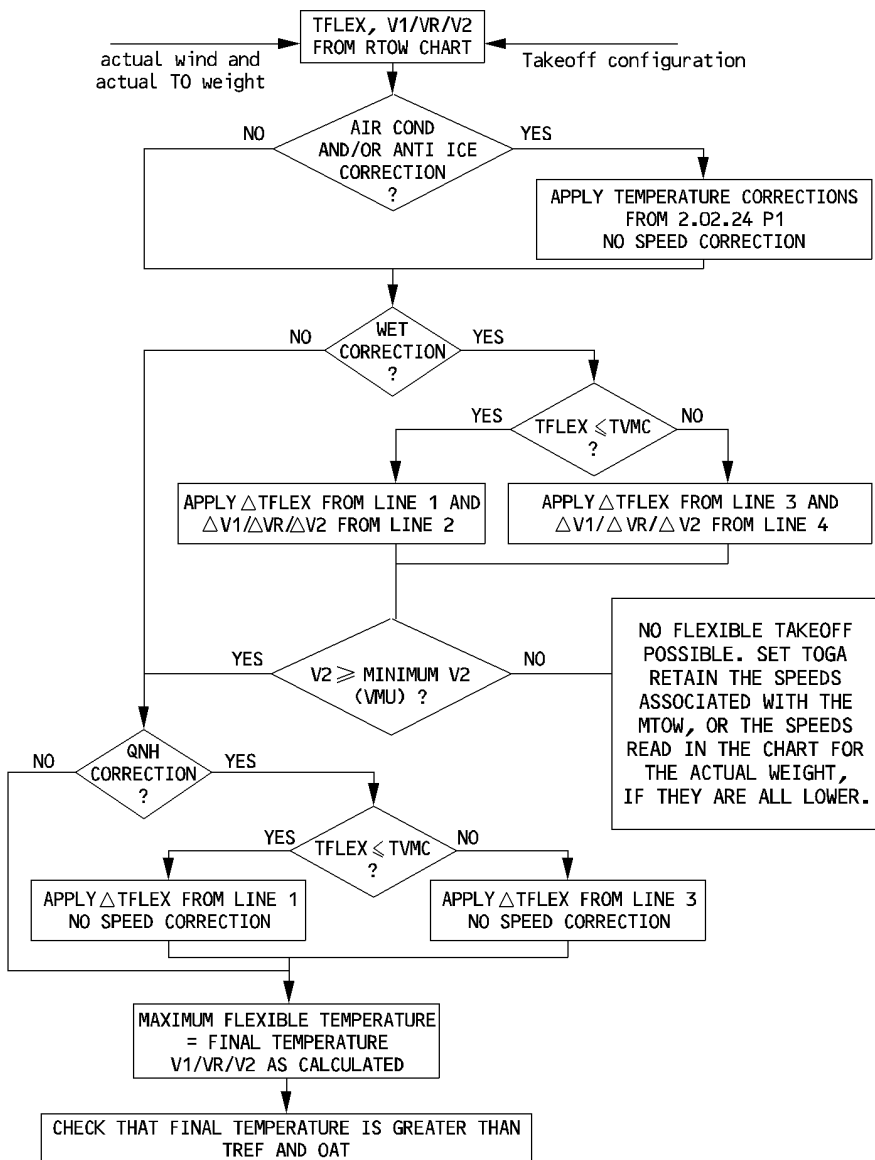
TO BE ISSUED LATER

FLEXIBLE TAKEOFF NOT POSSIBLE

In some cases when the actual takeoff weight is lower than the maximum permissible one but no flexible takeoff possible (due to flexible temperature lower than TREF or OAT), TOGA thrust is mandatory. Retain the speeds that have been calculated for the maximum permissible takeoff weight.

SUMMARY

The flow diagram gives the different steps to follow.



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