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INTRODUCTION

These tables enable the crew to quickly determine the takeoff performance at an airport for which no takeoff chart has been established. They are conservative.

USE OF TABLES

A first table gives the corrections to be applied to the runway length for wind and runway slope. Nine other tables give, for three different pressure altitudes (0, 1000 and 2000 feet) and three configurations, the maximum takeoff weight, limitation codes and associated speeds as a function of temperature and corrected runway length. TREF and TMAX are given at the top of each table. For pressure altitudes above 2000 feet, use a specific RTOW chart.

Note : 1. Quick reference tables are established at V1 min with air conditioning OFF and anti ice OFF
2. Do not use quick reference tables in case of tailwind.

HOW TO PROCEED

1. Enter the first table with runway length, slope and wind data. Determine the corrected runway length by applying the corrections due to slope and wind.
2. Select the configuration as a function of this corrected runway length.
3. Enter the table(s) corresponding to the configuration and airport pressure altitude.
As far as airport pressure altitude is concerned, two methods may be applied:
 - interpolate the takeoff performance by using the two tables enclosing the airport pressure altitude,
 - for a more conservative figure, use the table corresponding to the pressure altitude immediately above the airport pressure altitude.
4. Enter the appropriate column of the table(s) with the corrected runway length.
Once again, two methods may be applied :
 - interpolate the takeoff performance between the two columns enclosing the corrected runway length,
 - for a more conservative figure, use the column corresponding to the shorter runway length.
5. Determination of maximum takeoff weight.
Enter the table(s) and column(s) as explained above with the actual OAT and read maximum takeoff weight, limitation codes, V1, VR and V2. If necessary interpolate weight and speeds.
6. Determination of flexible temperature.
The determination of flexible temperature is possible only when there is no obstacle on the flight path. Enter the table(s) and column(s) with the actual takeoff weight and read the corresponding temperature as flexible temperature.
7. In case of obstacles, use the graphs from 2.02.40 to determine the corresponding weight penalty.

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LIMITATION CODES

- 1 : first segment
- 2 : second segment
- 3 : runway
- 5 : tyre speed
- 6 : brake energy
- 7 : maximum computation weight
- 8 : final takeoff
- 9 : VMU

Note : 1. Limitation code 4 (obstacles) does not appear in quick reference tables.
2. VMC limitation appears with an asterisk (*) in the chart.

CORRECTIONS FOR WIND AND RUNWAY SLOPE

TO BE ISSUED LATER

TO BE ISSUED LATER

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