

	TAKEOFF NET TAKEOFF FLIGHT PATH		2.02.40	P 1
			SEQ 001	REV 16

INTRODUCTION

The following graphs enable the crew to quickly determine the takeoff performance out of an airport by positioning obstacles.

They must be used with the corresponding quick reference table so as to determine weight decrement and required gradient.

The net takeoff flight path and the associated weight decrement are conservative.

HOW TO PROCEED

1. Position the obstacle by entering its distance from end of runway and its height above the end of runway (No 35 feet margin is required as this is already included).
In case of an ascending runway, increase the obstacle height by an additional value as indicated below each graph.
2. Read the associated weight correction. Interpolate if necessary. The second segment gradient is given for information only.
3. Decrease the takeoff speeds by 0.3 knot per 1000 kg (0.14 kt/1000 lb) weight decrement.
Limit the final speeds to the minimum values as given on 2.02.25 p1.

Note : *In case of tailwind, do not use the obstacle clearance graphs.*

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NET TAKEOFF FLIGHT PATH		SEQ 080	REV 19

CLOSE OBSTACLE CLEARANCE CONF 1 + F

To be issued later