

1. TAKE-OFF PERFORMANCE REGULATIONS

The performance regulations for take-off consist of separate requirements for runway length, climb-out and obstacle clearance.

In order to simplify one engine inoperative climb-out procedures and to improve the obstacle limited take-off weights, Garuda has obtained RLD approval to increase the TO thrust time limit to 10 minutes in that case.

2. TAKE-OFF CONFIGURATION

- For selection of take-off configuration the following priorities apply :

PRIORITY	FLAPS	THRUST	PACK OPERATION
1	20	DERATED (D-TO)	PACKS ON
2	20	FULL (TO)	PACKS ON
3	20	FULL (TO)	PACKS OFF

- Maximum time for the use of take-off thrust :
 - All engines : 5 minutes
 - Engine failure : 10 minutes

3. TAKE-OFF WEIGHT LIMITATIONS (TL) TABLES

TL M tables will be available for most runways at all destinations and at most alternates. On board a separate binder with a complete set of TLM tables will be available. The Flight Handling Manual (FHM) at the stations concerned contains only the tables for that station and a selection of relevant airports.

TLM tables become invalid in case of changes in specified take-off runway length or change in obstacle situation. However in case of a runway shortening without having an updated TLM table available, the conservative method given in Take-off Weight Corrections for Runway Shortening-AOM 4.1.2 may be applied to find the runway length/obstacle TOW.

4. QNH CORRECTION

For take-off performance calculations, pressure altitude must be used instead of field elevation

The weight limitations as given on the TL tables are base on the field elevation of the airport..

To correct for pressure altitudes deviating from the field elevation, a correction is given on each line of the TL tables for QNH deviation from 1013 hPa (in kg/hPa).

At the beginning of the TLM tables binder a table is given which show the total weight corrections in tons as function of the QNH correction in kg/hPa given on the TLM tables and the actual QNH.

To convert field elevation to pressure altitude, when using take-off performance charts refer to Pressure Altitude determination – AOM 4.2.8. or apply the following rule of thumb

Per hPa (0.03 in Hg) $\frac{\text{ABOVE}}{\text{BELOW}}$ QNH 1013 hPa (29.92) in Hg $\frac{\text{INCREASE}}{\text{DECREASE}}$ field elevation

30 ft to find airport pressure altitude