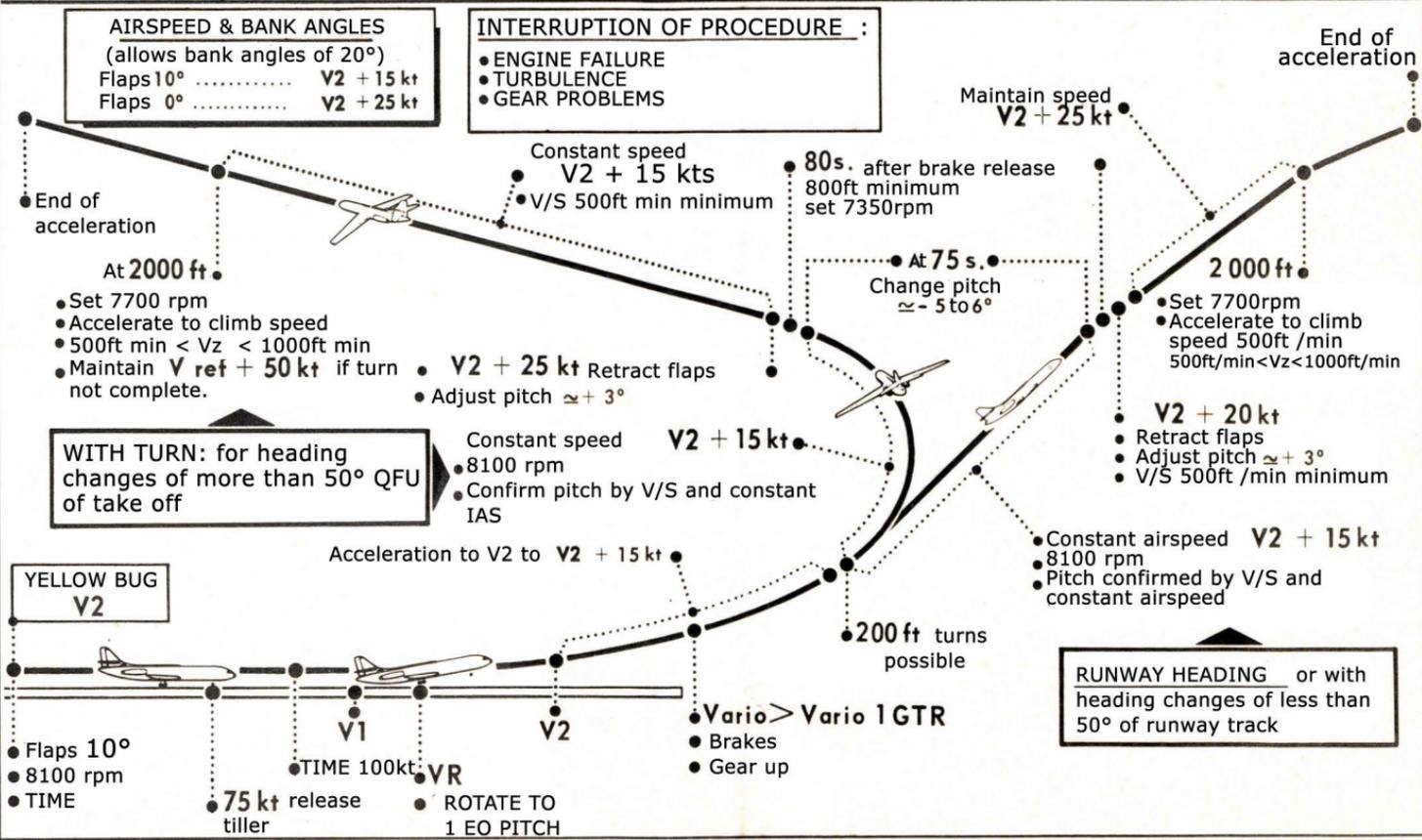


TAKE-OFF WITH STANDARD NOISE ABATEMENT PROCEDURE

SEPT. 74



**AIRSPPEED & BANK ANGLES**  
(allows bank angles of 20°)  
Flaps 10° ..... V2 + 15 kt  
Flaps 0° ..... V2 + 25 kt

**INTERRUPTION OF PROCEDURE :**  
• ENGINE FAILURE  
• TURBULENCE  
• GEAR PROBLEMS

- At 2000 ft
- Set 7700 rpm
  - Accelerate to climb speed
  - 500ft min < Vz < 1000ft min
  - Maintain V ref + 50 kt if turn not complete.

**WITH TURN: for heading changes of more than 50° QFU of take off**

- V2 + 25 kt Retract flaps
- Adjust pitch ≈ + 3°

Constant speed V2 + 15 kt  
• 8100 rpm  
• Confirm pitch by V/S and constant IAS

80s. after brake release  
800ft minimum  
set 7350rpm

At 75 s.  
Change pitch ≈ - 5 to 6°

- Set 7700rpm
- Accelerate to climb speed 500ft/min
- 500ft/min < Vz < 1000ft/min

- V2 + 20 kt
- Retract flaps
- Adjust pitch ≈ + 3°
- V/S 500ft/min minimum

- Constant airspeed V2 + 15 kt
- 8100 rpm
- Pitch confirmed by V/S and constant airspeed

**YELLOW BUG**  
V2

**RUNWAY HEADING** or with heading changes of less than 50° of runway track

- Flaps 10°
- 8100 rpm
- TIME

75 kt release tiller  
TIME 100kt  
VR  
ROTATE TO 1 EO PITCH

- Vario > Vario 1 GTR
- Brakes
- Gear up