

24th + 26th
5 man.

23 Oct. '69

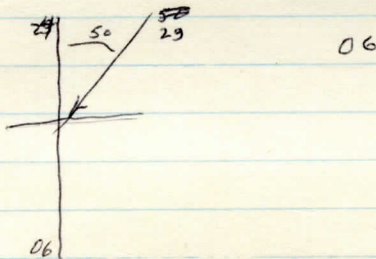
Shepard

Charts. T.O.

Std Conversion for of to °C FA 1-7
FA 2-1 Wind Component 2916925

Rwy - 24 - 10 HW 12 CW

Use gust vel. for tail wind XW " - 06 12 + 19



CEFS definition

Refusal "

Decision " - Cat 3 only

Categories of Field -

I - $CFL < RW$ $CEFL < V_R$

II - $CFL = RW$ here $CEFL = V_R$

III - $CFL > RW$ decision speed only here

Single engine uses decision speed only

Take off factor -

Use max. thrust Ex 20°C 2K' → 3.15

Take off speed FA-2-3

Always 155 in ATC

Take off distance

Always 11,800 #

Example - TOF - 3.15 HW - 10K 2700 + TOR

Critical Field Length -

RCR wet - 12

" Ice - 5

" Dry - 23

Example - 3.15 HW - 10

$\Delta V_{SE} = \text{---}$

V_R & CEFS

Note dry CFL is used for CEFS Ex. $V_R - 117$

FA-2-10 Check speed
>3K TOR use

Note: add 3K/10³' to max. of 10K
to NACS

Ex. TOR 2800 10⁴' CFL-5K N-36 M-~~86~~ 86



Ex. Rwy-30 W-0110 G15 PA-1600 T-75°F-24°C

70° - 3.5K HW XW-~~14~~ 14'

Rwy 8K

TOF - 2.95'

TOR - 2.8K'

$\Delta V_{SE} - 2K$

CFL - 4.8K⁽⁵¹⁾

$V_R - 139 \rightarrow 135$

SETO - 157⁽¹³⁹⁾

CFE - 116 + 3.5 = 119.5⁽²¹⁾

NACS-96 MACS-~~105~~
-87'

Tomorrow - Climb + Cruise - Computers.