

140 lb
20 bags

W
7151.9
375
1800

A

M
13206
438
3280

140 X 175

245

140 X 171

239

140 X 171

239

140 X 222

310

140 X 222

310

140 X 256

358

140 X 256

358

140 X 292

409

Bags 160 X 325

520

10,606

19,912

$$CG = 187.7$$

②

Lew 7151.9

375

7526.9

Fuel 2313.7

9840.6

Pax 1120 (8 @ 140#)

10,960.6

Bags 160 (8 @ 20#)

11,120.6

- 68 taxi

11,052.6#

- 10,600

452.6# Overweight

Fuel Flow
626

X 2.25

1408.5

500 (Reserve)

1908.5#

Needed:

①

Lions EW 7151.9

Crew 375

7526.9

Fuel 2313.7

9,840.6

Pax 1200 (8 @ 150#)

11,040.6

Bags 250 (250# Actual weight)

11,290.6

- 10,600 (Max Tow)

690.6# overweight

- 68# Tax:

622.6# overweight

$V_1 = 100 \text{ knots}$

$V_R = 100 \text{ knots}$

$V_1 = 104 \text{ kts GW} + 600$

$V_R = 104 \text{ kts GW} + 600$

(Assuming MG tow)
Dist to Accel./stop = 3900'

Total ~~Flow~~ Fuel Flow 624 lbs/hr

X 2.4

Required = 1497.6

~~500# Reserve~~

1997.6#

TAKE-OFF DISTANCE — 0% FLAPS

TWO ENGINES

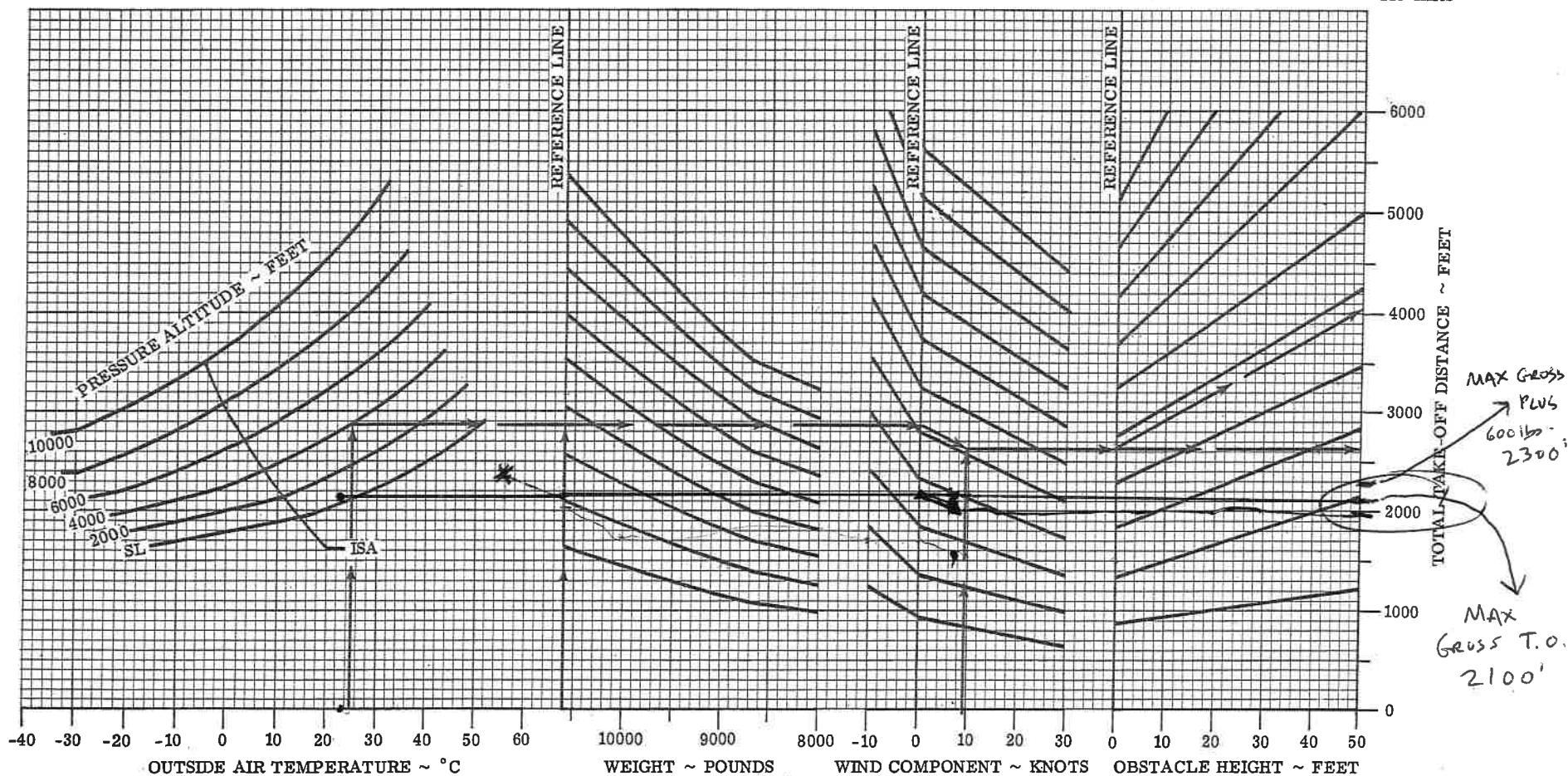
ASSOCIATED CONDITIONS:

POWER TAKE-OFF POWER SET
BEFORE BRAKE RELEASE
FLAPS UP
GEAR RETRACT AFTER LIFT-OFF
RUNWAY PAVED, LEVEL, DRY SURFACE
TAKE-OFF SPEED IAS AS TABULATED

WEIGHT POUNDS	TAKE-OFF SPEED ~ KNOTS IAS (ASSUMES ZERO INST. ERROR)	
	LIFT-OFF	50 FT
10600	100	115
10000	96	111
9000	90	105
8000	88	97

EXAMPLE:

OAT 25°C
PRESSURE ALTITUDE 3966 FT
TAKE-OFF WEIGHT 10600 LBS
HEADWIND COMPONENT 9.5 KTS
GROUND ROLL 2620 FT
TOTAL DISTANCE OVER
A 50 FT OBSTACLE 4050 FT
TAKE-OFF SPEEDS
LIFT-OFF 100 KIAS
50 FT 115 KIAS



100-601-183

DISTANCE TO ACCELERATE TO DECISION SPEED AND STOP – 0% FLAPS

ASSOCIATED CONDITIONS:

POWER 1. TAKE-OFF POWER SET BEFORE
BRAKE RELEASE
2. BOTH ENGINES IDLE AT DECISION
SPEED AND REVERSE OPERATING ENGINE
FLAPS UP
BRAKING MAXIMUM
RUNWAY PAVED, LEVEL, DRY SURFACE

WEIGHT POUNDS	DECISION SPEED ~ KNOTS	
	CAS	IAS (ASSUMES ZERO INST. ERROR)
10600	98	100
10000	96	97
9000	91	91
8000	89	89

EXAMPLE:

OAT 25°C
PRESSURE ALTITUDE 3966 FEET
WEIGHT 10600 LBS
HEADWIND COMPONENT 9.5 KNOTS
FIELD LENGTH 4675 FEET
DECISION SPEED 100 KIAS

