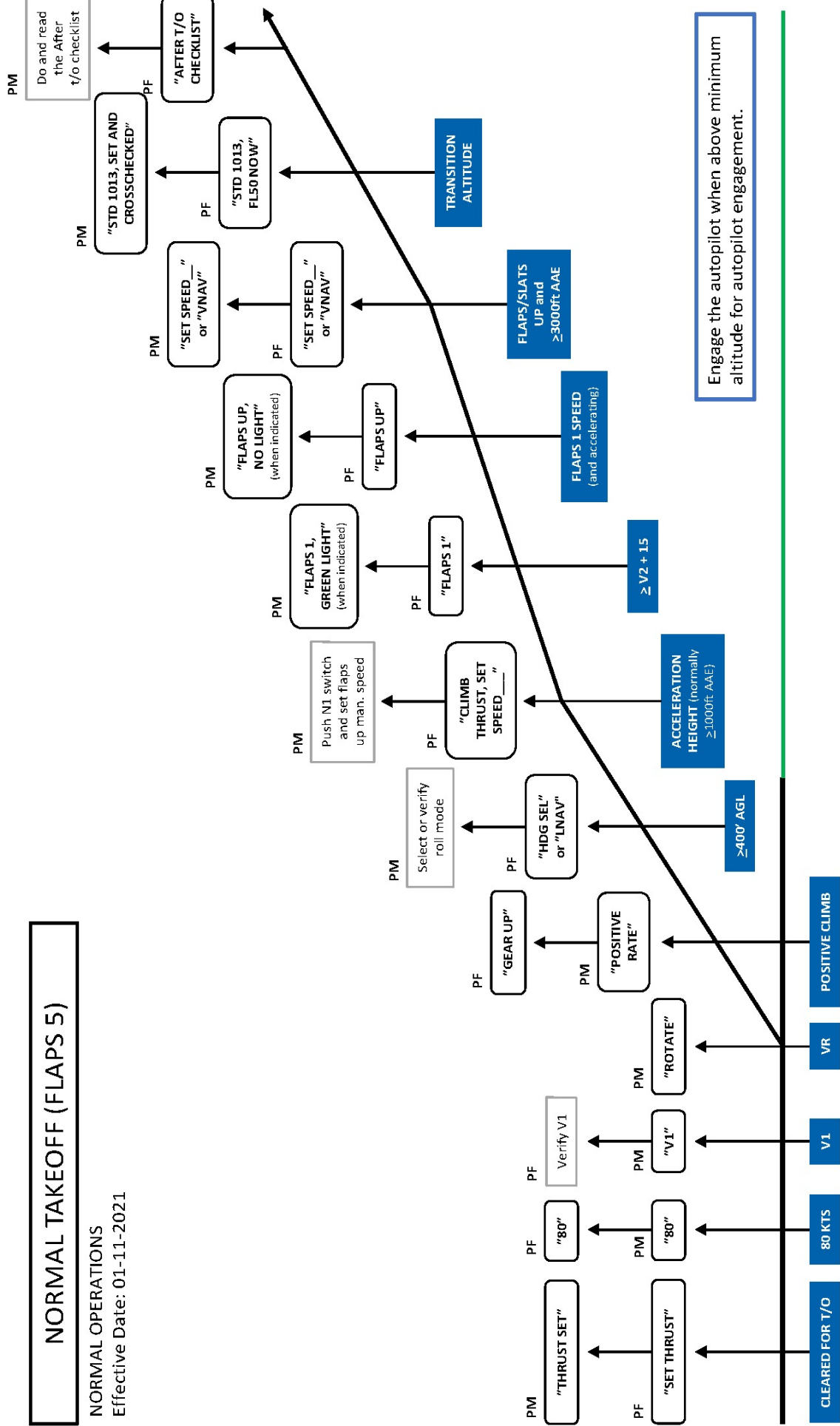
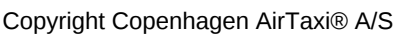


# NORMAL TAKEOFF (FLAPS 5)

NORMAL OPERATIONS

Effective Date: 01-11-2021









## GO-AROUND & MISSED APPROACH PROCEDURE (ALL ENGINES)

### NORMAL OPERATIONS

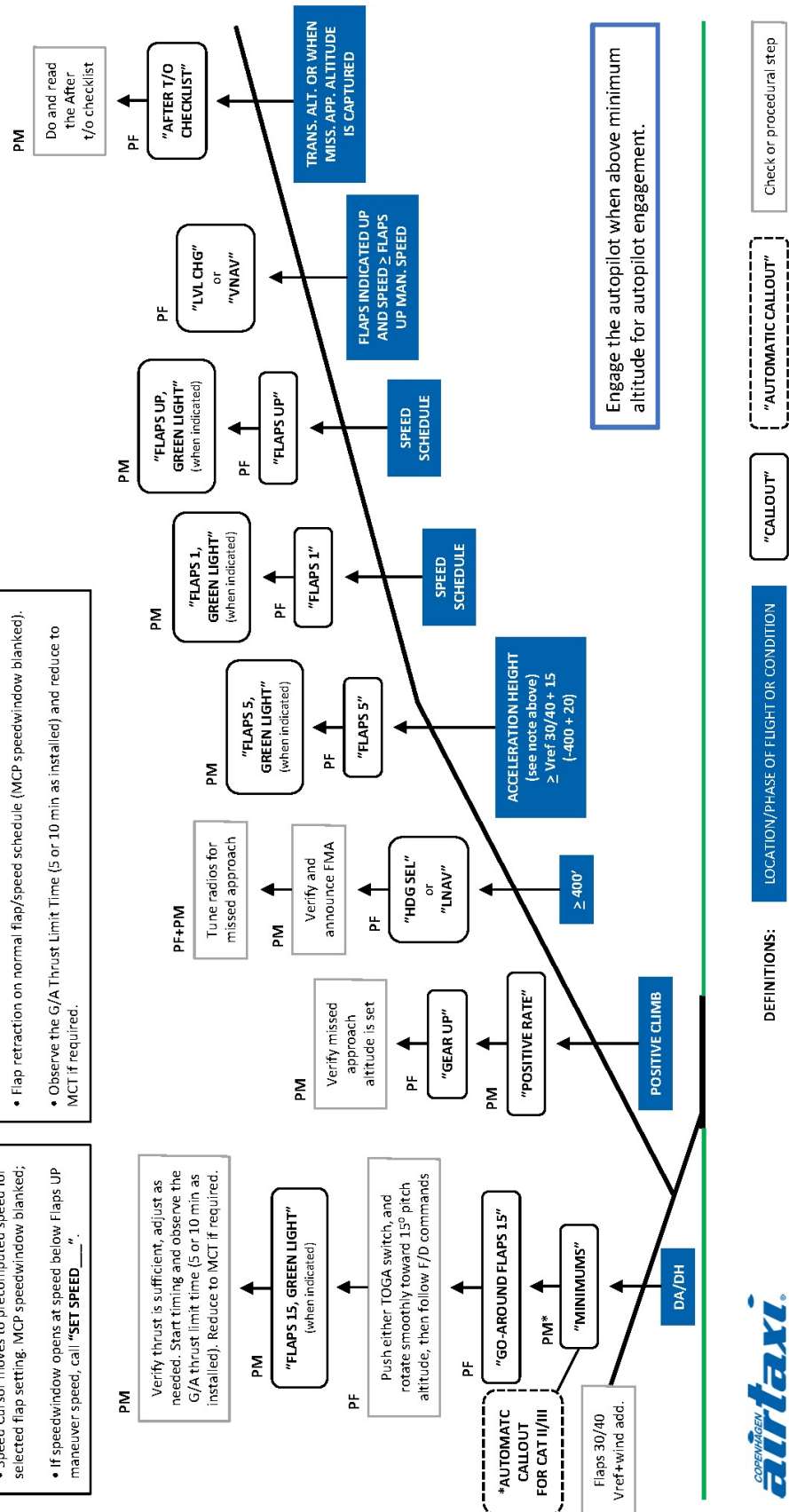
Effective Date: 01-11-2021

#### Notes:

- Speeds dependent on actual weight;
- Speed Cursor moves to precomputed speed for selected flap setting. MCP speedwindow blanked;
- If speedwindow opens at speed below Flaps UP maneuver speed, call "SET SPEED \_\_\_\_".

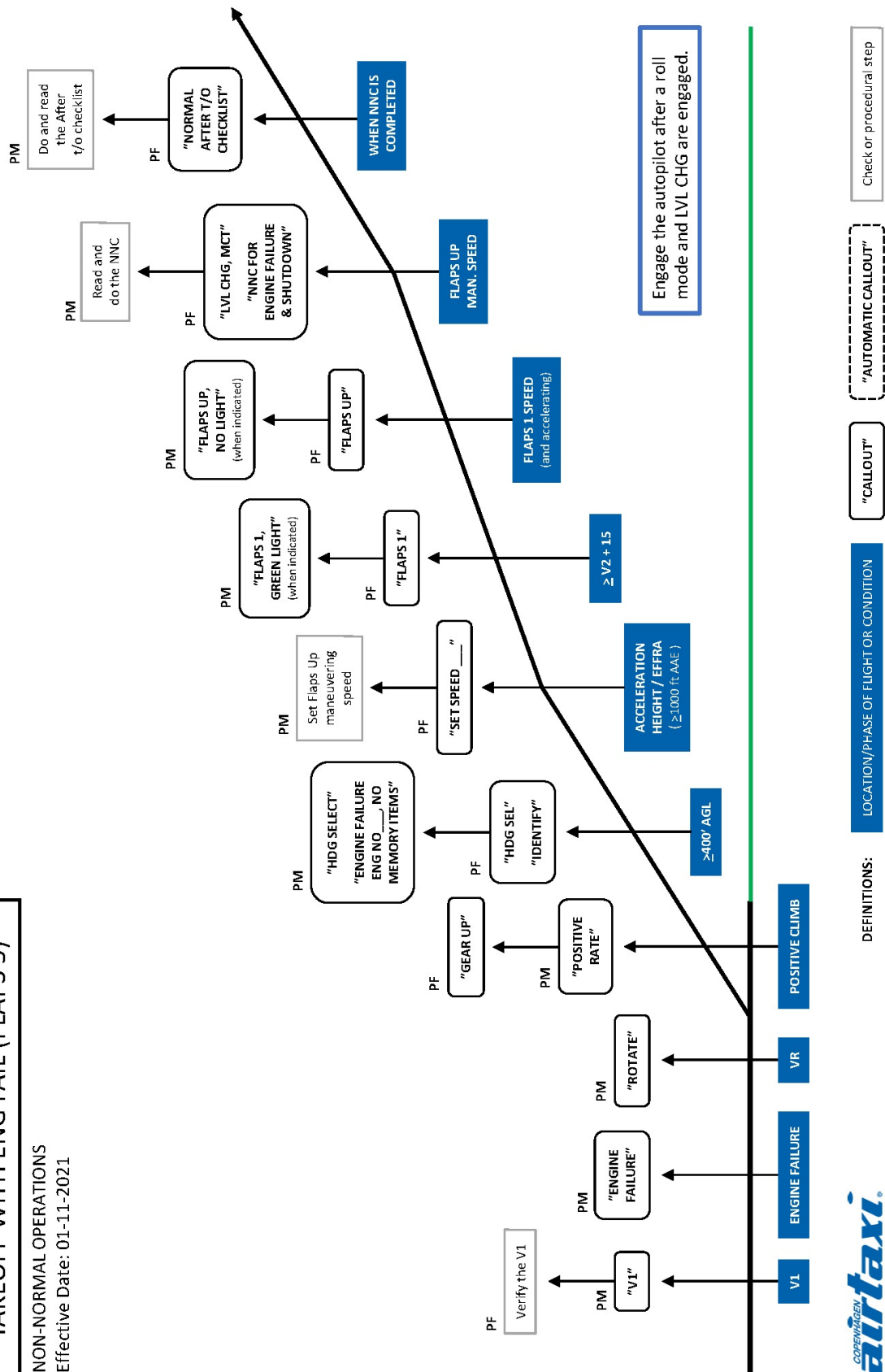
#### Acceleration height / Flap retraction

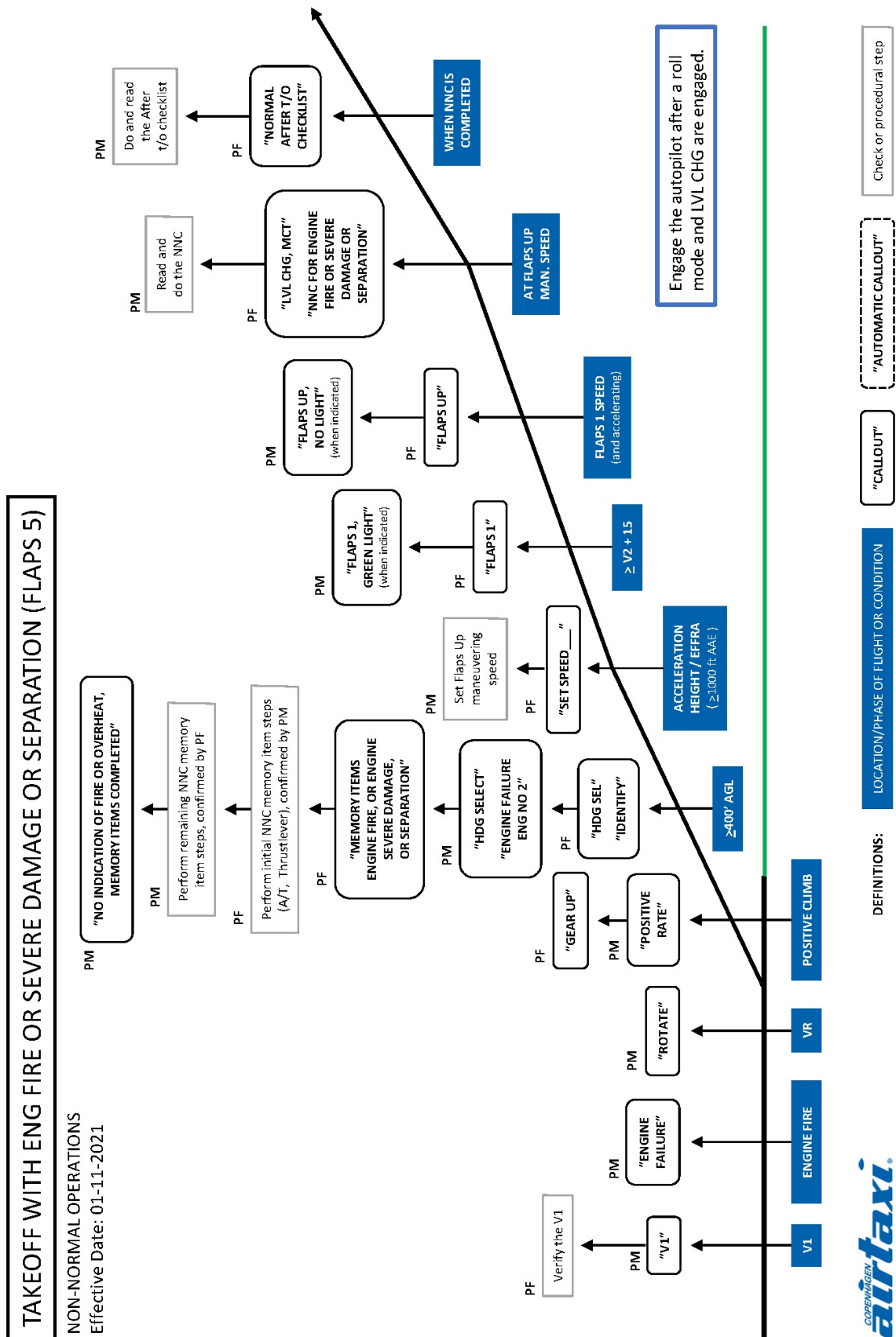
- Go-Around All Engines operating, start acceleration and flap retraction above 1000ft AAL, unless another specific altitude is stated for the aerodrome.
- Flap retraction on normal flap/speed schedule (MCP speedwindow blanked).
- Observe the G/A Thrust Limit Time (5 or 10 min as installed) and reduce to MCT if required.



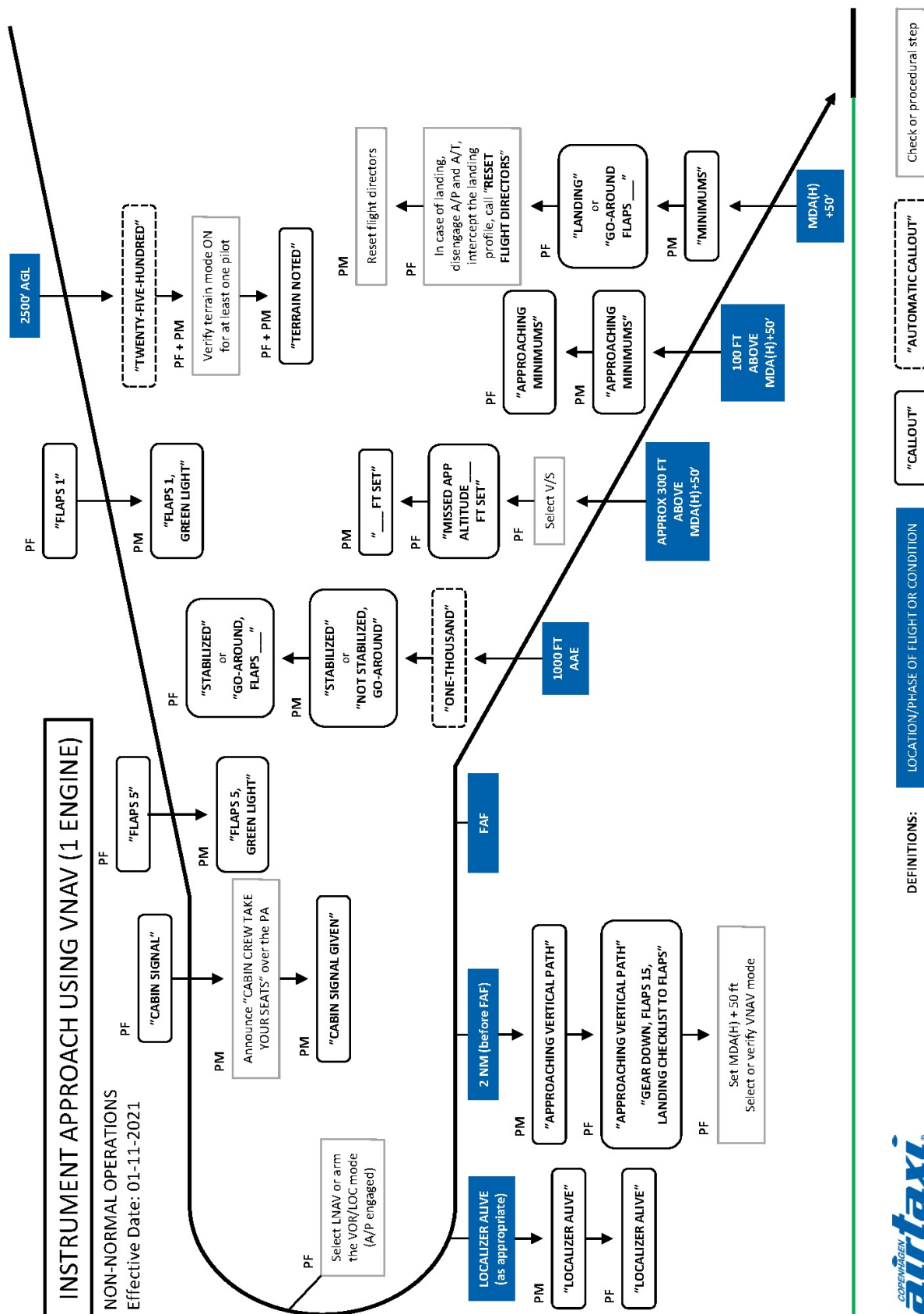
# TAKEOFF WITH ENG FAIL (FLAPS 5)

NON-NORMAL OPERATIONS  
Effective Date: 01-11-2021











## GO-AROUND & MISSED APPROACH PROCEDURE (1 ENGINE)

NON-NORMAL OPERATIONS  
Effective Date: 01-11-2021

**Notes:**

- Speeds dependent on actual weight;
- This profile assumes the approach is performed single engine with Flaps 15 and Vref 15 + wind add.
- If an engine fails during go-around, following Flaps 30/40 approach, follow the S/E Go-Around profile illustrated below, but keep Flaps 15 until acceleration height. From this point retract flaps on the normal flap/speed schedule.

**Acceleration height / Flap retraction**

- Go-Around Single Engine, start acceleration and flap retraction at Missed Approach Altitude according to approach plate, or at MSA if lower.
- Flap retraction on normal flap/speed schedule.
- Observe the G/A Thrust Limit Time (5 or 10 min as installed) and reduce to MCT if required.

