# TAKE-OFF

TAKE OFF LIMITATIONS	DEPTH	USE Contamination:	MAX X-WIND	
DRY		DRY		
WET / DAMP		WET	38kts	
STANDING WATER			inclusive	
WET SNOW	<=3mm	WET	gusts	
SLUSH				
AQUAPLANING				
WET with SAND or DUST				
STANDING WATER	>3-6 <b>&gt;6-13</b> mm	WATER 1/2" <b>1/4"</b>	5kts	
WET SNOW	>3-6 <b>&gt;6-13</b> mm			
SLUSH	>3-13 <b>&gt;13-25</b> mm			
DRY SNOW (regardless of BA & FC)	<=15mm	WET	15kts	
	>15-50 <b>&gt;50-100</b> mm	WATER 1/2" <b>1/4"</b>		
COMPACTED SNOW	RUSSIA			
GOOD FC > 0.4	FC >= 0.42	WET	25kts	
MEDIUM-GOOD 0.39 to 0.36	0.40 to 0.42	COMPACTED SNOW	20kts	
MEDIUM 0.35 to 0.30	0.37 to 0.39	COMPACTED SNOW	15kts	
MEDIUM-POOR 0.29 to 0.26	0.35 to 0.36	COMPACTED SNOW	10kts	
POOR 0.25 to 0.20	0.31 to 0.34	COMPACTED SNOW	5kts	
*It is NOT recommended to take-off from	m a runway covered w	ith more than 50mm dry sn	OW	

TAILWIND LIMIT: 10kts

STANDING T/O Vis/RVR close to min, contaminated RWY, TOW close to RTOW (RWY or OBSTACLE)

## LPC calculation

Alignement distance:

GO case: 19m STOP case: A319 29m / A320(E) 31m / A321 35m

DRY: No Reversers / Screen Height 35ft / Obstacle 35ft

WEI	and CONT.	AMINAI	ED:			
With	Reversers /	Screen	height	15ft /	Obstacle	35ft

## RWY REQUIREMENTS (OM A 8.1 5.2.3)

For all FLIGHTPLANNING purposes apply at least wet corrections in case of WET or Contaminated RWY. Further corrections may be applied at CMD's discretion.

#### WEATHER & MINIMAS

At least REDL & RENL for night OPS (H or L). If no RVR reported, use Vis but never CRVR

## T/O MINIMAS(Vis/RVR)

500m	nii		
250m	REDL or centerline markings + low vis		
200m	REDL and RCLL + low vis		
150m	above + multi RVR		
125m	above + H RCLL 15m + H REDL 60m		
	+no contamination + 90m from cockpit		
MULICU DVDO			

At least 2 RVR, 1st replacved by pilots assessment + mid or stop-end as to cover accelerate-stop distance. If RVR

### TAKE-OFF BELOW OEI MINIMA

Take-off alternate must be available with: - WX above OEI minima

- DIST 60min OEI flight (330NM).
- APP I DG & G/A OFI o k
- Enroute terrain & WX OEI o.k
- Overmass shall be considered

## OEI MINIMA are:

- CAT3A 50ft/200m or overmass: CAT1 200ft / 550m

TAKE-OFF IS NOT AUTHORISED (OM A 8.3 8.3.3) In moderate to heavy freezing rain or ice pellets. (FZRA / +FZRA / PL / +PL) during heavy fall of wet snow (temperatures around O°C)

• in any snow Pellets conditions (-GS / GS / +GS)

· if snow, ice or frost has accumulated on the aeroplane during taxiing

For take-off, the use of the longest runway available, considering all factors such as braking action, is recommended, in spite of possible ATC requests to take off from an intersection, e.g. due to noise abatement. Before starting take-off, trim tabs, stabiliser and controls must be operated both ways to check that they have not frozen

Take-off should immediately be abandoned if the aeroplane does not seem to accelerate properly. In case of directional problems during a rejected take-off, modulated use of wheel brakes is an effective means to regain cornering capability and thereby directional control, but will increase the stopping distance. This method might also be useful on wet or slippery runways (e.g. due to rubber deposits).

After take-off in slush it may be advisable to delay gear retraction since the vibrations caused by the rotating wheels may help to remove the slush (see OM B for special instructions). The aerodynamic heat-up of the aeroplane caused by high air speed may be a very effective means to get rid of ice or frozen snow on any part of the aeroplane which has accumulated during take-off or initial climb.



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