

**Continued OEI takeoff (see also AFM).**

In the event of an engine failure and the decision is to continue the takeoff; Rotate at  $V_R$  to a nose up pitch attitude of 7 – 9 degrees, maintaining attitude to achieve  $V_2$  at, or before, a height of 35 feet above the takeoff surface. Retract the landing gear once a positive rate of climb has been established.

Maintain a climb speed of  $V_2$ , banking the airplane 2 – 3 degrees towards the live engine as soon as sufficient height above the runway permits. At the designated acceleration height, level off, accelerate to  $V_{CLEAN}$  retracting the Flaps at  $V_{CLEAN} - 10$  KIAS and reducing the power setting to Maximum Continuous Power. Continue climb, maintaining  $V_{CLEAN}$  until MSA.

If  $V_{CLEAN} - 10$  KIAS is less than  $V_2$ , schedule Flap retraction at  $V_2$ .

If an engine failure occurs between 35 feet and the designated acceleration height, maintain the speed achieved but do not exceed a speed of  $V_2 + 10$  KIAS.

Ensure that the designated acceleration height allows vertical clearance of all obstacles, within the intended flight path.

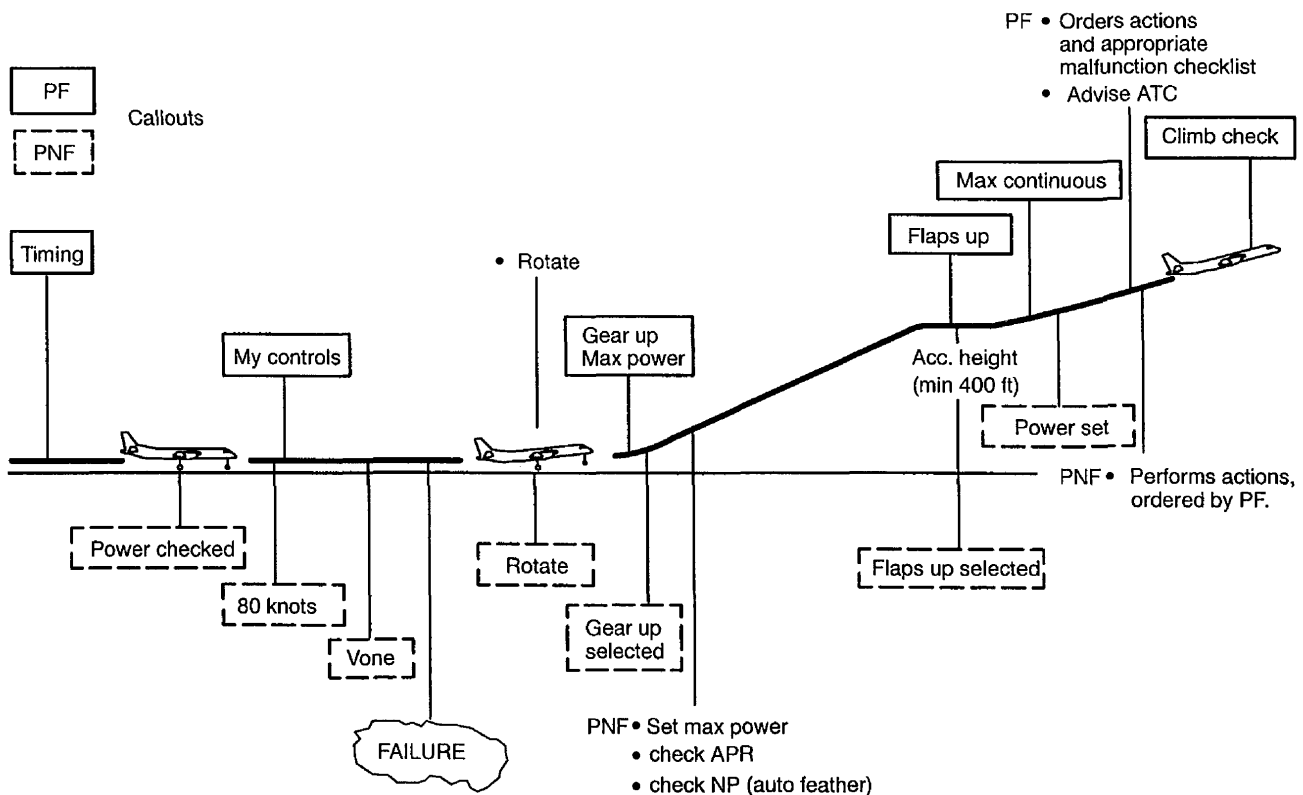


FIG 2

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