



## OEI CONTINUED TAKEOFF - POWER LOSS AFTER V<sub>1</sub>.

Acceleration altitude is minimum 400 ft above field elevation, or greater, if required (stated) for obstacle clearance.  
The altitude is intended for acceleration to V<sub>CLEAN</sub> for both flap 15 and flap 0 takeoffs. However, the altitude might vary depending on flap setting.

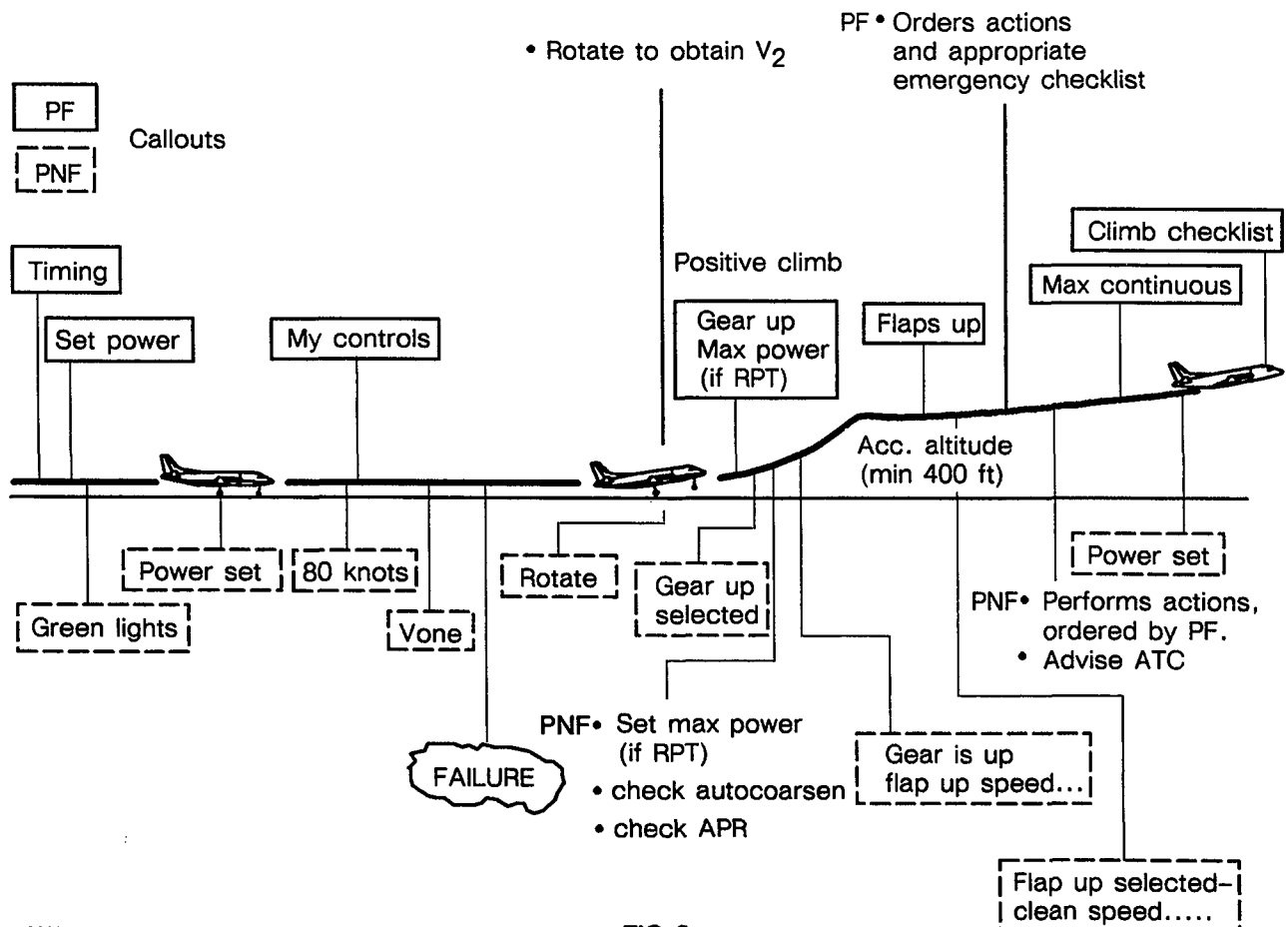
Takeoff with flap 15 or flap 0.

Climb at V<sub>2</sub> (if failure occurs after V<sub>2</sub> maintain speed, but not more than V<sub>2</sub> + 10) up to acceleration altitude, then accelerate in level flight to V<sub>CLEAN</sub>. Maintain V<sub>CLEAN</sub> up to MSA. If takeoff with flap 15, retract flap at V<sub>CLEAN</sub>-3.

Keep max power at least until final segment or for 5 minutes if required, then set MCP. At MSA the power may be reduced. Join landing procedure or if unable to land, proceed to nearest suitable airport. Below MSA, limit bank angle to 15°. For FD/AP operation, ½ BANK mode gives 13.5°.

### NOTE

Shown is a typical method C (rolling) takeoff.



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FIG 2