NORMAL TAKE-OFF, $5^\circ$ OR $20^\circ$ FLAPS

**TAKE OFF SPEEDS**
FOR ROTATE SPEEDS SEE TABULAR CHART ON REVERSE SIDE OF PROFILE.

A/S 150KCAS MINIMUM, FLAPS UP

AFTER GEAR IS FULLY RETRACTED, IF FLAPS $20^\circ$ ADJUST PITCH TO ACCELERATE. 130 KCAS (K, MOD S/R10)(K, NOT MOD S/R10), 140KCAS (J, L, M) RETRACT FLAPS TO $5^\circ$. INCREASE PITCH TO APPROX. $10^\circ$.

COMPLETE AFTER T/O AND CLimb CHECKLIST

NORMAL PITCH. APPROX $8^\circ$. FLAPS $20^\circ$, APPROX 10-12$^\circ$.FLAPS $5^\circ$

ACCELERATE TO DESIRED CLimb SPEED

POS RATE, NO RUNWAY REMAINING FOR LANDING, GEAR UP. IF $20^\circ$ FLAPS 113 KCAS MIN. IF $5^\circ$ FLAPS 120 KCAS (J, L) 125 KCAS (K, M)

VR - ROTATE $13^\circ$ MAX NOSE UP PITCH

* TORQUE 90% OR 600$^\circ$ EGT / 875$^\circ$ ITT, WHICHEVER OCCURS FIRST. BETA LIGHTS OUT. RELEASE BRAKES. RAM RISE WILL CAUSE TORQUE OR TEMP TO RISE TO MAXIMUM TAKEOFF POWER DURING TAKEOFF ROLL.

* NOTE: IF RUNWAY LENGTH OR OBSTACLE CLEARANCE IS CRITICAL, SET POWER TO TORQUE OR TEMP MAXIMUM, WHICHEVER OCCURS FIRST. RETARD POWER LEVERS AS REQUIRED TO MAINTAIN MAXIMUM ALLOWABLE TORQUE OR TEMP.