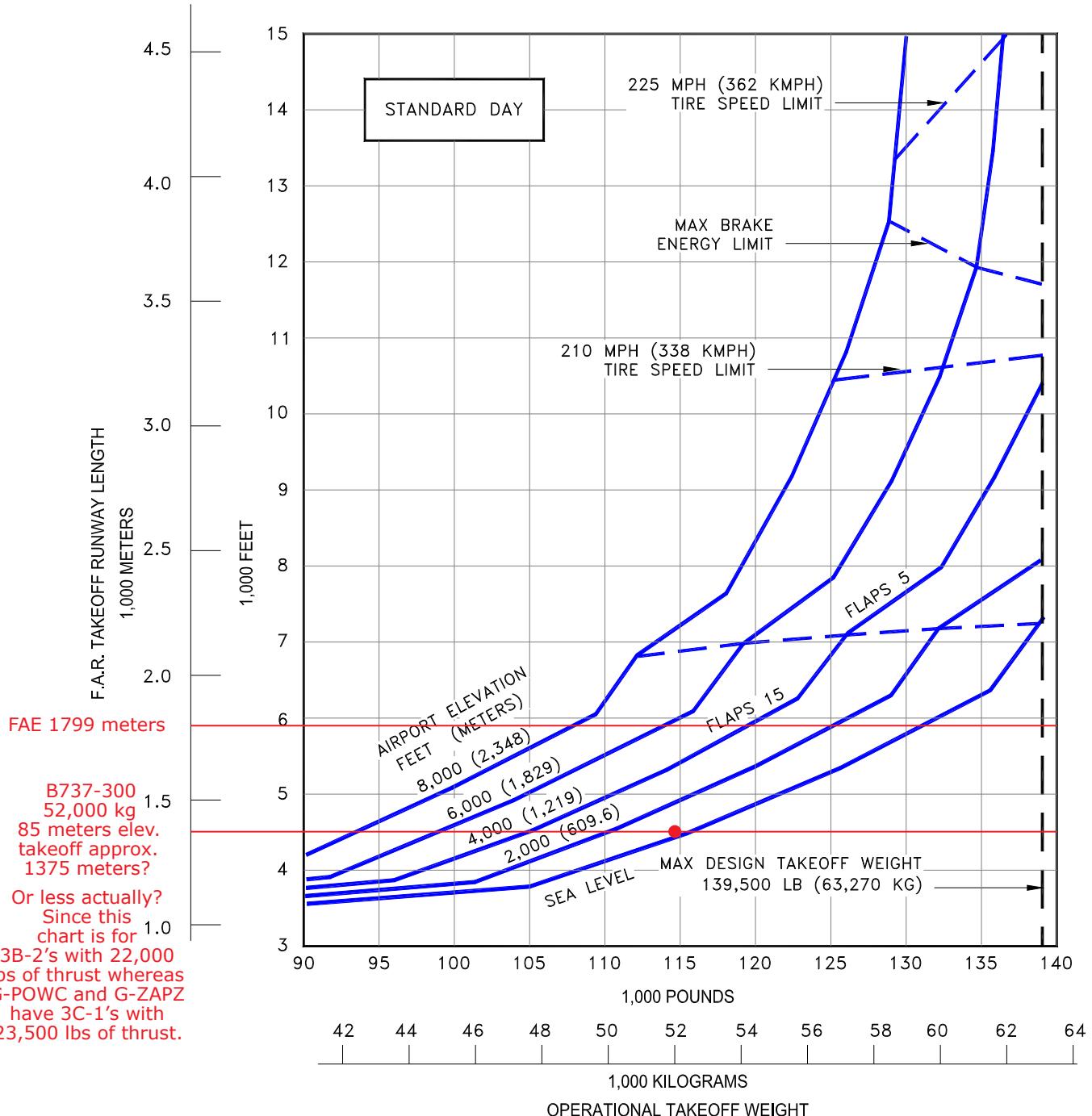


NOTES:

- * NO ENGINE AIRBLEED FOR AIR CONDITIONING
- * ZERO WIND, ZERO RUNWAY GRADIENT
- * CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN
- * CFM 56-3B2 ENGINES RATED AT 22,000 LB SLST



Since we'll be very passenger-light and fuel-light, my own rough layperson calculations suggest both departures from FAE should be routine? The Faroes definitely don't have hot days in March so Standard Day should apply, and elevation is 85 meters, so if takeoff weight is, say, 52,000 kg or less, 1375 meters should do it on the 1799-meter runway.

3.3.13 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS STANDARD DAY

MODEL 737-300 (CFM56-3B-2 ENGINES AT 22,000 LB SLST)

D6-58325-6

To fly as light as possible STN-FAE and then also on the eclipse leg so as to reach maximum altitude, perhaps a partial refueling at FAE will be desirable after the eclipse leg? TBD.