

3.3.47

F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
STANDARD DAY, DRY RUNWAY

MODEL 737-800/-800W/BBJ2 (CFM56-7B24/-7B26/-7B27 ENGINES AT 26,000 LB SLST)

D6-58325-6

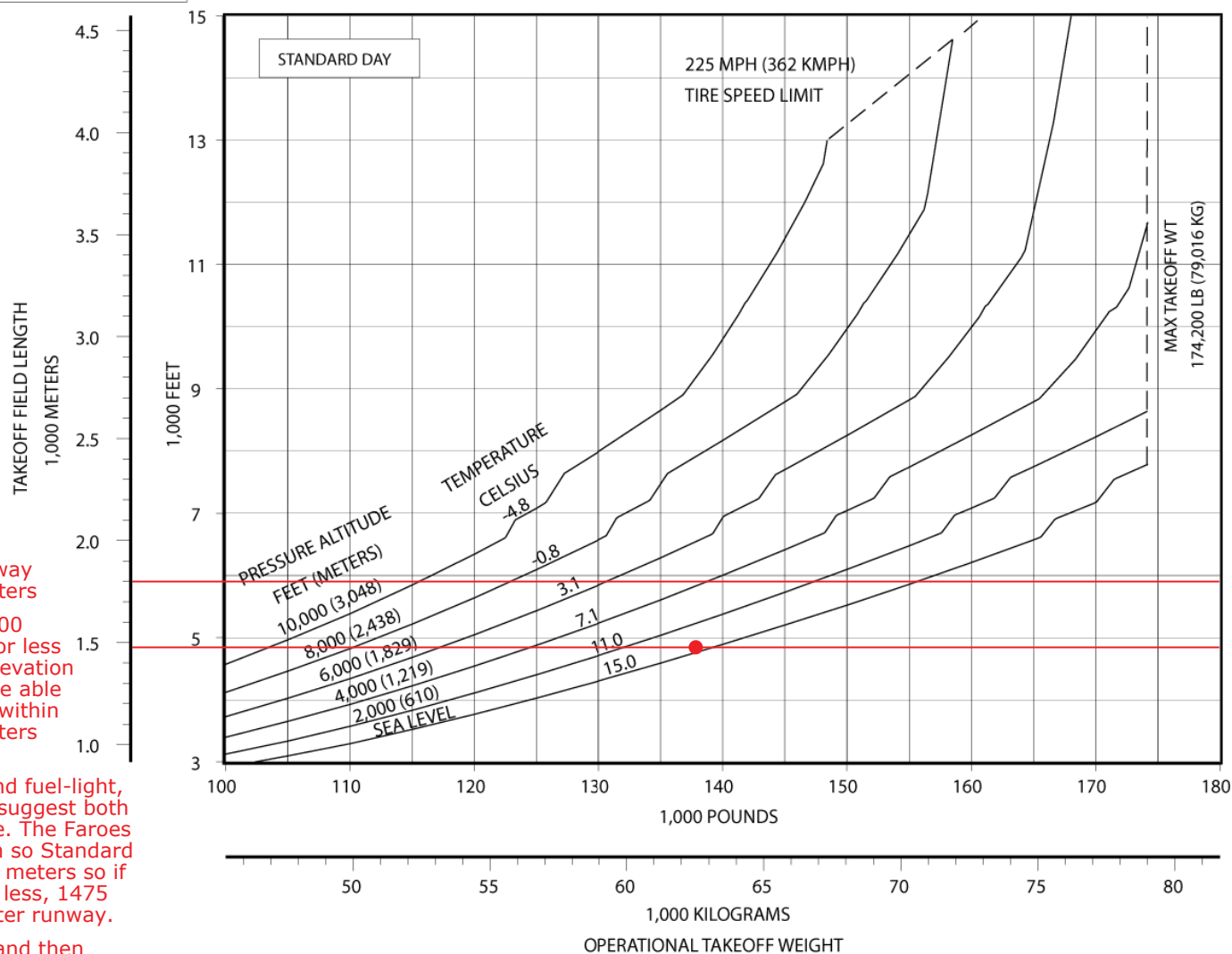
DRY RUNWAY
ZERO WIND
ZERO RUNWAY GRADIENT
AIR CONDITIONING OFF
OPTIMUM FLAP SETTING

DO NOT USE FOR DISPATCH

Takeoff Runway Length Requirements

737-800/-800W/BBJ2 (CFM56-7B24/-7B26/-7B27)

- NON-WINGLET PERFORMANCE SHOWN. WINGLET AIRCRAFT WILL HAVE SLIGHTLY IMPROVED PERFORMANCE.
- CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN.



FAE runway
1799 meters

B737-800
62,500 kg or less
85 meters elevation
so should be able
to take off within
1475 meters

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, 62,500 kg or less, 1475 meters should do it on the 1799-meter runway.

To fly as light as possible to 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? To be determined.