



Aircraft Performance

Course Description

This program reviews the aircraft certification regulations (FAA 14 CFR Part 25 and EASA differences) and airline operating regulations (FAA Part 121/135 and EASA differences) applicable for takeoff and landing performance analysis. This course can also be tailored to include enroute performance (ETOPS, terrain drift-down, etc.).

Course Content

- Takeoff limitations; field length limit, climb limit, obstacle limit, brake energy, tire speed, etc.
- Quick turnaround limitations
- Improved climb (overspeed) takeoffs
- V_1 implications
- Derate and assumed temperature/FLEX takeoffs
- Wet and contaminated field takeoff performance
- Manufacturer data differences between manuals (AFM, FPPM, QRH, SCAP software, etc.)
- Enroute aircraft performance (optional)
- ETOPS (optional)
- Terrain drift-down (optional)
- Effects of MEL/CDL on takeoff performance
- Landing field length limits, and approach and landing climb limits
- Environmental and configuration effects on performance
- EASA/military differences
- Aircraft performance versus TERPS and PANS OPS procedure design

Who Should Attend

The Aircraft Performance course was designed for new and experienced flight crews, dispatchers/flight operations officers, and operational managers seeking a better understanding of aircraft performance requirements and operating strategies.

Course Length and Pricing

The course is offered on an ad hoc basis and can be delivered in a 1- to 5-day format depending on modules selected and amount of hands-on application desired. Pricing is based on training location and duration. Contact us for more information.

Contact Us

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