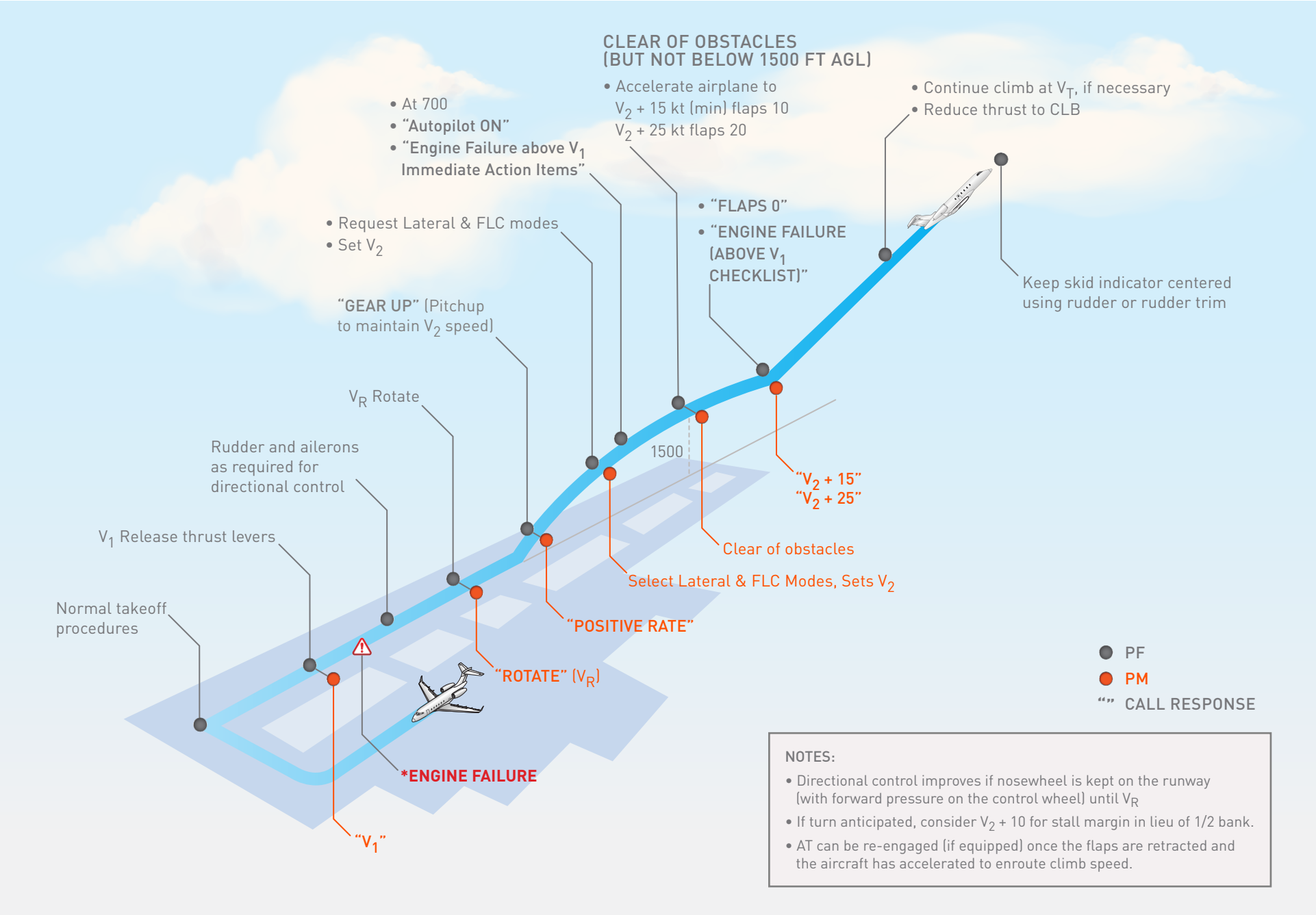
ENGINE FAILURE ABOVE V1 - TAKEOFF CONTINUED



NOTES:

- Directional control improves if nosewheel is kept on the runway (with forward pressure on the control wheel) until V_R
- If turn anticipated, consider V_2 + 10 for stall margin in lieu of 1/2 bank.
- AT can be re-engaged (if equipped) once the flaps are retracted and the aircraft has accelerated to enroute climb speed.

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