

nice to type

Takeoff Specimen

Takeoff

Takeoff A1050 Extra Light *Italic*

Takeoff A1066 Light *Italic*

Takeoff A1090 Regular *Italic*

**Takeoff A1120 Medium *Italic***

**Takeoff A1150 Bold *Italic***

**Takeoff A1180 Extra Bold *Italic***

Takeoff A2050 Extra Light *Italic*

Takeoff A2066 Light *Italic*

Takeoff A2090 Regular *Italic*

**Takeoff A2120 Medium *Italic***

**Takeoff A2150 Bold *Italic***

**Takeoff A2180 Extra Bold *Italic***

Takeoff B3040 Light *Italic*

Takeoff B3060 Regular *Italic*

Takeoff B3080 Medium *Italic*

**Takeoff B3100 Bold *Italic***

Takeoff B4040 Light *Italic*

Takeoff B4060 Regular *Italic*

Takeoff B4080 Medium *Italic*

**Takeoff B4100 Bold *Italic***

Designer  
**Gabriel Richter**

Spacing and Kerning  
**Igino Marini**

Fontproduction  
**Christoph Koeberlin**

Release  
**2022**

URL  
<https://nicetotype.de/retailtypefaces/takeoff.html>

Contact  
**Gabriel Richter**  
[info@nicetotype.de](mailto:info@nicetotype.de)

Specimen Version  
**1.0**

Texts  
**The following texts are sourced from wikipedia.com.  
This file is for evaluation purposes only.**

Copyright  
© 2022 nice to type – Gabriel Richter. All rights reserved.

ABC



Takeoff

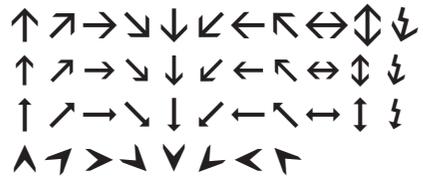
Symbols Geometric



Symbols Miscellaneous



Arrows



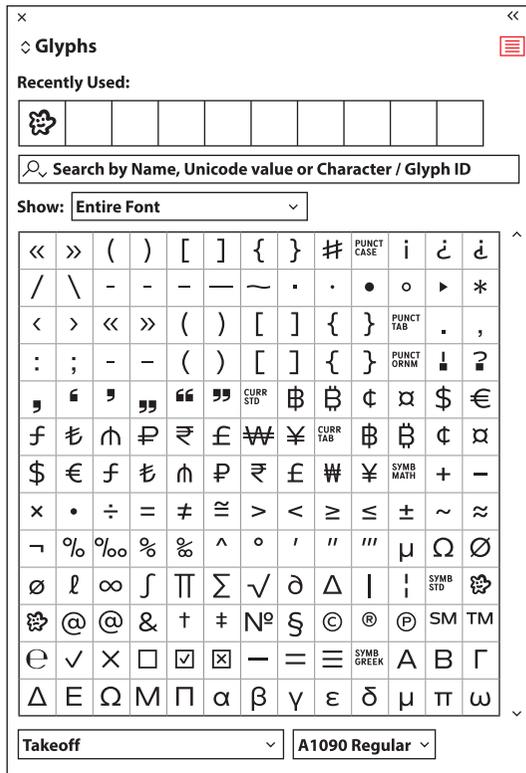
G → G

Takeoff		OpenType Features
Oldstyle Figures (onum)		
123456	→	123456
Tabular Figures + Currencies (tnum)		
123456 €	→	123456 €
658983 €		658983 €
123456 €		123456 €
658983 €		658983 €
Case-Sensitive Forms (case)		
(KIX - NRT)	→	(KIX - NRT)
Individual Fractions (frac)		
1/12 ℓ	→	1/12 ℓ
Superscript (sups) + Scientific Inferiors (sinf)		
H2O1abcBIV	→	H <sub>2</sub> O <sup>1</sup> abcB <sup>IV</sup>
Slashed Zero (zero)		
205410E02	→	205410E02
Localized Form (locl)		
Dźwięku	→	Dźwięku
Stylistic Set 01 - Alternate G (ss01)		
FLIGHT	→	FLIGHT
Stylistic Set 02 - Alternate I (ss02)		
BOARDING	→	BOARDING

Stylistic Set 03 - Alternate a (ss03)		
aircraft	→	aircraft
Stylistic Set 04 - Alternate l (ss04)		
holiday	→	holiday
Stylistic Set 05 - Gender asterisk I (ss05)		
Student*in	→	Student*in
Stylistic Set 06 - Tabular Punctuation (ss06)		
(5,6)	→	(5,6)
(5,6)		(5,6)
Stylistic Set 07 - Small Stars and Hearts (ss07)		
♥ travel ★		♥ travel ★
Stylistic Set 08 - Alternate Arrows (1) (ss08)		
↑ Gates A-C		↑ Gates A-C
Stylistic Set 09 - Alternate Arrows (2) (ss09)		
↑ Gates A-C		↑ Gates A-C
Stylistic Set 10 - Alternate Arrows (3) (ss10)		
↑ Gates A-C		▲ Gates A-C

LATN  
UC A Á Ä Â

All nice to type fonts provide a structured glyph order for a better overview – just choose “CID / GID” instead of “Unicode” in your Glyphs overview.



InDesign CC example

In addition preglyphs are featured in all nice to type OpenType fonts (.otf) to structure our glyph set even more. To save webspace and loading time our webfonts (.woff2) don't come with preglyphs.

LATN UC	Latin Uppercase
LATN LC	Latin Lowercase
SUPS LC	Superior Lowercase
FIG STD	Figure Standard
FIG OS	Figure Oldstyle
FIG STD TAB	Figure Standard Tabular
FIG OS TAB	Figure Oldstyle Tabular
FIG SINP	Figure Sinferior
FIG DNOM	Figure Denominator
FIG NUMR	Figure Numerator
FIG SUPS	Figure Superscript
FIG FRAC	Figure Fraction
FIG CIRCLE	Figure Circled
FIG ROMN	Figure Roman
FIG ROMN SUPS	Figure Roman Superscript
SPACE	Space
PUNCT STD	Punctuation Standard
PUNCT CASE	Punctuation Case
PUNCT TAB	Punctuation Tabular
PUNCT ORNM	Punctuation Ornamental
CURR STD	Currency Standard
CURR TAB	Currency Tabular
SYMB MATH	Symbol Mathematics
SYMB STD	Symbol Standard
SYMB GREEK	Symbol Greek
SYMB GEOM	Symbol Geometric
SYMB MISC	Symbol Miscellaneous
ARRW STD	Arrow Standard
ARRW ALT01	Arrow Alternate 01
ARRW ALT02	Arrow Alternate 02
ARRW ALT03	Arrow Alternate 03
DIAC UC	Diacritics Uppercase
DIAC LC	Diacritics Lowercase

The quick br...

100 pt Takeoff A1050 Extra Light

AIRCRAFT

100 pt Takeoff A1066 Light

SEAT

100 pt Takeoff A1090 Regular

DESTINATION

100 pt Takeoff A1120 Medium

LANDING

100 pt Takeoff A1150 Bold

**TRANSPORT**

100 pt Takeoff A1180 Extra Bold

**START**

100 pt Takeoff A1050 Extra Light Italic

*PASSENGER*

100 pt Takeoff A1066 Light Italic

*TURBINE*

100 pt Takeoff A1090 Regular Italic

*BAGGAGE*

100 pt Takeoff A1120 Medium Italic

*ENGINE*

100 pt Takeoff A1150 Bold Italic

*HYPERSONIC*

100 pt Takeoff A1180 Extra Bold Italic

*COCKPIT*

100 pt Takeoff A2050 Extra Light

WING

100 pt Takeoff A2066 Light

PRODUCTION

100 pt Takeoff A2090 Regular

CARGO

100 pt Takeoff A2120 Medium

REFUELING

100 pt Takeoff A2150 Bold

**GASOLINE**

100 pt Takeoff A2180 Extra Bold

**SYSTEM**

100 pt Takeoff A2050 Extra Light Italic

*AIRSPPEED*

100 pt Takeoff A2066 Light Italic

*FLYING*

100 pt Takeoff A2090 Regular Italic

*AIRPORT*

100 pt Takeoff A2120 Medium Italic

*LANDSIDE*

100 pt Takeoff A2150 Bold Italic

***WING***

100 pt Takeoff A2180 Extra Bold Italic

***TESTING***

100 pt Takeoff B3040 Light

HOLIDAY

100 pt Takeoff B3060 Regular

TRAVEL

100 pt Takeoff B3080 Medium

BEACH CLUB

100 pt Takeoff B3100 Bold

SUNSET

100 pt Takeoff B3040 Light Italic

*HIKING*

100 pt Takeoff B3060 Regular Italic

*DISCOVERY*

100 pt Takeoff B3080 Medium Italic

*MEMORY*

100 pt Takeoff B3100 Bold Italic

*LANDSCAPE*

100 pt Takeoff B4040 Light

LOUNGE

100 pt Takeoff B4060 Regular

BUSINESS

100 pt Takeoff B4080 Medium

TOURISM

100 pt Takeoff B4100 Bold

VEHICLES

100 pt Takeoff B4040 Light Italic

*PRODUCTS*

100 pt Takeoff B4060 Regular Italic

*VISA*

100 pt Takeoff B4080 Medium Italic

*DOMESTIC*

100 pt Takeoff B4100 Bold Italic

*SURVEY*

25/30 pt Takeoff A1050 Extra Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff A1066 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high

25/30 pt Takeoff A1090 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high

25/30 pt Takeoff A1120 Medium

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely**

25/30 pt Takeoff A1150 Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely**

25/30 pt Takeoff A1180 Extra Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines,**

25/30 pt Takeoff A1050 Extra Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff A1066 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff A1090 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high*

25/30 pt Takeoff A1120 Medium Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely***

25/30 pt Takeoff A1150 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely***

25/30 pt Takeoff A1180 Extra Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines,***

25/30 pt Takeoff A2050 Extra Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff A2066 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high

25/30 pt Takeoff A2090 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high

25/30 pt Takeoff A2120 Medium

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely**

25/30 pt Takeoff A2150 Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely**

25/30 pt Takeoff A2180 Extra Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines,**

25/30 pt Takeoff A2050 Extra Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff A2066 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff A2090 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high*

25/30 pt Takeoff A2120 Medium Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely***

25/30 pt Takeoff A2150 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely***

25/30 pt Takeoff A2180 Extra Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines,***

25/30 pt Takeoff B3040 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff B3060 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff B3080 Medium

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff B3100 Bold

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff B3040 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff B3060 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff B3080 Medium Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff B3100 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check***

25/30 pt Takeoff B4040 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff B4060 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff B4080 Medium

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff B4100 Bold

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check

25/30 pt Takeoff B4040 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff B4060 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff B4080 Medium Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check*

25/30 pt Takeoff B4100 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check***

18/23,4 pt Takeoff A1050 Extra Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff A1050 Extra Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls

18/23,4 pt Takeoff A1066 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff A1066 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off

18/23,4 pt Takeoff A1090 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff A1090 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift

18/23,4 pt Takeoff A1120 Medium

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly**

12/15,6 pt Takeoff A1120 Medium

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an**

18/23,4 pt Takeoff A1150 Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff,**

12/15,6 pt Takeoff A1150 Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement**

18/23,4 pt Takeoff A1180 Extra Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff,**

12/15,6 pt Takeoff A1180 Extra Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air**

18/23,4 pt Takeoff A1050 Extra Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff A1050 Extra Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls*

18/23,4 pt Takeoff A1066 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff A1066 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off*

18/23,4 pt Takeoff A1090 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff A1090 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift*

18/23,4 pt Takeoff A1120 Medium Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly***

12/15,6 pt Takeoff A1120 Medium Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an***

18/23,4 pt Takeoff A1150 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly***

12/15,6 pt Takeoff A1150 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement***

18/23,4 pt Takeoff A1180 Extra Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff,***

12/15,6 pt Takeoff A1180 Extra Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air***

18/23,4 pt Takeoff A2050 Extra Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff A2050 Extra Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls

18/23,4 pt Takeoff A2066 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff A2066 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off

18/23,4 pt Takeoff A2090 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff A2090 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift

18/23,4 pt Takeoff A2120 Medium

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly**

12/15,6 pt Takeoff A2120 Medium

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an**

18/23,4 pt Takeoff A2150 Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff,**

12/15,6 pt Takeoff A2150 Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement**

18/23,4 pt Takeoff A2180 Extra Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff,**

12/15,6 pt Takeoff A2180 Extra Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air**

18/23,4 pt Takeoff A2050 Extra Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff A2050 Extra Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls*

18/23,4 pt Takeoff A2066 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff A2066 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off*

18/23,4 pt Takeoff A2090 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff A2090 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift*

18/23,4 pt Takeoff A2120 Medium Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly***

12/15,6 pt Takeoff A2120 Medium Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an***

18/23,4 pt Takeoff A2150 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly***

12/15,6 pt Takeoff A2150 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement***

18/23,4 pt Takeoff A2180 Extra Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff,***

12/15,6 pt Takeoff A2180 Extra Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air***

18/23,4 pt Takeoff B3040 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff B3040 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls

18/23,4 pt Takeoff B3060 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff B3060 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls

18/23,4 pt Takeoff B3080 Medium

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff B3080 Medium

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls are to

18/23,4 pt Takeoff B3100 Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston**

12/15,6 pt Takeoff B3100 Bold

**For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls are to**

18/23,4 pt Takeoff B3040 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff B3040 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls*

18/23,4 pt Takeoff B3060 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff B3060 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls*

18/23,4 pt Takeoff B3080 Medium Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff B3080 Medium Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls are to*

18/23,4 pt Takeoff B3100 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston***

12/15,6 pt Takeoff B3100 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls are to***

18/23,4 pt Takeoff B4040 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff B4040 Light

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls

18/23,4 pt Takeoff B4060 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff B4060 Regular

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls

18/23,4 pt Takeoff B4080 Medium

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff B4080 Medium

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls are to

18/23,4 pt Takeoff B4100 Bold

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston

12/15,6 pt Takeoff B4100 Bold

For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls are to

18/23,4 pt Takeoff B4040 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff B4040 Light Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls*

18/23,4 pt Takeoff B4060 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff B4060 Regular Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls*

18/23,4 pt Takeoff B4080 Medium Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston*

12/15,6 pt Takeoff B4080 Medium Italic

*For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls are to*

18/23,4 pt Takeoff B4100 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston***

12/15,6 pt Takeoff B4100 Bold Italic

***For light aircraft, usually full power is used during takeoff. Large transport category (airliner) aircraft may use a reduced power for takeoff, where less than full power is applied in order to prolong engine life, reduce maintenance costs and reduce noise emissions. In some emergency cases, the power used can then be increased to increase the aircraft's performance. Before takeoff, the engines, particularly piston engines, are routinely run up at high power to check for engine-related problems. The aircraft is permitted to accelerate to rotation speed (often referred to as  $V_r$ ). The term rotation is used because the aircraft pivots around the axis of its main landing gear while still on the ground, usually because of gentle manipulation of the flight controls to make or facilitate this change in aircraft attitude (once proper air displacement occurs under / over the wings, an aircraft will lift off on its own; controls are to***

nice to type

Takeoff Specimen

