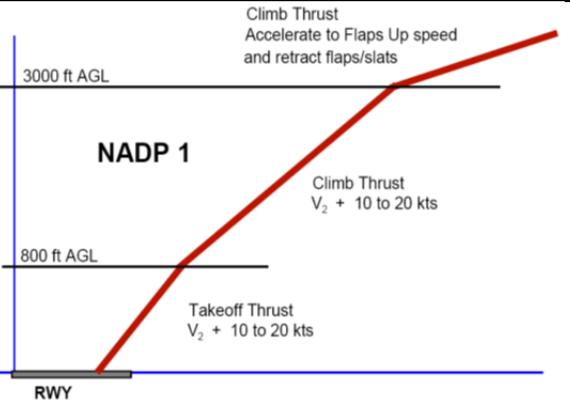
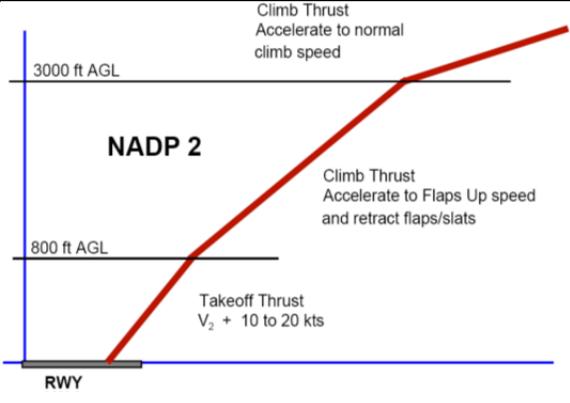
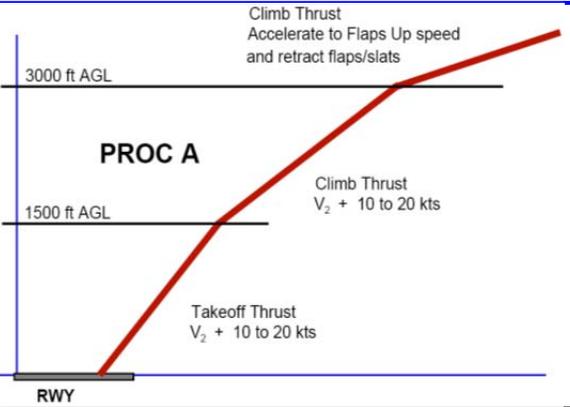
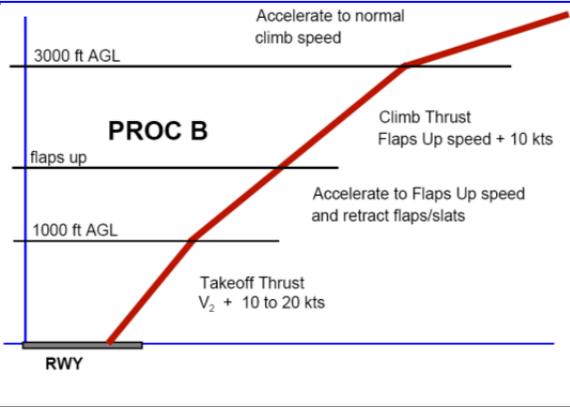


TAXI & TAKEOFF PROCEDURES

Item	Limit / Policy	Reference				
Taxi fuel consumption	2500 kgs/5511 lb hr	Rule of Thumb				
Icing Conditions	Icing conditions exist when OAT (on the ground) or TAT (in-flight) is 10°C or below and any of the following exists: <ul style="list-style-type: none"> • visible moisture (clouds, fog with visibility less than one statute mile (1600 m) or less, rain, snow, sleet, ice crystals, and so on) is present, or • standing water, ice, slush or snow is present on the ramps, taxiways, or runways 	FCOM SP.16.3				
	Engine anti-ice must be selected ON immediately after both engines are started and remain on during all ground operations when icing conditions exist or are anticipated, except when the temperature is below -40°C OAT.	FCOM SP.16.5				
	When engine anti-ice is required and the OAT is 3°C or below, do an engine run up, as needed, to minimize ice build-up. Use the following procedure: CM1 <ul style="list-style-type: none"> • Check that the area behind the airplane is clear. • Run-up to a minimum of 50% N1 for approximately 1 second duration at intervals no greater than 60 minutes. 	FCOM SP.16.6				
CM2 Taxi Restrictions	<ul style="list-style-type: none"> - Not permitted to taxi if the parking guidance system requires the aircraft to be aligned and stopped with the eye position of the left hand seat. In this case CM1 must taxi the aircraft from final turn to the parking stand. - Not permitted to do a 180° turn. 	OMA 8.2.2.5.1				
Minimum Width of Runway	Minimum width of runway for operations is 45 meters . In cases where runway is less than 45 meters approval of the VPFOT is required. Minimum width of cleared runway for operation on Contaminated Runways 30 Meters	OMA 8.1.2.3.1 OMA 8.3.8.12.4				
Maximum taxi speed	30 kts. 10 kts. for a slippery surface Crews may exceed these limits when backtracking on an active runway.	OMA 8.2.2.5				
180° less than 45 meters	<table border="0"> <tr> <td>777-200</td> <td rowspan="3">Aircraft and Runway must be inspected after this procedure</td> </tr> <tr> <td>777-300</td> </tr> <tr> <td>777-300ER</td> </tr> </table>	777-200	Aircraft and Runway must be inspected after this procedure	777-300	777-300ER	FCM 2.12
777-200	Aircraft and Runway must be inspected after this procedure					
777-300						
777-300ER						
Tiller Steering	Is not recommended above 30 kts.	FCM 3.5				
TAXI Ground Delays on USA Flights	<ul style="list-style-type: none"> - Applicable to all flights from and to USA. - An aircraft may not remain on the tarmac for more than 4 hours without passengers being permitted to deplane, where possible. - Passengers are regularly kept informed of the status of extended delays. - Timing starts the later of STD or the announced Revised Departure Time. - On Gate with the door open... <ul style="list-style-type: none"> - Passengers shall be notified every :30 minutes. - On the Gate or at a remote stand and the doors are closed... <ul style="list-style-type: none"> - Passengers shall be notified every :30 minutes. - No announcements shall be made whilst taxiing or at the runway holding point. Deplaning after departure - The maximum delay shall be 4 hours from the datum time. - The commander shall make the appropriate announcement every :30 minutes. - If the 4 hour limit may be infringed, the commander shall contact ATC and advise them that action is requested in order to comply with the 4 hour tarmac rule and to get an estimated airborne time. <ul style="list-style-type: none"> - If ATC advises that the aircraft will be airborne before the 4 hour time limit, the commander shall continue as planned and make the required :30 minute delay status updates. - If ATC advises that the aircraft will not be airborne before the 4 hour limit then the aircraft will return to a gate or remote stand unless safety/security/ATC restrictions prevent this. The commander shall make the appropriate PA... see PA section of Study Guide. - In the event that 4. In the event that no passenger elects to deplane, the flight shall continue irrespective of the total delay. - In the event that a passenger wishes to disembark, they shall be notified that their baggage will be offloaded and the flight will depart without them. <p>Commander records in the Journey Log</p> <ol style="list-style-type: none"> 1. The timings and content of all pax announcements made in compliance with this regulation. 2. The time for the request to ATC if applicable and the time that the return to the gate/remote stand is commenced. 3. A narrative of the conversation between himself and ATC if the decision is made to continue the flight together with the justification including the result of the polling of passengers announcement and the expected take-off time as advised by ATC. <p>Status of delay on arrival</p> <ul style="list-style-type: none"> - The passengers shall be notified of the status of a delay every 30 minutes if the aircraft is delayed arriving on blocks. - The clock starts at the actual touch-down time of the aircraft. 	FCN 2011-049 Aircraft Doc Folder				
	NITS Briefing to Purser Passenger briefing also	N ATURE I NTENTION T IME (Give an actual time eg16:25GMT) S PECIAL CONSIDERATIONS <ul style="list-style-type: none"> - Have the Purser write down your instructions. - Have the Purser Read back instructions to ensure understanding. 	CCEM Section 300			

R T O	Item	Limit / Policy	<p>Simplified RTO Decision Making  Instructor Briefing</p> <p>Prior to 80 knots</p> <p>Stop For</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; background-color: black; color: red; padding: 5px; width: 40px; text-align: center;">WARNING</div> <div style="border: 1px solid black; background-color: black; color: yellow; padding: 5px; width: 40px; text-align: center;">CAUTION</div> </div> <ul style="list-style-type: none"> - Abnormal Acceleration - Unusual Noise or Vibration - Tire Failure - Airplane Unsafe to Fly <p>Above 80 knots</p> <p>Stop For</p> <div style="border: 1px solid black; background-color: black; color: red; padding: 5px; width: 40px; text-align: center;">WARNING</div> <ul style="list-style-type: none"> - Airplane Unsafe to Fly 	Reference
	RTO Decision Making <u>QRH MAN.1.2</u>	<p>Prior to 80 knots</p> <ul style="list-style-type: none"> - Activation of the Master Caution system - System failure - Unusual noise or vibration - Tire failure - Abnormally slow acceleration*** - Unsafe takeoff configuration warning - Fire or fire warning - Engine Failure - Predictive Windshear warning - If the airplane is unsafe or unable to fly <p>After 80 knots</p> <ul style="list-style-type: none"> - Fire or fire warning - Engine Failure - Predictive Windshear Warning - If the airplane is unsafe or unable to fly 	<div style="border: 1px solid black; background-color: yellow; padding: 5px; margin-bottom: 5px;"> <p>*** TRE Note Slow acceleration can be detected by monitoring the Speed Trend Vector... A normal trend vector will be around 30-40 knots.</p> </div> <div style="border: 1px solid black; background-color: yellow; padding: 5px; margin-bottom: 5px;"> <p>Master Caution Lights, Aural Beeper, and Advisory level Alert Messages inhibited from 80 KTS to 400 RA or :20 seconds after rotation. For a RTO the inhibit lasts until the speed is below 75 knots.</p> </div> <div style="border: 1px solid black; background-color: pink; padding: 5px;"> <p>Master Warning Lights and Fire Bell inhibited from V1 until 400 RA or 25 seconds after V1.</p> </div>	
	Item	Limit / Policy		Reference
	Runway Centerline Offset	B777 and A330/340 pilots are to consider offsetting from the centerline just sufficiently to displace both nose wheels to the right or left of the centerline lights.		<u>OMA 8.3.0.4.4</u>
	Maximum speed	Below 10,000ft AAL, the maximum speed shall be limited to the greater of 250kts IAS or flaps up maneuvering speed / clean speed, unless: a. the arrival or departure procedure requires a higher speed, or b. Speed restrictions are waived by ATC. This speed limit is mandatory below 5,000 ft AAL.		<u>OMA 8.3.0.5.1</u>
	Night Operations	- Runway edge and stop end lights are required for night operations. - Circling Approaches at night are not authorized.		<u>FCI 2012-028</u> <u>OMA8.3.18.3</u> <u>OMA 8.1.4.1.1</u>
	Icing Conditions	Icing conditions exist when OAT (on the ground) or TAT (in-flight) is 10°C or below and any of the following exists: <ul style="list-style-type: none"> • visible moisture (clouds, fog with visibility less than one statute mile (1600 m) or less, rain, snow, sleet, ice crystals, and so on) is present, or • standing water, ice, slush or snow is present on the ramps, taxiways, or runways 		<u>FCOM SP.16.3</u>
		- Engine anti-ice must be selected ON immediately after both engines are started and remain on during all ground operations when icing conditions exist or are anticipated, except when the temperature is below -40°C OAT.		<u>FCOM SP.16.5</u>
		When engine anti-ice is required and the OAT is 3°C or below, do an engine run up, as needed, to minimize ice build-up. Use the following procedure: CM1 <ul style="list-style-type: none"> • Check that the area behind the airplane is clear. - Run-up to a minimum of 50% N1 for approximately 1 second duration at intervals no greater than 60 minutes. 		<u>FCOM SP.16.6</u>
	Min Altitude for turns	- Turns shall not normally be initiated below 500 AGL , unless specifically required by the SID, obstacles, or noise abatement procedure.		<u>OMA 8.3.0.5</u>
	Max bank angle	- For all flights, other than test flights where the Flight Test schedule may specify a requirement, the maximum bank angle permissible 30° .		<u>OMA 8.3.0.5</u>
	Tail Strike	777-200 – Accomplish TAIL STRIKE checklist and land at the nearest suitable airport. 777-300 – If no EICAS message continue the flight		<u>FCOM Bulletin 12</u>
	Engine Failure after V1	Initial climb will be in accordance with the required Engine-Out (EOP) procedures, as detailed in the RTOW or Laptop takeoff performance. These will involve one of the following: a. Straight Out Departure i. Maintain Runway Track (compensating for wind). ii. Climb at V2 (or speed at failure) until minimum acceleration altitude or higher. b. Turning Departure - Special Non-standard Engine-Out Procedure i. Maintain R/W Track until designated Turning Point. ii. Turn onto required track, heading or radial while climbing to minimum acceleration altitude or higher (the turn must be completed before acceleration takes place even if maximum acceleration altitude is exceeded). Having completed the EOP procedure, proceed in accordance with FCOM procedures to the MSA and to a convenient Holding Fix, or as advised by ATC. ATC shall be notified and advised of the Commander's intentions as soon as possible.		<u>OMA 8.3.0.4.4.2</u>
		<p>Engine-Out Procedure</p> <p>In the event of a continued takeoff after an engine failure:</p> <ol style="list-style-type: none"> 1. Follow the appropriate Engine-Out Track. 2. Climb to the appropriate Engine-Out Accelerate height. 3. Accelerate and configure the aircraft as required for manoeuvring. 4. Climb at manoeuvring speed, to the MSA or altitude advised by ATC. 5. After reaching the altitude, proceed towards a convenient holding fix, or as advised by ATC. 		<u>FCOM NP.50.2</u>

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Item	Limit / Policy	Reference
<p>Noise Abatement Procedures LH RAR 640-650</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">TAKEOFF</p>	 <p>NADP 1</p> <p>3000 ft AGL</p> <p>800 ft AGL</p> <p>RWY</p> <p>Takeoff Thrust $V_2 + 10$ to 20 kts</p> <p>Climb Thrust $V_2 + 10$ to 20 kts</p> <p>Climb Thrust Accelerate to Flaps Up speed and retract flaps/slats</p>	 <p>NADP 2</p> <p>3000 ft AGL</p> <p>800 ft AGL</p> <p>RWY</p> <p>Takeoff Thrust $V_2 + 10$ to 20 kts</p> <p>Climb Thrust Accelerate to Flaps Up speed and retract flaps/slats</p> <p>Climb Thrust Accelerate to normal climb speed</p>
	 <p>PROC A</p> <p>3000 ft AGL</p> <p>1500 ft AGL</p> <p>RWY</p> <p>Takeoff Thrust $V_2 + 10$ to 20 kts</p> <p>Climb Thrust $V_2 + 10$ to 20 kts</p> <p>Climb Thrust Accelerate to Flaps Up speed and retract flaps/slats</p>	 <p>PROC B</p> <p>3000 ft AGL</p> <p>flaps up</p> <p>1000 ft AGL</p> <p>RWY</p> <p>Takeoff Thrust $V_2 + 10$ to 20 kts</p> <p>Accelerate to Flaps Up speed and retract flaps/slats</p> <p>Climb Thrust Flaps Up speed + 10 kts</p> <p>Accelerate to normal climb speed</p>

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