

Flight Attendant Briefing

- *Number of F/ A's aboard
- *Anticipated delays
- *Preflight turb. brief (forecast turb w/intensity+duration + following:
Turb in progress, imminent/No warning
- * Seat Belt sign – On
"Flight attendants be seated Immediately"
- * Seat Belt sign – On
"Flight Attendants, stow carts and take your seats"

Limited Turb Warning

- * Expected turbulence
"Enough time to brief before flight or on the Interphone."
- * Expected intensity/duration
- * Expected F/A actions.
- * How cockpit will inform the cabin if turb will occur sooner or be worse than expected.

Resumption PA: "Ladies and gentlemen, please remain seated. Flight Attendants you may resume your inflight duties.")

- *Cabin items in E- 6
- *Overwater considerations
North of 66 North, Purser review "Fit Op over Northern Greenland"
- *Gen Decs/ Customs forms
- *Other pertinent issues
- *Crew Security Briefing (w/ cockpit access + break procedures)

Cockpit Jumpseat Briefing

Sterile period. No Smoking.
Use of seat belts + harness.
Location + operation of emer exits.
Use of O₂ + emergency O₂ equip.
For E/R Ops, the location of rafts + vests, w/ brief on donning and inflating the vest.

(A Jumpseat Information card + Cabin Emer Proc. card have been placed in the cockpit for use in this briefing.)

Int'l Relief Pilot Briefing

- 1) Designate acting PIC
- 2) Diversion options to include alternate airports & Wx, departure from track and airway procedures, ETP's and terrain awareness areas.
- 3) Wx deviation options/procedure
- 4) Current and 'Expect' clearances (e.g re-release, step-climbs, etc.)

Takeoff Briefing (at gate)

- *Designate Pilot-Flying
- *Rejected T/O considerations

Contingencies, if app.

- *Airport specific E/O profile
- *Takeoff alternate
- *Takeoff Wx considerations
- *Runway surface conditions
- *Terrain considerations
- *Any other variables

Prior to Descent Briefing

Significant Terrain/ Obst
MSA/ MORA/ MEA Spot Elev,
EGPWS, TRR, Field Cond's & ALL
Ops ad pages (Arrive & Depart)

Non-ILS Raw Data Req.

Inbound Course, Missed approach Point, Stepdown Fixes
Salmon Alt Ref Bug
Radio Altimeter

Approach Briefing

Page No.
Briefing Strip
Applicable Minima
IAF Crossing Alt (if app)
SMGCS if applicable
(If no strip, include:)
Applicable Minima
Nav aids and Idents
MSA/ Field Elevation
IAF Crossing Alt (if app)
Final Approach Course
Planned Descent Rate
FAF/ OM Crossing Alt
MDA/ DA/ DH/ AH
Missed Approach Procedure

MISC LIMITS

- *Reverse thrust is for ground use only.
- *Power back ops not authorized.
- *Do not land with speedbrakes deployed
- *Do not use flaps above -----20, 000 ft.
- *Max Alt < depressurization----14, 000 ft.
- *Max diff. for TO/LNDG-----125psi
- *757 Iso switch must be off xcept for eng start or non- normal ac sys. opns.
- *757- Elec pwr'd on gnd ↑ than 20 mins equipt cooling must be provided as:
94-105°F - 1 fwd & 1 Aft doors open OR 1 AC pack on for eqpt cooling
- *106-120°F - 1 AC Pack*
- *+120°F - 2 AC packs on req'd.*
(* or equivalent ground cooling)
- *Normal Duct Press 25- 51psi
- *Max Tire Speed.... 195Kts

WINGSPAN

*757= 124 feet *767= 156. 1 feet

IRS TOLERANCES

* Pre: GS ↓3kts Post: GS ↓15kts
Drift 3nm ↓ 8hrs, 2nm ↑ 8hrs

ALTIMETER TOLERANCES

*Elec -25ft/+45ft (70ft spread)
*Stdby -10ft/+60ft (70ft spread)
40ft difference between all

TAKE- OFF & LANDING TEMPS

+ 54C to - 54C

TIRE PRESSURES/BRAKE WEAR

nose / mains <flush or <1/ 16th"
*757- 144 / 180 w/ o grommet
*762- 140 / 180 Beyond flush
*763- 170 / 200 Beyond flush

MAIN WHEEL, BRAKE & TIRE #'s

1,2 3,4
5,6 7,8

EQUIPMENT CODES

B7-763ER 23-762ER 27-762
49-757HA+OW
62-757ER+HA

CREW OXYGEN

@70F bottle temp- 1100 (1700 to LPB)

STATIC WICKS

*757 Vert- 7 Horiz- 6 Wing- 8
*767 Fin -7 Stab -7 Tip -9
*Req's at least 15 ttl, 3 of outb'd 5 req'd

ENG AI WT. PNLTY BLOW 8000

MSL

Climb limit/Rwy limit

*757 400lbs 800lbs
*762 1,800lbs 2,000lbs
*763 4,500lbs 4,500lbs

AUTH T/O FLAP SETTINGS

- 757 - 5/ 15/ 20
- 762 - 1/ 5/ 15
- 763 - 5/ 15

TAKEOFF ALT REQ'D

*T/O Wx below Lowest Active Appch Mins for Single Engine Landing -or-
*Rwy lts inop + vis ↓ 1 mi or mins if ↑

DOM DEST ALT REQ'D

*1hr ↑/ 1hr ↓ ETA wx ↓ 2000'/ 3
*X- wind component ↑ 29kts/ 30kts
*Icy or Slippery runway
*Snow or slush depth ↑ than max
*Volcanic Ash

INTNL DEST ALT REQ'D

Wx ↓ 2000/ 3 or
1500/ 2 ↑ lowest mins.
Always req'd for flights ↑ 6 hrs.

ALTERNATE WX MINS

400+1 w/ 1 appch 200+½ w/2 appchs
↑ highest CAT I mins

*Int'l=At ETA *Dom=1hr+/1hr- ETA

ENROUTE ETOPS WX MINS

*Same as Alt mins except +/- 1 hr ETA
at enroute alternate & recip appchs n/a

MTOW SUFFICES

S - Structural Limit D - Disptch Adj
A - Agent Adj. Wt E - Enroute Limits
L - Lndng Wt. Lmtd X - Improved Perf
T - T/O Limit Wt.

STANDARD THRUST N/ A

*Tailwind *TOW above ATOW
*MEL/CDL wt. correction *not* on TPS
*Windshear
*Eng A/ I on if not shown on TPS
*Snow/ Water/ Slush/ Ice on runway
*Improved Perf. procedure
*Cntct Disp. for Cont. Rwy Crctns from (1/ 8" to 1/ 4") and (1/ 4" to 1/ 2") (TO above 1/ 2" NA)

MINIMUM HYD QTY FOR

TAKEOFF

RF Not displayed

HOLDING SPEEDS

*0 to 6000' = 200Kts IAS
*6,001' - 14, 000' = 230Kts IAS
*Above 14, 000' = 265Kts IAS
*NY & WASH 6 to 14 = 210Kts IAS

MIN HOLDING SPEEDS

*Below FL250 = FMC Speeds
*FL250 & above = Vref 30 + 100

FUEL

- *All center tank fuel must be used prior to using wing tank fuel (except ballast).
- *757 - Up to 2000 lbs can be in CTR tank with wings ↓ full provided fuel in the CTR + the actual ZFW does not exceed MAX ZFW + balance limits are observed.
- *767 - Up to 22, 050 lbs can be loaded in center tank with wings ↓ full, w/ jettison sys operative, at least 10, 300 lbs must be in wings provided the fuel in the center tank + the actual ZFW does not exceed MAX ZFW & balance limits are observed.
- *767- 300 Center tank dump - 2600ppm
- *Fuel temp must be at least 3°C ↑ freeze point (or -45C whichever ↑ 757) Max +49C
- *To warm fuel, speed up or ↓ to warmer air

FUEL CONFIG LIGHT

- *Fuel in the center tank w/ pumps off
- *Fuel imbalance - 757 -1950lbs
767 -2500- 1500lbs
- *Low fuel (4400lbs ttl)

FUEL SLIP

- *Fuel slip req'd when any cockpit fuel gauge inop(xcpt "AS ABD" thru ffts)
- *Fuel within: 300gal- 757, 325gal- 767

FUEL QUANTITY

- *757 Wings - 14, 550lbs ea (29,100ttl)
Center - 46, 400lbs (75,800ttl)
- *767 Wings - 40, 700lbs ea (81,400ttl)
Center - 80. 4(300) (161. 800ttl)
55. 7(200ER) (137. 100ttl)
30. 5(200) (111. 900ttl)
- *Fuel temp taken from - left tank - 767
- right tank - 757

- *Operation with boost pump low pressure lights on permitted for up to 2 mins only

START TEMPS

- *767 750c - 870c for 40 secs
- *757 570c Mom (2 secs) *75T 485c Mom

ENG STARTER DUTY LIMITS

- *767- cool for 30 sec per min of ops, after two 5 min cycles, cool for 10 min.
- *757- 3X 2 min on /off to 0% N3 then 15 off (ext. duty) up to 4 min on followed by 15 off (NA 75T)

START REQUIREMENTS

- *767 25 sec lite- off cut- out @ 50% N2
- *757 10 sec to N3 / 20 sec to lite- off starter cut- out @ 47% N3 must have N1, N2, N3, EGT 100c (N2 10%, N3 max motoring @ Hi altitude stations for start)

STARTER RE-ENGAGEMENT SPD

- *30% N3/N2 max allowable to clear a fire. Engagement ↑ may damage starter.

START PRESSURE

- *767 - 21 psi min * 757 - 25 psi min

IGNITION REQ'D

- *Takeoff / Landing / Turbulence
In "auto", ignition is on w/ flaps and/ or AI

767 OIL LIMITS

- *Max Oil Temp - 15 min in AMBER BAND

COLD STARTS

- *Select rich if EGT is 0c or less, run at idle
- *If no lite-off, attempt w/ BOTH. If lite-off successful, enter in E-6, operate in BOTH.

ABORTED STARTS

- *Must be logged in E- 6
- *Max starter re- engagement speed - 30% (N2- 767 N3- 757) if needed to clear a fire

OIL

- *Min oil Qty. - 14 Qts. Preflight 16 Qts. post
- *Appv'd Oil - Turbo Oil 2197 for engines unless app'd by Tech Svcs. IDG + Starter - Exxon 2380 - No Substitutes

- *Oil Consumption-
767 1qt/ hr NORM - .75qt/ hr ETOPS
757 1.2qt/ hr NORM - 1qt/ hr ETOPS

APU

- *3 start attempts per hour followed by 60 minute cooling period on ground.

- *Unlimited attempts inflight

- *Can supply air up to about 20, 000 feet

ICING CONDITIONS

- *OAT on ground TAT in the air is 10°C or ↓ and visible moisture in any form
- *Eng A/ I must be on in icing cond's xcept in climb and cruise & the SAT is ↓ -40c.
- *On ground w/ anti- ice on, run up engines every 30 mins to 60% N1 for 30secs.

767- 200 W/ Wing A/ I On

TWO air sources	ONE air source
Min45% N1	Min70% N1
-----10, 000'msl-----	
Min40% N1	Min55% N1

- *Do not use AI with temp ↑ 10°C
- *No wing AI on ↓ 1000' AFL
- *Use wing AI as a DE- ice system.
- *After landing, if surface is contaminated leave flaps at 20 and have deicing personnel inspect area.

SPEEDS

- *Vturb - lowest of 290/. 78 or 250Kts ↓
10, 000' (autothrottle off -engine A/ I on)
- *Vlo/ Vle 270/. 82 (normal) 250/. 75 (alt)
- *Alternate Flaps - Land F20 Vref30 +20Kts
- *Single engine landing - Vref20
- *App Spd ½ wind + all the gust
- *Hydroplane above 107 kts on wet runway

SINGLE ENGINE LANDING DISTANCE

- *Use landing dist. data for Flap 25 landings, 1.65% buffer will assure adequate runway

ENGINE WARMUP & COOLDOWN TIME

- *3 min

T/ O & LNDG WIND LIMITS

- *Demo X- Wind - 30Kts/ 757 29Kts/ 767
- *Tailwind - 10Kts (see perf man for xceptns)
- *No Ops permitted with wind gusts ↑ 50Kts
- *Runway less than 148' wide -----20Kts
- *3/ 4 mi RVR 4000----- 15Kts
- *1/ 2 mi RVR 1800----- 10Kts

LANDING ONLY WIND LIMITS

*Hydraulic Problems	20Kts
*Rudder ratio (left sys press)	15Kts
*Braking Fair	20Kts
*Braking Poor	10Kts
*Autoland wind limits:	
T- Wind	10Kts
X- Wind	15Kts
↓1800RVR X-Wind	15Kts
H- Wind	25Kts

HIGH ALT SWITCH - ALL 757'S

- *Switch changes warnings only to 14,500' masks are always set to drop slightly higher
- *Airports from 10 - 14, 000'msl - Flaps 5 T/ O - Flaps 25 Landing , F15 appch

PRESSURIZATION ALERTS/ MASKS

- Masks drop @ 14, 650'
- Lights & Horn = Cabin Alt ↑ 10, 000'
- Resets @ 8500'
-
- *No Rt AC - no Gnd Srv. Bus +Batt Chrgr
- *No Rt DC - Cabin emer lights on
- *No STDBY DC - cockpit emer lights on

EMERGENCY DESCENT

- (South America - brown shaded terrain critical area)
- *757 level @ FL 250 for 19 mins
- *767 level @ 17,000' for 10 mins
Timing begins when event occurs

FLAPS 25 REQ'D

- *767- 200 ↑ 330, 000Lbs
- *767- 300 ↑ 360, 000Lbs
or when windshear is anticipated or req'd by the performance manual

INST SOURCE SEL

- *FLT DIR - Selects alt. FCC/FD.
Fail Ind: FD flag, loss of V- bars, unable to engage AP or 1 AP disengages
- *FMC - Selects other FMC
Fail Ind: FMC Fail lite, EICAS msg, no map disp, FMC "Single FMC Ops"
- *EFI - Selects Ctr Symb Gen or DCU, ILS+Rad Alt Fail Ind: HSI blank, RA flag, GS or LOC flags, HSI msg "Excess Data"
- *IRU - Selects Ctr IRU
Fail Ind: ADI ATTflag VSI flag, HSI TRK/ HDG flag, Opposite RDMI HDG flag
- *AIR DATA - Selects opposite AD Comp.
Fail Ind: MACH and Airspeed flags
Primary altimeter off flag, VSI off flag
- *DCP - Allows off-side DCP to control FPDS data when on-side DCP has failed.

EMERG EQPT LOCATIONS

MEDICAL KIT

- 767 #1 - Doghouse, last row First Class
- E/ R #2 - Last row RH Ovhd bin
- 757 - Doghouse door 2R Jumpseat

MEGAPHONE

- 767 #1 - 2nd ctr ovhd bin LH side
- 762 #2 - Aft divider partition
- 763 #2 - Stor fwd of aft ctr lavs
- 757 #1 - Fwd Entry storg cabinet
- 757 #2 - Last LH ovhd bin

ELT

- 76ER #1 - Fwd coat closet (by cockpit door)
- 762E #2 - Aft divider partition
- 763E #2 - Stor fwd of aft ctr lavs
- 757 #1 - Fwd Entry storg closet
- 757 #2 - Last LH ovhd bin

