KmAoT Guide

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Email corrections/additions/suggestions, or to be added to our update list
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B757 PW Engine	B757 RR Engine	B767 GE Engine

COLOR KEY			
Blue Text	FOM/AOM reference	**Red Text**	Logbook writeup

Current as of FOM Vol 2 revision **63.0** (01/15/2026) and AOM revision **82** (12/12/2025)

FUEL REQUIREMENTS		
Computations must consider: wind and other wx conditions, anticipated traffic delays, **one** inst app and possible missed app at the destination, any other conditions that may delay landing.		
Domestic Fuel *FOM Vol 2 01.02.02.02*	To fly to the airport to which it is dispatched [BURN OFF] Then fly to and land at the most distant alternate [ALTN] Then fly for 45 min at normal cruise fuel consumption [RESERVE]	
Flag Fuel *FOM Vol 2 01.02.02.03*	**CFR 121.645 Straight RIs**	Fly to and land at the released airport [BURN OFF] Fly for 10% of flt time between dep and dest [ENRT RSV 10%] Fly to and land at the most distant alternate if required [ALTN] Fly for 30 min @holding spd @1500' over dest or altn [DEST RSV] *Note: ALTN not required if the flight is < 6 hrs*
	B043 Special Rsv RIs (see **Flt Ctrl Reports**)	Fly to and land at the released airport [BURN OFF] Then fly for 45 min at normal cruise fuel consumption [RESERVE] Fly for 10% of time where the aircaft position cannot be reliably fixed at least once per hour [ENRT RSV 10%] Then fly to and land at most distant alternate if required [ALTN]
	B044 Re-release (see **Flt Ctrl Reports**)	Fly to and land at the **intended** destination [BURN OFF] Fly for 10% time btw Redisp Pt & intended dest [ENRT RSV RDP] Then fly to and land at most distant alternate if required [ALTN] Fly for 30 min @holding spd @1500' over dest or altn [DEST RSV]
	B343 Performance-Based Contingency Fuel (see **Flt Ctrl Reports**) *FOM Vol 2 01.02.02.04*	Fly to and land at the intended destination [BURN OFF] Then no less than 5% of enroute time with no TS fcst at Dest or no less than 10% of enroute time if TS fcst at Dest [ENRT 5%] OR 1% prob of use of all cont fuel when TS fcst at dest [PBCF 99] OR 10% prob use of all cont fuel with no TS fcst at dest [PBCF 90] OR fuel to fly for a sufficient time (≥ 5 min) @1500' holding speed based on statistical burn deviation for that a/c and city [MINCONT] Then perform a missed approach at the destination Then fly to and land at most distant alternate if required [ALTN] If no alt req, divert to suitable airport with an operable inst app Then fly for 30 min @hld spd @1500' over dest or altn [DEST RSV]
	A012 Dom outside US	45 min fuel reserve between apts in lower 48 to certain approved apts within 950 nm of territorial limits of the 48 states. Also allows domestic rules for flights between AK and lower 48
	2 hr/Island Reserve *OpSpecs C067*	Fly to and land at the released airport [BURN OFF] Fly for 2 hrs at normal fuel consumption [DEST RSV] Flt Plan will include a Point of Safe Return which is the ETP Must be over an approved route to an approved airport
Supplemental (Charters) *FOM Vol 2 08.02.03.04.01*	**Ops Spec A030 Dom**	Fly to and land at the destination Fly to and land at the most distant alternate Fly for 45 min at normal fuel consumption
	Ops Spec A030 Intl	Fly to and land at the destination Fly for 10% of flight time between departure and destination Fly to and land at the most distant alternate Hold for 30 min @1500' AFE above alternate *Note: If no alt must have 2 hrs of fuel at normal cruise consumption*
PAF Targets *FOM Vol 2 01.02.04.01.02*	**No Alternate**	75 minutes
	With Alternate	60 minutes (MD-11 and 747 are 75 min) + ALTN
	PAF is the sum of RESERVE, ADDTL and CONT fuels (and ALTN if required)	

LOW VIS DEPARTURE / TAKEOFF ALTERNATE CONSIDERATIONS		
LOWEST AUTH RVR	**REQ RVR SYSTEMS**	**MINIMUM RUNWAY REQUIREMENTS**
RVR 1600 (500m) RVV ¼ sm	TDZ if avail is controlling mid RVR may be subbed	Must have HIRL or CL Lights or RCLM or other adequate visual ref during the t/o roll
TDZ 1200 (350m) / MID 1200 (350m) / RO 1000 (300m)	A minimum of 2 RVR sensors are required All avail reports controlling Don't use far-end sensors	RCLM (day only) or HIRL or CL Lights
TDZ / MID / RO 1000 (300m)		RCLM and HIRL or CL Lights
TDZ / MID / RO 500 (150m)		HIRL and CL Lights
- A takeoff alternate is req if the departure wx is below auth Cat I landing mins with 1 eng inop - For the B757 and B767 a takeoff alternate must be within 1 hour or 300 NM (for MD11 and 747 it must be within 2 hours or 600 NM) - RVR is controlling over visibility and generally no ceiling is required - Lower than standard (5000 or 1sm) is allowed if Jepp authorized and you have the runway visual references and RVR listed in the table above **- The Jepp charted departure runway minimums are always controlling**		

FOM Vol 2 01.03.03.01, 01.07.03.02.04

DESTINATION WEATHER CEILING REQUIREMENTS	
Generally only visibility is req for dispatch to a Dest, however **ceiling** mins are also req when:	
No Instrument Approach	Minimum ceiling is the **higher** of MVA + 500' or 1000' AFE
	Minimum visibility is 3 sm
	Destination alternate is required
Circling Approach	Minimum ceiling is the **higher** of 1000' AFE or circling minimums
	Minimum visibility is 3 sm
LAHSO	Minimum ceiling 1500' AFE or 1000' AFE with operating PAPI or VASI
When the approach plate specifies a minimum ceiling [CEILING REQUIRED]	

FOM Vol 2 01.07.01.05, AOM 03.12.01

I DON'T NEED A DESTINATION ALTERNATE IF THE DESTINATION WX IS:

Except as provided in 14 CFR 121.615 for extended overwater ops, a flight may only be dispatched to a destination if the wx reports or forecasts (or both) indicate the conditions will be at or above authorized mins at the ETA at the airport or airports to which dispatched.

Domestic Ops	ETA ± 1hr	2000' AGL	3 SM	
Exemption 8658 Domestic w/ Cat I	ETA ± 1hr	1000' AGL	3 SM	Limited to airports within the 48 states Apt must have operable ILS to intended rwy Crew and a/c must be Cat I/II/III capable No thunderstorms forecast ± 1 hr of ETA See **Flt Ctrl Reports** for a list of req inflt rpts
Exemption 8658 Domestic w/ Cat II/III	ETA ± 1hr	1000' AGL	2 SM	
Flag Ops (≤ 6 hrs)	ETA ± 1hr	1500' above lowest circling MDA if doing a circling approach		
		the **greater** of 1500' above lowest inst app min or 2000' AFE		
		the **greater** of 2 mi more than lowest app vis mins or 3 mi		
Flag Ops IMC in EASA (Europe) **airspace**	Alternate is **required** unless the DEST WX at the ETA meets the above criteria (Flag Ops ≤ 6 hrs) AND the DEST has separate usable runways			
Flag Ops (> 6 hrs)	Alternate is **required** unless dispatched with Island Reserves (CFR 121.645)			
Supplemental Ops				

If Destination wx and Alternate wx are at minimums, one **Additional Alternate** must be designated. Flights are fueled to the Destination, *via* the Alternate to the additional Alternate.

FOM Vol 2 01.03.02, 08.02.03.03.01

I NEED AN ALTERNATE, SO THE WEATHER AT THE ALTERNATE MUST BE:

The forecast ceiling **and** visibility at the ETA must be at or above the minima below

1 operational nav facility providing a straight-in Cat I ILS, non-ILS or circling app	Add 400 ft to MDA(H) or DA(H), as applicable		Add 1 sm or 1600m to the landing minimum
2 operational nav facilities, each providing a straight-in app to diff suitable rwys	Add 200 ft to higher of the MDA(H) or DA(H) of the 2 approaches		Add ½ sm or 800m (700m outside the US) to the higher mins of the 2 approaches
1 usable auth Cat II IAP	**B747 & MD-11 ONLY**	300 ft	¾ sm or RVR 4000 (1200m)
1 usable auth Cat III IAP		200 ft	½ sm (800m) or RVR 1800 (550m)

If using GPS-based IAP it must be planned to LNAV (or circling) MDA or LNAV/VNAV DA
A preflight RAIM check must be accomplished for the airport where the GPS IAP is flown
GPS-based IAPs are authorized at both the DEST and ALTN except a/c 362-364 & 391-397
A non-GPS based conventional IAP must be available at the DEST (362-364 & 391-397 only)

FOM Vol 2 01.03.03.02

REQUIRED METAR DATA FOR DEP, DEST AND ALTN AIRPORTS

A current wx rpt from ASOS or an appropriate observation station is req for takeoff and landing
If operating outside the US, US territories or at US military bases and that airport's METAR is missing ceiling, visibility or present weather information, a 2nd ALTN is required.

REQUIRED ITEMS	REQUIRED or what's needed IF MISSING		
Time of observation	Required		
Visibility **And** **Ceiling** (if required for DP or approach)	Can be missing for <u>non-US airports only</u>	For Takeoff	A takeoff ALTN must be listed No active or forecast frozen precip at departure time Only take off if Captain determines rwy vis > req min PIC receives a briefing from the dispatcher
		For Landing	TAF wx forecast ± 1 hr of ETA basic VFR (1000'/3sm) 2 ALTN airports with full METAR/TAFs and fuel to: Divert to the most distant ALTN + Perform a missed app at the DEST + Climb to expected cruising altitude + Descend, approach and land at most distant ALTN PIC receives a briefing from the dispatcher Min descent alt at DEST is 1000' unless rwy in sight Circling approaches shall not be conducted
Altimeter setting	Required unless using approach minimums with an alternative remote altimeter setting		
Temperature	If missing, contact Flt Control for the temp from the NWS RTMA report. <u>This is available for US airports and some territories ONLY</u>.		
Wind Speed and Direction	Required, and can be from either the weather report or via local ground communications. Can be reported as estimated.		

FOM Vol 2 01.03.02.03, 01.07.02

MAXIMUM DRY ICE LIMITS

	Main Deck	Fwd/Cntr Belly	Aft Belly	TOTAL
ONE Air Conditioning Pack Operating				
B757	10,090 lb / 4,577 kg	440 lb / 200 kg	440 lb / 200 kg	10,970 lb / 4,976 kg
B767	8,730 lb / 3,960 kg	440 lb / 200 kg	440 lb / 200 kg	9,610 / 4,359 kg
TWO Air Conditioning Packs Operating				
B757	16,150 lb / 7,326 kg	440 lb / 200 kg	440 lb / 200 kg	17,030 lb / 7,725 kg
B767	10,600 lb / 4,808 kg	440 lb / 200 kg	440 lb / 200 kg	11,480 lb / 5,207 kg

For dry ice ≥ 1400 lbs (635 kg) on Main Deck:
- (**B767**) Position the EQUIP COOLING switch to STBY with engines OFF
- At least ONE Air Cond Pack (or ground cart) must be operating while loading and unloading
- Live animals should not be transported on Main Deck or in Belly with any amount of dry ice

FOM Vol 2 10.03.02

TLR VALIDITY CHECK (if any items are missing/incorrect, the TLR is **VOID**).	
Header	Flt #, City Pair, Date and Tail Number match the OFP
Temp	MT ≥ Current OAT ≥ POAT minus 10°C
Q_{NH}	Current Q_{NH} ≥ PQ_{NH} minus 0.10 (3.4 hPa)
Weight	Actual TOW ≤ MTOW listed in "PTOW PLUS" section Actual TOW ≥ 40,000 lbs (B757) or 60,000 lbs (B767) below PTOW
MEL/CDL	Performance-related MEL/CDL item(s) are listed in the Takeoff and/or Landing RMKS section
The difference between the FDP/TLR and the TMC values should be ≤ **1% N_1/0.02 EPR**	

AOM 05.01.01.11, 03.03.02.06

B757 DISTANCE FROM SHORE (*OpSpec A013*)	
Extended overwater operations without required emergency equipment at or above FL250	
South and East coasts of US below 35°N, the Gulf of Mexico and the Caribbean Islands	≤ 30 min flying time in still air with one engine INOP -**OR-** 162 nm from nearest shoreline WHICHEVER IS LESS
West coast of the US or the East coast of the US at or above 35°N	≤ 30 min flying time in still air with one engine INOP -**OR-** 100 nm from nearest shoreline WHICHEVER IS LESS

OXYGEN REQUIREMENTS	
B757	*AOM 05.03.01.01*
B767	*AOM 05.03.01.02* *AOM 05.03.01.03*

MAXIMUM CONTAMINATION / CLUTTER DEPTHS (757 & 767)		
	Takeoff	**Landing**
Standing Water, Slush, Wet Snow	½" (12.7 mm)	1" (25.5 mm)
Dry Snow	4" (101.6 mm)	6" (152.4 mm)
Snow is considered DRY when ambient temps are below -1°C Only Rated Thrust is allowed (TO, TO-1, TO-2) with contamination, no Assumed Thrust (ATM) ATM is allowed after deicing/anti-icing or with EAI on unless a contaminated runway exists		
WET Runway Landing (moderate to heavy RA)	Request landing data using RwyCC "2" when rwy condition unknown and: - Landing on a smooth rwy (ungrooved/non-PFC) with RA or +RA - Landing on a grooved/PFC rwy with +RA	

AOM 04.03.01.01.04, 05.00.02.02.02, 05.11.01.03&.04, 05.12.01.03&.04, 05.13.01.03&.04

FMS DATABASE EFFECTIVITY TIMES (*FOM Vol 2 03.01.01.02.03*)			
US and Canada	**0900z**	Far East	**Charted Time or Midnight Local**
Europe, Americas, Mexico, India, UAE and all others	**0000z**	Australia	**0200 local**
If a flight departs prior to the **Effectivity Time** on the effective date but lands after the **Effectivity Time** on the effective date, the next (most current) database cycle should be selected as the active database.			

RVSM ALTIMETER TOLERANCES		
	Max Diff between CPT & F/O	**Max Diff between CPT or F/O and a Known Field Elevation**
SEA LEVEL	40 ft	75 ft
5,000 ft	45 ft	
10,000 ft	50 ft	
In-flight max difference between CPT and F/O altitude displays is **200'**.		

AOM 01.01.01.01.06

BLOCK-OUT TIME AFTER LOAD COMPLETE	
B757	7 minutes
B767	8 minutes
B747	9 minutes
Load Complete time is defined as the aircraft loaded and belly doors closed	

FOM Vol 2 02.02.02.18

FMC FUEL RESERVES	
Domestic	ALTN + RESERVE
Straight Rls / Redispatch / OpSpec B343	ALTN + (DEST RSV x 1.5)
OpSpec B043	ALTN + RESERVE
Island Rsv	ALTN + (DEST RSV x 0.5)

AOM 03.03.02.03

GROUND AIR / CROSSBLEED STARTS		
Ground Air Start	Duct pressure ≥ 30 PSI	
Crossbleed Start (APU OFF or APU bleed OFF)	B757 PW	70% N_2
	B757 RR	65% N_3
	B767 GE	70% N_2

AOM 04.01.07.01.02&.03

APU START ATTEMPTS
Max 3 starts or start attempts within a 60 minute window with a 5 minute cooling period between start attempts

AOM 01.03.01.07.11

YAW DAMPER INOP LIGHT (N401UP - N413UP) (*AOM 04.01.09.01*)	
This procedure only applies after aircraft is secured for flight (doors closed, stairs removed)	
If any YAW DAMPER INOP lights remain ON after IRS alignment	Affected YAW DAMPER switch(es).....Off, then ON
If INOP light(s) extinguish	Continue normal ops and enter action taken as a C code
If INOP light(s) do not extinguish	Accomplish QRH Non-Normal Yaw Damper Procedure

APU RUNNING, NO BLEED AIR PRIOR or DURING START (*AOM 04.01.07.02.02*)	
This procedure only applies after aircraft is secured for flight (doors closed, stairs removed) **No APU related EICAS messages displayed (if messages, run appropriate Non-Normal)**	
If APU on and duct pressure 0	APU Bleed switch……..Off, then On
If duct pressure normal	Continue normal ops and enter action taken as a C code
If duct pressure not normal	External Power…….....On APU Selector……..…..Off APU Selector (after complete shutdown).....On
If duct pressure normal	Continue normal ops and enter action taken as a C code
If duct pressure not normal	Enter action taken as a P code and contact Flt Control

STATUS MESSAGES (*AOM 04.01.15.01.02*)		
PRIOR to Secured For Flight (**Doors closed, stairs removed**)	If able to clear in one attempt, no further crew action required	Press ECS/MSG switch on eicas maintenance panel. Press AUTO EVENT READ switch. Press ERASE switch and hold for 3 seconds. **Do NOT pull any C/Bs**
	If unable to clear in one attempt, enter as P code and notify maintenance	
AFTER Secured for Flight but before takeoff (**Doors closed, stairs removed**)	If able to clear in one attempt, continue. Enter as C code after takeoff.	Press ECS/MSG switch on eicas maintenance panel. Press AUTO EVENT READ switch. Press ERASE switch and hold for 3 seconds. **Do NOT pull any C/Bs**
	If unable to clear in one attempt, Enter as P code and notify Flight Control	
DURING Flight:	DO NOT attempt to clear. Enter as P code	Notify Flight Control at earliest convenience
After engine shutdown:		

B757 Pratt & Whitney

STARTER DUTY LIMITS	**Normal**	2 min, 0% N_2, 2 min, 0% N_2, 2 min, 0% N_2, 15 min cooling period
	Extended	4 min followed by 15 min cooling period
STARTER RE-ENGAGEMENT	**Recommended**	0-20% N_2
	Permissible to purge fuel or clear fire	21-30% N_2 Logbook entry required
In the event of an engine failure with engines at takeoff thrust > 5 min, make an informational logbook entry with the total time the engines were operated at takeoff thrust.		
OIL TEMP	**Min for takeoff**	50°C
FUEL CONTROL switch to RUN	Minimum of 18% N_2	
	Max Motoring	N_2 acceleration < 1% in 5 sec
ABORTED ENGINE START	EGT does not increase by 20 sec after fuel control switch to RUN There is no N_1 rotation by 40% N_2 The EGT quickly nears or exceeds the start limit The N_2 is not at idle by 2 min after fuel control switch to RUN The oil pressure not normal by the time the engine is stabilized at idle	
WARM-UP Requirements	Min Oil Temp	Must be > 50°C for takeoff
	When shut down > 4 hrs, recommend run engines for at least 5 min	
EAI on during Run-Up for Taxi	50% N_1	No minimum duration at 15 minute intervals
EAI on during Run-Up for Takeoff	50% N_1	No minimum duration.
Break-away Thrust	40% N_1	

AOM 01.03.01.07, AOM 03.04.01.05, AOM 03.06.01.01, AOM 04.03.01.01.05

B757 Rolls Royce

STARTER DUTY LIMITS	**Normal**	2 min, 0% N_3, 2 min, 0% N_3, 2 min, 0% N_3, 15 min cooling period
	Extended	4 min followed by 15 min cooling period
STARTER RE-ENGAGEMENT	**Recommended**	0-20% N_3
	Permissible to purge fuel or clear fire	21-30% N_3 Logbook entry required
In the event of an engine failure with engines at takeoff thrust > 5 min, make an informational logbook entry with the total time the engines were operated at takeoff thrust.		
OIL TEMP	Minimum oil temp for advancing thrust levers is 0°C	
FUEL CONTROL switch to RUN (EGT ≥ 1°C < 100°C) or RICH (EGT = 0°C)	Minimum of 25% N_3, or 15% N_3 AND at least N_2 stabilized	
	Max Motoring	N_2 and N_3 acceleration < 1% in 5 sec
ABORTED ENGINE START	EGT does not increase by 20 sec after fuel control switch to RUN The EGT quickly nears or exceeds the start limit The oil pressure not normal by the time the engine is stabilized at idle	
WARM-UP Requirements	Shut down > 1.5 hrs	Run engines for at least 5 minutes
	Shut down < 1.5 hrs	Run engines for at least 3 minutes
	Engine oil temp must be above the lower amber band for takeoff	
EAI on & OAT ≤ 0°C during Run-Up for Taxi	60% N_1	10 second duration every 60 minutes
EAI on & OAT ≤ 0°C during Run-Up for Takeoff	60% N_1	10 second duration
Break-away Thrust	40% N_1	
Inflight if engine vibration above 2.5 occurs due to ice, reduce thrust lever to idle for 5 sec and then momentarily advance to approximately 90% N_1 to assist in shedding the ice.		

AOM 01.03.01.07, AOM 03.04.01.06, AOM 03.06.01.01, AOM 04.03.01.01.05

B767 General Electric

STARTER DUTY LIMITS	**Normal**	Up to 5 min on, ½ min off per min on
	Extended	Two 5 min cycles require a 10 min cooling period before each additional 5 min cycle
STARTER RE-ENGAGEMENT	**Recommended**	0-20% N_2
	Permissible to purge fuel or clear fire	21-30% N_2 Logbook entry required

In the event of an engine failure with engines at takeoff thrust > 5 min, make an informational logbook entry with the total time the engines were operated at takeoff thrust.

FUEL CONTROL switch to RUN	Minimum of 20% N_2, or if not possible at least 15% N_2	
	Max Motoring	N_2 acceleration < 1% in 5 sec
ABORTED ENGINE START	EGT does not increase by 25 sec after fuel control switch to RUN No N_1 rotation 30 sec after N_2 is stabilized at idle The EGT quickly nears or exceeds the start limit Oil pressure not normal after engine is stabilized at idle	
WARM-UP Requirements	Engine oil temp must be above the bottom of the temperature scale	
	Recommended to run the engines for at least 3 min	
EAI on & OAT ≤ 3℃ during Run-Up for Taxi	60% N_1	30 second duration every 30 minutes
EAI on & OAT ≤ 3℃ during Run-Up for Takeoff	60% N_1	30 second duration
Break-away Thrust	50% N_1	

Inflight in moderate to severe icing with prolonged N_1 settings below 70%, if fan icing is suspected, increase thrust on 1 engine at a time to 70% N_1 min for 10-30 sec every 10 min

AOM 01.03.01.07, AOM 03.04.01.07, AOM 03.06.01.01, AOM 04.03.01.01.05

Altimeter & Airspeed Tolerance Tables	
B757 PW	*AOM 05.15.03*
B757 RR	*AOM 05.16.03*
B767 GE	*AOM 05.17.03*

Non MX staffed Gateways		
KABY	KGYY	KLBB
KGSP		

Heavy Rain / Severe Turbulence (*AOM 04.03.01.03, 04.03.01.05*)		
Flight in Moderate to Heavy Rain, Hail or Sleet	757 PW	ENGINE START selectors - FLT 50% N_1 minimum if at/above 10,000 ft 45% N_1 minimum if below 10,000 ft
Flight in Heavy Rain or Hail	767	ENGINE START selectors - CONT
Moderate to Severe Turbulence	757 PW	ENGINE START selectors - FLT
Severe Turbulence	767	ENGINE START selectors - CONT

HIGH MINS CAPT ("E" qual code next to name)
< 100 hours in type excluding OE time (*FOM Vol 2 02.01.03.02*)

Approach	Minimums	Restrictions (utilizing Exception 5549)
Cat III	N/A	N/A
Cat II	Published	• Autoland must be accomplished • PIC has at least 300 hrs in turbojets • Cpt or F/O ≥ 75 hrs in type
Cat I ILS	Published	• Autopilot req to DA or missed app • Cpt or F/O ≥ 75 hrs in type • If vis < 4000 RVR or ¾ miles ○ Crosswind limit 15 kts if braking action less than "good"

If unable to use the above authorizations (5549), use the higher mins provided below. These mins only apply to **approaches** and if **t/o alt** is needed. Do not increase alt reqs or t/o mins.

		Published RVR	High Mins RVR
Cat I (any approach)	Increase DA/MDA by 100' resulting DH/MDH must be no lower than 300' AFL	1800-2000 (550m-600m)	4500 (1400m)
		2400-3000 (750m-1000m)	5000 (1500m)
		4000-5000 (1200m-1500m)	6000 (1800m)
		If RVR is not controlling, increase published vis by ½ mile (800m) to at least 1 mile (1600m)	

HIGH MINS F/O		
If the F/O has < 100 hrs in type (including OE), they can takeoff and land only if:	Not a special PIC qual airport	Braking action good or better
	RVR > 4000 (1200m) or ¾ mile	No contamination
	Max crosswind 15 kts	No windshear advisories

FOM Vol 2 02.01.03.04

MISCELLANEOUS INFLIGHT CONSIDERATIONS		
B757 Single Pack Ops	Allowed after first power reduction on takeoff until above FL350	*AOM 04.01.02.05*
Perishable Cargo Temp	For temps outside 65℉-85℉ refer to AOM	*AOM 04.01.02.08*
Clean Maneuvering Speed	Above FL250, $V_{REF}30$ + 100 kts	*FCTM 05.01.05.04*

SO YOU'RE ENROUTE AND THE WEATHER GOES TO SHIT		
DEST goes below mins	With No ALTN	Flt can continue to DEST if Capt and Dispatch agree it is safe. Adding an ALTN is recommended but not required.
	With ALTN	Flt can continue to DEST if Capt and Dispatch agree it is safe.
ALTN goes below mins	Get ARTR for a new ALTN unless conditions at DEST has improved enough to not need an ALTN **AND** you are within 6 hours of the DEST.	

FOM Vol 2 01.03.04

ENGINE FAILURE INFLIGHT (other than at V1)	
AUTOTHROTTLE ARM switch	OFF
MAX CONTINUOUS thrust	Select
Thrust Lever	Set MCT to digital value
ENGINE OUT prompt (CRZ pg)	Select
Altitude Window	Set the desired engine-out cruise altitude in the MCP after reviewing engine-out capability in the FMC
EXECUTE	Verify VNAV is the active pitch mode and the engine-out driftdown speed displayed by the command a/s bug

AOM 04.01.11.03

JETCOMM / BATPHONE PROCEDURES (freqs listed in *FOM Vol 2 07.02.01.04*)	
To dial Flight Control	Hold the PTT and key in the 3 letter station code followed by *01
To hang up	Hold the PTT and key in the 3 letter station code followed by #

@ MLW	**MINIMUM FUEL**	**MAYDAY FUEL** (30 min @ 1500')
757	Aircraft has reached a fuel state that can accept little to no delay (FAA), or is committed to 1 DEST (ICAO).	4,000 lbs
767		5,000 lbs

FOM Vol 2 01.02.05.05

MISCELLANEOUS LANDING CONSIDERATIONS		
Main Cargo Door Wind Limits *AOM 01.03.01.01.01*	**60** kts maximum wind gust with door open	
	40 kts maximum wind for opening or closing door	
Practice Autoland *AOM 03.10.01.04*	If WX is better than 800-2 the ILS critical areas are not normally protected. Tower should be advised of autolanding.	
Successful Autoland Criteria *FOM Vol 2 02.12.01.05*	ILS flown with autopilot(s) engaged no lower than 1000' HAT to end of rollout Aircraft remains within ⅓ dot of LOC & ⅓ dot above GS & zero below GS Temporary deviations up to ⅓ dot below GS are OK if aircraft is correcting No unusual roughness or attitude changes occur Aircraft touchdown occurs within the runway touchdown zone Aircraft tracks LOC/rwy centerline with deviations kept within ± 35' either side	
Flaps 25 Required When *AOM 03.09.01.06*	V_{REF} 30 + correction > 152 kts (B757) OR 160 kts (B767)	
	Landing weight < 140,000 lbs (B757) *AOM 01.02.01.01.02*	
Flaps 30 Landing Recommended When:	Cat II/III degraded approach	Max Man Braking > 4000'
	Braking Action < Good	Contaminated Runway
	Aircraft system malfunction	Tailwind component
	B757 LDW > 140k & ≤ 160k	< 75 min on ground between flights
Full Reverse Thrust Use *FCTM 07.01.06.06.05*	**Should be used**	Contaminated Runway FDP non-normal or QRH calc ldg perf
	Consider to use	Heavy weights at a high altitude airport Autobrake 4 or higher required Tailwind landing Landing ≥ Max Quick Turnaround Ldg Wt
Quick Turn-Around **PW** *AOM 05.15.05* **RR** *AOM 05.16.05* **GE** *AOM 05.17.06*	**B757**	If Quick Turn-Around Weights exceeded Logbook entry required
	B767	Check brake temp 10-15 min after block-in. If temp ≥ 5 or BRAKE TEMP EICAS, wait 75 min and Logbook entry required
Brake Cooling	**PW** *AOM 05.15.04* **RR** *AOM 05.16.04* **GE** *AOM 05.17.05&.06*	For B767, with Brake EICAS 7-9: Clear the runway, try not to set parking brake, do not taxi for 1 hr.

LANDING in non-VFR CONDITIONS (< 1000’ ceiling & 3sm visibility)	
All approaches must be flown with autopilot and autothrottles engaged (if available) until suitable visual references have been established to continue the approach visually.	
Visibility ≤ 4000 RVR or ¾ sm	Must have dual operable FD systems **OR** 1 operable FD and 1 operable AP
	Autoland is recommended
	If A/P inop or approach must be hand-flown, the Captain must fly the approach

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DIMENSIONS	ICAO Aerodrome Aircraft Code D 36m-51.99m wingspan FAA Aircraft Design Group 4 118ft-170ft wingspan	
B757	124’ 10” (38 M) wide	44’ 6” (13.6 M) tall
B767 winglets	166’ 11” (50.88 M) wide	52’ (15.85 M) tall
B767 no winglets	156’ 1” (47.57 M) wide	

SYSTEMS 01.01.02, 01.06.01

REQUIRED EVENT REPORTS		
FAA/NTSB		
Aircraft Malfunction	Alcohol/Drug Non-compliance	Bomb Threat/Hi-jack
Damage to A/C and/or Property	Dangerous Goods	Engine Failure/Fire
Emergency Declaration	Emerg/Low Fuel Declaration	Illness/Injury/Death
Rapid Decompression	Rwy/Taxiway Incursion/Excursion	Smoke/Fire/Fumes Inflight
TCAS RA	GPS Spoofing (not Jamming)	
Company/FOM (must be completed within 24 hrs of event)		
Aircraft Limitations Exceeded	Bird Strike/Other Wildlife	EGPWS
Laser Illumination	Overweight/Hard Landing	RTO/Cancelled TO Clearance
Significant Weather	Stall Warning Activation	Weight and Balance Error
Miscellaneous		
RNP Ops Affected	General Data Link Issues	

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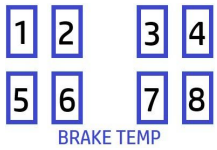
LOGBOOK ENTRY PROCEDURES	
Source Codes	**P** - pilot writeup; **C** - comments; **D** - current deferred open item **M** - mechanic reported irregularity; **S** - scheduled mx (PDC/WAI)
Hot Brakes (≥ 5) or Quick Turn-around Weight Exceeded	Wait at least 45 min (B757) or 75 min (B767). Make a logbook entry noting the exceedance, landing weight and time of landing. Do not takeoff until maintenance has inspected the wheel thermal plugs. 
Crew Deferral Proc	Logbook, Sticker, DI Log, **VERIFY T/O FUEL** (*FOM 2 05.01.04.08*)
Correction needed	Draw a single line through the error, enter initials and GEMS and then rewrite the correct information
Page unusable or inadvertently skipped	Print the word **VOID** in large letters diagonally across the page, followed by initials, GEMS and the current date
Write-up entered in error (left side)	The individual who entered the discrepancy will write **Entered In Error** in the Corrective Action block (right side) and sign. If the individual isn't available, a qualified person can make this entry and sign. A qualified person is any crewmember of that flight, anyone designated in the GMM by mx or a System Chief Pilot's representative.
Flights requiring more than one page	Only the header section on the first page should have Captain's name, flight date, origin, destination, flight number and oils added. Subsequent pages should have **Continuation of log page [fill in page number]** written in the header section.
Items cleared by MX after Header filled out (NO FLIGHT)	Maintenance or the flight crew will draw a single line through the flight identification info in the header and write **Maintenance Only** on the log page and enter their initials and GEMS. Mx must then remove the white page and a new AWR is req on the next page.
Sunscreens	Document missing or damaged screens or defective suction cups using a **C** code with the position of the screen (i.e., L1 window)
If a discrepancy results in ATB, BTB, RTO or diversion...	...and a mechanic is required to correct the problem, write up the discrepancy as a **P** source code followed by **Resulted in an ATB**, **Resulted in a BTB**, **Resulted in a RTO** or **Resulted in a diversion** in the same Discrepancy/Comment block.
Unsuccessful Autoland	Due to ground facility malfunction(s) or ATC, enter as a **C** code, include type of ILS (Cat I/II/III) and whether critical area protected
	Unknown or due to aircraft equipment malfunction(s), enter as a **P** code, type of ILS (Cat I/II/III) and whether the critical area protected
Autoland Malf req crew intervention below 100' AGL in wx below Cat I minima	Enter the following in the DISCREPANCY/COMMENT section of the logbook: **Crew intervention required - Disconnect altitude _____ ft.**

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AOM 05.15.05, 05.16.05, 05.17.06

REQUIRED LOGBOOK ENTRIES (*FOM Vol 2 05.01.02.04*)			
Eng shutdown inflight	Bird Strikes	Lightning Strikes	Overweight landing
Hard Landing	Severe Turbulence	Extreme dust	Abnormal brake use
GPWS deactivation	Ballast wt on aircraft	Alternate Gear Ext	Alternate Flap Ext
Unsuccessful autoland	Ops in volcanic ash	Aircraft off pavement	Altimetry system error
Hyd Pump shut down (note time in OFF)	Aircraft performance limitation exceeded	What limit(s) were exceeded	How far limit(s) were exceeded
		Duration of limit(s) exceeded	Effect(s) noted on equipment
			Sheared tow bar pin

REQUIRED EVENT REPORTS (DETAILED)			
Aircraft Malfunction	ATB resulting from malfunctions	Autoflight/Automation malfunctions	Communication malfunctions
	Flight Control malfunctions	Loss of Braking	Navigation Error / Map Shift
	Uncommanded Reverse		
Significant Weather	Lightning Strikes	Severe Turbulence	Severe Icing
	Windshear		
RNP Operations Affected	Unable RNP	Loss of CPDLC or ADS-C inflight	Significant nav errors resulting from incorrect data or database error
	Unexpected deviations in lateral or vertical path not caused by pilot input	Significant misleading information without a failure warning	Total loss or multiple failure of navigation equipment
Data Link Issues (include location, situation, controlling ATSU, etc)	Upon query by ATC concerning comms	Inadvertent deviation from ATC clearance	Data link anomalies or procedural difficulties
	Systems failures (service provider, hardware, ground station, etc.)		No response from ATC

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INFLIGHT REPORTS TO FLIGHT CONTROL		
Report <u>immediately</u> (under OpSpec B043, B044, B343 or Exemption 8658)	ETA > planned ETA + 15 min	Deviate > 100nm from flight planned route
	Cruise Alt ≤≥ 4000' from planned	
<u>Additional</u> B343 ONLY Mandatory Reports	When no altn req and total CONT fuel < 15 min, alert dispatch if dest ETA exceeds CONT fuel in minutes	Cruise speed <> .02 Mach
		FOB shortfall over fix > 15 min
<u>Additional</u> Exemption 8658 ONLY Mandatory Reports	Fuel consumption in excess of plan	Fuel sys component failure
	Encounters significantly diff wx than forecast, including turbulence	
	Extended use of anti-ice/de-ice which affects planned fuel burn	
	Holding, reroutes, delaying vectors, altitude or airspeed changes	
	Deterioration of DEST wx below 1000' & 2 mi if using Cat I Deterioration of DEST wx below 1000' & 1 mi if using Cat II/III	
Reports <u>as soon as possible</u>	Severe Turbulence	Severe Icing
	Engine Failure/Shutdown	Overweight Landing
	Volcanic Ash	Hazmat Emergency
Reports <u>as soon as practicable</u>	Exercise of Emergency Authority	Bird Strike
	UPS or FAA Procedure Deviation	Fuel Dumping
	Ill or Injured Crew or Jumpseater	Near Midair Collision
	Lightning Strike or Static Discharge	
Miscellaneous Reports	Any failure of a cockpit **fuel quantity indicator**	
	If all contingency fuel will be burned (CONT, ADDITIONAL and ALTN), and therefore part of the reserve fuel will be burned.	
	If a flight encounters weather significantly different from forecasted	

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MISCELLANEOUS NOTES	
ICAO definition of Separate Runways *FOM Vol 2 01.03.02.04*	Runways that are usable <u>at</u> the ETA at the DEST with at least one runway having an operational instrument approach procedure and configured such that if one runway is closed, operations to the other runway(s) can be conducted.

LIMITATIONS		
Max Takeoff and Landing Tailwind component (including gusts)		15 kts
Max Crosswind Takeoff and Landing (including gusts)		30 kts **(B757)** 33 kts **(B767)**
(B767) 180° turns are prohibited on runways with widths less than 148’ (45 M)		
Avoid weather radar operation in a hangar, or within 50’ of fueling ops or a fuel spill		
Turbulent Air Speed		290 kts / .78 mach Whichever is less
On takeoff, do not engage the autopilot below		200’ AGL
Reverse Thrust is restricted to ground use only. Do not back the airplane with Reverse Thrust.		
Minimum oil temperature for takeoff **(B757 PW)**		50℃
Min oil temp for advancing thrust levers **(B757 RR)**		0℃
Maximum Altitude with Flaps Extended		20,000’
Maximum Temperature for JET A		49℃
Minimum Fuel Tank Temperatures		**(B757)** -45℃ or 3℃ above the freezing point of the fuel being used (whichever is higher) **(B767)** 3℃ above the freezing point of the fuel being used
B757 only	Center tank pump switches must be OFF for takeoff if center tank fuel < 5000 lbs with the aircraft readied for initial taxi.	
	Center tank pump switches must be OFF when center tank qty reaches approx 1000 lbs during climb, cruise or descent.	

CABIN ALTITUDE or Rapid Depressurization	
Oxygen Masks……..…….	Don
Crew Communications…….....	Establish

Dual Engine Failure	
ENG START selectors (both)...……..…….	FLT
Thrust levers (both).....…….....	Idle

Airspeed Unreliable	
Autopilot disengage switch.....……..…….	Push
A/T ARM switch…..……....	OFF
F/D switches (both).....	OFF
Set the following gear up pitch attitude and thrust:	
Flaps extended……..	10° and 80% N_1
Flaps up……..	4° and 80% N_1