

Date:2/15/2024

Time:7:59 PM

FLT OPS / TRG / 172/Feb 15, 2024

To :
B777

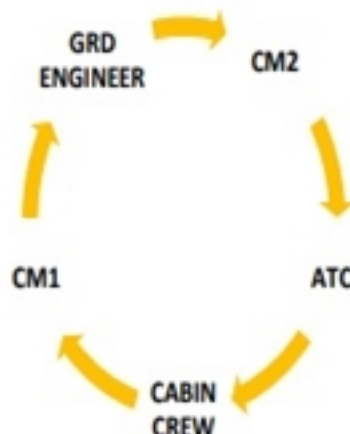
Subject : Supplementary Procedure



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When using a supplementary procedure consider communication with all concerns:



1. If you have to return to the gate after starting the engines **DO THE AFTER-LANDING CHECKLIST** to ensure the aircraft is configured correctly.
2. When taking off into weather, request position hold to examine weather, consider alternate departure procedure, turns after take-off, different runways, or delaying take-off if weather is bad.
3. There are no specific instructions on the use of **FIX PAGES**, however they can be used to increase the situational awareness e.g.
 - 25 nm circle around the **MSA** point, **MSA** altitude in **R5** position
 - For departure insert the transition altitude in the **R5** position
 - For arrival insert the transition level in the **R5** position
 - For **RNAV** approaches insert the IAF with a 2 nm circle as a reminder to configure the **MCP** and the aircraft
4. What is the difference between **RNAV** and **RNP**?
 - **RNAV** and **RNP** systems are fundamentally similar. The key difference between them is that **RNP** requires on-board performance monitoring and alerting whereas **RNAV** does not, it depends on the self-contained navigation systems.
5. What is the difference between clear for takeoff on **runway heading** or **straight ahead**?
 - Heading means **runway heading** – **straight ahead** means runway track



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Capt.Irfan Khan

Chief Pilot Crew Training

FLIGHT OPERATION

CC -----

Chief Pilot B777

Chief Of Flight Operations

Chief Pilot Standard Inspection