1-4 TAKEOFF

1-4.1 Departure Briefing

The departure briefing is a step by step briefing taking you from the gate to your filed departure. It can be looked at as a chronological briefing from the gate, point A, to the departure, point B, and the factors to consider in between. Factors to consider include, but are not limited to:

- CCI and AOI Page(s) as Required
- Planned taxi route
- Departure runway
- Hot spots
- Airport construction
- Applicable NOTAMs
- SID or departure procedure
- Engine failure procedure including Acceleration Altitude
- Terrain
- Takeoff alternate (if required)
- The use of automation
- Any special considerations, such as:
  - Anti-ice usage (SEE NOTE 2 ON THIS PAGE)
  - Continuous ignition usage
  - Weather (thunderstorms, low visibility, contamination, etc.)
  - Abnormal bleed setup
  - DMIs that may cause an EICAS message(s) to be displayed
  - Lack of operating control tower

Note 1: Reference SOP 1-9 for additional guidance on autopilot usage.

The Captain shall determine who will conduct the takeoff, in accordance with the following:

- If the Captain has less than 100 hours PIC, then the Captain must make all takeoffs (and landings), reference GOM 3-1.5.1 & 3-1.8.15
- First Officer restrictions, reference GOM 3-1.2.15
- If the First Officer has less than 100 hours of flight time, the Captain must conduct all takeoffs in conditions defined by the GOM 3-1.2.15.1

Note 2: Per Limitations in the SOP Section 3, when icing conditions exist and the outside air temperature on the ground is 10°C or less, Cowl Anti-ice is required. If the outside air temperature on the ground is between 5°C and 10°C (again, requiring Cowl Anti-ice) **AND** it is anticipated that icing conditions will be encountered by 1,500 AFE, **Wing Anti-ice shall also be ON for takeoff**. The T/O Performance Weight and Balance should reflect a T/O with **BOTH** Wing and Cowl Anti-ice ON. Because of these conditions, outside air temperature between 5° and 10°C, AeroData may not give Wing and Cowl Anti-ice information but only Cowl Anti-ice information. It may be required to manually select Wing and Cowl Anti-ice ON to retrieve the correct takeoff information. This procedure ensures that the aircraft is configured correctly for the icing conditions, the T/O data is correct, and alleviate RTOs due to Anti-ice configurations.

Note 3: Clearances received during taxi may require an amendment to the departure briefing. The Pilot Flying will brief any changes to the takeoff.

The following should be included to the departure briefing for the crew's first flight of the day and when switching aircraft. On subsequent takeoffs, it may be sufficient to state "standard takeoff" and then continuing with the rest of the departure briefing as stated above.

STANDARD GOJET TAKEOFF
We will plan for a Flaps 8 takeoff on runway _____ Any Master Caution (amber), Master Warning (red) or abnormality prior to 80 KIAS will be cause for a rejected takeoff Any Master Warning (red) or the aircraft unable/unsafe to fly will be cause for a rejected takeoff at a speed greater than 80 KIAS and less than V_1 Call the EMERGENCY
In case of a malfunction after V_1, call out the malfunction, no actions will be taken until acceleration altitude is achieved.
(Continue with Departure Briefing)

Note: The Captain will perform all rejected takeoffs. The following provides the Captain guidelines in the handling of malfunctions during the takeoff phase:

- At speeds below 80 knots, a takeoff shall be rejected for any of the following: System failures, unusual noise or vibration, tire failure, abnormal acceleration, engine failure and/or fire, unsafe takeoff configuration, unable to fly or fire warning.
- At seeds equal to or greater than 80 knots but below V_1, it is recommended to reject the takeoff only for an engine failure and/or fire, or perception that the aircraft is unsafe or unable to fly.
- The pilot who first notices the problem shall state the malfunction (i.e. "Engine Failure", "Engine Fire", "Oil Pressure", etc.). Using the guidelines stated above, the Captain shall make the decision whether to continue or reject the takeoff.

For Rejected Takeoffs, refer to SOP 1.4.21

Note: "Acceleration Altitude" after takeoff is expressed in feet above MSL. The Radio Altimeter is NOT used to determine acceleration height. If desired, the MDA function may be used as a reminder of the acceleration altitude.

For Departure Briefings, refer to SOP 2-8 expanded checklist