Ready-Room Duties

1. Confirm Crew Ready & Available
2. Review FCIF's • VITAL • Aircraft • Security • International (prior to Int'l pairing)
3. Documents (a) FP/R  (b) Weather & NOTAMS
   ✦ Confirm Release TIME & SIGNATURE/Flight Followers name
   ✦ Confirm Jumpseat ID’s, Boarding Pass & Pilot/Medical Certificates
4. Review Weather & Acutal ZFW•Call Final Fuel
   ✦ Dest • Alt • ETP airports • Tailfuel loss impact • FL-4K fuel
   ✦ Fuel: No less than FAT-Alternate=18,000lbs
5. For Europe:
   ✦ Valid TRACK MESSAGE • Number & Date
   ✦ Plot Route & ETP on Polar or Ocean Plotting Chart (req’d)
6. For Off-Route Charters
   (a) Charter Recap  (g) GenDec & Load Manifest
   (b) O’Fly & Lndg Rights  (h) Fueling Provisions
   (c) Ag Permits  (i) Dest•Alt Ops hours
   (d) Insectiside  (j) Ground Handling Equip
   (e) Nav Kit  (k) Fee & Payments
   (f) Permit-to-Proceed  (l) If MAC–Form 8’s
7. DOT Exemption Flight
   ✦ Emergency Response Handbook
8. Confirm Aircraft Status & Readiness
9. Verify Parking Gate • Call Jumpseaters

AFN Logon Addresses

<table>
<thead>
<tr>
<th>OCA/FIR</th>
<th>Addr</th>
<th>ADS</th>
<th>CPDLC</th>
<th>Phase</th>
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<tr>
<td>Gander</td>
<td>CZQX</td>
<td>YES</td>
<td>YES</td>
<td>3</td>
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<tr>
<td>Shanwick</td>
<td>EGGX</td>
<td>YES</td>
<td>YES</td>
<td>3</td>
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<tr>
<td>Reykjavik</td>
<td>BIRD</td>
<td>YES</td>
<td>YES</td>
<td>1 &amp; 2</td>
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<td>Santa Maria</td>
<td>LIPPO</td>
<td>YES</td>
<td>NO</td>
<td>3</td>
</tr>
<tr>
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<td>KZWy</td>
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<td>YES</td>
<td>1 &amp; 2</td>
</tr>
<tr>
<td>BODO</td>
<td>ENOB</td>
<td>YES</td>
<td>NO</td>
<td>1 &amp; 2</td>
</tr>
</tbody>
</table>

FP/R-J & D • DAT/SHV required • Check NOTAMs • Check ARD/MEL FANS OK
FMC: REF>ATC COMM-verify OFF (large font) ARM (small font)
Flight Plan page must have Flight number exactly as on FP/R (ie: FDX3)
Automatics must be 7 digit format vs. 5 characters (except Gander/Shanwick)
Use ACARS to get OCEANIC Clearance (REF/1R ATC COMM)
ATC LOGON: REF>ATC COMM>(verify Flt# & N#) ADS>ARM • Enter Logon Addr (see box above) >SEND (if Logon not successful wait min :05 mins before next attempt)
HF for SELCAL check & backup HF freqs:15 - :45 prior to coast-out point. OCA Controller will issue “voice reports not required in _ OCA/FIR_” use “CPDLC” after call-sign on initial call (no mid MET reports req’d) After successful Logon send Position Report at 1st Mandatory wypt (see below) (no non-compulsory reports required)
TRANSFER to Next Data Authority: accomplished automatically by software.
POS REPORTS: Random Route-verify 7 digit format prior to sending
ATS Messages: all crew should read silently; then PM reads aloud and crew confers, agrees and sends confirmation as required
WX Deviations: use “DUE TO WEATHER” for priority consideration. Use HF if more timely
DATALink Loss: Use HF Comm procedures
DATALink termination: When leaving FIR will receive msg “Contact (facility) on ____ freq” Select ATC Comm & ADS OFF
FIR/OCA Boundary check-in procedure: Send CPDLC PosReport • Call on HF • SelCal Check

Capt’s Setup Gouge v1.7 Sep’16 • email changes/corrections: jbalberts13@yahoo.com
MD11Gouge.com
**Start** 3•1•2• #1 on the left ;-) • 20% - 400°/300° - 60%  
Oil Gulp: GE 4-6•PW7-12

**ICE:** Gnd Ops >:30mins  
60% for :30sec & before TO 9  
PW: 50° oil temp before takoff

**New W&B** 3,000 lbs difference between FOB & W&B  
**New FP/R** 10K lbs difference between FOB & FP/R  
**or** Change A/C or Crew **or** FP/R>6hrs old **or** add  
MEL/BAL fuel **or** MEL/CDL chng **or** Chng ALT **or**  
add/chng TO ALT

**Taxi Speeds** Less than 400K: 30Kts • Above 400K: 25kts  
90° Turns: 15kts • 45° Turns: 20kts • Rwy Hi-Spds: 25kts

**Fuel Numbers:**  
INIT page #2 - multiple options for fuel information

**To switch ILS’s:**  
(land parallel but difference runway) Disengage AP • Manual tune  
new ILS freq • push Appr/Land twice • reengage AP or hand fly

**To get Runway info from Database:**  
Go to 2ndaryFP • select New Dest • “STAR TO” • See rwys • use  
WAYPOINT (KLAX25R)

**MEL/CDL Fuel Penalties:**  
Aircraft Status page 6L

**Thrust Limits WHITE:**  
Select AUTO from PERF or TO/APP

**V-Speeds don’t match PAT/APLC:**  
Check FLEX • Flaps • Gross Weight • Runway

**Required Time of Arrival:**  
PROG page 21L & 1R

**Airway to Airway intercept:**  
Lat Rev 2L • AIRWAYS • load airway (no “TO”)

**Tail Fuel Discrepancy:**  
Check “L” vs. “H” mode on W&B • “L” mode if 625.5/ 
TFM inop/Ballast fuel on board

**Pitch & Power-450K lbs**  
Climb: +14° at MaxPwr  
Level: +3° at 70% N1 - 250KIAS  
Descent: +2° at Idle - 250KIAS

**Oil Required-Qts**  
MD10-Dom:12/Int’l: 16  
MD11: 17 w/in :30 mins
Captain’s Interior Pre-Flight

疡 Interior Safety Check:
疡 Emergency Power • Dump • Wiper • Gear • Flaps • Fuel Sw • Brake • Radar
疡 ACARS Checkin - Consumables:
疡 INIT ACARS Flt info & ATIS
疡 Eng • Hyd • Elec • Config/Tire temp/psi • Status page
疡 Speaker volume down - O2 test
疡 AML/ARD:
疡 Tail# • ARD History • Tire psi: 24 hours • Part 1: 24 hours- IF 2 hrs of gnd time avail • Part 2: 7 days • CAT Status vs Cube • zRVS M • MNPS • Check Last 5 pages • Mech’s signature
疡 Circuit Breakers (Call Maintenance if popped-NO CHECK)
疡 Right Observer:
疡 Life Vest • O2 100% • Audio Check • Interphone: Mic
疡 Required Pubs/Doc’s:
疡 FP/R • AML/ARD • W&B (Elec OK-ACARS) • Wx/NOTAMs • Fuel Svc Form • DG • Gen/Crew Dec (Int’l) • Ploting Chart (Paper Req’d if Plotting Req’d)
疡 QRH (1 paper) • Pilot Handbook & Supp (Paper or Elec) • FOM (Paper or Elec)
疡 ETP Alternates (Paper or Elec) • Normal Checklist (1 paper - PH&S can sub)
疡 Nice to Have Pubs/Doc’s:
疡 Nav Rte Manual Kits • MEL/CDL • FMS Manual • ASM • Normal Checklists (2nd copy) • QRH (2nd copy)
疡 Courier O2 Valve - 3 overhead valves open (part of SMOKE checklist)
疡 Aft Observer:
疡 Life Vest • O2
疡 Spare Gear Pins (4–3 on MD10) (under aft seat or under RFO table)
疡 1st Aid Kit • 2 Pairs Haz Gloves • PBE Disk OK
疡 DOT Exemption Kit
疡 Left Observer:
疡 Life Vest • O2
疡 Fire Extinguisher • Portable O2 Bottle • Crash Axe
疡 Check Service Date • Green Arc
疡 Demand position • Integrity • Needle in red
疡 Captain:
疡 Life vest • Escape rope visible thru viewport
疡 EFB - powered up
疡 Red Tab • Normal Checklists (x2) • Red Tab (1 OK)
疡 First Officer:
疡 Life vest • Escape Rope visible thru viewport
疡 EFB - powered up
疡 AFM (3 Volumes)
疡 PAT stowed/charging • (APLC & Spare Batteries)
Pre-Start Duties

1. AML/ARD: Tail # • Insp/Tire PSI* • RVSM • FANS • Control #’s • EVAS/HUD • 5 Pg Chk
2. Safety Check: EmgPwr • Dump • Wiprs • Gear • Flaps • FuelSws • Radr • Brks
3. ACARS Flight Init • Synop Pgs • Batt/Elect • Oil level • Tire PSI • 02 • Hyd Qty • Config
4. Cockpit Pre-Flight HUD: Caged • RwyLght • Elev • ILS Inserted • EFAS On
   - Start APU • APU pwr select’d & Air ON • Nose gear: GPU in use • APU in use
5. DCL • AOC • String • Plan • Check • Distance • NADP-2 1000’ RwyElv or
   - Chk Dep Lat/Long on FMS Init vs. FP/R or 10-9
6. Setup: Dep Rad’s • SID • E/O SID Wpt • Return ILS in SEC F/P
7. Clearance: ATIS • Briefing • MNPS? (chk—> MNPS pg)
8. IRU’s: Radar/PWS • GPWS • TCAS • Compass • AutoBrakes
9. Weight & Fuel INIT: FOB vs. W&B; 3,000lb max diff
10. T.O. Performance: V-Speeds • APLC vs. FMS Rwy length
11. ‘Before Start Checklist’
12. Call Ramp: Capt calls for Beacon: (Final W&B & Cargo doors closed)
13. ‘Below the Line’ when approved
   - Aux Hyd Pump • Beacon • Ignition • Packs/Bleeds/Iso Valves (MD10)

Before Takeoff Considerations
- Spoliers • Flaps • Trim - Applicable Charts
- Anti-Ice & Ignition Over-ride in Visual Moisture
- Seat Height - Set - Final approach area clear

Weight & Fuel INIT
- "L" vs. "H" Mode (MD11 only) Compare vs. ACARS Wt&Bal/Rev #
- Insert MTGW into ACARS Wt & Bal • Confirm pg
- Add ZFW to FP/R • Verify # of Jumpseater’s
- Verify Fuel Tank Quantities

T.O. Performance:
- FMC computes V1 Max • APLC computes V1 Min
- Rwy Change: FO- Calc/Input/FCP/HUD-Brake Set • Brief TOLD • Before T/O Chklst

Before Takeoff Considerations
- Spoliers • Flaps • Trim - Applicable Charts
- Anti-Ice & Ignition Over-ride in Visual Moisture
- Seat Height - Set - Final approach area clear

FP/R: Employee # - Wx # - ZFW
ACARS W&B: Emp # - MTGW
DG’s: Signature & Emp #
T/O Guidance: 500 RVR
300 RVR with HUD
Top of Climb Items

- Status Page
- Check Dep Time • SELCAL Check
- Enter FMS Enrte Winds/AOC Update • 2/8/14/20Z
- ETP in SEC Flight Planz

Cruise

- ETA > :15 late
- Alt < > 4K'
- >100nm Dev Call GOC

Incrs Fuel Burn-Cruise MD11:
2K’↑ .92% 2K’↓ .48%
1K’↑ .26% 1K’↓ .11%

- FP/R Time & Fuel
- Review Destination NOTAM’s
- Sign Customs Documents
- International Catering Form
- Predict “Max–On–The–Ground” Time
- Duty limits: Operational & FAR
- Early Maintenance Alerts
- Weather Updates

HOLDING SPEEDS

<table>
<thead>
<tr>
<th>Level</th>
<th>TERPs</th>
<th>Old PANS Ops</th>
<th>New PANS Ops</th>
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<tr>
<td>≤60</td>
<td>200</td>
<td>210</td>
<td>MD10: Hi-Alt Hold Abv FL250 avoid Foot+5</td>
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<td>&gt;60-140</td>
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<td>≤140</td>
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<td>Smooth 230 • Turb280</td>
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<td>&gt;140-200</td>
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<td>Smooth 240 • Turb 280/.80M</td>
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Even ALT's are estimates

MD10 OPT ALT

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<tr>
<td>420</td>
<td>336</td>
<td>380</td>
<td>-57°</td>
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MD11 OPT ALT

B043 Change:
- ETA > :15 late
- Alt < > 4K'
- >100nm Dev Call GOC

MD10 2-Engine Drift Down
WT------ FL
590K----- 230
540K----- 260
500K----- 270
460K----- 310
420K----- 330
380K----- 350
340K----- 370
300K----- 390

Even ALT's are estimates
1 Review: ➤ Int’l FOM • FCIF’s • Int’l Trip Fldr • Passports & VISA’s of Crew & J/S’s

2 Preflight:
➤ Check Tail # • WX • NOTAMS • Fuel for OPT FL-4,000’ • ETP Airports & WX
➤ NAT Track Message if Req’d • Check valid time for 50W or 30W

3 At Aircraft:
➤ MNPS/RVSM/CAT III qualified on ARD?
➤ Flight Kit Check • ETP’s/Enroute Charts • ACARS Time Hack

4 Prior to Coast-Out:
➤ PNF records Time Off & Fuel & Waypoint ETA’s • ETA/Fuel Qty
➤ Oceanic Clearance: Flying to Europe

Eastbnd: Gandar (ACARS Automatic E bnd) call to verify
Westbnd: Shanwick 123.95 prior to 2° West-request HF freqs
Dep STN: call at Top of Climb • CDG: at London FIR Info:
GIVE: Call Sign - OCA Entry Pt - Req’d FltLvl & Mach - ↑ FL

Compare NAV/RAD VOR to FIX page VOR for Bearing/Distance
➤ Compass vs. ND heading & IRU/PFD’s are good
➤ Update Wx: TAF & METAR: Dest • Alt • ETP Alt’s
➤ MACH edit in PERF pg LSK 4L • Enroute Winds entry
➤ Enter ETP in Secondary FltPln (technique for Fuel info)
➤ PNF plots Route Waypoints & ETP on Plotting Chart
➤ PNF checks SELCAL (131.95 US West Coast outbnd)
➤ HF Handoff-Transponder 2000/VHF #1 123.45 #2 121.5
➤ SLOP - either 1 or 2 nm RIGHT of centerline
➤ Verify added Waypoints by Lat/Long (req’d)

5 Waypoint Position Report:
➤ Record Time/Fuel (ETA within :03 mins/Fuel within 3,000 lbs-if not call GOC)
➤ Verify New Waypoint Display & Distance
➤ Verify NAV on FMA • Magenta Line
➤ Send Position Report
➤ Send MET Report if RR + Mid-leg MET (Lat/Long)
➤ PNF plots Waypoints & ETP (ETP in SEC FltPln for fuel remain’g)
➤ Compare TRACK on ND to FP/R Magnetic Course & Waypoint Distance
➤ Plotting: Waypoint + :10 = Plotting point (freeze FMC Position)
➤ 80nm Range-WYPT: Record FP/R winds & re-check next Waypoint ETA
➤ Leg MidPoint: Check ETA for :03 error • Record Wx

6 Prior to Coast-In:
➤ Verify FMS has selected correct NavAids for update - Correct ATC Route
➤ Compare NAV/RAD VOR to FIX page VOR for Bearing/Distance
➤ Use Radar in MAP mode
➤ When in Radar Contact Request ECON Speed • HDG mode (vs. Track)
➤ Check WX (ACARS) & Be prepared for Further Clearance:
  • Shannon will issue routing Eastbound • Gander will issue NAR Westbound

Oceanic HF Datalink: make sure both radios are OFF (DLK LOST) not approved as of Sep 2007
Re-release: within 2:00 of RR point. Get WX/TAF/NOTAM from GOC - must have GOC OK to continue
Descent Preparation

Note: If STAR is active in FP, DO NOT duplicate when selecting an approach

1 Select Runway • Approach
2 NAV•RAD for any pre-select
3 Performance Page for Descent Forecast Winds/temp
4 TO/APPR page for Flaps & Approach Timer

Approach Briefing

1 Pilot Flying Briefing:
   ✦ Terminal Area Charts: Applicable Notes?
   ✦ HUD: FPA -3°• Rwy length & Elev
   ✦ STAR: Date & Route Briefing • PROFILE
   ✦ CFIT Risk: Terrain & Obstacles near APT • PF – Terrain • PM – RADAR
   ✦ TransLvl: (Below FL180) • QNH w/QFE Appr?
   ✦ Anti-Ice: Req’ts • Descent Page entry on MD11 • GE: AD Comply-Flame out issue
   ✦ Approach: Visual • CAT Status/III Brief • GS loss? • 3.5°-4.5° pitch att • VASI/PAPI?
     ILS • GPS/RNAV to Lowest Mins (no RNP Appr’s) • Config’d by 1,000’ AGL • VDP
   ✦ Autopilot: Off By 500′ • Manual • Coupled • AutoLand • X-Winds Limits
   ✦ Check Cross/Head Wind: VOR on ND • Aligned by 200’
   ✦ Flaps: 35 vs 50 & Speed Adjust’s to VREF (compare to PAT speed)
   ✦ Autobrakes: Min - **Med** - Max • MD10- Manual Braking
   ✦ Rwy Length: TAXI issues • PAT vs Length • Planned Turnoff • Ramp Info
   ✦ MAP: Alternate Apt • BINGO FUEL? • G/A Chants • Time • MCDU/ND setup
     • Visual Apprch GA Altitude • Check MAP Climb Gradient • PNF Callouts

2 Additional Review Items:
   ✦ NAV/RAD & PLAN Displayed for Briefing
   ✦ User Defined Waypoint & Fix page for Graphic
   ✦ ILS/PRM: Procedures if applicable & Breakout
   ✦ Special Crew Duties: PAR•QFE (China)•Customs/Ag spray
   ✦ System Malfunctions: Affecting Approach/Landing
   ✦ China Operations: Special review

   Landing Guidance: EFVS CAT I: 1000 RVR
   • 1/4nm • 15kt xwinds
   ✦ SMGS-Parking Brake set for Checklists

   Notes: If CAT II/III review required QRH • Status Page checked & Maintenance Early Alert/Call (if required) • Garbage bagged

3 Alternate Runway/Approaches:
   ✦ Setup in Secondary FP or NAV/RAD & briefed

<table>
<thead>
<tr>
<th>Condition</th>
<th>Mµ</th>
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<th>ICAO</th>
<th>Tapley</th>
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<td>–</td>
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<td>40 &amp; above</td>
<td>≥ .45</td>
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<td>43 - 68</td>
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<tr>
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<td>20 &amp; Below</td>
<td>≤ .24</td>
<td>–</td>
<td>≤ 20</td>
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ICAO Lat/Long Examples

N0700°00.0'/W00800°00.0' = 0708N
S0700°00.0'/W00800°00.0' = 0708W
N0700°00.0'/W1200°00.0' = 0708E
S0700°00.0'/W1200°00.0' = 0708W
N0700°00.0'/E00800°00.0' = 0708W
S0700°00.0'/E00800°00.0' = 0708S
N0700°00.0'/E1200°00.0' = 0708W
S0700°00.0'/E1200°00.0' = 0752W

Delete a NAVAID:
REF•SELECT NAVAID•4R for De-seletion
Position Update:
REF•POS

REF•Scratch pad new position•Enter 1L at new position
Lat Rev for “Next Waypoint” • PROG page for Prediction Data

PNF/FO Req’d Deviation Calls:
A/S >+/−5kts - Sink>1000’ - GS>1dot - LOC>1/3 dot - NDB>5° - Autobrks OFF - Steer LEFT/RIGHT on Rwy

A Go-Around must be called out when initiated & executed when called

Visual Approach:
- 500’: Touchdown and Rollout callouts are required
- Established”: LOC/VOR: ±1 dot•NDB: ±5° (NOT ALPA Approved!)