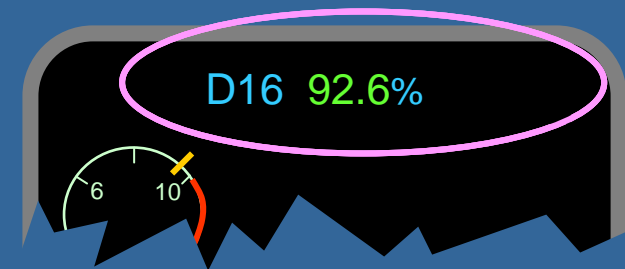


Setting Take-Off Thrust

E/WD



Entering thrust data:

... and confirming after 1st engine started

FM



DERATE: eg 16%

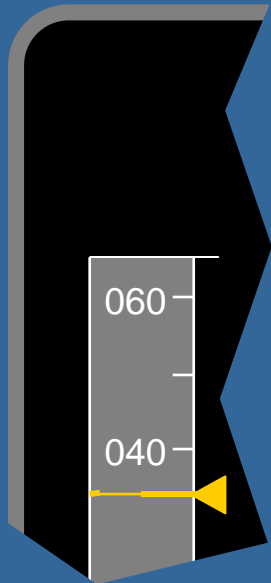


Setting thrust for Take-Off

PFD

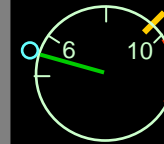
1. PF - "Set thrust"

Initially set

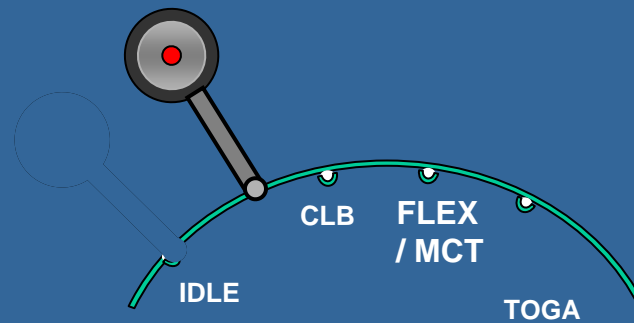


E/WD

D16 92.6%

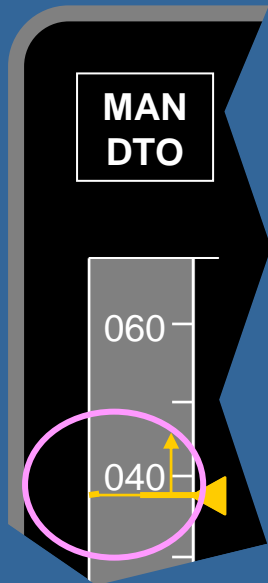


RR T700 - 1.15 EPR
CFM56 - 50% N1
RR T500 - 1.05 EPR



Setting thrust for Take-Off

PFD



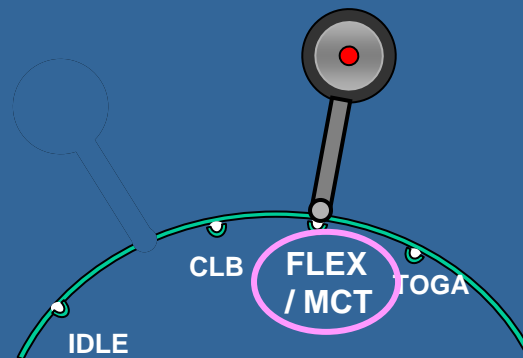
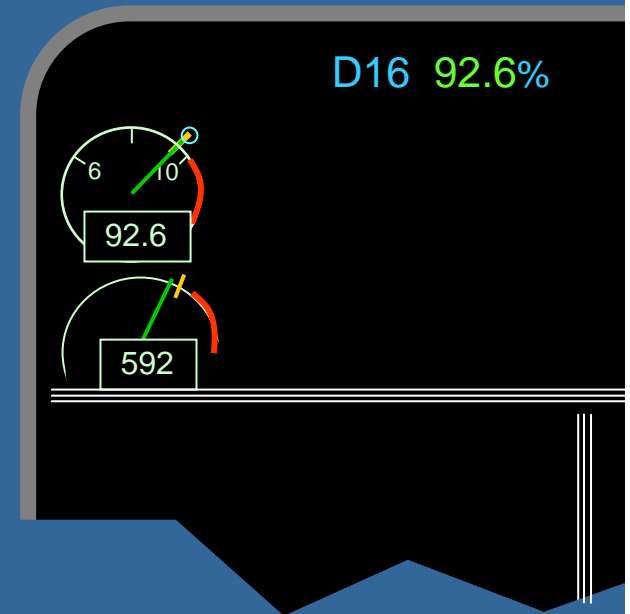
2. Set thrust levers (as per E/WD):

TOGA - TOGA detent
or
FLEX/DERATE - FLX/MCT detent

by 40 KIAS (even if TW/HW >20KT)

eg 16% derated TO

E/WD

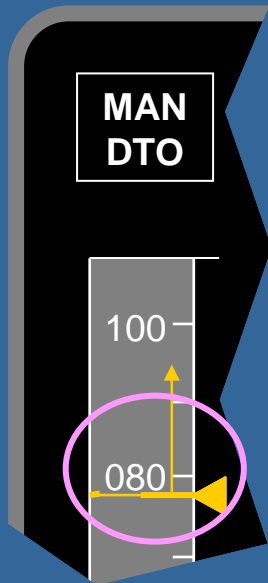


Yes! FLX/MCT detent for derated take-off



Setting thrust for Take-Off

PFD



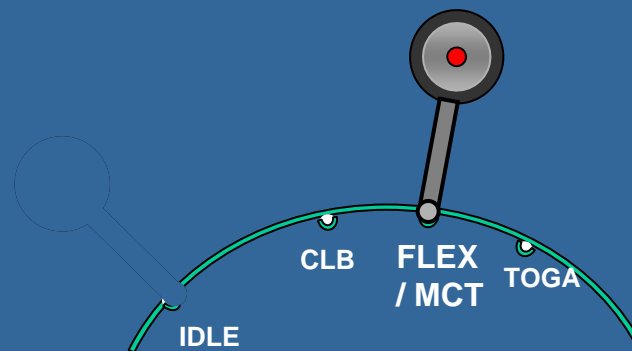
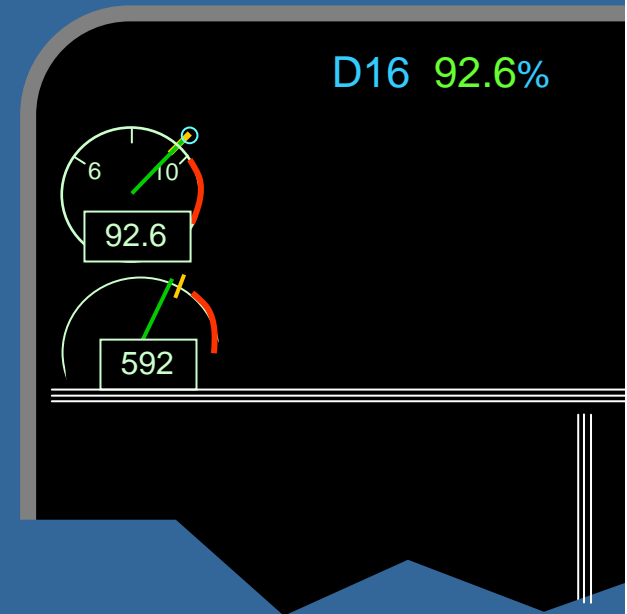
3. PNF - Check for normal and symmetrical acceleration,

Ensure EPR / N1 set, EGT checked, and if so:

Announce "Thrust set"
by 80 KIAS

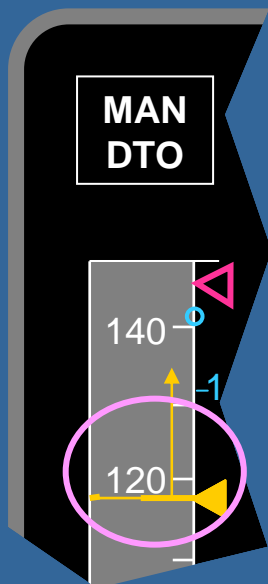
If thrust NOT set, stop take-off

E/WD



Setting thrust for Take-Off

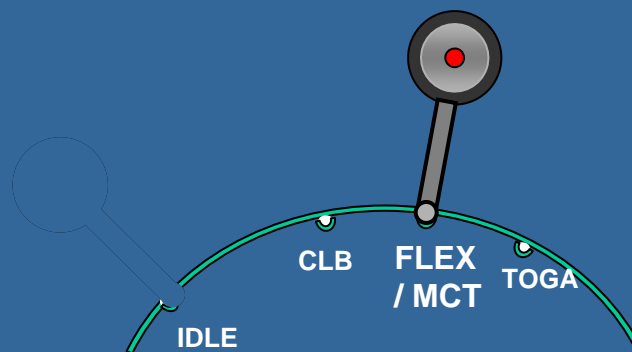
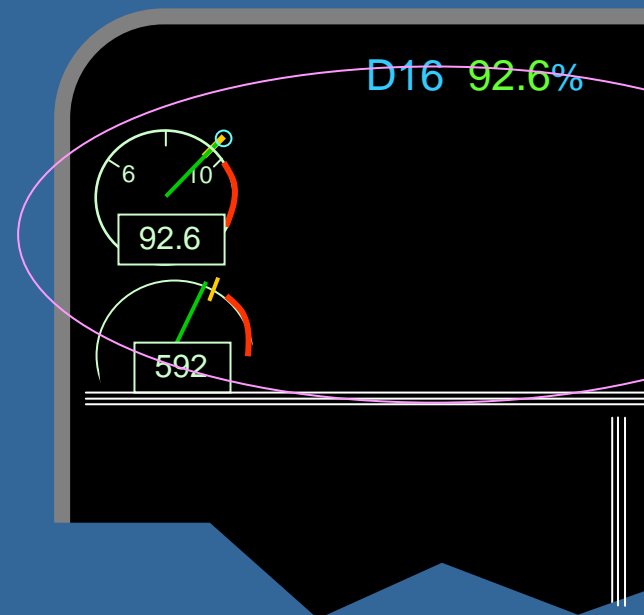
PFD



4. PNF & PF continue to scan engine parameters throughout the take-off roll:

- PF to ensure directional control
- PNF to ensure V-speeds called

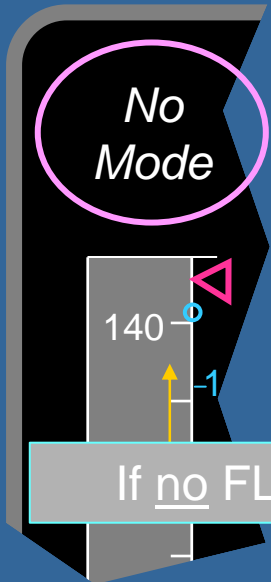
E/WD



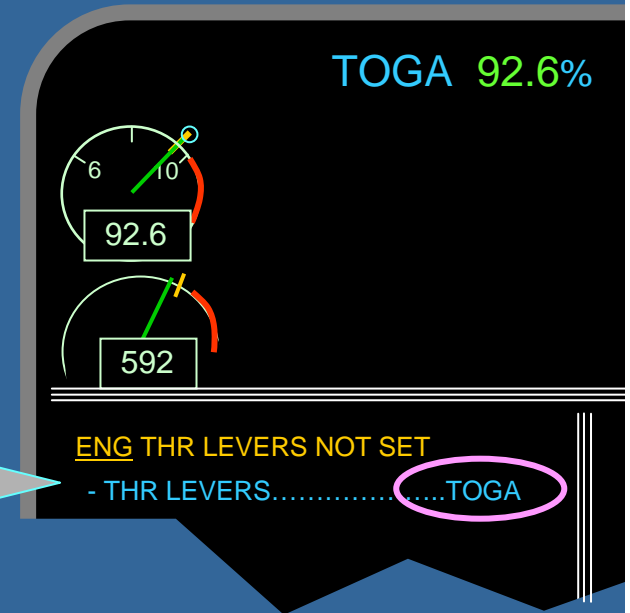
ECAM Cautions:

Aircraft without derated take-off option (ie A340-600)

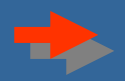
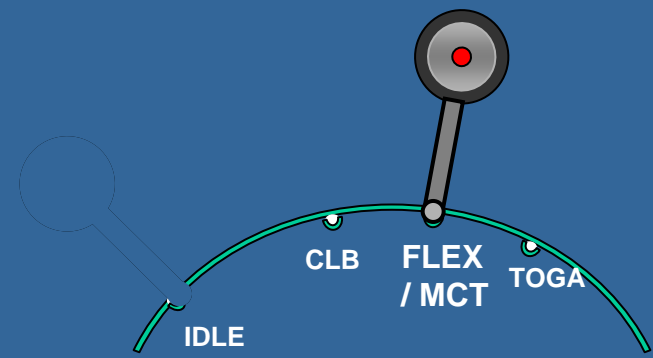
PFD



E/WD

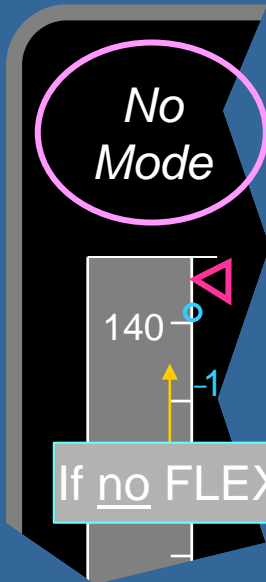


If no FLEX temp set, and TL @ FLX/MCT



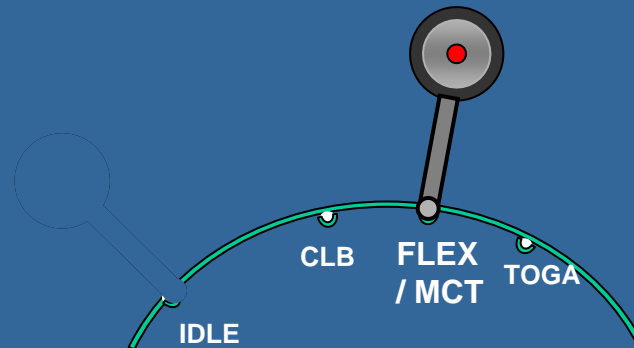
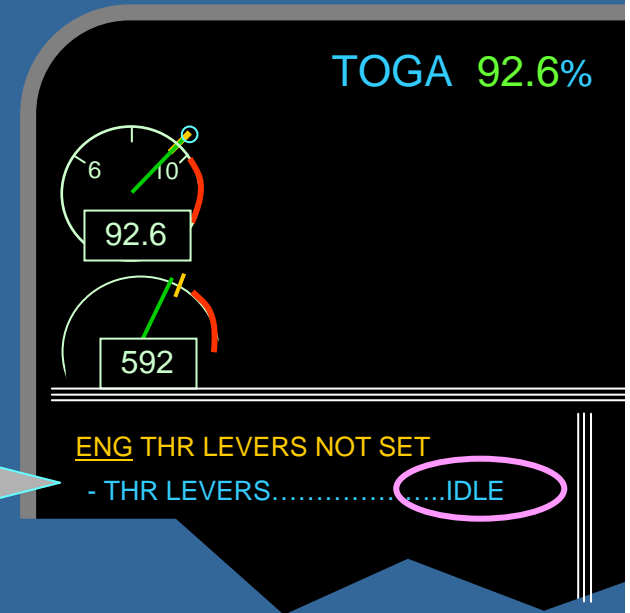
ECAM Cautions:
*Aircraft with derated
take-off option
(ie all A330 & A340-300)*

PFD



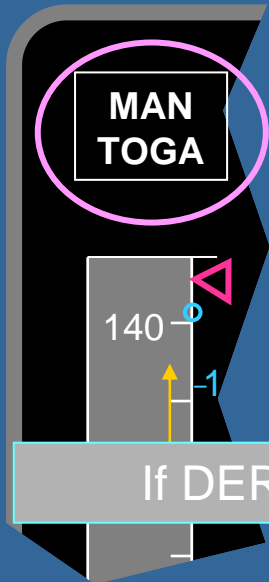
If no FLEX or DERATE set, and TL @ FLX/MCT

E/WD

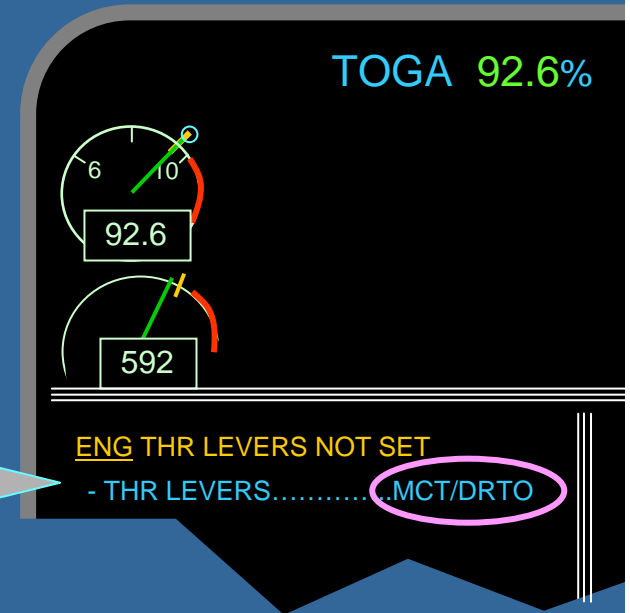


ECAM Cautions:
*Aircraft with derated
take-off option
(ie all A330 & A340-300)*

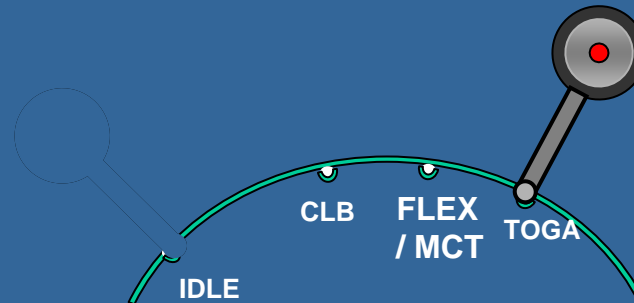
PFD



E/WD



If DERATE level set, and TL @ TOGA



to
profile