

Atlas Air - Captain's Takeoff Briefing

- The airplane has _____ DDPG/Open Items
- Principle differences for this airplane are _____
- This will be a Flaps [20/10], Pack [On/Off], [Auto/Manual] Thrust Takeoff.
- We are parked here [...] and I expect to taxi via _____
- Runway ___ is _____ long and _____ wide. It is [dry/wet/contaminated], and has [marking/lighting] and an RVR of _____. [The Departure Altnt is _____]
- During the takeoff roll, briefly state any problem. The reject decision is mine. In the event of a reject, I will concentrate on directional control and deceleration. You help ensure we maintain forward pressure on the yoke and that the autothrottle is off. Then call the tower. If we reject above 110 knots ask for the equipment due to probable hot brakes.
- After V1 at _____ knots we are committed to flight. In the event of a loss of thrust I will continue to fly the aircraft. Expect me to level off at _____ feet. [Read the special procedure and be prepared to set the MCP accordingly.]
- I will be using the [Distant/Close-In] NADP.
- The highest MSA for the airport is _____ feet/meters. [Review notable terrain and its relative location to planned flight path] The Transition Altitude is _____ feet/meters.
- The Nav radios are tuned to _____ for the _____ departure, which says _____. [Profile, Navaids to be used and how, WPTS, Spds and Altitudes]
- In the event of any emergency the Flt Eng & PNF will coordinate their activities and positively back each other up on use of critical controls in order to safely complete appropriate checklist(s). You can expect me to give a clean airplane to the FO, while I assume PNF duties and work with the Engineer.
- The PNF has ATC comms and the FE has company comms, unless we discuss otherwise.
- Are there any questions, or do either of you have anything to add?