

Engine Failure After V1

Condition	PF		PM	
	Do	Say	Do	Say
V1, Rotate Eng Failure		<i>Engine Fail</i>		<i>Engine Fail</i>
Rotate	Delay rotation Rotate 12 ½° Add rudder Maintain V2-V2+15 Fly pitch Bars Track white line Consider full pwr			
Positive Rate		<i>Positive Rate Gear Up</i>	Raise Gear	<i>Positive Rate</i>
400'	Start adding 15 units of trim	<i>Declare Emergency. Get Runway Heading to 3000.</i>		<i>Tower, Delta XX, declaring emergency, making RWY HDG to 3000'</i>
Departure Clearance		<i>HDG SEL OR LNAV</i>	Select Roll Mode	<i>(Announce selected roll mode)</i>
Before 1000'			A/T Arm SW Off Disarm VNAV Put finger on V/S button	
1000' AFL	Follow Pitch bars Pitch 7 ½°	<i>A/T Arm SW Off Disarm VNAV Vertical Speed 200 Speed 180</i>	Set V/S Hand to flaps	<i>Vertical Speed</i>
V2+15 min SWB-20 (160 Kts)	Follow Pitch bars	<i>Flaps 5</i>	Flaps 5 Move hand to FL CH button	<i>Flaps 5</i>
SWB Flaps 5 spd (180 Kts)	Adjust PWR Adjust Trim Click Off A/T ✓ A/T on AFDS	<i>FL CH Speed 180 Select & Set Max CON After takeoff ✓ Engine Fail ✓</i>	✓ CON Set	<i>FL CH Speed 180 Max CON Set Engine Fail ✓ After takeoff ✓ A/T Disconnect</i>
When Ready	A/P On - Try all	<i>A/P On I am A/T U Work ✓ List U talk PAX I will talk ATC Twr - Ready for vectors back Plz Advise DAL</i>	✓ List Clear EICAS PA PAX Interphone F/A Radio DAL	
After Level Off	Reduce Power 83% or 1.16EPR (Heavy ER 1.20) Decrease trim to 10 units Watch Speed	<i>Set me up. St. out missed. Descent ✓ Approach ✓ Level of Automation</i>		<i>You are A/T</i>

- New philosophy – no 2 in and 2 out. Just PA in and ATC out.
- Get RWY HDG at 400' makes FD useful.
- V2 to V2+15 is qualifying standard
- Don't rotate too soon.
- Don't rotate too late (after V2+15)
- If rotate after V2+15, pitch bars will command that speed.
- Pitch bar commands V2 or takeoff speed whichever is higher.
- Make sure track is straight down the runway before liftoff.
- Consider adding slight rudder at rotation, then lock heal
- Straight out missed uses automation of G/A mode.