



# **B787 Series Dispatch Performance Manual**

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<b>Rev. No</b>	<b>Date Entered</b>

**Revision Highlights**

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**KANGERLUSSUAQ (BGSF)****RWY 09****PERFORMANCE RESTRICTIONS 787 - BGSF/SFJ RWY 09**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

Take-off from Rwy 09 not authorised due to terrain in the area.

**RWY 27****PERFORMANCE RESTRICTIONS 787 - BGSF/SFJ RWY 27**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.****DEPARTURE PROCEDURES.**

ALL ENGINES - at end of rwy turn left onto 273M to MSA then continue on course. ENGINE OUT - at end of rwy turn left onto 273M to 3000ft QNH. Continue until ISF 22D then right turn onto HDG 306M. Contact ATC for instructions.

**AKUREYRI (BIAR)**

RWY 01

**PERFORMANCE RESTRICTIONS.**

TAKE OFF NOT AUTHORISED

RWY 19

**PERFORMANCE RESTRICTIONS.**

TAKE OFF NOT AUTHORISED

## **KEFLAVIK INTL (BIKF)**

### **RWY 01**

#### **PERFORMANCE RESTRICTIONS 787 - BIKF/KEF RWY 01**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal

SOP ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT:

Accept OPT value as per normal SOP

VNAV 1/3 (CLB) SPD RESTR: Standard

#### **PERFORMANCE RESTRICTIONS.**

ARRESTER CABLES. Contact ATC for status of arrester gear. If both cables derigged completely or rigged and laid flat on RWY use full length TORA 3054m data. If over-run cable rigged in the up position **\*\*CARD AIRCRAFT MUST USE ADDITIONAL RWY DATA\*\***. TORA reduced to 2700m to ensure acft airborne by over-run cable.

#### **EMERGENCY TURN PROCEDURES**

##### **RWY01. LUTER and OSKUM SIDs**

Engine failure below 4000ft QNH - Continue on RWY heading to KF218. Turn left (If beyond KF218 turn left immediately) to waypt NORGO for hold and Return.

Engine failure above 4000ft QNH - No restrictions provided SID followed to MSA. PIXUM and RIMUM SID Engine failure before KF211 - Continue on RWY heading to KF218. Turn left (If beyond KF218 turn left immediately) to waypt NORGO for hold and Return.

Engine failure after KF211 - No restrictions provided SID followed to MSA.

##### **DELES RALOV and SORIR SIDs and OMNI 2a Departure (Lido SID PT)**

No restrictions provided SID or Departure procedure followed.

**RWY 10****PERFORMANCE RESTRICTIONS 787 - BIKF/KEF RWY 10**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

ARRESTER CABLES. Contact ATC for status of arrester gear. If both cables derigged completely or rigged and laid flat on RWY use full length TORA 3065m data. If over-run cable rigged in the up position **\*\*CARD AIRCRAFT MUST USE ADDITIONAL RWY DATA\*\***. TORA reduced to 2750m to ensure acft airborne by over-run cable.

**EMERGENCY TURN PROCEDURES**

LUTER OSKUM RIMUM and PIXIUM SIDs

Engine failure below 4000ft QNH - Continue on heading 104 deg to VOR/DME KFV 5D. Turn left (if beyond KFV 5D turn left immediately) to NERKO for hold and return. Engine failure above 4000ft QNH - No restrictions provided SID followed to MSA.

**DELES RALOV and SORIR SIDs**

No restrictions provided SID followed to MSA.

**RWY 19****PERFORMANCE RESTRICTIONS 787 - BIKF/KEF RWY 19**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

ARRESTER CABLES. Contact ATC for status of arrester gear. If both cables derigged completely or rigged and laid flat on RWY use full length TORA 3054m data. If over-run cable rigged in the up position **\*\*CARD AIRCRAFT MUST USE ADDITIONAL RWY DATA\*\***. TORA reduced to 2590m to ensure acft airborne by over-run cable.

**EMERGENCY TURN PROCEDURES****DELES LUTER OSKUM PIXUM RIMUM RALOV and SORIR SIDs**

No restrictions provided SID followed to MSA.

**RWY 28****PERFORMANCE RESTRICTIONS 787 - BIKF/KEF RWY 28**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

ARRESTER CABLES. Contact ATC for status of arrester gear. If both cables derigged completely or rigged and laid flat on RWY use full length TOR 3065m data. If over-run cable rigged in the up position **\*\*CARD AIRCRAFT MUST USE ADDITIONAL RWY DATA\*\***. TORA reduced to 2450m to ensure acft airborne by over-run cable.

**EMERGENCY TURN PROCEDURES****LUTER OSKUM RIMUM and PIXUM SIDs**

Engine failure before KF437 - proceed to KF437. Turn right to SOPAR for hold and return.

Engine failure after KF437 - No restrictions provided SID followed to MSA.

**DELES RALOV and SORIR SIDs**

No restrictions provided SID followed to MSA.

## EDMONTON INTL (CYEG)

### RWY 02

#### PERFORMANCE RESTRICTIONS 787 - CYEG/YEG RWY 02

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**RWY 12****PERFORMANCE RESTRICTIONS 787 - CYEG/YEG RWY 12**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**RWY 20****PERFORMANCE RESTRICTIONS 787 - CYEG/YEG RWY 20**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**RWY 30****PERFORMANCE RESTRICTIONS 787 - CYEG/YEG RWY 30**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## MONTREAL INTL (CYUL)

### RWY 06L

### PERFORMANCE RESTRICTIONS 787 - CYUL/YUL RWY 06L

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### MONTREAL / TRUDO SIDS

NOTE SIDS USE RADAR VECTORS - THESE HAVE NOT BEEN ANALYSED AS NO ROUTE PUBLISHED. ENSURE TERRAIN CAN BE CLEARED BEFORE ACCEPTING ANY VECTORS TO THE NORTH AND SOUTH WEST OF THE AIRFIELD.

**RWY 06R****PERFORMANCE RESTRICTIONS 787 - CYUL/YUL RWY 06R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

RUNWAY BEARING STRENGTH. RWY06R published bearing strength is 212000kg(787-8) or 223300kg(787-9). Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**MONTREAL / TRUDO SIDS**

NOTE SIDS USE RADAR VECTORS - THESE HAVE NOT BEEN ANALYSED AS NO ROUTE PUBLISHED. ENSURE TERRAIN CAN BE CLEARED BEFORE ACCEPTING ANY VECTORS TO THE NORTH AND SOUTH WEST OF THE AIRFIELD.

**RWY 10 and 28****PERFORMANCE RESTRICTIONS 787 - CYUL/YUL RWY 10**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**MONTREAL / TRUDO SIDS**

NOTE SIDS USE RADAR VECTORS - THESE HAVE NOT BEEN ANALYSED AS NO ROUTE PUBLISHED. ENSURE TERRAIN CAN BE CLEARED BEFORE ACCEPTING ANY VECTORS TO THE NORTH AND SOUTH WEST OF THE AIRFIELD.

**RWY 24L and 24R****PERFORMANCE RESTRICTIONS 787 - CYUL/YUL RWY 24L**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

RUNWAY BEARING STRENGTH. RWY24L published bearing strength is 212000kg(787-8) or 223300kg(787-9). Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**MONTREAL / TRUDO SIDS**

NOTE SIDS USE RADAR VECTORS - THESE HAVE NOT BEEN ANALYSED AS NO ROUTE PUBLISHED. ENSURE TERRAIN CAN BE CLEARED BEFORE ACCEPTING ANY VECTORS TO THE NORTH AND SOUTH WEST OF THE AIRFIELD.

## VANCOUVER INTL (CYVR)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - CYVR/YVR

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS.

NORTHERLY ROUTINGS - Ensure positive terrain clearance before accepting any Northerly routing clearances.

## WINNIPEG INTL (CYWG)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - CYWG/YWG

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## CALGARY INTL (CYYC)

RWY 11 and 29

### PERFORMANCE RESTRICTIONS 787 - CYYC/YYC

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS.

RUNWAY BEARING STRENGTH. RWY11 published bearing strength is 196000kg(787-8) or 203300kg(787-9). Actual t/off weight should not exceed these figures except in emergency or with prior permission.

### PERFORMANCE RESTRICTIONS.

Beware terrain rising to 12000ft approx 30nm west of airfield.

**RWY 17L and 35R****PERFORMANCE RESTRICTIONS 787 - CYYC/YYC**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

Beware terrain rising to 12000ft approx 30nm west of airfield.

**RWY 17R and 35L****PERFORMANCE RESTRICTIONS 787 - CYYC/YYC**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

RUNWAY BEARING STRENGTH. RWY35L published bearing strength is 241600kg(787-9). Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**PERFORMANCE RESTRICTIONS.**

Beware terrain rising to 12000ft approx 30nm west of airfield.

## TORONTO INTL (CYYZ)

### All Runways

### PERFORMANCE RESTRICTIONS

To achieve the required noise abatement profile adhere to SID tracks until passing 3600ft QNH.

RWY 23 - START POINT - Full length should only be used when planned take-off weight requires its use otherwise use intersection TWY H **\*\*FOR CARD AIRCRAFT SEE ADDITIONAL RWY DATA\*\***. If full length is required permission must be requested from ATC upon initial contact.

RWY 33R - Do not make any unauthorised turns prior to MALTN.

### PERFORMANCE RESTRICTIONS 787 - CYYZ/YYZ

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**ALGEIRS (DAAG)****RWY 05****PERFORMANCE RESTRICTIONS 787 - DAAG/ALG RWY 05**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

RUNWAY BEARING STRENGTH. RWY05 PUBLISHED BEARING STRENGTH IS 177000KG (787-8 A/C) 182000KG (787-9 A/C). ACTUAL T/OFF WEIGHT SHOULD NOT EXCEED THESE FIGURES EXCEPT IN EMERGENCY OR WITH PRIOR PERMISSION.

**PERFORMANCE RESTRICTIONS****BOURI CHE LABRO MOGIL PECES OTARO SADAF SIDS**

NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**BJA BABOR TAGRO BSA1C SIDs**

ENGINE FAILURE BELOW 5000FT - CONTINUE ON SID UNTIL PASSING ALR 180R THEN ROUTE DIRECT TO VOR DME ZEM FOR HOLD/RETURN. CONTACT ATC FOR INSTRUCTIONS. ENGINE FAILURE ABOVE 5000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED

**BSA1G SID**

SID ENGINE FAILURE BELOW 5000FT - CONTINUE ON SID UNTIL ALR THEN ROUTE DIRECT TO VOR DME ZEM FOR HOLD/RETURN. CONTACT ATC FOR INSTRUCTIONS. ENGINE FAILURE ABOVE 5000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**RWY 09****PERFORMANCE RESTRICTIONS 787 - DAAG/ALG RWY 09**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

RUNWAY BEARING STRENGTH. RWY09 PUBLISHED BEARING STRENGTH IS 182000KG (787-8 A/C) 188000KG (787-9 A/C). ACTUAL T/OFF WEIGHT SHOULD NOT EXCEED THESE FIGURES EXCEPT IN EMERGENCY OR WITH PRIOR PERMISSION.

**PERFORMANCE RESTRICTIONS****BOURI CHE LABRO MOGIL PECES OTARO SADAF SIDS**

NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**BJA BABOR TAGRO BSA1D SIDs**

ENGINE FAILURE BELOW 5000FT - CONTINUE ON SID UNTIL PASSING ALR 180R THEN ROUTE DIRECT TO VOR DME ZEM FOR HOLD/RETURN. CONTACT ATC FOR INSTRUCTIONS. ENGINE FAILURE ABOVE 5000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED

**BSA1H SID**

ENGINE FAILURE BELOW 5000FT - CONTINUE ON SID UNTIL ALR THEN ROUTE DIRECT TO VOR DME ZEM FOR HOLD/RETURN. CONTACT ATC FOR INSTRUCTIONS. ENGINE FAILURE ABOVE 5000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**RWY 23****PERFORMANCE RESTRICTIONS 787 - DAAG/ALG RWY 23**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

RUNWAY BEARING STRENGTH. RWY23 PUBLISHED BEARING STRENGTH IS 177000KG (787-8 A/C) 182000KG (787-9 A/C). ACTUAL T/OFF WEIGHT SHOULD NOT EXCEED THESE FIGURES EXCEPT IN EMERGENCY OR WITH PRIOR PERMISSION.

**PERFORMANCE RESTRICTIONS****BOURI CHE LABRO MOGIL PECES OTARO SADAF SIDS**

NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**BJA BABOR TAGRO BSA1A SIDs**

ENGINE FAILURE BELOW 5000FT - CONTINUE ON SID UNTIL PASSING ALR 180R THEN ROUTE DIRECT TO VOR DME ZEM FOR HOLD/RETURN. CONTACT ATC FOR INSTRUCTIONS. ENGINE FAILURE ABOVE 5000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**BSA1E SID**

ENGINE FAILURE BELOW 5000FT - CONTINUE ON SID UNTIL ALR THEN ROUTE DIRECT TO VOR DME ZEM FOR HOLD/RETURN. CONTACT ATC FOR INSTRUCTIONS. ENGINE FAILURE ABOVE 5000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**RWY 27****PERFORMANCE RESTRICTIONS 787 - DAAG/ALG RWY 27**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

RUNWAY BEARING STRENGTH. RWY27 PUBLISHED BEARING STRENGTH IS 182000KG (787-8 A/C) 188000KG (787-9 A/C). ACTUAL T/OFF WEIGHT SHOULD NOT EXCEED THESE FIGURES EXCEPT IN EMERGENCY OR WITH PRIO PERMISSION.

**PERFORMANCE RESTRICTIONS****BOURI CHE LABRO MOGIL PECES OTARO SADAF SIDs**

NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**BJA BABOR TAGRO BSA1B SIDs**

ENGINE FAILURE BELOW 5000FT - CONTINUE ON SID UNTIL PASSING ALR 180R THEN ROUTE DIRECT TO VOR DME ZEM FOR HOLD/RETURN. CONTACT ATC FOR INSTRUCTIONS. ENGINE FAILURE ABOVE 5000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**BSA1F SID**

ENGINE FAILURE BELOW 5000FT - CONTINUE ON SID UNTIL ALR THEN ROUTE DIRECT TO VOR DME ZEM FOR HOLD/RETURN. CONTACT ATC FOR INSTRUCTIONS. ENGINE FAILURE ABOVE 5000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**ACCRA (DGAA)****RWY 03****PERFORMANCE RESTRICTIONS 787 - DGAA/ACC RWY 03**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****Emergency Turn Procedure - Rwy 03****KEMOK SID**

Engine Failure BEFORE AA300 - Climb on Rwy hdg to 700ft. Turn LEFT to APOPO (If above 700ft Turn LEFT immediately).Ctc ATC for return. Engine Failure AFTER AA300 - No restrictions provided SID followed to MSA.

**EREKA and MIMTI SIDs**

No restrictions provided SID followed to MSA.

**RWY 21****PERFORMANCE RESTRICTIONS 787 - DGAA/ACC RWY 21**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

Full Length Take-Off. Tkof from full length requires backtrack. Intxn tkof for heavy aircraft not authorised except by permission from ATC.

## ABUJA (DNAA)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - DNAA/ABV

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

#### Emergency Turn Procedures

LOTSO/IKSEM/IKVAD SIDS

Engine Failure PRIOR to AA502. Follow SID to AA502 and TURN LEFT to 223M. Contact ATC for instructions. Engine Failure AFTER AA502. No restrictions provided SSA reached and SIDS followed.

RADAR DEPARTURES

Engine Failure PRIOR to VOR ABC - At VOR ABC TURN LEFT to 219M until SSA reached. Contact ATC for instructions. Engine Failure AFTER VOR ABC but BEFORE 3000FT QNH - Continue on RWY Heading to VOR ABC 4D before turning to track 012M until SSA achieved. Contact ATC for instructions. Engine Failure AFTER 3000FT QNH - No Restrictions provided SSA achieved. no restrictions provided SIDs followed to MSA.

Note. Ensure terrain clearance is achieved before accepting radar vectors that contradict published SID and/or ETP guidance.

## FRANKFURT (EDDF)

RWY 07C, 07L and 07R

### PERFORMANCE RESTRICTIONS 787 - EDDF/FRA

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS.

### EMERGENCY TURN PROCEDURES

#### OBOKA1E and MARUN5E SIDs.

Engine Failure BEFORE FFM 10d - Follow SID to FFM 10d. Direct MTR. Hold at MTR. Climb to MSA.  
Engine Failure AFTER FFM 10d - No restrictions provided SIDs followed to MSA.

#### ANEKI KOMIB MARUN9D MTR OBOKA1D CINDY RID SOBRA SULUS and TOBAK SIDs.

No restrictions provided SIDs followed to MSA.

NOISE MONITORING. Monitoring points are just off SID tracks. Fly all SIDS as accurately as possible.

Rwy 07L/25R avbl for landing only. Only use for T/O with definite permission from ATC.

**RWY 18****PERFORMANCE RESTRICTIONS 787 - EDDF/FRA RWY 18**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.****EMERGENCY TURN PROCEDURES - Rwy 18.****MARUN6S OBOKA1L OBOKA2S SOBRA CINDY SULUS and TOBAK8S SIDs**

Engine Failure BEFORE FFM 15d - Follow SID to FFM 15d. Turn to hdg 250M. Climb to MSA. Engine Failure AFTER FFM 15d - No restrictions provided SIDs followed to MSA.

**OBOKA1R SID**

Engine Failure BEFORE MTR - Follow SID to MTR. Hold at MTR. Climb to MSA. Engine Failure AFTER MTR - No restrictions provided SIDs followed to MSA.

**ANEKI MARUN3R MARUN4T OBOKA1T TOBAK3R TOBAK6T and ULKIG SIDs**

No restrictions provided SID followed to MSA.

NOISE MONITORING. Monitoring points are just off SID tracks. Fly all SIDS as accurately as possible.

STARTPOINTS. Twy S intersection startpoint take-off data - this data is valid for use from Twy R.

**RWY 25C, 25L and 25R****PERFORMANCE RESTRICTIONS 787 - EDDF/FRA**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.****EMERGENCY TURN PROCEDURES****MARUN OBOKA TAI and TOBAK SIDs**

Engine Failure BELOW 3500ft - Turn hdg 250M. Climb to MSA. Engine Failure ABOVE 3500ft - No restrictions provided SIDs followed to MSA.

**ANEKI RID SOBRA SULUS and CINDY SIDs**

No restrictions provided SIDs followed to MSA.

NOISE MONITORING. Monitoring points are just off SID tracks. Fly all SIDS as accurately as possible.

## CARDIFF (EGFF)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - EGFF/CWL

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS.

RUNWAY BEARING STRENGTH. RWY12/30 published bearing strength is 196700kg(787-8) or 206700kg(787-9). Actual t/off weight should not exceed these figures except in emergency or with prior permission.

### PERFORMANCE RESTRICTIONS

RUNWAY SURFACE Braking action at intxn of Rwy 12/30 and Twy G/E (old cross rwy) liable to be degraded when wet.

## HEATHROW (EGLL)

### All Runways

### PERFORMANCE RESTRICTIONS 787 EGLL/LHR

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: 1500ft

THR REDUCTION HT: 1500ft

VNAV 1/3 (CLB)

SPD RESTR: No restriction

## STANSTED (EGSS)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - EGSS/STN

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## OSLO GARDERMOEN (ENGM)

### RWY 01L

#### PERFORMANCE RESTRICTIONS 787 - ENGM/OSL RWY 01L

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

#### PERFORMANCE RESTRICTIONS.

#### EMERGENCY TURN PROCEDURE - Rwy01L.

##### ATLAP MASEV OKSAT and VIPPA SIDs

Engine failure BEFORE GM437 - Follow SID to GM436 then turn LEFT (if beyond GM436 turn LEFT immediately) to VALPU for return. Engine failure AFTER GM437 - No restrictions provided MSA achieved or SID followed.

##### EVT OG and RIBBE SIDs.

Engine failure BEFORE GM438 - Follow SID to GM436 then turn LEFT (if beyond GM436 turn LEFT immediately) to VALPU for return. Engine failure AFTER GM438 - No restrictions provided MSA achieved or SID followed.

**RWY 01R****PERFORMANCE RESTRICTIONS 787 - ENGM/OSL RWY 01R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.****EMERGENCY TURN PROCEDURE - Rwy01R.****ATLAP EVTOG and VIPPA SIDs**

Engine failure BEFORE GM440 - Follow SID to GM440. Turn RIGHT to INSUV for return. Engine failure AFTER GM440 - No restrictions provided MSA achieved or SID followed.

**MASEV RIBBE and OKSAT SIDs**

Engine failure BEFORE GM506 - Follow SID to GM506. Turn RIGHT to INSUV for return. Engine failure AFTER GM506 - No restrictions provided MSA achieved or SID followed.

**RWY 19L****PERFORMANCE RESTRICTIONS.****EMERGENCY TURN PROCEDURE - Rwy19L.**

ATLAP EVTOG and VIPPA SIDS.

Engine failure BEFORE GM602 - Follow SID to GM602 then turn LEFT to TITLA for return. Engine failure AFTER GM602 - No restrictions provided MSA achieved or SID followed.

MASEV RIBBE and OKSAT SIDs.

Engine failure BEFORE GM444 - Follow SID to GM444 then turn LEFT to TITLA for return. Engine failure AFTER GM444 - No restrictions provided MSA achieved or SID followed.

**PERFORMANCE RESTRICTIONS 787 - ENGM/OSL RWY 19L**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**RWY 19R****PERFORMANCE RESTRICTIONS 787 - ENGM/OSL RWY 19R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.****EMERGENCY TURN PROCEDURE - Rwy19R.****ATLAP EVTOG MASEV RIBBE OKSAT and VIPPA SIDs**

Engine failure BEFORE GM442 - Intercept and follow GRM 194R. Climb to MSA. Contact ATC for return. Engine failure AFTER GM442 - No restrictions provided MSA achieved or SID followed.

## STOCKHOLM ARLANDA (ESSA)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - ESSA/ARN

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## DURBAN (FALE)

### RWY 06

#### PERFORMANCE RESTRICTIONS 787 - FALE/DUR RWY 06

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

#### PERFORMANCE RESTRICTIONS

ITMIL SID

No restrictions provided SID followed and MSA achieved.

GREYTOWN SIDS

EO ACCEL HT as per OPT calc AE Accel Height 5000ft THR Red Height 5000ft

Engine Failure before Initial Turn - Continue on SID to LE015. Turn DCT VABOG to hold and climb to min hold alt.

Engine Failure after Initial Turn and BEFORE 6000FT QNH - Turn IMMEDIATELY RIGHT DCT VABOG to hold and climb to min hold alt.

Engine Failure AFTER 6000FT QNH - No restrictions provided SID followed and MSA achieved.

TUBIN SID EO ACCEL HT as per OPT calc AE Accel Height 5000ft THR Red Height 5000ft

Engine failure before Initial Turn - Continue on SID to LE015. Turn DCT VABOG to hold and climb to min hold alt

Engine failure after Initial turn and before LE1G2 - Turn IMMEDIATELY RIGHT DCT VABOG to hold and climb to min hold alt

After LE1G2 No restrictions provided SID track followed and MSA achieved.

**RWY 24****PERFORMANCE RESTRICTIONS 787 - FALE/DUR RWY 24**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

GREYTOWN SID

EO ACCEL HT as per OPT calc AE Accel Height 5000ft THR Red Height 5000ft

Engine Failure before initial turn - continue on rwy HDG to TGV 9D, turn LT to HDG 105M climb to MSA.

Engine Failure after initial turn and before TGV 11D - turn IMMEDIATELY RIGHT DCT VABOG to hold and climb to min hold alt. Delay flap retraction until established inbound VABOG.

Engine Failure after TGV 11D - No restriction provided MSA achieved.

OKTAN SID

Engine Failure before TGV 9D - continue on SID to TGV 9D, turn LT to HDG105M and climb to MSA.

Engine Failure after TGV 9D - no restriction provided MSA achieved.

TUBIN SID

EO ACCEL HT as per OPT calc AE Accel Height 5000ft THR Red Height 5000ft

Engine Failure before initial turn - continue on rwy HDG to TGV 9D, turn LT to HDG 105M and climb to MSA.

Engine Failure after initial turn and before TGV 8D, turn IMMEDIATELY LEFT to HDG 105M and climb to MSA. Delay flap retraction until established on HDG 105M.

Engine Failure after TGV 8D - No restriction provided MSA achieved.

## JOHANNESBURG (FAOR)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - FAOR/JNB

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**MAURITIUS (FIMP)****RWY 14**

**XXX 787-8 NOT authorised to operate to FIMP presence in OPT for training only XXX**

**PERFORMANCE RESTRICTIONS 787 - FIMP/MRU RWY 14**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

RWY 14 FULL LENGTH POSITION FULL LENGTH T/O POSITION STARTS FROM RWY 14 LDG THR (TOR 3040M). 330M STARTER EXTN IS AVAILABLE NW OF LDG THR (TOR 3370M) - SEE \*\*ADDITIONAL RWY DATA\*\*.

**787-9 ONLY**

IF CROSSING ISLAND AFTER TAKEOFF ENSURE MSA ACHIEVED.

**GBY / RASMA / NIBIS / TIBAG / OKMAR / UTIVA / UDMED SIDS**

ENGINE FAILURE BEFORE 3000FT QNH - TURN TO TRACK 110DEG MAG AND CONTACT ATC FOR INSTRUCTIONS.

ENGINE FAILURE AFTER 3000FT QNH - NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

**EVANA / SOBAT / IBSIS / ETGOR SIDS**

NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

**RWY 32**

**XXX 787-8 NOT authorised to operate to FIMP presence in OPT for training only XXX**

**PERFORMANCE RESTRICTIONS 787 - FIMP/MRU RWY 32**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**787-9 ONLY**

MIN ACCEL ALT/HT - ALL ENGINES AND ENGINE OUT 1783FT QNH (1600FT HAA).

ALL ENGINES - FOLLOW SIDS AS PUBLISHED.

**GERUS / RASMA / NIBIS / TIBAG / OKMAR / UTIVA / UDMED / TAPER / DUDIP / GUTKO /  
ARIGO / OVTIS / IXABI / SOBAT / IBSIS / ETGOR SIDS**

ENGINE FAILURE BEFORE 583FT QNH (400FT HAA) - CLIMB AHEAD TO 583FT QNH (400FT HAA) THEN IMMEDIATE CLIMBING LEFT TURN TO ESROL. ENGINE FAILURE AFTER 583FT QNH (400FT HAA) BUT BEFORE 4000FT QNH - IMMEDIATE CLIMBING LEFT TURN TO ESROL.

ENGINE FAILURE AFTER 4000FT QNH - NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

**ESROL / KINIX / ATLOP SIDS**

ENGINE FAILURE BEFORE 600FT QNH - CLIMB AHEAD TO 600FT QNH THEN IMMEDIATE CLIMBING LEFT TURN TO ESROL.

ENGINE FAILURE AFTER 600FT QNH - NO RESTRICTIONS PROVIDED SID FOLLOWED ACCURATELY TO ESROL AND SSA ACHIEVED.

## SEYCHELLES (FSIA)

### RWY 13

### PERFORMANCE RESTRICTIONS 787 - FSIA/SEZ RWY 13

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

RUNWAY BEARING STRENGTH.

RWY13 PUBLISHED BEARING STRENGTH IS 242500KG (787-9 A/C). 787-8 A/C NO RESTRICTION. ACTUAL T/OFF WEIGHT SHOULD NOT EXCEED THESE FIGURES EXCEPT IN EMERGENCY OR WITH PRIOR PERMISSION.

**RWY 31****PERFORMANCE RESTRICTIONS 787 - FSIA/SEZ RWY 31**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

RUNWAY BEARING STRENGTH.

RWY13 PUBLISHED BEARING STRENGTH IS 242500KG (787-9 A/C). 787-8 A/C NO RESTRICTION. ACTUAL T/OFF WEIGHT SHOULD NOT EXCEED THESE FIGURES EXCEPT IN EMERGENCY OR WITH PRIOR PERMISSION.

**PERFORMANCE RESTRICTIONS****ALL ENGINES AND ENGINE OUT DEPARTURE PROCEDURE**

ALL DEPARTURES –

NON STD ACCEL HT 1510FT QNH (1500FT HAA).

THR REDUCTION HT 1510FT QNH (1500FT HAA).

**ALL SIDs**

Engine failure below 500ft- Ensure right turn to FS601 is initiated before SIA 3.5D.

Engine failure above 500ft No restriction provided SID track is followed and SSA achieved.

## CAIRO (HECA)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - HECA/CAI

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**ATLANTA (KATL)**

RWY 08L, 26R, 27R and 09L

**PERFORMANCE RESTRICTIONS 787 - KATL/ATL**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

RUNWAY BEARING STRENGTH. PUBLISHED BEARING STRENGTH IS 243,333KG (787-9 A/C).  
787-8 NO RESTRICTION.

ACTUAL T/OFF WEIGHT SHOULD NOT EXCEED THESE FIGURES EXCEPT IN EMERGENCY OR  
WITH PRIOR PERMISSION.

**RWY 27L and 09R**

**PERFORMANCE RESTRICTIONS 787 - KATL/ATL**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## AUSTIN BERGSTROM (KAUS)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KAUS/AUS

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**NASHVILLE (KBNA)**

RWY 02C, 02L, 02R and 13

**PERFORMANCE RESTRICTIONS 787 - KBNA/BNA**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**RWY 20C, 20L, 20R and 31****PERFORMANCE RESTRICTIONS 787 - KBNA/BNA**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTION**

All SIDs

All Engine and Engine Inoperative - Towers located 8.8D from BNA VOR at 275R Achieve altitude 2600ft QNH (2000ft AAL) before accepting right turn from rwy HDG unless clear of towers.

Left turn unrestricted.

## BOSTON (KBOS)

### All Runways

PERFORMANCE RESTRICTIONS 787 - KBOS/BOS RWY 04L

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTION

**RWY 14 ONLY** - Full length take off (TORA 3049m) from Rwy 04R requires lineup via RWY 14 on request to ATC.

**RWY 33L ONLY** - Take-off starts from where taxiway C joins the runway.

### SHIPPING

**RWY 09** - Performance data assumes no shipping present. To take into consideration ships with 65ft AMSL masts use OPT to insert an obstacle with - Height 51ft/Distance 232m/Lateral offset 0m. Info Only - Mid-TORA obstacle gradient is 1.18 pcnt.

**RWY 15R** - Performance data assumes ships with 60ft AMSL masts. To take into consideration ships with 176ft AMSL masts use OPT to insert an obstacle with - Height 161ft/Distance 1560m/Lateral offset 0m. Info Only - Mid-TORA obstacle gradient is 1.58 pcnt.

**RWY 22L** - Performance data assumes ships with 60ft AMSL masts. To take into consideration ships with 176ft AMSL masts use OPT to insert an obstacle with - Height 157ft/Distance 1120m/Lateral offset 0m. Info Only - Mid-TORA obstacle gradient is 1.81 pcnt.

**RWY 22R** - Performance data assumes ships with 60ft AMSL masts. To take into consideration ships with 176ft AMSL masts use OPT to insert an obstacle with - Height 162ft/Distance 981m/Lateral offset 0m. Info Only - Mid-TORA obstacle gradient is 2.27 pcnt.

**RWY 27** - Performance data assumes ships with 60ft AMSL masts. To take into consideration ships with 176ft AMSL masts use OPT to insert an obstacle with - Height 159ft/Distance 640m/Lateral offset 0m. Info Only - Mid-TORA obstacle gradient is 2.84 pcnt.

## BALTIMORE (KBWI)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KBWI/BWI

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

**RWY 28 ONLY** - Full length dept from RWY 28 requires RWY to be crossed via TWY V and line up beyond landing threshold. If take off is required without crossing RWY from TWY B/C ensure intersection data is requested.

## CHARLESTON (KCHS)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KCHS/CHS

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**DENVER (KDEN)****RWY 07****PERFORMANCE RESTRICTIONS 787 - KDEN/DEN – RWY 07**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

**SIDs approved** - PIKE (PUEBLO TRANSITION) / PLAINS / YELLOWSTONE.

**SIDs NOT approved** - DEN / PIKE (BINKE and ALAMOSA TRANSITION) / ROCKIES.

**RWY 08****PERFORMANCE RESTRICTIONS 787 - KDEN/DEN RWY 08**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

**SIDs approved** - BRYCC / EEONS / EMMYS / EPKEE /EXTAN / JMPRS / RIKKK / SPAZZ (TOBE and JOPLN TRANSITION) / STAKR / YOKES / YAMMI / PIKE (PUEBLO TRANSITION) / PLAINS / YELLOWSTONE.

**SIDs NOT approved** - BAYLR / CONNR / COORZ / FOOT / SPAZZ (ZAPAA TRANSITION) /SOLAR / DEN / PIKE (BINKE and ALAMOSA TRANSITION) / ROCKIES.

**RWY 16L and 16R****PERFORMANCE RESTRICTIONS 787 - KDEN/DEN**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****SIDs approved** - EEONS / EMMYS / EPKEE / EXTAN / JMPRS / SPAZZ (TOBE and JOPLN TRANSITION) / STAKR / PIKE (PUEBLO TRANSITION) / PLAINS / YELLOWSTONE.**SIDs NOT approved** - BAYLR / BRYCC / CONNR / COORZ / FOOOT / RIKKK / SPAZZ (ZAPAA TRANSITION) / SOLAR / YAMMI / YOKES / DEN / PIKE (BINKE and ALAMOSA TRANSITION) / ROCKIES.

**RWY 17L and 17R****PERFORMANCE RESTRICTIONS 787 - KDEN/DEN**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

**SIDs approved** - BRYCC / EEONS / EMMYS / EPKEE / EXTAN / JMPRS / RIKKK / SPAZZ (TOBE and JOPLN TRANSITION) / STAKR / YOKES / YAMMI / PIKE (PUEBLO TRANSITION) / PLAINS / YELLOWSTONE.

**SIDs NOT approved** - BAYLR / CONNR / COORZ / FOOOT / SPAZZ (ZAPAA TRANSITION) / SOLAR / DEN / PIKE (BINKE and ALAMOSA TRANSITION) / ROCKIES.

**RWY 25****PERFORMANCE RESTRICTIONS 787 - KDEN/DEN RWY 25**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

**SIDs approved** - EEONS / EMMYS / EPKEE / EXTAN / PIKE (PUEBLO TRANSITION) / PLAINS / YELLOWSTONE.

**SIDs NOT approved** - BAYLR / BRYCC / CONNR / COORZ / FOOOT / JMPRS / RIKKK / SPAZZ / SOLAR / STAKR / YAMMI / YOKES / DEN / PIKE (BINKE and ALAMOSAS TRANSITION) / ROCKIES.

**RWY 26****PERFORMANCE RESTRICTIONS 787 - KDEN/DEN RWY 26**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

**SIDs approved** - PLAINS / YELLOWSTONE.

**SIDs NOT approved** - DEN /PIKE (PUEBLO TRANSITION) / PIKE (BINKE and ALAMOSA TRANSITION) / ROCKIES.

**RWY 34L and 34R****PERFORMANCE RESTRICTIONS 787 - KDEN/DEN**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****SIDs approved** - BRYCC / EEONS / EMMYS / EPKEE / EXTAN / RIKKK / YAMMI / YOKES / PIKE (PUEBLO TRANSITION) / PLAINS / YELLOWSTONE.**SIDs NOT approved** - BAYLR / CONNR / COORZ / FOOT / JMPRS / SPAZZ / SOLAR / STAKR / DEN / PIKE (BINKE and ALAMOSA TRANSITION) / ROCKIES.

**RWY 35L and 35R****PERFORMANCE RESTRICTIONS 787 - KDEN/DEN**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

**SIDs approved** - BRYCC / EEONS / EMMYS / EPKEE / EXTAN / JMPRS / RIKKK / SPAZZ (TOBE and JOPLN TRANSITION) / STAKR / YOKES / YAMMI / PIKE (PUEBLO TRANSITION) / PLAINS / YELLOWSTONE.

**SIDs NOT approved** - BAYLR / CONNR / COORZ / FOOT / SPAZZ (ZAPAA TRANSITION) / SOLAR / DEN / PIKE (BINKE and ALAMOSA TRANSITION) / ROCKIES.

## DALLAS FT. WORTH (KDFW)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KDFW/DFW

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**NEWARK (KEWR)****All Runways****PERFORMANCE RESTRICTIONS 787 - KEWR/EWR**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## WASHINGTON DULLES (KIAD)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KIAD/IAD

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

RUNWAY BEARING STRENGTH.

PUBLISHED BEARING STRENGTH IS 223,333KG (787-8 A/C). 234,000KG (787-9 A/C).

ACTUAL T/OFF WEIGHT SHOULD NOT EXCEED THESE FIGURES EXCEPT IN EMERGENCY OR WITH PRIOR PERMISSION.

## HOUSTON INTL (KIAH)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KIAH/IAH

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## LOS ANGELES INTL (KLAX)

RWY 24L, 24R, 25L and 25R

### PERFORMANCE RESTRICTIONS 787 – KLAX/LAX

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 1

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

#### NORTHERLY SIDS - ALL ENGINES

VENTURA SID

AT HEAVY WTS THIS SID IS PREFERENTIAL FOR NOISE ABATEMENT AND TERRAIN CLEARANCE.

#### FIXIT/MUELR/GORMAN/DARRK SIDS

CLIMB AHEAD FOR 8NM OR UNTIL IT IS KNOWN THE COAST CAN BE CROSSED HEADING NORTH AT 5000FT QNH OR ABOVE AND SSA ACHIEVED.

#### SOUTHERLY SIDS

NO RESTRICTIONS PROVIDED HT RESTRICTIONS AND SSA ACHIEVED.

### ENGINE FAILURE RESTRICTIONS

#### NORTHERLY DEPARTURES

ENGINE FAILURE BEFORE 10000FT - TURN ONTO HEADING NOT GREATER THAN 270M.

ENGINE FAILURE AFTER 10000FT - NO RESTRICTIONS PROVIDED HT RESTRICTIONS AND SSA ACHIEVED.

NOTE HIGH GROUND/SSA TO THE NORTH/NORTH EAST AND NORTH WEST.

**SOUTHERLY SIDS**

NO RESTRICTIONS PROVIDED HT RESTRICTIONS AND SSA ACHIEVED.

NOTE SOME OF THESE SIDS USE RADAR VECTORS - THESE HAVE NOT BEEN ANALYSED AS NO ROUTE PUBLISHED. ENSURE TERRAIN CAN BE CLEARED BEFORE ACCEPTING ANY VECTORS TO THE NORTH AND EAST OF THE AIRFIELD.

**RWY 06L, 06R, 07L and 07R****PERFORMANCE RESTRICTIONS 787 – KLAX/LAX**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 1

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****CHATY / GORMAN / LAXX / TUSTI / WINDY SIDS**

ENGINE FAILURE BELOW 5000FT - TURN RIGHT TO HDG 250M AND CONTACT ATC FOR INSTRUCTIONS.

ENGINE FAILURE ABOVE 5000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

**GARDY SIDs**

ENGINE FAILURE BELOW 10000FT - TURN RIGHT TO HDG 250M AND CONTACT ATC FOR INSTRUCTIONS.

ENGINE FAILURE ABOVE 10000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

**TRITON / SEAL BEACH / VENTURA SIDS**

NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

NOTE SOME OF THESE SIDS USE RADAR VECTORS - THESE HAVE NOT BEEN ANALYSED AS NO ROUTE PUBLISHED. ENSURE TERRAIN CAN BE CLEARED BEFORE ACCEPTING ANY VECTORS TO THE NORTH AND EAST OF THE AIRFIELD.

**MIAMI INTL (KMIA)****RWY 08L, 08R and 09****PERFORMANCE RESTRICTIONS 787 - KMIA/MIA**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****EONNS, JONZI, MNATE, SKIPS and SOUBY SIDs**

Engine failure BEFORE initial SID turn. Continue on rwy hdg and ctc ATC for hold and return.

Engine failure AFTER initial SID turn and BELOW 1100ft. Turn to intercept the DHP R092 and ctc ATC for hold and return. Engine failure ABOVE 1100ft. No restrictions.

**HEDLY, HITAG, PADUS, POTTR, VALLY and WINCO SIDs**

No restrictions if SID track followed.

If vectored off SID track and engine failure occurs BELOW 1100ft. Turn to intercept the DHP R092 and ctc ATC for hold and return.

Engine failure ABOVE 1100ft. No restrictions.

**RWY 12****PERFORMANCE RESTRICTIONS 787 - KMIA/MIA**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****EONNS, MNATE and SKIPS SIDs**

No restrictions if SID track followed.

If vectored off SID track and engine failure occurs BELOW 1100ft. Proceed IMMEDIATELY to SABRA and ctc ATC for hold and return.

Engine failure ABOVE 1100ft. No restrictions.

**HEDLY, HITAG, JONZI, PADUS, POTTR, SOUBY, VALLY and WINCO SIDs**

Engine failure BEFORE initial SID turn. Continue on rwy hdg and ctc ATC for hold and return.

Engine failure AFTER initial SID turn and BELOW 1100ft. Proceed IMMEDIATELY to SABRA and ctc ATC for hold and return.

Engine failure ABOVE 1100ft. No restrictions.

**RWY 26L, 26R, 27 and 30**

**PERFORMANCE RESTRICTIONS 787 - KMIA/MIA**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## NEW ORLEANS (KMSY)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KMSY/MSY

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

RUNWAY BEARING STRENGTH. RWY11 published bearing strength is 220500kg(787-8) or 229000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

## CHICAGO O HARE (KORD)

### All Runways

PERFORMANCE RESTRICTIONS 787 - KORD/ORD

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## EVERETT PAINE FLD (KPAE)

RWY 16R and 34L

### PERFORMANCE RESTRICTIONS

CAUTION terrain rises EAST and WEST of airfield - ensure SSAS are achieved when flying SIDS.

## PORTLAND (KPDX)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KPDX/PDX RWY 10L

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

**CAUTION** terrain rises east and west of Airfield - ensure SSAs are achieved when flying SIDs.

**RWY 10R and 09L ONLY** - RUNWAY BEARING STRENGTH. RWY10R published bearing strength is 216600kg(787-8) or 226600kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

## PHILADELPHIA (KPHL)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KPHL/PHL

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## PHOENIX SKY HARBOR (KPHX)

**RWY 07L, 08**

### PERFORMANCE RESTRICTIONS 787 - KPHX/PHX RWY 07L

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS.

**RWY 07L ONLY** - RUNWAY BEARING STRENGTH. RWY07L published bearing strength is 225000kg(787-8) or 238000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

### EMERGENCY TURN PROCEDURE

#### **BXK CHILY BALDY MOBIE SJN and TFD SIDs**

Engine Failure BEFORE PXR 4d - Follow SID to PXR 4d. Direct IWA. Hold at IWA. Engine Failure AFTER PXR 4d and BELOW MSA - Direct IWA. Hold at IWA.

Engine Failure ABOVE MSA - No restrictions.

#### **STRM BROAK ECLPS FORPE QUAKY ZEPER SNOBL and MRBIL SIDs**

Engine Failure BEFORE SPRKY - Follow SID to SPRKY. Direct IWA. Hold at IWA.

Engine Failure AFTER SPRKY and BELOW MSA - Direct IWA. Hold at IWA. Engine Failure ABOVE MSA - No restrictions.

#### **IZZZO and FYBRD SIDs**

Engine Failure BEFORE FUTEP - Follow SID to FUTEP. Direct IWA. Hold at IWA.

Engine Failure AFTER FUTEP and BELOW MSA - Direct IWA. Hold at IWA. Engine Failure ABOVE MSA - No restrictions.

#### **KEENS SID**

No restrictions - ensure MSA is reached before continuing past IZZZO.

**RWY 25R, 26****PERFORMANCE RESTRICTIONS 787 - KPHX/PHX RWY 25R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

**RWY 25R ONLY** - RUNWAY BEARING STRENGTH. RWY28R published bearing strength is 225000kg(787-8) or 238000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**PERFORMANCE RESTRICTIONS****EMERGENCY TURN PROCEDURE****BXK CHILY BALDY MOBIE SJN and TFD SIDs**

Engine Failure BEFORE PXR 9d - Follow SID to PXR 9d. Turn left hdg 180. Intercept PXR 12d ARC to EAST. Track PXR 12d ARC until crossing PXR R180. Direct IWA. Hold at IWA.

Engine Failure AFTER PXR 9d and BELOW MSA - Direct IWA. Hold at IWA. Engine Failure ABOVE MSA - No restrictions.

**BROAK and ECLPS SIDs**

Engine Failure BEFORE WETAL - Follow SID to RIICH. Direct IWA. Hold at IWA.

Engine Failure AFTER WETAL and BELOW MSA - Direct IWA. Hold at IWA. Engine Failure ABOVE MSA - No restrictions.

**FYBRD and STRRM SIDs**

Engine Failure before WETAL Follow SID to WETAL turn DCT to IWA. Hold at IWA. After WETAL and before MSA Turn DCT to IWA for hold and return. Above MSA - no restrictions

**WETAL SID**

Engine Failure BELOW MSA - Follow SID to JUTAK. Direct BUNEE. Direct IWA. Hold at IWA.

Engine Failure ABOVE MSA - No restrictions.

**FORPE SNOBL QUAKY and MRBIL SIDs.**

Engine Failure BEFORE ZILUB - Follow SID to ZILUB. Direct IWA. Hold at IWA. Engine Failure AFTER ZILUB and BELOW MSA - Direct IWA. Hold at IWA.

Engine Failure ABOVE MSA - No restrictions.

**ZEPER SIDs.**

Engine Failure BEFORE FANON - Follow SID to FANON. Direct ZILUB. 2nm prior ZILUB turn direct IWA. Hold at IWA.

Engine Failure AFTER FANON and BELOW MSA - Direct IWA. Hold at IWA.

Engine Failure ABOVE MSA - No restrictions.

**IZZZO and KEENS SIDs.**

No restrictions. Ensure MSA achieved before continuing past IZZZO.

## PITTSBURGH (KPIT)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - KPIT/PIT

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS.

**RWY 10C, 09C, 28C and 10C ONLY** - RUNWAY BEARING STRENGTH. RWY10C published bearing strength is 220000kg(787-8) or 234000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**RWY 10L, 09R, 28R and 10L ONLY** - RUNWAY BEARING STRENGTH. RWY10L published bearing strength is 214000kg(787-8) or 226600kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**RWY 14 and RWY 32 ONLY** - RUNWAY BEARING STRENGTH. RWY14 published bearing strength is 227500kg(787-8) and 240000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

## **SAN DIEGO LINDBERGH (KSAN)**

**RWY 09 and 27**

### **PERFORMANCE RESTRICTIONS 787 - KSAN/SAN**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### **PERFORMANCE RESTRICTIONS – RWY 09**

#### **BORDER SID**

ENG FAILURE BEFORE 5000FT QNH - TURN RIGHT TO VOR PGY. AT PGY TURN RIGHT TO TRACK 258M AND CONTACT ATC FOR INSTRUCTIONS.

ENG FAILURE AFTER 5000FT QNH - NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

#### **FALCC/MMOTO SIDs**

ENGINE FAILURE BEFORE 4000FT QNH - TURN RIGHT TO VOR PGY. AT PGY TURN RIGHT TO TRACK 258M AND CONTACT ATC FOR INSTRUCTIONS.

ENGINE FAILURE AFTER 4000FT QNH - NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

### **PERFORMANCE RESTRICTIONS – RWY 27**

#### **FALCC/PEBLE/MMOTO/PADRZ SIDS**

NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

#### **ZZOOO/BORDER/POGGI SIDS**

ENGINE FAILURE BEFORE PGY 19D/JETTI - CONTINUE ON DEPARTURE HEADING AND CONTACT ATC FOR INSTRUCTIONS.

ENGINE FAILURE AFTER PGY 19D/JETTI BUT BEFORE 5000FT QNH - TURN TO TRACK 168M AND CONTACT ATC FOR INSTRUCTIONS.

ENGINE FAILURE AFTER 5000FT QNH - NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

**SEATTLE TACOMA (KSEA)****RWY 16C, 16L and 16R****PERFORMANCE RESTRICTIONS 787 - KSEA/SEA**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.****MOUNTAIN / SEATTLE SIDs.**

Engine failure before initial turn - Continue on SEA 161R until SEA 10D. Turn right to SEA. Intercept SEA 321R. Climb to SSA.

Engine failure after initial turn - Ensure SSA can be achieved on vectored route before continuing.

**SUMMA SID.**

Engine failure below 5000ft - Continue on SEA 161R to SEA 10D. Turn right to SEA. Intercept SEA 321R. Climb to SSA.

Engine failure above 5000ft - No restrictions provided SID followed and SSA achieved.

**BANGR SID.**

Engine failure below 8000ft - Continue on SID to TOMRE. Turn right to SEA. Intercept SEA 321R. Climb to SSA.

Engine failure above 8000ft - No restrictions provided SID followed and SSA achieved.

**ELMAA / HAROB SIDs**

No restrictions.

**RWY 34C, 34L and 34R****PERFORMANCE RESTRICTIONS 787 - KSEA/SEA RWY 34C**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.****MOUNTAIN / SEATTLE SIDS.**

Engine failure before initial turn - Continue on SEA 341R until SEA 10D. Turn left hdg 291M. Intercept SEA 321R. Climb to SSA.

Engine failure after initial turn - Ensure SSA can be achieved on vectored route before continuing.

**SUMMA SID.**

Engine failure below 5000ft - Continue on SEA 341R to SEA 10D. Turn left hdg 291M. Intercept SEA 321R. Climb to SSA.

Engine failure above 5000ft - No restrictions provided SID followed and SSA achieved.

**BANGR SID.**

Engine failure below 8000ft - Continue on SID to BREMM. Turn right hdg 341M. Intercept SEA 321R. Climb to SSA.

Engine failure above 8000ft - No restrictions provided SID followed and SSA achieved.

**KTSAP / KMORE SIDS**

Engine failure below 8000ft - Continue on SID to CENEX. Turn right hdg 341M. Intercept SEA 321R. Climb to SSA.

Engine failure above 8000ft - No restrictions provided SID followed and SSA achieved.

**HAROB SID**

No restrictions.

## **SAN FRANCISCO INTL (KSFO)**

### **RWY 01L and 01R**

### **PERFORMANCE RESTRICTIONS 787 - KSFO/SFO**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### **PERFORMANCE RESTRICTIONS**

#### **ALL ENGINES SAN FRANCISCO and RNAV TRUKN SIDs**

To achieve 3000FT height requirement at SFO 6D or TYDYE:

EO ACCEL HT - 1000FT. ACCEL HT - 3000FT. THR RED HT - 3000FT.

#### **SAN FRANCISCO and RNAV TRUKN SIDs**

Engine Failure BEFORE SFO 6D/TYDYE - Turn LEFT on to SFO 342R.

Engine Failure AFTER SFO 6D/TYDYE - no restrictions provided SSA achieved.

#### **OFFSHORE SID**

Engine Failure BEFORE 1600ft QNH/SFO 4D-AHEAD on SFO 350R using standard Accel Alt.

#### **RNAV NIITE SID**

Engine Failure BEFORE REBAS - Continue AHEAD on SFO 348R and request instructions.

Engine Failure AFTER REBAS - No restrictions provided SSA achieved.

#### **GAP and SSTIK SIDs**

**NOT APPROVED FOR BAV OPS.**

**RWY 01R ONLY** - TAKE-OFF POINT Max Taxi Thrust should not be exceeded until reaching the Take-Off Point.

**RWY 10L and 10R****PERFORMANCE RESTRICTIONS 787 - KSFO/SFO**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****RNAV CIITY SID**

Eng Fail before CIITY - At CIITY turn LEFT to VOR DME SFO and request instructions.

Eng Fail after CIITY - No restrictions provided SSA achieved.

**RNAV SAHEY SID.**

Engine Failure BEFORE SAHEY - At SAHEY turn LEFT to VOR DME SFO and request instructions.

Engine Failure AFTER SAHEY - No restrictions provided SSA achieved.

**GAP and MOLEN SIDs**

NOT APPROVED FOR BAV OPS.

**RWY 19L and 19R****PERFORMANCE RESTRICTIONS 787 - KSFO/SFO**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

ALL ENGINES/ENGINE OUT MIN ACCEL ALT 1513ft QNH (1500ft HAA).

**LUVVE GAP and MOLEN SIDS**

NOT APPROVED. ALL ENGINES PROCEDURE

**REMAINING SIDs**

TURN LEFT at 520ft QNH due to rising terrain south of airfield.

ENGINE FAILURE Turn LEFT at 520ft QNH/SFO 2d (whichever earlier) and follow SID.

**RNAV CIITY SID**

Eng Fail before CIITY - At CIITY turn LEFT to VOR DME SFO and request instructions.

Eng Fail after CIITY - No restrictions provided SSA achieved.

**RNAV SAHEY SID.**

Engine Failure BEFORE SAHEY - At SAHEY turn LEFT to VOR DME SFO and request instructions.

Engine Failure AFTER SAHEY - No restrictions provided SSA achieved.

**RWY 28L and 28R****PERFORMANCE RESTRICTIONS 787 - KSFO/SFO**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

ALL ENGINES/ENGINE OUT MIN ACCEL ALT 1513FT QNH (1500FT HAA).

**EMERGENCY TURN PROCEDURE****OFFSHORE/MOLEN/SAN FRANCISCO SIDS**

Eng fail BEFORE SFO 6d - continue ahead on SFO 281R and request instructions.

Eng fail AFTER SFO 6d - No restrictions provided SSA achieved.

**RNAV SNTNA SID**

Eng Fail before KYNNG - Continue ahead on SFO 284R and request instructions. Eng fail AFTER KYNNG - No restrictions provided SSA achieved.

**GAP SHORELINE RNAV GNNRR NIITE RNAV TRUKN and RNAV WESLA SIDs****NOT APPROVED FOR BAV OPS.**

## SAN JOSE (KSJC)

RWY 12L and 12R

### PERFORMANCE RESTRICTIONS 787 - KSJC/SJC

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

#### BMRNG RNAV SID

**DO NOT** accept vectors away from Rwy HDG until past SJC 7D and flaps retracted - advise SJC ATC on first contact of this restriction.

### EMERGENCY TURN PROCEDURES

#### BMRNG RNAV SID

Engine Failure before SJC 7D - continue on rwy HDG to SJC 10D then DCT GILRO for hold.

Engine Failure after SJC 7D but below 5000ft - LT DCT ARTAQ for hold.

Engine Failure above 5000ft - no restrictions provided MSA is achieved.

#### TECKY RNAV SID

Engine failure before NEVSE - continue on Rwy HDG to SJC 10D then DCT GILRO for hold.

Engine failure after NEVSE - no restrictions.

#### ALMDN RNAV SID

Engine Failure before initial turn - continue on Rwy HDG to SJC 10D then DCT GILRO for hold.

Engine Failure after initial turn and before KIELY turn LEFT DCT ARTAQ for hold. Engine Failure after KIELY - no restriction provided MSA achieved.

**RWY 30L and 30R****PERFORMANCE RESTRICTIONS 787 - KSJC/SJC**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**EMERGENCY TURN PROCEDURES****TECKY RNAV SID**

Engine failure before STCLR, continue ahead on RWY HDG to ARTAQ and hold.

Engine failure after STCLR and before SPTNS, turn right to ARTAQ and hold. Engine failure after SPTNS - no restrictions.

**LOUPE SID**

Engine failure before VOR SJC 1.8d, continue on RWY HDG to ARTAQ and hold.

Engine failure after VOR SJC 1.8d but before overflying VOR SJC, continue to SJC VOR then DCT to ARTAQ and hold.

Engine failure after overflying VOR SJC - no restrictions.

**SAN JOSE (SJC) SID**

Engine failure before VOR SJC 1.8d - continue ahead RWY HDG to ARTAQ and hold.

Engine failure after VOR SJC 1.8d and before VOR SJC 10D, turn right to ARTAQ and hold.

Engine failure after VOR SJC 10D - no restrictions.

## LARNACA (LCLK)

### RWY 04

#### PERFORMANCE RESTRICTIONS 787 - LCLK/LCA RWY 04

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

#### PERFORMANCE RESTRICTIONS.

RUNWAY BEARING STRENGTH. RWY04 published bearing strength is 188300kg(787-8) or 195000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

#### PERFORMANCE RESTRICTIONS.

#### EMERGENCY TURN PROCEDURES

##### BONEK1D and PAFOS SIDS.

Engine failure BEFORE LCA 3d - follow SID to LCA 3d. Turn RIGHT to REXAL for hold and return.

Engine failure AFTER LCA 3d - no restrictions provided SIDs followed to MSA.

##### BONEK1W SID.

Engine failure BELOW 3000ft - Follow SID to LK400. Turn RIGHT (if beyond LK400 turn immediately) to REXAL for hold and return.

Engine failure ABOVE 3000ft - no restrictions provided SID followed to MSA.

**LUBES and BONEK1C SID**

Engine failure BEFORE HDG 225M in RIGHT turn - follow SID towards 225M. Turn to REXAL for hold and return.

Engine failure after HDG 225M in RIGHT TURN and before LCA - follow SID to LCA for hold and return.

Engine failure AFTER LCA - no restrictions provided SID followed.

EMEDA EMILI KOBER and RUDER SIDs.

No restrictions provided SIDs followed to MSA.

**RWY 22****PERFORMANCE RESTRICTIONS 787 - LCLK/LCA RWY 22**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

RUNWAY BEARING STRENGTH. RWY22 published bearing strength is 188300kg(787-8) or 195000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**PERFORMANCE RESTRICTIONS.****EMERGENCY TURN PROCEDURES****BONEK1E SID.**

Engine failure BEFORE 10d on SID track - Follow SID to NDB LCA. TURN left (if BEYOND NDB LCA turn LEFT immediately) to BOSIS for hold and return.

Engine failure AFTER LCA 10d - no restrictions provided SID followed.

LUBES2B and PAFOS SIDs.

Engine failure BEFORE RIMEX - follow SID. Turn LEFT (not later than RIMEX) to BOSIS for hold and return.

Engine failure AFTER RIMEX - no restrictions provided SID followed.

**BONEK1B and LUBES1D SID**

Engine failure before HDG 045M in LEFT TURN - follow SID towards 045M. TURN to REXAL for hold and return.

Engine failure AFTER HDG 045M in LEFT TURN and BEFORE LCA - follow SID to LCA for hold and return.

Engine failure AFTER LCA - no restrictions provided SID followed.

**EMEDA EMILI KOBER and RUDER SIDs.**

No restrictions provided SID followed.

## PARIS C.D.G. (LFPG)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - LFPG/CDG

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

**RWY 09R ONLY** - START POINT Full length (Twy D1) (TOR 4200m) and Twy D2 (TOR 3970m) are reserved for long haul flights with 30mins PPR on first frequency ctc. For tkof from Twy D3 (TOR 3630m) CARD acft should use **\*\*ADDITIONAL RWY DATA\*\***

**RWY 26R ONLY** - START POINT Full length (Twy R1) (TOR 4215m) is reserved for long haul flights with 30mins PPR on first frequency ctc. For tkof from Twy T12 (TOR 3735m) CARD acft should use **\*\*ADDITIONAL RWY DATA\*\***

**RWY 27L ONLY** - START POINT Full length (Twy Q6) (TOR 4200m) is reserved for long haul flights with 30mins PPR on first frequency ctc. For tkof from Twy Q5 (TOR 3880m) CARD acft should use **\*\*ADDITIONAL RWY DATA\*\***

**RWY 27R AND 27L ONLY** - RUNWAY BEARING STRENGTH. RWY27R/RWY09L published bearing strength is 216600kg(787-8) or 233300(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

## **ATHENS (LGAV)**

### **RWY 03L and 03R**

#### **PERFORMANCE RESTRICTIONS 787 - LGAV/ATH**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

#### **PERFORMANCE RESTRICTIONS.**

RUNWAY BEARING STRENGTH. RWY03L published bearing strength is 210000kg(787-8) or 220000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

#### **PERFORMANCE RESTRICTIONS.**

NOISE ABATEMENT. Comply with published airfield specific noise abatement procedures (excluding 777).

#### **EMERGENCY TURN PROCEDURES.**

##### **ABLON ASTOV GENDO KEA KEPIR NEMES NEVRA OMIRO PIKAD RILIN RIMAX SOREV VARIX and VELOP SIDS via SAT 11D or SAT 12D.**

Engine failure BEFORE SAT 11D - Follow SID to SAT 11D. Turn RIGHT to VOR/DME KEA for hold and return.

Engine failure AFTER SAT 11D - No restrictions provided SID followed.

##### **ABLON ASTOV KEA NEMES OMIRO PIKAD RILIN RIMAX and VELOP SIDs via SPA 9D.**

Engine failure BEFORE SPA 9D - Follow SID to SPA 9D. Turn RIGHT to VOR/DME KEA for hold and return.

Engine failure AFTER VOR/DME SPA 9D - No restrictions provided SIDS followed.

##### **SOREV and VARIX SIDS via VOR/DME ATV15D ARC**

No restrictions provided SIDs followed.

**RWY 21L****PERFORMANCE RESTRICTIONS 787 - LGAV/ATH RWY 21L**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

RUNWAY BEARING STRENGTH. RWY21L published bearing strength is 210000kg(787-8) or 220000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**EMERGENCY TURN PROCEDURES.****OMIRO SID.**

Engine failure BEFORE VOR/DME SPA 9D - follow SID to SPA 9D then turn LEFT to VOR/DME KEA for hold and return.

Engine failure AFTER VOR/DME SPA 9D - no restrictions provided SIDS followed.

**ABLON ASTOV BIBEX GENDO KEA KEPİR NEMES NEVRA PIKAD RILIN RIMAX SOREV VARIX and VELOP SIDS.**

Engine failure BELOW 4000FT QNH - follow VOR/DME SPA 205R to SPA 15D then turn LEFT to VOR/DME KEA for hold and return.

Engine failure ABOVE 4000FT QNH - no restrictions provided SIDS followed.

**RWY 21R****PERFORMANCE RESTRICTIONS 787 - LGAV/ATH RWY 21R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.**

RUNWAY BEARING STRENGTH. RWY21R published bearing strength is 210000kg(787-8) or 220000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**EMERGENCY TURN PROCEDURES.****ASTOV NEMES AND VELOP SIDS.**

Engine failure BELOW 5000FT QNH - follow VOR/DME SAT 221R to SAT 15D then turn RIGHT to NDB EGN for hold and return.

Engine failure ABOVE 5000FT QNH - no restrictions provided SID followed.

**ABLON GENDO KEA KEPIR NEVRA OMIRO PIKAD RILIN RIMAX SOREV and VARIX SIDS.**

Engine failure BEFORE VOR/DME SAT 9D - follow SID to SAT 9D then turn RIGHT to NDB EGN for hold and return.

Engine failure AFTER VOR/DME SAT 9D - no restrictions provided SID followed.

**TEL AVIV BEN GURION (LLBG)****RWY 03****PERFORMANCE RESTRICTIONS 787 - LLBG/TLV RWY 03**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**RWY 08 and 12****PERFORMANCE RESTRICTIONS 787 - LLBG/TLV**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.****EMERGENCY TURN PROCEDURE.****SALAM and TOMAL SIDS.**

Engine failure BEFORE BGN 10d on SID track - turn RIGHT on to heading 290M and contact ATC for instructions.

Engine failure AFTER BGN 10d - no restrictions provided MSA achieved.

**NAT SIDs**

Engine Failure before MAGEL Turn DCT NAT

Engine Failure after MAGEL No restriction provided SID is followed and MSA is met.

**ORLEV SID**

No restrictions provided that SIDs followed to MSA.

**MERVA GITLA and SUVAS SIDs**

Engine failure BELOW 600ft - turn LEFT to KANER. Ctc ATC.

Engine failure ABOVE 600ft - no restriction provided SID followed and MSA is met.

**RWY 21****PERFORMANCE RESTRICTIONS 787 - LLBG/TLV RWY 21**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS. RWY 21****EMERGENCY TURN PROCEDURE.****PURLA SID.**

Engine Failure below 700ft - climb ahead to D3.3 BGN. Turn right DCT ORLEV. Follow SID. Climb to MSA.

Engine Failure above 700ft - no restrictions.

**RWY 26 and 30****PERFORMANCE RESTRICTIONS 787 - LLBG/TLV**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****EMERGENCY TURN PROCEDURE****SALAM and TOMAL SIDs.**

Engine failure BEFORE BGN 10d on SID track - turn RIGHT onto heading 290M and contact ATC for instructions.

Engine failure AFTER BGN 10d - no restrictions provided MSA achieved.

**MERVA ORLEV GITLA and SUVAS SIDs**

No restrictions provided that SIDs followed to MSA.

**RIPUD and PIDET SIDs**

Engine failure BELOW 1000ft - continue ahead to MATOV. Ctc ATC.

Engine failure ABOVE 1000ft - no restriction provided SID followed and MSA is met.

## ZURICH (LSZH)

### RWY 10

#### PERFORMANCE RESTRICTIONS 787 - LSZH/ZRH RWY 10

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

#### PERFORMANCE RESTRICTIONS

NOISE ABATEMENT. Comply with published airfield specific noise abatement procedures.

#### EMERGENCY TURN PROCEDURE. ALL SIDS (INCLUDING RNAV).

Engine failure BEFORE 2500FT QNH - CONTINUE on trk 094M TO VOR/DME KLO 4D then turn LEFT to VOR/DME ZUE then RIGHT on ZUE 096R to AMIKI and hold.

Engine failure AFTER 2500FT QNH - no restrictions provided SIDS followed. Terrain clnc has been checked on SIDS but ATC required altitudes may not be met. Ensure MSA achieved if continuing beyond SID.

**RWY 14****PERFORMANCE RESTRICTIONS 787 - LSZH/ZRH RWY 14**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

PREFERENTIAL STARTPOINT. Tkf from TWY G whenever tkf weight permits.

**PERFORMANCE RESTRICTIONS**

Noise Abatement - Comply with published airfield specific noise abatement procedures.

**EMERGENCY TURN PROCEDURE. ALL SIDs (INC RNAV).**

Eng failure BEFORE 2500FT QNH - CONTINUE on TRK 096M TO KLO 4D then turn LEFT to ZUE then RIGHT on ZUE 096R to AMIKI and hold.

Eng failure AFTER 2500FT QNH - unrestricted on SID.

Terrain clnc has been checked on SIDs but ATC reqd alts may not be met. Ensure MSA achieved if continuing beyond SID.

RWY14 AVAILABILITY - use of RWY14 only approved in exceptional circumstances to meet ATC reqts. T/O should be from TWY G (TOR 2700M) whenever t/o wt permits to avoid backtrk - CARD ACFT SEE \*ADDITIONAL RWY DATA\*

**RWY 16****PERFORMANCE RESTRICTIONS 787 - LSZH/ZRH RWY 16**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

NOISE ABATEMENT. Comply with published airfield specific noise abatement procedures.

**EMERGENCY TURN PROCEDURE. ALL SIDS (INCLUDING RNAV**

No restrictions provided SIDS followed.

**RWY 28****PERFORMANCE RESTRICTIONS 787 - LSZH/ZRH RWY 28**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

NOISE ABATEMENT. Comply with published airfield specific noise abatement procedures.

**EMERGENCY TURN PROCEDURE. ALL SIDS (INCLUDING RNAV).**

Engine failure BEFORE VOR/DME KLO 2.3D - follow SID to KLO 2.3D then turn LEFT to TRACK 219M to KLO 10.5D then turn RIGHT to waypt GIPOL for hold and return.

Engine failure AFTER VOR/DME KLO 2.3D - no restrictions provided SIDS followed.

Terrain clnc has been checked on SIDS but ATC required altitudes may not be met. Ensure MSA achieved if continuing beyond SID.

**RWY 32****PERFORMANCE RESTRICTIONS 787 - LSZH/ZRH RWY 32**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

NOISE ABATEMENT. Comply with published airfield specific noise abatement procedures.

**EMERGENCY TURN PROCEDURE. ALL SIDS (INCLUDING RNAV)**

Engine failure BEFORE 3500FT QNH - CONTINUE on TRK 330M to VOR/DME KLO 7D then turn LEFT to WAYPT GIPOL for hold.

Engine failure AFTER 3500FT QNH - no restrictions provided SIDS followed.

Terrain clnc has been checked on SIDS but ATC required altitudes may not be met. Ensure MSA achieved if continuing beyond SID.

**RWY 34****PERFORMANCE RESTRICTIONS 787 - LSZH/ZRH RWY 34**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

NOISE ABATEMENT. Comply with published airfield specific noise abatement procedures.

**EMERGENCY TURN PROCEDURE. ALL SIDS (INCLUDING RNAV)**

Engine failure BEFORE 3500FT QNH - CONTINUE on TRK 333M to VOR/DME KLO 7D then turn LEFT to WAYPT GIPOLE for hold.

Engine failure AFTER 3500FT QNH - no restrictions provided SIDS followed.

Terrain clnc has been checked on SIDS but ATC required altitudes may not be met. Ensure MSA achieved if continuing beyond SID.

## MEXICO CITY (MMMX)

### RWY 05L and 05R

OPT: Derates prohibited ('TO' thrust only), Assumed Temperature permitted. The following thrust selections must be entered in OPT for all runways: RTG: TO and ATM: MAX

FMC THRUST LIM

CLIMB THRUST: CLB

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: 5,000ft

THR REDUCTION HT: 5,000ft

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

Rwy 05L and 05R published bearing strength is limiting. Actual t/off weight should not exceed the figures below except in emergency or with prior permission.

787-8: 218,333kg

787-9: 225,000kg

Take-off Performance at MMMX relies on accurately flying the engine out profile in order to clear obstacles under the net flight path, once the aircraft is in the clean configuration.

### EMERGENCY TURN PROCEDURE AND APPROVED SIDs

**APN, MUXEP & OMPUT SIDs approved. All other SIDs NOT approved.**

Engine Failure before 6D MEX - Continue to MEX 6D and left turn direct to SLM. (Inbound SLM Remain West of 154R within 8D SLM).

At SLM Incpt 335R from SLM to 5D. At 5D SLM right turn direct to SLM for hold.

Engine Failure between 6D MEX & APN/MUXEP Left turn direct to SLM for hold.

Note: If min hold alt not reached at SLM incpt 335R from SLM to 5D. At 5D SLM right turn direct to SLM for hold.

**RWY 23L and 23R**

OPT: Derates prohibited ('TO' thrust only), Assumed Temperature permitted. The following thrust selections must be entered in OPT for all runways: RTG: TO and ATM: MAX

FMC THRUST LIM

CLIMB THRUST: CLB

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: 2,400ft

THR REDUCTION HT: 2,400ft

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

Rwy 05L and 05R published bearing strength is limiting. Actual t/off weight should not exceed the figures below except in emergency or with prior permission.

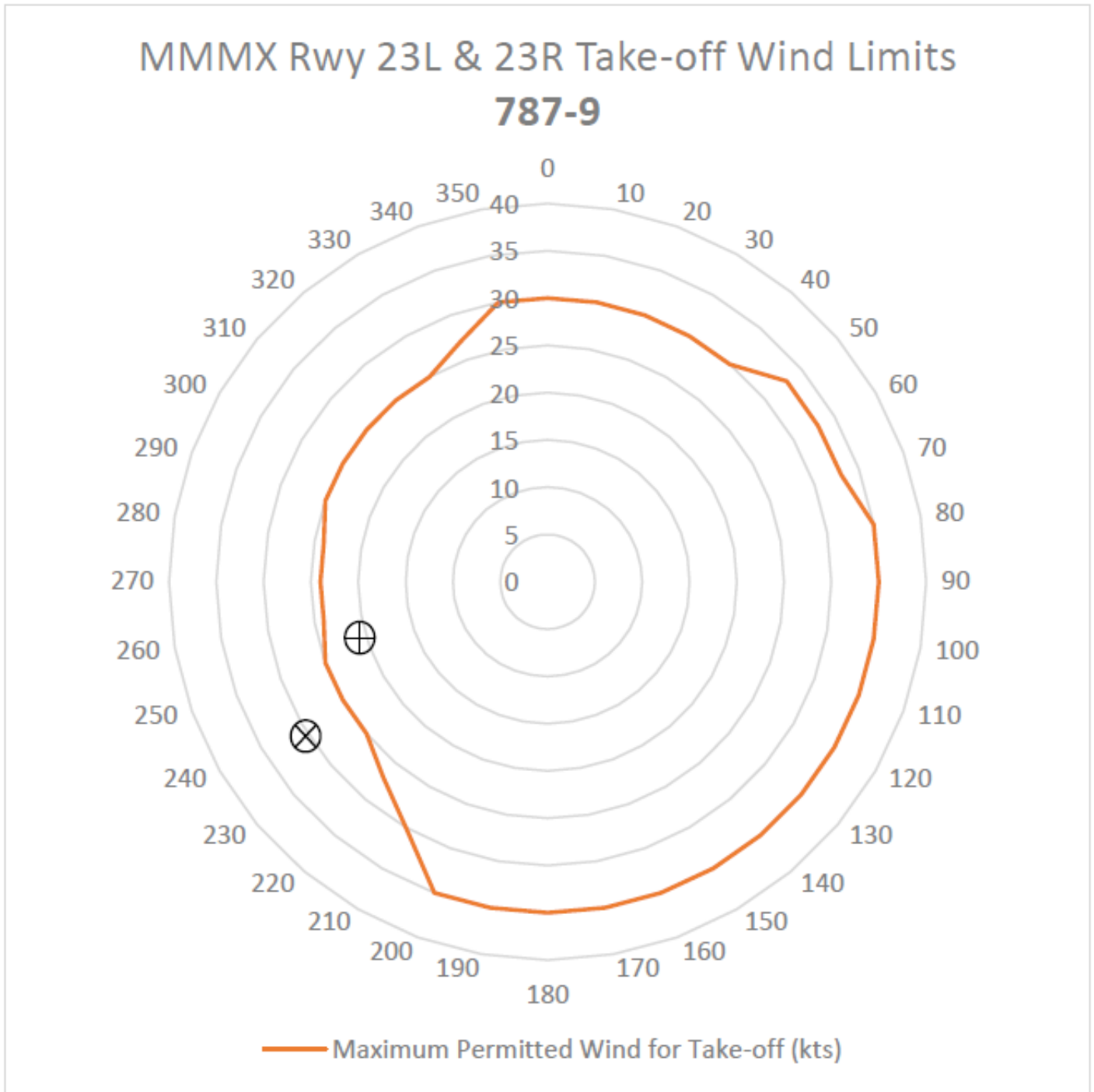
787-8: 218,333kg

787-9: 225,000kg

Take-off Performance at MMMX relies on accurately flying the engine out profile in order to clear obstacles under the net flight path, once the aircraft is in the clean configuration.

When following the ETP, winds reduce terrain clearance while turning, therefore, wind limits are established to control turn radius. Take-off Rwy 23L/R only permitted within the following wind limits (see next page):

787-9 ONLY



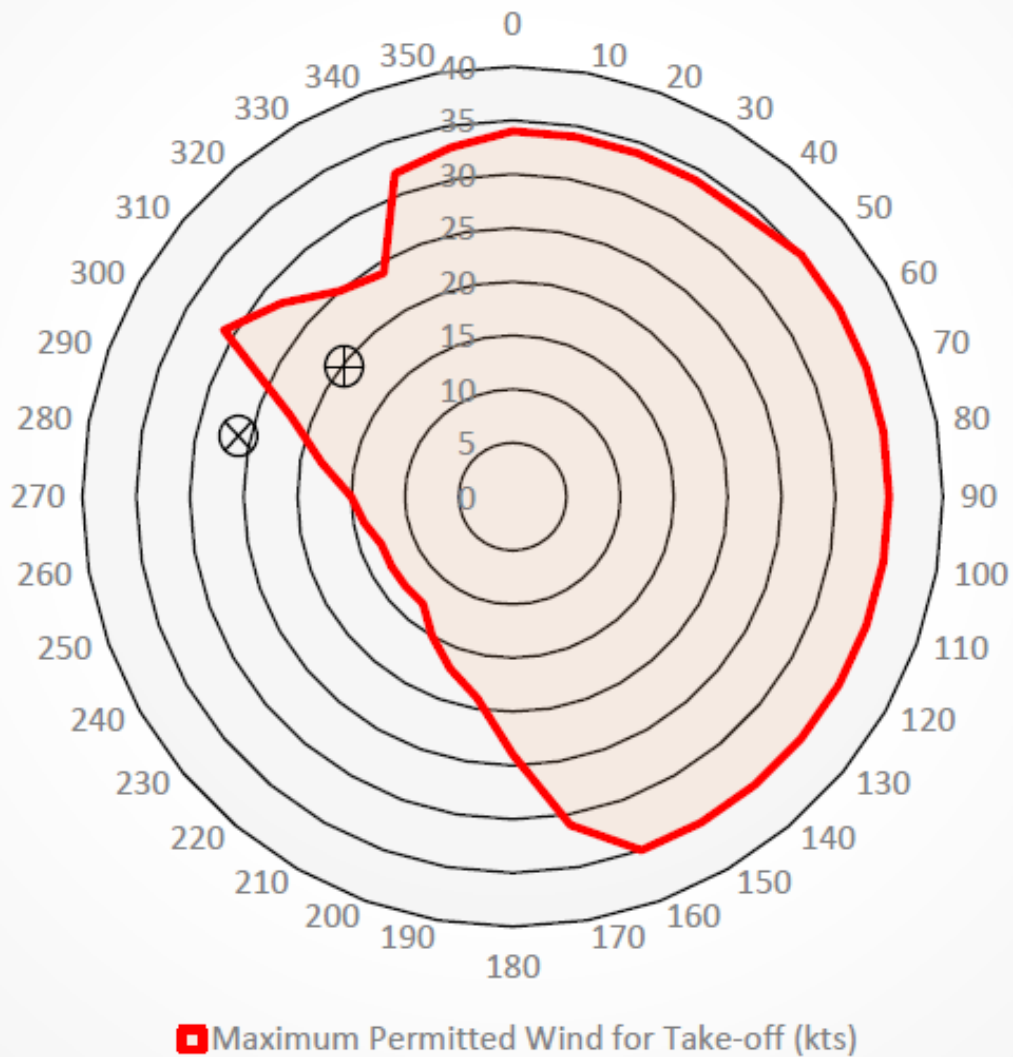
Note: statistical data shows winds rarely exceed 15kts.

Examples:

- ⊕ Wind 240/20 – takeoff RWY 23L/R permitted
- ⊗ Wind 230/30 – takeoff RWY 23L/R not permitted

787-8 ONLY

## MMMX Rwy 23L & 23R Take-off Wind Limits 787-8



Note: statistical data shows winds rarely exceed 15kts.

Examples:

- ⊕ Wind 310/20 – takeoff RWY 23L/R permitted
- ⊗ Wind 280/25 – takeoff RWY 23L/R not permitted

## EMERGENCY TURN PROCEDURE AND APPROVED SIDs

**APN SID approved. All other SIDs not approved.**

Engine Failure before 4D MEX - Continue to MEX 5D, left turn to incpt SMO 160R South. (Remain East of 162R SMO)

At 15D SMO, left turn to HDG 080° and incpt 178R to SLM. (Remain outside 25D SLM until East 180R SLM. Inbound SLM, remain within 175R & 180R SLM).

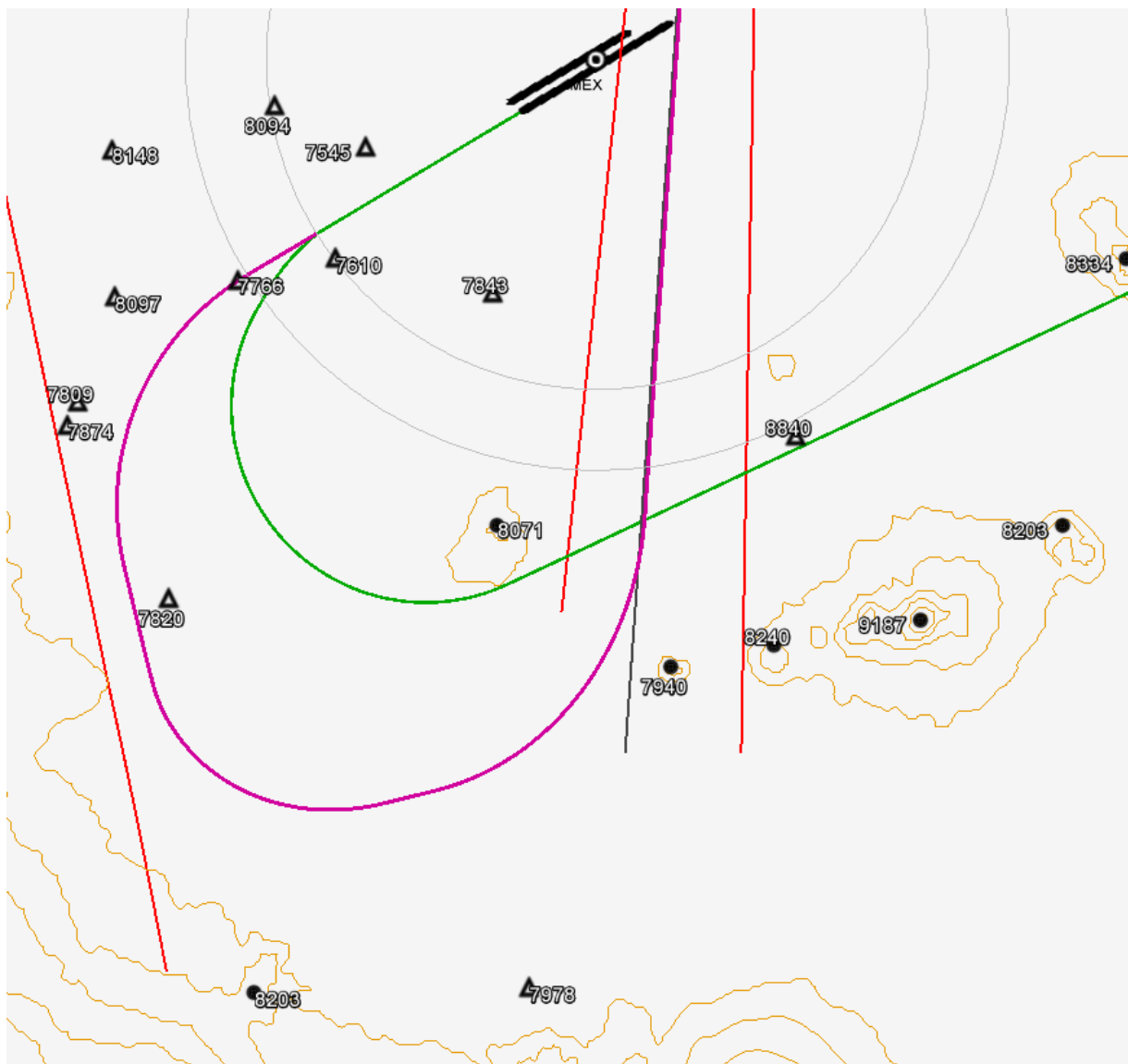
Note: In certain wind conditions, a continual turn from SMO 160R to SLM 178R will be required.

Engine Failure between 4D MEX & APN - Delay Flap Retraction until turn onto 239R APN is complete.

Continue on SID. East of 180R SLM, turn direct to SLM.

Rwy 23L & 23R ETP track for Engine Failure before 4D MEX

Purple Line shows the ETP track for an Engine failure before 4D MEX.



**BAHRAIN (OBBI)**

RWY 12L and 30R

**PERFORMANCE RESTRICTIONS 787 - OBBI/BAH**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

RUNWAY BEARING STRENGTH. RWY12L/30R published bearing strength is 233500kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**RWY 12R and 30L****PERFORMANCE RESTRICTIONS 787 - OBBI/BAH**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

RUNWAY BEARING STRENGTH. RWY12R published bearing strength is 233500kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

TAKEOFF MINIMA. 12R/30L only open when VIS is 5.0km or greater.

This is an emergency runway only - to be used when 12L/30R is closed. Rwy only open when VIS is 5.0km or greater.

## DAMMAM (OEDF)

### All Runways

PERFORMANCE RESTRICTIONS 787 - OEDF/DMM RWY 34R

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## JEDDAH (OEJN)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - OEJN/JED

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**KUWAIT (OKBK)**

RWY 15L and 33R

**PERFORMANCE RESTRICTIONS 787 - OKBK/KWI**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

TAKEOFF MINIMA. RVRS INOP (RL and CL ONLY) 250M. RCLM and RL (DAY ONLY) 300m. RCLM or RL (DAY ONLY) 400m. NIL 500m.

**RWY 15L ONLY** - PREFERRED STARTPOINT. Take off from Twy E9 whenever take-off weight permits. IF E9 HOLD (TOR 3150M) offered. CARD acft to use **\*\*ADDITIONAL RWY DATA\*\***. B787 - use OPT intsn E9 data.

**RWY 15R and 33L****PERFORMANCE RESTRICTIONS 787 - OKBK/KWI**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

TAKEOFF MINIMA. RVRS INOP (RL and CL ONLY) 250m. RCLM and RL (DAY ONLY) 300m. RCLM or RL (DAY ONLY) 400m. NIL 500m.

RUNWAY BEARING STRENGTH. RWY15R published bearing strength is 205000kg(787-8) or 216000kg(787-9).

Actual t/off weight should not exceed these figures except in emergency or with prior permission.

## ABU DHABI (OMAA)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - OMAA/AUH

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## DUBAI (OMDB)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - OMDB/DXB

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

**RWY 30L ONLY** - Rwy 30L full length declared dists are shown from Twy K17/M20 intsn. A/c entering from Twy K18/M21 intsn must pull forward to Twy K17/M20 position prior to commencing take-off run.

## MUSCAT (OOMS)

### RWY 08L

### PERFORMANCE RESTRICTIONS 787 - OOMS/MCT RWY 08L

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### EMERGENCY TURN PROCEDURE

#### **RNAV SIDS GERAR DAPOK IVETO VUSET SODEB SEVLA MUSRU and conventional SIDS VUSET SEVLA MUSRU**

No restriction provided SIDS followed.

#### **RNAV SIDS EMURU IZK TULBU and conventional SIDs EMURU IZK.**

ALL ENGINES - No restriction provided SIDS followed.

ENGINE FAILURE before overfly MCT continue to MCT and hold for return.

ENGINE FAILURE after MCT - no restrictions provided SIDS flown.

#### **MURMA SID.**

ALL ENGINES and ENGINE FAILURE - No restriction provided aircraft remains NORTH of R088 MCT.

**RWY 26R****PERFORMANCE RESTRICTIONS 787 - OOMS/MCT RWY 26R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****RNAV SIDS GERAR DAPOK VUSET SODEB SEVLA MUSRU and conventional SIDS DAPOK IVETO**

No restriction provided SIDS followed.

**RNAV SID IVETO**

Engine Failure before MS850, turn right to LADBA and hold

Engine Failure after MS850, no restriction provided SID followed and MSA achieved.

**RNAV SIDS EMURU and conventional SIDs IZK MUSRU.**

ALL ENGINES - No restriction provided SIDS followed.

ENGINE FAILURE before overflying MCT - continue to MCT and hold for return. ENGINE FAILURE after MCT - no restrictions provided SIDS flown and MSA achieved.

**RNAV SIDs TULBA and IZK**

Engine failure before MS835, turn right to LADBA and hold

Engine Failure after MS835, no restriction provided SID followed and MSA achieved.

**ITLAK SID.**

ALL ENGINES and ENGINE FAILURE - No restriction provided aircraft remains NORTH of R260 MCT.

**RNAV SID EMURA**

**NOT authorised** for BAV ops due terrain

**ISLAMABAD (OPIS)****All Runways****PERFORMANCE RESTRICTIONS 787 - OPIS/ISB**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required.

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## DOHA (OTHH)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - OTHH/DOH

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## TOKYO NARITA (RJAA)

### All Runways

PERFORMANCE RESTRICTIONS 787 - RJAA/NRT RWY 16L

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

**RWY 16R ONLY** - IF ONE OR MORE RVR INOP NIL/250M. IF HIRL AND RCL INOP NIL/500M.

**RWY 34R ONLY** - IF HIRL AND RCL INOP NIL/500M.

**OSAKA (RJBB)****RWY 06L and 06R****PERFORMANCE RESTRICTIONS 787 - RJBB/KIX**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**TAKEOFF MINIMA.**

IF ONLY ONE RVR AVAIL NIL/250M. IFHIRL OR RCL INOP NIL/300M. IF LVPS NOTIN FORCE  
NIL/400M. NIL LIGHTING VIS 500M

**PERFORMANCE RESTRICTIONS****EMERGENCY TURN PROCEDURES****NANKO SID**

Eng fail BEFORE NANKO follow SID to 10nm before NANKO then DCT to MAYAH. If beyond 10nm  
before NANKO DCT to MAYAH.

Eng fail AFTER NANKO - no restrictions.

**KANSAI SID**

Eng fail BEFORE VOR DME KNE - continue SID to VOR DME KNE then LEFT to AKASI.

Eng fail AFTER VOR DME KNE - no restrictions.

**TOMOH and SUSAN SIDs**

Eng fail BEFORE waypt TOMOH - continue SID to TOMOH then LEFT to GOBOH.

Eng fail AFTER TOMOH- no restrictions.

**DAISY SID**

Eng fail BEFORE DAISY - continue on SID to DAISY then RIGHT to MAIKO then LEFT to AKASI.

Eng fail AFTER DAISY - no restrictions.

**MAIKO HELEN and IWAYA SIDs**

Eng fail BEFORE MAIKO - continue SID to MAIKO then LEFT to AKASI.

Eng fail AFTER MAIKO - no restrictions.

**RWY 24L and 24R****PERFORMANCE RESTRICTIONS 787 - RJBB/KIX**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**TAKEOFF MINIMA.**

IF ONLY ONE RVR AVAIL NIL/250M. IFHIRL OR RCL INOP NIL/300M. IF LVPS NOTIN FORCE NIL/400M. NIL LIGHTING VIS 500M

**PERFORMANCE RESTRICTIONS****EMERGENCY TURN PROCEDURES****NANKO SID**

Eng fail BEFORE NANKO follow SID to 10nm before NANKO then DCT to MAYAH. If beyond 10nm before NANKO DCT to MAYAH.

Eng fail AFTER NANKO - no restrictions.

**KANSAI SID**

Eng fail BEFORE VOR DME KNE - continue SID to VOR DME KNE then LEFT to AKASI.

Eng fail AFTER VOR DME KNE - no restrictions.

**TOMOH WEST KITAN SUSAN AND TOMOH SIDs**

Eng fail BEFORE waypt TOMOH - continue SID to TOMOH then direct to CANDY for hold.

Eng fail AFTER TOMOH - no restrictions.

Continued on next page.

**DAISY SID**

Eng fail BEFORE DAISY - continue on SID to DAISY then AHEAD to MAIKO then LEFT to AKASI.

Eng fail AFTER DAISY - no restrictions.

**MAIKO HELEN IWAYA and FERRY SIDs**

Eng fail BEFORE MAIKO - continue SID to MAIKO then LEFT to AKASI.

Eng fail AFTER MAIKO - no restrictions.

## TOKYO HANEDA (RJTT)

RWY 04 and 05

### PERFORMANCE RESTRICTIONS 787 - RJTT/HND

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

#### TAKEOFF MINIMA.

Nil lighting - RVR becomes 500m daytime only.

### PERFORMANCE RESTRICTIONS

#### BEKLA SID

Do not proceed beyond RAGOS below 13000ft. If 13000ft not achieved by this point turn left to VOR HYD. Ctc ATC.

#### RITLA SID

Do not proceed beyond LAYER below 13000ft. If 13000ft not achieved by this point turn left to VOR HYD. Ctc ATC.

#### ROVER and SEKIYADO SIDs

Do not proceed beyond ROVER/SYE below 12000ft. If 12000ft not achieved by this point turn to DENNY for hold/return. Ctc ATC.

#### NINOX SID

Do not proceed beyond SEIKO below 13000ft. If 13000ft not achieved by this point turn left to VOR HYD. Ctc ATC.

#### LAXAS VADAR OPPAR RUTAS VAMOS SIDs

No restrictions provided SID followed and MSA achieved.

NOTE - Terrain rises to above 12000ft approx 25nm West of Airfield. Ensure MSA can be achieved before proceeding beyond end of SIDs.

**RWY 16L and 16R****PERFORMANCE RESTRICTIONS 787 - RJTT/HND**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**TAKEOFF MINIMA.**

See OM A for effect of lighting downgrades.

**PERFORMANCE RESTRICTIONS****BEKLA SID**

Do not proceed beyond RAGOS below 13000ft. If 13000ft not achieved by this point turn left to VOR HYD. Ctc ATC.

**RITLA SID**

Do not proceed beyond LAYER below 13000ft. If 13000ft not achieved by this point turn left to VOR HYD. Ctc ATC.

**ROVER and SEKIYADO SIDs**

Do not proceed beyond ROVER/SYE below 12000ft. If 12000ft not achieved by this point turn to DENNY for hold/return. Ctc ATC.

**NINOX SID**

Do not proceed beyond SEIKO below 13000ft. If 13000ft not achieved by this point turn left to VOR HYD. Ctc ATC.

**LAXAS VADAR OPPAR RUTAS VAMOS SIDs**

No restrictions provided SID followed and MSA achieved.

NOTE - Terrain rises to above 12000ft approx 25nm West of Airfield. Ensure MSA can be achieved before proceeding beyond end of SIDs.

**RWY 22 and 23****PERFORMANCE RESTRICTIONS 787 - RJTT/HND**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**TAKEOFF MINIMA.**

Nil lighting - RVR becomes 500m daytime only.

**RWY 34L and 34R****PERFORMANCE RESTRICTIONS 787 - RJTT/HND**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**TAKEOFF MINIMA.**

Nil lighting - RVR becomes 500m daytime only.

**PERFORMANCE RESTRICTIONS****BEKLA SID**

Do not proceed beyond RAGOS below 13000ft. If 13000ft not achieved by this point turn left to VOR HYD. Ctc ATC

**RITLA SID**

Do not proceed beyond LAYER below 13000ft. If 13000ft not achieved by this point turn left to VOR HYD. Ctc ATC.

**ROVER and SEKIYADO SIDs**

Do not proceed beyond ROVER/SYE below 12000ft. If 12000ft not achieved by this point turn to DENNY for hold/return. Ctc ATC.

**NINOX SID**

Do not proceed beyond SEIKO below 13000ft. If 13000ft not achieved by this point turn left to VOR HYD. Ctc ATC.

**LAXAS VADAR VAMOS RUTAS OPPAR SIDs**

No restrictions provided SID followed and MSA achieved.

NOTE - Terrain rises to above 12000ft approx 25nm West of Airfield. Ensure MSA can be achieved before proceeding beyond end of SIDs.

## SEOUL INCHEON (RKSI)

RWY 15L, 15R and 16

### PERFORMANCE RESTRICTIONS 787 - RKSI/ICN

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

#### TAKE-OFF MINIMA.

If midpoint RVR not available RVR becomes 350m. If HIRL and RCLL only available

RVR becomes 500m.

### PERFORMANCE RESTRICTIONS

#### SEL SOT BOPTA OSPOT EGOBA RADAR SIDs

Engine failure before 1000FT QNH - follow SID to 1000FT QNH before turning RIGHT to RONJI for hold/return. Contact ATC for instructions.

Engine failure AFTER 1000FT QNH but BEFORE 5000FT QNH - turn RIGHT to RONJI for hold/return. Contact ATC for instructions.

Engine failure AFTER 5000FT QNH - no restrictions provided SID followed and SSA achieved.

#### BINIL SID

No restrictions provided SID followed and SSA achieved.

**RWY 33L, 33R and 34****PERFORMANCE RESTRICTIONS 787 - RKSI/ICN**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**TAKE-OFF MINIMA.**

If midpoint RVR not available RVR becomes 350m. If HIRL and RCLL only available

RVR becomes 500m.

**PERFORMANCE RESTRICTIONS****SEL NOPIK BOPTA SOT OSPOT EGOBA RADAR SIDs**

No restrictions provided SID followed and SSA achieved.

**BUENOS AIRES EZEIZA (SAEZ)****All Runways****PERFORMANCE RESTRICTIONS 787 - SAEZ/EZE**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

## RIO DE JANEIRO (SBGL)

### RWY 10

#### PERFORMANCE RESTRICTIONS 787 - SBGL/GIG RWY 10

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

#### PERFORMANCE RESTRICTIONS

##### PCX SIDs

ALL ENGINES and ENGINE OUT - DO NOT CONTINUE on SID past PCX below 8000ft QNH (7980ft HAA). If necessary enter hold at PCX.

**CAUTION:** In order to ensure 8,000' restriction achieved, crews are recommended to select CLB thrust on VNAV CLB FMC page and consider flying at MAX ANGLE speed shown at LSK 4R on the same FMC page.

##### IH SIDs

No restrictions provided SID followed and SSA achieved.

##### EVRAD SIDs

ALL ENGINES and ENGINE OUT - DO NOT CONTINUE on SID past EVRAD below 8000ft QNH (7980ft HAA). If necessary turn towards PCX and enter hold.

**CAUTION:** In order to ensure 8,000' restriction achieved, crews are recommended to select CLB thrust on VNAV CLB FMC page and consider flying at MAX ANGLE speed shown at LSK 4R on the same FMC page.

##### UGROK SIDs

ALL ENGINES - DO NOT CONTINUE on SID past UGROK below 7000ft QNH (6980ft HAA). If necessary turn LEFT towards CXI then direct OPSID for hold.

ENGINE FAILURE BEFORE VURUK continue on to PCX AND enter hold.

AFTER VURUK turn IMMEDIATELY LEFT towards CXI then direct OPSID for hold.

**RWY 15****PERFORMANCE RESTRICTIONS 787 - SBGL/GIG RWY 15**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****ISRIN and PCX SIDs**

ALL ENGINES and ENGINE OUT - DO NOT CONTINUE on SID past PCX below 8000ft QNH (7980ft HAA). If necessary enter hold at PCX.

**CAUTION:** In order to ensure 8,000' restriction achieved, crews are recommended to select CLB thrust on VNAV CLB FMC page and consider flying at MAX ANGLE speed shown at LSK 4R on the same FMC page.

Engine failure BELOW 3500ft - Turn LEFT (not below 500ft) to UTMIP. Turn RIGHT to PCX and enter hold.

Engine failure ABOVE 3500ft - No restrictions provided SID followed and 8000ft achieved before continuing beyond PCX.

**PUMSO SID**

Engine failure BELOW 3500ft - Turn LEFT (not below 500ft) to UTMIP. Turn RIGHT to PCX and enter hold.

Engine fail ABOVE 3500ft - No restrictions provided SID followed to MSA.

IH and EVKOX SIDs.

No restrictions provided SID followed and SSA achieved.

**EVRAD SIDs**

ALL ENGINES and ENGINE OUT - DO NOT CONTINUE on SID past EVRAD below 8000ft QNH (7980ft HAA). If necessary enter hold at PCX.

**CAUTION:** In order to ensure 8,000' restriction achieved, crews are recommended to select CLB thrust on VNAV CLB FMC page and consider flying at MAX ANGLE speed shown at LSK 4R on the same FMC page.

**UGROK SIDs**

ALL ENGINES - DO NOT CONTINUE on SID past UGROK below 7000ft QNH (6980ft HAA). If necessary turn left towards CXI then direct OPSID for hold.

Engine failure BEFORE VURUK continue on to PCX and enter hold.

Engine failure AFTER VURUK turn IMMEDIATELY LEFT towards CXI then direct OPSID for hold.

**RWY 28****PERFORMANCE RESTRICTIONS 787 - SBGL/GIG RWY 28**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****PUMSO / SURKU SIDs**

No restrictions provided SID followed and MSA achieved.

**ALMOS (via NIBGU) SID**

ALL ENGINES - DO NOT CONTINUE on SID past NIBGU below 8000ft QNH (7980ft HAA). If necessary turn towards CXI then direct OPSID for hold.

Engine failure BEFORE NIBGU turn IMMEDIATELY towards CXI then direct OPSID for hold.

**KOTLI (via MIBEP) SID**

ALL ENGINES - DO NOT CONTINUE on SID past MIBEP below 7000ft QNH (6980ft HAA). If necessary turn towards CXI then direct OPSID for hold.

Engine failure BEFORE MIBEP turn IMMEDIATELY towards CXI then direct OPSID for hold.

**ALMOS (via LIXEP) and KOTLI (via LIXEP) SIDs**

ALL ENGINES - no restrictions provided SID followed and MSA achieved.

Engine failure BEFORE LIXEP – Follow SID to 19d CXI. Turn Left (If beyond 19d CXI turn left immediately) to SCR. Climb to MSA.

Engine failure AFTER LIXEP – No restrictions provided SID followed to MSA.

**RWY 33****PERFORMANCE RESTRICTIONS 787 - SBGL/GIG RWY 33**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS**

Due to Twy B width restrictions depart from TWY H via F and J

**PUMSO / SURKU SIDs**

No restrictions provided SID followed and MSA achieved.

**ALMOS (via NIBGU) SID**

ALL ENGINES - DO NOT CONTINUE on SID past NIBGU below 8000ft QNH (7980ft HAA). If necessary turn towards CXI then direct OPSID for hold.

Engine failure BEFORE NIBGU turn IMMEDIATELY towards CXI then direct OPSID for hold.

**KOTLI (via MIBEP) SID**

ALL ENGINES - DO NOT CONTINUE on SID past MIBEP below 7000ft QNH (6980ft HAA). If necessary turn towards CXI then direct OPSID for hold.

Engine failure BEFORE MIBEP turn IMMEDIATELY towards CXI then direct OPSID for hold.

**ALMOS (via LIXEP) and KOTLI (via LIXEP) SIDs**

ALL ENGINES - no restrictions provided SID followed and MSA achieved.

Engine failure BEFORE LIXEP - Follow SID to 19d CXI. Turn Left (If beyond 19d CXI turn left immediately) to SCR. Climb to MSA.

Engine failure AFTER LIXEP – No restrictions provided SID followed to MSA.

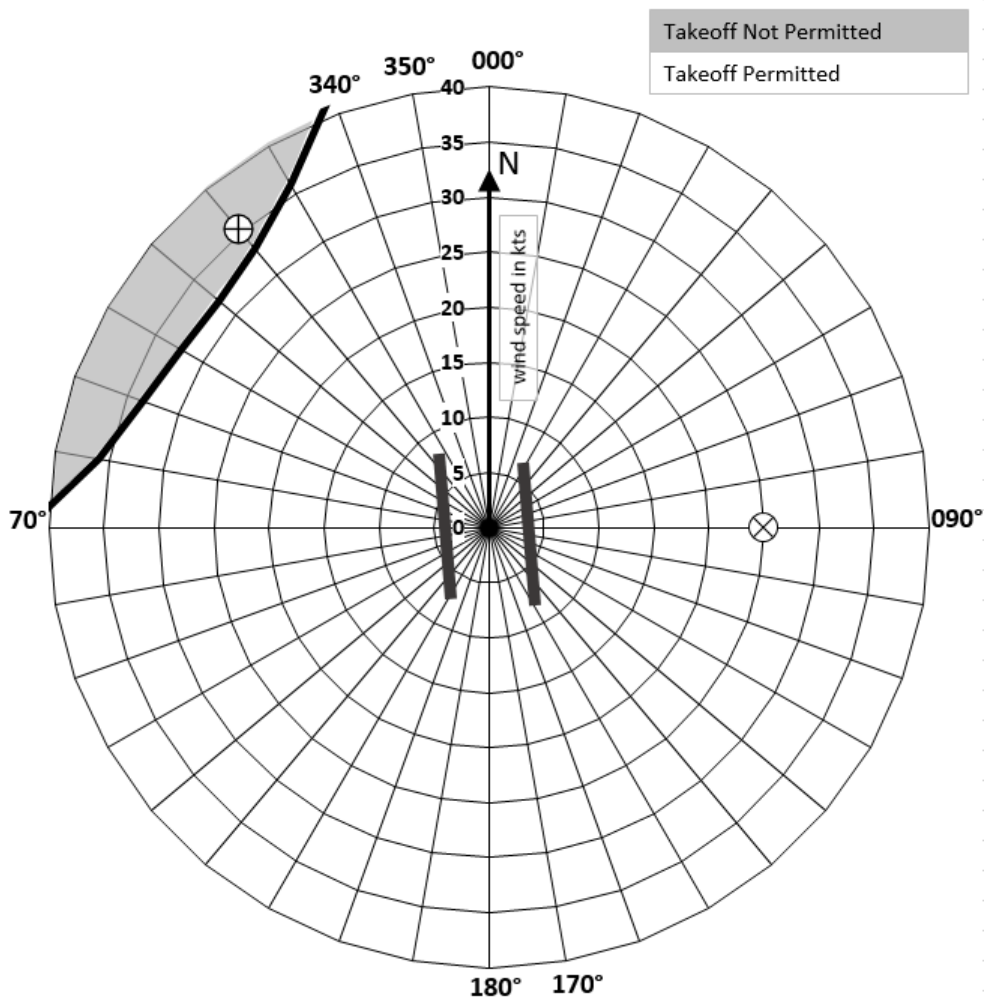
**SANTIAGO (SCEL)**

**RWY 35L and 35R**

**XXX 787-9 ONLY XXX**

Westerly wind component reduces terrain clearance to north and east of airfield when critical engine fails (left engine, also see note).

When taking off Rwy 35L / 35R observe wind limits from diagram below. Take-off Rwy 35L/35R not permitted when wind reported in shaded area due to commercial operating limitations.



Examples:

- ⊕ Wind 320/35 – take-off Rwy 35L / 35R not permitted
- ⊗ Wind 090/25 – take-off Rwy 35L / 35R permitted

Note: Statistical data shows Westerly winds rarely exceed limiting wind speeds.

**XXX 787-9 ONLY XXX****PERFORMANCE RESTRICTIONS 787 - SCEL/SCL RWY 35R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - EMERGENCY TURN PROCEDURES****ALBAL, NEBEG GELUS SIDs****NOT AUTHORISED FOR BAV OPS****AMB, DILOK, GUVOL, TENUT, DONTI SIDs.**

ENGINE FAILURE BEFORE AMB 6D (PDH5.6D) - CONTINUE to AMB 6D (PDH5.6D) then turn LEFT on TRK 341 deg M to AMB 9.4D (PDH9.0D) then turn RIGHT (at bank 15 deg, max 190kts IAS) direct (remain within R030 AMB) to AMB then turn LEFT on TRK 175 deg M to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft).

ENGINE FAILURE AFTER AMB 6.0D (PDH 5.6D) but BEFORE AMB 12.4D (PDH 12D) - CONTINUE to AMB 12.4D (PDH 12D) then turn RIGHT (at bank 25deg, max 250kts IAS) direct (remain within R030 AMB) to AMB then turn LEFT on TRK 175 degM to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft).

ENGINE FAILURE AFTER AMB 12.4D (PDH 12D) - CONTINUE as long as MSAs achieved.

**LINER SID.**

ENGINE FAILURE BEFORE AMB 6D (PDH5.6D) - CONTINUE to AMB 6D (PDH5.6D) then turn LEFT on TRK 341 deg M to AMB 9.4D (PDH9.0D) then turn RIGHT (at bank 15 deg, max 190kts IAS) direct (remain within R030 AMB) to AMB then turn LEFT on TRK 175 deg M to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft).

ENGINE FAILURE AFTER AMB 6.0D (PDH 5.6D) but before AMB 9.4D (PDH9.0D) - CONTINUE to AMB 8.2D (PDH 7.8D) and turn RIGHT (at bank 25deg, max 250kts IAS) direct (remain within R030 AMB) to AMB then turn LEFT on TRK 175 deg M to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft).

ENGINE FAILURE AFTER AMB 9.4D (PDH9.0D) but before AMB R030 - immediate RIGHT turn (at bank 25deg, max 250kts IAS) direct to AMB then turn LEFT on TRK 175 deg M to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft). \*\*\*CONT PAGE 151\*\*\*

ENGINE FAILURE AFTER AMB R030 - CONTINUE as long as MSAs achieved.

Note: If min alt hold requirement not achieved at TELAG then turn RIGHT to DGO and hold. Hold at TELAG or DGO as instructed by ATC.

**XXX 787-9 ONLY XXX**

**PERFORMANCE RESTRICTIONS 787 - SCEL/SCL RWY 35L**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - EMERGENCY TURN PROCEDURES**

**ALBAL, NEBEG GELUS SIDs**

**NOT AUTHORISED FOR BAV OPS**

**AMB, DILOK, GUVOL, TENUT, DONTI SIDs.**

ENGINE FAILURE BEFORE AMB 6D (PDH5.6D) - CONTINUE to AMB 6D (PDH5.6D) then turn LEFT on TRK 341 deg M to AMB 9.4D (PDH9.0D) then turn RIGHT (at bank 15 deg, max 190kts IAS) direct (remain within R030 AMB) to AMB then turn LEFT on TRK 175 deg M to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft).

ENGINE FAILURE AFTER AMB 6.0D (PDH 5.6D) but BEFORE AMB 12.4D (PDH 12D) - CONTINUE to AMB 12.4D (PDH 12D) then turn RIGHT (at bank 25deg, max 250kts IAS) direct (remain within R030 AMB) to AMB then turn LEFT on TRK 175 degM to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft).

ENGINE FAILURE AFTER AMB 12.4D (PDH 12D) - CONTINUE as long as MSAs achieved.

**LINER SID.**

ENGINE FAILURE BEFORE AMB 6D (PDH5.6D) - CONTINUE to AMB 6D (PDH5.6D) then turn LEFT on TRK 341 deg M to AMB 9.4D (PDH9.0D) then turn RIGHT (at bank 15 deg, max 190kts IAS) direct (remain within R030 AMB) to AMB then turn LEFT on TRK 175 deg M to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft).

ENGINE FAILURE AFTER AMB 6.0D (PDH 5.6D) but before AMB 9.4D (PDH9.0D) - CONTINUE to AMB 8.2D (PDH 7.8D) and turn RIGHT (at bank 25deg, max 250kts IAS) direct (remain within R030 AMB) to AMB then turn LEFT on TRK 175 deg M to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft).

ENGINE FAILURE AFTER AMB 9.4D (PDH9.0D) but before AMB R030 - immediate RIGHT turn (at bank 25deg, max 250kts IAS) direct to AMB then turn LEFT on TRK 175 deg M to AMB7D and turn RIGHT to TELAG and HOLD (min 5000ft). \*\*\*CONT PAGE 153\*\*\*

ENGINE FAILURE AFTER AMB R030 - CONTINUE as long as MSAs achieved.

Note: If min alt hold requirement not achieved at TELAG then turn RIGHT to DGO and hold. Hold at TELAG or DGO as instructed by ATC.

**RWY 17L and 17R**

**XXX 787-9 ONLY XXX**

**PERFORMANCE RESTRICTIONS 787 - SCEL/SCL RWY 17L AND 17R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - EMERGENCY TURN PROCEDURES**

**ALBAL, NEBEG GELUS SIDs**

NOT AUTHORISED BAV OPS

**ANGOD, LINER, VTN, DGO, SABLA, DONTI 3A, TABON SIDs**

ENGINE FAILURE BEFORE AMB 7D(Rwy 17L) or PDH 7D (Rwy 17R) - CONTINUE to AMB7D/PDH7D and turn RIGHT to TELAG and HOLD (min 5000ft).

ENGINE FAILURE AFTER AMB 7D/PDH 7D - NO RESTRICTIONS and CONTINUE en-route as long as MSAs achieved.

**DONTI 3B, DILOK, GUVOL SIDs**

NOT AUTHORISED BAV OPS

Note: If min alt hold requirement not achieved at TELAG then turn RIGHT to DGO and hold. Hold at TELAG or DGO as instructed by ATC.

## MOSCOW DOMODEDOVO (UDD)

### All Runways

Measurement: at or below the trans HGT clncs may be in mtrs QFE. if operating QNH on QFE clncs crew must use QFE/QNH conv tables in perf manual.

### PERFORMANCE RESTRICTIONS 787 - UDD/DME

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS.

**RWY 32R and 14L ONLY** - RUNWAY BEARING STRENGTH. RWY32R published bearing strength is 208,000kg(787-8) or 220000kg(787-9). Actual t/off weight should not exceed these figures except in emergency or with prior permission.

**RWY 32L and 14R ONLY** - RUNWAY BEARING STRENGTH. RWY32L published bearing strength is 216600kg(787-8) or 230000kg(787-9). Actual t/off weight should not exceed these figures except in emergency or with prior permission.

Transmissometer Sites - RVR A is positioned at MM and is advisory only. RVR B is positioned at TDZ and RVR C at midpoint. The RVR B reading for the reciprocal RWY may be used as stopend reading.

**MUMBAI (VABB)****RWY 09****PERFORMANCE RESTRICTIONS 787 - VABB/BOM RWY 09**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****EMERGENCY TURN PROCEDURES.****ALL SIDs.**

Engine Failure BEFORE MB397 - follow SID to MB397. DCT ONAGI. DCT VEVAK. Hdg 270. Clb to MSA.

Engine Failure AFTER MB397 but BELOW MSA - follow SID to D13 BBB. Hdg 270. Clb to MSA.

Engine Failure ABOVE MSA - no restrictions.

**RWY 14****PERFORMANCE RESTRICTIONS 787 - VABB/BOM RWY 14**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****EMERGENCY TURN PROCEDURES.****ALL SIDs.**

Engine Failure BELOW 2500ft - fly Rwy track to D18 BBB. Right turn to intercept D20 BBB ARC to VEVAK. Clb to MSA.

Engine Failure ABOVE 2500ft but BELOW MSA - Hdg 270. Clb to MSA.

Engine Failure ABOVE MSA - no restrictions.

Note. Ensure aircraft accurately tracking extended Rwy centerline after takeoff to achieve required clearance from Trombay Hill.

**RWY 27****PERFORMANCE RESTRICTIONS 787 - VABB/BOM RWY 27**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****EMERGENCY TURN PROCEDURES.****ALL SIDs.**

Engine Failure BEFORE MB364 - follow SID to MB364. Hdg 270. Clb to MSA.

Engine Failure AFTER MB364 but BELOW MSA - Hdg 270. Clb to MSA.

Engine Failure ABOVE MSA - no restrictions.

**RWY 32****PERFORMANCE RESTRICTIONS 787 - VABB/BOM RWY 32**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****EMERGENCY TURN PROCEDURES.****ALL SIDs.**

Engine Failure BEFORE MB380 - follow SID to MB380. Hdg 270. Clb to MSA.

Engine Failure AFTER MB380 but BELOW MSA - Hdg 270. Clb to MSA.

Engine Failure ABOVE MSA - no restrictions.

## HONG KONG (VHHH)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - VHHH/HKG

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

#### All Runways

**TAKEOFF MINIMA.** IF HIRL or RCL INOP RVR becomes 400M.

**RWY 07L ONLY** - In the event of an engine failure - 205kt speed restriction during and after turn at ROVER is NOT APPLICABLE.

**RWY 07R ONLY** - PERFORMANCE RESTRICTIONS ALL SIDs In the event of an engine failure - 205kt speed restriction during and after turn at PORPA is NOT APPLICABLE.

**RWY 25L ONLY** - PERFORMANCE RESTRICTIONS ALL SIDs In the event of an engine failure - 205kt speed restriction during and after turn at PRAWN is NOT APPLICABLE.

**RWY 25R ONLY** - PERFORMANCE RESTRICTIONS ALL SIDs In the event of an engine failure - 205kt speed restriction during and after turn at PRAWN is NOT APPLICABLE.

## DELHI (VIDP)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - VIDP/DEL

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

**RWY 09 ONLY - TAKEOFF MINIMA.** If rwy edge lights and RCLM inop - Ceiling NIL/ RVR 500M(DAY ONLY).

## HYDERABAD (VOHS)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - VOHS/HYD

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

### PERFORMANCE RESTRICTIONS

**RWY 09L/27R ONLY** - RWY09L AVAILABILITY. This runway is promulgated as an emergency runway available only when the main runway (RWY 09R) is closed. It is usually designated as TWY A.

**RWY 09L ONLY** - T/O THR is displ 310m from start of paved surface and is marked as LDG THR.  
Page

**RWY 27R ONLY** - T/O THR is displ 343m from start of paved surface and is marked as LDG THR.

## CHENNAI MADRAS (VOMM)

### RWY 07

#### PERFORMANCE RESTRICTIONS 787 - VOMM/MAA RWY 07

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

PREFERENTIAL STARTPOINT. Take off from TWY K whenever take-off weight permits.

#### PERFORMANCE RESTRICTIONS.

F/L (backtrack) posn using left hand taxi line from twy K and turning area (TORA 3658m) should only be used when planned take-off weight requires its use otherwise use twy K right hand taxi line onto rwy (TORA 3458m) - CARD acft see additional rwy data.

#### PERFORMANCE RESTRICTIONS – EMERGENCY TURN PROC.

##### DORAM 1/3 and DOHIA (DORAM / DOLKI TRNS) SIDs.

Engine failure BEFORE MMV 15D - turn LEFT to MMV for hold or return. Contact ATC for instructions.

Engine failure AFTER MMV 15D - no restrictions provided SID followed and SSA achieved.

##### All other SIDS (both conventional and RNAV)

No restrictions provided SID followed and SSA achieved.

**RWY 25****PERFORMANCE RESTRICTIONS 787 - VOMM/MAA RWY 25**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS.****DORAM 2/4 ANIRO 2 and DOHIA (DORAM / DOLKI TRNS) SIDs.**

Engine failure BEFORE MMV 15D - turn RIGHT to MMV for hold or return. Contact ATC for instructions.

Engine failure AFTER MMV 15D - no restrictions provided SID followed and SSA achieved.

**All other SIDS (both conventional and RNAV)**

No restrictions provided SID followed and SSA achieved.

**RWY 25****PERFORMANCE RESTRICTIONS 787 - VOMM/MAA RWY 25**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS – EMERGENCY TURN PROC.****DORAM 2/4 ANIRO 2 and DOHIA (DORAM / DOLKI TRNS) SIDs.**

Engine failure BEFORE MMV 15D - turn RIGHT to MMV for hold or return. Contact ATC for instructions.

Engine failure AFTER MMV 15D - no restrictions provided SID followed and SSA achieved.

**All other SIDS (both conventional and RNAV)**

No restrictions provided SID followed and SSA achieved.

**BANGKOK SUVARNABHUMI (VTBS)**

RWY 01L and 01R

**PERFORMANCE RESTRICTIONS 787 - VTBS/BKK**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****ALBOS BATOK BONVO GORSI HHN KASNI KIGOB NOBER NUNLI PASTO REGOS ROBKA  
SABIS SEMBO TANGO TARED TL UKERA UPKUP SIDS**

NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**RYN SID**

ENG FAILURE BELOW 4000FT - TURN ONTO HDG 195DEG MAG AND CONTACT ATC FOR INSTRUCTIONS.

ENG FAILURE ABOVE 4000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**RWY 19L and 19R****PERFORMANCE RESTRICTIONS 787 - VTBS/BKK**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS****ALBOS BONVO NOBER NUNLI PASTO SEMBO TANGO TARED TL SIDs**

ENG FAILURE BELOW 1500FT - TURN ONTO HDG 180DEG MAG AND CONTACT ATC FOR INSTRUCTIONS.

ENG FAILURE ABOVE 1500FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**RYN SID**

ENG FAILURE BELOW 4000FT - TURN ONTO HDG 195DEG MAG AND CONTACT ATC FOR INSTRUCTIONS.

ENG FAILURE ABOVE 4000FT - NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**BATOK GORSI HHN KASNI KIGOB REGOS ROBKA SABIS UKERA UPKUP SIDs**

NO RESTRICTIONS PROVIDED SID FOLLOWED AND MSA ACHIEVED.

**KUALA LUMPUR (WMKK)**

RWY 14L, 14R and 15

**PERFORMANCE RESTRICTIONS 787 - WMKK/KUL**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 1

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - EMERGENCY TURN PROCEDURES.****ISTAN PIBOS KIMAT and Radar SIDs.**

Engine Failure below 6000ft - turn right hdg 180. Climb to MSA.

Engine Failure above 6000ft - no restrictions provided SIDs followed to MSA.

**AGOSA BATAR MITOS and RUMID SIDs.**

No restrictions provided SIDs followed to MSA.

**RWY 32L and 32R and 33****PERFORMANCE RESTRICTIONS 787 - WMKK/KUL**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 1

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - EMERGENCY TURN PROCEDURES.****ISTAN PIBOS KIMAT and Radar SIDs.**

Engine Failure below 6000ft - turn left hdg 270. Climb to MSA.

Engine Failure above 6000ft - no restrictions provided SIDs followed to MSA.

**AGOSA BATAR DUMOK MITOS and RUMID SIDs.**

No restrictions provided SIDs followed to MSA.

## SINGAPORE CHANGI (WSSS)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - WSSS/SIN

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**BEIJING PEKING (ZBAA)****RWY 01****PERFORMANCE RESTRICTIONS 787 - ZBAA/PEK RWY 01**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - Emergency Turn Procedure****IDKEX/DOTRA/ELPOB/IGMOR/MUGLO SIDs**

Engine Failure before AA410 - Turn right to PEK for hold and return.

Engine Failure after AA410 - No restrictions provided SID followed to MSA.

**RWY 18L****PERFORMANCE RESTRICTIONS 787 - ZBAA/PEK RWY 18L**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - Emergency Turn Procedure****BOTPU/DOTRA/IDKEX SIDs**

Engine Failure before AA513 - Turn left to PEK for hold and return.

Engine Failure after AA513 - no restrictions provided SID followed to MSA.

**RUSDO SID**

Engine Failure before AA532 - Turn left to PEK for hold and return.

Engine Failure after AA532 - no restrictions provided SID followed to MSA.

**ELKUR/IGMOR/MUGLO SIDs**

No restrictions provided SID followed to MSA.

**RWY 18R****PERFORMANCE RESTRICTIONS 787 - ZBAA/PEK RWY 18R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - Emergency Turn Procedure****BOTPU/RUSDO SIDs**

Engine Failure before AA572 - Turn left to PEK for hold and return.

Engine Failure after AA572 - no restrictions provided SID followed to MSA.

**RWY 19****PERFORMANCE RESTRICTIONS 787 - ZBAA/PEK RWY 19**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - Emergency Turn Procedure****BOTPU/DOTRA/IDKEX SIDs**

Engine Failure before AA513 - Turn left to PEK for hold and return.

Engine Failure after AA513 - no restrictions provided SID followed to MSA.

**ELPOB/IGMOR/MUGLO SIDs**

No restrictions provided SID followed to MSA.

**RWY 36L****PERFORMANCE RESTRICTIONS 787 - ZBAA/PEK RWY 36L**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - Emergency Turn Procedure****ELKUR/IGMOR/MUGLO/RUSDO SIDs**

Engine Failure before AA451 - Turn left to SZY. Direct PEK for hold and return.

Engine Failure after AA451 - No restrictions provided SID followed to MSA.

**RWY 36R****PERFORMANCE RESTRICTIONS 787 - ZBAA/PEK RWY 36R**

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: No manual selection required

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard

**PERFORMANCE RESTRICTIONS - Emergency Turn Procedure****IDKEX/DOTRA/ELPOB and MUGLO/IGMOR(9WD) SIDs.**

Engine Failure before AA410 - Turn right to PEK for hold and return.

Engine Failure after AA410 - No restrictions provided SID followed to MSA.

**BOTPU and ELKUR/MUGLO/IGMOR(9ZD)SIDs**

Engine Failure before AA431 - Turn left to SZY. Direct PEK for hold and return.

Engine Failure after AA431 - No restrictions provided SID followed to MSA.

**RUSDO SID**

Engine Failure before AA451 - Turn left to SZY. Direct PEK for hold and return.

Engine Failure after AA451 - No restrictions provided SID followed to MSA.

## BEIJING DAXING (ZBAD)

### All Runways

### PERFORMANCE RESTRICTIONS 787 - ZBAD/PKX RWY 35L

OPT: Standard

FMC THRUST LIM

CLIMB THRUST: CLB 2

FMC TAKE-OFF REF 2/2

EO ACCEL HT: Accept OPT value as per normal SOP

ACCEL HT: Accept OPT value as per normal SOP

THR REDUCTION HT: Accept OPT value as per normal SOP

VNAV 1/3 (CLB)

SPD RESTR: Standard