

E190 FAN



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Take-off Performance and Vital Data Procedure

Introduction

This FAN outlines the procedures to be used by BAV CityFlyer E190 crews for calculating and cross-checking take-off performance vital data pending the release of the in-development BAV CityFlyer E190 Operations Manual Part B. Any questions should be directed to the Chief Pilot – CityFlyer.

Vital Data Procedure

Take-off performance data for the E190 fleet is calculated using the Electronic Flight Bag (EFB). Crews shall use the following Vital Data Procedure to enable cross-checking of take-off performance calculations and reduce the risk of a departure with incorrect take-off performance data.

Captain	First Officer
Check loadsheet details and state if it is provisional or final. <i>Note: For provisional loadsheets 500 kg shall be added to the take-off weight.</i>	Query any discrepancies.
Read out payload and zero-fuel weight.	Annotate CIRRUS and compare CIRRUS figures with the loadsheet figures, then set the MCDU.
	Read out calculated gross weight from MCDU.
Confirm the MCDU calculated gross weight corresponds to the take-off weight from the loadsheet – any difference greater than taxi fuel must be explained.	
Read out the landing weight and passenger numbers.	Annotate CIRRUS and compare CIRRUS figures with the loadsheet figures.
Sign/acknowledge the loadsheet.	
Agree runway, ambient conditions, aircraft configuration, take-off weight. Independently calculate take-off performance using EFB. Compare and agree thrust setting (de-rate and/or flex) and V-speeds to be used.	
Monitor data entry into MCDU.	Enter agreed figures into MCDU.
Read out or calculate pitch trim setting. <i>Note: If the EFB does not provide a pitch trim setting, this can be calculated using the QRH from the take-off flap setting and the take-off %MAC/CG.</i>	Set pitch trim.
Having verified correct data entry and pitch trim setting, press the TOGA push-button and confirm ROLL and TO are annunciated on the FMA.	

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Take-off Performance Calculation

The following options are to be used for take-off performance calculations:

Note: All packs off departures are to be conducted with the APU selected ON. The packs will transfer to the APU when take-off power is applied and transition back to engine bleeds at 500 ft AFE. If wing anti-ice is selected ON then the packs will turn OFF when take-off power is applied. This procedure reduces nuisance EICAS 'BLEED 1(2) OVERPRESS' cautions.

LCY Departures – TOW 40,000 kg or greater

Thrust/De-rate	TO-1
Flex	NO
TO-RSV (ATTCS)	OFF
Packs (REF ECS)	OFF
Anti-ice (REF A/I)	AS REQ'D
Slats/Flaps	4
APU	ON

LCY Departures – TOW less than 40,000 kg

Thrust/De-rate	TO-2
Flex	NO
TO-RSV (ATTCS)	ON
Packs (REF ECS)	OFF
Anti-ice (REF A/I)	AS REQ'D
Slats/Flaps	4
APU	ON

Departures from all other stations

Thrust/De-rate	Optimum
Flex	ON
TO-RSV (ATTCS)	ON
Packs (REF ECS)	ON
Anti-ice (REF A/I)	AS REQ'D
Slats/Flaps	Optimum
APU	OFF

Or, if performance precludes:

Thrust/De-rate	Optimum
Flex	ON
TO-RSV (ATTCS)	ON
Packs (REF ECS)	OFF
Anti-ice (REF A/I)	AS REQ'D
Slats/Flaps	Optimum
APU	ON