

Limitations

Altimeter Errors - Ground	Pilot to pilot o ✓if > 25' All vs. field elev. o 75'	ZFW w/ wings not full	ZFW + Center Fuel < Max ZFW +5000#
Altimeter Errors - Inflight	All - 200'	Do not jettison fuel w/< X in main tanks	10,300#
Flt Deck access system	✓once / day	Cont Ignition On	Severe Turb
Rwy Slope	+/- 2%		
Max Alt 757 767 Max T/O & LND	42,000 43,000 8,400 (10,000)	757 T/O in N2 engine Control Mode	Not Authorized
Max tailwind T/O & Lnd	10 Kts or as on green pages	Vib Indicator for T/O	Do not blank
Turbulence penetration spd	290/.78 Mach	757 Max EGT start	485°C shutdown contact MTC
Max Xwind normal ops	29 kts	Fuel types not auth.	No Jet B or JP4
		Max Fuel Temp	49°C or 120° F
Door Slides	Door slides must be armed w/ girt bar verified for taxi, T/O & Lnd w/ pax on board	Can only use EGPWS Terrain awareness & Alerting Display if	-Not in QFE Ops -FMS in not in IRS NAV ONLY -Prior to T/O and o FMS posit update done or o Position OK on map display
Max press differential	8.6 PSI	Min Fuel Temp	<-37, check fuel type
Max press differential T/O & Lnd	.125 PSI	Max fuel imbalance	1500 # for dispatch
A/P ON Alt	200' AGL	Reverse Thrust	Gnd use only
Aileron Trim w/ A/P ON	Not Authorized	Reverse Thrust	Can not back airplane
Autoland wind limits – If wx requires autoland	Head - 25 Kts Xwind - 25 Kts Tailwind - 10 Kts	Max Alt Flap extended	20,000'
Autoland Flaps	25 or 30 Only		
Autolnd max Gnd Spd	165 Kts	TCAS	Pilots can deviate to comply with TCAS RA

DAL Differences

Cat II/III Xwind	15 kts Initiate		
Bold Face			
Aborted Engine Start		Eng Tailpipe Fire	
APU Fire		Smoke or Fumes Air Conditioning	
Dual Engine Failure		Smoke or Fumes Fire Electrical	
Eng Fire / Severe Damage / Separation		Smoke or Fumes Removal	
Eng Limit / Surge / Stall		Cabin Altitude / Rapid Depressurization	
Other Limitations			
(PW) Do not advance thrust above taxi until oil temp >50 C		Starter Duty Cycle o Continuous 5 min. o Cool 30 sec / min. of ops o After two 5 min. cycles, cool 10 min.	
		APU Start Limits o 3 starts or attempts w/in 60 min.	
Min / Emergency Fuel	767- 7,100 5,200 757 - 4,500 3,500		
Cold Wx			
757 and 767 PW Run up	<+3° or 37° 50% momentary / 15 minutes	767 GE	<+3 or 37 60% N1 30 sec / 30 minutes
No T/O on Contaminated RWY	• 1/2" standing water slush, wet snow • 4" Dry Snow	No Landing on Contaminated RWY	• 1" standing water, slush, wet snow • 4" dry snow
Eng A/I on	50° F or 10 C° Visible moisture (vis < 1 mile) RWY & TWY wet	767-300 CF^80C2 • Descent or reduce power for 10 kts • Vis Moisture • Convective WX • TAT <10° C (regardless of ° SAT)	• Eng A/I on and below 22,000 MSL • Wing A/I on
Facts			
Fuel Dump #/min	2600#/min total		
Lights			
Hi Stage	Bleed Air Malf. Bleed system pressure bhigh	Bleed & Eng. Bleed	Bleed Air Malf. Bleed air temp. high
Duct Leak	High Temp Leak		