///UNITED

B757/B767

4 FEB 11

10.30.1
Normals
Departure Ground Operations

Chapter 10	**NORMALS**
Section 30	DEPARTURE GROUND OPERATIONS

PUSHBACK

COMMUNICATIONS

WARNING: *Do not start engines during pushback when using hand signals. See FOM Operating Information chapter, Pushback Procedures.*

During pushback and engine start, the Captain monitors and communicates only on the flight interphone and the First Officer monitors and communicates only with ATC and Ramp. Each pilot uses his own audio control panel and does not change the configuration of the other pilots panel unless requested to do so.

Note: *During departure delays, if the gate is available, remain at the gate under ground power.*

Action:

■ [C] Doors . . . . Verify closed

  Ensure all cabin and cargo doors are closed.

■ [C / F/O] Flight deck access system switch . . . . Verify normal

■ [C] Cabin preparation . . . . Verify cabin ready

WARNING: *When the deadbolt is used, there is no emergency access to the cockpit. Use of the deadbolt is prohibited, unless directed by a specific MEL placard or when the electrical door locking system fails after dispatch. When using the deadbolt, pilots must use the LOCKED KEY INOPERABLE position. The LOCKED KEY OPERABLE position is not authorized.*

WARNING: *If the emergency tone is heard, immediately select DENY on the FLT DK DOOR selector and attempt to establish communication with the flight attendants. If communication cannot be established, complete the Level 4 Threat Response irregular procedure.*

WARNING: *Using the UNLKD function of the FLT DK DOOR selector for routine access is prohibited.*

■ [C / F/O] Cockpit door . . . . Verify closed and locked

  Note: *See FOM for current cockpit entry procedures.*

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- ■ [C, F/O] Before Pushback Checklist. . . . . Complete

- ■ [F/O] Pushback clearance (if required) . . . . Obtain
  See FOM airport information page.

- ■ [F/O] Red anticollision lights. . . . . On
  Complete just prior to airplane movement or engine start, whichever occurs first.

- ■ [F/O] Transponder mode selector . . . . XPDR
  This allows ground controllers, at some airports, to track airplanes on the ground.

WARNING: *To prevent injury to personnel or damage to equipment, do not release the brakes until the Before Pushback Checklist is complete and clearance has been received from the ground crew and pushback clearance has been received from ramp or ATC.*

CAUTION: *The parking brake must be reset (with ground crew coordination) before a cabin or cargo door is reopened or loading bridge returned to the airplane.*

CAUTION: *Anytime pushback is interrupted, use standard challenge and response phraseology (i.e., "Cleared to push, brakes set") to relay the status of the parking brake to ground personnel prior to recommencing pushback.*

CAUTION: *The parking brake should never be released, even when requested by ground personnel, to assist in disconnecting the towbar.*

- ■ [C] Brakes . . . . Release

WARNING: *If the towbar inadvertently disconnects, the ground crew will immediately state "Breakaway" to indicate the airplane is no longer under tug control. Use brakes to carefully and slowly bring the airplane to a halt. A maintenance inspection of the nose gear is required prior to taxi.*

Accomplish the following for engine start during pushback:

ENGINE START DURING PUSHBACK

Ground: "Ground to cockpit, predeparture check complete, by-pass pin installed, towbar secured."

If not ready to push:

Captain: "Stand by."

If ready to push:

Captain: "Cleared to push, brakes set."

Ground: "Roger, release brakes."

Captain: "Brakes released."

Ground: "Cleared to start engine(s)."

Captain: "Roger, cleared to start engine(s)."

Ground: "Set brakes."

Captain: "Brakes set, pressure normal."

Ground: "Towbar disconnected, by-pass pin removed."

Captain: "Disconnect headset."

Ground: "Disconnecting headset, watch for thumbs-up." (If delay is incurred, "Stand by" and give reason for delay.)

Ground: Attention - then affirmative/all-clear (thumb-up or wand-up) signal.

Captain: Acknowledge the signal by turning the NOSE GEAR LANDING light switch to ON, then OFF.

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Accomplish the following challenge and response for engine start at gate before pushback:

ENGINE START AT GATE BEFORE PUSHBACK

Ground: "Ground to cockpit, by-pass pin installed, towbar secured, ready for airstart."

If not ready to start:

Captain: "Stand by."

If ready to start:

Captain: "Roger, start air."

Ground: "Air started, cleared to start ____ engine."

Captain: "Roger, cleared to start ____ engine."

After engine start:

Captain: Cleared to disconnect air and/or electric."

Ground: "Disconnecting air and/or electric."

When airplane is clear:

Ground: "Ground to cockpit, predeparture check complete, by-pass pin installed, towbar secured."

If not ready to push:

Captain: "Stand by."

If ready to push:

Captain: "Cleared to push, brakes set."

Ground: "Roger, release brakes."

Captain: "Brakes released."

Ground: "Set brakes."

Captain: "Brakes set, pressure normal."

Ground: "Towbar disconnected, by-pass pin removed."

Captain: "Disconnect headset."

Ground: "Disconnecting headset, watch for thumbs-up." (If delay is incurred, "Stand by" and give reason for delay.)

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Ground: Attention - then affirmative/all-clear (thumb-up or wand-up) signal.

Captain: Acknowledge the signal by turning the NOSE GEAR LANDING light switch to ON, then OFF.

Accomplish the following challenge and response for engine start with taxi from the gate or ramp:

ENGINE START WITH TAXI FROM THE GATE/RAMP

Ground: "Ground to cockpit, predeparture check complete. Cleared to start engine(s)."

Captain: "Roger, cleared to start engine(s)."

Captain: "Disconnect headset."

Ground: "Disconnecting headset." (If delay is incurred, Stand by and give reason for delay.)

If marshalling is not required:

Ground: Attention - then affirmative/all-clear (thumb-up or wand-up) signal.

Captain: Acknowledge the signal by turning the NOSE GEAR LANDING light switch to ON, then OFF.

If marshalling is required:

Ground: Ground personnel will wait until the Captain signals he is ready for guidance by flashing the NOSE GEAR LANDING light once.

Captain: Acknowledge ready for guidance by turning the NOSE GEAR LANDING light switch to ON, then OFF.

Ground: When marshalling is complete, ground personnel will give the end-marshalling signal (salute) in lieu of the all-clear signal.

Captain: There is no requirement to acknowledge the end-marshalling signal.