



# FLIGHT OPERATION DEPARTMENT

CHIEF PILOT TECHNICAL  
TECHNICAL DIVISION



## OPERATION ENGINEERING TECHNICAL BULLETIN

PAKISTAN-INTERNATIONAL-AIRLINE-FLIGHT-OPERATIONS

To:  
B777

FLT OPS / TECH / 32 / Wed Jun 08 2016  
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### Subject: ENGINE EEC IN ALTN MODE - MONITORING OF ENGINE PARAMETERS

Few incidences have been recorded lately where EGT has exceeded the red marking. These were recorded during takeoff and climb when aircrafts were dispatched with SAARU unserviceable. Whenever SAARU is unserviceable ENGINE EEC goes into ALTN mode after engine start.

Thrust rating protection is not provided in ALTN mode (for manual thrust settings) and maximum rated thrust is reached at a thrust lever position less than full forward.

DDG directs crew to engage auto-throttles and VNAV for takeoff. Derated thrust or ATM cannot be used in this condition only full rated thrust is available. GE responds "*During alternate mode operation, key inlet parameter for normal operation are not available to the FADEC. During alternate mode operation, the flight crew must monitor and limit engine operation as needed.*"

Flight crew are advised that whenever aircraft is dispatched with SAARU unserviceable or with ENGINE EEC in ALTN mode, close monitoring of engine parameters is required especially during takeoff and initial climb phases when engines are operating at their maximum. Any exceedance in parameters should be corrected without delay and reported in Technical logbook mentioning time and phase of flight for further analysis.

Compliance is required.

Wed Jun 08 2016

Capt. MASOOD ALEEM OPEL

Chief Pilot Technical  
Flight Operation Department

CC: -----

Directorate of Flight Operations  
Chief Pilot Training  
Chief Pilot Standard Inspection

Chief Pilot B777 / B747



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PAKISTAN-INTERNATIONAL-AIRLINE-FLIGHT-OPERATIONS

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