

OFP XQTST7/14 14MAY LTAI/ AYT EDDK/ CGN ELEVATION 229  
 10/0/0 TCSMB (104.6) 1600/1622 1953/2000 FMS  
 ETD ...../...../...../..... COST INDEX 3  
 CTOT .....  
 ROUTE AYTCGN2  
 ATS C/S TST7 ACT ...../...../..... TTL DIST 1398  
 SPEED ECON  
 AVGE FF 2137  
 AVGE WC M028  
 LOAD ADDFU ZFW LW TOW  
 EST 15000 0L MAX 65952 69308 79995  
 PLN 15000 0L PLN 59293 62429 69938

ACT ..... TKOF ALTN LTBS

## FLIGHT PLAN ROUTE

-LTAI/36R F380 EKNUD1K EKNUD UQ26 DIGBO UL615 VADEN DCT UTEKA DCT  
 DONIV DCT BABIT DCT SASAL DCT DEXIT L850 LALIN L604 RUDNO M736  
 AKOSI DCT PILAM T843 DEMAB/F240 T842 EBANA T841 ERNEP ERNEP2C  
 EDDK/13L

## CLEARANCES

| TIME         | POSITION | TRK  | DIST | LVL | TP | T   | W/V    | TAS | G/S | PRC  | REFU |
|--------------|----------|------|------|-----|----|-----|--------|-----|-----|------|------|
| TTL          | ETO      | MSA  | TTL  |     |    |     |        | SR  |     |      | PLN  |
| PTO          | ATO      |      |      |     |    |     |        |     |     |      | ACT  |
| ....         | LTAI/36R |      |      |     | 35 | P06 | 28/007 |     |     | .... | .... |
| 3            |          |      | 11   | CLB |    |     |        | 455 |     |      |      |
| 0003         | AI045    | 88   | 0011 |     | 35 | P04 | 29/015 |     |     |      | 9.1  |
| ....         | ....     |      |      |     |    |     |        |     |     | .... | .... |
| 3            |          |      | 15   |     |    |     |        | 455 |     |      |      |
| 0006         | AI046    | 104  | 0026 |     | 35 | P03 | 28/028 |     |     |      | 8.9  |
| ....         | ....     |      |      |     |    |     |        |     |     | .... | .... |
| 2            |          |      | 10   |     |    |     |        | 455 |     |      |      |
| 0008         | AI093    | 106  | 0036 |     | 35 | P02 | 29/034 |     |     |      | 8.8  |
| ....         | ....     |      |      |     |    |     |        |     |     | .... | .... |
| 1            |          |      | 6    |     |    |     |        | 455 |     |      |      |
| 0009         | AI094    | 106  | 0042 |     | 35 | P01 | 29/039 |     |     |      | 8.7  |
| ....         | ....     |      |      |     |    |     |        |     |     | .... | .... |
| 1            |          |      | 8    |     |    |     |        | 455 |     |      |      |
| 0010         | AI095    | 109  | 0050 |     | 34 | M02 | 29/049 |     |     |      | 8.6  |
| ....         | ....     |      |      |     |    |     |        |     |     | .... | .... |
| 5            |          |      | 29   |     |    |     |        | 455 |     |      |      |
| 0015         | EKNUD    | 113  | 0079 |     | 34 | P02 | 29/054 |     |     |      | 8.3  |
| ....         | ....     |      |      |     |    |     |        |     |     | .... | .... |
| 9            |          |      | 64   |     |    |     |        | 455 |     | 276  |      |
| 0024         | T O C    | 113  | 0143 | 380 | 32 | -50 | 29/046 |     |     | 783  | 7.8  |
| ....         | ....     |      |      |     |    |     |        |     |     | .... | .... |
| LTBB         |          |      |      |     |    |     |        |     |     |      |      |
| ISTANBUL FIR |          |      |      |     |    |     |        |     |     |      |      |
| 3            |          | T333 | 23   |     |    |     |        | 455 | 422 |      |      |
| 0027         | HANKO    | 82   | 0166 |     | 32 | -50 | 29/042 |     |     |      | 7.7  |
| ....         | ....     |      |      |     |    |     |        |     |     | .... | .... |
| 22           |          | 325  | 152  |     |    |     |        | 457 | 423 |      |      |
| 0049         | DIGBO    | 82   | 0318 |     | 32 | -49 | 30/041 | 1   |     |      | 7.0  |
| ....         | ....     |      |      |     |    |     |        |     |     | .... | .... |

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LBSR
SOFIA FIR
  9          303      63          457  416  784
0058 VADEN    46    0381      33 -50 30/042    2          6.6
....
  35          298    239          453  412
0133 UTEKA    97    0620      34 -53 31/039    2          5.4
....
LYBA
BEOGRAD UIR
 10          314      73          451  413
0143 DONIV    56    0693      35 -55 31/032    1          5.0
....
 17          307    119          451  418
0200 BABIT    23    0812      36 -56 32/028    2          4.5
....
LHCC
BUDAPEST FIR
 19          309    129          449  421  783
0219 SASAL    41    0941      37 -58 33/026    2          3.8
....
LOVV
VIENNA FIR
EDUU
RHEIN UIR
 20          309    143          447  422  782
0239 DEXIT    91    1084      36 -59 34/025    2          3.2
....
  3          291     19          445  428  781
0242 LALIN    60    1103      36 -59 34/026    2          3.1
....
  5          315     39          445  422  782
0247 RUDNO    60    1142      37 -60 35/029    2          2.9
....
  4 N4939E01209 321     25          445  419
0251 *CFS ETP* 47    1167      37 -60 35/029    2          2.8
....
  1          322      4          445  419
0252 AKOSI    47    1171      37 -60 36/032    2          2.8
....
  9          310     69          445  421  781
0301 PILAM    46    1240      37 -60 00/034    3          2.5
....
  4          282     29          443  437  780
0305 DEMAB    44    1269      380 37 -60 01/036    3          2.3
      240
EDGG
LANGEN FIR
  7          317     44          365  377  602
0312 T O D    35    1313      240 37 P04 35/020          2.3
....
  6          37    DES          365          280
0318 ERNEP    40    1350          P02 32/018          280  2.2
....
 13          48
0331 EDDK/13L 38    1398          365          2.0

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| C7   | ALTN<br>EDLP/24 | DIST<br>121 | LVL<br>150 | WC<br>M005 | TIME<br>0028 | FUEL<br>1059 | VIA<br>PODIP2Q<br>PODIP<br>Y867<br>PELUN<br>PELUN3H | PODIP  | Y867 | PELUN      |
|------|-----------------|-------------|------------|------------|--------------|--------------|---|--------|------|------------|
| .... | EDDK/13L        |             |            |            |              | 37           | M00   | 31/014 |      | ....       |
| 4    |                 |             | 16         |            |              |              |   |        |      |            |
| 0004 | DK920           | 28          | 0016       |            |              | 37           |   | 31/015 |      | 1.7        |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 1    |                 |             | 1          |            |              |              |   |        |      |            |
| 0005 | DK921           | 28          | 0017       |            |              | 37           |   | 32/017 |      | 1.7        |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 1    |                 |             | 4          |            |              |              |   |        |      |            |
| 0006 | DK922           | 28          | 0021       |            |              | 37           |   | 32/020 |      | 1.6        |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 1    |                 |             | 10         |            |              |              |   |        |      |            |
| 0007 | COL             | 29          | 0031       |            |              | 37           |   | 34/016 |      | 1.5        |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 1    |                 |             | 4          |            |              |              |   |        |      |            |
| 0008 | T O C           | 35          | 0035       | 150        | 37           | -09          | 35/015  |        |      | 263<br>492 |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 2    |                 | T057        | 9          |            |              |              |   | 311    | 301  | 247        |
| 0010 | PODIP           | 35          | 0043       |            | 37           | -11          | 35/016  | 1      |      | 1.3        |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 4    |                 | 058         | 18         |            |              |              |   | 309    | 302  | 246        |
| 0014 | BADGO           | 40          | 0062       |            | 37           | -10          | 35/017  | 1      |      | 1.2        |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 0    |                 | 058         | 4          |            |              |              |   | 309    | 303  | 246        |
| 0014 | T O D           | 41          | 0066       | 150        | 37           |              | 34/017  |        |      | 1.2        |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 2    |                 |             | 8          | DES        |              |              |   |        |      | 280        |
| 0016 | PELUN           | 41          | 0074       |            |              |              | 32/023  |        |      | 280        |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 6    |                 |             | 26         | DES        |              |              |   |        |      |            |
| 0022 | PAD             | 41          | 0100       |            |              |              | 32/020  |        |      | 1.1        |
| .... | ....            |             |            |            |              |              |   |        |      | ....       |
| 6    |                 |             | 21         |            |              |              |   |        |      |            |
| 0028 | EDLP            | 29          | 0121       |            |              |              |   |        |      | 0.9        |
| C6   | EDDG/25         | 134         | 150        | M011       | 0031         | 1141         | PODIP2Q   | PODIP  | Y867 | BADGO      |
| C4   | EDDV/27R        | 171         | 190        | M009       | 0036         | P82          | Z850  | ADEMI  | M170 | HMM DCT    |
| C8   | EHAM/36C        | 206         | 240        | M003       | 0042         | 1339         | PODIP2Q   | PODIP  | Y867 | WRB        |
|      |                 |             |            |            |              | P280         | WRB8P   |        |      |            |
|      |                 |             |            |            |              | 1506         | WYP2X   | WYP    | P64  | SONEB P55  |
|      |                 |             |            |            |              | P447         | RKN   |        |      |            |

REMARKS:

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TRIP          7509  03.31          .....
%3 ERA        205  00.06  EDDB      .....
ALTN          1059  00.28  EDLP      .....
FINAL RES     940  00.30          .....
ADD RES        1  00.00          .....
ADD DD/DP      0  00.00          .....
WXX           931  00.30          .....
PLNTOF        10645  05.05          ..... ONE ZERO SIX
DIFF          .....
PLNTOF        ..... (CORRECTED)
DISCF         ..... POSS  6879L .....
TANKERING     ..... ADVISE  0 .....
TOF           .....
TAXI          .... 232/00.22
BLOCK         ..... TCAP  20724 ..... REM FUEL ..... AT .....
-----
3% ERA        225  00:06 AT DEP
(20 KG INCLUDED IN TRIP)
-----
ADDFU         931  00:30 AT DEST
-----
ZFW CORR PS 1000 PLNTOF PS 122 / MS 1000 PLNTOF MS 123

MINI-OPF FOR INFORMATION
WEIGHT UP 3000    TRIP PS 277 / TIME PS 0.00
WEIGHT DOWN 3000  TRIP MS 257 / TIME PS 0.00
2000 ABOVE       NOT AVAILABLE
2000 BELOW       TRIP PS 15  / TIME PS 0.02
4000 BELOW       TRIP PS 117 / TIME PS 0.07
LRC              TRIP PS 53  / TIME MS 0.03
ECON CI45        TRIP PS 59  / TIME MS 0.03
ECON CI80        TRIP PS 123 / TIME MS 0.04
SPEED M 0.80     TRIP PS 102 / TIME MS 0.04
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ANALYSED EXTRA FUEL SUMMARY
MEAN VALUE  MS 222    EF90 PS 41    EF99 PS 252
                CONSIDERED FLIGHTS 39
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NO TANKERING RECOMMENDED (P)

LOSS FOR EXTRA FUEL:  47 US$/TO

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## CRITICAL FUEL SCENARIO

| EET  | POSITION        | AD   | SUIT | PERD | DIST | TIME | W/C  | CFR  | FOB  | COND |
|------|-----------------|------|------|------|------|------|------|------|------|------|
| 0251 | N4939.3E01209.0 | EDDK |      |      | 206  | 0046 | H021 | 1815 | 2806 | DC   |

SUITABLE ENROUTE ALTNS CHECKED AGAINST NOTAM/WEATHER

EDDK 1851-2058

EPWA 1841-2055

LBSF 1658-2046

LF5B 1845-2058

LTAI 1658-1901

MEL/CDL ITEMS:

NIL

THE CREW IS QUALIFIED TO OPERATE FROM THE DEPARTURE AERODROME TO THE TAKEOFF ALTERNATE AERODROME (IF SELECTED), ENROUTE ALTERNATE AERODROMES, THE DESTINATION AERODROME, THE DESTINATION ALTERNATE AERODROMES (IF SELECTED) AND THE ROUTE AS INDICATED IN THIS OPF [ ]

PREP BY C.ALTUNER COMMANDER .....  
(TEL.NR. +90 242 320 2416)  
SITA: AYTOCXQ

## TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK COMPLETED WITH NO LIMITATIONS  
FOR TOW UP TO 71.9 TONS AND CRUISE ALTITUDE AT OR ABOVE 12000 FT

DP CHECK - TERRAIN CLEARANCE CHECK COMPLETED WITH LIMITATION  
REVERT TO ESCAPE PROCEDURE

CONSIDERED OXYGEN PROFILE - TIMES MEASURED FROM BEGIN OF EVENT:

AFTER 1 MIN FL400 MAX

AFTER 5 MIN FL170 MAX

AFTER 11 MIN FL140 MAX

AFTER 41 MIN FL100 MAX

\*\*\* DP - BKZ PLUS 030 NM \*\*\*

DECISION POINT N4124.1 E02835.4

PRIOR TO DECISION POINT - TURN BACK ALONG ROUTE JUST FLOWN TO

NEAREST SUITABLE AIRPORT INCLUDING DEPARTURE - LTAI/AYT

AFTER DECISION POINT - TURN LEFT AND DIVERT DIRECT TO - LTFM/IST

\*\*\* DP - DIGBO PLUS 010 NM \*\*\*

DECISION POINT N4135.1 E02813.1

PRIOR TO DECISION POINT - TURN LEFT AND DIVERT DIRECT TO - LTFM/IST

AFTER DECISION POINT - TURN LEFT AND DIVERT DIRECT TO - LTBU/TEQ

\*\*\* DP - DIGBO PLUS 035 NM \*\*\*

DECISION POINT N4148.7 E02745.1

PRIOR TO DECISION POINT - TURN LEFT AND DIVERT DIRECT TO - LTBU/TEQ

AFTER DECISION POINT - TURN RIGHT AND DIVERT DIRECT TO - LBBG/BOJ

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\*\*\* DP - VADEN PLUS 085 NM \*\*\*  
DECISION POINT N4244.7 E02532.1  
PRIOR TO DECISION POINT - TURN RIGHT AND DIVERT DIRECT TO - LBBG/BOJ  
AFTER DECISION POINT - TURN LEFT AND DIVERT DIRECT TO - LBSF/SOF  
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\*\*\* DP - VADEN PLUS 161 NM \*\*\*  
DECISION POINT N4319.6 E02400.7  
PRIOR TO DECISION POINT - TURN LEFT AND DIVERT DIRECT TO - LBSF/SOF  
AFTER DECISION POINT - CONTINUE ALONG FLIGHT ROUTE TO NEAREST  
SUITABLE AIRPORT INCLUDING DESTINATION - EDDK/CGN