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0.2 REVISION HIGHLIGHTS

This table summarizes the major changes made to each revision, not all changes. Throughout each review cycle, subsequent entries may change prior entries or proposed changes may be held, disregarded, and/or obsolete. This is a summary of input received throughout the duration. Changes throughout the manual are indicated by vertical revision bars.

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0.3 RECORD OF REVISIONS

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0.4 RECORD OF OPERATIONS MANUAL NOTICE (OMN)

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0.9 MANAGEMENT APPROVAL

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Title:	**OPERATIONS MANUAL PART C**
Issue:	00
Revision:	00

Recommended by:		Date:
Title:		
Signature:		

Quality Review by:		Date:
Title:		
Signature:		

Approved by:		Date:
Title:		
Signature:		

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0.10 GACA APPROVAL

This manual is a controlled document, prepared to meet the requirements of the General Authority of Civil Aviation Regulations (GACAR) and is herewith approved by the General Authority of Civil Aviation (GACA) exclusively for the use of Riyadh Air.

If any conflict exists between the contents of this manual and GACA requirements, GACA requirements shall take precedence, and the manual will be revised without delay in accordance with GACA eBook Vol.4 Ch.12, section 4.

All contents of this manual are current, as listed in the List of Effective Pages (LEP) Revision 0. 18 Feb 2024.

This manual becomes 'uncontrolled' when printed.

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0.11 INTRODUCTION

0.11.1 Policy

This Operations Manual Part C (Areas, routes, and aerodromes) is approved by the General Authority of Civil Aviation (GACA) and it is compliant with all relevant GACA regulations and applicable international standards. It is the method by which Riyadh Air undertakes all operations.

The Operations Manual Part C (OM Part C) contains Areas, routes, and aerodromes procedures, instructions, and guidance for operational personnel to execute their duties. It serves as a crucial guide for all employees to ensure that the planning and execution of every flight is conducted in accordance with the highest levels of safety, efficiency and effectiveness.

0.11.2 Applicability

The Operations Manual Part C (OM Part C), serves as an essential guide for all operational personnel in our organization, and it is incumbent upon every employee, regardless of their role, to adhere to the policies, procedures, regulations, guidance, and instructions detailed within Riyadh Air's operational manuals.

0.11.3 Common Language

IOSA FLT 3.1.1

For general Common Language please refer to Corporate Policy Manual, Section 0.11.2.

0.11.4 Usage Of Terms

Operations Manual Part C applies to both male and female crew members, operations personnel, passengers and other persons, for simplification a gender-neutral text is used in this manual. Throughout this manual, specific terms (e.g., shall, should, may etc.) are used to provide precise instructions and expectations within the context of Riyadh Air's operations. These terms serve distinct purposes and outline the level of obligation or permission associated with each action. It is crucial that all operational personnel understand the nuances of these terms.

For general Use of Terms please refer to Corporate Policy Manual Section 0.11.2.

0.11.5 Human Factor Principles

GACAR § 121.139 / GACAR § 121.533 / IOSA FLT 1.7.4

For Human Factor Principles applicable to FLT OPS refer to OM-A, Section 0.11.4.

For general Human Factor Principles refer to Corporate Policy Manual, Section 0.11.5.

0.11.6 Applicable Regulations And Standards

Refer to OM-A, Section 0.11.5.

0.12 ABBREVIATIONS, ACRONYMS AND DEFINITIONS

0.12.1 Abbreviations And Acronyms

This manual contains a list of abbreviations and acronyms for easy reference. The Table below explains frequently used abbreviations and acronyms, while less common ones are defined in the relevant sections where they are used.

A	
AC	Advisory Circular
ADAM	Aircraft De-Icing and Anti-Icing Manual
AEO	All Engine Operating
AFM	Aircraft Flight Manual
AGL	Above Ground Level
AIBR	Aviation Investigation Bureau Regulations
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
ALD	Actual Landing Distance
ALS	Approach Lighting System
AMM	Airport Moving Map
AOC	The Air Operator Certificate
AOI	Aerodrome Operating Instructions
AOM	Aerodrome Operating Minima
APG	Aircraft Performance Group
APV	Approach procedure with vertical guidance
ASDA	Accelerate-Stop Distance Available
ATC	Air Traffic Control
ATS	Air Traffic Services
B	
BALS	Basic approach light system
C	
CAT	Category

CDL	Configuration Deviation List
COM	Communication
D	
DA(H)	Decision Altitude(Height)
DFO	Director of Flight Operations
EGSS	London Stansted Airport
E	
EASA	European Aviation Safety Agency
ECL	Electronic Checklist
EFB	Electronic Flight Bag
EOEP	Engine-out Escape Procedure
EVS	Enhanced Vision Systems
F	
FAA	Federal Aviation Administration
FAF	Final approach fix
FALS	Full approach light system
FCOM	Flight Crew Operations Manual
FCTM	Flight Crew Training Manual
F/D	Flight Deck
FIR	Flight Information Region
FMC	Flight Management Computer
FMS	Flight Management System
ft	Feet
G	
GACA	The General Authority of Civil Aviation
GACAR	General Authority of Civil Aviation Regulations
GNSS	Global Navigation Satellite System
GOM	Ground Operations Manual
GPS	Global Positioning System

H	
HAA	Height Above Airport
HIALS	High Intensity Approach Lighting System
HUD	Head-Up Display
I	
IATA	International Air Transport Association
IALS	Intermediate approach light system
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
ISA	International Standard Atmosphere
ISARPS	IOSA standards and Recommended Practice
ISM	IOSA Standards Manual
IOSA	The IATA Operational Safety Audit
L	
LDA	Landing Distance Available
LDG	Landing
M	
m	Meters
MAPt	Missed Approach Point
MBM	Mass and Balance Manual
MDA	Minimum Descent Altitude
MEL	Minimum Equipment List
MIALS	Medium Intensity Approach Light System
MID	Mid runway
MLW	Maximum Landing Weight
MSA	Minimum Sector Altitude
MTOM	Maximum Take off Mass
MTOW	Maximum Take off Weight

MZFW	Maximum Zero Fuel Weight
N	
NADPs	Noise Abatement Departure Procedures
NALS	No approach light system
NAV	Navigation
NAVDATA	Navigation Data
NDB	Non-Directional Beacon
nm	Nautical miles
NOTAM	Notice To Air Mission
NPA	Non-precision approach
O	
OAT	Operational Air Traffic
OCC	Operational Control Center
OEI	one engine inoperative
OFP	Operational Flight Plan
OM	Operations Manual
OpSpecs	Operational Specifications
OPT	Onboard performance Tool
ORG	ORGANIZATION
P	
PA	Precision approach
PCN	Pavement Classification Number
PEM	Performance Engineers Manual
PIC	Person In Charge
PRM	Passenger with Reduced Mobility
Q	
QNH	Q-Code altimeter setting Atmospheric Pressure at Nautical height
QRH	Quick Reference Handbook
R	

RAR	Rules and Regulations
RESA	Runway End Safety Area
RFF	Rescue and Fire fighting
RFFS	Rescue and Firefighting Services
RLD	Required Landing Distance
RNAV	Area Navigation
RTOW	Regulated Take-off Weight
RTOWPERF	Regulated Take-off Weight Performance
RVR	Runway visual range
S	
SID	Standard Instrument Departures
SM	Statute miles
SOIA	Simultaneous Offset Instrument Approach
STAR	Standard Terminal Arrival Routes
STN	Station
T	
TAS	True Airspeed
TDZ	Touchdown zone
TMP	Traffic Management Process
TO	Take Off
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TPC	Terminal Procedure Charts
TWY	Taxiway
V	
VMC	Visual Meteorological Conditions
VOR/DME	VHF Omnidirectional Range/ Distance -measuring Equipment
VPFO	The Vice President Flight Operations

W	
WBM	Weight and Balance Manual
WIP	Work in Progress

0.12.2 Definitions

GACAR PART 1 – Definitions, Abbreviations and Editorial Conventions, contains a full list of aviation definition. For ease of reference the following GACAR and Company definitions commonly used throughout this manual are noted below:

A	
Approach procedure with vertical guidance (APV)	An instrument approach procedure which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.
D	
DA(H) Concept	The DA(H) concept is the foundation for CAT I and CAT II approach and landing operations. It is also an essential concept in certain CAT III operations. This concept evolved after the introduction of turbojets in 1958. It was established to resolve problems created by use of a ceiling as an element of operating minima, especially during rapidly changing weather conditions. The use of the DA(H) concept also enhances safety of operations in degraded seeing conditions. A DA(H) is established to require that the pilot, decide whether adequate visual references are available for accomplishing the following actions, before passing the specified height: • Verifying that the aircraft is in a position which will permit a safe landing in the touchdown zone • Determining that sufficient external visual references are available to manually maneuver the aircraft (or assess autopilot maneuvering in CAT II and III operations) into alignment with the runway centerline • Determining that the aircraft can be maneuvered to touchdown within the touchdown zone, that directional control can be maintained on the runway, and that the aircraft can be stopped within the available runway length

I	
Instrument Approaches	Instrument approach procedures are provided to permit descent in instrument conditions from the en route environment to a point where a safe landing can be made at a specific aerodrome. Instrument approach procedures are defined by International Civil Aviation Organization (ICAO) as "a series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding, or en-route obstacle clearance criteria apply.
Instrumentally Derived Value	RVR is an instrumentally derived value that reflects an artificially created seeing condition on or near the portion of the runway associated with the RVR report. This artificially created seeing condition is achieved by using high intensity runway edge, touchdown zone, and centerline lights. These lights increase the conspicuousness of the landing surface and "reach out" to the pilot thereby creating a seeing condition which is significantly better than the reported ground visibility or tower visibility. For any particular fog density, RVR will be significantly greater than reported visibility because RVR is based on the use of high intensity lights. Since RVR is based on high intensity lights, an RVR report only has meaning when associated with the seeing conditions on or near the portion of the runway where the report was obtained (TDZ, MID, or Rollout). An RVR report has no meaning unless a pilot is also seeing the high intensity lights on which the report is based Concept of Controlling RVR. Controlling RVR means that RVR reports are used to determine operating minima whenever operating minima are specified in terms of RVR, and RVR reports are available for the runway being used. All CAT I operating minima are below 1/2 statute mile (800m) visibility and all CAT II and III operating minima are based on RVR. The use of visibility is prohibited because the reported visibility may not represent the seeing conditions on the runway. All takeoff minima below 1/4 statute mile (400m) visibility are predicated on RVR and use of visibility is prohibited. For example,

	if the takeoff minimum published for a particular operation is TDZ RVR 350m, Rollout RVR 300m, RVR reports are controlling, and a takeoff is prohibited unless the TDZ RVR report is at or above RVR 350m and the rollout RVR report is at or above RVR 300m. In this example, a takeoff cannot be based on visibility if the RVR system is operative, even if the reported visibility is greater than 1 statute mile (1600m).
M	
Minimum Descent Altitude (MDA)	An MDA is the lowest permissible height (for a non-precision approach procedure) at which an aircraft can be controlled by reference only to instrument information. After passing the final approach fix (FAF), a pilot should descend on a vertical path that will enable a stabilized approach and, if the visual conditions are adequate, a descent to the runway without any intermediate level-off at the MDA. If the visual conditions are not adequate, the pilot must level-off at the MDA until sufficient visual references are available to safely complete the approach and landing.
Missed Approach Point (MAPt)	For an approach that does not have vertical guidance, it is necessary to define a point on or near the aerodrome where a missed approach must be executed, if adequate external visual references for safely continuing the approach are not available. This point is specified as the MAP. An MAP is a three-dimensional airborne position where the MDA passes over a specified geographic fix (the MAPt).
Missed Approach Procedure	The traditional published missed approach procedure does not guarantee obstacle clearance during the initial phases of a missed approach, if initiated during a circling maneuver after descending below MDA or after MAP. Therefore, when a missed approach from a circling maneuver is executed, the direction of the initial turn must always be toward the airport to ensure obstacle clearance and to keep the aircraft within the maneuvering area until it is above MDA and can safely proceed on the missed approach course

N	
Non-precision approach (NPA) procedure	An instrument approach procedure which utilizes lateral guidance but does not utilize vertical guidance.
O	
Operating Minima	Operating minima are specified in terms of visibility, and runway visual range (RVR). As operating minima were reduced due to improvements in airborne and ground-based equipment, it became more likely that pilots would not see the full length of the runway upon arrival at the specified decision point. Positions established for taking visibility observations were often several miles from the approach end of many runways. This resulted in reported visibility values that frequently did not represent the seeing conditions encountered during the final stages of approach and landing. This deficiency was particularly critical when rapidly changing weather conditions within the terminal area occurred. These factors generated a need for systems such as RVR, which could rapidly and reliably provide reports of the seeing conditions, which a pilot could expect to encounter in the touchdown zone and along the runway.
P	
Precision approach (PA) procedure:	An instrument approach procedure using precision lateral and vertical guidance with minima as determined by the category of operation.
R	
RVR Measurements	RVR measurements are taken by a system of calibrated transmissometers and account for the effects of ambient background light and the runway light intensity. Transmissometer systems are strategically located to provide RVR measurement associated with one or more of the three basic portions of a runway: the touchdown zone (TDZ) portion, the mid runway (MID) portion, and the rollout (Rollout) portion.

R	
Visual Approaches	A visual approach may be authorized by ATS if the aircraft is being operated under IFR in visual meteorological conditions (VMC) conditions. Although a pilot conducting a visual approach is expected to proceed to the destination aerodrome by pilotage or by visual reference to another aircraft, the flight remains under an instrument flight plan. ATS retains responsibility for both traffic separation and wake/vortex separation unless the pilot is following another aircraft and has established visual contact with it. ATS will provide flight-following and traffic information until the aircraft is instructed to contact the control tower. Either ATS or the pilot may initiate a request for a visual approach.

0.13 SYSTEM OF AMENDMENT AND REVISION

Refer to OM-A, Section 0.13.

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1 MINIMUM FLIGHT LEVEL / ALTITUDE

1.1 AERONAUTICAL CHARTS

The Route Manual and charts provide detailed information regarding minimum flight level and altitude requirements. Specifications are detailed on the Enroute, Area, and Standard Instrument Departure (SID)/Standard Terminal Arrival Route (STAR) charts. For further information refer to the Route Manual / Introduction /Chart Legend.

1.2 OPERATIONAL FLIGHT PLAN

The OFP defines the required minimum altitudes between waypoints for each segment of the route.

1.2.1 Enroute

The minimum enroute altitude for on-airway operations will be the higher of either the Minimum Enroute Altitude (MEA) or the Minimum Obstacle Clearance Altitude (MOCA).

For operations that deviate from the OFP, such as diversions due to enroute weather, the aircraft must maintain an altitude that is the greater of either the Area Minimum Altitude (AMA) or MOCA, when published. In the absence of published AMA or MOCA values, the Minimum Off Route Altitude (MORA) must be used as the minimum altitude.

1.2.2 Terminal Area

During flight in terminal areas, except for phases of takeoff, departure, approach, and landing, the Minimum Sector Altitude (MSA) is the lowest permissible altitude. When receiving radar vectors, the aircraft should adhere to the altitude clearances provided by Air Traffic Control (ATC).

1.2.3 Temperature Corrections

The OFP does not account for temperature deviations from the International Standard Atmosphere (ISA). Altitude corrections for low temperatures must be applied to all minimum enroute altitudes and flight levels when temperatures differ significantly from the standard atmosphere temperatures. For guidance on cold weather corrections, consult Section14.2, Cold Weather Operations.

1.2.4 Abnormal Operations

In the event of depressurization or engine failure, the aircraft must descend to the minimum enroute altitude as defined in the OFP's depressurization or drift down procedure schedule. Flight crews should ensure they are familiar with the procedures and topographical considerations along their route. For further information, refer to the OFP Specifications in Appendix A.

2 OPERATING MINIMA FOR DEPARTURE, DESTINATION AND ALTERNATE AERODROMES

2.1 OPERATING MINIMA FOR DEPARTURE, DESTINATION AND ALTERNATE AERODROMES

Aerodrome Operating Minima (AOM) define the limits of usability of an aerodrome for:

1. Take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
2. Landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) and, if necessary, cloud condition; and
3. Landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (da/h) as appropriate to the type and/or category of the operation.

Operating minima for departure, destination and alternate aerodromes are specified in the Route Manual, in accordance with the following references:

1. Respective charts (e.g., approach chart).
2. Route Manual, Low Visibility Operations section, Air Traffic Control / Aerodrome Operating Minimums.
3. Applicable sections in the Route Manual.

Refer to OM A Chapter 8.1 for further information on Aerodrome Operating Minima and the effect of failed or downgraded equipment.

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3 COMMUNICATION FACILITIES AND NAVIGATION AIDS

3.1 COMMUNICATIONS SERVICE PROVIDER

Riyadh Air utilizes two primary networks: ACARS and the Aeronautical Telecommunications Network (ATN). ACARS is compatible with FANS (Future Air Navigation Systems) and utilizes VHF, and SATCOM for information transfer, while ATN, specifically ATN B1, relies solely on VHF for its communication needs.

3.2 AIRCRAFT EQUIPMENT

The following table provides a detailed documentation of the communications and surveillance equipment installed on each aircraft type in Riyadh Air's fleet. This table is a reference for understanding the specific capabilities and features of the communication and surveillance systems across different aircraft types.

Fleet	Registration	VHF – DL	SATCOM	ADS-B OUT	ADS-B IN
B787	ALL	Yes	Yes	Yes	Yes

Table 1 - Aircraft Equipment

3.3 AIRCRAFT CAPABILITY

The following table is outlining the air traffic capabilities of each aircraft type in our fleet, with specific reference to FANS (Future Air Navigation Systems), PBCS (Performance-Based Communication and Surveillance), and ATS (Air Traffic Services) capabilities. This table serves as a tool for understanding the unique air traffic capabilities of each aircraft, ensuring that flight crews and operational staff are equipped with the necessary information regarding the technological and navigational features specific to each aircraft model.

Fleet	Reg	ATS			PBCS		FANS		
		Oceanic	D-ATIS	PDC/DCL	RCP 240	RSP 180	FANS 2	CPDLC	ADS-C
B787	All	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Table 2 - Aircraft Capability

3.4 AIR TRAFFIC SERVICES (ATS)

All Boeing 787 aircraft are equipped with datalink capabilities, enabling them to effectively communicate with Air Traffic Services (ATS) capable of supporting datalink. Aircraft ATS capabilities include requesting and receiving oceanic clearances, Digital-Automatic Terminal Information Service (D-ATIS) information, as well as Pre-Departure Clearance (PDC) and Departure Clearance (DCL) via datalink.

3.5 PERFORMANCE BASED COMMUNICATIONS AND SURVEILLANCE (PBCS)

Performance Based Communications and Surveillance (PBCS) integrates Performance Based Communication (PBC) and Performance Based Surveillance (PBS) within air traffic services, focusing on specific communication and surveillance performance standards. Aimed at alleviating congestion in the North Atlantic (NAT) airspace, PBCS reduces separation minima between aircraft to enhance airspace capacity. It employs RCP 240 and RSP 180 specifications for lateral and longitudinal separation. Compliance with these standards in the NAT High-Level Airspace (HLA) is mandatory. Riyadh Air's fleet is fully capable of meeting these requirements, with compliance monitored through FANS 1/A, CPDLC, and ADS-C performance, encompassing transaction time, continuity, availability, and integrity as per the RCP 240 and RSP 180 criteria. PBCS capabilities for each RX aircraft are included on the ATS Flight Plan.

Flight crew may refer to Route Manual / Air Traffic Control / Performance Based Communications and Surveillance for additional information on PBCS.

3.6 AUTOMATIC DEPENDENT SURVEILLANCE – BROADCAST (ADS-B) / CONTRACT (ADS-C)

3.6.1 ADS-B (Automatic Dependent Surveillance-Broadcast)

ADS-B is a satellite-based surveillance system where aircraft determine their position via satellite navigation and broadcast it periodically. This system enhances safety by making an aircraft visible in real time to ATC and other ADS-B In equipped aircraft.

The ADS-B system encompasses two primary functionalities: ADS-B Out and ADS-B In. The ADS-B Out feature is responsible for transmitting critical flight data such as identification, position, altitude, and velocity. This transmission ensures that the aircraft is visible and trackable by both ATC and other aircraft equipped with ADS-B In technology.

ADS-B In allows the reception of broadcasts from other aircraft and ground stations. This includes accessing weather information through the Flight Information Service-Broadcast (FIS-B), receiving traffic updates via the Traffic Information Service-Broadcast (TIS-B), and enabling direct communication with nearby aircraft. The integration of these features provides significant benefits for flight operations, including enhanced traffic awareness around the aircraft, real-time weather reports, and improved navigational updates.

3.6.2 ADS-C (Automatic Dependent Surveillance-Contract)

The ADS-C system functions based on a specific contractual agreement that determines the type of information transmitted and the timing of these transmissions. It is primarily utilized in remote and oceanic areas, characterized by longer interval updates, typically occurring around every 10 minutes. This makes it particularly suited for areas where traditional surveillance coverage is limited.

In comparison to ADS-B, ADS-C has several distinct operational differences:

1. **Transmission Method:** While ADS-B transmits data via the aircraft's Mode S Transponder, ADS-C relies on the ACARS network facilitated through satellite communication.
2. **Broadcast vs. Contract**: ADS-B operates on a broadcast model, continuously transmitting data to any receiver within its range. In contrast, ADS-C works on a contract basis, sending information only to a specific ground station with which it has an established contract.
3. **Update Frequency**: ADS-B offers more frequent position updates, providing a more accurate and real-time depiction of the aircraft's location for ATC. On the other hand, ADS-C updates are less frequent, making it less suitable for real-time tracking but adequate for longer-duration monitoring.

3.6.3 Flight Plan and Operational Requirements

To indicate an aircraft's capability to engage in ADS-B operations, Field 18 of the ICAO flight plan will be automatically annotated by the flight planning system with "RMK/ADSB".

Note: *Flight crew must ensure the accurate entry of the ADS-B identifier in the Flight Management Computer. This identifier must include the flight number or alphanumeric callsign, preceded by the assigned 3-letter ICAO airline code (e.g., RXI 001).*

3.7 FUTURE AIR NAVIGATION SYSTEMS (FANS)

Data-link systems based on ACARS include FANS 1/A+, FANS 1/A, and ADS-C (Automatic Dependent Surveillance-Contract), which provide comprehensive coverage for communication and surveillance needs across various mediums.

Boeing 787 aircraft are equipped with FANS 2, an advanced iteration of the FANS concept, integrating features from both FANS A+ and FANS B+. FANS 2 enhances the capabilities of aircraft communication and navigation systems, making them more efficient and reliable. This system is designed to operate over both the ACARS and ATN networks, providing flexibility in communication channels.

Flight crew should refer to *the Route Manual / Air Traffic Control / Controller Pilot Data Link Communication (CPDLC) / Flight Crew Procedures for further information on specific CPDLC procedures.*

3.8 CONTROLLER PILOT DATALINK COMMUNICATIONS (CPDLC)

CPDLC is a two-way data-link system allowing air traffic controllers to transmit non-urgent pre-formatted messages to aircraft as an alternative to voice communications. Globally implemented in varying stages, CPDLC allows controllers to issue ATC clearances, radio frequency assignments, and requests for information. Pilots can respond to messages, request, and receive clearances, and report information. A 'free text' option is available for non-standard exchanges.

CPDLC aims to reduce ATC frequency congestion, increase sector capacities, handle more pilot requests simultaneously and reduce miscommunication risks.

3.8.1 Pre-Departure Clearances (PDC)

Pre-Departure Clearances are produced by ATC at specific airports in Australia and Canada. To utilize this service, operators must subscribe through an Airline Operational Communication (AOC) service provider, such as Honeywell's Global Data Center. The process involves the applicable ATC unit transmitting PDCs to the service provider, where they are stored in the provider's system. Subsequently, the service provider disseminates the clearance to the aircraft using the Aircraft Communications Addressing and Reporting System (ACARS) network.

Note: *As there is no direct link between controller and crew, the PDC requires verification by means of a voice readback to ATC.*

3.8.2 Departure Clearance (DCL)

Unlike PDC, DCL facilitates a direct exchange between ATC and the flight crew. When a request is initiated by the flight crew, it is transmitted via data link to the controller. The controller, in turn, sends the required clearance directly back to the aircraft via the same data link system. Flight crew should note that if they do not transmit a departure clearance readback within a time limit specified by the individual Air Traffic Service Unit, the system will automatically cancel the clearance along with an instruction to revert to voice procedures.

Note*: When a CPDLC DCL is accepted by the flight crew, no voice readback is required*.

3.8.3 CPDLC DCL

In the United States, the CPDLC – DCL system utilizes a FANS-1/A+ CPDLC connection to establish direct communication between the controller and the pilot. This system requires the flight crew to execute a logon process, similar to connecting to an Air Traffic Service Unit (ATSU) provider while airborne.

Note: *The CPDLC-DCL logon address for all US aerodromes is KUSA.*

3.9 Digital ATIS/ VOLMET

The provision of Digital Automatic Terminal Information Service (DATIS) accessible via ACARS is indicated for each aerodrome in the AGC (Aeronautical Ground Communication) chart's Communications section. This feature allows flight crews to retrieve up-to-date ATIS information digitally for specific aerodromes.

For monitoring weather conditions enroute, flight crews can select the 'enroute' option on the DATIS request interface. This action will generate a D-VOLMET (Digital VOLMET) report for the specified station. Each D-VOLMET report encompasses weather reports for multiple aerodromes located in the proximity of the station, offering a comprehensive overview of the meteorological conditions in that region. The D-VOLMET service is commonly referred to as "Enroute ATIS".

3.10 COMPANY COMMUNICATIONS

Company Datalink Communications serve as a vital channel for continuous two-way communication between Riyadh Air aircraft and the Operations Control Center (OCC). This system is essential for flight watch, flight following, and provides substantial support in planning and dispatch. The datalink system is configured to facilitate various types of messages, enhancing operational efficiency and response times. Message types include:

1. Free Text: For customized communication needs.
2. Ramp Service Request: To coordinate ramp services.
3. Load sheet Request: For obtaining necessary load sheet information.
4. Delay Reports: To communicate and document flight delays.
5. Diversion Report: For reporting and managing flight diversions.

Note: *The datalink communication system ensures that flight crew can remain in contact with the OCC regardless of the aircraft's geographic location.*

3.11 SELCAL

SELCAL-equipped aircraft, including those of Riyadh Air, are each assigned a unique four-letter SELCAL code.

However, due to the increasing number of aircraft globally and the limited pool of unique codes, some SELCAL codes may be assigned to multiple aircraft. These are typically allocated to operators in different regions to reduce the chances of frequency overlap. Nonetheless, overlaps can still occur, which requires flight crews to be vigilant. Flight crew must ensure that they respond only to communications intended for their aircraft and avoid mistakenly accepting clearances meant for another aircraft with the same SELCAL code.

3.11.1 Aircraft SELCAL Codes

The following table documents the SELCAL code for each aircraft in Riyadh Air's fleet.

Aircraft Registration	SELCAL Code
Add registration	Add code

Table 3 - Aircraft SELCAL codes

3.12 SURVEILLANCE

3.12.1 Flight Following

Flight Following involves the real-time recording of departure and arrival times by operational personnel to track the progress and confirm the arrival of flights. Riyadh Air utilizes the NetLine/Ops ++ system for this purpose.

The Fleet Watch Management system is configured to process and log timing data received from IATA standard movement messages as well as OOOI (Out of the gate, Off the ground, On the ground, Into the gate) messages transmitted by the onboard ACARS system. Flight status, including on-time or delays, is visually indicated by a color-coded system on the graphical display.

The flight bar is designed to automatically transition to a transparent display upon the aircraft's arrival at the destination. This change occurs when the system receives 'On the ground' and 'Into the gate' ACARS timings or IATA standard movement messages from the destination airport's personnel. The receipt of the 'IN' message by the system signifies the completion of a flight.

OOOI messages are transmitted to the NetLine/Ops ++ operations control system, typically within 10 minutes of issuance. Additionally, all stations within the Riyadh Air network are required to submit IATA standard departure and arrival movement messages to the OCC no later than 10 minutes following the aircraft's 'Off the ground' and 'Into the gate' times. For Flight Following purposes, OOOI messages are the primary source of information, while IATA standard messages are used as a secondary reference.

3.12.2 Flight Monitoring

Riyadh Air uses the Lido/Winds Aircraft Tracking System to monitor all flight operations. The Lido system enables:

1. The consistent exchange of all pertinent operational information between the flight crew and the OCC.
2. OCC to provide support to flight crew during in-flight emergencies or security issues. Assistance can also be provided on flight crew request to address operational issues.

3.12.3 Aircraft Tracking

Aircraft Tracking is the systematic recording of an aircraft's four-dimensional position – latitude, longitude, altitude, and time – at intervals of 15 minutes or less. This process begins with the filing of an ATS flight plan and concludes upon the flight's completion or cancellation. Aircraft tracking serves as a fundamental component of the Global Aeronautical Distress and Safety System (GADSS), by:

1. Facilitating the prompt identification and location of aircraft.
2. Minimizing the dependence on procedural methods for position determination.

3. Guaranteeing the availability and dissemination of precise aircraft position data.
4. Enhancing the efficiency of air traffic services and support for Search and Rescue (SAR) operations.

Aircraft Tracking incorporates the use of Automatic Dependent Surveillance-Broadcast (ADS-B), which is integral to the monitoring process. ADS-B enhances Aircraft Tracking by providing real-time, four-dimensional position data of aircraft. This data is automatically reported through ground-based and space-based ADS-B systems, ensuring consistent updates at intervals of 15 minutes or less throughout the entire flight operation, including in oceanic and remote areas.

In the context of Riyadh Air's tracking and alerting protocols, ADS-B serves as a primary source of position information. It enables OCC to maintain situational awareness of the fleet, contributing to the swift identification and location of aircraft. The ADS-B data feeds into the LIDO/Winds Aircraft Tracking System, facilitating an accurate and dynamic aircraft position display on the operational map.

3.12.3.1 4D/15 Tracking

The Riyadh Air aircraft tracking system complies with the 4D/15 tracking GADSS mandate, handed down by ICAO. In the event that an aircraft does not report its position within a 15-minute timeframe or deviates laterally greater than 50nm laterally, or 6000 feet vertically from its flight plan route, an alert is triggered. These alerts prompt OCC to initiate communication with the aircraft using multiple channels, including ACARS and satellite communication.

If communication attempts are unsuccessful or a second 4D/15 missed report occurs OCC is responsible for immediately contacting the appropriate Air Traffic Service Unit (ATSU) where the aircraft position was last known to ascertain the current position/status of the aircraft.

3.12.3.2 ADT (Aircraft Distress Tracking)

Distress Tracking is activated when a flight enters a known state of distress outside of normal flight operating parameters and will be activated by an on-board distress tracking device ELT (DT) operating independently from other systems. The ELT(DT) will transmit position reports at one-minute intervals via existing emergency radio frequencies and the INMARSAT and COSPAS SARSAT satellite networks to SAR authorities and affected ANSPs. Distress tracking messages will alert and be accessible to the OCC via the ICAO "LADR" (Location of an Aircraft in Distress) repository.

4 RUNWAY DATA AND AERODROME FACILITIES

Runway data and aerodrome facilities (including communication facilities and navigation aids) are provided on the aerodrome specific charts. In addition, Chapters x provides additional Riyadh Air specific aerodrome information and authorization details supplementary to the information provided on the aerodrome charts.

4.1 AERODROME REFERENCE CODE

The following table provides the wingspan, length, and ICAO Aerodrome Reference Code for Riyadh Air aircraft.

Aircraft Code	Aircraft Type	Wingspan (m)	Length (m)
E	Boeing 787-9	60.12	62.81

Table 4 - Aerodrome Reference Codes

4.2 RUNWAY REQUIREMENTS

Under normal operational conditions, the table below outlines the minimum runway requirements for each aircraft in Riyadh Air's fleet, categorized by fleet type.

Fleet	Minimum Landing Distance Available	Minimum Runway Width	Pavement Classification
B787	2100 meters	45 meters	Compatible with planned weights or in accordance with the dispensation specifications received from the relevant airport authority

Table 5 - Runway Requirements

Note: *Refer to OM A Chapter 8.1.2.6.3 for information on minimum cleared or treated runway width operations.*

4.3 MINIMUM PAVEMENT STRENGTH

All destinations and alternate aerodromes nominated in the OM-C must meet the charted Pavement Classification Number (PCN) requirements for the applicable aircraft type or have received a special dispensation from the relevant Regulatory Authority of the aerodrome prior to use.

The Performance Department at Riyadh Air is responsible for verifying the compatibility of aircraft with airport surfaces by comparing the Airplane Classification Number (ACN) against the Pavement Classification Number (PCN) of designated aerodromes. The department then compiles and publishes the PCN-limited Maximum Taxi Weights (MTW) within the applicable Aerodrome Brief in OM-C.

Subsequently, the Navigation Department incorporates MTW published values into the LIDO Flight Planning system. This ensures that the weight limitations are factored into the flight planning process.

Note: *When a dispensation has been received, OCC shall publish this in a Company NOTAM. The NOTAM must include the validity of the dispensation and the maximum permitted operating weight.*

4.4 RUNWAY PERFORMANCE CALCULATION

All take-off and landing performance calculations shall be done utilizing the OEM OPT EFB application or by referring to other approved Riyadh Air documentation. The PIC shall ensure that the actual take-off and landing weight does not exceed the maximum take-off and landing weight calculated and take into account any performance-related restrictions.

The PIC shall determine that take-offs and landings are safe with regard to runway conditions and shall use actual runway surface conditions to conduct take-off and landing performance calculations. If a runway condition report contains various runway condition codes (RWYCC) and/or grades of contamination, the PIC shall use the most conservative for the take-off and landing calculations.

For further information, refer to the OEM OPT user guide.

Note: *If flight crew are unable to calculate performance data using the Boeing OPT, the Performance Department can compute the required take-off weight or landing weight using the Boeing Performance Engineering Tool.*

4.4.1 Global Reporting Format (GRF)

The Global Reporting Format is a globally harmonized methodology for assessing and reporting runway surface conditions. The GRF was developed by ICAO to help mitigate the risk of runway excursions.

The GRF allocates a runway condition code (RWYCC) to each third of a runway. The code is complemented by a description of surface contaminant, including type, depth, and amount of coverage, using a harmonized set of descriptors. The RWYCCs, which range from 0 for a very slippery surface to 6 for a dry surface.

Note: *Flight crew shall utilize the Onboard Performance Tool (OPT) in conjunction with the reported Runway Condition Code (RWYCC) and runway condition assessment matrix (RCAM) when calculating both takeoff and landing performance.*

5 APPROACH, MISSED APPROACH AND DEPARTURE PROCEDURES AND NOISE ABATEMENT

For information regarding departure, approach, and missed approach, refer to the aerodrome specific:

1. **Standard Instrument Departure (SID)** charts, and Route Manual / Air Traffic Control / International Civil Aviation Organization – Flight Procedures / Flight Procedures (Doc 8168) – Departure Procedures
2. **Standard Terminal Arrival Routes (STAR)** charts, and Route Manual / Air Traffic Control / International Civil Aviation Organization – Flight Procedures / Flight Procedures (Doc 8168) – Arrival Procedures
3. **Instrument Approach Charts**, and Route Manual / Introduction / Chart Legend / Approach Chart Legend
4. **Noise Abatement Procedures charts**, and Route Manual / Air Traffic Control / International Civil Aviation Organization – Flight Procedures / Flight Procedures (Doc 8168) – Noise Abatement Procedures
5. **Route Manual** / Air Traffic Control / International Civil Aviation Organization – Flight Procedures

5.1 CHART LEGENDS AND SYMBOLS

For information on Chart Legends and Symbols used on Enroute, SID, STAR, Approach and Airport Charts refer to Route Manual / Chart Legend.

5.2 CUSTOMIZED CHARTS

On request, the charting provider issues customized charts specifically tailored to the requirements of Riyadh Air based on aerodrome maneuvering restrictions, special engine out standard instrument departures (EOSID) and decompression procedures. This customization may include elements such as taxiway restrictions and recommended altitude descent tables. A distinguishing feature of these customized charts is the use of the Riyadh Air logo, which replaces the air carrier name. This ensures easy identification and reinforces the charts' specific applicability to Riyadh Air operations.

5.3 DUPLICATE PROCEDURE IDENTIFICATION

When charts display multiple similar approaches for a single runway, each is assigned a unique identifier (e.g., "ILS Z" and "ILS Y") to help flight crews distinguish between approaches based on their paths, procedures, minimums, or DME requirements. Pilots are required to adhere to the approach specifically assigned by Air Traffic Control (ATC). In cases where ATC has not specified an approach and multiple options are available, flight crew must seek clarification from ATC on which procedure to follow. This ensures the chosen approach is suitable for the prevailing conditions, maintaining adherence to safety and regulatory standards.

5.4 DISPLACED THRESHOLD - GUIDANCE TABLE

The below table shall be used when conducting an approach other than ILS to a temporary displaced threshold. The following points must be considered by the flight crew prior to commencing the approach:

1. The Commander shall ensure that the remaining LDA meets the requirements for the prevailing conditions on arrival.
2. The approach shall be flown in Selected/Basic (VS/FPA) vertical modes. Automatic lateral modes (LNAV/LOC) may be used unless prohibited by CONOTAM, in which case selected (HDG/TRK) lateral modes shall be used.
3. The addition to altitude in feet is for all crossing/ recommended altitudes after the FAF.
4. The Geometric Descent Angle published on the original chart shall be followed.
5. An approach shall not be continued beyond the published MAP without the required visual references.

Displacement of Threshold	Delay to descent initiation point - NM	Addition to all crossing altitudes in feet (except MDA)
<300m (984ft)	No restriction -	Use normal guidance
301-400m (987-1313ft)	0.2	60′
401-500m (1314-1641ft)	0.2	80′
501-600m (1642-1969ft)	0.3	100′
601-700m (1970-2297ft)	0.4	110′
701-800m (2298-2625ft)	0.4	130′
801-900m (2626-2953ft)	0.5	150′
901-1000m (2954-3280ft)	0.5	170′

Table 6 - Displaced Threshold Guidance Table

6 COMMUNICATION FAILURE PROCEDURES

In the event of a two-way communication failure, the transponder code should be set to 7600.

6.1 ENROUTE

Flight crew shall apply the communication failure procedures, contained in the Route Manual / Emergency / International Civil Aviation Organization / Communications Failure.

6.2 TERMINAL AREA

Flight crew shall apply the communication failure procedure as documented in the applicable aerodrome reference pages, or as noted on the applicable approach chart or aerodrome reference pages.

7 SEARCH AND RESCUE FACILITIES

Search and rescue procedures and facilities for Riyadh Air are specified in the Emergency Response Manual and the Route Manual. Flight crew procedures shall be in accordance with the following references:

1. Route Manual / Emergency / Emergency Data – International Civil Aviation Authority / International Civil Aviation Organization / Search and Rescue / Communication Frequencies
2. Route Manual / Emergency / Emergency Data – International Civil Aviation Authority / International Civil Aviation Organization / Search and Rescue / Procedures for a Pilot in Command Intercepting a Distress Transmission
3. Route Manual / Emergency / Emergency Data – International Civil Aviation Authority / International Civil Aviation Organization / Search and Rescue / Procedures for a Pilot in Command at the Scene of an Accident
4. Route Manual / Emergency / Emergency Data – International Civil Aviation Authority / International Civil Aviation Organization / Search and Rescue / Search and Rescue Signals.

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8 AERONAUTICAL INFORMATION

Aeronautical Information Publications (AIPs) encompass detailed data on airports, airways, airspace utilization, navigation facilities, and procedural guidelines. The structure and content of AIPs are standardized in line with the International Civil Aviation Organization's (ICAO) Annex 15.

8.1 STRUCTURE AND CONTENTS OF THE AIP

Each AIP contains information tailored to the specific airspace it represents. This encompasses air traffic regulations, operational procedures, available services, navigational facilities, and the unique structure of the country's airspace.

The provider of navigation charts and manuals for Riyadh Air, utilizes the data from AIPs in the creation of Route Manual. This integration ensures that flight crews have consistent, accurate, and current AIP information at their disposal.

8.2 THE AIRAC CYCLE

The Aeronautical Information Regulation and Control (AIRAC) system establishes a standardized set of dates and procedures for the dissemination of aeronautical information by States. This system ensures uniformity and synchronization in the information used by pilots, air traffic controllers, air traffic flow managers, flight management systems, and aviation charts, enhancing both efficiency and safety in air navigation.

Under the AIRAC system, the Aeronautical Information Services (AIS) units are required to distribute information at least 42 days before the effective date, aiming for it to reach the end-users, including pilots and air traffic management personnel, no later than 28 days before it becomes effective. In cases involving significant changes where extended notice is beneficial and feasible, there is a longer lead time of 56 days prior to the effective date.

Key changes governed by the AIRAC system include modifications to airspace structures and route revisions, alterations in navigation aids, amendments to Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs), and updates to runway and taxiway information.

8.2.1 Significant Dates

The AIRAC system is structured around three key dates:

1. Publication Date: This is the date when the Aeronautical Information Services (AIS) distributes the information. It marks the beginning of the information dissemination process, ensuring that the data is received by the relevant recipients.
2. Latest Reception Date: This is the deadline by which the recipients must have received the new, amended, or deleted information. It ensures that there is a sufficient buffer for the recipients to review and integrate the information before it becomes effective.
3. Effective Date: Also known as the AIRAC date, this is when the changes officially come into effect. It is a standardized date, ensuring that all parties involved in aviation operations incorporate and apply the new information simultaneously.

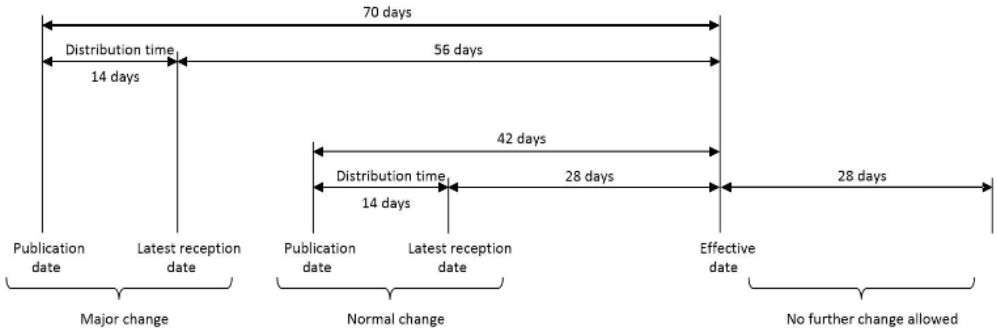

Figure 1 - AIRAC Cycle

8.2.2 Effective Dates

The changeover time for new Aeronautical Charts and Navigation databases should occur on the effective date of the new AIRAC cycle as follows:

1. **International:** ICAO guidance specifies that aeronautical information should be effective on the designated effective date at 00:00 UTC. However, national, and local authorities may change the effective time to allow for implementation during the local night or at other times due to local operational considerations.
2. **FAA and Canada**: Aeronautical information in the U.S., U.S. territories and Canada is generally effective on the designated effective date at 09:01 UTC. The effective time applies to airspace, airways, and flight procedures.

8.3 DISTRIBUTION OF AERONAUTICAL DATA

GACA 121.77(C) / 121.93

The distribution of current aeronautical data within Riyadh Air is a critical component of our flight operations, ensuring safety and efficiency across our network. To achieve this, Riyadh Air employs a digital approach to distribution that integrates digital charts and manuals, Notices to Airmen (NOTAMs), and Lido flight planning software.

8.3.1 Lido Flight Planning System

Lido software plays a key role in our operational planning. It utilizes the latest data to generate accurate and efficient flight plans, considering variables such as NOTAMS, weather, aircraft performance, and route restrictions.

Lido flight planning and monitoring software is used for obtaining forecasts and reports of adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude windshear that may affect safety of flight on each route to be flown and at each aerodrome to be used.

8.3.1.1 Lido Notam and Weather Integration – Automated Suitability Checks

Lido considers and integrates NOTAMs directly into the operational flight planning process, ensuring that all operational planning is based on the most current information.

8.3.2 Digital Charts and Manuals

Charts and manuals are key components of our data distribution system, providing up-to-date information on aerodrome facilities, runway details (e.g., Runways, clearways, stop ways, dimensions), navigation aids, RVR equipment, instrument flight procedures, and airspace restrictions. The digital format ensures that updates are quickly and efficiently integrated, offering real-time data access to our flight crews and dispatchers.

8.3.3 Boeing – Onboard Performance Tool (OPT)

The integration of obstacle data into our flight planning is achieved through the utilization of data provided by Lido (i.e. NOTAMs), combined with the tactical use of Boeing's Onboard Performance Tool (OPT). The OPT, accessible to all flight crew as an Electronic Flight Bag (EFB) application, captures obstacle data for the calculation of take-off and landing performance. These metrics include, but are not limited to, takeoff and landing distances, climb gradients, and required speeds.

Alongside this, Riyadh Air's performance engineers, using OEM and Lido data, identify and capture data on controlling obstacles through the analysis of airport specific NOTAMS. This information is then integrated into Riyadh Air's flight planning systems, including the Boeing OPT, ensuring that flight crew and aircraft dispatchers are informed about the operational environment of each flight.

8.4 SPECIAL CREW BRIEFING (SCB)

Special Crew Briefings (SCB) are a key component of Riyadh Air's flight operations, designed to communicate crucial, temporary information that is not documented elsewhere. These briefings are tailored to enhance the flight crew's situational awareness.

All Riyadh Air flight crew and aircraft dispatchers must thoroughly review any pertinent Special Crew Briefings (SCBs) before each flight. This review is crucial to ascertain the operational impact of the information provided and to ensure appropriate planning and mitigation strategies are in place for the flight.

8.4.1 Scenarios for Issue of a SCB

1. **Unusual or Complex Operations**: Special briefings should be issued for flights involving unusual routes, challenging airspace, new destinations, or airports with unique operational challenges.
2. **Changing Environmental Conditions**: Special briefings may be issued in response to evolving meteorological conditions, such as unexpected weather patterns, volcanic activity, or other environmental factors that could impact flight safety.
3. **Geopolitical Developments**: In instances of heightened geopolitical tensions or unrest in certain regions, special briefings should be issued to provide critical insights to ensure crew awareness and preparedness.
4. **Airspace Modifications**: Temporary changes in airspace, such as restrictions due to military exercises or major events, warrant special briefings to inform crews of these developments.

8.4.2 SCB Contents Guidance

The SCB should include detailed information about the specific scenario, whether it is related to route, weather, geopolitical issues, or airspace changes. When issued, Special Crew Briefings should address the following points:

1. Operational Impact: Briefings must assess and explain the potential impact of the scenario on flight operations, including any anticipated challenges or necessary modifications in standard operating procedures.
2. Mitigation Strategies: Briefings must provide strategies and recommendations to mitigate risks associated with the specific scenario, ensuring the crew is well-equipped to manage the situation effectively.

Duration and Validity: Briefings must provide information on the expected duration of the scenario and the validity of the briefing.

8.4.3 Distribution and Access

Special Crew Briefings are created by the appropriate department, such as Flight Operations or the Operations Control Center (OCC). Once authored, these briefings are passed on to the technical publications team, who are tasked with formatting the document to meet the required standards. Following this, the briefing undergoes a thorough review by the Technical Pilot for accuracy and relevance. Upon completion of this review, the document is then submitted to the Director Flight Crew, initiating the formal approval process.

The VPFO has the final authority to approve Special Flight Crew Briefings.

When a SCB is approved, the Technical Publications department pushes a digital version of the document to the portable devices of flight crew, aircraft dispatchers and other relevant operational personnel, ensuring they have access to the latest information.

8.4.4 Special Crew Brief Sample

RIYADH AIR طيران الرياض	**Special Flight Crew Briefing #001**	
	Hong Kong (VHHH/HKG)	
	Topic	False Localizer Capture
	Effectivity	05 January 2024 - Until Further Notice

Overview:

This special briefing addresses a critical operational update for flight operations at Hong Kong International Airport (VHHH), as per the AIC 29/22 issued by the Hong Kong Civil Aviation Authority.

Subject: False Localizer Capture

Due to terrain around VHHH, there is a notable unreliability of the localizer signal when outside of the capture area. This issue affects runways 07R/25L at VHHH, as outlined below.

Impact on Operations:

Runways 07R/25L

1. Approach Limitations: The localizer signal unreliability beyond 10 degrees left/ right of the approach course may result in the false capture of the localizer. Crews should be prepared for potential signal degradation under these circumstances.
2. Increased Situational Awareness: Pilots are advised to exercise increased vigilance during ILS approaches, particularly when maneuvering to align with the runway.

Mitigation Required:

1. Flight Planning: Consideration should be given to the potential for localizer signal issues in pre-flight planning and briefing stages, for approaches to 07R/25L.
2. In-Flight Strategy: Crews should be prepared to fly an alternate approach procedure if experiencing ILS signal issues. This may include switching to a non-precision approach or requesting a runway change.
3. Crew Coordination: Enhanced crew communication and coordination are essential during the approach phase at VHHH, with a focus on monitoring alignment and localizer signal integrity.

4.	Reporting: Any instances of signal degradation or navigational issues experienced should be reported to ATC.

Conclusion:

It is imperative for flight crews operating into VHHH to be aware of the localizer signal limitations for approaches to runways 07R/25L and adjust their approach preparations and briefings accordingly. This briefing serves to enhance situational awareness and ensure the continued safety of operations at Hong Kong International Airport. Compliance with this briefing is mandatory until further notice.

For any queries or further clarifications, please contact Riyadh Air Flight Operations or the Operational Control Center.

Table 7 - Special Crew Brief

8.5 COMPANY AND CREW INFORMATION BRIEFINGS (CCI)

Riyadh Air provides Company and Crew Information (CCI) pages to equip flight crews with additional, threat-based information essential for safe and efficient operations. These pages are based on standard operational procedures and are constructed using the most current information available. It's important to note that CCI pages are not exhaustive and cannot account for all operational variables such as weather and NOTAMs. The PIC retains full responsibility for the flight's safe conduct, and any mitigation strategies suggested in the CCI are not intended to restrict the PIC's decision-making authority or absolve them of their responsibilities. The CCI should complement, not replace, good airmanship, common sense, and adherence to State Regulations.

8.5.1 CCI Contents Guidance

The CCI pages will:

1. Provide concise, threat-based information for all scheduled destinations and selected alternate aerodromes.
2. Feature a Quick Reference Bar (QRB) on the first page to highlight predefined threats, if applicable.
3. Offer threat-based information categorized by phase of flight (Arrival, Ground Operations, Departure).

The CCI pages will not:

1. Replicate information found on aeronautical charts, except where identified as operationally, legally, or economically critical.
2. Duplicate content from other controlled company documents like OM-A, OM-C, etc.
3. Reproduce CONOTAM information.

8.6 OFP FORMAT AND DESCRIPTION

8.6.1 Main OFP

The Operational Flight Plan (OFP) consists of the following elements:

1. Flight Dispatch Release.
2. Basic Data.
3. Fuel Data.
4. Tankering Section (if applicable).
5. Signature Section.
6. Alternate Summary.
7. RVSM Section.
8. MEL/CDL Section.
9. Performance Data.
10. Times Section.
11. Terrain Clearance.
12. Main Routing (Navlog).
13. Wind Summary.
14. ETOPS Summary (if applicable).
15. Destination Alternate Routing.
16. Reclearance Fuel Section (if applicable).
17. Reclearance Flight Release (if applicable).
18. RAP Alternate Information (If applicable).
19. RAP Routing (if applicable).

Note: *A full functional description of all items of the Main and Info OFP can be found in Appendix A of this manual.*

8.6.2 Info OFP

The dispatcher can generate an information flight plan, which will be attached to the briefing package to provide the pilot with additional information. The format of the Info OFP is the same as described for the Main OFP above. It contains Flight Release as well as Detailed OFP Part. Additionally, on top of the Info OFP the label "FOR INFORMATION ONLY" is shown.

8.6.3 Summary OFP

The dispatcher can also generate a short Summary OFP. This OFP format can be used to depict minor changes to the main OFP that do not result in lateral track changes. The format to be used for generation of the summary OFP is described below. If any remark related to the Summary OFP has been entered, it will be displayed right below the label "OFP SUMMARY".

```
-------------------------------------------------------------------
SECONDARY FLIGHT ROUTING INFORMATION OFP 4/2/1
-----------------------------------
 REM FOR IN


ROUTE   OTBD/33 N0496F300 PATOM UL604 BAH UM444 DAVUS/N0494F300
-----   UL602 TASMI/N0492F300 UL602 ELEXI/N0489F300 UL602 DRZ DCT
DEFRTE  GAZ UL602 SULAK/N0483F320 UL602 MAKOL DCT ORTIP DCT MOPUG
        DCT BEGLA DCT DITIS DCT VARIK UL602 TABAT/N0479F340 UL602
        KEMAD DCT SUPUR UL602 MIMVA DCT GETNO UL46 REMSI DCT
        MOLAK/M084F360 DCT RESNO DCT 55N020W 55N030W 54N040W 52N050W
        DCT TUDEP DCT TOPPS DCT KBGR/15

PLANNING SUMMARY   VRBL       FL 300   DIST 5526          TRIP 99055
----------------            AV WC M031  TIME 07.52  TOTAL FUEL 127557
```

Figure 2 - Summary OFP

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9 CHARTS MANUALS AND NAVIGATION DATABASES

Riyadh Air utilizes 3rd party aeronautical products, including charts, manuals, and FliteDeck Pro X in its operations. These tools provide our flight crews and dispatch personnel with up-to-date navigational data and operational procedures.

9.1 DIGITAL CHARTS PROVISIONS

All navigational charts, including drift down charts, are provided exclusively in a digital format. Digital charts offer real-time updates, interactive functionalities, and integrated flight planning features. They are accessible through Riyadh Air issued portable Electronic Flight Bags (EFBs) and the Jeppesen FliteDeck Pro X application. Flight crew, aircraft dispatchers and operational personnel can access these charts and manuals via a their assigned portable EFB or web-based application.

9.1.1 Digital Charts Amendment Cycle

Aeronautical charts used by Riyadh Air's flight crew and dispatch personnel are updated based on the AIRAC cycle. This frequency ensures that all the navigational data, including approach, departure and airport charts are kept up to date with the latest information.

Updated terminal charts and manuals are distributed through the Jeppesen FliteDeck Pro X application. Crew members will receive notifications about these updates, prompting them to download and synchronize the latest charts for their EFB devices.

Note: *It is the responsibility of the flight crew and dispatch personnel to ensure that their EFB devices are updated with the latest version of the terminal charts before each flight. No person may operate a flight without valid and current charts for the route to be flown.*

9.1.2 Digital Charts Errors

Flight crew and dispatch personnel are expected to be vigilant in identifying any discrepancies, errors, or outdated information in digital charts. This includes, but is not limited to, inconsistencies in airport layouts, navigational aids, airspace structures, and approach/departure procedures.

Upon identification of a potential error, the crew member or dispatcher should immediately document the discrepancy and notify the Electronic Flight Bag (EFB) Manager.

The report should include specific details of the error, such as the chart's title, date, affected area, and a thorough description of the discrepancy. If possible, supporting evidence like screenshots or references to other navigational sources should be included.

Reports should be submitted through direct email communication with the Navigation Charting Manager or via an ASR when deemed appropriate.

9.2 PAPER CHARTS PROVISION

Paper charts may only be issued under exceptional circumstances, such as the failure of all EFB devices or EFB data corruption. This contingency measure is in place to ensure uninterrupted access to navigation information, in the unlikely event of a complete digital systems failure.

Note: *No other paper charts, apart from those approved and issued in exceptional circumstances, are authorized for use by flight crew, aircraft dispatchers or operational personnel. If applicable, a SCB will be provided.*

9.3 Route Manual

The Route Manual is an extensive resource, encompassing a wide array of global data pertinent to Riyadh Air operations. This manual is structured by geographic region to provide comprehensive information, organized into several key sections, including:

1. Enroute: Detailed information on airways and flight routes.
2. Radio Aids: Guidance on navigational radio aids.
3. Meteorology: Meteorological information for flight planning.
4. Tables and Codes: Reference tables and aviation codes.
5. Air Traffic Control: Procedures and communication protocols.
6. Emergency: Emergency procedures and guidelines.
7. Airport Directory: Comprehensive airport data.
8. Terminal: Terminal procedures.

This manual is an essential tool for flight crew, aircraft dispatchers, and other operational personnel.

9.4 JEPPESEN FLITEDECK PRO X

FliteDeck Pro X is an electronic flight bag (EFB) application used by Riyadh Air's flight crews, aircraft dispatchers and other operational personnel. It provides access to operational manuals, procedures, charts, and navigational information across various routes, airports, and areas. This application is customized to meet the specific needs of Riyadh Air, ensuring that our flight crews and aircraft dispatchers have tools tailored to our operational requirements.

9.5 MANDATORY USAGE POLICY

Riyadh Air mandates that flight crew, aircraft dispatches and other operational personnel exclusively use FliteDeck Pro X and aeronautical charts and manuals for all flight operations. Printed documents are not authorized for use, except in accordance with 9.2.

9.6 FLIGHT MANAGEMENT SYSTEM NAVIGATIONS DATABASE

The Flight Management System (FMS) Navigation Database utilizes aeronautical data. This data is coded in accordance with ARINC 424 standards. The sourced data is then converted by the FMS manufacturer into a format that is readable by the FMS. This database is consistently updated following a 28-day AIRAC cycle, ensuring that the navigation information remains current and accurate.

9.6.1 Navigation Database Selection

Flight crew must manage the transition between navigation database cycles, in accordance with the AIRAC cycle. The changeover to a new database should occur on the effective date of the new AIRAC cycle as described in Chapter 8.2.2.

Note: *Flight crew should select the current FMC/ FMS navigation database if departing prior to 0000 UTC on the AIRAC effective date. If departing after 0000 UTC on the effective date, flight crew should load and use the new database.*

9.6.2 EGPWS Terrain Database Validation

Riyadh Air maintains a process for the management of the Terrain Awareness and Warning System (TAWS) database, ensuring compliance with GACAR OPS-1 regulations. This process encompasses updating the database with the latest Terrain and Obstacle data, within the Enhanced Ground Proximity Warning System (EGPWS).

Responsibility:

The Manager Navigation Services (MNS) is responsible for ensuring the EGPWS terrain database's accuracy. The MNS is tasked with the regular review of the database to confirm its currency and applicability to Riyadh Air's operational routes and airports, performing updates as necessary.

Scope:

The MNS initiates a validation check of the EGPWS terrain database 20 days before the release date as stipulated by the data provider. This timeframe ensures adequate opportunity for thorough review and application of any necessary updates.

9.6.3 Navigation Database Errors

Navigation database discrepancies will be relayed to flight crew and aircraft dispatchers through the issuance of a company NOTAM, or a Crew Alert included in the operational flight plan.

Note: *Flight crew shall always refer to the latest NOTAMs for changes related to aeronautical data.*

10 AERODROME CATEGORIZATION

The categorization of aerodromes for operational purposes is an essential aspect of Riyadh Air's safety risk management process. For clarity and operational efficiency, aerodromes utilized by Riyadh Air are classified into one of the following three categories:

10.1 CATEGORY A AERODROME

An aerodrome can only be classified as Category A if the aerodrome meets all the following conditions:

1. A straight-in 3D instrument approach procedure with a glide path angle of not more than 3.5 degrees to each runway expected to be used for landing;
2. At least one runway with no performance-limited procedure for take-off and/or landing, such as no requirement to follow a contingency procedure for obstacle clearance in the event of an engine failure on take-off from any runway expected to be used for departure; and night operations capability.

10.2 CATEGORY B AERODROME

An aerodrome is categorized as B, if it does not meet the category A conditions or if the airport requires extra considerations due to:

1. Non-standard approach aids and/or approach patterns, such as restrictions on the availability of straight-in instrument approach procedures;
2. Unusual local weather conditions, such as environmental features that can give rise to turbulence, windshear, or unusual wind conditions;
3. Unusual characteristics or performance limitations, such as unusual runway characteristics in length, width, slope, markings, or lighting that present an atypical visual perspective on approach;
4. Any other relevant considerations, including obstructions, physical layout, lighting, etc., such as restrictions on circling in certain sectors due to obstacles in the circling area;
5. Training or flight crew experience requirements stipulated by the competent authority responsible for the aerodrome that do not include instruction in an FSTD or visiting the aerodrome.

10.3 CATEGORY C AERODROME (SPECIAL AERODROME)

Category C or Special Airports are designated as such based on a determination by Riyadh Air or the GACA, that operations at these airports require pilots to possess specific skills and knowledge. To classify an airport under this category, careful consideration is given to airports that are in areas:

1. With mountainous terrain, including high terrain, rapidly rising terrain, or terrain with steep gradients.
2. With terrain that contributes to the existence of mountain waves, turbulence, high surface winds, sudden wind changes and/or other atmospheric phenomena that could affect the performance of the aircraft;
3. Containing topographical variations such as ridgelines, valleys, ravines, fjords, or other areas where downdrafts on the leeward or downwind side can make traversing the area or accomplishing a crosswind landing hazardous;
4. Where the airport, runway and/or approach environment is difficult to identify at night due to surrounding lights;
5. Where featureless or expansive terrain could contribute to optical illusions during the day or at night;
6. That are devoid of lighting where airport, runway and/or approach area identification is difficult at night due to lack of visible landmarks;
7. That are devoid of lighting and sole reference to external or visual cues is insufficient for the maintenance of proper aircraft attitude control;
8. That require the application of any other specific skills or knowledge, as determined by Riyadh Air and/or GACA.

Note: *Each Category C (Special Airport) is identified in the applicable Aerodrome authorization list, refer to Chapter x.*

Note: *All take-offs and landings at Category C aerodromes shall be performed by the Captain or Captain under training.*

10.4 CREW QUALIFICATION, BRIEFING AND TRAINING REQUIREMENTS

Refer to OM Part D Section 2.1.3.15.2, "Special Areas and Aerodromes" for specific information on Category C Aerodrome training requirements.

11 ROUTE AND AERODROME INFORMATION

11.1 ROUTE INFORMATION

Flight crew and aircraft dispatchers have access to route and airport information through the Route Manual and related charts, which are available on company issued portable Electronic Flight Bag (EFB) devices or via web briefing for each flight. The Route Manual and charts, provides detailed flight information on rules of the air, air traffic control and emergency procedures, and enroute procedures. The Route Manual in combination with OM C and OM A, details the rules and special information for departure, enroute alternate, destination, and designated alternate airfields, essential for flight planning.

All route planning must be conducted with reference to the enroute chart information contained in the Route Manual.

The Pilot-in-command (PIC) bears the ultimate responsibility of ensuring a comprehensive understanding of various route aspects before initiating a flight. The PIC must ensure that the crew has access to, and is aware of, departure, enroute, destination and alternate aerodrome NOTAMs, FIR NOTAMS, meteorological information, communication facilities, navigation aids, air traffic services, and aerodromes along the planned route.

Before each flight, the flight crew must ensure the currency of Jeppesen FliteDeck ProX data, which provides enroute charts, aerodrome charts, and details on minimum safe enroute/sector altitudes, restricted areas, and danger zones, covering the entire route including destination and alternate airports. The PIC must utilize the Route Manual, NOTAMs, and other company-provided information to ensure that the operating crew is informed about:

1. The route to be flown, including destination and alternate paths.
2. Take-off and landing data for each usable runway at each destination and alternate aerodrome.
3. Meteorological information relevant to the time of operation, expected conditions during the operational season, and the status of facilities along the route.
4. Detailed briefings utilizing the Route Manual, which includes the Enroute Chart Legend.
5. Information on Standard Instrument Departures (SID), Standard Terminal Arrival Routes (STAR), and profile Descent Legends.

11.2 AERODROME CLASSIFICATION

The classification of authorized destination, alternate, enroute, ETOPS, and emergency aerodromes in this manual is based on the following criteria:

	Destination	Destination Alternate	Enroute Alternate	ETOPS Alternate	Emergency
Hours of Operation Available during planned time of operation	Yes	Yes	Yes	Yes	No
Aerodrome Category Category A, B or C / Special Airport	A, B or C	A or B	A or B	A or B	A, B or C
Navigation Aids / Lighting **minimum of one available IAP** sufficient lighting for the planned operation	Yes	Yes	Yes	Yes	Yes
Rescue Fire Fighting Available and compatible with aircraft category	Yes	Yes	Yes	Yes	Firefighting capability, but not aircraft category
Air Traffic Service[*Note 1] Tower	Yes	Yes*	Yes*	Yes*	Yes
Aerodrome Meteorological Service Available at the planned time of use	Yes	Yes	Yes	Yes	No
Runway and Taxiway Characteristics (length, width, PCN) Meeting aircraft and OPT performance requirements	Yes	Yes	Yes	Yes	No
Parking	Yes	Yes	Yes	Yes	No

adequate parking for the aircraft type					
Fuel[*Note 2] suitable for the aircraft type	Yes	Yes	Yes*	Yes*	No
Customs and Immigration Available at the planned time of operation	Yes	Yes	No	No	No
Ground Handling Contracted Ground Handler available at planned time of operation	Yes	Yes	No	No	No
Medical Facilities Located near the aerodrome	Yes	Yes	Yes	Yes	No

Table 8 - Aerodrome Classification

Note 1: *Aerodromes equipped with a Flight Information Service (FIS), Flight Service Station (FSS), Advisory Service, or Common Traffic Advisory Frequency (CTAF) are eligible to be nominated as alternate aerodromes.*

Note 2: *Enroute and ETOPS Aerodromes that have limited fuel supply hours can still be designated as ETOPS alternates, even if fuel would be unavailable at the time of diversion.*

11.2.1 Destination Aerodromes

A destination aerodrome is an aerodrome served by a Riyadh Air scheduled flight. It must be designated as being available for such use in Riyadh Air's Operations Specifications.

11.2.2 Alternate Aerodromes

An alternate aerodrome is defined as an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing.

Listed alternate aerodromes, included as part of the OFP briefing, provides a selection of destination alternates suitable for use under normal conditions. These alternates comply with the minimum criteria such as Rescue and Fire Fighting (RFF) services, runway strength, and other standards specified in the 'Aerodrome Classification' guidelines.

The decision to select an alternate airport, different from those listed in the OFP, falls under the discretion of the PIC. In such cases, consultation with the OCC is required.

11.2.2.1 Alternate Listing Order and Considerations

Alternate aerodromes are typically ordered based on fuel efficiency or proximity to the destination. The Operational Flight Plan (OFP) specifies the alternates in the order of most fuel-efficient option for the particular flight.

In determining alternates, the OFP accounts for weather conditions, NOTAMs, and other relevant parameters specific to the flight.

11.2.3 Emergency Aerodromes

Emergency Aerodromes shall only be considered where continued flight is impossible. These aerodromes are not suitable for medical emergencies due to the absence of both critical medical infrastructure and aircraft support facilities. These aerodromes are intended for use only in extreme circumstances where continued flight is rendered impossible.

CAUTION:

DO NOT CONSIDER DIVERTING TO EMERGENCY AERODROME DURING A MEDICAL EMERGENCY.

11.3 AERODROME AUTHORIZATION

11.3.1 Category C (Special Aerodrome) Authorization

The below airports are classified as Category C Aerodrome (Special Aerodrome). No PIC may operate to a Category C Aerodrome unless they have completed the requisite training outlined in OM D.

Aerodrome	Conditions
Reserved	Reserved

Table 9 - Special Aerodrome Authorization

11.3.2 Isolated Aerodrome Authorization

The below airports are classified as Isolated Aerodromes. No PIC may operate to an Isolated Aerodrome unless it is authorized in accordance with the below table.

Aerodrome
Reserved

Table 10 - Isolated Aerodrome Authorization

11.3.3 Required Navigation Performance - (RNP-AR) - Authorized Aerodromes

The below airports are classified as RNP-AR aerodromes. No PIC may perform an RNP-AR approach at an aerodrome unless it is authorized in accordance with the below table.

Aerodrome	Authorized Approach
Reserved	Reserved

Table 11 - RNP AR Authorization

11.3.4 Aerodrome Data and Authorization Table

Table 12 provides guidance about the aerodrome authorization criteria for different aircraft types of each aerodrome listed in OM C. The codes used in the Aerodrome Authorization Tables are as follows:

	Aerodrome Data				Aircraft Authorization	
Aerodrome Name	**ICAO code**	**Category**	**RFF**	**Terrain**	**B787**	**Reserved**
Aerodrome ICAO and IATA Codes		Aerodrome categorization	Available RFF at the aerodrome	**Yes**, means there is significant terrain within 25nm of the aerodrome.	Aerodrome Authorization, by aircraft type: 1. Destination 2. Alternate 3. Enroute 4. ETOPS 4. Emergency	Reserved for future aircraft type

Table 12 - Aerodrome Data and Authorization Table

11.4 AREA BRIEFINGS

The Area Briefings provide flight crew with details and insights not typically included in the Route Manual. These briefings are designed to highlight additional, explanatory material that is not readily available in other publications. The briefing structure for each region includes the following content:

1. **Terrain:** This section provides information on the topographical features of the region, focusing on aspects such as significant mountain ranges, areas of high terrain, and other geographical elements that may impact flight operations.
2. **Navigation:** This section covers navigation-related information, including special procedures required for the region (e.g., strategic lateral offset procedures).
3. **Communication:** This section focuses on region-specific communication procedures, and any unique communication challenges or requirements (e.g., in-flight broadcast procedures)
4. **Meteorology:** The meteorology section provides insights into the regional climate, weather patterns, and any meteorological phenomena specific to the area that could affect flight operations.

11.4.1 Africa

11.4.1.1 Aerodrome Authorization and Data

	Aerodrome Data				Aircraft Authorization	
Aerodrome Name	**ICAO code**	**Category**	**RFF**	**Terrain**	**B787**	**Reserved**

Table 13 - Airport Authorizations Africa

11.4.1.2 Area Briefing

11.4.1.2.1 Terrain

Africa is a continent with diverse topography, featuring areas of high terrain, particularly in East Africa. Flight operations in this region need to account for the significant elevation changes due to numerous mountain ranges and elevated grounds.

Note: *Enroute, flight crew shall operate all flights above the Grid MORA when not flying on published airways.*

11.4.1.2.2 Navigation

The use of Strategic Lateral Offset Procedure (SLOP) throughout the African Flight Information (AFI) In-flight Broadcast Procedure (IFBP) region is recommended to avoid potential TCAS conflicts.

SLOP allows flight crew to fly an offset 1 or 2nm to the right of the airway centerline, greatly reducing the risk of an airprox event. Flight crew should note that ATC approval to fly SLOP is not required when operating in the AFI IFBP region.

For further information on SLOP, refer to Route Manual / Air Traffic Control / International Civil Aviation Organization – Air Traffic Management / Miscellaneous Procedures / Strategic Lateral Offset Procedure (SLOP).

11.4.1.2.3 Communication

Due to a high number of TCAS events in the AFI region, flight crew must exercise extra vigilance when overflying or operating to destinations in Africa. Flight crew are reminded to strictly adhere to In-flight Broadcast Procedures (IFBP) when in AFI IFBP airspace.

For further information on AFI IFBP airspace, including area of applicability and designated VHF frequencies, flight crew shall refer to the Route Manual / Enroute / Enroute Data – Africa / IATA In-Flight Broadcast Procedure – Africa

11.4.1.2.4 Meteorology

Africa's climate is diverse, ranging from tropical in the equatorial regions to subarctic temperatures on its highest peaks. The continent's northern half is predominantly desert or arid, notably the Sahara. In contrast, central and southern Africa feature a mix of plains and dense rainforest regions. The Sahel and steppe dominate the transition zones. Coastal regions in North Africa, like Morocco and Algeria, and the Cape Province in South Africa experience Mediterranean climates.

11.4.1.2.5 Inter-Tropical Convergence Zone (ITCZ)

The climate of Africa (excluding the extreme north and south) is determined by the movement of the Inter-Tropical Convergence Zone (ITCZ). This movement brings a distinct rainy season to the areas south of the Sahara. Southern Africa typically receives summer rains from convective clouds and winter rains from frontal systems originating in the west.

Flight crew should note that cloud formations in the ITCZ are characterized by dense lines of cumulonimbus clouds that can extend to significant altitudes, often necessitating substantial diversions off the planned route. Flight crew should be prepared for sudden enroute weather changes and avoid areas of convective weather, where possible.

11.4.1.2.6 Cyclones

The east coast of Africa, particularly around Madagascar, is susceptible to tropical storms originating in the Indian Ocean. These cyclones can bring severe weather conditions, including heavy rainfall, strong winds, and turbulent flying conditions. Flight planning in these regions should take into account the seasonal prevalence of cyclones and the potential need for route adjustments.

11.4.1.2.7 Sandstorms

Sandstorms are common in arid and semi-arid regions of Africa, especially in the Sahara Desert. These sandstorms can significantly reduce visibility. Flight crew operating in or near these regions should be aware of the potential for sandstorms and be prepared for low visibility operations.

11.4.1.3 Algeria

11.4.1.3.1.1 Introduction

Flight crew operating to or within Algeria should exercise increased vigilance. ATC communicates in French with local carriers, and, as a result, situational awareness of traffic in the vicinity can be affected.

11.4.1.4 Egypt

11.4.1.4.1 Introduction

Security concerns persist in certain regions of Egypt, especially in the Sinai Peninsula. There is a heightened security awareness for aircraft traversing the airspace over the Sinai Peninsula and the Red Sea, largely due to regional tensions. Incidents in the broader area, including missile and drone activities originating from Yemen, have been recorded, with drone interceptions occurring over the Red Sea and others impacting near the HECC/ LLLL FIR border.

Flight crew are advised to refer to Chapter 9, Restricted and Prohibited Airspace for further information.

11.4.1.5 Morocco

11.4.1.5.1 Introduction

Flight crew operating to or within Morocco should exercise increased vigilance. ATC communicates in French with local carriers, and, as a result, situational awareness of traffic in the vicinity can be affected.

11.4.2 Asia

11.4.2.1 Aerodrome Authorization and Data

	Aerodrome Data				Aircraft Authorization	
Aerodrome Name	**ICAO code**	**Category**	**RFF**	**Terrain**	**B787**	**Reserved**

Table 14 - Airport Authorizations Asia

11.4.2.2 Area Briefing

11.4.2.2.1 Terrain

Asia is characterized by extensive high terrain, which is particularly pronounced in the Far East, leading to high Minimum Enroute Altitudes (MEAs) and Minimum Sector Altitudes (MSAs).

11.4.2.2.1.1 Afghanistan, Kyrgyzstan, and Tajikistan

These countries are home to the mountain ranges of the Pamirs, Tian Shan, and Hindu Kush. The Pamir mountains, primarily in Tajikistan, feature numerous peaks surpassing 20,000 feet. The Tian Shan range extends across Kyrgyzstan and into north-eastern China. The Hindu Kush marks the southwestern border between Pakistan and Afghanistan, with many peaks over 20,000 feet, tapering down towards the central regions of Afghanistan.

11.4.2.2.1.2 Northern Pakistan and Northern India

This region is dominated by the Karakoram mountain range, which includes some of the world's highest peaks, such as K2 at 28,250 feet.

11.4.2.2.1.3 China and the Himalayas

Beyond the Tian Shan range in the north and the Himalayas in the south, the Kunlun Shan range spans central China. These mountain ranges boast an array of peaks well above 20,000 feet, with the Himalayas alone hosting over 30 peaks above 25,000 feet. This includes nine of the world's fourteen 8,000-meter peaks, with Mount Everest standing at 29,035 feet.

Enroute, flight crew shall operate all flights above the Grid MORA when not flying on published airways.

Refer to Chapter x, Decompression and One Engine Inoperative Procedures for further information on non-normal operations in these regions.

11.4.2.2.2 Navigation

The use of Strategic Lateral Offset Procedure (SLOP) throughout Asia, in accordance with local procedures, is recommended to avoid potential TCAS events.

For further information on SLOP, refer to Route Manual / Air Traffic Control / International Civil Aviation Organization – Air Traffic Management / Miscellaneous Procedures / Strategic Lateral Offset Procedure (SLOP).

11.4.2.2.3 Communication

Flight operations in certain regions may encounter communication difficulties with ATC due to various factors, including local accents and limitations in ATC equipment. These challenges can impact the clarity and reliability of voice communications.

To mitigate these issues, flight crews are encouraged to utilize all available resources to maintain continuous two-way communication with ATC, including Controller Pilot Data Link Communications (CPDLC), HF, In-flight Relay (i.e., using other aircraft as intermediaries to relay communications) and SATCOM.

In scenarios where communication becomes difficult, flight crews should not hesitate to seek clarification or confirmatory read-backs to ensure mutual understanding of all clearances and instructions.

11.4.2.2.4 Meteorology

The southwestern part of Asia experiences the Southwest Monsoon, a significant seasonal wind system that brings heavy rainfall. This monsoon typically occurs from June to September and affects the Indian subcontinent and parts of Southeast Asia. It is characterized by moist, warm air that brings heavy rains, which can lead to reduced visibility, turbulence, and challenging flying conditions.

During the monsoon season, flight crews should be prepared for abrupt weather changes, including severe thunderstorms and heavy precipitation. Communication with ATC regarding weather deviations is essential, and flight crews should preempt request route changes or altitude adjustments as necessary.

Note: *Flight planning during the monsoon season should consider the increased likelihood of delays and diversions.*

11.4.2.2.5 Inter-Tropical Convergence Zone (ITCZ)

The ITCZ is a significant meteorological feature over Asia, characterized by dense lines of Cumulonimbus clouds. These cloud formations can extend to significant altitudes, often necessitating substantial diversions off the planned route. Flight crew should be prepared for sudden enroute weather changes and avoid areas of convective weather, where possible.

11.4.2.2.6 Cyclones

Flight crew operating in Asia should be aware of significant weather (SIGWX) phenomena that can affect the region, particularly tropical cyclones, and low-pressure systems. These weather systems are prevalent during the monsoon season, which typically extends from June to September, with a peak period between July and August. Cyclones, originating primarily in the Bay of Bengal and the Indian Ocean, can bring strong winds, heavy rainfall, and severe turbulence.

11.4.2.2.7 Fog

Flight crew operating in Asia should note that prevalent fog conditions can significantly impact flight schedules, particularly during the winter months. Dense fog, during winter, is common in several regions, notably in northern India and eastern China. Flight crew should be prepared for potential delays, diversions, and the implementation of Low Visibility Procedures (LVP).

11.4.2.3 Afghanistan

11.4.2.3.1 Introduction

Kabul FIR (OAKX) is prohibited for all operations, unless specifically authorized by the Vice President Flight Operations.

Note: *In an emergency requiring immediate decision and action for the safety of the flight, the PIC may deviate from this directive to the extent required by that emergency.*

11.4.2.4 Bangladesh

11.4.2.4.1 Introduction

All flights operating to or overflying the Bangladesh Air Defense Identification Zone (ADIZ) must obtain prior permission and an Air Defense Clearance (ADC) number. This number shall be incorporated on the OFP for flight crew awareness.

11.4.2.5 China

11.4.2.5.1 Introduction

The airways and route system in China use fixed entry and exit points. Routes are based on a published structure and cannot be changed by the company or PIC on the day of operations without prior approval. Flight crew shall ensure that entry into China airspace is according to the OFP. Any deviation from the airway or track requires prior ATC approval.

Note: *The military control the majority of airspace in China with domestic ATC having no authority outside of the airway dimension width (20km). Extensive use of airway offset is common in China. Flight crew should expect to be assigned by ATC, and maintain, an offset to right of the airway (e.g., 3nm or 6nm right of track).*

11.4.2.5.2 Communication

In China, communication between Chinese carriers and air traffic controllers is conducted in the Chinese language. Flight crews operating in this region should be aware that there may be instances of poor ATC radio reception, potentially leading to challenges in understanding radio transmissions.

Pilots should exercise increased vigilance when flying in these areas and consider alternative communication strategies (e.g., in-flight relay, HF etc.) if necessary to maintain clear and effective communication with ATC.

11.4.2.5.3 Flight Level Allocation Scheme (FLAS)

China and Mongolia RVSM flight level allocation scheme (FLAS) are based on metric flight levels. Flight crew shall use the below Table when clearances are provided in meters.

Note: *When instructed by ATC to change levels, both flight crew should independently cross check the new altitude / level setting before commencing a climb or descent.*

11.4.2.5.3.1 Metric Flight Level Conversation Table Above Transition Level

TRUE TRACK			
WEST		**EAST**	
Meter	Feet	Meter	Feet
13100	4300	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900
Note: *Feet values are rounded to the nearest 100 for the purpose of MCP altitude setting*			

Table 15 - China Metric FL above Transition Level

11.4.2.5.3.2 Metric Altitude Conversation Table Below Transition Level

QHN	
Meter	**Feet**
3300	10800
3000	9800
2700	8900
2400	7900
2100	6900
1800	5900
1500	4900
1200	3900
900	3000
600	2000
550	1800

Table 16 - Metric FL below Transition Level

For further information refer to Route Manual / Air Traffic Control / Air Traffic Control Data – China / Reduced Vertical Separation Minima (RVSM).

11.4.2.6 India

11.4.2.6.1 Introduction

A notable challenge when operating in India is the frequency congestion when contacting Mumbai Radio on HF channels. Flight crew should anticipate possible delays in HF communication and should use other methods if contact cannot be established (e.g., CPDLC, in-flight relay, SATCOM).

Note: *Flight crew are advised to carry out a SELCAL check on first contact with Mumbai, Chennai or Kolkata when using HF.*

Awareness of temporary airspace restrictions, due to factors like VVIP movements or military exercises, is crucial. Flight crew should note that the submission of a new flight plan is required for departures delayed by more than 30 minutes.

11.4.2.7 Turkey

11.4.2.7.1 Introduction

Flight operations the Turkey experience frequent instances of GPS jamming. This interference can affect navigation accuracy. Flight crew must remain vigilant for any anomalies in GPS navigation readings when flying in or near Turkey's airspace.

Flight crew should utilize alternate and/or navigation methods as per aircraft capabilities if GPS interference is suspected. Refer to the respective aircraft's FCOM for detailed guidance on navigating in GPS-compromised environments and the use of alternative navigation systems.

Note: *Flight crew shall report any instances of GPS interference to ATC and record them in the aircraft's logbook.*

11.4.3 Europe

11.4.3.1 Aerodrome Authorization and Data

	Aerodrome Data				Aircraft Authorization	
Aerodrome Name	**ICAO code**	**Category**	**RFF**	**Terrain**	**B787**	**Reserved**

Table 17 - Airport Authorizations Europe

11.4.3.2 Area Briefing

11.4.3.2.1 Terrain

Europe's topography includes significant elevation changes due to its diverse range of mountainous regions. This leads to varying Minimum Enroute Altitudes (MEAs) and Minimum Sector Altitudes (MSAs) across the continent. The Alps, Pyrenees, and the Scandinavian Mountains are some of the notable ranges that can influence flight paths and altitudes. Flight crews operating in these areas must ensure they are aware of the MEAs and MSAs, especially during winter months when cold weather temperature corrections may be required.

11.4.3.2.2 Navigation

Traffic routes to/from Europe, Middle East and Asia are constrained by the airspace unavailability in Ukraine. Further capacity reductions in European central/eastern airspace may occur because of military activities at short notice.

11.4.3.2.2.1 Nicosia FIR

Flight crew should note that contrary to ICAO requirements, there is no contract between Ankara and Nicosia Area Control Centers (ACC). Operations in the northern part of the Nicosia FIR may be subject to conflicting ATC instructions in the same piece of airspace.

Flight crew shall note that authority for air traffic control within Nicosia FIR (LCCC), rests solely with Nicosia. ATC instructions within LCCC must only be accepted from Nicosia ACC.

When operating Southbound or Northbound between Nicosia and Ankara FIRs, flight crew must refer to Route Manual / Briefing Bulletins / Nicosia FIR IATA Communication Procedures

11.4.3.2.3 Communication

Flight operations in certain regions may encounter communication difficulties with ATC due to various factors, including local accents and limitations in ATC equipment. These challenges can impact the clarity and reliability of voice communications.

To mitigate these issues, flight crews are encouraged to utilize all available resources to maintain continuous two-way communication with ATC, including Controller Pilot Data Link Communications (CPDLC), In-flight Relay (i.e., using other aircraft as intermediaries to relay communications) and SATCOM.

In scenarios where communication becomes difficult, flight crews should not hesitate to seek clarification or confirmatory read-backs to ensure mutual understanding of all clearances and instructions.

11.4.3.2.4 Meteorology

The weather in Europe is diverse and can have significant implications for flight operations. One of the key meteorological phenomena affecting the region is Atlantic Depressions, which are common, especially during the winter months. These low-pressure systems move eastwards across the continent, often bringing widespread cloud cover, precipitation, and can lead to turbulent conditions. Western and Northern Europe are particularly affected, with the potential for strong winds, snow, and heavy rainfall, which necessitate cold weather operating considerations during flight planning.

Europe can also experience wide-spread foggy conditions during the colder months. Italy and the Netherlands are known for dense fog occurrences. Pilots should be prepared for reduced visibility, which could lead to operational delays and the need for Low Visibility Procedures (LVP). Flight crews should familiarize themselves with airport-specific procedures for operating in low visibility conditions.

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12 DRIFTDOWN / DEPRESSURIZATION

Riyadh Air is employing the Enroute Terrain Analysis functionality of the Lido flight planning system, to generate Drift down and / or Depressurization strategies for each OFP.

Enroute Terrain Analysis for Drift down and Depressurization is meant to achieve terrain clearance for flights over high terrain if one of the following situations occurs:

1. Engine failure resulting in a drift down.
2. Depressurization enforcing the pilot to descend.
3. In both cases the altitude of the aircraft decreases. The DD/DP Analysis checks if this decrease of altitude may lead to a violation of the terrain clearance.

12.1 DRIFTDOWN

In case of an engine failure the aircraft experiences a drift down. The altitude of the aircraft decreases continuously until the level-off altitude is reached, where the aircraft can hold or even increasing the altitude.

The distance between the point where the drift down starts, and the point where level-off altitude is reached, is called 'level-off distance'.

12.1.1 Driftdown Profile

The figure shows the profile of a drift down event including level-off altitude, level-off distance, and the terrain clearance profile. The terrain clearance profile results from the drift down profile and the value for terrain clearance, which is configurable for the DD/DP Analysis. Note that the required terrain clearance after the level-off distance may vary from the one before.

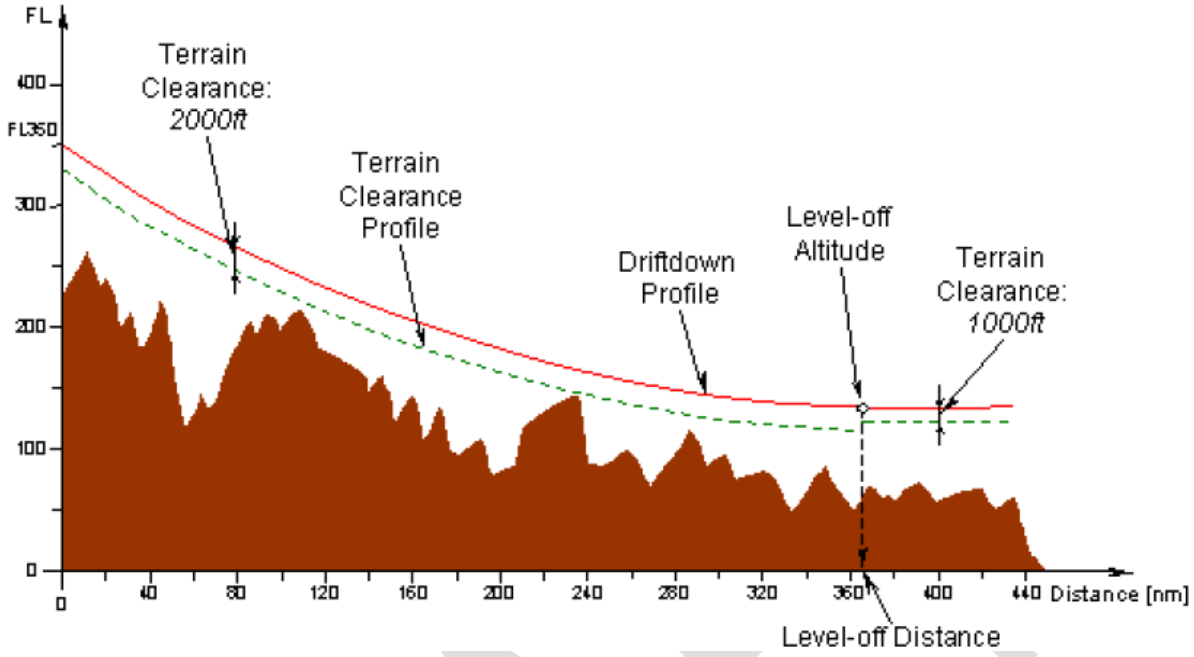

Figure 3 – Drift down and Terrain Clearance Profile

12.2 DEPRESSURIZATION

In case of a loss of pressure the aircraft must descend to reach an altitude where the external pressure is sufficient. This descent is performed stage by stage. Cruise phases and emergency descents alternate. Certain flight levels must be reached within certain time periods.

The assignment of flight levels to time periods results in the depressurization profile. Lido will vary the profile depending on the used oxygen system of the specific aircraft.

12.2.1 Depressurization Profile

The figure shows a depressurization profile as well as the respective terrain clearance profile. The terrain clearance profile results from the depressurization profile and the value for terrain clearance, which is configurable for the DD/DP Analysis.

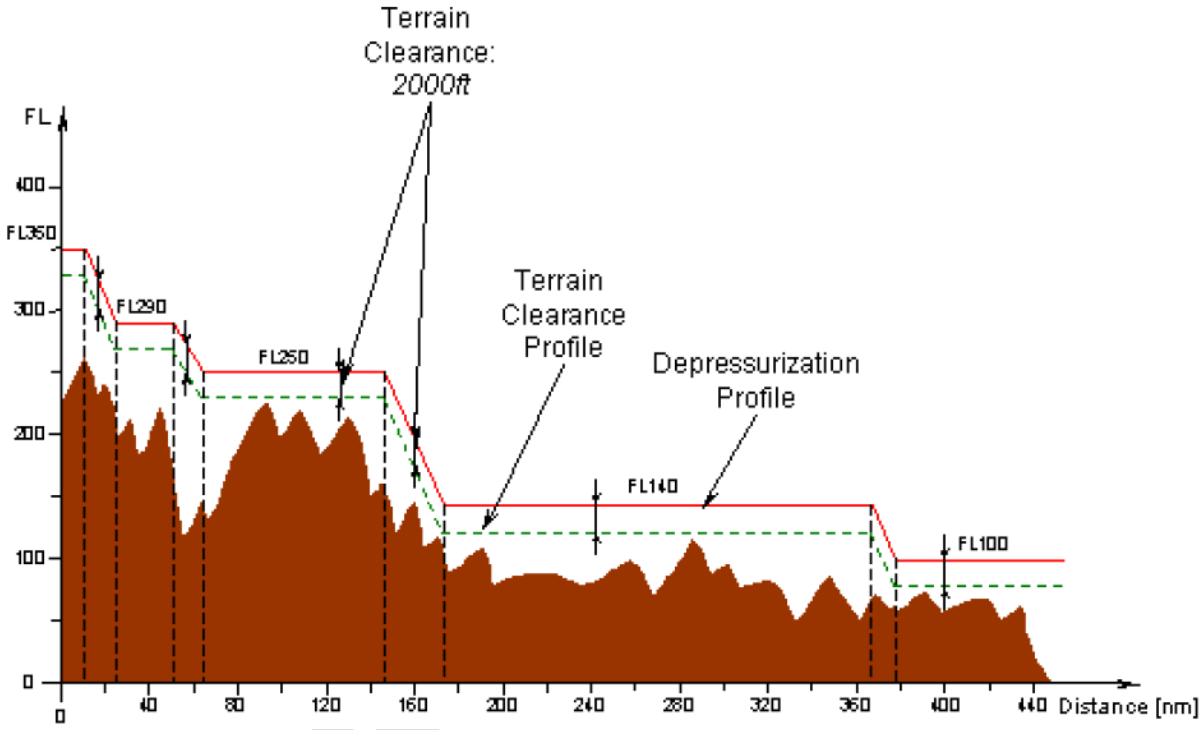

Figure 4 - Depressurization and Terrain Clearance Profile

12.3 AREA BASED AND NONSTANDARD DRIFTDOWN / DEPRESSURIZATION

Reserved

13 COMPANY AIRSPACE RESTRICTIONS

Riyadh Air conducts flight operations into regions where entry into specific Flight Information Regions (FIRs) may be prohibited or restricted by the General Authority of Civil Aviation, the State, Riyadh Air, or one of our code-share partners.

In alignment with these regulations and requirements, Riyadh Air's Flight Operations Department, in collaboration with the Security Department, closely monitors all airspace situations. This includes conducting risk assessments as required and coordinating with the relevant State Air Navigation Service Providers (ANSP) to acquire current and comprehensive airspace information.

To ensure that flight crew and aircraft dispatchers are informed with the latest airspace restrictions, all company-imposed restricted and prohibited airspace details are included in this chapter. However, flight crew are also required to consult the latest State NOTAMs and Special Flight Crew Briefs during flight planning to ensure they have the latest information.

The following definitions are applicable:

1. **Company Restricted airspace**: An airspace of defined dimensions above the land or territorial waters of a state, within which the flight of aircraft is restricted in accordance with certain conditions.
2. **Company Prohibited airspace**: An airspace of defined dimensions above the land or territorial waters of a state, within which the flight of aircraft is strictly forbidden.

This chapter is organized by geographical region, and color coded as follows:

1. Red: The airspace is strictly prohibited for all operations from the ground to an unlimited altitude
2. Yellow: The airspace is restricted to the use of particular airways, flight levels and/ or times

Note: *For safety reasons, the Pilot in Command (PIC) may deviate from the guidelines presented in this section as necessary to ensure the safety of the flight. In such instances, the PIC is expected to exit the restricted or prohibited airspace as expediently as possible and file an ASR documenting the reason for the incursion.*

13.1 AFRICA

FIR	Country	Area	Color Code	Flight Operations
FZAA	Democratic Republic of Congo	All	Yellow	Restricted to operations above FL 260
HECC	Egypt	Sinai Peninsular	Yellow	Restricted to operations above FL 260

HAAA	Ethiopia	Amhara, Afar and Tigray	Yellow	Restricted to operations above FL 260
HLLL	Libya	All	Red	Prohibited
HSSS	Sudan	South of line connecting N0904.1 E02327.2 and N0832.6 E03319.6	Yellow	Restricted to operations above FL 260
HSSS	Sudan	North of line connecting N0904.1 E02327.2 and N0832.6 E03319.6	Red	Prohibited
OYSC	Yemen	Except oceanic portion	Red	Prohibited
GOOO	Mali	All	Red	Prohibited
DRRR	Mali	All	Red	Prohibited
DRRR	Niger	All	Yellow	Restricted to operations above FL 260
FTTT	N'Djamena	All	Yellow	Restricted to operations above FL 260

Table 18 - Restricted Airspaces Africa

13.2 ASIA

FIR	Country	Area	Colour Code	Flight Operations
OAKX	Afghanistan	All	Red	Prohibited
VYYF	Myanmar	Continental portion of Yangon FIR	Yellow	Restricted to operations above FL 260
ZKKP	North Korea	All	Red	Prohibited

Table 19 - Restricted Airspaces Asia

13.3 EUROPE

FIR	Country	Area	Colour Code	Flight Operations
UBBA	Azerbaijan	Portion of airspace over the region Nagorno Karabakh	Red	Prohibited
UKLV UKBV UKDV UKOV UKFV UKBU	Ukraine	All	Red	Prohibited

Table 20 - Restricted Airspaces Europe

13.4 MIDDLE EAST

FIR	Country	Area	Colour Code	Flight Operations
ORBB	Iraq	All, except north-west portion	Yellow	Restricted to operations above FL 260
ORBB	Iraq	North-west portion	Red	Prohibited
OSTT	Syria	All	Red	Prohibited
LLLL	Tel Aviv	All	Red	Prohibited

Table 21 - Restricted Airspaces Middle East

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14 ADVERSE WEATHER

14.1 HIGH DENSITY ALTITUDE OPERATION

14.1.1 General Information

At aerodromes with high density altitude, aircraft energy levels during approach can mimic those seen during a rushed approach at sea level under International Standard Atmosphere (ISA) conditions. This similarity is often compounded by a higher True Airspeed (TAS) in hot and high conditions, which can obscure the perception of approach speed. To estimate density altitude, the following rule of thumb applies:

1. Density Altitude = Aerodrome Altitude + 1,000 feet for every 8 degrees Celsius above ISA.
2. For example, at Nairobi with an elevation of 5,500 feet and an OAT of 32 degrees Celsius (ISA+28), the density altitude would be approximately 9,000 feet.
3. The following briefing details the procedures required before dispatching to high altitude/elevation aerodromes (>5000 ft. AMSL) such as but not limited to, Addis Ababa (ADD), Bogota (BOG), Johannesburg (JNB), Nairobi (NBO), Mexico City (MEX).
4. The procedure checks the dispatch and enroute limiting landing weights to determine the limiting landing weight allowable on arrival. That limiting allowable weight and the trip fuel will need to be considered when determining maximum allowable take-off weight.
5. The take-off weight should be limited to no more than the maximum allowable landing weight plus trip fuel.
6. This procedure should be completed by the flight crew prior to making any final fuel/payload decisions during the pre-departure phase using the OPT.

14.1.2 Pre-departure

Before finalizing payload or making a final fuel decision prior to departure to a high elevation aerodrome:

1. Conservatively calculate the OPT landing performance for both wet and dry runways. On occasion, you will find calculations based on wet performance will allow you to uplift more weight.
2. Both the “Landing Dispatch” and “Landing Enroute” calculations need to be checked. One will normally be limiting for go-around climb gradient and the other may be limiting due to brake cooling. Please also keep in mind the relevant missed approach climb gradient, and the 0.6%

allowance for a turn if required. (Refer to QRH Operational Information chapter). Please verify the limiting landing weight values using the forecast ambient conditions for the ETA. Please be aware that any requests for fuel tankering will affect the planned landing weight.

14.1.3 Calculation of Landing Limited Weight

Use the OPT Performance "Landing Dispatch" – for the destination aerodrome.

1. Decide on Runway, approach, and DH to be used, based on the weather forecast at ETA.
   a. Enter required climb gradient from that missed approach into OPT.
   b. Apply MEL/CDL/NOTAMs if required, select the other defaults as appropriate, e.g. "A/C Auto", A/I, Landing.
   c. Calculate the results.
   d. Under the title "Dispatch Landing Data for RWY xxx" read the value for "Max Landing Wt", this is the maximum landing weight.
2. Next, click the "Show Enroute" tab and calculate performance for expected landing weight and autobrake selection to maximize the runway available by using lowest autobrake setting that does not generate a "Predicted enroute field length exceeds landing distance available" message, or a FOLD value in an amber color.
3. Verify that the "WARNING: FUSE PLUG MELT ZONE" message is not shown.
4. If the above message is shown, reduce weight in the OPT until it is not shown.
5. Take the most restrictive Calculated Maximum Landing Weight from steps 1 and 2 above, then add the trip fuel to destination. This becomes the maximum take-off weight restricted by landing performance.
6. MLW (destination) + Trip Fuel = Max TOGW (Landing Weight Restricted).
7. Compare the OPT RTOW derived for departure aerodrome, and the Weight from step 3 above. The most restrictive of the two is the limiting take-off weight.
8. Max Allowable Take-off Gross Weight (MATOGW) = Lesser of departure aerodrome RTOW and the weight calculated in step 3 above.
9. Please communicate and coordinate any required weight reductions with the dispatcher working the flight.
10. Both the FCOM and QRH provide some guidance if the go around climb performance cannot be met after calculating the performance at time of landing. See FCOM or QRH "Performance Inflight – Text – Normal Configuration Landing Distance – Calculation of Landing Performance at Time of Landing – Go-Around Performance" (after the "FCOM" paragraph) for the relevant aircraft type.

14.2 COLD WEATHER OPERATIONS

For operations in temperatures below 0 degrees centigrade refer to the applicable FCOM Supplementary Procedures Section.

14.2.1 Cold Soaked Fuel and Upper Wing Ice

In order to prevent the formation of ice on the upper wing surface, with subsequent potential delays, de-icing costs and impact on anti-icing holdover times, dispatchers have been instructed to apply the following restriction to fuel tankering.

If the destination OAT is likely to be less than 20°C at time of arrival, the aircraft shall not be planned to land with more than the following fuel quantity:

Type	Fuel Quantity
Boeing 787-9	

Table 22 Maximum Planned Fuel Quantity when destination OAT is less than 20°C

The figure is a planning restriction only and does not apply to aircraft once airborne.

The restriction does not apply if:

1. Fuel is being carried for operational reasons, such as destination alternate requirements, or lack of fuel availability at destination.
2. The flight is planned with a short flight time (up to 2 hours) or low altitude cruise where fuel is unlikely to become cold soaked.
3. If the scheduled ground time of the aircraft at the destination exceeds 12 hours.

14.2.2 Altitude Corrections

Extremely low temperatures create significant altimeter errors and the potential for reduced terrain clearance. When the temperature is colder than ISA, The aircraft's true altitude will be lower than the indicated altitude.

When operating in conditions below 0°C flight crew must apply cold weather altitude corrections as stated in the table below.

Aerodrome Temperature	Corrections Required
0° to -15°C	Ad 10% to the DA/MDA, all approach altitudes, and the MSA Note
Below -15°C	Refer to the aircraft FCOM for the applicable adjustment.

Table 23 - Altitude Correction

Note: If the procedure altitude is above the correct MSA, temperature corrections to approach altitudes (i.e., IAF, IF, FAF) are not required.

Flight crew shall note, altitude corrections are not required under the following conditions:

1. While under ATC radar vectors.
2. When maintaining an ATC assigned flight level (FL).
3. When the reported aerodrome temperature is above 0°C.

When the aerodrome temperature is at or above the minimum published temperature for the procedure being flown.

15 EMERGENCY

15.1 COMMUNICATION FAILURE

Refer to Chapter 6 Communication Failure Procedures.

15.2 UNLAWFUL INTERFERENCE

An aircraft subject to unlawful interference shall attempt to notify the appropriate ATS unit of the situation. If an unlawful interference situation arises, the PIC shall attempt to transponder to Code 7500.

For further information refer to OM-A and the Route Manual / Emergency / International Civil Aviation Organization / Unlawful Interference.

15.3 EMERGENCY DESCENT

When making an emergency descent the PIC shall endeavor to notify ATC.

For further information refer to Route Manual / Emergency / International Civil Aviation Organization / Emergency Descent.

15.4 DISTRESS AND URGENCY COMMUNICATIONS

When declaring a distress (MAYDAY) or Urgency (PAN PAN) situation the PIC should covey the following information to ATC:

1. The name of the station addressed (time and circumstances permitting).
2. The identification of the aircraft.
3. The nature of the distress or urgency.
4. The intention of the PIC.
5. Present position, level i.e., flight level, altitude, etc., as appropriate) and heading.

If the transponder is already operating on a specified code during an emergency, that code must be maintained unless otherwise directed by Air Traffic Control (ATC). In any other circumstance, Code 7700 should be selected.

For further information refer to Route Manual / Emergency / International Civil Aviation Organization / Distress and Urgency Radiotelephony Communication Procedures.

15.5 INTERCEPTION

An aircraft that is intercepted by another aircraft shall immediately:

1. Follow the instructions given by the intercepting aircraft.
2. Notify the appropriate ATA unit.
3. Set the transponder code to 7700, unless otherwise instructed by the ATS unit.
4. For ADS-B or ADS0C equipped aircraft, select the appropriate emergency function.

For further information refer to Route Manual / Emergency / International Civil Aviation Organization / Interception.

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16 APPENDICES

16.1 APPENDIX-A SPECIFICATIONS OF RXI OFP

16.1.1 SCOPE

16.1.1.1 List of Affected Products

Please mark the affected product with "x"

Product	Affected		Product	Affected
1. Lido/Flight			6. Lido Performance Services	
Aircraft Performance Database			Airplane Operations Manual (AOM)	
Airline Operations Support (AOS)			Airplane Perform. Monitoring (APM)	
Air Traffic Management (ATM)			Runway Weight Charts (RWC)	
Briefing				
Datalink				
Data Maintenance				
Dispatch Management				
Interactive Flight Planning	x			
Notams				
Maps				
Optimization				
Post Flight Analysis				
PrePlanning				
Report Generator/RepCap	x			
Takeoff Performance				
Weather				
Weather Notam Inflight Monitor				
2. Lido Briefing				

3. Lido Mobile Solutions				
4. Lido Flight Watch				
5. Lido Web OC				

16.1.1.2 List of Affected Customers

RXI/RX – Riyadh Air

16.1.1.3 List of Affected Versions

RESERVED

16.1.1.4 List of Affected Teams

1. FRA AF/L-DS
2. FRA AF/L-DP
3. GDN A/TP-L-OFB

16.1.1.5 References

16.1.1.5.1 Related Documents

R 1:

16.1.1.5.2 Additional Documents

A 1:

16.1.2 Requirements / Prerequisites

16.1.2.1 Refinement of User Requirements

Requirement ID	Description	Ref. to User Requirement
16.1.2.1.1	RXI OFP Layout shall be implemented according to user requirements.	
16.1.2.1.2	Info OFP shall be implemented.	
16.1.2.1.3	Summary OFP shall be implemented.	
16.1.2.1.4	DataLink OFP shall be implemented	

16.1.2.2 Legal Requirements

Reserved

16.1.2.3 Additional Requirements

Reserved

16.1.3 Functional Specification

16.1.3.1 General Description

OFP Example:

Note: *all data that appear in the following OFP example are exemplary data to illustrate the OFP layout and the single fields the OFP consists of. This OFP example does not comply with a real OFP.*

FLIGHT DISPATCH RELEASE:

```
               FLIGHT DISPATCH RELEASE             IFR // STD 1200Z

RXI7780 /07FEB17       / HZAK14  TO BGR   STD 1200Z  STA 1920Z

XXD  126597/127157              323626           B/O  99055

CALCULATION BASED ON CFP NO (RXI7780 07FEB2017 OFP4)

REMARKS: THE AICRAFT HAS ABILITY TO FLY - THIS IS VERY GOOD NEWS.
AFTER LEAVING COCKPIT TURN OFF MASTER SWITCH.

MEL/CDL:
01-0002
01-01-01-01
3003

FUEL/PAYLOAD INFORMATION FOR FLT RXI7780 / 07FEB17    DEPARTING XXD
EST PAYLOAD   :    22500      KGS
BRK RLS FUEL  :   127157
D.O.W.        :   175940
EST TOGW      :   323626

DISP NAME: JAKUB KASPRZYCKI           PIC NAME: PETE MITCHELL


DATE/TIME RLS SENT/PRINTED  07/08:01
```

```
OFP 4/2/1                                        COMPUTED AT 07FEB17 0801Z
C/S RXI7780   07FEB2017                                    IFR/ETOPS/RCF
        DOHA INTL          -      BANGOR INTL       CRZ SYS       VRBL
          OTBD/XXD                  KBGR/BGR       GND DIST      5526
          1215/1230                 2000/2007      AIR DIST      5934
                                    STA  1920      FL/TEMP:   300/M42
                                                               360/M65
HZAK14/B77W/BOEING 777-321/SELCAL KLOK             AVG WIND   263/039
MTOW 340.2  MLAW 251.3  MZFW 237.7                  AVG W/C       M031
ETOW 323.6  ELAW 224.6  EZFW 198.4                  AVG FF KG/H   7936
                                                   SPEED         ECON
DEP:  OTBD 33   ELEV 0027 FT                       FUEL BIAS     +2.0
ARR:  KBGR 15   ELEV 0192 FT
ALT1: KBOS 04R
ALT2: KJFK 13L
ERA: EINN / BIKF / CYQX
TKOF ALT: OMDB
-------------------------------------------------------------------
ROUTE ID: DEFRTE
WX PROG 0712 0715 0718 0721
-------------------------------------------------------------------
OTBD/33 PATOM UL604 BAH UM444 DAVUS UL602 TASMI UL602 ELEXI UL602
DRZ DCT GAZ UL602 SULAK UL602 MAKOL DCT ORTIP DCT MOPUG DCT BEGLA
DCT DITIS DCT VARIK UL602 TABAT UL602 KEMAD DCT SUPUR UL602 MIMVA
DCT GETNO UL46 REMSI DCT MOLAK DCT RESNO DCT 55N020W 55N030W 54N040W
52N050W DCT TUDEP DCT TOPPS DCT KBGR/15
-------------------------------------------------------------------
DEP ATC CLRN:

-------------------------------------------------------------------
PLANNED FUEL                                    GRND / COMPY   -   FREQ
--------------------------------        SAUDI OPS CTR      -  127.175
FUEL           ARPT   FUEL  TIME        ----------------------------
--------------------------------             DISP RMKS   YES
TRIP           KBGR  99055  1229        ----------------------------
CONT 3%        KPHL    567  0006        T/O ALTN / TOBT / TSAT / CTOT
ALTN           KBOS   4697  0040  DF    ........ / .... / .... / ....
FINRES                2841  0030  7.5   ----------------------------
ETOPS                  110  0001             OPERATIONAL IMPACTS
TERRAIN ADD           8536  0105        ALT DN 4000FT TRIP P 3683 KGS
RECLEARANCE ADD       2233  0017        ZFW UP 4.0    TRIP P 0698 KGS
MEL                   1813  0014        ----------------------------
BALLAST                150              STEPS OTBD/300/SULAK/320/
HOLD                   560  0012              TABAT/340/MOLAK/360/
FOD ADD                361  0003        ----------------------------
ATC                   1820  0014
WXX                   1805  0014
OPN                   2050  0015        AFOB AT
--------------------------------        ENG START: ..............KGS
MINIMUM T/OFF FUEL  126597  1618
--------------------------------
TNK                    560  0004
--------------------------------
PLANNED T/OFF FUEL  127157  1622
TAXI           OTBD    400  0015
```

```
--------------------------------
RAMP FUEL      OTBD 127557  1637
PIC ADJ/REASON       ...../.....
TOTAL FUEL           .....
-----------------------------------------------------------------
TANKERING SECTOR GAIN (P) : (FOR 33.6) BASED ON NEXT LEG
RXI8739T    FLKK/LUN 10 - HAAB/ADD 07R  ALTN HSSS/KRT 18
ZFW: 181.3        PLNTOF: 41.3     TAXI: 0.3      POSS EXTRA: 0.0LDG
-----------------------------------------------------------------
DISPATCHER: JAKUB KASPRZYCKI  PIC: PETE MITCHELL
SIGN: ..................      SIGN: ..................

I THE UNDERSIGNED, DO HEREBY CONFIRM THAT I AM DULY RESTED AND FIT
FOR DUTY (N/A FOR GACAR PART 125)

PIC TO CERTIFY ALL THE REQUIREMENTS OF GACAR PART 91 AND 121 HAVE
BEEN MET

PIC:   ____________________      RELIEF CAPT: ___________

SIGN: ..................      SIGN: ..................

F/O 1: ____________________      F/O 2: ____________________


SIGN: ..................      SIGN: ..................
```

16.1.3.8

```
                              ALTERNATE INFO
ALTN            MORA  DIST  LVL    WC     TIME   DIFF  FUEL   DIFF
KBOS/BOS/04R     17   196  280   M035    0.40          4697
DCT BOS DCT KBOS

KJFK/JFK/13L     14   356  360   M048    1.03  +0.23   7159  +2462
DCT BGR J49 FRIAR J55 ENE DCT PSM DCT LWM DCT BOSOX DCT PUT DCT CCC
V46 DPK DCT KJFK

KEWR/EWR/22R     19   358  360   M053    1.03  +0.24   7247  +2550
DCT BGR J49 FRIAR J55 ENE DCT NELIE DCT HAARP V157 FAMMA DCT KEWR

KPHL/PHL/27R     19   425  360   M054    1.13  +0.33   8269  +3572
DCT BGR J49 FRIAR J55 ENE DCT NELIE DCT CMK J75 SBJ DCT KPHL
-------------------------------------------------------------------
DISP RMKS   THE AICRAFT HAS ABILITY TO FLY - THIS IS VERY GOOD NEWS.
AFTER LEAVING COCKPIT TURN OFF MASTER SWITCH.

-------------------------------------------------------------------
RVSM: GRD CK CPT ..... FT    SB..... FT     FO..... FT
-------------------------------------------------------------------
                          RVSM ALT CHECK

REF ELEV: ..... FT

ALTIMETER GROUND CHECK

PFD LEFT:..... FT       STBY:..... FT      PFD RIGHT:..... FT

RVSM (FL 285 CHECK) COMPLETED [  ]*

PFD LEFT:..... FT       STBY:..... FT      PFD RIGHT:..... FT

*NOTE: TO BE COMPLETED AFTER FIRST LEVEL OFF ABOVE FL 285

-------------------------------------------------------------------
MEL/CDL ITEMS      DESCRIPTION           REMARK
-------------      -----------           ------
01-0002            REMARK NO 2           RIGHT FRONT SEAT INOP

01-01-01-01        NEW REMARK - TO BE    MEL OFP REMARK ADDED FOR
                   CHECKED               TEST PURPOSES

3003               JUST FOR YOUR         ADDITIONAL REMARKS FROM
                   INFORMATION           DISPATCHER: LCB TEST
                                         PURPOSES - OFP REMARK -
                                         READ IT

-------------------------------------------------------------------
                          PERFORMANCE DATA
                    --------------------------------
                               TAKE-OFF

RWY ..... INT .... SHIFT ....      DRY/WET/CON          FLAP   .....
```

```
PACKS / A-PACKS        ON/OFF      ZFW  ..... TONS      V1     .....

A-ICE ENG / WNG        ON/OFF      ATOW ..... TONS      VR     .....

MEL/CDL ITEMS          YES/NO      RATING .....         V2     .....

THRUST  TOGA/FLEX DEG C .............              TO CG/TRIM  .....
                    ---------------------------------
                                LANDING

RWY .....  DRY/WET/CON  FLAP .....  LW .....  TONS    VREF/APP .....
                    ---------------------------------
                                REMARKS



-----------------------------------------------------------------------
LIDO TAKE-OFF DISPATCH PLANNED COND FOR PERF LIM TOW CALCULATION:
DEP A/D    : XXD/OTBD
DEP RWY    : 18C-STD  RWY COND: WET 6 MM              THRUST: FULL
RWY IDENT  : FULL LENGTH NO OBSD
TEMP       : P01      PACKS   : ON                    WIND  : H009
QNH        : 1016     ANTI-ICE: ENG AND WING ON       FLAPS : 15
MEL/CDL    : 30-21-01-02A-01, 03-3-3-1

RESULTS: PERF LIM TOW: 291811                         FLAPS : 15
-----------------------------------------------------------------------
LIDO LANDING DISPATCH PLANNED COND FOR PERF LIM LW CALCULATION:
DEST A/D   : BGR/KBGR
DEST RWY   : 15        RWY COND: DRY SNOW 12 MM       M/A CLB: 2.50%
RWY IDENT  : NO SIGNIFICANT OBS
TEMP       : M31       PACKS   : AUTO                 WIND  : T005
QNH        : 1015      ANTI-ICE: OFF                  FLAPS : 15/41
MEL/CDL    : 01-11-01, 11-02B-01

RESULTS: PERF LIM LW: 250498                          FLAPS : 15/41
-----------------------------------------------------------------------
LIDO LANDING DISPATCH PLANNED COND FOR PERF LIM LW CALCULATION:
ALTN1 A/D  : BOS/KBOS
ALTN1 RWY  : 13L      RWY COND: WET                   M/A CLB: 2.50%
RWY IDENT  : LANDING BEFORE FIRST INTERSECTION
TEMP       : P28      PACKS   : AUTO                 WIND  : H001
QNH        : 1016     ANTI-ICE: OFF                  FLAPS : 15/41
MEL/CDL    : 12-11-01-02B-01

RESULTS: PERF LIM LW: 249776                          FLAPS : 15/41
-----------------------------------------------------------------------
                               TIMES
                               -----
               SCHEDULED       ESTIMATED       ACTUAL
OFF BLOCK      1200Z           1215Z           ......Z
TAKEOFF                        1230Z           ......Z

LANDING                        2000Z           ......Z
IN             1920Z           2007Z           ......Z
```

```
BLOCK TIME     0720            0752            ......
-------------------------------------------------------------------
                      TERRAIN CLEARANCE CHECK
                      -----------------------
DD CHECK - TERRAIN CHECK COMPLETED WITH NO LIMITATIONS FOR TOW UP TO
           326.6 TONS AND CRUISE ALTITUDE AT OR ABOVE 14000FT

DP CHECK - UNABLE TO CLEAR TERRAIN

--------- --------- --------- --------- --------- --------- --------
                      FLIGHT DESTINATION LOG

                MAX SR/05/5530N MIN OAT/-65/RESNO
              MOST CRITICAL MORA 14800 FEET AT BUK

-------------------------------------------------------------------
POINT   FL    MC       LAT    WIND  SR  TAS    DST     TM   REM FUEL
FREQ    MEA   TC       LONG   COMP  TP  G/S   ADST     AT       BURN
       /AWY                    OAT     IAS/MK  ETA     ATA   ACT FUEL
-------------------------------------------------------------------
OTBD/33           N2515.7                                     127157
 ELEV 27FT       E05133.9                                     ......
-------------------------------------------------------------------
DERNO   97   316   N2527.8 330/024            017  00.05     125053
        012  318  E05121.8    M022  55        0017  00.05       2104
DERNO/DERNO1N                 P03      310   ....  .....     ......
-------------------------------------------------------------------
OBBB/ BAHRAIN UIR
-------------------------------------------------------------------
PATOM   197  352   N2558.4 294/043            031  00.05     123299
        012  355  E05118.6    M021  53        0048  00.10       3858
PATOM/DERNO1N                 M17      310   ....  .....     ......
-------------------------------------------------------------------
DENVO   234  296   N2604.9 288/051            014  00.02     122672
        012  298  E05105.1    M049  51        0062  00.12       4485
DENVO/UL604                   M25      310   ....  .....     ......
-------------------------------------------------------------------
BAH     287  292   N2615.9 282/073            026  00.04     121629
116.70  012  295  E05038.9    M071  43        0088  00.16       5528
BAHRAIN/UL604                 M37      830   ....  .....     ......
-------------------------------------------------------------------
ELOSO   300  339   N2624.2 283/077            009  00.01     121330
        012  342  E05035.8    M039  42        0096  00.17       5827
ELOSO/UM444                   M40      830   ....  .....     ......
-------------------------------------------------------------------
T-O-C   300  339   N2624.2 283/077      498   000  00.00     121327
        012  342  E05035.8    M040  41  317   0096  00.17       5830
/UM444                        M42      830   ....  .....     ......
-------------------------------------------------------------------
DESBU   300  339   N2632.7 283/077  02  498   009  00.01     121099
        012  342  E05032.7    M040  40  451   0105  00.19       6058
DESBU/UM444                   M42      838   ....  .....     ......

ACFT W OF LONG  E077 SQWK C2200 IF NO CODE ASSIGNED.
-------------------------------------------------------------------
```

```
EGMOR   300  339   N2642.2 284/076  02  496    010  00.01     120891
        010  341  E05029.1    M041  38  451   0115  00.20       6266
EGMOR/UM444                   M42       838   ....  .....     ......
-------------------------------------------------------------------
LOTOR   300  314   N2648.9 284/075  03  496    009  00.01     120690
        010  317  E05022.0    M064  37  432   0125  00.21       6467
LOTOR/UM444                   M42       838   ....  .....     ......
-------------------------------------------------------------------
RAMSI   300  314   N2702.8 284/074  03  496    019  00.03     120276
        010  317  E05007.2    M063  35  432   0144  00.24       6881
RAMSI/UM444                   M42       838   ....  .....     ......
-------------------------------------------------------------------
ORDAN   300  319   N2717.1 284/072  03  496    018  00.03     119890
        011  322  E04954.7    M057  34  437   0162  00.26       7267
ORDAN/UM444                   M43       838   ....  .....     ......
-------------------------------------------------------------------
GIRSI   300  319   N2741.4 285/068  03  496    031  00.04     119234
        011  322  E04933.2    M056  34  439   0193  00.31       7923
GIRSI/UM444                   M43       838   ....  .....     ......
-------------------------------------------------------------------


-------------------------------------------------------------------
POINT   FL    MC       LAT    WIND  SR  TAS    DST     TM   REM FUEL
FREQ    MEA   TC      LONG    COMP  TP  G/S   ADST     AT       BURN
       /AWY                    OAT    IAS/MK   ETA    ATA   ACT FUEL
-------------------------------------------------------------------
ENASO   300  319   N2757.1 285/066  03  496    020  00.03     118813
        010  322  E04919.2    M054  34  439   0213  00.33       8344
ENASO/UM444                   M43       838   ....  .....     ......
-------------------------------------------------------------------
DAVUS   300  334   N2823.8 286/064  02  494    029  00.04     118221
        010  337  E04906.4    M041  34  450   0242  00.37       8936
DAVUS/UM444                   M44       838   ....  .....     ......
-------------------------------------------------------------------
OKAC/ KUWAIT FIR
-------------------------------------------------------------------
BOXIK   300  323   N2848.2 287/060  03  494    030  00.04     117609
        011  326  E04847.6    M048  34  446   0272  00.41       9548
BOXIK/UL602                   M44       838   ....  .....     ......
-------------------------------------------------------------------
RALKA   300  323   N2926.2 289/055  03  494    046  00.06     116669
        012  326  E04818.3    M045  35  447   0318  00.47      10488
RALKA/UL602                   M45       838   ....  .....     ......
-------------------------------------------------------------------
ORBB/ BAGHDAD FIR
-------------------------------------------------------------------
TASMI   300  327   N3001.3 290/051  02  494    041  00.05     115849
        014  330  E04755.1    M040  35  451   0358  00.53      11308
TASMI/UL602                   M45       838   ....  .....     ......
-------------------------------------------------------------------
GADSI   300  307   N3034.0 291/046  03  492    050  00.07     114829
        015  311  E04711.3    M045  35  446   0408  01.00      12328
GADSI/UL602                   M46       838   ....  .....     ......
-------------------------------------------------------------------
```

```
ALPET   300  307   N3112.3 291/040  03  492    059  00.08     113636
        012  310  E04618.7    M041  35  452   0468  01.07      13521
ALPET/UL602                  M46      838   ....  .....     ......
-------------------------------------------------------------------
ITBIT   300  306   N3147.6 289/037  02  492    055  00.07     112543
        011  310  E04529.3    M037  36  455   0523  01.15      14614
ITBIT/UL602                  M46      838   ....  .....     ......
-------------------------------------------------------------------
MUTLO   300  306   N3210.3 288/034  02  492    036  00.05     111843
        013  310  E04457.1    M033  37  458   0558  01.19      15314
MUTLO/UL602                  M46      837   ....  .....     ......
-------------------------------------------------------------------
LOVEK   300  305   N3222.1 287/032  02  492    019  00.02     111479
        013  309  E04440.0    M031  37  461   0577  01.22      15678
LOVEK/UL602                  M46      837   ....  .....     ......
-------------------------------------------------------------------
DELMI   300  304   N3319.3 280/027  02  492    093  00.12     109688
        014  308  E04313.5    M027  37  464   0670  01.34      17469
DELMI/UL602                  M47      837   ....  .....     ......
-------------------------------------------------------------------
ASNOT   300  304   N3330.0 278/026  02  492    017  00.02     109359
        015  308  E04257.3    M023  37  467   0687  01.36      17798
ASNOT/UL602                  M47      837   ....  .....     ......
-------------------------------------------------------------------
```

```
-------------------------------------------------------------------
POINT   FL    MC       LAT    WIND  SR  TAS    DST     TM   REM FUEL
FREQ    MEA   TC      LONG    COMP  TP  G/S   ADST    AT       BURN
       /AWY                    OAT    IAS/MK   ETA    ATA   ACT FUEL
-------------------------------------------------------------------
GEPAP   300  304   N3349.1 275/024  02  490    030  00.04     108780
        018  309  E04228.9    M021  37  469   0717  01.40      18377
GEPAP/UL602                  M47      837   ....  .....     ......

ACFT ENTR DAMASCUS FIR CTC DAMASCUS ACC VHF 121.3 :05 PRIOR BDRY  .
IF UNABLE CTC LATAKIA TWR VHF 129.6, MONITOR VHF 121.3 CONT.
-------------------------------------------------------------------
OSTT/ DAMASCUS FIR
-------------------------------------------------------------------
ELEXI   300  304   N3441.5 263/024  02  490    084  00.11     107187
        022  308  E04109.0    M019  38  471   0802  01.51      19970
ELEXI/UL602                  M47      837   ....  .....     ......
-------------------------------------------------------------------
DRZ     300  302   N3517.4 253/024  02  490    059  00.08     106077
295.00  021  307  E04011.2    M015  38  474   0861  01.58      21080
DEIR ZZOR/UL602              M48      837   ....  .....     ......
-------------------------------------------------------------------
LTAA/ ANKARA FIR
-------------------------------------------------------------------
GAZ     300  302   N3657.1 229/032  02  490    165  00.21     103036
116.70  046  307  E03728.4    M010  39  478   1027  02.19      24121
```

```
GAZIANTEP/DCT                  M48      837   ....  .....     ......
-------------------------------------------------------------------
INLEV   300  310   N3715.6 227/035  02  488    026  00.03     102566
        059  315  E03705.3    M002  40  486   1053  02.22      24591
INLEV/UL602                    M48      836   ....  .....     ......
-------------------------------------------------------------------
ADSEP   300  310   N3741.2 226/038  02  488    036  00.04     101914
        097  315  E03632.9    M001  40  486   1089  02.27      25243
ADSEP/UL602                    M49      836   ....  .....     ......
-------------------------------------------------------------------
SULAK   300  310   N3753.7 226/039  02  488    018  00.02     101599
        104  315  E03617.2    M000  40  486   1107  02.29      25558
SULAK/UL602                    M49      836   ....  .....     ......
-------------------------------------------------------------------
BUK     320  308   N4014.5 233/039  02  484    205  00.26      97841
114.30  148  314  E03306.3    M009  39  473   1312  02.55      29316
CUBUK/UL602                    M54      837   ....  .....     ......
-------------------------------------------------------------------
DEREL   320  299   N4042.8 226/042  02  482    050  00.06      96946
        088  304  E03211.6    M011  38  470   1362  03.01      30211
DEREL/UL602                    M55      837   ....  .....     ......
-------------------------------------------------------------------
LTBB/ ISTANBUL FIR
-------------------------------------------------------------------
AKCAK   320  297   N4125.7 217/053  02  482    079  00.10      95559
        085  303  E03043.5    M006  37  474   1441  03.11      31598
AKCAK/UL602                    M55      837   ....  .....     ......
-------------------------------------------------------------------
MAKOL   320  297   N4210.2 206/064  01  480    084  00.11      94110
        010  302  E02908.6    M001  37  476   1525  03.22      33047
MAKOL/UL602                    M56      837   ....  .....     ......
-------------------------------------------------------------------
LBSR/ SOFIA FIR
-------------------------------------------------------------------
LRBB/ BUCHAREST FIR
-------------------------------------------------------------------
-------------------------------------------------------------------
POINT   FL    MC       LAT    WIND  SR  TAS    DST     TM   REM FUEL
FREQ    MEA   TC      LONG    COMP  TP  G/S   ADST     AT       BURN
       /AWY                    OAT    IAS/MK   ETA    ATA   ACT FUEL
-------------------------------------------------------------------
ORTIP   320  298   N4358.7 190/066  01  478    199  00.24      90795
        034  303  E02520.0    P015  34  489   1724  03.46      36362
ORTIP/DCT                      M58      836   ....  .....     ......
-------------------------------------------------------------------
LHCC/ BUDAPEST FIR
-------------------------------------------------------------------
MOPUG   320  299   N4609.8 005/015  03  480    236  00.28      86968
        103  304  E02042.5    P020  31  499   1961  04.15      40189
MOPUG/DCT                      M57      836   ....  .....     ......
-------------------------------------------------------------------
BEGLA   320  300   N4749.8 338/060  01  486    178  00.24      83726
        032  304  E01706.9    M034  37  450   2139  04.38      43431
BEGLA/DCT                      M54      840   ....  .....     ......
-------------------------------------------------------------------
```

```
LOVV/ VIENNA FIR
-----------------------------------------------------------------------
DITIS   320  305   N4853.9 317/047  01  486    102  00.14      81807
        035  309  E01507.0    M051  36  435   2241  04.53      45350
DITIS/DCT                    M54       842   ....  .....     ......
-----------------------------------------------------------------------
LKAA/ PRAGUE FIR
-----------------------------------------------------------------------
VARIK   320  305   N5017.5 286/032  01  484    135  00.18      79351
        043  308  E01222.9    M040  37  444   2376  05.11      47806
VARIK/DCT                    M55       841   ....  .....     ......
-----------------------------------------------------------------------
EDUU/ RHEIN UIR
-----------------------------------------------------------------------
PEROX   320  292   N5020.7 285/032  00  482    008  00.01      79216
        043  295  E01212.0    M032  37  451   2384  05.12      47941
PEROX/UL602                  M56       840   ....  .....     ......
-----------------------------------------------------------------------
SODRO   320  294   N5027.9 284/031  00  482    016  00.02      78933
        039  297  E01149.6    M031  36  451   2400  05.14      48224
SODRO/UL602                  M56       840   ....  .....     ......
-----------------------------------------------------------------------
TABAT   320  293   N5033.5 282/030  00  482    013  00.02      78711
        037  296  E01131.9    M030  36  453   2413  05.16      48446
TABAT/UL602                  M56       840   ....  .....     ......
-----------------------------------------------------------------------
BAMKI   340  293   N5043.1 272/030  01  480    022  00.03      78231
        043  296  E01101.2    M028  36  451   2434  05.19      48926
BAMKI/UL602                  M59       840   ....  .....     ......
-----------------------------------------------------------------------
TAMEB   340  293   N5048.5 270/029  01  480    012  00.02      78019
        043  296  E01043.8    M027  36  453   2447  05.20      49138
TAMEB/UL602                  M59       840   ....  .....     ......
-----------------------------------------------------------------------
ROBEL   340  293   N5053.9 267/028  01  480    012  00.02      77805
        043  296  E01026.1    M025  36  455   2459  05.22      49352
ROBEL/UL602                  M58       840   ....  .....     ......
-----------------------------------------------------------------------
KEMAD   340  293   N5107.4 259/026  01  480    032  00.04      77262
        041  295  E00940.5    M023  37  456   2491  05.26      49895
KEMAD/UL602                  M58       840   ....  .....     ......
-----------------------------------------------------------------------

-----------------------------------------------------------------------
POINT   FL    MC       LAT    WIND  SR  TAS    DST     TM   REM FUEL
FREQ    MEA   TC      LONG    COMP  TP  G/S   ADST     AT       BURN
       /AWY                    OAT    IAS/MK   ETA    ATA   ACT FUEL
-----------------------------------------------------------------------
EDVV/ HANNOVER UIR
-----------------------------------------------------------------------
EHAA/ AMSTERDAM FIR
-----------------------------------------------------------------------
SUPUR   340  295   N5300.9 216/028  01  480    253  00.32      73081
        038  297  E00333.9    M011  33  468   2743  05.58      54076
SUPUR/DCT                    M57       839   ....  .....     ......
```

```
-------------------------------------------------------------------
EGTT/ LONDON UIR
-------------------------------------------------------------------
MIMVA   340  298   N5306.1 215/027  01  478    011  00.01      72908
        010  299  E00318.2    M003  33  474   2754  06.00      54249
MIMVA/UL602                  M59      838   ....  .....     ......
-------------------------------------------------------------------
GETNO   340  282   N5355.8 241/010  00  480    248  00.31      68923
        029  282  W00329.8    M004  32  476   3002  06.31      58234
GETNO/DCT                    M57      838   ....  .....     ......
-------------------------------------------------------------------
REMSI   340  281   N5357.6 256/010  00  484    012  00.01      68732
        010  279  W00349.5    M008  31  476   3014  06.32      58425
REMSI/UL46                   M53      839   ....  .....     ......
-------------------------------------------------------------------
EGPX/ SCOTTISH UIR
-------------------------------------------------------------------
EISN/ SHANNON UIR
-------------------------------------------------------------------
MOLAK   340  285   N5436.8 326/065  01  484    203  00.26      65358
        038  281  W00930.4    M023  34  460   3217  06.59      61799
MOLAK/DCT                    M55      840   ....  .....     ......
-------------------------------------------------------------------
EGPX/ SCOTTISH UIR
-------------------------------------------------------------------
EGGX/ SHANWICK OCEANIC FIR MACH A/S
-------------------------------------------------------------------
RESNO   360  283   N5500.0 277/034  01  472    192  00.27      61972
        010  277  W01500.0    M043  39  429   3408  07.26      65185
RESNO/DCT                    M65      840   ....  .....     ......
5520N   360  278   N5500.0 234/091  03  474    172  00.24      59009
        010  270  W02000.0    M050  35  423   3580  07.50      68148
N5500 W02000/DCT             M64      840   ....  .....     ......
-------------------------------------------------------------------
ENTRY1  360  282   N5500.3 234/091              005  00.01      58929
        010  270  W02008.1    M050  35        3585  07.51      68228
/DCT                         M64      840   ....  .....     ......
-------------------------------------------------------------------
ETP1-1  360  282   N5504.5 228/086              080  00.11      57564
        010  270  W02226.7    M050  33        3665  08.02      69593
/DCT                         M62      840   ....  .....     ......
-------------------------------------------------------------------
CZQX/ GANDER OCEANIC FIR
-------------------------------------------------------------------
5530N   360  282   N5500.0 210/071  04  482    260  00.37      53106
        010  270  W03000.0    M051  27  426   3925  08.39      74051
N550000 W0300000/DCT         M57      840   ....  .....     ......
-------------------------------------------------------------------


-------------------------------------------------------------------
POINT   FL    MC       LAT    WIND  SR  TAS    DST     TM   REM FUEL
FREQ    MEA   TC      LONG    COMP  TP  G/S   ADST     AT       BURN
       /AWY                   OAT    IAS/MK   ETA    ATA   ACT FUEL
-------------------------------------------------------------------
```

```
ETP1-2  360  276   N5412.0 230/038             301  00.40      48251
        010  260  W03833.0    M037  26        4226  09.18      78906
/DCT                          M50       840   ....  .....     ......
-------------------------------------------------------------------
5440N   360  276   N5400.0 233/033  01  490    052  00.07      47405
        010  260  W04000.0    M034  26  454   4278  09.25      79752
N5400 W04000/DCT              M49       840   ....  .....     ......
-------------------------------------------------------------------
EXIT1   360  270   N5301.2 260/036             206  00.27      44188
        010  252  W04532.2    M032  27        4484  09.52      82968
/DCT                          M50       840   ....  .....     ......
-------------------------------------------------------------------
5250N   360  270   N5200.0 282/039  01  488    174  00.23      41472
        010  252  W05000.0    M030  28  458   4659  10.15      85685
N5200 W05000/DCT              M51       840   ....  .....     ......
-------------------------------------------------------------------
TUDEP   360  267   N5110.0 293/056  01  488    131  00.17      39433
        010  248  W05314.0    M035  24  452   4789  10.32      87724
TUDEP/DCT                     M51       840   ....  .....     ......
-------------------------------------------------------------------
CZQM/ MONCTON FIR
-------------------------------------------------------------------
T-O-D   360  257   N4556.3 277/110       484    615  01.30      29103
        037  239  W06633.7    M067  39  409   5404  12.03      98054
/DCT                          M58       846   ....  .....     ......
-------------------------------------------------------------------
KZBW/ BOSTON LOWER FIR
-------------------------------------------------------------------
TOPPS   143  257   N4520.4 252/042             061  00.10      28920
        037  239  W06744.3    M032  39        5465  12.13      98237
TOPPS/DCT                     M26       300   ....  .....     ......
-------------------------------------------------------------------
KBGR/15            N4448.4                    061  00.16      28102
 ELEV 192FT       W06849.7                   5526  12.29  GATE27915
-------------------------------------------------------------------
```

WIND SUMMARY INFORMATION

	FL100	FL150	FL200	FL310	FL350
CLIMB	339/020 P01	325/027 M09	301/038 M20	283/081 M43	281/095 M46

WPT	2FLBELOW	1FLBELOW	CURRENT	1FLABOVE	2FLABOVE
TOC	283/069 M37	283/077 M42	282/085 M44	283/069 M37	283/077 M42
DESBU	283/068 M37	283/077 M42	282/084 M44	283/069 M37	283/077 M42
EGMOR	284/067 M37	284/076 M42	283/083 M44	283/069 M37	283/077 M42
LOTOR	285/066 M38	284/075 M42	283/082 M44	283/069 M37	283/077 M42
RAMSI	286/063 M38	284/074 M42	283/081 M45	283/069 M37	283/077 M42
ORDAN	287/061 M38	284/072 M43	283/079 M45	283/069 M37	283/077 M42
GIRSI	287/058 M39	285/068 M43	284/076 M46	283/069 M37	283/077 M42
ENASO	288/056 M39	285/066 M43	284/074 M46	283/069 M37	283/077 M42
DAVUS	289/053 M39	286/064 M44	285/070 M47	283/069 M37	283/077 M42
BOXIK	289/050 M40	287/060 M44	286/066 M48	283/069 M37	283/077 M42
RALKA	291/047 M40	289/055 M45	287/061 M48	283/069 M37	283/077 M42
TASMI	294/044 M40	290/051 M45	289/058 M49	283/069 M37	283/077 M42
GADSI	294/041 M40	291/046 M46	289/052 M49	283/069 M37	283/077 M42
ALPET	295/036 M41	291/040 M46	288/046 M50	283/069 M37	283/077 M42
ITBIT	293/032 M41	289/037 M46	286/042 M50	283/069 M37	283/077 M42
MUTLO	291/029 M41	288/034 M46	285/039 M51	283/069 M37	283/077 M42
LOVEK	290/028 M41	287/032 M46	284/038 M51	283/069 M37	283/077 M42
DELMI	282/023 M41	280/027 M47	277/032 M51	281/022 M42	278/026 M47
ASNOT	281/022 M42	278/026 M47	275/031 M52	281/022 M42	278/026 M47
GEPAP	278/021 M42	275/024 M47	271/030 M52	281/022 M42	278/026 M47
ELEXI	263/019 M42	263/024 M47	261/028 M52	281/022 M42	278/026 M47
DRZ	252/020 M42	253/024 M48	253/027 M53	281/022 M42	278/026 M47
GAZ	230/033 M43	229/032 M48	233/031 M53	281/022 M42	278/026 M47
INLEV	229/035 M43	227/035 M48	232/034 M53	281/022 M42	278/026 M47
ADSEP	229/037 M43	226/038 M49	232/037 M53	281/022 M42	278/026 M47
SULAK	229/038 M43	226/038 M49	232/038 M53	281/022 M42	278/026 M47
BUK	233/037 M50	233/039 M55	233/044 M59	317/047 M54	315/045 M58
DEREL	225/041 M50	226/042 M55	227/045 M60	317/047 M54	315/045 M58
AKCAK	217/052 M50	217/053 M55	217/055 M61	317/047 M54	315/045 M58
MAKOL	208/058 M52	206/064 M56	207/071 M62	317/047 M54	315/045 M58
ORTIP	191/063 M55	190/066 M59	191/060 M62	317/047 M54	315/045 M58
MOPUG	010/008 M52	005/015 M53	352/016 M54	317/047 M54	315/045 M58
BEGLA	342/060 M50	338/060 M54	336/059 M58	317/047 M54	315/045 M58
DITIS	322/047 M50	317/047 M54	315/045 M58	317/047 M54	315/045 M58
VARIK	298/034 M51	286/032 M56	283/036 M58	286/032 M56	283/036 M58
PEROX	295/034 M52	285/032 M56	282/035 M58	317/047 M54	315/045 M58
SODRO	289/034 M52	284/031 M56	280/033 M59	286/032 M56	283/036 M58
TABAT	285/035 M52	282/030 M56	277/032 M59	317/047 M54	315/045 M58
BAMKI	277/030 M56	272/030 M59	274/028 M60	317/047 M54	315/045 M58
TAMEB	273/031 M56	270/029 M59	271/027 M60	317/047 M54	315/045 M58
ROBEL	268/032 M56	267/028 M58	266/026 M60	317/047 M54	315/045 M58
KEMAD	260/034 M55	259/026 M58	253/024 M60	317/047 M54	315/045 M58
SUPUR	211/024 M59	216/028 M59	217/023 M56	286/032 M56	283/036 M58

```
MIMVA   208/024 M59 216/027 M59 216/022 M56 286/032 M56 283/036 M58
GETNO   233/011 M53 241/010 M53 265/010 M53 286/032 M56 283/036 M58
REMSI   255/010 M52 256/010 M53 274/011 M53 286/032 M56 283/036 M58
MOLAK   334/075 M58 326/065 M60 319/052 M60 207/071 M51 210/071 M50
RESNO   284/050 M60 277/034 M65 259/038 M69 286/032 M56 283/036 M58
5520N   234/107 M63 234/091 M63 214/066 M62 285/032 M56 282/035 M58
5530N   207/071 M51 210/071 M50 210/064 M50 285/032 M56 282/035 M58
5440N   236/029 M50 233/033 M50 233/036 M50 285/032 M56 282/035 M58
5250N   283/036 M52 282/038 M51 281/042 M51 285/032 M56 282/035 M58
TUDEP   293/053 M51 293/056 M51 292/056 M52 285/032 M56 282/035 M58
TOD     275/105 M58 277/109 M63 276/116 M68 285/032 M56 282/035 M58


        FL390       FL350       FL310       FL200       FL100
DESCENT 277/115 M68 276/107 M61 271/098 M51 270/062 M25 261/034 M09


   ETOPS CRITICAL POINT INFORMATION (ETOPS THRESHOLD TIME: 180MIN)
   ---------------------------------------------------------------

      CRITICAL POINT FOR FUEL REQUIREMENTS: N5412.0 W03833.0

ETOPS INFORMATION ELTME TIME   DIST     MORA    ICE CFUEL   FOB COND
                                ISA      W/C

ETP1-1  EINN/BIKF  0802 0124  498/535  023/023    0 11972 57564  DX
N5504.5 W02226.7              M05/M05 P018/P048

ETP1-2  BIKF/CYQX  0918 0203  762/674  019/023    0 17020 48251  DX
N5412.0 W03833.0              M10/M19 P032/M010

DX - ONE ENGINE OUT WITH DECOMPRESSION
DC - DECOMPRESSION
1X - ONE ENGINE OUT
-------------------------------------------------------------------
ENRTE ALTNS  (WEATHER SUITABILITY PERIOD)
EINN  18:48  22:27    WX MIN:  400-1524     FCST WX:  9999-9999
BIKF  20:26  22:55    WX MIN:  290-800      FCST WX:  9999-9999
CYQX  20:52  22:55    WX MIN: 1670-2200     FCST WX:  9999-6000
-------------------------------------------------------------------
              ROUTE TO DESTINATION ALTERNATE - KBOS
-------------------------------------------------------------------
POINT   FL    MC       LAT    WIND  SR  TAS    DST     TM   REM FUEL
FREQ    MEA   TC       LONG   COMP  TP  G/S   ADST     AT       BURN
       /AWY                    OAT    IAS/MK   ETA    ATA   ACT FUEL
-------------------------------------------------------------------
KBGR/15           N4448.4                                    28102
 ELEV 192FT      W06849.7                                   ......
-------------------------------------------------------------------
T-O-C   280  229   N4413.6 262/075      424    043  00.08      25228
        024  213  W06921.6    M047  39  306   0043  00.08       2874
/DCT                          M38      830   ....   .....    ......
```

```
-------------------------------------------------------------------
T-O-D   280  228   N4328.1 260/068      424    055  00.09      24417
        024  213  W07002.1    M047  39  341   0098  00.17       3685
/DCT                          M41       713   ....   .....    ......
-------------------------------------------------------------------
KZBW/ BOSTON LOWER FIR
-------------------------------------------------------------------
BOS      27  226   N4221.4 218/025             080  00.16      23882
112.70  024  213  W07059.4    M017  39         0178  00.33       4220
BOSTON/DCT                     P00       300   ....   .....    ......
-------------------------------------------------------------------
KBOS/04R           N4221.8                     018  00.07      23405
 ELEV 19FT        W07100.4                    0196  00.40
-------------------------------------------------------------------
                        RECLEARANCE INFORMATION
                        -----------------------

FINAL DEST:    KBGR/BGR                          RECLEAR POINT: TUDEP

ENROUTE DEST:  BGSF/SFJ                  ENROUTE DEST ALTN: CYJT/YJT

-------------------------------------------------------------------

               PRE-FLIGHT FUEL INFORMATION FROM:OTBD/XXD
               -----------------------------------------

    FUEL DIFF FINAL DEST:KBGR/BGR TO ENROUTE DEST:BGSF/SFJ: 2233

        FINAL DEST:KBGR/BGR              ENROUTE DEST:BGSF/SFJ

---------------------------------  ---------------------------------
FUEL           ARPT   FUEL   TIME  FUEL           ARPT   FUEL   TIME
---------------------------------  ---------------------------------
TRIP           KBGR  99055   1229  TRIP           BGSF 100404   1242
CONT 3%        KPHL    567   0006  CONT 3%        KPHL   3012   0023
ALTN           KBOS   4697   0040  ALTN           CYJT   4051   0043
FINRES                2841   0030  FINRES                2837   0030
ETOPS                  110   0001  ETOPS                  440   0003
TERRAIN ADD           8536   0105  TERRAIN ADD           9601   0113
MEL                   1813   0014  MEL                   1791   0014
BALLAST                150         BALLAST                150
HOLD                   560   0012  HOLD                   100     0001
FOD ADD                361   0003  FOD ADD               2283   0017
ATC                   1820   0014  ATC                   1797   0014
WXX                   1805   0014  WXX                   1782   0013
OPN                   2050   0015  OPN                   1919   0015
TNK                    560   0004  TNK                    430   0003
---------------------------------  ---------------------------------
T/OFF FUEL          124924   1622  T/OFF FUEL          126447   1606
TAXI           OTBD    400   0015  TAXI           OTBD    400   0015
---------------------------------  ---------------------------------
BLOCK FUEL     OTBD 125324   1637  BLOCK FUEL     OTBD 126847   1621
-------------------------------------------------------------------

          IN-FLIGHT FUEL INFORMATION FROM RECLEAR POINT:TUDEP
```

```
                                                    ENROUTE DEST:BGSF/SFJ
FINAL DEST:KBGR/BGR
--------------------------------  --------------------------------
FUEL           ARPT   FUEL   TIME  FUEL           ARPT   FUEL   TIME
--------------------------------  --------------------------------
TRIP           KBGR  11331   0156  TRIP           BGSF  12677   0210
CONT 5%               567   0006  CONT 5%               634   0005
ALTN           KBOS   4697   0040  ALTN           CYJT   4051   0043
FINRES                2841   0030  FINRES                2837   0030
ETOPS                  110   0001  ETOPS                  440   0003
TERRAIN ADD           8536   0105  TERRAIN ADD           9601   0113
MEL                   1813   0014  MEL                   1791   0014
BALLAST                150         BALLAST                150
FOD ADD                361   0003  FOD ADD                100   0002
HOLD                   560   0012  HOLD                  2283   0017
ATC                   1820   0014  ATC                   1797   0014
WXX                   1805   0014  WXX                   1782   0013
OPN                   2050   0015  OPN                   1919   0015
TNK                    560   0004  TNK                    430   0003
--------------------------------  --------------------------------
PFOB           TUDEP  37199       MIN FUEL O/H  TUDEP  36342
-----------------------------------------------------------------
                      ENROUTE FLIGHT RELEASE                      0
                      ----------------------

EFR RECVD AT ....Z  MFOB AT TUDEP .....KG

               PRED FOB AT TUDEP .....KG

PIC DECISION DIVERT/CONTINUE REMARKS.............................

-----------------------------------------------------------------
FLIGHT PLAN ROUTE FROM DECISION POINT TO ENROUTE DESTINATION
-----------------------------------------------------------------
TAFFY N0480F390 DCT CL DCT FINNI V382 YDF DCT BGSF
ARR SJF RWY 09
-----------------------------------------------------------------  16.1.3.20
ENROUTE DESTINATION ALTERNATE INFORMATION
-----------------------------------------------------------------
ALTN          MORA  DIST  LVL    WC     TIME         FUEL
CYJT/YJT/27     29   200  280   M053    0.43         4051
BGSF YQX5 YJT DCT CYJT
-----------------------------------------------------------------
                      RECLEARANCE FLIGHT LOG                      0
-----------------------------------------------------------------
POINT   FL    MC       LAT     WIND  SR  TAS    DST     TM   REM FUEL
FREQ    MEA   TC       LONG    COMP  TP  G/S   ADST     AT       BURN
       /AWY                     OAT     IAS/MK  ETA    ATA   ACT FUEL
-----------------------------------------------------------------
TUDEP   360  293   N5110.0 293/056       485                    38720
        010  291  W05314.0    M035  24   454   4789  10.32      87727
TUDEP/DCT                     M51       840   ....  .....     ......
-----------------------------------------------------------------
5850N   370  036   N5800.0 252/012  00   486    425  00.53      32654
        010  015  W05000.0    P001  30   486   5215  11.25      93793
```

```
N58000000 W050000000/DCT        M53      840   ....  .....     ......
--------------------------------------------------------------------------
5950N   370  023   N5900.0 222/007  00  484    060  00.07      31823
        010  360  W05000.0    P004  30  487   5275  11.32      94624
N59000000 W050000000/DCT        M55      840   ....  .....     ......
--------------------------------------------------------------------------
6050N   370  023   N6000.0 180/010  01  482    060  00.08      31003
        010  000  W05000.0    P008  31  491   5335  11.40      95444
N600000 W0500000/DCT            M56      840   ....  .....     ......
--------------------------------------------------------------------------
KU      370  013   N6404.2 130/025  00  480    251  00.30      27651
298.00  027  347  W05200.8    P015  32  495   5586  12.10      98796
KOOK ISLANDS/DCT                M58      840   ....  .....     ......
--------------------------------------------------------------------------
T-O-D   370  037   N6449.2 127/027      480    046  00.06      27045
        069  009  W05145.5    P014  32  494   5631  12.16      99402
/DCT                            M59      840   ....  .....     ......
--------------------------------------------------------------------------
SF       12  037   N6658.0 144/010              130  00.24      26222
382.00  069  009  W05056.5    M002  31         5762  12.40     100225
SONDRE STROMFJORD/DCT           M06      300   ....  .....     ......
--------------------------------------------------------------------------
BGSF/09           N6701.0                     007  00.02      26043
 ELEV 100FT      W05041.4                    5768  12.42
--------------------------------------------------------------------------
```

16.1.3.2 Use Cases

Use Case ID	Use Case	Implementation Proposal	Ref. To User Requirement ID
16.1.3.2.1	Main OFP generation		
16.1.3.2.2	Info OFP generation		
16.1.3.2.3	Summary OFP generation		
16.1.3.2.4	DataLink OFP generation		

16.1.3.3 Functional Description – OFP – Flight Dispatch Release

Section contains short summary of flight (masses, times, MEL/CDL codes).

```
               FLIGHT DISPATCH RELEASE             IFR // STD 1200Z

RXI7780 /07FEB17       / HZAK14   TO BGR    STD 1200Z   STA 1920Z

XXD   126597/127157              323626           B/O   99055

CALCULATION BASED ON CFP NO (RXI7780 07FEB2017 OFP4)

REMARKS: THE AICRAFT HAS ABILITY TO FLY - THIS IS VERY GOOD NEWS.
AFTER LEAVING COCKPIT TURN OFF MASTER SWITCH.

MEL/CDL:
01-0002
01-01-01-01
3003

FUEL/PAYLOAD INFORMATION FOR FLT RXI7780 / 07FEB17    DEPARTING XXD
EST PAYLOAD    :    22500      KGS
BRK RLS FUEL   :   127157
D.O.W.         :   175940
EST TOGW       :   323626

DISP NAME: JAKUB KASPRZYCKI           PIC NAME: PETE MITCHELL


DATE/TIME RLS SENT/PRINTED  07/08:01
```

Id	Example	General Description	M/O	Size	Format/ Alignment
16.1.3.3.1	FLIGHT DISPATCH RELEASE	Label	M		
16.1.3.3.2	IFR // STD	Label.	M		
	1200Z	Estimated Time of Departure followed by label "Z"	M	5	HHmm
16.1.3.3.3	RXI7780	ATC Callsign.	M	≤8	
16.1.3.3.4	/07FEB17	Label "/" followed by scheduled time of departure.	M	8	ddMMMyy
16.1.3.3.5	/HZAK14	Label "/" followed aircraft registration.	M	6	
16.1.3.3.6	TO BGR	Label "/" followed by IATA code of actual destination airport.	M	6	
16.1.3.3.7	STD	Label	M		
	1200Z	Estimated Time of Departure followed by label "Z"	M	5	HHmm
	STA	Label	M		

Id	Example	General Description	M/O	Size	Format/ Alignment
16.1.3.3.8	1920Z	Scheduled Time of Arrival.	M	5	HHmm

Id	Example	General Description	M/O	Size	Format/ Alignment
16.1.3.3.9	XXD	IATA code of departure airport.	M	3	
16.1.3.3.10	126597	Planned Take Off Fuel without tankering fuel.	M	≤6	kg/lb, right aligned
16.1.3.3.11	/127157	Label "/" followed Planned Take Off Fuel with tankering fuel. To be shown only if tankering fuel greater than zero.	O	≤7	kg/lb
16.1.3.3.12	323626	Planned Take Off Weight.	M	≤6	kg/lb
16.1.3.3.13	B/O	Label.	M		
	99055	Trip fuel.	M	≤6	kg/lb
16.1.3.3.14	CALCULATION BASED ON CFP NO (	Label.	M		
16.1.3.3.15	RXI7780	ATC Callsign.	M	≤8	
16.1.3.3.16	07FEB2017	Date of origin.	M	10	ddMMMyyyy

Id	Example	General Description	M/O	Size	Format/ Alignment
16.1.3.3.17	OFP4	Label "OFP" followed by OFP scenario number.	M	Vrlb.	
16.1.3.3.18	REMARKS: THE AICRAFT HAS ABILITY TO FLY – THIS IS VERY GOOD NEWS. AFTER LEAVING COCKPIT TURN OFF MASTER SWITCH.	OFP Remarks.	M	Vrlb.	
	REMARKS:	Label.	M		
	THE AICRAFT HAS ABILITY TO FLY – THIS IS VERY GOOD NEWS. AFTER LEAVING COCKPIT TURN OFF MASTER SWITCH.	OFP remarks as inserted via OFP Remarks button in FPL/OFP Transmission frame. To be shown if defined.	O	Vrlb.	
16.1.3.3.19	MEL/CDL: 01-0002 ... or MEL/CDL: NONE	List with MEL/CDL deviation codes. If MEL/CDL is not defined following information is presented.	O	Vrlb.	
	MEL/CDL:	Label.	M		
	01-0002	MEL/CDL deviation code.	O		

Id	Example	General Description	M/O	Size	Format/ Alignment
16.1.3.3.20	FUEL/PAYLOAD INFORMATION FOR FLT	Label.	M		
16.1.3.3.21	RXI7780	ATC Callsing.	M	≤8	
16.1.3.3.22	/ 07FEB17	Label "/ " followed by date of origin.	M	9	ddMMMyy
16.1.3.3.23	DEPARTING	Label.	M		
	XXD	IATA code of departure airport.	M	3	
16.1.3.3.24	EST PAYLOAD :	Label.	M		
	22500	Planned load.	M	≤6	kg/lb, right aligned
16.1.3.3.25	KGS	Label which indicates used mass unit. Possible values are: KGS or LBS	M	3	
16.1.3.3.26	BRK RLS FUEL :	Label.	M		
	127157	Planned Take Off Fuel.	M	≤6	kg/lb, right aligned
	D.O.W. :	Label.	M		

Id	Example	General Description	M/O	Size	Format/ Alignment
16.1.3.3.27	175940	Dry Operating Weight.	M	≤6	kg/lb, right aligned

Id	Example	General Description	M/O	Size	Format/ Alignment
16.1.3.3.28	EST TOGW :	Label.	M		
	323626	Planned Take Off Weight.	M	≤6	kg/lb, right aligned
16.1.3.3.29	DISP NAME: JAKUB KASPRZYCKI	Dispatcher data. To be shown if planned.	O	≤27	
	DISP NAME:	Label.	M		
	JAKUB	Dispatcher's first name.	O	Vrlb.	
	KASPRZYCKI	Dispatcher's last name.	O	Vrlb.	
16.1.3.3.30	PIC NAME: PETE MITCHELL	PIC data. To be shown if defined.	O	Vrlb.	
	PIC NAME:	Label.	M		
	PETE MITCHELL	PIC Name.	O	≤19	
16.1.3.3.31	DATE/TIME RLS SENT/PRINTED	Label.	M		
16.1.3.3.32	07/08:01	Day of flight calculation time followed by label "/" and Time of flight calculation time	M	8	dd/HH:mm

16.1.3.4 Functional Description – OFP – Basic Data

Section contains information about flight including weights, FMS block, weather prognosis, ATC routing text.

```
OFP 4/2/1                                    COMPUTED AT 07FEB17 0801Z
C/S RXI7780   07FEB2017                                 IFR/ETOPS/RCF
        DOHA INTL        -      BANGOR INTL       CRZ SYS       VRBL
          OTBD/XXD                KBGR/BGR       GND DIST      5526
          1215/1230               2000/2007      AIR DIST      5934
                                  STA  1920      FL/TEMP:   300/M42
                                                             360/M65
HZAK14/B77W/BOEING 777-321/SELCAL KLOK           AVG WIND   263/039
MTOW 340.2  MLAW 251.3  MZFW 237.7                AVG W/C       M031
ETOW 323.6  ELAW 224.6  EZFW 198.4                AVG FF KG/H   7936
                                                  SPEED         ECON
DEP:  OTBD 33   ELEV 0027 FT                      FUEL BIAS     +2.0
ARR:  KBGR 15   ELEV 0192 FT
ALT1: KBOS 04R
ALT2: KJFK 13L
ERA: EINN / BIKF / CYQX
TKOF ALT: OMDB
--------------------------------------------------------------------
ROUTE ID: DEFRTE
WX PROG 0712 0715 0718 0721
--------------------------------------------------------------------
OTBD/33 PATOM UL604 BAH UM444 DAVUS UL602 TASMI UL602 ELEXI UL602
DRZ DCT GAZ UL602 SULAK UL602 MAKOL DCT ORTIP DCT MOPUG DCT BEGLA
DCT DITIS DCT VARIK UL602 TABAT UL602 KEMAD DCT SUPUR UL602 MIMVA
DCT GETNO UL46 REMSI DCT MOLAK DCT RESNO DCT 55N020W 55N030W 54N040W
52N050W DCT TUDEP DCT TOPPS DCT KBGR/15
--------------------------------------------------------------------
DEP ATC CLRN:
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.4.1	OFP 4/2/1	→ Label "OFP" with ETOPS and RCF calculation: OFP Number/RCF Number/ETOPS Number	M	≤11	
	OFP 4	→ standard calculation (no ETOPS, no RCF): Label "OFP" followed by OFP Number			
	OFP 4/1	→ Label "OFP" with RCF calculation (no ETOPS): OFP Number/RCF Number			
	OFP 4/0/1	→ Label "OFP" with ETOPS calculation (no RCL): OFP Number/RCL Number (which in this case is zero)/ETOPS Number			
16.1.3.4.2	COMPUTED AT	Label.	M		
16.1.3.4.3	07FEB17 0801Z	Calculation time followed by label "Z"	M	13	ddMMMyy HHmm
16.1.3.4.4	C/S RXI7780	Label "C/S" followed by ATC Callsing.	M	≤11	
16.1.3.4.5	07FEB2017	Scheduled Time of Departure as date.	M	9	ddMMMyyyy

16.1.3.4.6	IFR/ETOPS/RCF	Special flight case indicators.	M	Vrlb	
	IFR	Label.			
	/ETOPS	Label to be shown only for ETOPS scenario.			
	/RCF	Label to be shown only for reclearance scenario.			
16.1.3.4.7	DOHA INTL	Waypoint long name (departure airport name or inflight replanning point).	M	≤25	Centred
16.1.3.4.8	–	Label.	M		
16.1.3.4.9	BANGOR INTL	Long name of destination airport.	M	≤25	Centred

16.1.3.4.10	CRZ SYS VRBL	Speed procedure.	M		
	CRZ SYS	Label.	M		
	VRBL	Applied cruise speed procedure. Possible values are: VRBL - variable speed operation (different Mach Numbers, Cost index values) LRC – Long Range Cruise M.83 – Unique Mach number for constant speed procedure CI20 – Unique Cost index for Economic speed procedure CI20/M.83 – Unique Cost Index and unique Mach Number 300 – IAS for constant speed procedure	M	Vrlb.	
16.1.3.4.11	OTBD/XXD or JEBUD	ICAO and IATA codes of departure airport, separated by "/". ARINC code of inflight replanning point.	M	≤25	
16.1.3.4.12	KBGR/BGR	ICAO and IATA codes of actual destination airport separated by "/".	M	8	
16.1.3.4.13	GND DIST	Label.	M		
	5526	Total trip distance from routing origin to actual destination airport.	M	≤4	NM, right aligned

16.1.3.4.14	1215/	Estimated Time of Departure followed by "/"	M	5	HHmm
16.1.3.4.15	1230	Estimated Take Off Time (ETD + Taxi out time).	M	4	HHmm
16.1.3.4.16	2000/	Estimated Time of Arrival followed by "/".	M	5	HHmm
16.1.3.4.17	2007	Estimated Time at gate (ETA + Taxi in time).	M	4	HHmm
16.1.3.4.18	AIR DIST	Label.			
	5934	Total air distance from routing origin to actual destination airport.	M	≤4	NM, right aligned
16.1.3.4.19	STA	Label.	M		
	1920	Scheduled Time of Departure.	M	4	HHmm

16.1.3.4.20	FL/TEMP: 300/M42 360/M65	Information about the lowest and highest FL with respective outside air temperature values.	M		
	FL/TEMP:	Label.	M		
	300/	FL level (lowest, highest) followed by label "/".	M	4	Feet/100, leading zero.
	M42	Outside air temperature for respective FL.	M	3	Degree of Celsius, P/M signed, leading zero
16.1.3.4.21	HZAK14/	Aircraft's registration followed by label "/".	M		
16.1.3.4.22	B77W/	ICAO code of aircraft type followed by label "/".	M	5	
16.1.3.4.23	BOEING 777-321/	Aircraft's description followed by label "/".	M	≤19	
16.1.3.4.24	SELCAL	Label. To be shown if selcal provided.	O		
	KLOK	Aircraft's selcal code. To be shown if provided.	O	4	
16.1.3.4.25	AVG WIND	Label.	M		
	263/	Average wind direction followed by label "/".	M	4	Degree, leading zero
	039	Average wind speed.	M	3	Kts, leading zero

16.1.3.4.26	MTOW or RTOW	Label. Label to be shown if limit is different than MTOW (structural).	M		
	340.2	Maximum Allowable Take Off Weight.	M	≤5	Tons, LB/1000, right aligned
16.1.3.4.27	MLAW or RLAW	Label. Label to be shown if limit is different than MLAW (structural)	M		
	251.3	Maximum Allowable Landing Weight.	M	≤5	Tons, LB/1000, right aligned
16.1.3.4.28	MZFW	Label.	M		
	237.7	Maximum Zero Fuel Weight.	M	≤5	Tons, LB/1000, right aligned
16.1.3.4.29	AVG W/C	Label.	M		
	M031	Average track wind component for routing.	M	4	Kts, P/M signed, leading zero
16.1.3.4.30	ETOW	Label.	M		
	323.6	Planned Take Off Weight.	M	≤5	Tons, LB/1000, right aligned

16.1.3.4.31	ELAW	Label.	M		
	224.6	Planned Landing Weight.	M	≤5	Tons, LB/1000, right aligned
16.1.3.4.32	EZFW	Label.	M		
	198.4	Estimated Zero Fuel Weight.	M	≤5	Tons, LB/1000, right aligned
16.1.3.4.33	AVG FF KG/H or AVG FF LB/H	Label to be shown for kg mass unit. Label to be shown for lb mass unit.	M		
	7936	Average fuel flow.	M	≤5	kg/h or lb/h, right aligned
16.1.3.4.34	SPEED ECON	Applied cruise procedure. Possible values are: ECON – Economic Cruise procedure. VSOPS – Variable Speed Operations LRC – Long Range Cruise 154-M88 (IAS and Mach Number)	M	Vrlb.	Kts – Mach*100

16.1.3.4.35	DEP: OTBD 33 ELEV 0027 FT	Departure airport data.			
	DEP:	Label.			
	OTBD	ICAO code of departure airport.	M	4	
	33	Used runway designator at departure airport.	M	≤3	
	ELEV	Label.	M		
	0027 FT	Used runway elevation at departure airport followed by label " FT"	M	7	Feet, leading zero
16.1.3.4.36	FUEL BIAS	Label.	M		
	+2.0	Aircraft performance correction factor.	M	≤5	Percentage, 0.0, +/- signed
16.1.3.4.37	ARR: KBGR 15 ELEV 0192 FT	Actual destination airport data.	M		
	ARR:	Label.	M		
	KBGR	ICAO code of actual destination airport.	M	4	
	15	Used runway designator at actual destination airport.	M	≤3	
	ELEV	Label.	M		
	0192 FT	Used runway elevation at actual destination airport followed by label " FT"	M	7	Feet, leading zero

16.1.3.4.38	ALT1: KBOS 04R	Actual destination alternate airport. Row to be shown if alternate has planned.	O		
	ALT1:	Label.	O		
	KBOS	ICAO code o factual destination alternate airport.	O	4	
	04R	Used runway designator at actual destination alternate airport.	O	≤3	
16.1.3.4.39	ALT2: KJFK 13L	Information about second actual destination alternate airport. Only to be shown if scenario Destination below Minimum is used..	O		
16.1.3.4.40	ERA: EINN / BIKF / CYQX	List with ETOPS suitable airport. To be shown only for ETOPS scenario.	O	Vrlb.	
	ERA:	Label.	O		
	EINN /	ICAO code of Suitable Airport followed by label "/"	O	4	
16.1.3.4.41	TKOF ALT: OMDB	Label "TKOF ALT:" followed by ICAO code of Take Off Alternate airport. To be shown if planned.	O	14	
16.1.3.4.42	----------	Label.	M		

16.1.3.4.43	ROUTE ID:	Label.	M		
	DEFRTE	Used route code. Possible values are: HAMJFK601 – predefined company route name. MFT or E/MFT or E/MFT/R (resp. for MTT, MDT and MCT) Minimum Fuel Track; Minimum Fuel Track with EDTO; Minimum fuel track with EDTO and restrictions. INFLTIGHT in case of Inflight calculation. NAT A (B, C, X, Y etc.) in case of North Atlantic Track planned. DEFRTE in case of user defined routing.	M	Vrlb.	Left aligned
16.1.3.4.44	WX PROG 0712 0715 0718 0721 or ISA NO WIND or OCT-DEC 68% or FEB 85% or DEC STAT or SUMMER 85%	Label "WX PROG " followed by day and time of used weather prognosis (UTC). Other possible values are based on statistical data.	M	Vrlb.	ddHH
16.1.3.4.45	----------	Label.	O		

16.1.3.4.46	OTBD/33 PATOM UL604 BAH UM444 DAVUS UL602 TASMI UL602 ELEXI UL602 DRZ DCT GAZ UL602 SULAK UL602 MAKOL DCT ORTIP DCT MOPUG DCT BEGLA DCT DITIS DCT VARIK UL602 TABAT UL602 KEMAD DCT SUPUR UL602 MIMVA DCT GETNO UL46 REMSI DCT MOLAK DCT RESNO DCT 55N020W 55N030W 54N040W 52N050W DCT TUDEP DCT TOPPS DCT KBGR/15	ATC route description without speed/FL change groups. It starts with the planned ICAO code of departure airport with used runway designator (resp. inflight re-planning point) and ends with the ICAO code of actual destination with used runway designator.	O	Vrlb.	
16.1.3.4.47	---------- DEP ATC CLRN: ----------	Labels.	O		

16.1.3.5 Functional Description – OFP – Fuel Data

Section presents fuel masses, times and several additional information such as: frequencies, operational impacts and FL steps.

```
PLANNED FUEL                              GRND / COMPY   -   FREQ
--------------------------------        SAUDI OPS CTR      -  127.175
FUEL           ARPT   FUEL  TIME        ----------------------------
--------------------------------              DISP RMKS   YES
TRIP           KBGR  99055  1229        ----------------------------
CONT 3%        KPHL    567  0006        T/O ALTN / TOBT / TSAT / CTOT
ALTN           KBOS   4697  0040  DF    ........ / .... / .... / ....
FINRES                2841  0030  7.5   ----------------------------
ETOPS                  110  0001             OPERATIONAL IMPACTS
TERRAIN ADD           8536  0105        ALT DN 4000FT TRIP P 3683 KGS
RECLEARANCE ADD       2233  0017        ZFW UP 4.0    TRIP P 0698 KGS
MEL                   1813  0014        ----------------------------
BALLAST                150              STEPS OTBD/300/SULAK/320/
HOLD                   560  0012              TABAT/340/MOLAK/360/
FOD ADD                361  0003        ----------------------------
ATC                   1820  0014
WXX                   1805  0014
OPN                   2050  0015        AFOB AT
--------------------------------        ENG START: ..............KGS
MINIMUM T/OFF FUEL  126597  1618
--------------------------------
TNK                    560  0004
--------------------------------
PLANNED T/OFF FUEL  127157  1622
TAXI           OTBD    400  0015
--------------------------------
RAMP FUEL      OTBD 127557  1637
PIC ADJ/REASON         ...../.....
TOTAL FUEL             .....
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.5.1	PLANNED FUEL ---------- ARPT FUEL TIME ----------	Labels.	M		
16.1.3.5.2	TRIP KBGR 99055 1229	Trip fuel data.	M		
	TRIP	Label.	M		
	KBGR	ICAO code of actual destination airport.	M		
	99055	Trip fuel.	M	≤6	kg/lb, right aligned
	1229	Trip fuel endurance.	M	4	HHmm

16.1.3.5.3	CONT 3% KPHL 567 0006		M		
	CONT 3%	Contingency policy label. Possible values are: CONT CONT 3% CONT 5 MIN MIN CONT MAX CONT FIXED CONT	M	Vrlb.	
	KPHL	ICAO code of En-Route Alternate. To be shown only if contingency reduced to 3%.	M	4	
	567	Contingency fuel.	M	≤6	kg/lb, right aligned
	0006	Contingency fuel endurance.	M	4	HHmm
16.1.3.5.4	ALTN KBOS 4697 0040	Alternate fuel data.	M		
	ALTN	Label.	M		
	KBOS or NIL	ICAO code of actual destination alternate airport. Label to be shown if alternate not planned.	4		
	4697	Alternate trip fuel. If not planned "0" to be shown.	M	≤6	kg/lb, right aligned
	0040	Alternate fuel endurance. If not planned "0000" to be shown.	M	4	HHmm

16.1.3.5.5	DF 7.5	Diversion fuel information.	M		
	DF	Label.	M		
	7.5	Diversion Fuel, calculated as ALTN + FINRES.	M	≤4	Tons, LB/1000, 0.0
16.1.3.5.6	FINRES 2841 0030	Final reserve data.	M		
	FINRES	Label.	M		
	2841	Holding fuel.	M	≤6	kg/lb, right aligned
	0030	Holding fuel endurance.	M	4	HHmm
16.1.3.5.7	ETOPS 110 0001	ETOPS fuel information. To be shown only if greater than zero.	O		
	ETOPS	Label.	O		
	110	ETOPS additional fuel.	O	≤6	kg/lb, right aligned
	0001	ETOPS additional fuel endurance.	O	4	HHmm

16.1.3.5.8	TERRAIN ADD 8536 0105	DD/DP additional fuel. To be shown only if greater than zero.	O		
	TERRAIN ADD	Label.	O		
	8536	DD/DP additional fuel.	O	≤6	kg/lb, right aligned
	0105	DD/DP additional fuel endurance (fuel / average fuel flow).	O	4	HHmm
16.1.3.5.9	RECLEARANCE ADD 2233 0017	Reclearance additional fuel. To be shown only if greater than zero.	O		
	RECLEARANCE ADD	Label.	O		
	2233	Reclearance additional fuel.	O	≤6	kg/lb, right aligned
	0017	Reclearance additional fuel endurance (fuel / average fuel flow).	O	4	HHmm
16.1.3.5.10	MEL 1813 0014	Additional/Extra DEV fuel. To be shown only if greater than zero.	O		
	MEL	Label.	O		
	1813	Additional/Extra DEV fuel.	O	≤6	kg/lb, right aligned
	0014	Additional/Extra DEV fuel endurance (fuel / average fuel flow)	O	4	HHmm

16.1.3.5.11	BALLAST 150	Information about unusable fuel.	O		
	BALLAST	Label.	O		
	150	Unusable fuel (ballast)	O	≤6	kg/lb, right aligned
16.1.3.5.12	HOLD 560 0012	Special holding fuel data. To be shown only if greater than zero.	O		
	HOLD	Label.	O		
	560	Special holding fuel.	O	≤6	kg/lb, right aligned
	0012	Special holding fuel endurance.	O	4	HHmm
16.1.3.5.13	FOD ADD 361 0003	Additional fuel reserve (min LW + min RES). To be shown only if greater than zero.	O		
	FOD ADD	Label.	O		
	361	Additional fuel reserve (fuel / average fuel flow).	O	≤6	kg/lb, right aligned
	0003	Additional fuel reserve endurance.	O	4	HHmm

16.1.3.5.14	ATC 1820 0014	Additional/Extra ATC fuel. To be shown only if greater than zero.	O		
	ATC	Label.	O		
	1820	Additional/Extra ATC fuel.	O	≤6	kg/lb, right aligned
	0014	Additional/Extra ATC fuel endurance (fuel / average fuel flow)	O	4	HHmm
16.1.3.5.15	WXX 1805 0014	Additional/Extra WXX fuel. To be shown only if greater than zero.	O		
	WXX	Label.	O		
	1805	Additional/Extra WXX fuel.	O	≤6	kg/lb, right aligned
	0014	Additional/Extra WXX fuel endurance (fuel / average fuel flow)	O	4	HHmm
16.1.3.5.16	OPN 2050 0015	Additional/Extra OPN fuel. To be shown only if greater than zero.	O		
	OPN	Label.	O		
	2050	Additional/Extra OPN fuel.	O	≤6	kg/lb, right aligned
	0015	Additional/Extra OPN fuel endurance (fuel / average fuel flow)	O	4	HHmm

16.1.3.5.17	----------	Label.	M		
16.1.3.5.18	MINIMUM T/OFF FUEL 126597 1618	Minimum Take-Off fuel information.	M		
	MINIMUM T/OFF FUEL	Label.	M		
	126597	Minimum Take-Off Fuel, calculated as sum of all fuels above.	M	≤6	kg/lb, right aligned
	1618	Minimum Take-Off Fuel endurance, calculated as sum of all fuel's endurance above.	M	4	HHmm
16.1.3.5.19	----------	Label.	M		
16.1.3.5.20	TNK 560 0004	Tankering fuel. To be shown only if greater than zero.	O		
	TNK	Label.	O		
	560	Tankering fuel.	O	≤6	kg/lb, right aligned
	0004	Tankering fuel endurance.	O	4	HHmm

16.1.3.5.21	----------	Label.	M		
16.1.3.5.22	PLANNED T/OFF FUEL 127157 1622	Planned Take-Off Fuel.	M		
	PLANNED T/OFF FUEL	Label.	M		
	127157	Take-Off Fuel, calculated as sum of all fuels above.	M	≤6	kg/lb, right aligned
	1622	Take-Off Fuel endurance, calculated as sum of all fuel's endurance above.	M	4	HHmm
16.1.3.5.23	TAXI OTBD 400 0015	Taxi out fuel information.	M		
	TAXI	Label.	M		
	OTBD	ICAO code of departure airport. In case of inflight label "INFLT" to be shown.	O	≤5	
	400	Taxi out fuel. In case of inflight "0" to be shown.	O	≤6	kg/lb, right aligned
	0015	Taxi out fuel endurance. In case of inflight "0000" to be shown.	O	4	HHmm
16.1.3.5.24	----------	Label.	M		

16.1.3.5.25	`RAMP FUEL OTBD 127557 1637`	Ramp fuel data.	M		
	`RAMP FUEL`	Label.	M		
	`OTBD`	ICAO code of departure airport. In case of inflight label "`INFLT`" to be shown.	M	≤5	
	`127557`	Block fuel, calculated as sum of all fuels above.	M	≤6	kg/lb, right aligned
	`1637`	Block fuel endurance, calculated as sum of all fuel endurances above.	M	4	HHmm
16.1.3.5.26	`PIC ADJ/REASON .....//.....` `TOTAL FUEL .....`	Labels.	M		

16.1.3.5.27	`GRND / COMPY - FREQ`
	`SAUDI OPS CTR - 127.175`
	`----------`
		Communication frequency module. To be shown only if COMP type frequency defined.	O	Vrlb	

	`GRND / COMPY - FREQ`	Label.	M		
	`SAUDI OPS CTR`	Remark as inserted in Communication frequency frame.	O		
	`- 127.175`	Label "–" followed by frequency as inserted in Communication frequency frame.	O	7	MHz, 000.000
	`----------`	Label.	M		

16.1.3.5.28	DISP RMKS YES ----------	OFP remark indicator.	O		
	DISP RMKS	Label.	M		
	YES or NO	Label to be shown if OFP Remarks defined.	O	≤3	
	----------	Label.	M		
16.1.3.5.29	T/O ALTN / TOBT / TSAT / CTOT ..... / .... / .... / .... ----------	Labels.	M		
16.1.3.5.30	OPERATIONAL IMPACTS ALT DN 4000FT TRIP P 3683 KGS ZFW UP 4.0 TRIP P 0698 KGS	Delta estimation results.	O	Vrlb.	
	OPERATIONAL IMPACTS	Label.	M		
	ALT DN 4000FT	Requested change. Possible values are: ALT DN 4000FT ZFW UP 4.0 TOW DN 3.0 SPD CHG M0.87 SPD LRC SPD CI20	O	Vrlb.	Feet, Tons, LB/1000 M0.00
	TRIP	Label.	O		

	P 3683 KGS	Trip fuel difference to main OFP. Value followed by mass unit indicator (KGS or LBS)	O	10	kg/lb, leading zero, P/M signed
	NOT AVAILABLE	Label to be shown when calculation for requested change is unsuccessful.	O		
16.1.3.5.31	STEPS OTBD/300/SULAK/320/ TABAT/340/MOLAK/360/	List with FL steps during route.	M	Vrlb.	
	STEPS	Label.	M		
	SULAK/	Waypoint ARINC code where FL change starts followed by label "/".	M	≤6	
	320	Flight Level to be reached followed by label "/".	M	3	Feet/100
16.1.3.5.32	AFOB AT ENG START: .....KGS	Labels.	M		

16.1.3.6 Functional Description – OFP – Tankering Section

1. Non-tankering scenario:

```
----------------------------------------------------------------
NO TANKERING RECOMMENDED (P) - LOSS FOR EXTRA FUEL: 88 USD/TON
----------------------------------------------------------------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.6.1	`----------`	Label.	O		
16.1.3.6.2	`NO TANKERING RECOMMENDED`	Label.	O		
16.1.3.6.3	`(P)`	Non-tankering reason. Value placed in brackets. Possible values are: `P`, `H`, `B`, `V`	O	3	
16.1.3.6.4	`- LOSS FOR EXTRA FUEL:`	Label.	O		
16.1.3.6.5	`88 USD/TON`	Loss followed by label "`USD/TO`" or "`USD/1000LBS`". To be shown if loss greater than zero.	O	Vrlb.	USD/TON, USD/1000LBS
16.1.3.6.6	`----------`	Label.	O		

2. Tankering scenario (with Next Leg coverage)

```
----------------------------------------------------------------
TANKERING SECTOR GAIN (P) : (FOR 33.6) BASED ON NEXT LEG
RXI8739T    FLKK/LUN 10 - HAAB/ADD 07R  ALTN HSSS/KRT 18
ZFW: 181.3        PLNTOF: 41.3     TAXI: 0.3      POSS EXTRA: 0.0LDG
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.6.7	`----------`	Label.	O		
16.1.3.6.8	`TANKERING SECTOR`	Label.	O		
16.1.3.6.9	`GAIN (P) :`	Tankering reason. Possible values are: `GAIN (P), (H):, (V):, (B):`	O	Vrlb.	
16.1.3.6.10	`(FOR 33.6)`	Label "`FOR`" followed by tankering fuel. Value placed in brackets.	O	Vrlb.	Tons, LB/1000, 0.0

16.1.3.6.11	`BASED ON NEXT LEG`	Tankering option. Possible values are:
		`BASED ON NEXT LEG`
		`BASED ON MALLW MINUS 1%`
		`DISPATCH DEFINED`
		`BASED ON MALTOW MINUS 1%`
		`BASED ON TCAP`
			O	Vrlb.	

16.1.3.6.12	RXI8739T	Next leg flight number airline's ICAO Code + Next leg flight number + Next leg operational suffix (if defined).	O	≤8	
	FLKK/LUN	ICAO and IATA code of next leg departure airport. Values separated by label "/".	O	8	
	10	Next leg departure's airport runway designator.	O	≤3	
	- HAAB/ADD	Label "-" followed by ICAO and IATA code of next leg destination airport. Values separated by label "/".	O	1-	
	07R	Next leg destination's airport runway designator.	O	≤6	
	ALTN	Label.	O		
	HSSS/KRT	ICAO and IATA code of next leg destination alternate airport. Values separated by label "/". To be shown if planned.	O	8	
	18	Next leg destination alternate airport runway designator. To be shown if planned.	O	≤3	
	ZFW: 181.3	Label "ZFW: " followed by Zero Fuel Weight for next leg.	O	≤10	Tons, LB/1000, 0.0
	PLNTOF: 41.3	Label "PLNTOF: " followed by planned take-off fuel for next leg.	O	≤13	Tons, LB/1000, 0.0

	TAXI: 0.3	Label "TAXI: " followed by taxi fuel for next leg.		≤10	Tons, LB/1000, 0.0
	POSS EXTRA: 0.0LDG	Label "POSS EXTRA: " followed by possible extra fuel for next leg. Value followed by possible extra limitation string. Possible values are: TKF, LDG, CAP		≤20	Tons, LB/1000, 0.0

16.1.3.7 Functional Description – OFP – Signature Section

Section contains information about PIC and dispatcher as well as free space for signatures.

```
------------------------------------------------------------------
DISPATCHER: JAKUB KASPRZYCKI  PIC: PETE MITCHELL
SIGN: ..................      SIGN: ..................

I THE UNDERSIGNED, DO HEREBY CONFIRM THAT I AM DULY RESTED AND FIT
FOR DUTY (N/A FOR GACAR PART 125)

PIC TO CERTIFY ALL THE REQUIREMENTS OF GACAR PART 91 AND 121 HAVE
BEEN MET

PIC:   ____________________      RELIEF CAPT: ____________

SIGN: ..................      SIGN: ..................

F/O 1: ____________________      F/O 2: ____________________


SIGN: ..................      SIGN: ..................
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.7.1	----------	Label.	M		
16.1.3.7.2	DISPATCHER: JAKUB KASPRZYCKI	Dispatcher data. To be shown if planned.	O	≤27	
	DISPATCHER:	Label.	M		
	JAKUB	Dispatcher's first name.	O	Vrlb.	
	KASPRZYCKI	Dispatcher's last name.	O	Vrlb.	
16.1.3.7.3	PIC: PETE MITCHELL	Pilot in Command data.	M		
	PIC:	Label.	M		
	PETE MITCHELL	PIC's name.	O	Vrlb.	
16.1.3.7.4	SIGN: ..... SIGN:	Label.	M		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.7.5	I THE UNDERSIGNED, DO HEREBY CONFIRM THAT I AM DULY RESTED AND FIT FOR DUTY (N/A FOR GACAR PART 125) PIC TO CERTIFY ALL THE REQUIREMENTS OF GACAR PART 91 AND 121 HAVE BEEN MET PIC: _____ RELIEF CAPT: _____ SIGN: ..... SIGN: ..... F/O 1: _____ F/O 2: _____ SIGN: ..... SIGN:	Labels.			

16.1.3.8 Functional Description – OFP – Alternate Summary

Section contains data about planned alternates. It is presented only if at least one alternate airport has been defined. Alternates are listed according to optimization sequence

```
                          ALTERNATE INFO
ALTN          MORA  DIST  LVL    WC     TIME   DIFF  FUEL   DIFF
KBOS/BOS/04R    17   196  280   M035    0.40         4697
DCT BOS DCT KBOS

KJFK/JFK/13L    14   356  360   M048    1.03  +0.23  7159  +2462
DCT BGR J49 FRIAR J55 ENE DCT PSM DCT LWM DCT BOSOX DCT PUT DCT CCC
V46 DPK DCT KJFK

KEWR/EWR/22R    19   358  360   M053    1.03  +0.24  7247  +2550
DCT BGR J49 FRIAR J55 ENE DCT NELIE DCT HAARP V157 FAMMA DCT KEWR

KPHL/PHL/27R    19   425  360   M054    1.13  +0.33  8269  +3572
DCT BGR J49 FRIAR J55 ENE DCT NELIE DCT CMK J75 SBJ DCT KPHL
```

In case of Isolated aerodrome policy following data will be presented:

```
-----------------------------------------------------------------
ENROUTE DESTINATION ALTERNATE INFORMATION
-----------------------------------------------------------------
ALTN ISL DEST
-----------------------------------------------------------------
```

In case of NO alternate required policy following data will be presented:

```
-----------------------------------------------------------------
ENROUTE DESTINATION ALTERNATE INFORMATION
-----------------------------------------------------------------
```

```
ALTN NIL
--------------------------------------------------------------------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.8.1	ALTERNATE INFO		O		
16.1.3.8.2	ALTN MORA DIST LVL WC TIME DIFF FUEL DIFF	Table's header.	O		
16.1.3.8.3	ALTN	Label.	O		
	KJFK/JFK/13L	ICAO, IATA and used runway at alternate airport. Values separated by label "/"	O	≤12	
16.1.3.8.4	MORA	Label.	O		
	14	Minimum Safe Altitude.	O	3	Feet/100, right aligned
16.1.3.8.5	DIST	Label.	O		
	356	Trip distance from actual destination airport to respective alternate airport.	O	≤4	NM, right aligned
16.1.3.8.6	LVL	Label.	O		
	360	Planned initial cruise flight level for routing from actual destination airport to respective alternate airport.	O	3	Feet/100, right aligned
	WC	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.8.7	M048	Average track wind component for routing from actual destination airport to respective alternate airport.	O	4	Kts, leading zero, P/M signed
16.1.3.8.8	TIME	Label.	O		
	1.03	Trip time from actual destination airport to respective alternate airport.	O	5	H.mm
16.1.3.8.9	DIFF	Label.	O		
	+0.23	Trip time difference to first alternate airport (best optimized). Not to be shown for first alternate.	O	5	H.mm, +/- signed
16.1.3.8.10	FUEL	Label.	O		
	7159	Trip fuel from actual destination airport to respective alternate airport.	O	≤5	kg/lb, right aligned
16.1.3.8.11	DIFF	Label.	O		
	+2462	Trip fuel difference to first alternate airport (best optimized). Not to be shown for first alternate.	O	≤5	kg/lb, +/- signed, right aligned
16.1.3.8.12	DCT BGR J49 FRIAR J55 ENE DCT PSM DCT LWM DCT BOSOX DCT PUT DCT CCC V46 DPK DCT KJFK	ATC routing text from destination airport tor respective alternate airport.	O	Vrlb.	

16.1.3.9 Functional Description – OFP – RVSM Section

Section contains dispatcher remarks and space for RVSM altimeters check procedure. Mostly it consists of labels except data described in table below:

```
------------------------------------------------------------------
DISP RMKS   THE AICRAFT HAS ABILITY TO FLY - THIS IS VERY GOOD NEWS.
AFTER LEAVING COCKPIT TURN OFF MASTER SWITCH.

------------------------------------------------------------------
RVSM: GRD CK CPT .......... FT    SB......... FT     FO......... FT
------------------------------------------------------------------
                          RVSM ALT CHECK

REF ELEV: ...... FT

ALTIMETER GROUND CHECK

PFD LEFT:....... FT       STBY:........ FT      PFD RIGHT:....... FT

RVSM (FL 285 CHECK) COMPLETED [  ]*

PFD LEFT:....... FT       STBY:........ FT      PFD RIGHT:....... FT

*NOTE: TO BE COMPLETED AFTER FIRST LEVEL OFF ABOVE FL 285
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.9.1	----------		M		
16.1.3.9.2	DISP RMKS THE AICRAFT HAS ABILITY TO FLY – THIS IS VERY GOOD NEWS. AFTER LEAVING COCKPIT TURN OFF MASTER SWITCH.	OFP Remarks. To be shown if defined.	O	Vrlb.	
	DISP RMKS	Label.	M		
	THE AICRAFT HAS ABILITY TO FLY – THIS IS VERY GOOD NEWS. AFTER LEAVING COCKPIT TURN OFF MASTER SWITCH.	OFP remarks as inserted via OFP Remarks button in FPL/OFP Transmission frame. To be shown if defined.	O		

16.1.3.10 Functional Description – OFP – MEL/CDL Section

Section presents MEL/CDL items if available. Section is presented when at least one MEL/CDL item is provided.

```
-----------------------------------------------------------------
MEL/CDL ITEMS      DESCRIPTION           REMARK
-------------      -----------           ------
01-0002            REMARK NO 2           RIGHT FRONT SEAT INOP

01-01-01-01        NEW REMARK - TO BE    MEL OFP REMARK ADDED FOR
                   CHECKED               TEST PURPOSES

3003               JUST FOR YOUR         ADDITIONAL REMARKS FROM
                   INFORMATION           DISPATCHER: LCB TEST
                                         PURPOSES - OFP REMARK -
                                         READ IT

-----------------------------------------------------------------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.10.1	---------- MEL/CDL ITEMS DESCRIPTION REMARK ---------- ---------- ------	Header.	O		
16.1.3.10.2	MEL/CDL ITEMS ----------	Label.	O		
	01-0002	MEL/CDL deviation code.	O	Vrlb.	
16.1.3.10.3	DESCRIPTION ----------	Labels.	O		
	REMARK NO 2	Aircraft deviation description.	O	Vrlb.	
16.1.3.10.4	REMARK ------	Labels.	O		
	RIGHT FRON SEAT INOP	MEL/CDL OFP Remark.	O	Vrlb.	
16.1.3.10.5	----------	Label.	O		

16.1.3.11 Functional Description – OFP – Performance Data

Section contains spaces for manual inputs and it contains results of Take Off and Landing Performance.

```
                        PERFORMANCE DATA
                    --------------------------------
                                TAKE-OFF

RWY ..... INT .... SHIFT ....      DRY/WET/CON          FLAP   .....

PACKS / A-PACKS        ON/OFF      ZFW  ..... TONS      V1     .....

A-ICE ENG / WNG        ON/OFF      ATOW ..... TONS      VR     .....

MEL/CDL ITEMS          YES/NO      RATING .....         V2     .....

THRUST  TOGA/FLEX DEG C .............              TO CG/TRIM  .....
                    --------------------------------
                                LANDING

RWY .....  DRY/WET/CON  FLAP .....  LW .....  TONS    VREF/APP .....
                    --------------------------------
                                REMARKS



---------------------------------------------------------------------
LIDO TAKE-OFF DISPATCH PLANNED COND FOR PERF LIM TOW CALCULATION:
DEP A/D   : XXD/OTBD
DEP RWY   : 18C-STD  RWY COND: WET 6 MM             THRUST: FULL
RWY IDENT : FULL LENGTH NO OBSD
```

```
TEMP      : P01      PACKS   : ON                    WIND  : H009
QNH       : 1016     ANTI-ICE: ENG AND WING ON      FLAPS : 15
MEL/CDL   : 30-21-01-02A-01, 03-3-3-1

RESULTS: PERF LIM TOW: 291811                        FLAPS : 15
-------------------------------------------------------------------
LIDO LANDING DISPATCH PLANNED COND FOR PERF LIM LW CALCULATION:
DEST A/D  : BGR/KBGR
DEST RWY  : 15        RWY COND: DRY SNOW 12 MM       M/A CLB: 2.50%
RWY IDENT : NO SIGNIFICANT OBS
TEMP      : M31       PACKS   : AUTO                 WIND  : T005
QNH       : 1015      ANTI-ICE: OFF                  FLAPS : 15/41
MEL/CDL   : 01-11-01, 11-02B-01

RESULTS: PERF LIM LW: 250498                         FLAPS : 15/41
-------------------------------------------------------------------
LIDO LANDING DISPATCH PLANNED COND FOR PERF LIM LW CALCULATION:
ALTN1 A/D : BOS/KBOS
ALTN1 RWY : 13L      RWY COND: WET                   M/A CLB: 2.50%
RWY IDENT : LANDING BEFORE FIRST INTERSECTION
TEMP      : P28      PACKS   : AUTO                 WIND  : H001
QNH       : 1016     ANTI-ICE: OFF                  FLAPS : 15/41
MEL/CDL   : 12-11-01-02B-01

RESULTS: PERF LIM LW: 249776                         FLAPS : 15/41
-------------------------------------------------------------------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.1	TONS or 1000 LBS	Mass unit indicator.	M		
16.1.3.11.2	Section description – Take-off Performance part				
16.1.3.11.2.1	LIDO TAKE-OFF DISPATCH PLANNED COND FOR PERF LIM TOW CALCULATION:	Label.	O		
16.1.3.11.2.2	DEP A/D :	Label.	O		
16.1.3.11.2.3	DXB/OMDB	IATA and ICAO code of departure airport. Values separated by label "/"	O	8	
16.1.3.11.2.4	DEP RWY :	Label.	O		
16.1.3.11.2.5	18C	Runway designator used for Take-Off calculation.	O	≤3	
16.1.3.11.2.6	-STD	Label "-" followed by relevant runway intersection.	O	≤5	
16.1.3.11.2.7	RWY COND:	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.2.8	DRY SNOW	Runway condition, possible values are: DRY WET STANDING WATER SLUSH COMPACTED SNOW DRY SNOW WET SNOW ICE WET ICE VERY SLIPPERY WET WITH SEL. MU	O	Vrlb.	
16.1.3.11.2.9	6 MM	Contamination depth followed by label“ MM”. To be shown only if defined.	O	≤6	mm
16.1.3.11.2.10	THRUST:	Label.	O		
16.1.3.11.2.11	FULL	Trust setting for take-off.	O	4	
16.1.3.11.2.12	RWY IDENT :	Label.	O		
16.1.3.11.2.13	FULL LENGTH NO OBSD	Runway identifier.	O	Vrlb.	

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.2.14	TEMP :	Label.	O		
16.1.3.11.2.15	P01	Outside Air Temperature used for T/O calculation.	O	3	Degree of Celsius, P/M signed, leading zero.
16.1.3.11.2.16	PACKS :	Label.	O		
16.1.3.11.2.17	ON	Air conditioning setting. Possible values are: ON OFF 1 A/C PACK ON 2 A/C PACK ON AUTO	O	Vrlb.	
16.1.3.11.2.18	WIND :	Label.	O		
16.1.3.11.2.19	H009	Wind component used for T/O calculations.	O	4	Kts, H/T signed, leading zero.
16.1.3.11.2.20	QNH :	Label.	O		
16.1.3.11.2.21	1016	QNH used for T/O calculations.	O	≤3	hPa

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.2.22	ANTI-ICE:	Label.	O		
16.1.3.11.2.23	ENG AND WING ON	Anti-ice setting. Possible values are: ENG A/I ON OFF ENG & AIRFRAME A/I ENG & WING A/I A/I VALVE STUCK OPEN WING A/I ONLY ICING COND ENGINE AUTO ENG & WING AUTO ENG ON & WING AUTO	O	Vrlb.	
16.1.3.11.2.24	FLAPS:	Label.	O		
16.1.3.11.2.25	15	Flaps setting used for TakeOff performance calculation. Possible values are "OPTIMUM" or i.g. "20" for fix flap setting (For Airbus i.g.: 3 for CONF 3).	O	Vrlb.	
16.1.3.11.2.26	MEL/CDL : 30-21-01-02A-01, 03-3-3-1	List of MELs which are affecting Take-off performance. For no MELs "NONE" to be shown.	O		
16.1.3.11.2.27	MEL/CDL :	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.2.28	30-21-01-02A-01	MEL deviation code.	O		
16.1.3.11.2.29	RESULTS: PERF LIM TOW:	Label.	O		
16.1.3.11.2.30	291811	Performance limited Take-Off Weight.	O	≤6	kg/lb, left aligned
16.1.3.11.2.31	FLAPS:	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.2.32	15	Calculated Flaps setting. Examples: Airbus: 3 for Conf 3, 1 + F for Conf 1 + F Boeing: 15	O	Vrlb.	
16.1.3.11.3	Section description – Landing Performance part				
16.1.3.11.3.1	LIDO LANDING DISPATCH PLANNED COND FOR PERF LIM LW CALCULATION:	Label.	O		
16.1.3.11.3.2	DEST A/D :	Label.	O		
16.1.3.11.3.3	BGR/KBGR	IATA and ICAO codes of actual destination airport. Values separated by label "/".	O	8	
16.1.3.11.3.4	DEST RWY :	Label.	O		
16.1.3.11.3.5	15	Runway designator used for landing calculation at destination aerodrome.	O	≤3	
16.1.3.11.3.6	RWY COND:	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.3.7	DRY SNOW	Runway condition, possible values are: DRY WET STANDING WATER SLUSH COMPACTED SNOW DRY SNOW WET SNOW ICE WET ICE VERY SLIPPERY WET WITH SEL. MU	O	Vrlb.	

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.3.8	12 MM	Contamination depth followed by label“ MM”. To be shown only if defined.	O	≤6	mm
16.1.3.11.3.9	M/A CLB:	Label.	O		
16.1.3.11.3.10	2.50%	Missed approach climb gradient followed by “%”	O	5	Percentage, 0.00
16.1.3.11.3.11	RWY IDENT :	Label.	O		
16.1.3.11.3.12	NO SIGNIFICANT OBS	Runway identifier.	O	Vrlb.	
16.1.3.11.3.13	TEMP :	Label.	O		
16.1.3.11.3.14	M31	Outside Air Temperature used for landing calculation at destination airport.	O	4	Degree of Celsius, P/M signed, leading zero
16.1.3.11.3.15	PACKS :	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.3.16	AUTO	Air conditioning setting. Possible values are: ON OFF 1 A/C PACK ON 2 A/C PACK ON AUTO	O	Vrlb.	
16.1.3.11.3.17	WIND :	Label.	O		
16.1.3.11.3.18	T005	Wind component used for landing calculation at destination airport.	O	4	kts, T/H signed, leading zero

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.3.19	QNH :	Label.	O		
16.1.3.11.3.20	1015	QNH used for landing calculations at destination.	O	≤4	hPa
16.1.3.11.3.21	ANTI-ICE:	Label.	O		
16.1.3.11.3.22	OFF	Anti-ice setting. Possible values are: ENG A/I ON OFF ENG & AIRFRAME A/I ENG & WING A/I A/I VALVE STUCK OPEN WING A/I ONLY ICING COND ENGINE AUTO ENG & WING AUTO ENG ON & WING AUTO	O	Vrlb.	
16.1.3.11.3.23	FLAPS :	Label.	O		
16.1.3.11.3.24	15/41	Requested Flaps setting (Approach/Landing) Examples: Airbus: 3/FULL for Conf 3/FULL, 1 + F/FULL for Conf 1 + F Boeing: 20/25	O	Vrlb.	

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.3.25	`MEL/CDL : 01-11-01, 11-02B-01`	List of MELs which are affecting Landing performance. For no MELs "`NONE`" to be shown.	O		
16.1.3.11.3.26	`MEL/CDL :`	Label.	O		
16.1.3.11.3.27	`01-11-01`	MEL deviation code.	O		
16.1.3.11.3.28	`RESULTS: PERF LIM LW:`	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.3.29	250498	Performance limited landing weight at destination airport.	O	≤6	kg/lb, left aligned
16.1.3.11.3.30	FLAPS :	Label.	O		
16.1.3.11.3.31	15/41	Flaps setting result (Approach/Landing) Examples: Airbus: 3/FULL for Conf 3/FULL, 1 + F/FULL for Conf 1 + F Boeing: 20/25	O	Vrlb.	
16.1.3.11.3.32	----------	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.11.3.33	LIDO LANDING DISPATCH PLANNED COND FOR PERF LIM LW CALCULATION: ALTN1 A/D : JFK/KJFK ALTN1 RWY : 13L RWY COND: WET M/A CLB: 2.49% RWY IDENT : LANDING BEFORE FIRST INTERSECTION TEMP : P28 PACKS : AUTO WIND : H001 QNH : 1016 ANTI-ICE: OFF FLAPS : 15/41 MEL/CDL : 12-11-01-02B-01 RESULTS: PERF LIM LW: 249776 FLAPS : 15/41 ---------- ----------	The following section contains the performance limited landing weight calculation for the 1st alternate. In case of no alternate is planned, the complete section will be hidden. Description of fields is the same as for destination airport thus it is not presented anymore, except:	O		
16.1.3.11.3.34	ALTN1 A/D :	Label.	O		
16.1.3.11.3.35	ALTN1 RWY :	Label.	O		

16.1.3.12 Functional Description – OFP – Times Section

Section contains information about scheduled/estimated/actual times.

```
                              TIMES
                              -----
                SCHEDULED     ESTIMATED        ACTUAL
OFF BLOCK       1200Z         1215Z            ......Z
TAKEOFF                       1230Z            ......Z

LANDING                       2000Z            ......Z
IN              1920Z         2007Z            ......Z
BLOCK TIME      0720          0752             ......
-----------------------------------------------------------------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.12.1	TIMES ----- SCHEDULED ESTIMATED ACTUAL	Labels.	M		
16.1.3.12.2	OFF BLOCK	Label.	M		
16.1.3.12.3	1200Z	Scheduled Time of Departure followed by label "Z".	M	5	HHmm
16.1.3.12.4	1215Z	Estimated Time of Departure followed by label "Z".	M	5	HHmm
16.1.3.12.5	......Z	Label.	M		
16.1.3.12.6	TAKEOFF	Label.	M		
16.1.3.12.7	1230Z	Estimated Take-Off Time (ETD + Taxi out time) followed by label "Z".	M	5	HHmm
16.1.3.12.8	......Z	Label.	M		
16.1.3.12.9	LANDING	Label.	M		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.12.10	2000Z	Estimated Landing Time (Estimated T/O Time + Trip time) followed by label "Z".	M		
16.1.3.12.11	......Z	Label.	M		
16.1.3.12.12	IN	Label.	M		
16.1.3.12.13	1920Z	Scheduled Time of Arrival followed by label "Z".	M	5	HHmm
16.1.3.12.14	2007Z	Estimated Time of Arrival (including Taxi in time) followed by label "Z".	M	5	HHmm
16.1.3.12.15	......Z	Label.	M		
16.1.3.12.16	BLOCK TIME	Label.	M		
16.1.3.12.17	0720	Difference between STA and STD.	M	4	HHmm
16.1.3.12.18	0752	Difference between ETA(including Taxi in time) and ETD.	M	4	HHmm
16.1.3.12.19	......	Label.	M		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.12.20	_____ _____		M		

16.1.3.13 Functional Description – OFP – Terrain Clearance

Section contains data about DD/DP result and oxygen profile.

```
                      TERRAIN CLEARANCE CHECK
                      -----------------------
DD CHECK - TERRAIN CHECK COMPLETED WITH NO LIMITATIONS FOR TOW UP TO
           326.6 TONS AND CRUISE ALTITUDE AT OR ABOVE 14000FT

DP CHECK - UNABLE TO CLEAR TERRAIN

--------- --------- --------- --------- --------- --------- --------
CONSIDERED OXYGEN PROFILE - TIMES MEASURED FROM DECISION POINT:
AFTER  1 MIN DESCEND FL400
AFTER  2 MIN DESCEND FL290
AFTER  4 MIN DESCEND FL250
AFTER 15 MIN DESCEND FL140
--------- --------- --------- --------- --------- --------- --------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.13.1	TERRAIN CLEARANCE CHECK ----------	Labels.	M		
16.1.3.13.2	DD CHECK - or DP CHECK -	Label to be shown for DD. Label to be shown for DP.	O		
16.1.3.13.3	Check result is one of the following: TERRAIN CLEARANCE CHECK COMPLETED WITH LIMITATION REVERT TO ESCAPE PROCEDURE TERRAIN CLEARANCE CHECK COMPLETED WITH NO LIMITATIONS UNABLE TO CLEAR TERRAIN TERRAIN CLEARANCE CHECK COMPLETED WITH NO LIMITATIONS FOR TOW UP TO 326.6 TONS AND CRUISE ALTITUDE AT OR ABOVE 14000 FT	Labels to be shown when escape procedures are defined (below). Shown when the flight is done above critical height. Label shown when the optimizer was unable to clear terrain Label shown if the flight is above critical height and a sensitivity analysis is done. Values of TOW (in tons or LBS/1000 with one decimal place) and minimum cruise altitude (in feet) are shown. **Note:** The Sensitivity analysis is available only for Drift Down check.	O	Vrlb.	

Id	Example	General Description	M/O	Size	Format/Alignment
	326.6	Max possible Take Off Weight.	O	≤5	Tons or LBS/1000 0.0, right aligned
	14000	Minimum cruise altitude.	O	≤5	Feet, left aligned
16.1.3.13.4	--------- --------- --------- --------- --------- ---- ----- --------	Label.	O		
16.1.3.13.5	CONSIDERED OXYGEN PROFILE - TIMES MEASURED FROM DECISION POINT: AFTER 1 MIN DESCEND FL400 If not defined following info to be shown: NO OXYGEN PROFILE AVAILABLE	Aircraft depressurization profile.	O	Vrlb.	
	AFTER 1 MIN	Label "AFTER" followed by time before descent is required followed in by label "MIN"	O	14	min
	DESCEND FL400	Label "DESCEND FL" followed by Flight Level to which the descent needs to be done.	O	3	Feet/100, leading zero
16.1.3.13.6	--------- --------- --------- --------- --------- ---- ----- --------	Label.	O		

16.1.3.14 Functional Description – OFP – Main Routing

In this section the whole routing from departure (or inflight re-planning point) to destination airport (in case of inflight calculation – to the inflight destination airport) is shown. The filter criteria for displaying waypoints on the OFP are attached to Appendix 1.

```
                    FLIGHT DESTINATION LOG

              MAX SR/05/5530N MIN OAT/-65/RESNO
            MOST CRITICAL MORA 14800 FEET AT BUK

-------------------------------------------------------------------
POINT   FL    MC       LAT    WIND  SR  TAS    DST     TM   REM FUEL
FREQ    MEA   TC      LONG    COMP  TP  G/S   ADST     AT       BURN
       /AWY                    OAT    IAS/MK   ETA    ATA   ACT FUEL
-------------------------------------------------------------------
OTBD/33           N2515.7                                    127157
 ELEV 27FT       E05133.9                                    ......
-------------------------------------------------------------------
DERNO   97   316   N2527.8 330/024            017  00.05     125053
        012  318  E05121.8    M022  55         0017  00.05       2104
DERNO/DERNO1N                 P03       310   ....  .....     ......
-------------------------------------------------------------------
OBBB/ BAHRAIN UIR
-------------------------------------------------------------------
...
-------------------------------------------------------------------
DESBU   300  339   N2632.7 283/077  02  498    009  00.01     121099
116.70  012  342  E05032.7    M040  40  451   0105  00.19       6058
DESBU/UM444                   M42       838   ....  .....     ......

ACFT W OF LONG  E077 SQWK C2200 IF NO CODE ASSIGNED.
```

```
-------------------------------------------------------------------
...
-------------------------------------------------------------------
*** DP SULAK PLUS 116NM ***
DECISION POINT N3913.8E03431.0
PRIOR TO DECISION POINT - TURN BACK ALONG ROUTE JUST FLOWN TO
NEAREST SUITABLE AIRPORT INCLUDING DEPARTURE - OTBD/XXD
AFTER DECISION POINT - TURN RIGHT AND DIVERT DIRECT TO - KBGR/BGR
-------------------------------------------------------------------
EGMOR   300  339   N2642.2 284/076  02  496    010  00.01     120891
        010  341  E05029.1    M041  38  451   0115  00.20       6266
EGMOR/UM444                   M42      838   ....  .....     ......
-------------------------------------------------------------------
...
-------------------------------------------------------------------
T-O-D   360  257   N4556.3 277/110      484    615  01.30      29103
        037  239  W06633.7    M067  39  409   5404  12.03      98054
/DCT                          M58      846   ....  .....     ......
-------------------------------------------------------------------
KZBW/ BOSTON LOWER FIR
-------------------------------------------------------------------
TOPPS   143  257   N4520.4 252/042            061  00.10      28920
        037  239  W06744.3    M032  39        5465  12.13      98237
TOPPS/DCT                     M26      300   ....  .....     ......
-------------------------------------------------------------------
KBGR/15           N4448.4                    061  00.16      28102
 ELEV 192FT      W06849.7                   5526  12.29  GATE27915
-------------------------------------------------------------------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.14.1	FLIGHT DESTINATION LOG	Label.	M		
16.1.3.14.2	MAX SR/05/5530N	Information about maximum shear rate and where it occurs.	M		
	MAX SR/	Label.	M		
	05	Maximum Shear Rate for routing.	M	2	kts/1000feet, leading zero
	/5530N	Label "/" followed by ARINC code of waypoint where maximum SHR occurs.	M	≤6	
16.1.3.14.3	MIN OAT/-65/RESNO	Information about minimum Outside Air Temperature and where it occurs.	M		
	MIN OAT/	Label.	M		
	-65	Minimum Outside Air Temperature for routing.	M	3	Degree of Celsius, +/- signed, leading zero
	/RESNO	Label "/" followed by ARINC code of waypoint where minimum OAT occurs.	M	≤6	

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.14.4	`MOST CRITICAL MORA 14800 FEET AT BUK`	Information about most critical MORA and where it occurs.	M		
	`MOST CRITICAL MORA`	Label.	M		
	`14000 FEET`	Most critical MORA (maximum) for routing followed by label "`FEET`"	M	10	feet, leading zero
	`AT BUK`	Label "`AT`" followed by ARINC code of waypoint where most critical MORA occurs.	M	≤8	
16.1.3.14.5	`---------- POINT FL MC LAT WIND SR TAS DST TM REM FUEL FREQ MEA TC LONG COMP TP G/S ADST AT BURN /AWY OAT IAS/MK ETA ATA ACT FUEL ----------`	Header. To be repeated on every page.	M		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.14.6	OTBD/33 N2515.7 127157 ELEV 27FT E05133.9 ..... or PODET N4610.3 4500 E01537.6	First routing position as departure airport. First routing position as inflight replanning point.	O		
	OTBD/	ICAO code of departure airport followed by label "/". In case of inflight scenario, ARINC code of replanning point to be shown.	O	5	
	33	Used runway designator at departure airport.	O	≤3	
	N2515.7	Latitude.	M	7	Cddmm.\.m
	127157	Take Off Fuel (as described in Fuel Section).	M	≤6	kg/lb, right aligned
	ELEV 27FT	Label "ELEV" followed by runway elevation with label "FT"	O	≤17	feet

	E05133.9	Longitude.	M	8	Cdddmm.\.m
	.....	Label.	M		
16.1.3.14.7	---------- ---------- OBBB/ BAHRAIN UIR ---------- ----------	Airspace entry position.	O		
	---------- ----------	Label.	O		
	OBBB/	ICAO code of entered airspace followed by label "/"	O	5	
	BAHRAIN UIR	Long name of entered airspace.	O	Vrlb.	
	---------- ----------	Label.	O		
	POINT FREQ	Labels.	M		

16.1.3.14.8	DESBU or T-O-C or T-O-D or ENTRY1 or ETP1-1 or EXIT1	Waypoint's ARINC code. Label to be shown for Top Of Climb. Label to be shown for Top Of Descent. Label "ENTRY" followed by ETOPS area sequence number. To be shown for ETOPS Entry Label "ETP" followed by ETOPS area sequence number and ETP sequence number (separated by "-") Label "EXIT" followed by ETOPS area sequence number. To be shown for ETOPS Exit	M	≤8	
	116.70	Navigational aid frequency.	M	6	kHz, 000.00
	DESBU	Waypoint long name. To be shown only for real positions.	O	≤23	
	ACFT W OF LONG E077 SQWK C2200 IF NO CODE ASSIGNED.	ATC communication module – directive. To be shown if defined.	O	Vrlb.	

16.1.3.14.9	FL MEA /AWY	Labels.	M		
	300	Flight Level.	M	3	feet/100
	012	Minimum safe altitude on route from destination airport to destination alternate.	M	3	feet/100, leading zero
	/UM444	Label "/" followed by ICAO identification code of the airway, direct or terminal procedure	M	Vrlb.	
16.1.3.14.10	MC TC	Labels.	M		
	339	Average magnetic track.	M	3	Degree, leading zero
	342	Average true track.	M	3	Degree, leading zero
16.1.3.14.11	LAT LONG	Labels.	M		
	N2632.7	Latitude.	M	7	Cddmm.\.m
	E05032.7	Longitude.	M	8	Cdddmm.\.m

16.1.3.14.12	WIND COMP OAT	Labels.	M		
	283/077	Wind direction and speed at position. Values separated by "/"	M	7	Direction: Degree, leading zero Speed: kts, leading zero
	M040	Track wind component.	M	4	kts, P/M signed, leading zero
	M42	Outside Air Temperature.	M	3	Degree of Celsius, P/M signed, leading zero
16.1.3.14.13	SR TP	Labels.	M		
	02	Shear rate. To be shown only for real waypoints during cruising phase of flight.	O	2	kts/100, leading zero

	40	Tropopause height.	M	2	Feet/1000, leading zero
16.1.3.14.14	TAS G/S IAS/MK	Labels.			
	498	Average True Air Speed. To be shown only for cruising phase of flight except ETOPS positions.	O	3	kts
	451	Average True Ground Speed. To be shown only for cruising phase of flight except ETOPS positions.	O	3	kts
	838 or 340	Mach Number to be shown for altitude greater than 26900ft Indicated Air Speed to be shown for altitude less than 26900ft	O	3	Mach*1000, kts
16.1.3.14.15	DST ADST ETA	Labels.	M		
	009	Trip distance from previous defined position.	M	3	NM, leading zero
	0105	Elapsed trip distance.	M	4	NM, leading zero
	....	Label.	M		

16.1.3.14.16	TM AT ATA	Labels.	M		
	00.01	Trip time from previous defined position.	M	5	HH.mm
	00.19	Elapsed en-route time.	M	5	HH.mm
	.....	Label.	M		
16.1.3.14.17	REM FUEL BURN ACT FUEL	Labels.	M		
	121099	Fuel On Board at position, calculated as: Take Off fuel – used trip fuel at position.	M	≤6	kg/lb, right aligned
	6058	Used trip fuel at position.	M	≤6	kg/lb, right aligned
	.....	Label.	M		

16.1.3.14.18	*** DP SULAK PLUS 116NM *** DECISION POINT N3913.8E03431.0 PRIOR TO DECISION POINT - TURN BACK ALONG ROUTE JUST FLOWN TO NEAREST SUITABLE AIRPORT INCLUDING DEPARTURE - OTBD/XXD AFTER DECISION POINT - TURN RIGHT AND DIVERT DIRECT TO - KBGR/BGR	DD/DP Position description.	O	Vrlb.	
	*** DP - or *** DD -	Label to be shown for Depressurization. Label to be shown for Drift Down.	O		
	SULAK	ARINC Code of last real waypoint before DD/DP position in routing.	O	≤5	
	PLUS	Label.	O		
	116	Trip distance between last real waypoint and DD/DP position.	O	3	NM, leading zero
	NM ***	Label.	O		
	DECISION POINT	Label.	O		
	N3913.8	Latitude of the current decision point.	O	8	Cddmm.\.m
	E03431.0	Longitude of the current decision point.	O	9	Cdddmm.\.m

	PRIOR TO DECISION POINT – TURN BACK ALONG ROUTE JUST FLOWN TO NEAREST SUITABLE AIRPORT INCLUDING DEPARTURE – OTBD/XXD TURN BACK AND DIVERT – OAX(112.0).AMEKU.UJ15.PACOS. OTBD/XXD TURN RIGHT AND DIVERT DIRECT TO – KBGR/BGR TURN LEFT AND DIVERT – OAX(112.0).AMEKU.UJ15.PACOS KBGR/BGR CONTINUE ALONG FLIGHT ROUTE TO NEAREST SUITABLE AIRPORT INCLUDING DESTINATION – KBGR/BGR CONTINUE ALONG FLIGHT ROUTE AND DIVERT	Label followed by one of the following escape route instructions depicted below: Turn back along route just flown to nearest suitable airport including departure airport (ICAO/IATA code). Turn back and divert to the suitable airport (ICAO/IATA code) following the indicated escape route. Turn right and divert direct to the suitable airport (ICAO/IATA codes). Similar instruction possible for TURN **LEFT.** Label with appropriate turn direction (LEFT or RIGHT) followed by escape route ending with suitable airport ICAO/IATA codes. Similar instruction possible for TURN **RIGHT.** Label with destination airport ICAO/IATA codes.			

	- OAX(112.0.) AMEKU.UJ15.PACOS.KBOS/BOS	Label with escape route and airport ICAO/IATA codes.			
	AFTER DECISION POINT -	Label followed by escape route instruction after the current decision point. Structure of routes is as described above.	O	Vrlb.	

16.1.3.14.19	KBGR/15 N4448.4 061 00.16 28102 ELEV 192FT W06849.7 5526 12.29 GATE27915	Last routing position.	M		
	KBGR/	ICAO code of actual destination airport followed by label "/".	O	5	
	15	Used runway designator at actual destination airport.	O	≤3	
	N4448.4	Latitude.	M	7	Cddmm.\.m
	061	Trip distance from previous defined position.	M	3	NM, leading zero
	00.16	Trip time from previous defined position.	M	5	HH.mm
	28102	Fuel On Board at position, calculated as: Take Off fuel – used trip fuel at position.	M	≤6	kg/lb, right aligned
	ELEV 192FT	Label "ELEV" followed by runway elevation with label "FT"	O	≤17	feet
	W06849.7	Longitude.	M	8	Cdddmm.\.m
	5526	Elapsed trip distance.	M	4	NM, leading zero
	12.29	Elapsed en-route time.	M	5	HH.mm
	GATE27915	Label "GATE" followed by Fuel On Board at gate, calculated as Take Off fuel – used trip at position - Taxi in fuel.	M	≤6	kg/lb, right aligned

16.1.3.15 Functional Description – OFP – Wind Summary

Section is presents wind speed and direction with temperature at position.

```
---------------------- WIND SUMMARY INFORMATION --------------------
         FL100        FL150        FL200        FL310        FL350
CLIMB    339/020 P01  325/027 M09  301/038 M20  283/081 M43  281/095 M46

WPT      2FLBELOW     1FLBELOW     CURRENT      1FLABOVE     2FLABOVE
T O C    283/069 M37  283/077 M42  282/085 M44  283/069 M37  283/077 M42
DESBU    283/068 M37  283/077 M42  282/084 M44  283/069 M37  283/077 M42
EGMOR    284/067 M37  284/076 M42  283/083 M44  283/069 M37  283/077 M42
LOTOR    285/066 M38  284/075M42   283/082 M44  283/069 M37  283/077 M42 Data used in description below.
RAMSI    286/063 M38  284/074 M42  283/081 M45  283/069 M37  283/077 M42
ORDAN    287/061 M38  284/072 M43  283/079 M45  283/069 M37  283/077 M42
.
.
.
5530N    207/071 M51  210/071 M50  210/064 M50  285/032 M56  282/035 M58
5440N    236/029 M50  233/033 M50  233/036 M50  285/032 M56  282/035 M58
5250N    283/036 M52  282/038 M51  281/042 M51  285/032 M56  282/035 M58
TUDEP    293/053 M51  293/056 M51  292/056 M52  285/032 M56  282/035 M58
T O D    275/105 M58  277/109 M63  276/116 M68  285/032 M56  282/035 M58

         FL390        FL350        FL310        FL200        FL100
DESCENT  277/115 M68  276/107 M61  271/098 M51  270/062 M25  261/034 M09
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.15.1	---------- WIND SUMMARY INFORMATION ----------	Label.	M		
16.1.3.15.2	FL100 FL150 FL200 FL310 FL350 CLIMB 339/020 P01 325/027 M09 301/038 M20 283/081 M43 281/095 M46	Label with climb phase Flight Levels. Below wind direction/speed with temperature is presented. **Note:** Not to be shown for Inflight scenario.	O		
16.1.3.15.3	LOTOR or 5250N or TOC or TOD	Waypoint ARINC code. Label to be shown for Top Of Climb Label to be shown for Top Of Decent.	M	≤10	Left aligned
16.1.3.15.4	285/	Wind direction at position followed by label "/".	M	4	Degree, leading zero
16.1.3.15.5	066	Wind speed at position	M	3	Kts, leading zero
16.1.3.15.6	M38	Outside Air Temperature at position.	M	3	Degree of Celsius, P/M signed, leading zero

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.15.7	FL390 FL350 FL310 FL200 FL100 DESCENT 277/115 M68 276/107 M61 271/098 M51 270/062 M25 261/034 M09	Label with descent phase Flight Levels. Below wind direction/speed with temperature is presented.	M		

16.1.3.16 Functional Description – OFP – ETOPS Summary

This ETOPS section shall only be displayed whenever an extended OPS EDTO has been done otherwise it is omitted.
When an ETOPS scenario has been inserted, the table contains ETPs for extended OPS EDTO as planned. For each ETP position, only the most critical case (one engine out (1X); decompression (DC) or one engine out with decompression (DX)) per SA-pair is shown (ENTRY/EXIT omitted).

```
   ETOPS CRITICAL POINT INFORMATION (ETOPS THRESHOLD TIME: 180MIN)
   ---------------------------------------------------------------

      CRITICAL POINT FOR FUEL REQUIREMENTS: N5412.0 W03833.0

ETOPS INFORMATION ELTME TIME   DIST     MORA    ICE CFUEL   FOB COND
                               ISA      W/C

ETP1-1  EINN/BIKF  0802 0124  498/535  023/023    0 11972 57564  DX
N5504.5 W02226.7              M05/M05 P018/P048

ETP1-2  BIKF/CYQX  0918 0203  762/674  019/023    0 17020 48251  DX
N5412.0 W03833.0              M10/M19 P032/M010

DX - ONE ENGINE OUT WITH DECOMPRESSION
DC - DECOMPRESSION
1X - ONE ENGINE OUT
-------------------------------------------------------------------
ENRTE ALTNS  (WEATHER SUITABILITY PERIOD)
EINN  18:48  22:27    WX MIN:  400-1524     FCST WX:  9999-9999
BIKF  20:26  22:55    WX MIN:  290-800      FCST WX:  9999-9999
CYQX  20:52  22:55    WX MIN: 1670-2200     FCST WX:  9999-6000
-------------------------------------------------------------------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.16.1	ETOPS CRITICAL POINT INFORMATION (ETOPS THRESHOLD TIME: 180MIN)	ETOPS header.	O		
	ETOPS CRITICAL POINT INFORMATION (ETOPS THRESHOLD TIME:	Label.	O		
	180	ETOPS rule time.	O	≤3	min
	MIN)	Label.	O		
16.1.3.16.2	----------	Label.	O		
16.1.3.16.3	CRITICAL POINT FOR FUEL REQUIREMENTS:	Label.	O		
16.1.3.16.4	N5412.0	Most critical ETOPS positon latitude.	O	7	Cddmm.\.m
16.1.3.16.5	W03833.0	Most critical ETOPS position longitude.	O	8	Cdddmm.\.m
16.1.3.16.6	ETOPS INFORMATION ELTME TIME DIST MORA ICE CFUEL FOB COND ISA W/C		O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.16.7	ETP1-1	Label "ETP" followed by ETOPS area sequence number and PET sequence number inside ETOPS Area. Values separated by "-"	O	6	
16.1.3.16.8	EINN/BIKF	ICAO codes of suitable airports, separated by label "/".	O		
16.1.3.16.9	ELTME	Label.	O		
	0802	Elapsed enroute time to ETP.s	O	4	HHmm
16.1.3.16.10	TIME	Label.	O		
	0124	Trip time from current ETP position to its most critical suitable airport.	O	4	HHmm
16.1.3.16.11	DIST	Label.	O		
	498/535	Ground distance from ETP position to the respective suitable airports. Values are separated by label "/".	O	≤9	NM, right aligned"/"left aligned
	ISA	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.16.12	M05/M05	Average temperature deviation to ISA for routing from ETOPS position to the respective suitable airport(s).	O	7	Degree of Celsius, P/M signed, leading zero
16.1.3.16.13	MORA	Label.	O		
	023/023	Minimum off route altitude for the routing from ETP position to the respective suitable airport. Values are separated by label “/”.	O	3	Feet/100
16.1.3.16.14	W/C	Label.	O		
	P018/P048	Average wind component for routing from ETOPS position to the respective suitable airports. Values are separated by label “/”.	O	9	Kts, P/M signed, leading zero
16.1.3.16.15	ICE	Label.	O		
	0	Icing fuel, part of CFUEL, planned for anti-icing for the respective routing. **Note:** this amount of fuel is included into CFUEL.	O	≤4	kg/lb, right aligned

16.1.3.16.16	CFUEL	Label.	O		
	11972	Critical Fuel (incl. icing) required for routing from current ETP position to the most critical Suitable Airport.	O	≤5	kg/lb, right aligned
16.1.3.16.17	FOB	Label.	O		
	57564	Estimated fuel on board at ETP. Calculated as Take Off Fuel – used trip fuel at position.	O	≤5	kg/lb, right aligned
16.1.3.16.18	COND	Label.	O		
	DX	ETOPS case string. Possible values are: DX – Decompression with one engine out 1X – one engine out DC – decompression	O	2	
16.1.3.16.19	N5504.5	ETOPS positon latitude.	O	7	Cddmm.\.m
16.1.3.16.20	W02226.7	ETOPS position longitude.	O	8	Cdddmm.\.m
16.1.3.16.21	DX - ONE ENGINE OUT WITH DECOMPRESSION DC - DECOMPRESSION 1X - ONE ENGINE OUT	Labels.	O		

16.1.3.16.22	---------- ---------- ENRTE ALTNS (WEATHER SUITABILITY PERIOD) EINN 18:48 22:27 WX MIN: 400-1524 FCST WX: 9999-9999 ...	List with Suitable Airports which contains weather forecast/minimums and suitability period information	O	Vrlb.	
	ENRTE ALTNS (WEATHER SUITABILITY PERIOD)	Label.	O		
	EINN	ICAO code of Suitable Airport.	O	4	
	18:48 22:27	Weather suitability period from - till.	O	10	HH:mm
	WX MIN:	Label.	O		
	400-1524	Weather minimums for the Suitable Airport: vertical and horizontal visibility. Values separated by “-”.	O	≤12	Vertical: feet, right aligned Horizontal: meter, left aligned.
	FCST WX:	Label.	O	≤12	Vertical: feet, right aligned Horizontal: meter, left aligned.
	9999-9999	Weather forecast for the Suitable Airport: vertical and horizontal visibility. Values separated by “-”.			
16.1.3.16.23	---------- ----------	Label.	O		

16.1.3.17 Functional Description – OFP – Destination Alternate Routing

Section presents routing from actual destination airport to actual destination alternate. The description of the routing section is equivalent to the main routing section. Therefore the displayed elements in routing are not described again except:

```
               ROUTE TO DESTINATION ALTERNATE - KBOS
-------------------------------------------------------------------
POINT    FL    MC       LAT     WIND  SR  TAS    DST     TM   REM FUEL
FREQ     MEA   TC      LONG     COMP  TP  G/S   ADST     AT       BURN
        /AWY                     OAT    IAS/MK   ETA    ATA   ACT FUEL
-------------------------------------------------------------------
KBGR/15           N4448.4                                      28102
 ELEV 192FT      W06849.7                                     ......
-------------------------------------------------------------------
T-O-C   280  229   N4413.6 262/075      424    043  00.08      25228
        024  213  W06921.6    M047  39  306   0043  00.08       2874
/DCT                          M38      830   ....   .....    ......
-------------------------------------------------------------------
T-O-D   280  228   N4328.1 260/068      424    055  00.09      24417
        024  213  W07002.1    M047  39  341   0098  00.17       3685
/DCT                          M41      713   ....   .....    ......
-------------------------------------------------------------------
KZBW/ BOSTON LOWER FIR
-------------------------------------------------------------------
BOS      27  226   N4221.4 218/025             080  00.16      23882
112.70  024  213  W07059.4    M017  39        0178  00.33       4220
BOSTON/DCT                    P00      300   ....   .....    ......

PRIOR LANDING MONITOR FREQ. 121.500
-------------------------------------------------------------------
KBOS/04R          N4221.8                     018  00.07      23405
 ELEV 19FT       W07100.4                    0196  00.40
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.17.1	ROUTE TO DESTINATION ALTERNATE -	Label.	O		
16.1.3.17.2	KBOS	ICAO code of actual destination alternate airport.	O	4	

16.1.3.18 Functional Description – OFP – Reclearance Fuel Section

Section contains information about DEP-DEST, DEP-RAP, Decision Point – DEST, Decision Point – RAP fuel and time data with some additional information.

```
                        RECLEARANCE INFORMATION
                        -----------------------

FINAL DEST:    KBGR/BGR                          RECLEAR POINT: TUDEP

ENROUTE DEST:  BGSF/SFJ                    ENROUTE DEST ALTN: CYJT/YJT

-------------------------------------------------------------------

               PRE-FLIGHT FUEL INFORMATION FROM:OTBD/XXD
               -----------------------------------------

    FUEL DIFF FINAL DEST:KBGR/BGR TO ENROUTE DEST:BGSF/SFJ: 2233

        FINAL DEST:KBGR/BGR              ENROUTE DEST:BGSF/SFJ

---------------------------------  ---------------------------------
FUEL           ARPT   FUEL   TIME  FUEL           ARPT   FUEL   TIME
---------------------------------  ---------------------------------
TRIP           KBGR  99055   1229  TRIP           BGSF 100404   1242
CONT 3%        KPHL    567   0006  CONT 3%        KPHL   3012   0023
ALTN           KBOS   4697   0040  ALTN           CYJT   4051   0043
FINRES                2841   0030  FINRES                2837   0030
ETOPS                  110   0001  ETOPS                  440   0003
TERRAIN ADD           8536   0105  TERRAIN ADD           9601   0113
MEL                   1813   0014  MEL                   1791   0014
BALLAST                150         BALLAST                150
HOLD                   560   0012  HOLD                   100     0001
FOD ADD                361   0003  FOD ADD               2283   0017
```

ATC		1820	0014	ATC		1797	0014
WXX		1805	0014	WXX		1782	0013
OPN		2050	0015	OPN		1919	0015
TNK		560	0004	TNK		430	0003
T/OFF FUEL		124924	1622	T/OFF FUEL		126447	1606
TAXI	OTBD	400	0015	TAXI	OTBD	400	0015
BLOCK FUEL	OTBD	125324	1637	BLOCK FUEL	OTBD	126847	1621

IN-FLIGHT FUEL INFORMATION FROM RECLEAR POINT:TUDEP

FINAL DEST:KBGR/BGR				ENROUTE DEST:BGSF/SFJ			
FUEL	ARPT	FUEL	TIME	FUEL	ARPT	FUEL	TIME
TRIP	KBGR	11331	0156	TRIP	BGSF	12677	0210
CONT 5%		567	0006	CONT 5%		634	0005
ALTN	KBOS	4697	0040	ALTN	CYJT	4051	0043
FINRES		2841	0030	FINRES		2837	0030
ETOPS		110	0001	ETOPS		440	0003
TERRAIN ADD		8536	0105	TERRAIN ADD		9601	0113
MEL		1813	0014	MEL		1791	0014
BALLAST		150		BALLAST		150	
FOD ADD		361	0003	FOD ADD		100	0002
HOLD		560	0012	HOLD		2283	0017
ATC		1820	0014	ATC		1797	0014
WXX		1805	0014	WXX		1782	0013
OPN		2050	0015	OPN		1919	0015
TNK		560	0004	TNK		430	0003
PFOB	TUDEP	37199		MIN FUEL O/H	TUDEP	36342	

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.18.1	RECLEARANCE INFORMATION ----------	Labels.			
16.1.3.18.2	FINAL DEST: KBGR/BGR	Actual destination airport data.	O		
	FINAL DEST:	Label.	O		
	KBGR	ICAO code of actual destination airport.	O	4	
	/BGR	Label "/" followed by IATA code of actual destination airport.	O	4	
16.1.3.18.3	RECLEAR POINT: TUDEP	Information about reclearance decision point.	O	Vrlb.	
	RECLEAR POINT:	Label.	O		
	TUDEP	ARINC code of reclearance decision point.	O		
16.1.3.18.4	ENROUTE DEST: BGSF/SFJ	RAP airport data.	O		
	ENROUTE DEST:	Label.	O		
	BGSF	ICAO code of RAP airport.	O	4	

Id	Example	General Description	M/O	Size	Format/Alignment
	/SFJ	Label "/" followed by IATA code of RAP airport.	O	4	

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.18.5	ENROUTE DEST ALTN: CYJT/YJT	RAP alternate airport data. In case when not planned only label to be shown.	O		
	ENROUTE DEST ALTN:	Label.	O		
	CYJT	ICAO code of RAP alternate airport.	O	4	
	/YJT	Label "/" followed by IATA code of RAP alternate airport.	O	4	
16.1.3.18.6	----------	Label.	O		
16.1.3.18.7	PRE-FLIGHT FUEL INFORMATION FROM:OTBD/XXD ----------	Departure airport data.	O		
	PRE-FLIGHT FUEL INFORMATION FROM:	Label.	O		
	OTBD	ICAO code of departure airport.	O		
	/XXD	Label "/" followed by IATA code of departure airport.	O		
	----------	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.18.8	FUEL DIFF FINAL DEST:KBGR/BGR TO ENROUTE DEST:BGSF/SFJ: 2233	Information about fuel difference between actual destination and RAP routes.	O		
	FUEL DIFF FINAL DEST:	Label.	O		
	KBGR/BGR	ICAO and IATA codes of actual destination airport. Values separated by “/”.	O	8	
	TO ENROUTE DEST:	Label.	O		
	BGSF/SFJ:	ICAO and IATA codes of actual destination airport. Values separated by “/” and followed by label “:”	O		
	2233	Reclearance additional fuel, calculated as difference between RAP T/O Fuel and DEST T/O Fuel.	O	≤6	kg/lb

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.18.9	FINAL DEST:KBGR/BGR --- FUEL ARPT FUEL TIME --- TRIP KBGR 99055 1229 CONT 3% KPHL 567 0006 ALTN KBOS 4697 0040 FINRES 2841 0030 ETOPS 110 0001 TERRAIN ADD 8536 0105 MEL 1813 0014 BALLAST 150 FOD ADD 361 0003 ATC 1820 0014 WXX 1805 0014 OPN 2050 0015 TNK 560 0004 --- T/OFF FUEL 124924 1622 TAXI OTBD 400 0015 --- BLOCK FUEL OTBD 125324 1637	Fuel sub-section which shows data relevant for departure – actual destination scenario. Layout, sequence, show conditions and data is almost identical to main fuel section from (3.5), thus it is not described anymore.	O	Vrlb.	

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.18.10	ENROUTE DEST:BGSF/SFJ ----------	Fuel sub-section which shows data relevant for departure – RAP scenario. Layout, sequence, show conditions and data is almost identical to main fuel section from (3.5) but refer to RAP routing, thus it is not described anymore.	O	Vrlb.	
16.1.3.18.11	----------	Label.			

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.18.12	IN-FLIGHT FUEL INFORMATION FROM RECLEAR POINT:TUDEP	Label followed by ARINC code of reclearance Decision Point.	O	≤51	
16.1.3.18.13	FINAL DEST:KBGR/BGR ---------- FUEL ARPT FUEL TIME ---------- TRIP KBGR 11331 0156 CONT 5% 567 0006 ALTN KBOS 4697 0040 FINRES 2841 0030 ETOPS 110 0001 TERRAIN ADD 8536 0105 MEL 1813 0014 BALLAST 150 FOD ADD 361 0003 HOLD 560 0012 ATC 1820 0014 WXX 1805 0014 OPN 2050 0015 TNK 560 0004 ---------- PFOB TUDEP 37199	Fuel sub-section which shows data relevant for decision point – actual destination scenario. Layout, sequence, show conditions and data is almost identical to main fuel section from (3.5), thus it is not described anymore.	O	Vrlb.	

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.18.14	ENROUTE DEST:BGSF/SFJ ----------				
16.1.3.18.15	----------	Label.			

16.1.3.19 Functional Description – OFP – Reclearance Flight Release

Section contains ATC routing text from reclearance decision point to RAP airport. Additionally, it contains free space for PIC notes/remarks. Whole section is presented only for reclearance scenario.

```
                      ENROUTE FLIGHT RELEASE
                      ----------------------

EFR RECVD AT ....Z  MFOB AT TUDEP .....KG

                PRED FOB AT TUDEP .....KG

PIC DECISION DIVERT/CONTINUE REMARKS.............................

-----------------------------------------------------------------
FLIGHT PLAN ROUTE FROM DECISION POINT TO ENROUTE DESTINATION
-----------------------------------------------------------------
TAFFY N0480F390 DCT CL DCT FINNI V382 YDF DCT BGSF
ARR SJF RWY 09
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.19.1	ENROUTE FLIGHT RELEASE ----------	Labels.	O		
16.1.3.19.2	EFR RECVD AT ....Z MFOB AT	Label.	O		
16.1.3.19.3	TUDEP	ARINC code of reclearance decision point.	O	≤5	
16.1.3.19.4	.....KG or .....LB	Label to be shown for kg mass unit. Label to be shown for lb mass unit.	O		
16.1.3.19.5	PRED FOB AT	Label.	O		
16.1.3.19.6	TUDEP	ARINC code of reclearance decision point.	O	≤5	
16.1.3.19.7	.....KG or .....LB	Label to be shown for kg mass unit. Label to be shown for lb mass unit.	O		
16.1.3.19.8	PIC DECISION DIVERT/CONTINUE REMARKS.....	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.19.9	---------- ---------- FLIGHT PLAN ROUTE FROM DECISION POINT TO ENROUTE DESTINATION ---------- ----------	Labels.	O		
16.1.3.19.10	TUDEP N0480F390 DCT CL DCT FINNI V382 YDF DCT BGSF	ATC routing text from reclearance decision point to RAP airport alternate airport. It starts with Reclearance decision point and ends with ICAO code of RAP airport and contains speed and FL changes.	O	Vrlb.	
16.1.3.19.11	ARR SJF	Label “ARR ” followed by IATA code of RAP airport.	O	7	
16.1.3.19.12	RWY 09	Label “RWY ” followed by used runway designator.	O	≤7	

16.1.3.20 Functional Description – OFP – RAP Alternate Information

Section contains basic information about RAP alternate. It is shown only for reclearance scenario.

```
-------------------------------------------------------------------
ENROUTE DESTINATION ALTERNATE INFORMATION
-------------------------------------------------------------------
ALTN          MORA  DIST  LVL    WC     TIME         FUEL
CYJT/YJT/27     29   200  280   M053    0.43         4051
BGSF YQX5 YJT DCT CYJT
-------------------------------------------------------------------
```

In case of Isolated aerodrome policy following data will be presented:

```
-------------------------------------------------------------------
ENROUTE DESTINATION ALTERNATE INFORMATION
-------------------------------------------------------------------
ALTN ISL DEST
-------------------------------------------------------------------
```

In case of NO alternate required policy following data will be presented:

```
-------------------------------------------------------------------
ENROUTE DESTINATION ALTERNATE INFORMATION
-------------------------------------------------------------------
ALTN NIL
-------------------------------------------------------------------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.20.1	---------- ---------- ENROUTE DESTINATION ALTERNATE INFORMATION ---------- ----------	Labels.	O		
16.1.3.20.2	ALTN	Label.	O		
	CYJT/YJT/27	ICAO, IATA and used runway of RAP alternate airport. Values separated by label "/"	O	≤12	
16.1.3.20.3	MORA	Label.	O		
	29	Minimu Safe Altitude.	O	≤4	Feet/100, right aligned
16.1.3.20.4	DIST	Label.	O		
	200	Trip distance from RAP to RAP alternate airport.	O	≤4	NM, right aligned
16.1.3.20.5	LVL	Label.	O		
	280	Flight Level for routing from RAP to RAP alternate airport.	O	3	Feet/100, right aligned
	WC	Label.	O		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.20.6	M053	Average track wind component for routing from RAP to RAP alternate airport.	O	4	kts, P/M signed, leading zero
16.1.3.20.7	TIME	Label.	O		
	0.43	Trip time from RAP to RAP alternate airport.	O	4	H.mm
16.1.3.20.8	FUEL	Label.	O		
	4051	Trip fuel from RAP to RAP alternate airport.	O	≤5	kg/lb, right aligned
16.1.3.20.9	BGSF YQX5 YJT DCT CYJT	ATC routing text from RAP to RAP Alternate airport. It starts with ICAO code of RAP airport and ends with ICAO code of RAP Alternate airport.	O	Vrlb.	
16.1.3.20.10	----------	Label.	O		

16.1.3.21 Functional Description – OFP – RAP Routing

Section presents routing from reclearance decision point to RAP airport. Section is shown only in case when reclearance scenario has been calculated. The description of the routing section is equivalent to the main routing section except for the Airspaces. Therefore, the displayed elements in routing are not described again except:

RECLEARANCE FLIGHT LOG

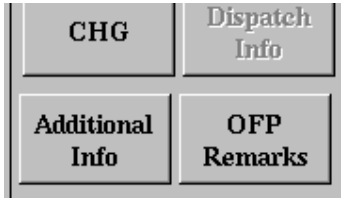
POINT FREQ	FL MEA /AWY	MC TC	LAT LONG	WIND COMP OAT	SR TP	TAS G/S IAS/MK	DST ADST ETA	TM AT ATA	REM FUEL BURN ACT FUEL
TUDEP	360	293	N5110.0	293/056		485			38720
	010	291	W05314.0	M035	24	454	4789	10.32	87727
TUDEP/DCT				M51		840	....	.....	.....
5850N	370	036	N5800.0	252/012	00	486	425	00.53	32654
	010	015	W05000.0	P001	30	486	5215	11.25	93793
N58000000 W050000000/DCT				M53		840	....	.....	.....
5950N	370	023	N5900.0	222/007	00	484	060	00.07	31823
	010	360	W05000.0	P004	30	487	5275	11.32	94624
N59000000 W050000000/DCT				M55		840	....	.....	.....
6050N	370	023	N6000.0	180/010	01	482	060	00.08	31003
	010	000	W05000.0	P008	31	491	5335	11.40	95444
N600000 W0500000/DCT				M56		840	....	.....	.....
KU	370	013	N6404.2	130/025	00	480	251	00.30	27651
298.00	027	347	W05200.8	P015	32	495	5586	12.10	98796
KOOK ISLANDS/DCT				M58		840	....	.....	.....
T-O-D	370	037	N6449.2	127/027		480	046	00.06	27045

```
        069  009  W05145.5    P014  32  494   5631  12.16      99402
/DCT                          M59       840   ....  .....     ......
-------------------------------------------------------------------
SF       12  037   N6658.0 144/010             130  00.24      26222
382.00  069  009  W05056.5    M002  31        5762  12.40     100225
SONDRE STROMFJORD/DCT          M06       300   ....  .....     ......
-------------------------------------------------------------------
BGSF/09            N6701.0                    007  00.02      26043
 ELEV 100FT       W05041.4                   5768  12.42
-------------------------------------------------------------------
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.3.21.1	RECLEARANCE FLIGHT LOG	Label.			

16.1.4 Info OFP

Whenever the user has selected an Info OFP in frame Briefing (via button " Additional Info" in FPL/OFP Transmission frame) an information flight plan will be generated, which will be attached to the briefing package to provide the pilot with additional information. The format of the Info OFP is the same as described for the Main OFP (section 16.1.3.3) above. It contains Flight Release as well as Detailed OFP Part. Additionally, on top of the Info OFP the label "FOR INFORMATION ONLY" is shown. If any remark related to the Info OFP has been entered, it will be displayed right below the mentioned label. Please, refer to example below.



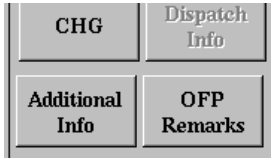
OFP NO	RCL NO	ETOPS NO	REMARK	ROUTE	Order No	OPTION
1	0	1	REM FOR IN	E/MFT	1	INFO
2	0	1		E/MDT	0	MAIN

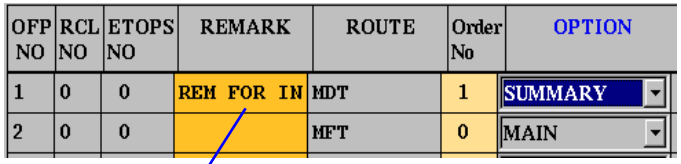
```
FOR INFORMATION ONLY
********************

REM FOR INFO OFP

                FLIGHT DISPATCH RELEASE              IFR // STD 1200Z

RXI7780 /07FEB17        / HZAK14   TO BGR    STD 1200Z   STA 1920Z
```

XXD 126597/127157 323626 B/O 99055

16.1.5 Summary OFP

Whenever the user has selected a summary OFP in frame Briefing (via button "Additional Info" in the FPL/OFP Transmission frame), the format to be used for generation of the summary OFP is described below. If any remark related to the Summary OFP has been entered, it will be displayed right below the label "OFP SUMMARY". Please, refer to example below.





OFP NO	RCL NO	ETOPS NO	REMARK	ROUTE	Order No	OPTION
1	0	0	REM FOR IN	MDT	1	SUMMARY
2	0	0		MFT	0	MAIN

```
-------------------------------------------------------------------
SECONDARY FLIGHT ROUTING INFORMATION OFP 4/2/1
-----------------------------------
REM FOR IN

ROUTE   OTBD/33 N0496F300 PATOM UL604 BAH UM444 DAVUS/N0494F300
-----   UL602 TASMI/N0492F300 UL602 ELEXI/N0489F300 UL602 DRZ DCT
DEFRTE  GAZ UL602 SULAK/N0483F320 UL602 MAKOL DCT ORTIP DCT MOPUG
        DCT BEGLA DCT DITIS DCT VARIK UL602 TABAT/N0479F340 UL602
        KEMAD DCT SUPUR UL602 MIMVA DCT GETNO UL46 REMSI DCT
```

```
          MOLAK/M084F360 DCT RESNO DCT 55N020W 55N030W 54N040W 52N050W
          DCT TUDEP DCT TOPPS DCT KBGR/15

PLANNING SUMMARY   VRBL       FL 300   DIST 5526          TRIP 99055
----------------             AV WC M031  TIME 07.52  TOTAL FUEL 127557
```

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.5.1	---------- ---------				
16.1.5.2	SECONDARY FLIGHT ROUTING INFORMATION				
16.1.5.3	OFP	Label.	M	Vrlb.	
	4/2/1	→ ETOPS and RCF calculation: OFP Number/RCF Number/ETOPS Number			
	4	→ standard calculation (no ETOPS, no RCF)			
	4/1	→ RCF calculation (no ETOPS): OFP Number/RCF Number			
	4/0/1	→ ETOPS calculation (no RCL): OFP Number/RCL Number (which in this case is zero)/ETOPS Number			
16.1.5.4	REM FOR IN	Summary OFP Remark. To be shown if defined.	O	Vrlb.	
	ROUTE -----	Label.	M		

Id	Example	General Description	M/O	Size	Format/Alignment
16.1.5.5	DEFRTE	Used route code. Possible values are: HAMJFK601 – predefined company route name. MFT or E/MFT or E/MFT/R (resp. for MTT, MDT and MCT) Minimum Fuel Track; Minimum Fuel Track with EDTO; Minimum fuel track with EDTO and restrictions. INFLTIGHT in case of Inflight calculation. NAT A (B, C, X, Y etc.) in case of North Atlantic Track planned. DEFRTE in case of user defined routing.	M	≤11	
16.1.5.6	OTBD/33 N0496F300 PATOM UL604 BAH UM444 DAVUS/N0494F300 UL602 TASMI/N0492F300 UL602 ELEXI/N0489F300 UL602 DRZ DCT GAZ UL602 SULAK/N0483F320 UL602 MAKOL DCT ORTIP DCT MOPUG DCT BEGLA DCT DITIS DCT VARIK UL602 TABAT/N0479F340 UL602 KEMAD DCT SUPUR UL602 MIMVA DCT GETNO UL46 REMSI DCT MOLAK/M084F360 DCT RESNO DCT 55N020W 55N030W 54N040W 52N050W DCT TUDEP DCT TOPPS DCT KBGR/15	Routing description of the routing planned to destination airport. Routing from ATC flight plan Item 15, with speed/level changes is presented. The routing starts with the ICAO code of the departure airport/Inflight replanning point and ends with the ICAO code of the destination airport. After the ICAO code of the departure and the destination airports the respective planned runway identifier is displayed.	M	Vrlb.	

16.1.5.7	PLANNING SUMMARY ----------	Labels.	M		
16.1.5.8	VRBL	Applied cruise speed procedure. Possible values are: VRBL - variable speed operation (different Mach Numbers, Cost index values) LRC – Long Range Cruise M.83 – Unique Mach number for constant speed procedure CI20 – Unique Cost index for Economic speed procedure CI20/M.83 – Unique Cost Index and unique Mach Number 300 – IAS for constant speed procedure	M	≤7	
16.1.5.9	FL	Label.	M		
	300	Flight level.	M	3	feet/100
16.1.5.10	DIST	Label.	M		
	5526	Routing trip distance.	M	≤4	NM
16.1.5.11	TRIP	Label.	M		
	99055	Trip fuel	M	≤6	kg/lb, right aligned
	AV WC	Label.	M		

16.1.5.12	M031	Average track wind component for routing.	M	4	Kts, P/M signed, leading zero
16.1.5.13	TIME	Label.	M		
	07.52	Trip	M	5	HH.mm
16.1.5.14	TOTAL FUEL	Label.	M		
	127557	Block fuel.	M	≤6	kg/lb, right aligned

16.1.6 Way Filter Criteria

	Criterion	Initial Climb	Cruise	Final Descent	Overall
1	Every Designated AIP Position	Y			
2	First WPT				
3	Last WPT of SID				
4	Real waypoint of SID				
5	Initial TOC	Y			
6	FIR boundary	Y			
7	VOR (Navaid)				
8	Compulsary				
9	OTS				
10	RCL point				
11	ATC item 15				
12	ETOPS/ETP relevant position	Y			
13	DriftDown/Depressur. relevant position	Y			
16	Every Designated AIP Position		Y		
17	First WPT after Initial TOC				
18	Last WPT of SID				

	Criterion	Initial Climb	Cruise	Final Descent	Overall
19	Last WPT before Final TOD				
20	First WPT of STAR				
21	Start WPT of StepClimb				
22	Real WPT on stepclimb				
23	TOC of a step climb				
24	Real WPT after TOC of a stepclimb				
25	Start WPT of StepDescent				
26	Real WPT on stepdescent				
27	BOD of StepDescent				
28	Real WPT after BOD of a stepdescent				
29	FIR boundary		**Y**		
30	VOR (Navaid)				
31	Compulsary				
32	OTS				
33	RCL point		**Y**		
34	ATC item 15				
35	ETOPS/ETP relevant position		**Y**		
36	DriftDown/Depressur. relevant position		**Y**		

	Criterion	Initial Climb	Cruise	Final Descent	Overall
37	Every Designated AIP Position			Y	
38	Last WPT				
39	First WPT of STAR				
40	Real waypoint of STAR				
41	Final TOD			**Y**	
42	FIR boundary				
43	VOR (Navaid)				
44	Compulsary				
45	OTS				
46	RCL point			**Y**	
47	ATC item 15				
48	ETOPS/ETP relevant position			**Y**	
49	DriftDown/Depressur. relevant position			**Y**	
50	Forced Briefing Status				
51	Max distance between WPTs				
52	Delta height for StepClimb/Descent				
53	Accept Artificial WPT				
Notes					

	Criterion	Initial Climb	Cruise	Final Descent	Overall
Initial Climb leads from Departure Airport to first TOC (inclusive)					
Cruise is the part between Initial TOC and Final TOD (excluding these points)					
Final Descent leads from last TOD to Destination Airport (inclusive)					
"Every Designated AIP Position" includes all other criteria for the respective phase of flight (except TOC, BOD and TOD)					
A "N" means, that such a WPT will not be displayed, even when another rule would display it					
An empty field means, that the respective criterion should not be considered, i.e. such a WPT will only be displayed, when another criterion matches					

	Comments (Only in case of 1, 13, 37 = N) Rules 51 and 52 do not take into account ETOPS-Relevant Positions and FIR boundaries
50	Should the setting of the 'Waypoints on OFP' - frame be considered
51	Enter in the same column the requested maximum distance [NM] between two waypoints on the OFP
52	Enter in the same column the delta - height [ft] of a Stepclimb/descent, which should display a TOC/BOD
53	Should artificial waypoints (TOC, BOD, TOD) be used to fulfill rule 51

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