



[OFP]

FDX7824 16JAN2021 EGLL-SEQM B48F N749SB RELEASE 2228 15JAN21
OFP 2 HEATHROW-MARISCAL SUCRE INTL
WX PROG 1606 1609 1612 1615 1618 1621
OBS 1518 1518 1518 1518 1518 1518
ATC C/S FDX7824 EGLL/LHR SEQM/UIO CRZ SYS CI 107
16JAN2021 N749SB 0700/0720 1832/1842 GND DIST 5014
B747-8F / GENX-2B67 STA 1845 AIR DIST 5273
CTOT:.... G/C DIST 4959
AVG WIND 275/029
MAXIMUM TOW 447696 LAW 346091 ZFW 329762 AVG W/C M023
ESTIMATED TOW 348852 LAW 247921 ZFW 232844 AVG ISA P004
AVG FF KGS/HR 9008
FUEL BIAS P00.0
TKOF ALTN
ALTN SELT
FL STEPS EGLL/0320/

*** ETOPS/ETP FLIGHT ***

DISP RMKS NIL

PLANNED FUEL

FUEL	ARPT	FUEL	TIME
TRIP	UIO	100931	1112
CONT 5%		5047	0034
ALTN	LTX	2884	0017
FINRES		7146	0100
ETOPS/ETP		0	0000

MINIMUM T/OFF FUEL		116008	1303

EXTRA		0	0000

T/OFF FUEL		116008	1303
TAXI	LHR	907	0020

BLOCK FUEL	LHR	116915	
PIC EXTRA		.....
TOTAL FUEL		.....
REASON FOR PIC EXTRA		.....

NO TANKERING RECOMMENDED (P)-----
I HEREWITH CONFIRM THAT I HAVE PERFORMED A THOROUGH SELF BRIEFING
ABOUT THE DESTINATION AND ALTERNATE AIRPORTS OF THIS FLIGHT
INCLUDING THE APPLICABLE INSTRUMENT APPROACH PROCEDURES, AIRPORT
FACILITIES, NOTAMS AND ALL OTHER RELEVANT PARTICULAR INFORMATION.

DISPATCHER: CLARENCE RICHARD

PIC NAME: CHARLEMAGNE, CLEME

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO: FINRES 7146
APT TRK DST VIA FL WC TIME FUEL

SELT/19 198 75 DCT QM006 DCT QM201 DCT CI36 180 P005 0017 2884
DCT EDMAL DCT QM040 DCT D007Q
DCT D007L DCT

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
EGLL/09L CPT4K CPT M197 GAPLI DCT NERTU DCT BEDRA DCT 48N020W
44N030W 39N040W 32N050W DCT KAVAX M525 YIYYO DCT SCAPA UG431 BEXER
UG885 ABA UA567 NOREX DCT EJA DCT MQU DCT ARNOK DCT SEQM/36

DEPARTURE ATC CLEARANCE:
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OPERATIONAL IMPACTS

WEIGHT CHANGE UP 1.0	TRIP P 0244 KGS	TIME M 0000
WEIGHT CHANGE DN 1.0	TRIP M 0236 KGS	TIME P 0000
FL CHANGE UP FL1	TRIP M 2208 KGS	TIME P 0001
FL CHANGE DN FL1	TRIP P 2501 KGS	TIME P 0000
FL CHANGE DN FL2	TRIP P 5883 KGS	TIME P 0005
SPD CHANGE CI 0	TRIP M 3814 KGS	TIME P 0049
SPD CHANGE CI 500	TRIP P 8724 KGS	TIME M 0042

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ATIS:.
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RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	0700Z/0700L	0700Z/0700LZ
OFF	0720Z/0720L	0720Z/0720L	.....Z
ON	1832Z/1332L	1835Z/1335L	.....Z
IN	1842Z/1342L	1845Z/1345L	.....Z
BLOCK TIME	1142	1145	.....

-----WEIGHTS

	EST	MAX	ACTUAL
PAX	3		.....
CARGO	35.4		.....
PAYLOAD	35.7		.....
ZFW	232.8	329.8	.....
FUEL	116.9	181.5	..... POSS EXTRA 64.6
TOW	348.9	447.0	LDG.....
STAB TRIM			.....
LAW	247.9	346.1	.....

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 20400 FEET AT MQU///MXSHR 07 AT 32N050W

OCEANIC CLEARANCE:

GAPLI NERTU BEDRA 48N020W 44N030W 39N040W 32N050W FL320 .83

MAX OCEANIC ENTRY FL370

AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
HEATHROW EGLL	N5128.7 W00027.7	0000	...	22	089 089 5014	266	P013		116.0	0.9
CPT4K LON113002 D113B	N5128.7 W00025.8	0001	...	23	259 258 5009	.39	215/023 P013	M00 M11 401	115.9	1.0
CPT4K LON256011 D256K	N5126.3 W00044.9	0002 0003	...	23 12	281 280 4997	.68	293/043 M036	M13 P02 405	115.0	2.0
CPT4K WOODLEY WOD 352	N5127.2 W00052.7	0001 0004	...	25 5	281 280 4992	.72	295/042 M041	M18 P03 405	114.6	2.3
CPT4K CPT101008 D101H	N5128.1 W00100.6	0001 0005	...	26 5	281 280 4987	.75	297/037 M036	M24 P01 405	114.2	2.7
CPT4K COMPTON CPT 114.35	N5129.5 W00113.2	0001 0006	...	30 8	254 253 4979	.80	300/033 M031	M30 P01 405	113.6	3.3
M197 T O C	N5115.5 W00226.7	0009 0015	...	32 48	254 252 4931	.84	287/048 M041	M53 M04 407	109.9	7.0
M197 GAPLI GAPLI	N5000.0 W00800.0	0032 0047	...	20 225	261 257 4706	.84	272/053 M050	M53 M04 406	104.8	12.1
SHANWICK OCEANIC FIR -EGGX	N4959.9 W00800.0	0000 0047	...	0	4706					
DCT NERTU NERTU	N4900.0 W01400.0	0035 0122	...	20 241	275 270 4465	.83	251/069 M069	M53 M04 399	99.2	17.7



AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
DCT				320	261	.83	241/069	M54	98.3	18.6
BEDRA	N4900.0	0005	...	20	255	479	M062	M05		
BEDRA	W01500.0	0127	...	39	4426	417	4	389	....	....
ETOPS	N4811.2	0023	...	20	243	478	M048	M06	94.5	22.4
ENTRY	W01909.2	0150	...	172	4254	430	5	385	....	....
DCT				320	251	.83	236/050	M55	93.7	23.2
48N020W	N4800.0	0006	...	20	243	478	M048	M06		
48N020W	W02000.0	0156	...	36	4218	430	5	385	....	....
SANTA MARIA OCEANIC FIR										
-LPPO	N4500.0	0046	...							
	W02729.5	0242	...	362	3856					
DCT				320	250	.83	308/023	M54	84.1	32.8
44N030W	N4400.0	0016	...	20	239	479	M010	M05		
44N030W	W03000.0	0258	...	119	3737	469	3	383	....	....
DCT				320	246	.83	244/039	M50	73.1	43.9
39N040W	N3900.0	0113	...	20	232	481	M039	M01		
39N040W	W04000.0	0411	...	540	3197	442	1	420	....	....
NEW YORK OCEANIC FIR/UIR										
-KZWY	N3859.6	0000	...							
	W04000.0	0411	...	0	3197					
ETP1	N3234.9	0121	...	20	227	482	M045	P02	61.1	55.8
	W04916.2	0532	...	593	2604	437	7	442	....	....
DCT				320	242	.82	269/055	M47	60.0	56.9
32N050W	N3200.0	0007	...	20	227	482	M045	P02		
32N050W	W05000.0	0539	...	51	2553	437	7	442	....	....
ETOPS	N2350.7	0128	...	20	237	484	M017	P08	47.3	69.7
EXIT	W05909.3	0707	...	689	1864	467	2	523	....	....
DCT				320	252	.82	305/063	M41	46.0	70.9
KAVAX	N2300.0	0010	...	20	237	484	M017	P08		
KAVAX	W06000.0	0717	...	69	1795	467	2	523	....	....
M525				320	251	.81	304/028	M39	42.8	74.1
ZABOR	N2123.5	0022	...	20	236	482	M012	P10		
ZABOR	W06237.6	0739	...	175	1620	470	1	579	....	....
M525				320	250	.81	300/022	M39	42.3	74.6
SOCCO	N2107.0	0004	...	20	235	480	M010	P10		
SOCCO	W06303.7	0743	...	29	1591	470	1	579	....	....



AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN

SAN JUAN OCEANIC FIR/UIR										
-TJZS	N2106.8	0000	...							
	W06304.1	0743	...	0	1591					
M525				320	232	.81	293/021	M39	41.6	75.3
YIYYO	N2045.2	0005	...	34	217	480	M011	P10		
YIYYO	W06337.9	0748	...	39	1552	469	2	585	....	....
DCT				320	215	.81	288/015	M38	35.1	81.8
SCAPA	N1550.0	0046	...	20	202	481	M005	P11		
SCAPA	W06730.0	0834	...	369	1183	476	4	574	....	....
CURACAO FIR/UIR										
-TNCF	N1550.0	0000	...							
	W06730.0	0834	...	0	1183					
UG431				320	214	.80	289/004	M37	33.8	83.1
BOSCO	N1441.0	0010	...	20	202	480	P000	P12		
BOSCO	W06759.1	0844	...	75	1108	480	4	547	....	....
UG431				320	238	.80	298/006	M37	33.3	83.6
BEXER	N1411.7	0004	...	20	225	479	P001	P12		
BEXER	W06811.3	0848	...	32	1076	480	4	562	....	....
UG885				320	238	.80	298/006	M37	32.9	84.0
PITOS	N1357.6	0002	...	20	225	479	M002	P12		
PITOS	W06826.0	0850	...	20	1056	477	4	562	....	....
UG885				320	237	.80	289/007	M37	32.7	84.2
GUDEL	N1348.0	0002	...	20	225	479	M003	P12		
GUDEL	W06836.1	0852	...	14	1042	476	4	549	....	....
UG885				320	237	.80	302/007	M37	32.0	85.0
KERLI	N1317.9	0005	...	20	225	479	M002	P12		
KERLI	W06907.4	0857	...	43	999	477	2	557	....	....
UG885				320	237	.80	302/007	M37	31.6	85.3
ONDAS	N1302.5	0003	...	25	225	479	M002	P12		
ONDAS	W06923.4	0900	...	22	977	477	2	557	....	....
UG885				320	222	.80	277/007	M36	30.8	86.1
ARUBA	N1230.3	0006	...	25	210	479	M004	P13		
ABA	W06956.6	0906	...	46	931	475	3	557	....	....
112.50										
UA567				320	226	.80	299/003	M36	30.5	86.4
NOREX	N1218.7	0002	...	136	215	479	P000	P13		
NOREX	W07003.7	0908	...	14	917	479	2	553	....	....
MAIQUETIA FIR/UIR										
-SVZM	N1218.7	0000	...							
	W07003.7	0908	...	0	917					



AWY	FL	IMT	MN	WIND	OAT	EFOB	PBRN			
POSITION	LAT	EET	ETO	MORA	ITT	TAS	COMP	TDV		
IDENT	LONG	TTLT	ATO	DIS	RDIS	GS	SHR	TRP	AFOB	ABRN
FREQ										

BOGOTA FIR/UIR										
-SKED	N0838.9	0033	...							
	W07239.4	0941	...	262	655					
DCT				320	219	.80	119/008	M36	24.0	92.9
BARRANCABER	N0701.7	0015	...	66	211	479	P001	P13		
EJA	W07348.3	0956	...	125	530	480	2	551	....	....
115.90										
DCT				320	221	.79	113/019	M36	21.8	95.1
MARIQUITA	N0512.4	0016	...	204	214	476	P002	P13		
MQU	W07455.5	1012	...	128	402	478	3	550	....	....
116.10										
GUAYAQUIL FIR/UIR										
-SEFG	N0049.1	0039	...							
	W07753.8	1051	...	313	89					
DCT				320	218	.79	118/026	M36	16.3	100.6
T O D	N0040.9	0002	...	152	213	476	P002	P13		
	W07759.3	1053	...	15	74	478	2	552	....	....
DCT				242	205	.82	077/022	M16	16.2	100.7
ARNOK	N0029.9	0003	...	180	201		P016	P17		
ARNOK	W07806.7	1056	...	13	61	534		551
DCT									15.1	101.8
MARISCAL SU	S0007.5	0016	...							
SEQM	W07821.3	1112	...	61				

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ETOPS/ETP CRITICAL POINT INFORMATION (ETOPS RULE TIME: 180MIN)

CRITICAL POINT FOR FUEL REQUIREMENTS: N3234.9 W04916.2

ETOPS INFORMATION

ETOPS	SAP	ELTME TIME (AAP)	DIST ISA	MORA W/C	ICE	CFUEL	FOB	COND
ENTRY N4811.2	CYQX W01909.2	0151 0403 (EINN)	1395 M02	028 M002	1.9	41.5	94.5	DC
ETP1 N3234.9	CYQX/TIST W04916.2	0532 0337	1010/1204 M01/P11	029/031 M054/M009	1.6	34.8	61.1	DC
EXIT N2350.7	TIST W05909.3	0708 0123 (TIST)	464 P15	031 P009	0.5	14.2	47.3	DC

ENRTE	ALTNS	(WEATHER SUITABILITY PERIOD)				
CYQX	12:14	17:30	WX MIN:	600-3219	FCST WX:	1500-9656
TIST	15:30	17:30	WX MIN:	600-3219	FCST WX:	9999-9999

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WIND INFORMATION

CLIMB

350 310/058 -61
310 314/044 -51
200 303/043 -23
150 303/041 -13
100 288/031 -07

T O C

360 290/051 -63
340 288/049 -58
320 287/048 -53
300 285/047 -48
280 285/042 -43

GAPLI

360 260/065 -63
340 260/065 -58
320 261/064 -52
300 262/063 -47
280 262/062 -42

NERTU

360 241/075 -63
340 241/077 -58
320 243/071 -53
300 246/066 -48
280 248/056 -44

BEDRA

360 239/074 -63
340 238/076 -58
320 241/068 -54
300 244/061 -49
280 245/051 -44

48N020W

360 234/033 -62
340 231/033 -59
320 238/024 -55
300 253/016 -51
280 282/011 -46

44N030W

360 293/046 -61
340 294/045 -57
320 290/039 -52
300 285/034 -47
280 283/027 -42

39N040W

360 234/058 -57
340 232/059 -53
320 233/059 -49
300 234/059 -44
280 237/061 -40

32N050W

360 308/096 -53
340 309/079 -49
320 306/065 -45
300 302/051 -40
280 301/043 -35

KAVAX

360 299/043 -50
340 303/038 -45
320 304/034 -39
300 305/030 -34
280 304/031 -30

ZABOR

360 294/035 -49
340 300/024 -44
320 300/022 -39
300 301/020 -34
280 299/018 -29

SOCCO

360 294/035 -49
340 300/024 -44
320 300/022 -39
300 300/020 -34
280 299/018 -29

YIYYO

360 290/035 -49
340 295/024 -44
320 293/021 -39
300 290/018 -34
280 290/016 -29

SCAPA

360 280/019 -47
340 285/014 -42
320 280/007 -37
300 148/002 -33
280 071/003 -28

BOSCO

360 280/019 -47
340 286/013 -42
320 288/004 -37
300 100/004 -32
280 088/005 -27

BEXER

360 280/020 -47
340 279/014 -42
320 298/006 -37
300 045/005 -32
280 068/007 -27

PITOS

360 280/020 -47
340 279/014 -42
320 298/006 -37
300 045/005 -32
280 068/007 -27

GUDEL

360 272/019 -47
340 279/015 -42
320 289/007 -37
300 045/003 -32
280 077/005 -27

KERLI

360 261/010 -47
340 273/009 -42
320 302/007 -37
300 340/007 -31
280 047/006 -26

ONDAS

360 261/010 -47
340 273/009 -42
320 302/007 -37
300 341/007 -31
280 047/006 -26

ABA

360 250/013 -47
340 249/010 -42
320 276/007 -36
300 327/006 -31
280 050/005 -26

NOREX

360 222/008 -47
340 243/006 -41
320 299/003 -36
300 009/005 -31
280 051/009 -26

EJA

360 137/017 -46
340 123/016 -41
320 110/017 -36
300 100/019 -31
280 101/022 -25

MQU

360 130/026 -47
340 127/026 -41
320 115/023 -36
300 102/021 -31
280 098/023 -25

T O D

360 132/027 -46
340 121/033 -41
320 119/029 -36
300 117/026 -31
280 096/023 -26

DESCENT

350 125/025 -43
310 117/025 -33
200 072/022 -09
150 074/006 +03
100 084/004 +15





[ATC Flight Plan]

ICAO FLIGHT PLAN

FF EGTTZQZX EGGXZQZX LPPOZQZX KZWYZQZX TJZSZQZX TNCFZQZX SVZMZQZX
SKEDZQZX SEFGZQZX
152228 CYULSBFP
(FPL-FDX7824-IS
-B748/H-SDE3FGHIM1M2RWXY/LB1
-EGLL0700
-N0483F320 CPT4K CPT M197 GAPLI/M083F320 DCT NERTU DCT BEDRA DCT
48N020W 44N030W 39N040W/N0482F320 32N050W DCT KAVAX M525 YIYYO DCT
SCAPA UG431 BEXER UG885 ABA UA567 NOREX DCT EJA DCT MQU DCT ARNOK
DCT
-SEQM1102 SELT
-PBN/A1B1D1O1S2 DOF/210116 REG/N749SB EET/EGGX0047 48N020W0156
LPPO0242 44N030W0258 KZWY0411 32N050W0539 TJZS0743 TNCF0834 SVZM0908
SKED0941 SEFG1051 OPR/FDX PER/D RALT/CYQX TIST RMK/TCAS)



[Additional Info]

D I S P A T C H B R I E F I N G I N F O FX7824 EGLL/SEQMNAT WESTBND TRACKS FLS 310/390 INCLUSIVE JAN 16/1130Z TO JAN 16/1900Z

A BEDRA 48/20 47/30 46/40 45/50 RAFIN

EAST LVLS NIL

WEST LVLS 350 370 390

EUR RTS WEST NIL

NAR NIL-

REMARKS.

1. TMI IS 016 AND OPERATORS ARE REMINDED TO INCLUDE THE
TMI NUMBER AS PART OF THE OCEANIC CLEARANCE READ BACK.
2. NON-DLM COMPLIANT AIRCRAFT ARE TEMPORARILY PERMITTED IN NAT
AIRSPACE BETWEEN FL290-FL410 AS PER NOTAM G0202/20.
3. PBCS OTS LEVELS 350-390. PBCS TRACKS AS FOLLOWS
NO ASSIGNED PBCS TRACKS
END OF PBCS OTS
4. FOR STRATEGIC LATERAL OFFSET AND CONTINGENCY PROCEDURES FOR OPS IN
NAT FLOW REFER TO NAT PROGRAMME COORDINATION WEBSITE
WWW.PARIS.ICAO.INT.
SLOP SHOULD BE STANDARD PROCEDURE, NOT JUST FOR AVOIDING WX/TURB.
5. 80 PERCENT OF GROSS NAVIGATION ERRORS RESULT FROM POOR COCKPIT
PROCEDURES. CONDUCT EFFECTIVE WAYPOINT CHECKS.
6. OPERATORS ARE REMINDED THAT CLEARANCES MAY DIFFER FROM THE
FLIGHT PLAN, FLY THE CLEARANCE.
7. UK AIP. ENR 2.2.4.2 PARA 5.2 STATES THAT NAT OPERATORS SHALL FILE
PRM'S.
8. FLIGHTS REQUESTING WESTBOUND OCEANIC CLEARANCE VIA ORCA DATALINK
SHALL INCLUDE IN RMK/ FIELD THE HIGHEST ACCEPTABLE FLIGHT LEVEL WHICH
CAN
BE MAINTAINED AT OAC ENTRY POINT.
9. ALL ADSC CPDLC EQUIPPED FLIGHTS NOT LOGGED ON TO A DOMESTIC ATSU
PRIOR TO ENTERING THE SHANWICK OCA MUST INITIATE A LOGON TO EGGX
BETWEEN 10
AND 25 MINUTES PRIOR TO OCA ENTRY.-



[Airport WX List]

EGLL --> SEQM FX 7824 / 16JAN2021
LIDO/WEATHER SERVICE DATE : 15Jan2021 TIME : 22:28 UTC

AIRMETs:

No Wx data available

SIGMETs:

No Wx data available

Tropical Cyclone SIGMETs:

No Wx data available

Volcanic Ash SIGMETs:

SEFG GUAYAQUIL FIR/UIR

WV SIGMET 4 VALID 152144/160344 SEGU- SEFG GUAYAQUIL FIR
VA ERUPTION MT REVENTADOR PSN S0004 W07739 VA CLD OBS
AT 2100Z WI S0003 W07739 - S0005 W07739 - S0010 W07744
- S0007 W07747 - S0003 W07739 SFC/FL160 MOV SW 10KT
FCST VA AT 0300Z S0004 W07740 - S0004 W07739 - S0013
W07747 - S0009 W07751 - S0004 W07740=

Departure:

EGLL/LHR HEATHROW

SA 152220 AUTO 16004KT 8000 FEW031 BKN038 00/M01 Q1029
FT 151658 1518/1624 11003KT 9999 FEW030
PROB40 1518/1524 6000
BECMG 1600/1603 17012KT
BECMG 1603/1606 6000 RA BKN006
TEMPO 1604/1610 16015G25KT 2000 RASN BKN003
PROB30 TEMPO 1605/1609 1000 +RASN
BECMG 1610/1613 23012KT
TEMPO 1610/1614 20015G25KT 3000 RADZ BKN004
BECMG 1613/1616 30010KT 9999 NSW FEW025

Destination:

SEQM/UIO MARISCAL SUCRE INTL

SA 152200 01012KT 9999 SCT033 18/12 Q1021 NOSIG RMK A3017
FT 151630 1518/1618 34010KT 9999 SCT030 SCT100
TEMPO 1520/1522 BKN033TCU
BECMG 1523/1601 03004KT FEW010 SCT023
TEMPO 1609/1611 5000 BCFG BKN005 BKN020
BECMG 1612/1614 VRB03KT SCT026 SCT100 TX23/1519Z
TN11/1611Z

Destination Alternates:

SELT/LTX COTOPAXI INTL ALTERNATIVE

SA 152200 32008KT 9999 BKN030 17/09 Q1024
FT 151630 1518/1618 18012KT 9999 SCT026 BKN100
PROB30 TEMPO 1620/1622 TS FEW023CB BKN033
BECMG 1523/1601 18004KT FEW010 BKN030
BECMG 1612/1614 33005KT SCT026 SCT100 TX18/1519Z
TN06/1611Z



Critical ETOPS Airports:

CYQX/YQX GANDER INTL

SA 152200 01015KT 15SM -SHSN SCT010 OVC017 M02/M04 A2994 RMK
SC3SC5 CVCTV CLD EMBD SLP148
FT 151738 1518/1618 01012KT P6SM FEW012 BKN220
TEMPO 1518/1524 5SM -SN BKN012
FM160000 01012G22KT P6SM SCT006 BKN012
TEMPO 1600/1609 5SM -SN BR OVC006
BECMG 1601/1603 01015G25KT
FM160900 36015G25KT 6SM -SN BKN015
BECMG 1616/1618 26012G22KT
RMK NXT FCST BY 160000Z

TIST/STT KING

SA 152153 12006KT 10SM CLR 27/21 A2997 RMK AO2 SLP148 T02720211
FT 151720 1518/1618 13010KT P6SM FEW025 SCT050
FM152300 09007KT P6SM FEW025
FM161400 10012KT P6SM FEW025 SCT050

AIRPORTLIST ENDED



[Company NOTAM]

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CREW ALERT

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SB007/14

SUBJECT: AUTO COST INDEXES

WHEN PLANNING A COST INDEX, 2 OPTIONS ARE AVAILABLE. PILOTS MAY EITHER SELECT A SPECIFIC COST INDEX NUMBER FROM THE LIST, OR THEY MAY SELECT "AUTO". WHEN PLANNING AN "AUTO" COST INDEX, THE SYSTEM WILL REFERENCE THE SCHEDULED "TIME ENROUTE" OPTION AND ATTEMPT TO CHOOSE A COST INDEX WHICH CLOSELY MATCHES THIS VALUE. NOTE THAT THE "TIME ENROUTE" OPTION IS MEANT AS A GATE TO GATE TIME (AS INDICATED ON AN AIRLINE'S FLIGHT SCHEDULE, FOR EXAMPLE). IF A "TIME ENROUTE" OF 2:30 IS SELECTED, THE SYSTEM WILL SUBTRACT THE TAXI TIMES FROM THIS VALUE TO DETERMINE THE SCHEDULED AIR TIME. IT WILL THEN DETERMINE AND USE THE COST INDEX WHICH MATCHES THIS AIR TIME.

SB003/13

SUBJECT: FLIGHT RELEASE UNITS

ALL FLIGHT CREW: PLEASE PAY SPECIAL ATTENTION TO THE UNITS SELECTION WHEN GENERATING A FLIGHT PLAN. FAILURE TO IDENTIFY THE CORRECT UNITS WHEN REFUELING PRIOR TO FLIGHT CAN RESULT IN DEPARTING WITH INSUFFICIENT FUEL AND/OR AN ERRONEOUS PAYLOAD.

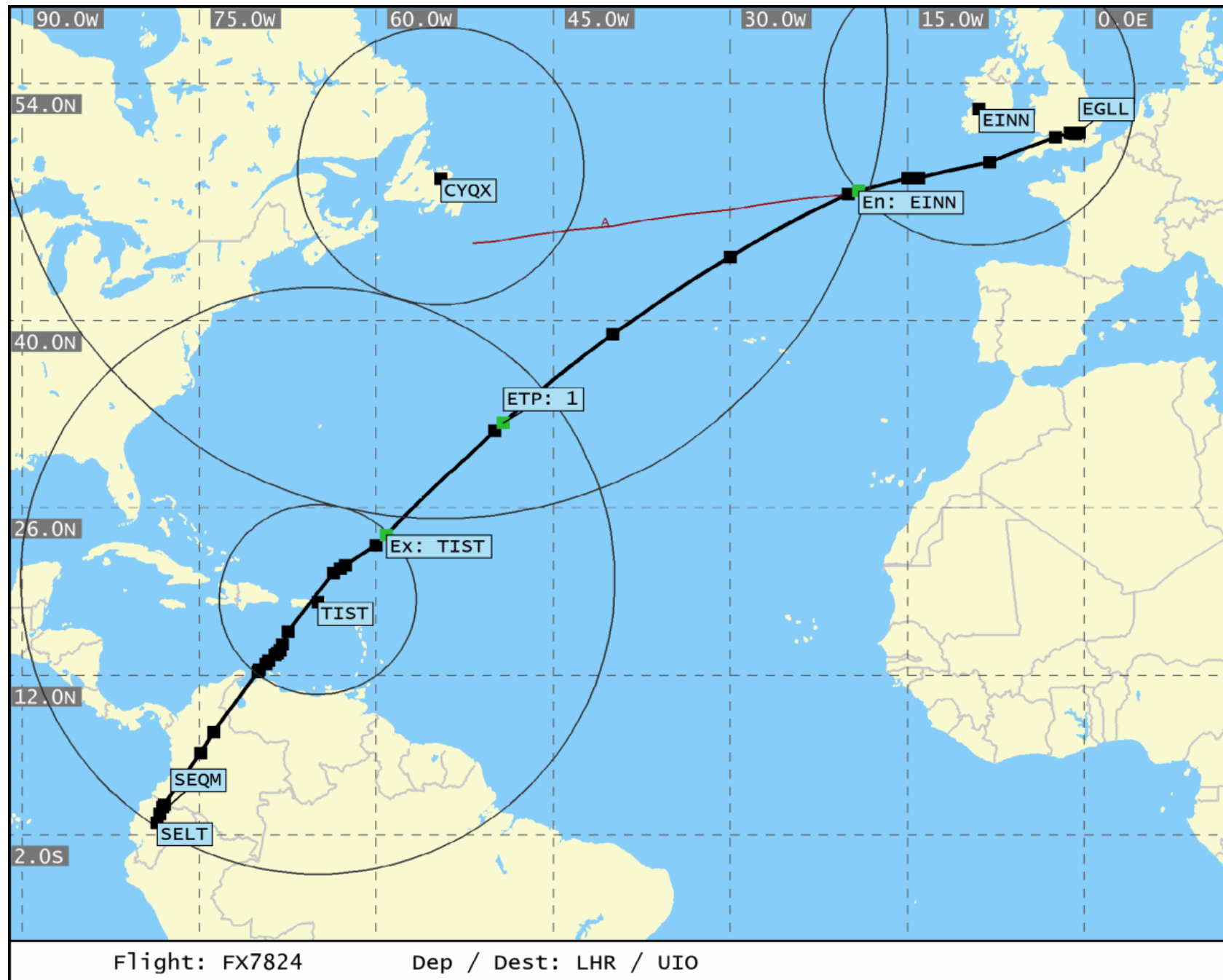
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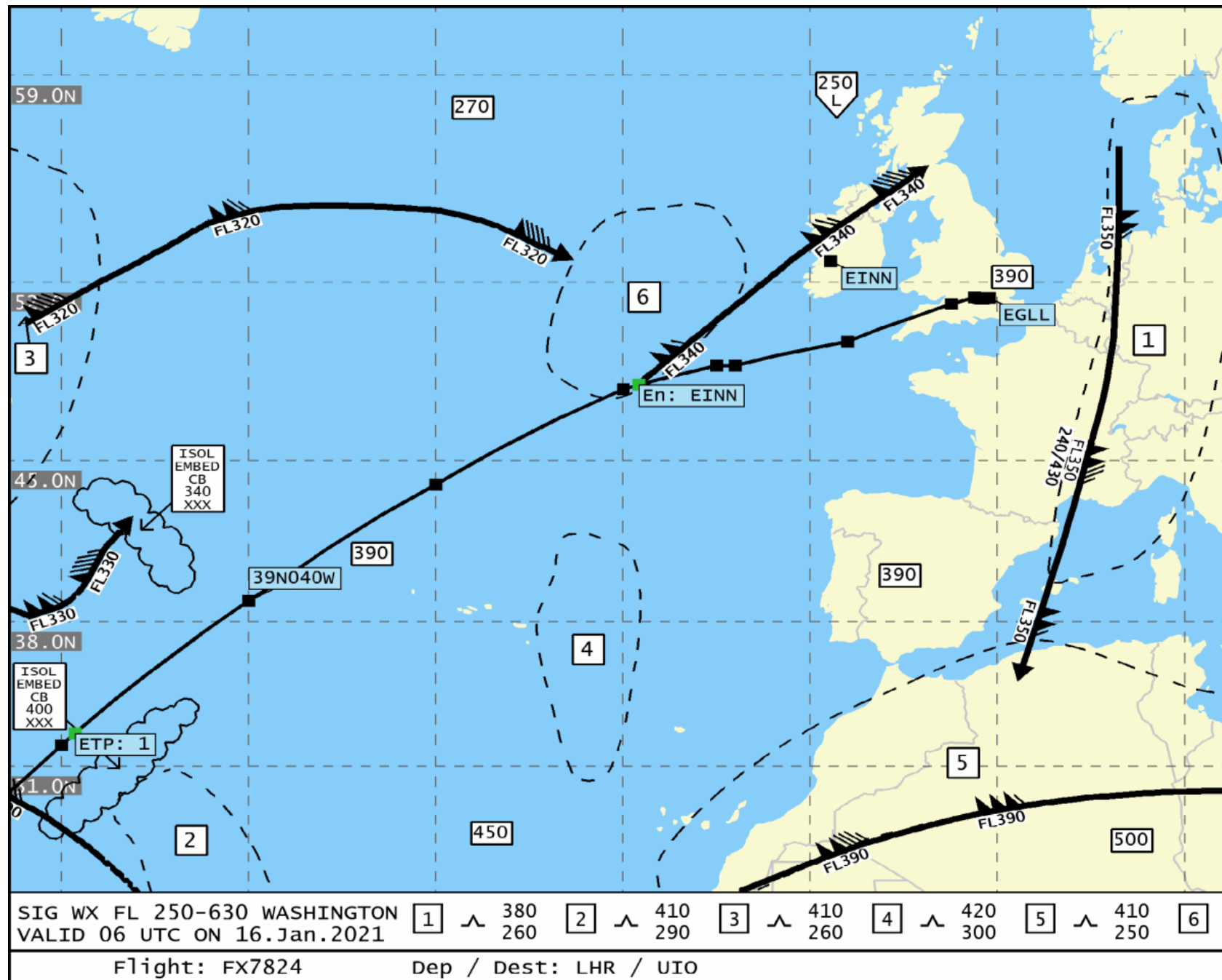
CREW BULLETIN

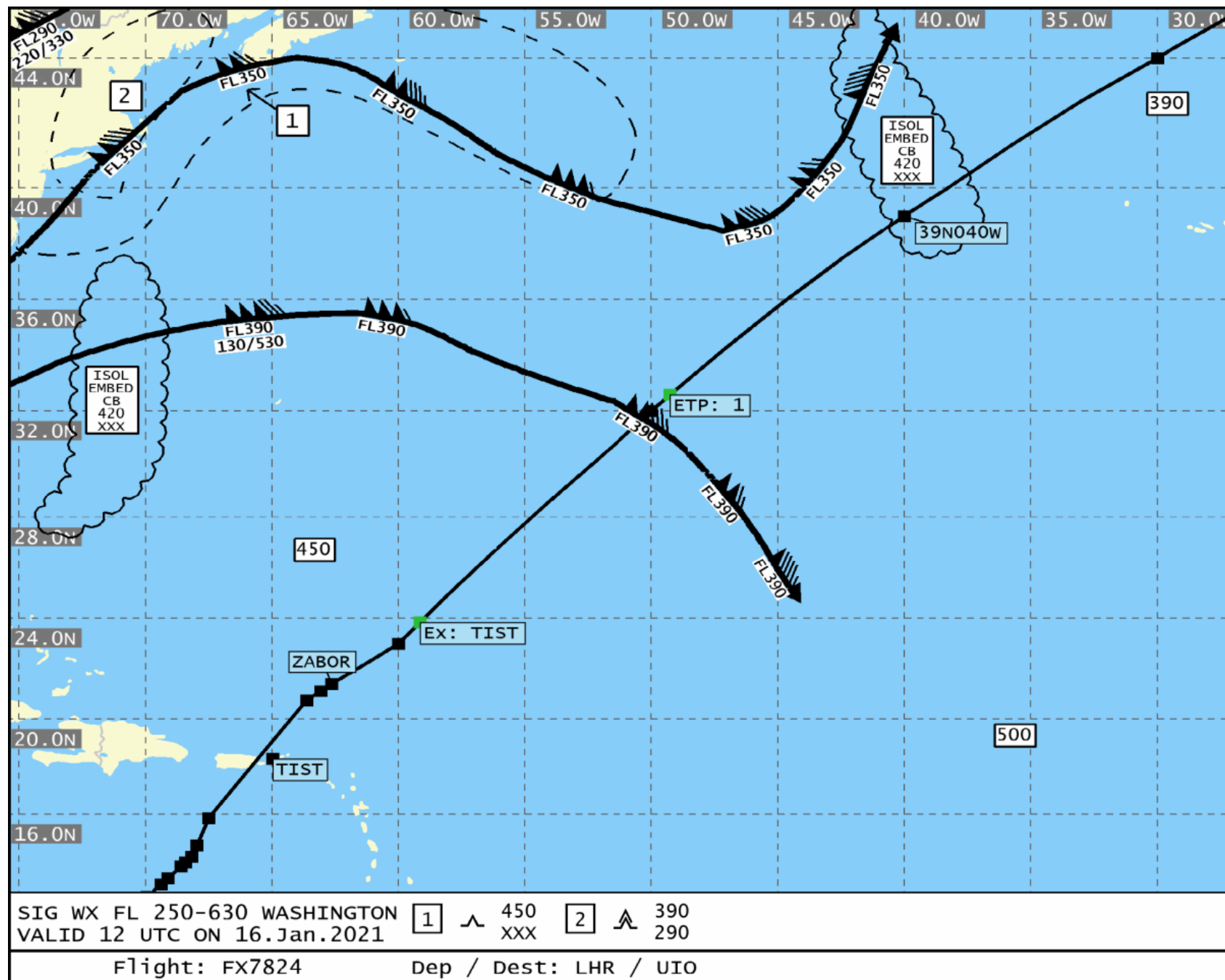
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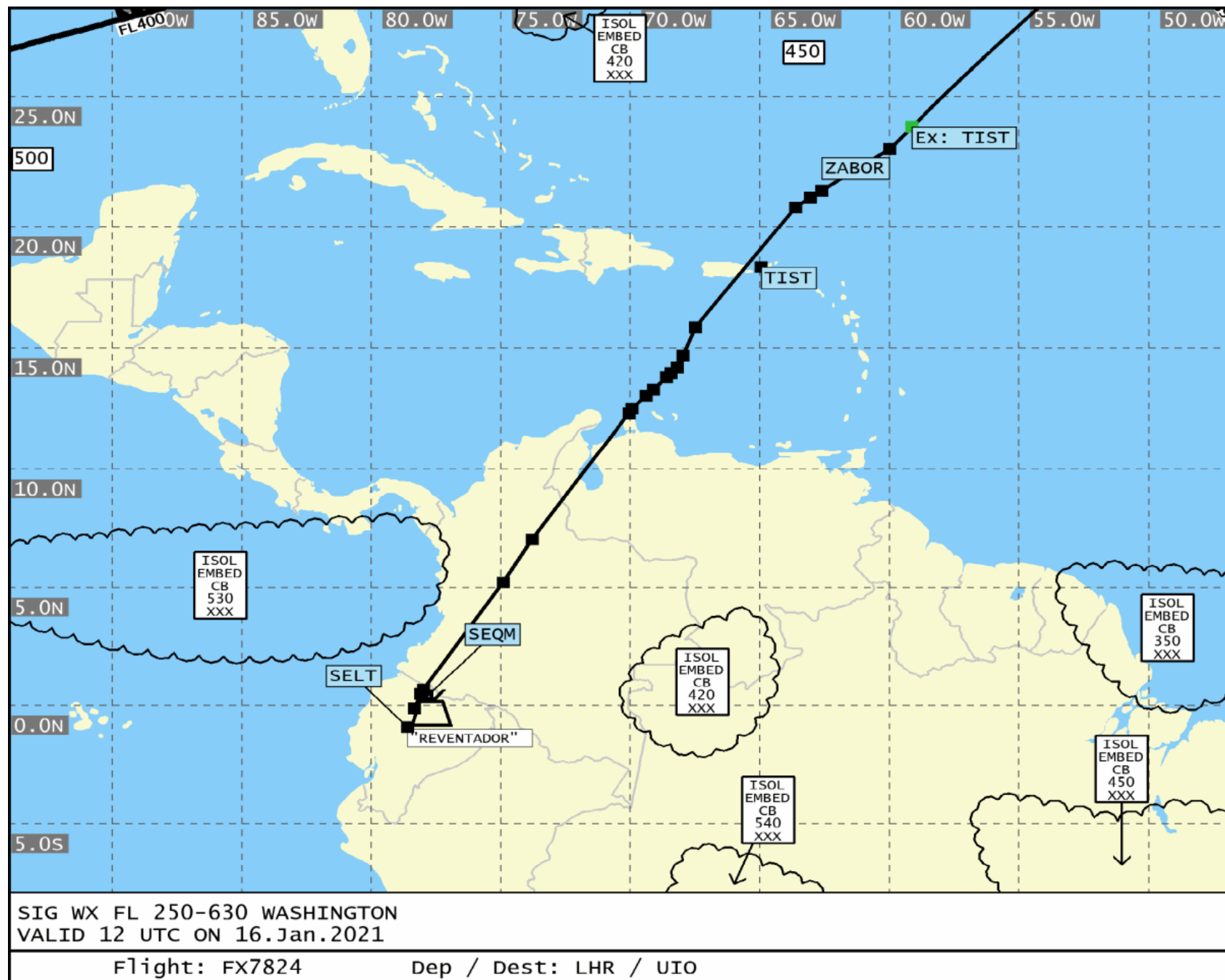
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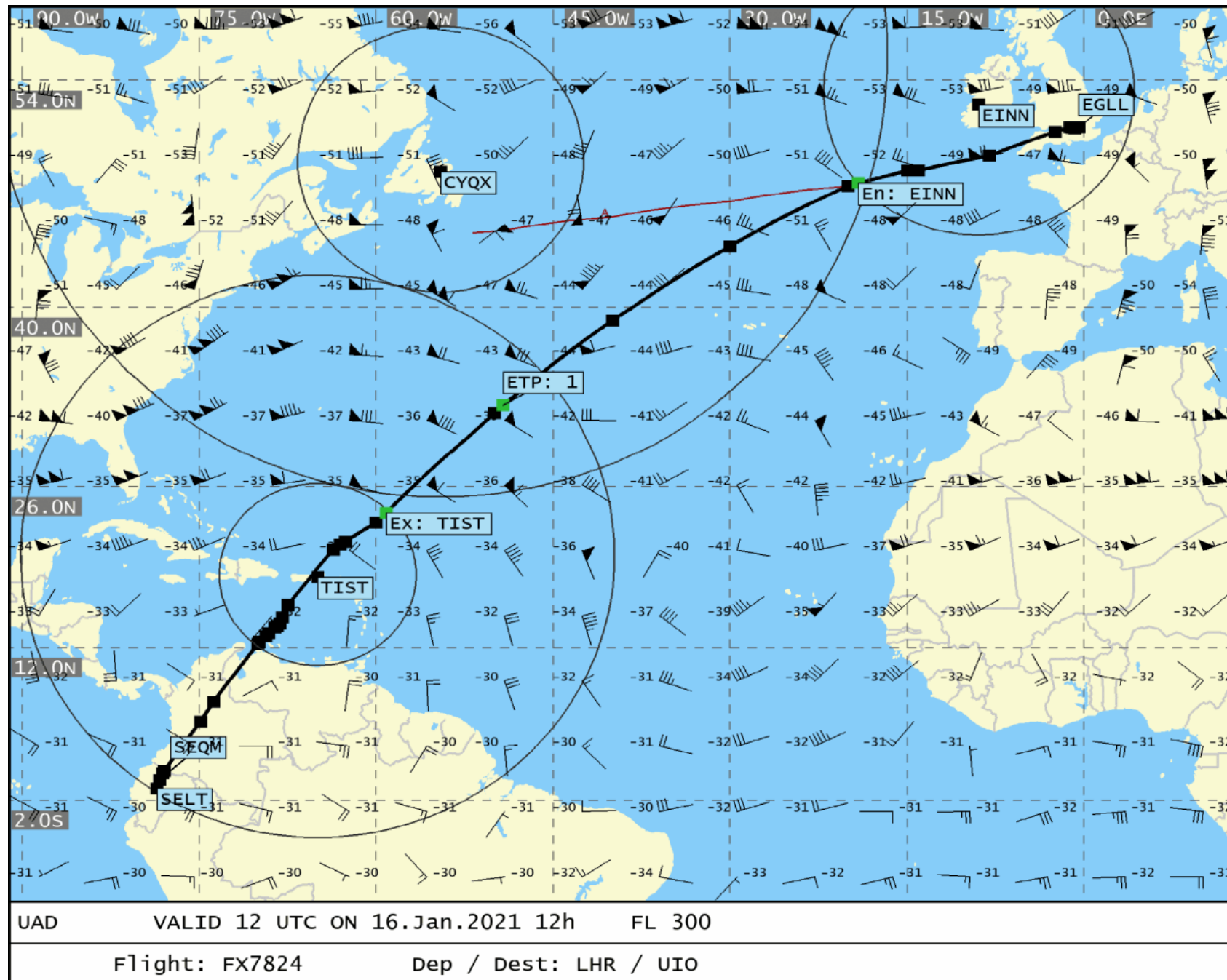
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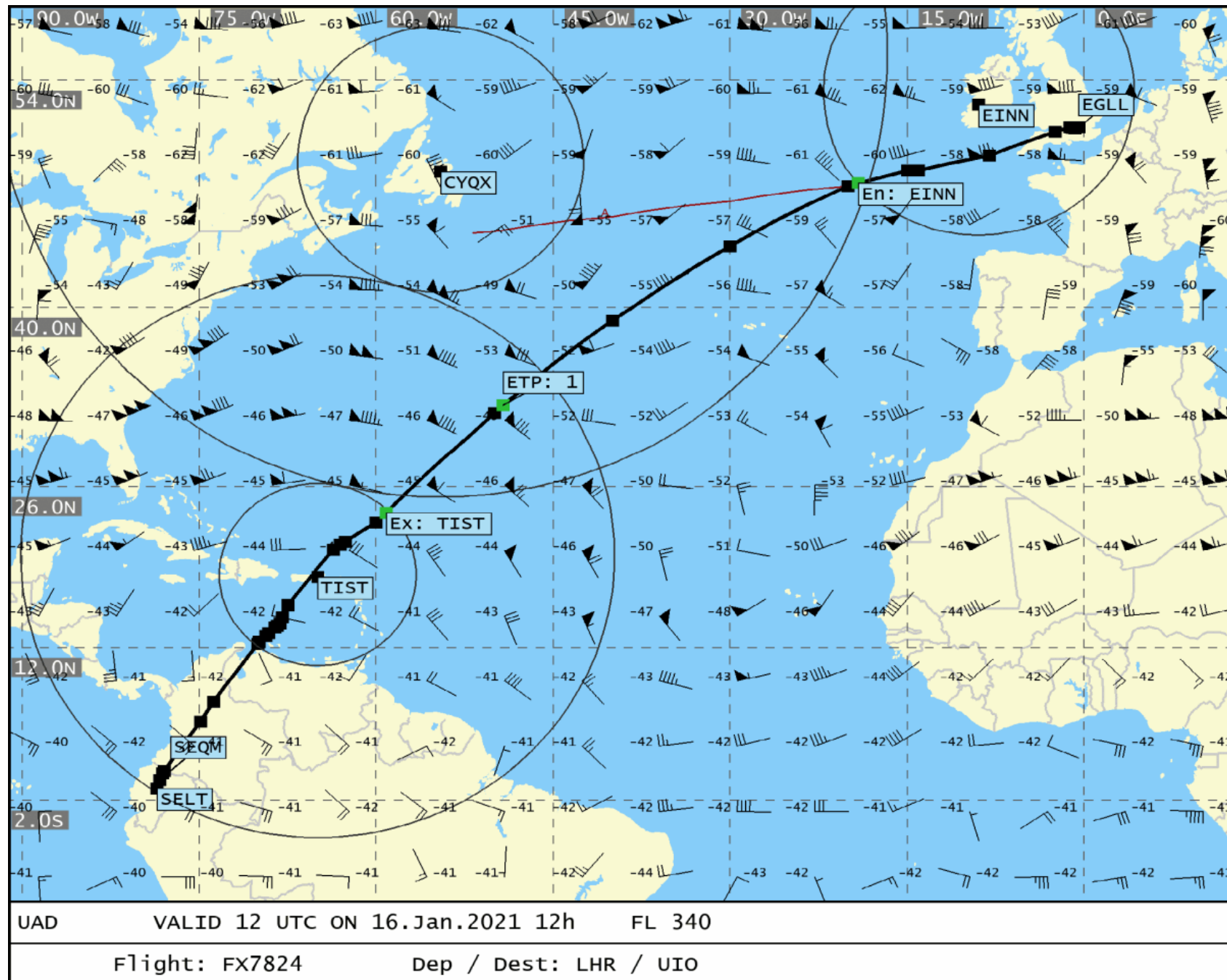


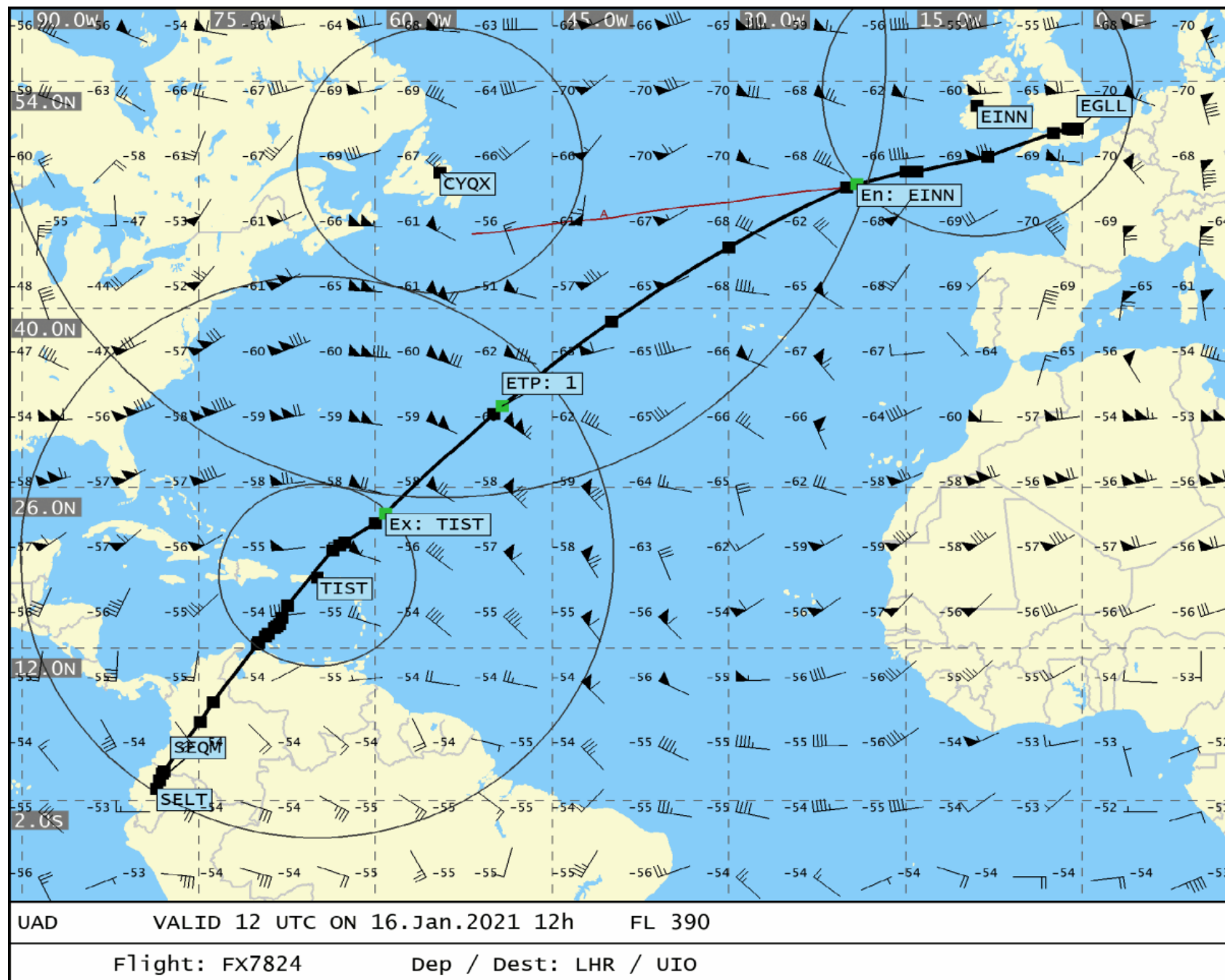


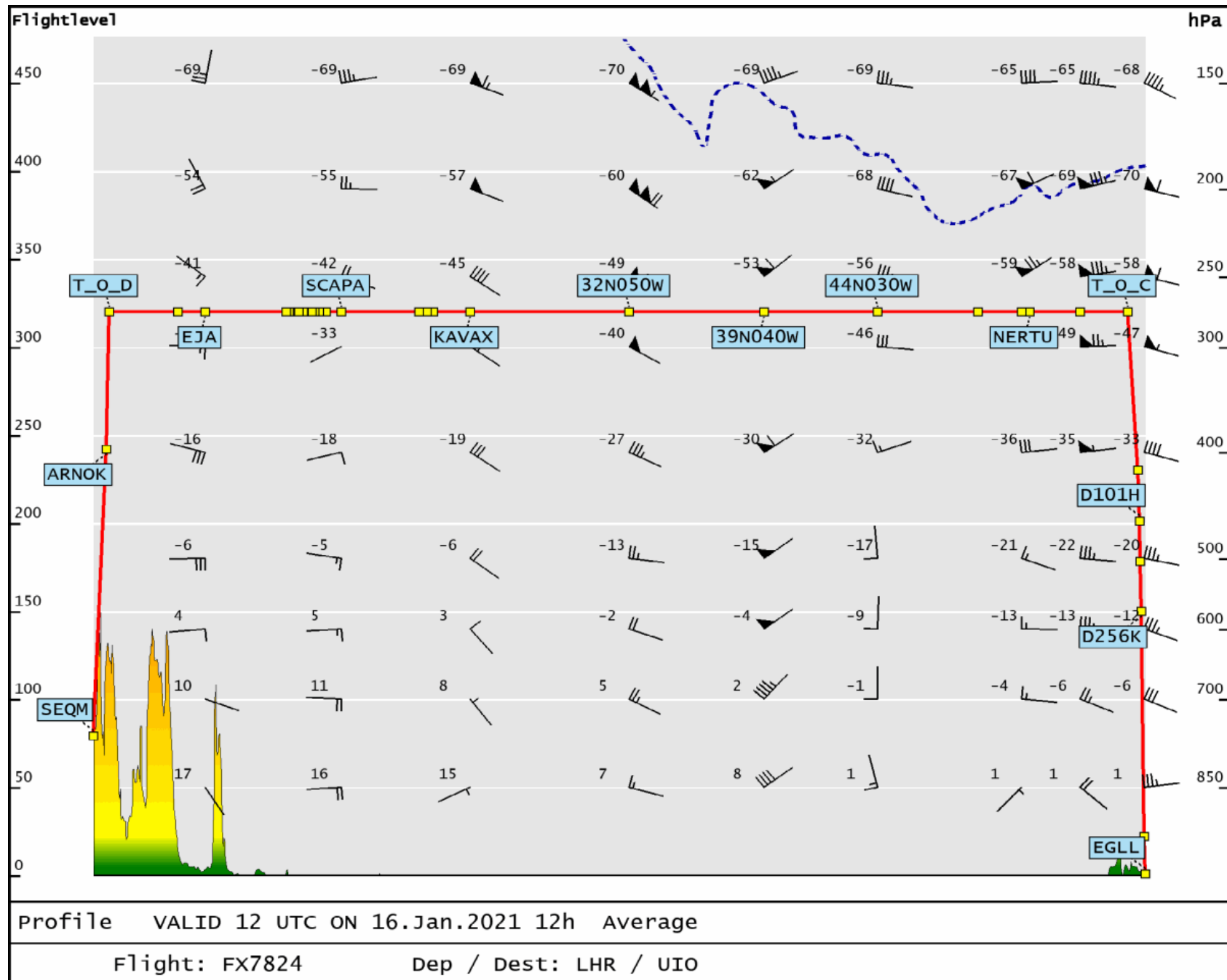














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