

ROUTE INFORMATION MANUAL GENERAL INFORMATION Flight Dispatch

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Decision Point Planning additional clarification

The decision point or re-clearance flight planning has caused some confusion in the past. Below is an example of a correct decision point plan and how it should be interpreted.

The example (EY454/01OCT AUH-SYD) will focus on the fuel calculations and parts of the navigation section to keep it short and simple.

*** ETOPS/ETP FLIGHT *** *** RECLEARANCE FLIGHT *** PLANNED FUEL STAT CONT FUEL SUMMARY ARPT FUEL TIME STAT FUEL TIME _____ SYD **127844** 1325 **1000** 0006 MEL **8650** 0102 **3824** 0030 CONT99 5614 0035 CONT95 4646 0029 CONT90 4134 0026 TRTP MIN CONT ALTN FINRES ETOPS/ETP 0 0000

RECLEARANCE ADD 0 0000

FOD ADD 0 0000 ANALYSED EXTRA FUEL SUMMARY _____ NO DATA MINIMUM T/OFF FUEL **141318** 1504 2640 0020 T/OFF FUEL 143958 1524 TAXI AUH 600 0015 WEIGHT CHANGE UP 3.0 TRIP P 0711 KGS TIME P 0000 WEIGHT CHANGE UP 1.0 TRIP P 0317 KGS TIME P 0000 All weight figures in this WEIGHT CHANGE DN 1.0 TRIP M 0324 KGS TIME M 0000 section have been TIME M 0000 TRIP M 0956 KGS TRIP M 1581 KGS WEIGHT CHANGE DN 3.0 corrected through the last WEIGHT CHANGE DN 5.0 TIME M 0000 software upgrade FL CHANGE FL CHANGE UP FL1 NOT AVAILABLE DN FL1
CHANGE DN FL2
SPD CHANGE CT ^ TRIP P 0685 KGS TIME M 0007 TRIP P 1576 KGS TIME M 0001 TRIP M 0161 KGS TIME P 0002 Below is the fuel amount planned to be available at waypoint KABEK 390 093 .82 234/068 M51 **24.6** 120.0 J21 S3323.3 0011 ... 31 101 476 P041 P05 E13924.7 1202 ... 97 621 517 4 340 KABEK KABEK

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DP KABEK TO DESTINATION YSSY MIN 22.0
TO ENROUTE ALTERNATE YPAD MIN 18.5

J21

390 091 .82 226/061 M52 23.4 121.2 S3337.9 0010 ... 25 100 476 P030 P05 E14100.9 1212 ... 82 539 507 3 352 IBABI

IBABI

These fuel figures are for information only and not part of the navigation log. It shows the fuel needed to divert from KABEK to YSSY and from KABEK to the enroute alternate YPAD

RECLEARANCE INFORMATION

FINAL DEST: YSSY/SYD DECISION POINT: KABEK

ENROUTE DEST: YPAD/ADL ENROUTE DEST ALTN: YMML/MEL

PRE-FLIGHT FUEL INFORMATION FROM: OMAA/AUH

FUEL DIFF FINAL DEST:YSSY/SYD TO ENROUTE DEST:YPAD/ADL: 6192

FINAL DEST:YSSY/SYD ENROUTE DEST: YPAD/ADL

FUEL	ARPT	FUEL	TIME	FUEL	ARPT	FUEL	TIME
TRIP	SYD	127844	1325	TRIP	ADL	121953	1239
MIN CONT		1000	0006	CONT 3%	DRW	3659	0023
ALTN	MEL	8650	0102	ALTN	MEL	8330	0059
FINRES		3824	0030	FINRES		3824	0030
ETOPS/ETP		0	0000	ETOPS/ETP		0	0000
FOD ADD		0	0000	FOD ADD		0	0000
HOLD		2640	0020				
		 -		T/OFF FUEL		137766	1428
T/OFF FUEL		143958	1524	TAXI	AUH	4 600	0015
TAXI	AUH	4 600	0015				
		<i>\frac{1}</i>				1	
		1				1	

This fuel figure includes the holding fuel as the calculation is based on the destination which requires the holding

This calculation will not include the holding fuel since the destination is different and no holding was planned for this airport.

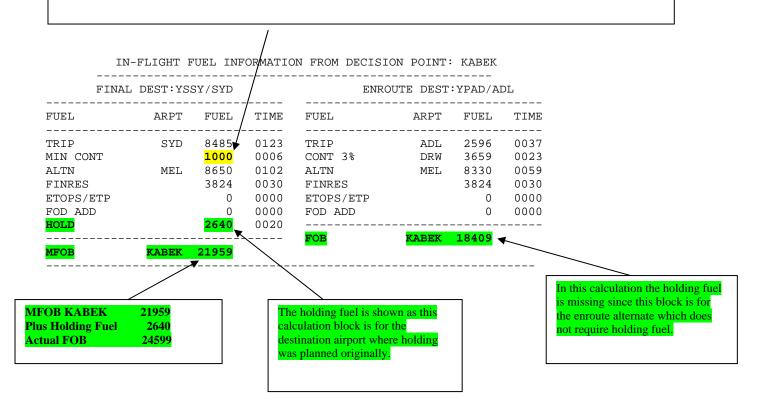
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In Decision Point Planning, the aircraft is dispatched to the Scheduled Destination via a Decision Point (DP) with reduced contingency fuel. In applying this technique, contingency fuel is reduced to 5% of the trip fuel from DP to the Scheduled Destination or 500kg whichever is higher. The flight plan will show 1000kg same as for a regular flight plan as Lido cannot work with 2 different values.



Decision Point or Re-Clearance flight plans are currently calculated through an automatic function. This means that the decision point as well as the enroute destination is chosen by the system through an optimizer. Only airports authorized for that specific aircraft type are taken into consideration.

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