

### 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		
-----				-----		
FUEL	ARPT	FUEL	TIME	STAT	FUEL	TIME
-----				-----		
TRIP	SYD	127844	1325	CONT99	5614	0035
MIN CONT		1000	0006	CONT95	4646	0029
ALTN	MEL	8650	0102	CONT90	4134	0026
FINRES		3824	0030			
ETOPS/ETP		0	0000			
RECLEARANCE ADD		0	0000	ANALYSED EXTRA FUEL SUMMARY		
FOD ADD		0	0000	-----		
-----				NO DATA		
MINIMUM T/OFF FUEL		141318	1504			
-----						
HOLD		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
WEIGHT CHANGE	DN 1.0	TRIP M 0324 KGS	TIME M 0000
WEIGHT CHANGE	DN 3.0	TRIP M 0956 KGS	TIME M 0000
WEIGHT CHANGE	DN 5.0	TRIP M 1581 KGS	TIME M 0000
FL CHANGE	UP FL1	NOT AVAILABLE	
FL CHANGE	DN FL1	TRIP P 0685 KGS	TIME M 0007
FL CHANGE	DN FL2	TRIP P 1576 KGS	TIME M 0001
SPD CHANGE	CI 0	TRIP M 0161 KGS	TIME P 0002

All weight figures in this section have been corrected through the last software upgrade

Below is the fuel amount planned to be available at waypoint KABEK

J21			390	093	.82	234/068	M51	24.6	120.0
KABEK	S3323.3	0011 ...	31	101	476	P041	P05		
KABEK	E13924.7	1202 ...	97	621	517	4	340	....	....

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02 November 2011	Bettina Kohler	Flight Dispatch

# ROUTE INFORMATION MANUAL

## GENERAL INFORMATION

### Flight Dispatch

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  
IBABI S3337.9 0010 ... 25 100 476 P030 P05  
IBABI E14100.9 1212 ... 82 539 507 3 352 ....

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
TRIP	SYD	127844	1325
MIN CONT		1000	0006
ALTN	MEL	8650	0102
FINRES		3824	0030
ETOPS/ETP		0	0000
FOD ADD		0	0000
HOLD		2640	0020
T/OFF FUEL		143958	1524
TAXI	AUH	600	0015

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

FUEL	ARPT	FUEL	TIME
TRIP	ADL	121953	1239
CONT 3%	DRW	3659	0023
ALTN	MEL	8330	0059
FINRES		3824	0030
ETOPS/ETP		0	0000
FOD ADD		0	0000
T/OFF FUEL		137766	1428
TAXI	AUH	600	0015

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.

IN-FLIGHT FUEL INFORMATION FROM DECISION POINT: KABEK							
FINAL DEST:YSSY/SYD				ENROUTE DEST:YPAD/ADL			
FUEL	ARPT	FUEL	TIME	FUEL	ARPT	FUEL	TIME
TRIP	SYD	8485	0123	TRIP	ADL	2596	0037
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				
MFOB	KABEK	21959		FOB	KABEK	18409	

MFOB KABEK 21959  
Plus Holding Fuel 2640  
Actual FOB 24599

The holding fuel is shown as this calculation block is for the destination airport where holding was planned originally.

In this calculation the holding fuel is missing since this block is for the enroute alternate which does not require holding fuel.

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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