

Corrected ETP's CYJT (Stephenville) to LSGG (Geneva) Flight Plan. The alternate of Keflavik was replaced with Santa Maria and the route was shifted 1degree south.

Example Only.....ETP Lessons learned

CYJT→LSGG

This flight plan has been calculated with the latest winds data.

- ARINC DIRECT FLIGHT PLAN (leg pages have been omitted)

CYJT - LSGG

FORMAT NN ~~

AIRCRAFT : NXXXDC /GALX PERF OP : M76 /F

ISSUE DATE : 06/10/07 FLT LEVEL : 370

ISSUE TIME : 0039Z TAS : 436

PROGS: 091200Z WIND COMP. : P003

DEPARTURE DATA : FMS WINDS : 315/005

EST DEPRT TIME : 0530Z MXWNSH : 4 /PIXIS

CLIMB : 20 MIN 121 NM 1224 LBS

DESCENT : 15 MIN 86 NM 141 LBS

FUEL TIME DIST ARRIVE TAKEOFF LAND PAYLOAD OPNLWT

POA LSGG 011025 06:08 2655 1138Z 035450 024425 001000 020563

ALT LFSB 000774 00:17 0100 1155Z

HLD 000865 00:45 OUT _____

RES 001000 00:42 OFF _____

EXT/ETP 000223 00:09 ON _____

TXI 000150 IN _____

TOT 014037 08:01 BURN _____ ATE _____

ROUTE:

CYJT DCT YQX LOGSU 4950N 4840N 4830N 4820N 4810N PIXIS UM975 ATN

UM129 DJL DJL6S LSGG

FL 370 4820N 390 4810N 410 ATN 400

CLIMB SCHED:NORMAL CRUISE SCHED:M76 DESCENT SCHED:NORMAL

(FPL-NxxxDC-

-GALX/M-SDXWHIGRY/S

-CYJT0530

-N0436F370 DCT YQX DCT LOGSU/M076F370 DCT 49N050W 48N040W

48N030W 48N020W/M076F390 48N010W/N0433F410 DCT PIXIS UM975

ATN/N0430F400 UM129 DJL DCT

-LSGG0608 LFSB

-EET/YQX0026 LOGSU0044 50W0050 40W0144 30W0238 20W0332 10W0428

LFRR0440 LFFF0524 PIXIS0546 LFEE0553 LFMM0605 LSAS0608

REG/N726DC SEL/FPCH

RMK/ALTN CYJT FROM PNR 4830N

-E/0800 R/UEVE S/M D/3 4 Y A/WHT/RD/GRY/BLK

CRITICAL FUEL SUMMARIES

PNR
LAT/LO
TIME T
DIST T
FUEL T
FL/BUR
TAS/ET
MAG CR
ISA TE
TOTAL

Note that the first 1E INOP ETP now occurs prior to the second ETP along the route of flight as it should. The correction was to use Santa Maria (LPAZ) in the AZORES as the enroute alternate. This reduced the flight time to either enroute alternate by nearly one hour (*A). The flight plan ETP data for all situations (1E INOP, Pressurization and Medical) should be examined closely to ensure that the first equal time point occurs prior to the second ETP, (recall the flight is going Eastbound). To quickly check this:

- Check the *Longitude* of both ETP's
- Check the time to each ETP diversion point along your route
- Check the dis to each ETP diversion point along your route

1E INOP

LAT/LONG N48 05.2/W037 17.3

CYQX

LPAZ

TIME TO ETP DIVRSN PT 01.58

DIST TO ETP DIVRSN PT 00854

FUEL TO ETP DIVRSN PT 004285

FL/BURN/TIME TO ETP AP

280/02297/02.16

270/02301/02.17

TAS/ETA/DIST TO ETP AP

318/0945/000689

315/0945/000854

MAG CRS/AVG WIND COMP TO ETP 291/M018

158/P058

ISA TEMP DEV TO ETP AP

P005

P005

TOTAL FUEL TO ETP AP/RMNG

6582/07305

6586/07301

1E INOP

LAT/LONG N48 06.1/W023 46.1

LPAZ

EINN

TIME TO ETP DIVRSN PT 03.12

DIST TO ETP DIVRSN PT 01397

FUEL TO ETP DIVRSN PT 006475

FL/BURN/TIME TO ETP AP

280/02117/02.09

270/02119/02.10

TAS/ETA/DIST TO ETP AP

313/1050/000670

309/1052/000631

MAG CRS/AVG WIND COMP TO ETP 197/M004

076/M022

ISA TEMP DEV TO ETP AP

P003

M001

TOTAL FUEL TO ETP AP/RMNG

8593/05294

8594/05293

DEPRESS

LAT/LONG N48 05.6/W036 51.5 CYQX LPAZ

TIME TO ETP DIVRSN PT 02.01

DIST TO ETP DIVRSN PT 00871

FUEL TO ETP DIVRSN PT 004355

FL/BURN/TIME TO E
TAS/ETA/DIST TO E
MAG CRS/AVG WIND C
ISA TEMP DEV TO E
TOTAL FUEL TO ETP

Evaluate all other ETPs for the above situation. Also noting the fuel overhead each ETP and the fuel burn to each ETP airport. Or in the case of this format the fuel burn to the ETP airport from the ETP and the fuel remaining (RMNG) at the alternate. Ensure there is no wet footprint.

DEPRESS

LAT/LONG N48 06.3/W024 00.2 LPAZ

EINN

TIME TO ETP DIVRSN PT 03.10

DIST TO ETP DIVRSN PT 01388

FUEL TO ETP DIVRSN PT 006437

FL/BURN/TIME TO ETP AP 150/02918/02.07

150/02918/02.07

TAS/ETA/DIST TO ETP AP 312/1047/000670

313/1047/000639

MAG CRS/AVG WIND COMP TO ETP 196/P001

076/M014

ISA TEMP DEV TO ETP AP P002

P003

TOTAL FUEL TO ETP AP / RMNG 9351/04536

9355/04532

MEDICAL

LAT/LONG N48 05.3/W037 10.2 CYQX

LPAZ

TIME TO ETP DIVRSN PT 01.59

FUEL TO E

FL/BURN/T

TAS/ETA/D

MAG CRS/A

ISA TEMP

TOTAL FUEL TO ETP AP / RMNG 7406/06481

099/02.13

42/000850

48

7403/06484

Specifically for the Depressurization scenario evaluate the final driftdown altitude to ensure it is not below any MSA for the appropriate route segment.

MEDICAL

LAT/LONG N48 06.3/W024 04.8 LPAZ EINN

TIME TO ETP DIVRSN PT 03.10

DIST TO ETP DIVRSN PT 01385

FUEL TO ETP DIVRSN PT 006425

FL/BURN/TIME TO ETP AP 180/02779/02.01 190/02775/02.01

TAS/ETA/DIST TO ETP AP 327/1041/000669 332/1041/000641

MAG CRS/AVG WIND COMP TO ETP 196/P002 076/M017

ISA TEMP DEV TO ETP AP P003 P003

TOTAL FUEL TO ETP AP / RMNG 9204/04683 9200/04687) Alternate Route

Summary

Primary Alternate: LFSB

Route: LSGG..LFSB Burn: 774 lbs. Time: 00+21 Distance: 100 nm CRZ Mode: LRC

Altitude: 110 Total Trip Fuel: 11799