



**Tradewind VA**



## **Flight Briefing Package**

**TCC304B UB BB-KIAD**

**29-Apr-2018 #3**

RELEASE #3

HEYDAR ALIYEV INTL  
(AZERBAIJAN)

-

WASHINGTON DULLES INTL  
(UNITED STATES)

PREPARED BY CHRISTIAN BREUER (TCA2984)

CHRISTIAN@TCA-CHARTER.DE

29 APR 1602 UTC

<b>Fuel Planning (kg)</b>	<b>EU-OPS</b>	<b>Fuel</b>	<b>Time</b>
TRIP		84.880	12:06
CONT 5%		4.244	00:43
HOLD	KIAD	1.985	00:20
ALTN	KBWI	1.631	00:15
FINAL RESV		2.980	00:30
ADD FUEL		1.165	00:12
MIN T/O		96.885	14:05
EXTRA		1.489	00:15
TAXI		780	00:15
RELEASE	UBBB	99.154	14:35
ARR FUEL	KIAD	12.870	02:02

<b>Load Planning (kg)</b>	<b>PJTGD</b>	<b>Plan</b>	<b>Limit</b>
Empty Weight		156.146	
Payload	263+0 Pax	24.722	
Zero Fuel Weight	Limit	180.868	209.106
Fuel		99.154	162.613
Ramp Weight		280.022	348.359
Take-Off Weight UBBB		279.242	360.000
Landing Weight KIAD		194.362	223.167
Underload		28.238	Lim ZFW
Max Extra Fuel		28.805	Lim LDW

<b>Cost Planning</b>			
Flight Time		12:06\$	67.352
Fuel		86.284\$	106.315
Total		\$	173.667
Per Pax		\$	660
Per 1.361 kg Payload		\$	9.559

TRADEWIND CARIBBEAN FLIGHTPLAN - IFR TCC304B PJTGD UBBB-KIAD

ALL WEIGHTS IN KILOGRAMS (KG) STD 29APR/1930Z

OPF 3 - PREPARED 29APR/1602Z BY CHRISTIAN BREUER (TCA2984) CHRISTIAN@TCA-CHARTER.DE

TR304B/TCC304B PJTGD/B777-2LR GE SEL/EFAD ROUTE: UBBBKIAD03

DEP: UBBB/GYD 34 ELEV 10 FT COST INDEX: 250 TTL G/C DIST: 5246 NM
ARR: KIAD/IAD 01R ELEV 313 FT INIT ALT: FL340 TTL F/P DIST: 5329 NM
FUEL BIAS: 100.5% TTL AIR DIST: 5861 NM
AVG WIND CMP: HD044 KT

ALT: KBWI/BWI 28 ELEV 143 FT 50 NM

Table with columns: CONFIG, DOW, PAX, CARGO, TOTAL, ULOAD LIM, ZFW, TOW, LDW. Rows include STANDARD, MAX, PLN, ACT.

\*\* TAKE-OFF DATA UBBB 34 \*\*

COND: 279242 KG // RWY DRY // +13C Q1020 350/23 // LMT: CLIMB
CONFIG: FLAPS 5 // D-TO +56C // A/I OFF/AUTO // A/C ON
SPEEDS: V1=163 VR=164 V2=166
ENG OUT: RT TO 'BUNIS' [19 DME R 353 'GYD' 114.1] (172 INBD,RT)

Table with columns: TRIP, FUEL, CORR, ENDUR. Includes rows for CONT 5%, ALTN KBWI, FINAL RESV, HOLD, ADD FUEL, MIN T/O, EXTRA, TAXI, RELEASE, ARR FUEL. Includes CAPTAINS SIGNATURE and I ACCEPT THIS OPF AND I AM FAMILIAR WITH THE PLANNED ROUTE AND AERODROMES.

FUEL TANK CAP 162613 KG / MAX EXTRA FUEL 30294 KG LIM BY LDW
TRIP CORR FOR 4000 KG TOW INCR: +1142 KG / 4000 KG TOW DECR: -1118 KG
2000 FT LOWER: +2413 KG / EET 12:05 CLB: 250/310/84 DES: 84/320/250

UBBB STD 19:30Z/23:30L ETD 19:30Z ACT OFBL .... EST T/O 19:45Z ACT T/O ....
KIAD STA 08:25Z/04:25L ETA 08:03Z ACT ONBL .... EST LDG 07:51Z ACT LDG ....
SKD 12:55 PLN 12:33 TTL BLCK .... EST FLT 12:06 TTL FLT ....

ATC ROUTE: N0486F340 EKRA2B EKRAM N39 LASKA/K0898F340 B450 PENUK R704 BUTRI N39
TE B231 UK L169 TU/K0891F360 R58 ORTOK/N0486F360 R58 NOTAR DCT SUVAR
DCT BARUD/M085F360 DCT 63N010W 62N020W 61N030W/M085F380 59N040W
56N050W DCT KODIK/N0493F380 N538C TAFFY/N0490F400 DCT PQI DCT BAF
HYPER7

ALTERNATE PLANNING

ALTN/RWY DIST ALT/FL MSA COMP TIME FUEL DIFF ROUTE
KBWI/28 50 9000 048 TL001 00:15 1631 - AML DCT BAL

MOST CRITICAL MORA 10500 FT AT BARUD

AWY -FIR	WAYPOINT NAME	MT	ALT	MSA ISA	FREQ WND/SPD	TAS GS	LEG REM	FUEL REM / USED POSITION	LEG ETO	ACC ATO
	<b>UBBB/34</b> HEYDAR ALIYEV INTL		10	017				98.4 / 0.8 N4027.0 E05002.4	...../.....	
EKRA2B	<b>BB200</b>	341	*CLB	073	P05 019/013		10 5319	96.7 / 2.5 N4037.0 E04959.4	04 ...../.....	00.04
EKRA2B	<b>EGRAM</b>	356	*CLB	073	P04 354/010		31 5288	95.0 / 4.1 N4108.0 E05001.7	05 ...../.....	00.09
N39	<b>*TOC</b>	339	FL340	037	M02 306/010	486 477	54 5233	93.3 / 5.9 N4201.0 E04942.5	07 ...../.....	00.16
N39 -URRV	<b>LASKA</b>	338	FL340	010	M02 288/016	485 477	23 5210	92.9 / 6.3 N4223.0 E04933.1	03 ...../.....	00.19
B450	<b>PENUK</b>	299	FL340	037	M02 298/018	485 467	38 5172	92.2 / 6.9 N4245.0 E04851.1	05 ...../.....	00.24
R704	<b>DETIR</b>	322	FL340	040	M03 298/026	485 462	125 5047	90.1 / 9.0 N4431.0 E04720.1	16 ...../.....	00.40
R704	<b>TETMA</b>	319	FL340	020	M04 302/031	485 458	87 4960	88.7 / 10.5 N4543.0 E04612.7	11 ...../.....	00.51
R704	<b>LUGEP</b>	318	FL340	020	M04 307/032	485 455	51 4909	87.8 / 11.3 N4625.0 E04530.8	07 ...../.....	00.58
R704	<b>PIMEG</b>	317	FL340	023	M04 312/035	486 452	82 4827	86.4 / 12.7 N4732.0 E04421.7	11 ...../.....	01.09
R704	<b>GAMTU</b>	316	FL340	023	M04 314/036	486 451	49 4778	85.6 / 13.6 N4812.0 E04338.9	06 ...../.....	01.15
R704	<b>TUSUN</b>	315	FL340	020	M04 314/037	486 450	15 4763	85.3 / 13.8 N4824.0 E04325.5	02 ...../.....	01.17
R704 -UUWV	<b>ARNIS</b>	315	FL340	025	M04 314/046	486 441	123 4639	83.2 / 16.0 N5002.0 E04131.2	17 ...../.....	01.34
R704	<b>BUTRI</b>	313	FL340	022	M04 313/052	486 437	57 4582	82.2 / 17.0 N5047.0 E04036.8	08 ...../.....	01.42
N39	<b>IDOKA</b>	312	FL340	028	M04 311/057	487 431	44 4538	81.4 / 17.8 N5121.0 E03951.0	06 ...../.....	01.48
N39	<b>TULDU</b>	311	FL340	028	M04 311/058	487 430	12 4526	81.2 / 18.0 N5130.0 E03939.9	02 ...../.....	01.50
N39	<b>IWV</b> CHERTOVITSKOYE VORON	311	FL340	028	M04 310/059	<b>114.90</b> 429	487 4501	80.7 / 18.4 N5149.0 E03913.4	03 ...../.....	01.53
N39	<b>TE</b> TERBUNY	290	FL340	028	M04 308/060	<b>527.0</b> 427	487 4461	80.0 / 19.1 N5209.0 E03816.0	06 ...../.....	01.59
B231	<b>GD</b> MALOYE SKURATOVO	324	FL340	027	M05 302/073	<b>975.0</b> 422	487 4365	78.3 / 20.9 N5334.0 E03703.3	13 ...../.....	02.12
B231	<b>ERUNA</b>	308	FL340	027	M05 297/076	487 415	51 4314	77.4 / 21.8 N5412.0 E03605.0	08 ...../.....	02.20
B231	<b>GULMA</b>	307	FL340	027	M05 297/076	487 414	5 4309	77.3 / 21.9 N5415.0 E03559.1	00 ...../.....	02.20

B231	<b>KONIK</b>	308	FL340	025	487	22	76.9 / 22.3	03	02.23
				M05	295/077	414 4287	N5432.0 E03533.0	...../.....	
B231	<b>UK</b> YUKHNOV	308	FL340	025	<b>350.0</b>	487 17	76.5 / 22.6	03	02.26
				M05	293/078	415 4269	N5444.0 E03513.2	...../.....	
L169	<b>URIMI</b>	301	FL340	025	487	25	76.1 / 23.1	04	02.30
				M05	291/078	412 4244	N5501.0 E03440.0	...../.....	
L169	<b>SATAL</b>	302	FL340	024	488	12	75.8 / 23.3	01	02.31
				M05	290/077	413 4232	N5509.0 E03424.1	...../.....	
L169	<b>RUBAG</b>	301	FL340	024	488	18	75.5 / 23.6	03	02.34
				M05	290/077	414 4214	N5521.0 E03360.8	...../.....	
L169	<b>KOLED</b>	301	FL340	024	488	10	75.3 / 23.8	02	02.36
				M05	289/077	414 4203	N5527.0 E03346.9	...../.....	
L169	<b>TU</b> BELY	301	*CLB	024	<b>129.00</b>	37	74.6 / 24.5	05	02.41
				M05	287/076	4166	N5551.0 E03256.3	...../.....	
R58	<b>OLMET</b>	296	FL360	032	485	34	74.0 / 25.2	05	02.46
				M01	287/069	418 4133	N5611.0 E03207.0	...../.....	
R58	<b>ROMEL</b> -ULOL	294	FL360	032	485	41	73.2 / 25.9	05	02.51
				M01	285/069	418 4091	N5633.0 E03105.5	...../.....	
R58	<b>KUDIM</b> -ULLL	301	FL360	024	485	15	73.0 / 26.2	03	02.54
				M01	285/070	421 4076	N5643.0 E03043.1	...../.....	
R58	<b>GUBIT</b>	295	FL360	024	486	24	72.5 / 26.6	03	02.57
				M00	284/072	418 4052	N5656.0 E03007.9	...../.....	
R58	<b>PIKAM</b>	295	FL360	025	486	45	71.7 / 27.4	07	03.04
				M00	281/073	417 4007	N5721.0 E02858.0	...../.....	
R58	<b>ATBUR</b>	294	FL360	023	486	29	71.2 / 27.9	04	03.08
				M00	280/073	417 3978	N5737.0 E02812.4	...../.....	
R58	<b>ORTOK</b>	294	FL360	024	486	23	70.8 / 28.3	03	03.11
				M00	278/073	417 3955	N5749.0 E02736.8	...../.....	
R58	<b>NOTAR</b> -EETT	295	FL360	024	486	1	70.8 / 28.4	00	03.11
				M00	278/073	419 3953	N5750.0 E02734.5	...../.....	
R58	<b>*BDRY</b> -EFIN	292	FL360	024	488	188	67.6 / 31.6	27	03.38
				P01	266/073	426 3765	N5918.0 E02214.4	...../.....	
R58	<b>*BDRY</b> -ESAA	288	FL360	023	489	93	66.0 / 33.2	13	03.51
				P02	261/073	429 3672	N5956.0 E01928.5	...../.....	
DCT	<b>SUVAR</b> -ENOR	287	FL360	053	492	212	62.4 / 36.8	30	04.21
				P05	251/064	437 3460	N6109.0 E01243.1	...../.....	
DCT	<b>BARUD</b> -BIRD	285	FL360	105	492	369	56.7 / 42.4	48	05.09
				P06	258/019	473 3091	N6230.0 E00000.0	...../.....	
DCT	<b>6310N</b> 63N010W	283	FL360	042	489	277	52.7 / 46.4	36	05.45
				P03	262/024	466 2814	N6300.0 W01000.0	...../.....	
DCT	<b>6220N</b> 62N020W	270	FL360	010	495	284	48.5 / 50.6	37	06.22
				P07	249/037	458 2530	N6200.0 W02000.0	...../.....	

----- OCEANIC ENTRY -----

[ ] LR NAV ACCUR CHECK AT \_\_\_:\_\_\_Z CAPT \_\_\_\_\_ STBY \_\_\_\_\_ FO \_\_\_\_\_

[ ] RVSM ALTIMETER CHECK AT \_\_\_:\_\_\_Z CAPT \_\_\_\_\_ STBY \_\_\_\_\_ FO \_\_\_\_\_  
 [ ] COMPASS HDG CHECK AT \_\_\_:\_\_\_Z CAPT \_\_\_\_\_ STBY \_\_\_\_\_ FO \_\_\_\_\_  
 [ ] HF CHECK AT \_\_\_:\_\_\_Z SIGNATURE (....) \_\_\_\_\_

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DCT -CZQX	<b>6130N</b> 61N030W	275	*CLB	010 P10 259/056	293 2238	44.1 / 55.0	38	07.00	...../.....
DCT	<b>5940N</b> 59N040W	270	FL380	010 P10 262/072	498 323 430 1914	39.1 / 60.0	45	07.45	...../.....
DCT	<b>5650N</b> 56N050W	265	FL380	010 P07 256/078	496 369 421 1545	33.4 / 65.7	52	08.37	...../.....
DCT	<b>*BDRY</b>	263	FL380	010 P05 254/067	494 217 431 1328	30.1 / 69.0	31	09.08	...../.....
DCT	<b>KODIK</b>	259	FL380	038 P04 253/060	493 75 434 1253	29.0 / 70.2	10	09.18	...../.....
DCT -CZUL	<b>*BDRY</b>	252	FL380	053 P03 243/046	493 239 446 1013	25.6 / 73.5	32	09.50	...../.....
DCT -CZQM	<b>*BDRY</b>	247	FL380	056 P03 215/035	493 251 458 763	22.1 / 77.0	34	10.24	...../.....
N538C	<b>TAFFY</b>	241	*CLB	046 P03 208/032	42 721	21.5 / 77.6	06	10.30	...../.....
DCT -KZBW	<b>*BDRY</b>	240	FL400	046 P04 205/026	490 29 462 691	21.1 / 78.0	03	10.33	...../.....
DCT	<b>PQI</b> PRESQUE ISLE	239	FL400	070 <b>116.40</b> P04 200/026	490 19 465 672	20.8 / 78.3	03	10.36	...../.....
DCT	<b>BAF</b> BARNES WESTFIELD/SPR	235	FL400	074 <b>113.00</b> P12 231/010	498 341 487 332	16.6 / 82.6	43	11.19	...../.....
HYPER7	<b>BIGGO</b>	246	FL400	061 P12 242/010	498 20 487 312	16.3 / 82.8	02	11.21	...../.....
HYPER7	<b>YORKE</b>	245	FL400	047 P12 248/010	498 14 488 297	16.2 / 83.0	02	11.23	...../.....
HYPER7	<b>GANDE</b>	245	FL400	047 P12 262/010	498 28 488 269	15.8 / 83.3	03	11.26	...../.....
HYPER7 -KZWY	<b>*BDRY</b>	239	FL400	065 P12 267/011	498 17 489 252	15.6 / 83.5	02	11.28	...../.....
HYPER7 -KZNY	<b>KEAVR</b>	238	FL400	065 P12 274/012	498 10 489 242	15.5 / 83.7	02	11.30	...../.....
HYPER7	<b>BOTLS</b>	252	FL400	065 P11 290/013	498 31 489 210	15.1 / 84.0	03	11.33	...../.....
HYPER7	<b>JETTZ</b>	251	FL400	047 P11 301/016	498 29 489 181	14.8 / 84.4	04	11.37	...../.....
HYPER7	<b>SARAA</b>	253	FL400	047 P11 309/019	497 27 489 154	14.4 / 84.7	03	11.40	...../.....
HYPER7 -KZWY	<b>*TOD</b>	236	*DES	047 P11 309/019	18 136	14.2 / 84.9	03	11.43	...../.....

HYPER7	<b>LRP</b>	236	*DES	045	<b>117.30</b>	8	14.2 / 84.9	01	11.44
-KZNY	LANCASTER			P12	321/025	127	N4007.0 W07617.4	...../.....	
HYPER7	<b>JOANE</b>	251	*DES	045		9	14.2 / 84.9	01	11.45
				P08	331/030	119	N4003.0 W07627.3	...../.....	
HYPER7	<b>DELRO</b>	250	*DES	045		9	14.2 / 85.0	01	11.46
				P01	339/037	109	N3958.0 W07638.5	...../.....	
HYPER7	<b>LIRCH</b>	250	*DES	040		16	14.1 / 85.0	01	11.47
				M07	339/035	93	N3950.0 W07655.3	...../.....	
HYPER7	<b>BINNS</b>	250	*DES	048		5	14.1 / 85.0	01	11.48
				M08	337/035	89	N3947.0 W07701.6	...../.....	
HYPER7	<b>HYPER</b>	250	*DES	048		12	14.1 / 85.0	01	11.49
				M08	331/036	77	N3941.0 W07714.5	...../.....	
HYPER7	<b>*BDRY</b>	212	*DES	048		12	14.1 / 85.1	02	11.51
-KZDC				M07	330/036	65	N3930.0 W07719.2	...../.....	
HYPER7	<b>SIGBE</b>	212	*DES	048		5	14.0 / 85.1	01	11.52
-KZNY				M07	330/035	59	N3925.0 W07722.8	...../.....	
HYPER7	<b>MOWAT</b>	190	*DES	048		9	14.0 / 85.1	01	11.53
				M06	330/034	51	N3916.0 W07722.6	...../.....	
HYPER7	<b>HUSEL</b>	190	*DES	048		6	14.0 / 85.1	01	11.54
-KZDC				M05	330/033	45	N3910.0 W07721.4	...../.....	
HYPER7	<b>YACKK</b>	191	*DES	048		15	13.9 / 85.2	03	11.57
				M07	329/030	29	N3854.0 W07721.4	...../.....	
HYPER7	<b>TICON</b>	192	*DES	045		14	13.8 / 85.3	03	12.00
				M09	321/019	15	N3841.0 W07722.7	...../.....	
HYPER7	<b>KIAD/01R</b>	357	313	045		15	13.5 / 85.7	06	12.06
	WASHINGTON DULLES IN						N3855.0 W07726.1	...../.....	

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**WIND INFORMATION - OBS 29/APR 06:00**

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<b>(CLIMB)</b>			<b>LASKA</b>			<b>DETIR</b>			<b>LUGEP</b>		
FL330	301/010	-52	FL380	279/016	-60	FL380	292/028	-60	FL380	299/032	-60
FL270	322/009	-38	FL360	284/016	-57	FL360	295/027	-58	FL360	303/032	-58
FL200	358/010	-21	FL340	288/017	-55	FL340	298/026	-56	FL340	308/033	-56
FL130	013/012	-7	FL320	292/017	-50	FL320	302/025	-51	FL320	310/032	-51
6000	007/017	+5	FL300	296/018	-46	FL300	307/025	-46	FL300	312/031	-47
<b>GAMTU</b>			<b>ARNIS</b>			<b>IDOKA</b>			<b>GD</b>		
FL380	309/036	-60	FL380	308/042	-60	FL380	305/047	-60	FL380	301/057	-58
FL360	312/036	-58	FL360	311/044	-59	FL360	309/052	-58	FL360	301/065	-58
FL340	315/036	-56	FL340	315/046	-57	FL340	312/057	-57	FL340	302/074	-57
FL320	316/035	-52	FL320	315/045	-52	FL320	312/056	-52	FL320	301/070	-53
FL300	318/033	-47	FL300	315/044	-47	FL300	311/054	-47	FL300	300/067	-48
<b>URIMI</b>			<b>OLMET</b>			<b>PIKAM</b>			<b>SUVAR</b>		
FL380	295/063	-58	FL400	289/055	-56	FL400	282/056	-55	FL400	250/045	-49
FL360	293/070	-58	FL380	288/062	-57	FL380	282/065	-56	FL380	251/052	-50
FL340	292/078	-58	FL360	287/069	-57	FL360	282/073	-57	FL360	251/064	-51
FL320	292/075	-53	FL340	286/077	-57	FL340	282/082	-57	FL340	252/078	-53
FL300	293/072	-48	FL320	286/075	-53	FL320	281/078	-53	FL320	252/093	-51
<b>BARUD</b>			<b>6310N</b>			<b>6220N</b>			<b>5940N</b>		
FL400	252/021	-49	FL400	256/023	-50	FL400	255/034	-48	FL420	263/061	-48
FL380	254/021	-49	FL380	259/024	-51	FL380	253/036	-48	FL400	263/066	-47
FL360	259/019	-50	FL360	263/024	-54	FL360	250/038	-49	FL380	263/072	-46
FL340	265/018	-51	FL340	267/025	-56	FL340	246/041	-50	FL360	264/081	-46
FL320	282/016	-51	FL320	271/028	-55	FL320	237/041	-52	FL340	265/090	-46
<b>5650N</b>			<b>KODIK</b>			<b>PQI</b>			<b>(DESCENT)</b>		
FL420	258/066	-51	FL420	253/053	-53	FL440	218/017	-52	FL390	257/030	-44
FL400	257/071	-50	FL400	254/057	-53	FL420	208/021	-52	FL310	268/031	-41
FL380	257/079	-50	FL380	254/060	-52	FL400	201/026	-52	FL230	313/024	-40
FL360	255/090	-50	FL360	254/060	-52	FL380	197/031	-53	15000	324/024	-23
FL340	254/103	-49	FL340	254/060	-51	FL360	196/034	-52	7000	323/024	-7

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**END FLIGHTPLAN 02173 TCC304B PJTGD UBBB-KIAD 29APR2018**



[ATC FLIGHTPLAN]

(FPL-TCC304B-IS

-B77L/H-SDE1FGHIJ1J5M1RWXY/LB2

-UBBB1930

-N0486F340 EKRA2B EKRAM N39 LASKA/K0898F340 B450 PENUK R704

BUTRI N39 TE B231 UK L169 TU/K0891F360 R58 ORTOK/N0486F360 R58

NOTAR DCT SUVAR DCT BARUD/M085F360 DCT 63N010W 62N020W

61N030W/M085F380 59N040W 56N050W DCT KODIK/N0493F380 N538C

TAFFY/N0490F400 DCT PQI DCT BAF HYPER7

-KIAD1206 KBWI

-PBN/A1B1C1D1L101S2 NAV/RNVD1E2A1 DOF/180429 REG/PJTGD

EET/URRV0019 UUVV0134 ULOL0251 EETT0311 EFIN0338 ESAA0351

ENOR0421 BIRD0509 BARUD0509 6310N0545 6220N0622 CZQX0700

5940N0745 5650N0837 CZUL0950 CZQM1024 KZBW1033 KZWY1128 KZDC1151

SEL/EFAD CODE/484DC6 RVR/75 OPR/TRADEWIND CHARTER

ORGN/TNCCTCAP PER/D

RMK/TCAS

-E/1420)

[PLANNING WEATHER]

**ORIGIN: UBBB/GYD (HEYDAR ALIYEV INTL, AZERBAIJAN)**

**UTC +04:00**

UBBB 291530Z 35023KT CAVOK 13/08 Q1020 R88/CLRD// NOSIG  
UBBB 291113Z 2912/3012 34024G34KT 9999 FEW040CB BKN100 TX16/2912Z  
TN11/3003Z  
TEMPO 2912/2917 33030G40KT SCT012  
BECMG 2917/2919 34018G28KT  
TEMPO 2919/3006 -SHRA SCT010 SCT030CB BKN060  
BECMG 3008/3010 35012KT SCT030 BKN100

**DESTINATION: KIAD/IAD (WASHINGTON DULLES INTL, UNITED STATES)**

**UTC -04:00**

KIAD 291452Z 30017G24KT 10SM BKN044 08/M01 A3012 RMK A02 PK WND 33029/1431  
SLP200 T00831011 53018  
KIAD 291456Z 2915/3018 32018G22KT P6SM BKN050  
FM300000 30008G16KT P6SM FEW050  
FM300400 30008KT P6SM FEW200  
FM301300 30015G25KT P6SM FEW200

**ALTERNATE: KBWI/BWI (WASHINGTON INTL/MARSHALL, UNITED STATES)**

**UTC -04:00**

KBWI 291454Z 28013G19KT 10SM OVC049 09/M01 A3007 RMK A02 SLP183 BINOV  
T00891011 53015  
KBWI 291456Z 2915/3018 32015G25KT P6SM BKN050  
FM300000 28008G16KT P6SM FEW050  
FM300400 28008KT P6SM FEW200  
FM301300 29015G25KT P6SM FEW200

**URWI/ESL (ELISTA, RUSSIAN FEDERATION)**

**UTC +03:00**

URWI 291500Z AUTO 36001MPS 9999 // NCD 20/03 Q1022  
URWI 291100Z 2912/2921 35003G08MPS 9999 SCT030

**UUOB/EGO (BELGOROD, RUSSIAN FEDERATION)**

**UTC +03:00**

UUOB 291500Z 24005MPS CAVOK 22/06 Q1020 R29/090060 NOSIG  
UUOB 291400Z 2915/2924 23004MPS CAVOK

**UMMS/MSQ (MINSK-2, BELARUS, LATVIA AND LITHUANIA)**

**UTC +03:00**

UMMS 291530Z 09002MPS CAVOK 22/11 Q1013 R13/CLRD// NOSIG  
UMMS 291103Z 2912/3012 17006MPS 9999 BKN025  
TEMPO 2912/3006 20009G14MPS 1500 TSRA BKN005 BKN020CB  
BECMG 3006/3008 22006MPS 9999 NSW

**ESSV/VBY (VISBY, SWEDEN)**

**UTC +02:00**

ESSV 291520Z 29006KT CAVOK 09/05 Q1012  
ESSV 291430Z 2915/2922 31008KT CAVOK

**ENFG/VDB (LEIRIN, NORWAY)**

**UTC +02:00**

NO METAR AVAILABLE  
AMD ENFG 191733Z 1917/1920 29008KT 9999 SCT030  
PROB30 1917/1920 30015G25KT

**EKVG/FAE (VAGAR, DENMARK)**

**UTC +02:00**

EKVG 291520Z AUTO 21010KT 9999NDV BKN020/// BKN046/// 06/02 Q1017 RMK  
SCT023/// BKN056/// WIND 850FT VRB04G19KT  
EKVG 291401Z 2915/2920 19010KT 9999 BKN020  
TEMPO 2915/2920 -SHRA BKN012TCU

**BIKF/KEF (KEFLAVIK, ICELAND)**

**UTC +00:00**

BIKF 291530Z 19023KT 9000 -RA BKN006 BKN010 OVC015 07/06 Q1003  
BIKF 291355Z 2915/3015 19025KT 9999 RA BKN015 OVC025 TX07/2922Z TN01/3007Z  
TEMPO 2915/3006 4000 RADZ BKN007 OVC012  
BECMG 2921/2923 23015KT  
TEMPO 3006/3010 2000 RASN BKN005 OVC010  
BECMG 3010/3013 NSW SCT022 BKN034

**BGBW/UAQ (NARSARSUAQ, GREENLAND)**

**UTC -02:00**

BGBW 291450Z 25006KT 200V280 9999 FEW028 04/M03 Q1009  
BGBW 291405Z 2915/2919 22005KT 9999 SCT025

**CYYR/YJR (GOOSE BAY, CANADA)**

**UTC -03:00**

CYYR 291500Z 02008KT 15SM FEW014 OVC019 02/M01 A3012 RMK SC2SC6 SLP202  
CYYR 291130Z 2912/3012 32010KT P6SM SCT012 OVC025  
TEMPO 2912/2916 5SM -SHSN BR OVC012  
BECMG 2914/2916 03012KT  
FM291600 03012KT P6SM SCT008 OVC020  
TEMPO 2916/2924 4SM -DZ BR OVC008  
PROB40 2916/2920 4SM -FZDZ BR  
FM300000 03008KT P6SM SCT008 OVC020  
TEMPO 3000/3012 OVC008  
BECMG 3004/3006 VRB03KT RMK NXT FCST BY 291800Z

**CYVB/YVB (BONAVENTURE, CANADA)**

**UTC -04:00**

NO WX DATA AVAILABLE

**KLEB/LEB (LEBANON MUN, UNITED STATES)**

**UTC -04:00**

KLEB 291527Z 00000KT 2 1/2SM -RA BR BKN004 BKN010 OVC031 10/08 A2980 RMK  
A02 P0007 T01000078  
KLEB 291552Z 2916/3012 00000KT 2SM -RA BR VCSH BKN004 BKN010 OVC030  
FM291800 26006KT P6SM OVC020

[TRACK MESSAGE]

NORTH ATLANTIC TRACK MESSAGE

(NAT-1/3 TRACKS FLS 310/390 INCLUSIVE  
APR 29/1130Z TO APR 29/1900Z  
PART ONE OF THREE PARTS-

A SUNOT 58/20 60/30 61/40 61/50 SAVRY  
EAST LVLS NIL  
WEST LVLS 310 320 330 350 360 370 380 390  
EUR RTS WEST NIL  
NAR -

B PIKIL 57/20 59/30 60/40 60/50 URTAK  
EAST LVLS NIL  
WEST LVLS 310 320 330 350 360 370 380 390  
EUR RTS WEST NIL  
NAR -

C MALOT 52/20 50/30 48/40 46/50 SUPRY  
EAST LVLS NIL  
WEST LVLS 310 320 330 350 360 370 390  
EUR RTS WEST NIL  
NAR -

END OF PART ONE OF THREE PARTS)

(NAT-2/3 TRACKS FLS 310/390 INCLUSIVE  
APR 29/1130Z TO APR 29/1900Z  
PART TWO OF THREE PARTS-

D LIMRI 51/20 49/30 47/40 45/50 RAFIN  
EAST LVLS NIL  
WEST LVLS 310 320 330 350 360 370 390  
EUR RTS WEST NIL  
NAR -

E DINIM 50/20 48/30 46/40 44/50 BOBTU JAROM  
EAST LVLS NIL  
WEST LVLS 310 320 330 350 360 370 390  
EUR RTS WEST NIL  
NAR -

F SOMAX 49/20 47/30 45/40 43/50 JEBBY CARAC  
EAST LVLS NIL  
WEST LVLS 310 320 330 350 360 370 390  
EUR RTS WEST NIL  
NAR -

G BEDRA 48/20 46/30 44/40 42/50 42/60 DOVEY  
EAST LVLS NIL  
WEST LVLS 310 320 330 350 360 370 390  
EUR RTS WEST NIL  
NAR -

H 43/40 39/50 35/60 BALOO  
EAST LVLS NIL  
WEST LVLS 320 340 360 380  
EUR RTS WEST  
NAR -

END OF PART TWO OF THREE PARTS)

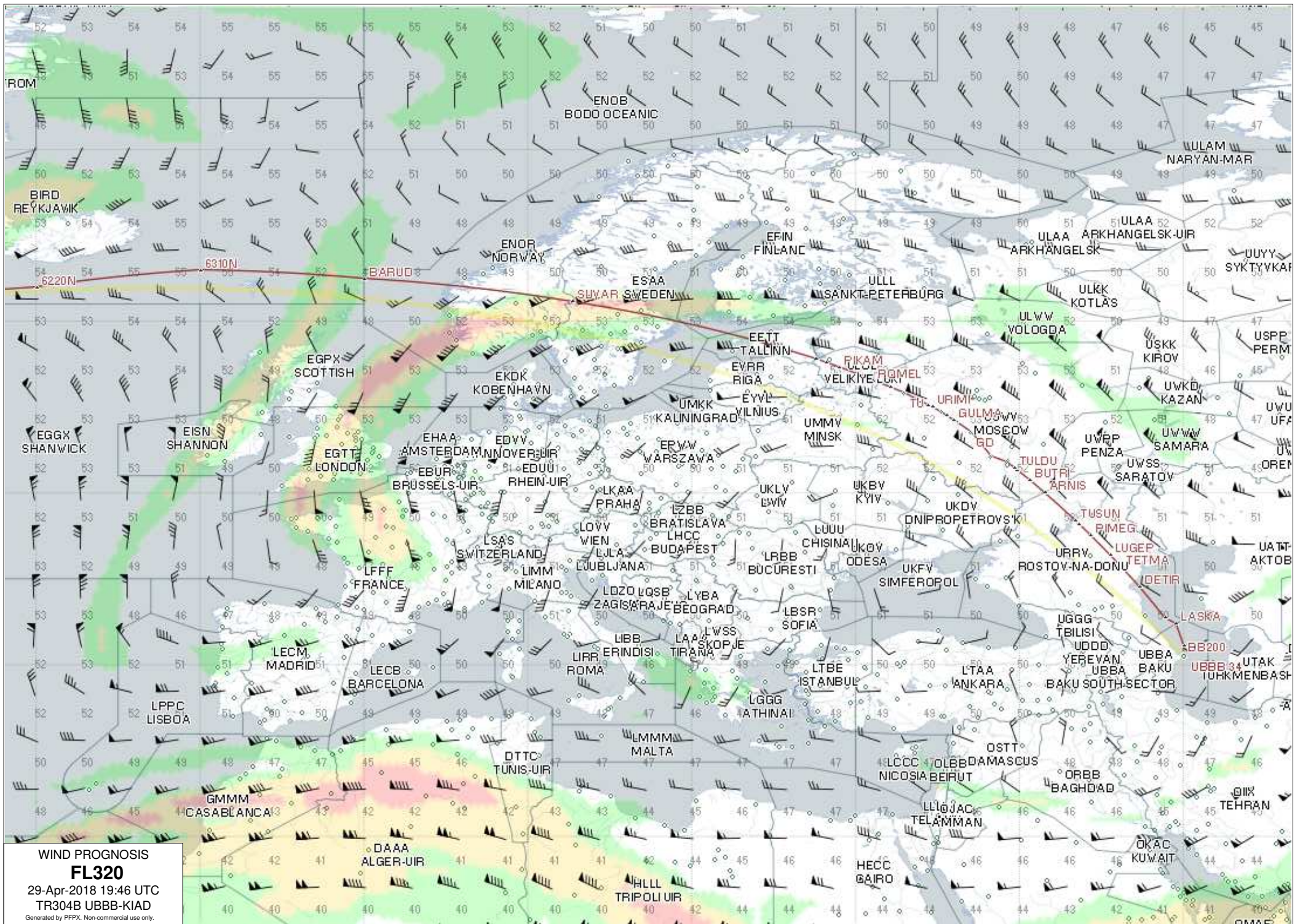
(NAT-3/3 TRACKS FLS 310/390 INCLUSIVE  
APR 29/1130Z TO APR 29/1900Z  
PART THREE OF THREE PARTS-

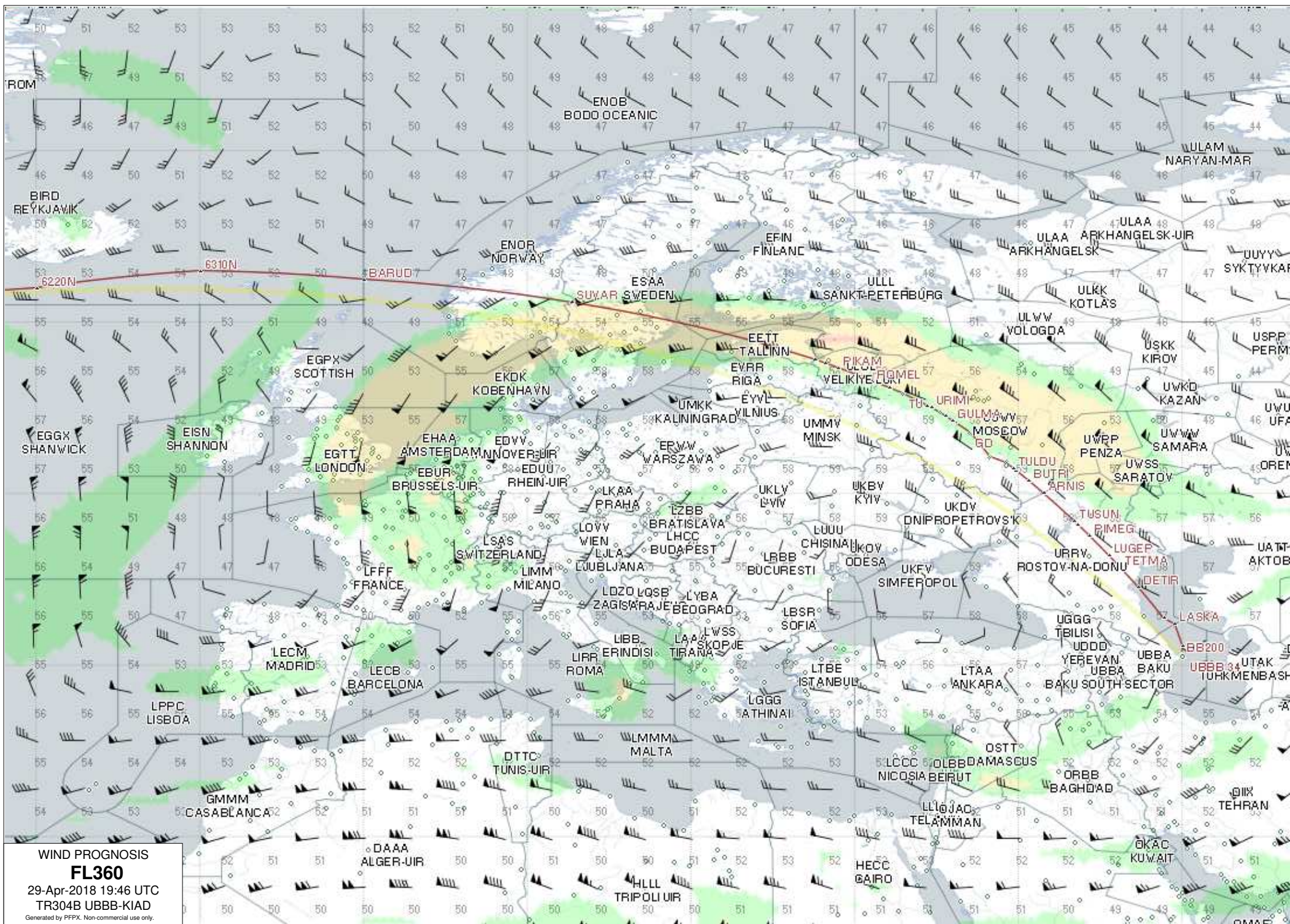
J 41/40 37/50 33/60 NUMBR  
EAST LVLS NIL  
WEST LVLS 320 340 360 380  
EUR RTS WEST  
NAR -

REMARKS.

1. TMI IS 119 AND OPERATORS ARE REMINDED TO INCLUDE THE TMI NUMBER AS PART OF THE OCEANIC CLEARANCE READ BACK.
2. OPERATORS ARE REMINDED THAT ADS-C AND CPDLC IS MANDATED FOR LEVELS 350-390 IN NAT AIRSPACE.
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.-

END OF PART THREE OF THREE PARTS)





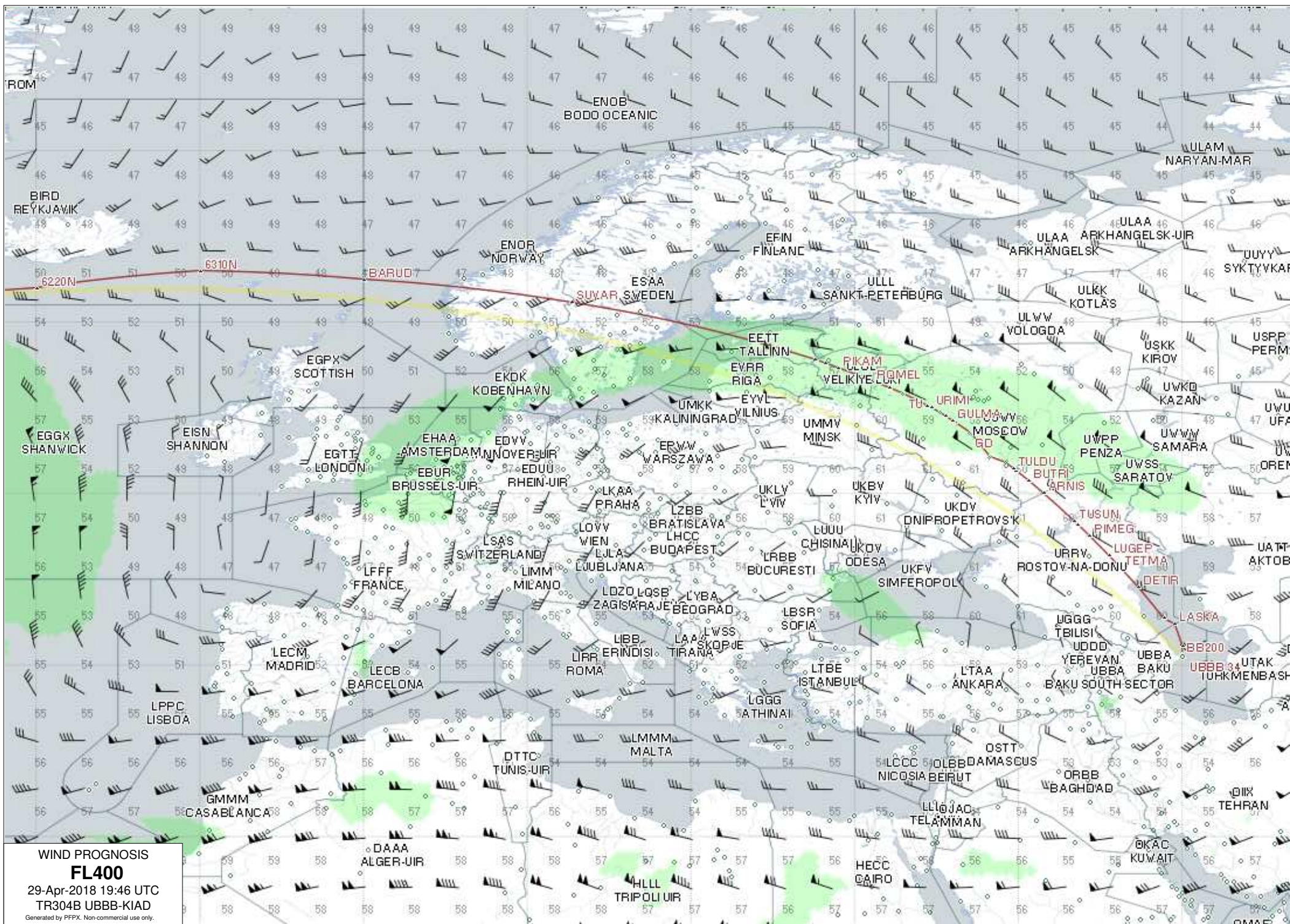
WIND PROGNOSIS

**FL360**

29-Apr-2018 19:46 UTC

TR304B UBBB-KIAD

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WIND PROGNOSIS

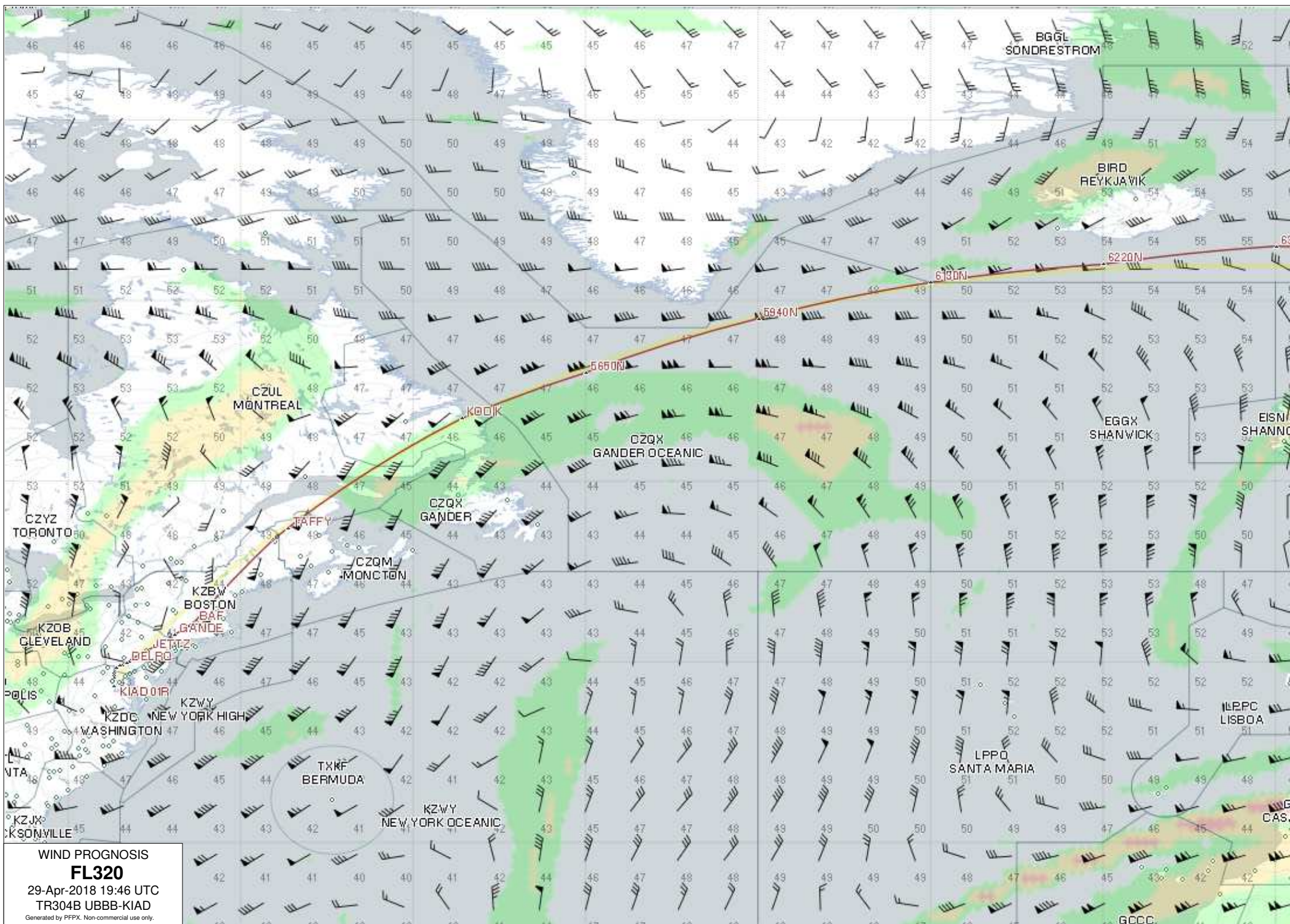
**FL400**

29-Apr-2018 19:46 UTC

TR304B UBBB-KIAD

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WIND PROGNOSIS

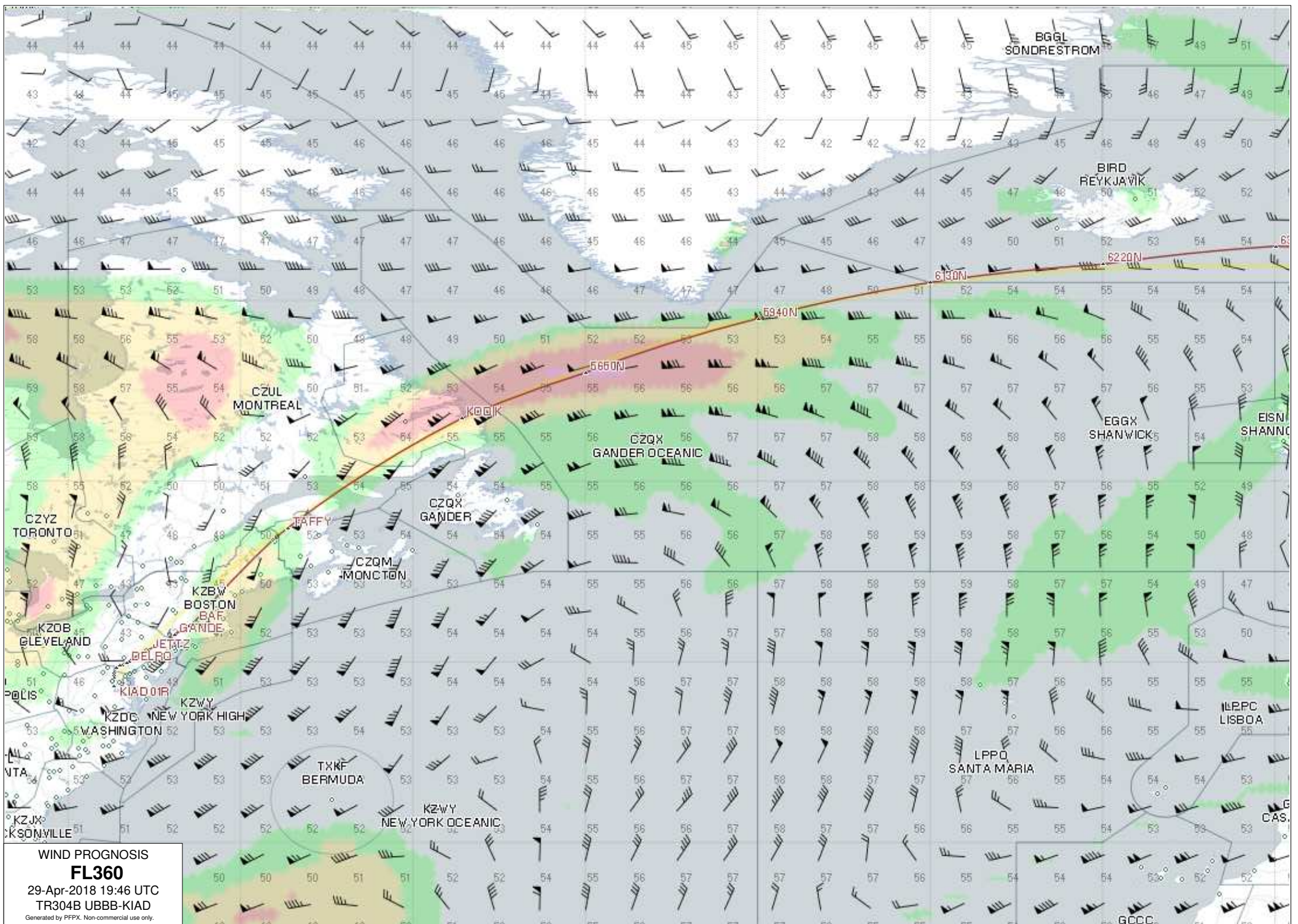
**FL320**

29-Apr-2018 19:46 UTC

TR304B UBBB-KIAD

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GCCC



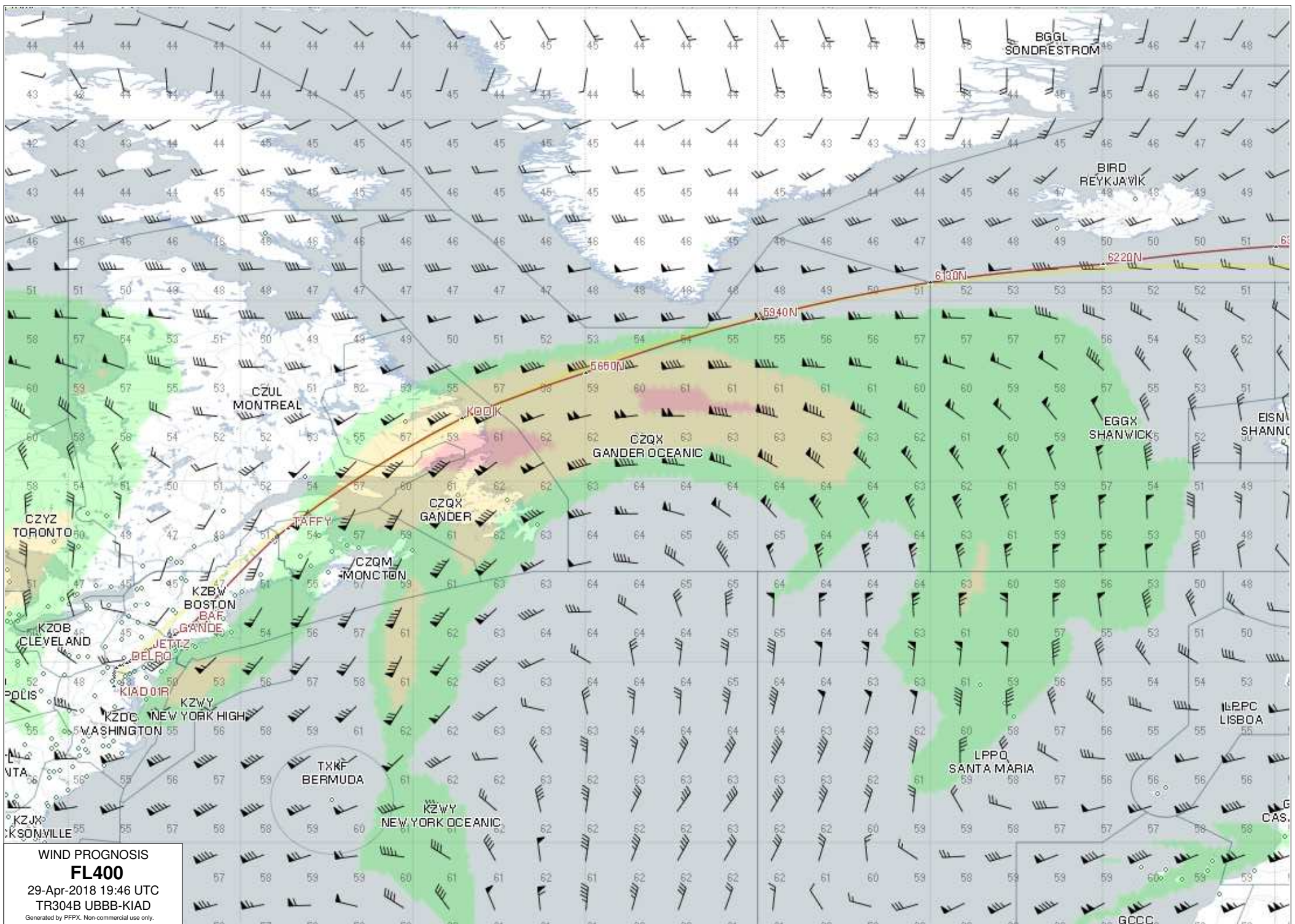
WIND PROGNOSIS

**FL360**

29-Apr-2018 19:46 UTC

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WIND PROGNOSIS

**FL400**

29-Apr-2018 19:46 UTC

TR304B UBBB-KIAD

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