



[OFP]

 OFP 5/0/1-22 MAR-PREPARED BY: N.FLYNN TXL-TEL:1 800 555 0199

N700SB/N700SB N700SB/BBJ1 SELCAL/ ROUTE: DEF RTE

DEP: KVNY 16R ELEV 802 FT COST INDEX: TTL G/C DIST: 2217NM
 ARR: PHNL 04L ELEV 13 FT SPEED: M80 TTL F/P DIST: 2317NM
 ALT: PHTO 21 PERF: 0.0% TTL ADIST: 2546NAM
 INIT FL/TEMP: 260/M34

TKOF ALT: AVGE WC: M038

| | | | | | |
|-------|-----|-------|-------|-------|---|
| CODES | PAX | CARGO | PTTL | UNDL | : |
| 105 | 26 | 0 | 2015 | 0T | : |
| | | | | | |
| DOM | | ZFM | TOM | LAM | : |
| 43071 | MAL | 57153 | 77564 | 60781 | : |
| | PLN | 45086 | 77564 | 60526 | : |
| | ACT | | | | : |

SIGNATURE COMMANDER

ROUTING: N0454F260 CANOG3 FIM DCT RZS DCT DINTY R576 DENNS KAENA2
 ATIS:

| | | | |
|--------|-------|--------|----------------------------|
| FUEL | CORR. | ENDUR: | ANALYSED TRIP FUEL: |
| 017038 | ..... | 0602 | NO DATA AVAILABLE FOR THIS |
| 000852 | ..... | 0018 | FLIGHT |
| 001517 | ..... | 0044 | TRIP FUEL |
| 000858 | ..... | 0030 | CONT 5% |
| 012213 | ..... | 0410 | ALT / PHTO |
| 32478 | ..... | 1124 | FINAL RES |
| ..... | ..... | ..... | ADDFU |
| ..... | ..... | ..... | PLNTOF |
| ..... | ..... | ..... | ALT DIFF |
| ..... | ..... | ..... | EXTRA / POSS 0T |
| ..... | ..... | ..... | ACTTOF |
| 227 | ..... | 0020 | TAXI |
| ..... | ..... | ..... | BLOCK / MTCAP 32704 |

NO TANKERING RECOMMENDED
 DISPATCH DEFINED

ZFM INCR 1000 KG: TF +135 KG ZFM DECR 1000 KG: TF -144 KG
 2000 FT BELOW: TF +244 KG / EET 06.07

.....ALTERNATE INFO.....

| | | | | | | |
|----------|------|------|----------|------------|-------------|-------|
| ALTN/RWY | TYPE | DIST | COMP/LVL | TIME/PNLTY | FUEL/PNLTY | F.RES |
| PHTO/21 | - | 0214 | P012/310 | 0044/- | 01517/- | 00858 |
| PHKO/35 | INFO | 0181 | P014/230 | 0046/P0002 | 01461/M0056 | 00858 |
| PHJR/04R | INFO | 0061 | P013/080 | 0020/M0024 | 00580/M0937 | 00858 |

PHTO/ MKK5 PULPS V21 PUMIC V15 ITO DCT
 PHKO/ PALAY3 LNY VECKI9
 PHJR/ DCT GECKO DCT

| | | | | | | | | | | | |
|----------|-----|------|-----|------|-------|------|-----|-----|------|--------|------|
| KVNY/VNY | STD | 0005 | ETD | 0005 | OFB | .... | EST | TOF | 0025 | TOF | .... |
| PHNL/HNL | STA | 0625 | ETA | 0635 | ONB | .... | EST | LDG | 0627 | LDG | .... |
| | HRS | 0620 | | 0630 | BLOCK | .... |  |  |  | FLIGHT | .... |



ETOPS SUMMARY

ETOPS ENTRY (KMRY) N3210.5 W12814.8 TIME 0127
ETOPS EXIT (PHTO) N2426.4 W14938.7 TIME 0434

| | DIST | TIME | W/C | ICE | CFR | FOB | COND |
|----------------|------------------|------|-----------|-----|------|-------|------|
| ETP1 KMRY/PHTO | 1069/945 | 0246 | T041/H008 | 521 | 8273 | 22315 | DX |
| 0314 | N2816.8 W14033.7 | | | | | | |
| ETP1 KMRY/PHTO | 1069/945 | 0246 | T041/H008 | 533 | 8518 | 22315 | DC |
| 0314 | N2816.8 W14033.7 | | | | | | |

ADDITIONAL ETOPS FUEL WITH ICING COND: 0
NON-ICING CORRECTION: 0
(IF NO ICING COND ANTICIPATED, NIC MAY BE SUBTRACTED FROM PLNTOF)

E T O P S (180 MIN)
ENRTE ALTNS (WX/NOTAM SUITABILITY PERIOD)
KMRY (0203-0725)
PHTO (0525-0725)



| AWY -BDRY | WAYPOINT MORA | AVTT W/V | SPD TAS | GS TAS | FL TP | TMP | R/DST | MIN | ACC | ETO/ATO RF/FU |
|---------------|------------------|-------------|------------|------------|------------|-----|-----------------|-----|------|----------------------|
| | KVNY/16R | | | | | | 2317/24 | | | |
| CANOG3 | | 22/009 | | | | | | | | 32.5/0.2 |
| | IPIHO 39 | 27/015 | 280 | | CLB | P06 | 2293/07 | 007 | 0007 | .../... 31.6/1.1 |
| CANOG3 | SUANA 47 | 27/017 | 280 | | CLB | P07 | 2286/11 | 002 | 0009 | .../... 31.5/1.2 |
| CANOG3 | FIM 55 | 27/024 | 280 | | CLB | P05 | 2275/27 | 002 | 0011 | .../... 31.3/1.4 |
| DCT | TOC 82 | 27/047 | 710 | | CLB | P03 | 2248/18 | 005 | 0016 | .../... 30.9/1.8 |
| DCT | RZS 82 | 27/042 | 281 754 | 413 454 | 260 348 | | -35 2230/153 | 002 | 0018 | .../... 30.8/1.9 |
| DCT | DINTY 60 | 26/045 | 247 754 | 411 454 | 260 407 | | -34 2077/100 | 023 | 0041 | .../... 29.6/3.1 |
| R576 -KZAK | BDRY 20 | 25/048 | 750 404 | 451 481 | 260 481 | | 2060 | 002 | 0043 | .../... 29.5/3.2 |
| R576 | DUETS 20 | 25/048 | 256 750 | 404 451 | 260 481 | | -35 1977/405 | 012 | 0055 | .../... 28.9/3.8 |
| R576 | *ENTRY 20 | 24/063 | 748 388 | 450 473 | 260 473 | | 1770 | 032 | 0127 | .../... 27.4/5.3 |
| R576 | DADIE 20 | 24/063 | 255 748 | 388 450 | 260 473 | | -35 1572/406 | 031 | 0158 | .../... 25.8/6.9 |
| R576 | DIALO 20 | 25/063 | 251 737 | 380 443 | 260 431 | | -35 1166/394 | 064 | 0302 | .../... 22.8/9.9 |
| R576 | *ETP1 20 | 26/041 | 727 396 | 437 398 | 260 398 | | 1090 | 012 | 0314 | .../... 22.3/10.4 |
| R576 | DUSAC 20 | 26/041 | 247 727 | 396 437 | 260 398 | | -35 772/393 | 048 | 0402 | .../... 20.0/12.7 |
| R576 | *EXIT 20 | 31/027 | 714 419 | 430 408 | 260 408 | | 550 | 032 | 0434 | .../... 18.7/14.0 |
| R576 -PHZH | DRAYK 20 | 31/027 | 244 714 | 419 430 | 260 408 | | -34 379/82 | 024 | 0458 | .../... 17.6/15.1 |
| R576 | DENNS 20 | 32/019 | 241 702 | 421 425 | 260 363 | | -32 297/139 | 012 | 0510 | .../... 17.1/15.6 |
| KAENA2 | DANYA 20 | 33/017 | 262 700 | 416 423 | 260 369 | | -32 158/66 | 020 | 0530 | .../... 16.2/16.5 |
| KAENA2 | TOD 20 | 32/019 | 261 696 | 411 421 | 260 377 | | -32 092/26 | 009 | 0539 | .../... 15.8/16.9 |
| KAENA2 | HNAPI 20 | 35/020 | 280 | | DSC | P08 | 066/18 | 006 | 0545 | .../... 15.7/17.0 |



| | | | | | | |
|--------|----------|--------|---------|--------|----------|-----------|
| KAENA2 | NEEEL | 280 | DSC P11 | 048/09 | 004 0549 | .../... |
| | 20 | 04/013 | | | | 15.7/17.0 |
| KAENA2 | KAENA | 280 | DSC P12 | 039/14 | 002 0551 | .../... |
| | 33 | 05/014 | | | | 15.7/17.0 |
| KAENA2 | RABBS | 280 | DSC P08 | 025/07 | 003 0554 | .../... |
| | 22 | 07/022 | | | | 15.6/17.1 |
| KAENA2 | MAKOA | 280 | DSC P06 | 018/18 | 001 0555 | .../... |
| | 43 | 06/026 | | | | 15.6/17.1 |
| KAENA2 | PHNL/04L | | DSC | 000 | 007 0602 | .../... |
| | 43 | 06/027 | | | | 15.4/17.3 |



.....WIND INFORMATION.....

| CLIMB | TOC | RZS | DINTY |
|-----------------|-----------------|-----------------|-----------------|
| 350 274/090 -52 | 300 273/060 -44 | 300 269/053 -45 | 300 264/076 -43 |
| 310 274/065 -46 | 280 273/054 -39 | 280 271/049 -40 | 280 260/061 -38 |
| 200 270/025 -21 | 260 273/047 -34 | 260 271/042 -35 | 260 256/049 -33 |
| 150 271/017 -08 | 240 270/036 -30 | 240 266/030 -31 | 240 258/042 -29 |
| 100 283/013 +01 | 220 271/029 -25 | 220 265/023 -26 | 220 261/033 -25 |

| DUETS | DADIE | DIALO | DUSAC |
|-----------------|-----------------|-----------------|-----------------|
| 300 252/077 -44 | 300 243/091 -43 | 300 240/063 -45 | 300 262/039 -43 |
| 280 249/062 -39 | 280 243/080 -39 | 280 246/058 -40 | 280 267/036 -39 |
| 260 245/049 -35 | 260 243/071 -35 | 260 250/053 -35 | 260 270/033 -35 |
| 240 243/041 -30 | 240 244/067 -30 | 240 252/051 -30 | 240 269/031 -30 |
| 220 244/036 -25 | 220 244/060 -26 | 220 254/049 -26 | 220 272/031 -25 |

| DRAYK | DENNS | DANYA | TOD |
|-----------------|-----------------|-----------------|-----------------|
| 300 337/025 -43 | 300 320/022 -43 | 300 345/021 -42 | 300 318/015 -42 |
| 280 331/024 -38 | 280 319/020 -38 | 280 343/018 -37 | 280 318/017 -37 |
| 260 326/023 -32 | 260 319/019 -32 | 260 339/017 -32 | 260 320/019 -32 |
| 240 329/021 -27 | 240 322/018 -27 | 240 332/019 -27 | 240 327/018 -26 |
| 220 338/022 -22 | 220 334/019 -22 | 220 332/021 -22 | 220 336/019 -21 |

DESCENT

| |
|-----------------|
| 350 324/040 -53 |
| 310 319/020 -45 |
| 200 342/020 -17 |
| 150 016/016 -04 |
| 100 050/013 +06 |



[ATC Flight Plan]

FF KZLAZQZX KZAKZQZX PHZHZQZX
EDDTSBAB

(FPL-N700SB-IG

-B737/M-SDE2E3FGHIRWXY/LB1

-KVNY0005

-N0454F260 CANOG3 FIM DCT RZS DCT DINTY R576 DENNS KAENA2

-PHNL0602 PHTO PHKO

-PBN/A1B1C1D1S1S2 DOF/240322 REG/N700SB EET/KZAK0043 PHZH0458

RALT/KMRY PHTO RVR/075 RMK/TCAS)



[Additional Info]

D I S P A T C H B R I E F I N G I N F O N700SB KVNY/PHNL



[Weather]

KVNY --> PHNL N700SB / 22MAR2024
LIDO/WEATHER SERVICE DATE : 22Mar2024 TIME : 01:10 UTC

AIRMETs:
No Wx data available

SIGMETs:
KZAK OAKLAND OCEANIC FIR
WS SIGMET SIGPAQ KZAK SIGMET QUEBEC 3 VALID 212210/220210 PHFO-
OAKLAND OCEANIC FIR
SEV TURB FCST WI N2045 W15445 - N2745 W14545 - N2515
W14215 - N1815 W15300 - N2045 W15445. FL280/430. MOV E
10KT. NC.=

Tropical Cyclone SIGMETs:
No Wx data available

Volcanic Ash SIGMETs:
No Wx data available

Destination:
PHNL/HNL INOUYE INTL
SA 220053 05010G22KT 10SM FEW048 26/14 A3009 RMK AO2 SLP188
T02610139
FT 212325 2200/2306 04016G24KT P6SM FEW035 SCT060
FM220500 04010KT P6SM FEW030 SCT060
FM221400 03011G16KT P6SM VCSH SCT025 BKN060
FM222000 05018G26KT P6SM VCSH SCT030 SCT060
FM230500 05012KT P6SM SCT030 SCT060

Destination Alternates:
PHTO/ITO HILO INTL
SA 220053 01009G18KT 10SM FEW022 SCT027 BKN038 24/19 A3008 RMK
AO2 SLP183 T02440189
FT 212325 2200/2224 36011KT P6SM VCSH FEW015 SCT025 BKN050
FM220600 24006KT P6SM VCSH SCT020 BKN050
FM222000 04011KT P6SM VCSH SCT025 BKN060

PHKO/KOA ONIZUKA KONA INTL AT KEAHOLE
SA 220053 19008KT 10SM SCT055 27/16 A3002 RMK AO2 SLP166
T02670161
FT 220107 2201/2224 20011KT P6SM FEW035 BKN060
FM220600 VRB06KT P6SM VCSH SCT030 SCT060
FM222000 24011KT P6SM SCT035 BKN060

PHJR/JRF KALAELOA (JOHN RODGERS FIELD)
SA 220053 03012G20KT 10SM CLR 27/12 A3009 RMK AO2 SLP196
T02720122
FT 212325 2200/2224 04011G16KT P6SM FEW035
FM220500 05006KT P6SM SCT030 SCT060
FM222000 05012G18KT P6SM FEW035 SCT060

Critical ETOPS Airports:
KMRY/MRY MONTEREY REGL
SA 220054 28007KT 10SM CLR 16/10 A3012 RMK AO2 SLP211 T01610100
FT 212333 2200/2224 28009KT P6SM SKC
FM220500 12004KT P6SM SCT012
TEMPO 2205/2209 BKN010
FM220900 12004KT P6SM BKN010
FM221700 20007KT P6SM FEW020
FM222200 21011KT P6SM SCT025

PHTO/ITO HILO INTL



SA 220053 01009G18KT 10SM FEW022 SCT027 BKN038 24/19 A3008 RMK
AO2 SLP183 T02440189
FT 212325 2200/2224 36011KT P6SM VCSH FEW015 SCT025 BKN050
FM220600 24006KT P6SM VCSH SCT020 BKN050
FM222000 04011KT P6SM VCSH SCT025 BKN060

Departure:

KVNY/VNY VAN NUYS

SA 220051 14008KT 10SM CLR 21/11 A3003 RMK AO2 SLP163 T02110106
FT 212357 2200/2224 13008KT P6SM SKC
FM220200 VRB03KT P6SM SCT250
FM220900 VRB03KT 4SM BR OVC006
FM221600 VRB03KT 5SM BR OVC010
FM221800 VRB03KT 6SM HZ FEW015
FM222100 14008KT P6SM SCT250

AIRPORTLIST ENDED



[Crew Alert & Bulletin]

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CREW ALERT
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SB007/14 VALID: 12-OCT-14 0330 - UFN

SB007/14 COMPANY NOTAM
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 VALID: 13-JUL-13 0320 - UFN

SB003/13 COMPANY NOTAM
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.

=====
CREW BULLETIN
=====

NIL

===== END OF LIDO-NOTAM-BULLETIN =====



Route

