



CIRRUS FLT PLAN FTD.WATERS EXT.93004 ACARS.LHRSBRD
P 1 OF 8 CAT012/11 BCN-JFK ETD 1714/11SEP14 B752 N537SB
C/S CAT012 P2.0 LEBL-KJFK M4.0 T/O SLOT

165.4	ZFW	....	0111	ATA	....	TNKS	....	ADVISORY INFORMATION
								NO STATS AVAILABLE
240.0	TOW	....	1714	ATD	....	USED	....	LMC MIN CONT 583
179.1	LAW	....	0757	TOT	....	LEFT	....
32.9	PL	....	HOLD	W A	....	ACH	FL	....

TRIM MIN COST VAR SPD - FP NO. 1 0635 05SEP14

ROUTE DEF RTE FL340 4620N/FL360 4460N/FL380

TIF	.....	60901	7.57	3359NM W/C M31	TOC OAT M48
CONT 10%	.....	3945	33		WIND 29038
DIVC1	.....	5029	34	BOS /KBOS FL230 P09 162NM	
RES	.....	4725	45	PLAN REM 13.7 TOT RES 9.8	
REQ	.....	74600	9.51		M.80
ETOPS	.....	0			
EXTRA	.....	0		WX ATC	
TAXI	.....	1000	(10)		ELEV BCN R07L 14
TANKS	.....	75600	LB		ELEV JFK R22R 14
SEVEN FIVE SIX ZERO ZERO LB				**FMC DRAG/FF P 0.0/ P 0.0**	

ALT SUMMARY	DIST	TRK	FL	COMP	TIME	FUEL	DIV SPD SCHED
BOS/KBOS C1	162	049	230	P09	00.34	5029	COST INDEX 0

WEIGHT	CHANGE	P/M	1000	KG	FP	314/FM	229	LB	TP	0	TRIP	FUEL
SPEED	CHANGE	CI	0	/	M0.80	FM	38	LB	TP	0	TRIP	FUEL

RMK/ CONT FUEL FOR ANY DELAYS



CIRRUS FLT PLAN

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WAYPOINT COUNT 8 CWC 8 (NOT TOC/TOD) TOT RES 9.8

POSITION	ID/FREQ	ETA/RTA	ATA	TTLT	GDTG	REM	REQ
MSA	AWY /ITT/	-TRM-	DIS	TIM	FL	COMP	MACH G/S

EL PRAT DCT				.../... ..	0.00	3359	60.9
8.0 DCT	/289/	-VAR-	84	14	...	M038	

LOBAR				.../... ..	0.14	3275	55.5
5.9 UN725	/287/	-288-	7	01	...	M038	

DIRMU				.../... ..	0.15	3268	55.1
5.9 UN725	/287/	-287-	8	01	...	M038	

TOC				.../... ..	0.16	3260	54.8
5.5 UN725	/287/	-287-	16	03	340	M038	.800/430

VAKIN				.../... ..	0.19	3244	54.5
13.2 UN725	/287/	-288-	21	03	...	M037	.800/431

ZARKO				.../... ..	0.22	3223	54.1
13.2 UN725	/286/	-287-	26	03	...	M037	.800/431

LARDA				.../... ..	0.25	3197	53.6
9.8 UN725	/286/	-287-	30	04	...	M038	.800/430

VASUM				.../... ..	0.29	3167	53.0
9.8 UN725	/286/	-288-	40	06	...	M038	.800/430

DOMINGO	DGO112.60			.../... ..	0.35	3127	52.3
10.6 UN725	/278/	-280-	51	07	...	M035	.800/433



CIRRUS FLT PLAN

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WAYPOINT COUNT 9 CWC 17 (NOT TOC/TOD) TOT RES 9.8

POSITION	ID/FREQ	ETA/RTA	ATA	TTLT	GDTG	REM	REQ
MSA	AWY /ITT/	-TRM-	DIS	TIM	FL	COMP	MACH G/S

RATAS				.../...	...	0.42	3076 51.3
10.6	UN725 /277/	-279-	43	06	...	M035	.800/433

NUBLO				.../...	...	0.48	3033 50.6
10.6	UN725 /277/	-279-	20	03	...	M035	.800/433

SUSOS				.../...	...	0.51	3013 50.2
9.5	DCT /276/	-279-	132	18	...	M033	.800/435

SANTIAGO	STG116.40			.../...	...	1.09	2881 47.8
5.8	DCT /289/	-294-	209	28	...	M021	.800/446

KOPAS				.../...	...	1.37	2672 44.1
2.0	DCT /294/	-302-	320	42	...	M003	.800/462

4620N				.../...	...	2.19	2352 38.7
2.0	DCT /281/	-294-	417	54	...	M008	.800/459

4730N				.../...	...	3.13	1935 31.9
2.0	DCT /273/	-289-	409	59	360	M047	.800/420

4740N				.../...	...	4.12	1526 24.8
2.0	DCT /265/	-283-	417	1.00	...	M056	.800/413

4650N				.../...	...	5.12	1109 17.5
2.0	DCT /257/	-275-	441	1.04	...	M054	.800/415



CIRRUS FLT PLAN

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WAYPOINT COUNT 6 CWC 23 (NOT TOC/TOD) TOT RES 9.8

POSITION	ID/FREQ	ETA/RTA	ATA	TTLT	GDTG	REM	REQ
MSA	AWY /ITT/	-TRM-	DIS	TIM	FL	COMP	MACH G/S

4460N		.../...	...	6.16	668		10.0
2.0 DCT	/252/	-269-	325	44	...	M020	.800/445

WHALE		.../...	...	7.00	343		5.3
2.0 DCT	/248/	-263-	146	19	380	M008	.800/458

NANTUCKET	ACK116.20	.../...	...	7.19	197		3.2
2.7 J68	/293/	-308-	68	09	...	M027	.800/438

PROVIDENCE	PVD115.60	.../...	...	7.28	129		2.2
2.7 DCT	/219/	-234-	8	01	...	M014	.800/451

TOD		.../...	...	7.29	121		2.1
4.2 DCT	/219/	-233-	41	06	...	M002	

PARCH		.../...	...	7.35	80		1.7
4.2 DCT	/250/	-263-	80	22	...	M008	

KENNEDY INTL DCT		.../...	...	7.57			
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CAT 0012 LEBL/KJFK 05.SEP.2014/0635Z



CIRRUS FLT PLAN

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DESTINATION ALTERNATE SUMMARY

ALTN	MSA	VIA
KBOS/27	4.9	DCT



CIRRUS FLT PLAN

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LAT	LONG	WAYPT	ITT	DIS	FL	TMP	SECTOR	W/V
							100	200 310 350
N4117.8E	00204.7	LEBL	289	84				
N4144.9E	00019.1	LOBAR	287	7	M45	29020	29027	29038 29039
N4147.1E	00009.6	DIRMU	287	8	M48	29020	29027	29038 29039
						300	320	340 360
N4154.3W	00021.2	VAKIN	287	21	340 M48	28037	29038	29038 29039
N4200.3W	00047.6	ZARKO	286	26	340 M48	28034	28035	28037 28038
N4207.9W	00121.7	LARDA	286	30	340 M48	28034	28035	28037 28038
N4216.3W	00200.7	VASUM	286	40	340 M48	28034	28036	28038 28039
N4227.2W	00252.8	DGO	278	51	340 M48	27035	28037	28038 28039
N4234.5W	00401.8	RATAS	277	43	340 M48	27033	27034	27035 27037
N4240.0W	00459.3	NUBLO	277	20	340 M48	26033	26035	26036 26039
N4242.4W	00526.6	SUSOS	276	132	340 M48	26033	26035	26036 26039
N4255.6W	00825.5	STG	289	209	340 M48	23035	24038	24041 24043
N4400.0W	01300.0	KOPAS	294	320	340 M49	22034	22038	23042 23038
N4600.0W	02000.0	4620N	281	417	340 M51	25004	22008	22013 23009
						320	340	360 380
N4700.0W	03000.0	4730N	273	409	360 M49	01034	00035	00036 36036
N4700.0W	04000.0	4740N	265	417	360 M49	24052	24060	23058 23056
N4600.0W	05000.0	4650N	257	441	360 M47	27053	27055	28057 28059
N4400.0W	06000.0	4460N	252	325	360 M47	29067	30071	30070 30070
						340	360	380 400
N4211.9W	06700.0	WHALE	248	146	380 M51	29020	29024	30028 30030
N4116.9W	07001.6	ACK	293	68	380 M50	30016	31016	31016 31016
N4143.5W	07125.8	PVD	219	8	380 M51	29026	29026	29027 29027
						100	200	310 350
N4106.0W	07207.2	PARCH	250	80	M21	31013	28017	31015 30015
DESC					FL	100	150	200 310
WIND						31013	29019	28017 31015

CAT 0012 LEBL/KJFK 05.SEP.2014/0635Z



CIRRUS FLT PLAN

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LAT	LONG	WAYPT	ITT	DIS	FL	TMP	SECTOR	W/V
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N4038.4	W07346.7	KJFK						
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TOW	240000	LB	ZFW	165400	LB	PL	32900	LB	LAW	179099	LB
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CIRRUS FLT PLAN

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FF LECBZQZX LECMZQZX LPPOZQZX EGGXZQZX CZQXZQZX CZQMZQZX KZBWZQZX
KZNYZQZX

EGLLBASB

(FPL-CAT012-IS

-B752/M-SDE3FHIM3RWZ/LB1

-LEBL1714

-N0468F340 DCT LOBAR UN725 SUSOS DCT STG DCT KOPAS/M080F340 DCT

4620N/M080F360 DCT 4730N DCT 4740N DCT 4650N/N0469F360 DCT

4460N/N0465F380 DCT WHALE DCT ACK J68 PVD DCT PARCH DCT

-KJFK0757 KBOS

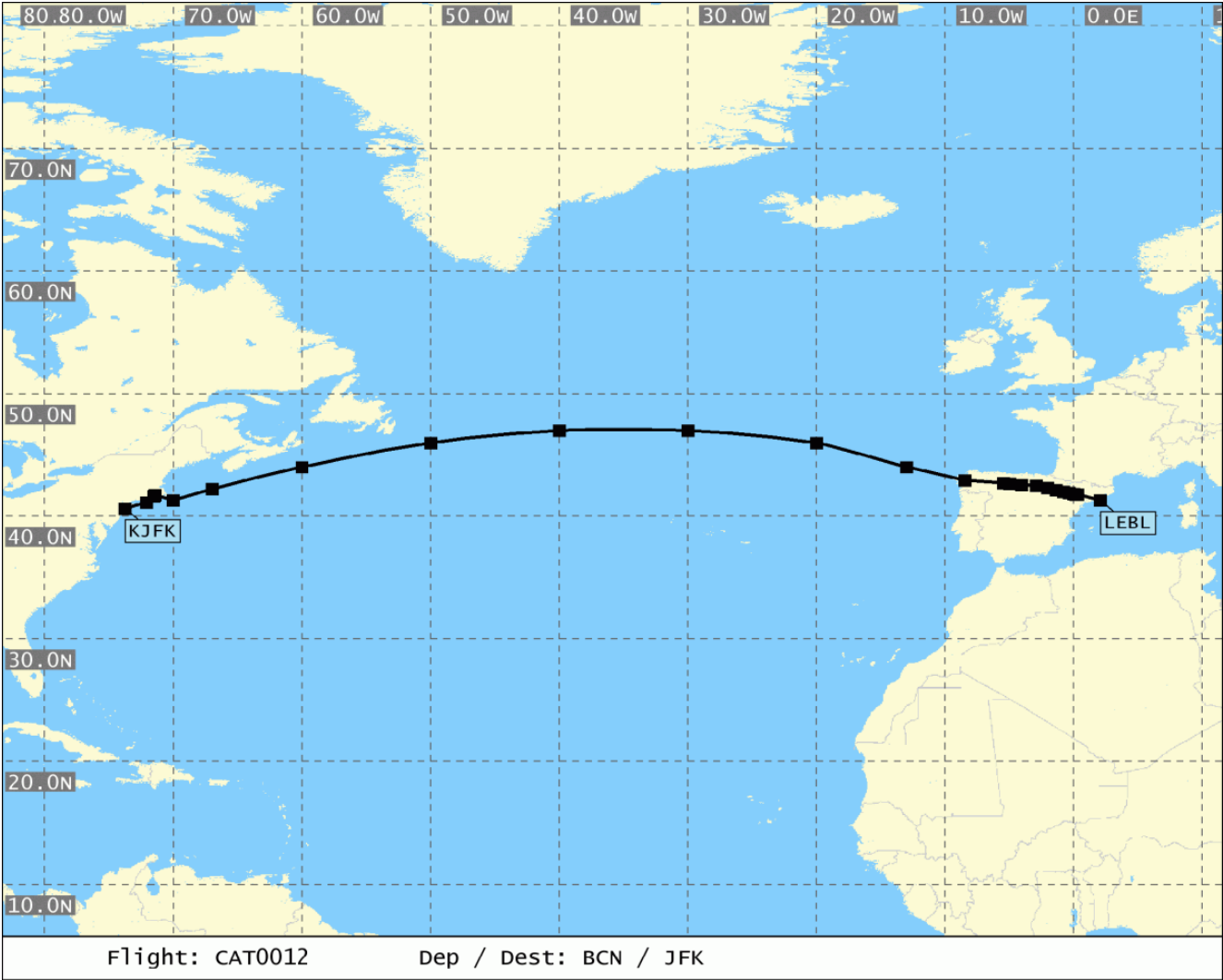
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EET/LECM0019 LPPO0137 EGGX0158 CZQX0314 CZQM0553 KZBW0700 KZNY0750

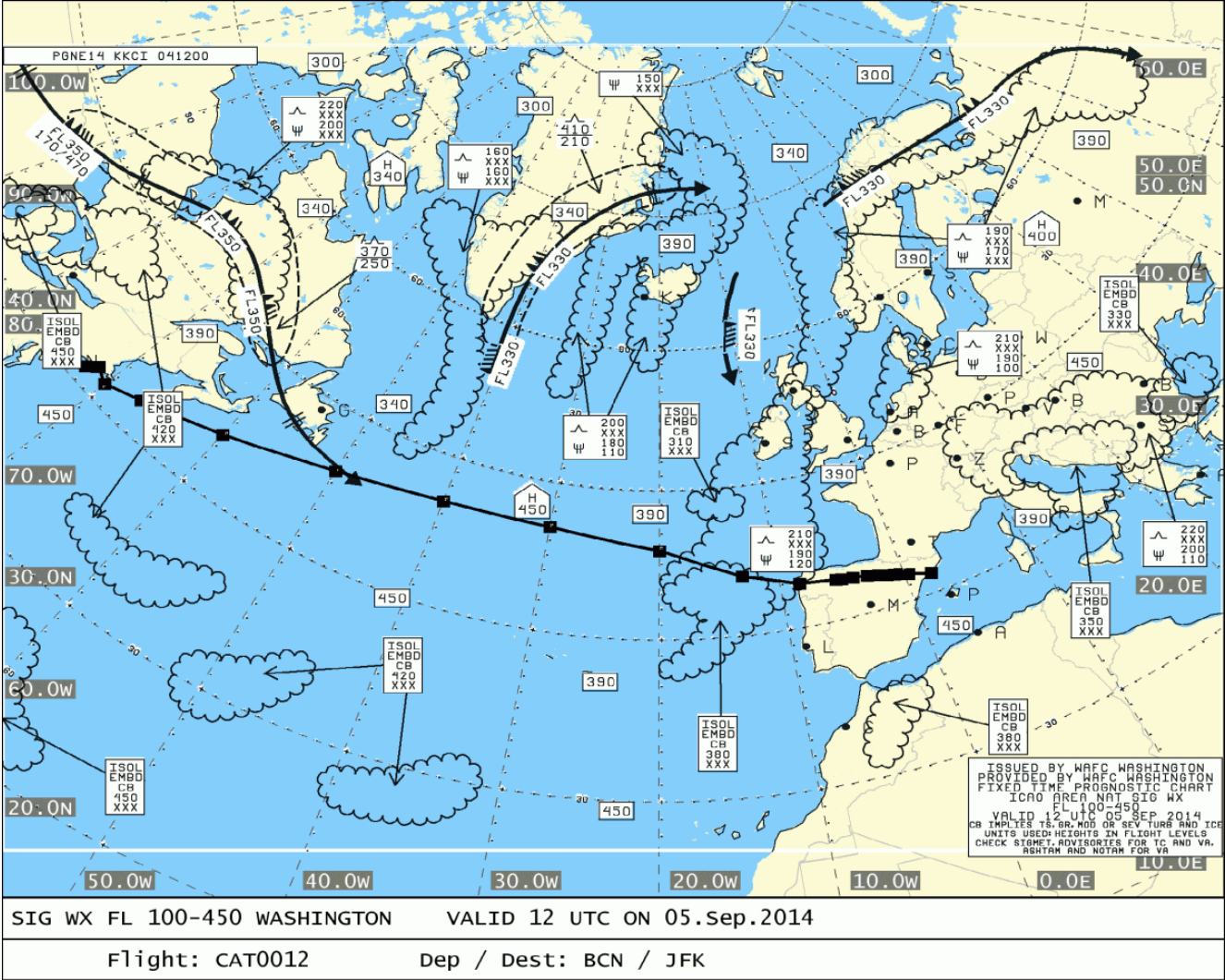
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Route

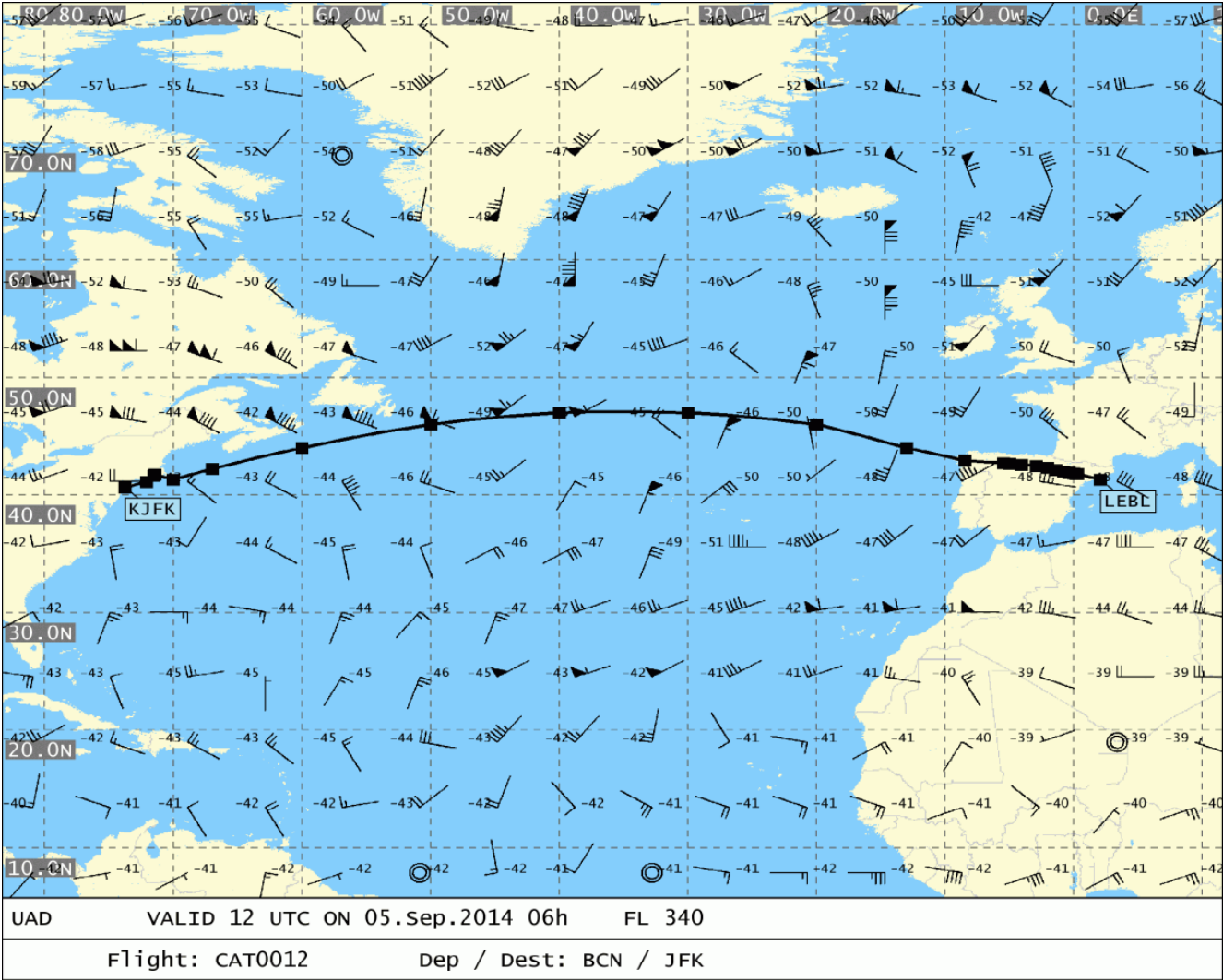


SigWx 1 of 1



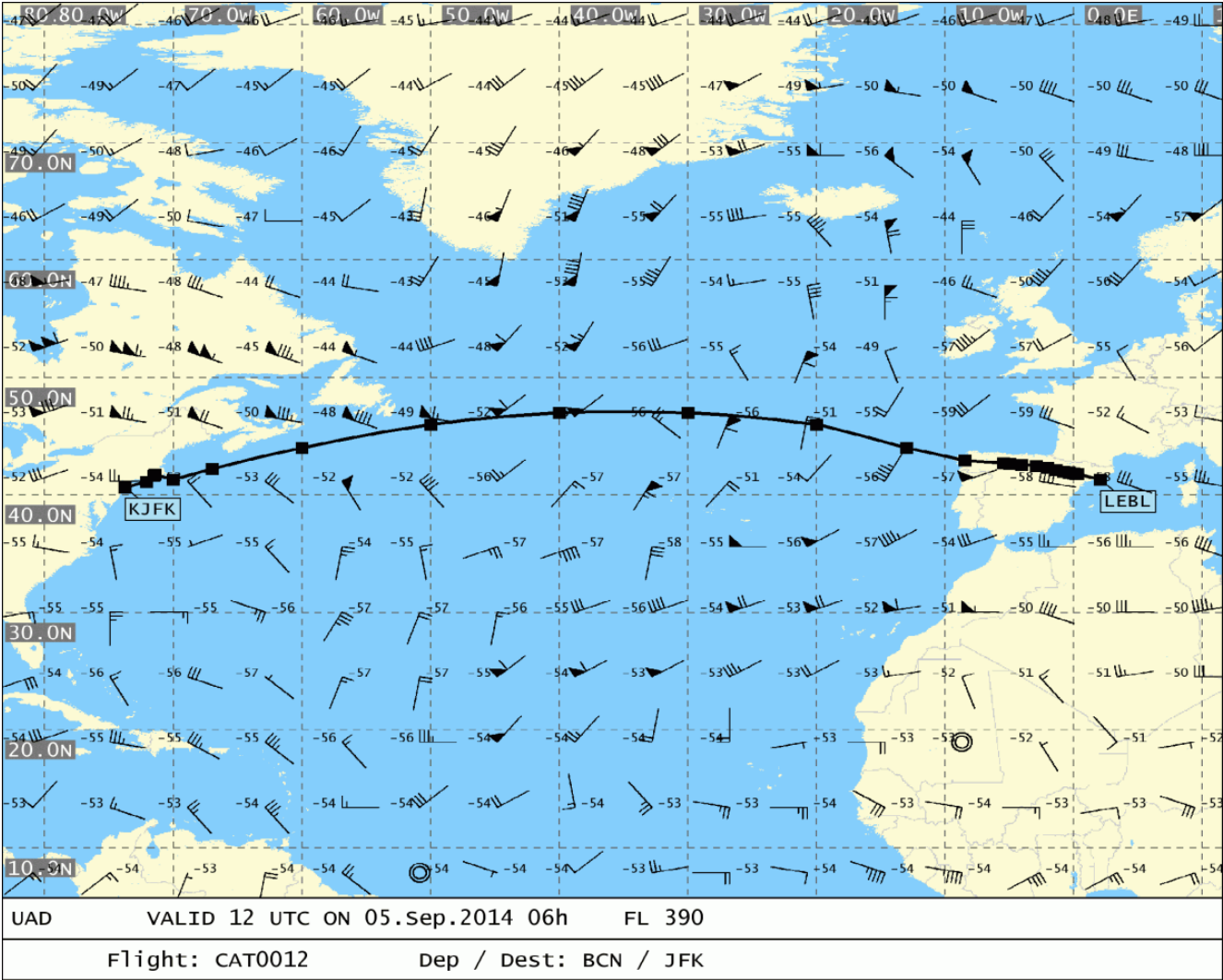


UAD 1 of 2





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Generated at 0635Z 05 Sep 2014
Briefing Summary

CAT012
BCN - JFK
11 Sep 2014
N537SB

CODESHARE FLIGHT NOS:

BCN - JFK ETD 1714 STAND N/A NO SLOT TIME YET ALLOCATED

===== OPDEF INFORMATION FOR N537SB =====
NO ITEMS

===== END OPDEF INFORMATION =====
===== MET AND AIS SUMMARY FOR DEP/ARR STATIONS =====

EL PRAT (BCN/LEBL)

02/2528m	20/2528m	07L/3352m	25R/3352m
07R/2660m	25L/2660m		

SA050600Z 05002KT 9999 FEW028 23/21 Q1014 NOSIG

FT050602Z 0506/0606 14005KT 9999 SCT018 TX27/0512Z TN23/0506Z
BECMG 0508/0511 11009KT
PROB40
TEMPO 0512/0521 FEW025CB
TEMPO 0516/0520 06010KT
BECMG 0519/0521 VRB04KT

KENNEDY INTL (JFK/KJFK)

04L/3460m	22R/3460m	04R/2560m	22L/2560m
13L/3048m	31R/3048m	13R/4423m	31L/4423m

SA050551Z 22006KT 10SM FEW250 22/20 A3016 RMK AO2 SLP212
T02220200 10250 20222 56002

FT050528Z 0506/0612 21006KT P6SM FEW080
FM050700 VRB04KT P6SM SKC
FM051300 18008KT P6SM FEW250
FM051800 17015KT P6SM SCT040
FM060100 20008KT P6SM FEW010 SCT040
FM060800 22006KT P6SM SCT010 BKN035

===== END MET AND AIS SUMMARY FOR DEP/ARR STATIONS =====
===== DESTINATION ALTERNATES =====

LOGAN INTL (BOS/KBOS)

04L/2396m	22R/2396m	04R/3050m	22L/3050m
09/2134m	27/2134m	14/1524m	32/1524m
15L/779m	33R/779m	15R/3073m	33L/3073m

SA050554Z 24009KT 10SM CLR 23/16 A3013 RMK AO2 SLP203 T02280156
10267 20222 53001

FT050540Z 0506/0612 23008KT P6SM FEW250
FM051800 21012KT P6SM FEW250
FM060500 22010KT P6SM FEW010
FM060900 22007KT 6SM BR SCT010

===== END DESTINATION ALTERNATES =====
===== ENROUTE FUEL ALTERNATE =====



NO ENROUTE FUEL ALTERNATE REQUIRED

===== END ENROUTE FUEL ALTERNATE =====
 ===== ETOPS ALTERNATES =====

NO ETOPS ALTERNATES REQUIRED

===== END ETOPS ALTERNATES =====
 ===== COMPANY INFORMATION =====

---Dec 050002-UFN

IN RARE CASES, DETAILED MAP GENERATION HAS BEEN FAILING DUE TO AN
 "INSUFFICIENT MEMORY" ERROR. THIS OCCURS WHEN THE WEB HOST REDUCES
 THE MAXIMUM ALLOWABLE SCRIPT MEMORY FOR ONE REASON OR ANOTHER.
 WHILE THESE OUTAGES ARE NORMALLY SHORT LIVED, I WILL CONTINUE TO
 MONITOR THE LOGS TO MAKE SURE THEY DON'T BECOME TOO COMMON.

---Oct 052005-UFN

WHILE WIND FETCH ERRORS ARE RARE, PILOTS SHOULD STILL BE AWARE OF
 THEIR NEGATIVE EFFECT ON FLIGHT PLAN ACCURACY. "WARNING: WIND
 FETCH FAILED, ASSUMED ISA CONDITIONS" WILL BE DISPLAYED ON ANY
 FLIGHT PLAN WHICH FAILS TO DOWNLOAD THE WINDS ALOFT. THE RESULTING
 FLIGHT PLAN WILL BE LESS ACCURATE AS THE SYSTEM WILL REVERT TO A
 STANDARD ATMOSPHERE MODEL. IT IS RECOMMENDED TO RE-GENERATE THE
 FLIGHT PLAN WHEN SUCH AN ERROR OCCURS TO OBTAIN A MORE ACCURATE
 OFP.

---Jul 130320-UFN

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.

===== END COMPANY INFORMATION =====
 ===== END OF BRIEF =====