

**Fuel Consumption Analysis of the
Boeing 767-200ER and Airbus 330-200
in Commercial Service when operated
at High Take-off Gross Weight**

Prepared for:

The Boeing Company
St. Louis, MO

November 12, 2007

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Report: TX – 07 – 011A

1.0 Summary

The Boeing 767-200ER and the Airbus 330-200 are twin-aisle airline transport aircraft designed for long range, international flights. Both have about the same range, but the A 330 is larger and heavier than the B 767-200ER. For this reason, the A 330-200 consumes more fuel for a given trip and payload than the B 767-200ER.

To determine the impact of this an analysis was accomplished, using published data, to calculate the additional fuel consumption and the resulting extra cost incurred by a fleet of 179 Airbus 330-200 when compared with the Boeing 767-200ER where both fly similar commercial mission profiles, both fly 750 hours per year over a 40 year service life and both are operated at or near their maximum take-off gross weight. Take off at or near the maximum take off gross weight reflects the fact that aircraft on a tanker mission tend to take off with as much fuel as possible to permit the greatest mission flexibility.

The analysis showed that the A 330-200 will consume about 24% more fuel than the B 767-200ER. This results in the A 330-200 consuming 2.24 billion gallons more fuel for the projected fleet of 179 aircraft. This equates to an additional cost of fuel for the Airbus 330-200 of about \$14.6 billion.

The extra fuel required by the A 330-200 is shown below:

Fuel Consumption Summary	B 767-200	A 330-200	Difference with A 330-200
Average Gallons/Hour	1,722	2,139	+ 24.3%
Total Gallons (179 Aircraft)			
- 750 Hrs/Yr & 40 Yrs	9,244,524,823	11,487,105,544	2,242,580,721

The projected cost of this additional fuel for the A 330-200 is based on the average increase in the price of fuel since 1986 and the historical as well as projected CPI (All Items). The historical data shows that jet fuel increased at a rate of 0.95% faster than the CPI for the period 1986 – 2005. Including the dramatic price increases since mid-2005 jet fuel has increased at an average rate of 6.235% faster than the CPI. Opinion is divided whether the price increases since 2005 are permanent or not. For this reason, this analysis used an average of the two trends – 3.5925%. Adding this to the future rate of inflation as projected by OMB, the total inflation for Jet-A is projected to be 5.6925% per year..

The base price of fuel used for the cost analysis is \$1.82 per gallon. This is based on the cost of fuel projected by the long term trend curve (\$1.50 per gallon in late 2007) plus the cost of handling, etc. of \$0.32 per gallon. Combining this cost with the inflation factor shows that a fleet of 179 Airbus 330-200 will cost about \$14.6 billion more for fuel than a Boeing 767-200ER fleet during its projected service life, as illustrated in the following table.

Fuel Cost Summary	B 767-200	A 330-200	Difference with A 330-200
Total Fuel Cost (179 Aircraft)			
- 750 Hrs/Yr & 40 Yrs	\$60,275,204,377	\$74,897,049,619	\$14,621,845,242

2.0 Introduction

The Boeing 767-200ER and the Airbus 330-200 are both twin-aisle airline transport aircraft designed for long range, international flights. Both aircraft have about the same range capability, but the A 330 is the larger and heavier of the two aircraft, as shown in the following table.

	A 330-202		B 767-200ER	
	CF6-80E1		CF6-80C2	
Max Range	6,600	NM	6,750	NM
Max TOGW	513,765	Lbs	395,000	Lbs
Max Landing Weight	396,000		284,801	
Wt Empty (OWE)	265,700		184,000	
Useful Load	248,065		211,000	
Passengers				
- 3 class cabin	253		181	
- 2 class cabin	293		224	
Overall Length	192.9	Ft	156.1	Ft
Wingspan	197.8		159.2	
Fuselage Diameter	18.5		16.5	

The increased size and weight of the Airbus 330-200 will cause it to consume more fuel for a given trip and payload than the Boeing 767-200ER.

The analysis discussed on the following pages calculates:

- The additional fuel consumption of the A 330-200 when compared with the B 767-200ER when both fly similar commercial mission profiles, both fly 750 hours per year and both are operated at their maximum take-off gross weight at the start of each mission profile and/or their maximum landing weight at the conclusion of each mission profile. Take off at or near the maximum take off gross weight reflects the fact that aircraft on a tanker mission tend to take off with as much fuel as possible to permit the greatest mission flexibility.
- The financial impact of this additional fuel consumption over a 40-year life of each aircraft for a 179 aircraft fleet.

The data used for this analysis were obtained from published sources, as discussed in the following pages.

3.0 Fuel Consumption Analysis

The fuel consumption of the two aircraft was analyzed using the *UV Flight Planner* flight planning program. This program is published by Universal Weather and Aviation, Houston, TX and contains data for the Boeing 767-200ER equipped with the GE CF6-80C2B4 engines and the Airbus 330-200 with the GE CF6-80E1 engines. Our company has a subscription to this program and has used it extensively in support of numerous projects.

Three mission profiles, each with a high take-off gross weight (take off gross weight at maximum take off gross weight at start of mission or at maximum landing weight at the end of the mission) and with the approximate duration as shown were analyzed:

- 3.5 – 4.0 Hour trip
- 5.5 – 6.0 Hour trip
- 7.5 – 8.0 Hour trip

Each mission profile was then also analyzed at two different flight levels

- FL 310
- FL 350/370 (i.e. each mission start at FL 350 and then climbs to FL 370 when sufficient fuel has been consumed)

All trips were run at Long Range Cruise power setting, ISA atmospheric conditions and all assumed reserve fuel as follows:

- Missed approach and climb to altitude
- Cruise at best range altitude/ speed to an alternate about 185 NM distant
- Hold a 10,000 ft for 60 minutes

The actual flight plans are shown in the appendix and are summarized below:

Fuel Consumption Comparison (High TOGW)

	Aircraft	B 767-200ER		A 330-202	
	Engine	GE CF6-80C2B4		GE CF6-80E1	
Mission Length/FL		Fuel Used	Block Time	Fuel Used	Block Time
3.5 – 4.0 Hours	FL 350/370	42,563	3.6	52,712	3.6
	FL 310	43,208	4.0	54,835	4.0
5.5 – 6.0 Hours	FL 350/370	65,050	5.6	78,478	5.5
	FL 310	64,473	5.6	81,653	5.6
7.5 – 8.0 Hours	FL 350/370	87,118	7.6	107,111	7.5
	FL 310	87,903	7.5	110,783	7.6
Total 6 Missions	(Lbs)	390,315	33.8	485,573	33.9
Average per Hour	(Lbs)	11,534		14,332	
Average per Hour	(Gallon)	1,722		2,139	
Difference				24.3%	

Boeing 767 and Airbus 330 Fuel Consumption Analysis (High TOGW) – Commercial Service

Conklin & de Decker Aviation Information (November 12, 2007)

This shows clearly that the Airbus 330-200 burns about 24% more fuel per hour than the Boeing 767-200ER.

The impact of this additional fuel required by the A 330-200 for the projected 750 hours of flight time per year and the 40 year service life is as follows:

Total Fuel Consumption (750 Hrs/Yr & 40 Years)

Average per Hour		1,722	Gallon	2,139	Gallon
Total 750 Hours/Yr		1,291,135		1,604,344	
Difference per Year				313,210	
Total 40 Years		51,645,390		64,173,774	
Difference for 40 Years (1 Aircraft)				12,528,384	
Difference for 40 Years (179 Aircraft)				2,242,580,721	

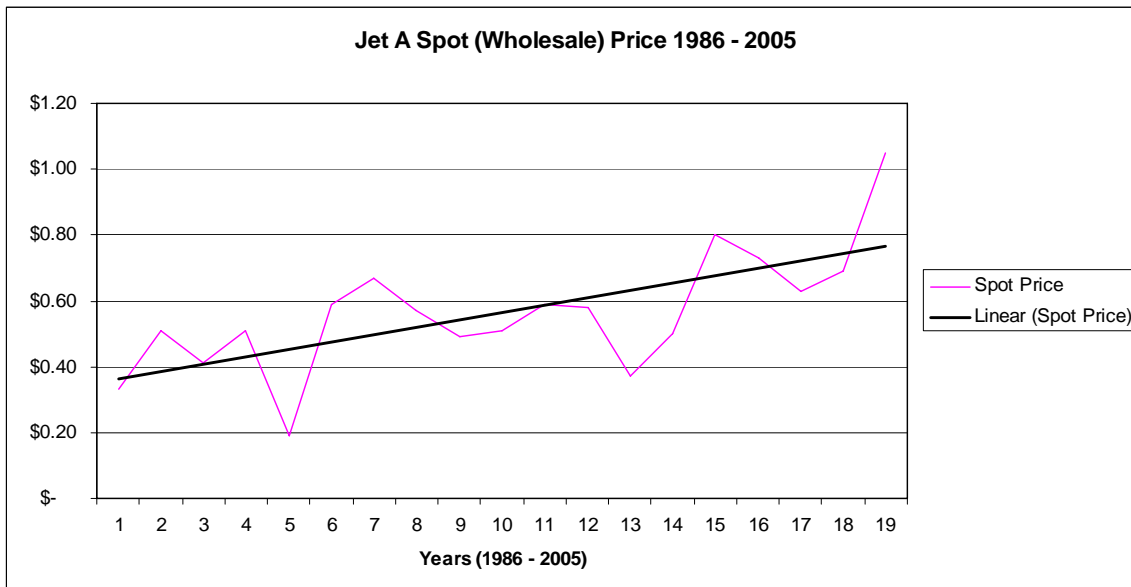
The analysis showed that the A 330-200 will consume about 24% more fuel than the B 767-200ER. This results in the A 330-200 consuming 2.24 billion gallons more for the projected fleet of 179 aircraft over the planned 40 year service life..

4.0 Fuel Cost Analysis

To project the cost of fuel we used historical data to establish a relationship between the Consumer Price Index (All Items), which is the most commonly used inflation factor, and the actual cost of Jet-A fuel spot prices (in essence the wholesale price). Data for the price of Jet-A fuel was obtained as follows:

- Jet-A – Spot: This is the wholesale price of jet fuel and was obtained from a Dept of Energy website (www.eia.doe.gov) which contains spot prices from 1986 to today

The actual cost data is shown in the following graphs together with trend lines to allow the calculation of the average annual increase. The first graph shows the actual prices and trend line from 1986 to 2005. This covers the period before the onset of the dramatic increase in the cost of fuel.



The results of the 1986 - 2005 analysis are as follows:

- Jet-A – Spot. Average annual increase (1986 – 2005) = 3.925 %

The increases in the CPI for the period 1986 – 2005 were obtained from the Bureau of Labor Statistics website:

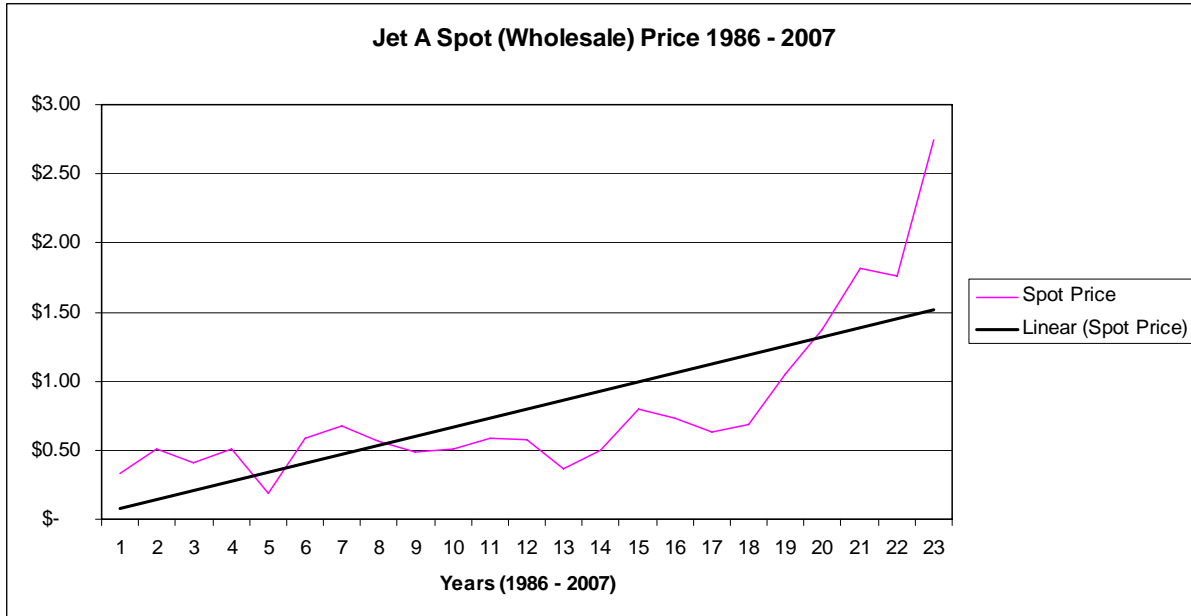
- CPI (All Items) Average annual increase (1986 – 2005) = 2.975 %

This shows that the cost of fuel from 1986 until the onset of the large fuel price increases caused by hurricanes in the fall of 2005 and the war on terror increased by 0.95 % more per year than the CPI (All Items).

Boeing 767 and Airbus 330 Fuel Consumption Analysis (High TOGW) – Commercial Service

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The second graph illustrates what happened starting in 2005 - after many years of relative price stability, the cost of fuel increased dramatically. This has skewed the trend line upward by a substantial margin, as shown below.



The results of adding in the data for 2006 and 2007 through November show that:

- Jet-A – Spot. Average annual increase (1986 – 2007) = 9.375 %

The increases in the CPI for the period 1986 – 2007 as obtained from the Bureau of Labor Statistics website also shows an increase:

- CPI (All Items) Average annual increase (1986 – 2007) = 3.14 %

This shows that the impact of the dramatic increase in the cost of fuel since 2005 on the trend line since 1986 is that on average fuel has increased faster than the CPI (All Items) by 6.235 %.

Opinion is divided as to whether this sharp increase is permanent and will continue and/or define a new plateau or whether the cost of fuel will moderate and gradually decrease to the trend line exhibited between 1986 and 2005. In the absence of better information, we have used the average of the 1986 – 2005 increase and the 1986 – 2007 increase, as follows:

- 1986 – 2005 Annual Jet-A Price Increase above CPI: 0.9500 %
- 1986 – 2007 Annual Jet-A Price Increase above CPI: 6.2350 %
- Average annual Jet-A Price Increase above CPI: 3.5925 %

Projections for inflation for future years were obtained from the Office of Management and Budgets (OMB). The OMB projection of this rate for the next 30 years is 2.1% per year.

Boeing 767 and Airbus 330 Fuel Consumption Analysis (High TOGW) – Commercial Service

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Based on this and adding the additional fuel inflation factor, the cost of fuel is projected to increase an average of 5.6925 % per year for the next 40 years.

The cost of fuel for airline operations is composed of two main parts – the cost of the fuel plus the cost of storage, quality control and uplift into the aircraft. The first is the cost of the fuel itself and this is basically the same as the spot price. It has varied from a recent low of \$0.62 per gallon in mid 2002 to over \$2.70 in November 2007 and has been above the long term trend line since 2003. However, we are in a period of extreme price volatility as a result of hurricanes Katrina and Rita as well as the war on terrorism. Because of this we have not used the actual current fuel cost of \$2.74 in early November 2007 for this analysis. Instead we have used the 2007 cost as shown by the trend line for the 1986 – 2007 period. This yields a cost in 2007 of about \$1.50 per gallon.

To this must be added the storage and handling costs. An analysis we did in 2003 indicated this cost averaged about \$0.275 per gallon at that time. Extrapolating this cost to 2007 results in a cost of about \$0.32 per gallon. The resulting total cost per gallon is \$1.82. We have used this cost per gallon as the starting point for this analysis in order not to distort the difference in fuel consumption between the two aircraft with today’s artificially high prices.

Applying the inflation factor discussed above to the cost per gallon of fuel means the cost of fuel will increase from a nominal \$1.82 in late 2007 to \$15.77 forty years later. The impact of this on the fuel budget for each aircraft flying 750 hours per year is as follows:

Budget Summary (40 Yr)	B 767-200ER	A 330-200
Fuel Budget (40 Years)	\$336,732,985	\$418,419,272
Difference (One Aircraft)		\$81,686,286
Difference (179 Aircraft)		\$ 14,621,845,242

This shows that, for a 179 aircraft fleet over a 40-year service life, the Airbus 330-200 will consume about \$14.6 billion more fuel than the Boeing 767-200ER.

Appendix

Flight Plan Summaries

These flight plans have been computed using *UV Flight Planner* (published by Universal Weather and Aviation). This is a commercially available flight planning service in common use with commercial and corporate operators. Because it is geared to commercial and corporate flight operations it calculates trips on the basis of current routing and real airport pairs, not desired flight time. Similarly, alternates are based on real airports, not desired distances. Therefore, three airport pairs were chosen with distances that yielded approximately 3.5 – 4.0 hour, 5.5 – 6.5 hour and 7.5 – 8.0 hour missions. Similarly, alternates were chosen that were close to 185 NM distant. These city pairs, the alternates and the associated distances are:

	<i>Airport Pair</i>	<i>Dist.(NM)</i>	<i>Alt.</i>	<i>Dist.(NM)</i>
- Trip 1	KLAS – KMCO	1,788	KMIA	185
- Trip 2	KJFK – EINN	2,680	EGAA	185
- Trip 3	KMOB- EINN	3,610	EGAA	185

If an aircraft could not reach the desired cruise altitude at its initial gross weight, it was allowed to cruise at a lower altitude until it was able to “step climb” to the desired altitude.

NOTE: All weight shown in the attached flight plans are in kilograms.

CALCULATION COMPLETEPlease Review

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Save Plan and Continue

Return, Make Changes

Exit without Saving

Review Flight Plan Fuel Summary Plot Route

RECALL UWX 172217 FLT=TEST DT=16 ORG=KLAS DST=KMCO ACFT=7672ERB4

--- START-OF-PLAN RC 172217 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC B767-200

FLT PLAN: TEST KLAS/KMCO MACH:LRC A/C: 7672ERB4 /B762 RC 172217
 ETD: 18/14.00Z
 ORG KLAS DEST KMCO

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST KMCO	019347	04.01	-----	148438	129455	P000
RESV	003121	00.45	-----			
ALTN	002425	00.34	-----	ALTN KMIA	DIST 0184	W/C P003
HOLD	000000	00.00	-----			
REQD	024893	05.20	-----	BOW 084090	PAYLOAD 010000	
EXTRA	029819	07.10	-----			
TAXI	000364					
TTL AT BO	054712	12.40	-----	RTE MAN		DIST 1788

LAS.MCCRN3.BLD..ABQ.J72.SPS.J58.FUZ..MCB.J50.CEW..OCF.LEESE1.MCO

KLAS/0370

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 04.00 FL 35 B/O 019016 PL 010000 TOW 148438 CRZ LRC RT MAN

SUMMARY 04.00 FL 35 B/O 019016 PL 010000 TOW 148438 CRZ LRC RT MAN

CLIMB: 18 MIN 0110 NM 3099 LBS
 DESCENT: 17 MIN 0102 NM 0286 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
-----	-----	-----	-----	-----	DIST	DIST	USED	FLOW	
	MAG			SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KLAS	N36 04.8 W115 09.1							1788	000364
.	.	.	.	.	.	.	.	.	054348

BLD	N35	59.7	W114	51.8	CLB	CLB	00	015	0015	001377
116.70	CLB	00000	095	095	DCT	272	272	0.04	00.04	053335 14243
TOC					CLB	CLB	00	095	0110	003463
	CLB	00000	085	085	DCT	407	407	0.14	00.18	051249 09211
-KZAB/KZAB	N35	42.3	W111	51.4	M56	0	--	052	0162	004009
-----	370	00000	087	087	DCT	407	407	0.07	00.25	050703 04800
ABQ	N35	02.6	W106	49.0	M56	0	00	250	0412	006620
113.20	370	28000	087	087	DCT	459	459	0.32	00.57	048092 04800
TXO	N34	29.7	W102	50.4	M56	0	00	199	0611	008683
112.20	370	28000	088	088	J72	459	459	0.26	01.23	046029 04764
-KZFW/KZFW	N34	27.0	W102	24.2	M56	0	--	022	0633	008901
-----	370	28000	088	088	J72	459	459	0.03	01.26	045811 04589
SPS	N33	59.2	W098	35.6	M56	0	00	191	0824	010795
112.70	370	28000	091	091	J72	459	459	0.25	01.51	043917 04552
FUZ	N32	53.4	W097	10.8	M56	0	00	096	0920	011749
115.70	370	31000	127	127	J58	459	459	0.13	02.04	042963 04532
-KZHU/KZHU	N31	55.9	W092	46.6	M56	0	--	230	1151	013982
-----	370	31000	101	101	DCT	459	459	0.30	02.34	040730 04450
MCB	N31	18.3	W090	15.5	M56	0	00	134	1285	015281
116.70	370	28000	101	101	DCT	459	459	0.17	02.51	039430 04450
-KZJX/KZJX	N30	57.9	W087	38.3	M56	0	--	136	1421	016564
-----	370	28000	098	098	J50	459	459	0.18	03.09	038147 04326
CEW	N30	49.6	W086	40.8	M56	0	00	050	1471	017036
115.90	370	28000	098	098	J50	459	459	0.07	03.16	037676 04326
TOD					M56	0	00	215	1686	019062
	370	29000	116	116	DCT	459	459	0.28	03.44	035650 04313
OCF	N29	10.7	W082	13.6	DSC	DSC	00	036	1722	019130
113.70	DSC	00000	117	117	DCT	442	442	0.05	03.49	035582 00811
ALADN	N29	04.1	W082	04.3	DSC	DSC	00	011	1733	019156
	DSC	00000	133	133	DCT	398	398	0.01	03.50	035556 01009
LEESE	N28	51.6	W081	46.7	DSC	DSC	00	020	1753	019209
	DSC	00000	133	133	DCT	367	367	0.04	03.54	035503 01026
KMCO	N28	25.8	W081	18.5	DSC	DSC	00	035	1788	019348
	DSC	00000	141	141	DCT	284	284	0.07	04.01	035364 01099
ALTERNATE (MACH LRC)										
TOC					CLB	CLB	00	023	0023	001125
	CLB	03002	141	140	DCT	318	318	0.05	00.05	034240 12688
VRB	N27	40.7	W080	29.4	M07	49	00	040	0063	001532
117.30	190	36003	140	140	DCT	352	354	0.07	00.12	033833 03651
PHORD	N27	18.1	W080	20.2	M07	49	00	024	0087	001778
	190	31005	165	166	DCT	352	356	0.04	00.16	033587 03652
PBI	N26	40.8	W080	05.2	M08	49	00	039	0126	002186

115.70	190	30004	166	166	DCT	352	355	0.07	00.23	033179	03651
TOD					M08	49	01	005	0131	002239	
	190	28003	177	177	DCT	352	353	0.01	00.24	033126	03653
ANNEY	N26	27.9	W080	03.0	DSC	DSC	00	008	0139	002260	
	DSC	27002	177	178	DCT	384	384	0.01	00.25	033105	00965
HILEY	N26	15.3	W080	00.8	DSC	DSC	01	013	0152	002297	
	DSC	15000	177	177	DCT	364	363	0.02	00.27	033068	01159
KAINS	N25	57.8	W080	05.7	DSC	DSC	01	018	0170	002338	
	DSC	10003	200	200	DCT	301	301	0.03	00.30	033027	00824
KMIA	N25	47.6	W080	17.4	DSC	DSC	00	015	0185	002425	
	DSC	09003	231	231	DCT	269	272	0.04	00.34	032940	01288

CODED ICAO FLIGHT PLAN

FP 7672ERB4 T/B762/Q 0459 LAS P1400 370

LAS..BLD..3502/10648..ABQ.J72.SPS.J58.FUZ..MCB.J50.CEW..OCF.LEESE1.

MCO/0401

KZLAZQZX

--- END-OF-PLAN RC172217

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[RAD Route Validation](#)

RECALL UWX 172236 FLT=TEST DT=16 ORG=KJFK DST=EINN ACFT=7672ERB4

--- START-OF-PLAN RC 172236 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC B767-200

FLT PLAN: TEST KJFK/EINN MACH:LRC A/C: 7672ERB4 /B762 RC 172236
 ETD: 18/14.00Z
 ORG KJFK DEST EINN

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST EINN	029568	05.58	-----	158659	129455	P000
RESV	003121	00.45	-----			
ALTN	002355	00.33	-----	ALTN EGAA	DIST 0185	W/C P014
HOLD	000000	00.00	-----			
REQD	035044	07.16	-----	BOW 084090	PAYLOAD 010000	
EXTRA	029889	07.11	-----			
TAXI	000364					
TTL AT BO	064933	14.37	-----	RTE MAN		DIST 2679

KJFK MERIT3 PUT J42 BOS J575 SCUPP DCT ALLEX N79B YQX DCT KOBEV
 DCT 50N050W DCT 52N040W DCT 53N030W DCT 53N020W DCT MALOT UL9 SHA
 EINN

KJFK/0370

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 05.56 FL 35 B/O 028645 PL 010000 TOW 158659 CRZ LRC RT MAN

SUMMARY 05.56 FL 35 B/O 028645 PL 010000 TOW 158659 CRZ LRC RT MAN

CLIMB: 21 MIN 0128 NM 3494 LBS
 DESCENT: 17 MIN 0102 NM 0286 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
					DIST	DIST	USED	FLOW	
		MAG		SR	----	-----	REMN	/ ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KJFK N40 38.4 W073 46.7 2679 000364

										064569
JFK	N40	38.0	W073	46.3	CLB	CLB	00	001	0001	000859
115.90	CLB	00000	156	156	DCT	254	254	0.01	00.01	064074 26581
-KZBW/KZBW	N40	49.5	W073	36.7	CLB	CLB	--	014	0014	001309
-----	CLB	00000	046	046	DCT	254	254	0.02	00.04	063623 11215
MERIT	N41	22.9	W073	08.2	CLB	CLB	00	039	0053	002625
	CLB	00000	046	046	DCT	336	336	0.07	00.11	062308 11215
HFD	N41	38.5	W072	32.9	CLB	CLB	00	031	0084	003221
114.90	CLB	00000	073	073	DCT	439	439	0.04	00.15	061712 08637
PUT	N41	57.3	W071	50.6	CLB	CLB	00	037	0121	003766
117.40	CLB	00000	073	073	DCT	452	452	0.05	00.20	061167 06684
TOC					CLB	CLB	00	006	0127	003858
	CLB	00000	072	072	J42	448	448	0.01	00.21	061075 05990
BOS	N42	21.5	W070	59.4	M56	0	00	039	0166	004308
112.70	370	24000	073	073	J42	459	459	0.04	00.26	060625 05418
SCUPP	N42	36.2	W070	13.8	M56	0	00	036	0202	004734
	370	25000	082	082	J575	459	459	0.04	00.30	060199 05335
ALLEX	N44	25.0	W067	00.0	M56	0	00	178	0380	006800
	370	23000	069	069	DCT	459	459	0.24	00.54	058133 05336
-CZQM/CZQM	N44	25.0	W067	00.0	M56	0	--	000	0380	006801
-----	370	23000	084	084	N79B	459	459	0.00	00.54	058132 05125
-CZQX/CZQX	N47	19.4	W059	36.9	M56	0	--	354	0734	010757
-----	370	23000	084	084	N79B	459	459	0.46	01.40	054176 05127
YQX	N48	54.0	W054	32.1	M56	0	00	225	0959	013262
112.70	370	24000	084	084	N79B	459	459	0.29	02.09	051670 05127
KOBEV	N49	40.2	W051	28.0	M56	0	00	129	1088	014634
	370	25000	092	092	DCT	459	459	0.17	02.26	050298 04894
50N050W	N50	00.0	W050	00.0	M56	0	00	060	1148	015258
	370	25000	092	092	DCT	459	459	0.08	02.34	049674 04764
52N040W	N52	00.0	W040	00.0	M56	0	00	396	1544	019347
	370	25000	094	094	DCT	459	459	0.52	03.26	045585 04741
53N030W	N53	00.0	W030	00.0	M56	0	00	370	1914	022998
	370	26000	100	100	DCT	459	459	0.48	04.14	041934 04532
-EGGX/EGGX	N53	00.0	W030	00.0	M56	0	--	000	1914	022999
-----	370	26000	105	105	DCT	459	459	0.00	04.14	041934 04389
53N020W	N53	00.0	W020	00.0	M56	0	00	361	2275	026443
	370	27000	105	105	DCT	459	459	0.47	05.01	038490 04382
MALOT	N53	00.0	W015	00.0	M56	0	00	180	2455	028144
	370	27000	101	101	DCT	459	459	0.24	05.25	036789 04326
-EISN/EISN	N53	00.0	W015	00.0	M56	0	--	000	2455	028144
-----	370	27000	100	100	UL9	459	459	0.00	05.25	036788 04310
BURAK	N53	00.0	W012	00.0	M56	0	00	108	2563	029157

	370	27000	100	100	UL9	459	459	0.14	05.39	035775	04293
TOD					M56	0	00	014	2577	029283	
	370	28000	107	107	UL9	459	459	0.02	05.41	035649	04162
SHA	N52	43.3	W008	53.1	DSC	DSC	00	100	2677	029518	
113.30	DSC	00000	105	105	UL9	373	373	0.16	05.57	035414	00884
EINN	N52	42.1	W008	55.5	DSC	DSC	00	002	2679	029569	
113.30	DSC	00000	237	237	DCT	254	254	0.01	05.58	035363	02371
ALTERNATE (MACH LRC)											
SHA	N52	43.3	W008	53.1	CLB	CLB	01	002	0002	000342	
113.30	CLB	15021	058	062	DCT	259	262	0.01	00.01	035023	14417
TOC					CLB	CLB	00	020	0022	001100	
	CLB	18018	069	072	V14	319	328	0.04	00.05	034265	12534
PELIG	N53	12.0	W007	20.0	M13	37	00	043	0065	001528	
	190	18027	069	073	V14	349	360	0.07	00.12	033837	03620
DUB	N53	30.0	W006	18.4	M13	37	00	041	0106	001938	
114.90	190	18028	070	074	V14	348	360	0.07	00.19	033427	03610
TOD					M13	37	00	024	0130	002169	
	190	18027	032	034	P600	348	372	0.04	00.23	033196	03610
GELKI	N53	59.8	W005	54.3	DSC	DSC	00	009	0139	002192	
	DSC	18025	033	034	P600	379	401	0.01	00.24	033173	00989
MULLA	N54	11.2	W005	44.9	DSC	DSC	02	013	0152	002227	
	DSC	19017	033	034	P600	360	377	0.02	00.26	033138	01152
BEL	N54	39.7	W006	13.8	DSC	DSC	02	033	0185	002336	
117.20	DSC	19013	336	334	DCT	282	293	0.07	00.33	033029	00981
EGAA	N54	39.5	W006	13.0	DSC	DSC	00	000	0185	002355	
	DSC	18014	120	122	DCT	257	269	0.00	00.33	033010	02817

CODED ICAO FLIGHT PLAN

(FPL-7672ERB4-IG

-B762/H-SXWHIGRY/S

-KJFK1400

-N0459F370 DCT JFK DCT MERIT DCT HFD DCT PUT J42 BOS J575 SCUPP

DCT ALLEX N79B YQX/M080F370 DCT KOBEV DCT 50N050W 52N040W 53N030W

53N020W DCT MALOT/N0459F370 UL9 SHA DCT

-EINN0558 EGAA

-EET/KZBW0004 CZQM0054 CZQX0140 EGGX0414 EISN0525

YQX0209 KOBEV0226 50N050W0234 52N040W0326 53N030W0414 53N020W0501

REG/7672ERB4 DOF/060718 RMK/TCAS EQUIPPED ACARS EQUIPPED

E/1429 P/TBN A/WHITE)

KZNYZQZX KZBWZQZX CZQMZQZX CZQXZQZX EGGXZOZX EGTITYTYR EBBDZMFP

LFPYZMFP

--- END-OF-PLAN RC172236

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RECALL UWX 172242 FLT=TEST DT=16 ORG=KMOB DST=EINN ACFT=7672ERB4

--- START-OF-PLAN RC 172242 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC B767-200

FLT PLAN: TEST KMOB/EINN MACH:LRC A/C: 7672ERB4 /B762 RC 172242
 ETD: 18/14.00Z
 ORG KMOB DEST EINN

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST EINN	039599	07.58	-----	168690	129455	P000
RESV	003151	00.45	-----			
ALTN	002355	00.33	-----	ALTN EGAA	DIST 0185	W/C P014
HOLD	000000	00.00	-----			
REQD	045105	09.16	-----	BOW 084090	PAYLOAD 010000	
EXTRA	029859	07.06	-----			
TAXI	000364					
TTL AT BO	074964	16.32	-----	RTE MAN		DIST 3610

KMOB SJI J37 GVE DCT RBV J62 JOANI J79 JFK DCT BOS J575 SCUPP DCT
 ALLEX N79B YQX DCT KOBEV DCT 50N050W DCT 52N040W DCT 53N030W DCT
 53N020W DCT MALOT UL9 SHA EINN

KMOB/0350

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 07.55 FL 33 B/O 039355 PL 010000 TOW 168690 CRZ LRC RT MAN

SUMMARY 07.55 FL 33 B/O 039355 PL 010000 TOW 168690 CRZ LRC RT MAN

CLIMB: 20 MIN 0122 NM 3544 LBS
 DESCENT: 16 MIN 0096 NM 0275 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
-----	-----	-----	-----	-----	DIST	DIST	USED	FLOW	
		MAG		SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KMOB N30 41.5 W088 14.6 3610 000364

										074600
SJI	N30	43.6	W088	21.6	CLB	CLB	00	006	0006	001098
115.30	CLB	00000	289	289	DCT	260	260	0.02	00.02	073866 17881
CATLN	N31	18.4	W087	34.8	CLB	CLB	00	053	0059	002826
	CLB	00000	050	050	J37	347	347	0.10	00.12	072138 11473
-KZTL/KZTL	N31	21.1	W087	31.2	CLB	CLB	--	004	0064	002896
-----	CLB	00000	051	051	J37	347	347	0.01	00.12	072067 07706
TOC					CLB	CLB	00	059	0123	003908
	CLB	00000	051	051	J37	443	443	0.08	00.20	071056 07706
MGM	N32	13.3	W086	19.2	M54	0	00	021	0144	004169
112.10	350	23000	051	051	J37	461	461	0.03	00.23	070795 05561
SPA	N35	02.0	W081	55.6	M54	0	00	277	0421	007475
115.70	350	23000	055	055	J37	461	461	0.36	00.59	067489 05506
-KZDC/KZDC	N36	31.0	W080	09.4	M54	0	--	124	0545	008908
-----	350	23000	051	051	J37	461	461	0.16	01.15	066055 05335
LYH	N37	15.3	W079	14.2	M54	0	00	062	0607	009665
109.20	350	22000	051	051	J37	461	461	0.08	01.23	065299 05573
GVE	N38	00.8	W078	09.2	M54	0	00	069	0676	010445
115.60	350	23000	054	054	J37	461	461	0.09	01.32	064519 05234
-KZNY/KZNY	N40	03.9	W074	44.2	M54	0	--	201	0877	012729
-----	350	23000	060	060	DCT	461	461	0.26	01.58	062234 05234
RBV	N40	12.1	W074	29.7	M54	0	00	014	0891	012886
113.80	350	23000	060	060	DCT	461	461	0.02	02.00	062077 05234
JOANI	N40	18.2	W074	06.5	M54	0	00	018	0909	013099
	350	25000	082	082	J62	461	461	0.02	02.02	061864 05235
JFK	N40	38.0	W073	46.3	M54	0	00	026	0935	013383
115.90	350	22000	050	050	J79	461	461	0.04	02.06	061580 05234
-KZBW/KZBW	N40	48.8	W073	29.6	M54	0	--	017	0951	013566
-----	350	22000	064	064	DCT	461	461	0.02	02.08	061397 05074
BOS	N42	21.5	W070	59.4	M54	0	00	145	1096	015169
112.70	350	23000	064	064	DCT	461	461	0.19	02.27	059793 05074
SCUPP	N42	36.2	W070	13.8	M54	0	00	037	1133	015568
	350	25000	082	082	J575	461	461	0.05	02.32	059394 05002
ALLEX	N44	25.0	W067	00.0	M54	0	00	178	1311	017496
	350	23000	069	069	DCT	461	461	0.23	02.55	057466 05002
-CZQM/CZQM	N44	25.0	W067	00.0	M54	0	--	000	1311	017496
-----	350	23000	084	084	N79B	461	461	0.00	02.55	057467 04887
-CZQX/CZQX	N47	19.4	W059	36.9	M54	0	--	354	1665	021216
-----	350	23000	084	084	N79B	461	461	0.46	03.41	053748 04841
YQX	N48	54.0	W054	32.1	M54	0	00	225	1890	023572
112.70	350	24000	084	084	N79B	461	461	0.29	04.10	051392 04841
KOBEV	N49	40.2	W051	28.0	M54	0	00	128	2018	024874

	350 25000 092 092	DCT	461 461 0.17 04.27	050090 04667
50N050W	N50 00.0 W050 00.0 M54		0 00 061 2079	025476
	350 25000 092 092	DCT	461 461 0.08 04.35	049488 04617
52N040W	N52 00.0 W040 00.0 M54		0 00 395 2474	029425
	350 25000 094 094	DCT	461 461 0.51 05.26	045539 04599
53N030W	N53 00.0 W030 00.0 M54		0 00 370 2844	033010
	350 26000 100 100	DCT	461 461 0.48 06.14	041954 04469
-EGGX/EGGX	N53 00.0 W030 00.0 M54		0 -- 000 2844	033010
-----	350 26000 105 105	DCT	461 461 0.00 06.14	041953 04422
53N020W	N53 00.0 W020 00.0 M54		0 00 361 3205	036433
	350 27000 105 105	DCT	461 461 0.47 07.01	038530 04374
MALOT	N53 00.0 W015 00.0 M54		0 00 181 3386	038132
	350 27000 101 101	DCT	460 460 0.24 07.25	036831 04329
-EISN/EISN	N53 00.0 W015 00.0 M54		0 -- 000 3386	038132
-----	350 27000 100 100	UL9	460 460 0.00 07.25	036832 04320
BURAK	N53 00.0 W012 00.0 M54		0 00 108 3494	039146
	350 27000 100 100	UL9	460 460 0.14 07.39	035818 04306
TOD		M54	0 00 019 3513	039325
	350 28000 107 107	UL9	459 459 0.02 07.41	035639 04202
SHA	N52 43.3 W008 53.1 DSC		DSC 00 095 3608	039549
113.30	DSC 00000 105 105	UL9	368 368 0.15 07.56	035415 00894
EINN	N52 42.1 W008 55.5 DSC		DSC 00 002 3610	039600
	DSC 00000 237 237	DCT	254 254 0.02 07.58	035364 02371
ALTERNATE (MACH LRC)				
SHA	N52 43.3 W008 53.1 CLB		CLB 01 002 0002	000342
113.30	CLB 15021 058 062	DCT	259 262 0.01 00.01	035023 14417
TOC		CLB	CLB 00 020 0022	001100
	CLB 18018 069 072	V14	319 328 0.04 00.05	034265 12534
PELIG	N53 12.0 W007 20.0 M13		37 00 043 0065	001528
	190 18027 069 073	V14	349 360 0.07 00.12	033837 03620
DUB	N53 30.0 W006 18.4 M13		37 00 041 0106	001938
114.90	190 18028 070 074	V14	348 360 0.07 00.19	033427 03610
TOD		M13	37 00 024 0130	002169
	190 18027 032 034	P600	348 372 0.04 00.23	033196 03610
GELKI	N53 59.8 W005 54.3 DSC		DSC 00 009 0139	002192
	DSC 18025 033 034	P600	379 401 0.01 00.24	033173 00989
MULLA	N54 11.2 W005 44.9 DSC		DSC 02 013 0152	002227
	DSC 19017 033 034	P600	360 377 0.02 00.26	033138 01152
BEL	N54 39.7 W006 13.8 DSC		DSC 02 033 0185	002336
117.20	DSC 19013 336 334	DCT	282 293 0.07 00.33	033029 00981
EGAA	N54 39.5 W006 13.0 DSC		DSC 00 000 0185	002355
	DSC 18014 120 122	DCT	257 269 0.00 00.33	033010 02817

CODED ICAO FLIGHT PLAN

(FPL-7672ERB4-IG
-B762/H-SXWHIGRY/S
-KMOB1400
-N0461F350 DCT SJI J37 GVE DCT RBV J62 JOANI J79 JFK DCT BOS J575
SCUPP DCT ALLEX N79B YQX/M080F350 DCT KOBEV DCT 50N050W 52N040W
53N030W 53N020W DCT MALOT/N0460F350 UL9 SHA DCT
-EINN0758 EGAA
-EET/KZTL0012 KZDC0115 KZNY0158 KZBW0208 CZQM0255 CZQX0341
EGGX0614 EISN0725
YQX0410 KOBEV0427 50N050W0435 52N040W0526 53N030W0614 53N020W0701
REG/7672ERB4 DOF/060718 RMK/TCAS EQUIPPED ACARS EQUIPPED
E/1623 P/TBN A/WHITE)
KZHUZQZX KZHUZRZX KZTLZQZX KZDCZQZX KZNYZQZX KZBWZQZX CZQMZQZX
CZQXZQZX EGGXZOZX EGTITYTYR EBDZMFP LFPYZMFP

--- END-OF-PLAN RC172242

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RECALL UWX 172261 FLT=TEST DT=16 ORG=KLAS DST=KMCO ACFT=A330202

--- START-OF-PLAN RC 172261 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC A330-202

FLT PLAN: TEST KLAS/KMCO MACH:LRC A/C: A330202 /A332 RC 172261
 ETD: 18/14.00Z
 ORG KLAS DEST KMCO

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST KMCO	023960	03.59	-----	203733	180000	P000
RESV	004066	00.45	-----			
ALTN	003341	00.34	-----	ALTN KMIA	DIST 0184	W/C P003
HOLD	000000	00.00	-----			
REQD	031367	05.18	-----	BOW 120590	PAYLOAD 010000	
EXTRA	042003	07.45	-----			
TAXI	000227					
TTL AT BO	073370	13.13	-----	RTE MAN		DIST 1788

LAS.MCCRN3.BLD..ABQ.J72.SPS.J58.FUZ..MCB.J50.CEW..OCF.LEESE1.MCO

KLAS/0350/FUZ/0370

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 04.02 FL 33 B/O 024405 PL 010000 TOW 203733 CRZ LRC RT MAN

SUMMARY 04.02 FL 33 B/O 024405 PL 010000 TOW 203733 CRZ LRC RT MAN

CLIMB: 22 MIN 0132 NM 4537 LBS
 DESCENT: 18 MIN 0112 NM 0632 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
-----	-----	-----	-----	-----	DIST	DIST	USED	FLOW	
		MAG		SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KLAS	N36 04.8 W115 09.1							1788	000227
.	.	.	.	.	.	.	.	.	073143

BLD	N35	59.7	W114	51.8	CLB	CLB	00	015	0015	001628
116.70	CLB	00000	095	095	DCT	270	270	0.05	00.05	071742 16142
TOC					CLB	CLB	00	117	0132	004764
	CLB	00000	085	085	DCT	411	411	0.17	00.22	068606 11424
-KZAB/KZAB	N35	42.3	W111	51.4	M52	0	--	030	0162	005131
-----	350	00000	087	087	DCT	411	411	0.04	00.26	068238 05722
ABQ	N35	02.6	W106	49.0	M54	0	00	250	0412	008205
113.20	350	28000	087	087	DCT	465	465	0.32	00.58	065165 05722
TXO	N34	29.7	W102	50.4	M54	0	00	199	0611	010650
112.20	350	28000	088	088	J72	465	465	0.25	01.23	062720 05722
-KZFW/KZFW	N34	27.0	W102	24.2	M54	0	--	022	0633	010918
-----	350	28000	088	088	J72	465	465	0.03	01.26	062452 05722
SPS	N33	59.2	W098	35.6	M54	0	00	191	0824	013269
112.70	350	28000	091	091	J72	465	465	0.25	01.51	060101 05722
FUZ	N32	53.4	W097	10.8	M54	0	00	096	0920	014438
115.70	350	31000	127	127	J58	465	465	0.12	02.03	058932 05627
-KZHU/KZHU	N31	55.9	W092	46.6	M54	0	--	230	1150	017167
-----	370	31000	101	101	DCT	465	465	0.30	02.33	056202 05511
MCB	N31	18.3	W090	15.5	M56	0	00	134	1284	018756
116.70	370	28000	101	101	DCT	465	465	0.17	02.50	054612 05511
-KZJX/KZJX	N30	57.9	W087	38.3	M56	0	--	136	1420	020343
-----	370	28000	098	098	J50	465	465	0.18	03.08	053027 05422
CEW	N30	49.6	W086	40.8	M56	0	00	050	1470	020927
115.90	370	28000	098	098	J50	465	465	0.06	03.14	052443 05422
TOD					M56	0	00	206	1676	023329
	370	29000	116	116	DCT	465	465	0.27	03.41	050041 05422
OCF	N29	10.7	W082	13.6	DSC	DSC	00	046	1722	023422
113.70	DSC	00000	117	117	DCT	450	450	0.06	03.47	049948 00915
ALADN	N29	04.1	W082	04.3	DSC	DSC	00	011	1733	023449
	DSC	00000	133	133	DCT	402	402	0.02	03.49	049921 00991
LEESE	N28	51.6	W081	46.7	DSC	DSC	00	019	1752	023505
	DSC	00000	133	133	DCT	373	373	0.03	03.52	049865 01081
KMCO	N28	25.8	W081	18.5	DSC	DSC	00	036	1788	023961
	DSC	00000	141	141	DCT	279	279	0.07	03.59	049409 03603
ALTERNATE (MACH LRC)										
TOC					CLB	CLB	00	030	0030	001606
	CLB	03002	141	140	DCT	323	324	0.06	00.06	047804 15392
VRB	N27	40.7	W080	29.4	M07	49	00	033	0063	002017
117.30	190	36003	140	140	DCT	337	339	0.06	00.12	047393 04282
PHORD	N27	18.1	W080	20.2	M07	49	00	024	0087	002318
	190	31005	165	166	DCT	337	341	0.04	00.16	047092 04282
PBI	N26	40.8	W080	05.2	M08	49	00	039	0126	002817

115.70	190	30004	166	166	DCT	336	339	0.07	00.23	046593	04270
TOD					M08	49	01	001	0127	002824	
	190	28003	177	177	DCT	336	337	0.00	00.23	046586	04271
ANNEY	N26	27.9	W080	03.0	DSC	DSC	00	012	0139	002859	
	DSC	26001	177	178	DCT	391	391	0.02	00.25	046551	01037
HILEY	N26	15.3	W080	00.8	DSC	DSC	00	013	0152	002895	
	DSC	12001	177	177	DCT	367	366	0.02	00.27	046515	01080
KAINS	N25	57.8	W080	05.7	DSC	DSC	01	018	0170	002971	
	DSC	10003	200	200	DCT	287	288	0.04	00.31	046439	01226
KMIA	N25	47.6	W080	17.4	DSC	DSC	00	015	0185	003341	
	DSC	09003	231	231	DCT	267	270	0.03	00.34	046069	06644

CODED ICAO FLIGHT PLAN

FP A330202 T/A332/Q 0465 LAS P1400 350
LAS..BLD..3502/10648..ABQ.J72.SPS.J58.FUZ..MCB.J50.CEW..OCF.LEESE1.
MCO/0359
KZLAZQZX

--- END-OF-PLAN RC172261

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RECALL UWX 172254 FLT=TEST DT=16 ORG=KJFK DST=EINN ACFT=A330202

--- START-OF-PLAN RC 172254 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC A330-202

FLT PLAN: TEST KJFK/EINN MACH:LRC A/C: A330202 /A332 RC 172254
 ETD: 18/14.00Z
 ORG KJFK DEST EINN

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST EINN	035672	05.54	-----	215445	180000	P000
RESV	004066	00.45	-----			
ALTN	003254	00.34	-----	ALTN EGAA	DIST 0185	W/C P014
HOLD	000000	00.00	-----			
REQD	042992	07.13	-----	BOW 120590	PAYLOAD 010000	
EXTRA	042090	07.46	-----			
TAXI	000227					
TTL AT BO	085082	15.09	-----	RTE MAN		DIST 2679

KJFK MERIT3 PUT J42 BOS J575 SCUPP DCT ALLEX N79B YQX DCT KOBEV
 DCT 50N050W DCT 52N040W DCT 53N030W DCT 53N020W DCT MALOT UL9 SHA
 EINN

KJFK/0350/53N030W/0370

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 05.57 FL 33 B/O 036269 PL 010000 TOW 215445 CRZ LRC RT MAN

SUMMARY 05.57 FL 33 B/O 036269 PL 010000 TOW 215445 CRZ LRC RT MAN

CLIMB: 24 MIN 0148 NM 4992 LBS
 DESCENT: 18 MIN 0112 NM 0632 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
-----	-----	-----	-----	-----	DIST	DIST	USED	FLOW	
		MAG		SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KJFK N40 38.4 W073 46.7 2679 000227

										084855
JFK	N40	38.0	W073	46.3	CLB	CLB	00	001	0001	000909
115.90	CLB	00000	156	156	DCT	254	254	0.02	00.02	084173 19770
-KZBW/KZBW	N40	49.5	W073	36.7	CLB	CLB	--	014	0014	001481
-----	CLB	00000	046	046	DCT	254	254	0.02	00.04	083601 14205
MERIT	N41	22.9	W073	08.2	CLB	CLB	00	039	0053	003149
	CLB	00000	046	046	DCT	332	332	0.08	00.12	081934 14205
HFD	N41	38.5	W072	32.9	CLB	CLB	00	031	0084	003917
114.90	CLB	00000	073	073	DCT	430	430	0.04	00.16	081166 10792
PUT	N41	57.3	W071	50.6	CLB	CLB	00	037	0121	004696
117.40	CLB	00000	073	073	DCT	462	462	0.05	00.21	080387 09842
TOC					CLB	CLB	00	026	0147	005219
	CLB	00000	072	072	J42	466	466	0.03	00.24	079864 09106
BOS	N42	21.5	W070	59.4	M54	0	00	019	0166	005467
112.70	350	24000	073	073	J42	469	469	0.02	00.26	079616 06331
SCUPP	N42	36.2	W070	13.8	M54	0	00	036	0202	005948
	350	25000	082	082	J575	469	469	0.05	00.31	079135 06152
-CZQM/CZQM	N44	25.0	W067	00.0	M54	0	--	178	0380	008236
-----	350	25000	069	069	DCT	469	469	0.23	00.54	076845 06025
ALLEX	N44	25.0	W067	00.0	M54	0	00	000	0380	008237
	350	23000	069	069	DCT	468	468	0.00	00.54	076845 06029
-CZQX/CZQX	N47	19.4	W059	36.9	M54	0	--	354	0734	012796
-----	350	23000	084	084	N79B	468	468	0.45	01.39	072286 06025
YQX	N48	54.0	W054	32.1	M54	0	00	225	0959	015684
112.70	350	24000	084	084	N79B	468	468	0.29	02.08	069397 06025
KOBEV	N49	40.2	W051	28.0	M54	0	00	129	1088	017255
	350	25000	092	092	DCT	461	461	0.17	02.25	067826 05629
50N050W	N50	00.0	W050	00.0	M54	0	00	060	1148	017995
	350	25000	092	092	DCT	465	465	0.07	02.32	067086 05722
52N040W	N52	00.0	W040	00.0	M54	0	00	396	1544	022865
	350	25000	094	094	DCT	465	465	0.52	03.24	062216 05722
-EGGX/EGGX	N53	00.0	W030	00.0	M54	0	--	370	1913	027345
-----	350	25000	100	100	DCT	465	465	0.48	04.11	057736 05633
53N030W	N53	00.0	W030	00.0	M54	0	00	000	1913	027346
	350	26000	100	100	DCT	465	465	0.00	04.11	057736 05627
53N020W	N53	00.0	W020	00.0	M56	0	00	361	2274	031623
	370	27000	105	105	DCT	465	465	0.47	04.58	053459 05512
-EISN/EISN	N53	00.0	W015	00.0	M56	0	--	180	2455	033727
-----	370	27000	101	101	DCT	465	465	0.23	05.21	051354 05422
MALOT	N53	00.0	W015	00.0	M56	0	00	001	2456	033727
	370	27000	101	101	DCT	465	465	0.00	05.21	051354 05401
BURAK	N53	00.0	W012	00.0	M56	0	00	108	2564	034990

	370	27000	100	100	UL9	465	465	0.14	05.35	050091	05422
TOD					M56	0	00	004	2568	035040	
	370	28000	107	107	UL9	465	465	0.01	05.36	050041	05424
SHA	N52	43.3	W008	53.1	DSC	DSC	00	110	2678	035367	
113.30	DSC	00000	105	105	UL9	382	382	0.17	05.53	049714	01133
EINN	N52	42.1	W008	55.5	DSC	DSC	00	002	2680	035672	
113.30	DSC	00000	237	237	DCT	254	254	0.01	05.54	049409	16405

ALTERNATE (MACH LRC)

SHA	N52	43.3	W008	53.1	CLB	CLB	01	002	0002	000484	
113.30	CLB	15020	058	062	DCT	261	265	0.01	00.01	048926	20450
TOC					CLB	CLB	00	025	0027	001550	
	CLB	18019	069	072	V14	329	338	0.05	00.06	047860	14744
PELIG	N53	12.0	W007	20.0	M13	37	00	038	0065	002012	
	190	18027	069	073	V14	333	344	0.06	00.12	047398	04232
DUB	N53	30.0	W006	18.4	M13	37	00	041	0106	002514	
114.90	190	18028	070	074	V14	333	345	0.07	00.19	046896	04232
TOD					M13	37	00	019	0125	002738	
	190	18027	032	034	P600	333	357	0.04	00.23	046672	04232
GELKI	N53	59.8	W005	54.3	DSC	DSC	00	014	0139	002774	
	DSC	18024	033	034	P600	388	410	0.02	00.25	046636	01032
MULLA	N54	11.2	W005	44.9	DSC	DSC	02	013	0152	002810	
	DSC	19015	033	034	P600	366	381	0.02	00.27	046600	01081
BEL	N54	39.7	W006	13.8	DSC	DSC	02	033	0185	003129	
117.20	DSC	19013	336	334	DCT	276	287	0.06	00.33	046281	02917
EGAA	N54	39.5	W006	13.0	DSC	DSC	00	000	0185	003255	
	DSC	18014	120	122	DCT	257	269	0.01	00.34	046155	17983

CODED ICAO FLIGHT PLAN

(FPL-A330202-IG

-A332/H-SXWHIGRY/S

-KJFK1400

-N0469F350 DCT JFK DCT MERIT DCT HFD DCT PUT J42 BOS J575 SCUPP

DCT ALLEX N79B YQX/M080F350 DCT KOBEV DCT 50N050W 52N040W

53N030W/M081F370 53N020W DCT MALOT/N0465F370 UL9 SHA DCT

-EINN0554 EGAA

-EET/KZBW0004 CZQM0054 CZQX0139 EGGX0411 EISN0521

YQX0208 KOBEV0225 50N050W0232 52N040W0324 53N030W0411 53N020W0458

REG/A330202 DOF/060718 RMK/TCAS EQUIPPED AGCS EQUIPPED

E/1501 P/TBN A/WHITE)

KZNYZQZX KZBWZQZX CZQMZQZX CZQXZQZX EGGXZOZX EGTITYTYR EBBDZMFP

LFPYZMFP

--- END-OF-PLAN RC172254

CALCULATION COMPLETEPlease Review

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Save Plan and Continue

Return, Make Changes

Exit without Saving

Review Flight Plan Fuel Summary Plot Route

[RAD Route Validation](#)

RECALL UWX 172247 FLT=TEST DT=16 ORG=KMOB DST=EINN ACFT=A330202

--- START-OF-PLAN RC 172247 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC A330-202

FLT PLAN: TEST KMOB/EINN MACH:LRC A/C: A330202 /A332 RC 172247
 ETD: 18/14.00Z
 ORG KMOB DEST EINN

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST EINN	048687	07.54	-----	228460	180000	P000
RESV	004066	00.45	-----			
ALTN	003254	00.34	-----	ALTN EGAA	DIST 0185	W/C P014
HOLD	000000	00.00	-----			
REQD	056007	09.13	-----	BOW 120590	PAYLOAD 010000	
EXTRA	042090	07.46	-----			
TAXI	000227					
TTL AT BO	098097	17.09	-----	RTE MAN		DIST 3610

KMOB SJI J37 GVE DCT RBV J62 JOANI J79 JFK DCT BOS J575 SCUPP DCT
 ALLEX N79B YQX DCT KOBEV DCT 50N050W DCT 52N040W DCT 53N030W DCT
 53N020W DCT MALOT UL9 SHA EINN

KMOB/0350/53N030W/0370

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 07.56 FL 33 B/O 049300 PL 010000 TOW 228460 CRZ LRC RT MAN

SUMMARY 07.56 FL 33 B/O 049300 PL 010000 TOW 228460 CRZ LRC RT MAN

CLIMB: 27 MIN 0170 NM 5610 LBS
 DESCENT: 18 MIN 0112 NM 0632 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
					DIST	DIST	USED	FLOW	
		MAG		SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KMOB N30 41.5 W088 14.6 3610 000227

										097870
SJI	N30	43.6	W088	21.6	CLB	CLB	00	006	0006	001258
115.30	CLB	00000	289	289	DCT	260	260	0.04	00.04	096839 16297
CATLN	N31	18.4	W087	34.8	CLB	CLB	00	053	0059	003447
	CLB	00000	050	050	J37	344	344	0.09	00.13	094650 14656
-KZTL/KZTL	N31	21.1	W087	31.2	CLB	CLB	--	004	0064	003536
-----	CLB	00000	051	051	J37	344	344	0.01	00.13	094560 09907
MGM	N32	13.3	W086	19.2	CLB	CLB	00	081	0145	005303
112.10	CLB	00000	051	051	J37	445	445	0.11	00.24	092793 09907
TOC					CLB	CLB	00	025	0170	005837
	CLB	00000	055	055	J37	465	465	0.03	00.27	092259 09565
AJFEB	N33	38.4	W084	10.2	M54	0	00	112	0282	007426
	350	23000	056	056	J37	472	472	0.15	00.42	090670 06707
SPA	N35	02.0	W081	55.6	M54	0	00	139	0421	009363
115.70	350	23000	056	056	J37	472	472	0.17	00.59	088733 06573
-KZDC/KZDC	N36	31.0	W080	09.4	M54	0	--	124	0545	011035
-----	350	23000	051	051	J37	472	472	0.16	01.15	087062 06332
LYH	N37	15.3	W079	14.2	M54	0	00	062	0607	011880
109.20	350	22000	051	051	J37	469	469	0.08	01.23	086218 06331
GVE	N38	00.8	W078	09.2	M54	0	00	069	0676	012807
115.60	350	23000	054	054	J37	469	469	0.09	01.32	085291 06331
-KZNY/KZNY	N40	03.9	W074	44.2	M54	0	--	201	0877	015523
-----	350	23000	060	060	DCT	469	469	0.26	01.58	082573 06332
RBV	N40	12.1	W074	29.7	M54	0	00	014	0891	015710
113.80	350	23000	060	060	DCT	469	469	0.01	01.59	082387 06332
JOANI	N40	18.2	W074	06.5	M54	0	00	019	0910	015963
	350	25000	082	082	J62	469	469	0.03	02.02	082134 06331
JFK	N40	38.0	W073	46.3	M54	0	00	025	0935	016301
115.90	350	22000	050	050	J79	469	469	0.03	02.05	081796 06332
-KZBW/KZBW	N40	48.8	W073	29.6	M54	0	--	017	0951	016525
-----	350	22000	064	064	DCT	469	469	0.02	02.07	081571 06331
BOS	N42	21.5	W070	59.4	M54	0	00	145	1096	018492
112.70	350	23000	064	064	DCT	469	469	0.19	02.26	079605 06331
SCUPP	N42	36.2	W070	13.8	M54	0	00	037	1133	018970
	350	25000	082	082	J575	469	469	0.04	02.30	079127 06109
-CZQM/CZQM	N44	25.0	W067	00.0	M54	0	--	178	1311	021258
-----	350	25000	069	069	DCT	469	469	0.23	02.53	076838 06025
ALLEX	N44	25.0	W067	00.0	M54	0	00	000	1311	021258
	350	23000	069	069	DCT	468	468	0.00	02.53	076838 07680
-CZQX/CZQX	N47	19.4	W059	36.9	M54	0	--	354	1665	025816
-----	350	23000	084	084	N79B	468	468	0.45	03.39	072281 06022
YQX	N48	54.0	W054	32.1	M54	0	00	225	1890	028703

112.70	350	24000	084	084	N79B	468	468	0.28	04.07	069394	06022
KOBEV	N49	40.2	W051	28.0	M54	0	00	129	2019	030274	
	350	25000	092	092	DCT	461	461	0.17	04.24	067823	05629
50N050W	N50	00.0	W050	00.0	M54	0	00	060	2079	031013	
	350	25000	092	092	DCT	465	465	0.08	04.32	067084	05722
52N040W	N52	00.0	W040	00.0	M54	0	00	396	2475	035884	
	350	25000	094	094	DCT	465	465	0.51	05.23	062213	05722
-EGGX/EGGX	N53	00.0	W030	00.0	M54	0	--	370	2844	040362	
-----	350	25000	100	100	DCT	465	465	0.48	06.11	057735	05630
53N030W	N53	00.0	W030	00.0	M54	0	00	000	2844	040362	
	350	26000	100	100	DCT	465	465	0.00	06.11	057735	05120
53N020W	N53	00.0	W020	00.0	M56	0	00	361	3205	044638	
	370	27000	105	105	DCT	465	465	0.46	06.57	053459	05512
MALOT	N53	00.0	W015	00.0	M56	0	00	181	3386	046743	
	370	27000	101	101	DCT	465	465	0.24	07.21	051354	05422
-EISN/EISN	N53	00.0	W015	00.0	M56	0	--	000	3386	046743	
-----	370	27000	100	100	UL9	465	465	0.00	07.21	051353	05520
BURAK	N53	00.0	W012	00.0	M56	0	00	108	3494	048006	
	370	27000	100	100	UL9	465	465	0.14	07.35	050090	05422
TOD					M56	0	00	004	3498	048056	
	370	28000	107	107	UL9	465	465	0.00	07.35	050040	05424
SHA	N52	43.3	W008	53.1	DSC	DSC	00	110	3608	048383	
113.30	DSC	00000	105	105	UL9	382	382	0.17	07.52	049713	01133
EINN	N52	42.1	W008	55.5	DSC	DSC	00	002	3610	048688	
	DSC	00000	237	237	DCT	254	254	0.02	07.54	049408	16405
ALTERNATE (MACH LRC)											
SHA	N52	43.3	W008	53.1	CLB	CLB	01	002	0002	000484	
113.30	CLB	15020	058	062	DCT	261	265	0.01	00.01	048926	20450
TOC					CLB	CLB	00	025	0027	001550	
	CLB	18019	069	072	V14	329	338	0.05	00.06	047860	14744
PELIG	N53	12.0	W007	20.0	M13	37	00	038	0065	002012	
	190	18027	069	073	V14	333	344	0.06	00.12	047398	04232
DUB	N53	30.0	W006	18.4	M13	37	00	041	0106	002514	
114.90	190	18028	070	074	V14	333	345	0.07	00.19	046896	04232
TOD					M13	37	00	019	0125	002738	
	190	18027	032	034	P600	333	357	0.04	00.23	046672	04232
GELKI	N53	59.8	W005	54.3	DSC	DSC	00	014	0139	002774	
	DSC	18024	033	034	P600	388	410	0.02	00.25	046636	01032
MULLA	N54	11.2	W005	44.9	DSC	DSC	02	013	0152	002810	
	DSC	19015	033	034	P600	366	381	0.02	00.27	046600	01081
BEL	N54	39.7	W006	13.8	DSC	DSC	02	033	0185	003129	
117.20	DSC	19013	336	334	DCT	276	287	0.06	00.33	046281	02917

EGAA N54 39.5 W006 13.0 DSC DSC 00 000 0185 003255
DSC 18014 120 122 DCT 257 269 0.01 00.34 046155 17983

CODED ICAO FLIGHT PLAN

(FPL-A330202-IG
-A332/H-SXWHIGRY/S
-KMOB1400
-N0472F350 DCT SJI J37 GVE DCT RBV J62 JOANI J79 JFK DCT BOS J575
SCUPP DCT ALLEX N79B YQX/M080F350 DCT KOBEV DCT 50N050W 52N040W
53N030W/M081F370 53N020W DCT MALOT/N0465F370 UL9 SHA DCT
-EINN0754 EGAA
-EET/KZTL0013 KZDC0115 KZNY0158 KZBW0207 CZQM0253 CZQX0339
EGGX0611 EISN0721
YQX0407 KOBEV0424 50N050W0432 52N040W0523 53N030W0611 53N020W0657
REG/A330202 DOF/060718 RMK/TCAS EQUIPPED AGCS EQUIPPED
E/1701 P/TBN A/WHITE)
KZHUZQZX KZHUZRX KZTLZQZX KZDCZQZX KZNYZQZX KZBWZQZX CZQMZQZX
CZQXZQZX EGGXZOZX EGTYYTYR EBBZMFP LFPYZMFP

--- END-OF-PLAN RC172247

CALCULATION COMPLETEPlease Review

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Save Plan and Continue

Return, Make Changes

Exit without Saving

Review Flight Plan Fuel Summary Plot Route

RECALL UWX 181289 FLT=TEST DT=17 ORG=KLAS DST=KMCO ACFT=7672ERB4

--- START-OF-PLAN RC 181289 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC B767-200

FLT PLAN: TEST KLAS/KMCO MACH:LRC A/C: 7672ERB4 /B762 RC 181289
 ETD: 19/14.00Z
 ORG KLAS DEST KMCO

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST KMCO	019640	04.00	-----	148731	129455	P000
RESV	003260	00.45	-----			
ALTN	002456	00.34	-----	ALTN KMIA	DIST 0184	W/C M003
HOLD	000000	00.00	-----			
REQD	025356	05.19	-----	BOW 084090	PAYLOAD 010000	
EXTRA	029649	06.49	-----			
TAXI	000364					
TTL AT BO	055005	12.18	-----	RTE MAN		DIST 1788

LAS.MCCRN3.BLD..ABQ.J72.SPS.J58.FUZ..MCB.J50.CEW..OCF.LEESE1.MCO

KLAS/0310

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 04.02 FL 29 B/O 020045 PL 010000 TOW 148731 CRZ LRC RT MAN

SUMMARY 04.02 FL 29 B/O 020045 PL 010000 TOW 148731 CRZ LRC RT MAN

CLIMB: 13 MIN 0075 NM 2618 LBS
 DESCENT: 15 MIN 0087 NM 0257 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL	
-----	-----	-----	-----	-----	DIST	DIST	USED	FLOW
		MAG		SR	-----	-----	REMN	/ENGS
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KLAS N36 04.8 W115 09.1 1788 000364
 . . . 054641

BLD	N35	59.7	W114	51.8	CLB	CLB	00	015	0015	001378
116.70	CLB	00000	095	095	DCT	272	272	0.04	00.04	053627 14259
TOC					CLB	CLB	00	060	0075	002982
	CLB	00000	085	085	DCT	394	394	0.09	00.13	052023 10835
-KZAB/KZAB	N35	42.3	W111	51.4	M44	0	--	088	0162	003891
-----	310	00000	087	087	DCT	394	394	0.11	00.24	051114 04828
ABQ	N35	02.6	W106	49.0	M46	0	00	249	0411	006483
113.20	310	28000	087	087	DCT	465	465	0.33	00.57	048521 04828
TXO	N34	29.7	W102	50.4	M46	0	00	199	0610	008532
112.20	310	28000	088	088	J72	462	462	0.25	01.22	046472 04762
-KZFW/KZFW	N34	27.0	W102	24.2	M46	0	--	022	0632	008754
-----	310	28000	088	088	J72	462	462	0.03	01.25	046250 04716
SPS	N33	59.2	W098	35.6	M46	0	00	191	0823	010686
112.70	310	28000	091	091	J72	460	460	0.25	01.50	044319 04652
FUZ	N32	53.4	W097	10.8	M46	0	00	096	0919	011658
115.70	310	31000	127	127	J58	459	459	0.13	02.03	043347 04618
-KZHU/KZHU	N31	55.9	W092	46.6	M46	0	--	230	1150	013957
-----	310	31000	101	101	DCT	459	459	0.30	02.33	041048 04581
MCB	N31	18.3	W090	15.5	M46	0	00	134	1284	015295
116.70	310	28000	101	101	DCT	459	459	0.17	02.50	039710 04581
-KZJX/KZJX	N30	57.9	W087	38.3	M46	0	--	136	1420	016632
-----	310	28000	098	098	J50	459	459	0.18	03.08	038372 04481
CEW	N30	49.6	W086	40.8	M46	0	00	050	1470	017124
115.90	310	28000	098	098	J50	456	456	0.07	03.15	037880 04481
TOD					M46	0	00	230	1700	019383
	310	29000	116	116	DCT	456	456	0.30	03.45	035621 04466
OCF	N29	10.7	W082	13.6	DSC	DSC	00	021	1721	019423
113.70	DSC	00000	117	117	DCT	432	432	0.03	03.48	035581 00815
ALADN	N29	04.1	W082	04.3	DSC	DSC	00	011	1732	019448
	DSC	00000	133	133	DCT	398	398	0.02	03.50	035556 01009
LEESE	N28	51.6	W081	46.7	DSC	DSC	00	020	1752	019502
	DSC	00000	133	133	DCT	367	367	0.03	03.53	035502 01026
KMCO	N28	25.8	W081	18.5	DSC	DSC	00	035	1787	019640
	DSC	00000	141	141	DCT	284	284	0.07	04.00	035364 01099
ALTERNATE (MACH LRC)										
TOC					CLB	CLB	01	023	0023	001125
	CLB	15005	141	141	DCT	317	312	0.05	00.05	034240 12688
VRB	N27	40.7	W080	29.4	M07	49	00	040	0063	001545
117.30	190	08008	140	139	DCT	352	347	0.07	00.12	033820 03651
PHORD	N27	18.1	W080	20.2	M08	48	00	024	0087	001796
	190	09004	165	165	DCT	352	351	0.04	00.16	033569 03651
PBI	N26	40.8	W080	05.2	M08	48	00	039	0126	002208

115.70	190	12002	166	166	DCT	352	351	0.07	00.23	033157	03651
TOD					M08	48	01	006	0132	002271	
	190	17002	177	177	DCT	352	350	0.01	00.24	033094	03651
ANNEY	N26	27.9	W080	03.0	DSC	DSC	01	007	0139	002289	
	DSC	16003	177	177	DCT	384	381	0.01	00.25	033076	00947
HILEY	N26	15.3	W080	00.8	DSC	DSC	00	013	0152	002326	
	DSC	17003	177	177	DCT	364	360	0.02	00.27	033039	01147
KAINS	N25	57.8	W080	05.7	DSC	DSC	01	018	0170	002369	
	DSC	18005	200	200	DCT	301	296	0.03	00.30	032996	00841
KMIA	N25	47.6	W080	17.4	DSC	DSC	00	015	0185	002457	
	DSC	17005	231	231	DCT	269	266	0.04	00.34	032908	01280

CODED ICAO FLIGHT PLAN

FP 7672ERB4 T/B762/Q 0465 LAS P1400 310
 LAS..BLD..3502/10648..ABQ.J72.SPS.J58.FUZ..MCB.J50.CEW..OCF.LEESE1.
 MCO/0400
 KZLAZQZX

--- END-OF-PLAN RC181289

CALCULATION COMPLETEPlease Review

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Save Plan and Continue

Return, Make Changes

Exit without Saving

Review Flight Plan Fuel Summary Plot Route[RAD Route Validation](#)

RECALL UWX 181286 FLT=TEST DT=17 ORG=KJFK DST=EINN ACFT=7672ERB4

--- START-OF-PLAN RC 181286 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC B767-200

FLT PLAN: TEST KJFK/EINN MACH:LRC A/C: 7672ERB4 /B762 RC 181286
 ETD: 19/14.00Z
 ORG KJFK DEST EINN

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST EINN	029306	05.55	-----	158397	129455	P000
RESV	003260	00.45	-----			
ALTN	002371	00.33	-----	ALTN EGAA	DIST 0185	W/C P009
HOLD	000000	00.00	-----			
REQD	034937	07.13	-----	BOW 084090	PAYLOAD 010000	
EXTRA	029734	06.50	-----			
TAXI	000364					
TTL AT BO	064671	14.13	-----	RTE MAN		DIST 2679

KJFK MERIT3 PUT J42 BOS J575 SCUPP DCT ALLEX N79B YQX DCT KOBEV
 DCT 50N050W DCT 52N040W DCT 53N030W DCT 53N020W DCT MALOT UL9 SHA
 EINN

KJFK/0310

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 05.57 FL 29 B/O 029977 PL 010000 TOW 158397 CRZ LRC RT MAN

SUMMARY 05.57 FL 29 B/O 029977 PL 010000 TOW 158397 CRZ LRC RT MAN

CLIMB: 14 MIN 0082 NM 2817 LBS
 DESCENT: 15 MIN 0087 NM 0257 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
-----	-----	-----	-----	-----	DIST	DIST	USED	FLOW	
		MAG		SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KJFK N40 38.4 W073 46.7 2679 000364

										064307
JFK	N40	38.0	W073	46.3	CLB	CLB	00	001	0001	000858
115.90	CLB	00000	156	156	DCT	254	254	0.01	00.01	063813 26509
-KZBW/KZBW	N40	49.5	W073	36.7	CLB	CLB	--	014	0014	001308
-----	CLB	00000	046	046	DCT	254	254	0.02	00.04	063362 11224
MERIT	N41	22.9	W073	08.2	CLB	CLB	00	039	0053	002624
	CLB	00000	046	046	DCT	336	336	0.07	00.11	062046 11224
TOC					CLB	CLB	00	028	0081	003181
	CLB	00000	073	073	DCT	436	436	0.03	00.14	061489 08704
HFD	N41	38.5	W072	32.9	M46	0	00	003	0084	003207
114.90	310	24000	072	072	DCT	468	468	0.01	00.15	061463 05179
PUT	N41	57.3	W071	50.6	M46	0	00	037	0121	003613
117.40	310	24000	073	073	DCT	468	468	0.04	00.19	061057 05171
BOS	N42	21.5	W070	59.4	M46	0	00	045	0166	004102
112.70	310	24000	072	072	J42	468	468	0.06	00.25	060568 05082
SCUPP	N42	36.2	W070	13.8	M46	0	00	036	0202	004498
	310	25000	082	082	J575	467	467	0.05	00.30	060172 05046
-CZQM/CZQM	N44	25.0	W067	00.0	M46	0	--	178	0380	006418
-----	310	25000	069	069	DCT	467	467	0.23	00.53	058253 05046
ALLEX	N44	25.0	W067	00.0	M46	0	00	000	0380	006418
	310	23000	069	069	DCT	467	467	0.00	00.53	058253 05051
-CZQX/CZQX	N47	19.4	W059	36.9	M46	0	--	354	0734	010187
-----	310	23000	084	084	N79B	467	467	0.46	01.38	054483 04970
YQX	N48	54.0	W054	32.1	M46	0	00	225	0959	012575
112.70	310	24000	084	084	N79B	467	467	0.29	02.07	052095 04970
KOBEV	N49	40.2	W051	28.0	M46	0	00	129	1088	013934
	310	25000	092	092	DCT	469	469	0.17	02.24	050736 04954
50N050W	N50	00.0	W050	00.0	M46	0	00	060	1148	014554
	310	25000	092	092	DCT	462	462	0.07	02.31	050116 04762
52N040W	N52	00.0	W040	00.0	M46	0	00	396	1544	018634
	310	25000	094	094	DCT	462	462	0.52	03.23	046036 04762
-EGGX/EGGX	N53	00.0	W030	00.0	M46	0	--	370	1914	022357
-----	310	25000	100	100	DCT	462	462	0.48	04.11	042314 04651
53N030W	N53	00.0	W030	00.0	M46	0	00	000	1914	022357
	310	26000	100	100	DCT	462	462	0.00	04.11	042314 04657
53N020W	N53	00.0	W020	00.0	M46	0	00	360	2274	025934
	310	27000	105	105	DCT	459	459	0.47	04.58	038737 04551
-EISN/EISN	N53	00.0	W015	00.0	M46	0	--	180	2455	027708
-----	310	27000	101	101	DCT	459	459	0.24	05.22	036962 04481
MALOT	N53	00.0	W015	00.0	M46	0	00	001	2456	027708
	310	27000	101	101	DCT	456	456	0.00	05.22	036961 04482
BURAK	N53	00.0	W012	00.0	M46	0	00	108	2564	028772

	310	27000	100	100	UL9	456	456	0.14	05.36	035897	04476
TOD					M46	0	00	029	2593	029049	
	310	28000	107	107	UL9	453	453	0.04	05.40	035620	04347
SHA	N52	43.3	W008	53.1	DSC	DSC	00	085	2678	029256	
113.30	DSC	00000	105	105	UL9	356	356	0.14	05.54	035413	00896
EINN	N52	42.1	W008	55.5	DSC	DSC	00	002	2680	029306	
	DSC	00000	237	237	DCT	254	254	0.01	05.55	035363	02371
ALTERNATE (MACH LRC)											
SHA	N52	43.3	W008	53.1	CLB	CLB	03	002	0002	000343	
113.30	CLB	13015	058	061	DCT	257	253	0.01	00.01	035022	14314
TOC					CLB	CLB	00	020	0022	001100	
	CLB	15022	069	073	V14	319	319	0.04	00.05	034265	12550
PELIG	N53	12.0	W007	20.0	M13	37	00	043	0065	001536	
	190	17032	069	074	V14	349	358	0.07	00.12	033829	03620
DUB	N53	30.0	W006	18.4	M13	37	00	041	0106	001953	
114.90	190	17022	070	073	V14	348	355	0.07	00.19	033412	03610
TOD					M13	37	01	023	0129	002186	
	190	17018	032	034	P600	348	363	0.04	00.23	033179	03610
GELKI	N53	59.8	W005	54.3	DSC	DSC	01	010	0139	002210	
	DSC	16019	033	035	P600	378	392	0.02	00.25	033155	01010
MULLA	N54	11.2	W005	44.9	DSC	DSC	00	013	0152	002246	
	DSC	16018	033	035	P600	356	369	0.01	00.26	033119	01126
BEL	N54	39.7	W006	13.8	DSC	DSC	00	033	0185	002354	
117.20	DSC	16018	336	335	DCT	276	294	0.07	00.33	033011	00993
EGAA	N54	39.5	W006	13.0	DSC	DSC	00	000	0185	002372	
	DSC	16020	120	123	DCT	258	277	0.00	00.33	032993	02818

CODED ICAO FLIGHT PLAN

(FPL-7672ERB4-IG

-B762/H-SXWHIGRY/S

-KJFK1400

-N0468F310 DCT JFK DCT MERIT DCT HFD DCT PUT J42 BOS J575 SCUPP

DCT ALLEX N79B YQX/M080F310 DCT KOBEV/M079F310 DCT 50N050W

52N040W 53N030W 53N020W/M078F310 DCT MALOT/N0456F310 UL9 SHA DCT

-EINN0555 EGAA

-EET/KZBW0004 CZQM0053 CZQX0138 EGGX0411 EISN0522

YQX0207 KOBEV0224 50N050W0231 52N040W0323 53N030W0411 53N020W0458

REG/7672ERB4 DOF/060719 RMK/TCAS EQUIPPED ACARS EQUIPPED

E/1406 P/TBN A/WHITE)

KZNYZQZX KZBWZQZX CZQMZQZX CZQXZQZX EGGXZOZX EGTITYTYR EBBDZMFP

LFPYZMFP

--- END-OF-PLAN RC181286

CALCULATION COMPLETEPlease Review

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Return, Make Changes

Exit without Saving

Review Flight Plan Fuel Summary Plot Route[RAD Route Validation](#)

RECALL UWX 181278 FLT=TEST DT=17 ORG=KMOB DST=EINN ACFT=7672ERB4

--- START-OF-PLAN RC 181278 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC B767-200

FLT PLAN: TEST KMOB/EINN MACH:LRC A/C: 7672ERB4 /B762 RC 181278
 ETD: 19/14.00Z
 ORG KMOB DEST EINN

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST EINN	039956	07.54	-----	169047	129455	P000
RESV	003260	00.45	-----			
ALTN	002371	00.33	-----	ALTN EGAA	DIST 0185	W/C P009
HOLD	000000	00.00	-----			
REQD	045587	09.12	-----	BOW 084090	PAYLOAD 010000	
EXTRA	029734	06.50	-----			
TAXI	000364					
TTL AT BO	075321	16.12	-----	RTE MAN		DIST 3610

KMOB SJI J37 GVE DCT RBV J222 JFK DCT BOS J575 SCUPP DCT ALLEX
 N79B YQX DCT KOBEV DCT 50N050W DCT 52N040W DCT 53N030W DCT 53N020W
 DCT MALOT UL9 SHA EINN

KMOB/0310

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 07.56 FL 29 B/O 040833 PL 010000 TOW 169047 CRZ LRC RT MAN

SUMMARY 07.56 FL 29 B/O 040833 PL 010000 TOW 169047 CRZ LRC RT MAN

CLIMB: 16 MIN 0091 NM 3121 LBS
 DESCENT: 15 MIN 0087 NM 0257 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
-----	-----	-----	-----	-----	DIST	DIST	USED	FLOW	
		MAG		SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KMOB N30 41.5 W088 14.6 3610 000364

										074957
SJI	N30	43.6	W088	21.6	CLB	CLB	00	006	0006	001101
115.30	CLB	00000	289	289	DCT	260	260	0.02	00.02	074220 17947
CATLN	N31	18.4	W087	34.8	CLB	CLB	00	053	0059	002830
	CLB	00000	050	050	J37	347	347	0.10	00.12	072491 11478
-KZTL/KZTL	N31	21.1	W087	31.2	CLB	CLB	--	004	0064	002915
-----	CLB	00000	051	051	J37	347	347	0.01	00.12	072406 09268
TOC					CLB	CLB	00	027	0091	003485
	CLB	00000	051	051	J37	436	436	0.04	00.16	071836 09268
MGM	N32	13.3	W086	19.2	M46	0	00	053	0144	004102
112.10	310	23000	051	051	J37	469	469	0.07	00.23	071219 05441
SPA	N35	02.0	W081	55.6	M46	0	00	277	0421	007238
115.70	310	23000	055	055	J37	469	469	0.35	00.58	068083 05314
-KZDC/KZDC	N36	31.0	W080	09.4	M46	0	--	124	0544	008638
-----	310	23000	051	051	J37	469	469	0.16	01.14	066682 05301
LYH	N37	15.3	W079	14.2	M46	0	00	062	0606	009345
109.20	310	22000	051	051	J37	469	469	0.08	01.22	065975 05301
GVE	N38	00.8	W078	09.2	M46	0	00	069	0675	010105
115.60	310	23000	054	054	J37	469	469	0.09	01.31	065215 05189
-KZNY/KZNY	N40	03.9	W074	44.2	M46	0	--	201	0876	012329
-----	310	23000	060	060	DCT	469	469	0.26	01.56	062991 05171
RBV	N40	12.1	W074	29.7	M46	0	00	014	0890	012481
113.80	310	23000	060	060	DCT	468	468	0.02	01.58	062838 05171
LAURN	N40	33.1	W074	07.2	M46	0	00	027	0917	012781
	310	22000	051	051	J222	468	468	0.04	02.02	062538 05172
JFK	N40	38.0	W073	46.3	M46	0	00	017	0934	012964
115.90	310	25000	085	085	J222	468	468	0.02	02.04	062355 05173
-KZBW/KZBW	N40	48.8	W073	29.6	M46	0	--	017	0951	013148
-----	310	25000	064	064	DCT	468	468	0.02	02.06	062173 05148
BOS	N42	21.5	W070	59.4	M46	0	00	145	1096	014749
112.70	310	23000	064	064	DCT	468	468	0.19	02.25	060571 05148
SCUPP	N42	36.2	W070	13.8	M46	0	00	036	1132	015146
	310	25000	082	082	J575	467	467	0.04	02.29	060174 05046
ALLEX	N44	25.0	W067	00.0	M46	0	00	178	1310	017066
	310	23000	069	069	DCT	467	467	0.23	02.52	058254 05046
-CZQM/CZQM	N44	25.0	W067	00.0	M46	0	--	000	1310	017067
-----	310	23000	084	084	N79B	467	467	0.00	02.52	058254 04963
-CZQX/CZQX	N47	19.4	W059	36.9	M46	0	--	354	1664	020836
-----	310	23000	084	084	N79B	467	467	0.46	03.38	054484 04970
YQX	N48	54.0	W054	32.1	M46	0	00	225	1889	023224
112.70	310	24000	084	084	N79B	467	467	0.28	04.06	052097 04970
KOBEV	N49	40.2	W051	28.0	M46	0	00	129	2018	024583

	310 25000 092 092	DCT	469 469 0.17 04.23	050738 04955
50N050W	N50 00.0 W050 00.0 M46		0 00 060 2078	025203
	310 25000 092 092	DCT	462 462 0.08 04.31	050118 04762
52N040W	N52 00.0 W040 00.0 M46		0 00 396 2474	029283
	310 25000 094 094	DCT	462 462 0.51 05.22	046038 04762
53N030W	N53 00.0 W030 00.0 M46		0 00 370 2844	033006
	310 26000 100 100	DCT	462 462 0.48 06.10	042315 04651
-EGGX/EGGX	N53 00.0 W030 00.0 M46		0 -- 000 2844	033007
-----	310 26000 105 105	DCT	462 462 0.00 06.10	042314 04549
53N020W	N53 00.0 W020 00.0 M46		0 00 361 3205	036584
	310 27000 105 105	DCT	459 459 0.47 06.57	038737 04552
MALOT	N53 00.0 W015 00.0 M46		0 00 180 3385	038358
	310 27000 101 101	DCT	456 456 0.24 07.21	036963 04481
-EISN/EISN	N53 00.0 W015 00.0 M46		0 -- 000 3385	038358
-----	310 27000 100 100	UL9	456 456 0.00 07.21	036962 04490
BURAK	N53 00.0 W012 00.0 M46		0 00 108 3493	039422
	310 27000 100 100	UL9	456 456 0.14 07.35	035899 04478
TOD		M46	0 00 029 3522	039699
	310 28000 107 107	UL9	453 453 0.04 07.39	035622 04347
SHA	N52 43.3 W008 53.1 DSC		DSC 00 085 3607	039906
113.30	DSC 00000 105 105	UL9	356 356 0.14 07.53	035415 00896
EINN	N52 42.1 W008 55.5 DSC		DSC 00 002 3609	039956
	DSC 00000 237 237	DCT	254 254 0.01 07.54	035365 02371
ALTERNATE (MACH LRC)				
SHA	N52 43.3 W008 53.1 CLB		CLB 03 002 0002	000343
113.30	CLB 13015 058 061	DCT	257 253 0.01 00.01	035022 14314
TOC		CLB	CLB 00 020 0022	001100
	CLB 15022 069 073	V14	319 319 0.04 00.05	034265 12550
PELIG	N53 12.0 W007 20.0 M13		37 00 043 0065	001536
	190 17032 069 074	V14	349 358 0.07 00.12	033829 03620
DUB	N53 30.0 W006 18.4 M13		37 00 041 0106	001953
114.90	190 17022 070 073	V14	348 355 0.07 00.19	033412 03610
TOD		M13	37 01 023 0129	002186
	190 17018 032 034	P600	348 363 0.04 00.23	033179 03610
GELKI	N53 59.8 W005 54.3 DSC		DSC 01 010 0139	002210
	DSC 16019 033 035	P600	378 392 0.02 00.25	033155 01010
MULLA	N54 11.2 W005 44.9 DSC		DSC 00 013 0152	002246
	DSC 16018 033 035	P600	356 369 0.01 00.26	033119 01126
BEL	N54 39.7 W006 13.8 DSC		DSC 00 033 0185	002354
117.20	DSC 16018 336 335	DCT	276 294 0.07 00.33	033011 00993
EGAA	N54 39.5 W006 13.0 DSC		DSC 00 000 0185	002372
	DSC 16020 120 123	DCT	258 277 0.00 00.33	032993 02818

CODED ICAO FLIGHT PLAN

(FPL-7672ERB4-IG
-B762/H-SXWHIGRY/S
-KMOB1400
-N0469F310 DCT SJI J37 GVE DCT RBV J222 JFK DCT BOS J575 SCUPP DCT
ALLEX N79B YQX/M080F310 DCT KOBEV/M079F310 DCT 50N050W 52N040W
53N030W 53N020W/M078F310 DCT MALOT/N0456F310 UL9 SHA DCT
-EINN0754 EGAA
-EET/KZTL0012 KZDC0114 KZNY0156 KZBW0206 CZQM0252 CZQX0338
EGGX0610 EISN0721
YQX0406 KOBEV0423 50N050W0431 52N040W0522 53N030W0610 53N020W0657
REG/7672ERB4 DOF/060719 RMK/TCAS EQUIPPED ACARS EQUIPPED
E/1605 P/TBN A/WHITE)
KZHUZQZX KZHUZRZX KZTLZQZX KZDCZQZX KZNYZQZX KZBWZQZX CZQMZQZX
CZQXZQZX EGGXZOZX EGTITYTYR EBBZMFP LFPYZMFP

--- END-OF-PLAN RC181278

CALCULATION COMPLETEPlease Review

[» Return to previous p](#)

Save Plan and Continue

Return, Make Changes

Exit without Saving

Review Flight Plan Fuel Summary Plot Route

RECALL UWX 181254 FLT=TEST DT=17 ORG=KLAS DST=KMCO ACFT=A330202

--- START-OF-PLAN RC 181254 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC A330-202

FLT PLAN: TEST KLAS/KMCO MACH:LRC A/C: A330202 /A332 RC 181254
 ETD: 19/14.00Z
 ORG KLAS DEST KMCO

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST KMCO	024925	04.03	-----	204698	180000	P000
RESV	004216	00.45	-----			
ALTN	003379	00.35	-----	ALTN KMIA	DIST 0184	W/C M003
HOLD	000000	00.00	-----			
REQD	032520	05.23	-----	BOW 120590	PAYLOAD 010000	
EXTRA	041815	07.26	-----			
TAXI	000227					
TTL AT BO	074335	12.59	-----	RTE MAN		DIST 1788

LAS.MCCRN3.BLD..ABQ.J72.SPS.J58.FUZ..MCB.J50.CEW..OCF.LEESE1.MCO

KLAS/0310

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 04.07 FL 29 B/O 025466 PL 010000 TOW 204698 CRZ LRC RT MAN

SUMMARY 04.07 FL 29 B/O 025466 PL 010000 TOW 204698 CRZ LRC RT MAN

CLIMB: 18 MIN 0106 NM 4020 LBS
 DESCENT: 16 MIN 0095 NM 0601 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
-----	-----	-----	-----	-----	DIST	DIST	USED	FLOW	
		MAG		SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KLAS N36 04.8 W115 09.1 1788 000227
 . . . 074108

BLD	N35	59.7	W114	51.8	CLB	CLB	00	015	0015	001618
116.70	CLB	00000	095	095	DCT	270	270	0.05	00.05	072717 16039
TOC					CLB	CLB	00	091	0106	004247
	CLB	00000	085	085	DCT	401	401	0.13	00.18	070088 11993
-KZAB/KZAB	N35	42.3	W111	51.4	M44	0	--	056	0162	004966
-----	310	00000	087	087	DCT	401	401	0.07	00.26	069368 05953
ABQ	N35	02.6	W106	49.0	M46	0	00	249	0411	008192
113.20	310	28000	087	087	DCT	461	461	0.32	00.58	066143 05953
TXO	N34	29.7	W102	50.4	M46	0	00	199	0610	010744
112.20	310	28000	088	088	J72	458	458	0.26	01.24	063591 05882
-KZFW/KZFW	N34	27.0	W102	24.2	M46	0	--	022	0632	011024
-----	310	28000	088	088	J72	458	458	0.03	01.27	063311 05882
SPS	N33	59.2	W098	35.6	M46	0	00	191	0823	013477
112.70	310	28000	091	091	J72	458	458	0.25	01.52	060858 05882
FUZ	N32	53.4	W097	10.8	M46	0	00	096	0919	014718
115.70	310	31000	127	127	J58	458	458	0.13	02.05	059617 05881
-KZHU/KZHU	N31	55.9	W092	46.6	M46	0	--	230	1150	017580
-----	310	31000	101	101	DCT	458	458	0.30	02.35	056755 05693
MCB	N31	18.3	W090	15.5	M46	0	00	134	1284	019246
116.70	310	28000	101	101	DCT	458	458	0.17	02.52	055088 05693
-KZJX/KZJX	N30	57.9	W087	38.3	M46	0	--	136	1420	020935
-----	310	28000	098	098	J50	458	458	0.18	03.10	053399 05623
CEW	N30	49.6	W086	40.8	M46	0	00	050	1470	021556
115.90	310	28000	098	098	J50	453	453	0.07	03.17	052777 05623
TOD					M46	0	00	223	1693	024325
	310	29000	116	116	DCT	453	453	0.30	03.47	050008 05623
OCF	N29	10.7	W082	13.6	DSC	DSC	00	028	1721	024387
113.70	DSC	00000	117	117	DCT	440	440	0.04	03.51	049946 00954
ALADN	N29	04.1	W082	04.3	DSC	DSC	00	011	1732	024414
	DSC	00000	133	133	DCT	402	402	0.01	03.52	049919 00991
LEESE	N28	51.6	W081	46.7	DSC	DSC	00	020	1752	024470
	DSC	00000	133	133	DCT	373	373	0.03	03.55	049863 01081
KMCO	N28	25.8	W081	18.5	DSC	DSC	00	035	1787	024926
	DSC	00000	141	141	DCT	279	279	0.08	04.03	049407 03603
ALTERNATE (MACH LRC)										
TOC					CLB	CLB	01	029	0029	001606
	CLB	15005	141	141	DCT	322	317	0.06	00.06	047804 15397
VRB	N27	40.7	W080	29.4	M07	49	00	034	0063	002032
117.30	190	08008	140	139	DCT	336	331	0.06	00.12	047378 04270
PHORD	N27	18.1	W080	20.2	M08	48	00	024	0087	002339
	190	09004	165	165	DCT	336	335	0.05	00.17	047071 04270
PBI	N26	40.8	W080	05.2	M08	48	00	039	0126	002845

115.70	190	12002	166	166	DCT	336	335	0.07	00.24	046565	04270
TOD					M08	48	01	002	0128	002863	
	190	17002	177	177	DCT	336	334	0.00	00.24	046547	04273
ANNEY	N26	27.9	W080	03.0	DSC	DSC	01	011	0139	002895	
	DSC	16003	177	177	DCT	394	391	0.02	00.26	046515	01030
HILEY	N26	15.3	W080	00.8	DSC	DSC	01	013	0152	002932	
	DSC	17004	177	177	DCT	370	366	0.02	00.28	046478	01089
KAINS	N25	57.8	W080	05.7	DSC	DSC	00	018	0170	003008	
	DSC	18005	200	200	DCT	290	285	0.04	00.32	046402	01213
KMIA	N25	47.6	W080	17.4	DSC	DSC	00	015	0185	003380	
	DSC	17005	231	231	DCT	269	266	0.03	00.35	046030	06540

CODED ICAO FLIGHT PLAN

FP A330202 T/A332/Q 0461 LAS P1400 310
 LAS..BLD..3502/10648..ABQ.J72.SPS.J58.FUZ..MCB.J50.CEW..OCF.LEESE1.
 MCO/0403
 KZLAZQZX

--- END-OF-PLAN RC181254

CALCULATION COMPLETE.....Please Review

» [Return to previous p](#)

Save Plan and Continue

Return, Make Changes

Exit without Saving

Review Flight Plan Fuel Summary Plot Route[RAD Route Validation](#)

RECALL UWX 181263 FLT=TEST DT=17 ORG=KJFK DST=EINN ACFT=A330202

--- START-OF-PLAN RC 181263 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC A330-202

FLT PLAN: TEST KJFK/EINN MACH:LRC A/C: A330202 /A332 RC 181263
 ETD: 19/14.00Z
 ORG KJFK DEST EINN

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST EINN	037115	05.59	-----	216888	180000	P000
RESV	004216	00.45	-----			
ALTN	003276	00.34	-----	ALTN EGAA	DIST 0185	W/C P009
HOLD	000000	00.00	-----			
REQD	044607	07.18	-----	BOW 120590	PAYLOAD 010000	
EXTRA	041918	07.27	-----			
TAXI	000227					
TTL AT BO	086525	14.55	-----	RTE MAN		DIST 2679

KJFK MERIT3 PUT J42 BOS J575 SCUPP DCT ALLEX N79B YQX DCT KOBEV
 DCT 50N050W DCT 52N040W DCT 53N030W DCT 53N020W DCT MALOT UL9 SHA
 EINN

KJFK/0310

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 06.04 FL 29 B/O 037996 PL 010000 TOW 216888 CRZ LRC RT MAN

SUMMARY 06.04 FL 29 B/O 037996 PL 010000 TOW 216888 CRZ LRC RT MAN

CLIMB: 20 MIN 0115 NM 4393 LBS
 DESCENT: 16 MIN 0095 NM 0601 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
					DIST	DIST	USED	FLOW	
		MAG		SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KJFK N40 38.4 W073 46.7 2679 000227

										086298
JFK	N40	38.0	W073	46.3	CLB	CLB	00	001	0001	000914
115.90	CLB	00000	156	156	DCT	254	254	0.02	00.02	085611 19781
-KZBW/KZBW	N40	49.5	W073	36.7	CLB	CLB	--	014	0014	001489
-----	CLB	00000	046	046	DCT	254	254	0.02	00.05	085036 14248
MERIT	N41	22.9	W073	08.2	CLB	CLB	00	039	0053	003165
	CLB	00000	046	046	DCT	332	332	0.07	00.12	083360 14248
HFD	N41	38.5	W072	32.9	CLB	CLB	00	031	0084	003930
114.90	CLB	00000	073	073	DCT	426	426	0.04	00.16	082595 10727
TOC					CLB	CLB	00	030	0114	004620
	CLB	00000	073	073	DCT	456	456	0.04	00.20	081905 10457
PUT	N41	57.3	W071	50.6	M46	0	00	007	0121	004705
117.40	310	24000	073	073	DCT	466	466	0.01	00.21	081820 06404
BOS	N42	21.5	W070	59.4	M46	0	00	045	0166	005324
112.70	310	24000	072	072	J42	466	466	0.05	00.26	081201 06403
SCUPP	N42	36.2	W070	13.8	M46	0	00	036	0202	005828
	310	25000	082	082	J575	466	466	0.05	00.31	080697 06403
-CZQM/CZQM	N44	25.0	W067	00.0	M46	0	--	178	0380	008229
-----	310	25000	069	069	DCT	466	466	0.23	00.54	078295 06297
ALLEX	N44	25.0	W067	00.0	M46	0	00	000	0380	008229
	310	23000	069	069	DCT	466	466	0.00	00.54	078294 06304
-CZQX/CZQX	N47	19.4	W059	36.9	M46	0	--	354	0734	012935
-----	310	23000	084	084	N79B	466	466	0.46	01.40	073590 06124
YQX	N48	54.0	W054	32.1	M46	0	00	225	0959	015916
112.70	310	24000	084	084	N79B	461	461	0.29	02.09	070610 06124
KOBEV	N49	40.2	W051	28.0	M46	0	00	129	1088	017622
	310	25000	092	092	DCT	469	469	0.17	02.26	068904 06220
50N050W	N50	00.0	W050	00.0	M46	0	00	060	1148	018394
	310	25000	092	092	DCT	458	458	0.08	02.34	068132 05882
52N040W	N52	00.0	W040	00.0	M46	0	00	396	1544	023477
	310	25000	094	094	DCT	458	458	0.51	03.25	063049 05882
-EGGX/EGGX	N53	00.0	W030	00.0	M46	0	--	370	1914	028187
-----	310	25000	100	100	DCT	458	458	0.48	04.14	058338 05833
53N030W	N53	00.0	W030	00.0	M46	0	00	000	1914	028187
	310	26000	100	100	DCT	458	458	0.00	04.14	058338 05822
53N020W	N53	00.0	W020	00.0	M46	0	00	360	2274	032665
	310	27000	105	105	DCT	453	453	0.48	05.02	053860 05623
-EISN/EISN	N53	00.0	W015	00.0	M46	0	--	180	2455	034905
-----	310	27000	101	101	DCT	453	453	0.24	05.26	051619 05623
MALOT	N53	00.0	W015	00.0	M46	0	00	001	2456	034906
	310	27000	101	101	DCT	453	453	0.00	05.26	051619 05646
BURAK	N53	00.0	W012	00.0	M46	0	00	108	2564	036250

	310	27000	100	100	UL9	453	453	0.14	05.40	050275	05623
TOD					M46	0	00	021	2585	036515	
	310	28000	107	107	UL9	453	453	0.03	05.43	050010	05623
SHA	N52	43.3	W008	53.1	DSC	DSC	00	093	2678	036811	
113.30	DSC	00000	105	105	UL9	365	365	0.15	05.58	049714	01174
EINN	N52	42.1	W008	55.5	DSC	DSC	00	002	2680	037116	
	DSC	00000	237	237	DCT	254	254	0.01	05.59	049409	16405
ALTERNATE (MACH LRC)											
SHA	N52	43.3	W008	53.1	CLB	CLB	02	002	0002	000487	
113.30	CLB	13016	058	061	DCT	259	256	0.01	00.01	048923	20378
TOC					CLB	CLB	00	025	0027	001551	
	CLB	16023	069	073	V14	328	329	0.05	00.06	047859	14778
PELIG	N53	12.0	W007	20.0	M13	37	00	038	0065	002024	
	190	17032	069	074	V14	333	342	0.06	00.12	047386	04232
DUB	N53	30.0	W006	18.4	M13	37	00	041	0106	002534	
114.90	190	17022	070	074	V14	333	340	0.08	00.20	046876	04232
TOD					M13	37	01	018	0124	002759	
	190	17018	032	034	P600	333	348	0.03	00.23	046651	04232
GELKI	N53	59.8	W005	54.3	DSC	DSC	01	015	0139	002798	
	DSC	16019	033	035	P600	388	401	0.02	00.25	046612	01033
MULLA	N54	11.2	W005	44.9	DSC	DSC	00	013	0152	002833	
	DSC	16018	033	035	P600	365	378	0.02	00.27	046577	01072
BEL	N54	39.7	W006	13.8	DSC	DSC	00	033	0185	003162	
117.20	DSC	16018	336	335	DCT	276	294	0.07	00.34	046248	03056
EGAA	N54	39.5	W006	13.0	DSC	DSC	00	000	0185	003276	
	DSC	16020	120	123	DCT	258	277	0.00	00.34	046134	17989

CODED ICAO FLIGHT PLAN

(FPL-A330202-IG

-A332/H-SXWHIGRY/S

-KJFK1400

-N0466F310 DCT JFK DCT MERIT DCT HFD DCT PUT J42 BOS J575 SCUPP

DCT ALLEX N79B YQX/M080F310 DCT KOBEV/M078F310 DCT 50N050W

52N040W 53N030W/M077F310 53N020W DCT MALOT/N0453F310 UL9 SHA DCT

-EINN0559 EGAA

-EET/KZBW0005 CZQM0054 CZQX0140 EGGX0414 EISN0526

YQX0209 KOBEV0226 50N050W0234 52N040W0325 53N030W0414 53N020W0502

REG/A330202 DOF/060719 RMK/TCAS EQUIPPED AGCS EQUIPPED

E/1449 P/TBN A/WHITE)

KZNYZQZX KZBWZQZX CZQMZQZX CZQXZQZX EGGXZOZX EGTTYTYR EBBDZMFP

LFPYZMFP

--- END-OF-PLAN RC181263

CALCULATION COMPLETEPlease Review

» [Return to previous p](#)

Save Plan and Continue

Return, Make Changes

Exit without Saving

Review Flight Plan Fuel Summary Plot Route[RAD Route Validation](#)

RECALL UWX 181269 FLT=TEST DT=17 ORG=KMOB DST=EINN ACFT=A330202

--- START-OF-PLAN RC 181269 PLNR FMT ID XX

FLIGHT PLANS PROVIDED BY UNIVERSAL WEATHER AND AVIATION

THIS FLIGHT PLAN HAS BEEN COMPUTED USING A GENERIC A330-202

FLT PLAN: TEST KMOB/EINN MACH:LRC A/C: A330202 /A332 RC 181269
 ETD: 19/14.00Z
 ORG KMOB DEST EINN

	FUEL	TIME	CORR	TOGWT	LDGWT	AVG W/C
DEST EINN	050356	07.59	-----	230000	179871	P000
RESV	004216	00.45	-----			
ALTN	003276	00.34	-----	ALTN EGAA	DIST 0185	W/C P009
HOLD	000000	00.00	-----			
REQD	057848	09.18	-----	BOW 120590	PAYLOAD 010000	
EXTRA	041789	07.26	-----			
TAXI	000227					
TTL AT BO	099637	16.54	-----	RTE MAN		DIST 3610

KMOB SJJ J37 GVE DCT RBV J222 JFK DCT BOS J575 SCUPP DCT ALLEX
 N79B YQX DCT KOBEV DCT 50N050W DCT 52N040W DCT 53N030W DCT 53N020W
 DCT MALOT UL9 SHA EINN

KMOB/0310

FUEL AND TIME BIASES

CLIMB: 0.0 PCT 0 LBS 0 MIN
 CRUISE: 0.0 PCT
 DESCENT: 0.0 PCT 0 LBS 0 MIN

MAXSHR 00 / TOC

SUMMARY 08.06 FL 29 B/O 051358 PL 010000 TOW 230000 CRZ LRC RT MAN

SUMMARY 08.06 FL 29 B/O 051358 PL 010000 TOW 230000 CRZ LRC RT MAN

CLIMB: 22 MIN 0128 NM 4847 LBS
 DESCENT: 16 MIN 0095 NM 0601 LBS

CHKPNT	LAT	LONG	TEMP	TROP	LEG	ELAP	FUEL		
-----	-----	-----	-----	-----	DIST	DIST	USED	FLOW	
		MAG		SR	-----	-----	REMN	/ENGS	
FREQ	FL	WIND	CRS	HDG	AIRWAY	TAS	GS	TIME	TIME
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CHKPNT NAME

KMOB N30 41.5 W088 14.6 3610 000227

										099410
SJI	N30	43.6	W088	21.6	CLB	CLB	00	006	0006	001275
115.30	CLB	00000	289	289	DCT	260	260	0.04	00.04	098362 16293
CATLN	N31	18.4	W087	34.8	CLB	CLB	00	053	0059	003462
	CLB	00000	050	050	J37	344	344	0.09	00.13	096175 14649
-KZTL/KZTL	N31	21.1	W087	31.2	CLB	CLB	--	004	0064	003558
-----	CLB	00000	051	051	J37	344	344	0.01	00.13	096079 10571
TOC					CLB	CLB	00	064	0128	005074
	CLB	00000	051	051	J37	440	440	0.09	00.22	094563 10571
MGM	N32	13.3	W086	19.2	M46	0	00	016	0144	005308
112.10	310	23000	051	051	J37	470	470	0.02	00.24	094329 06689
SPA	N35	02.0	W081	55.6	M46	0	00	277	0421	009246
115.70	310	23000	055	055	J37	470	470	0.35	00.59	090391 06688
-KZDC/KZDC	N36	31.0	W080	09.4	M46	0	--	123	0544	010936
-----	310	23000	051	051	J37	470	470	0.16	01.15	088701 06403
LYH	N37	15.3	W079	14.2	M46	0	00	063	0607	011841
109.20	310	22000	051	051	J37	468	468	0.08	01.23	087795 06740
GVE	N38	00.8	W078	09.2	M46	0	00	068	0675	012785
115.60	310	23000	054	054	J37	466	466	0.09	01.32	086851 06403
-KZNY/KZNY	N40	03.9	W074	44.2	M46	0	--	201	0877	015550
-----	310	23000	060	060	DCT	466	466	0.26	01.58	084087 06403
RBV	N40	12.1	W074	29.7	M46	0	00	014	0891	015740
113.80	310	23000	060	060	DCT	466	466	0.02	02.00	083896 06403
LAURN	N40	33.1	W074	07.2	M46	0	00	027	0918	016113
	310	22000	051	051	J222	466	466	0.03	02.03	083523 06404
JFK	N40	38.0	W073	46.3	M46	0	00	016	0934	016341
115.90	310	25000	085	085	J222	466	466	0.02	02.05	083295 06402
-KZBW/KZBW	N40	48.8	W073	29.6	M46	0	--	017	0951	016568
-----	310	25000	064	064	DCT	466	466	0.02	02.08	083068 06403
BOS	N42	21.5	W070	59.4	M46	0	00	145	1096	018571
112.70	310	23000	064	064	DCT	466	466	0.18	02.26	081066 06403
SCUPP	N42	36.2	W070	13.8	M46	0	00	036	1132	019075
	310	25000	082	082	J575	466	466	0.05	02.31	080562 06403
-CZQM/CZQM	N44	25.0	W067	00.0	M46	0	--	178	1310	021474
-----	310	25000	069	069	DCT	466	466	0.23	02.54	078163 06291
ALLEX	N44	25.0	W067	00.0	M46	0	00	000	1310	021474
	310	23000	069	069	DCT	466	466	0.00	02.54	078162 06284
-CZQX/CZQX	N47	19.4	W059	36.9	M46	0	--	354	1664	026179
-----	310	23000	084	084	N79B	466	466	0.46	03.40	073458 06124
YQX	N48	54.0	W054	32.1	M46	0	00	225	1889	029160
112.70	310	24000	084	084	N79B	461	461	0.29	04.09	070476 06124
KOBEV	N49	40.2	W051	28.0	M46	0	00	129	2018	030865

	310	25000	092	092	DCT	469	469	0.17	04.26	068771	06213
50N050W	N50	00.0	W050	00.0	M46	0	00	060	2078	031637	
	310	25000	092	092	DCT	458	458	0.08	04.34	067999	05882
52N040W	N52	00.0	W040	00.0	M46	0	00	396	2474	036720	
	310	25000	094	094	DCT	458	458	0.51	05.25	062916	05882
-EGGX/EGGX	N53	00.0	W030	00.0	M46	0	--	370	2844	041427	
-----	310	25000	100	100	DCT	458	458	0.48	06.14	058209	05830
53N030W	N53	00.0	W030	00.0	M46	0	00	000	2844	041428	
	310	26000	100	100	DCT	458	458	0.00	06.14	058209	05829
53N020W	N53	00.0	W020	00.0	M46	0	00	360	3204	045906	
	310	27000	105	105	DCT	453	453	0.48	07.02	053731	05623
-EISN/EISN	N53	00.0	W015	00.0	M46	0	--	180	3385	048146	
-----	310	27000	101	101	DCT	453	453	0.24	07.26	051491	05623
MALOT	N53	00.0	W015	00.0	M46	0	00	001	3386	048146	
	310	27000	101	101	DCT	453	453	0.00	07.26	051490	05616
BURAK	N53	00.0	W012	00.0	M46	0	00	108	3494	049491	
	310	27000	100	100	UL9	453	453	0.14	07.40	050145	05623
TOD					M46	0	00	022	3516	049755	
	310	28000	107	107	UL9	453	453	0.03	07.43	049881	05623
SHA	N52	43.3	W008	53.1	DSC	DSC	00	092	3608	050051	
113.30	DSC	00000	105	105	UL9	365	365	0.15	07.58	049585	01174
EINN	N52	42.1	W008	55.5	DSC	DSC	00	002	3610	050356	
	DSC	00000	237	237	DCT	254	254	0.01	07.59	049280	16405
ALTERNATE (MACH LRC)											
SHA	N52	43.3	W008	53.1	CLB	CLB	02	002	0002	000487	
113.30	CLB	13016	058	061	DCT	259	256	0.01	00.01	048794	20378
TOC					CLB	CLB	00	025	0027	001551	
	CLB	16023	069	073	V14	328	329	0.05	00.06	047730	14778
PELIG	N53	12.0	W007	20.0	M13	37	00	038	0065	002024	
	190	17032	069	074	V14	333	342	0.06	00.12	047257	04232
DUB	N53	30.0	W006	18.4	M13	37	00	041	0106	002534	
114.90	190	17022	070	074	V14	333	340	0.08	00.20	046747	04232
TOD					M13	37	01	018	0124	002759	
	190	17018	032	034	P600	333	348	0.03	00.23	046522	04232
GELKI	N53	59.8	W005	54.3	DSC	DSC	01	015	0139	002798	
	DSC	16019	033	035	P600	388	401	0.02	00.25	046483	01033
MULLA	N54	11.2	W005	44.9	DSC	DSC	00	013	0152	002833	
	DSC	16018	033	035	P600	365	378	0.02	00.27	046448	01072
BEL	N54	39.7	W006	13.8	DSC	DSC	00	033	0185	003162	
117.20	DSC	16018	336	335	DCT	276	294	0.07	00.34	046119	03056
EGAA	N54	39.5	W006	13.0	DSC	DSC	00	000	0185	003276	
	DSC	16020	120	123	DCT	258	277	0.00	00.34	046005	17989

CODED ICAO FLIGHT PLAN

(FPL-A330202-IG
-A332/H-SXWHIGRY/S
-KMOB1400
-N0470F310 DCT SJI J37 GVE DCT RBV J222 JFK DCT BOS J575 SCUPP DCT
ALLEX N79B YQX/M080F310 DCT KOBEV/M078F310 DCT 50N050W 52N040W
53N030W/M077F310 53N020W DCT MALOT/N0453F310 UL9 SHA DCT
-EINN0759 EGAA
-EET/KZTL0013 KZDC0115 KZNY0158 KZBW0208 CZQM0254 CZQX0340
EGGX0614 EISN0726
YQX0409 KOBEV0426 50N050W0434 52N040W0525 53N030W0614 53N020W0702
REG/A330202 DOF/060719 RMK/TCAS EQUIPPED AGCS EQUIPPED
E/1647 P/TBN A/WHITE)
KZHUZQZX KZHUZRZX KZTLZQZX KZDCZQZX KZNYZQZX KZBWZQZX CZQMZQZX
CZQXZQZX EGGXZOZX EGTITYTYR EBDZMFP LFPYZMFP

--- END-OF-PLAN RC181269