

47° W008° is entered as **N47W008**  
 N47° 15.4' W008° 3.4' is entered as N4715.4W00803.4  
 both display the same as N47W008  
 abc360/55 **Place bearing/distance**  
 abc360/abc360 **place radial/place radial**  
 abc 180 course (5R) **intercept inbound (360 radial)**  
 abc360/55(radial and dme) 360 course (5R) **intercept obnd**  
 abc/-20 20 miles before abc **along track wpt**  
 abc/30 30 miles after abc **along track wpt**  
 -8 p/p 180 180 course from present position(700NM)  
 W144 **crossing point**  
 W144-4 to compute waypoints every 4 degrees  
 abeam point found on FIX page

APU inop -8 SP 7.1 & 5, DDG 49, 400 SP 7.5 & **DDG 49**  
 Arpt not in DB SP 11.6  
 2 engine QRH 7.32  
 Animals/perish. SP 2.3  
 BRAKE TEMP QRH 14.7/VOL I PI.12.8/FPPM 1.1.5 & 1.4.6  
 CPDLC SP.5.28  
 De-Ice SP 16.16  
 Discrepancies FOM 6.1.24  
 FIRE ENG QRH 8.2  
 FMC failure QRH & pg. 18  
 Landing 8-10K' SP 2.6  
 low GW/Aft Cg SP 1.2  
 Power up/down SP 6.2  
 QFE SP 10.2  
 Tow In NP 60.2  
 Start Valve DDG 80-11-1  
 Unreliable IAS QRH OI.PI 10.1&2

C Radio restrictions: LCF, 419, 429, 464, 465

56 Upper Deck Galley	1 ops	6 sched
26 Right Upper Deck FA	2 dispatch	8 ext
Jmpst	3 travel	9 name
12 2L Purser Station	4 mx control	0 operator
31 Flight Deck	5 aog	# safety
66 FWD Bunk		
63 AFT Bunk		

Early FIR calls (under construction)		
Africa	Mid East	Far East
Addis 10 ?	Bahrain?	China Kunming
Cairo 20/15	Iran	Hong Kong 3min
Dar es Sallam ??	127.8/135.1 Air Defense Radar 10min. 20NM latest dep/arr squawk	Singapore (CPDLC)?
Kano Lagos 10 min		
Kinshasa 20 min		
Nairobi ??		
South America		
Barranquilla 10 min	Bogota 5 min	Guayaquil 5 min
Lima 5 min	Havana 10 min	Kingston 3min/20nm
Port of Prince 10 min	Santa Domingo 10 min	

All Stations, this is GTI XXX in the XXX FIR, FLXXX,  
 Southbound on XXX(airway), Est. XXX @ 0000z, GTI XXX, FL  
 XXX, in the XXX FIR.

CPDLC Identifiers (Gold pg. 294)			
Anchorage & Anchorage Artic(north of N63 and east of W165)	PAZA*	Melbourne	YMMM*
Anchorage Oceanic (west)	PAZN*	Nadi	NFFF*
Atlantico (Brazil)??	SBAO*	New York # ADS-C only?	KZWY#
Auckland	NZZO*	Oakland (SFO radio )	KZAK*
Brisbane	YBBB*	Reykjavik confirm text	BIRD* ???
Colombo	VCCF**	Singapore	WSJC*
Fukuoka	RJJJ*	Tahiti	NTTT*
Johannesburg	FAJO*	Ujung	WAAF*
Mauritius	FIMM*		

(P) primary, (S)secondary (T)test  
 \*Manually send Pos. Report Crossing FIR boundary  
 \*\*also position report at each wpt. #do not send pos. rep.

**CPDLC ATC Route Change** verify no pending FMC modifications (load  
 prompt will not display with exec light on)  
 load(4R) (last page)/RTE confirm uplink loading msg./RTE pg  
 Review/ send or **accept**/verify response-send/ RTE pg. EXE (**get new  
 winds**) or **reject due to/verify/send**/RTE pg. Erase/ check ATC not  
 displayed on EICAS/ FMC COMM verify no pending uplinks (*easier to  
 just check log page*)

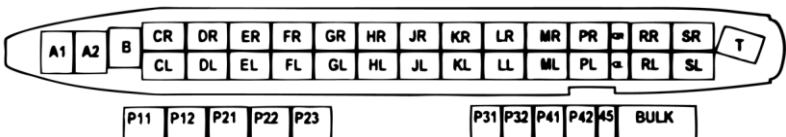
when contacting dispatch include...Callsign, tail #, approx. position

All Stations, this is GTI XXX in the XXX FIR, FLXXX, Southbound on  
 XXX(airway), Est. XXX @ 0000z, GTI XXX, FL XXX, in the XXX FIR.

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current and interim with (RNP) are not authorized  
 current RNAV(GPS/GNSS) RWY XX and interim RNAV(GNSS)RW XX  
 and final RNP RWY XX are ok  
 final RNP RWY xx (AR) with authorization required is **not** authorized

Seniority  
 2007 439378  
 2008 449472  
 2010 449716  
 2011 449908  
 2012 450204  
 2013 450428  
 2014 450650  
 2015 450904  
 2016 451390  
 2017 452465  
 2018 453034  
 Last 453498



Coefficient (μ) mu 5	Equivalent RCR Factor	RCC ICAO Wx Code	X wind TO1	X wind land1	Runway condition	Control/Braking Action	Runway State Group <sup>4</sup> Breaking Action
>.40		<b>6</b>	40	36 <sup>6</sup>	Dry		
	25 to 22	<b>5</b>	25	32 <sup>6</sup>	Wet	Good	95
.39 to .30	21 to 18	<b>4</b>	17 <sup>2</sup>	25 <sup>6</sup>	Compacted Snow	Good to Medium	94
	17 to 14	<b>3</b>	15 <sup>2</sup>	20 <sup>7</sup>		Medium	93
.29 to .21	13 to 10	<b>2</b>	12 <sup>2</sup>	15 <sup>7</sup>	Stand water / slush	Medium to Poor	92
	9 to 6	<b>1</b>	10 <sup>2</sup>	13 <sup>3,7</sup>	Ice, no melt	Poor <sup>3</sup>	91
<.2	5 to 2	<b>0</b>	Ops Prohibited <sup>3</sup>		Melting ice	nil <sup>3</sup>	
9	-					Unreliable	99

**1** Reduce crosswind guidelines by 5 knots on wet or contaminated runways whenever asymmetric reverse thrust is used. **-8** see  
 L.10.4 chart..normally 30(dry/genx limit)/25(wet) knots unless light/aft cg (20knots) **2not recommended** when slush, wet snow, or  
 standing water >0.5" (13 mm) or dry snow depth is >4" (102mm) **-8** slush or standing water depth >0.5" (13 mm), wet snow  
 depth >1.18" (30 mm), or dry snow depth >5.12" (130mm). SP16.1 **3**No Cat II/III approaches when BA reported Poor or Nil / QRH  
 OI.AWO.3 **4** 2x and 3x are MU readings FOM 8.1.8 see Runways in FOM section **5** may be given as whole number SP20.8 depth  
 required for **6** sideslip only/zero crab landings are not recommended with >20knots crosswind  
**7** Landing on untreated ice or snow should only be attempted when no melting is present. **8**

Time	Holding Altitude	USA	ICAO	Emergency Divert (fuel/time)			SM	Feet	Meters
				Miles	10,000'	25,000'			
1 min	0-6000'	200	230	500	13.4/1:20	10/1:12		300'	75m
	>6000-14000	230 (210 in DC,	240	1000	27/2:37	20.9/2:17	¼ SM	1320	~400m
1 ½ min	>14000'	265	.83 M	1500	40.3/3:56	31.6/3:24		1600	~500m
Timing		Inbound	outbound	2000	53.3/5:16	42/4:31		1800'	550m
ICAO turb 280/.80M				0 fuel at dest. 300K PI.11.3			½ SM	2640'	800m
Slow 3 min. prior		Kabul Rt. 10 mile legs					¾ SM	4000'	1200m

3 WAY CREW SPLIT				F	C
4:00	1:20	9:30	3:10	23	-5
4:30	1:30	10:00	3:20	32	0
5:00	1:40	10:30	3:30	41	5
5.5	1:50	11:00	3:40	50	10
6:00	2:00	11:30	3:50	59	15
6:30	2:10	12:00	4:00	68	20
7:00	2:20	12:30	4:10	77	25
7:30	2:30	13:00	4:20	86	30
8:00	2:40	13:30	4:30	95	35
8:30	2:50	14:00	4:40	104	40
9:00	3:00	14:30	4:50	113	45

+/- 15 MIN → +/- 5 MIN

gatnotes

changes/suggestions [gatlin@aol.com](mailto:gatlin@aol.com)  
 last changed on 04/30/2019 13:03