

[OFP]

 ATW0023 17NOV2020 HKMO-HKJK C25C N525WT RELEASE 0933 17NOV20
 OFP 1 MOI INTL-JOMO KENYATTA INTL
 WX PROG 1709 1712 1715 OBS 1700 1700 1700

ATC C/S ATW23 HKMO/MBA HKJK/NBO CRZ SYS MCR
 17NOV2020 N525WT 1005/1025 1124/1132 GND DIST 260
 CITATION CJ4 / FJ44-4A STA 1130 AIR DIST 265
 CTOT:..... G/C DIST 228

MAXIMUM TOW 7761 LAW 7103 ZFW 5670 AVG WIND 024/016
 ESTIMATED TOW 6378 LAW 5677 ZFW 5126 AVG W/C M005
 AVG ISA P015
 AVG FF KGS/HR 705
 FUEL BIAS P00.0
 TKOF ALTN

ALTN HTKJ
 FL STEPS HKMO/0090/

 DISP RMKS NIL

 PLANNED FUEL

| FUEL | ARPT | FUEL | TIME |
|----------------------|------|-------|------|
| TRIP | NBO | 701 | 0059 |
| CONT 15 MIN | | 176 | 0015 |
| ALTN | JRO | 288 | 0036 |
| FINRES | | 87 | 0015 |
| MINIMUM T/OFF FUEL | | 1252 | 0206 |
| EXTRA | | 0 | 0000 |
| T/OFF FUEL | | 1252 | 0206 |
| TAXI | MBA | 54 | 0020 |
| BLOCK FUEL | MBA | 1306 | |
| PIC EXTRA |  | ..... |  |
| TOTAL FUEL |  | ..... |  |
| REASON FOR PIC EXTRA |  | ..... |  |

 NO TANKERING RECOMMENDED (P)

 I HEREWITH CONFIRM THAT I HAVE PERFORMED A THOROUGH SELF BRIEFING
 ABOUT THE DESTINATION AND ALTERNATE AIRPORTS OF THIS FLIGHT
 INCLUDING THE APPLICABLE INSTRUMENT APPROACH PROCEDURES, AIRPORT
 FACILITIES, NOTAMS AND ALL OTHER RELEVANT PARTICULAR INFORMATION.

DISPATCHER: SEAN ALEXANDER

PIC NAME: MARCEL, AIR

TEL: +1 800 555 0199

PIC SIGNATURE:



| ALTERNATE ROUTE TO: | | | | FINRES | | | | 87 |
|---------------------|-----|-----|-----------------------|--------|------|------|------|----|
| APT | TRK | DST | VIA | FL | WC | TIME | FUEL | |
| HTKJ/09 | 176 | 206 | EVATO1Y EVATO EVATO1A | 390 | M002 | 0036 | 288 | |

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
HKMO/03 EVIDI1A UTIKU Q315 UTEPI UTEPI1A HKJK/06

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

| | | |
|----------------------|-----------------|-------------|
| WEIGHT CHANGE UP 1.0 | TRIP P 0012 KGS | TIME M 0000 |
| WEIGHT CHANGE DN 1.0 | TRIP M 0021 KGS | TIME P 0000 |
| FL CHANGE UP FL1 | TRIP M 0013 KGS | TIME M 0010 |
| FL CHANGE DN FL1 | TRIP P 0002 KGS | TIME P 0000 |
| FL CHANGE DN FL2 | TRIP P 0002 KGS | TIME P 0000 |
| SPD CHANGE CI 0 | NOT AVAILABLE | |
| SPD CHANGE CI 50 | NOT AVAILABLE | |



ATIS:

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RVSM: ALT SYS LEFT: STBY: RIGHT:

TIMES

| | ESTIMATED | SKED | ACTUAL |
|------------|-------------|-------------|--------|
| OUT | 1005Z/1305L | 1005Z/1305L |Z |
| OFF | 1025Z/1325L | 1025Z/1325L |Z |
| ON | 1124Z/1424L | 1122Z/1422L |Z |
| IN | 1132Z/1432L | 1130Z/1430L |Z |
| BLOCK TIME | 0127 | 0125 | ..... |

WEIGHTS

| | EST | MAX | ACTUAL |
|-----------|------|------|-----------------------|
| PAX | 6 |  | ..... |
| CARGO | 0 |  | ..... |
| PAYLOAD | 463 |  | ..... |
| ZFW | 5126 | 5670 | ..... |
| FUEL | 1306 | 2614 | POSS EXTRA 1308 |
| TOW | 6378 | 7761 | TOW..... |
| STAB TRIM |  |  | ..... |
| LAW | 5677 | 7103 | ..... |

TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED

FLIGHT LOG

MOST CRITICAL MORA 09800 FEET AT UTIKU//MXSHR 03 AT TOC

| AWY POSITION IDENT FREQ | LAT LONG | EET TTLT | ETO ATO | FL MORA DIS | IMT ITT RDIS | MN TAS GS | WIND COMP SHR | OAT TDV TRP | EFOB AFOB | PBRN ABRN |
|----------------------------------|---------------------|-------------|------------|-------------------|--------------------|-------------------|----------------------|-------------------|--------------|--------------|
| MOI INTL HKMO | S0401.6 E03935.9 | 0000 | ... | 29 | 337 335 260 | 273 | M009 | | 1252 | 54 |
| EVIDI1A T O C | S0358.8 E03934.7 | 0003 | ... | 090 31 9 | 337 335 251 | .42 282 273 | 007/011 M009 3 | 11 P14 525 | 1207 | 99 |
| EVIDI1A EVIDI EVIDI | S0347.6 E03929.7 | 0003 | ... | 090 40 12 | 296 295 239 | .45 294 282 | 009/014 M012 1 | 11 P14 521 | 1175 | 131 |
| EVIDI1A UTIKU UTIKU | S0329.6 E03851.3 | 0008 | ... | 090 98 42 | 315 314 197 | .45 294 289 | 013/019 M005 1 | 12 P15 521 | 1066 | 240 |
| Q315 ATUTA ATUTA | S0206.2 E03725.4 | 0025 | ... | 090 84 120 | 313 313 77 | .45 294 287 | 022/017 M007 1 | 12 P15 522 | 752 | 554 |
| Q315 UTEPI UTEPI | S0202.2 E03721.1 | 0002 | ... | 090 85 6 | 295 294 71 | .45 294 294 | 045/015 P000 1 | 12 P15 525 | 737 | 569 |
| UTEPI1A TEVOX TEVOX | S0146.3 E03647.0 | 0007 | ... | 090 86 38 | 017 017 33 | .45 294 299 | 045/015 P005 1 | 12 P15 525 | 642 | 664 |
| UTEPI1A T O D | S0124.4 E03654.0 | 0005 | ... | 090 80 23 | 017 017 10 | .45 295 283 | 040/013 M012 2 | 13 P16 524 | 581 | 725 |
| UTEPI1A JOMO KENYAT HKJK | S0119.2 E03655.7 | 0006 | ... | 10 | | | | | 551 | 755 |



WIND INFORMATION

| CLIMB | T O C | EVIDI | UTIKU |
|-----------------|-----------------|-----------------|-----------------|
| 350 267/005 -44 | 130 316/003 +05 | 130 356/009 +05 | 130 351/009 +05 |
| 310 253/010 -33 | 110 003/004 +08 | 110 003/013 +08 | 110 004/014 +08 |
| 200 260/004 -08 | 090 007/011 +11 | 090 009/014 +11 | 090 013/019 +12 |
| 150 265/003 +02 | 070 009/014 +15 | 070 013/015 +14 | 070 022/016 +14 |
| 100 010/007 +10 | 050 016/012 +18 | 050 026/011 +17 | 050 031/010 +17 |

| ATUTA | UTEPI | TEVOX | T O D |
|-----------------|-----------------|-----------------|-----------------|
| 130 023/008 +05 | 130 023/008 +05 | 130 022/008 +05 | 130 000/007 +06 |
| 110 035/012 +08 | 110 035/012 +08 | 110 035/012 +08 | 110 014/012 +09 |
| 090 045/015 +12 | 090 045/015 +12 | 090 046/015 +13 | 090 040/013 +13 |
| 070 052/015 +18 | 070 052/015 +18 | 070 052/015 +18 | 070 056/014 +18 |
| 050 056/013 +23 | 050 056/013 +23 | 050 056/013 +24 | 050 061/011 +24 |

DESCENT
350 149/007 -44
310 160/005 -34
200 036/002 -07
150 028/003 +02
100 025/014 +10



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF HKNAZQZX
170933 CYULSBFP
(FPL-ATW23-IS
-C25C/M-SDE2E3FGHRWXY/LB1
-HKMO1005
-N0294F090 EVIDI1A UTIKU Q315 UTEPI UTEPI1A
-HKJK0049 HTKJ
-PBN/A1B2C2D2D3O2O3S2 DOF/201117 REG/N525WT OPR/ATW PER/B RMK/TCAS)



[Additional Info]

D I S P A T C H B R I E F I N G I N F O ATW0023 HKMO/HKJK



[Airport WX List]

HKMO --> HKJK ATW 23 / 17NOV2020
LIDO/WEATHER SERVICE DATE : 17Nov2020 TIME : 09:33 UTC

AIRMETs:

No Wx data available

SIGMETs:

No Wx data available

Tropical Cyclone SIGMETs:

No Wx data available

Volcanic Ash SIGMETs:

No Wx data available

Departure:

HKMO/MBA MOI INTL
SA 170900 12007KT 9999 FEW023CB BKN024 30/25 Q1012 NOSIG
FT 170500 1706/1812 00000KT 9999 SCT021
TEMPO 1709/1712 09010KT -SHRA FEW023CB SCT024
BECMG 1715/1718 12005KT NSW FEW025
BECMG 1800/1803 00000KT SCT020 BKN080

Destination:

HKJK/NBO JOMO KENYATTA INTL
SA 170900 05010KT 9999 BKN023 24/14 Q1020 NOSIG
FT 170500 1706/1812 07010KT 9999 BKN025
BECMG 1720/1723 CAVOK
TEMPO 1801/1805 VRB02KT 9999 BKN006 BKN016 BKN080
BECMG 1808/1811 06010KT FEW025CB BKN027

Destination Alternates:

HTKJ/JRO KILIMANJARO INTL
SA 170800 09005KT 9999 BKN027 25/19 Q1019 NOSIG
FT 170500 1706/1806 09010KT 9999 BKN025
BECMG 1710/1712 FEW028CB BKN029
PROB30 TEMPO 1711/1715 SHRA
BECMG 1716/1718 BKN024

AIRPORTLIST ENDED



[NOTAM]

 LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2011171005 - 2011171509 STD(EOBT)+TRIP+ALTN+3HRS
 ATW 23 /17NOV OFP-NR: 1
 ROUTE: HKMO - HKJK ALTN: HTKJ
 N0294F090 EVIDI1A UTIKU Q315 UTEPI UTEPI1A

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DEPARTURE AIRPORT - DETAILED INFO
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HKMO/MBA MOI INTL

+++++ AIRPORT +++++

- A0461/20
 BAY 4 CLSD
- A0450/20
 BAY 5 CLSD
- A0451/20
 TWY M CLSD
- A0402/20
 APN FOR GEN AVIATION CLSD DUE WIP.
- A0403/20
 TWY H AND J CLSD DUE WIP
- A0392/20
 APN 2 CLSD.
- A0373/20
 BAYS 3, 3A AND 3B CLSD

+++++ RUNWAY +++++

- A0462/20
 PALS RWY 21 DOWNGRADED TO SALS.
- A0411/20
 WIP ALONG RWY03/21 RUNWAY STRIP. PILOTS TO EXER CTN DUE PRESENCE
 OF EQUIPMENT AND MACHINERY.
- A0407/20
 THR RWY 15/33 MARKINGS NOT AVBL

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DESTINATION AIRPORT - DETAILED INFO
 =====

HKJK/NBO JOMO KENYATTA INTL

+++++ AIRPORT +++++

- A0491/20
 BAY F6 CLSD
- A0464/20
 BAY 7 AND 8 CLSD FOR PAVEMENT REPAIRS.
- A0465/20
 BAY F5 CLSD
- A0445/20
 AIP SUP 47/20 CNL. INFO INCORP TO AIP PAGE AD 2 HKJK-11



A0443/20

PRKG BAY F1 CLSD

A0397/20

LOOSE SFC AT BAY 10. ACFT IN AND OUT OF BAY 10 TO SHUT DOWN ENGINES AND BE TOWED.

A0394/20

A CRANE ERECTED ON APCH RWY06 PSN 012029.66S 0365355.37E (APRX 1.4NM FM THR RWY06), HGT 20M AGL. PILOTS ADZ TO EXER CTN.

A0372/20

BAY 17, J7, J8 AND J9 CLSD. OPERATIONAL RESTRICTIONS:
1. ALL ACFT TO BAY 18, 19, 20 AND 21 TO ENTER AND EXIT VIA TWY K.
2. ALL ACFT TO ENTER AND EXIT BAY 15 AND 16 VIA TWY H AND TWY J.

A0303/19

COR ON APN1 PRKG BAYS COORD OF AIRAC AIP SUP 23/19:
BAY 14: 011953.5333S 0365524.7335E WIDTH 71.10M
BAY 13: 011951.7896S 0365523.8432E WIDTH 36.70M.

+++++ RUNWAY +++++

A0471/20 VALID: 17-NOV-20 0800 - 17-NOV-20 1300

PAPI RWY 06 AND RWY 24 SUBJ INTRP DUE FLT CLBR.

+++++ APPROACH PROCEDURES +++++

A0470/20 VALID: 17-NOV-20 0800 - 17-NOV-20 1300

NL ILS/DME FREQ 1102.00 MHZ SUBJ INTRP DUE FLT CLBR.

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DESTINATION ALTERNATE AIRPORT(S)
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HTKJ/JRO KILIMANJARO INTL

+++++ AIRPORT +++++

A0296/20

ATC TRAINING ON PROGRESS AT APCH PSN FREQ 120.1MHZ AND 133.4MHZ.PILOTS REQUESTED TO BE PATIENT AND COOPERATIVE

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EXTENDED AREA AROUND DEPARTURE
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HKNA NAIROBI FIR

+++++ FIR/UIR +++++

A0482/20

DLY BTN 06H00 AND 14H00
NAIROBI RADAR SHUT DOWN FOR MAINT.

A0395/20

TRIGGER NOTAM - PERM AIRAC AIP AMDT 04/20 WEF 5 NOV 2020.



A0436/20

COVID-19: RESUMPTION OF INTL PAX FLIGHTS. REF AIC 20/20

1. THE FLW GUIDELINES SHALL APPLY TO ALL PAX INTO KENYA AND ON TRANSIT THROUGH INTL AIRPORTS:
 - I. ALL TRAVELLERS FM THE APPROVED STATES VISITING KENYA MUST BE IN POSSESSION OF A PCR BASED COVID-19 NEGATIVE CERTIFICATE FOR A TEST CONDUCTED 96 HOURS PRIOR TO TRAVEL.
 - II. FOR TRAVELLERS WHOSE CERTIFICATES EXPIRE WHILE ON TRANSIT, THE AIRLINE SHALL DEPOSIT THE TRAVELLERS PASSPORT AT PORTHEALTH AND FACILITATE TESTING IN A RECOGNIZED FACILITY, AT OWN COST.
 - III. THE LIST OF APPROVED STATES CAN BE ACCESSED FM KCAA WEBSITE [HTTPS://WWW.KCAA.OR.KE QUARANTINE-EXEMPTED-STATES](https://www.kcaa.or.ke/quarantine-exempted-states) AND WILL BE REVIEWED AS NECESSARY TO ACCOMMODATE CHANGES COMMUNICATED BY THE APPROVING AUTHORITY.
 - IV. THE MANDATORY MINISTRY OF HEALTH TRAVELLERS HEALTH SERVICE ONLINE FORM MUST BE FILLED AND SUBMITTED PRIOR TO TRAVEL.
 - V. THE ONLINE FORM CAN BE ACCESSED FM THE MINISTRY OF HEALTH WEBSITE [HTTPS://BIT.LY/COVID19MOH](https://bit.ly/covid19moh)
 - VI. PAX DISEMBARKING SHOULD BE RELEASED FROM THE AIRCRAFT IN BATCHES OF THIRTY PERSON(S) TO AVOID OVERCROWDING AT SCREENING AREA. AIRLINE GROUND HANDLERS TO COORDINATE PAX RELEASE AT INTERVALS WITH PORT HEALTH.
2. ALL FLIGHT CREW, AIR OPERATORS AND PAX ARE ADZ TO STRICTLY FLW COVID-19 PREVENTION PROTOCOLS AT ALL AIRPORTS AND INSIDE THE ACFT.
3. ALL AIRLINES ARE REQUIRED TO ENSURE FACE COVERING OF ALL PAX THROUGH WEARING OF SURGICAL MASK

+++++ WAYPOINT +++++

A0473/20 VALID: 17-NOV-20 1300 - 17-NOV-20 1500
 TV DVOR FREQ 115.50 MHZ SUBJ INTRP DUE FLT CLBR.
A0472/20 VALID: 17-NOV-20 1200 - 17-NOV-20 1400
 NV DVOR/DME FREQ 113.10 MHZ SUBJ INTRP DUE FLT CLBR.

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EXTENDED AREA AROUND DESTINATION
 =====

HKNA NAIROBI FIR

Please see section EXTENDED AREA AROUND DEPARTURE

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EXTENDED AREA AROUND DESTINATION ALTERNATE AIRPORT(S)
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HTDC DAR-ES-SALAAM FIR/UIR

+++++ FIR/UIR +++++

A0299/20

DAILY 0400-1100
 PARACHUTE OPS WILL TAKE PLACE WITHIN A RADIUS OF 5NM CENTERED AT KIGUNDA AREA COORD 054510.17S 0391854.52E.
 PILOTS STRICTLY ADHERE TO ATC INSTRUCTIONS.
 F) GND G) 11000FT AMSL



A0295/20

IMPLEMENTATION OF AIP SUP NR 27/20 FLT PLANNABLE DCT ROUTES
SUSPENDED.

+++++ WAYPOINT +++++

A0284/20

KL 283 KHZ **NDB** OPR ON SINGLE SYSTEM ONLY.



[Company NOTAM]

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CREW ALERT
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SB007/14

SUBJECT: AUTO COST INDEXES
WHEN PLANNING A COST INDEX, 2 OPTIONS ARE AVAILABLE. PILOTS MAY EITHER SELECT A SPECIFIC COST INDEX NUMBER FROM THE LIST, OR THEY MAY SELECT "AUTO". WHEN PLANNING AN "AUTO" COST INDEX, THE SYSTEM WILL REFERENCE THE SCHEDULED "TIME ENROUTE" OPTION AND ATTEMPT TO CHOOSE A COST INDEX WHICH CLOSELY MATCHES THIS VALUE. NOTE THAT THE "TIME ENROUTE" OPTION IS MEANT AS A GATE TO GATE TIME (AS INDICATED ON AN AIRLINE'S FLIGHT SCHEDULE, FOR EXAMPLE). IF A "TIME ENROUTE" OF 2:30 IS SELECTED, THE SYSTEM WILL SUBTRACT THE TAXI TIMES FROM THIS VALUE TO DETERMINE THE SCHEDULED AIR TIME. IT WILL THEN DETERMINE AND USE THE COST INDEX WHICH MATCHES THIS AIR TIME.

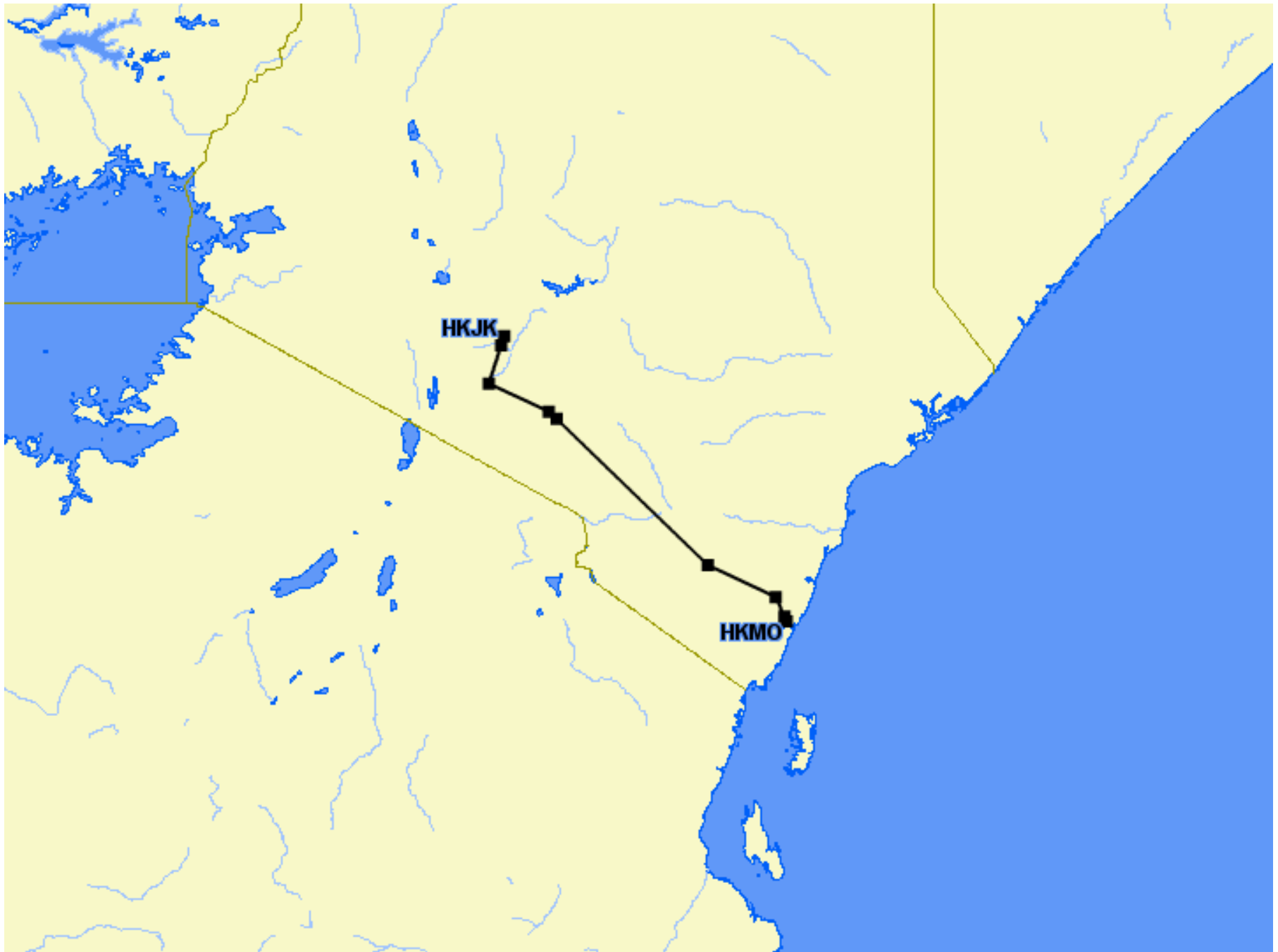
SB003/13

SUBJECT: FLIGHT RELEASE UNITS
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.

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CREW BULLETIN
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NIL

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



- Not for real world navigation -



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