



**Tradewind VA**



**Flight Briefing Package**

**TCC910C KMEM-KSFO**

**24-Aug-2019 #2**

RELEASE #2

MEMPHIS INTL  
(UNITED STATES)

-

SAN FRANCISCO INTL  
(UNITED STATES)

PREPARED BY CHRISTIAN BREUER (TCA2984)

CHRISTIAN@TCA-CHARTER.DE

24 AUG 0837 UTC

<b>Fuel Planning (kg)</b>	<b>EU-OPS</b>	<b>Fuel</b>	<b>Time</b>
TRIP		20.769	03:33
CONT 5%		1.038	00:12
HOLD	KSFO	1.691	00:20
ALTN	KOAK	1.007	00:08
FINAL RESV		2.537	00:30
ADD FUEL		444	00:05
MIN T/O		27.486	04:48
EXTRA		1.269	00:15
TAXI		1.300	00:25
RELEASE	KMEM	30.055	05:28
ARR FUEL	KSFO	7.778	01:26

<b>Load Planning (kg)</b>	<b>PJTGE</b>	<b>Plan</b>	<b>Limit</b>
Empty Weight		156.146	
Zero Fuel Weight	Limit	156.146	209.106
Fuel		30.055	162.613
Ramp Weight		186.201	348.359
Take-Off Weight KMEM		184.901	295.125
Landing Weight KSFO		164.132	223.167
Underload		52.960	Lim ZFW
Max Extra Fuel		59.035	Lim LDW

<b>Cost Planning</b>		
Flight Time	03:33\$	19.979
Fuel	22.277\$	17.494
Total		\$ 37.473

TRADEWIND CARIBBEAN FLIGHTPLAN - IFR TCC910C PJTGE KMEM-KSFO

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 ALL WEIGHTS IN KILOGRAMS (KG) STD 24AUG/1215Z  
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OPF 2 - PREPARED 24AUG/0837Z BY CHRISTIAN BREUER (TCA2984) CHRISTIAN@TCA-CHARTER.DE

TR910C/TCC910C PJTGE/B777-2LR GE SEL/EGAP ROUTE: KMEMKSF001

DEP: KMEM/MEM 18C ELEV 341 FT COST INDEX: 250 TTL G/C DIST: 1568 NM  
 ARR: KSFO/SFO 28L ELEV 13 FT INIT ALT: FL400 TTL F/P DIST: 1584 NM  
 FUEL BIAS: 100.5% TTL AIR DIST: 1662 NM  
 AVG WIND CMP: HD022 KT

ALT: KOAK/OAK 30 ELEV 9 FT 20 NM

CONFIG	DOW	PAX	CARGO	TOTAL	ULOAD LIM	ZFW	TOW	LDW
STANDARD	156146	0	0	0	52960 ZFW	MAX 209106	295125	223167
						PLN 156146	184901	164132
						ACT .....	.....	.....

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 \*\* TAKE-OFF DATA KMEM 18C \*\*

COND: 184901 KG // RWY DRY // +25°C Q1017 CALM // LMT: FIELD  
 CONFIG: FLAPS 5 // D-T02 +70C // A/I OFF/AUTO // A/C ON  
 SPEEDS: V1=121 VR=136 V2=136  
 ENG OUT: NONE

	FUEL	CORR	ENDUR	
TRIP	20769	.....	03:33	
CONT 5%	1038	.....	00:12	
ALTN KOAK	1007	.....	00:08	
FINAL RESV	2537	.....	00:30	
HOLD	1691	.....	00:20	
ADD FUEL	444	.....	00:05	
MIN T/O	27486	.....	04:48	.....
EXTRA	1269	.....	00:15	CAPTAINS SIGNATURE (....)
TAXI	1300	.....	00:25	
RELEASE	30055	.....	05:28	I ACCEPT THIS OPF AND I AM FAMILIAR
ARR FUEL	7778	.....	01:26	WITH THE PLANNED ROUTE AND AERODROMES

FUEL TANK CAP 162613 KG / MAX EXTRA FUEL 60304 KG LIM BY LDW  
 TRIP CORR FOR 5000 KG TOW INCR: +341 KG / 5000 KG TOW DECR: -702 KG  
 2000 FT LOWER: +535 KG / EET 03:31 CLB: 250/310/84 DES: 84/320/250

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 KMEM STD 12:15Z/07:15L ETD 12:15Z ACT OFBL .... EST T/O 12:40Z ACT T/O ....  
 KSFO STA 16:20Z/09:20L ETA 16:17Z ACT ONBL .... EST LDG 16:13Z ACT LDG ....  
 SKD 04:05 PLN 04:02 TTL BLCK .... EST FLT 03:33 TTL FLT ....  
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ATC ROUTE: N0491F400 ELVIS4 WTW00 DCT FSM DCT OKM DCT LBL DCT TBE DCT ALS DCT  
 DVC DCT MLF J80 ILC DCT RUMPS DCT OAL MOD9

ALTERNATE PLANNING

ALTN/RWY	DIST	ALT/FL	MSA	COMP	TIME	FUEL	DIFF	ROUTE
KOAK/30	20	5000	061	TL004	00:08	1007	-	SFO DCT OAK

MOST CRITICAL MORA 16500 FT AT ALS

AWY	WAYPOINT	MT	ALT	MSA	FREQ	TAS	LEG	FUEL	REM / USED	LEG	ACC
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-FIR	NAME	ISA	WND/SPD	GS	REM	POSITION	ETO / ATO
	<b>KMEM/18C</b> MEMPHIS INTL	341	026			28.8 / 1.3 1584 N3503.3 W08958.6	...../.....
ELVIS4	<b>MEM</b> MEMPHIS	190	*CLB 026 P11 024/003	<b>117.50</b>	2 1581	28.1 / 2.0 N3500.9 W08959.0	02 00.02 ...../.....
ELVIS4	<b>WTWOO</b>	273	*CLB 032 P13 263/023		41 1541	26.1 / 4.0 N3501.5 W09048.6	06 00.08 ...../.....
DCT	<b>*TOC</b>	279	FL400 032 M01 275/045	491 41 445 1499		25.0 / 5.0 N3507.3 W09138.5	05 00.13 ...../.....
	<b>KOKC</b>	278	FL400 046 M00 254/044		123 1377	23.5 / 6.6 N3522.5 W09407.3	17 00.30 ...../.....
DCT	<b>FSM</b> FORT SMITH	275	FL400 046 M01 262/042	<b>110.40</b> 449 1369	490 8	23.4 / 6.7 N3523.3 W09416.3	01 00.31 ...../.....
DCT -KZFW	<b>*BDRY</b>	282	FL400 046 M01 258/039	490 37 452 1332		22.9 / 7.1 N3531.9 W09500.1	05 00.36 ...../.....
DCT	<b>OKM</b> OKMULGEE	281	FL400 038 M00 258/043	<b>114.90</b> 451 1289	491 43	22.4 / 7.7 N3541.6 W09552.0	05 00.41 ...../.....
DCT -KZKC	<b>*BDRY</b>	287	FL400 038 M00 256/043	491 17 452 1272		22.2 / 7.9 N3547.2 W09611.2	03 00.44 ...../.....
DCT	<b>LBL</b> LIBERAL	287	FL400 052 P02 210/024	<b>112.30</b> 484 1029	491 243	19.3 / 10.8 N3702.7 W10058.3	31 01.15 ...../.....
	<b>KDEN</b>	271	FL400 053 P02 314/033		48 981	18.7 / 11.4 N3708.0 W10158.4	06 01.21 ...../.....
DCT -KZAB	<b>*BDRY</b>	270	FL400 066 P02 290/026	493 15 471 966		18.5 / 11.5 N3709.5 W10216.8	02 01.23 ...../.....
DCT -KZDV	<b>*BDRY</b>	269	FL400 099 P02 309/033	493 52 468 914		17.9 / 12.1 N3714.5 W10321.5	07 01.30 ...../.....
DCT	<b>TBE</b> TOBE	268	FL400 099 P02 311/036	<b>111.20</b> 464 902	493 12	17.8 / 12.3 N3715.5 W10336.0	01 01.31 ...../.....
DCT	<b>ALS</b> ALAMOSA	266	FL400 165 P01 316/038	<b>113.90</b> 463 796	492 106	16.5 / 13.6 N3721.0 W10548.9	14 01.45 ...../.....
DCT	<b>DVC</b> DOVE CREEK	273	FL400 165 M00 340/040	<b>114.60</b> 469 645	491 151	14.7 / 15.3 N3748.5 W10855.9	19 02.04 ...../.....
	<b>KLAS</b>	271	FL400 165 M01 325/038		54 592	14.1 / 16.0 N3758.4 W11002.6	07 02.11 ...../.....
DCT -KZLC	<b>*BDRY</b>	270	FL400 139 M00 336/039	405 18 385 574		13.9 / 16.2 N3801.6 W11024.6	02 02.13 ...../.....
DCT	<b>MLF</b> MILFORD	270	FL400 144 M01 336/041	<b>112.10</b> 467 450	491 125	12.4 / 17.6 N3821.6 W11300.8	16 02.29 ...../.....
J80	<b>ILC</b> WILSON CREEK	253	FL400 153 M01 334/034	<b>116.30</b> 477 384	490 65	11.7 / 18.4 N3815.0 W11423.7	09 02.38 ...../.....
DCT -KZOA	<b>RUMPS</b>	256	FL400 153 M01 332/024	490 136 480 248		10.2 / 19.9 N3807.2 W11716.3	17 02.55 ...../.....

DCT	<b>OAL</b>	241	FL400	143	<b>117.70</b>	490	25	9.9 / 20.2	03	02.58
	COALDALE			M01	333/021	484	223	N3800.2 W11746.2	...../.....	
	<b>KSFO</b>	250	FL400	165			34	9.5 / 20.6	04	03.02
				M01	328/020		189	N3755.6 W11829.5	...../.....	
MOD9	<b>INVOE</b>	249	FL400	165		490	13	9.4 / 20.7	02	03.04
				M01	328/018	482	176	N3753.7 W11845.9	...../.....	
MOD9	<b>KYLLA</b>	249	FL400	165		490	29	9.0 / 21.0	03	03.07
				M01	325/017	482	147	N3749.6 W11922.1	...../.....	
MOD9	<b>*TOD</b>	249	FL400	153		490	28	8.7 / 21.3	04	03.11
				M01	321/015	482	119	N3745.4 W11956.5	...../.....	
MOD9	<b>TROSE</b>	248	*DES	153			22	8.7 / 21.4	02	03.13
				P12	324/012		97	N3742.0 W12024.3	...../.....	
MOD9	<b>MOD</b>	248	*DES	093	<b>114.60</b>		27	8.6 / 21.4	04	03.17
	MODESTO			P18	304/007		70	N3737.7 W12057.5	...../.....	
MOD9	<b>LEEFF</b>	249	*DES	093			8	8.6 / 21.5	01	03.18
				P19	311/005		62	N3736.5 W12107.5	...../.....	
MOD9	<b>GROAN</b>	249	*DES	066			8	8.6 / 21.5	01	03.19
				P18	245/002		54	N3735.4 W12117.1	...../.....	
MOD9	<b>CEDES</b>	249	*DES	066			16	8.5 / 21.6	03	03.22
				P18	186/006		38	N3733.1 W12137.5	...../.....	
MOD9	<b>ARCHI</b>	240	*DES	066			12	8.4 / 21.6	02	03.24
				P17	190/007		26	N3729.5 W12152.5	...../.....	
MOD9	<b>MEHTA</b>	240	*DES	066			6	8.4 / 21.7	02	03.26
				P17	193/008		20	N3727.7 W12159.8	...../.....	
MOD9	<b>KSFO/28L</b>	285	13	066			20	8.0 / 22.1	07	03.33
	SAN FRANCISCO INTL							N3736.7 W12221.6	...../.....	

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WIND INFORMATION - OBS 24/AUG 00:00

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**(CLIMB)**                      **FSM**                                      **OKM**                                      **LBL**  
FL390 283/044 -55    FL440 264/042 -64    FL440 258/040 -63    FL440 245/030 -58  
FL310 267/027 -35    FL420 264/042 -61    FL420 258/042 -60    FL420 231/026 -56  
FL230 254/014 -16    FL400 263/042 -57    FL400 258/044 -57    FL400 211/024 -55  
15000 256/010 -2    FL380 262/041 -53    FL380 258/044 -53    FL380 198/024 -52  
7000 204/002 +12    FL360 262/039 -48    FL360 257/038 -48    FL360 209/021 -49

**TBE**                                      **ALS**                                      **DVC**                                      **MLF**  
FL440 300/025 -58    FL440 321/034 -59    FL440 322/032 -62    FL440 323/031 -63  
FL420 306/031 -56    FL420 319/036 -58    FL420 332/036 -60    FL420 331/035 -61  
FL400 311/037 -54    FL400 317/039 -56    FL400 340/040 -57    FL400 336/041 -58  
FL380 313/042 -52    FL380 316/040 -53    FL380 346/045 -54    FL380 339/044 -54  
FL360 311/045 -49    FL360 318/040 -49    FL360 349/047 -49    FL360 338/042 -49

**RUMPS**                                      **(DESCENT)**  
FL440 326/025 -64    FL390 306/008 -56  
FL420 329/025 -61    FL310 329/011 -35  
FL400 333/024 -57    FL230 291/008 -13  
FL380 335/024 -53    15000 255/003 +3  
FL360 336/021 -48    7000 187/010 +18

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END FLIGHTPLAN 03392 TCC910C PJTGE KMEM-KSFO 24AUG2019

[ATC FLIGHTPLAN]

(FPL-TCC910C-IS  
-B77L/H-SDE1FGHIJ1J5M1RWXY/LB2  
-KMEM1215  
-N0491F400 ELVIS4 WTW00 DCT FSM DCT OKM DCT LBL DCT TBE DCT ALS  
DCT DVC DCT MLF J80 ILC DCT RUMPS DCT OAL MOD9  
-KSF00333 KOAK  
-PBN/A1B1C1D1L101S2 NAV/RNVD1E2A1 DOF/190824 REG/PJTGE  
EET/KZFW0036 KZKC0044 KZAB0123 KZDV0130 KZLC0213 KZOA0255  
SEL/EGAP CODE/484DC7 RVR/75 OPR/TRADEWIND CARIBBEAN  
ORGN/TNCCTCAP PER/C  
RMK/TCAS  
-E/0503)

[PLANNING WEATHER]

**ORIGIN: KMEM/MEM (MEMPHIS INTL, UNITED STATES)**

**UTC -05:00**

KMEM 240754Z 10004KT 10SM FEW044 25/23 A3002 RMK A02 SLP160 T02500228  
KMEM 240645Z 2407/2512 VRB04KT P6SM VCSH SCT100 BKN250  
TEMPO 2407/2409 BKN035 OVC080  
FM240900 VRB03KT P6SM VCSH SCT009 OVC015  
TEMPO 2409/2413 BKN009  
FM241600 06005KT P6SM SCT015 BKN025 OVC040  
FM241900 06008KT P6SM VCTS BKN035CB BKN080 BKN250  
FM250100 VRB04KT P6SM VCSH SCT070 BKN120 BKN250

**DESTINATION: KSFO/SFO (SAN FRANCISCO INTL, UNITED STATES)**

**UTC -07:00**

KSFO 240756Z 29005KT 10SM FEW008 17/13 A2986 RMK A02 SLP112 T01720133  
402610144  
KSFO 240532Z 2406/2512 29005KT P6SM SCT008  
FM241200 20004KT P6SM BKN008  
FM241600 33006KT P6SM FEW010  
FM242100 30016KT P6SM FEW011  
FM250300 29010KT P6SM FEW008  
FM250900 29008KT P6SM SCT008

**ALTERNATE: KOAK/OAK (METRO OAKLAND INTL, UNITED STATES)**

**UTC -07:00**

KOAK 240753Z 36004KT 10SM FEW014 17/14 A2988 RMK A02 SLP116 T01670139  
402610156  
KOAK 240532Z 2406/2512 29008KT P6SM FEW010  
FM240800 29005KT P6SM BKN008  
FM241700 27007KT P6SM FEW010  
FM242100 30015KT P6SM FEW010  
FM250300 29010KT P6SM FEW010  
FM250900 29008KT P6SM SCT010

**ADEQUATE: KOKC/OKC (WILL ROGERS WORLD, UNITED STATES)**

**UTC -05:00**

KOKC 240752Z 12004KT 10SM BKN200 22/21 A2998 RMK A02 SLP136 T02170211  
KOKC 240520Z 2406/2506 10008KT P6SM SCT012 BKN250  
TEMPO 2412/2416 BKN012  
FM241700 13010KT P6SM SCT040 SCT250

**ADEQUATE: KDEN/DEN (DENVER INTL, UNITED STATES)**

**UTC -06:00**

KDEN 240753Z 08011G18KT 10SM FEW180 BKN220 17/08 A3008 RMK A02 SLP100  
T01720083  
KDEN 240540Z 2406/2512 18014G21KT P6SM FEW120 BKN200  
FM241200 29008KT P6SM FEW200  
FM241700 04010KT P6SM FEW100  
FM250000 14008KT P6SM SCT100  
FM250400 22011KT P6SM SKC



ADEQUATE: KLAS/LAS (MC CARRAN INTL, UNITED STATES)

UTC -07:00

KLAS 240756Z 19007KT 10SM CLR 32/06 A2987 RMK A02 SLP083 T03220056  
404060283

KLAS 240525Z 2406/2512 20009KT P6SM FEW250

FM241100 VRB06KT P6SM SKC

FM241800 16010KT P6SM FEW250

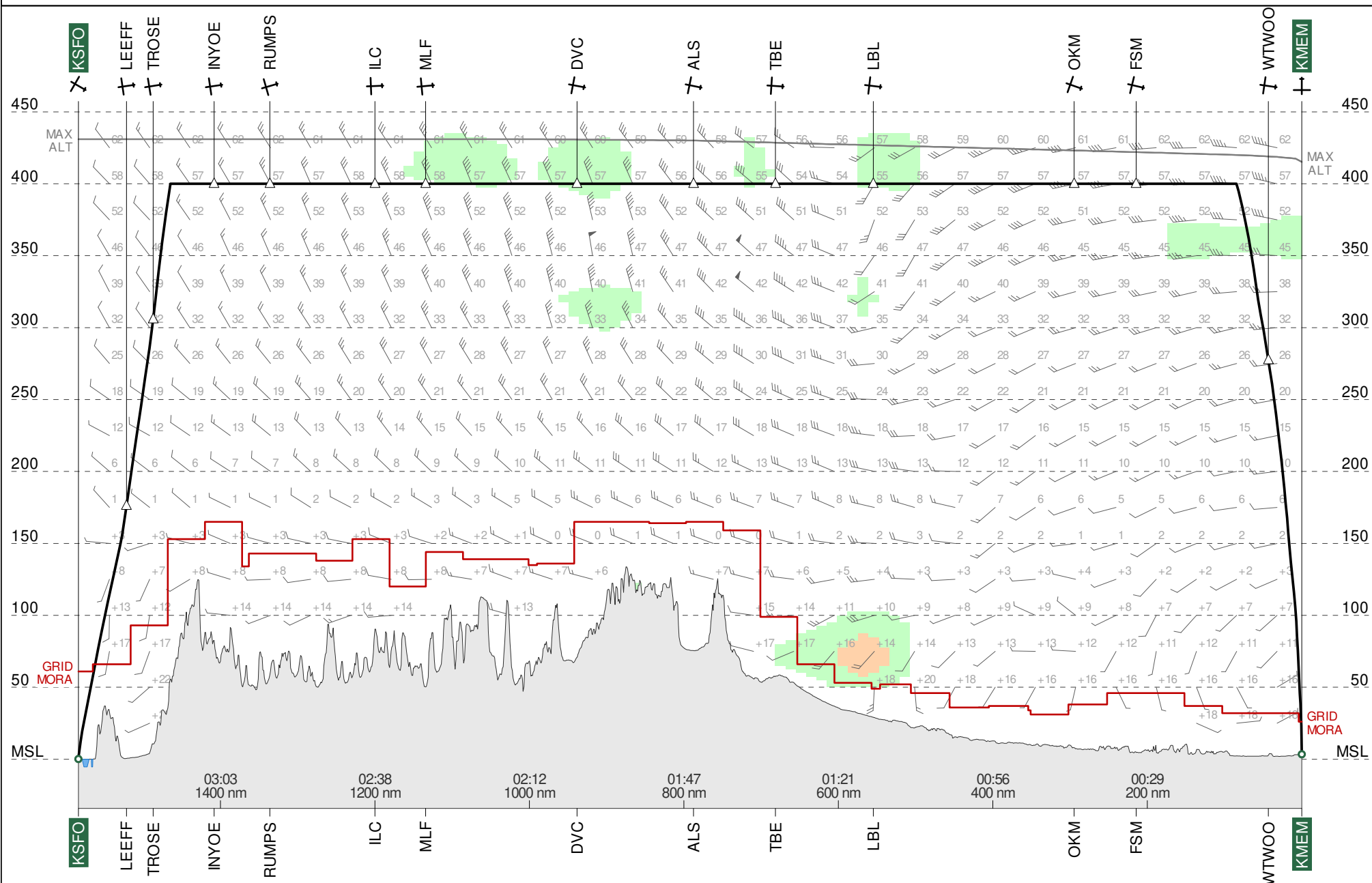
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FM250300 19008KT P6SM FEW250

# TR910C #2

## KSFO ← — KMEM

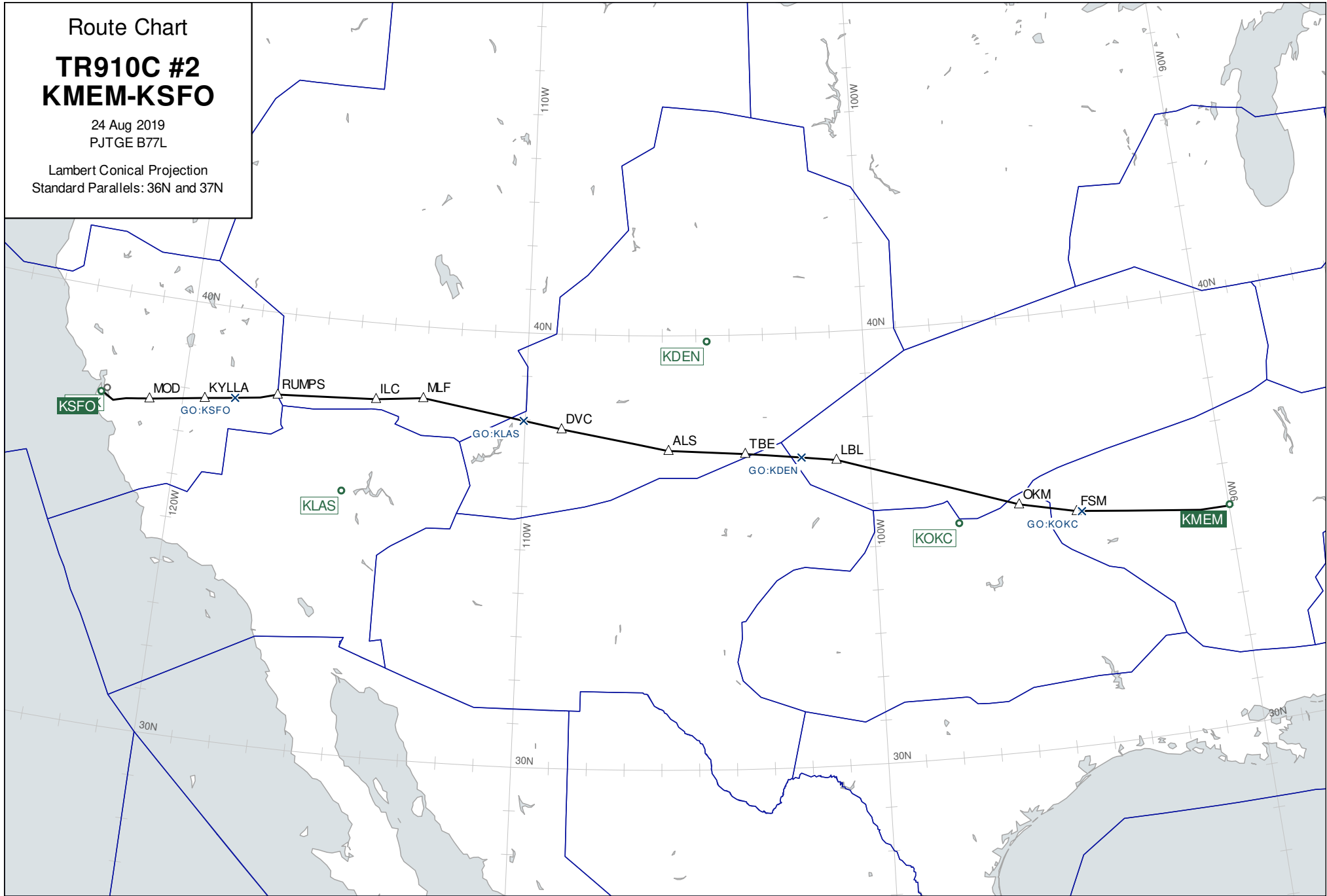
ETD 24 Aug 12:15z  
PJTGE B77L



Route Chart  
**TR910C #2**  
**KMEM-KSFO**

24 Aug 2019  
PJTGE B77L

Lambert Conical Projection  
Standard Parallels: 36N and 37N



Wind Chart

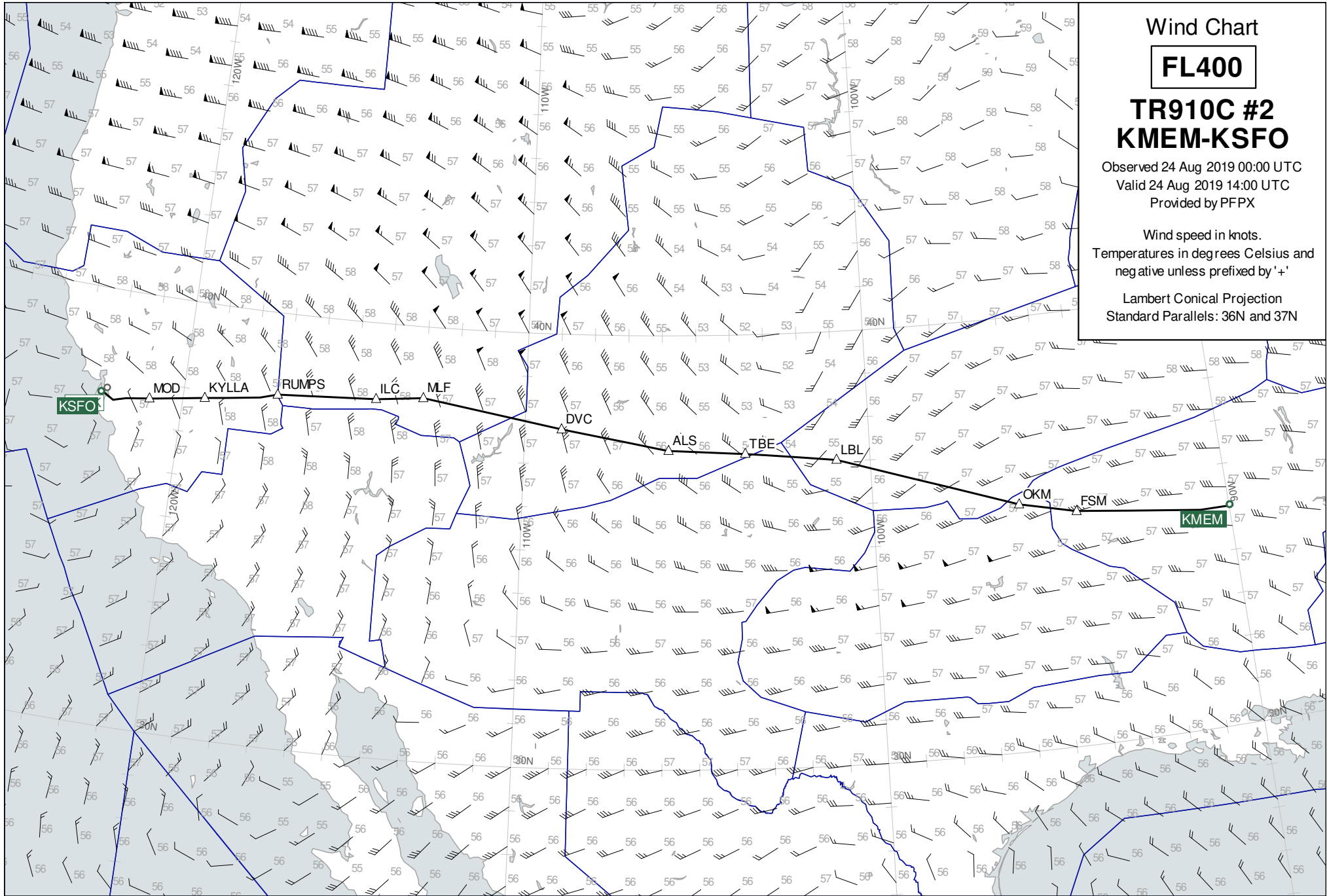
**FL400**

**TR910C #2**  
**KMEM-KSFO**

Observed 24 Aug 2019 00:00 UTC  
Valid 24 Aug 2019 14:00 UTC  
Provided by PFPX

Wind speed in knots.  
Temperatures in degrees Celsius and  
negative unless prefixed by '+'

Lambert Conical Projection  
Standard Parallels: 36N and 37N



# Wind Chart

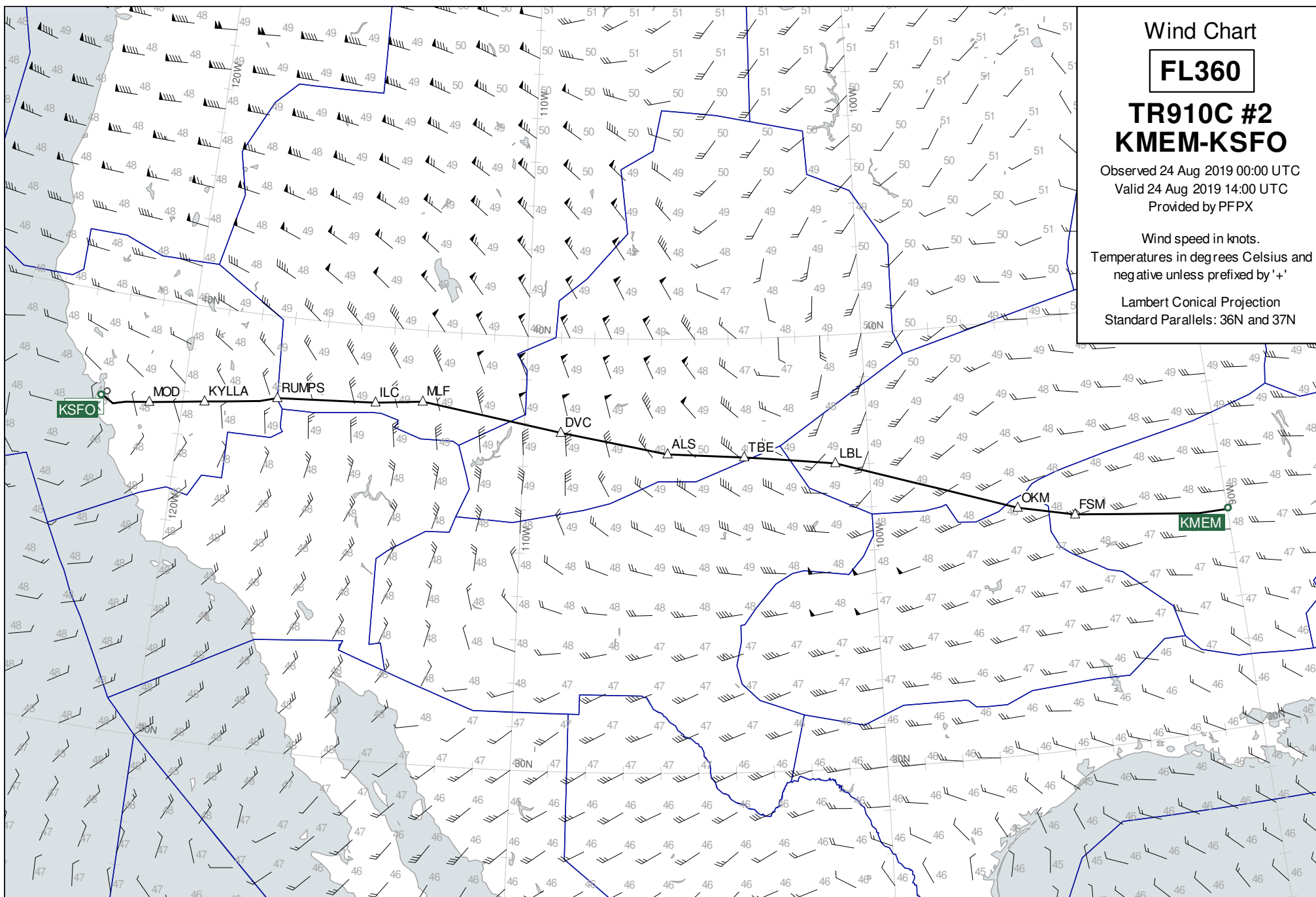
## FL360

### TR910C #2 KMEM-KSFO

Observed 24 Aug 2019 00:00 UTC  
Valid 24 Aug 2019 14:00 UTC  
Provided by PFPX

Wind speed in knots.  
Temperatures in degrees Celsius and  
negative unless prefixed by '+'

Lambert Conical Projection  
Standard Parallels: 36N and 37N



Wind Chart

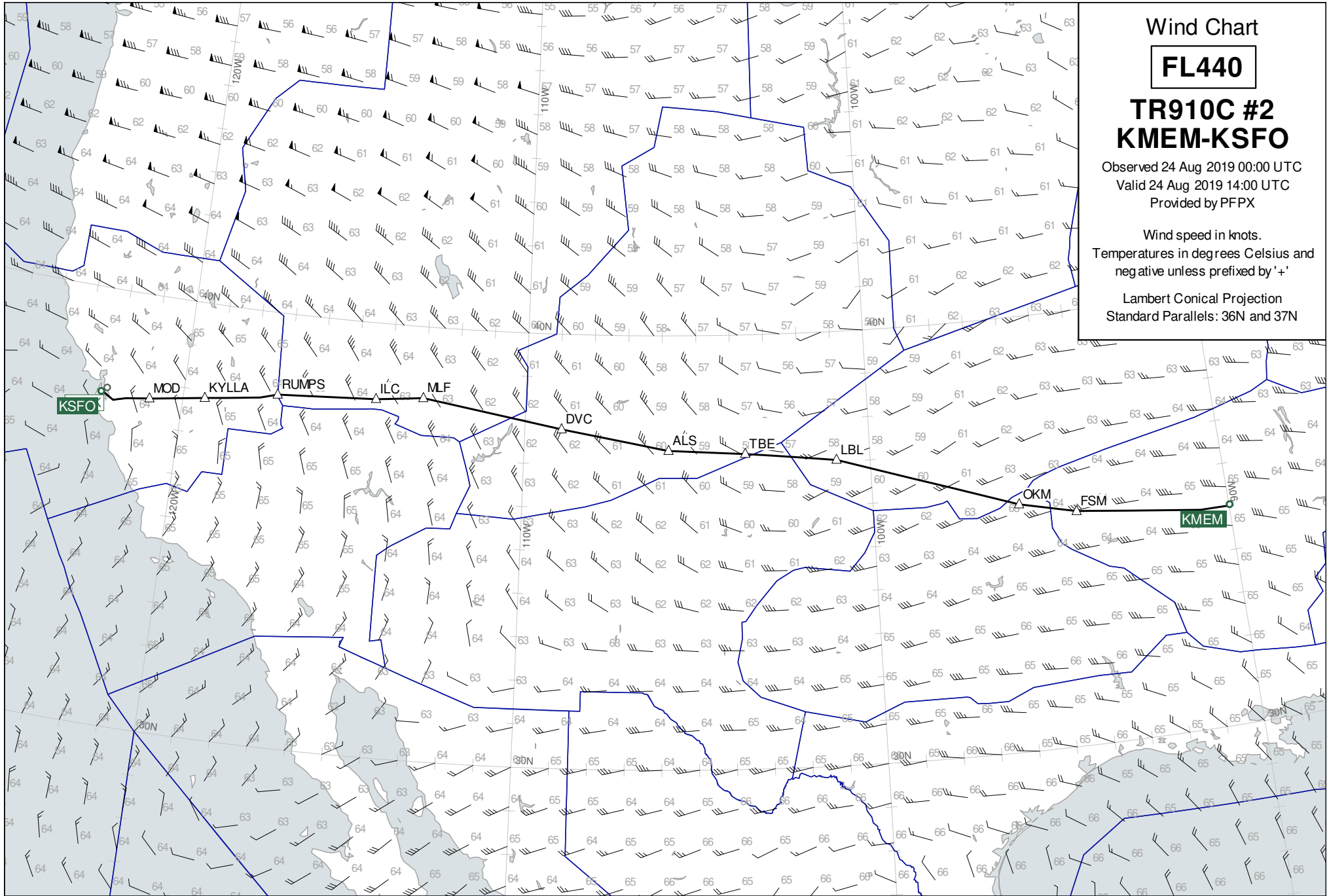
**FL440**

**TR910C #2**  
**KMEM-KSFO**

Observed 24 Aug 2019 00:00 UTC  
Valid 24 Aug 2019 14:00 UTC  
Provided by PFPX

Wind speed in knots.  
Temperatures in degrees Celsius and  
negative unless prefixed by '+'

Lambert Conical Projection  
Standard Parallels: 36N and 37N



Destination Area

**15000**

**TR910C #2**  
**KMEM-KSFO**

Observed 24 Aug 2019 00:00 UTC

Valid 24 Aug 2019 16:00 UTC

Provided by PFPX

Wind speed in knots.

Temperatures in degrees Celsius and  
negative unless prefixed by '+'

Lambert Conical Projection  
Standard Parallels: 36N and 40N

